The Names and Locations of Local and Dispensary Surgeons

D. F. Morgan	Okolona, Miss.
A. F. Wicks	Okolona, Miss.
R. G. Dabbs	Shannon, Miss.
W. B. Holland	Verona, Miss.
C. E. Spencer	Verona, Miss.
J. L. Trice	Tupelo, Miss.
G. L. Brown	Tupelo, Miss.
L. C. Feemster, Jr.	Tupelo, Miss.
C. C. Pyle	Saltillo, Miss.
M. B. Rhodes	Guntown, Miss.
R. B. Caldwell	Baldwyn, Miss.
W. H. Anderson	Booneville, Miss.
G. W. Googe	Rienzi, Miss.
W. A. Johns (E. E. N. & T. Specialist)	Corinth, Miss.
J. R. Lanning	Corinth, Miss.
C. W. Norwood	Corinth, Miss.
C. F. Gilbert	Corinth, Miss.
J. T. Davis	Corinth, Miss.
D. W. Hamrick (E. E. N. & T. Specialist)	Corinth, Miss.
M. C. Key	Ramer, Tenn.
J. R. Smith	Selmer, Tenn.
E. M. Smith	Bethel Springs, Tenn.
W. M. Barnes	Finger, Tenn.
H. T. Pitts	Henderson, Tenn.
W. O. Baird	Henderson, Tenn.
R. S. Hearn	Pinson, Tenn.
S. M. Herron (E. E. N. & T. Specialist)	Jackson, Tenn.
W. G. Saunders	Jackson, Tenn.
J. W. McClaran	Jackson, Tenn.
Southall Dickson (Dental Surgeon)	Jackson, Tenn.
J. R. Thompson, Jr. (Roentgenologist)	Jackson, Tenn.
G. W. Penn	Humboldt, Tenn.
W. C. McRee	Trenton, Tenn.
R. L. Newman, Sr.	Dyer, Tenn.
	Rutherford, Tenn.
A. H. Gray	Kenton, Tenn.
M. A. Blanton	Union City, Tenn.
Frank B. Kimsey	Union City, Tenn.
E. W. Howell	Oakton, Ky.
F. H. Russell	Wickliffe, Ky.
George W. Payne	Bardwell, Ky.
Flint Bondurant	Cairo, Ill.
J. J. Rendleman	Cairo, Ill.
B. S. Hutcheson	Cairo, Ill.
J. K. Rosson	Tamms, Ill.
Earnest Radcliffe	Jonesboro, Ill.
Claude A. Stearns	Alto Pass, Ill.
H. H. Roth (E. E. N. & T. Specialist)	Murphysboro, Ill.
O. B. Ormsby	Murphysboro, Ill.
R. E. Ussery	Ava, Ill.
H. F. Busse	Campbell Hill, Ill.
C. O. Boynton	Sparta, Ill.
C. G. Smith	Red Bud, Ill.
J. A. Werth	Red Bud, Ill.
J. C. Fultz	Waterloo, Ill.
E. T. Lark	Columbia, Ill.
F. H. Gunn	E. St. Louis, Ill.
E. C. Spitze (Ophthalmologist)	E. St. Louis, Ill.
Walter Wilhelm	E. St. Louis, Ill.
Quitman U. Newell	St. Louis, Mo.
M. L. Klinefelter (Orthopedic Surgeon)	St. Louis, Mo.
A. C. Jackson	Jasper, Ala.
B. S. Lester	Birmingham, Ala.
R. C. Woodson (Ophthalmologist)	Birmingham, Ala.
J. O. Gordon	Memphis, Tenn.
B. F. Hardin (Asst. Surgeon)	Memphis, Tenn.

The Names and Locations of Veterinarians

A. J. Striegel	Local Veterinarian	Murphysboro, Ill.
Charles Wright	Local Veterinarian	Jackson, Tenn.
W. L. Stroup	Local Veterinarian	Corinth, Miss.
J. T. Alston	Local Veterinarian	Tupelo, Miss.
D. A. Piatt	Local Veterinarian	Birmingham, Ala.

The Names and Locations of Watch Inspectors

R. P. Wiggins	St. Louis, Mo.
Zerweck Jewelry Co.	East St. Louis, Ill.
Miss Ethel Smith	Murphysboro, Ill.
E. A. Barenburg	Tamms, Ill.
E. A. Buder	Cairo, Ill.
Andrews Jewelry Co.	Union City, Tenn
I. L. Grady	Jackson, Tenn.
E. F. Waits	Corinth, Miss.
Riley Jewelry Co.	Tupelo, Miss.
F. H. McGehee	Okolona, Miss.
Jobe Rose Jewelry Co.	Birmingham, Ala.

W. H. FORLINES, Train Master	Jackson, Tenn.
W. R. BARR, Train Master	Murphysboro, Ill.
B. H. FOX, Chief Dispatcher	Jackson, Tenn.
H. C. WILSON, Asst. Chief Dispatcher	Murphysboro, Ill.
H. L. BRADLEY, Night Chief Dispatcher	Jackson, Tenn.

Mobile and Ohio Rail Road Co.

C. E. ERVIN and T. M. STEVENS, Receivers

NORTHERN DIVISION

TIME TABLE No. 10

To Take Effect at 12:01 A. M.

TUESDAY, JANUARY 3, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY ALL TIME TABLES OF PREVIOUS DATE

V. J. THOMPSON, Chief Operating Officer.

J. G. MINNIECE, Superintendent Transportation.

D. F. RICE, Superintendent.

CON. P. CURRAN PRINTING CO., ST. LOUIS, MO.

MURPHYSBORO DISTRICT—Southbound

TIME TABLE No. 10
In Effect January 3, 1939

Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS				THIRD CLASS	
				3	15		29	53	25		71	
				DAILY	DAILY		DAILY	DAILY	DAILY		DAILY EX. SUN	
		L		AM	PM		AM	PM	PM		AM	
		DN ST. LOUIS (Un. Sta.)	647	8 50	10 35							
		3.2										
	645.58	E. ST. LOUIS (Relay Depot)	645	9 05	10 53							
		0.68										
	644.90	E. ST. LOUIS (Frt. Yard)	644	9 10	10 59							
		2.24										
Yd.	642.66	DN TOLSON (C.W. T.)	642	s 9 15	s 11 07		1 00	6 45	1 00 72		6 30	
		4.55										
80	638.11	EAST CARONDELET	638	f 9 22	11 13		1 13	6 57	1 20		6 42	
		4.86										
79	633.25	BIXBY	633	9 29	11 19		1 23	7 06	1 35 30		6 52	
		1.39										
	631.86	MILLSTADT JUNCTION	632									
		1.57										
	630.29	D COLUMBIA	630	f 9 34	11 23						7 00	
		4.02										
72	626.27	NEW HANOVER	626	9 40	11 29		1 40	7 24	1 52		7 14	
		4.50										
66	621.77	D WATERLOO W.	622	s 9 47	s 11 37		1 50	7 34	2 02		7 37 52	
		5.26										
77	616.51	BURKSVILLE	617	f 9 55	11 46		2 00	7 44	2 11		7 59	
		3.07										
58	613.44	POE	613	9 59	11 50		2 06	7 50	2 22 4		8 18	
		5.11										
83	608.33	D RED BUD	608	s 10 07	s 11 57		2 16	8 00	2 32		8 35	
		8.43										
75	599.90	D BALDWIN C.	600	s 10 21 26	f 12 13		2 31	8 17	2 47		9 05	
		3.90										
72	595.69	HOUSTON	596	f 10 29	12 19		2 39	8 27	2 56		9 15	
		4.79										
24	590.90	DN SPARTA	591	s 10 39	s 12 28		2 48	8 37	3 05		9 35	
		1.59										
114	589.31	EDEN	589	10 42 72	12 31		2 51	8 40	3 08		9 55 26	
		7.88										
78	581.43	D PERCY	581	s 10 52	f 12 41		3 05	8 55	3 23		10 15 72	
		2.78										
71	578.65	WILLISVILLE W.	579	s 10 58	f 12 45		3 14	9 05	3 32		10 25	
		4.47										
65	574.18	CAMPBELL HILL	574	s 11 05 30	f 12 52		3 24	9 15	3 42		10 35	
		4.43										
78	569.75	D AVA	570	s 11 15	f 1 01		3 34	9 25	3 51		10 55 30	
		6.94										
82	562.81	ORAVILLE	563	f 11 27	1 11		3 50 16	9 37	4 03		11 05	
		7.49										
Yd.	555.32	DN MURPHYSBORO (W. T.)	555	s 11 40 71	s 1 25		4 05	9 52	4 20		11 40 3	
		6.55										
82	548.77	ETHERTON	549	f 11 55	1 36		4 22 52	10 10	4 35		12 01	
		4.78										
63	543.99	POMONA	544	f 12 06	1 44		4 31	10 19	4 44		12 24 4	
		4.35										
59	539.64	DN ALTO PASS	540	s 12 16 4	f 1 53		4 49	10 38	4 59		12 44	
		4.45										
51	535.19	MOUNTAIN GLEN	535	f 12 24	2 01		5 01	10 50	5 11		1 00	
		7.19										
42	528.00	D JONESBORO	528	s 12 34	s 2 12		5 17	11 05	5 26		1 25	
		4.64										
53	523.36	WEAVER HILL	524	12 42	2 20 16		5 27	11 15	5 35		1 35	
		3.11										
59	520.25	MILL CREEK	520	f 12 47	f 2 24		5 34	11 22	5 42		1 45	
		3.03										
21	517.22	D ELCO	517	f 12 52	2 28		5 40	11 28	5 48		2 00	
		4.75										
Yd.	512.47	DN TAMMS (C.W. T. Y. A)	512	1 10	2 35		6 00	11 45	6 00		2 20	
				PM	AM		AM	PM	PM		PM	
				3	15		29	53	25		71	
				DAILY	DAILY		DAILY	DAILY	DAILY		DAILY EX. SUN.	

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

MURPHYSBORO DISTRICT—Northbound

TIME TABLE No. 10
In Effect January 3, 1939

Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS			THIRD CLASS
				16	4	52	30	26	72
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
				AM	PM	AM	PM	PM	PM
		A.							
		DN— ST. LOUIS (Un. Sta.)	647	7 00	3 45				
		3.2							
	645.58	E. ST. LOUIS (Relay Depot)	645	6 40	3 24				
		0.68							
	644.90	E. ST. LOUIS (Frt. Yard)	644	6 25	3 19				
		2.24							
Yd.	642.66	DN— TOLSON— {C.W. T.	642	s 6 20	s 3 12	8 45	2 00	12 01	1 00 25
		4.55							
80	638.11	EAST CARONDELET	638	6 09	f 3 04	8 16	1 45	11 39	12 45
		4.86							
79	633.25	BIXBY	633	5 59	2 56	8 02	1 35 25	11 30	12 34
		1.39							
	631.86	MILLSTADT JUNCTION	632						
		1.57							
	630.29	D— COLUMBIA	630	5 53	f 2 51				12 26
		4.02							
72	626.27	NEW HANOVER	626	5 47	2 45	7 47	1 21	11 15	12 16
		4.50							
66	621.77	D— WATERLOO —W.	622	f 5 40	s 2 38	7 37 71	1 11	11 07	12 05
		5.26							
77	616.51	BURKSVILLE	617	5 30	f 2 28	7 26	1 01	10 57	11 52
		3.07							
58	613.44	POE	613	5 24	2 22 25	7 18	12 52	10 48	11 43
		5.11							
83	608.33	D— RED BUD	608	f 5 14	s 2 10	7 06	12 40	10 36	11 30
		8.43							
75	599.90	D— BALDWIN —C.	600	f 4 56	s 1 57	6 46	12 15	10 21 3	11 05
		3.90							
72	595.69	HOUSTON	596	4 48	f 1 50	6 37	12 07	10 08	10 55
		4.79							
24	590.90	DN— SPARTA	591	s 4 38	s 1 42	6 28	11 57	9 58	10 45
		1.59							
114	589.31	EDEN	589	4 33	1 39	6 24	11 53	9 55 71	10 42 3
		7.88							
78	581.43	D— PERCY —Y.	581	s 4 19	s 1 28	6 10	11 37	9 41	10 15 71
		2.78							
71	578.65	WILLISVILLE —W.	579	f 4 13	s 1 22	6 00	11 27	9 32	9 50
		4.47							
65	574.18	CAMPBELL HILL	574	f 4 06	s 1 15	5 45	11 05 3	9 22	9 41
		4.43							
78	569.75	D— AVA	570	f 3 59	s 1 07	5 35	10 55 71	9 13	9 30
		6.94							
82	562.81	ORAVILLE	563	3 50 29	f 12 56	5 12	10 35	8 53	9 10
		7.49							
Yd.	555.32	DN— MURPHYSBORO— {Y.W. T.	555	s {3 35 3 25	s 12 45	4 52	10 18	8 38	8 55
		6.55							
82	548.77	ETHERTON	549	3 12	f 12 32	4 22 29	10 04	8 21	8 35
		4.78							
63	543.99	POMONA	544	3 02	f 12 24 71	4 04	9 56	8 12	8 27
		4.35							
59	539.64	DN— ALTO PASS	540	f 2 52	s 12 16 3	3 52	9 44	8 00	8 15
		4.45							
51	535.19	MOUNTAIN GLEN	535	2 40	f 12 07	3 35	9 29	7 42	7 53
		7.19							
42	528.00	D— JONESBORO	528	s 2 30	s 11 56	3 20	9 15	7 27	7 38
		4.64							
53	523.36	WEAVER HILL	524	2 20 15	11 50	3 11	9 05	7 18	7 28
		3.11							
59	520.25	MILL CREEK	520	f 2 00	f 11 44	3 04	8 59	7 10	7 20
		3.03							
21	517.22	D— ELCO	517	1 50	f 11 38	2 57	8 54	7 02	7 12
		4.75							
Yd.	512.47	DN— TAMMS— {C.W. T.Y. L.	512	1 40	11 22	2 45	8 45	6 50	7 00
				AM	AM	AM	AM	AM	AM
				16	4	52	30	26	72
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

JACKSON DISTRICT—Southbound

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 10 In Effect Jan. 3, 1939 — STATIONS	Station Numbers	FIRST CLASS 15 DAILY	FIRST CLASS 3 DAILY	SECOND CLASS 29 DAILY	SECOND CLASS 53 DAILY	SECOND CLASS 25 DAILY	THIRD CLASS 73 DAILY EX. SUN.
				AM	PM	AM	AM	PM	AM
Yd.	512.47	DN TAMMS L. C. W. T. Y.	512	2 40	1 10	6 20 26	12 15	6 20	7 00
		5.47							
83	507.00	HODGES' PARK	507	2 47	f 1 17	6 32	12 24	6 29	7 12
		4.02							
92	502.98	CACHE	503	2 53	f 1 23	6 40	12 33	6 36	7 22
		5.2							
53	497.33	DAVIS Y.	497	3 03 3 39	1 35 2 04 74	6 50	12 50 16	6 48	7 45 30
		0.54							
	496.79	DN NORTH CAIRO	496	3 42	f 2 07	6 52	12 53	6 50	7 50
		11.84							
65	484.33	DN WINFORD	485	4 05	2 32	7 26	1 25	7 26	8 20
		4.75							
50	479.58	LAKETON W.	480	4 12	f 2 40	7 35	1 35	7 35	8 28
		4.45							
62	475.13	BERKELEY	475	4 18	f 2 47	7 45	1 44	7 45	8 40
		4.79							
58	470.34	DN COLUMBUS	470	f 4 24	s 2 54	7 55	1 54	7 55	8 50
		6.15							
49	464.19	OAKTON	464	4 34 26	s 3 05	8 08	2 05	8 08	9 00
		4.79							
60	459.40	MOSCOW	459	4 40	s 3 12	8 15	2 14	8 15	9 10
		3.25							
48	456.15	CAYCE	456	4 45	s 3 17	8 23	2 20	8 22	9 23 4
		3.78							
84	452.37	JORDAN	452	4 50	f 3 22	8 30	2 28	8 29	9 35
		5.72							
87	446.65	DN UNION CITY C. W. Y.	447	s 5 00	s 3 32	8 40	2 49	8 40	9 45
		4.44							
69	442.21	DN RIVES	442	s 5 10	s 3 42	8 56 4	3 00	9 00	9 56
		4.29							
26	437.92	CROCKETT	438	5 16	f 3 48	9 08	3 08	9 08	10 10
		6.85							
72	431.07	D KENTON	431	f 5 27 30	s 3 58	9 20	3 20 26	9 20	10 30 74
		5.69							
65	425.38	D RUTHERFORD W.	426	f 5 35	s 4 07	9 32	3 30	9 30	10 40
		4.23							
43	421.15	D DYER	421	f 5 41	s 4 14	9 45 74	3 40	9 46 16	10 50
		6.89							
80	414.26	DN TRENTON	414	s 5 53	s 4 26	9 57	3 52	10 10 52	11 10
		6.12							
44	408.14	FRUITLAND	408	6 04	f 4 37	10 09	4 02	10 22	11 22
		4.93							
71	403.21	DN HUMBOLDT W. Y.	403	s 6 15	s 4 46	10 21	4 20 30	10 32	12 15
		9.71							
67	393.50	CARROLL	394	6 29	f 5 01	10 38	4 35	10 50	12 35
		7.44							
Yd.	386.06	DN JACKSON	386	6 40	5 15	10 55	4 50	11 05	12 50
		1.72							
Yd.	384.34	DN ISELIN C. W. T. A.	384			11 10	5 15	11 30	1 05
				AM	PM	AM	AM	PM	PM
				15	3	29	53	25	73
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

No. 15 will stop on signal at Wickliffe.

No. 3 will stop on signal at Sandusky, Wickliffe and Bruces.

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 10 In Effect January 3, 1939 STATIONS	Station Numbers	FIRST CLASS 4 DAILY	FIRST CLASS 16 DAILY			SECOND CLASS 52 DAILY	SECOND CLASS 30 DAILY	SECOND CLASS 26 DAILY		THIRD CLASS 74 DAILY EX. SUN.
				AM	AM			AM	AM	AM		PM
Yd.	512.47	DN TAMMS A. C.W. T.Y.	512	11 22	1 35			2 00	8 20	6 20 29		2 35
		5.47										
83	507.00	HODGES' PARK	507	f 11 14	1 25			1 50	8 04	6 05		2 24
		4.2										
92	502.98	CACHE	503	f 11 08	1 15			1 40	7 55	5 57		2 14
		5.2										
53	497.33	DAVIS Y	497	11 00 10 37	1 05 53 12 05			1 30	7 45 73	5 47		2 04 3
		0.54										
	496.79	DN NORTH CAIRO	496	f 10 34	f 11 55			1 20	7 43	5 45		1 45
		11.84										
65	484.33	DN WINFORD	485	10 09	11 25			12 46	7 13	5 15		1 15
		4.75										
50	479.58	LAKETON W.	480	f 10 00	11 17			12 36	7 05	5 06		1 05
		4.45										
62	475.13	BERKELEY	475	f 9 53	11 10			12 28	6 57	4 58		12 50
		4.79										
58	470.34	DN COLUMBUS	470	s 9 45	f 11 03			12 20	6 49	4 50		12 35
		6.15										
49	464.19	OAKTON	464	s 9 35	10 53			12 06	6 37	4 34 15		12 20
		4.79										
60	459.40	MOSCOW	459	s 9 28	10 47			11 59	6 29	4 17		12 05
		3.25										
48	456.15	CAYCE	456	s 9 23 73	10 43			11 52	6 21	4 11		11 55
		3.78										
84	452.37	JORDAN	452	f 9 17	10 38			11 45	6 15	4 05		11 45
		5.72										
87	446.65	DN UNION CITY C.W. Y.	447	s 9 08	s 10 30			11 30	6 05	3 55		11 30
		4.44										
69	442.21	DN RIVES	442	s 8 56 29	s 10 14			11 03	5 47	3 40		11 05
		4.29										
26	437.92	CROCKETT	438	f 8 50	10 08			10 53	5 39	3 30		10 45
		6.85										
72	431.07	D KENTON	431	s 8 40	f 9 59			10 40	5 27 15	3 20 53		10 30 73
		5.69										
65	425.38	D RUTHERFORD W.	426	s 8 32	f 9 52			10 29	5 03	3 00		10 05
		4.23										
43	421.15	D DYER	421	s 8 25	f 9 46 25			10 20	4 54	2 50		9 45 29
		6.89										
80	414.26	DN TRENTON	414	s 8 14	s 9 35			10 10 25	4 42	2 35		9 14
		6.12										
44	408.14	FRUITLAND	408	f 8 03	9 25			9 55	4 30	2 25		8 50
		4.93										
71	403.21	DN HUMBOLDT W. Y.	403	s 7 55	s 9 18			9 45	4 20 53	2 15		8 30
		9.71										
67	393.50	CARROLL	394	f 7 41	9 05			9 18	3 50	2 00		7 55
		7.44										
Yd.	386.06	DN JACKSON	386	7 30	8 55			9 05	3 35	1 45		7 40
		1.72										
Yd.	384.34	DN ISELIN C.W. T. L.	384					8 50	3 20	1 30		7 30
				AM	PM			PM	AM	AM		AM
				4	16			52	30	26		74
				DAILY	DAILY			DAILY	DAILY	DAILY		DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.
No. 16 will stop on signal at Wickliffe.
No. 4 will stop on signal at Bruces, Wickliffe and Sandusky.

OKOLONA DISTRICT—Southbound

TIME TABLE No. 10
In Effect January 3, 1939

Capacity of Sidings In Cars	MILES FROM MOBILE		STATIONS		Station Numbers	FIRST CLASS				SECOND CLASS				THIRD CLASS
						Ill. Central 9	15	7	Ill. Central 5	53	29	Ill. Central 55	Ill. Central 51	75
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
				L		AM	AM	AM	AM	AM	PM	AM	PM	AM
Yd.	386 .06	DN	JACKSON		386		6 50	9 30						
			1.72	WC										
Yd.	384 .34	DN	ISELIN	T	384		6 54	9 35		7 05	12 30			7 45
			2.10											
86	381 .81	DN	PERRY		382	10 28	6 57	f 9 39	6 34	7 12	12 40	8 55	6 02 10	7 55
			7.10											
84	374 .71		PINSON		375	10 38	7 06	f 9 51	6 42	7 25	12 53	9 10	6 15	8 10
			5.83											
94	368 .88	D	HENDERSON		369	10 45	s 7 13	s 10 01	6 49	7 35	1 03	9 22	6 30 52	8 30
			6.44											
87	362 .44	D	FINGER		362	10 53	7 23	s 10 12	6 57	7 46	1 14	9 32	6 41	8 40
			3.60											
71	358 .84		McNAIRY		359	10 58 54	7 28	f 10 17	7 01	7 52	1 20 76	9 39	6 47	8 55
			6.20											
86	352 .64	D	BETHEL SPRINGS	W	353	11 07	7 35	s 10 30 54	7 09	8 05	1 33	9 53	6 56	9 10
			4.69											
32	347 .95	DN	SELMER		348	11 14	s 7 41	s 10 40	7 15	8 13	1 41	10 01	7 04	9 35
			1.80											
86	346 .15		FALCON		346	11 17	7 45	f 10 44	7 18	8 16	1 45	10 10 54	7 08	9 45
			5.36											
86	340 .79	D	RAMER		341	11 24	7 52	s 10 54	7 25	8 25	1 55	10 25	7 18	10 00 54
			4.60											
88	336 .19		GUYS		336	11 30	7 57	f 11 03	7 30	8 33	2 05	10 35	7 38 16	10 15
			5.68											
....	330 .51	DN	RUSLOR		331	11 38	8 05	11 13	7 38	8 45	2 15	10 50	7 50	10 30
			1.66											
Yd.	328 .85	DN	CORINTH	WY	329		s 8 10	s 11 20		8 50	2 20			10 35
							8 20	11 50 76		9 20	2 50			11 05 76
			5.28											
87	323 .57		JOBES		324		8 28	11 59		9 30	3 05 8			11 20
			6.90											
41	316 .67		RIENZI		317		8 38	s 12 12		9 45	3 17			11 35
			8.10											
75	308 .57	DN	BOONEVILLE		309		s 8 49	s 12 25		10 05 76	3 35			11 55
			6.06											
70	302 .51		WHEELER'S	W	303		9 00	f 12 35		10 20	3 45 52			12 05
			5.11											
71	297 .40	D	BALDWYN		297		f 9 07	s 12 45		10 30	4 00			12 15
			5.06											
29	292 .34	D	GUNTOWN		292		9 14 76	s 12 55		10 40	4 10			12 25
			4.81											
69	287 .53		SALTILLO		287		9 20	s 1 05		10 50	4 20			12 35
			8.53											
66	279 .00	DN	TUPELO	W	279		9 30	s 1 20 8		11 10	4 50			1 10 7
			4.27				s 9 40	1 30 75						1 40 8
70	274 .73		VERONA		275		9 47	s 1 40		11 20	5 00			2 00
			5.40											
74	269 .33	D	SHANNON		269		9 54	s 1 55		11 30	5 10			2 30 52
			7.90	CY										
Yd.	261 .43	DN	OKOLONA	WT A	262		10 10	2 15 52		11 50	5 40 16			2 50
						AM	AM	PM	AM	AM	PM	AM	PM	PM
						Ill. Central 9	15	7	5	53	29	Ill. Central 55	Ill. Central 51	75
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.
No. 7 will stop on signal at Jobes, Thrashers and Chickasaw.

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 10 In Effect January 3, 1939 STATIONS		Station Numbers	FIRST CLASS 8	III. Central 10	16	III. Central 6	SECOND CLASS 30	52	III. Central 56	III. Central 54	THIRD CLASS 76
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
			A		PM	PM	PM	PM	AM	PM	AM	AM	PM
Yd.	386.06	DN JACKSON		386	5 20		8 45						
		1.73											
Yd.	384.34	DN ISELIN	CW T	384	5 10		8 40		2 05	7 05			2 35
		2.10											
86	381.81	DN PERRY		382	f 5 05	6 02 51	8 37	10 38	1 57	6 55	2 25	11 55	2 25
		7.10											
84	374.71	PINSON		375	f 4 52	5 52	8 29	10 30	1 45	6 40	2 09	11 35	2 10
		5.83											
94	368.88	D HENDERSON		369	s 4 42	5 43	s 8 22	10 23	1 34	6 30 51	1 59	11 20	1 55
		6.44											
87	362.44	D FINGER		362	s 4 30	5 37	8 13	10 15	1 23	6 16	1 48	11 07	1 35
		3.60											
71	358.84	McNAIRY		359	f 4 25	5 32	8 09	10 11	1 18	6 10	1 42	10 58 9	1 20 29
		6.20											
86	352.64	D BETHEL SPRINGS	W	353	s 4 15	5 23	8 01	10 03	1 05	5 58	1 30	10 30 7	1 00
		4.69											
32	347.95	DN SELMER		348	s 4 05	5 16	s 7 54	9 57	12 55	5 50	1 20	10 14	12 50
		1.80											
86	346.15	FALCON		346	f 4 00	5 13	7 51	9 54	12 50	5 45	1 15	10 10 55	12 44
		5.36											
86	340.79	D RAMER		341	s 3 50	5 06	7 44	9 47	12 41	5 35	1 06	10 00 75	12 35
		4.60											
88	336.19	GUYS		336	f 3 40	5 00	7 38 51	9 41	12 33	5 25	12 58	9 50	12 20
		5.68											
....	330.51	DN RUSLOR		331	3 30	4 52	7 31	9 33	12 20	5 15	12 45	9 35	12 06
		1.66											
Yd.	328.85	DN CORINTH	WY	329	s 3 25 / 3 15		s 7 28 / 7 18		12 15 / 11 50	5 10 / 4 40			12 01 7 / 11 05 75
		5.28											
87	323.57	JOBES		324	3 05 29		7 11		11 37	4 30			10 45
		6.90											
41	316.67	RIENZI		317	s 2 50		7 02		11 25	4 19			10 30
		8.10											
75	308.57	DN BOONEVILLE		309	s 2 30		s 6 51		11 10	4 04			10 05 53
		6.06											
70	302.51	WHEELER'S	W	303	f 2 14		6 41		10 56	3 45 29			9 40
		5.11											
71	297.40	D BALDWYN		297	s 2 04		f 6 34		10 47	3 35			9 30
		5.06											
29	292.34	D GUNTOWN		292	s 1 54		6 28		10 38	3 25			9 14 15
		4.81											
69	287.53	SALTILLO		287	s 1 45		6 22		10 30	3 15			8 55
		8.83											
66	279.00	DN TUPELO	W	279	s 1 30 7 / 1 20 75		s 6 10 / 6 05		10 10	3 00			8 45
		4.27											
70	274.73	VERONA		275	s 1 10		5 58		9 50	2 40			8 15
		5.40											
74	269.33	D SHANNON		269	s 1 00		5 51		9 40	2 30 75			8 00
		7.90											
Yd.	261.43	DN OKOLONA	CY WT L	262	12 45		5 40 29		9 25	2 15 7			7 45
					PM	PM	PM	PM	PM	PM	AM	AM	AM
					8	III. Central 10	16	6	30	52	III. Central 56	III. Central 54	76
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.
No. 8 will stop on signal at Chickasaw, Thrashers and Jobes.

CAIRO DISTRICT

SOUTHBOUND					TIME TABLE No. 10 In Effect January 3, 1939		NORTHBOUND				
FIRST CLASS				MILES FROM DAVIS	STATIONS	Station Numbers	FIRST CLASS				
3	5	15	17				16	14	4	6	
DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	
PM	AM	AM	AM		L.		AM	AM	AM	PM	
1 35	10 37	3 03	12 05	0.00	DAVIS Y	L-0	1 05	3 39	11 00	2 04	
					4.00 W						
1 48 6	10 48 4	3 14 14	12 35	4.00	DN. CAIRO T	L-4	12 45	3 19 15	10 50 5	1 50 3	
PM	AM	AM	AM		A. L.		AM	AM	AM	PM	
3	5	15	17				16	14	4	6	
DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	

ALL SOUTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

SPECIAL INSTRUCTIONS NORTHERN DIVISION

Maximum speed of passenger trains with passenger locomotives will be 55 miles per hour; when handled by consolidated or Mikado locomotives maximum speed will be 40 miles per hour. Maximum speed freight trains 40 miles per hour.

When locomotives are being operated or towed with both front sections side rods down and both back sections side rods down, or all side rods down, a speed restriction of ten (10) miles per hour must be observed to prevent damage to rails.

Locomotives not equipped with trucks will not be operated or towed at a speed exceeding 25 miles per hour.

Derricks (wrecking) with boom ahead, 25 miles per hour.

Derricks (wrecking) with boom trailing, 20 miles per hour.

Steam shovels, hoisting derrick, pile drivers, locomotive cranes and asphalt or similar paving plants on own trucks will not be operated at a speed exceeding 25 miles per hour.

The attention of enginemen and firemen is particularly directed to the laws of Illinois, Kentucky, Tennessee and Mississippi, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing.

In Tennessee, the law also required that the whistle should be blown or the bell rung for a distance of one mile before reaching any depot or station.

Locomotives with cars ahead or behind must not be moved over grade crossing in switch movements within municipalities unless a member of the crew operating such engine or train rides the foremost car in position to observe all dangers and to assist in stopping train, if necessary, or actually flag the crossing, if crossing is unprotected by flagman.

REGISTERING STATIONS.—Tolson, Tamms, North Cairo, Winford, Iselin, Perry, Ruslor, Corinth and Okolona for all trains. (Davis, Cairo and Jackson for passenger trains only.) All trains will register at North Cairo, Winford, Perry and Ruslor, and first-class trains at Tolson and Iselin, by giving the operators at those points Form 9, properly filled in, and the operators will carefully enter in train register.

STANDARD CLOCKS.—St. Louis, Tolson, Murphysboro, Tamms, Cairo, Jackson, Iselin, Corinth and Okolona.

BULLETIN BOARDS AND BOOKS.—Tolson, Murphysboro, Tamms, Cairo, Jackson, Iselin, Corinth and Okolona.

YARD LIMITS.—Tolson, Waterloo, Murphysboro, Tamms, Davis, Cairo, Union City, Rives, Humboldt, Jackson, Iselin, Ruslor, Corinth, Tupelo and Okolona. L. & N. engines have yard limit rights at Humboldt, St. L.-S. F. engines have yard limit rights at Topelo.

RAILROAD CROSSINGS.—Terminal, Illinois Central, Wiggins Ferry and Southern between East St. Louis and Tolson, Alton & Southern between Mile Post 641 and 642 (Interlock), Illinois Central at East Carondelet (Interlock), Missouri Pacific at Vulcan (Interlock), Missouri Pacific at Bixby (Interlock), Missouri-Illinois at Sparta, Missouri Pacific at Percy (Interlock), Illinois Central between Mile Post 554 and 555 (Interlock), Chicago & Eastern Illinois at Tamms (Interlock), Missouri Pacific at Cairo, between Mile Post L-1 and L-2 (Interlock), Big Four Cairo Mile Post L-3 and L-4. Illinois Central at Winford (Interlock), N. C. & St. L. at Union City, Illinois Central at Rives (Interlock), L. & N. at Humboldt, Illinois Central at Jackson, Southern at Corinth and St. L.-S. F. at Tupelo.

MURPHYSBORO DISTRICT

ST. LOUIS—TAMMS.—All trains between St. Louis Union Station and East St. Louis will be governed by rules of the Terminal Railroad Association and Union Depot Company.

When passenger trains meet at Tolson, the south-bound train will take siding at cross-over switch near Southern No. 9 Connection, and will back out after opposing train passes.

All passenger trains must consume 8 minutes, freight trains 12 minutes going down Alto Pass Hill.

South-bound trains, Alto Pass to Mt. Glenn will be governed by block signal located 530 feet south of siding, and north-bound trains, Alto Pass to Pomona will be governed by block signal located 200 feet north of siding at Alto Pass. Normal position of signals proceed.

The operation of these block signals does not in any way affect movements governed by time table rights or train orders.

When signal is not in proceed position trains must stop. If signal does not return to proceed position, passenger trains will wait eight (8) minutes and freight trains will wait fifteen (15) minutes and then proceed under full control to Mt. Glenn or Pomona, expecting to find track occupied by trains or other obstructions.

All trains must approach Pomona and Mt. Glenn under full control, and when given a positive meet order, at either point, north-bound trains will take siding at Mt. Glenn, and south-bound trains will take siding at Pomona.

North-bound trains at Pomona and south-bound trains at Mt. Glenn standing on the main track two (2) minutes or more must set south switch at Pomona and north switch at Mt. Glenn for siding until flagman is recalled.

North-bound trains approaching Alton & Southern crossing destined East St. Louis using main track will be governed by upper signal, 800 feet south of crossing. Trains destined to head in Tolson Yard will be governed by lower signal.

South-bound trains on main track will be governed by the home signal located 800 feet north of crossing.

South-bound trains moving out of Tolson Yard will be governed by dwarf signal located 300 feet north of the crossing between siding and main track.

North-bound trains to hold main track at Bixby will call for signal by one long and one short blast of the whistle, and will be governed by upper arm of interlocking home signal located south of the crossing.

North-bound trains to take siding at Bixby will call for signal by four short blasts of the whistle, and will be governed by lower arm of interlocking home signal located south of the crossing.

South-bound trains holding main track at Bixby will call for signal by one long and one short blast of the whistle, and will be governed by interlocking home signal located north of crossing.

South-bound trains on siding at Bixby will call for signal by four short blasts of whistle, and will be governed by dwarf signal located at south end of siding.

All north-bound trains before proceeding to relay depot over Conologue tracks must call up "Q" Tower, by telephone and obtain authority to proceed.

CAIRO DISTRICT

CAIRO—DAVIS.—North-bound trains approaching Davis will be governed by semaphore signal located 200 feet from Junction Switch at Davis.

All trains will get clearance card before leaving Cairo.

All south-bound trains will assume schedule at Davis without clearance card Form 44.

JACKSON DISTRICT

TAMMS—NORTH CAIRO.—All north-bound trains must get clearance card before leaving North Cairo.

South-bound trains approaching Davis will be governed by semaphore signal at north switch of siding. When this signal is in stop position, trains take siding. When in proceed position use main track.

North-bound trains approaching Davis will be governed by semaphore signal at south switch of siding. When this signal is in stop position, trains take siding. When in proceed position use main track.

NORTH CAIRO—WINFORD.—All trains will be governed by the semaphore signals at Winford and North Cairo.

Block signals govern the use of the blocks and their indications supersede time table superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever or wherever they may be required.

On two (2) or more tracks trains may pass a "Stop and Proceed" signal without stopping, but must not exceed a speed of fifteen (15) miles an hour while moving through block.

Trains not receiving proper signal indication at Illinois and Ballard must communicate with Dispatcher at Carbondale.

SPEED RESTRICTION OHIO RIVER BRIDGE

BETWEEN ILLINOIS & BALLARD.—All trains 15 miles per hour.

Motor passenger trains 20 miles per hour.
Trains handling derricks 10 miles per hour.
Engines backing up light or with cars 10 miles per hour.
Engines No. 450 to 486, inclusive, in freight service must not have a car with total gross weight in exccess of 160,000 pounds among the first ten cars immediately following the engine.

Locomotives must not double-head or be coupled together any place in train on this bridge.

Trains having hot boxes must be stopped before moving on Ohio River Bridge, and proper attention given to such boxes before proceeding.

WINFORD—ISELIN.—All south-bound trains must get clearance card before leaving Winford.

Inferior north-bound trains given right of track to Winford, Ky. over south-bound superior trains, will hold main line. If given meeting point or wait order north-bound inferior trains will take siding.

The tracks between Jackson and Iselin will be used as double tracks. All trains moving between Jackson and Iselin will use the right hand track, EXCEPT NORTH-BOUND FIRST CLASS TRAINS WILL USE THE LEFT HAND TRACK. The junction switch at Iselin and Jackson will be set and locked for south-bound track.

OKOLONA DISTRICT

ISELIN—OKOLONA.—All trains must get clearance card before leaving Corinth.

Illinois Central Trains will display red and green markers.

Normal position semaphore signals at Perry and Ruslor will be "STOP" and must be changed within the view of approaching train.

Mobile & Ohio trains must approach Perry and Ruslor under full control, prepared to stop before reaching fouling point of adjoining tracks and stop unless switches are properly set and upper arm of semaphore signal is in clear position and will call for signal by one long and one short blast of whistle.

Illinois Central trains approaching Perry or Ruslor either on the M. & O. or Illinois Central tracks must be under full control prepared to stop before reaching the fouling point unless switches are set for the I. C. connecting track and the lower arm of the semaphore signal is in clear position and will call for signal by four short blasts of whistle.

First-class Illinois Central trains approaching Perry or Ruslor will be handed clearance card by operator and a 19 Train Order if superior overdue trains have not arrived. All trains to be registered at Perry and Ruslor by conductors handing operator register slip who will properly record in register. Operators at Perry and Ruslor will be required to open and close all switches to be used by trains at their stations, including both junction and siding switches.

At Ruslor south-bound trains will be governed by I. C. Block signal No. 001. Top unit governs M. & O. trains, normal position yellow when switch is lined for M. & O. main line, red when lined for I. C.; bottom unit governs I. C. trains, normal position green when switch is lined for I. C., red when lined for M. & O.

List of Business Tracks Not Shown on Face of Time Table

	Mile
Griggs	603.12
Kaolin	533.89
Beech Ridge	502.20
Stubbs	462.91
Youngs	396.00
Gilmore	391.07
Thrashers	313.47
Chickasaw	266.09

LOCOMOTIVE RATING IN TONS OF 2000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

SOUTH BOUND	Mikado Engines 450-481	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-384	Pacific Type Engines 260-269
Tolson to Murphysboro.....	2000	1805	1520	1200	1250	1500
Murphysboro to Jonesboro..	1000	950	800	570	600	750
Jonesboro to Mill Creek....	2000	1805	1520	1200	1250	1500
Mill Creek to Davis.....	4000	3800	3200	2280	2460	3000
Davis to Columbus.....	2250	2150	1850	1350	1450	1700
Columbus to Humboldt.....	2550	2450	2100	1550	1650	1950
Humboldt to Jackson.....	2350	2250	1900	1350	1450	1750
Jackson to Tupelo.....	2450	2350	2000	1400	1500	1850
Tupelo to Okolona.....	2800	2700	2150	1550	1650	2000
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....

NORTH BOUND	Mikado Engines 450-481	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-384	Pacific Type Engines 260-269
Okolona to Tupelo.....	2350	2250	1900	1350	1450	1750
Tupelo to Corinth.....	2200	2100	1800	1250	1350	1650
Corinth to Jackson.....	2900	2800	2350	1650	1800	2300
Jackson to Columbus.....	2550	2450	2100	1550	1650	1950
Columbus to Davis.....	2350	2250	1900	1350	1450	1750
Davis to Tamms.....	4000	3800	3200	2300	2500	3000
Tamms to Alto Pass.....	1000	950	800	575	600	750
Alto Pass to Murphysboro..	1150	1100	920	700	750	850
Murphysboro to Burksville.	2000	1805	1520	1200	1250	1500
Burksville to Millstadt Jct.	3000	2300	2000	1600	1700	2250
Millstadt Jct. to Tolson....	4000	3800	3200	2100	2200	3000

Tonnage rating shown in current time table is based on rating of locomotive over principal grade and is appliable under favorable weather and operating conditions. Modification by the Chief Dispatcher will be made when conditions warrant.

Agents and Yard Masters must, unless otherwise instructed, fill out trains leaving their stations to full tonnage rating of the locomotive handling, and must know that trains are forwarded with full tonnage. Conductors, unless otherwise instructed, must fill out and keep the tonnage of their trains up to the locomotive rating on line of road. In making computation, less than 1000 pounds will be dropped, 1000 pounds will be counted as one ton, and fifteen tons more or less of rating will be counted as full tonnage.

When trains are delayed on account of failure of locomotive to handle their tonnage rating, Engineers must report to Chief Dispatcher by wire stating cause of such failure, and Conductors must show tonnage in train at the time such delay occured on their delay report.

Actual weights of loaded or empty cars must not be estimated or assumed when they are available from way bill or stencil.

Estimated weights may be used when the billing accompanying the cars does not show weight of contents (but not otherwise). When necessary to estimate weights, use the following:

	Weight
Wheat, corn, pig iron, rail, stone, scrap iron, lumber, and other heavy material.....	Marked capacity of cars
Bananas, tomatoes.....	11 tons
Cabbage.....	13 tons
Vegetables (fresh), not otherwise specified..	12 tons
Packing house products.....	15 tons
Live Stock.....	12 tons
Merchandise cars.....	4 tons

When necessary to estimate tare weight of cars account of cars not being stencilled, the following table of tare weights should be used:

Kind of car	Weight	Tons
Refrigerators	54,000 lbs.	27 tons
Box cars	44,000 lbs.	22 tons
Tank cars	48,000 lbs.	24 tons
Stock Cars	42,000 lbs.	21 tons
Coal cars	42,000 lbs.	21 tons
Flat cars	32,000 lbs.	16 tons

HOLDING TRAINS FOR CONNECTIONS

ST. LOUIS, MO.—No. 15 will wait 20 minutes for one or more passengers, to points south of Cairo, Ill.

No. 3 will wait 15 minutes when passengers are reported.

CORINTH, MISS.—No. 7 will wait 15 minutes for Southern Railway System No. 36 when passengers are reported.

No. 8 will wait 15 minutes for Southern Railway System No. 35 when passengers are reported.

MERIDIAN, MISS.—No. 16 will wait 15 minutes for Southern Railway System (N. O. & N. E.) No. 44 when passengers are reported.

MONTGOMERY, ALA.—No. 110 will wait 20 minutes for L. & N. No. 3, No. 4 or No. 6, A. C. L. No. 189, or W. Ry. of Ala. No. 31, when passengers are reported.

ARTESIA, MISS.—No. 15 will wait 15 minutes for No. 118 when passengers are reported for Meridian or beyond.

No. 16 will wait 30 minutes for No. 116 when passengers are reported for points north of Okolona.

No. 7 will wait 20 minutes for Nos. 116 and 46 when passengers are reported.

No. 8 will wait 20 minutes for Nos. 118 and 44 when passengers are reported.

No. 115 will wait one hour and thirty minutes for No. 15 when passengers are reported for points beyond Tuscaloosa, and one hour when passengers are reported for Tuscaloosa and points north, and 30 minutes for Nos. 44 and 8.

No. 117 will wait one hour for No. 16 and 30 minutes for Nos. 7 and 46 when passengers are reported.

No. 43 will wait 30 minutes for Nos. 8, 15 and 118 when passengers are reported.

No. 45 will wait one hour for Nos. 16, 116 and 7 when passengers are reported.

MOBILE, ALA.—No. 16 will wait 10 minutes for L. & N. No. 6, when passengers are reported for Meridian and beyond.