DIVISION OFFICERS

A. D. CAULFIELD	Superintendent	Water Valley, Miss.
T. K. WILLIAMS	Train Master	Grenada, Miss.
J. L. HARRINGTON	Traveling Engineer	Jackson, Tenn.
L. S. HOUSTON	Chief Train Dispatcher	Water Valley, Miss.
W. J. TIPLER	Train Dispatcher	Water Valley, Miss.
E. L. SHELTON	Train Dispatcher	Water Valley, Miss.
J. M. COLSON	Train Dispatcher	Water Valley, Miss.
W. D. BRIGGS	Train Dispatcher	Water Valley, Miss.

Illinois Central

System

WATER VALLEY, JACKSON, GRENADA, ABERDEEN, WINFIELD DISTRICTS

(MISSISSIPPI DIVISION)

TIME TABLE No.

9

Taking Effect at 12:01 a. m.,

SUNDAY, JUNE 4, 1939

Superseding

Water Valley, Jackson, Grenada, Aberdeen, Winfield Districts Time Table No. 8 Dated JUNE 26, 1938

FOR THE GOVERNMENT OF EMPLOYES ONLY.

W. ATWILL, Vice-President.
F. R. MAYS, General Manager.
R. O. FISCHER, Assistant General Manager.
T. J. QUIGLEY, General Superintendent.
A. D. CAULFIELD, Superintendent.

WATER VALLEY DISTRICT—Southward

Siding, Standing Room, Cars with Engine.	Miles from Chicago	TIME TABLE No. 9 Taking Effect June 4, 1939 STATIONS	FIRST CLASS						SECOND CLASS	
			1	5	33	3	239	25	43	
			The Creole	Panama Limited	Local Passenger	The Louisiane	Aberdeen Dist. 236	Fast Mail	Mixed	
....	.....	.....CHICAGO.....	L 9 00AM	L 1 00PM	.....	L 6 05PM	.....	L 1 29AM	.....	.....
...	.....	.....ST. LOUIS.....	L 1 00PM	L 4 45PM	.....	L 11 32PM	.....	L 8 10AM	.....	.....
			Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
...	588.9	O....WATER VALLEY....30	.....	.....	L 10 05AM	.....	.....	.....	L 5 00AM	.....
		6.3								
66	595.2	.....VELMA.....	.....	.....	*f* 10 15	.....	.....	.....	5 10	.....
		6.9								
41	602.1	D.....COFFEEVILLE....30	.....	.....	*s* 10 26	.....	.....	.....	*s* 5 35	.....
		3.2								
....	605.3	..... BRUCE JUNCTION	.....	.....	*s* 10 35	.....	.....	.....	*f* 5 50	.....
		4.2								
33	609.5	..... TORRANCE.....	.....	.....	*f* 10 43	.....	.....	.....	*f* 6 05	.....
		6.9								
65	616.4	...MEMPHIS JUNCTION...	L 12 58AM	L 2 19AM	10 55	L 11 40AM	.....	L 9 42PM	6 20	.....
		1.3								
110	617.7	O.....GRENADA.....30	*s* 1 02 / 1 17	*s* 2 22 / 2 27	A 11 05AM	*s* 11 43 / 11 53	.....	*s* 9 45 / 10 00	*s* 6 30	.....
		4.7								
63	622.4	.....GLENWILD.....	1 23	2 33	.....	*i* 12 01PM	.....	10 08	*f* 6 40	.....
		2.9								
41	625.3	..... ELLIOTT.....	1 27	2 37	.....	12 05	.....	10 12	*f* 6 45	.....
		4.2								
64	629.5	D.....DUCKHILL.....30	1 32	2 42	.....	*r* 12 11	.....	*f* 10 18	*s* 7 00	.....
		4.2								
68	633.7	.....ESKRIDGE.....	1 38	2 46	.....	12 17	.....	10 24	7 06	.....
		3.9								
67	637.6	.....SAWYER.....	1 43	2 50	.....	12 23	.....	10 30	7 16	.....
		2.9								
75	640.5	O.....WINONA.....30	*s* 1 53	**2 55** *26*	.....	*s* **12 30** *44*	.....	*s* 10 40	*s* 7 50	.....
		3.5								
68	644.0	.....FOLTZ.....	1 58	3 00	.....	12 36	.....	10 45	*f* 8 00	.....
		4.5								
59	648.5	.....CARROLL.....	2 03	3 05	.....	12 39	.....	10 50	8 07	.....
		2.6								
30	651.1	D.....VAIDEN.....30	2 06	3 08	.....	*n* 12 43	.....	*f* 10 55	*s* 8 20	.....
		4.4								
52	655.5	.....BEATTY.....	2 11	3 13	.....	12 49	.....	11 02	*f* 8 30	.....
		5.6								
30	661.1	D.....WEST.....30	**2 17** *26*	3 19	.....	12 55	.....	*f* 11 09	*s* 8 50	.....
		3.5								
67	664.6	.....HOFFMAN.....	2 21	**3 25** *2*	.....	12 59	.....	11 15	*f* 9 00	.....
		6.0								
160	670.6	O.....DURANT.....30	*s* 2 35	3 35	.....	*s* 1 10	L **3 30PM** *4*	*s* 11 30	*s* 9 30	.....
		2.9								
....	673.5	..ABERDEEN JUNCTION...	2 40	3 39	.....	1 14	A 3 40PM	11 35	**9 40** *44*	.....
		5.0								
68	678.5	D.....GOODMAN.....30	**2 50** *2*	3 45	.....	1 20	.....	*f* 11 42	*s* 10 10	.....
		7.0								
63	685.5	D.....PICKENS.....30	2 59	3 52	.....	*n* 1 29	.....	*f* 11 52	*s* 10 45	.....
		6.6								
60	692.1	D.....VAUGHAN.....	3 06	4 00	.....	1 37	.....	12 02AM	*s* 11 00	.....
		4.4								
63	696.5	.....WAY.....	3 10	4 05	.....	1 42	.....	12 08	*f* 11 10	.....
		3.7								
64	700.2	.....DAVIS.....	3 16	4 09	.....	1 50	.....	12 14	11 20	.....
		5.5								
....	705.7	D.....CANTON.....30	A 3 25AM	A*s* 4 18AM	.....	A 2 00PM	.....	A **12 25AM** *26*	A 11 30AM	.....
....	.....	.....NEW ORLEANS.....	A 9 15AM	A 9 00AM	A 7 50PM	A 7 50PM	.....	A 8 00AM	.....	.....

Conditional Stops:

i. Discharge revenue passengers from Chicago.
n. Discharge revenue passengers from Water Valley and north, and from Memphis and north.
r. Discharge revenue passengers from Memphis and north, and to receive revenue passengers for Jackson, Miss. and beyond.

Trains will stop on signal:

No. 33:
Bryant.

No. 43:
Tie Plant.

Siding. Standing Room. Cars with Engine.	Miles from Canton	TIME TABLE No. 9 Taking Effect June 4, 1939 STATIONS	FIRST CLASS 26 Northern Express	2 The Creole	240 Aberdeen Dist. 233	34 Local Passenger	4 The Louisiane	6 Panama Limited	SECOND CLASS 44 Mixed	
....	.....	.....CHICAGO.....	A 4 00AM	A 9 30PM	.....	A 8 30AM	A 8 30AM	A 9 00AM	.....	.....
....	.....	.....ST. LOUIS.....	.....	A 4 05PM	.....	A 7 20AM	A 7 20AM	A 7 20AM	.....	.....
....	117.0	C....WATER VALLEY....30	.....	.....	.....	A 1 00PM	.....	.....	A 6 00PM	.....
66	110.6	6.4 .....VELMA.....	.....	.....	.....	*f* 12 52	.....	.....	5 45	.....
41	103.7	6.9 D.....COFFEEVILLE.....30	.....	.....	.....	*s* 12 40	.....	.....	*s* 5 30	.....
....	100.5	3.2 ..... BRUCE JUNCTION.....	.....	.....	.....	*s* 12 30	.....	.....	*f* 5 15	.....
33	96.3	4.2 ..... TORRANCE.....	.....	.....	.....	*f* 12 20	.....	.....	*f* 5 05	.....
65	89.4	6.9 ...MEMPHIS JUNCTION...	A 5 33AM	A 4 41AM	.....	12 10	A 4 40PM	A 7 13PM	4 50	.....
110	88.2	1.2 C.....GRENADA.....30	*s* 5 30 / 3 40 *2*	*s* 4 38 *26* / 4 33	.....	L 12 05PM	*s* 4 37 / 4 32	*s* 7 10 / 7 05	*s* 4 45 / 2 45	.....
63	83.4	4.8 .....GLENWILD.....	3 33	4 25	.....	.....	4 27	6 59	*f* 2 20	.....
41	80.5	2.9 ..... ELLIOTT.....	*f* 3 28	4 21	.....	.....	4 24	6 56	*f* 2 10	.....
64	76.4	4.1 D.....DUCKHILL.....30	*f* 3 23	4 16	.....	.....	4 19	6 52	*s* 1 50	.....
68	72.2	4.2 .....ESKRIDGE.....	3 13	4 11	.....	.....	4 14	6 47	1 30	.....
67	68.3	3.9 .....SAWYER.....	3 05	4 06	.....	.....	4 09	6 42	1 15	.....
75	65.3	3.0 C.....WINONA.....30	*s* 2 55 *5*	*s* 4 00	.....	.....	*s* 4 04	6 38	**1 00** / **12 01**PM *3*	.....
68	61.8	3.5 .....FOLTZ.....	2 45	3 53	.....	.....	3 56	6 33	*f* 11 45	.....
59	57.3	4.5 .....CARROLL.....	2 40	3 48	.....	.....	3 51	6 28	11 35	.....
30	54.7	2.6 D.....VAIDEN.....30	*f* 2 34	3 45	.....	.....	3 48	6 25	*s* 11 25	.....
52	50.3	4.4 .....BEATTY.....	2 27	3 40	.....	.....	3 43	6 20	*f* 11 00	.....
30	44.8	5.5 D.....WEST.....30	*f* 2 17 *1*	3 34	.....	.....	3 37	6 14	*s* 10 50	.....
67	41.2	3.6 .....HOFFMAN.....	2 00	**3 25** *5*	.....	.....	3 33	6 10	*f* 10 30	.....
160	35.3	5.9 C.....DURANT.....30	*s* 1 48	*s* 3 10	A 11 55AM	.....	*s* **3 24** *239*	6 03	*s* 10 20	.....
....	32.3	3.0 ..ABERDEEN JUNCTION...	1 33	2 57	L 11 50AM	.....	3 15	5 59	**9 40** *43*	.....
68	27.4	4.9 D.....GOODMAN.....30	*s* 1 23	**2 50** *1*	.....	.....	3 09	5 54	*s* 9 25	.....
63	20.4	7.0 D .....PICKENS.....30	*s* 1 12	2 40	.....	.....	3 01	5 47	*s* 8 45	.....
60	13.7	6.7 D.....VAUGHAN.....	*f* 1 00	2 30	.....	.....	2 54	5 40	*s* 8 15	.....
63	9.3	4.4 .....WAY.....	*f* 12 50	2 24	.....	.....	2 49	5 36	*f* 8 05	.....
64	5.6	3.7 .....DAVIS.....	12 42	2 20	.....	.....	2 44	5 32	7 55	.....
....	.....	5.6 D.....CANTON.....	L 12 30AM *25*	L 2 10AM	.....	.....	L 2 35PM	Ls 5 25PM	L 7 45AM	.....
			Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
....	.....	.. ..NEW ORLEANS.....	L 5 10PM	L 8 30PM	.....	.....	L 8 30AM	L 1 00PM	.....	.....

Trains will stop on signal:

No. 34:
Bryant.

No. 44:
Tie Plant.

JACKSON DISTRICT

Southward | Northward

TIME TABLE No. 9
Taking Effect
June 4, 1939

FIRST CLASS				Siding, Standing Room, Cars with Engine.	Miles from Chicago	STATIONS	Miles from Water Valley	FIRST CLASS			
			33					34			
			Mixed Passenger					Mixed Passenger			
				....		CHICAGO		A 8 30AM			
				....		ST. LOUIS		A 7 20AM			
			L 5 10AM	....	471.3	C CHESTER ST.	117.6	A 6 35PM			
			Daily								
			L 5 30AM	....	473.2	1.9 FROGMOOR	115.7	A 6 25PM			
			f 5 40	47	476.1	2.9 MALESUS	112.8	f 6 15			
			f 5 55	51	482.7	6.6 MEDON	106.2	f 6 00			
			f 6 05	38	486.8	4.1 TEAGUE	102.1	f 5 45			
			s 6 20	52	491.7	4.9 D TOONE	97.2	f 5 30			
			f 6 30	35	496.0	4.3 SHANDY	92.9	f 5 10			
			s 6 45	68	499.3	3.3 D BOLIVAR	89.6	s 5 00			
			f 7 00	60	505.8	6.5 MIDDLEBURG	83.1	f 4 25			
			f 7 10	35	509.8	4.0 HICKORY VALLEY	79.1	f 4 10			
			7 20	65	513.7	3.9 TEMPLE	75.2	3 55			
			s 7 45	36	517.8	4.1 C GRAND JUNCTION	71.1	s 3 45			
			s 8 00	41	524.0	6.2 D MICHIGAN CITY	64.9	s 3 00			
			f 8 15	52	530.0	6.0 LAMAR .30	58.9	f 2 51			
			f 8 25	64	535.1	5.1 HUDSONVILLE	53.8	f 2 43			
			s 8 45	66	542.7	7.6 C HOLLY SPRINGS .30	46.2	s 2 30			
			8 50	65	546.1	3.4 GILTON	42.8	2 18			
			f 9 00	31	551.5	5.4 WATERFORD .30	37.4	f 2 09			
			9 07	39	556.4	4.9 MALONE	32.5	f 1 59			
			s 9 15	52	561.8	5.4 D ABBEVILLE .30	27.1	s 1 51			
			9 25	....	568.5	6.7 COLLEGE HILL	20.4	1 40			
			s 9 35	70	571.8	3.3 D OXFORD .30	17.1	s 1 35			
			f 9 47	48	579.7	7.9 TAYLOR .30	9.2	f 1 20			
			A 10 00AM	....	588.9	9.2 C WATER VALLEY .30	....	L 1 05PM			
								Daily			
			A 7 50PM	....		NEW ORLEANS					

Nos. 33, 34 will stop at Bemis.

FIRST CLASS						Siding. Standing Room. Cars with Engine.	Miles from Louisville	TIME TABLE No. 9 Taking Effect June 4, 1939 STATIONS	Miles from Grenada	FIRST CLASS				
		1	25	3	5					2	26	4	6	
		The Creole	Fast Mail	The Louisiane	Panama Limited					The Creole	Northern Express	The Louisiane	Panama Limited	
.....	.....	L 9 00AM	L1 29AM	L 6 05PM	L 1 00PM	...	.....	.....CHICAGO.....	....	A 9 30PM	A 4 00AM	A8 30AM	A 9 00AM	.....
.....	.....	L 12 11PM	L5 30AM	L 9 40PM	.....	...	.....	.....LOUISVILLE.....	....	A 5 10PM	.....	A7 40AM	.....	.....
.....	.....	L 10 45PM	L6 50PM	L 9 00AM	L12 20AM	...	393.2	.....MEMPHIS.....	99.1	A 6 55AM	A 8 30AM	A7 15PM	A 9 10PM	.....
		Daily	Daily	Daily	Daily									
.....	.....	L 10 57PM	L7 03PM *d*	L 9 12AM	L12 32AM	...	397.5	4.3 ....EAST JUNCTION.....	94.8	A 6 43AM	A 8 18AM	A7 03PM *25*	A 8 58PM	.....
.....	.....	11 01	*f* 7 10	9 17	12 36	...	400.0	2.5 .....RAINES.....	92.3	6 40	*f* 8 12	6 57	8 55	.....
.....	.....	11 07	*f* 7 17	9 25	12 42	...	405.2	5.2 .....HORN LAKE.....	87.1	6 34	*f* 8 02	6 50	8 50	.....
.....	.....	11 13	*f* 7 24	9 32	12 48	...	411.0	5.8 .....NESBIT.....	81.3	6 27	*f* 7 50	6 41	8 44	.....
.....	.....	*g* 11 19	*f* 7 32	*m* 9 39	12 53	...	415.4	4.4 D.....HERNANDO.....30	76.9	6 21	*s* 7 40	*j* 6 34	8 39	.....
.....	.....	11 25	*f* 7 39	9 47	12 59	...	420.7	5.3 .....LOVE.....	71.6	6 14	*f* 7 29	6 25	8 33	.....
.....	.....	11 29	*f* 7 46	*m* 9 54	1 04	40	424.2	3.5 D.....COLDWATER....30	68.1	6 10	*s* 7 23	*j* 6 20	8 29	.....
.....	.....	*g* 11 36	*s* 7 55	*m* 10 04	1 11	...	430.0	5.8 D.....SENATOBIA.....30	62.3	6 02	*s* 7 15	*k* 6 12	8 23	.....
.....	.....	*g* 11 45	*s* 8 15 *6*	*m* 10 15	1 19	23	437.4	7.4 D.....COMO.....30	54.9	5 52	*s* 7 05	*k* 6 01	8 15 *25*	.....
.....	.....	*s* 11 55	*s* 8 30	*s* 10 26	1 26	35	442.9	5.5 C.....SARDIS.....30	49.4	*s* 5 45	*s* 6 55	*s* 5 51	8 09	.....
.....	.....	12 02AM	8 37	10 33	1 31	38	447.6	4.7 .....TALLAHATCHIE.....	44.7	5 38	6 42	5 42	8 03	.....
.....	.....	*g* 12 07	*s* 8 47	*m* 10 40	1 36	100	452.1	4.5 D.....BATESVILLE.....30	40.2	5 33	*s* 6 35	*k* 5 36	7 58	.....
.....	.....	12 16	*f* 8 56	10 50	1 42	...	457.8	5.7 .....COURTLAND.....	34.5	5 25	*f* 6 24	5 25	7 51	.....
.....	.....	12 18	*f* 8 59	10 53	1 44	58	459.6	1.8 D.....POPE.....30	32.7	5 22	*s* 6 21	5 23	7 49	.....
.....	.....	12 27	*f* 9 09	11 04	1 52	...	466.7	7.1 .....ENID.....	25.6	5 12	*f* 6 11	5 14	7 41	.....
.....	.....	*g* 12 33	*s* 9 16	*m* 11 11	1 57	...	471.6	4.9 D.....OAKLAND.....30	20.7	5 06	*s* 6 05	*k* 5 08	7 36	.....
.....	.....	12 38	*f* 9 21	11 18	2 03	...	476.9	5.3 .....TILLATOBA.....30	15.4	5 00	*f* 5 56	4 58	7 30	.....
.....	.....	12 43	*f* 9 27	11 24	2 07	...	480.2	3.3 .....SCOBEY.....	12.1	4 55	*f* 5 50	4 53	7 25	.....
.....	.....	12 49	*f* 9 34	11 30	2 12	57	485.0	4.8 .....HARDY.....	7.3	4 49	*f* 5 42	4 47	7 20	.....
.....	.....	A 12 58AM	A 9 42PM	A 11 40AM	A 2 19AM	65	491.0	6.0 ..MEMPHIS JUNCTION...	1.3	L 4 41AM	L 5 33AM	L4 40PM	L 7 13PM	.....
										Daily	Daily	Daily	Daily	
.....	.....	A 1 02AM	A9 45PM	A 11 43AM	A 2 22AM	...	492.3	1.3 C.....GRENADA.....30	....	L 4 38AM	L 5 30AM	L4 37PM	L 7 10PM	.....
.....	.....	A 9 15AM	A8 00AM	A 7 50PM	A 9 00AM	...	.....	.....NEW ORLEANS.....	....	L 8 30PM	L 5 10PM	L8 30AM	L 1 00PM	.....

Conditional Stops:

g. Discharge revenue passengers from north of Memphis.

j. Stop on signal to discharge revenue passengers from Jackson, Miss., and points south and receive revenue passengers for points north of Memphis.

k. Stop on signal to discharge revenue passengers from Grenada and points south and to receive revenue passengers for Memphis and points beyond.

m. Stop on signal to discharge revenue passengers from Memphis and beyond and to receive revenue passengers for Sardis, Grenada and scheduled points south.

Trains will stop on signal:

Nos. 25 and 26 to receive or discharge revenue passengers:
Whitehaven McGehee

ABERDEEN DISTRICT

Southward — Northward

SECOND CLASS	FIRST CLASS	Sidings. Standing Room. Cars with Engine.	Miles from Aberdeen	TIME TABLE No. 9 Taking Effect June 4, 1939 STATIONS	Miles from Durant	FIRST CLASS	SECOND CLASS
241	233					236	242
Mixed	Passenger					Passenger	Mixed
Daily	Daily						
L 10 30AM	L 8 00AM	60		D.....ABERDEEN.....30	108.3	A 7 20PM	A 3 00PM
f 10 45	f 8 10	....	5.7	5.7 .....BINFORD.....	102.6	f 7 08	f 2 35
f 11 00	f 8 20	....	10.0	4.3 .....STRONG.....	98.3	f 6 58	f 2 20
s 12 01PM	s 8 35	28	16.7	6.7 D.....WEST POINT.....30	91.6	s 6 45	s 2 00
12 20	f 8 45	....	21.5	4.8 .....MULDROW.....	86.8	f 6 30	1 25
f 12 30	f 8 50	....	23.7	2.3 .....OSBORN.....	84.6	f 6 25	f 1 15
s 1 05 242	s 9 05	....	30.6	6.9 D .....STARKVILLE.....30	77.7	s 6 15	s 1 05PM 241
f 1 25	s 9 20	....	38.0	7.4 D.....LONGVIEW.....	70.3	f 5 55	s 11 40
f 1 35	f 9 29	....	42.0	4.0 .....BRADLEY.....	66.3	f 5 47	f 11 20
s 1 50	s 9 39	....	46.8	4.8 D .....STURGIS.....30	61.5	f 5 36	s 11 05
s 2 40	s 10 00	37	55.5	7.7 D.....ACKERMAN.....30	52.8	s 5 15	s 10 50
f 3 00	f 10 07 242	....	58.6	3.1 .....FENTRESS.....	49.7	f 5 05	f 10 07 233
s 3 25	s 10 17	71	63.2	4.6 D.....WEIR.....30	45.1	f 4 57	s 9 45
s 3 50	s 10 30	....	69.3	6.1 ..... McCOOL.....30	39.0	f 4 44	s 9 10
s 4 29 236	s 10 50	71	78.4	9.2 D.....ETHEL.....30	29.9	f 4 29 241	s 8 45
s 5 05	s 11 10	33	87.1	8.7 D.....KOSCIUSKO.....30	21.2	s 4 15	s 8 10
f 5 45	s 11 25	70	94.1	7.0 .....McADAMS.....	14.2	f 4 01	f 7 35
f 6 15	s 11 35	....	98.6	4.4 D.....SALLIS.....30	9.7	s 3 53	s 7 25
A 6 30PM	A 11 50AM	....	105.5	7.0 ....ABERDEEN JUNCTION. 2.8	2.8	L 3 40PM	L 7 10AM
						Daily	Daily
A 6 40PM	A 11 55AM	....	108.3	.....DURANT.....	.....	L 3 30PM	L 7 00AM

WINFIELD DISTRICT

Southward — Northward

SECOND CLASS	Miles from Winfield	TIME TABLE NO. 9 Taking Effect June 4, 1939 STATIONS	SECOND CLASS
347 / 345			344 / 346
Freight / Mixed			Mixed / Freight
Except Sunday / Except Sunday			
L 2 15PM / L 11 25AM	7.9	BRILLIANT	A 8 35AM / A 1 30PM
A 3 05PM / A 12 20PM		7.4 FRISCO RY. JUNCTION	L 7 40AM / L 12 45PM
A 3 10PM / A 12 25PM		.5 WINFIELD	L 7 30AM / L 12 40PM
			Except Sunday / Except Sunday

Trains will stop on signal:

Nos. 233, 236:
Boyette, Gladys, Fulcher, Bugh, Patrick and White.

Trains 241 and 242 are mixed mail, express and freight.
Do not handle passengers.

Trains 344 and 345 will handle passengers Winfield District.

3. Standard Clocks:

Jackson, Tenn.,	Chester Street Telegraph Office Roundhouse Office
Water Valley,	Chief Dispatcher's Office Telegraph Office
Grenada and Durant,	Telegraph Office.

S-72. Northward trains are superior to trains of the same class in the opposite direction.

83(a). Southward trains may leave East Junction without clearance card, Form 44.

All trains must secure clearance card, Form 44, before leaving Water Valley, Grenada and Durant.

Grenada District first class trains displaying signals to and from East Junction, will display the same signals to and from Memphis.

Jackson District first class trains displaying signals to and from Frogmoor will display the same signals between Frogmoor and Chester Street.

Aberdeen District first class trains displaying signals to and from Aberdeen Junction, will display the same signals between Aberdeen Junction and Durant.

Grenada District first class trains running late to and from East Junction, will run the same late between Memphis and East Junction.

Jackson District first class trains running late to and from Frogmoor, will run the same late between Frogmoor and Chester Street.

83(b). Train Registers:

Chester Street	Durant
Water Valley	Aberdeen
Grenada	East Junction

Trains 5 and 6 may register at Durant by form 905, operator will hand up clearance with check of register.

All trains may register at East Junction by Form 905.
Freight trains leaving and arriving at Nonconnah will register in accordance with Memphis Terminal Time Table.

93. Yards:

Jackson	Aberdeen Junction
Frogmoor	Canton
Grand Junction	Kosciusko
Holly Springs	Ackerman
Water Valley	Starkville
Memphis Junction	West Point
Grenada	Aberdeen
Winona	East Junction
Durant	

First class trains must move between Frogmoor and Chester Street prepared to stop, unless the main track is seen or known to be clear.

98. Trains must stop at junctions, railroad crossings and drawbridges as follows:

Frogmoor	Cairo and Birmingham Districts, normal position of gate against Birmingham District.
Frogmoor-Bemis	G. M. & N. Railroad.
Grand Junction	Southern Railway.
Ackerman	G. M. & N. Railroad.
West Point	M. & O. Railroad C. & G. Railroad.
Aberdeen	St. L. & S. F. Railway.

Holly Springs: Interlocked railroad crossing with the St. L. & S. F. Railway is controlled by Operator located in I. C. passenger station. Trains receiving clear signal may proceed over crossing, but must not exceed speed of 15 miles per hour until engine or leading car passes crossing.

Illinois Central trains governed by two-indications color light, home interlocking signals located 500 feet from the crossing.

Caution signals located 3500 feet north and south of crossing.

Winona: Railroad crossing with the C. & G. Railroad. Trains must not exceed a speed of 15 miles per hour until engine or leading car passes over crossing. If signal indicates stop, communicate with the Telegraph Operator at Winona.

99. Extracts from Laws of Mississippi:

"It shall be unlawful to back a train of cars or part of a train or an engine into or along a passenger depot at a greater rate of speed than three miles per hour, and every such train, part of train, or engine backing into or along a passenger depot, and within fifty feet thereof, for at least three hundred feet before it reaches, or comes opposite to such depot, must be preceded by a servant of the railroad company, on foot, not exceeding forty, nor under twenty feet in advance, to give warning."

101. Speed Restrictions: except where lower speed is required:

		Miles per Hour
All trains	Crossover, junction and siding switches unless board at switch authorizes greater speed	10
	Trailing through spring switches main track movement	25
	Ring curve between Toone and Shandy	45
	Curve one mile north College Hill	45
	Yalobusha River Bridge 617-3	15
	Curve one mile north Memphis Junction	40
Passenger trains with passenger engines and passenger engines running light with caboose	Jackson District	50
	Water Valley District — Water Valley to Grenada	50
	Water Valley District—Grenada to Canton	70
	Grenada District	60
	Aberdeen District	45
Passenger trains with reconditioned Mikado type engines	Canton to Grenada	60
	Grenada to Water Valley	50
	Water Valley to Jackson, Tenn.	50
	Grenada District	60
Passenger trains with freight engines	Jackson, Water Valley and Grenada Districts	40
	Aberdeen District	35

Miles per Hour

Express trains handled with reconditioned Mikado type engines	Canton to Grenada	60
	Grenada to Water Valley	50
	Water Valley to Jackson	50
	Grenada District	60
Dispatch, banana, mixed, local, tonnage freight and work trains being handled with reconditioned Mikado type engines	Jackson District	45
	Water Valley District (Water Valley to Grenada)	45
	Water Valley District (Grenada to Canton)	50
	Grenada District	50
	Aberdeen District	35
Handled with other freight engines		40
Except Aberdeen District		30
Freight engines running light or with caboose	Jackson, Water Valley and Grenada Districts	40
	Aberdeen District	30
	Except when handled by reconditioned Mikado type engines.	
	Canton to Grenada	60
	Grenada to Water Valley	50
	Water Valley to Jackson	50
	Grenada District	60
Fulton derrick X-101	Jackson, Water Valley and Grenada Districts	40
	Aberdeen District	20
Other derricks	Jackson, Water Valley and Grenada Districts	30
	Aberdeen District between Durant and Kosciusko	20
	Aberdeen District between Kosciusko and Aberdeen	15
Trains handling 8-wheel locomotive cranes	Jackson, Water Valley and Grenada Districts	35
	Aberdeen District	20
Engines not equipped with trucks		25
Engines backing up, light or without cars		15

Permanent yellow slow boards are located 500 feet in advance of the condition requiring reduced speed; indication reduce speed to 10 miles per hour or speed specified by numerals on board. Where two speeds are indicated the upper is for passenger and the lower for freight.

Engines named are restricted as follows:

1- 51 2000-2050 2100-2174 2500-2574 2900-3025 7000-7050	Not permitted Water Valley, Grenada, Aberdeen Districts.	
		Miles per Hour
1200-1499 1501-2017 3795-3934	Yocona River Bridge J 463-54, between Enid and Pope	30
1134-1199 1200-1499 1501-2017 2400-2459	Not permitted Aberdeen District.	
1000-1027 1027-1134	Big Black River Bridge H 1-7, Aberdeen District	20
541 and upward	Not permitted Tombigbee River, Frisco Wye (Aberdeen).	

Cars—I. C. coal cars, series 212700-212999 and 713000 to 713739 loaded to capacity not permitted over Tombigbee River Bridge, on Frisco Wye, Aberdeen.

104. Normal Position of Switches:

Frogmoor	Gauntlet switch for northward trains. Junction switch for Birmingham District trains.
Memphis Junction	Grenada District.
Grenada	Water Valley District.
Durant	Water Valley District.
Aberdeen Junction	Water Valley District.

D-151. Two Tracks:

Memphis to East Junction.

Chester Street to Frogmoor.

A gauntlet is operated between the south end of the two main tracks and the junction switch, located six hundred forty (640) feet south of the two main tracks at Frogmoor, movement of trains through this gauntlet will be governed by block signal indication.

D-282. On two or more tracks and on single track between Memphis and Canton trains may pass stop and proceed signal without stopping, proceeding at a restricted speed not exceeding 15 miles per hour.

505. Grenada and Durant Blocks:

Between Memphis Junction and Grenada and between Aberdeen Junction and Durant in both directions, movement of trains between the above points will be controlled by block signals in charge of the Operator. Unless otherwise provided their indications to proceed supersede time table superiority and take the place of train orders. Do not dispense with the use or observance of other signals when and wherever required. Trains not receiving proceed indication will communicate with Operator by telephone.

At Aberdeen Junction, Aberdeen District trains arriving will indicate to the Operator when they are ready to proceed by pressing push button located just south of signal.

729. Bulletin Boards:

Chester Street	Telegraph Office Roundhouse Office
Water Valley	Agent's Office Roundhouse Office
Grenada	Telegraph Office
Durant	Agent's Office Roundhouse Office
Canton	Telegraph Office
Memphis	Grand Central Station Roundhouse Office

1201. 4-wheel scale test cars must be handled on rear of freight trains ahead of the caboose.