

*WSP*  
**YAZOO & MISSISSIPPI VALLEY**  
**RAILROAD.** *JWH*

**MEMPHIS DIVISION**

**BETWEEN**

Memphis and Cleveland, Eagle Nest and Helena, Clarksdale and Gwin, Tchula and Durant.  
Greenwood and Grenada, Tutwiler and Belzona.

**TIME TABLE No. 6,**

Taking Effect at 12.00 o'clock Noon, Sunday, March 2, 1902.

**SUPERSEDING TIME TABLE No. 5, DATED JANUARY 26, 1902.**

FOR THE GOVERNMENT OF EMPLOYES ONLY. Not intended for the information of the public, nor as an advertisement of the time of trains.  
The Company reserves the right to vary therefrom as circumstances may require.

**J. T. HARRAHAN,**  
Second Vice-President,  
CHICAGO.

**J. F. WALLACE,**  
Assistant General Manager,  
CHICAGO.

**J. W. HIGGINS,**  
Gen'l Superintendent of Transportation,  
CHICAGO.

**M. GILLEAS,**  
Assistant General Superintendent,  
MEMPHIS, TENN.

**A. A. SHARP,**  
Superintendent,  
MEMPHIS, TENN.

*Direct*  
*Shuck*  
*duff*



# CLARKSDALE DISTRICT - Memphis to Cleveland.

## FREIGHT TRAINS - SOUTH BOUND.

## TIME TABLE

## PASSENGER TRAINS - SOUTH BOUND.

THIRD CLASS.						SECOND CLASS.		Miles from Memphis to South Yard	Miles from Memphis to Clarksville	No. 6.	FIRST CLASS.		
No. 93	No. 91	No. 87	No. 85	No. 83	No. 81	No. 59	No. 57			No. 6.	No. 5	No. 23	No. 31
LOCAL FREIGHT	LOCAL FREIGHT	TERMINAL FREIGHT	TERMINAL FREIGHT	TERMINAL FREIGHT	TERMINAL FREIGHT	PASSENGER FREIGHT	PASSENGER FREIGHT	MEMPHIS	MEMPHIS	MEMPHIS	MEMPHIS	MEMPHIS	
Days/Weeks	Days/Weeks	Daily	Daily	Daily	Daily	Daily	Daily	Stations	Daily	Daily	Daily	Daily	
								MEMPHIS					
								N. SOUTH YARD					
								E. BETERS					
								E. ENLEY					
								N. LAKEVIEW					
								W. WALLE					
								D. LAKECOOKBORO					
								P. PENNUN					
								N. ROBINSONVILLE					
								D. HOLLYWOOD					
								D. TUNICA					
								E. EVANSVILLE					
								N. CLAYTON					
								D. DUNDEE					
								D. LULA					
								N. COAHOMA					
								D. CLOVER HILL					
								L. LYON					
								N. CLARKSDALE					
								B. BOBO					
								A. ALLIGATOR LAKE					
								D. DUNCAN					
								D. SHELEY					
								M. MOUND BAYOU					
								D. MERIGOLD					
								N. CLEVELAND					
								VICKSBURG					
								NEW ORLEANS					

D - DAY TELEGRAPH STATIONS.      N - NIGHT AND DAY TELEGRAPH STATIONS.

### SPECIAL INSTRUCTIONS.

A 1. Between South Yard and Memphis, Clarksdale District trains will be governed by Memphis Terminal Time Table.

A 2. All Northbound trains are superior to trains of the same class in the opposite direction.

A 3. Train Register Books are kept in Telegraph and South Yard Offices at Memphis, in Telegraph Offices at Lula, Coahoma, Clarksdale, and Cleveland. See Rule 613.

A 4. Second and inferior class trains must run carefully through the yard limits at Memphis, Lula, Coahoma, Clarksdale, and Cleveland, expecting to find the main track occupied. In case of accident, the responsibility rests with the approaching train. At other stations Rules 90 (b) and 99 will govern.

A 5. Trains Nos. 23 and 26 will stop on signal to receive or discharge passengers at Bells, Glover, Holloway, Clack, Bowdre, Beaver Dam, Maud, Hamlin, Moon Lake, Walton, Burke, Pullen, Hushpuckana and Renova.

A 6. Trains Nos. 31 and 32 will make all flag stops.

A 7. Train No. 32 will take siding for No. 23.

A 8. Train No. 58 will take siding for No. 50.

A 9. Railroad Crossings. - Helens Branch, Lula. See Rule 98 (b).

A 10. Water Stations. - Memphis Lakeview, Robinsonville, Clayton, Coahoma, Clarksdale, Hushpuckana (3 miles south of Duncan), and Cleveland. See Rule 90 (b).

A 11. Coal Stations. - Memphis, Coahoma, and Cleveland. See Rule 90 (b).

A 12. Bulletin Boards for trainmen are located in South Yard and Dispatcher's offices at Memphis, in telegraph offices at Lula, Coahoma, Clarksdale and Cleveland. See Rules 606 and 826.

A 13. Standard Clocks: Memphis, Train Dispatcher's office, Poplar st. Memphis, Telegraph office, Poplar st. Memphis, South Yard office. Clarksdale, Dispatcher's office at depot. Cleveland, Telegraph office.

A 14. Extract from Laws of Miss. - "It shall be unlawful to back a train of cars or part of 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 shall for at least three hundred feet before it reaches or comes opposite to such depot, be preceded by a servant of the railroad company on foot, not exceeding forty nor under twenty feet in advance, to give warning."

A 15. Upon the District between Memphis and Cleveland, the maximum speed of freight trains carrying perishable freight and live stock must not exceed thirty-five miles per hour; other freight trains must not exceed a maximum speed of twenty-four miles per hour.



# CLARKSDALE DISTRICT—Cleveland to Memphis.

## PASSENGER TRAINS—NORTH BOUND.

FIRST CLASS.			Miles from New Orleans.	Direction of Train.	Miles from Memphis.	Miles from Clarksville.	Miles from Paducah.	Miles from Cairo.	Miles from Memphis.
No. 32	No. 26	No. 6							
MEMPHIS ACCOMMODATION.	LOCAL MAIL.	NORTHERN EXPRESS.	STATIONS.						
Daily.	Daily.	Daily.							
Ar 10 30 AM	Ar 6 00 PM	Ar 6 55 AM							
10 17	5 48	6 43	355.70	N	SOUTH YARD	0	5.97	17	
f 10 07	5 35	6 34	350.58		ETTER		1.07	8	
f 10 03	5 30	6 31 <sup>58</sup>	348.55		ENSLEY		5.92	3550	15
s 9 54	5 17	6 23	349.03	N	LAKEVIEW		0.53	1890	9
s 9 50	5 10 <sup>51</sup>	6 18 <sup>53</sup>	340.40		WALLS		0.50	2800	14
s 9 35 <sup>51 55</sup>	4 58	6 10	335.11	D	LAKE CORMORANT		4.52	2700	11
s 9 25	4 46	6 03	330.50		PENTON		0.50	2600	10
s 9 18	4 36	5 58	326.00	N	ROBINSONVILLE		0.55	2400	14
s 9 07 <sup>52</sup>	4 22	5 49	321.14	D	HOLLYWOOD		0.40	2700	12
s 8 57	4 11 <sup>57</sup>	5 43	316.74	D	TUNICA		0.45	2400	8
s 8 49	4 01	5 37	313.20		EVANSVILLE		0.07		8
s 8 42 <sup>52</sup>	3 54	5 32	310.20	N	CLAYTON		5.91	2800	10
s 8 29	3 39	5 23	304.31	D	DUNDEE		5.15	2400	13
s 8 18	3 25 <sup>51</sup>	5 15	300.10	D	LULA		0.70	2400	19
s 8 03	3 05 <sup>55</sup>	5 04 <sup>50</sup>	291.00	N	COAHOMA		0.75	4050	16
s 7 48	2 38	4 55	285.17	D	CLOVER HILL		3.08	2700	12
s 7 40	2 25	4 49	281.19		LYON		0.97		9
s 7 35	2 20	4 45	278.92	N	CLARKSDALE		7.74	2850	20
s 7 02 <sup>50</sup>	1 45 <sup>50</sup>	4 30	271.18		BOBO		4.00		10
s 6 55	1 37	4 23	267.18		ALLIGATOR LAKE		0.49		8
s 6 47	1 29	4 17	263.76	D	DUNCAN		0.78		18
s 6 32	1 13 <sup>53</sup>	4 06	259.98	D	SHELBY		0.72		15
s 6 20	12 55	3 56	251.20		MOUND BAYOU		2.67		7
s 6 14	12 45	3 51	248.59	D	MERIGOLD		0.50	1800	16
lv 6 00 AM	lv 12 25 PM	lv 3 40 AM	242.00	N	CLEVELAND			2800	

## TIME TABLE No. 6.

Taking Effect March 2, 1902.

STATIONS.

## FREIGHT TRAINS NORTH BOUND.

SECOND CLASS.		THIRD CLASS.					
No. 58	No. 76	No. 82	No. 84	No. 88	No. 92	No. 94	
MEMPHIS EXPRESS	MEMPHIS EXPRESS	MEMPHIS EXPRESS	MEMPHIS EXPRESS	MEMPHIS EXPRESS	MEMPHIS EXPRESS	MEMPHIS EXPRESS	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
Ar 7 00 AM	Ar 3 50 PM	Ar 12 10 PM	Ar 11 15 PM	Ar 6 30 AM	Ar 2 30 PM	Ar 2 30 PM	
6 42	3 32	11 45	10 40	5 42	2 01	2 01	
6 31 <sup>58</sup>	3 26	11 40	10 35 <sup>51</sup>	5 43 <sup>58</sup>	4 53 <sup>51</sup>	4 53 <sup>51</sup>	
6 05 <sup>52</sup>	3 08	11 37	10 05	5 30	4 37	4 37	
5 54	3 00	11 07	9 32	5 08	4 10	4 10	
5 33	2 40	10 46	9 23 <sup>51</sup>	4 48	3 59	3 59	
5 17	2 25 <sup>51 55</sup>	10 28 <sup>51</sup>	8 55	4 39	3 25 <sup>51 55</sup>	3 25 <sup>51 55</sup>	
5 02	2 13	10 15	8 30 <sup>51</sup>	4 11	3 10	3 10	
4 40	1 57	9 57 <sup>51</sup>	8 04	3 56	3 00	3 00	
4 24	1 43	8 15 <sup>51</sup>	7 53	3 33 <sup>51</sup>	2 28 <sup>51</sup>	2 28 <sup>51</sup>	
4 08	1 30	7 55	7 32	3 12	2 07	2 07	
3 57 <sup>58</sup>	1 20 <sup>51</sup>	7 40	7 20	2 59	1 38 <sup>51</sup>	1 38 <sup>51</sup>	
3 33	12 55	7 19	6 59	2 30 <sup>51</sup>	1 20	1 20	
3 05 <sup>51</sup>	12 30 <sup>51 55</sup>	6 50	6 38 <sup>51</sup>	2 03	1 12 <sup>51</sup>	1 12 <sup>51</sup>	
2 27	11 55 <sup>51 55</sup>	6 15	5 58 <sup>51</sup>	1 30	0 50	0 50	
1 50	10 34	5 45 <sup>51</sup>	4 53 <sup>51</sup>	12 57 <sup>51</sup>	0 40	0 40	
1 30	10 18	5 25	4 30	12 30 <sup>51</sup>	0 10	0 10	
1 20 <sup>57</sup>	10 07	lv 5 15 AM	lv 4 20 PM	lv 2 30 AM	0 00 <sup>51</sup>	0 00 <sup>51</sup>	
12 52	9 40				11 30 <sup>51</sup>	11 30 <sup>51</sup>	
12 38	9 26				11 10	11 10	
12 25	9 13				0 45	0 45	
12 01 <sup>AM</sup>	8 41				0 30	0 30	
11 39	8 15				0 20	0 20	
11 25	8 00 <sup>51 55</sup>				0 00 <sup>51 55</sup>	0 00 <sup>51 55</sup>	
lv 10 55 PM	lv 7 25 AM				0 00 <sup>51</sup>	0 00 <sup>51</sup>	

D-DAY TELEGRAPH STATIONS. N-NIGHT AND DAY TELEGRAPH STATIONS.

### Business Tracks not Shown as Stations on Time Table.

Track	Location	Miles
Tiling	between South Yard and Etter	3
Bells	Etters and Lakeview	11
Glover	Walls and Lake Cormorant	19
Holloway	Lake Cormorant and Penton	23
Clack	Penton and Robinsonville	28
Bowdre	Robinsonville and Hollywood	31
Turley	Robinsonville and Hollywood	32
Maud	Clayton and Dundee	49
Moon Lake	Lula and Coahoma	57
Walton	Lula and Coahoma	57
Burke	Coahoma and Clover Hill	96
Barkley	Evans and Clarksville	154
Davenport	Clarksville and Bobo	81
Bollen	Clarksville and Bobo	82
Brittain & Dixon	Bobo and Alligator Lake	87
Humphreys	Duncan and Shelby	92
Henry	Merigold and Cleveland	103



# TALLAHATCHIE DISTRICT—Between Clarksdale and Gwin.

## FREIGHT TRAINS—SOUTH BOUND.

THIRD CLASS.						SECOND CLASS.	Min- imum time between stations for South Bound Freight Trains.	Siding, Standing Room, Feet.	Miles from Clarksdale.	TIME TABLE No. 6. Taking Effect March 2, 1902. STATIONS	Distance between stations for South Bound Trains.	PASSENGER TRAINS—SOUTH BOUND.				
No. 391 LOCAL FREIGHT.	No. 393 LOCAL FREIGHT.	No. 387 THROUGH FREIGHT.	No. 385 THROUGH FREIGHT.	No. 383 THROUGH FREIGHT.	No. 381 THROUGH FREIGHT.	No. 357 THROUGH FREIGHT.						No. 323 PASSENGER.	No. 331 PASSENGER.	No. 401 MIXED.	No. 403 MIXED.	No. 321 PASSENGER.
Except Sunday.	Except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.			MEMPHIS	lv 8 30 AM	Daily.	Daily.	Except Sunday.	Except Sunday.	Daily.	
lv 8 00 AM		lv 7 25 PM	lv 3 00 PM	lv 12 01 PM	lv 4 55 AM <sup>882</sup>	lv 1 30 AM			N CLARKSDALE	lv 2 15 PM					lv 3 20 PM	
f 8 38		7 50	3 25 <sup>884</sup>	12 33	5 23	1 53	20	8 000	5.60	EARNEST	f 2 28				f 3 34 <sup>884</sup>	
8 9 08		8 10	3 47 <sup>821</sup>	1 05 <sup>820</sup>	5 45	2 11	11	2 400	10.00	D DUBLIN	8 2 38				8 3 47 <sup>884</sup>	
Ar 9 45 AM	lv 7 00 AM	8 35	4 10	1 31	6 10	2 35	16	2 000	15.00	N TUTWILER	8 2 50 <sup>884</sup>				Ar 4 00 PM	
	8 7 30	9 11	4 30	1 57	6 20	2 58	15		20.40	D SUMNER	8 3 02				INDS	
	8 7 45	9 23	4 42 <sup>894</sup>	2 05 <sup>884</sup>	7 00	3 07 <sup>882</sup>	7	2 000	22.70	D WEBB	8 3 08				No. 321	
	8 8 23	9 53 <sup>888</sup>	5 16	2 33	7 22	3 34	19	2 400	28.60	D SWAN LAKE	8 3 21					
	8 8 48	10 13	5 34	2 55	7 41	3 51	12	2 700	32.60	D GLENDORA	8 3 30					
	8 9 02	10 25	5 45	3 00	7 52	4 00	7		35.00	BLACK BAYOU JUNC.	8 3 36					
	8 9 28						12		39.00	D MINTER CITY	8 3 45 <sup>894</sup>					
	8 9 45	10 45	6 05	3 20 <sup>894</sup>	8 11	4 20	12		42.00	MILL BAYOU JUNC.	8 3 52					
	8 10 00	11 01	6 16	3 32	8 22	4 30	10	3 800	44.10	D PHILIPP	8 3 57				No. 395	
	8 10 35	11 30	6 39	3 52	8 42	4 48	20	2 700	48.00	D GEREN	8 4 07				WEEK	
	8 10 45	11 53	6 55	4 14 <sup>883</sup>	8 58	5 03	18	4 000	52.41	D MONEY	8 4 14 <sup>883</sup>				Except Sunday	
	8 11 06 <sup>886</sup>	12 15 <sup>882</sup>	7 10	4 30	9 13	5 17	14	2 700	55.90	CRAIG SIDE	f 4 22				lv 2 55 PM	
	8 11 50 <sup>884</sup>	12 40	7 35	4 55	9 35	5 38	20		61.25	PARSON JUNCTION	8 4 32				Ar 4 00 PM	
	8 12 22 <sup>884</sup>	12 45	7 40 <sup>888</sup>	5 00	9 40	5 43	5	3 700	62.27	N GREENWOOD	8 4 42	lv 7 10 AM				
	8 2 38	1 08	8 03	5 21	10 03 <sup>894</sup>	6 02	18	2 700	68.80	RIISING SUN	8 4 53	8 7 20				
	8 3 10	1 28	8 25	5 41	10 33 <sup>884</sup>	6 17	14	3 000	70.90	D SIDON	8 5 02	8 7 29				
	8 4 02	2 02	9 00	6 13 <sup>882</sup>	11 04	6 45	20	3 000	77.10	D CRUGER	8 5 17	8 7 43				
	8 4 32	2 18	9 20	6 43	11 21	6 58	13		80.40	KEIRN	f 5 26	f 7 51				
	8 4 55	2 33	9 34	6 53	11 35	7 09		2 700	82.90	WYATT	f 5 32	f 7 58 <sup>884</sup>				
	8 5 27 <sup>884</sup>	2 55	9 55 <sup>882</sup>	7 07	11 55	7 25 <sup>884</sup>	20		86.00	D TCHULA	8 5 40	8 8 05	lv 6 30 PM	lv 10 05 AM		
Except Sunday.	Except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.			88.30	N GWIN	Ar 5 45 <sup>882, 888</sup>	Ar 8 10 AM	Ar 6 35 PM	Ar 10 10 AM		
No. 391	No. 393	No. 387	No. 385	No. 383	No. 381	No. 357					No. 323	No. 331	No. 401	No. 403	No. 395	

# TCHULA DISTRICT—Between Durant and Tchula.

## TRAINS—SOUTH BOUND.

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.		Min- imum time between stations for South Bound Freight Trains.	Miles from Tchula.	Distance between stations for South Bound Trains.	TIME TABLE No. 6. Taking Effect March 2, 1902. STATIONS.	Distance between stations for North Bound Trains.	Miles from Durant.	Siding, Standing Room, Feet.	Min- imum time between stations for North Bound Freight Trains.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.
		No. 401	No. 403									No. 404	No. 402		
		MIXED.	MIXED.									PASSENGER.	MIXED.		
		Except Sunday.	Except Sunday.									Except Sunday.	Except Sunday.		
		lv 6 30 PM	lv 10 05 AM				D TCHULA	1.40	22.20			Ar 5 27 PM <sup>882</sup>	Ar 9 25 AM		
		Ar 6 35 PM	Ar 10 10 AM	2	1.40	1.40	N GWIN	2.80	24.20			lv 5 22 PM	lv 9 20 AM		
		lv 6 35 PM	Ar 10 10 AM				N GWIN					Ar 5 22 PM	Ar 9 20 AM		
		8 6 47	8 10 25	14	3.20	3.20	D HOWARD	6.60	21.10			8 5 12	8 9 00		
		8 7 15	8 11 00	22	14.00	6.20	D LEXINGTON	6.60	19.20			8 4 47	8 8 15		
		8 7 30	8 11 15	22	18.60	6.20	OWEN	7.70	7.70			8 4 36	8 7 45		
		Ar 8 00 PM	Ar 11 45 AM	22	26.20	7.70	N DURANT					lv 4 15 PM	lv 7 15 AM		
		Except Sunday.	Except Sunday.									Except Sunday.	Except Sunday.		
		No. 401	No. 403									No. 404	No. 402		

D-DAY TELEGRAPH STATIONS.

N-NIGHT AND DAY TELEGRAPH STATIONS.

## SPECIAL INSTRUCTIONS.

**1. All Northbound trains are superior to trains of the same class in the opposite direction.**

**2. All Tchula District trains will be governed by Tallahatchie District time table between Gwin and Tchula.**

**3. Train Register Books are kept in telegraph offices at Gwin, Tchula, Greenwood, Durant, Tutwiler and Clarksdale. In boxes at Mill Bayou and Black Bayou Junctions. See Rule 611.**

**4. Second and inferior class trains must run carefully through yard limits at Clarksdale, Tchula, Durant, Greenwood and Tutwiler.**

When, in case of accident, the responsibility rests with the approaching train. At other stations Rules 90 and 96 will govern.

**5. Trains Nos. 401, 402, 403 and 404 will stop at Wilson's Crossing for passengers. No. 401 will deliver any passengers they have at Wilson's Crossing within fifteen minutes after arrival at Lexington.**

**6. Trains Nos. 391, 392, 393 and 394 will stop on signal to receive or discharge passengers and freight at Mattson House, Single Spur, Abbe, Whitehead Landing, Black Bayou and Deer Branch.**

**7. Trains Nos. 401, 402, 403, 404 and 405 will make all lay stops.**

**8. Iron Bridge—Tallahatchie River at Philipp. See Rule 95 (A).**

**9. Railroad Crossings—Tchula District, Greenwood. See Rule 95 (B).**

**10. Water Stations—Tchula, Greenwood, Black Bayou Junction, Clarksdale, Durant, Greenwood, Durant. See Rule 95 (C).**

**11. Coal Stations—Tchula, Greenwood, Greenwood, Durant. See Rule 95 (D).**

SPECIAL INSTRUCTIONS CONTINUED ON PAGE 5



# TALLAHATCHIE DISTRICT—Between Gwin and Clarksdale.

PASSENGER TRAINS—NORTH BOUND.						Miles from Gwin.	Distance between Stations for North Bound Freight Trains.	Stations.	Miles from Greenwood.	Stations.	FREIGHT TRAINS—NORTH BOUND.				
FIRST CLASS.											SECOND CLASS.		THIRD CLASS.		
No. 322	No. 396	No. 402	No. 404	No. 332	No. 326						No. 382	No. 384	No. 388	No. 394	No. 392
PASSENGER						THROUGH FREIGHT		LOCAL FREIGHT			LOCAL FREIGHT				
Daily.	Except Sunday.	Except Sunday.	Except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Except Sunday.	Except Sunday.					
Ar 6 00 PM				Ar 6 00 PM											
lv 9 45 AM				Ar 1 35 PM											
lv 10 05 AM				Ar 1 19 PM											
				Ar 1 05 PM											
				Ar 12 50 PM											
				Ar 12 37 PM											
				Ar 12 31 PM											
				Ar 12 14 PM											
				Ar 12 03 PM											
				Ar 11 59 PM											
				Ar 11 48 PM											
				Ar 11 40 PM											
				Ar 11 33 PM											
				Ar 11 23 PM											
				Ar 11 14 PM											
				Ar 11 06 PM											
				Ar 10 57 PM											
				Ar 10 48 PM											
				Ar 10 34 PM											
				Ar 10 23 PM											
				Ar 10 13 PM											
				Ar 10 04 PM											
				Ar 9 55 PM											
				Ar 9 48 PM											
				Ar 9 40 PM											
				Ar 9 35 PM											
				Ar 9 25 AM											
				Ar 9 20 AM											
				Ar 9 22 PM											
				Ar 9 15 PM											
				Ar 9 05 PM											
				Ar 8 55 PM											
				Ar 8 45 PM											
				Ar 8 35 PM											
				Ar 8 26 PM											
				Ar 8 13 PM											
				Ar 8 05 PM											
				Ar 7 59 PM											
				Ar 7 50 PM											
				Ar 7 45 PM											
				Ar 7 35 PM											
				Ar 7 25 PM											
				Ar 7 15 PM											
				Ar 7 05 AM											
				Ar 7 00 AM											
				Ar 6 45 PM											
				Ar 6 34 PM											
				Ar 6 26 PM											
				Ar 6 13 PM											
				Ar 6 05 PM											
				Ar 5 59 PM											
				Ar 5 50 PM											
				Ar 5 45 PM											
				Ar 5 27 PM											
				Ar 5 22 PM											
				Ar 5 15 PM											
				Ar 5 05 PM											
				Ar 4 57 PM											
				Ar 4 48 PM											
				Ar 4 34 PM											
				Ar 4 23 PM											
				Ar 4 13 PM											
				Ar 4 04 PM											
				Ar 3 55 PM											
				Ar 3 45 PM											
				Ar 3 35 PM											
				Ar 3 26 PM											
				Ar 3 13 PM											
				Ar 3 05 PM											
				Ar 2 59 PM											
				Ar 2 50 PM											
				Ar 2 45 PM											
				Ar 2 35 PM											
				Ar 2 25 PM											
				Ar 2 15 PM											
				Ar 2 05 PM											
				Ar 1 57 PM											
				Ar 1 48 PM											
				Ar 1 34 PM											
				Ar 1 23 PM											
				Ar 1 13 PM											
				Ar 1 04 PM											
				Ar 9 55 AM											
				Ar 9 45 AM											
				Ar 9 35 AM											
				Ar 9 25 AM											
				Ar 9 15 AM											
				Ar 9 05 AM											
				Ar 8 57 AM											
				Ar 8 48 AM											
				Ar 8 34 AM											
				Ar 8 23 AM											
				Ar 8 13 AM											
				Ar 8 04 AM											
				Ar 7 55 AM											
				Ar 7 45 AM											
				Ar 7 35 AM											
				Ar 7 26 AM											
				Ar 7 13 AM											
				Ar 7 05 AM											
				Ar 6 57 AM											
				Ar 6 48 AM											
				Ar 6 34 AM											
				Ar 6 23 AM											
				Ar 6 13 AM											
				Ar 6 04 AM											
				Ar 5 55 AM											
				Ar 5 45 AM											
				Ar 5 35 AM											
				Ar 5 26 AM											
				Ar 5 13 AM											
				Ar 5 05 AM											
				Ar 4 57 AM											
				Ar 4 48 AM											
				Ar 4 34 AM											
				Ar 4 23 AM											
				Ar 4 13 AM											
				Ar 4 04 AM											
				Ar 3 55 AM											
				Ar 3 45 AM											
				Ar 3 35 AM											
				Ar 3 26 AM											
				Ar 3 13 AM											
				Ar 3 05 AM											
				Ar 2 59 AM											
				Ar 2 50 AM											
				Ar 2 45 AM											
				Ar 2 35 AM											
				Ar 2 25 AM											
				Ar 2 15 AM											
				Ar 2 05 AM											
				Ar 1 57 AM											
				Ar 1 48 AM											
				Ar 1 34 AM											
				Ar 1 23 AM											
				Ar 1 13 AM											
				Ar 1 04 AM											
				Ar 9 55 PM											
				Ar 9 45 PM											
				Ar 9 35 PM											
				Ar 9 25 PM											
				Ar 9 15 PM											
				Ar 9 05 PM											
				Ar 8 57 PM											
				Ar 8 48 PM											
				Ar 8 34 PM											
				Ar 8 23 PM											
				Ar 8 13 PM											







# SURGICAL DEPARTMENT.

MARCH 2, 1902.

**JOHN E. OWENS, M. D.,** Chief Surgeon, Chicago.  
**W. H. ALLPORT, M. D.,** Assistant Chief Surgeon, Chicago.  
**L. L. LOSEY,** Chief Claim Agent, Chicago.  
**C. C. CALVEET,** Claim Agent, Memphis, Tenn.

## MEMPHIS DIVISION.

<b>Memphis</b> .....	<b>W. B. ROGERS, M. D.</b> .....	<b>District Surgeon</b>	<b>Tutwiler</b> .....	<b>W. H. HARRISON, M. D.</b> .....	<b>Local Surgeon</b>
Dr. Rogers' jurisdiction extends from Memphis to Cleveland and intermediate branches.					
<b>Lake Cormorant</b> .....	<b>W. P. CONNOR, M. D.</b> .....	<b>Local Surgeon.</b>	<b>Shelby</b> .....	<b>E. E. DYCKASON, M. D.</b> .....	“ “
<b>Robinsonville</b> .....	<b>G. M. SHAW, M. D.</b> .....	“ “	<b>Duncan</b> .....	<b>B. D. COOPER, M. D.</b> .....	“ “
<b>Tunica</b> .....	<b>M. J. ALEXANDER, M.D.</b> .....	“ “	<b>Cleveland</b> .....	<b>L. B. SPARKMAN, M. D.</b> .....	“ “
<b>Helena</b> .....	<b>C. R. SHINAULT, M. D.</b> .....	“ “	<b>Tchula</b> .....	{ <b>H. CHRISTMAS, M.D.</b> .....	“ “
<b>Lula</b> .....	{ <b>T. A. CARDER, M. D.</b> .....	“ “	<b>Greenwood</b> .....	{ <b>L. W. FOSTER, M.D.</b> .....	“ “
<b>Coahoma</b> .....			<b>D. S. HUMPHREYS, M.D.</b> .....	“ “	
<b>Clarksdale</b> .....	<b>W. W. STUART, M. D.</b> .....	“ “	<b>Dnrant</b> .....	<b>R. E. HOWARD, M.D.</b> .....	“ “
<b>Philipp</b> .....	<b>N. McLEOD, M.D.</b> .....	“ “	<b>Lexington</b> .....	<b>B. A. SHEPPERD, M.D.</b> .....	“ “
			<b>Belzona</b> .....	<b>J. S. JACKSON, M. D.</b> .....	“ “

LOCATION OF HOSPITALS, MEMPHIS DIVISION..... **Memphis, Tenn.**

## DIVISION OFFICERS.

**A. A. SHARP** ..... Superintendent, Memphis.  
**H. E. CRAFT** ..... Train Master, Memphis.  
**THOS. MAHONEY** .. Chief Train Dispatcher, Memphis.  
**L. D. MOZIER,**..... Dispatcher, Clarksdale.



## RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS. MEMPHIS DIVISION.

SOUTHBOUND		CLASS OF ENGINES AND CAPACITY IN TONS.							
		74 CLASS Nos. 74 to 81 Cylinders, 18 x 24 Diameter of Driving Wheels, 4 feet 10 inches		900 CLASS Nos. 948 to 952 Cylinders, 18 x 24 Diameter of Driving Wheels, 5 feet 5 inches		16, 43 & 48 CLASS Nos. 16 to 20, 24, 26, 28, 29, 43 and 46 58 to 67 inclusive Cylinders, 17 x 24 Diameter of Driving Wheels, 4 feet 9 inches		300 CLASS Nos. 346 to 351 and 361 to 370 inclusive Cylinders, 19 x 24 Diameter of Driving Wheels, 4 feet 8 inches	
		A	B	A	B	A	B	A	B
FROM	TO								
Memphis	Cleveland	1300	1500	1200	1400	1100	1300	1600	1700
Clarkdale	Gwin	1300	1500	1200	1400	1100	1300	1600	1700
Tutwiler	Belzona	1300	1500	1200	1400	450	550	950	1050
Grenada	Greenwood	650	750	550	650	850	1050	1350	1450
Tchula	Owens	1050	1250	950	1150	370	570	870	970
Owens	Durant	500	700	400	600	1100	1300	1600	1700
Trotters Point	Eagles Nest	1300	1500	1200	1400				
<b>NORTHBOUND</b>									
Cleveland	Memphis	1150	1350	1050	1250	950	1150	1450	1550
Gwin	Clarkdale	1150	1350	1050	1250	950	1150	1600	1700
Belzona	Tutwiler	1150	1350	1050	1250	950	1150	1600	1700
Durant	Owens	580	780	480	680	420	620	920	1220
Owens	Tchula	1180	1380	1080	1280	1030	1230	1530	1730
Greenwood	Grenada	650	750	550	650	450	550	950	1150
Eagles Nest	Trotters Point	1150	1350	1050	1250	950	1150	1450	1550

1. Rating "A" is for Manifest, Stock and Perishable freight.
2. Rating "B" is for Dead freight.
3. When one-half or more of a full train consists of empty cars, five tons must be added to stenciled light weight of each empty car, for wheel friction; when less than one-half of the train is empty, no allowance will be made for wheel friction.
4. Agents and Yard Masters at District Terminals must, unless otherwise instructed, know that trains are forwarded with full tonnage.
5. When an engine is unable to handle rating, engineman must wire Trainmaster number of tons to be reduced, and why such reduction is necessary.
6. Trainmasters will determine tonnage to be handled when weather or other conditions are unfavorable.
7. Maximum car rating will be 60 cars during the day, and 50 cars at night.
8. New engines, or engines just out of shops after general repairs, or those that are in poor condition and unable to haul above rating, will be bulletined and temporary rating for such engines assigned.
9. When way-bills of loaded cars do not show weight of contents, use capacity of car. For example: To estimate weight of carload of coal in car of 60,000 pounds capacity; contents 60,000 pounds, stenciled weight of car 26,000 pounds, 43 tons gross.  
Coke, 10,000 pounds less than stenciled capacity of car. Example: In 60,000 pounds capacity car, contents 50,000 pounds; stenciled weight of car 26,000 pounds, 38 tons gross.

Contents of merchandise cars will be estimated at 10,000 lbs. per car, and will hold this weight through to destination. Example: 60,000 pounds capacity car, contents 10,000 pounds, stenciled weight of car 26,000 pounds, 18 tons gross.

10. When miscellaneous cars, or empty cars, not stenciled, are hauled without way-bills, use the following table of tare weights to show tons gross.

Kind of Car	Length	Capacity in Tons	Tare Weight
Box	Misc. 15	15	10 Tons
"	30	20	11 "
"	33	20	12 "
"	34	20	13 "
"	35	20	13 "
"	34	25	13 "
"	35	25	14 "
"	34	30	15 "
"	35	30	15 "
"	36	40	18 "
"	40	40	18 "
Furniture	38	25	15 "
"	40	25	15 "
"	40	30	16 "
"	42	30	18 "
"	45	30	18 "
"	50	...	...
Barrel	40	25	16 "
Stock	Misc. 14	14	10 "
"	30	20	12 "
"	34	20	13 "

Kind of Car	Length	Capacity in Tons	Tare Weight	Kind of Car	Length	Capacity in Tons	Tare Weight
Stock	35	20	13 Tons	Coal	30	20	13 "
"	34	25	13 "	"	32	25	14 "
"	35	25	14 "	"	34	30	16 "
"	36	30	16 "	"	35	35	17 "
Fruit	Misc. 14	12	12 "	"	35	35	17 "
"	30	20	12 "	"	35	35	17 "
"	34	20	15 "	Refrigerator	Misc. 14	13 "	13 "
"	35	25	17 "	"	29	20	16 "
"	35	25	17 "	"	35	20	18 "
Refrigerator	Misc. 14	13 "	13 "	"	35	30	20 "
"	29	20	16 "	"	35	30	20 "
"	35	20	18 "	Flat	Misc. 14	9 "	9 "
"	35	30	20 "	"	30	20	9 "
Flat	Misc. 14	9 "	9 "	"	32	20	10 "
"	30	20	9 "	"	34	20	10 "
"	32	20	10 "	"	35	20	10 "
"	34	20	10 "	"	34	25	10 "
"	35	20	10 "	"	35	25	10 "
"	34	25	10 "	"	35	30	12 "
"	35	25	10 "	Coal	40	40	14 "
"	35	30	12 "	"	Misc. 15	9 "	9 "
Coal	40	40	14 "	"	26	20	10 "
"	Misc. 15	9 "	9 "	"	28	20	10 "
"	26	20	10 "	"	30	20	10 "
"	28	20	10 "	"	32	20	11 "
"	30	20	10 "	"	33	20	11 "
"	32	20	11 "	"	34	20	11 "
"	33	20	11 "	"	35	20	12 "
"	34	20	11 "	"	28	25	11 "
"	35	20	12 "				
"	28	25	11 "				

### INSTRUCTIONS GOVERNING NUMBER OF AIR BRAKE CARS IN FREIGHT TRAINS.

When the make up of freight trains in accordance with Rule 464 will permit, all the available air brake cars must be connected and in use. When provisions of Rule 464 will not permit the use of all the air brakes, enough cars must be switched ahead to comply with the following requirements:

Trains of 5 to 10 cars must have 3 air brake cars in use.
" 11 " 19 " " 7 " " " "
" 20 " 24 " " 10 " " " "
" 25 " 29 " " 14 " " " "
" 30 " 34 " " 20 " " " "
" 35 " 44 " " 25 " " " "
" 45 " 49 " " 30 " " " "
" 50 " 55 " " 35 " " " "
" 56 " 65 " " 40 " " " "

Freight trains should not be forwarded from a terminal with a less number of air brakes in use. When necessary to cut out air brakes on account of defects or otherwise, it must be done at the cross-over pipes, not at the angle cocks, so as to give a straight train line and obtain the benefit of air brakes in case of train parting. When it is not practicable to cut out at cross-over pipes, car must be switched out and placed with the non-air cars. Enginemen must be notified by train men and know before commencing trip the total number of cars in their trains, and the number of air brake cars in use.