

Gulf, Mobile and Ohio R. R.

Louisiana Division

TIME TABLE

No. 4

Taking Effect 12:01 A. M.

SUNDAY, NOVEMBER 20, 1955

Supersedes Time Table No. 3

Dated Sunday, August 13, 1952

For the Government and Information
of Employees

Not intended for the information of the public, nor as
an advertisement of the service of trains. The
Railroad reserves the right to vary
therefrom as circumstances
may require.

NOTE IMPORTANT CHANGES

G. P. BROCK, Exec. Vice President and General Mgr.
P. B. BRIDGES, General Superintendent
C. E. LANHAM, Gen. Superintendent Transportation
J. H. CURRIE, Superintendent
R. B. McALPIN, Rules Director

JACKSON DISTRICT—Southward

Siding Car Capacity	Miles from Capitol Yard	TIME TABLE No. 4 November 20, 1955			SECOND CLASS	SECOND CLASS
		STATIONS			33	37
					Fast Freight	Freight
					Daily	Daily
Yard	0.0	D	CAPITOL YARD FWSY	L 5 00 PM	L 8 30 AM	
			0.5			
Yard	0.5	DN	JACKSON X	5 06	8 36	
			6.0			
51	6.5	TB	ELTON	5 18	8 50	
			10.8			
63	17.8	TB	ROSEMARY	5 36	9 10	
			5.5			
51	22.8	D	GATESVILLE	5 45	9 21	
			4.0			
72	26.8	D	HOPEWELL	5 53	9 29	
			6.5			
52	33.3	D	GEORGETOWN	6 06	9 42	
			5.4			
78	38.7	TB	ROCKPORT	6 17	9 53	
			4.5			
	43.2	TB	OMA	6 27	10 01	
			5.3			
110	48.5	DN	WANILLA X	6 50	10 25	
			6.8			
74	55.3	D	MONTICELLO	7 05	10 39	
			11.5			
58	66.8	TB	TILTON	7 30	11 00	
			5.2			
55	72.0	TB	WHITEBLUFF	7 40	11 12	
			4.9			
12	76.9	TB	MORGANTOWN	7 55	11 26	
			6.1			
Yard	83.0	D	WEST COLUMBIA Y			
			2.8			
Yard	85.8	D	COLUMBIA X			
			2.8			
Yard	83.0	D	WEST COLUMBIA Y	8 26	11 43 ³⁸	
			5.7			
120	88.7	TB	CHERAW	8 40	11 54	
			8.4			
14	97.1	TB	SANDYHOOK	8 55	12 09 PM	
			5.5			
83	102.6	TB	ANGIE	9 06	12 20	
			4.9			
82	107.5	TB	VARNADO	9 16	12 30	
			7.3			
Yard	114.8	DN	BOGALUSA FWYT	9 30	12 45	
			1.8			
Yard	116.6	TB	SOUTH YARD B	A 9 35 PM	A 12 50 PM	
				Daily	Daily	

JACKSON DISTRICT—Northward

Station Numbers	Miles from New Orleans	TIME TABLE No. 4 November 20, 1955		STATIONS		SECOND CLASS	SECOND CLASS
				32	38		
				Fast Freight	Freight		
				Daily	Daily		
N186	186.2	D	CAPITOL YARD	FWSY	A 7 00 AM	A 3 00 PM	
			0.5				
N185	185.7	DN	JACKSON	X	6 55	2 50	
			6.0				
N180	179.7	TB	ELTON		6 41	2 35	
			10.8				
N169	168.9	TB	ROSEMARY		6 18	2 15	
			5.5				
N163	163.4	D	GATESVILLE		5 53	2 03	
			4.0				
N159	159.4	D	HOPEWELL		5 45	1 55	
			6.5				
N153	152.9	D	GEORGETOWN		5 32	1 42	
			5.4				
N147	147.5	TB	ROCKPORT		5 21	1 31	
			4.5				
N143	143.0	TB	OMA		5 11	1 22	
			5.3				
N138	137.7	DN	WANILLA	X	5 00	1 11	
			6.8				
N131	130.9	D	MONTICELLO		4 18	12 47	
			11.5				
N119	119.4	TB	TILTON		3 58	12 26	
			5.2				
N114	114.2	TB	WHITEBLUFF		3 49	12 16	
			4.9				
N109	109.3	TB	MORGANTOWN		3 35	12 01 PM	
			6.1				
N103	103.2	D	WEST COLUMBIA	Y	3 25	11 43 37	
			2.8				
NC-106	106.0	D	COLUMBIA	X			
			2.8				
N103	103.2	D	WEST COLUMBIA	Y			
			5.7				
N98	97.5	TB	CHERAW		3 12	11 26	
			8.4				
N89	89.1	TB	SANDYHOOK		2 58	11 11	
			5.5				
N84	83.6	TB	ANGIE		2 48	11 00	
			4.9				
N79	78.7	TB	VARNADO		2 39	10 50	
			7.3				
N71	71.4	DN	BOGALUSA	FWYT	2 25	10 35	
			1.8				
N70	69.6	TB	SOUTH YARD	S	L 2 20 AM	L 10 30 AM	
					Daily	Daily	

NEW ORLEANS DISTRICT—Southward

Siding Car Capacity	Miles from Capitol Yard	TIME TABLE No. 4 November 20, 1955 STATIONS		SECOND CLASS			
				33		37	
				Fast Freight		Freight	
				Daily		Daily	
Yard	114.8	DN.....	BOGALUSA.....	FWYT			
			1.8				
Yard	116.6	TB.....	SOUTH YARD.....	S	L 11 30 PM	L 2 00 PM	
			5.5				
80	122.1	D.....	RIO.....	Y	11 45	2 15	
			2.6				
	124.7	TB.....	SUN.....				
			8.4				
155	133.1	TB.....	TALISHEEK.....		12 20 ³² AM	2 38	
			16.9				
Yard	150.0	TB.....	NORTH SLIDELL.....	Y	1 10	3 10	
			1.4				
Yard	151.4	DN.....	SLIDELL.....		A 1 25 AM	A 3 20 PM	
Yard	179.8		CANAL YARD.....		A 3 00 AM	A 4 45 PM	
			NEW ORLEANS.....				
					Daily	Daily	

NEW ORLEANS DISTRICT—Northward

Station Numbers	Miles from New Orleans	TIME TABLE No. 4 November 20, 1955 STATIONS		SECOND CLASS			
				32		38	
				Fast Freight		Freight	
				Daily		Daily	
N71	71.4	DN.....	BOGALUSA.....	FWYT			
			1.8				
N70	69.6	TB.....	SOUTH YARD.....	S	A 1 00 AM	A 9 35 AM	
			5.5				
N64	64.1	D.....	RIO.....	Y	12 45	9 14	
			2.6				
N61	61.5	TB.....	SUN.....				
			8.4				
N53	53.1	TB.....	TALISHEEK.....		12 20 ³³ AM	8 40	
			16.9				
N36	36.2	TB.....	NORTH SLIDELL.....	Y	1 10	8 10	
			1.4				
N35	34.8	DN.....	SLIDELL.....		L 1 45 PM	L 8 00 AM	
N6	0.0		CANAL YARD.....		L 10 30 PM	L 6 30 AM	
			NEW ORLEANS.....				
					Daily	Daily	

NEW ORLEANS DISTRICT—SHORE LINE BRANCH

SOUTHWARD				TIME TABLE No. 4 November 20, 1955				NORTHWARD		
SECOND CLASS								SECOND CLASS		
433								432		
Freight								Freight		
Except Sunday								Except Sunday		
				STATIONS						
L	10 45	AM	Yard	0.0	D.....COVINGTON.....Y	NA-66	66.1	A	10 30	AM
	10 55		5	3.7ABITA SPRINGS.....	NA-62	62.4		10 20	
	11 15		20	12.4MANDEVILLE.....	NA-54	53.7		10 02	
	11 37		42	20.7LACOMBE.....	NA-45	45.4		9 37	
A	11 59	AM	Yard	29.9	TB.....NORTH SLIDELL.....Y	N-36	36.2	L	9 15	AM
Except Sunday								Except Sunday		

NEW ORLEANS DISTRICT—BOGUE CHITTO BRANCH

SOUTHWARD				TIME TABLE No. 4 November 20, 1955				NORTHWARD		
SECOND CLASS								SECOND CLASS		
533								532		
Freight								Freight		
Except Sunday								Except Sunday		
				STATIONS						
L	9 30	AM	Yard	0.0	D.....TYLERTOWN.....XY	NB-106	105.7	A	9 00	AM
	9 45		21	3.3	.....LEXIE.....	NB-102	102.4		8 40	
	10 00		6	9.3	.....WARNERTON.....	NB-96	96.4		8 20	
	10 20		36	14.1	.....CLIFTON.....	NB-92	91.6		8 00	
	11 00		55	20.2	D.....FRANKLINTON.....	NB-86	85.5		7 30	
	11 20		18	28.4	.....ZONA.....	NB-77	77.3		7 00	
	11 40		15	34.8	.....ISABEL.....	NB-71	70.9		6 41	
A	11 59	AM	80	41.6	D.....RIO.....Y	N-64	64.1	L	6 15	AM
Except Sunday								Except Sunday		

SPECIAL INSTRUCTIONS

No. 2. Northward trains are superior to trains of the same class in opposite direction.

No. 3. F. C. & G. trains using tracks of G. M. & O. West Columbia-Columbia will be governed by rules and regulations of G. M. & O. Railroad.

No. 4. G. M. & O. trains using tracks of Southern Railway at Slidell and New Orleans will be governed by Southern Railway rules and regulations.

No. 5. The time of all trains South Yard will apply at board on G. S. L. lead.

No. 6. Train Registers:

Capitol Yard	Bogalusa Slidell
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No. 7. Yards:

Jackson—Capitol Yard	Franklinton
Wanilla	Tylertown
West Columbia-Columbia	Covington
Bogalusa—South Yard	North Slidell-Slidell

Jackson yard limits extend from yard limit board south of G. & S. I. Crossing to yard limit board which is located 7500 feet north of Pearl River bridge. West Columbia yard limits extend to and include Columbia. North Slidell yard limits extend to and include Slidell.

All F. C. & G. trains will move prepared to stop, unless the main track is seen or known to be clear between F. C. & G. connection at West Columbia and Columbia.

No. 8. Railroad Crossings:

	Maximum Speed	
Interlocked:	Passenger	Freight
G&SI, Jackson, Northward.....	35 mph	25 mph
Non-operative approach signals:		
G&SI, Jackson, Southward.....	20 mph	20 mph
Y&MV, Jackson, Southward.....	20 mph	20 mph

Not Interlocked:

Miss. Central, Wanilla
G. & S. I., Columbia
F. C. & G., Tylertown

Gates:

Y. & M. V., industrial track, Jackson

Drawbridges, not interlocked:

Oaklawn	Bayou Lacombe
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No. 9. Water Stations:

Capitol Yard	Bogalusa	Canal Yard
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No. 10. Fuel Stations:

Capitol Yard	Bogalusa	Canal Yard
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No. 11. Bulletin Boards:

Capitol Yard—Yard Office	Bogalusa
Capitol Yard—Roundhouse	Bogalusa G. C. Co.
West Columbia	Canal Yard

No. 12. Standard Clocks:

Capitol Yard	Bogalusa
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No. 13. Maximum Speed Restrictions:

From Jackson,	{ Diesel Electric Passenger	
Miss. to	{ Absolute Maximum	59 mph
Slidell, La.	{ Diesel Electric Motor Cars.....	55 mph
	{ Freight	45 mph

Columbia Branch.....	{ Passenger ..	20 mph
	{ Freight	20 mph

Bogue Chitto and Shore Line Branches....	{ Passenger ..	30 mph
	{ Freight	25 mph

Exceptions:

All passenger trains between White Bluff and Newsom.....		35 mph
All freight trains between White Bluff and Newsom		25 mph
Trains using turnouts not to exceed.....		15 mph
All trains over Columbia Street, Covington.....		5 mph
All trains over Highway 190, Mile NA-38.....		5 mph
All trains over Highway 190, Mile NA-54.....		15 mph
All trains over bridge NC105-22 between West Columbia and Columbia.....		5 mph
All trains handling Loaded Koppel Cars.....		25 mph
Scale Test Cars.....		35 mph
All trains handling Steam	{ Main route	25 mph
Derricks boom trailing	{ Branches	15 mph
All trains handling Pile Driver	{ Main route	20 mph
	{ Branches	15 mph
Towing diesel-electric motor Cars.....		50 mph
Operating or towing standard switchers.....		25 mph

Diesel-electric engines, diesel-electric motor cars, and passenger cars must not be operated, either by towing or using power, through water having a greater depth over rail, or at a greater speed, than that shown in the following table:

	Depth of Water	Speed
Electro-Motive Passenger and Freight Diesel Engines.....	4"	5 mph
Baldwin Passenger Diesel Engines.....	6"	5 mph
Ingalls Combination Engine.....	6"	5 mph
Alco Passenger, Freight and Switching Diesel Engines.....	4"	5 mph
Electro-Motive Diesel Electric Motor Cars.....	4"	5 mph
Passenger Cars with Roller Bearings.....	8"	5 mph
Passenger Cars, Standard Friction Bearings.....	12"	5 mph

All trains will observe speed restrictions indicated by Diamond Boards.

No. 14. Warning—All employees are warned that it is dangerous to ride on tops or sides of cars, or to lean out from engines or cars while passing such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, warehouses, screen boxes, mail cranes, stock pens, nearby fences and telephone poles, crossing gates, cotton platforms, cottonseed houses, log derricks, piles of lumber, and similar buildings and structures.

All employees are further warned that it is dangerous to ride on tops or sides of cars while passing under overhead bridges, and structures as follows:

Mile NC105-22, Pearl River Bridge.

No. 15. Extract 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, 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."

SPECIAL INSTRUCTIONS—Continued

“7894. (6667) Not to run at the rate of over six miles an hour in cities—Damages for.—Any railroad company having the right of way may run locomotives and cars by steam through cities, towns and villages, at the rate of six miles an hour and no more; the company shall be liable for any damages or injury which may be sustained by any one from such locomotive or cars whilst they are running at a greater speed than six miles an hour through any city, town or village. The railroad commission shall have power to fix and prescribe limits in cities, towns and villages in which railroad companies may run locomotives and cars by steam at a greater rate than six miles an hour, and whenever it shall have fixed and prescribed such limits in any city, town or village this section shall not thereafter apply to the running of cars and locomotives by steam within the same.” (Laws 1896, P. 76.)

The following flagging rule will apply within the State of Louisiana:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately, with stop signals, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary, by front brakeman. If the front brakeman is not available, the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall, immediately after he leaves his train, light a red fusee, and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile, from the rear of his train, and place two torpedoes on the rail, not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train and remain there until recalled. If a passenger train is due, he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When a train is flagged by a flagman, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted red fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

No. 16. Instructions Governing Interlocking Plant, Jackson, Miss. (Upper Quadrant Signals)

Northward

Distant signal for northward Home signal G. & S. I. crossing, located 6400 feet south of Home signal, will indicate as follows:

Arm horizontal, red light	}	Stop, then proceed under control to next signal.
Arm 45 degrees, yellow light	}	Approach Home signal prepared to stop.
Arm vertical, green light	}	Proceed.

One arm Home signal, located 200 feet south of the G. & S. I. crossing, will indicate as follows:

Arm horizontal, red light	Stop.
Arm 45 degrees, yellow light	Proceed.

Two arm signal, located 500 feet south of Y. & M. V. crossing, will indicate as follows:

Top arm horizontal, red light	}	Stop. (Derailer).
Lower arm horizontal, red light	}	
Top arm 45 degrees, yellow light	}	Proceed main route.
Lower arm horizontal, red light	}	
Top arm horizontal, red light	}	Stop; then proceed under control; diverging routes.
Lower arm 45 degrees, yellow light	}	

Southward

Two arm signal, located 450 feet north of Y. & M. V. Junction switch at Silas Brown Street, will indicate as follows:

Top arm horizontal, red light	}	Stop. (Derailer).
Lower arm horizontal, red light	}	
Top arm 45 degrees, yellow light	}	Proceed main route prepared to stop at next signal
Lower arm horizontal, red light	}	
Top arm horizontal, red light	}	Proceed main route prepared to stop, or proceed diverging routes.
Lower arm 45 degrees, yellow light	}	

One arm signal, located 500 feet north of G. & S. I. crossing, will indicate as follows:

Arm horizontal, red light	Stop.
Arm 45 degrees, yellow light	Proceed.

In the event the Home signal at the G. & S. I. crossing is displaying a false stop indication trainmen will communicate with the tower operator by telephone, which is located at the crossing, and must not pass the Home signal or proceed over the crossing until the tower operator authorizes the movement.

No. 17. Business tracks not shown as stations on face of time tables:

Station No.	Name	Mile	Car Capacity	Opens
N176	Byram	N176.1	11	South
N175	Beckville	N175.0	6	North
N168	Moncure	N167.7	11	North
N145	Cowanville	N145.4	9	North
N141	Copp	N140.6	9	North
N135	Rosella	N135.0	21	Double
N126	Robinwood	N125.8	14	South
N100	Jamestown	N100.0	5	South
N-96	Keen	N-95.1	42	Double
N-95	Saxon	N-95.3	5	North
N-68	Leescreek	N-68.1	10	North
N-58	Bush	N-58.3	6	North
N-56	Dave	N-56.1	4	North
N-44	Florenville	N-44.5	6	South
NB97	Simonds	NB97.4	6	South
NB96	Warnerton	NB96.4	6	North
NB92	Clifton	NB91.6	36	South
NB84	Jenkins	NB83.5	20	North
NB83	Willis	NB82.2	50	North
NB82	Green	NB81.2	40	South
NB73	Price	NB72.5	90	North
NA51	Nott	NA50.6	31	South
NA39	Colt	NA38.7	8	South

SPECIAL INSTRUCTIONS—Continued

No. 18. The following diesel units will not be operated on:

Columbia Branch	B1-B37
	10-24
	50-59
	B60-B74
	B80-B82
	100-103
	100A-103A
	270-272
	280-281
	290-292
	700-754
	800A-813A
	800B-812B
	880A-885A
	880B-882B
	1001-1012
	1200
	1519-1523

In case of engine failure, prompt report must be made on Form 72.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15		

DIVISION OFFICERS

W. R. BARR, Rules Examiner.....	Tuscaloosa, Ala.
J. P. ELLIOTT, Asst. Chief Yard Operations.....	Okolona, Miss.
J. N. SANDERS, Genl. Road Foreman Engines.....	Meridian, Miss.
R. JEFFERIES, Road Foreman Engines.....	Jackson, Tenn.
W. S. BOYD, Road Foreman Engines.....	Laurel, Miss.
H. S. MYERS, Asst. Road Foreman Engines.....	Laurel, Miss.
J. M. DOOLITTLE, Trainmaster.....	New Orleans, La.
E. R. SUMRALL, Trainmaster.....	Bogalusa, La.
F. D. ALLMAN, Trainmaster.....	Bogalusa, La.
W. O. STEINWINDER, Asst. Trainmaster.....	Bogalusa, La.
G. W. GLOVER, Chief Dispatcher.....	Bogalusa, La.
W. C. BULLOCK, Dispatcher.....	Bogalusa, La.
J. GREEN, Dispatcher.....	Bogalusa, La.
V. M. HOWELL, Dispatcher.....	Bogalusa, La.
J. K. CARTER, Relief Dispatcher.....	Bogalusa, La.
W. D. NORTON, Extra Dispatcher.....	Bogalusa, La.
W. C. COOPER, Trainmaster.....	Jackson, Miss.

WATCH INSPECTORS

Official Bureau—Railroad Time Service

Albriton's Jewelry	Jackson, Miss.
Huddleston's Jewelry, Inc.	Jackson, Miss.
S. C. Lawrence	Columbia, Miss.
A. C. Clay	Bogalusa, La.
A. C. Pospisil	Bogalusa, La.
W. M. Frantz & Co.	New Orleans, La.

HOSPITAL DEPARTMENT

BOGALUSA MEDICAL CENTER
E. E. Lafferty, Chief Surgeon

General Hospital	Bogalusa, La.	
New Orleans, La.	Howard Mahorner	Local Surgeon
New Orleans, La.	Wm. C. Clark	Oculist
New Orleans, La.	E. B. Vickery	Urologist
Slidell, La.	F. R. Singleton	Local Surgeon
Mandeville, La.	R. B. Paine	Local Surgeon
Covington, La.	H. E. Gautreaux	Local Surgeon
Tylertown, Miss.	B. L. Crawford	Local Surgeon
Franklinton, La.	H. A. Stafford	Local Surgeon
Bogalusa, La.	J. L. Foster	Local Surgeon
Bogalusa, La.	J. L. Kellum	Oculist
Angie, La.	H. B. Lewis	Local Surgeon
Angie, La.	R. H. Fornea	Local Surgeon
Columbia, Miss.	C. C. Thompson	Local Surgeon
Columbia, Miss.	C. C. Thompson, Jr.	Local Surgeon
Monticello, Miss.	J. W. Waller	Local Surgeon
Crystal Springs, Miss.	O. G. Eubanks	Local Surgeon
Hazelhurst, Miss.	R. B. Zeller	Local Surgeon

MISSOURI PACIFIC HOSPITAL ASSOCIATION - ST. LOUIS, MO. H. J. Mohler, President

Jackson, Miss.	F. A. Wood	Local Surgeon
Jackson, Miss.	F. E. Werkheiser	Local Surgeon
Jackson, Miss.	E. B. Werkheiser	Local Surgeon
New Orleans, La.	J. M. Lyons	Local Surgeon
New Orleans, La.	D. D. Baker	Local Surgeon
New Orleans, La.	H. R. Mahorner	Local Surgeon

EMERGENCY HOSPITAL

Jackson, Miss. St. Dominic Hospital

SAFETY PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the tracks to give trainmen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of engines between stations.

SAFETY

FIRST