

**MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION
ST. LOUIS, MO.
H. J. Mohler, President**

The Names and Locations of Local and Dispensary Surgeons

J. E. Harris.....	Okolona, Miss.
E. K. Guinn.....	Okolona, Miss.
R. G. Hendrick.....	Okolona, Miss.
B. T. Gregory.....	Okolona, Miss.
Ross B. Love.....	Tupelo, Miss.
H. J. Kellum, Sr.....	Tupelo, Miss.
Eugene M. Murphey.....	Tupelo, Miss.
A. C. McCully.....	Saltillo, Miss.
R. B. Caldwell.....	Baldwyn, Miss.
W. H. Anderson.....	Booneville, Miss.
S. C. Gallaway.....	Booneville, Miss.
C. W. Norwood.....	Corinth, Miss.
Frank M. Davis.....	Corinth, Miss.
Jesse T. Davis.....	Corinth, Miss.
T. L. Sweat.....	Corinth, Miss.
D. W. Hamrick, EENT.....	Corinth, Miss.
Montie E. Smith.....	Selmer, Tenn.
J. A. Smith.....	Selmer, Tenn.
Oscar M. McCallum.....	Henderson, Tenn.
D. C. King.....	Henderson, Tenn.
J. H. Booth.....	Jackson, Tenn.
Geo. B. Hubbard.....	Jackson, Tenn.
L. B. Myhr.....	Jackson, Tenn.
W. T. Fitts.....	Jackson, Tenn.
Leland M. Johnson.....	Jackson, Tenn.
Paul E. Wylie.....	Jackson, Tenn.
J. H. Chandler.....	Jackson, Tenn.
George Harvey.....	Jackson, Tenn.
Hudson Brooks, Jr., EENT.....	Jackson, Tenn.
G. H. Berryhill, EENT.....	Jackson, Tenn.
W. T. McIver, EENT.....	Jackson, Tenn.
Geo. E. Spangler.....	Humboldt, Tenn.
E. C. Crafton.....	Trenton, Tenn.
W. C. McRee.....	Trenton, Tenn.
John W. Ellis.....	Dyer, Tenn.
Wm. F. Bell.....	Rutherford, Tenn.
Alden Gray.....	Kenton, Tenn.
A. H. Gray.....	Kenton, Tenn.
M. A. Blanton, Jr.....	Union City, Tenn.
B. O. Garner.....	Union City, Tenn.
R. L. Gilliam, EENT.....	Union City, Tenn.
H. E. Tilsworth.....	Clinton, Ky.
Thos. T. Braclkin, Jr.....	Bardwell, Ky.
Fay S. Comer.....	Cairo, Ill.
Flint Bondurant.....	Cairo, Ill.
J. K. Rosson.....	Tamms, Ill.
W. A. Schroeder.....	Anna, Ill.
E. R. Esposito.....	Murphysboro, Ill.
W. J. Borgsmiller.....	Murphysboro, Ill.
J. A. Weatherly.....	Murphysboro, Ill.
E. K. Ellis.....	Murphysboro, Ill.
Jos. A. Petrazio.....	Murphysboro, Ill.
H. H. Rodewald, EENT.....	Murphysboro, Ill.
H. F. Busse.....	Campbell Hill, Ill.
C. O. Boynton.....	Sparta, Ill.
W. W. Fullerton.....	Sparta, Ill.
L. C. Fiene.....	Sparta, Ill.
L. T. Mattingly.....	Red Bud, Ill.
Ralph Kuhlman.....	Red Bud, Ill.
J. A. Werth.....	Waterloo, Ill.
G. Dundon.....	Columbia, Ill.
Frederick W. Gebhart.....	Columbia, Ill.
R. F. Culbertson.....	E. St. Louis, Ill.
J. W. Compton.....	E. St. Louis, Ill.
V. P. Siegel.....	E. St. Louis, Ill.
E. J. Casey, Ophthalmologist.....	E. St. Louis, Ill.
J. O. Gordon.....	Memphis, Tenn.
J. E. Cox.....	Memphis, Tenn.
H. S. Rhea, Asst. Res. Surg.....	Memphis, Tenn.
C. D. Blasingame, EENT.....	Memphis, Tenn.
W. Wiggins Wilder, Ophthalmologist.....	Memphis, Tenn.

The Names and Locations of Veterinarians

Charles Wright.....	Local Veterinarian.....	Jackson, Tenn.
W. L. Stroup.....	Local Veterinarian.....	Corinth, Miss.
J. T. Alston.....	Local Veterinarian.....	Tupelo, Miss.

The Names and Locations of Watch Inspectors

R. P. Wiggins.....	St. Louis, Mo.
Zerweck Jewelry Co.....	East St. Louis, Ill.
Miss Elizabeth Penninger.....	Murphysboro, Ill.
H. O. Lewis.....	Tamms, Ill.
E. G. Sims.....	Cairo, Ill.
Overall Jewelry Co.....	Union City, Tenn.
Paul Crider.....	Humboldt, Tenn.
L. P. Jackson.....	Jackson, Tenn.
Galbriths Jewelry Co.....	Henderson, Tenn.
Little Jewelry Co.....	Corinth, Miss.
Charles A. Martin.....	Tupelo, Miss.
Whitts Jewelry.....	Okolona, Miss.

Gulf, Mobile and Ohio R. R.

NORTHERN DIVISION

Taking Effect 12:01 A.M.
SUNDAY, APRIL 29, 1962
Supersedes Time Table No. 41
Dated Sunday, OCTOBER 30, 1960

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

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

DESTROY ALL TIME TABLES OF PREVIOUS DATE

- B. V. BODIE, Vice President & General Manager.
- P. B. BRIDGES, Ass't. General Manager.
- C. E. LANHAM, Gen. Supt. Transportation.
- G. R. KELLY, SuperIntendent.
- S. G. THOMASON, Superintendent.
- R. B. McALPIN, Rules Director.

MURPHYSBORO DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 42 In Effect April 29, 1962		Station Numbers	SECOND CLASS					
		STATIONS			29		33		31	
					Manifest Freight		Manifest Freight		Manifest Freight	
					Daily		Daily		Daily	
		AM		PM		PM				
	648.70	ST. LOUIS (Union Station)	649							
	848.68	E. ST. LOUIS (Relay Depot)	848							
Yd.	642.86	DN.....TOLSON	642		L 12 45		L 12 30		L 7 10	
	838.11	TB...EAST CARONDELET	838		12 55		12 40		7 20	
125	633.26	TB.....BIXBY	633		1 05		12 50		7 30	
	630.28	D.....COLUMBIA	630							
89	821.77	D.....WATERLOO	822		1 30		1 15		7 55	
115	616.51	TB.....BURKSVILLE	617		1 40		1 25		8 05	
113	608.33	D.....RED BUD	608		1 55		1 40		8 20	
105	599.59	TB.....BALDWIN	600		2 10		1 55		8 40 ³⁰	
24	590.80	DN.....SPARTA	591		2 25		2 10		8 55	
125	589.31	TB.....EDEN	589		2 29		2 13		9 00	
72	581.43	D.....PERCY	581		2 42		2 26		9 13	
109	578.85	TB.....WILLISVILLE	579		2 47		2 31		9 18	
78	569.78	D.....AVA	570		3 04		2 48		9 35	
Yd.	555.32	DN...MURPHYSBORO	555		3 30 ²⁸		3 13		10 00	
98	548.77	TB.....ETHERTON	549		3 42		3 25		10 12	
112	539.64	TB.....ALTO PASS	540		4 00		3 45		10 32	
	528.00	D.....JONESBORO	528							
108	526.37	TB.....KING	526		4 30		4 13		11 00	
Yd.	512.47	DN.....TAMMS	512		{ 5 00 6 30 ³²		{ 4 45 5 30 ²⁹		{ 11 25 12 05	
175	497.33	TB.....DAVIS	497		7 00		6 00		12 35 ²⁸	
	496.79	DN...NORTH CAIRO	496		A 7 05 AM		A 6 05 PM		A 12 40 AM	
					29		33		31	
					Daily		Daily		Daily	

MURPHYSBORO DISTRICT—Northward

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 42 In Effect April 29, 1962		Station Numbers	SECOND CLASS									
		STATIONS			28		32		30					
					Manifest Freight		Manifest Freight		Manifest Freight					
					Daily		Daily		Daily					
				AM		PM		PM						
	648.70	.....	ST. LOUIS (Union Station).....	649										
			3.12											
	648.88	...	E. ST. LOUIS (Relay Depot)...	648										
			2.92											
Yd.	642.88	DN.....	TOLSON.....	642				A 7 00		A 12 20			A 10 25	
			4.55											
			T. X.S.											
80	638.11	TB...	EAST CARONDELET.....	638				6 41		11 57			10 05	
			4.88											
125	638.25	TB.....	BIXBY.....	638				6 31		11 47			9 55	
			2.96											
	630.29	D.....	COLUMBIA.....	630										
			8.52											
99	621.77	D.....	WATERLOO.....	622				6 02		11 23			9 26	
			5.28											
115	616.51	TB.....	BURKSVILLE.....	617				5 52		11 13			9 16	
			8.18											
113	608.33	D.....	RED BUD.....	608				5 34		10 55			8 58	
			8.74											
105	599.59	TB.....	BALDWIN.....	600				5 16		10 36			8 40 ³¹	
			8.89											
24	580.90	DN.....	SPARTA.....	581				4 58		10 18			8 22	
			1.59											
125	589.31	TB.....	EDEN.....	589				4 54		10 14			8 18	
			7.89											
72	581.43	D.....	PERCY.....	581				4 40		10 01			8 05	
			2.73											
109	578.65	TB.....	WILLISVILLE.....	579				4 33		9 54			7 58	
			8.90											
78	569.75	D.....	AVA.....	570				4 15		9 36			7 36	
			14.43											
Yd.	555.32	DN....	MURPHYSBORO... Y.X.	555				3 30 ²⁹		8 56			6 51	
			8.55											
98	548.77	TB.....	ETHERTON.....	549				3 15		8 36			6 31	
			9.13											
112	539.64	TB.....	ALTO PASS.....	640				2 56		8 16			6 11	
			11.64											
	528.00	D.....	JONESBORO.....	528										
			1.63											
106	526.37	TB.....	KING.....	526				2 17		7 37			5 32	
			13.90											
Yd.	512.47	DN.....	TAMMS.....	512				{ 1 45		{ 7 05			{ 5 00	
								{ 1 15		{ 6 30 ²⁹			{ 3 55 ³³	
			15.14											
175	497.33	TB.....	DAVIS.....	497				12 35 ³⁷		5 50			3 15	
			0.54											
	498.79	DN....	NORTH CAIRO.....	488				L 12 25		L 5 45			L 3 10	
								AM		AM			PM	
								28		32			30	
								Daily		Daily			Daily	

JACKSON DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIMETABLE No. 42 In Effect April 29, 1962	STATIONS	Station Numbers	SECOND CLASS					
					32		30		28	
					Manifest Freight	Daily	Manifest Freight	Daily	Manifest Freight	Daily
	496.79	DN.....	NORTH CAIRO.....	496	A 5 45		A 3 10		A 12 25	
			VIA ILLINOIS CENTRAL 11.79							
	485.00	.....	WINFORD JUNCTION.....	485	5 15		2 40		11 53	
			0.67							
150	484.33	DN.....	WINFORD.....	484	5 14		2 39		11 52	
			13.99							
172	470.34	TB.....	COLUMBUS.....	470	4 45		2 10		11 23	
			14.19							
125	456.15	TB.....	CAYCE.....	456	4 18		1 38		10 50	
			9.50							
142	446.65	D.....	UNION CITY.....Y.X.	447	3 50		1 15		10 30	
			4.44							
116	442.21	DN.....	RIVES.....X.	442	3 35		12 55		9 50	
			11.14							
115	431.07	TB.....	KENTON.....	431	3 15 ³¹		12 35		9 27	
			5.69							
65	425.38	D.....	RUTHERFORD.....	426	3 01		12 25		9 17	
			4.23							
70	421.15	TB.....	DYER.....	421	2 53		12 15		9 07	
			6.89							
146	414.26	D.....	TRENTON.....	414	2 41		12 03		8 52 ³³	
			11.05							
120	403.21	DN.....	HUMBOLDT.....Y.X.	403	2 20		11 35		8 30	
			9.71							
143	393.50	TB.....	CARROLL.....	394	2 00		11 00 ²⁹		8 00	
			7.44							
Yd.	386.06	.....	JACKSON.....X.	386	1 45		10 45		7 45	
			1.80							
Yd.	384.26	DN.....	ISELIN.....	384	L 1 30 AM		L 10 30 AM		L 7 30 PM	
			W.F. Y.S.							
					32		30		28	
					Daily		Daily		Daily	

OKOLONA DISTRICT—Southward

		TIME TABLE No. 42 In Effect April 29, 1962		FIRST CLASS			SECOND CLASS					
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	9	53		31	29	77	75		
				Illinois Central	Illinois Central		Manifest Freight	Manifest Freight	Illinois Central	Illinois Central		
				Daily	Daily		Daily	Daily	Daily	Daily		
				AM	PM		AM	PM	AM	PM		
Yd.	388.08	JACKSON.....X.	388									
		1.80										
Yd.	384.28	DN.....ISELIN....	384				L 7 45	L 12 20				
		8.90										
	383.38	TB.....ISELIN JUNCTION.....	383				7 48	12 22				
		1.65										
	381.81	DN.....PERRY.....	382	L 2 40	L 5 20		7 53	12 27	L 5 55	L 3 25		
		0.80										
83	381.21	.....FOX.....	381	2 41	5 21		7 54	12 28	5 56	3 26		
		8.50										
158	374.71	TB.....PINSON.....	375	2 48	5 27		8 12 ⁷²	12 45	6 09	3 39		
		5.83										
94	368.88	D.....HENDERSON.....	389	2 54	5 33		8 24	12 55	6 20	3 50		
		8.44										
208	382.44	TB.....FINGER.....	382	3 00	5 39		8 47 ⁵²	1 05	6 32	4 02		
		9.80										
100	382.64	TB.....BETHEL SPRINGS.....	383	3 10	5 49		9 10	1 22	6 50	4 25 ²⁸		
		4.89										
125	347.95	D.....SELMER.....	348	3 15	5 54		9 20	1 34	6 57	4 31		
		7.16										
175	340.79	TB.....RAMER.....	341	3 23	6 01		9 35	1 49	7 17 ⁷²	4 44		
		10.28										
	330.81	DN.....RUSLOR JUNCTION.....	331	A 3 35	A 6 13		9 55	2 07	A 7 35	A 5 00		
		1.66										
Yd.	328.85	DN.....CORINTH.....	329				10 40	2 40				
		5.28										
85	323.57	TB.....JOBES.....	324				10 50	2 50				
		8.90										
175	318.67	TB.....RIENZI.....	317				11 02	3 02 ²⁸				
		8.10										
78	308.57	D.....BOONEVILLE.....	309				11 20	3 20				
		11.17										
88	297.40	D.....BALDWIN.....	297				11 42	3 42				
		9.87										
175	287.53	TB.....SALTILLO.....	287				12 02	4 02				
		8.53										
88	279.00	DN.....TUPELO.....X.	279				12 30	4 30				
		7.47										
127	271.83	TB.....GLEN.....	272				12 45	4 45				
		16.10										
Yd.	281.43	DN.....OKOLONA.....	262				A 1 15 ²⁸	A 5 15				
							PM	PM	AM	PM		
				AM	PM		31	29	77	75		
				Daily	Daily		Daily	Daily	Daily	Daily		

OKOLONA DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 42 In Effect April 29, 1932	STATIONS	Station Numbers	FIRST CLASS			SECOND CLASS						
					52	10		30	28	74	72			
					Illinois Central	Illinois Central		Manifest Freight	Manifest Freight	Illinois Central	Illinois Central			
					Daily	Daily		Daily	Daily	Daily	Daily			
					AM	AM		AM	PM	AM	AM			
Yd.	388.05		JACKSON.....X.	388										
			1.80											
Yd.	384.25	DN.	ISELIN.....	384				A 5 40	A 5 25					
			0.80											
	388.38	TB.	ISELIN JUNCTION.....	383				5 33	5 20					
			1.55											
	381.81	DN.	PERRY.....	382	A 9 07	A 12 09		5 28	5 15	A 1 00	A 8 23			
			0.60											
83	381.21		FOX.....	381	9 06	12 08		5 27	5 14	12 59	8 22			
			6.50											
158	374.71	TB.	PINSON.....	375	8 59	12 01		5 15	5 01	12 47	8 12 ³¹			
			5.83											
94	368.88	D.	HENDERSON.....	369	8 53	11 55		5 05	4 51	12 36	8 03			
			6.44											
208	382.44	TB.	FINGER.....	362	8 47 ³¹	11 49		4 50	4 40	12 25	7 53			
			9.80											
100	352.64	TB.	BETHEL SPRINGS.....	353	8 37	11 39		4 30	4 25 ⁷⁵	12 10	7 38			
			4.69											
125	347.95	D.	SELMER.....	348	8 32	11 34		4 20	4 18	12 01	7 30			
			7.10											
175	340.79	TB.	RAMER.....	341	8 25	11 26		4 05	4 03	11 47	7 17 ⁷⁷			
			10.28											
	339.51	DN.	RUSLOR JUNCTION.....	331	L 8 14	L 11 14		3 45	3 45	L 11 30	L 7 00			
			1.68											
Yd.	328.85	DN.	CORINTH.....	329				3 40	3 40					
			5.28											
85	328.57	TB.	JOBES.....	324				2 45	3 14					
			6.90											
175	316.67	TB.	RIENZI.....	317				2 29	3 02 ²⁹					
			8.10											
78	308.57	D.	BOONEVILLE.....	309				2 07	2 45					
			11.17											
88	297.40	D.	BALDWIN.....	297				1 45	2 23					
			9.87											
178	287.83	TB.	SALTILLO.....	287				1 30	2 05					
			8.53											
88	279.00	DN.	TUPELO.....X.	279				1 15	1 50					
			7.47											
127	271.58	TB.	GLEN.....	272				1 00	1 35					
			10.10											
Yd.	261.43	DN.	OKOLONA.....	262				L 12 40	L 1 15 ³¹					
								AM	PM	PM	AM			
								52	10	30	28	74	72	
								Daily	Daily	Daily	Daily	Daily	Daily	

SPECIAL INSTRUCTIONS

NORTHERN DIVISION

No. 1. All trains must secure clearance before leaving North Cairo and Corinth.
Southward trains must secure clearance before leaving Winford.
All trains must secure clearance before leaving Tamms.

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

No. 3. L&N trains using G. M. & O. tracks at Humboldt will be governed by G. M. & O. rules and regulations.
S. L. S. F. trains using G. M. & O. tracks at Tupelo will be governed by G. M. & O. rules and regulations.

No. 4. All trains between St. Louis Union Station and East St. Louis will be governed by the rules of the Terminal Railroad Association and Union Depot Company.
Northward trains before proceeding to Relay Depot over Conologue track must call up "Q" tower by telephone and obtain authority.

No. 5. Unless otherwise provided, northward trains taking siding at Iselin will head in at the south switch at Iselin, and southward trains taking siding at Iselin will head in through the crossover just North of Magnolia Street.
Northward train leaving Iselin to meet southward train in Jackson Yard will not pass Madison Street until the southward train arrives.

No. 6. TRAIN REGISTERS:

Venice	Iselin
Tolson	Perry
Tamms	Ruslor Junction
North Cairo	Okolona
Winford	

All trains will register at Tolson North Cairo, Winford, Perry and Ruslor Junction, by giving the operator at those points Form 9 properly filled out, and the operator will personally make entry in the register.

No. 7. YARDS:

E. St. Louis-Tolson	Rives
Percy	Humboldt
Murphysboro	Jackson-Iselin
Tamms	Ruslor Junction-Corinth
Davis-Cairo	Tupelo
Union City	Okolona

No. 9. RAILROAD CROSSINGS:

Interlocked:	Maximum Speed	Passenger	Freight
A. & S. —Mile 642	35 MPH	25 MPH	
M. P. —Bixby	45 MPH	35 MPH	
M.-I. —Sparta	45 MPH	25 MPH	
M. P. —Percy	35 MPH	25 MPH	
I. C. —Mile 555	25 MPH	25 MPH	
C. & E. I.—Tamms	35 MPH	20 MPH	
I. C. —Rives	45 MPH	20 MPH	
I. C. —Winford and North Cairo—crossover—end of double track.	20 MPH	20 MPH	
Non-Operative approach signals:			
I. C. —Jackson	20 MPH	20 MPH	
Southern —Corinth	20 MPH	20 MPH	
St.L.-S.F.—Tupelo	20 MPH	20 MPH	

Not Interlocked:

Terminal R. R.—E. St. Louis	
I. C. —E. St. Louis	
Wiggins Ferry —E. St. Louis	
Southern —E. St. Louis	
M. P. —Between Mile Posts L-1 and L-2	
N. Y. C. —Between Mile Posts L-3 and L-4	
L. & N. —Humboldt	

No. 9. RAILROAD CROSSINGS:—Concluded

Gates:

L. & N.—Union City

Maximum speeds prescribed must not be exceeded through interlocking limits (that is, between absolute Signals), and do not relieve employes from complying with Rule 93 and special instructions.

No. 10. WATER STATIONS:

Venice	Iselin
Tamms	Corinth
	Okolona

No. 11. FUEL STATIONS:

Venice	Corinth
Tamms	Okolona
Iselin	

No. 12. BULLETIN BOARDS:

Venice, Yard Office	Iselin Yard Office
Venice, Roundhouse	Iselin Round House
Tamms Yard Office	Corinth
	Okolona

No. 13. STANDARD CLOCKS:

Venice	Iselin Yard Office
Tolson-Yard Office	Iselin Round House
Murphysboro	Corinth
Tamms Yard Office	Okolona
North Cairo	

No. 14. MAXIMUM SPEED RESTRICTIONS:

Between E. St. Louis and Okolona.	Passenger.....	55 MPH
	Freight.....	40 MPH

Exceptions:

Between Perry and Ruslor Jct.	Passenger.....	70 MPH
From IC MP 368.5 to IC MP 364.5, Ballard NORTHWARD Track.	Passenger.....	40 MPH
Through switches IC MP 368.8 and IC MP 369.5 SOUTHWARD Movement.	Passenger.....	40 MPH
Between north and south siding switches at Murphysboro.	Trains and Engines.....	20 MPH
Between north switch Davis and North Cairo.	Trains and Engines.....	20 MPH
Between Illinois and Ballard, over Ohio River Bridge.	Trains and Engines.....	20 MPH

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

Trains using turnouts will not exceed.....15 MPH

Passenger trains must consume 8 minutes going down Alto Pass Hill.

Freight trains must consume 12 minutes going down Alto Pass Hill.

Trains Handling Loaded Koppel Air Dump Cars....25 MPH

Steam Derricks.....25 MPH

Scale Test Cars.....35 MPH

SPECIAL INSTRUCTIONS—Continued

No. 14. MAXIMUM SPEED RESTRICTIONS:—Concluded

Trains handling Jordan Spreader, 25 miles per hour, with wings properly secured and trailing.
 Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks..... 25 MPH
 Operating or towing standard switchers..... 25 MPH
 Diesel-electric engines 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 Freight Diesel Engines.....	4"	5 MPH
Baldwin Diesel Engines.....	6"	5 MPH
Ingalls Combination Engine.....	6"	5 MPH
Alco Freight & Switching Diesel Engines.....	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. 15. 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, 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.

No. 16. 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 an hour; and every such train, part of a 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."

SIGNALS APPROACHING HIGHWAY CROSSINGS:

Attention 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 requires that the whistle should be blown or the bell rung at a distance of one mile before reaching the corporate limits of any city or town

No. 17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:

Station No.	Name	Mile Post	Car Capacity	Opens
632	Millstadt Jct.....	631.86	28	North
623	Henke Spur.....	623.01	9	South
587	Ritter.....	586.50	25	North
574	Campbell Hill.....	574.18	12	North
544	Pomona.....	543.99	10	South
535	Mountain Glen.....	535.19	15	North
517	Elco.....	517.22	12	South
480	Laketon.....	479.88	10	North
475	Berkeley.....	475.13	14	Double
464	Oakton.....	464.19	35	Double
459	Moscow.....	459.40	12	Double
452	Jordan.....	452.37	30	Double
408	Fruitland.....	408.14	16	Double
391	Gilmore.....	391.07	10	Double
359	McNairy.....	358.84	10	South
303	Wheelers.....	302.51	28	Double
292	Guntown.....	292.34	24	Double
275	Verona.....	274.73	23	Double
269	Shannon.....	269.53	23	Double
266	Chickasaw.....	266.09	2	North

No. 18. AUTHORIZED DIESEL OPERATION:

Following diesel units will not be operated between:

St. Louis Union Station and E. St. Louis via Eads Bridge.....807A-810A

Not more than 2 units of other classes of diesels may be operated in multiple between St. Louis Union Station and E. St. Louis via Eads Bridge.

No. 19. INSTRUCTIONS REGARDING INTERLOCKING AND BLOCK SIGNAL TERRITORY:

DEFINITIONS:

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

RESTRICTED SPEED.—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

WITH CAUTION.—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

OKOLONA DISTRICT—RUSLOR JCT.—ISELIN

Automatic Block Signal System is in effect between Ruslor Jct. and Iselin Jct.

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

G. M. & O. trains must approach Ruslor Jct. and Perry prepared to stop before reaching fouling point of adjoining tracks and stop unless switches are properly lined and train-order signal indicates "proceed;" and will call for signal by one long and one short sound of whistle.

I. C. trains on either G. M. & O. or I. C. tracks must approach Ruslor Jct. and Perry prepared to stop before reaching the fouling point unless switches are lined for the I. C. connecting track and will call for signal by four short sounds of whistle.

I. C. trains approaching Ruslor Jct. and Perry will be handed clearance by operator with check of overdue superior trains. All trains to be registered at Ruslor Jct. and Perry by conductors handing operator register slip who will personally make entry in the register. Operators at Ruslor Jct. and Perry will be required to open and close all switches to be used by trains at their stations, except south siding switch Fox and I. C. siding switch Ruslor Jct.

Tennessee and Northern Division trains will be governed by interlocking signals at Iselin Jct. in entering or leaving Iselin yard.

Trains or engines not receiving proper signal indication at Iselin Junction will communicate with the operator at Iselin.

Normal position of main track switch at South end of Iselin will be lined for yard lead.

JACKSON DISTRICT—WINFORD JCT.—NORTH CAIRO

Between Winford Junction and North Cairo block signal indications supersede Time Table superiority without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever or wherever they may be required.

Trains may pass stop and proceed signals, proceeding from such signal to the next signal indicating proceed, at restricted speed not exceeding fifteen miles per hour.

Clear home signal for northward trains at Winford Junction and for southward trains at North Cairo will authorize trains to proceed.

Trains not receiving proper signal indication at Illinois or Ballard will communicate with Operator at North Cairo.

Telephone located at switch.

Trains not receiving proper signal indication at either end of One Mile Bridge will communicate with Operator at Winford Jct.

Telephone located at switch.

SPECIAL INSTRUCTIONS—Concluded

MURPHYSBORO DISTRICT—NORTH CAIRO—TOLSON

Traffic Control System—Rules 525 to 540, inclusive—is in effect between North Cairo and Murphysboro.

Crews of northward trains, taking service at North Cairo, must approach the next signal in advance at restricted speed, and be governed by indication displayed by that signal.

Movement of trains and engines from the northward absolute signal at the north end of the siding at Murphysboro will be governed by the indication of that signal, if there are no train order or timetable restrictions affecting their movement. If the signal displays a red aspect, trains and engines, after being authorized by the control station to pass the signal, must move at restricted speed until entire train has passed "ETC" sign located approximately 14,000 feet north of the signal. Telephone located adjacent to absolute signals at north siding switch may be used to communicate with control station.

All main track switches between the north and the south siding switches at Murphysboro are hand operated and Rule 513 must be observed in their operation and use. All derrails are equipped with switch circuit controllers requiring that the derrails be on the rail in derailing position when not in use. Inside switch of crossover between main track and siding at Walnut Street also will be equipped with switch circuit controller requiring that inside switch of this crossover be normally lined for movement on the siding.

When control station authorizes use of switch equipped with electric lock, the switch must be operated as follows:

1. Unlock and open door of electric lock case.
2. If indicator is in "CLEAR" position, turn crank to the left until it is against stop block, then operate switch in the usual manner.
3. If electric switch lock fails to release, trainman must secure authority to operate emergency release. Instructions for operating emergency release are posted inside of electric lock case.

When a train or engine is occupying main track, the leading truck of engine or car must be less than one car length ahead of switch before the electric lock can be operated.

After movements over the switch have been completed, restore switch to normal position and lock it, turn crank to the right until it is against stop block, close and lock door of electric lock case and notify control station.

Interlocking with MOP-GM&O Railroads, located at MOP-GM&O crossing, Bixby, Illinois, is controlled by electric signals and dual controlled power operated switches; signals and switches are controlled by operator at South "A" Dupo, Illinois.

Telephone to control operator at South "A" Dupo, Illinois is located in booth at MOP-GM&O crossing.

Northward trains approaching Alton & Southern crossing, south of Tolson, 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.

Southward trains on main track will be governed by the absolute signal located 800 feet north of crossing.

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

No. 20. SECURING FREIGHT TRAINS

When a freight train stops to perform switching service, before the engine is cut off or angle cocks closed on the train, the brakes must be applied with not less than a 20-pound brake pipe reduction.

Engineers and train crews are jointly responsible for knowing that the air brakes are set before the engine is detached, and in addition, train crews must see that sufficient hand brakes are set when such additional precaution is necessary to insure safety.

No. 21. SPRING SWITCHES.

Spring switches are in use at north end yard lead Jackson and at south end of siding Selmer.

A semaphore switch indicator equipped with switch key release box is located at spring switch at south end siding at Selmer.

Before train leaves siding to enter main track, a member of train crew must insert switch key in release box, turning key clockwise to full right, and if semaphore indicator displays "CLEAR", and operating rules are complied with, train may proceed through spring switch.

If the indicator displays "STOP", after waiting three (3) minutes and complying with operating rules, train may proceed through spring switch.

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 58 sec.	62.07	1 min. 19 sec.	45.57	1 min. 41 sec.	35.64
0 " 37 "	97.30	0 " 59 "	61.02	1 " 20 "	45.00	1 " 42 "	35.29
0 " 38 "	94.74	1 " 0 "	60.00	1 " 21 "	44.44	1 " 43 "	34.95
0 " 39 "	92.31	1 " 1 "	59.02	1 " 22 "	43.90	1 " 44 "	34.62
0 " 40 "	90.00	1 " 2 "	58.06	1 " 23 "	43.37	1 " 45 "	34.29
0 " 41 "	87.80	1 " 3 "	57.14	1 " 24 "	42.86	1 " 46 "	33.96
0 " 42 "	85.71	1 " 4 "	56.25	1 " 25 "	42.35	1 " 47 "	33.64
0 " 43 "	83.72	1 " 5 "	55.38	1 " 26 "	41.86	1 " 48 "	33.33
0 " 44 "	81.82	1 " 6 "	54.55	1 " 27 "	41.38	1 " 49 "	33.03
0 " 45 "	80.00	1 " 7 "	53.73	1 " 28 "	40.91	1 " 50 "	32.73
0 " 46 "	78.26	1 " 8 "	52.94	1 " 29 "	40.45	1 " 51 "	32.43
0 " 47 "	76.60	1 " 9 "	52.17	1 " 30 "	40.00	1 " 52 "	32.14
0 " 48 "	75.00	1 " 10 "	51.43	1 " 31 "	39.56	1 " 53 "	31.86
0 " 49 "	73.47	1 " 11 "	50.70	1 " 32 "	39.13	1 " 54 "	31.58
0 " 50 "	72.00	1 " 12 "	50.00	1 " 33 "	38.71	1 " 55 "	31.30
0 " 51 "	70.59	1 " 13 "	49.31	1 " 34 "	38.30	1 " 56 "	31.03
0 " 52 "	69.23	1 " 14 "	48.65	1 " 35 "	37.89	1 " 57 "	30.77
0 " 53 "	67.92	1 " 15 "	48.00	1 " 36 "	37.50	1 " 58 "	30.51
0 " 54 "	66.67	1 " 16 "	47.37	1 " 37 "	37.11	1 " 59 "	30.25
0 " 55 "	65.45	1 " 17 "	46.75	1 " 38 "	36.73	2 " 0 "	30.00
0 " 56 "	64.29	1 " 18 "	46.15	1 " 39 "	36.36	4 " 0 "	15.00
0 " 57 "	63.16			1 " 40 "	36.00		

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|--|---|
| G. W. GOOGE, Asst. to Supt.....Jackson, Tenn. | A. H. BURTON, Trainmaster.....Murphysboro, Ill. |
| R. A. STEPHENS, Asst. Supt.....Venice, Ill. | W. A. BITTLE, Chief Dispatcher.....Murphysboro, Ill. |
| J. P. ELLIOTT, Chf. Yd. Operation.....Okolona, Miss. | W. P. ALVIS, Asst. Chief Dispatcher.....Murphysboro, Ill. |
| W. M. ROGAN, Trainmaster.....Venice, Ill. | J. L. WILLETT, Dispatcher.....Murphysboro, Ill. |
| M. H. TUCKER, Trainmaster.....Venice, Ill. | C. W. RICHARDSON, Dispatcher.....Murphysboro, Ill. |
| H. O. LEWIS, Trainmaster.....Tamms, Ill. | W. C. POOLE, Dispatcher.....Murphysboro, Ill. |
| H. C. SULLIVAN, Trainmaster.....Jackson, Tenn. | P. N. McGEE, Dispatcher.....Murphysboro, Ill. |
| H. F. MURPHY, Trainmaster.....Jackson, Tenn. | E. C. TAYLOR, Dispatcher.....Murphysboro, Ill. |
| J. A. MILAM, Asst. Trainmaster.....Jackson, Tenn. | J. F. ELLIS, Extra Dispatcher.....Murphysboro, Ill. |
| J. T. PARTEN, Asst. Trainmaster.....Jackson, Tenn. | L. P. PARKER, Road Foreman of Engines.....Jackson, Tenn. |
| V. S. DEES, Trainmaster.....Corinth, Miss. | J. P. HANCOCK, Road Foreman of Engines.....Jackson, Tenn. |
| A. I. REID, Asst. Trainmaster.....Corinth, Miss. | R. JEFFERIES, Road Foreman of Engines.....Jackson, Tenn. |
| L. W. BABB, Asst. Trainmaster.....Corinth, Miss. | R. M. SEAVERS, Road Foreman of Engines..Murphysboro, Ill. |
| A. F. MASSING, Trainmaster.....Okolona, Miss. | |

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 at end of a car without having a seat to 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 knuckles 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 coupling against standing engine-motor 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 track 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 locomotives between stations.