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**HOSPITAL DEPARTMENT**  
**FOR ILLINOIS CENTRAL**

G. G. DOWDALL, M. D., Chief Surgeon, Chicago.  
J. Q. TAYLOR, M. D., Assistant Chief Surgeon, Paducah, Ky.  
H. W. KOSTMAYER, M. D., Assistant Chief Surgeon,  
New Orleans, La.

Cairo..... { W. F. GRINSTEAD, M. D..... District Surgeon  
                  { J. M. McMANUS, M. D..... Local Surgeon  
Mounds... O. T. HUDSON, M. D..... District Surgeon

**LOCATION OF HOSPITALS**

CHICAGO, ILL..... ILLINOIS CENTRAL HOSPITAL  
5744 Stony Island Ave.,

**EMERGENCY HOSPITALS**

CAIRO, ILL..... ST. MARY'S HOSPITAL

1. Handle all cases of accidents in accordance with Transportation Department rules Nos. 922 and 1120 to 1127 as printed on pages 110 and 136 to 138.

2. Surgeons whose names are shown in heavy typed letters are authorized and will conduct physical examinations of applicants for employment on both Forms 1333 and 1333a. Other surgeons are authorized to conduct physical examinations according to Form 1333a only.

3. All employes not heretofore furnished with a copy of the Rules and Regulations of the Hospital Department may obtain a copy upon application to their employing officer or to the Division Superintendent.

**CLAIM DEPARTMENT**

P. M. GATCH, Ass't Gen'l Claim Agent, Chicago, Ill.  
PHILLIPS JAY, Claim Agent, Carbondale, Ill.  
J. K. JOHNSON, Claim Agent, Princeton, Ky.  
M. C. PAYNE, Claim Agent, Fulton, Ky.

**Illinois Central**  
**Railroad Company**

—AND—

**MOBILE & OHIO**  
**Railroad Company**

**CAIRO TERMINAL**

**BETWEEN**  
**MOUNDS, WINFORD, CAIRO**  
**AND CACHE**

**TIME TABLE No. 22**

Taking Effect at 12:01 a. m.,  
**SUNDAY, DECEMBER 31, 1922**  
Superseding Time Table No. 21,  
dated December 3, 1922.

**FOR THE GOVERNMENT OF EMPLOYES ONLY.**

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

**FOR ILLINOIS CENTRAL RAILROAD.**

L. W. BALDWIN, Vice-President.  
A. E. CLIFT, General Manager.  
J. F. PORTERFIELD, Genl. Supt. of Transportation.  
G. E. PATTERSON, Acting General Superintendent.  
J. M. EGAN, General Superintendent.  
W. ATWILL, Superintendent.  
C. R. YOUNG, Superintendent.

**FOR MOBILE & OHIO RAILROAD.**

E. E. NORRIS, Vice President.  
C. E. ERVIN, General Superintendent.  
J. P. HOWELL, Supt. Transportation.  
B. B. TOLSON, Superintendent.

Con. P. Curran Printing Co., St. Louis.





## CAIRO TERMINAL—Southward

Siding Stg. Room Cars with Engine.	STATIONS	FIRST CLASS			SECOND CLASS				
		41	7	23	297	51	91	55	71
		Ill. Cent No. 41	Ill. Cent. No. 7	Ill. Cent. No. 23	Kentucky Division No. 698	Manifest Freight	Ill. Cent No. 91	Southeastern Manifest	Time Freight
		Daily	Daily	Daily	Except Sunday	Daily	Except Sunday	Daily	Daily
	N... MOUNDS ..... 10	L 8 02 PM	L 8 44 PM	L 10 05 PM	L 3 05 AM	L 3 40 AM	L 8 00 AM	L 7 15 PM	L 9 00
60	N... Cache 5.00								
	N... DAVIS 5.20								
40	N... CAIRO JCT ..... {	8 13	8 54	F 10 15	3 22 203	4 03 103	8 15	7 30	9 20
56	N... NORTH CAIRO ..... {	8 20	9 05	10 20					
	N... BOAT YARD ..... {	8 23	9 09	10 20					
	N... CAIRO ..... {	8 29	9 15	10 25					
	N... FREIGHT YARD ..... {	8 35 PM	9 20 PM	10 30 PM 10					
	N... LEVEE JCT ..... {								
	Mo Pa c. CROSSING ..... {								
	N... DAVIS 0.60								
	N... CAIRO JCT ..... {				3 22	4 03	8 15	7 30	9 20
	N... ILLINOIS JCT ..... {				3 32	4 08	8 20	7 35	9 29
	N... BALLARD JCT ..... {				3 42	4 18	8 30	7 45	9 39
100	N... EAST CAIRO ..... {				A 3 45 AM	4 21	8 35	7 48	9 42
46	N... FILLMORE ..... {								
40	D... WICKLIFFE ..... {						8 46		
	N... WINFORD ..... {					A 4 40 AM	A 8 55 AM	A 8 10 PM 330	A 10 10 PM
		Daily	Daily	Daily	Except Sunday	Daily	Except Sunday	Daily	Daily

Siding Stg. Room Cars with Engine.	STATIONS	SECOND CLASS						
		333	371	387	339	379	331	335
		Mobile & Ohio No. 33	Mobile & Ohio No. 71	Mobile & Ohio No. 80	Mobile & Ohio No. 39	Mobile & Ohio No. 79	Mobile & Ohio No. 31	Mobile & Ohio No. 35
		Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Daily	Daily
	N... MOUNDS ..... 10							
60	N... CACHE ..... L	5 25 AM			L 10 30 AM	L 12 10 PM	L 3 00 AM	
	N... DAVIS 5.20	5 42			10 50	A 12 25 PM	3 11	
40	N... CAIRO JCT ..... {	5 45			10 55	3 13		
56	N... NORTH CAIRO ..... {							
	N... BOAT YARD ..... {							
	N... CAIRO ..... {							
	N... FREIGHT YARD ..... {		L 7 00 AM	L 7 10 AM			L 11 15 PM	
	N... LEVEE JCT ..... {		7 05	7 15			11 24 404	
	Mo Pac. CROSSING ..... {							
	N... DAVIS 1.20		7 10	A 7 23 AM			11 32	
	N... CAIRO JCT ..... {	5 45	7 12		10 55	3 13	11 35	
	N... ILLINOIS JCT ..... {	5 50	7 18		11 00	3 18	11 39 338	
	N... BALLARD JCT ..... {	6 00	7 28		11 10	3 28	11 49	
100	N... EAST CAIRO ..... {	6 04	7 30		11 12	3 30	11 52	
46	N... FILLMORE ..... {							
40	D... WICKLIFFE ..... {		7 39					
	N... WINFORD ..... {	A 6 25 AM	A 7 45 AM		A 11 36 AM	A 3 55 AM	A 12 10 AM	
		Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Daily	

# CAIRO TERMINAL—Northward

Siding Sidgr. Room Cars with Engine	STATIONS	FIRST CLASS				SECOND CLASS			
		6	22	44	10	298	92	72	52
		Ill. Cent. No. 6	Ill. Cent. No. 22	Kentucky Div. No. 801	Ill. Cent. No. 10	Kentucky Division No. 897	Ill. Cent. No. 92	Time Freight	Manifest Freight
		Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily
	N... MOUNDS.....10 5.00	A 3 07 PM	A 5 35 PM		A 11 10 PM	A 10 30 AM	A 3 00 PM	A 2 00 PM	A 11 00 PM
60	N... CACHE..... 5.20								
	N... DAVIS..... 0.60								
40 } 56 }	N... CAIRO JCT..... 0.88	F 2 56	5 25		{ 10 58 10 45	10 02	2 45	1 13	10 41
	... NORTH CAIRO... 1.56	2 54	5 20		10 40				
	... BOAT YARD... 1.01	2 49	5 15		10 34				
	N... CAIRO..... 0.70	{ 2 45 2 35	L 5 10 PM	A 8 30 PM <sup>107</sup>	L 10 30 PM <sup>23</sup>				
	N. FREIGHT YARD... 1.70								
	N... LEVEE JCT... 0.80	2 29		8 23					
	MO. PAC. CROSSING 1.20								
	N... DAVIS..... 0.60	2 25		8 19					
	N... CAIRO JCT... 1.54	2 23 <sup>301</sup>		8 16		10 02	2 45	1 13 <sup>5</sup>	10 41
	N... ILLINOIS JCT... 1.52	2 20		8 11		9 59	2 42	1 10	10 38
	N... BALLARD JCT... 1.00	2 14 <sup>5</sup>		8 05		9 48	2 32 <sup>301</sup>	1 00	10 28
100	... EAST CAIRO... 2.32	2 11		L 8 00 PM		L 9 45 AM	2 20	12 57	10 25
46	... FILLMORE... 2.42	2 05							
40	D... WICKLIFFE... 3.16	S 2 00					2 07		
	N... WINFORD..... 3.16	L 1 53 PM					L 2 00 PM	L 12 35 PM	L 10 08 PM
		Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily

Siding Sidgr. Room Cars with Engine	STATIONS	SECOND CLASS							
		380	382	372	330	338	332		
		Mobile & Ohio No. 80	Mobile & Ohio No. 79	Mobile & Ohio No. 72	Mobile & Ohio No. 30	Mobile & Ohio No. 38	Mobile & Ohio No. 32		
		Except Sunday	Except Sunday	Except Sunday	Daily	Daily	Daily		
	N... MOUNDS.....10 5.00								
60	N... CACHE..... 5.20	A 7 35 AM			A 9 10 PM	A 11 59 PM			
	N... DAVIS..... 0.60	L 7 23 AM			8 55	11 45			
40 } 56 }	N... CAIRO JCT..... 0.88				8 52 <sup>107</sup>	11 42			
	... NORTH CAIRO... 1.56								
	... BOAT YARD... 1.01								
	N... CAIRO..... 0.70								
	N. FREIGHT YARD... 1.70		A 12 40 PM	A 2 15 PM			10 25 AM		
	... LEVEE JCT... 0.80		12 33	2 10			10 17		
	MO. PAC. CROSSING 1.20								
	N... DAVIS..... 0.60		L 12 25 PM	2 03			10 11		
	N... CAIRO JCT... 1.54			2 01 <sup>5</sup>	8 52 <sup>107</sup>	11 42	10 08		
	N... ILLINOIS JCT... 1.52			1 54	8 49	11 38 <sup>335</sup>	10 05		
	N... BALLARD JCT... 1.00			1 43	8 39	11 28	9 53		
100	... EAST CAIRO... 2.32			1 40	8 35	11 23	9 50		
46	... FILLMORE... 2.42								
40	D... WICKLIFFE... 3.16			1 28					
	N... WINFORD..... 3.16			L 1 20 PM	L 8 10 PM <sup>55</sup>	L 11 00 PM	9 25 AM		
		Except Sunday	Except Sunday	Except Sunday	Daily	Daily	Daily		

## SPECIAL INSTRUCTIONS.

1. Trains will be governed by rules, special instruction and time tables of foreign railroads and connecting Divisions as follows:

Between By  
Mounds and Mound City ..... Cairo and St. Louis Ry.

2. The main tracks between Cairo Jct. and Cairo, via Boat Yard, and between Cairo and Cairo Jct., via Davis, are designated as Cairo loop.

The direction of trains moving on Cairo loop is as follows:

### Southward.

From Davis or Cairo Jct. to Cairo, via Boat Yard.

From Cairo or Freight Yard to Davis or Cairo Jct., via Levee Jct.

### Northward.

From Cairo Jct. or Davis to Cairo or Freight Yard, via Levee Jct.

From Cairo to Cairo Jct. or Davis, via Boat Yard.

3. Northward trains are superior to trains of the same class in the opposite direction, except as provided in Special Instructions 4.

4. Southward first class trains between Cairo Jct. and Cairo, via Boat Yard, are superior to trains of the same class in the opposite direction.

5. Trains must secure Clearance Card, Form 44, before leaving Cairo. Second class and inferior trains must secure Clearance Card Form 44, before leaving Cairo yard.

Murphysboro District train, destined Cairo, will not require Clearance Card (Form 44) at Mounds.

6. Train orders may be issued over the signature of the Assistant Chief Train Dispatcher.

7. The train order signal at Cairo Jct. will indicate "stop" for second class and inferior trains from the Bridge, if northward overdue first class trains from Cairo have not departed, unless such second class and inferior trains have train orders permitting them to proceed.

8. The train order signal at Ballard Jct. will indicate "stop" for southward second class and inferior trains, if overdue southward first class trains have not departed, unless such southward second class and inferior trains have train orders permitting them to proceed.

9. The train order signal at Winford will indicate "stop" for northward second class and inferior trains if overdue northward first class trains have not departed, unless such northward second class inferior trains have train orders permitting them to proceed.

10. Trains arriving at Winford and East Cairo displaying signals, will display such signals to end of run.

11. Trains may use the double track without train orders, this does not relieve trains from obtaining Clearance Card (Form 44), as required by Rule 83a.

### 12. Double Track.—

Mounds to Illinois Jct.

Cairo to Levee Jct.

Ballard Jct. to Winford.

Normal position of Jct. Switches.

Cairo—for southward trains.

East Cairo—for Cairo Terminal main track.

13. The disc indicator located in an iron box on the east side of the Paducah District main track, four hundred and fifty feet from the Jct. Switch at East Cairo, will govern the movement of Paducah District trains moving toward Cairo Jct.

Paducah District trains must stop before reaching the disc indicator at East Cairo; the Conductor will then sound the signal bell in telegraph office at Ballard Jct. by pressing the key in iron box, which is secured with a switch lock. The operator at Ballard Jct. will, when authorized by the train dispatcher at Cairo Jct., set the disc signal to proceed.

This does not relieve trainmen and enginemen from the proper protection of their trains while entering on the Cairo Terminal main track.

### 14. Automatic Block System.—

Three position automatic signals are in service:  
East Cairo to Wickliffe, southward track.

Two position Automatic Block Signals are in service:  
Mounds to Illinois Jct.

Wickliffe to Winford.

Wickliffe to Ballard Jct., northward track.

Trains must not move in the reverse direction within block limits unless preceded by a flagman with stop signals, a sufficient distance to insure full protection.

### 15. Manual Block System.—

Between Illinois Jct. and Ballard Jct. Designated as Bridge Block.

Between Cache and Davis.....

Between Freight Yard and Levee } Designated as Davis Block.

Jct.....

Between Davis and Cairo Jct.....

### Bridge Block Rules.—

The section of track between the block station at Illinois Jct. and the block station at Ballard Jct., is designated as the Bridge Block.

A section of track between two block signals facing in the same direction between the block stations, is an intermediate block.

The superiority of all trains under rules, special instructions and train orders, is void within the bridge block, and the movement of trains will be governed by semaphore signal located on right side of track at Illinois Jct. and semaphore signal at Ballard Jct.

When a signal is out of service, the disc will be covered or semaphore arm and lights removed.

When either of the entrance signals is not in service, trains will be dispatched over the bridge by block cards issued to enginemen, by authority of the Assistant Chief Train Dispatcher.

When an intermediate signal is out of service, enginemen may pass it without stopping and proceed cautiously through the block.

A train stopped by an intermediate signal will come to a full stop and may then proceed cautiously, expecting to find a train or other obstruction in the block.

Trains approaching the block stations will call for the signal by four short sounds of the whistle.

When the manual controlled entrance block signals at Illinois and Ballard Jcts. indicate stop, and cannot be cleared, trains may proceed upon receiving a block card signed by Assistant Chief Train Dispatcher. Enginemen must deliver block card to operator at opposite end of bridge immediately upon arrival.

Following is location of the Entrance blocks, their use, and caution signals for same:

#### FOR SOUTHWARD TRAINS.

Lower arm of signal No. 3623, located 1,500 feet north of entrance signal to bridge block at Illinois Jct., will indicate caution when the entrance signal indicates stop.

Signal No. 3631, a manual controlled block, located 1,500 feet south of Signal No. 3623, is the entrance block at Illinois Jct., is an absolute block signal and must not be passed until cleared, or enginemen receive a block card signed by Assistant Chief Train Dispatcher.

Upper arm of signal No. 3641, located near Ballard Jct., is controlled automatically and by switch at Ballard Jct. When this signal stands red it indicates that there is a train ahead, or that switch at Ballard Jct. is set for northward track, and trains must come to a full stop and then proceed under caution. Enginemen must know that switch is set for them before proceeding.

#### FOR NORTHWARD TRAINS.

Lower arm of signal No. 365-2, located 3,660 feet south of entrance signal to bridge block, will indicate caution when the entrance signal indicates stop.

Signal No. 3646, a manual controlled block, located 3,660 feet north of signal 365-2, is entrance block at Ballard Jct., is an absolute block signal and must not be passed until cleared, or engine men receive a block card signed by Assistant Chief Train Dispatcher.

Upper arm of signal No. 3632, located at Illinois Jct., is controlled automatically and by switch at Illinois Jct. When this signal stands red it indicates that there is a train ahead, or that switch at Illinois Jct. is set for southward track, and trains must come to a full stop and then proceed under caution. Enginemen must know that switch is set for them before proceeding.

**Davis Block Rules.—**

The sections of track between Cache and Davis, between Freight Yard and Levee Jct., between Levee Jct. and Davis, and all connecting tracks between Davis and Cairo Jct., are designated as Davis Block.

The superiority of all trains under rules, special instructions and train orders is void within the Davis Block and the movement of trains will be governed by the train order signal at Levee Jct., the signal located 800 feet south of Levee Jct. on freight yard lead, the interlocked signals at Davis and Cairo Jct., and the train order signal at Cache.

When the block signals at Cache, Levee Jct., Davis or Cairo Jct. are not in service, trains will be dispatched by block cards issued to enginemmen by authority of the Assistant Chief Train Dispatcher, or they may proceed by protecting as required by Rule 99.

Trains to or from Cairo will call for the signal at Levee Jct. by one long and one short sound of the whistle.

Trains to or from Freight Yard will call for the signal at Levee Jct. by four short sounds of the whistle.

The Semaphore signal and high arm of Train Order Signal will govern trains from Cairo and the lower arm of Train Order Signal will govern trains from the Freight Yard.

At Davis, trains from Cairo and Freight Yard, destined via Cairo Jct., will call for signals by one long and one short sound of the whistle, and will be governed by the HIGH arm of the signal at the south "Y" switch. Trains for Cache will call for the signal by four short sounds of the whistle and will be governed by the LOW arm of the signal at the south "Y" switch and dwarf signal and derail 400 feet north of the signal tower.

Trains from Cairo Jct. for Cairo or freight yard via Davis will call for signal by one long and one short sound of the whistle and will be governed by the LOW arm of the signal at the intersection of "Y" track. Trains for Cache will call for the signal by four short sounds of the whistle and will be governed by the HIGH arm of the signal at the intersection of the "Y" track. The high signal in the north "Y" and the high arm of the double-arm semaphore signal at the north end passing track at Davis will govern trains for the main line. The dwarf signal in north "Y" will indicate trains will take the siding.

A northward train on siding at Davis will be governed by the lower arm of double-arm semaphore signal at north end of siding at Davis. This signal must be changed in view of trains on main line and siding. Trains on main line will call for signal by one long and one short sound of whistle. Trains on siding will call for signal by four short sounds of whistle.

Trains from Cache approaching Davis will be governed by the semaphore signal at north switch of siding. When the signal is in stop position trains will take siding, and when in proceeding position will use main line.

At Davis, trains on main line destined via Levee Jct. will call for signal by four short sounds of the whistle and will be governed by lower arm of signal at north switch of "Y" track, and dwarf signal south of the tower.

Trains destined via Cairo Jct. will call for the signal by one long and one short sound of the whistle, and will be governed by the high arm of signal at north switch of "Y".

A train on the siding at Davis destined via Cairo Jct. will call for the signal by one long and one short sound of the whistle, and will be governed by the dwarf signal at the south end of siding.

A train on the siding at Davis destined via Levee Jct. will call for the signal by four short sounds of the whistle, and will be governed by dwarf signal at south end of the siding, and the dwarf signal south of the tower.

At Cache, trains will be governed by the train order semaphore signal, and the semaphore signals located at north and south switches. When semaphore signals indicates stop trains will take siding. When semaphore signal indicates proceed train will use main line.

South-bound trains required to take siding at Cache will receive an order specifying trains to be met.

The train order signal at Cache must be changed in view of the approaching train.

Trains from Bridge or Cairo for Davis will be governed by the interlocked signals at Cairo Jct.

The signal located 800 feet south of Levee Jct. and the signal at Levee Jct. must be changed in view of the approaching train.

Trains or switch engines on the storage track will be governed by the dwarf signal and derail on the south end of this track.

**16. Train Registers.—**

Cache, Cairo, Winford, Mounds, Freight Yard.

Trains may register at Winford by register ticket, Form I. C. 905, M. & O. 9, and first class trains at Mounds by Form 905.

Murphysboro District trains to and from Cairo will not be required to register at Mounds.

17. First class trains must move between Board Yard and Cairo prepared to stop, unless main track is seen or known to be clear. This does not relieve trains of properly protecting themselves in accordance with the rules.

**Yard Limits.—**

**Location:**

Mounds, Cairo, Cairo Jct., Davis, East Cairo, Levee Jct.

Cairo Jct. Yard limits extend to East Cairo.

Cairo Yard limits extend from board located 2300 feet south of Halliday House to Cairo Jct., via Boat Yard.

Davis Yard limits extend to Levee Jct. and to Cairo Jct.

18. The following signs in station column indicate location of train order offices:

D—Day. N—Day and Night. NO—Night.

19. The following additional signs when placed before the figures of the schedule, indicate flag stop as follows:

P—Stop, receive or discharge revenue passengers to or from Memphis or points south, where Nos. 7 and 8 are scheduled to stop.

No. 4 will stop at Wickliffe to discharge passengers from Memphis and points south.

**20. Railroad Crossings and Junctions.—**

**Interlocked:**

Cairo Jct. .... I. C. and M. & O.

Davis. .... M. & O.

Between Levee Jct. and Davis... Mo. Pac.

Winford..... I. C. and M. & O.

**Not Interlocked:**

Between Boat Yard and North Cairo ...	} C. C. C. & St. L. Ry.
Between Levee Jct. and Freight Yard, on Freight Yard track.....	
Between Levee Jct. and Cairo, one fourth mile south of Cairo.....	

Trains approaching Cairo Jct. from the north or from Davis Jct. for south over bridge will call for signal with four short blasts of the whistle.

Trains approaching Cairo Jct. from the north for Cairo proper will call for signal with one short and two long blasts of the whistle.

Trains approaching Cairo Jct. from Cairo or coming over the bridge for Mounds will call for the signal with one long and one short blast of the whistle.

Trains approaching Cairo Jct. from south over bridge for Davis Jct. will call for signal with two long and one short blasts of the whistle.

Southward trains approaching Winford Interlocking Plant will call for signals as follows: For I. C. R. R., one long and one short blast of whistle; for M. & O. R. R., four short blasts of whistle.

**21. Water Stations.—**

Mounds, Cairo, Freight Yard.

**22. Coaling Stations.—**

Mounds, Cairo.

**23. Bulletin Boards.—**

Cache, Cairo, Winford, Mounds, Freight Yard.

**24. Standard Clocks.—**

Cache, Cairo Jct., Freight Yard, Mounds, Cairo, Winford.

**SPECIAL INSTRUCTIONS—Continued.**

**25. Speed Restrictions.—**

	Miles Per Hour
All trains.....	{ Cross-over, Junction and Siding switches unless board at Switch authorizes greater speed 10
	{ Over Interlocking Plant, Mo. Pac. crossing 20
	{ Over Interlocking Plant, Davis..... 20
	{ Over Interlocking Plant, Cairo Jct..... 20
Passenger trains with passenger engines	{ Between Mounds and Illinois Jct..... 60
	{ Between Illinois Jct. and Ballard Jct..... 15
	{ Between Ballard Jct. and Winford..... 60
	{ Through Wickliffe Cut..... 30
	{ Between Cairo Jct. and Cairo, via Davis... 48
	{ Between Cache and Davis..... 48
Passenger trains with freight engines	{ Between Mounds and Illinois Jct..... 35
	{ Between Illinois Jct. and Ballard Jct..... 15
	{ Between Ballard Jct. and Winford..... 35
	{ Through Wickliffe Cut..... 30
	{ Between Cairo Jct. and Cairo, via Davis... 35
Manifest trains	{ Between Mounds and Illinois Jct..... 30
	{ Between Illinois Jct. and Ballard Jct..... 10
	{ Between Ballard Jct. and Winford..... 30
	{ Through Wickliffe Cut..... 20
	{ Between Cairo Jct. and Cairo, via Davis... 25
Freight engines running light or with caboose	{ Between Mounds and Illinois Jct..... 30
	{ Between Illinois Jct. and Ballard Jct..... 10
	{ Between Ballard Jct. and Winford..... 30
	{ Through Wickliffe Cut..... 20
	{ Between Cairo Jct. and Cairo, via Davis... 25
All other trains including local work and mixed	{ Between Mounds and Illinois Jct..... 25
	{ Between Illinois Jct. and Ballard Jct..... 10
	{ Between Ballard Jct. and Winford..... 25
	{ Through Wickliffe Cut..... 20
	{ Between Cairo Jct. and Cairo, via Davis... 25
	{ Between Cairo Jct. and Cairo, via Boat Yard 25

	Miles Per Hour
Engines not equipped with trucks; eight wheel locomotive Cranes or trains handling them.	{ All points except where lower speed is required..... 15
Engines backing up light or with cars.	{ All points except where lower speed is required..... 15
Derricks	{ Boom ahead. { All points except where lower speed is required..... 20
	{ Boom trailing. { All points except where lower speed is required..... 15
Mikado type engines.....	{ When using Slip Switch south end Cairo passenger station... 5

Speed over the Ohio River Bridge at Cairo must not exceed fifteen (15) miles per hour. This will make it necessary that six (6) minutes be consumed in crossing the bridge.

Enginemen should remember to move over the approach on the Kentucky side at a slightly slower speed than on the through spans of the bridge, using three minutes in both directions between Ballard and south end of the overhead spans, which will leave three minutes to travel between Illinois Junction and the south end of the south through span.

Also that the limit of speed must not be exceeded while any part of the train is on the bridge and the approach to the bridge.

Locomotives must not double head or be coupled together any place in the train while crossing Cairo Bridge or its approach.

26. Sidings located as follows:

East Cairo	{ Northward trains on west side of northward main track opposite Paducah District Jct.
	{ Southward trains on east side of southward main track 2,000 feet south of Paducah District Jct.
Northward trains taking siding at East Cairo must clear cross-overs	

**27. Warning.—**

All employes are warned that it is dangerous to ride on sides of cars, or to lean out from locomotives, tenders, or cars while passing structures, such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, warehouses, mail cranes, stock pens, water tanks, water columns, nearby fences and telephone poles, crossing gages, cotton platforms, cottonseed houses, fruit houses, log derricks, piles of lumber, and similar buildings and structures.

All employes are further warned that it is dangerous to ride on top of cars while passing under the following overhead bridges: Ohio River Bridge over Cairo Main Track, Mile 363; Mayfield Creek, Mile 372.6.

**SPEED TABLE.**

**RUNNING TIME**

1 Mile		Miles per Hour	1 Mile		Miles per Hour	2 Miles		3 Miles		4 Miles		5 Miles		Miles per Hour
Minutes	Seconds		Minutes	Seconds		Minutes	Seconds	Minutes	Seconds	Minutes	Seconds	Minutes	Seconds	
12		5	1	30	40	12		18		24		30		10
6		10	1	20	45	6		9		12		15		20
4		15	1	12	50	4		6		8		10		30
3		20	1	5	55	3		4	30	6		7	30	40
2	24	25	1		60	2	40	4		5	20	6	40	45
						2	24	3	36	4	48	6		50
						2	10	3	15	4	20	5	25	55
						2		3		4		5		60

**DISTRICT OFFICERS.**

W. R. GIVENS.....	Train Master, Cairo Terminal District, I. C. R. R.....	Mound
J. J. HILL.....	Train Master, Cairo District, I. C. R. R.....	Fulton
W. T. MAYS.....	Chief Train Dispatcher, Cairo District, I. C. R. R.....	Fulton
D. F. RICE.....	Train Master, Jackson District, M. & O. R. R.....	Jackson
J. B. WALLACE.....	Chief Train Dispatcher, Jackson District, M. & O. R. R.....	Jackson
D. B. DICKEY.....	Chief Train Dispatcher, I. C. R. R.....	Carbondale
J. P. HADEN.....	Assistant Chief Train Dispatcher.....	Cairo Junction
J. H. HAYDEN.....	Dispatcher.....	Cairo Junction
W. W. HAWTHORNE.....	Dispatcher.....	Cairo Junction
C. C. WILSON.....	Dispatcher.....	Cairo Junction