

**MISSOURI PACIFIC HOSPITAL ASSOCIATION - ST. LOUIS, MO.**

**H. J. Mohler, President**

**The Names and Locations of Local and Dispensary Surgeons**

E. K. Guinn.....	Okolona, Miss.
F. C. Hays.....	Okolona, Miss.
R. G. Dabbs.....	Shannon, Miss.
H. J. Kellum, Sr. (E. E. N. & T. Specialist).....	Tupelo, Miss.
H. J. Kellum, Jr.....	Tupelo, Miss.
G. L. Brown.....	Tupelo, Miss.
Robert D. Kirk.....	Tupelo, Miss.
H. M. Campbell, Dental Surgeon.....	Tupelo, Miss.
A. L. Gregory.....	Saltillo, Miss.
M. B. Rhodes.....	Guntown, Miss.
R. B. Caldwell.....	Baldwyn, Miss.
W. H. Sutherland.....	Booneville, Miss.
W. H. Anderson.....	Booneville, Miss.
G. W. Gooze.....	Rienzi, Miss.
C. W. Norwood.....	Corinth, Miss.
Frank M. Davis.....	Corinth, Miss.
Jesse T. Davis.....	Corinth, Miss.
C. W. Norwood, Jr., Dental Surgeon.....	Corinth, Miss.
D. W. Hamrick (E. E. N. & T. Specialist).....	Corinth, Miss.
M. C. Key.....	Ramer, Tenn.
Montie E. Smith.....	Selmer, Tenn.
R. F. Baker.....	Selmer, Tenn.
E. M. Smith.....	Bethel Springs, Tenn.
W. O. Baird.....	Henderson, Tenn.
Hunter M. Steadman.....	Henderson, Tenn.
J. R. Thompson.....	Jackson, Tenn.
Geo. B. Hubbard.....	Jackson, Tenn.
L. B. Myhr.....	Jackson, Tenn.
W. T. Fitts.....	Jackson, Tenn.
Jerry L. Crook.....	Jackson, Tenn.
R. D. Poindexter, Dental Surgeon.....	Jackson, Tenn.
S. M. Herron (E. E. N. & T. Specialist).....	Jackson, Tenn.
G. H. Berryhill (E. E. N. & T. Specialist).....	Jackson, Tenn.
Hudson Brooks, Jr.....	Jackson, Tenn.
Geo. E. Spangler.....	Humboldt, Tenn.
W. C. McRee.....	Trenton, Tenn.
William F. Bell.....	Rutherford, Tenn.
F. Douglass.....	Dyer, Tenn.
A. H. Gray.....	Kenton, Tenn.
M. A. Blanton, Sr.....	Union City, Tenn.
M. A. Blanton, Jr.....	Union City, Tenn.
B. O. Garner.....	Union City, Tenn.
F. H. Russell.....	Wickliffe, Ky.
O. C. Cooper.....	Wickliffe, Ky.
Thos. T. Bracklin, Jr.....	Bardwell, Ky.
Fay S. Comer.....	Cairo, Ill.
Flint Bondurant.....	Cairo, Ill.
J. J. Rendleman.....	Cairo, Ill.
B. S. Hutcheson.....	Cairo, Ill.
J. K. Rosson.....	Tamms, Ill.
W. A. Schroeder.....	Jonesboro, Ill.
H. H. Roth (E. E. N. & T. Specialist).....	Murphysboro, Ill.
R. S. Sabine.....	Murphysboro, Ill.
A. R. Esposito.....	Murphysboro, Ill.
W. J. Borgsmiller.....	Murphysboro, Ill.
J. A. Weatherly.....	Murphysboro, Ill.
H. F. Busse.....	Campbell Hill, Ill.
C. O. Boynton.....	Sparta, Ill.
L. T. Mattingly.....	Red Bud, Ill.
J. A. Werth.....	Waterloo, Ill.
W. C. Beck.....	Columbia, Ill.
J. W. Compton.....	E. St. Louis, Ill.
E. C. Spitze (Ophthalmologist).....	E. St. Louis, Ill.
H. C. Kanatt.....	E. St. Louis, Ill.
V. P. Siegel.....	E. St. Louis, Ill.
Virgil L. Stines, Dental Surgeon.....	E. St. Louis, Ill.
James Andrew.....	Cordova, Ala.
B. S. Lester.....	Birmingham, Ala.
A. J. Chenoweth.....	Birmingham, Ala.
J. O. Gordon.....	Memphis, Tenn.
J. E. Cox.....	Memphis, Tenn.
C. D. Blessingame (E. E. N. & T. Specialist).....	Memphis, Tenn.
P. M. Lewis, Oculist.....	Memphis, Tenn.
H. S. Rhea, Asst. Res. Surgeon.....	Memphis, Tenn.

**The Names and Locations of Veterinarlans**

Charles Wright.....	Local Veterinarlan.....	Jackson, Tenn.
W. L. Stroup.....	Local Veterinarlan.....	Corinth, Miss.
J. T. Alston.....	Local Veterinarlan.....	Tupelo, Miss.
K. U. Jones.....	Local Veterinarlan.....	Birmingham, Ala.

**The Names and Locations of Watch Inspectors**

R. P. Wiggins.....	St. Louis, Mo.
Zerweck Jewelry Co.....	East St. Louis, Ill.
Miss Ethel Smith.....	Murphysboro, Ill.
C. E. Riley.....	Tamms, Ill.
F. W. John.....	Cairo, Ill.
Overall Jewelry Co.....	Union City, Tenn.
Paul Crider.....	Humboldt, Tenn.
I. L. Grady.....	Jackson, Tenn.
Little Jewelry Co.....	Corinth, Miss.
Riley Jewelry Co.....	Tupelo, Miss.
Mason's Jewelry Store.....	Okolona, Miss.
Seymour and Company.....	Birmingham, Ala.

*St Louis Jackson Tenn Okolona Miss*

# Gulf, Mobile and Ohio R. R.

*Cancelled 1/13/50*

## NORTHERN DIVISION

### TIME TABLE

# No. 31

**Taking Effect 12:01 A. M.**

**SUNDAY, SEPTEMBER 30, 1951**

**Superseding Time Table No. 30**

**Dated Sunday, SEPTEMBER 24, 1950**

**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**

**OCT 4 1951**

**DISTRICT FREIGHT AGENT GULF MOBILE & OHIO R. R.**

**G. P. BROCK, Vice President and General Manager.**

**P. B. BRIDGES, General Superintendent.**

**C. E. LANHAM, Superintendent Transportation.**

**R. B. McALPIN, Rules Director.**

**W. H. FORLINES, Superintendent.**

**S. G. THOMASON, Superintendent.**

MURPHYSBORO DISTRICT—Southbound

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 31 In Effect Sept. 30, 1951	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS						
					1	15	29	37	33	31			
					<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express	Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight			
					Daily	Daily	Daily	Daily	Daily	Daily			
					AM	PM	AM	AM	PM	PM			
	648.70	.....	ST. LOUIS (Union Station).....	S 3	L 11 15	L 6 05							
	648.58	...	E. ST. LOUIS (Relay Depot)...	648 s	11 33	s 6 23							
Yd.	642.68	DN.....	TOLSON.....	{ W.T. X.S.	642 s	11 48	6 38	L 12 01	L 8 40	L 12 45	L 7 20		
80	638.11	TB...	EAST CARONDELET.....	638 f	11 55	6 45	12 12	8 55	12 55	7 35			
125	633.28	TB.....	BIXBY.....	X.	633	12 03	6 50	12 22	9 05	1 05	7 45 <sup>30</sup>		
	631.88	TB..	MILLSTADT JUNCTION.....	632									
	630.29	D.....	COLUMBIA.....	630 s	12 10			12 27	9 10	1 10	7 50		
72	626.27	TB.....	NEW HANOVER.....	626	12 18	6 58		12 38	9 22	1 21	8 05		
99	621.77	DN.....	WATERLOO.....	622 s	12 30	7 03		12 52	9 32	1 31	8 15		
116	616.51	TB.....	BURKSVILLE.....	617 f	12 38	7 09 <sup>30</sup>		1 02	9 59 <sup>32</sup>	1 41	8 25		
113	608.33	D.....	RED BUD.....	608 s	12 52	7 19		1 22	10 15	2 00	8 40		
105	599.59	TB.....	BALDWIN.....	600 s	1 07	7 28		1 42	10 35	2 26 <sup>2</sup>	8 57		
24	590.90	DN.....	SPARTA.....	X.	591 s	1 27	s 7 42	2 05	10 50	2 45	9 15		
96	589.31	TB.....	EDEN.....	589	1 30	7 45		2 08	10 54	2 50	9 18 <sup>34</sup>		
78	581.43	D.....	PERCY.....	Y.X.	581 s	1 41	7 54	2 22	11 08	3 04	9 31		
109	578.65	TB.....	WILLISVILLE.....	579 f	1 43 <sup>2</sup>	7 57		2 28	11 15	3 12	9 36		
78	569.75	D.....	AVA.....	570 s	2 05	8 07 <sup>34</sup>		2 48	11 31	3 32	9 52		
82	562.81	TB.....	ORAVILLE.....	563 f	2 14	8 15		3 02	11 46	3 46	10 06		
Yd.	555.32	DN....	MURPHYSBORO....	Y.X.	555 s	2 28	s 8 25	3 25	12 04	4 06	10 20		
98	548.77	TB.....	ETHERTON.....	549	2 39	8 38		3 50 <sup>28</sup>	12 46 <sup>2</sup>	4 21 <sup>30</sup>	10 34		
112	539.64	D.....	ALTO PASS.....	540 f	2 58	8 55		4 15	1 10	4 45	10 55		
70	535.19	TB...	MOUNTAIN GLEN.....	535	3 06	9 03		4 32 <sup>16</sup>	1 22	4 57	11 07		
	528.00	D.....	JONESBORO.....	528 s	3 18	9 12							
108	526.37	TB.....	KING.....	528	3 21 <sup>30</sup>	9 15		4 55	1 40	5 12	11 24		
95	520.25	TB.....	MILL CREEK.....	520 f	3 29	9 23		5 07	1 50	5 22	11 33		
Yd.	512.47	DN.....	TAMMS.....	{ W.F.T. Y.X.	512 s	3 40	9 33	{ 5 30 <sup>32</sup> 5 50	{ 2 10 2 20 <sup>30</sup>	{ 5 45 <sup>34</sup> 6 30	{ 11 45 12 25		
98	507.00	TB....	HODGES' PARK.....	507 f	3 50	9 39		6 02	2 35	6 45	12 40		
98	497.33	TB.....	DAVIS.....	Y.	497	4 06 <sup>34</sup>	9 49	6 25	2 55	7 10	1 00		
	496.79	DN....	NORTH CAIRO.....	498 A	4 10	A 9 52		A 6 30	A 3 00	A 7 15	A 1 05		
					PM	PM		AM	PM	PM	AM		
					1	15		29	37	33	31		
					Daily	Daily		Daily	Daily	Daily	Daily		

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

G. F. BROCK, Vice President and General Manager  
 F. B. BRIDGES, General Superintendent  
 C. E. LANHAM, Superintendent Transportation  
 R. E. McALPIN, Rules Director  
 W. H. FORLINES, Superintendent  
 S. G. THOMASON, Superintendent

The Names and Locations of Water Inspectors  
 R. L. ...  
 J. ...  
 W. ...  
 T. ...  
 S. ...  
 K. ...  
 M. ...  
 D. ...  
 N. ...  
 H. ...  
 E. ...  
 C. ...  
 G. ...  
 F. ...  
 A. ...  
 J. ...  
 B. ...  
 P. ...  
 Q. ...  
 R. ...  
 S. ...  
 T. ...  
 U. ...  
 V. ...  
 W. ...  
 X. ...  
 Y. ...  
 Z. ...

MURPHYSBORO DISTRICT—Northbound

		TIME TABLE No. 31 In Effect Sept. 30, 1951		Station Numbers	FIRST CLASS		SECOND CLASS			
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS			16	2	28	32	30	34
					<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express	Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily	Daily	Daily	Daily	Daily
					AM	PM	AM	AM	PM	PM
	648.70	.....	ST. LOUIS (Union Station).....	S 3	A 8 05	A 4 15				
			3.12							
	648.58	...	E. ST. LOUIS (Relay Depot)...	648	S 7 35	S 3 55				
			2.92							
Yd.	642.66	DN.....	TOLSON.....	642	7 12	S 3 39	A 7 55	A 11 15	A 8 10	A 11 20
			4.65							
80	638.11	TB....	EAST CARONDELET.....	638	7 04	f 3 32	7 39	11 00	7 59	11 10
			4.86							
125	633.25	TB.....	BIXBY.....	633	6 57	3 25	7 29	10 50	7 45 <sup>37</sup>	11 00
			1.39							
	631.86	TB....	MILLSTADT JUNCTION.....	632			7 23	10 45	7 41	10 55
			1.87							
	630.29	D.....	COLUMBIA.....	630		S 3 20				
			4.02							
72	626.27	TB.....	NEW HANOVER.....	626	6 46	3 11	7 09	10 30	7 29	10 40
			4.50							
99	621.77	DN.....	WATERLOO.....	622	6 40	S 3 04	6 57	10 20	7 20	10 30
			5.26							
115	616.51	TB.....	BURKSVILLE.....	617	6 33	f 2 55	6 47	9 59 <sup>37</sup>	7 09 <sup>15</sup>	10 20
			8.18							
113	608.93	D.....	RED BUD.....	608	6 22 <sup>28</sup>	S 2 40	6 22 <sup>16</sup>	9 31	6 40	10 03
			8.74							
105	599.59	TB.....	BALDWIN.....	600	6 12	S 2 26 <sup>33</sup>	5 46	9 03	6 20	9 48
			3.69							
24	590.90	DN.....	SPARTA.....	591	S 6 00	S 2 10	5 28	8 45	5 57	9 23
			1.59							
86	589.31	TB.....	EDEN.....	589	5 55	2 03	5 23	8 40	5 52	9 18 <sup>37</sup>
			7.88							
78	581.43	D.....	PERCY.....	581	5 45	S 1 53	5 09	8 25	5 37	8 41
			2.78							
109	578.65	TB.....	WILLISVILLE.....	579	5 41	f 1 48 <sup>1</sup>	5 01	8 18	5 31	8 35
			8.90							
78	569.75	D.....	AVA.....	570	5 30	S 1 28	4 42	8 00	5 15	8 07 <sup>15</sup>
			6.94							
82	562.81	TB.....	ORAVILLE.....	563	5 21	f 1 16	4 25	7 40	4 55	7 47
			7.49							
Yd.	555.32	DN....	MURPHYSBORO.....	555	S 5 10	S 1 05	4 10	7 25	4 40	7 35
			6.55							
98	548.77	TB.....	ETHERTON.....	549	4 57	12 46 <sup>37</sup>	3 50 <sup>29</sup>	7 02	4 21 <sup>33</sup>	7 15
			9.13							
112	539.64	D.....	ALTO PASS.....	540	4 42	f 12 30	3 32	6 40	4 01	6 55
			4.45							
70	535.19	TB....	MOUNTAIN GLEN.....	535	4 32 <sup>29</sup>	12 19	3 15	6 22	3 46	6 35
			7.19							
....	528.00	D.....	JONESBORO.....	528	4 20	S 12 07				
			1.63							
106	526.37	TB.....	KING.....	526	4 18	12 04	2 57	6 03	3 21 <sup>1</sup>	6 15
			6.12							
95	520.25	TB.....	MILL CREEK.....	520	4 10	f 11 56	2 45	5 50	2 55	6 00
			7.78							
Yd.	512.47	DN.....	TAMMS.....	512	4 00	S 11 45	{ 2 30	{ 5 30 <sup>29</sup>	{ 2 40	{ 5 45 <sup>33</sup>
			5.47				{ 2 00	{ 4 30	{ 1 40 <sup>37</sup>	{ 4 50
98	507.00	TB.....	HODGES' PARK.....	507	3 52	f 11 33	1 40	4 16	1 20	4 36
			9.67							
88	497.33	TB.....	DAVIS.....	497	3 42	11 18	1 20	3 53	12 55	4 06 <sup>1</sup>
			0.54							
....	496.79	DN....	NORTH CAIRO.....	496	L 3 40	L 11 15	L 1 15	L 3 50	L 12 50	L 4 00
					AM	AM	AM	AM	PM	PM
					16	2	28	32	30	34
					Daily	Daily	Daily	Daily	Daily	Daily

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

JACKSON DISTRICT—Southbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 31 In Effect Sept. 30, 1951	STATIONS	Station Numbers	FIRST CLASS				SECOND CLASS			
					1	15			31	29	37	33
					<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily			Daily	Daily	Daily	Daily
					PM	PM			AM	AM	PM	PM
	496.79	DN.....	NORTH CAIRO.....	496	L 4 15	L 10 00			L 1 05	L 6 30	L 3 00	L 7 15
			VIA ILLINOIS CENTRAL 11.79									
	485.00	....	WINFORD JUNCTION.....	485	4 39	10 20			1 34	6 58	3 28	7 43
150	484.33	DN.....	WINFORD.....	484	4 41	10 21			1 35	6 59	3 29 <sup>34</sup>	7 45
119	475.13	TB.....	BERKELEY.....	475	s 4 54	10 31			1 54	7 18	3 49	8 05
127	470.34	TB.....	COLUMBUS.....	470	s 5 01	10 36			2 04	7 27	3 59	8 15
117	464.19	TB.....	OAKTON.....	464	s 5 09	10 43			2 16 <sup>32</sup>	7 39	4 14	8 27
125	456.15	TB.....	CAYCE.....	456	s 5 22	10 52			2 36 <sup>16</sup>	7 56	4 32	8 45
84	452.37	TB.....	JORDAN.....	452	f 5 28	10 56			2 50	8 03	4 40	8 52
142	446.65	DN.....	UNION CITY.....Y.X.	447	s 5 40	s 11 05 <sup>28</sup>			3 15	8 25	5 00	9 15
115	442.21	DN.....	RIVES.....X.	442	s 5 52	11 10			3 30	8 40	5 20	9 25
115	431.07	D.....	KENTON.....	431	s 6 10	11 22			3 50	9 08 <sup>2</sup>	5 40	9 45
65	425.36	D.....	RUTHERFORD.....	426	s 6 18	11 28			4 00	9 19	5 50	9 55
70	421.15	D.....	DYER.....	421	s 6 28	11 33			4 10	9 29 <sup>30</sup>	6 00	10 03 <sup>28</sup>
145	414.26	DN.....	TRENTON.....	414	s 6 42	s 11 42			4 22	9 45	6 15	10 15
95	408.14	TB.....	FRUITLAND.....	408	f 6 52	11 49 <sup>32</sup>			4 35	9 58	6 30	10 27
120	403.21	DN.....	HUMBOLDT.....Y.X.	403	s 7 04 <sup>37</sup>	s 11 58			4 50	10 10	7 04 <sup>1</sup>	10 40
143	393.50	TB.....	CARROLL.....	394	f 7 18	12 09			5 10	10 30	7 35	11 00 <sup>32</sup>
Yd.	386.06	DN.....	JACKSON.....X.	386	A 7 35	A 12 20			5 25	10 45 <sup>34</sup>	8 05	11 20
Yd.	384.26	DN.....	ISELIN..... W.F.T. Y.S.	384					A 5 40	A 11 00	A 8 20 <sup>23</sup>	A 11 40
					PM	AM			AM	AM	PM	PM
					1	15			31	29	37	33
					Daily	Daily			Daily	Daily	Daily	Daily

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

JACKSON DISTRICT—Northbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 31 In Effect Sept. 30, 1951		Station Numbers	FIRST CLASS				SECOND CLASS			
		STATIONS			16	2			30	34	28	32
					<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily			Daily	Daily	Daily	Daily
		AM	AM			PM	PM	AM	AM			
496.79	DN.....	NORTH CAIRO.....	496	A 3 32	A 11 10			A 12 50	A 4 00	A 1 15	A 3 50	
		VIA ILLINOIS CENTRAL 11.79										
485.00	.....	WINFORD JUNCTION.....	485	3 09	10 44			12 21	3 30	12 41	3 20	
150 484.33	DN.....	WINFORD.....	484	3 08 <sup>32</sup>	10 43			12 20	3 29 <sup>37</sup>	12 40	3 08 <sup>16</sup>	
119 475.13	TB.....	BERKELEY.....	475	2 58	s 10 27			12 01	3 00	12 10	2 40	
127 470.34	TB.....	COLUMBUS.....	470	2 53	s 10 17			11 50	2 50	11 59	2 29	
117 464.19	TB.....	OAKTON.....	464	2 46	s 10 06			11 35	2 35	11 45	2 16 <sup>37</sup>	
125 456.15	TB.....	CAYCE.....	456	2 36 <sup>37</sup>	s 9 55			11 15	2 18	11 30	1 56	
84 452.37	TB.....	JORDAN.....	452	2 32	f 9 50			11 05	2 10	11 20	1 48	
142 448.65	DN.....	UNION CITY.....Y.X.	447	s 2 23	s 9 40			10 49	1 55	11 05 <sup>15</sup>	1 33	
115 442.21	DN.....	RIVES.....X.	442	2 18	s 9 28			10 19	1 25	10 51	1 02	
115 431.07	D.....	KENTON.....	431	2 06	s 9 08 <sup>29</sup>			9 49	1 00	10 30	12 42	
65 425.38	D.....	RUTHERFORD.....	426	2 00	s 9 00			9 39	12 49	10 15	12 32	
70 421.15	D.....	DYER.....	421	1 55	s 8 52			9 29 <sup>29</sup>	12 39	10 03 <sup>33</sup>	12 22	
145 414.26	DN.....	TRENTON.....	414	s 1 47	s 8 40			9 14	12 25	9 45	12 09	
95 408.14	TB.....	FRUITLAND.....	408	1 40	f 8 28			9 02	12 10	9 30	11 49 <sup>15</sup>	
120 403.21	DN.....	HUMBOLDT.....Y.X.	403	s 1 31	s 8 20			8 50	11 55	9 18	11 25	
143 393.50	TB.....	CARROLL.....	394	1 20	f 8 02			8 30	11 05	8 55	11 00 <sup>33</sup>	
Yd. 386.06	DN.....	JACKSON.....X.	386	L 1 10	L 7 50			8 15	10 45 <sup>29</sup>	8 35	10 45	
Yd. 384.26	DN.....	ISELIN..... W.F.T. Y.S.	384					L 8 00 <sup>17</sup>	L 10 30	L 8 20 <sup>37</sup>	L 10 30	
				AM	AM			AM	AM	PM	PM	
				16	2			30	34	28	32	
				Daily	Daily			Daily	Daily	Daily	Daily	

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

OKOLONA DISTRICT—Southbound

Capacity of Sidings In Cars		MILES FROM MOBILE		TIME TABLE No. 31 In Effect Sept. 30, 1951		STATIONS		Station Numbers		FIRST CLASS				
										15	11	1	9	53
										<i>The Rebel</i> Mail and Express	Mail and Express	<i>The Rebel</i> Mail and Express	Illinois Central	Illinois Central
										Daily	Daily	Daily	Daily	Daily
										AM	PM			
Yd.	386.06	DN	.....	JACKSON	.....	X.	386	L 12 35	L 7 45	L 7 55				
				1.80										
Yd.	384.26	DN	.....	ISELIN	.....	{ W.F.T. Y.S.	384	12 40	7 55 <sup>30</sup>	8 00				
				0.90										
	383.36	TB	.....	ISELIN JUNCTION	.....		383	12 41	7 56	A 8 01				
				1.55										
	381.81	DN	.....	PERRY	.....		382	12 43	f 7 59		L 2 47	L 4 35		
				0.60										
83	381.21		.....	FOX	.....		381	12 45 <sup>16</sup>	8 00		2 48 <sup>74</sup>	4 36		
				6.50										
100	374.71	TB	.....	PINSON	.....		376	12 53	f 8 10		2 55	4 42		
				5.83										
94	368.88	D	.....	HENDERSON	.....		369	12 59	s 8 28		3 01	4 48		
				6.44										
103	362.44	D	.....	FINGER	.....		362	1 06	s 8 38		3 07	4 54		
				3.60										
71	358.84	TB	.....	McNAIRY	.....		359	1 10	s 8 43		3 11	4 58		
				6.20										
103	352.64	TB	.....	BETHEL SPRINGS	.....		353	1 17	s 8 50		3 17	5 04		
				4.69										
125	347.95	DN	.....	SELMER	.....		348	s 1 22	s 9 00		3 22	5 09 <sup>28</sup>		
				7.16										
83	340.79	D	.....	RAMER	.....		341	1 31 <sup>74</sup>	s 9 14 <sup>72</sup>		3 30	5 16		
				4.60										
88	336.19	TB	.....	GUY'S	.....		336	1 36	f 9 22		3 35 <sup>30</sup>	5 21 <sup>12</sup>		
				5.68										
	330.51	DN	.....	RUSLOR JUNCTION	.....		331	1 42	9 30		A 3 42	A 5 28		
				1.66										
Yd.	328.86	DN	.....	CORINTH	.....	{ F.Y. X.S.	329	s { 1 44	s { 9 35					
				5.28										
87	323.57	TB	.....	JOBES	.....		324	1 59	f 9 53					
				6.90										
90	316.07	TB	.....	RIENZI	.....		317	2 06 <sup>39</sup>	s 10 03					
				8.10										
75	308.57	D	.....	BOONEVILLE	.....		309	s 2 17	s 10 22					
				11.17										
88	297.40	D	.....	BALDWIN	.....		297	f 2 30	s 10 40					
				9.87										
100	287.53	TB	.....	SALTILLO	.....		287	2 41	s 10 54					
				8.53										
66	279.00	DN	.....	TUPELO	.....	X.	279	s { 2 50	s { 11 10					
				7.47										
127	271.53	TB	.....	GLEN	.....		272	3 13	11 36					
				10.10										
Yd.	261.43	DN	.....	OKOLONA	.....	{ F. T.Y.	261	A 3 27	A 11 55					
								AM	AM	PM	AM	PM		
								15	11	1	9	53		
								Daily	Daily	Daily	Daily	Daily		

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

OKOLONA DISTRICT—Northbound

TIME TABLE No. 31  
In Effect Sept. 30, 1951

FIRST CLASS

Capacity of Siding in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS					STATIONS	STATIONS	STATIONS
				12	16	2	52	10			
				Mail and Express	<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express	Illinois Central	Illinois Central			
				Daily	Daily	Daily	Daily	Daily			
				PM	AM	AM	PM	AM			
Yd.	386.06	DN.....JACKSON.....X.	386	A 6 50	A 12 55	A 7 30					
		1.80									
Yd.	384.26	DN.....ISELIN.....	384	6 38	12 49	7 22					
		0.90									
	383.36	ISELIN JUNCTION.....	383	6 37	12 48	L 7 21					
		1.55									
	381.81	DN.....PERRY.....	382	f 6 35	12 46		A 2 09	A12 03			
		0.60									
83	381.21	FOX.....	381	6 34	<b>12 45<sup>15</sup></b>		2 08	12 02			
		6.50									
100	374.71	TB.....PINSON.....	375	f 6 23	12 36		2 01	11 55			
		5.83									
94	368.88	D.....HENDERSON.....	369	s 6 15	12 30		<b>1 55<sup>46</sup></b>	11 49			
		6.44									
103	362.44	D.....FINGER.....	362	s <b>6 01<sup>75</sup></b>	12 23		1 49	11 43			
		3.60									
71	358.84	TB.....McNAIRY.....	359	s 5 56	12 19		1 45	11 39			
		6.20									
103	352.64	TB.....BETHEL SPRINGS.....	353	s 5 48	12 13		1 39	11 33			
		4.69									
125	347.95	DN.....SELMER.....	348	s 5 40	12 08		<b>1 34<sup>29</sup></b>	11 28			
		7.16									
83	340.79	D.....RAMER.....	341	s 5 27	11 59		1 27	11 20			
		4.60									
88	336.19	TB.....GUYS.....	336	f <b>5 21<sup>53</sup></b>	11 54		1 22	11 15			
		5.68									
	330.51	DN.....RUSLOR JUNCTION.....	331	5 13	11 48		L 1 16	L11 08			
		1.66									
Yd.	328.85	DN.....CORINTH.....	329	s { 5 10	s { 11 45						
		5.28									
87	323.57	TB.....JOBES.....	324	f 4 48	11 28						
		6.90									
90	316.67	TB.....RIENZI.....	317	s 4 38	11 21						
		8.10									
75	308.57	D.....BOONEVILLE.....	309	s 4 25	s 11 12						
		11.17									
88	297.40	D.....BALDWIN.....	297	s <b>4 03<sup>29</sup></b>	s 10 57						
		9.87									
100	287.53	TB.....SALTILLO.....	287	s 3 45	10 45						
		8.53									
66	279.00	DN.....TUPELO.....X.	279	s { 3 30	s { 10 35						
		7.47									
127	271.53	TB.....GLEN.....	272	3 03	10 12						
		10.10									
Yd.	261.43	DN.....OKOLONA.....	261	L 2 45	L 10 00						
				PM	PM	AM	PM	PM			
				<b>12</b>	<b>16</b>	<b>2</b>	<b>52</b>	<b>10</b>			
				Daily	Daily	Daily	Daily	Daily			

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

OKOLONA DISTRICT—Southbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 31 In Effect Sept. 30, 1951		Station Numbers	SECOND CLASS													
		STATIONS			31	29	45	77	75									
					Manifest Freight	Manifest Freight	Illinois Central	Illinois Central	Illinois Central									
					Daily	Daily	Daily	Daily	Daily									
		AM	PM	AM	AM	PM												
Yd.	386.06	DN	JACKSON	X.	386													
Yd.	384.26	DN	ISELIN	{ W.F.T. Y.S.	384	L 8 10	L 12 01											
	383.36	TB	ISELIN JUNCTION		383	8 12	12 03											
	381.81	DN	PERRY		382	8 27	12 08	L 4 15	L 10 15	L 5 20								
83	381.21		FOX		381	8 28	12 09	4 16	10 16	5 21								
100	374.71	TB	PINSON		375	8 45	12 23	4 32	10 30 <sup>72</sup>	5 34								
94	368.88	D	HENDERSON		369	8 55	12 37	4 42 <sup>30</sup>	10 43	5 45 <sup>28</sup>								
103	362.44	D	FINGER		362	9 05	12 52	4 55	10 56	6 01 <sup>12</sup>								
71	358.84	TB	McNAIRY		359	9 10	12 57	5 02	11 01	6 15								
103	352.64	TB	BETHEL SPRINGS		353	9 22	1 13 <sup>46</sup>	5 15	11 13	6 27								
125	347.96	DN	SELMER		348	9 30 <sup>72</sup>	1 34 <sup>52</sup>	5 25	11 20	6 35								
83	340.79	D	RAMER		341	9 45	1 49	5 45	11 33	6 50								
88	336.19	TB	GUYS		336	9 53	1 58	5 55	11 40	7 00								
	330.81	DN	RUSLOR JUNCTION		331	10 07	2 07	A 6 10	A 11 50	A 7 15								
Yd.	328.86	DN	CORINTH	{ F.Y. X.S.	329	{ 10 10 10 40	{ 2 10 2 35											
87	328.57	TB	JOBES		324	10 50	2 48											
90	316.67	TB	RIENZI		317	11 02	3 02											
75	308.57	D	BOONEVILLE		309	11 20	3 22 <sup>28</sup>											
88	297.40	D	BALDWYN		297	11 42	4 03 <sup>12</sup>											
100	287.53	TB	SALTILLO		287	12 02	4 22											
66	279.00	DN	TUPELO	X.	279	12 30	4 40											
127	271.53	TB	GLEN		272	12 45	4 55											
Yd.	261.43	DN	OKOLONA	{ F. T.Y.	261	A 1 15	A 5 15											
						PM	PM	AM	AM	PM								
						31	29	45	77	75								
						Daily	Daily	Daily	Daily	Daily								

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.



**OKOLONA DISTRICT—Northbound**

**TIME TABLE No. 31**  
**In Effect Sept. 30, 1951**

**SECOND CLASS**

Capacity of Siding in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	SECOND CLASS								
				30	28	74	72	46				
				Manifest Freight Daily AM	Manifest Freight Daily PM	Illinois Central Daily AM	Illinois Central Daily AM	Illinois Central Daily PM				
		Yd. 386.06 DN..... JACSON ..... X.	386									
		1.80										
		Yd. 384.28 DN..... ISELIN. .... { W.F.T. Y.S. }	384	A 5 15	A 6 20							
		0.90										
		..... 383.38 TB..... ISELIN JUNCTION.....	383	5 10	6 15							
		1.55										
		..... 381.81 DN..... PERRY.....	382	5 05	6 11	A 2 50	A 10 55	A 2 30				
		0.60										
		83 381.21 ..... FOX.....	381	5 04	6 10	2 48 <sup>9</sup>	10 54	2 29				
		6.50										
		100 374.71 TB..... PINSON.....	375	4 52	5 55	2 30	10 30 <sup>77</sup>	2 17				
		5.83										
		94 368.88 D..... HENDERSON.....	369	4 42 <sup>48</sup>	5 45 <sup>75</sup>	2 22	10 12	1 55 <sup>52</sup>				
		8.44										
		103 362.44 D..... FINGER.....	362	4 30	5 35	2 10	10 00	1 33				
		3.60										
		71 358.84 TB..... McNAIRY.....	359	4 24	5 30	2 05	9 55	1 28				
		6.20										
		103 352.64 TB... BETHEL SPRINGS.....	353	4 10	5 17	1 53	9 40	1 13 <sup>29</sup>				
		4.69										
		125 347.95 DN..... SELMER.....	348	4 00	5 09 <sup>53</sup>	1 45	9 30 <sup>37</sup>	1 05				
		7.16										
		83 340.70 D..... RAMER.....	341	3 45	4 43	1 31 <sup>75</sup>	9 14 <sup>11</sup>	12 50				
		4.60										
		88 336.19 TB..... GUYS.....	336	3 35 <sup>9</sup>	4 35	1 15	8 55	12 35				
		5.68										
		..... 330.51 DN... RUSLOR JUNCTION.....	331	3 15	4 25	L 1 05	L 8 40	L 12 20				
		1.66										
		Yd. 328.85 DN..... CORINTH..... { F.Y. X.S. }	329	{ 3 10	{ 4 20							
		5.28		{ 2 30	{ 4 00							
		87 323.57 TB..... JOBES.....	324	2 20	3 48							
		6.90										
		90 316.67 TB..... RIENZI.....	317	2 06 <sup>75</sup>	3 36							
		8.10										
		78 308.57 D..... BOONEVILLE.....	309	1 40	3 22 <sup>29</sup>							
		11.17										
		88 297.40 D..... BALDWIN.....	297	1 15	2 58							
		9.87										
		100 287.53 TB..... SALTILLO.....	287	1 00	2 40							
		8.53										
		68 279.00 DN..... TUPELO..... X.	279	12 45	2 25							
		7.47										
		127 271.53 TB..... GLEN.....	272	12 25	2 00							
		10.10										
		Yd. 261.43 DN..... OKOLONA..... { F. T.Y. }	261	L 12 05	L 1 40							
				AM	PM	AM	AM	PM				
				<b>30</b>	<b>28</b>	<b>74</b>	<b>72</b>	<b>46</b>				
				Daily	Daily	Daily	Daily	Daily				

**ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.**

No. 181. All trains will get clearance before leaving North Cairo and South Cairo.

All northbound trains will get clearance before leaving North Cairo.

Number 2 will assume schedule at Jackson Junction without clearance.

No. 1 and 18 must secure clearance before leaving Jackson.

All trains except first class, must get clearance before leaving Jackson.

Maximum speeds prescribed must not be exceeded through interlocking limits (that is, between home signals), and do not relieve equipment from complying with Rule 98 and special instructions.

N. C. & St. L. Union City

Wiggins Ferry  
H. St. Louis  
Southern  
Between Mills Point and  
Humboldt  
I. R. M.  
Corinth  
Tupelo

# SPECIAL INSTRUCTIONS

## NORTHERN DIVISION

**No. 1. 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.**

All northbound trains before proceeding to Relay Depot over Conologue track must call up "Q" tower by telephone and obtain authority.

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. 2. CONDITIONAL STOPS:**

Nos. 1 and 2 will stop on signal at Houston, Campbell Hill, Pomona, Elco, Cache, Wickliffe, Moscow and Crockett.

Nos. 15 and 16 will stop at Jonesboro to discharge or pick up passengers from and to St. Louis, and beyond.

No. 15 will stop at Henderson to discharge passengers from St. Louis and beyond.

On instructions No. 16 will stop at Henderson to pick up passengers for St. Louis and beyond.

Nos. 11 and 12 will stop on signal at Thrashers, Wheelers, Guntown, Verona, Shannon and Chickasaw.

**No. 3. TRAIN REGISTERS:**

Tolson	Iselin
Tamms	Perry
North Cairo	Ruslor Junction
Winford	Okolona
Jackson	

First class trains only will register at Jackson.

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

**No. 4. RAILROAD CROSSINGS:**

	Maximum Speed	
	Passenger	Freight
<b>Interlocked:</b>		
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
M. P. —Between Mile Posts L-1 and L-2.	35 MPH	25 MPH
I. C. —Rives	20 MPH	20 MPH

**Non-Operative approach signals:**

I. C. —Jackson	20 MPH	20 MPH
I. C. —Winford and North Cairo, —crossover—end of double track.	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	
N. Y. C. —Between Mile Posts L-3 and L-4.	
L. & N. —Humboldt	
Southern —Corinth	
S. L. S. F. —Tupelo	

**Gates:**

N. C. & St. L.—Union City

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

**No. 5. WATER STATIONS:**

Tolson	Iselin
Tamms	

**No. 6. FUEL STATIONS:**

Tamms	Corinth
Iselin	Okolona

**No. 7. YARDS:**

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

**All first class trains must move prepared to stop within the following specified limits, which are designated by triangular SI-7 boards:**

**Between I. C. Crossing East St. Louis and Tolson Yard office;**

**Between I. C. Crossing and Lexington St. at Jackson.**

**Within the limits specified above, the main track may be used without protection against first class trains, except that trains or engines occupying the main track therein must protect against first-class trains during fogs, storms or other unfavorable conditions.**

**No. 8. BULLETIN BOARDS:**

St. Louis Union Station	Jackson
Tolson Yard Office	Iselin Yard Office
Tamms Yard Office	Iselin Round House
North Cairo opr. office	Corinth
North Cairo Trainmen Room	Okolona

**No. 9. STANDARD CLOCKS:**

St. Louis	Jackson
Tolson-Yard Office	Iselin Yard Office
Murphysboro	Iselin Round House
Tamms Yard Office	Corinth
North Cairo	Okolona

**No. 10. All trains will get clearance before leaving North Cairo and Corinth.**

All southbound trains will get clearance before leaving Winford.

Number 2 will assume schedule at Iselin Junction without clearance.

Nos. 1 and 15 must secure clearance before leaving Tolson.

All trains except first class, must get clearance before leaving Tamms.

### SPECIAL INSTRUCTIONS—Continued

#### No. 11. MAXIMUM SPEED RESTRICTIONS:

Between East St. Louis and Okolona.	(Diesel Electric Passenger.....	60 Miles Per Hour
	(Steam Passenger....	55 Miles Per Hour
	(Freight.....	40 Miles Per Hour

#### Exceptions:

Between Ballard and Winford Jct. and between Perry and Ruslor Jct.	(Diesel Electric Passenger...)	70 Miles Per Hour
--	--------------------------------	-------------------

Passenger Trains with Consolidated or Mikado Locomotives.....50 Miles Per Hour

Trains using turnout not to exceed.....15 Miles Per Hour

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 Kopple Air Dump Cars.....25 Miles Per Hour

Steam Derricks.....25 Miles Per Hour

Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks.....25 Miles Per Hour

Locomotives not equipped with trucks, will not be operated or towed at a speed in excess of.....25 Miles Per Hour

Towing gas-electric motors on passenger trains with authorized speed greater than 50 miles per hour.....50 Miles Per Hour

Locomotives being operated or towed with both front sections side rods down and both back sections side rods down, or all side rods down, will not exceed a speed of.....10 Miles Per Hour

First class trains must not exceed a speed of 30 Miles Per Hour within the yard limits of Okolona.

First class trains must not exceed a speed of 25 Miles Per Hour between Iselin Junction and Lexington St., Jackson.

Ohio River Bridge, between Illinois and Ballard:

Passenger Trains.....	15 Miles Per Hour
Freight Trains.....	15 Miles Per Hour
Freight Trains handling derricks....	10 Miles Per Hour
Engines backing up light or with cars.	10 Miles Per Hour

The following steam locomotives may be used for handling passenger trains, but when handling freight trains, must be operated with the following restrictions:

400-420 None of the first 10 freight cars following the locomotive shall have a gross weight exceeding 80 tons. 450-486 560-568)

Steam locomotives must not be double headed or handled coupled together in trains. When any steam locomotive is handled in trains, it must be separated from any other locomotive or car (exceeding a gross weight of 80 tons) by at least ten cars.

Diesel power units must not be double headed with, or coupled together with steam locomotives, except as noted for diesel electric engines 352-353.

Diesel power units may be operated with the following restrictions:

The following Diesel power units may be operated in passenger service only:

100 to 103	) Not more than three power units may be coupled together.
100A to 103A	
270 to 272	
280-281	
290 to 292	

352-353 ) No restriction as to number of units coupled together.

The following diesel power units may be used for operating passenger trains, or freight trains, but when operating freight trains, none of the first 10 cars following these units shall have a gross weight exceeding 80 tons:

10 to 24	) Not more than 3 power units may be coupled together.
1001 to 1012	
1200	
B1 to B33	

B60 to B74	) Not more than 4 power units may be coupled together.
50 to 59	
B80 to B82	
661 to 664	
700 to 754	
800A to 813A	

800B to 812B	) Not more than 4 power units may be coupled together.
880A to 885A	
880B to 882B	
1501 to 1518	
1900	
1102 to 1117	
1120 to 1127	

Diesel power units may be hauled in trains, but not operating, with the following restrictions:

The following diesel power units must be separated from any car exceeding a gross weight of 80 tons; locomotive or other diesel power units, by at least 10 cars.

100 to 103	) Not more than 3 units may be coupled together.
100A to 103A	
270 to 272	
280-281	
290 to 292	

10 to 24	) Not more than 4 units may be coupled together.
1001 to 1012	
1200	
B1 to B33	
50 to 59	
B60 to B74	

B80 to B82	) Not more than 4 units may be coupled together.
700 to 754	
800A to 813A	
800B to 812B	
880A to 885A	
880B to 882B	
1501 to 1518	
1900	
1102 to 1117	
661 to 664	

1120 to 1127	) No restriction as to position in train.
352-353	

It is permissible to operate not more than 4 units of the following classes of diesels coupled together, either operating (live), or non-operating (being moved dead), but they must be separated from any car exceeding a gross weight of 80 tons, or any other locomotive or any other diesel power units, by at least 10 cars:

The 4-unit combination may comprise any combination of operating (live) units with non-operating (dead) units; that is, one operating unit with 3 non-operating units; 2 operating units with 2 non-operating units; or 3 operating units with one non-operating unit.

B1 to B33	) The 4-unit combination may comprise any combination of operating (live) units with non-operating (dead) units; that is, one operating unit with 3 non-operating units; 2 operating units with 2 non-operating units; or 3 operating units with one non-operating unit.
50 to 74	
B60 to B70	
B80 to B82	
700 to 754	
800A to 813A	

800B to 812B	) The 4-unit combination may comprise any combination of operating (live) units with non-operating (dead) units; that is, one operating unit with 3 non-operating units; 2 operating units with 2 non-operating units; or 3 operating units with one non-operating unit.
880A to 885A	
880B to 882B	
1501 to 1518	
1900	
1102 to 1117	
661 to 664	
1120 to 1127	

Any car exceeding 105 tons gross weight, must be separated by at least 10 cars from any locomotive, or any other car exceeding a gross weight of 80 tons.

Any ore car, with a length less than 25'-0" between pulling faces, and exceeding a gross weight of 50 tons, must be separated by at least 10 cars:

(a) From any locomotive;

(b) From any car exceeding a gross weight of 80 tons;

(c) From any other ore car with a length less than 25'-0" between pulling faces, exceeding a gross weight of 50 tons.

**SPECIAL INSTRUCTIONS—Continued**

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

Diesel-electric engines, diesel-electric motor cars, steam locomotives, 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 Pass. Diesel Engines.....	6"	5 mph
Ingalls Combination Engine.....	6"	5 mph
Alco Diesel Engines, 352, 353.....	5"	5 mph
Alco Passenger, Freight & 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
Steam Locomotives.....	24"	3 mph

All trains will observe speed restrictions indicated by Diamond Boards.

**No. 12. AUTHORIZED DIESEL OPERATION:**

All classes of GM&O diesel-electric engines may be operated over the territory E. St. Louis to Okolona.

**No. 13. SIGNALS APPROACHING HIGHWAY CROSSINGS:**

The attention of enginemen and firemen 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 for a distance of one mile before reaching any depot or station.

**No. 14. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:**

Station No.	Name	Mile Post	Car Capacity	Opens
574	Campbell Hill.....	574.18	12	North
544	Pomona.....	543.99	10	South
517	Elco.....	517.22	12	South
480	Laketon.....	479.88	10	North
459	Moscow.....	459.40	12	Double
438	Crockett.....	437.92	26	Double
391	Gilmore.....	391.07	10	Double
313	Thrashers.....	313.47	10	Double
303	Wheeler.....	302.51	28	Double
292	Guntown.....	292.34	35	Double
275	Verona.....	274.73	23	Double
269	Shannon.....	269.33	23	Double
266	Chickasaw.....	266.09	2	North

**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 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."

No. 16. North cross-over switch at Eden will be known and used as North siding switch.

Nos. 11 and 12 will use track No. 1 at Jackson.

**No. 17. INSTRUCTIONS REGARDING INTERLOCKING AND BLOCK SIGNAL TERRITORY:**

**DEFINITIONS:**

**MEDIUM SPEED.**—A speed not exceeding thirty (30) miles per hour.

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

Rule 502(a) of Rules for the Government of the Operating Department is revised to read: "Grade signals are indicated by the letter "G" mounted on the mast below the signal. Trains may pass, without stopping, a Grade signal indicating "Stop"; but must proceed at restricted speed through the entire block as prescribed by Rule 509(a)".

**MURPHYSBORO DISTRICT—TOLSON-NORTH CAIRO**

Automatic block signal system, and power operated switches at both ends of sidings, is in effect between Murphysboro and Davis.

Northbound 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.

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

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

Northbound trains to hold main track at Bixby will call for signal by one long and one short sound of the whistle, and will be governed by upper arm of interlocking home signal located south of the crossing.

Northbound trains to take siding at Bixby will call for signal by four short sounds of the whistle, and will be governed by interlocking home signal located south of the crossing.

Southbound trains holding main track at Bixby will call for signal by one long and one short sound of the whistle, and will be governed by interlocking home signal located north of crossing.

Southbound trains on siding at Bixby will call for signal by four short sounds of whistle, and will be governed by dwarf signal located at south end of siding.

The movement of trains and engines between North Cairo and Davis will be governed by interlocking signals, without requiring the use of train orders, and their indications supersede timetable superiority, but do not dispense with the use or observance of other signals whenever and wherever they may be required. Trains and engines moving within this territory must not exceed a speed of twenty (20) miles per hour. These signal indications do not relieve trains or engines from complying with the provisions of Rule 93 within the yard limits of Davis.

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.

**JACKSON DISTRICT-NORTH CAIRO-WINFORD JUNCTION**

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 observation 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 signals at Illinois or Ballard will communicate with train dispatcher at Carbondale.

Telephone located at switch.

**OKOLONA DISTRICT—ISELIN-OKOLONA**

Interlocking signals govern the movement of trains and engines between Iselin and Iselin Junction, without requiring the use of train orders, and their indications supersede timetable superiority, but do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

**SPECIAL INSTRUCTIONS—Concluded**

**SPEED TABLE**

Automatic block signal system is in effect between Ruslor Junction and Iselin Junction.

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

G. M. & O. trains must approach Perry and Ruslor Junction 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 Perry and Ruslor Junction 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 Perry or Ruslor Junction will be handed clearance by operator with check of overdue superior trains. All trains to be registered at Perry and Ruslor Junction by conductors handing operator register slip who will personally make entry in the register. Operators at Perry and Ruslor Junction 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.

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

**HOLDING TRAINS FOR CONNECTIONS  
FOR REPORTED REVENUE PASSENGERS**

**ARTESIA, MISS.—No. 16 will wait 30 minutes for No. 116 when passengers are reported for points north of Okolona.**

**No. 115 will wait one hour and thirty minutes for No. 15 when passengers are reported for points beyond Tuscaloosa, and one hour when passengers are reported for Tuscaloosa and points north.**

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		

W. W. WILSON, Road Foreman of Engines, Okolona, Miss.  
 R. M. SEEVERS, Road Foreman of Engines, Corinth, Miss.  
 L. P. PARKER, Road Foreman of Engines, Murphysboro, Ill.  
 R. JEFFERIES, Road Foreman of Engines, Jackson, Tenn.  
 J. P. HANCOCK, Road Foreman of Engines, Jackson, Tenn.  
 J. N. SANDERS, Genl. Road Foreman of Engines, Meridian, Miss.  
 J. L. WILLETTS, Extra Dispatcher, Jackson, Tenn.  
 W. C. POOLE, Extra Dispatcher, Jackson, Tenn.  
 C. W. RICHARDSON, Dispatcher, Jackson, Tenn.  
 W. P. ALVIS, Dispatcher, Jackson, Tenn.

SPECIAL INSTRUCTIONS

SPEED TABLE

Table with columns for Miles per Hour and Time per Mile. It lists various speed limits and corresponding times for different distances.

- List of personnel including W. R. BARR, J. T. LOVORN, W. M. ROGAN, G. N. FISHER, F. D. ALLMAN, C. E. RILEY, J. M. DOOLITTLE, H. F. MURPHY, J. A. MILAM, S. H. RICHARDSON, S. A. DICKSON, H. E. HANSON, R. C. THOMASON, H. C. SULLIVAN, H. C. WILSON, M. ALVIS, H. L. HARRIS, E. L. McCONNELL, D. M. CRENSHAW, G. R. KELLY, R. A. STEPHENS, W. A. BITTLE, G. W. GOOGE, J. E. LUTON, B. C. ELLIS, W. P. ALVIS, C. W. RICHARDSON, W. C. POOLE, J. L. WILLETT, J. N. SANDERS, J. P. HANCOCK, R. JEFFERIES, L. P. PARKER, R. M. SEAVERS, W. W. WILSON.

No. 16. EXTRACT FROM... It shall be considered as no engine into or of speed than three of a train, or engine and within fifty feet before it reaches... No. 17. North cross-over switch at Eden will be known and used as North siding switch.

No. 17. INSTRUCTIONS REGARDING INTERLOCKING AND BLOCK SIGNAL TERRITORY.

DEFINITIONS: MEDIUM SPEED—A speed not exceeding thirty (30) miles per hour. RESTRICTED SPEED—Proceed not exceeding fifteen (15) miles per hour, prepared to stop at any time, or switch not properly indicated to look out for block signals.

Automatic block signal system... Junction will indicate "STOP" and must be changed within the view of approaching train.

Order signal indicates one block... Proceed and will call for signal by order signal.

In case of engine failure... HOLDING TRAIN FOR REPORTED... ARRESTA MISS—No. 10

North Cairo block signal... Telephone located at switch.

OKOLONA DISTRICT—ISELIN-OKOLONA

Interlocking signals govern the movement of trains and engines between Iselin and Iselin Junction, with the exception of the use of train orders, and their individual and double-track expectations but do not be not be the use or observance of other signals whenever and wherever they may be required.

# SAFETY FIRST 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 poles when pulling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawers 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 ash-pits or inspection pits 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 brakemen 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.

Trainmen and other employees having to do with switching of Rebel Coaches must bear in mind that there is no clearance afforded between the buffers and they must stand clear of the track when coupling this equipment.

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## PRECAUTIONS

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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 ash-pits or inspection pit tracks, until assured no one is working on or about them.

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