

**MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION
ST. LOUIS, MO.**

H. J. Mohler, President

The Names and Locations of Local and Dispensary Surgeons

E. K. Guinn.....	Okolona, Miss.
R. G. Hendrick.....	Okolona, Miss.
G. W. Bounds.....	Shannon, Miss.
H. J. Kellum, Jr.....	Tupelo, Miss.
G. L. Brown.....	Tupelo, Miss.
Robt. D. Kirk.....	Tupelo, Miss.
A. C. McCully.....	Salttillo, Miss.
R. B. Caldwell.....	Baldwyn, Miss.
W. H. Sutherland.....	Booneville, Miss.
W. H. Anderson.....	Booneville, Miss.
R. B. Cunningham.....	Booneville, Miss.
C. W. Norwood.....	Corinth, Miss.
Frank M. Davis.....	Corinth, Miss.
Jesse T. Davis.....	Corinth, Miss.
Montie E. Smith.....	Selmer, Tenn.
Oscar M. McCallum.....	Henderson, Tenn.
D. C. King.....	Henderson, Tenn.
H. W. Thomas.....	Henderson, Tenn.
D. L. Brint.....	Bemis, Tenn.
J. R. Thompson.....	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.
Geo. E. Spangler.....	Humboldt, Tenn.
E. C. Crafton.....	Trenton, Tenn.
F. Douglas.....	Dyer, Tenn.
Wm. F. Bell.....	Rutherford, Tenn.
Alden Gray.....	Kenton, Tenn.
M. A. Blanton, Jr.....	Union City, Tenn.
B. O. Garner.....	Union City, Tenn.
Thos. T. Brackin, Jr.....	Bardwell, Ky.
Fay S. Comer.....	Cairo, Ill.
Flint Bondurant.....	Cairo, Ill.
B. S. Hutcheson.....	Cairo, Ill.
J. K. Rosson.....	Tamm, Ill.
W. A. Schroeder.....	Anna, Ill.
E. R. Esposito.....	Murphysboro, Ill.
W. J. Borgsmiller.....	Murphysboro, Ill.
J. A. Weatherly.....	Murphysboro, Ill.
Jos. A. Petrazio.....	Ava, Ill.
H. F. Busse.....	Campbell Hill, Ill.
C. O. Boynton.....	Sparta, Ill.
L. T. Mattingly.....	Red Bud, Ill.
J. A. Werth.....	Waterloo, Ill.
G. Dundon.....	Columbia, Ill.
Frederick W. Gebhart.....	Columbia, Ill.
J. W. Compton.....	E. St. Louis, Ill.
V. P. Siegel.....	E. St. Louis, Ill.
J. O. Gordon.....	Memphis, Tenn.
J. E. Cox.....	Memphis, Tenn.
H. S. Rhea, Asst. Res. Surg.....	Memphis, Tenn.

The Names and Locations of Veterinarians

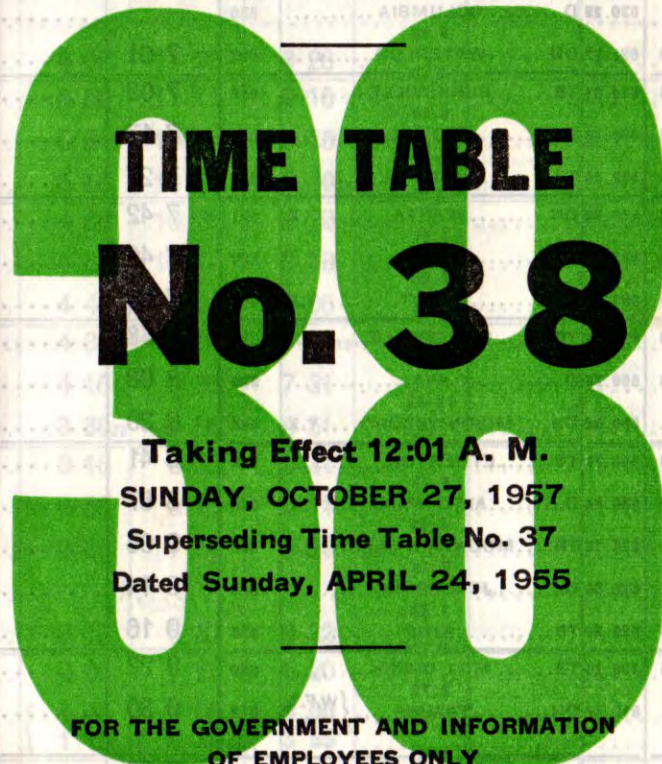
Charles Wright.....	Local Veterinarian.....	Jackson, Tenn.
W. L. Stroup.....	Local Veterinarian.....	Corinth, Miss.
J. T. Alston.....	Local Veterinarian.....	Tupelo, Miss.

The Names and Locations of Watch Inspectors

R. P. Wiggins.....	St. Louis, Mo.
Zerweck Jewelry Co.....	East St. Louis, Ill.
Miss Ethel Smith.....	Murphysboro, Ill.
F. D. Allman.....	Tamm, Ill.
Sanders Jewelry Co.....	Cairo, Ill.
Overall Jewelry Co.....	Union City, Tenn.
Paul Crider.....	Humboldt, Tenn.
I. L. Grady.....	Jackson, Tenn.
Galbriths Jewelry Co.....	Henderson, Tenn.
Little Jewelry Co.....	Corinth, Miss.
Riley Jewelry Co.....	Tupelo, Miss.
A. F. Massing.....	Okolona, Miss.

Gulf, Mobile and Ohio R. R.

NORTHERN DIVISION



**Taking Effect 12:01 A. M.
SUNDAY, OCTOBER 27, 1957
Superseding Time Table No. 37
Dated Sunday, APRIL 24, 1955**

**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** General Manager.
- P. B. BRIDGES**, Ass't. General Manager.
- C. E. LANHAM**, Gen. Supt. Transportation.
- W. H. FORLINES**, SuperIntendent.
- S. G. THOMASON**, Superintendent.
- R. B. McALPIN**, Rules Director.

MURPHYSBORO DISTRICT—Southward

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS		
					15	The Rebel Mail and Express	29	33	31
							Manifest Freight	Manifest Freight	Manifest Freight
							Daily	Daily	Daily
PM	AM	PM	PM						
	648.70	ST. LOUIS (Union Station)	S 3	L 6 00					
	645.58	E. ST. LOUIS (Relay Depot)	646	s 6 18					
Yd.	642.66	DN.....TOLSON.....	642	6 35	L 12 45	L 12 30	L 7 10		
80	838.11	TB...EAST CARONDELET.....	638	6 41	12 55	12 40	7 20		
	833.25	TB.....BIXBY.....	633	6 47	1 05	12 50	7 30		
	830.29	D.....COLUMBIA.....	630						
99	621.77	DN.....WATERLOO.....	622	7 01	1 30	1 15	7 55		
	616.61	TB.....BURKSVILLE.....	617	7 08	1 40	1 25	8 05		
	608.33	D.....RED BUD.....	608	7 17	1 55	1 40	8 20		
105	599.59	TB.....BALDWIN.....	600	7 27	2 10	1 55	8 40 ³⁰		
24	590.90	DN.....SPARTA.....	591	s 7 42	2 25	2 10	8 55		
125	589.31	TB.....EDEN.....	589	7 46	2 29	2 13	9 00		
72	581.43	D.....PERCY.....	581	7 55	2 42	2 26	9 13		
109	578.65	TB.....WILLISVILLE.....	579	7 58 ³⁰	2 47	2 31	9 18		
78	569.75	D.....AVA.....	570	8 08	3 04	2 48	9 35		
Yd.	555.32	DN...MURPHYSBORO...Y.X.	555	s 8 30	3 30 ²⁸	3 13	10 00		
98	548.77	TB.....ETHERTON.....	549	8 41	3 42	3 25	10 12		
112	539.64	D.....ALTO PASS.....	540	8 57	4 00	3 45	10 32		
70	535.19	TB...MOUNTAIN GLEN.....	535	9 05	4 12	3 57	10 44		
	528.00	D.....JONESBORO.....	528	9 14					
106	526.37	TB.....KING.....	526	9 16	4 30 ¹⁶	4 13	11 00		
95	520.25	TB.....MILL CREEK.....	520	9 22	4 40	4 23	11 10		
Yd.	512.47	DN.....TAMMS.....	512	9 30	{ 5 00 6 30 ³²	{ 4 45 5 30 ³⁰	{ 11 25 12 05		
98	507.00	TB.....HODGES' PARK.....	507	9 36	6 40	5 40	12 15		
175	497.33	TB.....DAVIS.....	497	9 47	7 00	6 00	12 35 ²⁸		
	496.79	DN...NORTH CAIRO...W.	496	A 9 50	A 7 05	A 6 05	A 12 40		
				PM	AM	PM	AM		
				15	29	33	31		
				Daily	Daily	Daily	Daily		

DESTROY ALL TIME TABLES OF PREVIOUS DATE

Local Vendors... Local Vendors... Local Vendors...

The Names and Locations of Station Inspectors

- St. Louis, Mo.
- East St. Louis, Ill.
- Marion, Ill.
- Carroll, Ill.
- Union City, Tenn.
- Hammond, Tenn.
- London, Tenn.
- Hammond, Tenn.
- Clinton, Miss.
- Troy, Miss.
- Osborne, Miss.

- B. V. BODIE General Manager.
- P. B. BRIDGES, Asst. General Manager.
- C. E. LANHAM, Gen. Supt. Transportation.
- W. H. FORLINES, Superintendent.
- S. G. THOMSON, Superintendent.
- R. E. McALPIN, Rules Director.

MURPHYSBORO DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957		STATION Numbers		FIRST CLASS			SECOND CLASS					
		STATIONS		Station Numbers	16 <i>The Rebel</i> Mail and Express	28	32	30	Manifest Freight	Manifest Freight	Manifest Freight			
												Daily	Daily	Daily
												AM	AM	PM
	648.70	ST. LOUIS (Union Station)	S 3	A 8 15										
	645.58	E. ST. LOUIS (Relay Depot)	646	s 7 45										
Yd.	642.66	DN.....TOLSON.....	642	7 22	A 7 00	A 12 20	A 10 25							
80	638.11	TB...EAST CARONDELET.....	638	7 15	6 41	11 57	10 05							
125	633.25	TB.....BIXBY.....	633	7 09	6 31	11 47	9 55							
	630.29	D.....COLUMBIA.....	630											
99	621.77	DN.....WATERLOO.....	622	6 52	6 02	11 23	9 26							
115	616.51	TB.....BURKSVILLE.....	617	6 45	5 52	11 13	9 16							
113	608.33	D.....RED BUD.....	608	6 34	5 34	10 55	8 58							
105	599.59	TB.....BALDWIN.....	600	6 24	5 16	10 36	8 40 ³¹							
24	590.90	DN.....SPARTA.....	591	s 6 13	4 58	10 18	8 22							
125	589.31	TB.....EDEN.....	589	6 08	4 54	10 14	8 18							
72	581.43	D.....PERCY.....	581	5 58	4 40	10 01	8 05							
109	578.66	TB.....WILLISVILLE.....	579	5 54	4 33	9 54	7 58 ¹⁵							
78	569.75	D.....AVA.....	570	5 43	4 15	9 36	7 31							
Yd.	555.32	DN...MURPHYSBORO... Y.X.	555	s 5 23	3 30 ²⁹	8 56	6 51							
98	548.77	TB.....ETHERTON.....	549	5 08	3 15	8 36	6 31							
112	539.64	D.....ALTO PASS.....	540	4 53	2 56	8 16	6 11							
70	535.19	TB...MOUNTAIN GLEN.....	535	4 43	2 36	7 56	5 51							
...	528.00	D.....JONESBORO.....	528	4 32										
106	526.37	TB.....KING.....	526	4 30 ²⁹	2 17	7 37	5 32							
95	520.25	TB.....MILL CREEK.....	520	4 24	2 05	7 25	5 20							
Yd.	512.47	DN.....TAMMS.....	512	4 16	{ 1 45 1 15	{ 7 05 6 30 ²⁹	{ 5 00 3 55 ³³							
98	507.00	TB...HODGES' PARK.....	507	4 08	12 55	6 10	3 35							
175	497.33	TB.....DAVIS.....	497	3 59	12 35 ³¹	5 50	3 15							
...	496.79	DN...NORTH CAIRO... W.	496	L 3 55 AM	L 12 25 AM	L 5 45 AM	L 3 10 PM							
				16 Daily	28 Daily	32 Daily	30 Daily							

JACKSON DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957		Station Numbers	FIRST CLASS				SECOND CLASS		
		STATIONS			15				31	29	33
					<i>The Rebel</i> Mail and Express				Manifest Freight	Manifest Freight	Manifest Freight
		Daily					Daily	Daily	Daily		
	496.79	DN.....	NORTH CAIRO.....W.	496	L 9 58				L 12 40	L 7 05	L 6 05
		VIA ILLINOIS CENTRAL 11.79									
	486.00	.....	WINFORD JUNCTION.....	486	10 18				1 09	7 34	6 34
			0.67								
160	484.33	DN.....	WINFORD.....	484	10 19				1 10	7 35	6 35
			13.99								
172	470.34	TB.....	COLUMBUS.....	470	10 35				1 36	8 03	7 01
			14.19								
125	466.16	TB.....	CAYCE.....	466	10 51 ²⁸				2 02	8 30	7 27
			9.50								
142	446.66	DN.....	UNION CITY.....Y.X.	447	s 11 08				2 33 ¹⁶	8 50	7 48
			4.44								
118	442.21	DN.....	RIVES.....X.	442	11 14				2 55	9 05	7 58
			11.14								
115	431.07	TB.....	KENTON.....	431	11 26				3 15 ³²	9 25	8 18
			5.69								
66	426.38	D.....	RUTHERFORD.....	426	11 32				3 25	9 35	8 28
			4.23								
70	421.15	D.....	DYER.....	421	11 37				3 33	9 45	8 36
			6.89								
146	414.26	DN.....	TRENTON.....	414	s 11 46				3 45	10 02	8 52 ²⁸
			11.05								
120	403.21	DN.....	HUMBOLDT.....Y.X.	403	s 12 06				4 10	10 40	9 15
			9.71								
143	393.50	TB.....	CARROLL.....	394	12 18				4 30	11 00 ³⁰	9 35
			7.44								
Yd.	386.06	DN.....	JACKSON.....X.	386	A 12 35				4 45	11 15	9 55
			1.80								
Yd.	384.26	DN.....	ISELIN.....	384					A 5 00	A 11 30	A 10 10
			W.F. Y.S.						AM	AM	PM
					AM				31	29	33
					Daily				Daily	Daily	Daily

JACKSON DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957			Station Numbers	FIRST CLASS			SECOND CLASS			
		STATIONS				16			32	30	28	
						<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight	Manifest Freight	
						Daily			Daily	Daily	Daily	
						AM			AM	PM	AM	
	496.79	DN.....	NORTH CAIRO....W.	496	A	3 48	.....	.....	A 5 45	A 3 10	A 12 25	.....
			VIA ILLINOIS CENTRAL 11.79									
	485.00	.....	WINFORD JUNCTION.....	485		3 26	.....	.....	5 15	2 40	11 53	.....
			0.67									
150	484.33	DN.....	WINFORD.....	484		3 25	.....	.....	5 14	2 39	11 52	.....
			13.99									
172	470.34	TB.....	COLUMBUS.....	470		3 07	.....	.....	4 45	2 10	11 23	.....
			14.19									
125	456.15	TB.....	GAYCE.....	456		2 49	.....	.....	4 18	1 38	10 51 ¹⁵	.....
			9.50									
142	446.65	DN.....	UNION CITY.....Y.X.	447	S	2 33 ³⁷	.....	.....	3 50	1 15	10 10	.....
			4.44									
115	442.21	DN.....	RIVES.....X.	442		2 28	.....	.....	3 35	12 55	9 50	.....
			11.14									
115	431.07	TB.....	KENTON.....	431		2 15	.....	.....	3 15 ³⁷	12 35	9 27	.....
			5.69									
65	425.38	D.....	RUTHERFORD.....	426		2 09	.....	.....	3 01	12 25	9 17	.....
			4.23									
70	421.15	D.....	DYER.....	421		2 04	.....	.....	2 53	12 15	9 07	.....
			6.89									
145	414.26	DN.....	TRENTON.....	414	S	1 51	.....	.....	2 41	12 03	8 52 ³³	.....
			11.05									
120	403.21	DN.....	HUMBOLDT.....Y.X.	403	S	1 36	.....	.....	2 20	11 35	8 30	.....
			9.71									
143	393.50	TB.....	CARROLL.....	394		1 25	.....	.....	2 00	11 00 ²⁹	8 00	.....
			7.44									
Yd.	386.06	DN.....	JACKSON.....X.	386	L	1 15	.....	.....	1 45	10 45	7 45	.....
			1.80									
Yd.	384.26	DN.....	ISELIN.....	384			.....	.....	L 1 30	L 10 30	L 7 30	.....
						AM			AM	AM	PM	
						16			32	30	28	
						Daily			Daily	Daily	Daily	

JACKSON DISTRICT—Northward
OKOLONA DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957		Station Numbers	FIRST CLASS			SECOND CLASS						
		STATIONS	The Rebel Mail and Express		15	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	AM	PM	AM	PM	AM	PM								
Yd.	386.06	DN.....	JACKSON.....	X.	386	L 12 55 ¹⁶								
			1.80											
Yd.	384.26	DN.....	ISELIN.....	{ W.F. Y.S.	384	1 00			L 8 00	L 12 20				
			0.90											
	383.36	TB.....	ISELIN JUNCTION.....		383	1 01			8 02	12 22				
			1.55											
	381.81	DN.....	PERRY.....		382	1 03	L 3 07	L 5 18	8 07	12 27	L 5 55	L 3 25		
			0.60											
83	381.21	.....	FOX.....		381	1 04	3 08	5 19	8 08	12 28	5 56	3 26		
			6.50											
158	374.71	TB.....	PINSON.....		375	1 12	3 15	5 25 ²⁸	8 25	12 45	6 09	3 39		
			5.83											
94	368.88	D.....	HENDERSON.....		369	f 1 18 ⁷⁴	3 21	5 31	8 35	12 55	6 20	3 50		
			6.44											
208	362.44	TB.....	FINGER.....		362	1 26	3 27	5 37	8 50 ⁷²	1 05	6 32	4 02		
			9.80											
100	352.64	TB.....	BETHEL SPRINGS.....		353	1 36	3 37	5 47	9 12 ⁵²	1 22	6 50	4 25 ²⁸		
			4.69											
125	347.85	D.....	SELMER.....		348	s 1 43	3 42	5 52	9 30	1 34	6 57	4 31		
			7.16											
175	340.79	TB.....	RAMER.....		341	1 52	3 50 ³⁰	5 59	9 43	1 49	7 10	4 44		
			10.28											
.....	330.61	DN.....	RUSLOR JUNCTION.....		331	2 03	A 4 02	A 6 11	10 03	2 07	A 7 30	A 5 00		
			1.66											
Yd.	328.85	DN.....	CORINTH.....	{ F.Y. X.S.	329	s 2 15			10 40	2 40				
			5.28											
85	323.57	TB.....	JOBES.....		324	2 21			10 50	2 50				
			6.90											
175	316.67	TB.....	RIENZI.....		317	2 29 ³⁰			11 02	3 02 ²⁸				
			8.10											
75	308.67	D.....	BOONEVILLE.....		309	s 2 42			11 20	3 20				
			11.17											
88	297.40	D.....	BALDWYN.....		297	f 2 56			11 42	3 42				
			9.87											
175	287.53	TB.....	SALTILLO.....		287	3 08			12 02	4 02				
			8.53											
66	279.00	DN.....	TUPELO.....	X.	279	s 3 35			12 30	4 30				
			7.47											
127	271.53	TB.....	GLEN.....		272	3 44			12 45	4 45				
			10.10											
Yd.	261.43	DN.....	OKOLONA.....	{ W.F. T.Y.	261	A 3 56			A 1 15 ²⁸	A 5 15				
						AM	AM	PM	PM	PM	AM	PM		
						15	9	53	31	29	77	75		
						Daily	Daily	Daily	Daily	Daily	Daily	Daily		

OKOLONA DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 38 In Effect October 27, 1957	STATIONS	Station Numbers	FIRST CLASS				SECOND CLASS			
					16	52	10	30	28	74	72	
					<i>The Rebel</i> Mail and Express	Illinois Central	Illinois Central	Manifest Freight	Manifest Freight	Illinois Central	Illinois Central	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	
					AM	AM	AM	AM	PM	AM	AM	
Yd.	386.06	DN.....	JACKSON.....	X. 386	A 12 55 ¹⁵							
			1.80									
Yd.	384.26	DN.....	ISELIN.....	{ W.F. 384	12 42			A 5 40	A 6 00			
			0.90	{ Y.S.								
	383.36	TB.....	ISELIN JUNCTION.....	383	12 41			5 33	5 55			
			1.55									
	381.81	DN.....	PERRY.....	382	12 39	A 9 42	A 12 03	5 28	5 50	A 1 45	A 9 32	
			0.60									
83	381.21	.....	FOX.....	381	12 38	9 41	12 02	5 27	5 45	1 44	9 31	
			6.50									
158	374.71	TB.....	PINSON.....	375	12 31	9 34	11 55	5 15	5 25 ⁵³	1 28	9 15	
			5.83									
84	368.88	D.....	HENDERSON.....	369	12 25	9 28	11 49	5 05	5 09	1 18 ¹⁵	9 02	
			6.44									
208	382.44	TB.....	FINGER.....	382	12 18	9 22	11 43	4 50	4 54	12 55	8 50 ³⁷	
			9.80									
100	352.64	TB.....	BETHEL SPRINGS.....	353	12 08	9 12 ³¹	11 33	4 30	4 25 ⁷⁵	12 35	8 25	
			4.69									
125	347.95	D.....	SELMER.....	348	12 03	9 07	11 28	4 20	4 18	12 25	8 15	
			7.16									
175	340.79	TB.....	RAMER.....	341	11 54	9 00	11 20	3 50 ⁹	4 03	12 10	7 58	
			10.28									
....	330.51	DN.....	RUSLOR JUNCTION.....	331	11 43	L 8 49	L 11 08	3 25	3 45	L 11 55	L 7 40	
			1.66									
Yd.	328.85	DN.....	CORINTH.....	{ F.Y. 328	11 40			3 20	3 40			
			5.28	{ X.S.								
85	323.57	TB.....	JOBES.....	324	11 22			2 45	3 14			
			6.90									
175	316.67	TB.....	RIENZI.....	317	11 15			2 29 ¹⁵	3 02 ²⁹			
			8.10									
75	308.57	D.....	BOONEVILLE.....	309	11 04			2 07	2 45			
			11.17									
88	297.40	D.....	BALDWIN.....	297	10 48			1 45	2 23			
			9.87									
175	287.53	TB.....	SALTILLO.....	287	10 36			1 30	2 05			
			8.53									
66	279.00	DN.....	TUPELO.....	X. 279	10 25			1 15	1 50			
			7.47									
127	271.53	TB.....	GLEN.....	272	9 58			1 00	1 35			
			10.10									
Yd.	261.43	DN.....	OKOLONA.....	{ W.F. 261	L 9 45			L 12 40	L 1 15 ³⁷			
				{ T.Y.		AM	PM	AM	PM	PM	AM	
					16	52	10	30	28	74	72	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	

STANDARD-CLOCKS

ST. LOUIS: Union Station, Tannum Yard Office, Jackson Yard Office, Venable Roundhouse, Tolson Yard Office, North Cairo Station, Jackson Yard Office, North Cairo Yard Office.

TAMMUN: Tannum Yard Office, Jackson Yard Office, Venable Roundhouse, Tolson Yard Office, North Cairo Station, Jackson Yard Office, North Cairo Yard Office.

OKOLONA: North Cairo Yard Office, Jackson Yard Office, Venable Roundhouse, Tolson Yard Office, North Cairo Station, Jackson Yard Office, North Cairo Yard Office.

Within Yard Limits of Okolona

Within Yard Limits of Jackson-Iselin

Between I. C. Crossing East St. Louis and Tolson Yard Office

Units which are designated by triangle 2-7 hours

All first class trains must move with caution within the following specified blocks:

Northern

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.
 No. 15 must secure clearance before leaving Tolson.
 All trains except first class, 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. North cross-over switch at Eden will be known and used as North siding switch.
 Unless otherwise provided, northbound trains taking siding at Iselin will head in at the south switch at Iselin, and southbound trains taking siding at Iselin will head in through the crossover just south of signal 384-9.
 Northward train leaving Iselin to meet southward train in Jackson Yard will not pass Madison Street until the southward train shows up.

No. 6. 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 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. 7. YARDS:

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

No. 8. CONDITIONAL STOPS:

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

No. 9. RAILROAD CROSSINGS:

		Maximum Speed	
		Passenger	Freight
Interlocked:			
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	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
N. Y. C.	—Between Mile Posts L-3 and L-4
L. & N.	—Humboldt

Gates:

L. & N.—Union City

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

No. 10. WATER STATIONS:

Venice	Jackson
Tolson	Iselin
Tamms	Corinth
North Cairo	Okolona

No. 11. FUEL STATIONS:

Venice	Corinth
Tamms	Okolona
Iselin	

No. 12. BULLETIN BOARDS:

St. Louis Union Station	North Cairo Trainmen Room
Venice, Yard Office	Jackson
Venice, Roundhouse	Iselin Yard Office
Tolson Yard Office	Iselin Round House
Tamms Yard Office	Corinth
North Cairo Opr. Office	Okolona

No. 13. STANDARD CLOCKS:

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

All first class trains must move with caution within the following specified limits, which are designated by triangular SI-7 boards:

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

Within Yard Limits at Jackson-Iselin.

Within Yard Limits at Okolona.

Within the limits specified above, the main track may be used without protecting 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.

SPECIAL INSTRUCTIONS—Continued

No. 14. MAXIMUM SPEED RESTRICTIONS:

Between E. St. Louis and Okolona.	}	Diesel-Electric	
		Passenger (Absolute Maximum)	59 MPH
		Steam Passenger	55 MPH
		Diesel-Electric Motor Cars	55 MPH
		Freight	40 MPH

Exceptions:

Between Murphysboro and Jonesboro.	}	Diesel-Electric	
		Passenger	60 MPH

Between Jonesboro and Davis, between Ballard and Wickliffe SOUTHWARD Track, and between Perry and Ruslor Jct.	}	Diesel Electric	
		Passenger	70 MPH

Between north switch Davis and North Cairo.	}	Trains and Engines	20 MPH
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Between Winford Jct. MP 373.5 and MP 368.5 NORTHWARD Track.	}	Passenger Trains	60 MPH
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From MP 368.5 to MP 364.5, Ballard — NORTHWARD Track.	}	Passenger Trains	40 MPH
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Between Wickliffe and Winford Jct., MP 373.5 SOUTHWARD Track.	}	Passenger Trains	60 MPH
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Through switches MP 368.6 and MP 369.5 SOUTHWARD Movement.	}	Passenger Trains	40 MPH
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Between Illinois and Ballard, over Ohio River Bridge.	}	Trains and Engines	20 MPH
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Trains having hot boxes must be stopped before moving on Ohio River Bridge and proper attention given to such boxes before proceeding.

Trains using turnout 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

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

Towing diesel-electric motor cars.....50 MPH

Operating or towing standard switchers.....25 MPH

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:

No. 14. MAXIMUM SPEED RESTRICTIONS:—Concluded

	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 Passenger, 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:

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. 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
587	Ritter.....	586.50	25	North
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
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
313	Thrashers.....	313.47	10	Double
303	Wheelers.....	302.51	28	Double
292	Guntown.....	292.34	24	Double
275	Verona.....	274.73	23	Double
269	Shannon.....	269.33	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.

SPECIAL INSTRUCTIONS—Continued

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.

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.

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.

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.

A proceed indication of northward absolute signal at south siding switch Murphysboro will be authority for northward trains to proceed on main track to absolute signal at north siding switch and be governed by indication displayed by that signal, if there are no train order or time-table restrictions affecting their movement.

A proceed indication of southward absolute signal at north siding switch Murphysboro will be authority for southward trains to proceed on main track to next absolute signal and be governed by indication displayed by that signal. If southward absolute signal at north siding switch displays Stop-indication, trains must stop and stay until authorized to proceed, except that a southward train taking siding will stop before reaching the signal, line switch for siding and be governed by signal indication.

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.

Northward 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 indication of absolute signal located south of the crossing.

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

Southward 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 indication of absolute signal located north of crossing.

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

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. 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.

SPECIAL INSTRUCTIONS—Concluded

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		

G. R. KELLY, Asst. Supt. Jackson, Tenn.
 R. A. STEPHENS, Asst. Supt. Venice, Ill.
 W. R. BARR, Rules, Examiner. Tuscaloosa, Ala.
 J. P. ELLIOTT, Chf. Yd. Operation. Okolona, Miss.
 W. M. ROGAN, Trainmaster. East St. Louis, Ill.
 M. H. TUCKER, Trainmaster. East St. Louis, Ill.
 F. D. ALLMAN, Trainmaster. Tamms, Ill.
 H. C. SULLIVAN, Trainmaster. Jackson, Tenn.
 H. F. MURPHY, Trainmaster. Jackson, Tenn.
 J. A. MILAM, Asst. Trainmaster. Jackson, Tenn.
 H. E. HANSON, Asst. Trainmaster. Jackson, Tenn.
 S. A. DICKSON, Trainmaster. Corinth, Miss.
 H. D. AJAX, Asst. Trainmaster. Corinth, Miss.
 L. W. BABB, Asst. Trainmaster. Corinth, Miss.
 A. F. MASSING, Trainmaster. Okolona, Miss.
 A. H. BURTON, Trainmaster. Murphysboro, Ill.
 M. ALVIS, Asst. Chief Dispatcher. Murphysboro, Ill.
 W. C. POOLE, Dispatcher. Murphysboro, Ill.

E. L. McCONNELL, Dispatcher. Murphysboro, Ill.
 P. N. McGEE, Dispatcher. Murphysboro, Ill.
 W. A. BITTLE, Chief Dispatcher. Jackson, Tenn.
 G. W. GOOGE, Asst. Chief Dispatcher. Jackson, Tenn.
 J. L. WILLETT, Dispatcher. Jackson, Tenn.
 B. C. ELLIS, Dispatcher. Jackson, Tenn.
 W. P. ALVIS, Dispatcher. Jackson, Tenn.
 C. W. RICHARDSON, Dispatcher. Jackson, Tenn.
 A. I. REID, Extra Dispatcher. Jackson, Tenn.
 E. C. TAYLOR, Extra Dispatcher. Jackson, Tenn.
 J. F. ELLIS, Extra Dispatcher. Jackson, Tenn.
 J. N. SANDERS, Genl. Road Foreman of Engines. Meridian, Miss.
 L. P. PARKER, Road Foreman of Engines. Murphysboro, Ill.
 R. M. SEAVERS, Road Foreman of Engines. Murphysboro, Ill.
 J. P. HANCOCK, Road Foreman of Engines. Jackson, Tenn.
 R. JEFFERIES, Road Foreman of Engines. Jackson, Tenn.

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 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 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 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.