

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

The Names and Locations of Local and Dispensary Surgeons

J. E. Harris.....	Okolona, Miss.
E. K. Guinn.....	Okolona, Miss.
R. G. Hendrick.....	Okolona, Miss.
B. T. Gregory.....	Okolona, Miss.
Ross B. Love.....	Tupelo, Miss.
H. J. Kellum, Sr.....	Tupelo, Miss.
Eugene M. Murphey.....	Tupelo, Miss.
A. C. McCully.....	Saltville, Miss.
R. B. Caldwell.....	Baldwyn, Miss.
W. H. Anderson.....	Booneville, Miss.
S. C. Galloway.....	Booneville, Miss.
C. W. Norwood.....	Corinth, Miss.
Frank M. Davis.....	Corinth, Miss.
Jesse T. Davis.....	Corinth, Miss.
T. L. Sweat.....	Corinth, Miss.
D. W. Hamrick, EENT.....	Corinth, Miss.
Montie E. Smith.....	Corinth, Miss.
J. A. Smith.....	Selmer, Tenn.
Oscar M. McCallum.....	Selmer, Tenn.
D. C. King.....	Henderson, Tenn.
J. H. Booth.....	Henderson, Tenn.
Geo. B. Hubbard.....	Jackson, Tenn.
L. B. Myhr.....	Jackson, Tenn.
W. T. Fitta.....	Jackson, Tenn.
Leland M. Johnson.....	Jackson, Tenn.
Paul E. Wylie.....	Jackson, Tenn.
J. H. Chandler.....	Jackson, Tenn.
George Harvey.....	Jackson, Tenn.
Hudson Brooks, Jr., EENT.....	Jackson, Tenn.
G. H. Berryhill, EENT.....	Jackson, Tenn.
J. E. Douglas, EENT.....	Jackson, Tenn.
W. T. Melver, EENT.....	Jackson, Tenn.
Geo. E. Spangler.....	Jackson, Tenn.
Wm. H. Roberts, Ophthalmologist.....	Humboldt, Tenn.
E. C. Crafton.....	Humboldt, Tenn.
W. C. McRee.....	Trenton, Tenn.
John W. Ellis.....	Trenton, Tenn.
Wm. F. Bell.....	Dyer, Tenn.
Alden Gray.....	Rutherford, Tenn.
A. H. Gray.....	Kenton, Tenn.
M. A. Blanton, Jr.....	Kenton, Tenn.
B. O. Garner.....	Union City, Tenn.
R. L. Gilliam, EENT.....	Union City, Tenn.
H. E. Tilsworth.....	Union City, Tenn.
Thos. T. Brackin, Jr.....	Clinton, Ky.
Fay B. Comer.....	Bardwell, Ky.
Flint Bondurant.....	Cairo, Ill.
David Vidal.....	Cairo, Ill.
Chas. Ladenheim.....	Percy, Ill.
E. R. Esposito.....	Anna, Ill.
W. J. Borgsmiller.....	Murphysboro, Ill.
J. A. Westberry.....	Murphysboro, Ill.
Joe A. Petrasio.....	Murphysboro, Ill.
H. H. Rodewald, EENT.....	Murphysboro, Ill.
O. Ballesteros.....	Murphysboro, Ill.
W. W. Fullerton.....	Murphysboro, Ill.
L. C. Fiene.....	Sparta, Ill.
L. T. Mattingly.....	Sparta, Ill.
Ralph Kuhlman.....	Red Bud, Ill.
J. A. Werth.....	Red Bud, Ill.
E. F. Maglasong.....	Waterloo, Ill.
Frederick W. Gebhart.....	Columbia, Ill.
E. F. Gaglasong.....	Columbia, Ill.
R. F. Culbertson.....	Columbia, Ill.
J. W. Compton.....	E. St. Louis, Ill.
V. P. Siegel.....	E. St. Louis, Ill.
E. J. Casey, Ophthalmologist.....	E. St. Louis, Ill.
J. O. Gordon.....	E. St. Louis, Ill.
J. E. Cox.....	Memphis, Tenn.
Thomas M. Jackson.....	Memphis, Tenn.
H. Eugene Reese.....	Memphis, Tenn.
John M. Reiser, Res. Surg.....	Memphis, Tenn.
H. S. Rhea, Asst. Res. Surg.....	Memphis, Tenn.
W. Wiggins Wilder, Ophthalmologist.....	Memphis, Tenn.

The Names and Locations of Veterinarians

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

The Names and Locations of Watch Inspectors

R. P. Wiggins.....	St. Louis, Mo.
Zerweck Jewelry Co.....	East St. Louis, Ill.
Miss Elizabeth Penninger.....	Murphysboro, Ill.
H. O. Lewis.....	Tamms, Ill.
E. G. Sims.....	Cairo, Ill.
Overall Jewelry Co.....	Union City, Tenn.
Brodnax-Jackson Jewelers.....	Jackson, Tenn.
Galbriths Jewelry Co.....	Henderson, Tenn.
Little Jewelry Co.....	Corinth, Miss.
Kelley Jewelers.....	Tupelo, Miss.
Whitts Jewelry.....	Okolona, Miss.

Gulf, Mobile and Ohio R. R.

NORTHERN DIVISION

TIME TABLE No. 45

Taking Effect 12:01 A. M.

SUNDAY, APRIL 30, 1967

Superseding Time Table No. 44

Dated Sunday, OCTOBER 27, 1963

**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, Executive Vice President & General Manager.

W. G. HARRISON, Supt. Transportation.

G. R. KELLY, Superintendent.

S. G. THOMASON, Superintendent.

J. L. WILLETT, Rules Examiner.

MURPHYSBORO DISTRICT—Southward

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 45 In Effect April 30, 1967	STATIONS	Station Numbers	SECOND CLASS						
					29		33		31		
					Manifest Freight		Manifest Freight		Manifest Freight		
					Daily	AM	Daily	PM	Daily	PM	
	648.70	ST. LOUIS (Union Station)	649								
	648.88	E. ST. LOUIS (Relay Depot)	648								
Yd.	842.86	DN TOLSON	642	L 12 45		L 12 30		L 7 10			
72	838.11	TB EAST CARONDELET	838	12 55		12 40		7 20			
112	833.25	TB BIXBY	833	1 05		12 50		7 30			
90	830.29	D COLUMBIA	830								
	821.77	D WATERLOO	822	1 30		1 15		7 55			
153	816.81	TB BURKSVILLE	817	1 40		1 25		8 05			
102	808.33	D RED BUD	808	1 55		1 40		8 20			
190	809.59	TB BALDWIN	800	2 10		1 55		8 40 ³⁰			
75	800.90	DN SPARTA	800	2 25		2 10		8 55			
113	809.31	TB EDEN	809	2 29		2 13		9 00			
65	801.43	D PERCY	801	2 42		2 26		9 13			
158	807.85	TB WILLISVILLE	807	2 47		2 31		9 18			
70	809.75	TB AVA	809	3 04		2 48		9 35			
Yd.	808.32	DN MURPHYSBORO	808	3 30 ²⁸		3 13		10 00			
90	848.77	TB ETHERTON	848	3 42		3 25		10 12			
101	839.64	TB ALTO PASS	840	4 00		3 45		10 32			
	828.00	D JONESBORO	828								
120	826.37	TB KING	826	4 30		4 13		11 00			
Yd.	812.47	DN TAMMS	812	5 00 6 30 ³²		4 45 5 30 ³⁰		11 25 12 05			
158	497.33	TB DAVIS	497	7 00		6 00		12 35 ²⁹			
	496.79	DN NORTH CAIRO	496	A 7 05 AM		A 6 05 PM		A 12 40 AM			
				29		33		31			
				Daily		Daily		Daily			

MURPHYSBORO DISTRICT—Northward

TIME TABLE No. 45
In Effect April 30, 1967

SECOND CLASS

Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	SECOND CLASS		
				28	32	30
				Manifest Freight	Manifest Freight	Manifest Freight
				Daily	Daily	Daily
				AM	PM	PM
	648.70	ST. LOUIS (Union Station)..... 3.12	649			
	648.58	E. ST. LOUIS (Relay Depot).... 2.92	648			
Yd.	642.86	DN.....TOLSON..... { T. 4.55 { X.S.	642	A 7 00	A 12 20	A 10 25
72	638.11	TB...EAST CARONDELET..... 4.86	638	6 41	11 57	10 05
112	633.25	TB.....BIXBY.....X. 2.96	633	6 31	11 47	9 55
	630.29	D.....COLUMBIA..... 8.52	630			
90	621.77	D.....WATERLOO..... 5.28	622	6 02	11 23	9 26
153	616.51	TB.....BURKSVILLE..... 8.18	617	5 52	11 13	9 16
102	608.33	D.....RED BUD..... 8.74	608	5 34	10 55	8 58
190	599.59	TB.....BALDWIN..... 8.89	600	5 16	10 36	8 40 ³⁷
75	590.90	DN.....SPARTA.....X. 1.59	591	4 58	10 18	8 22
113	589.31	TB.....EDEN..... 7.88	589	4 54	10 14	8 18
65	581.43	D.....PERCY.....Y.X. 2.78	581	4 40	10 01	8 05
158	578.65	TB.....WILLISVILLE..... 8.90	578	4 33	9 54	7 58
70	569.75	TB.....AVA..... 14.43	570	4 15	9 36	7 36
Yd.	555.32	DN...MURPHYSBORO...Y.X. 8.55	555	3 30 ²⁹	8 56	6 51
90	548.77	TB.....ETHERTON..... 9.13	549	3 15	8 36	6 31
101	539.84	TB.....ALTO PASS..... 11.64	540	2 56	8 16	6 11
	528.00	D.....JONESBORO..... 1.63	528			
120	526.37	TB.....KING..... 13.90	526	2 17	7 37	5 32
Yd.	512.47	DN.....TAMMS... { W.F.T. 15.14 { Y.X.	512	{ 1 45 1 15	{ 7 05 6 30 ²⁹	{ 5 00 3 55 ³⁷
158	497.33	TB.....DAVIS.....Y. 0.54	497	12 35 ³⁷	5 50	3 15
	486.79	DN...NORTH CAIRO.....	496	L 12 25 AM	L 5 45 AM	L 3 10 PM
				28	32	30
				Daily	Daily	Daily

JACKSON DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 45 In Effect April 30, 1967	STATIONS	Station Numbers	SECOND CLASS		
					31	29	33
					Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily	Daily
	496.79	DN	NORTH CAIRO	496	L 12 40 AM	L 7 05 AM	L 6 05 PM
			VIA ILLINOIS CENTRAL 11.79				
	485.00		WINFORD JUNCTION	485	1 09	7 34	6 34
			0.67				
135	484.33	TB	WINFORD	484	1 10	7 35	6 35
			13.99				
155	470.34	TB	COLUMBUS	470	1 36	8 03	7 01
			14.19				
113	466.16	TB	CAYCE	466	2 02	8 30	7 27
			9.50				
128	446.65	D	UNION CITY	447	2 33	8 50	7 48
			4.44				
104	442.21	DN	RIVES	442	2 55	9 05	7 58
			11.14				
104	431.07	TB	KENTON	431	3 15 ³²	9 25	8 18
			5.69				
60	426.38	D	RUTHERFORD	426	3 25	9 35	8 28
			4.23				
63	421.15	TB	DYER	421	3 33	9 45	8 36
			6.89				
200	414.26	D	TRENTON	414	3 45	10 02	8 52 ²⁸
			11.05				
108	403.21	D	HUMBOLDT	403	4 10	10 40	9 15
			9.71				
128	393.80	TB	CARROLL	394	4 30	11 00 ³⁰	9 35
			7.44				
Yd.	386.06		JACKSON	386	4 45	11 15	9 55
			1.80				
Yd.	384.26	DN	ISELIN	384	A 5 00 AM	A 11 30 AM	A 10 10 PM
					31	29	33
					Daily	Daily	Daily

JACKSON DISTRICT—Northward

Capacity of Siding in Cars	MILES FROM MOBILE	TIME TABLE No. 45 In Effect April 30, 1967	STATIONS	Station Numbers	SECOND CLASS		
					32	30	28
					Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily	Daily
					AM	PM	AM
486.79	DN.....	NORTH CAIRO.....	486	A 5 45	A 3 10	A 12 25	
		VIA ILLINOIS CENTRAL 11.79					
485.00	.....	WINFORD JUNCTION.....	485	5 15	2 40	11 53	
		0.67					
135 484.33	TB.....	WINFORD.....	484	5 14	2 39	11 52	
		13.99					
155 470.34	TB.....	COLUMBUS.....	470	4 45	2 10	11 23	
		14.19					
113 456.16	TB.....	CAYCE.....	456	4 18	1 38	10 50	
		9.50					
128 446.66	D.....	UNION CITY.....Y.X.	447	3 50	1 15	10 30	
		4.44					
104 442.21	DN.....	RIVES.....X.	442	3 35	12 55	9 50	
		11.14					
104 431.07	TB.....	KENTON.....	431	3 15 ³⁷	12 35	9 27	
		8.69					
60 426.38	D.....	RUTHERFORD.....	426	3 01	12 25	9 17	
		4.23					
83 421.16	TB.....	DYER.....	421	2 53	12 15	9 07	
		6.89					
200 414.26	D.....	TRENTON.....	414	2 41	12 03	8 52 ³⁵	
		11.05					
108 403.21	D.....	HUMBOLDT.....Y.X.	403	2 20	11 35	8 30	
		9.71					
128 393.60	TB.....	CARROLL.....	394	2 00	11 00 ²⁹	8 00	
		7.44					
Yd. 386.06	.....	JACKSON.....X.	386	1 45	10 45	7 45	
		1.80					
Yd. 384.26	DN.....	ISELIN.....	384	L 1 30	L 10 30	L 7 30	
		W.F. Y.S.		AM	AM	PM	
				32	30	28	
				Daily	Daily	Daily	

OKOLONA DISTRICT—Southward

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 45 In Effect April 30, 1967		Station Numbers	FIRST CLASS			SECOND CLASS			
		STATIONS			9	53		31	29	77	75
					Illinois Central	Illinois Central		Manifest Freight	Manifest Freight	Illinois Central	Illinois Central
					Daily	Daily		Daily	Daily	Daily	Daily
		AM	PM		AM	PM	AM	PM			
Yd.	386.06	JACKSON.....X.	386								
		1.80									
Yd.	384.26	DN.....ISELIN.....	384				L 7 35	L 12 20			
		0.90									
	383.36	TB.....ISELIN JUNCTION.....	383				7 38	12 22			
		1.65									
	381.81	DN.....PERRY.....	382	L 2 02	L 5 20		7 43	12 27	L 5 45	L 3 25	
		0.60									
76	381.21	.....FOX.....	381	2 03	5 21		7 44	12 28	5 46	3 26	
		8.50									
143	374.71	TB.....PINSON.....	375	2 10	5 27		7 55	12 45	5 59	3 39	
		5.83									
88	368.88	D.....HENDERSON.....	369	2 16	5 33		8 18	12 55	6 10	3 50	
		6.44									
190	362.44	TB.....FINGER.....	362	2 22	5 39		8 50 ⁷²	1 05	6 22	4 02	
		9.80									
90	352.64	TB.....BETHEL SPRINGS.....	353	2 32	5 49		9 10	1 22	6 40	4 25 ²⁸	
		4.89									
113	347.95	D.....SELMER.....	348	2 37	5 54		9 20	1 34	6 55 ⁵²	4 31	
		7.18									
157	340.79	TB.....RAMER.....	341	2 45	6 01		9 35	1 49	7 10	4 44	
		10.28									
	330.51	DN.....RUSLOR JUNCTION.....	331	A 2 57	A 6 13		9 55	2 07	A 7 30	A 5 00	
		1.66									
Yd.	328.85	DN.....CORINTH.....	329				10 40	2 40			
		5.28									
80	323.57	TB.....JOBES.....	324				10 50	2 50			
		6.90									
150	316.67	TB.....RIENZI.....	317				11 02	3 02 ²⁸			
		8.10									
68	308.67	D.....BOONEVILLE.....	309				11 20	3 20			
		11.17									
80	297.40	D.....BALDWYN.....	297				11 42	3 42			
		9.87									
150	287.53	TB.....SALTILLO.....	287				12 02	4 02			
		8.53									
60	279.00	DN.....TUPELO.....X.	279				12 30	4 30			
		7.47									
115	271.53	TB.....GLEN.....	272				12 45	4 45			
		10.10									
Yd.	261.43	DN.....OKOLONA.....	262				A 1 15 ²⁸	A 5 15			
				AM	PM		PM	PM	AM	PM	
				9	53		31	29	77	75	
				Daily	Daily		Daily	Daily	Daily	Daily	

OKOLONA DISTRICT—Northward

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 45 In Effect April 30, 1967	STATIONS	Station Numbers	FIRST CLASS			SECOND CLASS					
					52	10		30	28	74	72		
					Illinois Central	Illinois Central		Manifest Freight	Manifest Freight	Illinois Central	Illinois Central		
					Daily	Daily		Daily	Daily	Daily	Daily		
					AM	AM		AM	PM	AM	AM		
Yd.	388.06		JACKSON.....X.	386									
			1.80										
Yd.	384.26	DN	ISELIN.....	384				A 5 40	A 5 25				
			0.90										
	383.36	TB	ISELIN JUNCTION	383				5 33	5 20				
			1.65										
	381.81	DN	PERRY.....	382	A 7 30	A 12 09		5 28	5 15	A 1 00	A 9 25		
			0.60										
76	381.21		FOX.....	381	7 29	12 08		5 27	5 14	12 59	9 24		
			6.50										
143	374.71	TB	PINSON.....	375	7 22	12 01		5 15	5 01	12 47	9 12		
			5.83										
88	368.88	D	HENDERSON.....	369	7 16	11 55		5 05	4 51	12 36	9 01		
			6.44										
190	362.44	TB	FINGER.....	362	7 10	11 49		4 50	4 40	12 25	8 50 ^{sl}		
			9.80										
90	352.64	TB	BETHEL SPRINGS	353	7 00	11 39		4 30	4 25 ⁷⁵	12 10	8 34		
			4.69										
113	347.95	D	SELMER.....	348	6 55 ⁷⁷	11 34		4 20	4 18	12 01	8 26		
			7.16										
157	340.79	TB	RAMER.....	341	6 48	11 26		4 05	4 03	11 47	8 15		
			10.28										
	330.51	DN	RUSLOR JUNCTION	331	L 6 37	L 11 14		3 45	3 45	L 11 30	L 7 55		
			1.66										
Yd.	328.85	DN	CORINTH.....	329				3 40	3 40				
			5.28										
80	323.57	TB	JOBES.....	324				2 45	3 14				
			6.90										
150	316.67	TB	RIENZI.....	317				2 29	3 02 ²⁹				
			8.10										
68	308.67	D	BOONEVILLE	309				2 07	2 45				
			11.17										
80	297.40	D	BALDWYN.....	297				1 45	2 23				
			9.87										
150	287.53	TB	SALTILLO.....	287				1 30	2 05				
			8.53										
60	279.00	DN	TUPELO.....X.	279				1 15	1 50				
			7.47										
115	271.53	TB	GLEN.....	272				1 00	1 35				
			10.10										
Yd.	261.43	DN	OKOLONA.....	262				L 12 40	L 1 15 ^{sl}				
								AM	PM	PM	AM		
								52	10	30	28	74	72
								Daily	Daily	Daily	Daily		

SPECIAL INSTRUCTIONS

NORTHERN DIVISION

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

All trains must secure clearance before leaving Tamms.

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

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

No. 4. All trains between St. Louis Union Station and East St. Louis will be governed by the rules of the Terminal Railroad Association and Union Depot Company.

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

No. 5. Unless otherwise provided, northward trains taking siding at Iselin will head in at the south switch at Iselin, and southward trains taking siding at Iselin will head in through the crossover just North of Magnolia Street.

Northward train leaving Iselin to meet southward train in Jackson Yard will not pass Madison Street until the southward train arrives.

No. 6. TRAIN REGISTERS:

Venice	Iselin
Tolson	Perry
Tamms	Ruslor Junction
North Cairo	Okolona

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

No. 7. YARDS:

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

No. 9. RAILROAD CROSSINGS:

Interlocked:

	Time	Release	Maximum Speed
	Interval	Passenger	Freight
A. & S. —Mile 642	3 mins	35	25
M. P. —Bixby		45	35
M. I. —Sparta	2 mins	45	25
M. P. —Percy	3 mins	35	25
I. C. —Mile 555	1 min	25	25
C. & E. I.—Tamms	4 mins	35	20
I. C. —Rives	5½ mins	45	20

Non-operative approach signals:

I. C. —Jackson	1¼ mins	20	20
Sou —Corinth	3 mins	20	20
SL-SF —Tupelo		20	20

Not Interlocked:

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

No. 9. RAILROAD CROSSINGS:—Continued

Gates:

L. & N.—Union City

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

RESTRICTION AT RAILROAD CROSSINGS AND DRAWBRIDGES

EXTRACT FROM ILLINOIS STATE LAWS

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." (This law does not apply to crossings or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.)

No. 10. WATER STATIONS:

Venice	Iselin
Tamms	Corinth
	Okolona

No. 11. FUEL STATIONS:

Venice	Corinth
Tamms	Okolona
Iselin	

No. 12. BULLETIN BOARDS:

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

No. 13. STANDARD CLOCKS:

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

No. 14. MAXIMUM SPEED RESTRICTIONS:

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

Exceptions:

Between Perry and Ruslor Jct.	{ Passenger.....	70 MPH
Between Winford Jct. and Fillmore.	{ Passenger.....	60 MPH
	{ Freight.....	40 MPH
Between Fillmore and MP 366, Track No. 2.	{ Passenger.....	60 MPH
	{ Freight.....	40 MPH
Between MP 366 and Ballard, Track No. 2.	{ Passenger.....	40 MPH
	{ Freight.....	40 MPH
Between Ballard and Fillmore, Track No. 1.	{ Passenger.....	70 MPH
	{ Freight.....	40 MPH

Note.—Track No. 1 is the former southward and Track No. 2 is the former northward main track.

Between north and south siding switches at Murphysboro.	{ Trains and Engines.....	20 MPH
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SPECIAL INSTRUCTIONS—Continued

No. 14. MAXIMUM SPEED RESTRICTIONS:—Continued

- Between north switch } Trains and Engines.....20 MPH
- Davis and North }
Cairo.
- Between Illinois and } Trains and Engines.....20 MPH
- Ballard, over Ohio }
River Bridge.

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

Trains using turnouts will not exceed.....10 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 Koppel Air Dump Cars.....25 MPH

Derricks.....25 MPH

Scale Test Cars.....25 MPH

Trains handling Jordan Spreader, 25 miles per hour, with wings properly secured and trailing.

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

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

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

	Depth of Water	Speed
Electro-Motive Engines.....	4"	5 MPH
Freight Engines.....	4"	5 MPH
Diesel Freight & Switching Engines.....	4"	5 MPH
Passenger Cars with Roller Bearings.....	8"	5 MPH
Passenger Cars, Standard Friction Bearings.....	12"	5 MPH

All trains will observe speed restrictions indicated by Diamond Boards.

No. 15. WARNING:

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

No. 16. EXTRACT FROM LAWS OF MISSISSIPPI:

"It shall be unlawful to back a train of cars, or part of a train, or an engine into or along a passenger depot at a greater rate of speed than three miles an hour; and every such train, part of a train, or engine backing into or along a passenger depot, and within fifty feet thereof, shall, for at least three hundred feet before it reaches or comes opposite to such depot, be preceded by a servant of the railroad company on foot, not exceeding forty nor under twenty feet in advance, to give warning."

SIGNALS APPROACHING HIGHWAY CROSSINGS:

Attention is particularly directed to the laws of Illinois, Kentucky, Tennessee and Mississippi, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing. In Tennessee, the law also requires that the whistle should be blown or the bell rung at a distance of one mile before reaching the corporate limits of any city or town.

HIGHWAY CROSSINGS

ILLINOIS COMMERCE COMMISSION GENERAL ORDER No. 138

"Rule 501. In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

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

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

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 con-

SPECIAL INSTRUCTIONS—Concluded

ductors handing operator register slip who will personally make entry in the register. Operators at Ruslor Jct. and Perry will be required to open and close all switches to be used by trains at their stations, except south siding switch Fox and I. C. siding switch Ruslor Jct.

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

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

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

JACKSON DISTRICT—WINFORD JCT.—NORTH CAIRO Traffic Control System—I. C. RULES 525 TO 537, INCLUSIVE— IS IN EFFECT BETWEEN WINFORD JCT. AND ILLINOIS JCT.

This is a single track line between Winford Jct. and Fillmore, and a double track line between Fillmore and Ballard. Train movements in either direction on those tracks will be governed by block signals whose indications will supersede time table superiority of trains for both opposing and following movements.

Between Illinois Jct. and North Cairo trains will run with the current of traffic by block signals whose indications will supersede time table superiority of trains. Maximum speed of trains through the crossover at the end of double track North Cairo is 20 M.P.H.

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.

Trains not receiving proper signal indication at Winford Jct., Fillmore, Ballard or Illinois Jct., will communicate with the control stations at Carbondale or North Cairo.

Telephone located at each 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.

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

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

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

1. Unlock and open door of electric lock case.
2. If indicator is in "CLEAR" position, turn crank to the left until it is against stop block, then operate switch in the usual manner.

3. If electric switch lock fails to release, trainman must secure authority to operate emergency release. Instructions for operating emergency release are posted inside of electric lock case.

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

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

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

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

Northward trains approaching Alton & Southern crossing, south of Tolson, destined East St. Louis, using main track, will be governed by upper signal, 800 feet south of crossing. Trains destined to head in Tolson Yard will be governed by lower signal.

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

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

No. 20. SECURING FREIGHT TRAINS

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

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

No. 21. SPRING SWITCHES.

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

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

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

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

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

- No. 22. Reflectorized plates instead of standard marker lamps will be displayed on rear of I. C. freight trains between Perry and Ruslor Jct. These plates will display red to the rear and green to the front except by night when train is on siding to be passed by another train, the markers will display green to the rear and red to the front.

If opposing train is to be met by train on siding the markers on the side next to the track on which the opposing train is moving will display green aspect to opposing train.

I. C. trains between Perry and Ruslor Jct. will display suitable green or white lights only, for both day and night. The display of green or white flags as prescribed by Rules 20 and 21 will not be required.

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. W. GOOGE, Asst. to Supt.....Jackson, Tenn.
- R. A. STEPHENS, Asst. Supt.....Venice, Ill.
- J. P. ELLIOTT, Chf. Yd. Operation.....Okolona, Miss.
- W. M. ROGAN, Trainmaster.....Venice, Ill.
- M. H. TUCKER, Trainmaster.....Venice, Ill.
- H. O. LEWIS, Trainmaster.....Tamms, Ill.
- A. B. HIGGINS, Trainmaster.....Jackson, Tenn.
- S. R. MILLS, Asst. Trainmaster.....Jackson, Tenn.
- F. L. ROGERS, Asst. Trainmaster.....Jackson, Tenn.
- J. A. MILAM, Asst. Trainmaster.....Jackson, Tenn.
- A. L. SMITH, Asst. Trainmaster.....Jackson, Tenn.
- V. S. DEES, Trainmaster.....Corinth, Miss.
- A. I. REID, Asst. Trainmaster.....Corinth, Miss.
- L. W. BABB, Asst. Trainmaster.....Corinth, Miss.

- A. F. MASSING, Trainmaster.....Okolona, Miss.
- B. S. BEARD, Trainmaster.....Murphysboro, Ill.
- W. A. BITTLE, Chief Dispatcher.....Murphysboro, Ill.
- P. N. McGEE, Asst. Chief Dispatcher.....Murphysboro, Ill.
- A. D. HOUSTON, Dispatcher.....Murphysboro, Ill.
- C. W. RICHARDSON, Dispatcher.....Murphysboro, Ill.
- W. C. POOLE, Dispatcher.....Murphysboro, Ill.
- N. A. McFARLAND, Dispatcher.....Murphysboro, Ill.
- E. C. TAYLOR, Dispatcher.....Murphysboro, Ill.
- C. J. LEGRANDE, Extra Dispatcher.....Murphysboro, Ill.
- W. E. ALVIS, Extra Dispatcher.....Murphysboro, Ill.
- L. M. BURNS, Road Foreman of Engines.....Jackson, Tenn.
- R. R. MONTGOMERY, Road Foreman of Engines Jackson, Tenn.
- R. M. SEEVERS, Road Foreman of Engines..Murphysboro, Ill.

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 knuckles with the feet.

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

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

Avoid coupling to 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 trainmen sufficient clearance.

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

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

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

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

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