

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

Carl A. Reis, President

The Names and Locations of Local Physicians

J. E. Harris	Okolona, Miss.
J. H. Shoemaker	Okolona, Miss.
R. G. Hendrick	Okolona, Miss.
Ross B. Love	Tupelo, Miss.
H. J. Kellum, Sr., ENT	Tupelo, Miss.
H. M. Campbell, DDS	Tupelo, Miss.
Eugene M. Murphey	Tupelo, Miss.
A. C. McCully	Saltito, Miss.
R. B. Caldwell	Baldwyn, Miss.
W. H. Anderson	Booneville, Miss.
S. C. Gallaway	Booneville, Miss.
C. W. Norwood	Booneville, Miss.
Frank M. Davis	Corinth, Miss.
Jesse T. Davis	Corinth, Miss.
C. W. Norwood, Jr., DDS	Corinth, Miss.
D. W. Hamrick, EENT	Corinth, Miss.
Montie E. Smith, Jr.	Corinth, Miss.
J. A. Smith	Selmer, Tenn.
Oscar M. McCallum	Selmer, Tenn.
D. C. King	Henderson, Tenn.
J. D. Lane	Henderson, Tenn.
J. H. Booth	Jackson, Tenn.
Geo. B. Hubbard	Jackson, Tenn.
L. B. Myhr	Jackson, Tenn.
W. T. Fitts	Jackson, Tenn.
B. F. House, Ophthalmologist	Jackson, Tenn.
Leland M. Johnson	Jackson, Tenn.
Paul E. Wylie	Jackson, Tenn.
J. H. Chandler	Jackson, Tenn.
George Harvey	Jackson, Tenn.
T. J. Dowling, DDS	Jackson, Tenn.
D. R. Webb, DDS	Jackson, Tenn.
J. E. Douglas, EENT	Jackson, Tenn.
H. T. Melver, EENT	Jackson, Tenn.
Geo. E. Spangler	Humboldt, Tenn.
Wm. H. Roberts, Ophthalmologist	Humboldt, Tenn.
E. C. Crafton	Trenton, Tenn.
J. L. Williams	Trenton, Tenn.
John W. Ellis	Dyer, Tenn.
Alden Gray	Kenton, Tenn.
A. H. Gray	Kenton, Tenn.
M. A. Blanton, Jr.	Union City, Tenn.
B. O. Garner	Union City, Tenn.
R. L. Gilliam, EENT	Union City, Tenn.
H. E. Tilsforth	Clinton, Ky.
Thos. T. Brackin, Jr.	Bardwell, Ky.
Fay S. Comer	Cairo, Ill.
Flint Bondurant	Cairo, Ill.
David Vidal	Percy, Ill.
Chas. Ladenheim	Anna, Ill.
E. R. Esposito	Murphysboro, Ill.
W. J. Borgsmiller	Murphysboro, Ill.
J. A. Weatherly	Murphysboro, Ill.
Jos. A. Petrazio	Murphysboro, Ill.
H. H. Rodewald, EENT	Murphysboro, Ill.
O. Ballesteros	Murphysboro, Ill.
W. W. Fullerton	Sparta, Ill.
L. C. Fiene	Sparta, Ill.
L. T. Mattingly	Red Bud, Ill.
Ralph Kuhlman	Red Bud, Ill.
J. A. Werth	Waterloo, Ill.
E. F. Maglasang	Columbia, Ill.
Frederick W. Gebhart	Columbia, Ill.
R. F. Culbertson	E. St. Louis, Ill.
J. W. Compton	E. St. Louis, Ill.
V. P. Siegel	E. St. Louis, Ill.
E. J. Casey, Ophthalmologist	E. St. Louis, Ill.
H. V. Lipe, DDS	E. St. Louis, Ill.
J. E. Cox	Memphis, Tenn.
Hal Rhea	Memphis, Tenn.
J. M. Reisser, Jr.	Memphis, Tenn.
W. W. Wilder, Ophthalmologist	Memphis, Tenn.
T. M. Jackson, ENT	Memphis, Tenn.
Kearney Spears, DDS	Memphis, Tenn.
H. E. Reese	Memphis, Tenn.
V. A. Hall	Memphis, Tenn.
J. C. Orman	Memphis, Tenn.
J. M. Wilson	Memphis, Tenn.
J. S. Speed	Memphis, Tenn.
M. T. Bryan	Memphis, Tenn.
Gray Williams, DDS	Memphis, Tenn.
Hyman Greenfield, DDS	Memphis, Tenn.

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.
E. G. Sims	Cairo, Ill.
Overall Jewelry Co.	Union City, Tenn.
R. L. Rowe	Jackson, Tenn.
Galbriths Jewelry Co.	Henderson, Tenn.
Little Jewelry Co.	Corinth, Miss.
Kelley Jewelers	Tupelo, Miss.
Dickerson Jewelry Co.	Okolona, Miss.

Gulf, Mobile and Ohio R. R.

NORTHERN DIVISION

TIME TABLE

No. 46

Taking Effect 12:01 A. M.

SUNDAY, DECEMBER 17, 1967

Superseding Time Table No. 45

Dated Sunday, APRIL 30, 1967

**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. S. PIPAS, Gen. Superintendent.

W. G. HARRISON, Supt. Transportation.

G. R. KELLY, Superintendent.

S. G. THOMASON, Superintendent.

J. L. WILLETT, Rules Examiner.

MURPHYSBORO DISTRICT—Southward

		TIME TABLE No. 46 In Effect December 17, 1967		SECOND CLASS															
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	65				29				33				31			
				Coal Freight				Manifest Freight				Manifest Freight				Manifest Freight			
				Daily				Daily				Daily				Daily			
				AM				AM				PM				PM			
	648.70	..... ST. LOUIS (Union Station).....	649	.....				.....				.....				.....
	648.86	..... E. ST. LOUIS (Relay Depot).....	648	.....				.....				.....				.....
Yd.	842.88	DN.....TOLSON..... { T.	642	L 12 05	.....			L 12 45	.....			L 12 30	.....			L 7 10	.....	
		..... X.S.		.....				.....				.....				.....
72	838.11	TB... EAST CARONDELET.....	638	12 15	.....			12 55	.....			12 40	.....			7 20	.....	
				
112	833.25	TB.....BIXBY..... X.	633	12 25	.....			1 05	.....			12 50 ⁶⁶	.....			7 30	.....	
				
	630.29	D..... COLUMBIA.....	630	.....				.....				.....				.....
90	621.77	D..... WATERLOO.....	622	12 50	.....			1 30	.....			1 15	.....			7 55	.....	
				
153	616.61	TB.....BURKSVILLE.....	617	12 59	.....			1 40	.....			1 25	.....			8 05	.....	
				
102	608.33	D..... RED BUD.....	608	1 15	.....			1 55	.....			1 40	.....			8 20	.....	
				
190	599.68	TB.....BALDWIN.....	600	1 30	.....			2 10	.....			1 55	.....			8 40 ³⁸	.....	
				
75	590.90	DN.....SPARTA..... X.	591	1 45	.....			2 25	.....			2 10	.....			8 55	.....	
				
113	589.31	TB.....EDEN.....	589	1 50	.....			2 29	.....			2 13	.....			9 00	.....	
				
65	581.43	D.....PERCY..... Y.X.	581	A 2 05	.....			2 42	.....			2 26	.....			9 13	.....	
				
158	578.65	TB.....WILLISVILLE.....	578	.....				2 47	.....			2 31	.....			9 18	.....	
				
70	569.76	TB.....AVA.....	570	.....				3 04	.....			2 48	.....			9 35	.....	
				
Yd.	555.32	DN... MURPHYSBORO... Y.X.	555	.....				3 30 ²⁸	.....			3 13	.....			10 00	.....	
				
90	548.77	TB.....ETHERTON.....	549	.....				3 42	.....			3 25	.....			10 12	.....	
				
101	539.64	TB.....ALTO PASS.....	540	.....				4 00	.....			3 45	.....			10 32	.....	
				
	528.00	D.....JONESBORO.....	528	.....				.....				.....				.....
				
120	526.37	TB.....KING.....	526	.....				4 30	.....			4 13	.....			11 00	.....	
				
Yd.	512.47	DN.....TAMMS..... { W.F.T.	512	.....				.....				.....				.....
		..... X.X.		.....				.....				.....				.....
				
158	497.83	TB.....DAVIS..... Y.	497	.....				7 00	.....			6 00	.....			12 35 ²⁸	.....	
				
	496.79	DN... NORTH CAIRO.....	496	.....				A 7 05	.....			A 6 05	.....			A 12 40	.....	
				
				AM				AM				PM				AM			
				65				29				33				31			
				Daily				Daily				Daily				Daily			

No. 65's schedule will terminate at Captain Mine Track Switch at Percy.

MURPHYSBORO DISTRICT—Northward

		TIME TABLE No. 46 In Effect December 17, 1967		SECOND CLASS				
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	28	66	32	30	
				Manifest Freight	Coal Freight	Manifest Freight	Manifest Freight	
				Daily	Daily	Daily	Daily	
				AM	PM	PM	PM	
	648.70	.....ST. LOUIS (Union Station).....	649				
		3.12						
	645.58	.....E. ST. LOUIS (Relay Depot).....	648				
		2.92						
Yd.	642.86	DN.....TOLSON.....	642	A 7 00	A 1 10	A 12 20	A 10 25	
		4.55						
		{ T						
		{ X.S.						
72	638.11	TB.....EAST CARONDELET.....	638	6 41	1 01	11 57	10 05	
		4.86						
112	633.25	TB.....BIXBY.....	633	6 31	12 50 ³³	11 47	9 55	
		2.96						
	630.29	D.....COLUMBIA.....	630					
		8.52						
90	621.77	D.....WATERLOO.....	622	6 02	12 25	11 23	9 26	
		5.26						
153	616.51	TB.....BURKSVILLE.....	617	5 52	12 15	11 13	9 16	
		8.18						
102	608.33	D.....RED BUD.....	608	5 34	11 55	10 55	8 58	
		8.74						
190	599.59	TB.....BALDWIN.....	600	5 16	11 37	10 36	8 40 ³¹	
		8.69						
75	590.90	DN.....SPARTA.....	591	4 58	11 19	10 18	8 22	
		1.59						
113	589.31	TB.....EDEN.....	589	4 54	11 14	10 14	8 18	
		7.88						
65	581.43	D.....PERCY.....	581	4 40	L 11 01	10 01	8 05	
		2.78						
158	578.65	TB.....WILLISVILLE.....	578	4 33		9 54	7 58	
		8.90						
70	569.75	TB.....AVA.....	570	4 15		9 36	7 36	
		14.43						
Yd.	555.32	DN.....MURPHYSBORO.....	555	3 30 ²⁹		8 56	6 51	
		8.55						
90	548.77	TB.....ETHERTON.....	549	3 15		8 36	6 31	
		9.13						
101	539.64	TB.....ALTO PASS.....	540	2 56		8 16	6 11	
		11.64						
	528.00	D.....JONESBORO.....	528					
		1.63						
120	526.37	TB.....KING.....	526	2 17		7 37	5 32	
		13.90						
Yd.	512.47	DN.....TAMMS.....	512	{ 1 45		{ 7 05	{ 5 00	
		{ W.F.T.		{ 1 15		{ 6 30 ²⁹	{ 3 55 ³³	
		{ Y.X.						
		15.14						
158	497.33	TB.....DAVIS.....	497	12 35 ³¹		5 50	3 15	
		0.54						
	496.79	DN.....NORTH CAIRO.....	496	L 12 25		L 5 45	L 3 10	
				AM		AM	PM	
				28		32	30	
				Daily		Daily	Daily	

No 66's schedule will originate at Captain Mine Track Switch at Percy.

JACKSON DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 46 In Effect December 17, 1967		Station Numbers	SECOND CLASS						
		STATIONS			31		29		33		
					Manifest Freight	Daily	Manifest Freight	Daily	Manifest Freight	Daily	
		486.79	DN.....	NORTH CAIRO.....	496	L 12 40		L 7 05		L 6 05	
		VIA ILLINOIS CENTRAL 11.79									
		485.00	.....	WINFORD JUNCTION.....	485	1 09		7 34		6 34	
135		484.33	TB.....	WINFORD.....	484	1 10		7 35		6 35	
155		470.34	TB.....	COLUMBUS.....	470	1 36		8 03		7 01	
113		456.15	TB.....	CAYCE.....	456	2 02		8 30		7 27	
128		446.65	D.....	UNION CITY..... Y.X.	447	2 33		8 50		7 48	
104		442.21	N.....	RIVES..... X.	442	2 55		9 05		7 58	
104		431.07	TB.....	KENTON.....	431	3 15 ³²		9 25		8 18	
60		425.38	D.....	RUTHERFORD.....	426	3 25		9 35		8 28	
63		421.15	TB.....	DYER.....	421	3 33		9 45		8 36	
200		414.26	D.....	TRENTON.....	414	3 45		10 02		8 52 ²⁸	
108		403.21	D.....	HUMBOLDT..... Y.X.	403	4 10		10 40		9 15	
128		393.50	TB.....	CARROLL.....	394	4 30		11 00 ³⁹		9 35	
Yd.		386.06	.....	JACKSON..... X.	386	4 45		11 15		9 55	
Yd.		384.26	DN.....	ISELIN.....	384	A 5 00		A 11 30		A 10 10	
						31		29		33	
						Daily		Daily		Daily	

JACKSON DISTRICT—Northward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 46 In Effect December 17, 1967	STATIONS	Station Numbers	SECOND CLASS		
					32	30	28
					Manifest Freight	Manifest Freight	Manifest Freight
					Daily	Daily	Daily
					AM	PM	AM
	496.79	DN.....	NORTH CAIRO.....	496	A 5 45	A 3 10	A 12 25
			VIA ILLINOIS CENTRAL 11.79				
	485.00	.....	WINFORD JUNCTION.....	485	5 15	2 40	11 53
			0.67				
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	456.15	TB.....	CAYCE.....	456	4 18	1 38	10 50
			9.50				
128	446.65	D.....	UNION CITY.....Y.X.	447	3 50	1 15	10 30
			4.44				
104	442.21	N.....	RIVES.....X.	442	3 35	12 55	9 50
			11.14				
104	431.07	TB.....	KENTON.....	431	3 15 ³⁷	12 35	9 27
			5.69				
60	426.38	D.....	RUTHERFORD.....	426	3 01	12 25	9 17
			4.23				
63	421.15	TB.....	DYER.....	421	2 53	12 15	9 07
			6.89				
200	414.26	D.....	TRENTON.....	414	2 41	12 03	8 52 ³³
			11.05				
108	403.21	D.....	HUMBOLDT.....Y.X.	403	2 20	11 35	8 30
			9.71				
128	393.50	TB.....	CARROLL.....	394	2 00	11 00 ²⁹	8 00
			7.44				
Yd.	388.06	.....	JACKSON.....X.	388	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

		TIME TABLE No. 46 In Effect December 17, 1967		STATION NUMBERS		FIRST CLASS		SECOND CLASS			
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	9	53	31	29	77	75		
				Illinois Central	Illinois Central	Manifest Freight	Manifest Freight	Illinois Central	Illinois Central		
				Daily	Daily	Daily	Daily	Daily	Daily		
				AM	PM	AM	PM	AM	PM		
Yd.	388.06	JACKSON.....X.	388								
		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				
		1.55									
	381.81	DN.....PERRY.....	382	L 2 20	L 5 20	7 43	12 27	L 6 15	L 10 45		
		0.60									
76	361.21	TB.....FOX.....	381	2 21	5 21	7 44	12 28	6 16	10 46		
		6.50									
143	374.71	TB.....PINSON.....	375	2 28	5 27	8 12 ⁵²	12 45	6 29	10 58		
		8.83									
88	368.88	D.....HENDERSON.....	369	2 34	5 33	8 26	12 55	6 40	11 08		
		8.44									
190	362.44	TB.....FINGER.....	362	2 40	5 39	8 50	1 05	6 52	11 19		
		9.80									
90	352.84	TB.....BETHEL SPRINGS.....	353	2 50	5 49	9 10	1 22	7 10	11 39 ¹⁰		
		4.69									
113	347.95	D.....SELMER.....	348	2 55	5 54	9 20	1 34	7 20	12 01 ⁷⁴		
		7.16									
157	340.79	TB.....RAMER.....	341	3 03	6 01	9 35	1 49	7 38 ⁵²	12 25		
		16.28									
	330.81	DN.....RUSLOR JUNCTION.....	331	A 3 15	A 6 13	9 55	2 07	A 8 00	A 12 45		
		1.66									
Yd.	328.85	DN.....CORINTH.....	329			10 40	2 40				
		5.28									
80	323.67	TB.....JOBES.....	324			10 50	2 50				
		8.90									
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	D.....OKOLONA.....	262			A 1 15 ²³	A 5 15				
						AM	PM	AM	AM		
						9	53	31	29	77	75
						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. 8. RAILROAD CROSSINGS:

Interlocked:	Time Release Interval	Maximum Speed	
		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. 8. 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 engine-man 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. 9. WATER STATIONS:

Venice	Iselin
Tamms	Corinth
	Okolona

No. 10. FUEL STATIONS:

Venice	Corinth
Tamms	Okolona
Iselin	

No. 11. BULLETIN BOARDS:

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

No. 12. STANDARD CLOCKS:

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

No. 13. 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. 13. MAXIMUM SPEED RESTRICTIONS:—Continued

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

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

Trains using turnouts will not exceed.....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 Diesel Engines.....	4"	5 MPH
Alco Freight & Switching Diesel Engines.....	4"	5 MPH
Passenger Cars with Roller Bearings.....	8"	5 MPH
Passenger Cars, Standard Friction Bearings.....	12"	5 MPH

All trains will observe speed restrictions indicated by Diamond Boards.

No. 14. 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. 15. 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.

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. 16. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:

Station No.	Name	Mile Post	Car Capacity	Opens
632	Millstadt Jct.....	631.86	28	North
623	Henke Spur.....	623.01	9	South
587	Ritter.....	586.50	25	North
574	Campbell Hill.....	574.18	12	North
544	Pomona.....	543.99	10	South
535	Mountain Glen.....	535.19	15	North
517	Elco.....	517.22	12	South
480	Laketon.....	479.88	10	North
475	Berkeley.....	475.13	14	Double
464	Oakton.....	464.19	35	Double
459	Moscow.....	459.40	12	Double
452	Jordan.....	452.37	30	Double
408	Fruitland.....	408.14	16	Double
391	Gilmore.....	391.07	10	Double
359	McNairy.....	358.84	10	South
303	Wheelers.....	302.51	28	Double
292	Guntown.....	292.34	24	Double
275	Verona.....	274.73	23	Double
269	Shannon.....	269.33	23	Double
266	Chickasaw.....	266.09	2	North

No. 17. 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. 18. SIGNAL SYSTEMS AND DEFINITIONS:

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. 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.

SPECIAL INSTRUCTIONS—Concluded

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. 19. AIR BRAKES AND HAND BRAKES:

When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-bound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

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.

No. 21. 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.

SAFETY - FIRST

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

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| <p>R. A. STEPHENS, Asst. Supt..... Venice, Ill.</p> <p>W. M. ROGAN, Trainmaster..... Venice, Ill.</p> <p>M. H. TUCKER, Trainmaster..... Venice, Ill.</p> <p>B. S. BEARD, Trainmaster..... Murphysboro, Ill.</p> <p>R. M. SEAVERS, Rd. Foreman of Engines... Murphysboro, Ill.</p> <p>G. W. GOOGE, Asst. to Supt..... Jackson, Tenn.</p> <p>A. B. HIGGINS, Trainmaster..... Jackson, Tenn.</p> <p>S. R. MILLS, Asst. Trainmaster..... Jackson, Tenn.</p> <p>F. L. ROGERS, Asst. Trainmaster..... Jackson, Tenn.</p> <p>J. A. MILAM, Asst. Trainmaster..... Jackson, Tenn.</p> <p>A. L. SMITH, Asst. Trainmaster..... Jackson, Tenn.</p> <p>L. M. BURNS, Rd. Foreman of Engines..... Jackson, Tenn.</p> <p>R. R. MONTGOMERY, Rd. Foreman of Engines. Jackson, Tenn.</p> <p>W. E. JOBE, Division Claim Agent..... East St. Louis, Ill.</p> <p>K. W. TAYLOR, Division Claim Agent..... Jackson, Tenn.</p> | <p>V. S. DEES, Trainmaster..... Corinth, Miss.</p> <p>A. I. REID, Asst. Trainmaster..... Corinth, Miss.</p> <p>L. W. BABB, Asst. Trainmaster..... Corinth, Miss.</p> <p>J. P. ELLIOTT, Chief Yd. Operations..... Okolona, Miss.</p> <p>A. F. MASSING, Trainmaster..... Okolona, Miss.</p> <p>W. A. BITTLE, Chief Dispatcher..... Murphysboro, Ill.</p> <p>P. N. MCGEE, Asst. Chief Dispatcher..... Murphysboro, Ill.</p> <p>C. W. RICHARDSON, Dispatcher..... Murphysboro, Ill.</p> <p>W. C. POOLE, Dispatcher..... Murphysboro, Ill.</p> <p>E. C. TAYLOR, Dispatcher..... Murphysboro, Ill.</p> <p>A. D. HOUSTON, Dispatcher..... Murphysboro, Ill.</p> <p>N. A. McFARLAND, Dispatcher..... Murphysboro, Ill.</p> <p>C. J. LEGRAND, Extra Dispatcher..... Murphysboro, Ill.</p> <p>W. E. ALVIS, Extra Dispatcher..... Murphysboro, Ill.</p> |
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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 fall 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.