HOSPITAL DEPARTMENT.

G. G. DOWDALL, M. D., Chief Surgeon, Chicago
V. L. POWELL, M. D. Asst. Chief Surgeon, Paducah
W. W. LEAKE, M. D., Asst. Chief Surgeon, New Orleans.

New Orleans, La....
- **W. W. LEAKE, M. D.**.....**Asst. Chief Surgeon**
  Office, I. C. Hospital;
  Phones Jackson 6040, Raymond 6575
- **C. P. BROWN, M. D.**.....**Surgeon in Charge**
  Office. I. C. Hospital;
  Phones Jackson 6040, Raymond 6575
- ERNEST CELLI, M. D.....House Surgeon
  Office, I. C. Hospital;
  Phones Jackson 6040, Raymond 6575
- **C. V. PERRIER, M. D., Examining and Local Surgeon**
  2523 So. Carrollton Ave,
  Phone, Walnut 2231.
- J. FRED DUNN, M. D.....Internist
  Res. 5334 Magazine St.; Phone Uptown 1805.
  Office, Canal Bank Bldg.; Phone Main 5410.
- COSMO J. TARDO, M. D.....Local Surgeon

Kenner, La.....A. J. K. GENELLA, M. D.....Local Surgeon
Harahan, La .....J. S. KOPFLER, M. D..... " "

LOCATION OF HOSPITALS

GENERAL HOSPITAL

Illinois Central Hospital.....Magnolia and Lafayette Sts.
New Orleans, La.

1. Handle all cases of accidents in accordance with Transportation Department Rules Nos. 921 and 1120 to 1127.

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

3. Surgeons whose names are shown in heavy type capitals are authorized and will conduct physical examinations of applicants for employment on Forms 1333 and 1333-A. Other surgeons are only authorized to conduct examinations according to Form 1333-A.

CLAIM DEPARTMENT.

P. M. GATCH, Chief General Claim Agent, Chicago, Ills.
E. W. SPRAGUE, General Claim Agent, Memphis, Tenn.
A. A. DODSON, Claim Agent, New Orleans, La.

Illinois Central
Railroad Company

NEW ORLEANS TERMINAL DIVISION

TIME TABLE No. 42

Taking Effect at 12:01 a. m.,

SUNDAY, MAY 3, 1931.

Superseding Time Table No. 41
of APRIL 13, 1930

FOR THE GOVERNMENT OF EMPLOYES 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.

G. E. PATTERSON, Vice President.
W. ATWILL, General Manager.
J. F. PORTERFIELD, Gen'l Supt. Transportation.
C. R. YOUNG, Supt. Transportation.
T. J. QUIGLEY, General Superintendent.
J. W. COUSINS, Superintendent.

SOUTHWARD

Siding, Standing Room, Cars with Engine	Miles from Orleans Junction	STATIONS	FIRST CLASS 105 S. P. No. 12 Daily	15 THE PLANTER Daily	401 Gulf C'st Lines No. 10 Daily	111 S. P. No. 104 Daily	25 Fast Mail Daily	31 Local Passenger Daily	7 Panama Limited Daily	37 Y. & M. V. No. 33 Daily	1 THE CREOLE Daily
....	.....	C.....**ORLEANS JCT.**.....	.....	L 7 05AM	L 7 15AM	.....	L 7 50AM	L 8 15AM	L 9 05AM	L 9 10AM	L 9 20AM
		1.0									
30	1.0	.....KENNER.....30	.....	7 07	7 17	.....	7 52	*s* 8 17	9 07	*s* 9 12	9 2[illegible]
....	6.8	.....INCLINE.....	L 5 55AM	.....	.....	L 7 23AM	.....	.....	.....	.....	.....
		2.7									
50	3.7	C.....HARAHAN JCT.....	6 02	7 11	7 21	7 30	7 56	8 21	9 11	*f* 9 16	9 26
		2.2									
35	5 9	.....N. O. TERMINAL JCT..	6 05	7 14	7 24	7 34	7 59	8 24	9 14	*f* 9 19	9 29
		1.6									
....	7.5	.....SOUTHPORT JCT.....	6 07	7 16	7 26	7 36	8 01	8 26	9 16	9 21	9 31
		1.5									
....	9 0	.....CARROLLTON AVE...6	*s* 6 10	*s* 7 20	*s* 7 30	*s* 7 40	*s* 8 05	*s* 8 30	*s* 9 20	*s* 9 25	*s* 9 35
		0 9									
....	9.9	.....POYDRAS JCT.....	6 15	7 25	7 35	7 45	8 10	8 35	9 25	9 30	9 40
		1.6									
....	11.5	D....**NEW ORLEANS**.....6	A 6 20AM	A 7 30AM	A 7 40AM	A 7 50AM	A 8 15AM	A 8 40AM	A 9 30AM	A 9 35AM	A 9 45AM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

		STATIONS	FIRST CLASS 101 S. P. No. 2 Daily	27 Local Passenger Daily	103 S. P. No. 6 Daily	21 Y. & M. V. No. 31 Daily	107 S. P. No. 8 Daily	403 Gulf C'st Lines No. 6 Daily	113 S. P. No. 102 Daily	3 THE LOUISIANE Daily	23 Local Passenger Daily
....	.....	C.....**ORLEANS JCT.**.....	.....	L 3 10PM	.....	L 5 03PM	.....	L 6 33PM	.....	L 7 25PM	L 9 20PM
		1.0									
30	1.0	.....KENNER.....30	.....	*s* 3 12	.....	*s* 5 05	.....	6 35	.....	7 27	*f* 9 22
....	6.8	.....INCLINE.....	L 9 50AM	.....	L 4 15PM	.....	L 6 05PM	.....	L 7 10PM	.....	.....
		2.7									
50	3.7	C.....HARAHAN JCT.....	9 57	3 16	4 22	5 10	6 11	6 39	7 17	7 31	9 26
		2.2									
35	5.9	.....N. O. TERMINAL JCT..	10 00	3 19	4 25	5 13	6 14	6 42	7 20	7 34	9 29
		1 6									
....	7.5	.....SOUTHPORT JCT.....	10 02	3 21	4 27	5 15	6 16	6 44	7 22	7 36	9 31
		1.5									
....	9.0	.....CARROLLTON AVE...6	*s* 10 05	*s* 3 25	*s* 4 30	*s* 5 19	*s* 6 20	*s* 6 47	*s* 7 25	*s* 7 40	*s* 9 35
		0.9									
....	9.9	.....POYDRAS JCT.....	10 10	3 30	4 35	5 24	6 25	6 51	7 30	7 45	9 40
		1.6									
....	11.5	D.....**NEW ORLEANS**.....6	A 10 15AM	A 3 35PM	A 4 40PM	A 5 30PM	A 6 30PM	A 6 55PM	A 7 35PM	A 7 50PM	A 9 45PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Siding, Standing Room, Cars with Engine	Miles from New Orleans	STATIONS		FIRST CLASS 24 Local Passenger Daily	104 S. P. No. 5 Daily	28 Local Passenger Daily	22 Y. & M. V. No. 36 Daily	4 THE LOUISIANE Daily	404 Gulf C'st Lines No. 5 Daily	112 S. P. No. 101 Daily	108 S. P. No. 7 Daily	8 Panama Limited Daily
	11.5	C....ORLEANS JCT.	A	12 32AM	.....	A 7 25AM	A 7 35AM	A 8 55AM	A 10 22AM	.....	.....	A 12 52PM
	1.0											
	10.5	.....KENNER.....30		12 30	.....	s 7 23	s 7 33	8 53	10 20	.....	.....	12 50
....	11.4	.....INCLINE.....		.....	A 5 53AM	.....	.....	.....	.....	A 11 03AM	A 12 13PM	.....
	2.7											
58	7.8	C.....HARAHAN JCT.....		12 27	5 47	s 7 19	f 7 29	8 49	10 17	10 57	12 07	12 47
	2.2											
....	5.6	.....N. O. TERMINAL JCT..		12 24	5 44	f 7 15	f 7 25	8 45	10 14	10 54	12 04	12 44
	1.6											
	4.0	.....SOUTHPORT JCT....		12 21	5 41	7 12	7 22	8 42	10 11	10 51	12 01PM	12 41
	1.6											
....	2.4	.....CARROLLTON AVE...6	s	12 17	s 5 37	s 7 07	s 7 17	s 8 37	s 10 07	s 10 47	s 11 57	s 12 37
	0.8											
....	1.6	.....POYDRAS JCT.....		12 15	5 35	7 05	7 15	8 35	10 05	10 45	11 55	12 35
	1.6											
....	.....	D.....NEW ORLEANS 6	L	12 10AM	L 5 30AM	L 7 00AM	L 7 10AM	L 8 30AM	L 10 00AM	L 10 40AM	L 11 50AM	L 12 30PM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

		STATIONS		FIRST CLASS 32 Local Passenger Daily	12 THE PLANTER Daily	36 Y. & M. V. No. 32 Daily	26 Northern Express Daily	102 S. P. No. 1 Daily	2 THE CREOLE Daily	114 S. P. No. 11 Daily	402 Gulf C'st. Lines No. 9 Daily	106 S. P. No. 103 Daily
....	11.5	C.....ORLEANS JCT.	A	3 25PM	A 4 07PM	A 4 55PM	A 5 45PM	.....	A 9 05PM	.....	A 9 27PM	.....
	1.0											
....	10.5	.....KENNER.....30	s	3 20	4 05	s 4 53	s 5 41	.....	9 03	.....	9 25	.....
....	11.4	.....INCLINE..		.....	.....	.....	.....	A 8 23PM	.....	A 9 25PM	.....	A 11 05PM
	2.7											
58	7.8	C.....HARAHAN JCT.....		3 16	4 02	f 4 48	5 37	8 17	8 59	9 18	9 22	10 58
	2.2											
..	5.6	.....N. O. TERMINAL JCT..		3 13	3 59	f 4 44	5 34	8 14	8 55	9 14	9 19	10 54
	1.6											
110	4.0	.....SOUTHPORT JCT....		3 11	3 56	4 41	5 31	8 11	8 51	9 11	9 16	10 51
	1.6											
...	2.4	.....CARROLLTON AVE...6	s	3 07	s 3 52	s 4 37	s 5 27	s 8 07	s 8 47	s 9 07	s 9 12	s 10 47
	0.8											
....	1.6	.....POYDRAS JCT.....		3 05	3 50	4 35	5 25	8 05	8 45	9 05	9 10	10 45
	1.6											
....	.....	D..... NEW ORLEANS.....6	L	3 00PM	L 3 45PM	L 4 30PM	L 5 20PM	L 8 00PM	L 8 40PM	L 9 00PM	L 9 05PM	L 10 40PM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

3. Standard Clocks:

New Orleans (Passenger Station Telegraph Office).
Harahan (Yard Office).
Government Yard (General Foreman's Office).

20. First class Illinois Central, Yazoo & Mississippi Valley and Gulf Coast Lines trains displaying signals to Orleans Junction will display such signals to New Orleans.

21(a). Between Orleans Junction and New Orleans the display of white flags and white lights, will be omitted on all Louisiana Division trains, except passenger extras.

83(a). First class trains, except train 24, will not be required to obtain clearance card (form 44), at Orleans Junction. Not necessary for trains departing from Union Station, between 10:00 P. M. and 6:00 A. M., to secure Release Card (form 44), at Union Station.

83(b). Train Registers:

Orleans Junction	Government Yard
New Orleans (Passenger Station)	Stuyvesant Docks
Harahan	Incline.

Trains may register at Orleans Junction by ticket.

S-72. Northward Trains are superior to trains of the same class in the opposite direction.

93. Yards:

New Orleans Terminal Division.

Within yard limits the main track may be used, clearing the time of first class trains.

Second class and inferior trains must run carefully through yard limits expecting to find the main track occupied. In case of accident the responsibility rests with the approaching train.

Trains and yard engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains under such conditions.

NOTE—Yard limits will be indicated by yard limit boards and location shown in time-table.

Trains standing on any Main Track must be protected as provided by Rule 99.

D-97. Trains may use double track without train orders.

98. Draw Bridges, Railroad Crossings and Junctions:

Interlocked:

Poydras Yard Main Line.....New Basin Canal.
Orleans Junction.....L. & A. R. R.
Southport Junction.....L. & A. R. R.
Harahan Junction

Not Interlocked:

Poydras Junction.....Y. & M. V. R. R.
Gates against Y. & M. V. R. R.
South of New Basin Bridge.....L. & A. R. R.
Southport (Upper Belt).....L. & A. R. R.
Mengel Company (Upper Belt).....Tram R. R.
Gate carries day and night signals.
Jena and Cadiz Streets (Upper Belt).....P. B. R. R.
Proceed after receiving signal from head man who must flag this crossing.
General Taylor and Austerlitz Streets, (Stuyvesant Docks).....P. B. R. R.
Between Monroe and Leonidas Streets, (Upper Belt).....P. B. R. R.
Between Jefferson Ave. and Valmont St. (Upper Belt).....P. B. R. R.
Leonidas Street (Upper Belt).....P. B. R. R.
Upperline Street (Upper Belt).....P. B. R. R.
Valence Street (Upper Belt).....P. B. R. R.
Toledano Street (Lower Belt).....P. B. R. R.
Between Harmony and Pleasant Streets (Lower Belt).....P. B. R. R.
Between Washington Ave. and Sixth St. (Lower Belt).....P. B. R. R.
Between Second and Third Streets (Lower Belt).....P. B. R. R.
Celeste Street (Lower Belt).....P. B. R. R.
Terpsichore Street (Lower Belt).....T. P. M. P. T. R. R.

Northward and Southward trains and engines arriving at or departing from New Orleans Terminal Junction will see that northward main track is protected before switches are opened for trains fouling northward track.

Engines and trains approaching Texas Pacific-Missouri Pacific Terminal Railroad crossing near Terpsichore Street, Lower Belt, will run under control and be prepared to stop clear of crossing, unless given a proceed signal from crossing flagman stationed at that point.

Tracks from Thalia Fruit Wharf are constructed with very sharp curvatures. Buildings erected between Thalia Fruit Wharf and main tracks Public Belt Railroad prevent approaching trains, Public Belt Railroad, from being seen. Before crossing Public Belt Railroad tracks, cars and engines must be preceded by a member of the switch crew, who must not give proceed signal unless the tracks of the Public Belt Railroad are seen to be clear.

Engines working Calliope Wharf must not cross L. & N., Public Belt or Old No. 4 Crossings, Levee Yard, without first being preceded by a member of train crew, who must not give proceed signal unless the tracks of these three crossings are known to be clear.

Crews using Old No. 4 track, Levee Yard, must protect in same manner before crossing the track leading into Calliope Wharf.

99. Extract from the Regulations of the Louisiana Railroad Commission:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety, before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

101. Speed Restrictions:

		Miles per Hour
All Trains	Between first cattle guard south of Kenner Station and first road crossing north of Orleans Junction	30
	Over grade crossings between Protection Levee and Carrollton Avenue.	25
	Through turn-outs at crossovers, junctions and sidings, unless board at switch authorizes greater speed	10
	Over Washington Avenue, Carrollton Avenue, Jefferson Davis Parkway, and Broad Street, and between Claiborne and Rampart Streets	6
	Lower Belt: Thalia Street—Louisiana Avenue	10
	Upper Belt: Napoleon Avenue—Southport Yard	15
Passenger trains with passenger engines	Orleans Junction—Claiborne St.	60
Passenger engines running light or with caboose	Avondale Main track, Harahan Junction to Incline	30
Passenger trains with freight engines	Orleans Junction—Claiborne St.	35
	Avondale Main track, Harahan Junction to Incline	20
All Trains and Engines	Harahan Incline, between Levee and Transfer Boat over straight track	10
All Trains and Engines	Harahan Incline, between Levee and Transfer Boat thru crossovers	6
Dispatch Trains		30
Freight engine running light or with caboose		30
All other trains, including local, work and mixed		25
Engines not equipped with trucks, eight wheel locomotive cranes, or trains handling them		15
Engine backing up light, or with cars		15
Derricks		20

103. Man must be stationed on rear car of each train using main track, or moving from one yard to another, and the balance of the crew distributed over the train in position to insure signals being conveyed over the entire train. Two or more men must not ride on the same car when train contains as many or more cars than there are employes in the crew.

D-151. Two Tracks:
Orleans Junction to New Orleans.
Southport Junction to Stuyvesant Docks. (Upper Belt).
Engines and trains moving between Southport Junction and Stuyvesant Docks (Upper Belt), will keep to left.

282. On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed. The restricted speed in this case shall not be more than fifteen (15) miles per hour.

729. Bulletin Boards:

New Orleans (Passenger Station)		Stuyvesant Docks
Harahan	Government Yard	Orleans Junction
Poydras	Levee Yard	Incline
		Three Oaks

1201. Authority of Louisiana Division Dispatchers extends over New Orleans Terminal Division, and they will issue train orders when necessary.

1202. Trains or engines using track in the reverse direction on double track must come to a full stop before passing over derails at interlocking plants, regardless of the indication of the signals.

1203. Engines and trains operating over thorofare track, Harahan, between puzzle switch and incline must run prepared to stop, expecting at all times to find track occupied.

1204. Cross-over switch on Thorofare in front of Harahan Hotel leading from A-5, when not in use, must be lined up for Thorofare and locked.

Cross-over switch on A-5 leading to Thorofare, when not in use, must be lined up for A-5 and locked.

1205. Following code of whistle signal will be used in calling for interlocking signal:

Harahan Junction:
One long blast for main track.
Three short blasts to enter yard.
Four short blasts for Avondale main line.

Orleans Junction:
One long and one short blast for Yazoo & Mississippi Valley and Gulf Coast Lines trains.

Southport Junction:
Three long blasts to enter cross-over from northward main line to Upper Belt.
Three long blasts to enter north leg of "Y" from southward main line to Upper Belt.

1206. Normal operation in and out of Harahan Yard, via South "Y" is to the right.

Normal operation in and out of Harahan Yard, via North "Y" is to the right.

1207. Cars or engines must not be left standing on the legs of the wyes so as to interfere with the movement of trains or engines, except in case of accident or other extreme emergency, and when such emergency exists, the obstruction must be protected by flagman.

1208. Trains and engines departing from "A" Yard, Harahan, southward, must not enter cross-over to south leg of South "Y" until man has been sent ahead sufficient distance to insure full protection against trains or engines entering Harahan Yard via the South "Y", through the north leg of the "Y."

1209. Trains and engines must not enter middle leg of north "Y," Harahan, before communicating with towerman at Harahan Junction and knowing the way is clear.

1210. Cars or engines must not be left standing or fouling Puzzle Switch, north end of Harahan Yard, at junction North and South legs of "Y."

1211. Trains and engines from Upper Belt must not enter North or South legs of "Y," at Southport, before communicating with towerman at Southport Junction, and knowing the way is clear. Telephone located in office at Southport. This does not relieve trainmen of operating in accordance with Rule No. 99.

Trains and engines must not enter the long cross-over Southport from the northward end until the Towerman, Southport Junction, has been communicated with and the route ascertained to be clear. Telephone located near northward end long cross-over.

1212. Trains or engines from the south intending to use new cross-over from northward main line to Upper Belt must notify towerman, Southport, before departing from Poydras Junction.

Trains or engines using new cross-over, Southport Junction, must notify towerman, Southport, should they be stopped after clearing derail and before reaching double track on Upper Belt. Telephone located near Derail No. 34.

1213. When a train stops in south leg of wye at Harahan, or long cross-over, Southport, to be passed by another train, markers will show green to engine, side and rear, and cupola lights green to rear; engineman must immediately blow out flag, and flagman must protect rear end. Cars must not be left standing in "Y" or cross-over without being protected in accordance with Rule. 99.

1214. Engines and trains pulling out of North "Y", Poydras Junction, will set gate across the northward track before opening the North "Y" switch or fouling northward track.

Trains and engines departing from Old Yard Lead, or from Scale track, north end, Government Yard, will be preceded by a flagman to Poydras Junction, and proceed signal must not be given to proceed unless southward main track is known to be clear.

1215. Northward trains and engines will notify towerman at Harahan Junction when leaving New Orleans Terminal Junction so route may be lined up at interlocking plant, Harahan Junction.

1216. Before going into track on which train is standing to which caboose is to be placed, member of train crew must first locate rear of train and give proper signal, so as to insure full protection.

1217. **Air Brakes:**

Enginemen must be notified by trainmen, and know before commencing trip, total number of cars in their train.

Cars must not be moved from one yard to another, or over our main line, with less than 100% air.

Before moving cars onto or off transfer barge, at Incline, air must be coupled and brakes tested.

Yard crews must use emergency hose on rear of trains in turning passenger trains on "Y", or in moving passenger trains to and from Union Station.

Care must be taken in coupling or uncoupling cars on descending grades. Hand brakes must be tested before cars are coupled onto, moved or uncoupled. If necessary, air brakes must be coupled up and working.

1218. STAFF SYSTEM RULES.

Trains using Avondale main track will be governed by the Staff System Rules.

Staff machines are located in the offices at Harahan Junction and Incline.

Trains must not enter the limits between Harahan Junction and Incline without obtaining staff

Southward trains must stop at the office at Incline, and Conductor must communicate with the operator at Harahan Junction when ready to proceed. If block is clear, operator will release staff and conductor must take staff from staff machine and deliver it to engineman in hoop provided for that purpose. The receipt of staff will be authority to proceed to Harahan Junction. Upon arrival at Harahan Junction, engineman must deliver staff to the operator, who will restore it to the staff machine.

Northward trains using Avondale track, Operator will deliver engineman a hoop containing staff. Receipt of staff will be authority to proceed to Incline. On arrival at Incline, conductor will place staff in staff machine in Incline office, and will telephone operator at Harahan Junction arrival of northward trains at Incline.

A staff must not be transferred from one train to another.

When, for any reason, staff system is out of service, clearance card (form 44), bearing signature of operator at Harahan Junction, will be authority for movement between Harahan Junction and Incline.

Northward trains will obtain clearance card (form 44) from Operator at Harahan Junction. Conductors of southward trains must communicate with operator at Harahan Junction from office at Incline for authority for clearance card (form 44), and upon receipt of authority, will fill out clearance card and deliver one copy to engineman.

Conductors and enginemen of Southern Pacific trains displaying signals to Avondale must ascertain from Southern Pacific dispatcher if following sections will use tracks of Illinois Central to Union Station, and if so signals must be displayed thru to Union Station:

When it is necessary for westbound Southern Pacific passenger trains to head into House Track at foot of hill, except Train 5, instructions to do so will be issued by Incline Yardmaster to Towerman at Harahan Junction.

Towerman will issue instructions by use of telegram, and will attach same to staff. After train is into clear on House Track, Conductor will arrange to send staff to office at Incline in order to prevent delay to eastbound trains.

DIVISION OFFICERS

J. W. COUSINS	Superintendent	New Orleans, La.
W. J. MORA	Train Master.	New Orleans, La.
W. B. WEST	Chief Train Dispatcher	McComb, Miss.
C. E. HENLEY	Assistant Chief Train Dispatcher	McComb, Miss.
C. L. CARROLL	Train Dispatcher	McComb, Miss.
H. P. CAMPBELL	Train Dispatcher	McComb, Miss.
A. K. ELLZEY	Train Dispatcher	McComb, Miss.
H. E. HOLLIDAY	Train Dispatcher	McComb, Miss.
E. J. RIVERS	Train Dispatcher	McComb, Miss.
C. C. BURNHAM	Train Dispatcher	McComb, Miss.
L. P. HUTCHINSON	Train Dispatcher	McComb, Miss.
H. WILSON	Train Dispatcher	McComb, Miss.