

The Names and Locations of Local Surgeons

Flint Bondurant.....	Cairo, Ill.
J. M. McManus.....	Cairo, Ill.
J. K. Rosson.....	Tamms, Ill.
J. J. Lence.....	Jonesboro, Ill.
Claude A. Stearns.....	Alto Pass, Ill.
Willis Stearns.....	Pomona, Ill.
H. H. Roth (Oculist).....	Murphysboro, Ill.
O. B. Ormsby.....	Murphysboro, Ill.
John Bennett.....	Ava, Ill.
H. F. Busse.....	Campbell Hill, Ill.
J. M. Keller.....	Willisville, Ill.
C. O. Boynton.....	Sparta, Ill.
J. T. Lloyd.....	Baldwin, Ill.
C. G. Smith.....	Red Bud, Ill.
J. C. Fultz.....	Waterloo, Ill.
E. T. Lark.....	Columbia, Ill.
J. H. Fulgham.....	E. St. Louis, Ill.
F. H. Gunn.....	E. St. Louis, Ill.
E. C. Spitze (Oculist).....	E. St. Louis, Ill.
C. A. Vosburg.....	St. Louis, Mo.
Quitman U. Newell.....	St. Louis, Mo.
R. J. Payne (Oculist).....	St. Louis, Mo.

The Names and Locations of Veterinarians

E. I. Keller.....	Chief Veterinarian.....	Okolona, Miss.
A. J. Striegel.....	Local Veterinarian.....	Murphysboro, Ill.

The Names and Locations of Watch Inspectors

R. P. Wiggins.....	St. Louis, Mo.
Zerwick Jewelry Co.....	East St. Louis, Ill.
Wolf Bros.....	Murphysboro, Ill.
E. A. Buder.....	Cairo, Ill.

List of Business Tracks Not Shown on Face of Time Table

	Mile
Lemens.....	618.32
Stockton Mine.....	588.10
Moore's Switch.....	546.34
Kaolin.....	533.89
Burrows.....	530.95
White House.....	525.57
Davis Gravel Pit.....	517.88
Beech Ridge.....	502.20

W. R. BARR, Train Master.....	St. Louis Division.
E. L. McCORD, Terminal Train Master.....	E. St. Louis, Ill.
J. B. WALLACE, Chief Dispatcher.....	Murphysboro District.
B. H. FOX, Chief Dispatcher.....	Cairo District.

Mobile and Ohio Rail Road Co.

ST. LOUIS DIVISION

TIME TABLE No. 22

To Take Effect at 12:01 A. M.

SUNDAY, NOVEMBER 10, 1929

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY ALL TIME TABLES OF PREVIOUS DATE

C. E. ERVIN, General Manager.

J. P. HOWELL, Superintendent Transportation.

F. M. BULLOCH, Superintendent.

MURPHYSBORO DISTRICT—Southbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 22 In Effect November 10, 1929		Station Numbers	FIRST CLASS		SECOND CLASS				THIRD CLASS	
		STATIONS			1	15		29	53	31		71
					DAILY	DAILY		DAILY	DAILY	DAILY		DAILY EX. SUN.
		L	AM	PM		PM	PM	PM		AM		
		DN.....ST. LOUIS (Un. Sta.).....	647	9 04	10 04							
		3.2										
645	58	E. ST. LOUIS (Relay Depot).....	645	9 22	10 39							
		0.68										
300	644	90.....E. ST. LOUIS (Frt. Yard).....	644	9 28	10 44							
		2.24										
450	642	66 DN.....MONSANTO.....	{ C.W. T.	642 s	9 34	s 10 50		5 30	6 30	7 30	6 30	
		4.55										
85	638	11.....EAST CARONDELET.....	638	9 41	10 57			5 45	6 45	7 46	6 44	
		1.44										
67	636	67 DN.....VULCAN.....	637	9 44	10 59			5 48	6 48	7 50	6 47	
		3.42										
85	633	25 DN.....BIXBY.....	633	9 48	11 03			5 53	6 53	7 55	6 52	
		1.39										
	631	86.....MILLSTADT JUNCTION.....	632									
		1.57										
55	630	29 D.....COLUMBIA.....	630 f	9 53	11 07			6 01	7 01	8 06	7 00	
		4.02										
72	626	27.....NEW HANOVER.....	626	10 00	11 13 ⁵⁴			6 15	7 15	8 21	7 14	
		4.50										
73	621	77 DN.....WATERLOO.....	W.	622 s	10 09	s 11 22		6 27	7 27	8 33	7 26	
		5.26										
85	616	51.....BURKSVILLE.....	Y.	617 f	10 17	11 30		6 38	7 38	8 44	7 38	
		3.07										
64	613	44.....POE.....	613	10 22	11 34			6 45	7 45	8 51	7 45	
		5.11										
92	608	33 DN.....RED BUD.....	608 s	10 31	f 11 41			6 55	7 55	9 02	7 57	
		5.09										
82	603	24.....GRIGGS.....	603	10 39	11 49			7 05	8 05	9 13	8 09	
		3.65										
84	599	90 D.....BALDWIN.....	C.W.	600 s	10 48	z 11 58		7 15	8 15	9 25	8 25	
		3.90										
79	595	69.....HOUSTON.....	596 f	10 55	12 04 ³⁰			7 24	8 24	9 35 ⁵⁴	8 40	
		4.79										
27	590	90 DN.....SPARTA.....	591 s	11 05 ⁷²	s 12 15			7 35	8 35	9 47	9 00	
		1.59										
103	589	31.....EDEN.....	589	11 08	12 18			7 39	8 39	9 52	9 06	
		7.88										
86	581	43 DN.....PERCY.....	581 s	11 19	f 12 29			7 56	8 56 ⁵⁴	10 11	9 40	
		2.78										
77	578	65 D.....WILLISVILLE.....	W.	579 s	11 26	f 12 35		8 08	9 08	10 23	9 55	
		4.47										
72	574	18 D.....CAMPBELL HILL.....	574 s	11 34	f 12 42			8 18 ⁵⁴	9 18	10 34	10 10 ⁷²	
		4.43										
85	569	75 DN.....AVA.....	570 s	11 42	f 12 50			8 28	9 28	10 45 ³⁰	10 30	
		6.94										
87	562	81.....ORAVILLE.....	563 f	11 53	1 02			8 42	9 42	11 00	10 50	
		7.49										
300	555	32 DN.....MURPHYSBORO.....	{ C.W. T.	555 s	12 09	s 1 15		9 05	10 05 ³⁰	11 30	11 30	
		6.55										
90	548	77.....ETHERTON.....	549 f	12 26 ²	1 27 ²⁸			9 29 ³⁰	10 29	11 55	11 52	
		4.78										
70	543	99 D.....POMONA.....	544 f	12 35	1 35			9 40	10 40	12 06	12 17 ²	
		4.35										
64	539	64 DN.....ALTO PASS.....	540 s	12 46 ⁷¹	f 1 45			10 00	11 00	12 35 ²⁸	12 46 ¹	
		4.45										
56	535	19.....MOUNTAIN GLEN.....	535 f	12 54	1 53			10 12	11 12	12 50	1 07	
		7.19										
47	528	00 DN.....JONESBORO.....	528 s	1 06	s 2 05			10 29	11 29	1 07	1 30	
		4.64										
60	523	36.....WEAVER HILL.....	524	1 14	2 13			10 40	11 40 ²⁸	1 19	1 40	
		3.11										
59	520	25 D.....MILL CREEK.....	520 f	1 20	z 2 18			10 46	11 46	1 26	1 50	
		3.03										
25	517	22 D.....ELCO.....	517 f	1 26	2 23 ¹⁶			10 52	11 52	1 33	2 00	
		4.75										
500	512	47 DN.....TAMMS.....	{ C.W. T. Y. A	512	1 34 PM	2 30 AM		11 05 ²⁸ PM	12 05 AM	1 45 AM	2 10 PM	
					1	15		29	53	31	71	
					DAILY	DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.	

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

MURPHYSBORO DISTRICT—Northbound

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Capacity of Sidings In Cars		MILES FROM MOBILE	TIME TABLE No. 22 In Effect November 10, 1929		STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS				THIRD CLASS	
							16	2		54	30	28		72
							DAILY	DAILY		DAILY	DAILY	DAILY		DAILY EX. SUN.
							AM	PM		PM	AM	AM		PM
					DN. ST. LOUIS (Un. Sta.)	647	7 00	3 45						
					3.2									
	645.58				E. ST. LOUIS (Relay Depot)	645	6 40	3 25						
					0.68									
300	644.90				E. ST. LOUIS (Frt. Yard)	644	6 27	3 14						
					2.24									
450	642.66				DN. MONSANTO { C.W. T.	642 s	6 20	s 3 07		11 55	2 15	6 00		2 00
					4.55									
85	638.11				EAST CARONDELET	638	6 11	2 59		11 40	1 57	5 45		1 37
					1.44									
67	636.67				DN. VULCAN	637	6 08	2 56		11 36	1 53	5 40		1 33
					3.42									
85	633.25				DN. BIXBY	633	6 04	2 51		11 30	1 47	5 34		1 23
					1.39									
	631.86				MILLSTADT JUNCTION	632								
					1.57									
55	630.29				D. COLUMBIA	630	6 00	f 2 47		11 25	1 42	5 29		1 18
					4.02									
72	626.27				NEW HANOVER	626	5 53	2 41		11 13 ¹⁵	1 30	5 17		1 05
					4.50									
73	621.77				DN. WATERLOO W.	622 s	5 46	s 2 35		10 50	1 18	5 05		12 53
					5.26									
85	616.51				BURKSVILLE Y.	617	5 35	f 2 24		10 36	1 08	4 55		12 40
					3.07									
64	613.44				POE	613	5 31	2 19		10 26	12 58	4 45		12 30
					5.11									
92	608.33				DN. RED BUD	608 f	5 22	s 2 11		10 12	12 44	4 30		12 18
					5.09									
82	603.24				GRIGGS	603	5 12	2 03		10 00	12 32	4 18		12 01
					3.65									
84	599.90				D. BALDWIN C.W.	600 z	5 04	s 1 57		9 48	12 20	4 06		11 45
					3.90									
79	595.69				HOUSTON	596	4 57	f 1 50		9 35 ³¹	12 04 ¹⁵	3 54		11 30
					4.79									
27	590.90				DN. SPARTA	591 s	4 50	s 1 42		9 18	11 38	3 42		11 05 1
					1.59									
103	589.31				EDEN	589	4 46	1 38		9 13	11 33	3 37		10 52
					7.88									
86	581.43				DN. PERCY	581 s	4 35	s 1 27		8 56 ⁵³	11 16	3 21		10 35
					2.78									
77	578.65				D. WILLISVILLE W.	579 f	4 27	s 1 21		8 34	11 09	3 14		10 25
					4.47									
72	574.18				D. CAMPBELL HILL	574 f	4 18	s 1 14		8 18 ²⁹	10 57	3 02		10 10 ⁷¹
					4.43									
85	569.75				DN. AVA	570 f	4 10	s 1 07		8 03	10 45 ³¹	2 50		9 55
					6.94									
87	562.81				ORAVILLE	563	3 58	f 12 55		7 40	10 20	2 25		9 25
					7.49									
300	555.32				DN. MURPHYSBORO { C.W. T.	555 s	3 45	s 12 43		7 20	10 05 ⁵³	2 05		9 10
					6.55									
90	548.77				ETHERTON	549	3 23	f 12 26 1		6 41	9 29 ²⁹	1 27 ¹⁵		8 24
					4.78									
70	543.99				D. POMONA	544	3 14	f 12 17 ⁷¹		6 30	9 14	12 52		8 13
					4.35									
64	539.64				DN. ALTO PASS	540 f	3 05	s 12 09		6 17	9 02	12 35 ³¹		8 00
					4.45									
56	535.19				MOUNTAIN GLEN	535	2 55	f 11 58		5 57	8 42	12 15		7 37
					7.19									
47	528.00				DN. JONESBORO	528 s	2 41	s 11 45		5 39	8 25	11 58		7 17
					4.64									
60	523.36				WEAVER HILL	524	2 34	11 38		5 25	8 13	11 40 ⁵³		7 01
					3.11									
59	520.25				D. MILL CREEK	520 z	2 29	f 11 33		5 16	8 05	11 30		6 52
					3.03									
25	517.22				D. ELCO	517	2 23 ¹⁵	f 11 27		5 08	7 58	11 23		6 44
					4.75									
500	512.47				DN. TAMMS { C.W. T.Y. L.	512	2 07	11 19		4 55	7 45	11 10 ²⁹		6 30
							AM	AM		PM	PM	PM		AM
							16	2		54	30	28		72
							DAILY	DAILY		DAILY	DAILY	DAILY		DAILY EX. SUN.

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

CAIRO DISTRICT—Southbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 22 In Effect November 10, 1929		Station Numbers	FIRST CLASS		SECOND CLASS			THIRD CLASS			
		STATIONS			15	1		53	31	29			71
					DAILY	DAILY		DAILY	DAILY	DAILY			DAILY EX. SUN.
			L. C.W. { T.Y. {		AM	PM		AM	AM	PM	AM		
500	512.47	DN	TAMMS.....	512	2 35	1 39		12 15	3 15	11 15	7 00		
			2.02										
29	510.45		SANDUSKY.....	510	2 38	1 43		12 25	3 25	11 25	7 10		
			3.45										
87	507.00		HODGES' PARK.....	507	2 43	f 1 49		12 32	3 32	11 32	7 20		
			4.02										
76	502.98	DN	CACHE.....	503	2 50	f 1 57		12 45	3 45	11 45	7 40		
			9.60										
300	501.00	DN	CAIRO { W. T. { A. {	492	3 13	2 20							
					AM	PM		AM	AM	PM	AM		
					15	1		53	31	29	71		
					DAILY	DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.		

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

MILLSTADT BRANCH

EASTBOUND

WESTBOUND

		THIRD CLASS	Capacity of Sidings In Cars	MILES FROM MILLSTADT JCT.	TIME TABLE No. 22 In Effect November 10, 1929		Station Numbers	THIRD CLASS			
		91			STATIONS			90			
		MIXED DAILY EX. SUN.						MIXED DAILY EX. SUN.			
		AM			L.			PM			
		11 00		0.00	MILLSTADT JUNCTION	631.86		12 25			
				1.57	KRAUSE	G2					
				2.62							
				4.19	DARMSTADT	G4					
				2.97							
		11 40	25	7.16	MILLSTADT	G7		11 45			
		AM			A.	L.		AM			
		91						90			
		DAILY EX. SUN.						DAILY EX. SUN.			

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

CAIRO DISTRICT—Northbound

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Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 22 In Effect November 10, 1929		Station Numbers	FIRST CLASS		SECOND CLASS			THIRD CLASS			
		STATIONS			16	2		54	30	28	72		
					DAILY	DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.		
			A C.W. T.Y.		AM	AM		PM	PM	PM	PM		
500	512.47	DN.....	TAMMS.....	512	2 02	11 15		3 00	6 30	10 10	3 20		
			2.02										
29	510.45		SANDUSKY	510	1 58	11 12		2 49	6 19	9 59	3 10		
			3.45										
87	507.00		HODGES' PARK	507	1 52	f 11 08		2 40	6 10	9 50	2 55		
			4.02										
76	502.98	DN.....	CACHE	503	1 43	f 11 03		2 30 ⁷²	6 00	9 40	2 30 ⁵⁴		
			9.60										
300	501.00	DN.....	CAIRO	492	1 15 AM	10 40 AM		PM	PM	PM	PM		
			W. T. L										
					16	2		54	30	28	72		
					DAILY	DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.		

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

HOLDING TRAINS FOR CONNECTIONS

ST. LOUIS, MO.—No. 1 will wait 10 minutes for 1 or 2 passengers to Cairo, Ill., or beyond, 15 minutes for 3 or more passengers to Cairo, Ill., or beyond with following exception: 30 minutes for 3 or more passengers to Mobile, Ala., and New Orleans, La., or beyond.

No. 15 will wait 10 minutes for 1 or 2 passengers to Cairo, Ill., or beyond, 15 minutes for 3 or more passengers to Cairo, Ill., or beyond with following exception: 30 minutes for 3 or more passengers to Mobile, Ala., Montgomery, Ala., and New Orleans, La., or beyond.

SPARTA, ILL.—No. 2 will wait five (5) minutes for Mo.-Ill. No. 2 when passengers are reported for local points and ten (10) minutes when passengers are reported for East St. Louis, St. Louis, or beyond.

PERCY, ILL.—No. 2 will wait 15 minutes for W. C. & W. No. 2 when passengers are reported for East St. Louis or St. Louis.

CAIRO, ILL.—No. 15 will wait two hours for Illinois Central No. 3 for Chicago sleeping car.

CORINTH, MISS.—No. 2 will wait 15 minutes for Southern No. 25 when passengers are reported for Jackson, Tenn., and North.

No. 8 will wait 20 minutes for Southern No. 35 when passengers are reported.

TUPELO, MISS.—No. 1 will wait one hour for Frisco No. 923 for Memphis sleeping car.

OKOLONA, MISS.—No. 83 will wait 20 minutes for No. 8 when passengers are reported.

MULDON, MISS.—No. 63 will wait 30 minutes for No. 15 when passengers are reported.

No. 67 will wait one hour for No. 16 when passengers are reported.

No. 65 will wait 20 minutes for No. 7 when passengers are reported.

ARTESIA, MISS.—No. 115 will wait one hour and thirty minutes for No. 15 when passengers are reported for points beyond Tuscaloosa, and 30 minutes when passengers are reported for Tuscaloosa and points north, and 30 minutes for Nos. 44 and 8.

No. 43 will wait 30 minutes for Nos. 15, 118 and 8 when passengers are reported.

No. 16 will wait 15 minutes for No. 116 when passengers are reported for points north of Okolona.

No. 117 will wait one hour for No. 16 and 30 minutes for Nos. 7 and 46 when passengers are reported.

No. 45 will wait one hour for Nos. 16, 116 and 7 when passengers are reported.

No. 1 will wait 20 minutes for No. 120 when passengers are reported.

No. 2 will wait 20 minutes for No. 122 when passengers are reported.

No. 121 will wait 20 minutes for No. 1 when passengers are reported.

No. 123 will wait one hour for No. 2 when passengers are reported.

No. 7 will wait 20 minutes for Nos. 116 and 46 when passengers are reported.

No. 8 will wait 10 minutes for Nos. 118 and 44 when passengers are reported.

MERIDIAN, MISS.—No. 1 will wait 30 minutes for Southern (A.G.S.) No. 41 when passengers are reported for Citronelle or Mobile.

No. 15 will wait 30 minutes for Southern (A.G.S.) No. 43 when passengers are reported for Citronelle or Mobile.

No. 2 will wait 10 minutes for Southern (N. O. & N. E.) No. 8 when passengers are reported.

REFORM, ALA.—No. 115 will wait 20 minutes for AT&N No. 2 when passengers are reported.

TUSCALOOSA, ALA.—No. 118 will wait 20 minutes for A. G. S. No. 11 when passengers are reported for Reform or beyond.

MAPLESVILLE, ALA.—No. 109 will wait 15 minutes for Southern No. 19 when passengers are reported.

MONTGOMERY, ALA.—No. 116 will wait 20 minutes for A. C. L. No. 57 when passengers are reported for Northport, Ala., or beyond.

No. 110 will wait 20 minutes for A. & W. P. 31 when passengers are reported.

SPECIAL INSTRUCTIONS

☞ All passenger trains must consume eight minutes, freight trains twelve minutes going down Alto Pass Hill.

Maximum speed of passenger trains with passenger locomotives will be 48 miles per hour; when handled by Consolidated or Mikado locomotives, maximum speed will be 35 miles per hour.

Maximum speed freight trains 35 miles per hour.

Locomotives not equipped with trucks will not be operated or towed at a speed exceeding 15 miles per hour.

Derricks with boom ahead, 25 miles per hour; derricks with boom trailing, 20 miles per hour.

Trains handling steam shovels, hoisting derricks on own trucks, pile drivers and structural iron where the weight is carried on two or more cars, 20 miles per hour.

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.

When passenger trains meet at Monsanto, the southbound train will take siding at crossover switch near Southern No. 9 connection, and will back out after opposing train passes.

All trains between Cache, Cairo and Freight Yard will be governed by the Mobile & Ohio and Illinois Central joint "CAIRO TERMINAL" Time Table.

All northbound trains must get clearance card before leaving Cache.

REGISTERING STATIONS.—Monsanto, Tamms and Cache, for all trains (East St. Louis Relay Depot and Cairo passenger trains only). First class trains will register at Monsanto, and Cache, by giving the operators at those points form 9, properly filled in, and the operators will carefully enter in the train register.

STANDARD CLOCKS.—St. Louis, Monsanto, Murphysboro, Tamms and Cairo.

BULLETIN BOARDS AND BOOKS.—Monsanto, Murphysboro, Tamms and Cairo.

YARD LIMITS.—Monsanto, Waterloo, Red Bud, Murphysboro, and Tamms.

RAILROAD CROSSINGS.—Terminal, Illinois Central, Wiggins Ferry and Southern, between East St. Louis and Monsanto, Alton & Southern between Mile Posts 641 and 642 (Interlock), Illinois Central at East Carondelet (Interlock), Mo. Pac. at Vulcan (Interlock), Mo. Pac. at Bixby (Interlock), Missouri-Illinois at Sparta, Mo. Pac. at Percy, Illinois Central between Mile Posts 554 and 555, C. & E. I. at Tamms (Interlock) and Illinois Central at Cache (Interlock).

South-bound trains, Alto Pass to Mountain Glenn will be governed by block signal located 530 feet south of siding, and north-bound trains, Alto Pass to Pomona will be governed by block signal located 200 feet north of siding at Alto Pass. Normal position of signals proceed.

The operation of these block signals does not in any way affect movements governed by time table rights or train orders.

When signal is not in proceed position trains must stop. If signal does not return to proceed position passenger trains will wait eight (8) minutes and freight trains will wait fifteen (15) minutes and then proceed under full control to Mountain Glenn or Pomona expecting to find track occupied by trains or other obstruction.

All trains must approach Pomona and Mountain Glenn under full control and when given a positive meet order at either point, north-bound trains will take siding, at Mountain Glenn, and southbound trains will take siding at Pomona.

North-bound trains at Pomona and south-bound trains at Mountain Glenn standing on the main track two (2) minutes or more must set south switch at Pomona and north switch at Mountain Glenn for siding until flagman is recalled.

The normal position of the train order signal at interlocking plants will be "STOP." This signal must be changed in view of approaching train.

Northbound trains approaching Alton & Southern crossing destined East St. Louis using main track will call for home signal by one long and one short blast of the whistle and be governed by upper arm of semaphore signal, eight hundred feet south of the crossing. Trains destined to head in at Monsanto Yard will call for signal by four short blasts of the whistle and will be governed by lower arm of semaphore signal.

Southbound trains on main track will call for home signal by one long and one short blast of the whistle and be governed by the home signal located eight hundred feet north of crossing.

Southbound trains moving out of Monsanto Yard will call for signal by four short blasts of whistle and be governed by dwarf signal located three hundred feet north of the crossing between siding and main line.

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

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

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

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

Trains will not pass signals until same are in proceed position.

All northbound trains before proceeding to relay depot over Conologue Track must call up "Q" Tower by telephone and obtain authority to proceed.

z. Stop to receive or discharge revenue passengers to and from East St. Louis or St. Louis.

Signals Approaching Highway Crossings

The attention of enginemen and firemen is particularly directed to the law of Illinois, which requires both that the crossing signal, by whistle, shall be continuously repeated, and that the bell shall be continuously rung, from whistle board to each highway crossing.

Locomotives must not be backed or cars pushed over grade crossings in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping train, if necessary, or actually flag the crossing, if crossing is unprotected by flagman.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE.

SOUTH BOUND

BETWEEN	Mikado Engines 450-481	Mikado Engines 400-420	Consoli- dated Engines 540-554	Ten- Wheel Engines 300-306	Ten- Wheel Engines 310-384
Monsanto to Murphysboro..	1900	1805	1520	1200	1250
Murphysboro to Jonesboro .	1000	950	800	570	600
Jonesboro to Mill Creek....	1900	1805	1520	1200	1250
Mill Creek to Davis.....	4000	3800	3200	2280	2460
.....					

Tonnage rating shown in current time table is based on rating of engine over principal grade and is applicable under favorable weather and operating conditions. Modification by the Chief Dispatcher will be made when conditions warrant.

Agents and Yard Masters must, unless otherwise instructed, fill out trains leaving their stations to full tonnage rating of the locomotive handling, and must know that trains are forwarded with full tonnage. Conductors, unless otherwise instructed, must fill out and keep the tonnage of their trains up to the locomotive rating on line of road. In making computation, less than 1000 pounds will be dropped, 1000 pounds will be counted as one ton, and fifteen tons more or less of rating will be counted as full tonnage.

When trains are delayed on account of failure of locomotives to handle their tonnage rating, Engineers must report to Chief Dispatcher by wire stating cause of such failure, and Conductors must show tonnage in train at the time such delay occurred on their delay report.

Actual weights of loaded or empty cars must not be estimated or assumed when they are available from way bill or stencil.

NORTH BOUND

BETWEEN	Mikado Engines 450-481	Mikado Engines 400-420	Consoli- dated Engines 540-554	Ten- Wheel Engines 300-306	Ten- Wheel Engines 310-384
Davis to Tamms.....	4000	3800	3200	2280	2460
Tamms to Alto Pass.....	1000	950	800	575	600
Alto Pass to Murphysboro..	1150	1100	920	700	750
Murphysboro to Burksville.	1900	1805	1520	1200	1250
Burksville to Millstadt Jct.	2400	2300	2000	1600	1700
Millstadt Jct. to Monsanto.	4000	3800	3200	2100	2200

Estimated weights may be used when the billing accompanying the cars does not show weight of contents (but not otherwise). When necessary to estimate weights, heavy commodities such as wheat, corn, pig iron, rail, stone, scrap iron, lumber, and other heavy material use marked capacity of cars as weight of contents. On cotton, hay, bran and other light commodities, use one half of the marked capacity of cars as weight of contents. On cars loaded with fruit, vegetables, packing house products, live stock, use weight of 30,000 pounds or fifteen tons, and on merchandise, use weight of 16,000 pounds or eight tons.

When necessary to estimate tare weight of cars account of cars not being stencilled, the following table of tare weights should be used:

Kind of car	Weight	Tons
Refrigerators	54,000 lbs.	27 tons
Box cars	44,000 lbs.	22 tons
Tank cars	48,000 lbs.	24 tons
Stock cars	42,000 lbs.	21 tons
Coal cars	42,000 lbs.	21 tons
Flat cars	32,000 lbs.	16 tons