

**The Names and Locations of Local and Dispensary Surgeons**

E. K. Guinn.....	Okolona, Miss.
A. F. Wicks.....	Okolona, Miss.
R. G. Dabbs.....	Shannon, Miss.
J. L. Trice.....	Tupelo, Miss.
G. L. Brown.....	Tupelo, Miss.
L. C. Feemster.....	Tupelo, Miss.
C. C. Pyle.....	Saltillo, Miss.
M. B. Rhodes.....	Guntown, Miss.
R. B. Caldwell.....	Baldwyn, Miss.
W. H. Sutherland.....	Booneville, Miss.
W. H. Anderson.....	Booneville, Miss.
G. W. Googe.....	Rienzi, Miss.
C. W. Norwood.....	Corinth, Miss.
Frank M. Davis.....	Corinth, Miss.
Ralph H. Allen.....	Corinth, Miss.
D. W. Hamrick (E. E. N. & T. Specialist).....	Corinth, Miss.
M. C. Key.....	Ramer, Tenn.
J. R. Smith.....	Selmer, Tenn.
E. M. Smith.....	Bethel Springs, Tenn.
H. T. Pitts.....	Henderson, Tenn.
W. O. Baird.....	Henderson, Tenn.
Hunter L. Steadman.....	Henderson, Tenn.
W. G. Saunders.....	Jackson, Tenn.
J. R. Thompson.....	Jackson, Tenn.
Geo. D. Hubbard.....	Jackson, Tenn.
W. T. Fitts.....	Jackson, Tenn.
Jerry L. Crook.....	Jackson, Tenn.
R. D. Poindexter, Dental Surgeon.....	Jackson, Tenn.
S. M. Herron (E. E. N. & T. Specialist).....	Jackson, Tenn.
G. H. Berryhill (E. E. N. & T. Specialist).....	Jackson, Tenn.
G. W. Penn.....	Humboldt, Tenn.
Geo. E. Spangler.....	Humboldt, Tenn.
W. C. McRee.....	Trenton, Tenn.
Dr. Thos. V. Banks.....	Trenton, Tenn.
R. L. Newman, Sr.....	Dyer, Tenn.
F. Douglass.....	Dyer, Tenn.
A. H. Gray.....	Kenton, Tenn.
M. A. Blanton, Sr.....	Union City, Tenn.
M. A. Blanton, Jr.....	Union City, Tenn.
E. W. Howell.....	Oakton, Ky.
F. H. Russell.....	Wickliffe, Ky.
George W. Payne.....	Bardwell, Ky.
Flint Bondurant.....	Cairo, Ill.
J. J. Rendleman.....	Cairo, Ill.
B. S. Hutcheson.....	Cairo, Ill.
J. K. Roeson.....	Tamm, Ill.
Earnest Radcliffe.....	Jonesboro, Ill.
Claude A. Stearns.....	Alto Pass, Ill.
H. H. Roth (E. E. N. & T. Specialist).....	Murphysboro, Ill.
R. S. Sabine.....	Murphysboro, Ill.
C. E. Riseling.....	Murphysboro, Ill.
J. A. Weatherly.....	Murphysboro, Ill.
R. E. Ussery.....	Ava, Ill.
H. F. Busse.....	Campbell Hill, Ill.
C. O. Boynton.....	Sparta, Ill.
J. T. Reiss.....	Red Bud, Ill.
J. A. Werth.....	Waterloo, Ill.
E. T. Lark.....	Columbia, Ill.
E. C. Spitze (Ophthalmologist).....	E. St. Louis, Ill.
Walter Wilhelmj.....	E. St. Louis, Ill.
V. P. Siegel.....	E. St. Louis, Ill.
J. T. Murphy, Dental Surgeon.....	E. St. Louis, Ill.
James Andrew.....	Cordova, Ala.
B. S. Lester.....	Birmingham, Ala.
L. C. Woodson (Ophthalmologist).....	Birmingham, Ala.
J. O. Gordon.....	Memphis, Tenn.
J. E. Cox.....	Memphis, Tenn.
H. E. Middlecoff, Dental Surgeon.....	Memphis, Tenn.
C. D. Blassingame (E. E. N. & T. Specialist).....	Memphis, Tenn.
P. M. Lewis, Oculist.....	Memphis, Tenn.

**The Names and Locations of Veterinarians**

A. J. Striegel.....	Local Veterinarian.....	Murphysboro, Ill.
Charles Wright.....	Local Veterinarian.....	Jackson, Tenn.
W. L. Stroup.....	Local Veterinarian.....	Corinth, Miss.
J. T. Alston.....	Local Veterinarian.....	Tupelo, Miss.
K. U. Jones.....	Local Veterinarian.....	Birmingham, Ala.

**The Names and Locations of Watch Inspectors**

R. P. Wiggins.....	St. Louis, Mo.
Zerweck Jewelry Co.....	East St. Louis, Ill.
Miss Ethel Smith.....	Murphysboro, Ill.
H. E. Hanson.....	Tamm, Ill.
E. A. Buder.....	Cairo, Ill.
Stewart Rhodes.....	Union City, Tenn.
I. L. Grady.....	Jackson, Tenn.
E. F. Waits.....	Corinth, Miss.
Riley Jewelry Co.....	Tupelo, Miss.
F. H. McGehee.....	Okolona, Miss.
Seymour and Company.....	Birmingham, Ala.

# Gulf, Mobile and Ohio R. R.

## NORTHERN DIVISION

### TIME TABLE

# No. 22

Taking Effect 12:01 A. M.

SUNDAY, DECEMBER 15, 1946

Superseding Time Table No. 21

Dated Monday July 1, 1946

**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**

**G. P. BROCK, Vice President and General Manager.**

**P. B. BRIDGES, General Superintendent.**

**C. E. LANHAM, Superintendent Transportation.**

**J. G. MINNIECE, Transportation Assistant.**

**W. H. FORLINES, Superintendent.**

**J. R. CONERLY, Superintendent.**

MURPHYSBORO DISTRICT—Southbound

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 22 In Effect December 15, 1946	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS					
					1	15		37	33	31	29	
					<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express		Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight	
					Daily	Daily		Daily	Daily	Daily	Daily	
					PM	PM	AM	PM	PM	PM	PM	
	648.70	.....	ST. LOUIS (Union Station).....	S 3	L 12 01	L 6 05						
	648.58	...	E. ST. LOUIS (Relay Depot)...	645 s	12 19	s 6 23						
Yd.	642.66	DN.....	TOLSON..... {X.C.W. S.T.	642 s	12 34	6 38 <sup>30</sup>		L 8 00	L 2 00	L 7 15	L 11 00 <sup>34</sup>	
80	638.11	TB...	EAST CARONDELET.....	638 f	12 41	6 45		8 28 <sup>28</sup>	2 12	7 27	11 12	
	633.25	TB.....	BIXBY..... X.	633	12 49	6 50		8 36	2 22	7 37	11 22	
	631.86	TB...	MILLSTADT JUNCTION.....	632								
	630.29	D.....	COLUMBIA.....	630 s	12 53			8 41	2 30	7 42	11 27	
	626.27	TB.....	NEW HANOVER.....	626	1 01	6 58		8 51	2 44	7 52	11 37	
99	621.77	DN.....	WATERLOO..... W.	622 s	1 10	7 03		9 05	3 13 <sup>2</sup>	8 10	11 52	
	616.51	TB.....	BURKSVILLE.....	617 f	1 18	7 09		9 15	3 25	8 22	12 02	
	608.33	D.....	RED BUD.....	608 s	1 30	7 19		9 31 <sup>32</sup>	3 40	8 37	12 15	
105	599.00	TB.....	BALDWIN..... C.	600 s	1 43	7 28		9 50	3 58	8 57 <sup>34</sup>	12 33	
24	590.90	DN.....	SPARTA..... X.	591 s	2 00	s 7 42		10 07	4 15	9 15	12 49	
96	589.31	TB.....	EDEN.....	589	2 03	7 45		10 10	4 20 <sup>30</sup>	9 18	12 52	
78	581.43	D.....	PERCY..... X.Y.	581 s	2 12 <sup>2</sup>	7 54		10 24	4 34	9 32	1 06	
109	578.65	TB.....	WILLISVILLE.....	579 f	2 18	7 57 <sup>34</sup>		10 30	4 41	9 39	1 12	
78	569.75	D.....	AVA.....	570 s	2 35	8 07		10 46	4 59	9 57	1 28	
82	562.81	TB.....	ORAVILLE.....	563 f	2 44	8 15		11 00	5 13	10 11	1 40	
Yd.	555.32	DN....	MURPHYSBORO. { X.W. Y.	555 s	2 58 <sup>30</sup>	s 8 25		11 18	5 33	10 35	2 05	
96	548.77	TB.....	ETHERTON.....	549	3 10	8 38		11 31	5 47	10 49	2 20	
112	539.64	DN.....	ALTO PASS.....	540 f	3 31	8 55		11 58	6 15 <sup>34</sup>	11 17	2 48	
75	535.19	TB...	MOUNTAIN GLEN.....	535	3 39	9 03		12 10	6 27	11 29	3 00	
	528.00	D.....	JONESBORO.....	528 s	3 49	9 12						
116	526.37	TB.....	KING.....	526	3 53	9 15		12 32 <sup>2</sup>	6 46	11 47	3 16	
102	520.25	TB.....	MILL CREEK.....	520 f	4 01	9 23		12 50	6 58	11 59	3 28 <sup>28</sup>	
Yd.	512.47	DN.....	TAMMS..... { C.W. X.T.Y.	512 s	4 15 <sup>34</sup>	9 33		1 15 <sup>30</sup> 2 00	7 15 7 45	12 15 12 45	{ 4 00 <sup>16</sup> 4 30 <sup>32</sup>	
98	507.00	TB.....	HODGES' PARK.....	507 f	4 24	9 39		2 15	7 55	1 00	4 45	
100	497.33	TB.....	DAVIS..... Y.	497	4 38	9 49		2 40	8 15	1 20 <sup>28</sup>	5 10	
	496.79	DN.....	NORTH CAIRO.....	496 A	4 41	A 9 52		A 2 45	A 8 20	A 1 25	A 5 15	
					PM	PM		PM	PM	AM	AM	
					1	15		37	33	31	29	
					Daily	Daily		Daily	Daily	Daily	Daily	

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

MURPHYSBORO DISTRICT—Northbound

Capacity of Sidings in Cars		TIME TABLE No. 22 In Effect December 15, 1946		Station Numbers	FIRST CLASS		SECOND CLASS			
MILES FROM MOBILE	STATIONS	16	2		28	32	30	34		
		<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express		Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight		
		Daily	Daily		Daily	Daily	Daily	Daily		
		AM	PM	AM	AM	PM	PM			
648.70	ST. LOUIS (Union Station).....	S 3	A 7 55	A 4 20						
	3.12									
645.58	E. ST. LOUIS (Relay Depot)...	645	s 7 35	s 4 00						
	2.92									
Yd. 642.68	DN.....TOLSON.....	642	7 12	s 3 44	A 8 40	A 11 15	A 6 33 <sup>25</sup> A 11 00 <sup>29</sup>			
	4.55 { X.C.W. S.T.									
80 638.11	TB...EAST CARONDELET.....	638	7 04	f 3 37	8 28 <sup>37</sup>	11 00	6 20 10 41			
	4.86									
79 633.25	TB.....BIXBY.....	633	6 57	3 30	8 20	10 50	6 11 10 31			
	1.39									
631.88	TB..MILLSTADT JUNCTION.....	632			8 18	10 45	6 07 10 28			
	1.57									
630.29	D.....COLUMBIA.....	630		s 3 25						
	4.02									
72 628.27	TB.....NEW HANOVER.....	628	6 46	3 19	8 05	10 30	5 55 10 15			
	4.50									
99 621.77	DN.....WATERLOO.....	622	6 40	s 3 13 <sup>33</sup>	7 55	10 20	5 45 10 03			
	5.26									
77 618.51	TB.....BURKSVILLE.....	617	6 33	f 3 05	7 40	9 59	5 29 9 53			
	8.18									
83 608.33	D.....RED BUD.....	608	6 22	s 2 52	7 23	9 31 <sup>37</sup>	5 10 9 35			
	8.43									
105 599.90	TB.....BALDWIN.....	600	6 12	s 2 39	7 03	9 03	4 48 8 57 <sup>31</sup>			
	9.00									
24 590.90	DN.....SPARTA.....	591	s 6 00	s 2 25	6 44	8 45	4 25 8 30			
	1.59									
96 589.31	TB.....EDEN.....	589	5 55	2 21	6 40	8 40	4 20 <sup>33</sup> 8 25			
	7.88									
78 581.43	D.....PERCY.....	581	5 45	s 2 12 <sup>17</sup>	6 26	8 25	4 05 8 10			
	2.78									
109 578.65	TB.....WILLISVILLE.....	579	5 41	f 2 06	6 18	8 18	3 53 7 57 <sup>15</sup>			
	8.90									
78 569.75	D.....AVA.....	570	5 30	s 1 51	6 00	8 00	3 35 7 34			
	6.94									
82 562.81	TB.....ORAVILLE.....	583	5 21	f 1 39	5 40	7 40	3 15 7 13			
	7.49 { Y.W.									
Yd. 555.32	DN...MURPHYSBORO { X.	555	s 5 10 <sup>28</sup>	s 1 28	5 10 <sup>16</sup>	7 25	2 58 <sup>17</sup> 6 57			
	8.55									
98 548.77	TB.....ETHERTON.....	549	4 57	1 13	4 40	7 02	2 37 6 37			
	9.13									
112 539.64	DN.....ALTO PASS.....	540	4 42	f 12 58	4 15	6 40	2 15 6 15 <sup>33</sup>			
	4.45									
75 535.19	TB...MOUNTAIN GLEN.....	535	4 32	12 46	3 57	6 22	1 59 5 48			
	7.19									
.... 528.00	D.....JONESBORO.....	528	4 20	s 12 35						
	1.63									
116 528.37	TB.....KING.....	526	4 18	12 32 <sup>37</sup>	3 40	6 03	1 42 5 29			
	6.12									
102 520.25	TB.....MILL CREEK.....	520	4 10	f 12 24	3 28 <sup>29</sup>	5 50	1 30 5 15			
	7.78									
Yd. 512.47	DN.....TAMMS... { X.C.W. T.Y.	512	4 00 <sup>29</sup>	s 12 13	3 10	5 30	1 15 <sup>37</sup> 5 00			
	5.47				2 00	4 30 <sup>29</sup>	12 30 4 10 <sup>17</sup>			
98 507.00	TB...HODGES' PARK.....	507	3 52	f 12 02	1 40	4 16	12 20 3 48			
	9.67									
100 497.33	TB.....DAVIS.....	497	3 42	11 48 <sup>39</sup>	1 20 <sup>37</sup>	3 53	11 48 <sup>2</sup> 3 25			
	0.54									
.... 498.79	DN...NORTH CAIRO.....	498	L 3 40	L 11 45	L 1 15	L 3 50	L 11 30 L 3 20			
			AM	AM	AM	AM	AM PM			
			16	2	28	32	30 34			
			Daily	Daily	Daily	Daily	Daily			

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

JACKSON DISTRICT—Southbound

		TIME TABLE No. 22 In Effect December 15, 1946		FIRST CLASS				SECOND CLASS			
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	1	15			31	29	37	33
				<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight
				Daily	Daily			Daily	Daily	Daily	Daily
				PM	PM			AM	AM	PM	PM
	496.79	DN.....NORTH CAIRO.....	496	L 4 50	L 10 00			L 1 25	L 5 15	L 2 45	L 8 20
		VIA ILLINOIS CENTRAL 11.79									
	485.00	....WINFORD JUNCTION....	485	5 11	10 20			1 55	5 45	3 15	8 49
120	484.33	DN.....WINFORD.....	484	5 12	10 21			1 56	5 46	3 16	8 50
90	479.58	TB.....LAKETON.....W.	480	f 5 18	10 26			2 06	5 56	3 26	9 00
119	475.13	TB.....BERKELEY.....	475	s 5 24	10 31			2 16	6 06	3 41	9 10
127	470.34	DN.....COLUMBUS.....	470	s 5 31	10 36			2 25 <sup>32</sup>	6 15	3 50	9 18
117	464.19	TB.....OAKTON.....	464	s 5 39	10 43			2 46 <sup>16</sup>	6 30	4 06	9 30
125	466.15	TB.....CAYCE.....	456	s 5 52	10 52			3 05	6 47	4 23	9 45
84	452.37	TB.....JORDAN.....	452	f 5 58	10 56			3 13	6 55	4 33	9 51
142	446.65	DN.....UNION CITY.... {C.W. 4.44 {Y.X.	447	s 6 10	s 11 05 <sup>28</sup>			3 35	7 25	5 00	10 05
115	442.21	DN.....RIVES.....X.	442	s 6 20	11 10			3 45	7 40	5 20	10 15
115	431.07	D.....KENTON.....	431	s 6 38	11 22			4 05	8 00	5 40	10 33 <sup>28</sup>
65	425.38	D.....RUTHERFORD.....W.	426	s 6 48	11 28			4 15	8 10	5 50	10 45
70	421.18	D.....DYER.....	421	s 6 56	11 33			4 23	8 25 <sup>30</sup>	6 00	10 52
100	414.26	DN.....TRENTON.....	414	s 7 10	s 11 42			4 35	8 40	6 15	11 04
95	408.14	TB.....FRUITLAND.....	408	f 7 20	11 49 <sup>32</sup>			4 47	9 03 <sup>2</sup>	6 30	11 15
125	403.21	DN.....HUMBOLDT.... {W.X. 9.71 {Y.	403	s 7 30	s 11 58			5 05	9 20	7 00	11 25 <sup>32</sup>
95	393.80	TB.....CARROLL.....	394	f 7 45	12 09			5 25	9 36	7 25	11 45
Yd.	386.06	DN.....JACKSON.....X.	386	A 7 55	A 12 20			5 45	9 50	7 45	12 01
Yd.	384.26	DN.....ISELIN.... {S.C.W. 1.80 {T.Y.	384					A 6 00	A 10 00 <sup>34</sup>	A 8 00	A 12 15
				PM	AM			AM	AM	PM	AM
				1	15			31	29	37	33
				Daily	Daily			Daily	Daily	Daily	Daily

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

JACKSON DISTRICT—Northbound

		TIME TABLE No. 22 In Effect December 15, 1946		FIRST CLASS				SECOND CLASS			
Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	16	2			30	34	28	32
				<i>The Rebel</i> Mail and Express	<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight	Manifest Freight	Manifest Freight
				Daily	Daily			Daily	Daily	Daily	Daily
				AM	AM			AM	PM	AM	AM
	498.79	DN.....NORTH CAIRO.....	498	A 3 32	A 11 40			A 11 30	A 3 20	A 1 15	A 3 50
		VIA ILLINOIS CENTRAL 11.79									
	485.00	.....WINFORD JUNCTION.....	485	3 09	11 17			11 00	2 50	12 41	3 20
120	484.33	DN.....WINFORD.....	484	3 08 <sup>32</sup>	11 16			10 59	2 49	12 40	3 08 <sup>16</sup>
90	479.58	TB.....LAKETON.....W.	480	3 03	f 11 08			10 45	2 35	12 25	2 48
119	475.13	TB.....BERKELEY.....	478	2 58	s 11 01			10 30	2 20	12 10	2 37
127	470.34	DN.....COLUMBUS.....	470	2 53	s 10 52			10 20	2 10	11 59	2 25 <sup>31</sup>
117	464.19	TB.....OAKTON.....	464	2 46 <sup>31</sup>	s 10 41			10 08	1 55	11 45	2 05
125	456.15	TB.....CAYCE.....	456	2 36	s 10 29			9 53	1 38	11 30	1 47
84	452.37	TB.....JORDAN.....	452	2 32	f 10 24			9 45	1 30	11 20	1 40
142	446.65	DN.....UNION CITY.....	447	s 2 23	s 10 15			9 30	1 15	11 05 <sup>15</sup>	1 25
115	442.21	DN.....RIVES.....X.	442	2 18	s 10 03			9 05	12 45	10 51	12 54
115	431.07	D.....KENTON.....	431	2 06	s 9 45			8 45	12 20	10 33 <sup>33</sup>	12 34
65	425.38	D.....RUTHERFORD.....W.	426	2 00	s 9 34			8 35	12 09	10 10	12 25
70	421.15	D.....DYER.....	421	1 55	s 9 26			8 25 <sup>29</sup>	11 59	10 00	12 16
100	414.26	DN.....TRENTON.....	414	s 1 47	s 9 16			8 07	11 45	9 45	12 05
95	408.14	TB.....FRUITLAND.....	408	1 40	f 9 03 <sup>29</sup>			7 55	11 30	9 30	11 49 <sup>15</sup>
125	403.21	DN.....HUMBOLDT.....	403	s 1 31	s 8 55			7 40	11 15	9 15	11 25 <sup>33</sup>
95	393.50	TB.....CARROLL.....	394	1 20	f 8 37			7 15	10 35	8 50	11 05
Yd.	388.06	DN.....JACKSON.....X.	388	L 1 10	L 8 25			6 55	10 15	8 30	10 45
Yd.	384.26	DN.....ISELIN.....	384					L 6 40	L 10 00 <sup>29</sup>	L 8 15 <sup>1</sup>	L 10 30
				AM	AM			AM	AM	PM	PM
				16	2			30	34	28	32
				Daily	Daily			Daily	Daily	Daily	Daily

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

## OKOLONA DISTRICT—Southbound

TIME TABLE No. 22 In Effect December 15, 1946			FIRST CLASS								
Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	15	11	1	9	53	7		
				<i>The Rebel</i> Mail and Express Daily AM	Gas-Electric Mail and Express Daily AM	<i>The Rebel</i> Mail and Express Daily PM	Illinois Central Daily AM	Illinois Central Daily PM	Illinois Central Daily PM		
Yd.	386.06	DN.....JACKSON.....X	386	L 12 35	L 7 45	L 8 15					
		1.80									
Yd.	384.26	DN.....ISELIN..... {SCW TY	384	12 40	7 52	8 20 <sup>28</sup>					
		0.90									
	383.36	TB.....ISELIN JUNCTION.....	383	12 41	7 53	A 8 21					
		1.55									
83	381.81	DN.....PERRY.....	382	12 43 <sup>16</sup>	f 7 56		L 9 30	L 4 36	L 6 47 <sup>12</sup>		
		7.10									
100	374.71	TB.....PINSON.....	375	12 51	f 8 11		9 38	4 44	6 55		
		5.83									
94	368.88	D.....HENDERSON.....	369	12 57	s 8 24		9 45	4 50	7 02		
		8.44									
103	362.44	D.....FINGER.....	362	1 04	s 8 34		9 53	4 57	7 10		
		3.60									
71	358.84	TB.....McNAIRY.....	359	1 08	s 8 39		9 57	5 01	7 14		
		6.20									
103	352.64	D.....BETHEL SPRINGS.....W	353	1 15	s 8 48		10 04	5 07	7 21		
		4.69									
125	347.95	DN.....SELMER.....	348	s 1 20	s 8 54		10 09	5 12 <sup>28</sup>	7 26		
		7.16									
83	340.79	D.....RAMER.....	341	1 29 <sup>76</sup>	s 9 09		10 18	5 22 <sup>10</sup>	7 35		
		4.80									
88	336.19	TB.....GUYS.....	336	1 34	f 9 17		10 23 <sup>74</sup>	5 27 <sup>12</sup>	7 40		
		5.68									
	330.51	DN.....RUSLOR.....	331	1 40	9 26		A 10 30	A 5 33	A 7 47		
		1.66									
Yd.	328.85	DN.....CORINTH..... {WY SX	329	s { 1 42	s { 9 30						
		5.28		s { 1 52	s { 9 40						
87	323.57	TB.....JOBES.....	324	1 59	f 9 48						
		6.90									
90	316.67	TB.....RIENZI.....	317	2 06 <sup>39</sup>	s 10 00						
		8.10									
75	308.57	D.....BOONEVILLE.....	309	s 2 17	s 10 17						
		6.08									
70	302.51	TB.....WHEELER'S.....W	303	2 24	f 10 25						
		5.11									
90	297.40	D.....BALDWYN.....	297	2 30	s 10 35						
		5.06									
29	292.34	TB.....GUNTOWN.....	292	2 36	s 10 42						
		4.81									
100	287.53	TB.....SALTILLO.....	287	2 41	s 10 49						
		8.53									
66	279.00	DN.....TUPELO.....XW	279	s { 2 50	s { 11 05						
		4.27		s { 3 05	s { 11 25						
70	274.73	TB.....VERONA.....	275	3 11	s 11 34						
		5.40									
74	269.33	TB.....SHANNON.....	269	3 17	s 11 43						
		7.90									
Yd.	261.43	DN.....OKOLONA..... {CY WT	261	A 3 27	A 11 55						
				AM	AM	PM	AM	PM	PM		
				15	11	1	9	53	7		
				Daily	Daily	Daily	Daily	Daily	Daily		

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

OKOLONA DISTRICT—Northbound

		TIME TABLE No. 22 In Effect December 15, 1946		FIRST CLASS								
Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	12	16	2	8	52	10			
				Gas-Electric Mail and Express	The Rebel Mail and Express	The Rebel Mail and Express	Illinois Central	Illinois Central	Illinois Central			
				Daily	Daily	Daily	Daily	Daily	Daily			
				PM	AM	AM	AM	PM	PM			
Yd.	386.06	DN.....JACKSON.....X	386	A 6 55	A 12 55	A 8 15						
	1.80											
Yd.	384.26	DN.....ISELIN..... {SCW TY	384	6 46	12 48	8 07 <sup>31</sup>						
	0.90											
	383.38	.....ISELIN JUNCTION.....	383	6 44	12 46	L 8 06						
	1.55											
83	381.81	DN.....PERRY.....	382	f 6 42 <sup>7</sup>	12 43 <sup>15</sup>		A 8 20 <sup>31</sup>	A 1 58	A 6 15			
	7.10											
100	374.71	TB.....PINSON.....	375	f 6 30	12 33		8 11 <sup>11</sup>	1 51	6 05 <sup>28</sup>			
	5.83											
84	368.88	D.....HENDERSON.....	369	s 6 22 <sup>75</sup>	12 27		8 04	1 45	5 58 <sup>75</sup>			
	6.44											
103	362.44	D.....FINGER.....	362	s 6 07	12 20		7 57	1 39	5 51			
	3.60											
71	358.84	TB.....McNAIRY.....	359	s 6 02	12 16		7 53	1 35	5 47			
	6.20											
103	352.64	D.....BETHEL SPRINGS.....W	353	s 5 53	12 09		7 46	1 29	5 39			
	4.69											
125	347.95	DN.....SELMER.....	348	s 5 46	s 12 04		7 41	1 24	5 33			
	7.16											
83	340.79	D.....RAMER.....	341	s 5 34	11 55		7 32	1 17	5 22 <sup>53</sup>			
	4.60											
88	336.19	TB.....GUYS.....	336	f 5 27 <sup>53</sup>	11 50		7 27	1 12	5 17			
	5.68											
	330.51	DN.....RUSLOR.....	331	5 20	11 43		L 7 20	L 1 06	L 5 10			
	1.66											
Yd.	328.85	DN.....CORINTH..... {WY SX	329	s { 5 15 5 01	s { 11 40 11 30							
	5.28											
87	323.57	TB.....JOBES.....	324	f 4 51	11 24							
	6.90											
90	316.67	TB.....RIENZI.....	317	s 4 40	11 17							
	8.10											
75	308.57	D.....BOONEVILLE.....	309	s 4 25	s 11 08							
	6.08											
70	302.51	TB.....WHEELER'S.....W	303	f 4 10	10 59							
	5.11											
90	297.40	D.....BALDWIN.....	297	s 4 02	10 53							
	5.06											
29	292.34	TB.....GUNTOWN.....	292	s 3 52	10 47							
	4.81											
100	287.53	TB.....SALTILLO.....	287	s 3 45 <sup>29</sup>	10 42							
	8.53											
66	279.00	DN.....TUPELO.....XW	279	s { 3 30 3 20	s { 10 32 10 22							
	4.27											
70	274.73	TB.....VERONA.....	275	s 3 10	10 16							
	5.40											
74	269.33	TB.....SHANNON.....	269	s 3 00	10 10							
	7.90											
Yd.	261.43	DN.....OKOLONA..... {CY WT	261	L 2 45	L 10 00							
				PM	PM	AM	AM	PM	PM			
				12	16	2	8	52	10			
				Daily	Daily	Daily	Daily	Daily	Daily			

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

OKOLONA DISTRICT—Southbound

		TIME TABLE No. 22 In Effect December 15, 1946		SECOND CLASS																
Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	31	29	45	77	75												
				Manifest Freight	Manifest Freight	Illinois Central	Illinois Central	Illinois Central												
				Daily	Daily	Daily	Daily	Daily												
				AM	AM	AM	AM	PM												
Yd.	386.06	DN.....JACKSON.....X	386																	
		1.80																		
Yd.	384.26	DN.....ISELIN.....	384	L 8 10 <sup>2</sup>	L 11 15															
		0.90																		
	383.36	TB.....ISELIN JUNCTION.....	383	8 12	11 16															
		1.55																		
83	381.81	DN.....PERRY.....	382	8 20 <sup>8</sup>	11 20	L 4 15	L 9 55	L 5 20												
		7.10																		
100	374.71	TB.....PINSON.....	375	8 34	11 35 <sup>74</sup>	4 38 <sup>30</sup>	10 10	5 34												
		5.83						5 45 <sup>(28)</sup> 6 22 <sup>(10)</sup> 12												
94	368.88	D.....HENDERSON.....	369	8 43	11 47	4 48	10 22													
		6.44																		
103	362.44	D.....FINGER.....	362	8 53	12 01	5 00	10 36	6 36												
		3.60																		
71	358.84	TB.....McNAIRY.....	359	8 58	12 06	5 06	10 41	6 41												
		6.20																		
103	352.64	D.....BETHEL SPRINGS.....W	353	9 10	12 18	5 18	10 53 <sup>74</sup>	6 53												
		4.60																		
125	347.95	DN.....SELMER.....	348	9 20	12 25	5 27	11 00	7 00												
		7.16																		
83	340.79	D.....RAMER.....	341	9 35	12 38	5 45	11 13	7 13												
		4.60																		
88	336.19	TB.....GUYS.....	336	9 45	12 45	5 55	11 20	7 20												
		5.68																		
	330.51	DN.....RUSLOR.....	331	10 00 <sup>74</sup>	12 55	A 6 10	A 11 30	A 7 30												
		1.66																		
Yd.	328.85	DN.....CORINTH.....	329	{ 10 05	{ 1 00															
		5.28		{ 10 35	{ 1 30															
87	323.57	TB.....JOBES.....	324	10 50	1 45															
		6.90																		
90	316.67	TB.....RIENZI.....	317	11 02	1 57															
		8.10																		
75	308.57	D.....BOONEVILLE.....	309	11 20	2 15															
		6.06																		
70	302.51	TB.....WHEELER'S.....W	303	11 32	2 30															
		5.11																		
90	297.40	D.....BALDWIN.....	297	11 42	2 58 <sup>28</sup>															
		5.06																		
29	292.34	TB.....GUNTOWN.....	292	11 52	3 25															
		4.81																		
100	287.53	TB.....SALTILLO.....	287	12 02	3 45 <sup>12</sup>															
		8.53																		
66	279.00	DN.....TUPELO.....XW	279	12 30	4 05															
		4.27																		
70	274.73	TB.....VERONA.....	275	12 40	4 15															
		5.40																		
74	269.33	TB.....SHANNON.....	269	12 50	4 25															
		7.90																		
Yd.	261.43	DN.....OKOLONA.....	261	A 1 15	A 4 45															
				PM	PM	AM	AM	PM												
				31	29	45	77	75												
				Daily	Daily	Daily	Daily	Daily												

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



OKOLONA DISTRICT—Northbound

Capacity of Sidings In Cars		TIME TABLE No. 22 In Effect December 15, 1946		Station Numbers	SECOND CLASS								
					30	28	76	74	46				
MILES FROM MOBILE	STATIONS	Station Numbers		Manifest Freight	Manifest Freight	Illinois Central	Illinois Central	Illinois Central					
				Daily	Daily	Daily	Daily	Daily					
				AM	PM	AM	PM	PM					
Yd. 386.08	DN.....JACKSON.....X	386											
	1.80												
Yd. 384.26	DN.....ISELIN..... {SCW	384	A 5 10	A 6 35									
	0.90												
....	383.36 TB.....ISELIN JUNCTION.....	383	5 00	6 30									
	1.55												
83	381.81 DN.....PERRY.....	382	4 55	6 25	A 2 50	A 12 01	A 4 20						
	7.10												
100	374.71 TB.....PINSON.....	375	4 38 <sup>45</sup>	6 05 <sup>10</sup>	2 35	11 35 <sup>29</sup>	4 04						
	5.83												
94	368.88 D.....HENDERSON.....	369	4 26	5 45 <sup>75</sup>	2 27	11 24	3 54						
	6.44												
103	362.44 D.....FINGER.....	362	4 14	5 35	2 15	11 12	3 43						
	3.60												
71	358.84 TB.....McNAIRY.....	359	4 08	5 30	2 10	11 07	3 36						
	6.20												
103	352.64 D.....BETHEL SPRINGS.....W	353	3 56	5 20	1 58	10 53 <sup>77</sup>	3 24						
	4.69												
125	347.95 DN.....SELMER.....	348	3 46	5 12 <sup>53</sup>	1 48	10 45	3 14						
	7.16												
83	340.78 D.....RAMER.....	341	3 33	4 52	1 29 <sup>15</sup>	10 33	2 58						
	4.80												
88	336.19 TB.....GUYS.....	336	3 25	4 45	1 15	10 23 <sup>9</sup>	2 45						
	5.68												
....	330.81 DN.....RUSLOR.....	331	3 15	4 35	L 1 05	L 10 00 <sup>31</sup>	L 2 30						
	1.66												
Yd. 328.85	DN.....CORINTH..... {WY	329	{ 3 10	{ 4 30									
	5.28		{ 2 30	{ 4 00									
87	323.57 TB.....JOBES.....	324	2 20	3 48									
	6.90												
90	316.67 TB.....RIENZI.....	317	2 06 <sup>15</sup>	3 36									
	8.10												
75	308.57 D.....BOONEVILLE.....	309	1 40	3 22									
	6.06												
70	302.51 TB.....WHEELER'S.....W	303	1 22	3 07									
	5.11												
90	297.40 D.....BALDWYN.....	297	1 15	2 58 <sup>29</sup>									
	5.06												
29	292.34 TB.....GUNTOWN.....	292	1 07	2 48									
	4.81												
100	287.53 TB.....SALTILLO.....	287	1 00	2 40									
	8.53												
66	279.00 DN.....TUPELO.....XW	279	12 45	2 25									
	4.27												
70	274.73 TB.....VERONA.....	275	12 28	2 03									
	5.40												
74	269.33 TB.....SHANNON.....	269	12 20	1 55									
	7.90												
Yd. 261.43	DN.....OKOLONA..... {CY	281	L 12 05	L 1 40									
			AM	PM	AM	AM	PM						
			30	28	76	74	46						
			Daily	Daily	Daily	Daily	Daily						

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

# SPECIAL INSTRUCTIONS

## NORTHERN DIVISION

**No. 1.** 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.

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

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. 2. CONDITIONAL STOPS:**

Nos. 1 and 2 will stop on signal at Houston, Campbell Hill, Pomona, Elco, Cache, Wickliffe, Moscow, Crockett and Bruces.

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

No. 15 will stop at Henderson to discharge passengers from St. Louis and beyond.

On instructions No. 16 will stop at Henderson to pick up passengers for St. Louis and beyond.

Nos. 11 and 12 will stop on signal at Falcon, Thrashers and Chickasaw.

**No. 3. TRAIN REGISTERS:**

Tolson	Iselin
Tamms	Perry
North Cairo	Ruslor
Winford	Corinth
Jackson	Okolona

First class trains only will register at Jackson.

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

**No. 4. RAILROAD CROSSINGS:**

Interlocked:	Maximum Speed	
	Passenger	Freight
A. & S. —Mile 642	35 MPH	25 MPH
M. P. —Bixby	45 MPH	35 MPH
M. P. —Percy	35 MPH	25 MPH
M. P. —Between Mile Posts L-1 and L-2.	35 MPH	25 MPH
I. C. —Rives	35 MPH	25 MPH

**Non-Operative approach signals:**

I. C. —Mile 555	20 MPH	20 MPH
C. & E. I.—Tamms	20 MPH	20 MPH
I. C. —Jackson	20 MPH	20 MPH
I. C. —Winford and North Cairo, —crossover—end of double track.	20 MPH	20 MPH

**Not Interlocked:**

Terminal R. R. —E. St. Louis
I. C. —E. St. Louis
Wiggins Ferry —E. St. Louis
Southern —E. St. Louis
Missouri-Illinois—Sparta
N. Y. C. —Between Mile Posts L-3 and L-4.
L. & N. —Humboldt
Southern —Corinth
S. L. S. F. —Tupelo

**Gates:**

N. C. & St. L.—Union City

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

All trains approaching Davis, southbound, unless otherwise restricted, will reduce speed as follows:

Passenger Trains.....	.35 Miles Per Hour
Freight Trains.....	.25 Miles Per Hour

**No. 5. WATER STATIONS:**

Tolson	Humboldt
Waterloo	Iselin
Murphysboro	Bethel Springs
Tamms	Corinth
Cairo	Wheeler's
Laketon	Tupelo
Union City	Okolona
Rutherford	

Engines of freight trains double heading will be detached when taking water at all water stations.

**No. 6. COALING STATIONS:**

Tolson	Union City
Baldwin	Iselin
Tamms	Okolona

**No. 7. YARDS:**

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

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

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

Between south yard lead and passenger station at Tamms;

Between I. C. Crossing and Lexington St. at Jackson.

Within the limits specified above, the main track may be used without protecting against first class trains, except that trains or engines occupying the main track therein must protect against first-class trains during fogs, storms or other unfavorable conditions.

**No. 8. BULLETIN BOARDS:**

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

**No. 9. STANDARD CLOCKS:**

St. Louis	Cairo
Tolson-Yard Office	North Cairo
Tolson Round House	Jackson
Murphysboro	Iselin Yard Office
Tamms-C. & E. I. Telegraph Office	Iselin Round House
Tamms Yard Office	Corinth
	Okolona

**No. 10.** All trains will get clearance before leaving North Cairo and Corinth.

All southbound trains will get clearance before leaving Winford.

Number 2 will assume schedule at Iselin Junction without clearance.

Nos. 1 and 15 must secure clearance before leaving Tolson.

All trains except first class, must get clearance before leaving Tamms.

### SPECIAL INSTRUCTIONS—Continued

#### No. 11. MAXIMUM SPEED RESTRICTIONS:

Between East St. Louis and Okolona.	Diesel Electric	Passenger.....	60 Miles Per Hour
		Steam Passenger....	55 Miles Per Hour
	Gas Electric	Passenger.....	55 Miles Per Hour
		Freight.....	40 Miles Per Hour

#### Exceptions:

Between Perry and Ruslor.....	Diesel Electric	Passenger.....	70 Miles Per Hour
		Passenger.....	50 Miles Per Hour
Passenger Trains with Consolidated or Mikado Locomotives.....			50 Miles Per Hour
Trains using turnout not to exceed.....			15 Miles Per Hour

Passenger trains must consume 8 minutes going down Alto Pass Hill.  
 Freight trains must consume 12 minutes going down Alto Pass Hill.  
 Trains Handling Loaded Kopple Air Dump Cars..... 25 Miles Per Hour  
 Steam Derricks..... 25 Miles Per Hour  
 Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks..... 25 Miles Per Hour  
 Locomotives not equipped with trucks, will not be operated or towed at a speed in excess of..... 25 Miles Per Hour  
 Towing gas-electric motors on passenger trains with authorized speed greater than 50 miles per hour..... 50 Miles Per Hour  
 Locomotives being operated or towed with both front sections side rods down and both back sections side rods down, or all side rods down, will not exceed a speed of..... 10 Miles Per Hour  
 First class trains must not exceed a speed of 30 Miles Per Hour within the yard limits of Okolona.  
 First class trains must not exceed a speed of 25 Miles Per Hour between Iselin Junction and Lexington St., Jackson.  
 Ohio River Bridge, between Illinois and Ballard:  
 Passenger Trains..... 15 Miles Per Hour  
 Freight Trains..... 15 Miles Per Hour  
 Freight Trains handling derricks.... 10 Miles Per Hour  
 Engines backing up light or with cars. 10 Miles Per Hour

Freight trains handled by triple unit or four unit Diesel locomotives must not have a car with total gross weight in excess of 160,000 pounds among the first ten cars immediately following the engine.  
 Engines 400 to 486, inclusive, in freight service must not have a car with total gross weight in excess of 160,000 pounds among the first ten cars immediately following the engine.  
 Locomotives must not double-head or be coupled together any place in train on this bridge.  
 Trains having hot boxes must be stopped before moving on Ohio River Bridge and proper attention given to such boxes before proceeding.

All trains will observe speed restrictions indicated by Diamond Boards.

#### No. 12. SIGNALS APPROACHING HIGHWAY CROSSINGS:

The attention of enginemen and firemen is particularly directed to the laws of Illinois, Kentucky, Tennessee and Mississippi, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing. In Tennessee, the law also requires that the whistle should be blown or the bell rung for a distance of one mile before reaching any depot or station.

#### No. 13. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:

Station No.	Name	Mile Post	Car Capacity	Opens
603	Griggs.....	603.12	4	South
574	Campbell Hill.....	574.18	12	North
544	Pomona.....	543.99	10	South
534	Kaolin.....	533.89	5	South
517	Elco.....	517.22	12	South
459	Moscow.....	459.40	12	Double
438	Crockett.....	437.92	26	Double
396	Youngs.....	396.00	15	North
391	Gilmore.....	391.07	10	South
313	Thrashers.....	313.47	10	Double
266	Chickasaw.....	266.09	2	North

#### No. 14. 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."

No. 15. North cross-over switch at Eden will be known and used as North siding switch.

Nos. 11 and 12 will use track No. 1 at Jackson.

#### No. 16. INSTRUCTIONS REGARDING INTERLOCKING AND BLOCK SIGNAL TERRITORY:

##### MURPHYSBORO DISTRICT—TOLSON-NORTH CAIRO

Southbound trains, Alto Pass to Mountain Glenn will be governed by block signal located 530 feet south of the siding at Alto Pass. Normal position of this signal is proceed. 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 to Mountain Glenn under full control, prepared to stop short of trains or other obstructions.

Northbound trains, Alto Pass to Pomona will be governed by block signal located 200 feet north of the siding at Alto Pass. Normal position of this signal is proceed. 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 to Pomona under full control, prepared to stop short of trains or other obstructions.

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

Northbound trains approaching Alton & Southern crossings, 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.

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

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

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 the 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.

**SPECIAL INSTRUCTIONS—Continued**

**No. 16. (Continued)**

Southbound trains approaching Davis will be governed by 2-unit colorlight signal at north switch of siding.

When top unit displays a green aspect and bottom unit is not lighted train will proceed on main track. When top unit displays a yellow aspect and bottom unit is not lighted train will proceed on main track prepared to stop at next signal. When top unit displays a red aspect and bottom unit displays an illuminated letter "S" train must take siding. When top unit displays a red aspect and bottom unit is not lighted train must stop and then proceed prepared to stop short of train or obstruction.

Home signal located 270 feet north of south siding switch at Davis, governing movement of southbound trains and engines to North Cairo will display the following aspects and corresponding indications:

- Yellow—Proceed at reduced speed.
- Red—Stop.

Northbound trains approaching Davis will be governed by 2-unit colorlight signal located 200 feet south of junction switch at Davis.

When top unit displays a yellow aspect and bottom unit is not lighted train may proceed at reduced speed through interlocking on main track prepared to stop short of train or obstruction. When top unit displays a red aspect and bottom unit displays an illuminated letter "S" train must take siding. When top unit displays a red aspect and bottom unit is not lighted, train will communicate with the operator North Cairo for instructions or proceed through the interlocking under flag protection.

These signal indications do not relieve trains or engines from complying with Rule 93 within the yard limits of Davis.

**CAIRO-DAVIS**

Northbound trains approaching Davis will be governed by semaphore signal located 200 feet south of Junction Switch at Davis.

**JACKSON DISTRICT-NORTH CAIRO-WINFORD JUNCTION**

Between Winford Junction and North Cairo block signal indications supersede Time Table superiority without requiring the use of train orders; they do not dispense with the use or observation of other signals whenever or wherever they may be required.

Trains may pass stop and proceed signals, proceeding from such signal to the next signal indicating proceed, at restricted speed not exceeding fifteen miles per hour.

Clear home signal for northward trains at Winford Junction and for southward trains at North Cairo will authorize trains to proceed.

Trains not receiving proper signals at Illinois or Ballard will communicate with train dispatcher at Carbondale.

Telephone located at switch.

**OKOLONA DISTRICT—ISELIN-OKOLONA**

Signals 3841, 3841a, 3841b, 3832 and 3832a govern the movement of trains and engines between Iselin and Iselin Junction, without requiring the use of train orders, and their indications supersede time-table superiority, but do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

Normal position train-order signals at Perry and Ruslor will be "STOP" and must be changed within the view of approaching train.

G. M. & O. trains must approach Perry and Ruslor under full control, prepared to stop before reaching fouling point of adjoining tracks and stop unless switches are properly set and train-order signal is in clear position and will call for signal by one long and one short blast of whistle.

I. C. trains approaching Perry or Ruslor either on the G. M. & O. or I. C. tracks must be under full control prepared to stop before reaching the fouling point unless switches are set for the I. C. connecting track and will call for signal by four short blasts of whistle.

I. C. trains approaching Perry or Ruslor will be handed clearance by operator and a 19 Train Order if superior overdue trains have not arrived. All trains to be registered at Perry and Ruslor by conductors handing operator register slip who will personally make entry in the register. Operators at Perry and Ruslor will be required to open and close all switches to be used by trains at their stations, except south siding switch Perry and I. C. siding switch Ruslor.

At Ruslor southbound trains will be governed by I. C. Block signal No. 001. Top unit governs G. M. & O. trains, normal position yellow when switch is lined for G. M. & O. main line, red when lined for I. C., bottom unit governs I. C. trains, normal position green when switch is lined for I. C., red when lined for G. M. & O.

Illinois Central Trains will display red and green markers.

**LOCOMOTIVE RATING IN TONS OF 2000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE**

SOUTHBOUND	Engines	Engines	Engines	Engines	Engines	NORTHBOUND	Engines	Engines	Engines	Engines	Engines
	450-488	400-420	540-551	335-387	560-568		450-488	400-420	540-551	335-387	560-568
Tolson to Murphysboro.....	2050	2150	1520	1250	1500	Okolona to Tupelo.....	4500	4700	1900	1450	1750
Murphysboro to Jonesboro...	1025	1075	800	600	750	Tupelo to Booneville.....	2500	2650	1800	1350	1650
Jonesboro to Mill Creek.....	2000	2100	1520	1250	1500	Booneville to Humboldt....	3650	3800	2350	1800	2300
Mill Creek to Davis.....	4500	4700	3200	2460	3000	Humboldt to Columbus.....	3500	3650	2100	1650	1950
Davis to Columbus.....	2400	2500	1850	1450	1700	Columbus to Davis.....	2400	2500	1900	1450	1750
Columbus to Jackson.....	2900	3100	1900	1450	1750	Davis to Mill Creek.....	4500	4700	3200	2500	3000
Jackson to Tupelo.....	3600	3800	2000	1500	1850	Mill Creek to Alto Pass....	1100	1150	800	600	750
Tupelo to Okolona.....	3900	4100	2150	1650	2000	Alto Pass to Murphysboro...	1200	1250	920	750	850
						Murphysboro to Burksville..	2100	2200	1520	1250	1500
						Burksville to Millstadt Jct..	3000	3150	2000	1700	2250
						Millstadt Jct. to Tolson....	4500	4700	3200	2200	3000

The above is an outline of general tonnage brackets and does not restrict the handling of tonnage in excess of that shown as between

points where there is no grade or between points where the grade is descending or ascending as the exigencies of the service demand.

**SPECIAL INSTRUCTIONS—Concluded**

When trains are delayed on account of failure of engines 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.

**HOLDING TRAINS FOR CONNECTIONS  
FOR REPORTED REVENUE PASSENGERS**

**TUPELO, MISS.**—No. 11 will wait 30 minutes for Frisco Lines Train No. 101.

**ARTESIA, MISS.**—No. 16 will wait 30 minutes for No. 116 when passengers are reported for points north of Okolona.

No. 115 will wait one hour and thirty minutes for No. 15 when passengers are reported for points beyond Tuscaloosa, and one hour when passengers are reported for Tuscaloosa and points north.

**SPECIFICATIONS OF LOCOMOTIVES**

Locomotive Numbers	Type	Size of Cylinders	Steam Pressure	Tractive Effort	Dia. of Drivers over Tires	Eng. Weight Working Order	Weight on Drivers
21 to 37, inc.....	0-6-0	20"x26"	185	32065	51"	145000	145000
40 to 62, inc.....	0-6-0	21"x28"	190	39100	51"	164000	164000
335 to 387, inc.....	4-6-0	21"x28"	200	33320	63"	179500	142100
400 to 420, inc.....	2-8-2	27"x30"	195	57540	63"	272940	215700
450 to 486, inc.....	2-8-2	26"x30"	200	54725	63"	294000	218500
540 to 551, inc.....	2-8-0	24"x30"	185	43130	63"	220600	192800
560 to 568, inc.....	4-6-2	25"x28"	200	40755	73"	274640	164660

**SPEED TABLE**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15		

R. B. McALPIN, Rules Director..... Meridian, Miss.  
 J. T. LOVORN, Chf. Yd. Operation..... Mobile, Ala.  
 A. L. BEGEMANN, Supt. of E. St. Louis Term..... Tolson, Ill.  
 R. A. STEPHENS, Term. Trainmaster..... Tolson, Ill.  
 C. R. BLUE, Asst. Term. Trainmaster..... Tolson, Ill.  
 H. E. HANSON, Term. Trainmaster..... Tamms, Ill.  
 J. E. MINTON, Asst. Term. Trainmaster..... Tamms, Ill.  
 H. F. MURPHY, Term. Trainmaster..... Jackson, Tenn.  
 H. S. WALSTON, Asst. Term. Trainmaster..... Jackson, Tenn.  
 S. H. RICHARDSON, Asst. Term. Trainmaster..... Jackson, Tenn.  
 H. C. SULLIVAN, Term. Trainmaster..... Corinth, Miss.  
 J. M. DOOLITTLE, Asst. Term. Trainmaster..... Corinth, Miss.  
 R. C. THOMASON, Term. Trainmaster..... Okolona, Miss.  
 W. C. COOPER, Asst. Term. Trainmaster..... Okolona, Miss.  
 C. J. PENNEBAKER, Trainmaster..... Murphysboro, Ill.  
 H. C. WILSON, Chief Dispatcher..... Murphysboro, Ill.  
 M. ALVIS, Dispatcher..... Murphysboro, Ill.  
 H. L. HARRIS, Dispatcher..... Murphysboro, Ill.  
 R. E. PROVOE, Dispatcher..... Murphysboro, Ill.  
 E. L. McCONNELL, Extra Dispatcher..... Murphysboro, Ill.  
 G. R. KELLY, Trainmaster..... Jackson, Tenn.  
 J. C. MILLER, Trainmaster..... Jackson, Tenn.  
 W. A. BITTLE, Chief Dispatcher..... Jackson, Tenn.  
 H. L. BRADLEY, Night Chief Dispatcher..... Jackson, Tenn.  
 J. E. LUTON, Dispatcher..... Jackson, Tenn.  
 L. R. BROOKS, Dispatcher..... Jackson, Tenn.  
 W. P. ALVIS, Dispatcher..... Jackson, Tenn.  
 G. W. GOOGE, Relief Dispatcher..... Jackson, Tenn.  
 J. N. SANDERS, Genl. Road Foreman of Engines..... Meridian, Miss.  
 B. J. ELLIS, Road Foreman of Engines..... Mobile, Ala.  
 J. P. HANCOCK, Road Foreman of Engines..... Jackson, Tenn.  
 L. P. PARKER, Road Foreman of Engines..... Murphysboro, Ill.  
 W. S. BOYD, Road Foreman of Engines..... Laurel, Miss.

# 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.

Coal, loaded above the tender, is often a source of accident and contributes to waste.

Avoid starting injectors or opening cylinder cocks at stations, passing over highway bridges, or over bridges and other structures on which men are working.

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 polling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

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

Don't pull air hose apart with engine; it requires a 600 pound pull to part a charged coupling in this manner.

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

Avoid coupling to or going against standing engines on or around ash-pits or inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.

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

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

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

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

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

Trainmen and other employees having to do with switching of Rebel Coaches must bear in mind that there is no clearance afforded between the buffers and they must stand clear of the track when coupling this equipment.