

DIVISION OFFICERS

W. W. CUNNINGHAM.....Superintendent..... Vicksburg
 S. J. MASSEY, JR.....Trainmaster..... Vicksburg
 E. H. BUELOW.....Assistant Trainmaster..... Vicksburg
 J. D. COFFEY.....Traveling Engineer..... Vicksburg
 W. R. HEIRTZLER.....Chief Train Dispatcher..... Vicksburg
 L. B. HARRIS.....Train Dispatcher..... Vicksburg
 F. L. GULDE.....Train Dispatcher..... Vicksburg
 E. E. MOODY.....Train Dispatcher..... Vicksburg
 F. S. DOBROWOLSKI.....Train Dispatcher..... Vicksburg
 M. H. KLUGH.....Train Dispatcher..... Vicksburg

TABLE FOR DETERMINING TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90.0	64	56.2	96	37.5
41	87.8	65	55.4	98	36.7
42	85.7	66	54.5	100	36.0
43	83.7	67	53.7	102	35.3
44	81.8	68	52.9	104	34.6
45	80.0	69	52.2	106	34.0
46	78.3	70	51.4	108	33.3
47	76.6	71	50.7	110	32.7
48	75.0	72	50.0	112	32.1
49	73.5	73	49.3	114	31.6
50	72.0	74	48.6	116	31.0
51	70.6	75	48.0	118	30.5
52	69.2	76	47.4	120	30.0
53	67.9	77	46.8	122	29.5
54	66.7	78	46.2	124	29.0
55	65.5	79	45.6	126	28.6
56	64.3	80	45.0	128	28.1
57	63.2	82	43.9	130	27.7
58	62.1	84	42.9	132	27.3
59	61.0	86	41.9	134	26.9
60	60.0	88	40.9	136	26.5
61	59.0	90	40.0	138	26.1
62	58.1	92	39.1	140	25.7
63	57.1	94	38.3	142	25.4

NOV 4 1941

Illinois Central System



MERIDIAN SHREVEPORT VICKSBURG TERMINAL DISTRICTS (VICKSBURG DIVISION)

TIME TABLE No.

10

Taking Effect at 12:01 a. m.

SUNDAY, OCTOBER 26, 1941

Superseding Time Table No. 9

Dated August 17, 1941

FOR THE GOVERNMENT OF EMPLOYES ONLY

F. R. MAYS, Vice-President and General Manager.

W. W. CUNNINGHAM, Superintendent.

SECOND CLASS		FIRST CLASS		Sitting Standing Room. Cars with Engine.	Miles from Meridian	TIME TABLE No. 10 Taking Effect October 26, 1941 STATIONS	Miles from Shreveport	FIRST CLASS		SECOND CLASS		
273	291	203	201					204	202	292	276	
Dispatch MS-9	Local Freight	Passenger	Passenger					Passenger	Passenger	Local Freight	Dispatch SM-2	
L 10 10PM	L 6 00AM	L 12 15PM	L 2 50AM		1.1	C... MERIDIAN ...30 1.1 O... SHOPS...30	312.2	A 5 45PM	A 2 10AM		A 4 00PM	A 2 00AM
Daily	Except Sunday	Daily	Daily									
L 10 12PM	L 6 02AM	L 12 21PM	L 2 56AM		1.9	END DOUBLE TRACK 4.5 ... LOST GAP...305.8	310.3	A 5 37PM	A 2 02AM		A 3 55PM	A 11 30PM
10 25	6 12	12 28	3 03	45	6.4	5.4 ... MEEHAN...300.4	305.8	5 28	1 50		3 38	11 12
10 36	6 22	f 12 36	3 12	75	11.8	2.2 ... POINT...298.2	300.4	f 5 20	1 42		3 15	11 01
10 41	6 27	12 40	3 16	45	14.0	2.9 ... CHUNKY...30	298.2	5 16	1 39		3 10	10 57
10 48 276	6 32	f 12 44	3 20	46	16.9	5.7 D... HICKORY...30	295.3	f 5 12	1 34		2 55	10 48 273
10 59	6 44	f 12 52	3 29	34	22.6	3.9 ... URBO...285.7	289.6	f 5 05	1 26		2 30	10 38
11 05	6 54	12 58	3 34	43	26.5	4.2 D... NEWTON...30	285.7	4 58	1 20		2 15	10 30
11 12	7 14	s 1 04	s 3 42	40	30.7	4.1 ... LAWRENCE...277.4	281.5	s 4 53	s 1 13		2 00	10 23
11 19	7 25	f 1 10	3 49	61	34.8	5.8 D... LAKE...30	277.4	f 4 44	1 05		1 40	10 15
11 31	7 45	s 1 18 292	f 3 58	68	40.6	3.7 ... DONOHOE...267.9	271.6	f 4 36	f 12 56		1 18 203	10 03
11 37	8 01	1 23	4 04	43	44.3	5.0 D... FOREST...30	267.9	4 29	12 50		12 55	9 55
11 55	8 36	s 1 32	s 4 12	73	49.3	5.5 ... RAWORTH...257.4	262.9	s 4 21	s 12 42		12 35	9 45
12 05AM	8 51	1 40	4 20	52	54.8	5.4 D... MORTON...30	257.4	4 10	12 30		12 12 PM	9 30
12 22 202	9 11	s 1 48	s 4 28	55	60.2	4.5 ... OLARKSBURG...247.5	252.0	s 4 01	s 12 22 273		11 55	9 20
12 38	9 26	f 1 55	4 35	57	64.7	4.3 D... PELAHATOHIE...30	247.5	f 3 53	12 15		11 39	9 10
12 50	9 41	s 2 02	s 4 43	53	69.0	3.6 ... GULDE...239.6	243.2	s 3 47	s 12 09		11 25	9 02
12 57	9 51	f 2 08	4 48	57	72.6	3.1 ... RANKIN...236.5	239.6	f 3 40	12 04AM		11 09	8 56
1 04	10 08	f 2 12	4 53	60	75.7	5.1 D... BRANDON...231.4	236.5	f 3 35	11 59		11 00	8 50
1 15	10 35 292	s 2 19	5 00	66	80.8	4.4 ... GREENFIELD...227.0	231.4	s 3 28	11 53		10 35 291	8 40
1 25	10 50	2 26	5 07	57	85.2	1.5 ... WHITFIELD...225.5	227.0	3 22	11 48		10 20	8 33
1 30	11 01	f 2 28	s 5 09		86.7	3.8 ... PEARSON...221.7	225.5	f 3 20	s 11 46		10 12	8 30
1 39	11 15	f 2 33	5 15	51	90.5	4.3 O... EAST JACKSON...217.4	221.7	f 3 14	11 41		9 59	8 20
1 48	11 25	2 39	5 21		94.8	1.0 D... JACKSON...30	217.4	3 07	11 35		9 45	8 10
1 53	11 30	s { 2 45 204 3 20	s { 5 30 6 05		95.8	0.7 ... WEST JACKSON...30	216.4	s { 3 05 203 1 10	s { 11 30 11 20		9 40	8 05
2 30	{ 11 35 12 30PM	3 22	6 07		96.5	3.7 ... DIXON...212.0	215.7	1 05	11 16		9 35	8 00
2 45	12 38	3 27	6 13	40	100.2	4.9 D... CLINTON...30	212.0	1 00	11 11		8 40	7 35
3 11	12 52 204	s 3 35	s 6 21	42	105.1	7.9 D... BOLTON...30	207.1	s 12 52 291	f 11 05		8 21	7 25
3 29	1 15	s 3 47	s 6 35	43	113.0	4.1 ... CHAMPION HILL...195.1	199.2	s 12 40	s 10 53		7 53	7 08
3 37	1 25	3 52	6 41	43	117.1	4.8 D... EDWARDS...30	195.1	12 33	10 48		7 38	7 01
3 50	1 40	s 4 01	s 6 49	46	121.9	4.0 ... SMITHS...186.3	190.3	s 12 27	s 10 41		7 20	6 51
3 59	1 50	4 07	6 57 292	57	125.9	4.0 ... BOVINA...182.3	186.3	12 20	10 36		6 57 201	6 42
4 12	2 01	f 4 13	7 03		129.9	2.3 ... NEWMANS...180.0	182.3	f 12 14	10 30		6 41	6 34
4 18	2 10	4 16	7 07	35	132.2	7.1 C... VICKSBURG...30	180.0	12 10	10 27		6 35	6 30
A 4 40AM	A 2 30PM	A 4 30PM	A 7 20AM		139.3		172.9	L 12 01PM	L 10 15PM		L 6 15AM	L 6 15PM
								Daily	Daily		Except Sunday	Daily

Meridian District trains will be governed by N. O. & N. E. R. R. Time Table between End Double Track and Meridian.

Westward

SHREVEPORT DISTRICT

Eastward

3

SECOND CLASS		FIRST CLASS		Sliding Standing Room Cars with Engines.	Miles from Meridian	TIME TABLE No. 10 Taking Effect October 26, 1941 STATIONS	Miles from Shreveport	FIRST CLASS		SECOND CLASS	
271	273	203	201					204	202	276	272
Dispatch VS 1	Dispatch MS 9	Passenger	Passenger					Passenger	Passenger	Dispatch SM 2	Dispatch SV 2
.....	.....	L 4 50PM	L 7 35AM	....	139.3	O... VIOKSBURG...30	172.9	A 11 50AM	A 10 00PM	.....	.....
.....	.....	A 4 55PM	A 7 38AM	....	140.6	1.3 JUNCTION SWITCH	171.6	L 11 40AM	L 9 50PM	.....	.....
Daily	Daily	Daily	Daily								
L 8 15PM	L 8 00AM	L 4 56	L 7 39	....	141.0	0.4 CROSSOVER SWITCH	171.2	A 11 36	A 9 46	A 4 00PM	A 2 30AM
8 40	8 25	5 06	7 53	100	145.5	4.5.....BOVAY.....	166.7	11 27	9 36	3 30	1 40
8 50	8 35	f 5 13	f 8 00	47	150.0	4.5 D.....MOUND.....	162.2	f 11 21	9 30	3 22	1 20
9 01	8 50	5 21	8 08	50	156.4	6.4.....BARNES.....	155.8	11 12	9 22	3 10	1 07
9 16 202	9 00	s 5 30	s 8 20	36	161.1	4.7 D...TALLULAH...6	151.1	s 11 05	s 9 16 271	3 00	12 57
9 33	9 12	5 38	8 28	48	167.4	6.3.....QUEBEC.....	144.8	10 52	9 06	2 47	12 43
9 45	9 25	f 5 48	f 8 38	50	174.0	6.6.....WAVERLY.....	138.2	f 10 44	8 57	2 35	12 28
9 55	9 38	s 5 56	s 8 50	100	179.0	5.0 D.....DELHI.....20	133.2	s 10 37	s 8 50	2 23	12 17
10 05	9 46	f 6 02	8 56	66	183.9	4.9.....DUNNS.....	128.3	f 10 30	8 41	2 13	12 06AM
10 10	9 51	f 6 07	f 9 01	46	186.6	2.7 D...HOLLY RIDGE...	125.6	f 10 26	8 36	2 08	11 59
10 19	9 59	6 11	9 07	21	190.8	4.2.....BEE BAYOU.....	121.4	10 20	8 29	2 00	11 48
10 26	10 16 204	s 6 18	s 9 15	51	194.4	3.6 D...RAYVILLE...6	117.8	s 10 16 273	s 8 23	1 54	11 40
10 31	10 28	6 22	9 20	66	197.3	2.9.....GIRARD.....	114.9	10 10	8 16	1 48	11 30
10 38	10 38	6 28	9 28	48	201.7	4.4.....CREW LAKE.....	110.5	10 05	8 11	1 40	11 22
10 47	10 52	6 37	9 38	48	208.0	6.3 ...MILL HAVEN....	104.2	9 55	8 02	1 29	11 06
10 57 272	11 00	6 42	9 50 204	61	211.6	3.6.....MAGENTA.....	100.6	9 50 201	7 56	1 20	10 57 271
11 40	11 40	s 7 05	s 10 10	....	215.2	3.6 O...MONROE.....	97.0	s 9 42	s 7 50	1 10	10 45
11 45	11 45	f 7 09	f 10 15	64	215.9	0.7 ...WEST MONROE...6	96.3	f 9 30	f 7 38	12 20	10 00
11 51	11 50	7 13	10 19	66	218.3	2.4.....STEVEN.....	93.9	9 25	7 35	12 12	9 54
12 01AM	12 02PM 276	7 25 202	f 10 26	36	223.5	5.2.....CHENIERE.....	88.7	f 9 18	7 25 203	12 02PM 273	9 45
12 11	12 17	f 7 35	f 10 36	74	229.8	6.3.....CALHOUN.....	82.4	f 9 10	f 7 15	11 45	9 32
12 20	12 27	f 7 45	f 10 47	35	235.2	5.4 D...TREMONT.....	77.0	f 8 57	f 7 04	11 32	9 21
12 28	12 33	f 7 51	f 10 53	65	238.9	3.7 D...CHOUDRANT....	73.3	f 8 52	f 6 59	11 25	9 13
12 50	12 48	s 8 04	s 11 06 276	40	246.2	7.3 D...RUSTON.....6	66.0	s 8 42	s 6 50	11 06 201	8 59
12 59	12 58	f 8 10	f 11 13	38	251.1	4.9 ...GRAMBLING....	61.1	f 8 33	f 6 37	10 47	8 50
1 06	1 06	f 8 17	f 11 20	34	255.1	4.0 D...SIMSBORO.....	57.1	f 8 28	f 6 32	10 41	8 43
1 23	1 18	s 8 30 272	s 11 35	90	262.9	7.8 D...ARCADIA.....6	49.3	s 8 17	s 6 21	10 29	8 30 203
1 31	1 25	8 36	11 42	44	267.2	4.3.....FORDS.....	45.0	8 10	6 14	10 19	7 51
1 43	1 31	s 8 42	s 11 50	75	270.9	3.7 D...GIBBSLAND...6	41.3	s 8 05	s 6 08	10 13	7 41
1 50	1 37	8 46	f 11 56	35	274.7	3.8.....NELSON.....	37.5	f 7 53	5 59	10 07	7 30
2 05	1 48	f 8 56	f 12 06PM	32	281.9	7.2 ...DUBBERLY.....	30.3	f 7 45	f 5 50	9 55	7 13
2 17	1 53	s 9 02	s 12 15	75	284.8	2.9 D.....SIBLEY.....6	27.4	s 7 38	s 5 45	9 49	7 05
2 37	2 03	s 9 14	s 12 25	97	291.9	7.1 Dy...DOYLINE.....	20.3	s 7 29	s 5 35	9 35	6 46
2 52	2 12	f 9 24	f 12 32	34	297.3	5.4 D...HAUGHTON....	14.9	f 7 22	f 5 28	9 25	6 33
3 07	2 20	9 30	12 40	45	302.8	5.5.....BODCAU.....	9.4	7 14	5 21	9 15	6 20
3 20	2 30	9 36	12 45	34	307.1	4.3.....FOSTERS.....	5.1	7 09	5 15	9 08	6 10
A 6 00AM	A 4 00PM	s 9 41	s 12 50	....	311.1	4.0 O...BOSSIER CITY...6	1.1	s 7 02	s 5 07	L 9 00AM	L 6 00PM
.....	.....	9 43	12 52	....	311.7	0.6 SPRING STREET JCT	0.5	6 59	5 04	.....	.....
.....	.....	A 9 55PM	A 1 15PM	....	312.2	0.5 ...SHREVEPORT....	.....	L 6 55AM	L 5 00PM	.....	.....
								Daily	Daily	Daily	Daily

No. 201 stop on signal:
Delta Point Start Thomastown Ada
Tendal (Girard Revenue Passengers Only)

No. 203 stop on signal:
Tendal Ada (Girard
Revenue Passengers Only)

No. 204 stop on signal:
Ada Thomastown Delta Point Tendal
Start (Girard Revenue Passengers Only)

VICKSBURG TERMINAL DISTRICT—Westward

TIME TABLE No. 10 Taking Effect October 26, 1941 STATIONS	FIRST CLASS						SECOND CLASS			
	15	201			203	13		273	291	
	Vicksburg District 15	Shreveport District 201			Shreveport District 203	Cleveland District 12		Meridian District 273	Meridian District 291	
	Daily	Daily			Daily	Daily		Daily	Except Sunday	
O.... VICKSBURG	L 2 25AM	L 7 35AM			L 4 50PM	L 10 05PM ²⁰²		L 4 40AM	L 2 30PM	
..... ^{1,3} JUNCTION SWITCH.....	A 2 28AM	A 7 38AM			A 4 55PM	10 10				
O.... ³ FREIGHT YARD.....						A 10 15PM		A 6 30AM	A 2 45PM	

VICKSBURG TERMINAL DISTRICT—Eastward

TIME TABLE No. 10 Taking Effect October 26, 1941 STATIONS	FIRST CLASS						SECOND CLASS			
	16	204			202	12		292	276	
	Cleveland District 15	Shreveport District 204			Shreveport District 202	Vicksburg District 12		Meridian District 292	Meridian District 276	
	Daily	Daily			Daily	Daily		Except Sunday	Daily	
C.... VICKSBURG	A 2 07AM	A 11 50AM			A 10 00PM ^{1,3}	A 9 45PM		A 6 15AM	A 6 15PM	
..... ^{1,3} JUNCTION SWITCH.....	1 57	L 11 40AM			L 9 50PM	L 9 35PM		6 05	6 05	
O.... ³ FREIGHT YARD.....	L 1 55AM							L 6 00AM	L 6 00PM	

Schedules shown in Cleveland District time table are in effect between Levee Street and Freight Yard.

3. Standard Clocks:

Meridian	Shreveport
Shops	Bossier City
Jackson	
Monroe (Tower)	
Vicksburg.....	{ Yard office Dispatcher's Office Passenger Station Round House

20. First class Vicksburg and Shreveport District trains displaying signals to or from Junction Switch must display signals to or from Vicksburg.

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

S-83. At Junction Switch and Crossover Switch trains may be advised by Form 19 order whether all trains which are superior or of the same class have arrived or departed.

83(a). All trains must secure clearance card Form 44, before leaving Monroe Tower.

First class trains must secure clearance card Form 44, before leaving Jackson.

Eastward first class trains may leave Shreveport without clearance card Form 44, but must secure clearance card Form 44, before leaving Bossier City.

All trains may leave Junction Switch and Crossover Switch without clearance card Form 44.

Southward Vicksburg District and westward Shreveport District trains must secure clearance card Form 44, before leaving Vicksburg and Freight Yard.

Meridian District trains originating Freight Yard may leave Vicksburg without clearance card Form 44.

83(b). Train Registers:

- Meridian
- Shops
- East Jackson
- Jackson (For first class trains)
- Vicksburg
- Freight Yard
- Monroe (Tower)
- Shreveport—Union Station
- Bossier City—Yard Office

Trains may register at East Jackson by Form 905.

First class trains not displaying signals may register at Shops, Monroe Tower, Bossier City and Freight Yard by Form 905.

93. Yards:

- { National Cemetery
- { Levee Street
- { Freight Yard
- { Junction Switch
- { Crossover Switch
- { Vicksburg
- Meridian (Meridian yard limits extend to End Double Track)
- Jackson (Jackson yard limits extend from East Jackson to West Jackson)
- Monroe (Monroe yard limits extend to West Monroe)
- Shreveport (Shreveport yard limits extend from Jewella to Bossier City)

First class trains must move between South Street and Railroad Crossing north end of Passenger Yard at Jackson prepared to stop unless the main track is seen or known to be clear.

First class trains must move between Levee Street and Crossover Switch and between Crossover Switch and Vicksburg prepared to stop unless the main track is seen or known to be clear.

First class trains will approach G. M. & O. Junction (1750 feet west of M.P. 2, Meridian District) prepared to stop. First class trains will move between G. M. & O. Junction and end of double track prepared to stop unless main track is seen or known to be clear.

L. & A. Ry. Co. trains and yard engines operate on Y. & M. V. Ry. Co. main track between Jewella and St. L. & S. W. Ry. Co. Junction at Spring Street, and T. & N. O. R. R. Co.'s trains and St. L. & S. W. Ry. yard engines operate on Y. & M. V. main track between T. & N. O. R. R. Co. junction at West Shreveport and St. L. & S. W. Ry. Co. junction at Spring Street, Shreveport, and must move prepared to stop unless the main track is seen or known to be clear.

St. L. & S. W. first class trains operate on Y. & M. V. main track between Union Station and Spring Street Junction, Shreveport as follows:

No. 801 leaves Spring Street Junction at 6:20 A.M.
arrives Union Station at 6:30 A.M.

No. 802 leaves Union Station at 9:30 P.M.
arrives Spring Street Junction at 9:37 P.M.

St. L. & S. W. trains 801 and 802 are superior to all trains except Shreveport District first class trains.

St. L. & S. W. trains 801 and 802 must move between Union Station and Spring Street Junction prepared to stop unless the track is seen or known to be clear.

Second class, Third class, extra trains and yard engines must avoid delay to St. L. & S. W. trains 801 and 802.

98. Trains must stop at Junctions, railroad crossings and drawbridges as follows:

Railroad Crossings:

Meridian.....	G. M. & O. R. R.
Newton.....	G. M. & O. R. R.
Jackson.....	{ Canton District (Gate) Switching lead east of passenger station (Gate)
Rayville.....	Missouri Pacific R. R. (Gate)
Gibbsland.....	L. & N. W. R. R. (Gate)
Sibley.....	L. & A. Ry. (Gate)
Shreveport.....	{ St. L. & S. W. Ry. L. & A. Ry. K. O. S. Ry. T. & P. Ry.

Jackson (Canton District and switching lead), Gibbsland (L. & N. W. R. R.), Sibley (L. & A. Ry.), and Rayville (Missouri Pacific R. R.) crossings are protected by gates. Meridian and Shreveport District trains will approach at restricted speed and stop unless gate is properly lined and track is clear.

Normal position of gates:

Jackson.....	{ Canton Dist.... Against Meridian District Switching lead..... Against Switch Movements
Rayville.....	Against Missouri Pacific R.R.
Gibbsland.....	Against L. & N. W. R. R.

At the following automatic interlocked railroad crossing, trains must not exceed speed of 20 miles per hour until engine or leading car passes crossing.

Bossier City..... St. Louis & South Western R. R.

Junctions:

- Junction Switch
- Crossover Switch
- Shreveport..... { St. L. & S. W. Ry.
T. & N. O. Ry.

Vicksburg Terminal and Shreveport District trains approach these junctions at restricted speed and stop unless switch is in normal position.

Drawbridges:

Monroe.....Ouachita River
 Movement over bridge will be governed by fixed signals.

When a train is stopped by stop signal at bridge, and it is apparent that draw is in proper position train may proceed after enginemen and trainmen have satisfied themselves by examination that draw is in proper position and the track is clear. Enginemen and conductors will be responsible for the movement.

99. 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 (3) miles per hour, and every such train, part of 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 such depot, be preceded by a servant of the Railroad Company on foot, not exceeding forty or under twenty feet in advance, to give warning."

Extract from the Regulations of the Louisiana Public Service 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 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, except where lower speed is required:

Territory or Location	Miles per Hour							
	Passenger engines with passenger trains, caboose or light.	Passenger trains with Improved Mikado type engines.	Passenger trains with other freight engines.	Dispatch freight trains with passenger or improved Mikado type engines.	Dispatch, local or mixed trains with other type freight engines.	Eight wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars.
Shreveport to Meridian.....	60	60	45	40	40	30	30	25
LOWER SPEED								
Meridian District								
Curves—MP VM 5.1 to VM 8.9	50	50	45	40	40	30	30	25
Curve—MP VM 102.2 to VM 102.8	55	55	45	40	40	30	30	25
Curves—MP VM 128.0 to VM 128.3	45	45	40	35	35	30	30	25
Curves—MP VM 128.5 to VM 129.3	50	50	45	40	40	30	30	25
Curves—MP VM 133.4 to VM 133.9	45	45	40	35	35	30	30	25
Curves—MP VM 135.9 to VM 136.2	50	50	45	40	40	30	30	25
Shreveport District								
Curves { Yard limit Board, Freight and Yard to West End main span Miss. River Bridge	20	20	20	20	20	20	20	20
Bridge { West End main span and Miss. River Bridge to Delta Point.....	25	25	25	25	25	25	20	25
Curve—MP VD 0.8 to VD 1.1.....	40	40	40	40	40	30	30	25
M. P. R. R. Crossing, Tallulah....	20	20	20	20	20	20	20	20
Slide—MP VD 18.6 to VD 21.0.....	30	30	30	30	30	30	25	25
Slide—MP VD 50.0 to VD 51.6.....	40	40	40	40	40	30	30	25
Slide—MP VD 59.6 to VD 63.1.....	40	40	30	25	25	25	25	25
Ouachita River Bridge, Monroe...	10	10	10	10	10	10	10	10
Vicksburg Terminal District								
Vicksburg Passenger Station to Mulberry Street.....	10	10	10	10	10	10	10	10
China Street to Depot Street.....	10	10	10	10	10	10	10	10
Diverging routes through cross-overs, junctions and siding switches:								
East Siding Switch Bovay, trailing point.....	25	25	25	25	25	25	25	25
Junction Switch.....	25	25	25	25	25	25	25	25
All Others.....	10	10	10	10	10	10	10	10

When passenger trains handle carload freight in freight cars, the speed of such trains will not exceed the time-table maximum speed fixed for passenger engines handling freight trains.

101. Speed Restrictions-Continued

Permanent yellow slow boards are located 1500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

104. Normal position of switches:

Jackson.....For Canton District
 Junction Switch....For route to Vickburg Pass. Station
 Crossover Switch....For Vicksburg District

At Jackson, switches will be handled by switch tender for first class trains.

Spring switches in service:

Location	Normal position
Bovay—East siding switch.....	For main track

Position of switch is indicated by fixed signal. When a train is stopped by fixed signal indicating the position of switch, the switch must be examined to know that it is properly lined before using. Reverse movement must not be made until switch has been lined by hand.

D-151. Two-Tracks:

End Double Track to Meridian.

161(a). Slow speed rule has been modified to provide for placement of yellow flag and/or yellow light not less than 4,000 feet in advance of a condition requiring reduced speed.

It is permissible to use yellow and green reflector signs both day and night and without lamps at night.

729. Bulletin Boards:

Meridian.....	Terminal Station Shops Yard Office
Jackson	
Vicksburg.....	Freight Yard Round House Passenger Station
Monroe.....	Freight Office Round House
Shreveport.....	Union Station
Bossier City.....	Yard Office Round House

1201. Four wheel scale test cars must be handled on rear of freight trains ahead of caboos.

ADJUSTED TONNAGE RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be:

Weight of cars and lading (including caboos).....	5,000 tons
Adjustment factor (75 x 10).....	750 tons
Adjusted tonnage of train.....	5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

8. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the Train Master shall designate the rating to be used.

9. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the Train Master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the Superintendent.

10. The tonnage ratings shown herein must be used by districts on this division and no reductions shall be made without the approval of the Vice-President and General Manager. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Vice-President and General Manager.

ADJUSTED TONNAGE RATINGS—Continued

MERIDIAN DISTRICT

VICKSBURG TO JACKSON (Eastward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	2550	2422	2295	2167	2040	1912	1785	1657
1203-1499	65,868	2420	2299	2178	2057	1936	1815	1694	1573
1501-2016	54,158	2000	1900	1800	1700	1600	1500	1400	1300
1501-2016	51,231	1890	1795	1701	1606	1512	1417	1323	1228

Ruling Grade—Freight Yard to Newmans.
Helper out of Freight Yard.

JACKSON TO MERIDIAN (Eastward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	3050	2897	2745	2592	2440	2287	2135	1982
1203-1499	65,868	2900	2755	2610	2465	2320	2175	2030	1885
1501-2016	54,158	2400	2280	2160	2040	1920	1800	1680	1560
1501-2016	51,230	2270	2156	2043	1929	1816	1702	1589	1475

Ruling Grade—Brandon.

MERIDIAN TO JACKSON (Westward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	3160	3002	2844	2686	2528	2370	2212	2054
1203-1499	65,868	3000	2850	2700	2550	2400	2250	2100	1950
1501-2016	54,158	2480	2356	2232	2108	1984	1860	1736	1612
1501-2016	51,231	2350	2232	2115	1997	1880	1762	1645	1527

Ruling Grade—Shops to Graham.

JACKSON TO VICKSBURG (Westward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	2680	2550	2410	2280	2145	2010	1875	1745
1203-1499	65,868	2550	2422	2295	2167	2040	1912	1785	1657
1501-2016	54,158	2100	1995	1890	1785	1680	1575	1470	1365
1501-2016	51,231	1985	1885	1786	1687	1588	1488	1389	1290

Ruling Grade—Smiths to Newmans.

SHREVEPORT DISTRICT

VICKSBURG TO MONROE (Westward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	3950	3752	3555	3357	3160	2962	2765	2567
1203-1499	65,868	3750	3562	3375	3187	3000	2812	2625	2437
1501-2016	54,158	3100	2945	2790	2635	2480	2325	2170	2015
1501-2016	51,231	2930	2783	2637	2490	2344	2197	2051	1904

Ruling Grade—Freight Yard to Bovay.
Helper out of Freight Yard.

MONROE TO VICKSBURG (Eastward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	3830	3638	3447	3255	3064	2872	2681	2489
1203-1499	65,868	3640	3458	3276	3094	2912	2730	2548	2386
1501-2016	54,158	3000	2850	2700	2550	2400	2250	2100	1950
1501-2016	51,231	2830	2688	2547	2405	2264	2122	1981	1839

Ruling Grade—Bovay to Cross Over Switch.

BETWEEN SHREVEPORT AND MONROE
(Eastward and Westward)

Class of Locomotive	Pounds Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
2100-2174	69,170	3370	3202	3033	2865	2696	2528	2359	2191
1203-1499	65,868	3200	3040	2880	2720	2560	2400	2240	2080
1501-2016	54,158	2640	2510	2375	2245	2110	1980	1850	1715
1501-2016	51,231	2500	2375	2250	2125	2000	1875	1750	1625

Ruling Grade—Fords to Arcadia, (Eastward)
Choudrant to Ruston, (Westward)