

DIVISION OFFICERS

E. E. SCHLOTTMAN..... Superintendent..... New Orleans, La.
 L. H. MANEMANN..... Asst. Supt..... New Orleans, La.
 T. M. BRISTER..... Train Master..... New Orleans, La.
 M. E. CORZINE..... Asst. Train Master..... New Orleans, La.
 T. J. TOUPS..... Trans. Inspector..... New Orleans, La.
 A. M. DICKERSON..... Train Master..... Baton Rouge, La.
 E. W. SCHNEIDER..... Asst. Train Master..... Baton Rouge, La.
 J. C. REEVES..... Train Master..... McComb, Miss.
 A. C. RABORN..... Traveling Engineer..... McComb, Miss.
 R. L. WARREN..... Train Master..... Jackson, Miss.
 W. R. HEITZLER..... Chief Dispatcher..... Vicksburg, Miss.
 E. J. BAKER..... Asst. Chief Dispatcher..... Vicksburg, Miss.
 C. E. HENLEY..... Train Dispatcher..... Vicksburg, Miss.
 L. C. MURRELL..... Train Dispatcher..... Vicksburg, Miss.
 J. C. BAUGHMAN..... Train Dispatcher..... Vicksburg, Miss.
 K. H. CRIPPS..... Train Dispatcher..... Vicksburg, Miss.
 R. E. EVANS..... Train Dispatcher..... Vicksburg, Miss.
 J. H. MOORE..... Train Dispatcher..... Vicksburg, Miss.
 H. DOUGLAS..... Train Dispatcher..... Vicksburg, Miss.
 B. C. SCREWS..... Train Dispatcher..... Vicksburg, Miss.
 T. E. DROWNS..... Train Dispatcher..... Vicksburg, Miss.
 E. F. CLARK..... Train Dispatcher..... Vicksburg, Miss.
 P. L. RILEY..... Train Dispatcher..... Vicksburg, Miss.
 E. M. STRICKLAND..... Train Dispatcher..... Vicksburg, Miss.
 H. H. SANDERS..... Train Dispatcher..... Vicksburg, Miss.
 G. J. WEISSER..... Train Dispatcher..... Vicksburg, Miss.
 H. F. SMITH, JR..... Train Dispatcher..... Vicksburg, Miss.
 F. B. TINSLEY..... Train Dispatcher..... Vicksburg, Miss.
 M. E. MEYERS..... Train Dispatcher..... Vicksburg, Miss.
 H. W. SCONIERS..... Train Dispatcher..... Vicksburg, Miss.
 R. B. TINSLEY..... Train Dispatcher..... Vicksburg, Miss.
 A. C. RABORN, JR..... Train Dispatcher..... Vicksburg, Miss.
 J. W. McCRANEY..... Train Dispatcher..... Vicksburg, Miss.
 P. G. BECK..... Train Dispatcher..... Vicksburg, Miss.
 E. J. ROBERTS..... Train Dispatcher..... Vicksburg, Miss.

SPEED TABLE

This is not for authorized speed, but
for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50	240	15

Illinois Central RAILROAD

Louisiana Division

TIME TABLE No.



Taking Effect at 12:01 a. m.,

SUNDAY, OCTOBER 25, 1959

Superseding Louisiana Division Time Table No. 46
Dated October 26, 1958

And New Orleans Terminal Division Time Table No. 5
Dated October 26, 1958

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice-President.
 E. H. BUELOW, General Manager.
 W. A. JOHNSTON, JR., Gen. Supt. Transportation.
 H. F. WILSON, Supt. Transportation.
 E. E. SCHLOTTMAN, Superintendent.

CANTON DISTRICT—Southward

Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS					SECOND CLASS				
			25	5	3		1	71	73	75		
			Southern Express	The Panama Limited	The Louisiane		City of New Orleans	Dispatch CN 1	Dispatch SN 3	Dispatch CN 5		
			Daily	Daily	Daily		Daily		Daily		Daily	
705.7	C.....	CANTON.....30	L 1 10 AM	L 5 03AM	L 11 46AM		L 8 35PM					
709.2		8.5 SLOAN.....	1 13	5 06	11 49		8 38					
101 716.9	D.....	7.7 MADISON.....30	1 19	5 12	11 55		8 44					
721.8		4.9 TOUGALOO.....	1 23	5 16	11 59		8 48					
726.9	C.....	5.1 NORTH JACKSON....	1 29	5 22	12 05PM		8 54		L 3 50PM	L 5 35PM	L 9 50PM	
729.0	C.....	2.1 JACKSON.....30	{ 1 35	{ 5 30	{ 12 10		{ 9 00					
101 735.0		6.0 ELTON.....	{ 2 15	{ 5 40	{ 12 35		{ 9 10					
738.2		3.2 BYRAM.....	2 27									
744.8	D.....	6.6 TERRY.....30	2 36	5 55	12 49		9 23		4 30	6 15	10 19	
114 753.4	D.....	8.6 CRYSTAL SPRINGS.30	2 52	6 03	12 59		9 31		4 50	6 30	10 40	
757.6		4.2 GALLMAN.....	2 57									
762.5	D.....	4.9 HAZLEHURST.....30	3 09	6 11	1 10		9 42		5 05	6 45	10 53	
767.5		5.0 MARTINSVILLE.....										
772.8		5.1 BEAUREGARD.....					9 52					
774.2	D.....	1.6 WESSON.....30	3 24		1 20							
96 783.1	C.....	8.9 BROOKHAVEN.....30	3 55	6 30	1 36		10 04		5 35	7 15	11 20	
793.2		10.1 BOGUE CHITTO.....	f 4 08	6 38	1 45		10 12		5 50	7 30	11 35	
795.7		2.6 NORFIELD.....										
799.5		3.8 JOHNSTON.....	z 4 16									
804.0	D.....	4.5 SUMMIT.....30	4 23	6 46	1 54		10 21					
806.9	C.....	2.9 McCOMB.....30	A 4 33AM	A 6 50AM	A 2 01PM		A 10 25PM		A 6 10PM	A 7 50PM	A 11 55PM	

z. Stop to discharge U. S. Mail.

CANTON DISTRICT—Northward

Sidings, Standing Room, Cars with Eng.	Miles from New Orleans	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS				SECOND CLASS		
			2	4	6	8	72	74	76
			City of New Orleans	The Louisiane	The Panama Limited	The Creole	Dispatch NC 2	Dispatch NM 4	Dispatch NC 6
206.6	C.....	CANTON.....30	A 10 45AM	A 3 21PM	A 8 35PM	A 2 12AM			
203.1		3.5 SLOAN.....	10 41	3 16	8 31	2 05			
101 195.4	D.....	7.7 MADISON.....30	10 35	3 10	8 25	1 59			
190.5		4.9 TOUGALOO.....	10 31	3 06	8 21	1 55			
185.4	C.....	6.1 NORTH JACKSON....	10 25	2 59	8 14	1 49	A 7 15AM	A 6 00PM	A 12 55AM
183.3	C.....	2.1 JACKSON.....30	10 21	2 55	8 10	1 45			
101 177.3		6.0 ELTON.....	10 11	2 45	8 00	1 05			
			10 03	2 37	7 52	12 45	6 30	5 15	12 37
174.1		3.2 BYRAM.....							
167.5	D.....	6.6 TERRY.....30	9 56	2 30	7 45	12 35	6 15	5 00	12 23
114 158.0	D.....	8.6 CRYSTAL SPRINGS.30	9 49	2 23	7 38	12 28	5 55	4 40	12 13
154.7		4.2 GALLMAN.....							
149.8	D.....	4.9 HAZLEHURST.....30	9 40	2 12	7 30	12 15	5 40	4 25	12 01AM
144.8		5.0 MARTINSVILLE.....							
139.7		5.1 BEAUREGARD.....							
138.1	D.....	1.6 WESSON.....30	9 31	2 01	7 21	12 01AM			
96 129.2	C.....	8.9 BROOKHAVEN.....30	9 23	1 53	7 13	11 53	5 15	4 00	11 38
119.1		10.1 BOGUE CHITTO.....	9 13	1 41	7 03	11 38	4 55	3 40	11 20
116.6		2.5 NORFIELD.....							
112.8		3.8 JOHNSTON.....							
108.3	D.....	4.5 SUMMIT.....30	9 04						
105.4	C.....	2.9 McCOMB.....30	L 9 01AM	L 1 29PM	L 6 51PM	L 11 26PM	L 4 15AM	L 3 00PM	L 10 45PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily

Dispatch revenue passengers from Memphis and scheduled and northward.
Stop on signal to receive revenue passengers for New Orleans, daily only.

McCOMB DISTRICT—Southward

Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS				SECOND CLASS		
			25	5	3	1	71	73	75
			Southern Express	The Panama Limited	The Louisiana	City of New Orleans	Dispatch CN 1	Dispatch SN 3	Dispatch CN 5
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
	806.9	C..... McCOMB.....30	L 5 05AM	L 6 53AM	L 2 11PM	L 10 28PM	L 6 10PM	L 7 50PM	L 11 55PM
		1.8							
	808.7	D..... SOUTH YARD.....	5 08	6 56	2 14	10 30	8 45	9 30	12 35AM
		2.1							
	810.8	D..... FERNWOOD.....	5 14						
		3.2							
	814.0	D..... MAGNOLIA.....30	5 22	7 01	2 21	10 35	8 57	9 42	12 50
		6.0							
	820.0	D..... CHATAWA.....	5 32		2 26				
		3.9							
	823.9	D..... OSYKA.....40	5 40	7 08	2 29	10 42			
		5.1							
110	829.0	D..... KENTWOOD.....	5 50	7 12	p 2 33	10 46	9 19	10 04	1 10
		4.4							
	833.4	D..... TANGIPAHOA.....	5 59		2 37				
		5.6							
	837.0	D..... FLUKER.....	6 07	7 17		10 52			
		5.8							
101	840.8	D..... ROSELAND.....	6 15				9 33	10 18	1 25
		2.7							
	843.5	D..... AMITE.....30	6 21	7 22	s 2 46	10 57			
		6.4							
	849.9	D..... INDEPENDENCE.....35	6 31	7 28	q 2 53	11 03	9 47	10 32	1 37
		4.2							
	854.1	D..... TICKFAW.....	f 6 39						
		2.1							
	856.2	D..... NATALBANY.....	f 6 44						
		2.8							
101	859.0	C..... HAMMOND.....15	s 7 03	s 7 40	s 3 09	s 11 14 73	9 59	11 24	1 50
		4.9							
	863.9	D..... PONCHATOULA.....25	s 7 13	7 46	s 3 19	11 20			
		10.6							
104	874.5	C..... MANCHAC.....	f 7 25	7 57	3 30	11 28 77	11 30	11 55	2 20
		6.1							
	880.6	D..... RUDDOCK.....	7 31						
		7.0							
	887.6	D..... FRENIER.....		8 10		11 40			
		5.3							
	892.9	D..... La BRANCH.....	f 7 46	8 16	q 3 48	11 46			
		7.9							
	900.8	D..... ORLEANS JCT.....	A 7 55AM	A 8 25AM	A 3 55PM	A 11 53PM	A 12 20AM	A 12 55AM	A 3 01AM
		See N. O. District							
		4.1							
	904.9	C..... MAYS YARD.....					A 12 30AM	A 1 30AM	A 4 00AM
		7.4							
	912.8	D..... NEW ORLEANS.....	A 8 30AM	A 9 00AM	A 4 30PM	A 12 25AM			

p. Discharge revenue passengers from Memphis and scheduled stops north thereof.

q. Stop on signal to receive revenue passengers for New Orleans, Sunday only.

SECOND CLASS			Slidings, Standing Room, Cars with Eng.	Mile Points	TIME TABLE No. 1		Miles from Jackson	SECOND CLASS			
75	73	71			STATIONS			76	72	74	
Dispatch CN 5	Dispatch SN 3	Dispatch CN 1			Dispatch NC 6	Dispatch NC 2		Dispatch NM 4			
	Daily	Daily	Daily								
L 7 40PM	L 3 05PM	L 12 35PM	148.3	C	GWIN	71.7	A 5 10AM	A 11 00AM	A 10 15PM		
7 50	3 15	12 45	95	D	MILESTON	66.8	4 32	10 22	9 14		
7 59	3 23	12 53	97		BEE LAKE	60.8	4 22	10 12	9 04		
8 05	3 29	12 59	94	D	EDEN	56.3	4 15	10 05	8 57		
8 12	3 37	1 07	97		RENSHAW	50.8	4 06	9 56	8 48		
8 17	3 41	1 11	171.5		YAZOO JUNCTION	48.5	4 02	9 52	8 44		
8 30 74	3 54	1 24	175.2	D	YAZOO CITY	44.8	3 48	9 38	8 30 75		
8 39	4 06	1 36	102		CRUPP	39.8	3 36	9 24	8 16		
8 42	4 10	1 40	182.0		VALLEY	38.0	3 30	9 20	8 13		
8 48	4 18	1 48	184.8		TINSLEY	35.2	3 22	9 12	8 06		
9 00	4 32	2 02	140		ANDING	30.3	3 12	9 02	7 57		
9 05	4 38	2 08	96	D	BENTONIA	26.5	3 04	8 54	7 50		
9 11	4 44	2 14	102		RAGIN	23.4	2 58	8 48	7 44		
9 18	4 51	2 21	102	D	FLORA	18.9	2 50	8 40	7 37		
9 26	5 01	2 31	98		POCAHONTAS	13.7	2 39	8 29	7 27		
9 35	5 11	2 41	100		CYNTHIA	8.2	2 28	8 18	7 18		
9 39	5 17	2 47	214.5		HALSTON	5.5	2 20	8 10	7 10		
A 9 50PM	A 5 35PM	A 3 25PM	218.2	C	NORTH JACKSON	1.8	L 2 10AM	L 8 00AM	L 7 00PM		
							Daily	Daily	Daily		

Southward

BATON ROUGE DISTRICT

Northward

SECOND CLASS		FIRST CLASS		Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959	Miles from New Orleans	FIRST CLASS		SECOND CLASS	
97	73	37	35					34	38	74	96
Local Freight	Dispatch	Mo. P. 304	Mo. P. 310					Mo. P. 303	Mo. P. 309	Dispatch	Local Freight
Except Sunday	Daily	Daily	Daily								
L 10 30AM	L 12 01AM	L 4 40PM 4 43	L 4 00AM 4 05		362.5	M. P. JCT.....	93.2	A 11 25AM	A 12 40AM		
					363.6	C..... NORTH BATON ROUGE.....	92.1	11 20	12 35	A 6 30AM	A 4 40PM
					364.8	BATON ROUGE JCT.....	90.9				
		s { 5 00	s { 4 20					s { 11 05	s { 12 20	6 00	4 20
11 00	12 25	{ 5 10	{ 4 30		366.2	D..... BATON ROUGE.....	89.5	{ 10 55	{ 12 10AM		
11 10	12 35	5 15	4 35	103	369.2	UNIVERSITY.....	86.5	10 43	11 58	5 48	4 15
11 28	12 55	g 5 28	g 4 48	97	380.5	D..... ST. GABRIEL.....	75.2	e 10 31	e 11 46	5 30	3 56
11 38	1 05	g 5 35	g 4 55		386.6	D..... GEISMAR.....	69.1	e 10 24	e 11 39	5 20	3 46
12 01PM	1 20	g 5 43	g 5 03	74	394.0	D..... BURNSIDE.....	61.7	e 10 16	e 11 31	5 03	3 35
		g 5 54	g 5 14	105	405.2	D..... CONVENT.....	50.5	e 10 03	e 11 18	4 18	3 15
12 25	1 42	5 59	5 19	80	410.2	REMY.....	45.5	9 58	11 13	4 08	3 06
12 35	1 50	f 6 02	f 5 22		413.2	D..... LUTCHER.....	42.5	f 9 54	f 11 09	4 02	3 01
		g.....	g.....	126	414.0	D..... GRAMERCY.....	41.7	e.....	e.....		
12 55	2 03	6 06	5 26	180	416.2	MT. AIRY.....	39.5	9 50	11 05	3 56	2 45
		g.....	g.....	93	418.2	GARYVILLE.....	37.5	e.....	e.....		
1 45	2 23	g 6 12	g 5 32	100	421.5	D..... RESERVE.....	34.2	e 9 44	e 10 59	3 46	2 30
2 01	2 33	6 16	5 36	96	425.4	WALTER.....	30.3	9 40	10 55	3 40	2 01
2 02	2 35	g 6 17	g 5 37		426.0	D..... LA PLACE.....	29.7	e 9 39	e 10 54	3 38	1 55
2 45	3 25	74 6 24	5 44	86	431.9	SELLERS.....	23.8	9 32	10 47	3 25	1 45
3 15	3 35	g 6 26	g 5 46		433.4	D..... GOOD HOPE.....	22.3	e 9 30	e 10 45	3 20	1 40
3 40	3 45	g 6 30	g 5 50	102	437.4	DESTREHAN.....	18.3	e 9 26	e 10 41	2 48	1 10
3 59	3 52	g 6 33	g 5 53	163	440.1	ST. ROSE.....	15.6	e 9 23	e 10 38	2 42	1 00
A 4 15PM	A 4 25AM	A 6 40PM	A 6 00AM		444.2	ORLEANS JCT.....	11.5	L 9 17AM	L 10 32PM	L 2 30AM	L 12 45PM
						See N. O. District		Daily	Daily	Daily	Except Sunday
A 5 00PM	A 6 00AM				448.3	C..... MAYS YARD.....				L 2 00AM	L 12 30PM
		A 7 15PM	A 6 40AM		455.7	NEW ORLEANS.....		L 8 55AM	L 10 10PM		

Westward—Hammond District—Eastward

g Discharge passengers from Opelousas and beyond.

e Receive passengers for Opelousas and stations beyond at which trains are scheduled to stop.

x Discharge revenue passengers from New Orleans.

SECOND CLASS	Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959	Miles from Hammond	SECOND CLASS
491					492
Local Freight					Local Freight
Except Sunday					
L 11 15PM		43.7	C..... HAMMOND.....	6	A 8 00PM
11 33		36.3	D..... ALBANY.....	7.4	7 25
11 53		27.1	D..... DOYLE.....	16.6	6 59
12 07AM	87	20.5	D..... CORBIN.....	23.2	6 35
12 20		14.0	D..... DENHAM SPRINGS.....	29.7	6 15
12 33	89	7.9 SHARP.....	35.8	5 45
A 12 49AM		 BATON ROUGE JCT.....	43.7	L 5 05PM
			See Baton Rouge District		Except Sunday
A 1 00AM			C..... NORTH BATON ROUGE.....		L 5 00PM

NEW ORLEANS DISTRICT — Southward

Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS							
		201	35	107	25	5	3	111	
		T & P 22	Mo. P. 310	S. P. 6	Southern Express	The Panama Limited	The Louisiane	S. P. 2	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
900.8	ORLEANS JCT.		L 6 00AM		L 7 55AM	L 8 25AM	L 3 55PM		
901.8	1.0 KENNER 25		6 02		m 7 58	8 27	3 57		
904.4	2.6 C MAYS YARD		6 06		f 8 01	8 31	4 01		
906.4	2.0 EAST BRIDGE	L 5 48AM	6 09	L 6 54AM	8 03	8 34	4 04	L 5 06PM	
908.6	2.2 SOUTHPORT JUNCTION	A 5 52AM	A 6 12AM	A 6 57AM	A 8 06AM	A 8 38AM	A 4 07PM	A 5 09PM	
TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL									
912.0	4.3 NEW ORLEANS	A 6 15AM	A 6 40AM	A 7 20AM	A 8 30AM	A 9 00AM	A 4 30PM	A 5 30PM	

NEW ORLEANS DISTRICT — Southward—Continued

Mile Posts	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS							
		37	203	1					
		Mo. P. 304	T & P 28	City of New Orleans					
		Daily	Daily	Daily					
900.8	ORLEANS JCT.	L 6 40PM		L 11 53PM					
901.8	1.0 KENNER 25	6 42		11 55					
904.4	2.6 C MAYS YARD	6 46		11 59					
906.4	2.0 EAST BRIDGE	6 49	L 8 08PM	12 01AM					
908.6	2.2 SOUTHPORT JUNCTION	A 6 52PM	A 8 12PM	A 12 04AM					
TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL									
912.0	4.3 NEW ORLEANS	A 7 15PM	A 8 35PM	A 12 25AM					

m - No. 25 will stop at Kenner on Monday only, to discharge express.

8 00PM	NORTH BATON ROUTE	A 1 00AM
8 05PM	BATON ROUGE DISTRICT	A 1 05AM
8 10PM	BATON ROUGE JCT.	A 1 10AM
8 15PM	SHARPS	A 1 15AM
8 20PM	DUNHAM SPRINGS	A 1 20AM
8 25PM	CORSAIC	A 1 25AM
8 30PM	DOYLE	A 1 30AM
8 35PM	ALABAMA	A 1 35AM
8 40PM		A 1 40AM
8 45PM		A 1 45AM
8 50PM		A 1 50AM
8 55PM		A 1 55AM
9 00PM		A 2 00AM

NEW ORLEANS DISTRICT — Northward

Miles from New Orleans	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS							
		2	202	34	108	4	6	204	
		City of New Orleans	T & P 27	Mo. P. 303	S. P. 5	The Louisiane	The Panama Limited	T & P 21	
11.8	ORLEANS JCT.	A 7 30AM		A 9 17AM		A 11 55AM	A 5 20PM		
10.8	1.0 KENNER	7 29		9 15		11 54	5 19		
8.2	2.6 MAYS YARD	7 26		9 12		11 51	5 16		
6.2	3.0 EAST BRIDGE	7 24	A 7 53AM	9 09	A 10 48AM	11 49	5 14	A 8 18PM	
4.0	2.2 SOUTHPORT JUNCTION	L 7 21AM	L 7 49AM	L 9 06AM	L 10 43AM	L 11 46AM	L 5 11PM	L 8 14PM	
TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL									
	4.0 NEW ORLEANS	L 7 10AM	L 7 35AM	L 8 55AM	L 10 30AM	L 11 35AM	L 5 00PM	L 8 00PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

NEW ORLEANS DISTRICT — Northward—Continued

Miles from New Orleans	TIME TABLE No. 1 Taking Effect October 25, 1959 STATIONS	FIRST CLASS							
		8	106	38					
		Creole	S. P. 1	Mo. P. 309					
11.8	ORLEANS JCT.	A 9 05PM		A 10 32PM					
10.8	1.0 KENNER	9 04		10 30					
8.2	2.6 MAYS YARD	9 01		10 27					
6.2	3.0 EAST BRIDGE	8 59	A 10 13PM	10 24					
4.0	2.2 SOUTHPORT JUNCTION	L 8 56PM	L 10 08PM	L 10 21PM					
TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL									
	4.0 NEW ORLEANS	L 8 45PM	L 10 00PM	L 10 10PM					
		Daily	Daily	Daily					

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

New Orleans—U.P.T. Office of Supervisor of Trains.
U.P.T. Enginemen's locker room.

Mays Yard, Engineers' register room.

Mays Yard, Telegraph Office.

North Baton Rouge----- (Telegraph office
General Foreman's office

Baton Rouge----- Passenger station

Reserve----- Telegraph office

Good Hope----- Telegraph office

Gwin----- Telegraph office Nth Jackson Telegraph office
Canton----- Telegraph office McComb Passenger Station
Jackson----- Telegraph office

10(g). On Baton Rouge and Hammond Districts Maintenance of Way Department yellow rectangular sign (MofW Rule 27) will be located one mile in advance of point where reduced speed is required.

14. Following code of whistle signals will be used in calling for interlocking signals.

East Bridge

For main track	_____
For Bridge main track	o o o o
For S. P. yard	o o o
For N. O. T. Co. from S. P. yard	o o o
For N. O. T. Co. from south main track	o o o
For N. O. T. Co. from Mays yard	o o o
For Mays yard	o o _____

Southport Junction:

To enter crossover from north main track to Upper Belt	_____
To enter north leg "wye" from southward main track to Upper Belt	_____

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

21(a). Between New Orleans and North Jackson the display of white lights may be omitted on all extra trains, except passenger extras.

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

83. Train Registers:

Gwin.

North Jackson. (For all except first class trains).

Jackson (Trains originating or terminating and first class trains).

Canton.

McComb.

Mays Yard—Telegraph Office (Trains may register by Form 905)

New Orleans—U.P.T.—office of Supervisor of Trains.

North Baton Rouge—(First class trains may register by Form 905)

Baton Rouge—For first class trains, only.

Hammond—For Hammond Dist. trains.

Northward trains will be governed by train register at Mays Yard as to overdue superior trains at Orleans Jct.

First class trains, except those originating or terminating at Jackson, may register at Jackson by form 905.

Sunflower District trains must keep advised of and avoid delay to Yazoo District trains.

Before using McComb District main tracks, trains from Hammond District must obtain permission from operator at Hammond. They must keep advised of and avoid delay to important trains.

83(a). First class trains must obtain clearance before leaving Jackson.

Second class and extra trains must obtain clearance before leaving North Jackson.

Northward trains may leave New Orleans, Southport Jct. and Orleans Jct. without a clearance, but must obtain clearance before leaving Mays Yard.

Southern Pacific and Texas and Pacific trains will not be required to obtain clearance on Illinois Central track.

Southward trains may leave Orleans Junction and East Bridge without a clearance.

Hammond District trains may leave Baton Rouge Junction without a clearance, but must obtain a clearance before leaving Baton Rouge or North Baton Rouge.

Trains may leave M. P. Junction without a clearance, but must secure a clearance before leaving North Baton Rouge.

83(b). Train dispatcher may inform trains by train order form V, whether all overdue superior trains have arrived or left: Baton Rouge, Baton Rouge Junction, Orleans Junction, Mays Yard, McComb and North Jackson.

Trains from Hammond District must obtain permission from operator at North Baton Rouge or Baton Rouge before using Baton Rouge District main tracks at Baton Rouge Junction.

93. Yards:

Canton, Jackson, Brookhaven, McComb, Hammond, Ponchatoula. Gwin, Yazoo City, New Orleans, Baton Rouge, Reserve, Good Hope.

Yazoo City yard limits extend to Renshaw.

Jackson yard limits extend to North Jackson and Gulf Yard and from East Jackson to Dixon.

McComb yard limits extend to Mile Post 812.

93. Yards: (Contd.)

New Orleans yard limits extends to Orleans Junction and to 1,000 feet south of mile post 443 on Baton Rouge District.

Trains or engines leaving end of two main tracks at Southport, will be governed by signal indication of fixed signal 230-ft. south of spring switch, at end of Upper Belt two main tracks, Southport, except trains moving over south leg of Wye or trains not completing movement through interlocking must stop and communicate with operator-leverman, Southport Jct., before movement is made to ascertain route is clear and given his authority to proceed. Telephone located in office at Southport. When movement is made over south leg of Wye it must not be started until south leg Wye switch is properly lined, this to minimize interference to traffic, Jefferson Highway.

Switch crews switching Southport Yard and on Great Southern Box Company lead, must not foul north leg of Wye or Upper Belt main track without communicating with operator-leverman at Southport Jct., and knowing the way is clear. Telephone located near Great Southern Box Company switch on north leg of Wye and in office at Southport.

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

Thoroughfare track leading from south end of Mays Yard to mechanical facilities is used as single track. Movement over this track is made in both directions, and speed is restricted to not more than ten miles per hour.

Baton Rouge — { Baton Rouge yard limits extend University to 1000 ft. north of MP 361 and Baton Rouge Jct. to 4000 ft. east of MP 3 Hammond district

Reserve — Reserve yard limits extend to Garyville.

Good Hope — Good Hope yard limits extend to Sellers.

Engines and trains will operate over the portion of Gaylord Container Corporation Railroad, east of Hammond, between Mile Post 44 and Mile Post 46, as prescribed by Rule 93, but not exceeding speed of 10 miles per hour.

First class trains must approach crossover from engine house to northward and southward main tracks located opposite freight house McComb, at reduced speed.

Southward first class trains must move at reduced speed from passenger station, McComb to South Yard.

95. Trains ordered to display signals to or from Orleans Junction or East Bridge will display same signals to or from New Orleans.

98. Train and engine movements through junction switch of the Meridian and Gulfport Districts south of passenger station, Jackson, will be governed by color light signals as follows:

Eastward, to Meridian District, by lower light of two light signal on signal bridge.

Southward, to Gulfport District, by upper light of two light signal on signal bridge.

Westward from Meridian District and northward from Gulfport District, by dwarf signals located 250 feet east and south of switch.

Railroad Crossings Not Interlocked.

- Between Monroe and Leonidas Streets, (Upper Belt) ----- PBR.R trains
- Dufossat Street (Upper Belt)-----PBR.R trains
- Between Upperline and Lyons Streets, (Upper Belt) ----- PBR.R trains
SPRR trains
- Jena and Cadiz Streets (Upper Belt)---PBR.R trains
- Gen. Taylor Street (Stuyvesant Docks) ----- PBR.R trains
- Toledano Street (Lower Belt)-----PBR.R trains
- Washington Avenue (Lower Belt)-----PBR.R trains
- Celeste Street (Lower Belt)-----PBR.R trains
- Euterpe Street (Lower Belt)-----TP-MPT trains
- Thalia Street Wharf (Levee Yard)-----PBR.R trains
- Old Four (Levee Yard)-----SPRR trains

Crews using Old No. 4 track, Levee Yard, must not cross without first being preceded by a member of train crew, who must not give proceed signal unless P.B.R.R. track leading to Sou. Pac. yard is known to be clear.

If a northward train or engine using long crossover, Southport, is stopped by fixed signal, movement must not be made until signal displays approach or proceed indication, or until communicating with operator-leverman East Bridge to ascertain that no train is approaching on northward main track, that the route is clear and authority is given by operator-leverman to proceed.

Before using short crossover to northward main track, trains or engines must communicate with operator-leverman at East Bridge ascertaining if any movement is in progress on northward main track and that the way is clear before proceeding.

98(a). Railroad Crossings Protected By Gates

- Baton Rouge Junction----- (Hammond District)
L&A Ry.
- Lower Belt (Terpsichore St.)---TP - MPT

Jackson----- { Meridian District—(gate)—handled by switch tenders.
Switching lead east of passenger station—electrically locked gate—handled by trainmen, normal position of gate against switching lead—train and engine movements over the crossing will be governed by home signals.

99. Extract from Laws of Louisiana:

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 conditions require it. The front of a train must be protected the same way when necessary by front brakeman.

99(b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

101. Speed Restrictions: Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed.

Territory or Location	Passenger and express trains	Passenger and express trains G. P. type engines	Freight Trains or G. P. type Engines	All trains switching or transfer engines	Trains Handling Wrecking derricks locomotive cranes
	Miles Per Hour				
Between					
M. P. Jct. and Orleans Jct.-----	60	60	40	40	30
Baton Rouge Jct. and Hammond-----	30	30	30	30	30
Orleans Jct. and Southport Jct.-----	60	60	40	40	25
Southport Jct. and Levee Yard-----	20	20	20	20	20
Gwin and North Jackson-----	50	50	49	45	30
Canton and Orleans Jct.-----	79	65	50	45	30
Diverging routes, through crossovers, junctions, and siding switches					
Orleans Jct—switch to Baton Rouge District-----					
Orleans Jct—south crossover interlocking plant-----					
Mays Yard—lead switch, north of Little Farms crossing-----					
Mays Yard—(north end) crossover to north main track-----					
Mays Yard—(north end) crossover switches, south main track-----	25	25	25	25	25
Southport—spring switch, north end long crossover-----					
North Baton Rouge MP 361.1 No. 15 turnout-----					
North Baton Rouge MP 361.9 No. 15 turnout-----					
East Bridge—crossover from northward main track to southward main track-----	10	10	10	10	10
Through turnouts at spring switches unless otherwise authorized-----	25	25	25	25	25
On straight track at spring switches when springing points-----	40	40	40	40	30
Through turnout at other locations-----	15	15	15	15	10
101-B. Lower Speeds:					
BATON ROUGE DISTRICT					
Between M.P. Jct. and MP 365.5-----	20	20	20	20	20
MP 365.5 to South Boulevard, Baton Rouge-----	10	10	10	10	10
McKinley St., Baton Rouge, engine or lead car only-----	15	15	15	15	15
MP 429.5 to MP 432.3 (Spillway bridge)-----	45	45	40	40	30
Curve—MP 443.7-----	25	25	25	25	25
NEW ORLEANS DISTRICT					
From signal 9012 to northward home signal at Orleans Junction northward track-----	40	40	30	30	30
East Bridge—southward track at tower-----	25	25	25	25	25
Southport: between north switch north leg of wye and end upper belt two main tracks-----	15	15	15	15	15
HAMMOND DISTRICT					
East Approach Bridge LZ-12-9-----	20	20	20	20	20
Scenic Highway and Plank Road, Baton Rouge-----	10	10	10	10	10
CANTON DISTRICT					
Fulton Street, Canton-----	10	10	10	10	10
Northside Drive, Jackson-----	30	30	30	30	30
Capitol Street Viaduct, Jackson-----	15	15	15	15	15
MP 748.2 to MP 750.3, curve, both tracks-----	75	65	50	45	30
MP 761.5 to MP 762.0, curve, southward track-----	75	65	50	45	30
MP 765.5 to MP 767.6, curve, both tracks-----	75	65	50	45	30
McCOMB DISTRICT					
Pass Manchac Bridge, 874.6-----	10	10	10	10	10
Spillway-Bridge, miles 891-893-----	45	45	45	45	30
Orleans Jct.—L&A Crossing-----	50	50	50	45	30
YAZOO DISTRICT					
From Mile 173.22 to Mile 175.01-----	15	15	15	15	15
From Mile 175.01 to south switch Yazoo City-----	20	20	20	20	20
From MP 182 to subway M-185-3-----	25	25	25	25	25
Curve Bridge M-195-8 Ragin-----	35	35	35	35	30

At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.

Maximum permissible speed for G.P. type engines is 65 miles per hour; and for switching and transfer engines is 45 miles per hour.

When freight cars, not equipped with passenger trucks are handled in passenger trains, maximum speed of freight trains for class of engine handling the train must not be exceeded.

Trains handling either loaded and empty high ore cars with short wheel base will not exceed a speed of 25 miles per hour. The movement of high hopper coal cars is restricted to 25 miles per hour on the Hammond District.

When 50% of the cars in a train are loaded tank cars speed of train must not exceed 40 miles per hour. All engines light, with caboose or rider, must not exceed 45 miles per hour.

Trains handling ditchers, spreaders or air dump cars loaded or empty must not exceed a speed of 25 miles per hour.

Between Baton Rouge and Orleans Jct. and between North Jackson and Canton, speed of trains handled by single unit diesel engine is restricted as follows:

- Single unit diesel light or with one car (may be coach or caboose) — 25 miles per hour.
- Single unit diesel with two cars (one of which may be coach or caboose) — 45 miles per hour.
- A speed of 30 miles per hour over street crossings in Jackson, Mississippi, — city limits, must not be exceeded.

101(b). Lower Speeds (Contd.)

Trains picking up mail pouches will reduce speed to 60 miles per hour at the following stations: Terry, Bogue Chitto, Magnolia, Kentwood.

Between Yard Office North Jackson and South Street Viaduct, maximum speed of passenger trains is 25 miles per hour.

Trains handling Diesel truck transfer cars Nos. X-2663, X-2668, X-2669, must not exceed a speed of 45 miles per hour.

104. Normal Position of Switches:

- Gwin.....For Yazoo District.
- Yazoo Junction.....For Yazoo District.
- North Jackson.....For northward trains.
- Jackson.....For Canton District.
- Hammond.....For McComb District.
- Baton Rouge Jct.....For Baton Rouge District

The north switch of crossover leading from northward main track to L&A interchange at Southport, must be kept lined for L&A lead at all times after being used.

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

Electric Locked Switches:

Location	Operated By
South end of crossover, Filtrol	Yardmen and Trainmen
Entrance to Plant, Filtrol.	Yardmen and Trainmen

Track serving the Wyandotte Chemical Corporation, located 160 feet south of Mile Post L-388 Geismar, La., is equipped with electrically locked hand throw switch.

Track serving the American Oil Co., located 1613 feet north of Mile Post L-438, Destrehan, La., is equipped with electrically locked hand throw switch.

Track serving the Louisiana Power & Light Company Plant, located 2939 feet south of Mile Post L-429, Vicknair, La., is equipped with electrically locked hand throw switch.

Instructions governing operation of these electric locked switches are posted inside lock door, and read as follows:

1. If indicator reads "locked", raise lock crank until it stops; then wait 8 minutes for switch at Geismar and 6 minutes for switch at Destrehan and Vicknair.
2. When indicator reads "unlocked", turn lock crank to extreme left.

3. When finished using switch, restore lock crank to the extreme right.
4. Close and padlock the door.
If switch will not unlock, notify dispatcher.

105. Unless otherwise directed southward trains and engines will use siding for movement through Anding. Northward trains and engines may use Anding siding when permission is given by train dispatcher.

109. Bulletin Boards:

Gwin.....	Telegraph office
Yazoo City.....	Telegraph office
Canton.....	Telegraph office
North Jackson.....	{ Yard office
	{ T-E Locker Room
Jackson.....	Telegraph office
	{ Passenger Station
McComb.....	{ Engine house
	{ Caller's office
Hammond.....	Passenger Station
New Orleans—U.P.T. 2nd floor —	Conductors and
	trainmen's locker room.
U.P.T. Enginemen's register and bulletin room.	
Poydras Yard.....	Yard office
	{ Telegraph office
	{ North end yard office
Mays Yard.....	{ South end Eng. Regis. Room.
	{ South end Switch Shanty
	{ Engine house
Stuyvesant Docks.....	Yard office
Levee Yard.....	Yard office
Southport.....	Yard office
	{ South switch shanty
North Baton Rouge.....	{ Engine house
	{ Old Passenger Station
Reserve.....	Switch Shanty
Good Hope.....	Depot

D-151. Two Tracks.

Southport to Stuyvesant Docks. (Upper Belt).
Stuyvesant Docks to Levee Yard. (Lower Belt).

Note: Between Stuyvesant Docks and Levee Yard, traffic is reversed and movements must keep to left.

North Baton Rouge to Baton Rouge.
 Mile 705.86 to Mile 706.01 on Canton District.
 Mile 217.26 on Yazoo District to North Jackson.
 South end of passenger station at Jackson to Southport Jct., except single track over bridge at Manchac.
 Mile 176.25 to Mile 175.24 on Yazoo District.
 Mile 149.79 on Yazoo District to Mile 147.82 North of Tchula.

Four Tracks:

Between North Jackson and Jackson:

No.	Location	Use
1	West	Southward freight trains.
2	Middle West	Northward freight trains.
3	Middle East	Old Passenger Track. Use will be governed by instructions of yardmaster. Normal position of switches at north and south ends of this track will be lined green and for the North Freight Main Track at all times except while in use.
4	East	Passenger trains.

251. On northward and southward main tracks between Orleans Junction and Southport Jct., trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

This does not relieve train and enginemen from being governed by the provisions of Rule 99.

254. Except as affected by Rule 251 all block signal and operating rules remain in force.

261. Manually controlled block signals will govern the movement of trains on main track between M. P. Junction and North Baton Rouge without requiring the use of train order and, unless otherwise provided their indications supersede time-table superiority, but do not dispense with the use or observance of other signals whenever or wherever they may be required. Junction switch at MP Jct. is a dual control switch, controlled by operator at North Baton Rouge. When a train or engine is stopped by a stop signal at MP Jct., trainman must contact operator at North Baton Rouge and be governed by provisions of Rules 663 and 532.

On single track over Manchac bridge controlled manual block signals govern the use of the blocks, and their indications supersede time-table superiority without requiring the use of train orders, but do not dispense with the use or observance of other signals whenever or wherever they may be required.

290-292-295-B. Electric-locked hand throw switch on southward main track at Southport Jct. must be operated by trainmen. Normal position of switch is for southbound main track. Electric lock is controlled by operator-leverman at Southport Jct. Instructions covering operation of the electric lock by trainmen are posted inside of door of lock. Movements from Southport yard to International Lube will be governed in accordance with Rule 290. Engine foreman must contact operator-leverman at Southport Jct. for instructions before making movement through hand operated switch. Train and engine movements from International Lube to IC southward main track will be made in accordance with dwarf signal indication as follows:

Light	Indication	Rule
Red	Stop	292
Red over White "S"	Open hand-operated switch	295-B
Yellow	Proceed (restricting)	290

505. Automatic block system territory extends from Canton to Southport Junction.

Between MP 361 and end two main tracks, North Baton Rouge.

Southward main track, North Baton Rouge to a point 800 ft. south.

Northward main track Baton Rouge Jct., MP 364.3 to North Baton Rouge.

Between Baton Rouge MP 366.7 and Orleans Jct.

Northward main track from south end of two main tracks Baton Rouge to a point 1500 ft. north.

From Yazoo Junction to M. P. 177.2.

512. Switch indicators are located on the Upper and Lower Belt Lines and in the vicinity of Stuyvesant Docks and must be operated by trainmen, as follows:

At IO switch crossover track between IC southward main track and NO PBRR northward main track 40-ft. south of Nashville Avenue.

At switch and derail on industry track serving the N. O. Furniture Company leading from IO northward main track north of Dufossat Street and crossing main tracks of NO PBRR.

At IO switch of crossover track between IC northward main track and NO PBRR southward main track north of Napoleon Avenue.

At north switch and derails of north lead track serving Warehouse 32, leading from IO northward main track and crossing NO PBRR main tracks at Louisiana Avenue.

At south switch and derail of south lead track serving Warehouse 32 leading from IO northward main track and crossing NO PBRR main tracks south of Louisiana Avenue.

At IO switch crossover track between IC northward main track and NO PBRR southward main track south of Louisiana Avenue.

OPERATING INSTRUCTIONS FOR SWITCH INDICATORS.

- Operate push button located on front of case to light indicator.
- If "Block Clear" indication is displayed, the switch must be immediately lined for movement.
- If switch, for any reason, is not immediately lined for movement, the push button must again be operated to ascertain indication before operating switch.
- If "Block Occupied" indication is displayed and no conflicting train and engine movement is evident, wait three minutes and proceed at reduced speed in accordance with Rule D-152 (See Rule 99).

539. Spring Switches:

Location	Normal Position	
Mays Yard — 325 feet north of East Bridge	For North Lead	
Southport Jct. — North end of Long Crossover	For Northward main track	
Southport — End of Upper Belt two main tracks.	For Southward Upper Belt main track	
North Baton Rouge — End of two main tracks	Southward main track*	
Baton Rouge — End of two main tracks.	Northward main track*	
Mt. Airy siding — both ends	For main track*	
Canton {	North switch	For Southward main track*
	South switch	For Northward main track*
Yazoo City {	North switch	For Southward main track*
	South switch	For Northward main track*
North Jackson — South end of North Yard	For Yard	
Anding — North switch	For siding	
*Lunar White Markers		

Following spring switches are protected by reflector sign located one mile in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed.

Location	Normal Position
Gwin — South switch	For Northward main track
Anding — South switch	For Main track
Cynthia siding — both ends	For Main track
North Jackson — North end	
two main tracks Yazoo District	For Southward main track

At end of Upper Belt, two main tracks, Southport, location of spring switch is indicated by reflector sign, 1500-feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed.

When a southward train is stopped by fixed signal indicating the position of switch, end of two main tracks Upper Belt the stop must be made north of Jefferson Highway, and the switch must be examined to know that it is properly lined before using. When a northward train is stopped by fixed signal, movement must not be made until approach indication is displayed, or until after communicating with operator-leverman, Southport Jct., ascertain if route is clear and obtain authority to proceed.

605. Remote Control Interlockings at Orleans Jct. and at the north end of Mays Yard are handled by operator at Mays Yard. When a train or engine is stopped by a stop signal at Orleans Jct. or at the north end of Mays Yard, trainman must contact operator at Mays Yard and be governed by the provisions of Rule 663. Switches at Inbound Lead and at Outbound Lead Crossover, north end of Mays Yard, are dual control switches, controlled by operator at Mays Yard. To operate these switches by hand, be governed by the provisions of Rule 532.

When northward Color light signal on inbound lead 150 feet south of the Hickory Street Crossing, north end of Mays Yard, indicates Stop, train is approaching on southward main track south of Orleans Junction.

When northward Color light signal on southward main track located 500 feet north of crossover, south end of Mays Yard, indicates Stop, a train is approaching on the southward main track.

Trains and engines from UPT tracks intending to use south leg of wye at Southport Junction enroute to Upper Belt must notify operator-leverman, Southport Junction before departing from Poydras Yard Junction.

Facing point switch for track serving J. S. Fraering, Inc., is on northward main track at 210 feet south of the crossing of I.C.R.R. Upper Belt two main tracks and the Public Belt R.R. south of Jefferson Highway. Train and engine movements to and from the J.S. Fraering track will be made according to signal indications as follows:

Top Light	Bottom Light	Indication	Route Lined
Red	Red	Stop	-----
Yellow	Red	Approach	Via Main Track
Red	Yellow	Restricting To	J. S. Fraering track

Southward dwarf signal on J. S. Fraering track at 125 feet in advance of switch. Indications displayed will be in accordance with rules 290 and 292. Switch will be operated by operator-leverman, Southport Jct. Engine foreman must contact operator-leverman at Southport Jct. for instructions.

672. Automatic Interlocked Crossings:
 (Lower Belt), Harmony St., P. B. R. R.
 (Upper Belt), Jefferson Ave., P. B. R. R.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

1200. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel locomotives and diesel truck	
transfer cars -----	4 inches
Streamlined passenger cars -----	5 inches
Office cars -----	5 inches
Conventional passenger cars -----	9 inches
Freight cars -----	25 inches

When trains are operated through water, a maximum speed of five miles per hour must not be exceeded.

1201. Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protected device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices, stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509(a), will also proceed expecting to find crossing protection devices not working properly.

Trains and engines must be preceded by flagman when passing over following street and highway crossings:
 Baton Rouge (Hammond District) — Choctaw road
 Jackson (Natchez District) — Gallatin, Clifton, Terry Road, Poindexter, Dalton, Valley.

1202. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1203. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or operator-levermen must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672.)

Operator-leverman must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

SPECIAL INSTRUCTIONS (Concluded)

1204. NOUPT Rule 45 must be complied with in the backing of passenger trains into the station at New Orleans. On arrival at Carrollton Avenue, the engineer will cut out electric brakes by moving the shift lever on automatic brake valve to automatic position and see that the electric brake circuit breakers are in "off" position in both cabs. The pneumatic brakes will be used to complete the trip. Conductors will use the pneumatic brake on the rear end stopping.

1205. When four or more than four GP type Diesel locomotives are operated handling train or running light, when making independent release of the brakes after automatic application has been made, the brakes on the unit back of the third unit will release considerably slower, which may result in sticking brakes.

When making a back-up movement with more than three units in multiple there is danger of a jack-knife action which

would result in turning rail over under engine. Under these circumstances, before a back-up movement is made, the engine crew should isolate the engine of the leading unit, thus allowing only the three rear units to work power.

Enginemen must see that these instructions are strictly complied with.

1206. Second class and inferior trains and engines must avoid delay to Meridian District first class trains due Jackson, Miss., as follows:

Westward		Meridian District		Eastward	
No. 205				No. 208	
Pearson	-----	5:17 a.m.		Dixon	-----
Jackson	-----	{ A. 5:30 a.m. L. 6:15 a.m.		Jackson	-----
					10:51 p.m. { A. 11:05 p.m. L. 11:25 p.m.

ADJUSTED TONNAGE RULES AND 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 caboose)	-----	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 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.

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

6. 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.

7. 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.

8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to General Superintendent of Transportation.

	FACTOR	18	
		Between Mays Yard and N. Baton Rouge	Between N. Baton Rouge and Hammond
Engines	Horse-Power		
Diesel	600	3500	3500
Diesel	1200	6400	6400
Diesel	1500	8000	8000
Diesel	1750	9500	9500

	Factor	10	10	19	10	11	9
		Gwin to McComb	McComb to Gwin	McComb to New Orleans	New Orleans to McComb	Canton to Jackson	Jackson to Canton
Engines	Horse-Power	100 Per Cent Tonnage Rating					
Diesel	1200	5350	6300	10600	7950	4850	4850
Diesel	1500	5400	6400	10800	8100	4900	4900
Diesel	1750	5525	6500	11000	8200	5000	5000