

DIVISION OFFICERS

H. K. BUCK.....Superintendent.....Memphis, Tenn.
T. R. BEACH.....Train Master.....Grenada, Miss.
FRANK WEBB.....Travelling Engineer.....Memphis, Tenn.
E. E. McDONALD.....Chief Train Dispatcher.....Memphis, Tenn.
J. E. GULO.....Asst. Chief Tr. Dispatcher.....Memphis, Tenn.
H. PARKER.....Train Dispatcher.....Memphis, Tenn.
F. J. OSBORN.....Train Dispatcher.....Memphis, Tenn.
E. H. PORTER.....Train Dispatcher.....Memphis, Tenn.
R. P. REITER.....Train Dispatcher.....Memphis, Tenn.
G. R. GREEN.....Train Dispatcher.....Memphis, Tenn.
A. C. ELLZEY, JR.....Train Dispatcher.....Memphis, Tenn.
E. C. SANDERS.....Train Dispatcher.....Memphis, Tenn.
W. A. PALMER.....Train Dispatcher.....Memphis, Tenn.
R. W. BOONE.....Train Dispatcher.....Memphis, Tenn.
J. R. BUCHANAN.....Train Dispatcher.....Memphis, Tenn.
J. A. WILLIAMS.....Train Dispatcher.....Memphis, Tenn.
C. M. RIALS.....Train Dispatcher.....Memphis, Tenn.
J. F. FRYE.....Train Dispatcher.....Memphis, Tenn.
J. F. CAUSEY.....Train Dispatcher.....Memphis, Tenn.
R. J. GAINES.....Train Dispatcher.....Memphis, Tenn.
H. A. McCAIN.....Train Dispatcher.....Memphis, Tenn.
E. C. McADAMS.....Train Dispatcher.....Memphis, Tenn.
B. J. EDWARDS.....Train Dispatcher.....Memphis, Tenn.
T. E. OAKES.....Train Dispatcher.....Memphis, Tenn.
B. L. DAVIS, JR.....Train Dispatcher.....Memphis, Tenn.

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	72	50
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
		180	20

Illinois Central Railroad

GRENADA
WATER VALLEY
JACKSON
ABERDEEN
DISTRICTS
(MEMPHIS DIVISION)

TIME TABLE No.

17

Taking Effect at 12:01 A. M.

SUNDAY, OCTOBER 25, 1959

Superseding
MEMPHIS DIVISION
Time Table No. 16—October 26, 1958
AND MISSISSIPPI DIVISION
Time Table No. 15, October 26, 1958

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

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

SECOND CLASS		FIRST CLASS				Sliding Standing Room. Cars with Engine.	Mile Posts	TIME TABLE No. 17 Taking Effect October 25, 1959	Miles from Grenada	FIRST CLASS				SECOND CLASS	
41	195	25	1	3	5					8	2	4	6	196	42
Local Freight	Local Freight	Southern Express	The City of New Orleans	The Louisiane	The Panama Limited			STATIONS		The Creole	The City of New Orleans	The Louisiane	The Panama Limited	Local Freight	Local Freight
.....	.....	L 9 00PM	L 5 15PM	L 8 00AM	L 1 50AM	392.0	.....	MEMPHIS.....	100.3	A 6 15AM	A 1 50PM	A 6 55PM	A 11 45PM	.....	.....
.....	L 5 30AM	.....	.....	.....	.....	.....	.....	C...JOHNSTON YARD....	.....	.....	.....	.....	.....	A 1 30PM	.....
.....	.....	.....	.....	.....	.....	.....	.....	EAST JUNCTION.....	.....	.....	.....	.....	.....	.....	.....
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	.....	.....	See Tennessee Division Time Table	.....	.....	.....	.....	.....	.....	.....
.....	L 6 10 ^{AM} ₈	L 9 11PM	L 5 26PM	L 8 11AM	L 2 01AM	397.5	.....	GRENADA WYE.	94.8	A 6 03 ^{AM} ₁₉₅	A 1 38PM	A 6 43PM	A 11 33PM	A 1 15PM	.....
.....	6 20	.....	.....	.....	.....	400.0	.....	2.5 RAINES	92.3	.....	.....	.....	.....	1 10	.....
.....	6 30	.....	.....	.....	.....	405.2	.....	5.2 HORN LAKE	87.1	.....	.....	.....	.....	1 00	.....
.....	6 45	9 29	5 43	8 28	2 19	71 415.4	.....	10.2 D...HERNANDO.....30	76.9	5 42	1 20	6 16	11 10	12 45	.....
.....	7 00	.....	.....	.....	.....	425.3	.....	9.9 D...COLDWATER.....30	67.0	.....	.....	.....	.....	12 30	.....
.....	7 05	9 40	5 54	8 39	2 30	72 428.1	.....	2.8 FANNIE MAY.....	64.2	5 30	1 09	5 54	10 59	12 25	.....
.....	7 10	f 9 43	.....	s 8 44	.....	430.0	.....	1.9 D...SENATOBIA.....30	62.3	5 28	.....	s 5 51	.....	12 20	.....
.....	7 20	9 48	6 01	8 50	2 36	63 436.3	.....	6.3 D...FEDERAL.....	56.0	5 23	1 03	5 45	10 52	12 10	.....
.....	7 25	.....	.....	.....	.....	437.4	.....	1.1 D...COMO.....30	54.9	.....	.....	.....	.....	12 05PM	.....
.....	7 35	f 9 53	6 07	s 8 58	2 41	42 442.9	.....	5.5 D...SARDIS.....30	49.4	s 5 17	12 58	5 40	10 47	11 55	.....
.....	8 00	s 10 05	s 6 17	s 9 08	p 2 50	100 452.1	.....	9.2 C...BATESVILLE.....30	40.2	s 5 07	s 12 50	s 5 32	p 10 38	11 40	.....
.....	8 15	10 30	6 25	9 16	2 58	55 459.6	.....	7.5 D...POPE.....	32.7	4 59	12 42	5 24	10 30 ²⁵	11 15	.....
.....	8 30	.....	.....	.....	.....	466.7	.....	7.1 D...ENID.....	25.6	.....	.....	.....	.....	11 05	.....
.....	8 40	f 10 42	.....	s 9 30	.....	471.6	.....	4.9 D...OAKLAND	30	q 4 47	.....	q 5 12	.....	10 58	.....
.....	8 45	10 44	6 39	9 33	3 12	71 473.6	.....	2.0 D...BLANCHE.....	18.7	4 45	12 28	5 10	10 16	10 55	.....
.....	9 00	10 55	6 50	9 44	3 23	80 485.0	.....	11.4 D...HARDY.....	7.3	4 34	12 17	4 59	10 05	10 40	.....
L 4 10PM	9 05	10 57	6 52	9 46	3 25	486.8	.....	1.8 D...W. V. JUNCTION....	5.5	4 32	12 16	4 57	10 03	10 36	A 12 15AM
A 4 20PM	A 9 15AM	A 11 03PM	A 6 58PM	A 9 52AM	A 3 31AM	491.1	.....	4.3 D...NORTH YARD-GRENADA	1.2	L 4 26AM	L 12 11PM	L 4 51PM	L 9 57PM	L 10 30AM	L 11 59PM
.....	.....	.....	.....	.....	.....	.....	.....	WATER VALLEY DISTRICT	.....	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
A 4 25PM	.....	A 11 05PM	A 7 02PM	A 9 54AM	A 3 35AM	617.7	.....	1.2 C...GRENADA.....30	.....	L 4 24AM	L 12 09PM	L 4 49PM	L 9 55PM	.....	L 11 50PM

p—Stop on signal to receive or discharge revenue sleeping or parlor car passengers to or from Memphis and Jackson, Miss., and scheduled stops beyond.

q—Stop on signal to receive revenue passengers for Memphis or scheduled stops beyond, or to discharge revenue passengers from Jackson, Miss., or scheduled stops beyond.

Southward—WATER VALLEY DISTRICT—Northward

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SECOND CLASS		FIRST CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 17 Taking Effect October 25, 1959		Miles from Canton	FIRST CLASS				SECOND CLASS		
41	43	25	1	3	5			STATIONS			8	2	4	6	44	42	
Local Freight	Local Freight	Southern Express	The City of New Orleans	The Louisiana	The Panama Limited			The Creole	The City of New Orleans		The Louisiana	The Panama Limited	Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily												
L 3 30PM						24	588.9	D WATER VALLEY	30	119.0					A 1 15AM		
3 50							602.1	D...COFFEEVILLE	30	105.8					12 45		
							603.0	...BRUCE JCT.		104.9							
A 4 10PM								...W. V. JUNCTION		93.5					L12 15AM		
								GRENADA DISTRICT									
L 4 20PM	L 2 00PM	L11 03PM	L 6 58PM	L 9 52AM	L 3 31AM			4.3									
4 49 4	2 05	s 11 05 11 10	s 7 02	s 9 54 9 59	s 3 35	117	617.7	NTH. YRD. - GRENADA	30	89.2	A 4 26AM	A12 11PM	A 4 51PM	A 9 57PM	A 6 00PM	A11 59PM	
								1.2		88.0	s 4 24 3 57	s12 09PM	s 4 49 41	s 9 55	5 55	11 50	
5 10	2 25	11 22 42	7 13	10 10	3 47 8	59	629.5	11.8		76.2	3 47 5	11 57	4 37	9 43	5 40	11 22 25	
5 20	2 40						637.7	8.2		68.0					5 30	10 55	
5 25 44	3 25	s11 45	s 7 25	s10 24	3 57	78	640.5	2.8		65.2	s 3 36	s11 46	s 4 26	9 32	5 25 41	10 50	
5 40	3 45	11 54	7 33	10 32	4 05	57	648.5	8.0		57.2	3 17	11 37	4 16	9 24	5 15	10 35	
5 45	3 50						651.1	2.6		54.6					5 10	10 30	
6 05	4 07 4	12 07AM	7 44	10 43	4 16	64	661.1	10.0		44.6	3 06	11 28	4 07 43	9 15	4 55	10 10	
6 20	A 4 30PM	s 12 15 12 25	s 7 54	s10 53	p 4 26	153	670.6	9.5		35.1	s 2 57	s11 19	s 3 59	p 9 07	L 4 40PM	9 55	
6 25		12 28	7 57	10 56	4 29		673.5	2.9		32.2	2 46	11 14	3 53	9 03		9 45	
6 35							678.5	5.0		27.2						9 35	
6 45		12 40	8 09	11 05 2	4 39	59	685.5	7.0		20.2	2 36	11 05 3	3 43	8 54		9 25	
6 55							692.1	6.6		13.6						9 15	
7 05		12 48	8 20	11 20	4 49	60	696.5	4.4		9.2	2 26	10 56	3 34	8 46		9 05	
7 15							700.2	3.7		5.5						9 00	
A 7 30PM		A 1 05AM	A 8 31 PM	A11 44AM	A 5 00AM		705.7	5.5			L 2 17AM	L10 48AM	L 3 26PM	L 8 38 PM		L 8 50PM	
											Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sunday	

p—Stop on signal to receive or discharge revenue sleeping or parlor car passengers to or from Memphis and Jackson, Miss., and scheduled stops beyond.

4 Southward—JACKSON DISTRICT—Northward

SECOND CLASS	Siding, Standing Room Cars with Engines.	Mile Posts	TIME TABLE No. 17 Taking Effect October 25, 1959	Miles from Water Valley	SECOND CLASS
41					42
Local			STATIONS		Local
		471.3	C.....CHESTER ST.....	117.6	
Except Sunday			ST. LOUIS DIVISION		
L 6 00AM		473.0	.....FROGMOOR.....	115.9	A 8 10AM
6 06		476.1	.....MALESUS.....	112.8	8 01
6 18	49	482.7	.....MEDON.....	106.2	7 51
6 35	50	491.8	.....TOONE.....	97.1	7 34
7 20 42	35	499.3	D.....BOLIVAR.....	89.6	7 20 41
7 29	57	505.8	.....MIDDLEBURG.....	83.1	7 09
7 35		509.8	.....HICKORY VALLEY.....	79.1	7 02
8 05	32	517.8	D.....GRAND JUNCTION.....	71.1	6 47
8 17	36	524.0	.....MICHIGAN CITY.....	64.9	6 36
8 35	48	530.0	.....LAMAR.....	58.9	6 25
8 45		535.1	.....HUDSONVILLE.....	53.8	6 17
9 20	31	542.7	D.....HOLLY SPRINGS.....	46.2	6 03
9 36		551.4	.....WATERFORD.....	37.5	5 42
9 56		561.8	.....ABBEVILLE.....	27.1	5 25
10 08		568.5	.....COLLEGE HILL.....	20.4	5 12
10 20	31	571.8	D.....OXFORD.....	17.1	5 06
10 32		579.7	.....TAYLOR.....	9.2	4 48
A10 50AM	24	588.9	D.....WATER VALLEY.....		L 4 30AM
					Except Monday

Southward—ABERDEEN DISTRICT—Northward

SECOND CLASS	Siding, Standing Room Cars with Engines.	Mile Posts	TIME TABLE No. 17 Taking Effect October 25, 1959	Miles from Aberdeen	SECOND CLASS
241					242
Local			STATIONS		Local
Except Sunday					
L 7 00AM	46	105.5	D.....ABERDEEN.....	30	A12 45PM
7 15		99.8	.....BINFORD.....	5.7	12 25
7 30		95.5	.....STRONG.....	10.0	12 15
8 10	22	88.8	D.....WEST POINT.....	30	12 01PM
8 30	30	81.8	.....OSBORN.....	23.7	11 35
8 50		74.8	D.....STARKVILLE.....	30	11 20
9 10	32	67.5	.....LONGVIEW.....	38.0	10 55
9 25		63.4	.....BRADLEY.....	42.1	10 45
9 40		58.7	D.....STURGIS.....	30	10 35
10 20 42	31	50.0	D.....ACKERMAN.....	30	10 20 41
11 00	34	42.3	D.....WEIR.....	30	9 30
11 20		36.2	.....McCOOL.....	30	8 55
12 01PM	65	27.1	D.....ETHEL.....	30	8 30
1 00	28	18.4	D.....KOSCIUSKO.....	30	8 00
1 15		11.4	.....McADAMS.....		94.1
1 30	17	6.9	.....SALLIS.....	30	98.6
A 2 00PM			.....ABERDEEN JUNCTION.....	105.3	L 6 40AM
			.....WATER VALLEY DISTRICT.....		Except Sunday
A 2 30PM			.....DURANT.....		L 6 30AM

SPECIAL INSTRUCTIONS

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:

Memphis	Central Station
Johnston Yard	Train Order Office
Chester St.	Telegraph Office
Water Valley	Telegraph office
Grenada	Telegraph office
Durant	Telegraph office
Canton	Telegraph office

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

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

83. Tchula district trains must obtain authority from the operator at Durant before using Water Valley District main track at Durant.

Train Registers:

Memphis—4th floor Central Station,
Johnston Yard—Train Order Office
Chester St.—Telegraph office.

Water Valley
Grenada
Durant (Aberdeen and Tchula Districts only)

Trains 1, 2, 3, 4, 5 and 6 will register at Grenada by Form 905.

Freight trains leaving and arriving at Johnston Yard will

register in accordance with Tennessee Division Time Table.

83(a). Southward trains may leave Grenada Wye without a clearance but must obtain a clearance before leaving Memphis or Johnston Yard.

Aberdeen District trains may leave Aberdeen Junction without a clearance but must obtain a clearance before leaving Durant.

Grenada and Water Valley District trains may leave W. V. Junction and North Yard—Grenada without a clearance, but must obtain a clearance before leaving Water Valley and Grenada.

Trains may leave Frogmoor without a clearance but must obtain a clearance at Chester St.

93. Yards:

Frogmoor	Durant (Yard limits extend to Aberdeen Junction)
Bolivar	Canton
Grand Junction	Kosciusko
Holly Springs	Aberdeen
Water Valley	East Junction (Yard Limits extend to one mile South of East Junction)
Bruce Junction	
Grenada (Yard limits extend North Yard—Grenada to near Glenwild)	
Winona	

98. Trains and engines must stop at junctions and railroad crossings as follows:

Frogmoor—G. M. & O. R. R..... Crossing
Junctions:

W. V. Junction..... Trains via Water Valley.
Aberdeen Junction..... Aberdeen District trains.

(Continued on Page 5)

(Continued from Page 4)

Crossings:

West Point..... { G. M. & O. R. R.
C. & G. Ry.
Aberdeen..... S. L. & S. F. Ry.

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 Between	Passenger and express trains: Passenger engines	Passenger and express trains: G.P. type engines	Freight trains: Passenger and G.P. Type engines	All trains: switcher and transfer Engines	Trains handling Wrecking Derricks or Locomotive Cranes
	MILES PER HOUR				
Grenada Wye and M. P. 419.....	75	65	50	45	35
M. P. 419 and M. P. 452.....	79	65	50	45	35
M. P. 452 and M. P. 486.....	75	65	50	45	35
M. P. 486 and Grenada.....	79	65	50	45	35
Grenada and Canton.....	79	65	50	45	35
W. V. Junction and Water Valley.....	40	40	40	40	30
Frogmoor and Water Valley.....	40	40	40	40	30
Aberdeen Junction and Aberdeen.....	35	35	35	35	25
Diverging routes, through crossovers, Junction and siding switches:					
Siding Switches } Turnouts					
Fannie May } No. 15.....	25	25	25	25	15
Blanche } frogs					
Canton—end of two main tracks.....	25	25	25	25	15
Other Turnouts:					
Grenada and Water Valley Districts.....	15	15	15	15	15
Aberdeen and Jackson Districts.....	10	10	10	10	10
101 (b) LOWER SPEEDS:					
Grenada District					
Between M. P. 403 and M. P. 409.....	60	60	50	45	35
Between M. P. 413 and M. P. 415.....	60	60	50	45	35
Curve M. P. 426—First curve south.....	60	60	50	45	35
Curve M. P. 444—First curve south.....	60	60	50	45	35
Between M. P. 458.5 and 462.....	60	60	50	45	35
Between M. P. 466 and M. P. 482.....	60	60	50	45	35
Between M. P. 490 and Grenada.....	40	40	40	40	15
Jackson District					
Holly Springs, at interlocking, between approach and home signals.....	20	20	20	20	20
Water Valley District					
Between M. P. 634 and M. P. 638.....	60	60	50	45	35

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

Maximum permissible speed for trains handling ditchers, spreaders and air dump cars is 25 miles per hour.

Maximum permissible speed for trains handling loaded or empty high ore cars with short wheel base is 25 miles per hour.

Maximum permissible speed for trains handling diesel truck transfer cars is 45 miles per hour; and when running through water a speed of 5 miles per hour must not be exceeded.

Between Grenada Wye and Canton, speed of train 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 a coach or caboose)—45 miles per hour.

Memphis Division trains must not exceed ten (10) miles per hour crossing Fulton Street, Canton, Miss.

All trains or engines operating through any yard track switch at Canton, Miss., must not exceed ten (10) miles per hour. Trains or engines moving over either southward or northward main track to or from any yard track at Canton, Miss., must not exceed ten (10) miles per hour until entire train has cleared final yard track switch.

When fifty percent of cars in trains are loaded tank cars speed must not exceed forty (40) 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.

Engines must not be handled over scale pit in Planters Oil Mill track at Kosciusko, Miss.

Cars with gross weight in excess of 84 tons are not permitted over Tombigbee River Bridge, S. L. & S. F. Ry. wye, Aberdeen.

(Continued on Page 6)

103. 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 protective 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.

104. Normal Position of Switches:

Frogmoor..... Junction switch for Birmingham District
W. V. Junction..... for Grenada District.
Durant..... for Water Valley District.
Aberdeen Junction..... for Water Valley District.

Hand throw switches and derail on Grenada and Water Valley Districts equipped with electric locks, as follows:

Location	Controlled by
Nesbit.....	Trainmen
Love.....	Trainmen
Como, both ends	
House Track.....	Trainmen
Tillatoba.....	Trainmen
W. V. Junction.....	Operator at Grenada
North Yard Grenada,	
both ends, New Track...	Trainmen
North Yard Grenada,	
Wye Track.....	Trainmen
North Yard Grenada,	
Lead Track.....	Operator at Grenada
Winona, switch and Derail,	
north end Compress Track.	Operator at Winona

Instructions covering operation of these electrically locked switches are posted on inside of door of electric lock.

105. Siding at Grenada extends from north switch 51 feet south of river bridge to south switch of track known as South Siding—total length 6113 feet; capacity 117 cars.

Inferior trains taking siding at Grenada will head in at the first switch unless otherwise provided by train order to use crossover located midway of the siding.

109. Bulletin Boards:

Water Valley.....	Telegraph Office
Grenada.....	{ Telegraph Office
	{ Enginemen's Locker Room
Durant.....	{ Telegraph Office
	{ Enginehouse
Canton.....	Telegraph Office
Memphis.....	{ Central Station
	{ Enginehouse—Memphis
	{ Train Order Office—Johnston Yard
	{ Enginehouse—Johnston Yard
	{ Yard Office—South Yard
Chester St.....	Telegraph Office

221(c). At train order offices on the Aberdeen District, flags and lights will be used as train order signals.

261-605. Grenada and Durant Blocks:

Between W. V. Junction and Grenada, and between Aberdeen Junction and Durant, remotely controlled block

signals govern the use of the blocks without requiring the use of train orders. Unless otherwise provided, 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 not receiving a proceed indication will communicate with operator at Grenada or Durant by telephone.

290-292-295(b). Train and engine movements from North Yard—Grenada to main track will be governed by southward dwarf signal located 210 feet in advance of yard lead switch.

When a train or engine is stopped by stop signal, or it is desired to operate electrically locked hand throw switches, trainmen will communicate with operator at Grenada.

Telephones are located at W. V. Junction, north end New Track, and switch shanty at south end North Yard—Grenada.

505. Automatic Block System territory extends from Grenada Wye to Canton.

525. Centralized Traffic Control in service at SL&SF Crossing Holly Springs.

Trains not receiving proper signal indication at Holly Springs will communicate with SL&SF dispatcher at Amory.

539: Spring Switches

Location	Normal Position
Canton—North end two main tracks for southward main track.*	

*Lunar white marker.

605. Interlocking Crossing:

Winona..... C. & G. Railway.

Trains and engines must not exceed a speed of forty (40) miles per hour until engine or leading car passes over crossing. If signal indicates stop, communicate with the operator at Winona.

672. Automatic Interlocking:

Grand Junction..... Southern Railroad
Speed must not exceed fifteen miles per hour until engine or leading car has passed over crossing.

Holly Springs..... S. L. & S. F. Railroad
Speed must not exceed fifteen miles per hour until engine or leading car has passed over crossing.

Two indication color light dwarf signal governs movement to S. L. & S. F. Railroad main track.

Ackerman..... G. M. & O. R. R.

Trains and engines must not exceed a speed of twenty (20) miles per hour until engine or leading car passes over crossing.

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 blazing 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:

Diesel engines handling trains.....	4 inches
Diesel engines in tow.....	4 inches
Streamlined passenger cars.....	5 inches
Passenger cars.....	9 inches
Office cars.....	5 inches
Freight cars.....	25 inches
Truck Transfer Cars.....	4 inches

Equipment must not be operated through greater depths of water unless authorized by special instructions. When trains are operated through water a maximum speed of five (5) miles per hour must not be exceeded.

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1201. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains during daylight hours.

1202. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators 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 pro-

ceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672)

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

1203. When four (4) or more than four (4) GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power.

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 (75x10) 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. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

5. 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.

6. 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.

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

	Factor	8	7	6	6	6	6	5	6	5
		WaterValley to Canton	Canton to WaterValley	Aberdeen to Ackerman	Ackerman to Durant	Durant to Ackerman	Ackerman to Aberdeen	Between Johnston Yard and Grenada	Frogmoor to WaterValley	WaterValley to Frogmoor
		100 Percent Rating								
	Horse Power									
Diesel	1200	2500	2600	2000	2500	2100	2000	1500	2100	2000
	1500	4200	4250	3500	4200	3600	3500	3000	3300	3000
	1750	5000	5100	4000	5000	4200	4000	3500	3600	3300