

DIVISION OFFICERS

H. K. BUCK.....Superintendent.....Memphis, Tenn.  
 T. P. CRYMES.....Train Master.....Memphis, Tenn.  
 W. B. KENNEDY.....Train Master.....Cleveland, Miss.  
 FRANK WEBB.....Traveling 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.  
 B. J. EDWARDS.....Train Dispatcher.....Memphis, Tenn.  
 T. E. OAKES.....Train Dispatcher.....Memphis, Tenn.  
 B. L. DAVIS, JR.....Train Dispatcher.....Memphis, Tenn.  
 H. H. JAMES.....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
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

# Illinois Central Railroad

TALLAHATCHIE  
 CHARLESTON  
 TCHULA  
 CLARKSDALE  
 CLEVELAND  
 LELAND  
 RIVERSIDE  
 HELENA  
 SUNFLOWER  
 SILVER CREEK  
 DISTRICTS  
 (MEMPHIS DIVISION)

TIME TABLE No.

# 38

Taking Effect at 12:01 A.M.

**SUNDAY, OCTOBER 30, 1960**

Superseding

MEMPHIS DIVISION

**Time Table No. 37 Dated 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

## Southward—TALLAHATCHIE DISTRICT—Northward

SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 38 Taking Effect October 30, 1960 STATIONS	Miles from Gwin	FIRST CLASS	SECOND CLASS			
173	73	71	23					24	72	74	76	172
Dispatch	Dispatch	Dispatch	Delta Express					Delta Express	Dispatch	Dispatch	Dispatch	Dispatch
.....	.....	.....	L 8 25AM	.....	.....	O..... MEMPHIS.....	147.6	A 5 55PM	.....	.....	.....	.....
L 7 00PM	L 1 00PM	L 4 00AM	.....	.....	5.4	D..... JOHNSTON YARD.....	142.0	.....	.....	.....	.....	.....
Daily	Daily	Daily	Daily	.....	.....	See Tennessee Division Time Table	.....	.....	.....	.....	.....	.....
L 7 03PM	L 1 05PM	L 4 05AM	L 8 38AM	.....	5.4	..... WEST JUNCTION.....	142.0	.....	.....	.....	.....	.....
7 13	1 20	4 20	8 47	.....	13.1	..... HULET.....	140.8	A 5 25PM	A 4 00AM	A 12 01PM	A 8 45PM	A 12 12PM
7 16	1 23	4 23	f 8 50	.....	15.2	..... LAKE VIEW.....	135.8	5 19	3 48	11 48	8 33	12 02PM
7 24	1 32	4 32	s 8 56	200	20.5	..... WALLS.....	133.7	f 5 16	3 45	11 45	8 30	11 58
A 7 25PM	1 33	4 33	A 8 57AM	.....	20.6	..... LAKE CORMORANT.....	128.4	s 5 09	3 38	11 38	8 23	11 51
.....	1 42	4 42	.....	.....	25.9	..... LAKE CORMORANT JOT.....	128.3	L 5 08PM	3 35	11 35	8 20	L 11 50AM
.....	1 48	4 48	.....	.....	30.2	..... BANKS.....	123.0	.....	3 26	11 26	8 11	.....
.....	1 55	4 55	.....	.....	34.6	..... WICKER.....	118.7	.....	3 19	11 19	8 04	.....
.....	2 02	5 02	.....	50	39.4	..... PRICHARD.....	114.3	.....	3 12	11 12	7 56	.....
.....	2 09	5 09	.....	.....	44.1	..... SAVAGE.....	109.5	.....	3 05	11 05	7 49	.....
.....	2 16	5 16	.....	210	48.8	..... SARAH.....	104.8	.....	2 58	10 58	7 42	.....
.....	2 24	5 24	.....	50	54.3	D..... CRENSHAW.....30	100.1	.....	2 51	10 51	7 35	.....
.....	2 33	5 33	.....	.....	60.4	..... SLEDGE.....30	94.6	.....	2 43	10 43	7 28	.....
.....	2 43	5 43	.....	.....	67.4	..... DARLING.....	88.5	.....	2 34	10 34	7 19	.....
.....	2 49	5 49	.....	205	71.2	D..... MARKS.....30	81.5	.....	2 24	10 24	7 09	.....
.....	3 05	6 05	.....	.....	83.0	D..... LAMBERT.....30	77.7	.....	2 18	10 18	7 03	.....
.....	3 14	6 14	.....	.....	89.1	..... BRAZIL.....	65.9	.....	2 02	10 02	6 47	.....
.....	3 21	6 21	.....	225	93.7	..... MIKOMA.....	59.8	.....	1 53	9 53	6 38	.....
.....	3 27	6 27	.....	.....	97.5	..... SWAN LAKE.....	55.2	.....	1 46	9 46	6 31	.....
.....	3 31	6 31	.....	.....	100.1	..... GLENDORA.....30	51.4	.....	1 40	9 40	6 25	.....
.....	3 39	6 39	.....	.....	105.0	..... BLACK BAYOU JCT.....	48.8	.....	1 36	9 36	6 21	.....
.....	3 51	6 51	.....	204	112.8	D..... PHILIPP.....	43.9	.....	1 28	9 28	6 13	.....
.....	3 57	6 57	.....	.....	117.4	..... MONEY.....	36.1	.....	1 16	9 16	6 01	.....
.....	4 04	7 04	.....	.....	121.9	..... CRAIGSIDE.....	31.5	.....	1 10	9 10	5 55	.....
.....	4 06	7 06	.....	124	122.7	..... YALOBUSHA.....	27.0	.....	1 03	9 03	5 48	.....
.....	4 15	7 15	.....	.....	128.0	D..... GREENWOOD.....30	26.2	.....	1 01	9 01	5 46	.....
.....	4 20	7 20	.....	110	131.3	..... RISING SUN.....	20.9	.....	12 49	8 49	5 34	.....
.....	4 29	7 29	.....	200	137.8	..... SIDON.....30	17.6	.....	12 44	8 44	5 29	.....
.....	4 44	7 44	.....	.....	147.8	..... CRUGER.....30	11.1	.....	12 35	8 35	5 20	.....
.....	A 4 50PM	A 7 50AM	.....	.....	148.9	D..... TCHULA.....30	1.1	.....	12 20	8 20	5 05	.....
.....	.....	.....	.....	.....	.....	C..... GWIN.....	.....	.....	L 12 15AM	L 8 15AM	L 5 00PM	.....
.....	.....	.....	.....	.....	.....	.....	.....	Daily	Daily	Daily	Daily	Daily

Southward

CLARKSDALE DISTRICT

Northward

3

SECOND CLASS	FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 38 Taking Effect October 30, 1960	Miles from Cleveland	FIRST CLASS			SECOND CLASS
173			23					24			172
Dispatch			Delta Express					Delta Express			Dispatch
Daily			Daily								
L 7 25PM			L 8 57AM	20.6	LAKE CORMORANT JCT.	93.0	A 5 08PM				A 11 50AM
7 26				85 21.2	0.6 O. D. SIDING	92.4					11 49
7 32			f 9 02	25.0	3.8 PENTON	88.6	5 03				11 43
7 38			s 9 07	105 29.0	4.0 D... ROBINSONVILLE	84.6	f 4 58				11 37
7 46			f 9 13	34.5	5.5 HOLLYWOOD	79.1	4 51				11 28
7 52			s 9 18	115 38.8	4.3 D... TUNICA	74.8	s 4 45				11 22
			9 24	42.4	3.6 EVANSVILLE	71.2	4 38				
8 01			f 9 27	109 45.3	2.9 OLAYTON	68.3	4 35				11 10
8 09			s 9 34	70 51.4	6.1 DUNDEE	62.2	f 4 28				11 01
8 18			s 9 42	87 56.4	5.0 D... LULA	57.2	s 4 20				10 53
8 28			s 9 52	119 63.8	7.4 D... COAHOMA	49.8	s 4 09				10 41
8 37			f 9 59	108 70.4	6.6 OLOVER HILL	43.2	4 01				10 30
8 43			f 10 04	74.4	4.0 LYON	39.2	f 3 56				
8 51			s 10 17 172	190 76.5	2.1 D... CLARKSDALE	37.1	s 3 53				10 17 23
8 55			10 19	77.6	1.1 DOLAN	36.0	3 43				10 05
9 05			f 10 26	109 84.4	6.8 BOBO	29.2	3 36				9 54
9 11			s 10 32	44 88.4	4.0 D... ALLIGATOR	25.2	s 3 31				9 48
9 16			s 10 38	83 91.9	3.5 D... DUNCAN	30 21.7	s 3 26				9 43
			f 10 42	94.6	2.7 HUSHPUCKENA	19.0	3 22				
9 26			s 10 48	93 98.6	4.0 D... SHELBY	30 15.0	s 3 17				9 35
			s 10 56	104.3	5.7 MOUND BAYOU	30 9.3	s 3 08				
9 39			s 11 01	109 107.0	2.7 D... MERICOLD	30 6.6	s 3 03				9 24
A 9 50PM			A 11 09AM	90 113.6	6.6 D... CLEVELAND	30	L 2 54PM				L 9 15AM
							Daily				Daily

Trains will stop on signal:  
No. 23: Maud Rudyard

Southward HELENA DISTRICT Northward

THIRD CLASS	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 38 Taking Effect October 30, 1960	Miles from Jonestown	SECOND CLASS
273					272
Dispatch					Dispatch
Except Sunday					
L 9 00AM			D... HELENA		A 7 00AM
9 20			TROTTERS POINT	17.8	6 30
A 9 50AM	8.0		D... LULA	9.8	L 6 00AM
	11.3		9.3 RICH	6.5	
	16.6		5.3 MATAGORDA	1.2	
	17.8		1.2 JONESTOWN	30	
					Except Sunday

TCHULA DISTRICT

Siding, Standing Room, Cars with Engine.	Miles from Gwin	TIME TABLE No. 38 Taking Effect October 30, 1960	Mile Posts	
				STATIONS
		C... GWIN	25.8	
		4.2 HOWARD	21.1	
15 4.2		8.4 D... LEXINGTON	12.7	
20 12.6		5.0 OWENS WELLS	7.7	
	17.6	7.7 C... DURANT	30	
	25.3			

4		Southward				CLEVELAND DISTRICT				Northward				
SECOND CLASS		FIRST CLASS		Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 38				Miles from Freight Yard	FIRST CLASS		SECOND CLASS	
173		23				Taking Effect October 30, 1960					24		172	
Dispatch		Delta Express		STATIONS				Delta Express		Dispatch				
Daily		Daily												
L 10 01PM		L 11 14AM	90	113.6	D.....CLEVELAND.....	30	107.2	A 2 50PM		A 9 05AM				
		s 11 18	....	116.3	2.7	BOYLE.....	30	f 2 47		8 57				
10 15		s 11 29	33	124.2	7.9	SHAW.....	30	s 2 35		8 45				
10 20		11 34	86	128.0	3.8	CHOOTAW.....	92.8	2 31		8 39				
		f 11 46	....	137.8	9.8	ELIZABETH.....	83.0	f 2 19						
1 01AM		A 11 48AM	95	139.6	1.8	LELAND.....	81.2	L 2 16PM		8 20				
			71	140.6	1.0	SOUTH LELAND.....	80.2							
1 14			70	149.7	9.1	ARCOLA.....	71.1			7 55				
1 24			95	156.8	7.1	HOLLANDALE.....	64.0			7 45				
			....	161.3	4.5	PEROY.....	59.5			7 38				
			....	164.6	3.3	PANTHER BURN.....	56.2			7 33				
			....	167.5	2.9	NITTA YUMA.....	53.3			7 29				
			96	171.2	3.7	ANGUILLA.....	49.6			7 24				
1 51			99	176.9	5.7	ROLLING FORK.....	43.9			7 16				
			....	180.6	3.7	EGREMONT.....	40.2			7 10				
			102	184.5	3.9	CARY.....	36.3			7 04				
			93	188.6	4.1	BLANTON.....	32.2			6 57				
2 20			136	198.2	9.6	VALLEY PARK.....	22.6			6 43				
			....	210.0	11.8	REDWOOD.....	10.8			6 26				
			....	212.1	2.1	BLAKELY.....	8.7			6 23				
A 2 50AM			103	217.2	5.1	NAT. CEMETERY.....	3.6			L 6 15AM				
					See Mississippi Division Time Table					Daily	Daily			
A 3 25AM			....	220.8	O.....	FREIGHT YARD.....				L 6 00AM				

Southward		LELAND DISTRICT				Northward							
SECOND CLASS		FIRST CLASS		Siding Standing Room Cars with Engine	Miles from Greenville	TIME TABLE No. 38				FIRST CLASS		SECOND CLASS	
873		23				Taking Effect October 30, 1960				24		872	
Dispatch		Delta Express		STATIONS				Delta Express		Dispatch			
Daily		Daily						Daily		Daily			
L 11 01PM		L 11 54AM	....	11.6	D.....	LELAND.....	30	A 2 12PM		A 12 30AM			
			....	4.6	7.4	NORTH WYE.....	0.4						
		12 05PM	....	4.2	0.4	SOUTH WYE.....	0.4						
11 20		f 12 08	....	4.2	0.4	MEICALFE.....	4.2	f 2 02		12 10			
A 11 30PM		A 12 30PM	....		D.....	GREENVILLE.....	15	L 1 55PM		L 12 01AM			

No. 23 Stop on Signal: Stoneville

## RIVERSIDE DISTRICT

Siding, Standing Room, Cars with Engine	Mile Posts	<b>TIME TABLE No. 38</b> Taking Effect October 30, 1960	Miles from North Wye
<b>STATIONS</b>			
33	114.0	D..... ROSEDALE.....	32.7
		5.5	
	119.5	..... BEULAH.....	27.2
		4.9	
19	124.4	..... LOBDELL.....	22.3
		5.1	
	129.5	D..... BENOIT..... 80	17.2
		5.7	
	135.2	D..... SCOTT.....	11.5
		3.8	
	139.0	..... LAMONT.....	7.7
		3.0	
	142.0	..... WINTERVILLE.....	4.7
		3.4	
	145.4	GREENVILLE PILOT SCHOOL	1.8
		1.5	
	146.7	..... NORTH WYE.....	

## CHARLESTON DISTRICT

Siding, Standing Room, Cars with Engine	Mile Posts	<b>TIME TABLE No. 38</b> Taking Effect October 30, 1960	Miles from Phillip
<b>STATIONS</b>			
		D..... CHARLESTON..... 80	26.0
		10.5	
	10.5	..... TIPO.....	15.5
		6.5	
	17.0	..... MAOEL.....	9.0
		9.0	
	26.0	D..... PHILIPP.....	

## SILVER CREEK DISTRICT

**Southward**

**Northward**

<b>SECOND CLASS</b>	Siding, Standing Room, Cars with Engine	Mile Posts	<b>TIME TABLE No. 38</b> Taking Effect October 30, 1960	Miles from Holly Bluff	<b>THIRD CLASS</b>
<b>991</b>				<b>992</b>	
Local Freight				Local Freight	
<b>STATIONS</b>					
<b>Except Sunday</b>					
L 6 00AM	...	163.5	D..... SILVER CITY..... 80	24.2	A 8 50AM
			5.5		
6 16	...	169.0	..... MIDNIGHT.....	18.7	8 30
			4.7		
6 35	...	173.7	D..... LOUISE.....	14.0	8 15
			4.8		
6 45	...	178.5	..... PATOSI.....	9.2	8 00
			5.0		
7 01	...	183.5	..... COLBY.....	4.2	7 45
			1.2		
A 7 20 AM	...	187.7	..... HOLLY BLUFF.....		L 7 30AM
					<b>Except Sunday</b>

## SUNFLOWER DISTRICT

5

Siding, Standing Room, Cars with Engine	Mile Posts	<b>TIME TABLE No. 38</b> Taking Effect October 30, 1960	Miles from Yazoo City
<b>STATIONS</b>			
	76.5	D..... CLARKSDALE..... 80	106.2
		3.0	
	79.5	..... HOPSON SPUR.....	103.2
		3.1	
	82.6	..... CLAREMONT.....	100.1
		1.7	
	84.3	..... MATTSO.....	98.4
		2.1	
	86.4	..... DUBLIN.....	96.3
		5.4	
	91.8	D..... TUTWILER..... 80	90.9
		6.3	
		D..... TUTWILER..... 80	
		4.9	
		..... SUMNER..... 80	
		2.5	
		D..... WEBB..... 80	
		6.3	
		..... SWAN LAKE.....	
	91.8	D..... TUTWILER..... 80	90.9
		4.5	
	96.3	..... ROME..... 80	86.4
		3.3	
	99.6	D..... PAROCHMAN.....	83.1
		7.6	
43	107.2	D..... DREW..... 80	75.5
		8.0	
47	113.2	D..... RULEVILLE..... 80	69.5
		5.2	
	118.4	..... DODDSVILLE..... 80	64.3
		3.5	
	121.9	..... BLAINE.....	60.8
		4.5	
	126.4	..... SUNFLOWER..... 80	56.3
		6.7	
48	133.1	D..... MOORHEAD..... 80	49.6
		9.1	
	142.2	D..... INVERNESS..... 80	40.5
		6.4	
	148.6	..... ISOLA..... 80	34.1
		2.9	
	151.5	..... BELLEWOOD.....	31.2
		5.6	
25	157.1	D..... BELZONI..... 80	25.6
		6.4	
	163.5	D..... SILVER CITY..... 80	19.2
		4.2	
	167.7	..... LAMKIN.....	15.0
		3.8	
	171.5	..... CARTER.....	11.2
		4.3	
	175.8	..... HOME PARK.....	6.9
		3.7	
	179.5	..... YAZOO JUNCTION.....	3.2
		3.7	
		<b>SEE YAZOO DISTRICT</b>	
		..... YAZOO CITY.....	

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 Engine House South Yard
Johnston Yard	{ Train order office Engine house
Clarksdale	Lambert
Cleveland	Greenwood
Greenville	Durant
	Gwin
Vicksburg	{ Train order offices Engine house

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

21(a). Between Johnston Yard and Lake Cormorant, the display of white lights will be omitted on all extra trains, except passenger extras.

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

No. 23 is superior to No. 24 between Leland and Greenville.

No. 873 is superior to No. 872 between Leland and Greenville.

83. Train Registers:

Johnston Yard train order office.  
West Junction (for trains instructed)  
Lake Cormorant  
Lula (for first class and Helena District trains)  
Clarksdale (for trains 23 and 24, trains originating and terminating, other trains when instructed)  
Cleveland  
Leland (Located in White Waiting Room Passenger Station—for first class and Leland District trains.)  
Metcalf—Train 24, (other trains when instructed)  
North Wye—Train 23  
Freight Yard  
Greenville  
Greenville North Yard—Train 873 (other trains when instructed.)  
Swan Lake (for trains instructed.)  
Philipp (for trains instructed.)  
Black Bayou Junction (for trains instructed.)  
Greenwood (for trains originating and terminating other trains when instructed)  
Gwin  
Durant  
Tutwiler  
Silver City (For Silver Creek District trains)  
Yazoo Junction

Trains may register by form 905 where operator is on duty, when register check has been furnished by train order, form V.

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

Sunflower District trains must obtain authority from operator at Yazoo City before using Yazoo District main track at Yazoo Junction.

83(a). Trains originating at Johnston Yard may leave Johnston Yard and West Junction without a clearance. Trains originating at Memphis may leave West Junction without a clearance, but must obtain a clearance before leaving Memphis.

Trains originating at South Yard may leave South Yard Junction and West Junction without a clearance.

All southward trains may leave Lake Cormorant Junction without a clearance, but must obtain a clearance before leaving Lake Cormorant.

Northward trains may leave Lake Cormorant Junction and Lake Cormorant without a clearance unless train order signal at Lake Cormorant indicates stop.

Trains may leave Leland, Tutwiler, Swan Lake, Silver City and Holly Bluff without a clearance, unless train order signal indicates stop.

Trains may leave North Wye without a clearance.

Trains may leave National Cemetery without a clearance but must obtain clearance before leaving Freight Yard.

Nos. 272, 273, 872, 991 and 992 may leave initial station without a clearance.

No. 873 may leave Leland without a clearance unless train order signal indicates stop.

Train No. 173 will operate on schedule of Trains Nos. 872 and 873 between Leland and Greenville.

Northward Extra trains may leave Yazoo Junction without a clearance, but must obtain a clearance before leaving Yazoo City.

93. Yards:

West Junction:

Southward track yard limits extend to 2022 feet south of south switch Ensley.

Northward track yard limits extend to 2008 feet south mile post 8.

Lake Cormorant (Yard limits extend from 2500 feet south of M.P. 19 to south of C.D. siding)

Lula—(Clarksdale District)

Lula to Trotters Point

Lula to Jonestown

Clarksdale

Cleveland

Leland (Leland yard limits extend from South Leland to South of Bogue Phalia Bridge M.P. 136)

Freight Yard (Freight Yard yard limits extend to 1,950 feet north M.P. 215.)

Rosedale

Metcalf (From 800 feet north of Pilot School switch to 200 feet south of Metcalf)

Greenville (Extend to 1200 feet south of MP 148)

Black Bayou Jct. to Minter City

Swan Lake (Tutwiler District—Junction switch to 3000 feet north of north storage track switch.)

Greenwood (Yard limits extend from 800 feet south of M.P. 125 to 2690 feet south of M.P. 120)

Gwin (Gwin yard limits extend to north switch, Tchula)

Durant

Tutwiler to Vance Inc.

Silver City to Holly Bluff

Helena

Philipp (Charleston District)

Drew

Ruleville

Moorhead

Belzoni

Philipp to Charleston

SD-97. All southward trains, except first class trains, between Johnston Yard and Lake Cormorant will run as extra trains, unless otherwise provided.

Between Hulet or West Junction and Lake View when necessary to operate against current of traffic, movement must be made only by authority of the Chief Dispatcher, except between West Junction and yard limit sign 2022 feet south of south switch at Ensley movement may be made by authority of the General Yardmaster at Johnston Yard or protected as required by Rule 99.



**SPECIAL INSTRUCTIONS**—(Continued on Page 9)

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains handling Wrecking Derricks or Locomotive Cranes
	Miles per Hour				
<b>101 (b). LOWER SPEEDS</b>					
<b>Clarksdale District</b>					
North Wye, Clarksdale.....	15	15	15	15	15
Cleveland, Sunflower road crossing, southward trains only....	10	10	10	10	10
<b>Cleveland District</b>					
M.P. 217.3 to M.P. 220.....	20	20	20	20	15
China St. to Depot St.—Vicksburg.....	10	10	10	10	10
<b>Leland District</b>					
Leland wyes.....	15	15	15	15	15
Metcalfe wyes.....	15	15	15	15	15
Highway Crossing No. 1.....	15	15	15	15	15
Corporate Limits—City of Greenville.....	15	15	15	15	15
<b>Tallahatchie District</b>					
Lake View Junction Switch northward trains.....	50	50	45	45	25
Lake View Junction Switch southward trains.....	25	25	25	25	25
M.P. 43.5 to M.P. 45.2 Four curves north and south of Sarah....	50	50	49	45	25
Lambert, First Crossing South of Depot Until Engine Passes Crossing.....	25	25	25	25	25
M.P. 94.6 to M.P. 94.9 First Curve South Swan Lake.....	50	50	49	45	25
M.P. 104.0 to M.P. 104.8 First curve north of Phillip.....	40	40	40	40	25
M.P. 143.7 to M.P. 144.2 First curve south of Wyatt.....	50	50	49	45	25
First Crossing North of Station Greenwood until Engine Passes Crossing (Carrollton Ave.).....	10	10	10	10	10
<b>Tchula District</b>					
East wye Gwin.....	10	10	10	10	10

Trains handling diesel truck transfer cars must not exceed speed of 45 miles per hour and when running through water must not exceed speed of 5 miles per hour.

Trains handling ditchers, spreaders, air dump car, or loaded or empty high ore cars with short wheel base, will not exceed maximum speed of 25 miles per hour.

Maximum permissible speed for GP type engines is 65 miles per hour, and for switcher and transfer engines is 45 miles per hour.

GP-9 diesel units Nos. 9200, 9201, 9202 and 9204 are equipped with high speed gear ratio trucks permitting operation at maximum speed of 83 mph. This is maximum authorized speed and does not modify any rules or special instructions requiring lower speeds. These four units should not be used in freight train service unless authorized by General Superintendent Transportation.

Trains handling welded rail flat cars must be restricted to maximum speed of thirty miles per hour when cars are loaded, and forty miles per hour when cars are empty. Such cars must always be placed at rear when moving with other cars.

Between West Jct. and Lake View on both mains and between Lake View and Lake Cormorant Jct. speed of trains handled by single unit diesel locomotive 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.

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

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

Trains 23 and 24 will reduce speed to 30 miles per hour when passing station at Elizabeth.

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.

Trains or engines are restricted over bridges as follows:

Location	M P H
<b>Tallahatchie District</b>	
Bridge M-64.8 .....	49
Bridge M-119.4 .....	49
<b>Cleveland District</b>	
Bridge L-209.1 .....	20
<b>Sunflower District</b>	
Bridge LD-165.3 .....	25
Bridge LD-176.3 .....	35

Engines are prohibited over tracks as follows:

Scale tracks with no dead rails

Cary—

Bellgrade Lumber Company Tracks  
Nos. 1 and 2

Tchula—

Planing Mill track Engines prohibited in sharp curve

Minter City—No. 5 Turnout at Oil Mill—More than one diesel unit coupled



103.

Trains and engines over Highway 61 crossing east of Lula, and over Highway No. 1 leading to Pilot School must stop and crossing be protected by a member of the crew.

**Extract from ordinances City of Greenville:**

It shall be unlawful for any railway engine, railway motor car, hand cars, cars, trains, or other similar railway equipment to be operated within the corporate limits of the City of Greenville at a speed greater than 15 miles per hour.

It shall be unlawful for any such equipment to be operated or moved across Union Street, Alexander Street, Washington Avenue or Main Street within the corporate limits of the City of Greenville without first being brought to a complete halt and then being preceded by a flagman or other crew member across such intersection.

It shall be unlawful for any such equipment to be operated or moved across Nelson Street, Theobald Street, Broadway Street or Hinds Street, without being preceded by a flagman or other crew member across such street.

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:

- Hulet..... } For lead into Johnston Yard.
- Lula..... } South wye switch, Helena District, as last used.
- Clarksdale..... } North wye switch for Clarksdale District
- Leland..... } For Cleveland District
- North Wye..... } For Riverside District
- South Wye..... } For Leland District
- Metcalfe..... } For movement to Leland
- Lambert..... } For movement via Brazil
- Swan Lake..... } For movement via Brazil
- Black Bayou Junction..... } For Tallahatchie District
- Philipp..... } For Tallahatchie District
- Tutwiler..... } For movement to Clarksdale and Swan Lake
- Silver City..... } For Sunflower District
- Yazoo Junction..... } For Louisiana Division
- Durant..... } For Water Valley District

**Electrically locked switches:**

LOCATION	SWITCH	CONTROLLED BY
Hulet	Armour	Trainmen
	Fertilizer works	
Lake Cormorant	Both switches House Track	Operator at Lake Cormorant
Walls	Both switches House Track	Trainmen
Glover	Gin Spur	Trainmen

**Dual control switches:**

LOCATION	SWITCH	CONTROLLED BY
Lake Cormorant	Junction switch	Operator at Lake Cormorant
Lake Cormorant	North siding switch	Dispatcher
Lake View	Junction switch	Dispatcher

Enginemen or trainmen must communicate with control station to operate dual control switches and electrically locked switches at Lake Cormorant by hand.

**109. Bulletin boards:**

	Central Station (Station Master Office)
Memphis.....	Memphis Engine House (Foot Walker Ave.) Johnston Yard—Train order office Johnston Yard Engine house
Clarksdale.....	Train order office Engine house
Cleveland.....	Train order office Engine house
Greenville.....	Train order office Engine house
Vicksburg.....	Freight Yard Engine house
Greenwood	Silver City
Gwin	Durant Yazoo City
Lambert	

**D-151 Two Tracks:**

West Junction to Lake View.

Gwin to North Switch Tchula

**221.** Train order signals at Clarksdale, Leland, and Tutwiler govern all districts.

**221(e).** At train order offices on Tchula, Silver Creek Districts and Greenville on Leland District, flags and lights will be used as train order signals.

**251.** Between Lake View and Hulet on Northward main, block signal indication will supersede time table superiority. They do not dispense with use or observance of other signals when ever and where ever they may be required. Trainmen and Enginemen are not relieved from being governed by provision of Rule 99.

Between West Junction and Lake View on Southward main, block signal indication will supersede time table superiority. They do not dispense with use or observance of other signals when ever and where ever they may be required. Trainmen and Enginemen are not relieved from being governed by provision of Rule 99.

**285, 292, 509.**

Automatic color light signal displaying red and yellow indications located immediately north of Main Street crossing Tchula, governs southward train movements on southward main track to Gwin Yard. End of Block sign located 4800 feet south of signal. When Stop indication is displayed, Rule 509 will govern, and when train is stopped by signal indicating stop, trainmen will operate special switch key operated switch, located on relay case at Main Street, to cut out crossing bell while train is waiting for signal to clear.

**291.** Trains and engines must stop and then proceed at northward signal L-204, located at junction switch Lake Cormorant, when this signal displays a stop indication.

South of Lake Cormorant Jet. on Tallahatchie District:  
When northward stop and proceed signal LE-218 located 386 feet north of M.P. 22 displays a stop indication, trains will stop and then proceed.

South of Lake Cormorant Jet. on Clarksdale District:  
When northward stop and proceed signal L218 located 360 feet north of M.P. 22 displays a stop indication, trains will stop and then proceed.

**505.** Automatic block system territory extends from West Junction to Lake View.

**525.** Centralized Traffic Control in service between Lake View and Lake Cormorant Junction. Trains not receiving proper signal indications at Lake View and north siding switch Lake Cormorant must communicate with controller at Memphis before proceeding. Trains stopped by stop indication and light is burning on relay house trainmen will immediately communicate with controller.

**539. Spring switches:**

Location	Normal Position
Lake Cormorant siding. . . . . South siding switch (Lunar white marker)	For main track
Crenshaw siding . . . . . Both ends . . . . .	For main track
Lambert siding . . . . . Both ends . . . . .	For main track
Swan Lake siding . . . . . Both ends . . . . .	For main track
Money siding . . . . . Both ends . . . . .	For main track
Greenwood siding . . . . . South siding switch . . . . .	For main track
Sidon siding . . . . . Both ends . . . . .	For main track
Cruger siding . . . . . Both ends . . . . .	For main track
Tchula . . . . . North switch . . . . .	For southward main

Following spring switches are protected by reflector signs located 5000 feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed:

Switches at each end of siding:

Lambert

Switch at south end of siding:

Crenshaw

Switch at north end of siding:

Tchula Sidon

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.

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. 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.

1203.

Leland:

Nos. 23 and 24, make station stop on Cleveland District.

No. 24 enter Cleveland District at North Wye switch.

No. 23 enter Leland District at North Wye switch.

North Wye:

No. 23 will back to Greenville.

1204. Northward freight trains will use lead track from Hulet unless otherwise instructed.

1205. Where SS reflector signs are located to serve as a warning for spring switches, these signs will also serve as Station One Mile signs.

1206. Maximum depth of water over top of lower rail through which equipment may be handled is as follows:

Diesel engines handling train.....	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.

1208. 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 and 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)

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

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Timetable Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

## 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 actual gross and net tonnage in spaces provided therefor on wheel reports.

4. Ratings apply over ruling grades. Additional tonnage may be handled over 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 of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

		Factor	15	18	18	15	18	5	18
			Between Johnston Yard and Gwin	Sunflower District	Johnston Yard to Cleveland	Cleveland to Johnston Yard	Cleveland, Leland and Riverside Districts	Between Durant and Gwin	Helena and Charleston Districts
Diesels	Horse Power	100 Per Cent Tonnage Rating							
	600	3000	3000	3000	3000	3000	3000	1260	3000
	1000	5000	5000	5000	5000	5000	5000	2250	5000
	1200	6000	6000	6000	6000	6000	6000	2520	6000
	1500	7500	7500	7500	7500	7500	7500	3000	7500
	1750	7880	7880	7880	7880	7880	7880	3500	7880
	3000	15000	15000	15000	15000	15000	15000	6000	15000
	3250	15380	15380	15380	15380	15380	15380	6500	15380
	3500	15760	15760	15760	15760	15760	15760	7000	15760
	4500	22500	22500	22500	22500	22500	22500	9000	22500
	4750	22880	22880	22880	22880	22880	22880	9500	22880
	5000	23260	23260	23260	23260	23260	23260	10000	23260
	5250	23640	23640	23640	23640	23640	23640	10500	23640