

MISSISSIPPI DIVISION OFFICERS

E. L. PEARSON, Superintendent Vicksburg, Miss.
 JAMES E. JOHNSON, Asst. Superintendent Jackson, Miss.
 D. L. PERRIN, Asst. Superintendent Vicksburg, Miss.
 H. COWART, Trainmaster Jackson, Miss.
 G. R. ABERNATHY, Trainmaster Jackson, Miss.
 C. E. JONES, Trainmaster Jackson, Miss.
 J. C. SHARP, Trainmaster Jackson, Miss.
 J. C. REEVES, Trainmaster Natchez, Miss.
 L. E. PHELPS, Trainmaster Vicksburg, Miss.
 N. L. MEADOWS, Trainmaster Hattiesburg, Miss.
 B. L. BOGGS, Asst. Trainmaster Mendenhall, Miss.
 J. W. COSBY, Asst. Trainmaster Bossier City, La.
 J. GEBHARDT, Asst. Trainmaster Monroe, La.
 J. L. ROBERTS, Asst. Trainmaster Jackson, Miss.
 W. E. ANDERSON, Traveling Engineer Vicksburg, Miss.
 D. A. DIESTELMEIER, Traveling Engineer Jackson, Miss.
 PAUL HOFFER, Traveling Engineer Hattiesburg, Miss.

SPEED TABLE

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

Second 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 Gulf
 RAILROAD**

Mississippi Division

TIME TABLE No.



Taking Effect at 12:01 A.M.

SUNDAY, OCTOBER 29, 1972

Superseding
 LOUISIANA DIVISION
 MISSISSIPPI DIVISION
 TIME TABLE No. 5
 of the Former Illinois Central Railroad
 Dated April 30, 1972

And
 Superseding
 BONHOMIE & HATTIESBURG
 SOUTHERN RAILROAD
 TIME TABLE No. 11
 Dated April 11, 1954

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. C. HUMBERT, Vice Pres.—Operations
 H. L. WILLIAMS, Assistant Vice Pres.—Operations
 R. K. OSTERDOCK, General Supt.—Terminals
 A. M. DICKERSON, General Supt.—Transportation
 J. E. MOSS, Supt.—Transportation

Southward

CANTON DISTRICT

Northward

		FIRST CLASS		Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972		Miles from New Orleans	FIRST CLASS			
		53	59			STATIONS			58	52		
		Piggy Back	Panama Limited			Panama Limited	Piggy Back					
		Daily	Daily									
	L 1 31 PM	L s 7 24 AM	705.7	C	CANTON	206.6	A s 7 47 PM	A 3 05 AM				
	1 35	7 27	709.2		3.5 SLOAN	203.1	7 39	2 49				
	1 43	7 33	77 716.9		7.7 MADISON	195.4	7 33	2 41				
	1 48	7 37	721.8		4.9 TOUGALOO	190.5	7 27	2 36				
	1 55	7 42	726.9	C	5.1 NORTH JACKSON	185.4	7 21	2 30				
		s { 7 52	729.0		2.1 JACKSON	183.3	s { 7 16					
	2 39	8 05	735.0		6.0 ELTON	177.3	7 00	1 12				
			738.2		3.2 BYRAM	174.1						
	2 56		87 753.4		15.2 CRYSTAL SPRINGS	158.9		12 56				
	3 06	f 8 31	762.5		9.1 HAZLEHURST	149.8	f 6 36	12 43				
			767.5		5.0 MARTINSVILLE	144.8						
			774.2		6.7 WESSON	138.1		12 32				
	3 27	s 8 53	73 783.1	D	8.9 BROOKHAVEN	129.2	s 6 16	12 23				
			799.5		16.4 JOHNSTON	112.8						
	3 47	9 10	804.0		4.5 SUMMIT	108.3						
	A 4 00 PM	A s 9 19 AM	806.9		2.9 McCOMB	105.4	L s 5 55 PM	L 12 01 AM				
							Daily	Daily				

Southward

YAZOO DISTRICT

Northward

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THIRD CLASS	SECOND CLASS			Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS	Miles from Jackson	SECOND CLASS			THIRD CLASS
	91	75	73					71	76	72	
Local	Dispatch	Dispatch	Dispatch					Dispatch	Dispatch	Dispatch	Local
Except Sunday	Daily	Daily	Daily								
	L 11 15 PM	L 5 35 PM	L 10 35 AM		148.3	C GWIN	71.7	A 7 45 AM	A 2 01 PM	A 11 00 PM	
	11 25	5 45	10 45		153.2	4.9 MILESTON	66.8	7 18	1 37	10 40	
	11 33	5 57	10 57		159.2	6.0 BEE LAKE	60.8	7 07	1 28	10 25	
	11 39	6 06	11 06		163.7	4.5 EDEN	56.3	6 59	1 20	10 15	
	11 46	6 17	11 17	165	169.2	5.5 RENSHAW	50.8	6 50	1 10	10 05	
	11 51	6 22	11 22		171.5	2.3 YAZOO JUNCTION	48.5	6 44	1 02	9 55	
L 1 00 PM	12 04 AM	6 32	11 32	51	175.2	3.7 C YAZOO CITY	44.8	6 30	12 47	9 40	A 11 25 AM
1 10	12 13	6 45	11 45	50	180.2	5.0 CRUPP	39.8	6 16	12 33	9 20	11 10
					181.8	1.8 VALLEY	38.2				
1 30	12 24	7 10	12 10 PM ⁷²	162	189.7	7.9 ANDING	30.3	5 59	12 10 PM ⁷¹	9 00	10 45
1 40	12 29	7 18	12 18	46	193.5	3.8 BENTONIA	26.5	5 53	11 52	8 31	10 25
1 50	12 35	7 24	12 24	46	196.6	3.1 RAGIN	23.4	5 47	11 46	8 25	10 15
2 05	12 42	7 32	12 32		201.1	4.5 FLORA	18.9	5 39	11 38	8 16	9 45
2 15	12 50	7 42	12 42	50	206.3	5.2 POCAHONTAS	13.7	5 29	11 28	8 06	9 35
2 25	12 59	7 56 ⁷⁴	12 56	163	211.8	5.5 CYNTHIA	8.2	5 19	11 18	7 56 ⁷³	9 25
					214.5	2.7 HALSTON	5.5				
A 3 00 PM	A 1 15 AM	A 8 29 PM	A 1 29 PM		218.2	3.7 C NORTH JACKSON	1.8	L 5 01 AM	L 11 00 AM	L 7 00 PM	L 9 00 AM
								Daily	Daily	Daily	Except Sunday

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Westward

MERIDIAN DISTRICT

Eastward

SECOND CLASS			Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS	Miles from Freight Yard	SECOND CLASS		
69	63	45					64	46	62
Dispatch MS-9	Local MS-3	MAIL MS-5					Local SM-4	MAIL SM-6	Dispatch SM-2
Daily	Except Saturday	Daily							
				0.0		140.6			
L 10 25 PM	L 9 30 AM	L 8 00 AM		0.3	C..... MERIDIAN 0.3	140.3	A 12 15 PM	A 5 25 PM	A 4 00 AM
10 45	9 55	8 16	63	11.8	11.5 MEEHAN	128.8	11 40	5 09	3 45
11 00	10 15	8 31		22.6	10.8 HICKORY	118.0	11 05	4 52	3 30
11 35	10 35 ⁶⁴	8 43	60	30.7	8.1 NEWTON	109.9	10 35 ⁶³		3 19
11 44	10 50			34.8	4.1 LAWRENCE	105.8	10 27		3 10
11 57	11 10			40.6	5.8 LAKE	100.0	10 16	4 25	3 02
12 13 AM	11 46	9 08	87	49.3	8.7 D..... FOREST	91.3	10 00	4 07	2 50
12 33	12 31 PM	9 23 ⁶⁴	42	60.2	10.9 D..... MORTON	80.4	9 23 ⁴⁵	3 50	2 15
12 49	1 31	9 37	42	69.0	8.8 PELAHATCHIE	71.6	8 45	3 36	1 45
1 04	1 45	9 47		75.7	6.7 RANKIN	64.9	8 15	3 26	1 35
1 15 ⁶²	2 15	9 55	112	80.8	5.1 BRANDON	59.8	8 05	3 18	1 15 ⁶⁹
1 25	2 22	10 03	47	85.2	4.4 GREENFIELD	55.4	7 40	3 09	1 00
1 35	2 30			90.5	5.3 PEARSON	50.1			
1 45	2 36	10 22		94.8	4.3 C..... EAST JACKSON	45.8	7 10	2 50	12 45
2 45	A 2 41 PM	10 25		95.8	1.0 JACKSON	44.8	L 7 00 AM	2 47	12 40 AM
3 20				96.5	0.7 WEST JACKSON	44.1			11 40
3 30		10 32	62	100.2	3.7 DIXON	40.4		2 40	11 01
3 40				105.1	4.9 CLINTON	35.5			10 51
3 52		10 50	32	113.0	7.9 BOLTON	27.6		2 22	10 40
4 07		11 04	37	121.9	8.9 EDWARDS	18.7		2 08	10 25
4 17		11 10	45	125.9	4.0 SMITHS	14.7		2 01	9 55
4 33		11 20	70	132.2	6.3 NEWMANS	8.4		1 51	9 35
4 49		11 31		139.3	7.1 VICKSBURG	1.3		1 40	9 20
A 5 15 AM		A 11 40 AM		140.6	1.3 C..... FREIGHT YARD	0.0		L 1 30 PM	L 9 00 PM
							Except Sunday	Daily	Daily

Westward

SHREVEPORT DISTRICT

Eastward

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SECOND CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE		Miles from Shreveport	SECOND CLASS			
263	269	295			NO. 1			298	262	264	
Dispatch MS-3	Dispatch MS-9	Local Freight			Taking Effect			Local Freight	Dispatch SM-2	Dispatch SM-4	
Daily	Daily	Except Sunday	October 29, 1972			STATIONS					
L 10 30 PM	L 9 30 AM	L 6 00 AM			C	FREIGHT YARD	171.2	A 2 55 PM	A 2 30 PM	A 4 05 AM	
10 50	9 50	6 20	87	1.8		4.2 BOVAY	167.0	2 35	1 40	3 45	
10 57	9 57	6 30	65	6.9		5.1 MOUND	161.9	2 15	1 30	3 35	
11 13	10 13	6 55	64	17.3		10.4 TALLULAH	151.5	1 55	1 10	3 15	
						13.0 WAVERLY	138.5	1 15	12 45	2 50	
11 32	10 32	7 38		30.3		5.0 DELHI	133.5	1 05	12 35	2 40	
11 40	10 40	8 00	86	35.3		7.7 HOLLY RIDGE	125.8	12 45	12 20	2 25	
11 51	10 51	8 15		43.0		7.6 RAYVILLE	118.2	12 25	12 05 PM	2 10	
12 04 AM	11 04	8 30	24	50.6							
						7.4 CREW LAKE	110.8	12 05PM ²⁹⁹	11 50 ²⁶⁹	1 55	
12 15	12 05PM ²⁹⁹ 262	8 56	98	58.0		9.9 MAGENTA	100.9				
				67.9		2.2 EAST MONROE	98.7	11 40	11 30	1 30 ²⁶³	
1 30 ²⁶⁴	12 45	9 30		70.1	C	1.4 MONROE	97.3				
				71.5							
						0.7 WEST MONROE	96.6	11 20	11 01	12 25	
1 45	12 57	9 40		72.2		2.5 STEVEN	94.1				
				74.7		11.5 CALHOUN	82.8	10 53 ²⁹⁵	10 43 ²⁹⁵	12 05 AM	
2 25	1 35	10 53 ²⁹⁹ 262	98	86.2		9.2 CHOUDRANT	73.4	10 35 ²⁶²	10 25 ²⁹⁹	11 45	
2 45	1 47	11 08	52	95.4							
						7.4 RUSTON	66.0	9 25	10 10	11 30	
3 01	1 57	11 25	72	102.8	D	4.3 GRAMBLING	61.7				
				107.1		4.4 SIMSBORO	57.3	9 00	9 44	10 45	
3 20	2 15	11 45	63	111.5		7.8 ARCADIA	49.5	8 20	9 32	10 15	
3 35	2 27	12 01 PM	75	119.3	D						
						7.9 GIBSLAND	41.6	7 40	9 20	9 30	
3 50	2 41	12 28	63	127.2		4.0 NELSON	37.6	7 25	9 14	9 05	
3 59	2 48	12 59	64	131.2		7.2 DUBBERLY	30.4				
				138.4		3.0 SIBLEY	27.4	6 55	8 58	8 45	
4 20	3 05	1 30	60	141.4							
						6.8 DOYLINE	20.6	6 40	8 48	8 15	
4 45	3 16	1 40	86	148.2	D	5.5 HAUGHTON	15.1	6 25	8 40	7 36	
4 55	3 24	1 50	67	153.7		9.7 FOSTERS	5.4				
	3 39	2 04		163.4		3.4 BOSSLER CITY	2.0	L 6 00 AM	L 8 10 AM	L 7 00 PM	
A 5 30 AM	A 3 50 PM	A 2 20 PM		166.8	D						
						1.3 SPRING STREET JCT	0.7				
				168.1		0.7 SHREVEPORT	0.0				
				168.8							
								Except Saturday	Daily	Daily	

6		Southward		VICKSBURG DISTRICT				Northward				
THIRD CLASS		SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972		Miles from North Baton Rouge	SECOND CLASS		THIRD CLASS	
741	91	65	STATIONS			66	92		742			
Local Freight	Local Freight	Dispatch VB-5	Dispatch BV-6			Local Freight	Local Freight					
Daily	Daily Except Sun.	Daily										
		L 7 00 PM	221.8	C.....	FREIGHT YARD	141.8	A 6 15 AM					
		7 15	79 227.2		5.4 CEDARS	136.4	5 59					
		7 27	74 233.1		5.9 YOKENA	130.5	5 45					
			237.7		4.6 ALLEN	125.9						
		7 59	53 249.7		12.0 PORT GIBSON	113.9	5 08					
			262.2		12.5 LORMAN	101.4						
		8 36	71 268.6		6.4 NORTH HARRISTON	95.0	4 30					
			269.3		0.7 HARRISTON	94.3						
		8 40	70 270.0		0.7 SOUTH HARRISTON	93.6	4 21					
		9 00	53 276.2		6.2 McNAIR	87.4	4 05					
	L 11 45 AM	9 20	80 286.2	D.....	10.0 ROXIE	77.4	3 45	A 11 35 AM				
	12 01 PM	9 31	62 292.4		6.2 FRANKLIN	71.2	3 28	10 30				
			300.6		8.2 ROSETTA	63.0						
	12 30	9 52	62 303.9		3.3 CROSBY	59.7	3 05	10 05				
	1 30	10 15	311.8		7.9 GLOSTER	51.8	2 50	9 45				
	2 00	10 31	320.4		8.6 CENTREVILLE	43.2	2 34	8 55				
	2 20	10 47	329.7		9.3 NORWOOD	33.9	2 16	8 30				
	2 50	11 05	339.3		9.6 McMANUS	24.3	1 56	8 05				
	3 00	11 11	342.3		3.0 ETHEL	21.3	1 50	7 55				
L 12 01 PM	3 20	11 21	40 347.3	D.....	5.0 SLAUGHTER	16.3	1 40	7 45	A 7 15 AM			
12 10	3 30	11 30	66 352.2		4.9 ZACHARY	11.4	1 02	7 30	7 05			
12 28	3 40	11 43	359.2		7.0 MARYLAND	4.4	12 47	7 12	6 55			
A 12 45 PM	A 3 50 PM	A 11 48 PM	362.5		3.3 M. P. JCT.	1.1	L 12 40 AM	L 7 05 AM	L 6 35 AM			
					See Baton Rouge District		Daily	Daily Except Sunday	Daily			
A 12 55 PM	A 4 10 PM	A 11 58 PM	363.6	C.....	1.1 NORTH BATON ROUGE	0.0	L 12 30 AM	L 7 00 AM	L 6 30 AM			

Southward—GULFPORT DISTRICT—Northward

Southward—COLUMBIA DISTRICT—Northward

SECOND CLASS	Siding, Standing Room, Cars with Eng.	Mile Posts	TIME TABLE NO. 1	Miles from Jackson	SECOND CLASS
171			Taking Effect October 29, 1972		STATIONS
Dispatch					Dispatch
L 9 30PM			C NORTH JACKSON		A 6 00 AM
Daily			See Canton District		
L 9 50PM		159.4	3.0 GULF YARD	0.9	A 5 35 AM
10 00		154.5	4.9 LAKE LAND	5.8	5 25
10 15		149.4	5.1 FLORENCE	10.9	5 15
10 30	70	142.7	6.7 STAR	17.6	4 59
		136.3	6.4 BRAXTON	24.0	
11 10		128.5	7.8 D. MENDENHALL	31.8	4 15
11 35		118.1	10.4 MAGEE	42.2	3 35
11 55		111.4	6.7 D. SARATOGA	48.9	3 15
12 05 AM		108.4	3.0 MT. OLIVE	51.9	2 50
12 30	87	98.4	10.0 COLLINS	61.9	2 30
12 45		91.5	6.9 SEMINARY	68.8	2 15
1 00		84.4	7.1 SANFORD	75.9	1 55
1 40 ¹⁷²	86	78.6	5.8 MAYBANK	81.7	1 40 ¹⁷¹
2 01		70.2	8.4 HATTIESBURG	90.1	1 15
2 30		68.8	1.4 D. BELL YARD	91.5	1 00
3 01		59.8	9.0 CAMP SHELBY	100.5	12 15
3 05		57.8	2.0 McLAURIN	102.5	12 10 AM
3 40		44.0	13.8 MAXIE	116.3	11 45
4 05		34.8	9.2 WIGGINS	125.5	11 20
		33.4	1.4 I. P. SPUR	126.9	
4 20		29.2	4.2 PERKINSTON	131.1	11 05
4 40		23.9	5.3 McHENRY	136.4	10 55
5 05		12.6	11.3 WORTHAM	147.7	10 37
5 45		2.0	10.6 NORTH YARD	158.3	10 10
A 6 15 AM		0.0	2.0 D. GULFPORT	160.3	L 10 00 PM
					Daily

SECOND CLASS	Mile Posts	TIME TABLE NO. 1	Miles from Mendenhall	SECOND CLASS
195		Taking Effect October 29, 1972		STATIONS
Local				Local
Mon Wed Fri				
L 1 00PM	149.0	D. MENDENHALL	0.0	A 9 00 AM
	140.8	8.2 PINOLA	8.2	
1 50	129.3	11.5 NEW HEBRON	19.7	8 05
2 10	120.2	9.1 SILVER CREEK	28.8	7 40
	107.6	12.6 OAKVALE	41.4	
A 3 15PM	92.4	15.2 COLUMBIA	56.6	L 6 30 AM
				Tues-Thurs-Sat

Southward—LAUREL DISTRICT—Northward

Mile Posts	TIME TABLE NO. 1	Miles from Laurel
	Taking Effect October 29, 1972	
	STATIONS	
111.3	D. SARATOGA	40.8
121.6	10.3 MIZE	30.5
130.3	8.7 TAYLORSVILLE	21.8
135.4	5.1 SUMMERLAND	16.7
141.5	6.1 SOSO	10.6
152.1	10.6 LAUREL	0.0

8 Westward—CENTRAL DISTRICT—Eastward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS	Miles from Natchez
		D. BELL YARD	150.1
		See Gulfport District	
	0.0	1.4 HATTIESBURG	148.7
	5.7	5.7 WARDWELL	143.0
	18.4	12.7 SUMRALL	130.3
	25.3	6.9 MELBA	123.4
	32.5	7.2 BASSFIELD	116.2
	36.9	4.4 CARSON	111.8
	43.9	7.0 PRENTISS	104.8
	53.6	9.7 SILVER CREEK	95.1
	58.7	5.1 C. FERGUSON	90.0
51	61.9	3.2 WANILLA	86.8
	70.9	9.0 WOOLWORTH	77.8
	82.3	11.4 D. BROOKHAVEN	66.4
	88.2	5.9 ZETUS	60.5
42	105.8	17.6 EDDICETON	42.9
	109.9	4.1 BUDE	38.8
	113.4	3.5 MEADVILLE	35.3
	119.1	5.7 KIRBY	29.6
	124.3	5.2 D. ROXIE	24.4
	132.1	7.8 CALCO	16.6
39	135.9	3.8 FENWICK	12.8
	143.7	7.8 JOHNNSVILLE	5.0
	148.7	5.0 D. NATCHEZ	0.0

Southward—NATCHEZ DISTRICT—Northward

Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS	Miles from Natchez
0.0	JACKSON	98.0
4.3	4.3 VAN WINKLE	93.7
7.8	3.5 McRAVEN	90.2
15.1	7.3 RAYMOND	82.9
20.8	5.7 OAKLEY	77.2
23.7	2.9 LEARNED	74.3
31.6	7.9 UTICA	66.4
38.1	6.5 CARPENTER	59.9
49.5	11.4 HERMANVILLE	48.5
64.3	14.8 RED LICK	33.7
70.2	5.9 HARRISTON	27.8
72.3	2.1 FAYETTE	25.7
79.3	7.0 STAMPLEY	18.7
86.4	7.1 STANTON	11.6
89.0	2.6 SELMA	9.0
92.0	3.0 FOSTER	6.0
95.0	3.0 NORTH NATCHEZ	3.0
98.0	3.0 D. NATCHEZ	0.0

Westward—MIDLAND DISTRICT—Eastward

Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS	Miles from Packton
	VIDALIA	
	See Missouri Pacific Time Table	
0.0	CONCORDIA JCT.	68.0
7.4	7.4 FROGMORE	60.6
14.2	6.8 WILDSVILLE	53.8
16.3	2.1 JONESVILLE	51.8
25.1	8.8 ARCHIE	42.9
30.2	5.1 RHINEHARDT	37.8
39.1	8.9 JENA	28.9
42.0	2.9 TROUT	26.0
44.8	2.8 SEARCY	23.2
56.2	11.4 GEORGETOWN	11.8
68.0	11.8 PACKTON	0.0

Southward—WINNFIELD DISTRICT—Northward

Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS		Miles from Winfield
0.0	WEST MONROE	60.9	
5.5	WILDS	55.4	
11.0	TAMA	44.4	
16.5	CHATHAM	31.6	
29.3			
45.6	SIKES	15.3	
56.2	MENEFEE	4.7	
60.9	WINNFIELD	0.0	

Southward—REDWOOD DISTRICT—Northward

Mile Posts	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS		Miles from Redwood Jct.
0.0	VALLEY	29.0	
23.0	REDWOOD YARD	6.0	
24.0	I. P. PLANT	5.0	
25.0	CEMENT PLANT	4.0	
29.0	REDWOOD JCT	0.0	

Southward—BEAUMONT DISTRICT—Northward 9

SECOND CLASS	Siding, Standing Room, Cars with Eng.	Miles from Hattiesburg	TIME TABLE NO. 1 Taking Effect October 29, 1972 STATIONS		Miles from Beaumont	SECOND CLASS
31						32
Daily Except Sun.						
L 7 30 AM	Yard	0.0	D	HATTIESBURG	26.9	A 10 06 AM
7 35		2.1		TOWER	24.8	10 01
7 40	9	4.1		COX	22.8	9 56
7 49	47	8.0		McCALLUM	18.9	9 47
8 04	6	13.9		BELLEVILLE	13.0	9 32
8 10	25	16.5		MAHNEE	10.4	9 26
8 18	15	19.3	D	NEW AUGUSTA	7.6	9 18
8 23	14	21.1		WINGATE	5.8	9 13
8 34	21	25.9		REED	1.0	9 02
A 8 36 AM	Yard	26.9	D	BEAUMONT	0.0	L 9 00 AM
						Daily Except Sun.

The BEAUMONT DISTRICT will be governed by rules and regulations of the former B&HS RR and the following special instructions:

- Southward trains are superior to trains of the same class in the opposite direction.
- All southward trains will approach Beaumont yards under control and will be governed by G.M. & O. yard limit rules while using Beaumont terminals.
- LOCATION OF TRAIN REGISTERS
Hattiesburg and Beaumont
- LOCATION OF BULLETIN BOARDS
Beaumont and Hattiesburg Shop.
- SPEED RESTRICTIONS
Main Track 25 miles per hour, except where slower speeds are specified. Ragland curves 15 miles per hour. Beginning at Beaumont and Gulfport Districts connections 6 miles per hour to mile post 25. The speed of extra trains, when not otherwise specified, must conform to the speed of regular trains.
- EXTRACTS FROM MISSISSIPPI LAWS:
The bell must be rung or the whistle sounded at least 300 yards before reaching any road crossing and must be prolonged until such crossing is reached or passed.

SPECIAL INSTRUCTIONS

The Canton, Vicksburg, Shreveport, Central, Gulfport, Midland, Meridian, Yazoo, Redwood, Winnfield, Columbia, Laurel and Natchez Districts will be governed by the rules and regulations of the operating department of the former Illinois Central Railroad and the following special instructions.

N. Mississippi Division extends to MP 342 on the Vicksburg District and to MP 806 (North Yard Limit Sign at McComb) on the Canton District. Mississippi Division extends to MP L-208 on the Cleveland District.

2. The last paragraph of Operating Department Rule 2 is amended to read: "The certificate in prescribed form must be renewed and filed with the Superintendent during April of each year."

3. Standard Clocks:

West Meridian	Telegraph Office
Freight Yard	} Engine House Yard Office
East Monroe	
Monroe	Yard Office
Bossier City	} Engine House Yard Office
Gwin	
Canton	Telegraph Office
North Jackson	Telegraph Office
McComb	} Passenger Station South Yard
Natchez	
Bell Yard	Telegraph Office
Gulfport	Freight Office

8(a). Operator-Levermen are authorized to use electric lanterns with yellow bulbs for signaling purposes, as prescribed by Rule 629.

10(g). On Meridian, Shreveport, Vicksburg, Gulfport, Columbia, Laurel, Central, Natchez, Redwood, Winnfield and Midland Districts, Maintenance of Way Dept. yellow rectangular sign (Maintenance of Way Rule 27) will be located one mile in advance of point where reduction in speed is required.

Yellow rectangular signs encountered on the Midland, Columbia, Central and Winnfield Districts will indicate a speed of 5 MPH unless otherwise provided.

21(a). Between McComb 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:

West Meridian
Freight Yard
Bossier City
Natchez
Gulfport
Bell Yard (Nos. 171 and 172 may register by Form 905)
Saratoga (For trains originating and terminating only)
Taylorsville
Laurel
Columbia
Mendenhall (For trains originating and terminating only)
North Jackson (Trains may register by Form 905)
Canton
Brookhaven (For Central District Trains only)
South Yard (Trains may register by Form 905)
Gwin
Slaughter—For trains originating and terminating and No. 92. (No. 92 may register by Form 905)

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

83(a). Eastward Meridian District trains moving over Low Line Jackson must secure a clearance before leaving East Jackson.

Trains must secure a clearance before leaving East Monroe.

Trains may leave Meridian without a clearance, but must secure a clearance before leaving West Meridian.

Natchez District trains may leave Jackson without a clearance, but must secure a clearance before leaving North Jackson

Trains may leave Gulf Yard without a clearance, but must secure a clearance before leaving North Jackson.

Central District trains may leave Hattiesburg without a clearance, but must secure a clearance before leaving Bell Yard.

Trains must secure a clearance before leaving Bell Yard.

No. 192 may leave Columbia without a clearance.

Trains must secure a clearance before leaving Ferguson.

At North Jackson, lunar white light located west of Yazoo District main tracks immediately north of street overpass, when displayed, will indicate to southward Yazoo District trains enroute Canton District that all overdue Canton District first class trains have passed North Jackson.

Southward Yazoo District trains enroute Canton District may leave North Jackson without a clearance if lunar light is displayed. If lunar light is not displayed such trains must secure clearance and register check of overdue superior trains by train order Form V. Unless otherwise provided such trains will run as southward extra trains on Canton District. Any train orders received on Yazoo District governing movement on Canton District remain in effect.

Northward trains enroute Canton must secure clearance before leaving North Jackson.

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

Northward Sunflower District trains may leave Yazoo Jct. without a clearance, but must secure a clearance before leaving Yazoo City.

Northward trains may leave McComb without a clearance, but must secure a clearance at South Yard. Conductors and Engineers on northward trains changing crews at McComb will deliver clearance received at South Yard to connecting outbound conductor and engineer.

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

93. YARDS:

Meridian District:

Meridian, West Meridian—Extends to Mile 3.5
Newton—MP 30 to MP 32
Forest—Mile 47.3 to MP 51
Morton—MP 58 to MP 61
Jackson—Extends Mile 93.5 to Mile 100.7
Freight Yard—Extends to MP 137

Shreveport District:

Freight Yard—East end Mississippi River Bridge to Freight Yard
Tallah—Mile 15.9 to Mile 18.2
Monroe—Mile 67.2 to Mile 75.3
Ruston—Mile 100.7 to Mile 103.9
Gibbsland—MP 126 to Mile 128.5
Doyline—Mile 146.5 to Mile 149.9
Shreveport, Bossier City—Mile 165.7 to end

Winnfield District—All

Redwood District—All

93. (Continued)

Vicksburg District:

Freight Yard—Extends to Mile 229.5
 Port Gibson—MP 248 to MP 251
 Harriston—Mile 267.5 to MP 271
 Roxie—MP 284 to Mile 287.5
 Slaughter—Mile 348.3 to Ethel
 Baton Rouge—Extends to MP 358

Gulfport District:

Gulfport—Extends to MP 5
 Hattiesburg—MP 66 to MP 73
 Saratoga—Mile 109.5 to Mile 112.8
 Magee—MP 117 to MP 120
 Mendenhall—Mile 127.3 to Mile 129.6
 Jackson—Extends to Mile 158.2

Columbia District:

Columbia—Extends to MP 94
 Silver Creek—Mile 119.2 to Mile 121.3
 Mendenhall—Extends to Mile 147.6

Laurel District:

Laurel—Extends to Mile 149.6
 Taylorsville—Mile 132.5 to Mile 126.5
 Saratoga—Extends to Mile 113.1

Central District:

Natchez—Extends to Mile 140.5
 Roxie—MP 126 to MP 123
 Bude—MP 109 to MP 111
 Brookhaven—MP 84 to Mile 79.8
 Wanila, Ferguson—Mile 62.8 to Mile 57.8
 Silver Creek—Mile 54.5 to Mile 52.2
 Prentiss—Mile 44.8 to Mile 42.8
 Hattiesburg—Extends to Mile 3.3

Canton District:

Canton—Extends to Mile 707.1
 Jackson—Mile 724.9 to 735.2
 Brookhaven—Mile 781.1 to Mile 784.3
 McComb—Extends to MP 806

Yazoo District:

Gwin—Extends to Mile 151.1
 Yazoo City—Mile 169.9 to MP 184
 Jackson—Extends to MP 217

Natchez District:

Natchez—Extends to Mile 92.7
 Harriston, Fayette—MP 73 to MP 68
 Utica—Mile 30.7 to MP 33
 Jackson—Extends to MP 6

Midland District:

Packton to Concordia Jct.

Cleveland District:

Freight Yard—Extends to MP 208

SP and SSW trains and engines operate over ICG main tracks between Mile 169.3 and Spring Street Jct.

Trains and engines approaching ICG main track from SSW at Spring Street Jct. must stop and will not foul ICG main track until

a member of the crew, after observing that the way is clear, gives proceed signal from ICG main track.

Employees using MP track, Natchez, must provide themselves with copy of Missouri Pacific current special instructions, including general orders and any revisions thereof.

Cars are not to be shoved ahead of the engine in making transfer movement, in either direction, between MP interchange and classification yard near the International Paper Company, Natchez, unless due to bad order condition, they cannot be handled behind engine, it is then permissible to handle such cars ahead of the engine

S-97. Yazoo District extra trains authorized between Gwin and Cynthia will run as extra trains between Cynthia and North Jackson.

98. Railroad Crossings Not Interlocked:

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

Eastward 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.

If fixed signal indication does not permit train or engine to proceed, be governed by hand signal of switchtender on ground.

Tallulah: Route is normally lined against train and engine movements on Missouri Pacific Railroad. When a train or engine is stopped by a stop signal at crossing and there is no conflicting MP train or engine movement evident and derrails on MP track are in derailling position, movement over the crossing will be made on hand signal given by trainman at crossing. Such movement must be made at RESTRICTED SPEED.

L&A Crossing, Scotland, La.: When train or engine is stopped by a stop signal at crossing and there is no conflicting L&A train or engine movement evident, movement over crossing will be made on hand signal given by trainman at crossing.

Hattiesburg: NO&NE Crossing, Gulfport District: Stop indication displayed for ICG movements. ICG trainmen will operate key release according to instruction on signal post.

Gulfport: L&N Crossing. Stop indication displayed for ICG movements. ICG trainmen will operate switch machine according to instructions posted.

Trains and engines must stop at junctions, drawbridges and railroad crossings as follows:

Yazoo Junction	Sunflower District trains
Redwood Junction	Redwood District trains
Spring Street Jct.	SSW and SP trains and engines
Shreveport	SSW, L&A, and KCS crossings
Harriston	Vicksburg and Natchez Districts crossing
Columbia	Bogalusa and Fernwood District crossings
Wanilla	Bogalusa and Central District crossing

Bridge VD 72-O Ouachita River, Monroe: Movement will be governed by fixed signals. When a train or engine is stopped by a STOP indication at bridge, it may proceed after enginemen and trainmen have satisfied themselves by examination that draw is in proper position and the track is clear.

SPECIAL INSTRUCTIONS

98(a) Railroad Crossings Protected by Gates:

Jackson { Switching lead east of passenger station—Normal position against switch movement. All train and engine movements on Meridian District over the crossing will be governed by color light home signals located 150 feet from the crossing.

GeorgetownMP—Normal position against ICG
 RayvilleMP—Normal position against MP
 GibslandL&NW—Normal position against L&NW
 Bell YardNormal position against Beaumont District
 LaurelNormal position against Laurel District
 NewtonNo normal position
 Silver CreekNormal position against Columbia District
 HattiesburgOld MC Main Track and Southern Railway gravel lead, normal position against ICG

99. Unless otherwise instructed, Nos. 195-192 will not protect against following trains between Mendenhall and Columbia.

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	Pass. & Express trains: Pass. engines	Pass. & Express trains: GP type engs.	Freight trains: Pass. or GP type engs.	All trains: Switcher or Transfer engines	Trains hand- ling wrecking derricks and locomotive cranes
	Miles per Hour				
Between:					
Meridian and Shreveport	45	45	45	45	25
Freight Yard and MP Jct.	40	40	40	40	25
Natchez and Jackson	25	25	25	25	25
West Monroe and Winnfield	25	25	25	25	25
Gulf Yard and Gulfport	40	40	40	40	25
Mendenhall and Columbia	—	25	25	25	25
Saratoga and Laurel	—	25	25	25	25
Hattiesburg and Natchez	25	25	25	25	25
Packton and Concordia Jct.	10	10	10	10	10
Redwood Jct. and Valley	10	10	10	10	10
Gwin and North Jackson	50	50	49	45	25
Canton and McComb	79	65	60	45	25
101(b). Lower Speeds:					
Diverging routes, through crossovers, junctions and siding switches:					
No. 15 Crossovers and Turnouts:					
Freight Yard (Shreveport District crossover)	25	25	25	25	25
Newmans—Each end of siding	25	25	25	25	25
Through turnouts at spring switches unless otherwise authorized	25	25	25	25	25
Through turnouts at following spring switches, Shreveport:					
Spring Street Jct., East end Two Main Tracks, Mile 169.3 and West switch of crossover from westward to eastward main track at Jordan Street	10	10	10	10	10
On straight track at spring switches when springing points	40	40	40	40	25
Through turnouts at other locations	10	10	10	10	10
CANTON DISTRICT					
Canton—All street crossings—Engine or lead car only	10	10	10	10	10
Jackson—All street crossings—Engine or lead car only	30	30	30	30	25
Capitol Street Viaduct, Jackson	10	10	10	10	10
Mile 729.1 to MP 733	60	60	60	45	25
Mile 748.2 to Mile 750.3, curve, both tracks	75	65	60	45	25
Crystal Springs—All street crossings—Engine or lead car only	30	30	30	30	25
Mile 761.5 to MP 762, curve, southward track	75	65	60	45	25
Hazlehurst—All street crossings—Engine or lead car only	25	25	25	25	25
Mile 765.5 to Mile 767.6, curve, both tracks	75	65	60	45	25
Brookhaven—All street crossings—Engine or lead car only	30	30	30	30	25
YAZOO DISTRICT					
MP 172 to MP 176	10	10	10	10	10
MP 182 to Subway M-185-3	25	25	25	25	25
Curve, Mile 187.7 to MP 188	25	25	25	25	25
Curve Bridge M-195-8 Ragin	35	35	35	35	25
Cynthia Siding	10	10	10	10	10

SPECIAL INSTRUCTIONS

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TERRITORY OR LOCATION

Pass. & Express
trains: Pass.
enginesPass. & Express
trains: GP
type engs.Freight trains:
Pass. or GP
type engs.All trains:
Switcher or
transfer
enginesTrains hand-
ling wrecking
derricks and
locomotive
cranes

Miles per Hour

101(b). (Continued)

CENTRAL DISTRICT

Curve MP 15.0 to Mile 16.4	10	10	10	10	10
Curve Mile 17.7 to Mile 17.9	10	10	10	10	10
Curve Mile 21.5 to Mile 21.8	10	10	10	10	10
Curve Mile 22.4 to Mile 22.8	10	10	10	10	10
Curve Mile 24.3 to Mile 24.5	10	10	10	10	10
Curve Mile 24.7 to Mile 24.9	10	10	10	10	10
Curve MP 28.0 to Mile 28.2	10	10	10	10	10
Curve Mile 32.8 to MP 33.0	10	10	10	10	10
Curve Mile 37.3 to Mile 37.5	10	10	10	10	10
Curve MP 38.0 to Mile 38.2	10	10	10	10	10
Curve Mile 38.6 to Mile 38.8	10	10	10	10	10
Curve Mile 41.8 to MP 42.0	10	10	10	10	10
Bridge MH 60-75 — Pearl River	10	10	10	10	10
Bridge MH 93-3 — McCalls Creek	10	10	10	10	10
MP 139 to Mile 140.5	10	10	10	10	10

LAUREL DISTRICT

Bridge 131.82 Leaf River	10	10	10	10	10
MP 151 — Highway 15 Crossing, engine or lead car only	10	10	10	10	10
Kingston Branch	10	10	10	10	10

MIDLAND DISTRICT

Highway 84 — Concordia Jct. Mile 0.3	—	—	5	5	5
Bridge 15.6, Black River, Jonesville	—	—	5	5	5
Bridge 25.4, Little River, Archie	—	—	5	5	5

NATCHEZ DISTRICT

Jackson Psgr. Shed to Hwy. 80	10	10	10	10	10
Utica Cut — Mile 31.5	10	10	10	10	10
Bridge LN 39.2	10	10	10	10	10
Bridge LN 60.3 — engine or lead car only	10	10	10	10	10
Natchez — South Canal St. to Int. Paper Co. (MP)	10	10	10	10	10

VICKSBURG DISTRICT

MP 216 to Depot St.	10	10	10	10	10
Curve — Mile 238.2 to Mile 238.4	25	25	25	25	25
Curves — Mile 243.2 to Mile 243.8	35	35	35	35	25
Curve and Bridges — L-246.8 to L-247.3	25	25	25	25	25
Curve — Mile 249.8 to MP 250	35	35	35	35	25
Cinder Fill — Mile 274.8 to Mile 275.1	25	25	25	25	25
Baker — All Street Crossings, Engines or lead car only	25	25	25	25	25
Curve — Mile 361.2 to Mile 362.5	25	25	25	25	25

MERIDIAN DISTRICT

Bridge VM 13-9	25	25	25	25	25
Jackson — All Street Crossings	30	30	30	30	25
Clinton — Mile 103 to Mile 105.4	30	30	30	30	25
Edwards — Crossing at MP 122	30	30	30	30	25
Edwards — East siding switch to west cotton gin switch	10	10	10	10	10
Curves — Mile 127.5 to Mile 129.3	45	45	35	35	25
Curves — Mile 133.4 to Mile 133.9	45	45	35	35	25
Vicksburg passenger station to Mulberry Street	10	10	10	10	10

SHREVEPORT DISTRICT

Curves and Bridge — Freight Yard to west end main span Mississippi River Bridge	10	10	10	10	10
Curves and Bridge — West end main span Miss. River Bridge to Mile 1.1	30	30	30	30	25
MP-70 to East Monroe	25	25	25	25	25
East Monroe to West End Bridge VD-72.0, Ouachita River	10	10	10	10	10
Mile 166.4 to Mile 170.5	10	10	10	10	10

SPECIAL INSTRUCTIONS

TERRITORY OR LOCATION	Pass. & Express trains: Pass. engines	Pass. & Express trains: GP type engs.	Freight trains: Pass. or GP type engs.	All trains: Switcher or transfer engines	Trains handling wrecking derricks and locomotive cranes
	Miles per Hour				
101(b). (Continued)					
GULFPORT DISTRICT					
Jackson—All Street Crossings	30	30	30	30	25
Bridge MG 158.3, Pearl River	10	10	10	10	10
North Wye Switch at Star	20	20	20	20	20
Bridge MG 130.7, Strong River	10	10	10	10	10
WINNFIELD DISTRICT					
MP 2 to MP 6	10	10	10	10	10
COLUMBIA DISTRICT					
Pinola — Highway 20 crossing, engine or lead car only	—	10	10	10	10
Silver Creek — Highway 84 crossing, engine or lead car only	—	10	10	10	10

Engines are prohibited over:

Port Gibson Oil Mill—Track Scales
Canton—C&C RR—Bridges Creosote Track

Trains and engines must not exceed speeds as indicated below between the approach and home signals at the following interlockings until engine has passed home signal:

Roxie Crossing—Vicksburg & Central District	25 MPH
East Jackson—Meridian & Bogalusa Districts	25 MPH
Gulf Yard Crossing—Gulfport & Bogalusa Districts	10 MPH
Brookhaven, (Central District Trains only)	10 MPH

These instructions do not modify or supersede any rule or special instructions which may require a lower speed at these interlockings.

Maximum permissible speed for diesel units is as follows:

Switch and transfer units	45 MPH
GP-7, GP-8, GP-9, GP-10, GP-18 and GP-28	85 MPH
GP-38 series 9500-9519	76 MPH
GP-40 series 3000-3059	85 MPH
GP-40 series 3060-3075	76 MPH
SD-40 series 6000-6005	65 MPH
SD-40A series 6006-6023	76 MPH
SD-45 series 7000	76 MPH
U-30B series 5000-5005	75 MPH
U-33C series 5050-5059	71 MPH
C-636 series 1100-1105	70 MPH

These are maximum authorized speeds and do not modify any rules or special instructions requiring lower speeds.

Trains and engines must not exceed speed indicated over the following railroad crossings until engine or lead car has passed over crossing:

Roxie	25 MPH
Mile 360.8 (Vicksburg District) L&A	10 MPH
Newton	10 MPH
Tallulah MP	25 MPH
Rayville MP	10 MPH
Ruston CRI&P	10 MPH
Gibbsland L&NW	10 MPH
Sibley L&A	10 MPH
Bossier City SSW	10 MPH
Shreveport (Mile 169.7) T&P	10 MPH
Laurel	10 MPH
Hattiesburg NO & NE	10 MPH
Bell Yard	10 MPH
Brookhaven (Central District trains only)	10 MPH

All trains reduce speed to 25 MPH between hours of 6:01 AM and 6:01 PM over private road crossing 1280 feet east of MP 83, Meridian District, until engine or lead car passes over crossing.

Maximum authorized speed for trailer-on-flat car/auto trains is 60 MPH Canton to Jackson and 70 MPH Jackson to McComb except when operated with locomotives of lower maximum authorized speed. When freight cars equipped with friction type bearings are handled in these trains maximum speed of freight trains for class of engine handling the train must not be exceeded.

Freight trains must not be operated in speed 13 to 20 MPH except in acceleration or deceleration.

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

Trains handling Loco. Crane 250 thru 255 must handle crane on rear of train with boom car between crane and caboose and counterweight end of crane forward with speed restrictions governed by time table speed restrictions for locomotive cranes on their own wheels.

Trains handling pulpwood between Jackson and McComb must not exceed a speed of forty (40) MPH.

Trains handling scale test cars must not exceed a maximum speed of thirty (30) MPH.

Between North Jackson and Canton and between North Jackson and Cynthia, 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 MPH.

Single unit diesel with two cars (one of which may be coach or caboose) — 45 MPH.

The following restrictions are placed showing maximum gross weight for 4-axle cars permitted by districts:

Gulfport	Jackson to Gulfport	220,000
	Exception: Cars longer than 49'	263,000
Columbia	Mendenhall to Columbia	240,000
Laurel	Taylorville to Laurel	240,000
	Saratoga to Taylorville	263,000
Central	Hattiesburg to Natchez	263,000
Meridian	Vicksburg to Meridian	263,000
	Exception: Cars longer than 51'	315,000

SPECIAL INSTRUCTIONS

101(b). (Continued)

Natchez	Jackson to Utica	240,000
	°Utica to Harriston	177,000
	Harriston to Natchez	263,000
Vicksburg	Freight Yard to Baton Rouge	263,000
	Exception: Cars longer than 51'	315,000
Shreveport	Freight Yard to Shreveport	263,000
	Exception: Cars longer than 51'	315,000
Winnfield	West Monroe to Winnfield	240,000
Midland	Concordia Jct. to Packton	263,000

(*) IC 63300-699 Series, 57' 4½" pulpwood cars, may be permitted to move Utica to Harriston, with a gross weight of 240,000 pounds maximum. A single car shorter than 49 feet, with 240,000 pounds maximum may be moved between Utica and Harriston provided the single car is separated in the train from the engine, or any loaded car, by an empty car weighing not more than 60,000 pounds.

103(d). Gulfport District trains will not pass over crossing at Hwy. 51 South located just north of Bogalusa District crossing Gulf Yard between the hours of 7:30 AM and 8:10 AM daily. If trains cannot clear this crossing before 7:30 AM, they must wait until 8:10 AM before blocking.

Trains and engines must be preceded by flagman at a proper distance as prescribed by law, when passing over following street, highway, and railroad crossings.

Hattiesburg	}	Main Street
		Mobile Street
		Pine Street
		Old Highway 24
		Bowie Street
		East Hardy Street
		Newman St. (Northward trains and engines only)
		NO&NE Yard Track
		Crossings
Natchez	}	Wall Street
		Devereaux Street
		Canal Street
		Pine Street
		Broadway Street
		Rankin Street
		Briel Ave. (MP)
		Union Street
		Liberty Road
		Commerce Street
Shreveport (only if delayed within crossing signal circuit)	}	Washington Street
		Pearl Street
		Louisiana Avenue
		McNeil Street
Jackson	}	Clifton Street
		Terry Road
		Poindexter Street
		Dalton Street
		Valley Street
		Ellis Avenue

104. Normal Position of Switches:

Freight Yard	For Shreveport District
Ethel	For Vicksburg District
Slaughter	For Vicksburg District
Mendenhall	For Gulfport District
Saratoga	For Gulfport District
Hattiesburg	For Gulfport District
Gwin	For Yazoo District
Yazoo Junction	For Yazoo District
Valley	For Yazoo District
North Jackson	For northward trains

Jackson	For Canton District
Columbia — All Main Track Switches	As last used
Laurel — All Main Track Switches	As last used

104(g). Spring Switches:

Location	Normal Position
Shreveport:	
Spring Street Jct.	For main track
East end two main tracks	For westward main track
Mile 169.3	For SP main track
West end two main tracks	For eastward track
Renshaw Siding—North switch	For main track
Anding—North switch	For siding
Cynthia Siding—North switch	For siding
Cynthia Siding—South switch	For main track
North Jackson—North end two main tracks, Yazoo District	For southward main track
North Jackson—South end of yard	For yard
Jackson—South wye switch, southward main track	Meridian District movement

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
Renshaw—South switch	For Main track

104(i). Electric Locked Switches:

Location	Operated By
South end of crossover, Filtrol	Yardmen and Trainmen
Entrance to Plant, Filtrol	Yardmen and Trainmen
Entrance to West Cash & Carry Co.	Yardmen and Trainmen

Instructions governing operation of these electric locked switches are posted inside lock door.

105. At Anding and Cynthia, unless otherwise directed, southward trains and engines will use siding, and northward trains and engines will use main track. Northward trains and engines may use these sidings when permission is given by train dispatcher.

109. Bulletin Boards:

McComb	Passenger Station
	T & E Locker Room
West Meridian	Telegraph office
Forest	Old baggage room
Freight Yard	Yard Office
	Engine House
	North Switch Shanty
Monroe	Yard office and engine house
Doyline	Depot
Bossier City	Yard office and engine house
Winnfield	Freight office and shop
Redwood Yard	Yard Office
Roxie	Depot
Natchez	Freight station and engine house
Jena	Depot
Gulfport	Freight office and engine house
Bell Yard	Telegraph office
Mendenhall	Depot
Taylorville	Depot
Gwin	Telegraph office
Yazoo City	Telegraph office
North Jackson	Yard Office
	T-E Locker Rooms
	South Switch Shanty
	Old Engr Wash Room
Brookhaven	Roundhouse and depot
Canton	Telegraph office
Ferguson	Yard office
North Baton Rouge	Yard office and engine house

111(f). Chicago Train Detector Center has radio communication ability with trains passing the detectors at Benton and Hazlehurst.

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels, or dragging equipment by the communicators at the Chicago Train Detector Center with the engineers of the concerned trains, the following instructions will govern:

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

TRAIN DETECTOR CONTROL CENTER: This is the Chicago Train Detector Center calling the northbound (or southbound) train passing (station named), detector. Stop your train. You have a (*hot box, loose wheel, or dragging equipment*).

TRAIN ENGINEER RESPONSE: This is the engineer on (train number), passing (station named), detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, CHICAGO TRAIN DETECTOR CENTER will reply. I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

CHICAGO TRAIN DETECTOR CENTER: This is Chicago Train Detector Center calling engineer on (train number).

ENGINEER REPLY: This is engineer on (train number).

CHICAGO TRAIN DETECTOR CENTER: Engineer on (train number), you have a (*hot box, loose wheel, dragging equipment*) located (#) cars from your (*lead engine or caboose*) on the (*north, east, south, west*) rail. It is the (*lead or trailing*) truck, (*lead or trailing*) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction north or south, identify rails as east or west, timetable direction east or west, identify rails as north or south).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

D-151. Two Tracks

McComb to North Jackson
Spring Street Jct. to Mile 169.3 (SP Connection)
Mile 217.26 on Yazoo District to North Jackson.
Mile 149.79 on Yazoo District to Mile 147.82 North of Tchula.

Between North Jackson and Jackson:

No.	Location	Normal Use
1	West	Freight trains.
2	East	Passenger trains.

Between North Jackson and Jackson the use of the main tracks by freight trains will be on the authority of the yard-master at North Jackson.

164. Trains handling short wheel base ore cars must not exceed a speed of 30 MPH.

221. Train order signal at North Jackson governs train movements on Canton District only (trains to and from Canton).

251. Between Jackson and McComb, trains will run with reference to other trains in the same direction by block signals whose indication will supersede the superiority of trains. Extra trains will keep advised of and avoid delay to first class trains.

292. When southward signal on south wye track Jackson displays Stop indication and no southward moves on southward main track are apparent after stopping at signal, movement may be made in accordance with Rule 93.

505. Automatic block system territory extends from Canton to McComb.

525-536. Centralized traffic control in service between:

South end of siding at Cynthia and the north end of two main tracks at North Jackson, controlled by the telegraph operator at North Jackson.

The following switches are not equipped with electric locks.
General Gas Corporation at MP 216
Miss. Power Light Co. 1000' North of MP 216
Halston Storage Track, both ends
Tri-State Brick & Tile Co. at MP 215

When necessary to perform work at these tracks, part of train must remain standing on main track or main track switch left open. When these provisions are complied with, switch may be used without permission as required by Rule 536.

605. At railroad crossings at grade protected by signals (interlockings), trains, engines or cars must not be left standing between the extreme home signals unless length of consist extends beyond one of the extreme home signals.

Remote controlled interlocking at Bogalusa District and Gulfport District Crossing, Gulf Yard, is controlled by operator at East Jackson.

672. Automatic Interlocked Crossings:

Roxie	_____ ICG	Bossier City	_____ SSW
Sibley	_____ L&A	Shreveport (Mile 169.7)	_____ T&P
Ruston	_____ CRI&P	Brookhaven	_____ ICG

Shreveport: Trains and engines must approach home signal of automatic interlocking T&P crossing prepared to stop.

808. Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical, should be handled next to the units handling the train. Crew should observe dead units closely for indication of sticking brakes and sliding wheels.

1201. In that part of the Rules and Regulations of the Operating Department which became effective September 1, 1970, where title of Director of Train Dispatching is used in the new book and on Train Order Form 19, it is changed to "Superintendent Transportation" and where title of "Transportation Engineer" is used in the new book, it is changed to "Traveling Engineer."

1202. Between Canton and McComb, for passenger trains only, the definition of "Restricted Speed" is amended to read as follows: "Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH."

1203. When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, operate engine from the leading cab. Where this is impractical a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

SPECIAL INSTRUCTIONS

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 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 of weight of locomotive.

Factor	5	5	6	6	0	5	4	4	4
	Between Jackson and Meridian	Between Vicksburg and Jackson	Between Freight Yard and Monroe	Between Monroe and Shreveport	Freight Yard to Slaughter	Slaughter to North Baton Rouge	North Baton Rouge to Roxie	Roxie to Freight Yard	Between Jackson and Natchez
Engine Horse Power									
600	---								
GP7 1500	2850	2375	3600	3200	2600	3000	3200	2900	2400
GP9 1750	3024	3229	4200	3517	2800	9650	3400	3024	2579

Factor	4	4	4	4	4	4	4	4	4	4
	Between Jackson and Saratoga	Between Saratoga and Hattiesburg	Between Hattiesburg and Gulfport	Mendenhall to Columbia	Columbia to Mendenhall	Hattiesburg to Wanilla	Wanilla to Brookhaven	Brookhaven to Roxie	Roxie to Natchez	Natchez to Roxie
Engine Horse Power										
600	---									
SW9 1200	2500	4100	2250	2000	3000	1500	2050	2400	2000	1800
GP9 1750	3500	7000	3300	4000	6000	1200	2900	3400	2800	2500

Factor	4	4	4	4	4	4	4	4	4	4
	Saratoga to Taylorsville	Taylorsville to Summerland	Summerland to Laurel	Laurel to Soso	Soso to Taylorsville	Taylorsville to Saratoga	Roxie to Brookhaven	Brookhaven to Wanilla	Wanilla to Hattiesburg	Between Concordia and Packton
Engine Horse Power										
GP7 1500	3000	2400	3000	2500	2750	3000	2150	3500	1500	2000
GP9 1750	---	---	---	---	---	---	3000	5000	2000	3000

Factor	10	10	11	9
	Gwin to McComb	McComb to Gwin	Canton to Jackson	Jackson to Canton
Engine Horse Power				
600	---			
SW9 1200	5350	6300	4850	4850
GP7 1500	5400	6400	5000	4900
GP9 1750	5525	6500	8200	5000

BE SURE TO WORK SAFELY TODAY