

MISSISSIPPI DIVISION OFFICERS

H. D. GRANBERRY, JR., Superintendent Vicksburg
 D. L. PERRIN, Asst. Supt. Vicksburg
 J. A. PAUL, Asst. Supt. Jackson
 H. COWART, Trainmaster Jackson
 J. L. ROBERTS, Trainmaster Jackson
 J. C. SHARP, Trainmaster Jackson
 B. L. BOGGS, Trainmaster Jackson
 N. L. MEADOWS, Trainmaster Hattiesburg
 L. E. PHELPS, Trainmaster Brookhaven
 T. M. KOLSTAD, Trainmaster Vicksburg
 J. GEBHARDT, Asst. Trainmaster Monroe
 J. W. COSBY, Asst. Trainmaster Bossier City
 D. A. DIESTELMEIER, Trav. Engineer Jackson
 P. F. HOFFER, Trav. Engineer Hattiesburg
 W. E. ANDERSON, Trav. Engineer Vicksburg

SPEED TABLE

This is not for authorized speed, but for information only

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50	240	15
75	48	360	10

Illinois Central Gulf Railroad

Mississippi Division

TIMETABLE No.

2

Effective 12:01 A.M.

SUNDAY, OCTOBER 26, 1975

Superseding Mississippi Division

Timetable No. 1 dated October 29, 1972

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. L. WILLIAMS, Chief Transportation Officer

R. K. OSTERDOCK, General Superintendent—Terminals

I. B. HALL, General Superintendent—Transportation

J. E. MOSS, Superintendent—Transportation

MISSISSIPPI DIVISION



Southward

CANTON DISTRICT

Northward

1

FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE NO. 2 Effective October 26, 1975 STATIONS	Miles from McComb	FIRST CLASS	
51 Piggy Back	59 Panama Limited	Feet in Length	Cars—55 Feet and 4 Units				58 Panama Limited	50 Piggy Back
Daily	Daily							
L 1 31 PM	Ls 7 19 AM	-----	---	705.7	C..... CANTON -----	101.2	As 7 44 PM	A 3 05 AM
1 35	7 22	-----	---	709.2	3.5 ----- SLOAN -----	97.7	7 36	2 49
1 43	7 28	4692	81	716.9	7.7 ----- MADISON -----	90.0	7 30	2 41
1 48	7 32	-----	---	721.8	4.9 ----- TOUGALOO -----	85.1	7 24	2 36
1 55	7 37	-----	---	726.9	5.1 C..... NORTH JACKSON -----	80.0	7 18	2 30
	s { 7 47	-----	---	729.0	2.1 ----- JACKSON -----	77.9	s { 7 13	
2 39	7 52	-----	---	735.0	6.0 ----- ELTON -----	71.9	7 08	1 13
	7 59	-----	---				6 58	
		-----	---	738.2	3.2 ----- BYRAM -----	68.7		
2 58		5267	91	753.4	15.2 ----- CRYSTAL SPRINGS -----	53.5		12 54
3 07	1 8 23	-----	---	762.5	9.1 ----- HAZLEHURST -----	44.4	1 6 34	12 44
		-----	---	767.5	5.0 ----- MARTINSVILLE -----	39.4		
		-----	---	774.2	6.7 ----- WESSON -----	32.7		12 32
3 29	s 8 45	4488	77	783.1	8.9 C..... BROOKHAVEN -----	23.8	s 6 13	12 23 AM
		-----	---	799.5	18.4 ----- JOHNSTON -----	7.4		
3 50	9 02	-----	---	804.0	4.5 ----- SUMMIT -----	2.9		
A 4 00 PM	As 9 13 AM	-----	---	806.9	2.9 ----- McCOMB -----	0.0	Ls 5 51 PM	L 11 59 PM
		-----	---				Daily	Daily

2

Southward

YAZOO DISTRICT

Northward

SECOND CLASS				Siding Capacity			TIMETABLE NO. 2 Effective October 26, 1975 STATIONS	Miles from North Jackson	SECOND CLASS			
75	73	71	77	Feet in Length	Cars—55 Feet and 4 Units	Mile Posts			74	76	78	72
Dispatch	Dispatch	Dispatch	Dispatch						Dispatch	Dispatch	Dispatch	Dispatch	Dispatch
Daily	Daily	Daily	Daily									
L 8 30 PM	L 1 05 PM	L 6 55 AM	L 12 35 AM			148.3	C..... GWIN	69.9	A 5 50 AM	A 12 10 PM	A 2 55 PM	A 11 50 PM
8 40	1 15	7 02	12 42			153.2	4.9 MILESTON	65.0	5 41	11 55	2 40	11 41
8 48	1 23	7 10	12 50			159.2	6.0 BEE LAKE	59.0	5 33	11 47	2 32	11 33
9 00	1 30	7 17	12 57			163.7	4.5 EDEN	54.5	5 25	11 41	2 24	11 25
9 10	2 17 ⁷⁸	7 25	1 05	11215	199	169.2	5.5 RENSHAW	49.0	5 18	11 33	2 17 ⁷³	11 17
9 20	2 25	7 35	1 15			171.5	2.3 YAZOO JUNCTION	46.7	5 10	11 25	2 10	11 10
9 30	2 35	7 45	1 25	3622	61	175.2	3.7 C..... YAZOO CITY	43.0	5 03	11 18	2 03	11 03
9 40	2 45	7 55	1 35	3240	55	180.2	5.0 CRUPP	38.0	4 53	11 08	1 53	10 53
						181.3	1.8 VALLEY	36.4				
10 30 ⁷²	3 08	8 18	1 58	9540	169	189.7	7.9 ANDING	28.5	4 30	10 45	1 30	10 30 ⁷⁵
10 37	3 15	8 25	2 05	3061	51	193.5	3.8 BENTONIA	24.7	4 22	10 37	1 22	10 22
10 45	3 23	8 33	2 13	3191	54	197.6	4.1 RAGIN	20.6	4 15	10 30	1 15	10 14
10 55	3 33	8 43	2 23			201.1	3.5 FLORA	17.1	4 07	10 22	1 07	10 09
11 02	3 40	8 50	2 30	3159	53	206.3	5.2 POCAHONTAS	11.9	3 57	10 12	12 57	10 02
11 12	3 50	9 00	2 40	4812	167	211.3	5.5 CYNTHIA	6.4	3 50	10 05	12 50	9 55
						214.5	2.7 HALSTON	3.7				
A 11 30 PM	A 4 20 PM	A 9 20 AM	A 2 59 AM			218.2	3.7 C..... NORTH JACKSON	0.0	L 3 25 AM	L 9 40 AM	L 12 25 PM	L 9 30 PM
									Daily	Daily	Daily	Daily

Westward

MERIDIAN DISTRICT

Eastward

3

SECOND CLASS			Siding Capacity			TIMETABLE NO. 2 Effective October 26, 1975 STATIONS	Miles from Freight Yard	SECOND CLASS		
69	63	45	Feet in Length	Cars—55 Feet and 4 Units	Mile Posts			64	46	62
Dispatch MV-9	Local MAJ	MAIL MS-5						Local JAM	MAIL SM-6	Dispatch VM-2
Daily	Except Saturday	Daily								
L 10 25 PM	L 9 30 AM	L 8 00 AM	—	—	0.0	C..... MERIDIAN	140.6			
10 45	9 55	8 16	3458	60	0.3	..... WEST MERIDIAN	140.3	A 12 15 PM	A 5 25 PM	A 4 01 AM
11 00	10 15	8 31	—	—	11.8	..... MEEHAN	128.8	11 40	5 09	3 45
			—	—	22.6	..... HICKORY	118.0	11 05	4 52	3 30
11 35	10 35 ⁶⁴	8 43	3555	60	30.7	..... NEWTON	109.9	10 35 ⁶³		3 19
11 44	10 50		—	—	34.8	..... LAWRENCE	105.8	10 27		3 10
11 57	11 10		—	—	40.6	..... LAKE	100.0	10 16	4 25	3 02
12 13 AM	11 46	9 08	4661	80	49.3	D..... FOREST	91.3	10 00	4 07	2 50
12 33	12 31 PM	9 28 ⁶⁴	2560	42*	60.2	D..... MORTON	80.4	9 28 ⁴⁵	3 50	2 15
12 49	1 31	9 42	2412	39	69.0	..... PELAHATCHIE	71.6	8 45	3 36	1 45
1 04	1 45	9 51	—	—	75.7	..... RANKIN	64.9	8 15	3 26	1 35
1 16 ⁶²	2 15	9 58	7480	136	80.8	..... BRANDON	59.8	8 05	3 18	1 16 ⁶⁹
1 25	2 22	10 05	—	—	85.2	..... GREENFIELD	55.4	7 40	3 09	1 00
1 35	2 30		—	—	90.5	..... PEARSON	50.1			
1 45	2 36	10 20	—	—	94.8	C..... EAST JACKSON	45.8	7 05	2 52	12 45
2 45	A 2 41 PM	10 25	—	—	95.8	..... JACKSON	44.8	L 7 00 AM	2 47	12 40 AM
3 20			—	—	96.5	..... WEST JACKSON	44.1			11 40
3 30		10 32	3523	60	100.2	..... DIXON	40.4		2 40	11 01
3 40			—	—	105.1	..... CLINTON	35.5			10 51
3 52		10 50	2051	33	113.0	..... BOLTON	27.6		2 22	10 40
4 07		11 04	2154	35*	121.9	..... EDWARDS	18.7		2 08	10 25
4 17		11 10	2650	44*	125.9	..... SMITHS	14.7		2 01	9 55
4 33		11 20	3777	64	132.2	..... NEWMANS	8.4		1 51	9 35
4 49		11 31	—	—	139.3	..... VICKSBURG	1.3		1 40	9 20
A 5 15 AM		A 11 40 AM	—	—	140.6	C..... FREIGHT YARD	0.0		L 1 30 PM	L 9 00 PM
								Except Sunday	Daily	Daily

*Denotes Derails—

Morton—west end
 Edwards—both ends
 Smiths—both ends

4

Westward

SHREVEPORT DISTRICT

Eastward

SECOND CLASS		Siding Capacity		Mile Posts	TIMETABLE NO. 2 Effective October 26, 1975 STATIONS	Miles from Shreveport	SECOND CLASS		
263	269	Feet in Length	Cars—55 Feet and 4 Units				262	264	
Dispatch VS-3	Dispatch VS-9					Dispatch SM-6	Dispatch SV-4		
Daily	Daily								
L 10 30 PM	L 9 30 AM	---	---	---	C	FREIGHT YARD	171.2	A 2 30 PM	A 4 05 AM
10 50	9 50	4645	80	1.8		4.2 BOVAY	167.0	1 40	3 45
10 57	9 57	3835	61	6.9		5.1 MOUND	161.9	1 30	3 35
11 13	10 13	3537	60	17.3		10.4 TALLULAH	151.5	1 10	3 15
11 32	10 32	---	---	30.3		13.0 WAVERLY	138.5	12 45	2 50
11 40	10 40	4687	80	35.3	D	5.0 DELHI	133.5	12 35	2 40
11 51	10 51	---	---	43.0		7.7 HOLLY RIDGE	125.8	12 20	2 25
12 04 AM	11 04	1569	24	50.6		7.8 RAYVILLE	118.2	12 05 PM	2 10
12 15	11 50 ²⁶²	5175	89	58.0		7.4 CREW LAKE	110.8	11 50 ²⁶⁹	1 55
.....	.....	.....	.....	87.9		9.9 MAGENTA	100.9	.....	.....
1 30 ²⁶⁴	12 45 PM	---	---	71.0	C	3.1 EAST MONROE	97.8	11 30	1 30 ²⁶³
.....	.....	.....	.....	71.5		0.5 MONROE	97.3	.....	.....
1 45	12 57	---	---	72.2		0.7 WEST MONROE	96.6	11 01	12 25
.....	.....	.....	.....	74.7		2.5 STEVEN	94.1	.....	.....
2 25	1 35	5170	89	86.2		11.5 CALHOUN	82.6	10 43	12 05 AM
2 45	1 47	3050	51	95.4		9.2 CHOUDRANT	73.4	10 25	11 45
3 01	1 57	4281	73	102.8	D	7.4 RUSTON	66.0	10 10	11 30
.....	.....	.....	.....	107.1		4.3 GRAMBLING	61.7	.....	.....
3 20	2 15	3530	59*	111.5		4.4 SIMSBORO	57.3	9 44	10 45
3 35	2 27	4174	71	119.3	D	7.8 ARCADIA	49.5	9 32	10 15
3 50	2 41	3582	61*	127.2		7.9 GIBSLAND	41.6	9 20	9 30
3 59	2 48	3535	59*	131.2		4.0 NELSON	37.6	9 14	9 05
.....	.....	.....	.....	138.4		7.2 DUBBERLY	30.4	.....	.....
4 20	3 05	3325	56*	141.4		3.0 SIBLEY	27.4	8 58	8 45
4 45	3 16	4590	79*	148.2	D	6.8 DOYLINE	20.6	8 48	8 15
4 55	3 24	3772	64*	153.7		5.5 HAUGHTON	15.1	8 40	7 36
.....	3 39	.....	.....	163.4		9.7 FOSTERS	5.4	.....	.....
A 5 30 AM	A 3 50 PM	.....	.....	166.8	D	3.4 BOSSIER CITY	2.0	L 8 10 AM	L 7 00 PM
.....	.....	.....	.....	168.1		1.3 SPRING STREET JCT	0.7	.....	.....
.....	.....	.....	.....	168.8		0.7 SHREVEPORT	0.0	.....	.....
								Daily	Daily

*Denotes Derails

Simsboro—both ends
Gibsland—west end
Nelson—east end

Sibley—west end
Doyline—east end
Haughton—east end

Southward

VICKSBURG DISTRICT

Northward

5

SECOND CLASS	Siding Capacity		Mile Posts	TIMETABLE		Miles from North Baton Rouge	SECOND CLASS
	65	Feet in Length		Cards—55 Feet and 4 Units	NO. 2		66
Dispatch VB-5				Effective			Dispatch BV-6
Daily				October 26, 1975			
				STATIONS			
L 7 00 PM			221.8	C	FREIGHT YARD	141.8	A 6 15 AM
7 15	4369	75	227.2		5.4 CEDARS	136.4	5 59
7 27	4008	69*	233.1		5.9 YOKENA	130.5	5 45
			237.7		4.6 ALLEN	125.9	
7 59	3006	50*	249.7	D	12.0 PORT GIBSON	113.9	5 08
			262.2		12.5 LORMAN	101.4	
8 36	3861	66*	268.6		6.4 NORTH HARRISTON	95.0	4 30
			269.3		0.7 HARRISTON	94.3	
8 40	3851	65*	270.0		0.7 SOUTH HARRISTON	93.6	4 21
9 00	2999	50*	276.2		6.2 McNAIR	87.4	4 05
9 20	4335	74*	286.2	D	10.0 ROXIE	77.4	3 45
9 31	3416	58	292.4		6.2 FRANKLIN	71.2	3 28
			300.6		8.2 ROSETTA	63.0	
9 52	3428	58	303.9		3.3 CROSBY	59.7	3 05
10 15			311.8		7.9 GLOSTER	51.8	2 50
10 31			320.4		8.6 CENTREVILLE	43.2	2 34
10 47			329.7		9.3 NORWOOD	33.9	2 16
11 05			339.3		9.6 McMANUS	24.3	1 56
11 11			342.3		3.0 ETHEL	21.3	1 50
11 21	2462	36*	347.3		5.0 SLAUGHTER	16.3	1 40
11 30	3634	60*	352.2		4.9 ZACHARY	11.4	1 02
11 43			359.2		7.0 MARYLAND	4.4	12 47
A 11 48 PM			362.5		3.3 M. P. JCT.	1.1	L 12 40 AM
					See Baton Rouge District		Daily
			363.6	C	1.1 NORTH BATON ROUGE	0.0	

*Denotes Derails

Yokena—both ends
 Port Gibson—both ends
 North Harriston—both ends
 South Harriston—both ends
 McNair—north end
 Roxie—both ends
 Slaughter—both ends
 Zachary—both ends

Southward—GULFPORT DISTRICT—Northward

SECOND CLASS	Siding Capacity		Mile Posts	TIMETABLE		Miles from North Jackson
	Feet in Length	Cars—55 Feet and 4 Units		NO. 2	Effective	
171				October 26, 1975		
Dispatch				STATIONS		
				C NORTH JACKSON		0.0
Daily				See Canton District		
L 9 50 PM			159.4	3.0 GULF YARD		3.0
10 00			154.5	4.9 LAKE LAND		7.9
10 15			149.4	5.1 FLORENCE		13.0
10 30			142.7	6.7 STAR		19.7
			136.3	6.4 BRAXTON		26.1
11 10			128.5	7.8 D. MENDENHALL		33.9
11 35			118.1	10.4 MAGEE		44.3
11 55			111.4	6.7 SARATOGA		51.0
12 05 AM			108.4	3.0 MT. OLIVE		54.0
12 30	4482	77	98.4	10.0 COLLINS		64.0
12 45			91.5	6.9 SEMINARY		70.9
1 00			84.4	7.1 SANFORD		78.0
1 40	4445	76	78.6	5.8 MAYBANK		83.8
2 01			70.2	8.4 HATTIESBURG		92.2
A 2 30 AM			68.8	1.4 D. BELL YARD		93.6
			59.8	9.0 CAMP SHELBY		102.6
			57.8	2.0 McLAURIN		104.6
			44.0	13.8 MAXIE		118.4
			34.8	9.2 WIGGINS		127.6
			33.4	1.4 I. P. SPUR		129.0
			29.2	4.2 PERKINSTON		133.2
			23.9	5.3 McHENRY		138.5
			12.6	11.3 WORTHAM		149.8
			2.0	10.6 NORTH YARD		160.4
			0.0	2.0 D. GULFPORT		162.4

Westward—CENTRAL DISTRICT—Eastward

Siding Capacity	Mile Posts	TIMETABLE		Miles from Natchez	
		Feet in Length	Cars—55 Feet and 4 Units		
				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	118.2
	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
2485	41			3.2 WANILLA	86.8
	70.9			9.0 WOOLWORTH	77.8
	82.3			11.4 C. BROOKHAVEN	66.4
	88.2			5.9 ZETUS	60.5
2560	42	105.8		17.6 EDDINGTON	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
2346	38	135.9		3.8 FENWICK	12.8
	143.7			7.8 JOHNSVILLE	5.0
	148.7			5.0 D. NATCHEZ	0.0

Southward—REDWOOD DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Redwood Jct.
	NO. 2	Effective	
		October 26, 1975	
		STATIONS	
23.0		BALLGROUND	6.0
24.0		1.0 I. P. PLANT	5.0
25.0		1.0 CEMENT PLANT	4.0
29.0		4.0 REDWOOD JCT	0.0

Southward—LAUREL DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Laurel
	NO. 2 Effective October 26, 1975		
STATIONS			
111.3	SARATOGA	40.8	
	10.3		
121.6	MIZE	30.5	
	8.7		
130.3	TAYLORSVILLE	21.8	
	5.1		
135.4	SUMMERLAND	16.7	
	8.1		
141.5	SOSO	10.6	
	10.6		
152.1	LAUREL	0.0	

Southward—COLUMBIA DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Mendenhall
	NO. 2 Effective October 26, 1975		
STATIONS			
149.0	D MENDENHALL	0.0	
	8.2		
140.8	PINOLA	8.2	
	11.5		
129.3	NEW HEBRON	19.7	
	9.1		
120.2	SILVER CREEK	28.8	
	12.8		
107.6	OAKVALE	41.4	
	15.2		
92.4	COLUMBIA	56.6	

Southward—WINNFIELD DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Winnfield
	NO. 2 Effective October 26, 1975		
STATIONS			
0.0	WEST MONROE	60.9	
	5.5		
5.5	WILDS	55.4	
	11.0		
18.5	TAMA	44.4	
	12.8		
29.3	CHATHAM	31.6	
	18.3		
45.6	SIKES	15.3	
	10.6		
56.2	MENELEE	4.7	
	4.7		
60.9	WINNFIELD	0.0	

Southward—NATCHEZ DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Natchez
	NO. 2 Effective October 26, 1975		
STATIONS			
0.0	JACKSON	98.2	
	4.3		
4.3	VAN WINKLE	93.7	
	3.5		
7.8	McRAVEN	90.2	
	7.3		
15.1	RAYMOND	82.9	
	5.7		
20.8	OAKLEY	77.2	
	2.9		
23.7	LEARNED	74.3	
	7.9		
31.6	UTICA	66.4	
	6.5		
38.1	CARPENTER	59.9	
	11.4		
49.5	HERMANVILLE	48.5	
	14.8		
64.3	RED LICK	33.7	
	5.9		
70.2	HARRISTON	27.8	
	2.1		
72.3	FAYETTE	25.7	
	7.0		
79.3	STAMPLEY	18.7	
	7.1		
86.4	STANTON	11.6	
	2.6		
89.0	SELMA	9.0	
	3.0		
92.0	FOSTER	6.0	
	3.0		
95.0	NORTH NATCHEZ	3.0	
	3.0		
98.0	D NATCHEZ	0.0	

Southward—BEAUMONT DISTRICT—Northward

Mile Posts	TIMETABLE		Miles from Bell Yard
	NO. 2 Effective October 26, 1975		
STATIONS			
24.8	D BELL YARD	0.0	
	2.0		
22.8	COX	2.0	
	3.9		
18.9	McCALLUM	5.9	
	5.9		
13.0	BELLEVILLE	11.8	
	2.6		
10.4	MAHNEE	14.4	
	2.8		
7.6	NEW AUGUSTA	17.2	
	1.8		
5.8	WINGATE	19.0	
	4.8		
1.0	REED	23.8	
	1.0		
0.0	D BEAUMONT	24.8	

SPECIAL INSTRUCTIONS

M. Employees must not get on or off moving tank or flat cars.

N. Jurisdiction of Mississippi Division officers extends to MP 208 on Cleveland District, Mile 287.5 on Vicksburg District, MP 806 on Canton District, MP 4 on Meridian District, MP 183 on Bogalusa District, MP 149 on Laurel District, MP 2 on Beaumont District and MP 70 on Pearl River District.

2. Standard Clocks:

Gwin	Train order office
Canton	Train order office
North Jackson	Train order office
McComb	Passenger Station
South Yard	Train order office
Natchez	Train order office
Bell Yard	Train order office
Gulfport	Train order office
Freight Yard	Engine House
	Train order office
Monroe	Yard Office
Bossier City	Engine House
	Train order office

21. Between McComb and North Jackson, the display of white lights may be omitted on all extras, except passenger trains running as extras.

S-71. Northward and eastward regular trains are superior to regular trains of the same class in the opposite direction.

83. Train Registers:

Meridian
Freight Yard
Bossier City
Gwin
Canton
North Jackson (For trains originating and terminating only)
Brookhaven (For Central District Trains only)
South Yard
Natchez
Mendenhall (For trains originating and terminating only)
Columbia
Saratoga (For trains originating and terminating only)
Taylorsville
Bell Yard
Gulfport
North Baton Rouge

S-83(a). All extras on Gulfport, Central and Beaumont Districts registering arrivals will enter the number and date of the train order authorizing its movement in space on train register or register ticket, captioned "If a regular train, show date due out of initial station on this district."

93. Yard Limits:

Meridian District:

Meridian—Extends to Mile 3.5
Newton—MP 30 to MP 32
Forest—Mile 47.3 to Mile 52.5
Morton—MP 57 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
Tallulah—Mile 15.9 to Mile 18.2
Monroe—MP 64 to Mile 75.3
Ruston—Mile 100.7 to Mile 103.9

Arcadia—MP 118 to MP 121
Gibland—MP 126 to Mile 128.5
Shreveport—Extends to Mile 165.7

Winnfield District: Entire District

Vicksburg District:

Freight Yard—Extends to Mile 229.5
Port Gibson—Mile 245.8 to MP 251
Harriston—Mile 267.5 to MP 271
Roxie—MP 284 to Mile 287.5
Baton Rouge—Extends to Ethel

Gulfport District:

Jackson—Extends to Mile 156.5
Mendenhall—Mile 127.3 to Mile 129.6
Magee—MP 116 to MP 120
Saratoga—Mile 109.5 to Mile 112.8
Hattiesburg—MP 66 to MP 73
Gulfport—Extends to MP 5

Columbia District: Entire District

Bogalusa District:

Jackson—Extends to MP 176, Byram

Laurel District: Entire District

Central District:

Hattiesburg—Extends to MP 5
Prentiss—Mile 44.8 to Mile 42.8
Silver Creek—Mile 54.5 to Mile 52.2
Vanilla, Ferguson—MP 64 to Mile 57.8
Brookhaven—Mile 85.5 to Mile 79.8
Roxie—MP 126 to MP 123
Natchez—Extends to Mile 140.5

Canton District:

Canton—Extends to Mile 707.1
Jackson—Mile 724.9 to Mile 738.3
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 Mile 182.6
Jackson—Extends to MP 217

Natchez District:

Jackson—Extends to MP 6
Utica—Mile 30.7 to MP 33
Harriston-Fayette—MP 74 to MP 68
Natchez—Extends to Mile 92.7

Beaumont District:

Bell Yard—Extends to MP 23
Beaumont—Extends to MP 2

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 MP current special instructions including general orders and any revisions thereof.

SPECIAL INSTRUCTIONS

9

93. (Continued)

Cars are not to be shoved ahead of the engine 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 extras authorized between Gwin and Cynthia will run as extras between Cynthia and North Jackson.

98. Railroad Crossings Not Interlocked:

Train and engine movements through switch at junction of Meridian District and Gulfport District and movements on Canton District and Natchez District, south of Passenger Station, Jackson, will be made by the authority of switchtender either by radio communications or hand signals.

Tallulah: Route is normally lined against train and engine movements on MP. 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 derails on MP track are in derailing position, movement over crossing will be made on hand signal given by trainman at crossing. Such movement must be made at RESTRICTED SPEED.

Scotland L&A Crossing Mile 360.8 (Vicksburg District) 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: Southern 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 JunctionSunflower District trains
 Spring Street Jct.SSW and SP trains and engines
 ShreveportSSW, L&A, and KCS crossings
 HarristonVicksburg and Natchez Districts crossing
 ColumbiaBogalusa and Fernwood District crossings
 WanillaBogalusa 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.

98(a). Railroad Crossings Protected by Gates:

Jackson { Switching lead east of passenger station—Normal position against switching lead. 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.

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

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

TERRITORY OR LOCATION	Passenger Trains	Freight Trains	TERRITORY OR LOCATION	Passenger Trains	Freight Trains
	Miles Per Hour			Miles Per Hour	
Between:					
Meridian and Shreveport	45	45	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
Freight Yard and MP Jct.	40	40	On straight track at spring switches when spring- ing points	40	40
Natchez and Jackson	25	25	Through turnouts at other locations	10	10
West Monroe and Winnfield	10	10	CANTON DISTRICT:		
Gulf Yard and Gulfport	30	30	Canton: All Street crossings engine or lead car only	10	10
Mendenhall and Columbia	—	10	Jackson: All street crossings Engine or lead car only	30	30
Saratoga and Laurel	—	10	Capitol St. Viaduct	10	10
Hattiesburg and Natchez	35	35	Mile 727.4 to Mile 730.5	25	25
Bell Yard and Beaumont	—	10	Mile 748.2 to Mile 750.3 curve both tracks.....	75	60
Redwood Jct. and Ballground	10	10	Crystal Springs: All Street crossings — Engine or lead car only	30	30
Gwin and North Jackson	50	49	Crystal Springs—siding	5	5
Canton and McComb	79	60	Mile 761.5 to MP 762, curve southward track.....	75	60
101(a). Lower Speeds:			Hazlehurst: All street crossing — Engine or lead car only	25	25
Diverging routes, through crossovers, junctions and siding switches:					
No. 15 Crossovers and Turnouts: Freight Yard (Shreveport District) crossover	25	25			
Newmans—Each end of siding	25	25			
Through turnouts at spring switches unless other- wise authorized	25	25			

SPECIAL INSTRUCTIONS

TERRITORY OR LOCATION	Passenger Trains	Freight Trains	TERRITORY OR LOCATION	Passenger Trains	Freight Trains
	Miles Per Hour			Miles Per Hour	
101(a). (Continued)					
Mile 765.5 to Mile 767.6 curve, both tracks	75	60	Curve Mile 249.8 to MP 250	35	35
Brookhaven: All street crossings — Engine or lead car only	30	30	Cinder fill Mile 274.8 to Mile 275.1	25	25
Summit: Main street crossing just south of MP 804	50	50	Roxie Crossing—From approach signal until engine or lead car has passed over crossing	25	25
YAZOO DISTRICT:			Baker—All street crossings engine or lead car only	25	25
MP 172 to MP 176	10	10	Mile 360.8 L&A RR crossing, until engine or lead car has passed over crossing	10	10
MP 182 to Subway M-185-3	25	25	Curve Mile 361.2 to Mile 362.5	25	25
Curve — Mile 187.7 to MP 188	25	25	MERIDIAN DISTRICT:		
Curve Bridge M-195-8 Ragin	35	35	Bridge VM-13-9	25	25
Cynthia siding	10	10	Chunky MP 17—between road crossings	25	25
Jackson: Bailey avenue crossing—Engine or lead car only	10	10	Newton—Railroad crossing, until engine or lead car has passed over crossing	10	10
NATCHEZ DISTRICT:			Pelahatchie—All street crossings	30	30
Jackson Psgr. shed to Highway 80	10	10	East Jackson—Between approach and home signal until engine has passed home signal	25	25
Utica cut—Mile 31.5	10	10	Between interlocking home signals	20	20
Bridge LN 39-2	10	10	Jackson—All street crossings	30	30
Hermanville — Over first road crossing north of depot	10	10	Clinton—MP 103 to Mile 105.4	30	30
Bridge LN 60-3—Engine or lead car only	10	10	Bolton—Street Crossing, Engine only	30	30
Natchez—South Canal St., to International Paper Co. (MP)	10	10	Edwards—East siding switch to west cotton gin switch	30	30
CENTRAL DISTRICT:			Curves Mile 127.5 to Mile 129.3	45	35
Curve MP 15.0 to Mile 16.4	10	10	Curves Mile 133.4 to Mile 133.9	45	35
Curve Mile 17.7 to Mile 17.9	10	10	Vicksburg—West end Cherry St. Yard to Mulberry St.	10	10
Curve Mile 21.5 to Mile 21.8	10	10	SHREVEPORT DISTRICT:		
Curve Mile 22.4 to Mile 22.8	10	10	Curves and bridge—Freight Yard to west end main span Mississippi River bridge	10	10
Curve Mile 24.3 to Mile 24.5	10	10	Curves and bridge—West end main span Mississippi River Bridge to Mile 1.1	30	30
Curve Mile 24.7 to Mile 24.9	10	10	Tallulah—MP crossing until engine or lead car has passed over crossing	25	25
Curve MP 28.0 to Mile 28.2	10	10	Rayville—MP crossing until engine or lead car has passed over crossing	10	10
Curve Mile 32.8 to MP 33.0	10	10	MP 70 to East Monroe	25	25
Curve Mile 37.3 to Mile 37.5	10	10	East Monroe to West end Bridge VD-72-0 Ouachita River	10	10
Curve MP 38.0 to Mile 38.2	10	10	Ruston—CRI&P crossing—until engine or lead car has passed over crossing	10	10
Curve Mile 38.6 to Mile 38.8	10	10	Gibsland—L&NW crossing—until engine or lead car has passed over crossing	10	10
Curve Mile 41.8 to MP 42.0	10	10	Sibley—L&A crossing—until engine or lead car has passed over crossing	10	10
Bridge MH 60-7 Pearl River	10	10	Bossier City—SSW crossing—until engine or lead car has passed over crossing	10	10
Brookhaven—From approach signal until engine or lead car has passed over crossing	10	10	Mile 166.4 to Mile 170.5	10	10
Bridge MH 93-3 McCalls Creek	10	10	Shreveport—(Mile 169.7) T&P crossing — until engine or lead car has passed over crossing	10	10
Bridge MH 104-9	10	10	GULFPORT DISTRICT:		
Bridge MH 114-8	10	10	Jackson—All street crossings	30	30
Bridge MH 119-3	10	10	Gulf Yard Crossing—Between the approach and home signals until engine has passed home signal. Between Interlocking home signals at Bogalusa District crossing	10	10
Roxie—From approach signal until engine or lead car has passed over crossing	25	25		20	20
MP 139 to Mile 140.5	10	10			
VICKSBURG DISTRICT:					
MP 216 to Depot Street	10	10			
Curve Mile 238.2 to Mile 238.4	10	10			
Curves Mile 243.2 to Mile 243.8	35	35			
Oak Lawn crossing, just south of Mile 245.8— Engine or lead car only	10	10			
Curve and bridges L-246-8 to L-247-3	25	25			

104. (Continued)

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	As last used
Laurel	As last used
Redwood Junction	As last used

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:

Gwin	Train order office
Yazoo City	Train order office
North Jackson	Train order office Trainmen and engine- men locker room South switch shanty Old Engr wash room
Capitol Yard	Yard office Engine house
Canton	Train order office
Brookhaven	Train order office Engine house
McComb	Trainmen and enginem locker room
Meridian	Train order office
Forest	Old baggage room
Freight Yard	Train order office Engine house North switch shanty
Monroe	Yard office Engine house
Arcadia	Train order office
Bossier City	Yard office Engine house
Winnfield	Freight office Engine house
Ballground	Yard office
Roxie	Train order office
Natchez	Train order office
Mendenhall	Train order office
Columbia	Freight office
Taylorville	Freight office
Bell Yard	Train order office
Gulfport	Train order office Engine house
Ferguson	Yard office
North Baton Rouge	Train order office Engine house South switch shanty

111(e). Chicago Train Detector Center has radio communication ability with trains passing Bentonia, Hazlehurst, Clarksburg, Bolton, Bee Bayou and Simsboro.

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, dragging equipment or loose wheel is detected, Chicago Hot Box Center will contact the appropriate train in the following manner: Monitor Station: This is the Chicago Hot Box Center calling the train passing (City) (State) Detector. Stop your train; you have a (A. hot box or B. dragging equipment or a loose wheel). Train Engineer Response: This is the engineer on the train (Identity of train) passing (city) (state) Detector. I am stopping my train.

If the response is not received within ten (10) seconds, employe at monitor station will repeat and wait another ten (10) seconds, then repeat a third time. If still no response the employe will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, employe at monitor station will reply: I will give you location of the car after you have your train stopped. During the time the engineer is stopping his train, the employe will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

Monitor Station: This is (Chicago Hot Box Center) calling engineer on train (identity of train). Monitor station: Engineer on train _____, you have a (A. hot box or B. dragging equipment or a loose wheel), located _____ Cars from your (Lead unit or caboose) on the (North, South, East or 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, (ie., 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 reported hot box defect, and examining wheels and axles or brake rigging for other reported defects.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the monitor station 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 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.

If unable to talk direct to the train dispatcher via radio, a message containing the above information must be addressed to the train dispatcher and Chicago Hot Box Center and dropped off at the next open train order office where the operator on duty will report same to the train dispatcher and Chicago Hot Box Center recording time and party notified and file same.

Train crew will be notified when hot box detectors are out of service and will make careful running inspection of their trains.

When two consecutive detectors are out of service, crews must stop their train in the vicinity of the last inoperative detector and make an on-the-ground visual inspection of both sides of train.

M-151. Two Main 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 yardmaster at North Jackson.

215. Meridian District trains leaving West Meridian will get their clearance at Meridian.

Natchez District trains leaving Jackson will get their clearance at North Jackson.

Gulfport District trains leaving Gulf Yard will get their clearance at North Jackson.

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

Sunflower District trains leaving Yazoo Jct. will get their clearance at Yazoo City. All Sunflower District trains must obtain authority from Operator Yazoo City before using Yazoo District main track at Yazoo Jct.

Canton District trains leaving McComb will get their clearance at South Yard. Conductors and Engineers on northward trains changing crews at McComb will deliver clearance, and orders, if any, received at South Yard to connecting outbound Conductor and Engineer.

Vicksburg District trains leaving MP Junction will get their clearance at North Baton Rouge.

Cleveland District trains leaving National Cemetery will get their clearance at Freight Yard.

Trains must secure a clearance before leaving East Monroe.

Central District trains leaving Hattiesburg will get their clearance at Bell Yard.

Trains must secure clearance before leaving Bell Yard.

Trains must secure a clearance before leaving Ferguson.

221(e). Signs equipped to display red or green aspect are used at Morton and Port Gibson in lieu of train order signal. Sign displayed red to approaching train indicates there are train orders to be delivered. When there are no train orders sign will display green.

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. Extras will keep advised of and avoid delay to first class trains.

292. When southward signal on south wye track Jackson conveys 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. 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 operator at North Jackson.

560. 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

605. Manual Interlockings:

East Jackson	ICG	East Monroe	MP
Gulf Yard	ICG		

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

610. Automatic Interlockings:

Roxie	ICG	Bossier City	SSW
S.bley	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.

1201. 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.

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.

1204. The following restrictions are placed showing maximum gross weight for 4-axle cars permitted by districts:

Gulfport	Jackson to Gulfport	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
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
Beaumont	Bell Yard to Beaumont	220,000

(*) 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.

1204. (Continued)

Engines are prohibited over:

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

1205. Every effort must be made to keep coupling speed of diesel engines to 3 MPH or less; however, when a heavy impact is made by a diesel engine, it must immediately be shut down and inspected by a member of the Mechanical Department before it is restarted. Such cases must be reported by the quickest available means of communication to the train dispatcher.

1206. Siding Capacities are based upon an average length of 55 feet per car, four (4) diesel units and caboose.

For each car in your train having a length of 85 feet or more, add one (1) additional car. For example, a 175 car train of which 25 are long cars will have an equivalent car length of 200 cars.

1207. Caboose must not be switched with, kicked into track against other cars, or cars kicked into track against cabooses.

1208. Passenger equipment handled in freight trains must be placed next ahead of caboose, unless otherwise instructed.

1209. When making a backward movement with more than three (3) diesel units in multiple there is a danger of jack-knife action of the units which may result in rail turning over under engine. Before making a backward movement, shoving cars or taking slack (movement of light engine excluded), the leading units must be isolated and only the rear three (3) units allowed to work power. Engineers must see that these instructions are strictly observed.

1210. When leaving Locomotive unattended, the following procedure will apply.

1. (a) Place automatic brake valve handle in "running" position and brake pipe cut out cock in lead (open) position.
(b) If brake equipment is 26-L, see that automatic brake valve is in "running" position, MU-2-A valve in lead position, and pilot cutoff valve placed in "IN" position.
2. Independent brake valve handle in "full service" position.
3. Control and/or fuel pump switches in the "ON" position (if engine is to be life running) and note that the fuel pump is running.
4. Engine Run Switch in the "ON" position and the Isolation Switch in the "RUN" position (if engine is to be left running) in order that alarm system will be effective.
5. Generator Field Switch in the "OFF" position.
6. Throttle in "IDLE" position and reverser handle is removed from the controller.
7. Close cab doors and windows.
8. If trouble is noted with cooling, lubricating, or fuel systems, or mechanical defects; such that damage might occur while locomotive is unattended, the engines should be shut down. If shut down during freezing weather, the cooling water system must be drained, check fluid levels.
9. If engine is to be shut down (resulting in eventual loss of air) hand brake must be applied and/or wheels blocked with chains or other means; however, as local conditions dictate hand brakes should be applied in accordance with bulletin instructions issued by the Superintendent.
10. All trainline air hose cutout cocks at uncoupled ends "CLOSED".

NOTE: The above instructions pertain to a single unit only. If more than one unit is left unattended in a consist, the trailing unit or units should be left in Trail Position (as per instructions issued for operating units in multiple).

1211. Switch lists given to switching crews will plainly indicate all of the cars containing "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "RADIOACTIVE MATERIAL", or "FLAMMABLE COMPRESSED GAS."

Cars (including TOFC) loaded with "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "FLAMMABLE COMPRESSED GAS", or "RADIOACTIVE MATERIAL" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "FLAMMABLE COMPRESSED GAS", or "RADIOACTIVE MATERIAL," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

1212: The following will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car.

HAZARDS:

HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel. Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

SPECIAL PRECAUTIONS:

In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the upwind side. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning. If the car is not actually involved in a fire, IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS. A derailed HCN tank car shall not be rerailed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

NOTIFICATION:

In the event of wreck, derailment, leakage, or other problem involving a HCN tank car, call the following number:

CHEMTREC
800-424-9300

SWITCHING:

Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

1213: Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor anything attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

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	—	—	—	—	—	3000	—	—	—
1500	2850	2375	3600	3200	2600	8000	3200	2900	2400
1750	3229	3024	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	—	—	—	2000	3000	—	—	—	—	—
1200	2500	4100	2250	4000	6000	1500	2050	2400	2000	1800
1750	3500	7000	3300	—	—	2000	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 Bell Yard and Beaumont
Engine Horse Power										
1500	3000	2400	3000	2500	2750	3000	2150	3500	1500	4500
1750	—	—	—	—	—	—	3000	5000	2000	5250

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

BE SURE TO WORK SAFELY TODAY

WE HAVE NO ASSETS
MORE VALUABLE THAN EMPLOYEES
WHO PERFORM THEIR WORK IN A
SAFE AND EFFICIENT MANNER.

"THINK SAFETY"