

**MISSISSIPPI DIVISION OFFICERS**

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

# 3

**Effective 12:01 a.m.**

**SUNDAY, APRIL 25, 1976**

**Superseding Mississippi Division**

**Timetable No. 2 dated October 26, 1975**

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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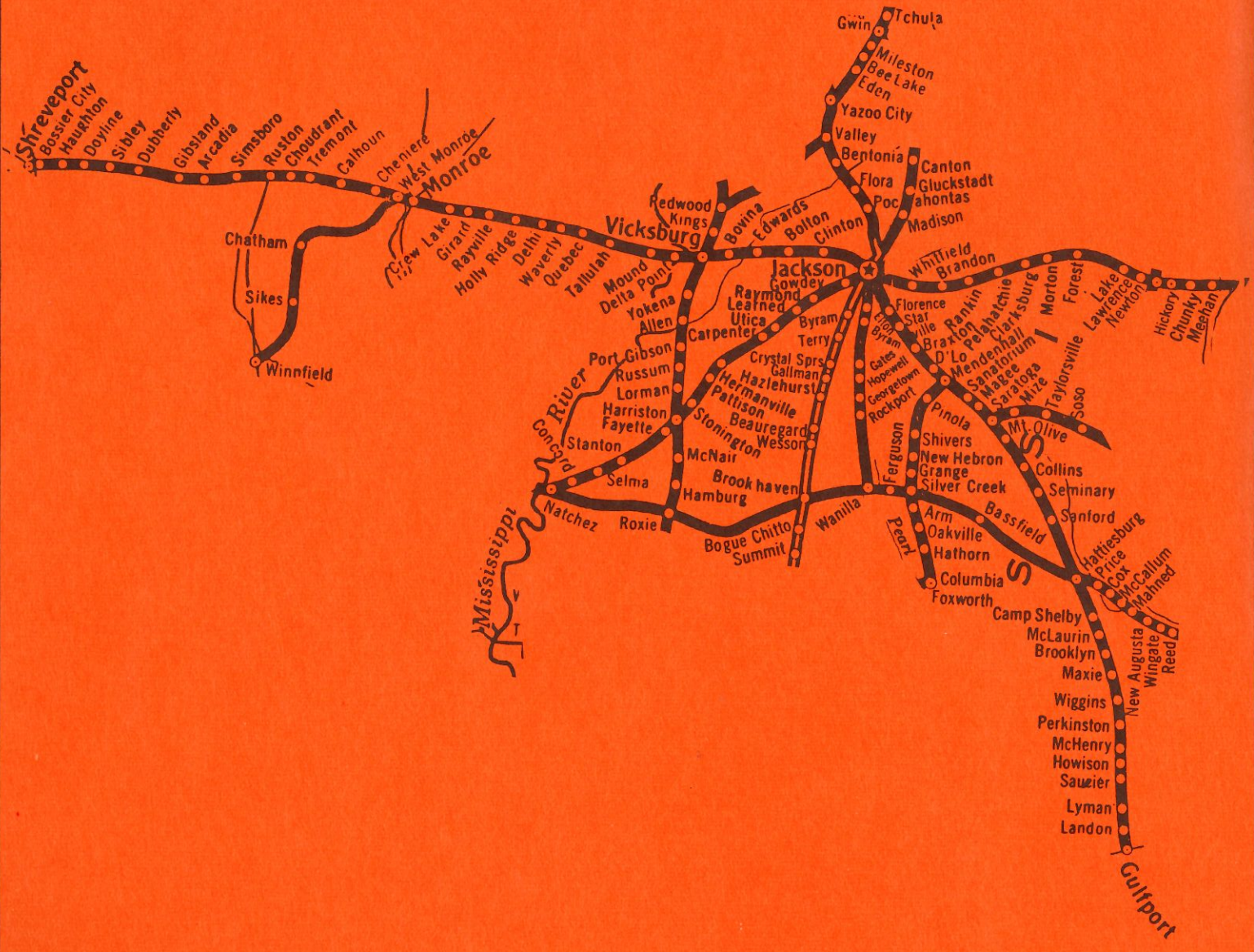
**I. B. HALL, Chief Transportation Officer**

**R. K. OSTERDOCK, General Manager-Transportation**

**J. E. MOSS, Superintendent-Transportation**



MISSISSIPPI DIVISION



Southward

## CANTON DISTRICT

Northward

1

FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from McComb	FIRST CLASS	
51	59	Feet in Length	Cars—55 Feet and 4 Units				58	50
Piggy Back	Panama Limited						Panama Limited	Piggy Back
Daily	Daily							
L 1 31 PM	L s 7 49 AM	---	---	705.7	C----- CANTON -----	101.2	A s 8 14 PM	A 3 05 AM
1 35	7 52	---	---	709.2	3.5 ----- SLOAN -----	97.7	8 04	2 49
1 43	7 58	4692	81	716.9	7.7 ----- MADISON -----	90.0	7 58	2 41
1 48	8 02	---	---	721.8	4.9 ----- TOUGALOO -----	85.1	7 54	2 36
1 55	8 07	---	---	726.9	5.1 C----- NORTH JACKSON -----	80.0	7 48	2 30
	s { 8 17	---	---	729.0	2.1 ----- JACKSON -----	77.9	s { 7 43	
2 39	8 22	---	---	735.0	6.0 ----- ELTON -----	71.9	7 38	1 13
	8 29	---	---				7 28	
		---	---	738.2	3.2 ----- BYRAM -----	68.7		
2 58		5267	91	753.4	15.2 ----- CRYSTAL SPRINGS -----	53.5		12 54
3 08	f 8 53	---	---	762.5	9.1 ----- HAZLEHURST -----	44.4	f 7 04	12 44
		---	---	767.5	5.0 ----- MARTINSVILLE -----	39.4		
		---	---	774.2	8.7 ----- WESSON -----	32.7		12 32
3 29	s 9 15	4488	77	783.1	8.9 C----- BROOKHAVEN -----	23.8	s 6 43	12 23 AM
		---	---	799.5	16.4 ----- JOHNSTON -----	7.4		
3 50	9 32	---	---	804.0	4.5 ----- SUMMIT -----	2.9		
A 4 00 PM	A s 9 43 AM	---	---	806.9	2.9 ----- McCOMB -----	0.0	L s 6 21 PM	L 11 59 PM
							Daily	Daily

SECOND CLASS				Siding Capacity			TIMETABLE NO. 3 Effective April 25, 1976 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
Daily	Daily	Daily	Daily									
L 10 49 PM	L 1 48 PM	L 7 40 AM	L 1 15 AM	-----	-----	148.3	C ----- GWIN -----	69.9	A 5 44 AM	A 12 09 PM	A 2 55 PM	A 11 56 PM
10 59	1 58	7 50	1 25	-----	-----	153.2	4.9 ----- MILESTON -----	65.0	5 34	11 59	2 45	11 46
11 07	2 06	7 58	1 33	-----	-----	159.2	6.0 ----- BEE LAKE -----	59.0	5 26	11 51	2 37	11 38
11 13	2 12	8 04	1 39	-----	-----	163.7	4.5 ----- EDEN -----	54.5	5 20	11 45	2 31	11 32
<b>11 25</b> <sup>72</sup>	<b>2 24</b> <sup>78</sup>	8 11	1 46	11215	199	169.2	5.5 ----- RENSHAW -----	49.0	5 13	11 38	<b>2 24</b> <sup>73</sup>	<b>11 25</b> <sup>75</sup>
11 31	2 30	8 17	1 52	-----	-----	171.5	2.3 ----- YAZOO JUNCTION -----	46.7	5 07	11 32	2 18	11 19
11 55	2 54	8 41	2 16	3622	61	175.2	3.7 ----- YAZOO CITY -----	43.0	4 43	11 08	1 54	10 55
12 07 AM	3 06	8 53	2 28	3240	55	180.2	5.0 ----- CRUPP -----	38.0	4 31	10 56	1 42	10 43
-----	-----	-----	-----	-----	-----	181.3	1.6 ----- VALLEY -----	36.4	-----	-----	-----	-----
12 30	3 29	9 16	2 51	9540	169	189.7	7.9 ----- ANDING -----	28.5	4 08	10 33	1 19	10 20
12 41	3 40	9 27	3 02	3061	51	193.5	3.8 ----- BENTONIA -----	24.7	3 57	10 22	1 08	10 09
12 47	3 46	9 33	3 08	3191	54	197.6	4.1 ----- RAGIN -----	20.6	3 51	10 16	1 02	10 03
12 51	3 51	9 38	3 13	-----	-----	201.1	3.5 ----- FLORA -----	17.1	3 46	10 11	12 57	9 58
12 59	3 58	9 45	3 20	3159	53	206.3	5.2 ----- POCAHONTAS -----	11.9	3 39	10 04	12 50	9 51
1 06	4 05	<b>9 57</b> <sup>76</sup>	<b>3 32</b> <sup>74</sup>	9330	167	211.3	5.5 ----- CYNTHIA -----	6.4	<b>3 32</b> <sup>77</sup>	<b>9 57</b> <sup>71</sup>	12 43	9 44
-----	-----	-----	-----	-----	-----	214.5	2.7 ----- HALSTON -----	3.7	-----	-----	-----	-----
A 1 31 AM	A 4 30 PM	A 10 22 AM	A 3 57 AM	-----	-----	218.2	3.7 ----- NORTH JACKSON -----	0.0	L 3 07 AM	L 9 32 AM	L 12 18 PM	L 9 19 PM
									Daily	Daily	Daily	Daily



Westward

## MERIDIAN DISTRICT

Eastward

3

SECOND CLASS			Siding Capacity			TIMETABLE NO. 3 Effective April 25, 1976 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 VM2
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	0.3 WEST MERIDIAN	140.3	A 12 15 PM	A 7 30 PM	A 4 01 AM
11 00	10 15	8 31	—	—	11.8	11.5 MEEHAN	128.8	11 40	7 09	3 45
					22.6	10.8 HICKORY	118.0	11 05	6 52	3 30
11 35	10 35 <sup>64</sup>	8 43	3555	60	30.7	8.1 NEWTON	109.9	10 35 <sup>63</sup>		3 19
11 44	10 50		—	—	34.8	4.1 LAWRENCE	105.8	10 27		3 10
11 57	11 10		—	—	40.6	5.9 LAKE	100.0	10 16	6 25	3 02
12 13 AM	11 46	9 08	4661	80	49.3	8.7 FOREST	91.3	10 00	6 07	2 50
12 33	12 31 PM	9 28 <sup>64</sup>	2560	42*	60.2	10.9 D. MORTON	80.4	9 28 <sup>45</sup>	6 50	2 15
12 49	1 31	9 42	2412	39	69.0	8.8 PELAHATCHIE	71.6	8 45	5 36	1 45
1 04	1 45	9 51	—	—	75.7	6.7 RANKIN	64.9	8 15	5 26	1 35
1 16 <sup>62</sup>	2 15	9 58	7480	136	80.8	5.1 BRANDON	59.8	8 05	5 18	1 16 <sup>69</sup>
1 25	2 22	10 05	—	—	85.2	4.4 GREENFIELD	55.4	7 40	5 09	1 00
1 35	2 30		—	—	90.5	5.3 PEARSON	50.1			
1 45	2 36	10 20	—	—	94.6	4.3 C. EAST JACKSON	45.8	7 05	4 52	12 45
2 45	A 2 41 PM	10 25	—	—	95.8	1.0 JACKSON	44.8	L 7 00 AM	4 47	12 40 AM
3 20			—	—	96.5	0.7 WEST JACKSON	44.1			11 40
3 30		10 37	3523	60	100.2	3.7 DIXON	40.4		4 40	11 01
3 40			—	—	105.1	4.9 CLINTON	35.5			10 51
3 52		10 57	2051	33	113.0	7.9 BOLTON	27.6		4 22	10 40
4 07		11 11	2154	35*	121.9	8.9 EDWARDS	18.7		4 08	10 25
4 17		11 17	2650	44*	125.9	4.0 SMITHS	14.7		4 01	9 55
4 33		11 32	3777	64	132.2	6.3 NEWMANS	8.4		3 51	9 35
4 49		11 45	—	—	139.3	7.1 VICKSBURG	1.3		3 40	9 20
A 5 15 AM		A 11 55 AM	—	—	140.6	1.3 C. FREIGHT YARD	0.0		L 3 30 PM	L 9 00 PM
								Except Sunday	Daily	Daily

\*Denotes Derails—

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

SECOND CLASS	Siding Capacity		Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from Shreveport	SECOND CLASS		
	269	Feet in Length					Cars 55 Feet and 4 Units	262
Daily								
L 9 30 AM				C	FREIGHT YARD	171.2	A 2 30 PM	
9 50	4645	80	1.8		4.2 BOVAY	167.0	1 40	
9 57	3635	61	6.9		5.1 MOUND	161.9	1 30	
10 13	3537	60	17.3		10.4 TALLULAH	151.5	1 10	
10 32			30.3		13.0 WAVERLY	138.5	12 45	
10 40	4687	80	35.3	D	5.0 DELHI	133.5	12 35	
10 51			43.0		7.7 HOLLY RIDGE	125.8	12 20	
11 04	1569	24	50.6		7.6 RAYVILLE	118.2	12 05 PM	
11 50 <sup>262</sup>	5175	89	58.0		7.4 CREW LAKE	110.8	11 50 <sup>269</sup>	
			67.9		9.9 MAGENTA	100.9		
12 45 PM			71.0	C	3.1 EAST MONROE	97.8	11 30	
			71.5		0.5 MONROE	97.3		
12 57			72.2		0.7 WEST MONROE	96.6	11 01	
			74.7		2.5 STEVEN	94.1		
1 34	5170	89	86.2		11.5 CALHOUN	82.6	10 42	
1 47	3050	51	95.4		9.2 CHOUDRANT	73.4	10 25	
1 57	4281	73	102.8	D	7.4 RUSTON	66.0	10 10	
			107.1		4.3 GRAMBLING	61.7		
2 15	3530	59*	111.5		4.4 SIMSBORO	57.3	9 44	
2 27	4174	71	119.3	D	7.8 ARCADIA	49.5	9 32	
2 41	3582	61*	127.2		7.9 GIBSLAND	41.6	9 20	
2 48	3535	59*	131.2		4.0 NELSON	37.6	9 14	
			138.4		7.2 DUBBERLY	30.4		
3 05	3325	56*	141.4		3.0 SIBLEY	27.4	8 58	
3 16	4590	79*	148.2	D	6.8 DOYLINE	20.6	8 48	
3 24	3772	64*	153.7		5.5 HAUGHTON	15.1	8 40	
3 39			163.4		9.7 FOSTERS	5.4		
A 3 50 PM			166.8	D	3.4 BOSSIER CITY	2.0	L 8 10 AM	
			168.1		1.3 SPRING STREET JCT	0.7		
			168.8		0.7 SHREVEPORT	0.0		
							Daily	

\*Denotes Derails

Simsboro—both ends  
Gibsland—west end  
Nelson—east endSibley—west end  
Doyline—east end  
Haughton—east end

Southward

## VICKSBURG DISTRICT

Northward

5

	Siding Capacity		Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from North Baton Rouge
	Feet in Length	Cars—55 Feet and 4 Units			
			221.8	C..... FREIGHT YARD	141.8
	4369	75	227.2	5.4 CEDARS	136.4
	4008	69°	233.1	5.9 YOKENA	130.5
			237.7	4.6 ALLEN	125.9
	3006	50°	249.7	12.0 D..... PORT GIBSON	113.9
			262.2	12.5 LORMAN	101.4
	3861	66°	268.6	6.4 NORTH HARRISTON	95.0
			269.3	0.7 HARRISTON	94.3
	3851	65°	270.0	0.7 SOUTH HARRISTON	93.6
	2999	50°	276.2	6.2 McNAIR	87.4
	4335	74°	286.2	10.0 D..... ROXIE	77.4
	3416	58	292.4	6.2 FRANKLIN	71.2
			300.6	8.2 ROSETTA	63.0
	3428	58	303.9	3.3 CROSBY	59.7
			311.8	7.9 GLOSTER	51.8
			320.4	8.6 CENTREVILLE	43.2
			329.7	9.3 NORWOOD	33.9
			339.3	9.6 McMANUS	24.3
			342.3	3.0 ETHEL	21.3
	2462	36°	347.3	5.0 SLAUGHTER	16.3
	3634	60°	352.2	4.9 ZACHARY	11.4
			359.2	7.0 MARYLAND	4.4
			362.5	3.3 M. F. JCT.	1.1
				See Baton Rouge District	
			363.6	1.1 C..... 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

6

## Southward—GULFPORT DISTRICT—Northward

SECOND CLASS	Siding Capacity		Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from North Jackson
	Feet in Length	Cars—55 Feet and 4 Units			
171					
Dispatch					
				<b>C NORTH JACKSON</b>	0.0
Daily				See Canton District	
L 12 01 AM			159.4	3.0 GULF YARD	3.0
12 11			154.5	4.9 LAKELAND	7.9
12 23			149.4	5.1 FLORENCE	13.0
12 37			142.7	6.7 STAR	19.7
12 51			136.3	6.4 BRAXTON	26.1
1 10			128.5	7.8 D. MENDENHALL	33.9
1 35			118.1	10.4 MACEE	44.3
1 51			111.4	6.7 SARATOGA	51.0
1 59			108.4	3.0 MT. OLIVE	54.0
2 20	4482	77	98.4	10.0 COLLINS	64.0
2 34			91.5	6.9 SEMINARY	70.9
2 49			84.4	7.1 SANFORD	78.0
3 01	4445	76	78.6	5.8 MAYBANK	83.8
3 20			70.2	8.4 HATTIESBURG	92.2
A 3 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 PERKINSON	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 NO. 3 Effective April 25, 1976 STATIONS	Miles from Natchez
	Feet in Length	Cars—55 Feet and 4 Units			
				<b>D BELL YARD</b>	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
	2485	41	61.9	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 EDDICTON	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	TIME TABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from Redwood Jct.
	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 NO. 3 Effective April 25, 1976 STATIONS	Miles from Laurel
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
	6.1	
141.5	SOSO	10.6
	10.6	
152.1	LAUREL	0.0

Southward—COLUMBIA DISTRICT—Northward

Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from Mendenhall
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
	12.6	
107.6	OAKVALE	41.4
	15.2	
92.4	COLUMBIA	56.6

Southward—WINNFIELD DISTRICT—Northward

Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from Winnfield
0.0	WEST MONROE	60.9
	5.5	
5.5	WILDS	55.4
	11.0	
16.5	TAMA	44.4
	12.8	
29.3	CHATHAM	31.6
	16.3	
45.6	SIKES	15.3
	10.6	
56.2	MENEFEE	4.7
	4.7	
60.9	WINNFIELD	0.0

Southward—NATCHEZ DISTRICT—Northward

Mile Posts	TIMETABLE NO. 3 Effective April 25, 1976 STATIONS	Miles from Natchez
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 NO. 3 Effective April 25, 1976 STATIONS	Miles from Bell Yard
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	MAHNE	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, MP 287 on Vicksburg District, MP 806 on Canton District, MP 4 on Meridian District, Mile 135-27 on Bogalusa District, MP 149 on Laurel District, MP 2 on Beaumont District, MP 70 on Pearl River District, Mile 144.8 on Tallahatchie District and Mile 704.1 on Grenada District.

### 2. Standard Clocks:

Gwin .....	Train order office
Canton .....	Train order office
North Jackson .....	Train order office
Capitol Yard .....	Yard 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

When Standard Clock is not available, Standard Time may be obtained by dialing on company phone extension 26 at Vicksburg or extension 71 at Jackson.

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)  
 Capitol Yard  
 Brookhaven (For Central District trains only)  
 South Yard  
 Natchez  
 Mendenhall (For trains originating and terminating only)  
 Saratoga (For trains originating and terminating only)  
 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  
 Gibsland—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:

Capitol Yard—Extends to Mile 135-27

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  
 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—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

Redwood District: Entire District

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.

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 on the authority of switchtender either by radio communications or hand signals.

Tallah: 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 Junction ..... Sunflower District trains  
 Spring Street Jct. .... SSW and SP trains and engines  
 Shreveport ..... SSW, L&A, and KCS crossings  
 Harriston ..... Vicksburg and Natchez Districts crossing  
 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.

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.

Rayville ..... MP—Normal position against MP  
 Gibsland ..... L&NW—Normal position against L&NW  
 Newton ..... No normal position  
 Silver Creek ..... Normal position against Columbia District  
 Bell Yard ..... Normal position against Beaumont District  
 Hattiesburg ..... Old 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	
<b>Between:</b>			Through turnouts at following spring switches:		
Meridian and Shreveport .....	45	45	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 springing points .....	40	40
Natchez and Jackson .....	25	25	Through turnouts at other locations .....	10	10
West Monroe and Winnfield .....	10	10	<b>CANTON DISTRICT:</b>		
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 Background .....	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
<b>101(a). Lower Speeds:</b>			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 otherwise 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
<b>YAZOO DISTRICT:</b>			Baker Mile 356.2—All street crossings engine or lead car only	25	25
MP 172 to MP 176	10	10	Mile 360-8 L&A 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			
Curve Bridge M-195-8 Ragin	35	35	<b>MERIDIAN DISTRICT:</b>		
Cynthia siding	10	10	Bridge VM-13-9	25	25
Jackson: Bailey Avenue crossing engine or lead car only	10	10	Chunky MP 17—between road crossings	25	25
<b>NATCHEZ DISTRICT:</b>			Newton—Railroad crossing, engine or lead car only	10	10
Jackson to Highway 80	10	10	Pelahatchie—All street crossings	30	30
Utica cut—Mile 31.5	10	10	East Jackson—Between approach and home signal until engine has passed home signal	25	25
Bridge LN 39-2	10	10	Between interlocking home signals	20	20
Hermanville — Over first road crossing north of depot	10	10	Jackson—All street crossings engine or lead car only	30	30
Bridge LN 60-3—engine or lead car only	10	10	Clinton—MP 103 to Mile 105.4	30	30
Natchez—South Canal St., to International Paper Co. (MP)	10	10	Bolton—Street crossing, engine or lead car only	30	30
<b>CENTRAL DISTRICT:</b>			Edwards—East siding switch to west cotton gin switch	30	30
Curve MP 15.0 to Mile 16.4	10	10	Curves Mile 127.5 to Mile 129.3	45	35
Curve Mile 17.7 to Mile 17.9	10	10	Curves Mile 133.4 to Mile 133.9	45	35
Curve Mile 21.5 to Mile 21.8	10	10	Vicksburg—West end Cherry St. Yard to Mulberry St.	10	10
Curve Mile 22.4 to Mile 22.8	10	10			
Curve Mile 24.3 to Mile 24.5	10	10	<b>SHREVEPORT DISTRICT:</b>		
Curve Mile 24.7 to Mile 24.9	10	10	Curves and bridge—Freight Yard to west end main span Mississippi River bridge	10	10
Curve MP 28.0 to Mile 28.2	10	10	Curves and bridge—West end main span Mississippi River Bridge to Mile 1.1	30	30
Curve Mile 32.8 to MP 33.0	10	10	Tallulah—MP crossing engine or lead car only	25	25
Curve Mile 37.3 to Mile 37.5	10	10	Rayville—MP crossing engine or lead car only	10	10
Curve MP 38.0 to Mile 38.2	10	10	MP 70 to East Monroe	25	25
Curve Mile 38.6 to Mile 38.8	10	10	East Monroe to West end Bridge VD-72-0 Ouachita River	10	10
Curve Mile 41.8 to MP 42.0	10	10	Ruston—RI crossing engine or lead car only	10	10
Bridge MH 60-7 Pearl River	10	10	Gibbsland—L&NW crossing engine or lead car only	10	10
Brookhaven—From approach signal until engine or lead car has passed over crossing	10	10	Sibley—L&A crossing engine or lead car only	10	10
Bridge MH 93-3 McCalls Creek	10	10	Bossier City—SSW crossing engine or lead car only	10	10
Bridge MH 104-9	10	10	Mile 166.4 to Mile 170.5	10	10
Bridge MH 114-8	10	10	Shreveport—(Mile 169.7) T&P crossing engine or lead car only	10	10
Bridge MH 119-3	10	10			
Roxie—From approach signal until engine or lead car has passed over crossing	25	25	<b>GULFPORT DISTRICT:</b>		
MP 139 to Mile 140.5	10	10	Jackson—All street crossings engine or lead car only	30	30
<b>VICKSBURG DISTRICT:</b>			Gulf Yard Crossing—Between the approach and home signals until engine has passed home signal.	10	10
MP 216 to Depot Street	10	10	Between Interlocking home signals at Bogalusa District crossing	20	20
Curve Mile 238.2 to Mile 238.4	10	10	Star—North wye switch	20	20
Curves Mile 243.2 to Mile 243.8	35	35	Lead track to Shell Sulphur plant	—	25
Oak Lawn crossing, just south of Mile 245.8—engine or lead car only	10	10	Scale, Shell Sulphur plant	—	5
Curve and bridges L-246-8 to L-247-3	25	25			

# SPECIAL INSTRUCTIONS

TERRITORY OR LOCATION	Passenger Trains	Freight Trains																																												
	Miles Per Hour																																													
<b>101(a). (Continued)</b>																																														
Mendenhall—MP 128 to MP 129 .....	10	10																																												
Hattiesburg—Southern crossing engine or lead car only .....	10	10																																												
Bell Yard—Railroad crossing engine or lead car only .....	10	10																																												
<b>BOGALUSA DISTRICT:</b>																																														
Jackson—All street crossings engine or lead car only .....	30	30																																												
East Jackson—Between approach and home signals until engine has passed home signal .....	25	25																																												
East Jackson—Between northward interlocking home signal at Gulfport District crossing and southward interlocking home signal at Meridian District crossing .....	20	20																																												
Gulf Yard crossing—Between the approach and home signal until engine has passed home signal .....	10	10																																												
<p>In ABS and CTC, on both single and multiple track, speed of trains or engines is restricted as follows:</p> <p>25 MPH for: (a) ONE diesel unit. (b) TWO diesel units or, (c) ONE diesel unit and ONE car.</p> <p>45 MPH for: (a) ONE diesel unit and TWO cars. (b) TWO diesel units and ONE car. (c) THREE diesel units.</p> <p>Following are maximum authorized speeds on engines and certain specialized equipment, except that where timetable district speeds are lower, they will govern.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Switch, Road Switch and Transfer units .....</td> <td style="text-align: right;">45 MPH</td> </tr> <tr> <td>All other freight units .....</td> <td style="text-align: right;">65 MPH</td> </tr> <tr> <td>AMTRAK Passenger units .....</td> <td style="text-align: right;">79 MPH</td> </tr> <tr> <td>Revolving machinery, on own wheels, both revenue and non-revenue, must have boom trailing when practical .....</td> <td style="text-align: right;">25 MPH</td> </tr> <tr> <td>Fixed cab pile drivers, boom leading or trailing .....</td> <td style="text-align: right;">25 MPH</td> </tr> <tr> <td>*Air dump cars .....</td> <td style="text-align: right;">25 MPH</td> </tr> <tr> <td>*Jordan spreader .....</td> <td style="text-align: right;">25 MPH</td> </tr> <tr> <td>(Wings must be properly secured)</td> <td></td> </tr> <tr> <td>Scale test car ICG 100119 .....</td> <td style="text-align: right;">45 MPH</td> </tr> <tr> <td>**Other scale test cars .....</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>Diesel truck transfer cars .....</td> <td style="text-align: right;">45 MPH</td> </tr> <tr> <td>Ore cars with wheel base 20 feet or less, measured between truck centers .....</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>Diesel units moving through water .....</td> <td style="text-align: right;">3 MPH</td> </tr> <tr> <td>(Must not exceed THREE inches over top of rail)</td> <td></td> </tr> <tr> <td>***Welded rail flat cars: Loaded .....</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>Empty .....</td> <td style="text-align: right;">40 MPH</td> </tr> </table> <p>*Must be handled in trains doing local work. **Must be handled next ahead of caboose. ***Must be handled on rear of trains when moving with other cars.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Cars containing panel rail .....</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>36" pipe or larger loaded on flat cars .....</td> <td style="text-align: right;">30 MPH</td> </tr> <tr> <td>Cars containing lead slabs, (2000 pounds or heavier) .....</td> <td style="text-align: right;">40 MPH</td> </tr> <tr> <td>Hopper cars and pulpwood cars, (between Hattiesburg and Natchez) .....</td> <td style="text-align: right;">25 MPH</td> </tr> <tr> <td>Sand or gravel between Jackson and McComb .....</td> <td style="text-align: right;">40 MPH</td> </tr> <tr> <td>Pulpwood between Jackson and McComb .....</td> <td style="text-align: right;">40 MPH</td> </tr> </table>			Switch, Road Switch and Transfer units .....	45 MPH	All other freight units .....	65 MPH	AMTRAK Passenger units .....	79 MPH	Revolving machinery, on own wheels, both revenue and non-revenue, must have boom trailing when practical .....	25 MPH	Fixed cab pile drivers, boom leading or trailing .....	25 MPH	*Air dump cars .....	25 MPH	*Jordan spreader .....	25 MPH	(Wings must be properly secured)		Scale test car ICG 100119 .....	45 MPH	**Other scale test cars .....	30 MPH	Diesel truck transfer cars .....	45 MPH	Ore cars with wheel base 20 feet or less, measured between truck centers .....	30 MPH	Diesel units moving through water .....	3 MPH	(Must not exceed THREE inches over top of rail)		***Welded rail flat cars: Loaded .....	30 MPH	Empty .....	40 MPH	Cars containing panel rail .....	30 MPH	36" pipe or larger loaded on flat cars .....	30 MPH	Cars containing lead slabs, (2000 pounds or heavier) .....	40 MPH	Hopper cars and pulpwood cars, (between Hattiesburg and Natchez) .....	25 MPH	Sand or gravel between Jackson and McComb .....	40 MPH	Pulpwood between Jackson and McComb .....	40 MPH
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Freight trains must not be operated at speeds between 13 and 20 MPH except in acceleration and deceleration.

Speed on ANY track other than MAIN track or siding must not exceed 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.

101(b). On the Meridian, Shreveport, Vicksburg, Gulfport, Columbia, Laurel, Central, Natchez, Winnfield and Beaumont Districts, Maintenance of Way Department yellow rectangular sign will be located one mile in advance of point where reduction in speed is required.

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

103(d). In the state of Mississippi the first paragraph of Operating Rule 103(d) is revised to read, as follows: "Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public grade crossing not protected by gates, the crossing must be protected by a member of the crew. Switching cars over such crossings shall be on signals of a member of the crew at the crossing."

All freight trains and engines will not pass over ANY crossing in Jackson between the hours of 7:40 AM and 8:20 AM and 4:40 PM and 5:20 PM. If crossing cannot be cleared prior to time specified, movement over crossings must not be started until expiration of time specified.

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.

Jackson .....	Gallatin Street Clifton Street Terry Road	Poindexter Street Dalton Street Valley Street
Natchez .....	Brenham Avenue Wall Street Devereaux Street Canal Street Pine Street Broadway Street Rankin Street	Briel Ave. (MP) Union Street Liberty Road Commerce Street Washington Street Pearl Street
Hattiesburg .....	Main Street Mobile Street Pine Street Old Highway 24 Bouie Street	East Hardy Street Newman St. (Northward trains and engines only) Southern Yard Track Crossings
Shreveport (only if delayed within crossing signal circuit) .....	Louisiana Avenue McNeil Street	

Train or engine movements against the current of traffic must not proceed over Robb street, Summit, until it is protected by a member of the crew and a speed of 10 MPH must not be exceeded until crossing has been occupied by engine or lead car.

104. Normal position of main track switches.  
 Freight Yard ..... As last used  
 Ethel ..... For Vicksburg District

## SPECIAL INSTRUCTIONS

## 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
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 enginemen 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, (i.e., 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.

Southward Bogalusa District trains will get their clearance at East Jackson and will receive verbal release from operator at East Jackson before leaving Capitol Yard.

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 Mendenhall, 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 is in service between south end of siding at Cynthia and the north end of two main tracks at North Jackson and is 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

608. Manual Interlockings:

East Jackson .....	Meridian and Bogalusa District crossing
Gulf Yard .....	Gulfport and Bogalusa District crossing
East Monroe .....	MP

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 .....	Central and Vicksburg District crossing
Sibley .....	L&A
Ruston .....	RI
Bossier City .....	SSW
Shreveport (Mile 169.7) .....	T&P
Brookhaven .....	Central and Canton District crossing

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:

Columbia.....	Mendenhall to Columbia .....	240,000
Laurel.....	Taylorville to Laurel .....	240,000
Natchez .....	Jackson to Utica .....	240,000
	*Utica to Harriston .....	177,000
	Harriston to Natchez .....	263,000
Winnfield .....	West Monroe to Winnfield .....	240,000
Beaumont.....	Bell Yard to Beaumont .....	220,000

(\* ) IC 63300-699 Series, 57' 4 1/2" 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 left 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.







### GUIDELINES FOR SAFE PULPWOOD LOADING

1. V along centerline of load of approximately 6 inches. Loads flat on top are not acceptable.
2. Height of load uniform full length of car, NOT humped up. NEVER loaded above the bulkhead.
3. Both sides of load pushed up uniformly. NO individual sticks or slivers protruding beyond side of load.
4. Width of load, both sides of car, must not exceed 5 feet, 6 inches from centerline of car.
5. Pulpwood should be cut as close to 5 feet, 3 inches as possible. Longer wood creates a clearance problem, cannot be pushed up properly. Significantly shorter wood does not make a good base, wood will shift during normal handling.
6. Weight of load must not exceed load limit stencilled on the side of each car.



### HOW TO JUDGE SPEED OF CAR APPROACHING COUPLING



Keep car with line object — start count. Count seconds it takes car to reach fixed object. An excellent way to get accurate timing without a watch, is to count "one hundred and one, one hundred and two" and so on as the car passes the fixed object.

#### OVERSPEED COUPLINGS CAUSE DAMAGE!

TABLE SHOWING SPEED OF CARS IN M.P.H.

If car passes object in:	40 ft. car	50 ft. car	60 ft. car	80 ft. car	85 ft. car
4 seconds	7.0	8.7	10.3	14.6	14.6
5 seconds	5.6	7.0	8.2	11.6	11.6
6 seconds	4.7	5.9	6.9	9.7	9.7
7 seconds	4.0	5.0	5.9	8.3	8.3
8 seconds	3.5	4.4	5.2	7.3	7.3
9 seconds	3.1	3.9	4.6	6.5	6.5
10 seconds	2.8	3.5	4.1	5.8	5.8
11 seconds	2.5	3.2	3.8	5.3	5.3
12 seconds	2.3	2.9	3.5	4.9	4.9
13 seconds			3.3	4.6	4.6
14 seconds			3.0	4.2	4.2
15 seconds			2.8	3.9	3.9
16 seconds				3.6	3.6
17 seconds				3.4	3.4
18 seconds				3.2	3.2
19 seconds				3.1	3.1
20 seconds				2.9	2.9

FOUR M.P.H.  
"EASY — THAT'LL DO"

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**



NO WORK IS  
IMPORTANT ENOUGH  
FOR YOU TO DO IT  
**"UNSAFELY"**