

MISSISSIPPI DIVISION OFFICERS

H. D. GRANBERRY, JR., Superintendent Vicksburg
 L. R. STEARNS, Terminal Superintendent New Orleans
 H. L. CRADDOCK, Assistant Superintendent Vicksburg
 J. A. PAUL, Assistant Superintendent Jackson
 R. L. WARREN, Assistant Superintendent-Safety Jackson
 H. COWART, Senior Trainmaster Jackson
 A. L. PHIPPS, Senior Trainmaster New Orleans
 J. D. DUFF, Trainmaster Jackson
 J. K. BADDLEY, Terminal Trainmaster Jackson
 J. C. SHARP, Trainmaster Jackson
 G. D. HARMON, Trainmaster Vicksburg
 R. L. HADSKEY, Trainmaster McComb
 J. C. FREEDMAN, Trainmaster Baton Rouge
 R. D. JOBE, Trainmaster Baton Rouge
 D. L. WHITCHURCH, Trainmaster-Trav.-Engr. Baton Rouge
 L. J. CLINE, Trainmaster New Orleans
 F. A. ELKINS, JR., Trainmaster New Orleans
 B. IVEY, Assistant Trainmaster Bossier City
 W. A. EASTMAN, Assistant Trainmaster Monroe
 S. G. ESTESS, Assistant Trainmaster Jackson
 J. L. WILLINGHAM, Assistant Trainmaster, Brookhaven
 D. A. BELL, Assistant Trainmaster McComb
 G. W. ROSS, Assistant Trainmaster Baton Rouge
 L. E. PHELPS, Assistant Trainmaster Geismar
 J. P. LENOIR, Assistant Trainmaster Geismar
 W. J. LANDRY, JR., Assistant Trainmaster Reserve
 W. H. STANDBERRY, Assistant Trainmaster Good Hope
 D. J. DURAND, Assistant Trainmaster Bogalusa
 J. J. KING, Assistant Trainmaster New Orleans
 W. E. ANDERSON, Traveling Engineer Vicksburg
 D. A. DIESTELMEIR, Traveling Engineer Jackson

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.

1

Effective 12:01 A.M.

SUNDAY MAY 25, 1980

Superseding Mississippi Division Timetable No. 6

Dated April 30, 1978

and

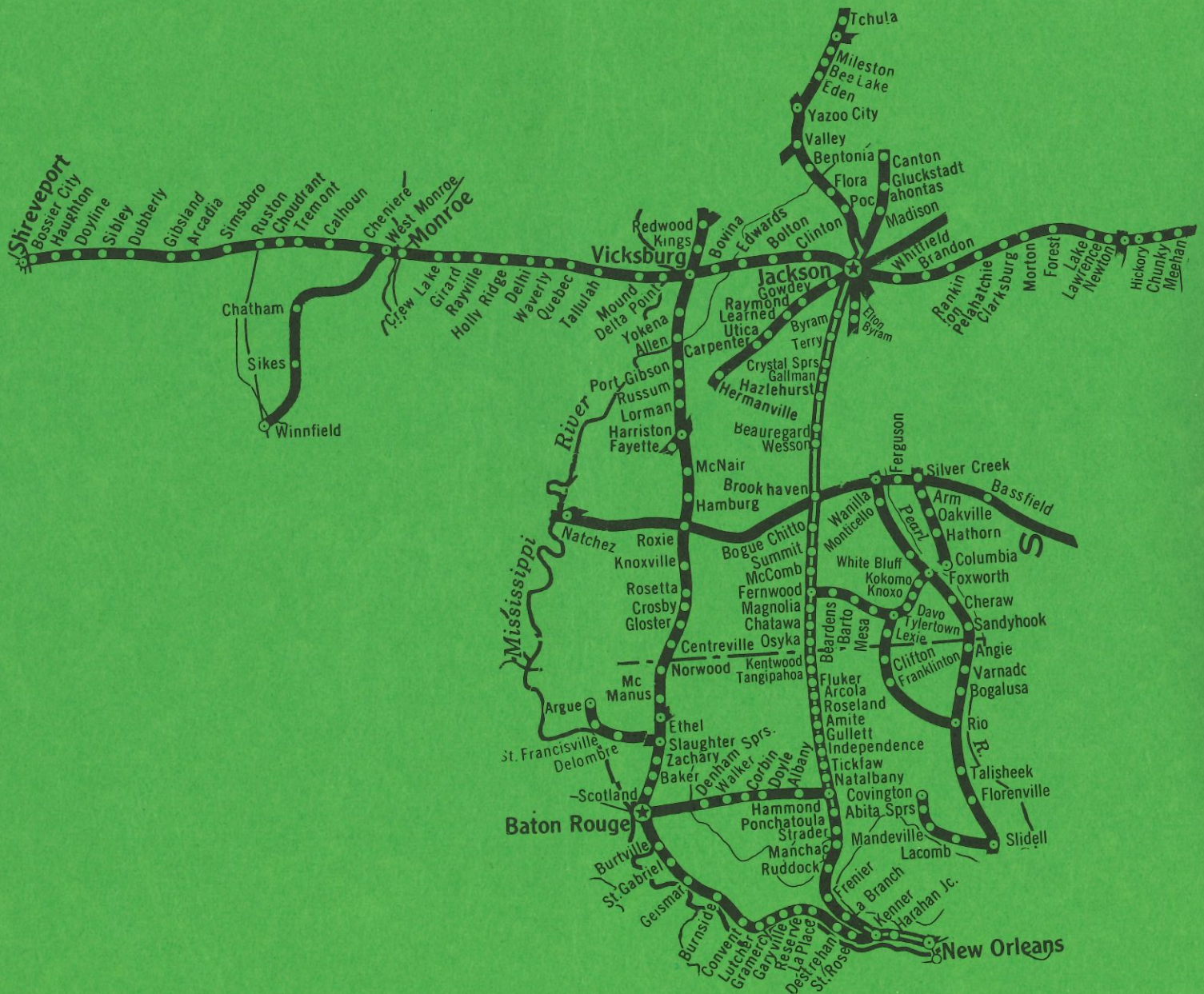
Former Louisiana Division Timetable No. 6

Dated April 30, 1978

FOR THE GOVERNMENT OF EMPLOYES ONLY

I. B. HALL, Vice President and Chief Transportation Officer
 R. K. OSTERDOCK, Assistant Vice President-Transportation
 W. G. BUMPUS, General Manager-Terminal Operations
 J. E. MOSS, Superintendent-Transportation

"SAFETY COUNTRY"



NO. 1 IN SAFETY
1978 & 1979

Southward

YAZOO DISTRICT

Northward

1

SECOND CLASS				Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from North Jackson	SECOND CLASS			
75	73	71	77	Feet in Length	Cars—55 Feet and 4 Units				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
11 25 ⁷²	2 24 ⁷⁸	8 11	1 46	11215	199	169.2	5.5 RENSHAW	49.0	5 13	11 38	2 24 ⁷³	11 25 ⁷⁵
11 55	2 54	8 41	2 16	3622	61	175.2	6.0 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	2181	37	206.3	5.2 POCAHONTAS	11.9	3 39	10 04	12 50	9 51
1 06	4 05	9 57 ⁷⁶	3 32 ⁷⁴	9330	167	211.3	5.5 CYNTHIA	6.4	3 32 ⁷⁷	9 57 ⁷¹	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

FIRST CLASS		Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 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 6 35 AM			705.7	C CANTON	101.2	A s 8 14 PM	A 3 05 AM
1 35	6 36			709.2	3.5 SLOAN	97.7	8 04	2 49
1 43	6 44	4692	81	716.9	7.7 MADISON	90.0	7 58	2 41
1 48	6 46			721.8	4.9 TOUGALOO	85.1	7 54	2 36
1 55	6 53			726.9	5.1 C NORTH JACKSON	80.0	7 48	2 30
	s { 7 03 7 08			729.0	2.1 JACKSON	77.9	s { 7 43 7 38	
2 39	7 15			735.0	6.0 ELTON	71.9	7 28	1 13
				738.2	3.2 BYRAM	68.7		
2 58		5267	91	753.4	15.2 CRYSTAL SPRINGS	58.5		12 54
3 08	s 7 39			762.5	9.1 HAZLEHURST	44.4	s 7 04	12 44
				767.5	5.0 MARTINSVILLE	39.4		
				774.2	6.7 WESSON	32.7		12 32
3 29	s 8 01	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	8 18			804.0	4.5 SUMMIT	2.9		
A 4 00 PM	A s 8 29 AM			806.9	2.9 MccOMB	0.0	L s 6 21 PM	L 11 59 PM
							Daily	Daily

NOTE: Train order office at Brookhaven is located at Canton and Central Districts crossing.

	Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from New Orleans
	Feet in Length	Cars—55 Feet and 4 Units			
			362.5	M. P. JCT.	93.2
			363.6	C NORTH BATON ROUGE	92.1
			364.8	BATON ROUGE JCT	90.9
			366.2	BATON ROUGE	89.5
	4675	85	369.2	UNIVERSITY	86.5
	4180	76	380.5	ST GABRIEL	75.2
	7865	143	386.5	OLD GEISMAR	69.2
			389.6	D GEISMAR	66.1
			394.0	BURNSIDE	61.7
	4455	81	405.2	CONVENT	50.5
			410.2	REMY	45.5
			413.2	LUTCHER	42.5
			414.0	GRAMERCY	41.7
	7590	138	416.2	MT. AIRY	39.5
			418.2	GARYVILLE	37.5
			421.5	RESERVE	34.2
			425.4	WALTER	30.3
			426.0	LA PLACE	29.7
			431.9	SELLERS	23.8
			433.4	GOOD HOPE	22.3
			437.4	DESTREHAN	18.3
			440.1	ST ROSE	15.6
			444.2	ORLEANS JCT.	11.5

	Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Hammond
	Feet in Length	Cars—55 Feet and 4 Units			
			43.7	D HAMMOND	0.0
			36.3	ALBANY	7.4
			27.1	DOYLE	16.6
	6050	110	20.5	CORBIN	23.2
			14.0	DENHAM SPRINGS	29.7
			7.9	SHARP	35.8
			0.0	BATON ROUGE JCT.	43.7

Southward—VICKSBURG DISTRICT—Northward

	Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 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 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. P. JCT.	1.1

*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

Westward—CENTRAL DISTRICT—Eastward

	Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Natchez
	Feet in Length	Cars—55 Feet and 4 Units			
			0.0	HATTIESBURG	148.7
			5.7	5.7 WARDWELL	143.0
			18.4	12.7 SUMRALL	130.3
	2205	35	25.3	6.9 MELBA	123.4
	1991	31	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	C 5.1 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 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 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	D 5.0 NATCHEZ	0.0

SECOND CLASS			Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Freight Yard	SECOND CLASS		
69	63	45	Feet in Length	Cars—55 Feet and 4 Units				64	46	62
Dispatch MV-9	Local MAJ	MAIL MS-5						Local JAM	MAIL SM-6	Dispatch VM-2
Daily	Except Saturday	Daily								
					0.0	C..... MERIDIAN	140.6			
					0.3	0.3..... WEST MERIDIAN	140.3	A 12 15 PM	A 7 30 PM	A 4 01 AM
L 10 25 PM	L 9 30 AM	L 8 00 AM			11.8	11.5..... MEEHAN	128.8	11 40	7 09	3 45
10 45	9 55	8 16	8458	60	22.6	10.8..... HICKORY	118.0	11 05	6 52	3 30
11 00	10 15	8 31			30.7	8.1..... NEWTON	109.9	10 35 ⁶⁴		3 19
11 35	10 35 ⁶⁴	8 43	2350	37	34.8	4.1..... LAWRENCE	105.8	10 27		3 10
11 44	10 50				40.6	5.8..... LAKE	100.0	10 16	6 25	3 02
11 57	11 10				49.3	8.7..... FOREST	91.3	10 00	6 07	2 50
12 13 AM	11 46	9 08	4661	80	60.2	D..... 10.9 MORTON	80.4	9 28 ⁴⁵	5 50	2 15
12 33	12 31 PM	9 28 ⁶⁴	2560	42*	69.0	8.8..... PELAHATCHIE	71.6	8 45	5 36	1 45
12 49	1 31	9 42	2412	39	75.7	6.7..... RANKIN	64.9	8 15	5 26	1 35
1 04	1 45	9 51			80.8	5.1..... BRANDON	59.8	8 05	5 18	1 16 ⁶⁹
1 16 ⁶²	2 15	9 58	7480	136	85.2	4.4..... GREENFIELD	55.4	7 40	5 09	1 00
1 25	2 22	10 05			90.5	5.3..... PEARSON	50.1			
1 35	2 30				94.8	4.3..... EAST JACKSON	45.8	7 05	4 52	12 45
1 45	2 36	10 20			95.8	1.0..... JACKSON	44.8	L 7 00 AM	4 47	12 40 AM
2 45	A 2 41 PM	10 25			96.5	0.7..... WEST JACKSON	44.1			11 40
3 20					100.2	3.7..... DIXON	40.4		4 40	11 01
3 30		10 37	3523	60	105.1	4.9..... CLINTON	35.5			10 51
3 40					113.0	7.9..... BOLTON	27.6		4 22	10 40
3 52		10 57	2051	33	121.9	8.9..... EDWARDS	18.7		4 08	10 25
4 07		11 11	2154	35*	125.9	4.0..... SMITHS	14.7		4 01	9 55
4 17		11 17	6567	110	132.2	6.3..... NEWMANS	8.4		3 51	9 35
4 33		11 32	3777	64	139.3	7.1..... VICKSBURG	1.3			
					140.6	C..... 1.3 FREIGHT YARD	0.0		L 3 30 PM	L 9 00 PM
A 5 15 AM		A 11 55 AM						Except Sunday	Daily	Daily

*Denotes Derails—

Morton—west end
Edwards—both ends

Westward

SHREVEPORT DISTRICT

Eastward

7

	SECOND CLASS		Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Shreveport	SECOND CLASS	
	269		Feet in Length	Cars—55 Feet and 4 Units				262	
	Dispatch MS 5							Dispatch SV 2	
	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 50 ²⁶²	5175	89	58.0	.....	7.4 CREW LAKE	110.8	11 50 ²⁶⁹	.....
.....	12 45 PM	.....	.....	67.9	.....	9.9 MAGENTA	100.9	11 30	.....
.....	12 57	.....	.....	71.0	C.....	3.1 EAST MONROE	97.8	11 01	.....
.....	1 34	5170	89	86.2	.....	0.5 MONROE	97.3	10 42	.....
.....	1 47	3050	51	95.4	.....	0.7 WEST MONROE	96.6	10 25	.....
.....	1 57	4281	73	102.8	.....	2.5 STEVEN	94.1	10 10	.....
.....	2 15	3530	59*	111.5	.....	11.5 CALHOUN	82.6	9 44	.....
.....	2 27	4174	71	119.3	D.....	9.2 CHOUDRANT	73.4	9 32	.....
.....	2 41	3582	61*	127.2	.....	7.4 RUSTON	66.0	9 20	.....
.....	2 48	3535	59*	131.2	.....	4.3 GRAMBLING	61.7	9 14	.....
.....	3.05	3925	56*	141.4	.....	4.4 SIMSBORO	57.3	8 58	.....
.....	3 16	4590	79*	148.2	D.....	7.8 ARCADIA	49.5	8 48	.....
.....	3 24	3772	64*	153.7	.....	7.9 GIBSLAND	41.6	8 40	.....
.....	3 39	.....	.....	163.4	.....	4.0 NELSON	37.6	8 32	.....
.....	A 3 50 PM	.....	.....	166.8	D.....	7.2 DUBBERLY	30.4	8 24	.....
.....	.....	.....	.....	168.1	.....	3.0 SIBLEY	27.4	8 16	.....
.....	.....	.....	.....	168.8	.....	6.8 DOYLINE	20.6	8 8	.....
.....	.....	.....	.....	.....	.....	5.5 HAUGHTON	15.1	8 0	.....
.....	.....	.....	.....	.....	.....	9.7 FOSTERS	5.4	7 52	.....
.....	.....	.....	.....	.....	.....	3.4 BOSSIER CITY	2.0	7 44	.....
.....	.....	.....	.....	.....	.....	1.3 SPRING STREET JCT.	0.7	7 36	.....
.....	.....	.....	.....	.....	.....	0.7 SHREVEPORT	0.0	7 28	.....
.....	.....	.....	.....	.....	.....	.....	.....	Daily	.....

*Denotes Derails

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

Southward—NATCHEZ DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Jackson
0.0	JACKSON	
4.3	4.3 VAN WINKLE	4.3
7.8	3.5 McRAVEN	7.8
15.1	7.3 RAYMOND	15.1
20.8	5.7 OAKLEY	20.8
23.7	2.9 LEARNED	23.7
31.6	7.9 UTICA	31.6
38.1	6.5 CARPENTER	38.1
49.5	11.4 HERMANVILLE	49.5
	ABANDONED	
70.2	HARRISTON	
72.3	2.1 FAYETTE	

Southward—WINNFIELD DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Winnfield
0.0	WEST MONROE	60.9
5.5	5.5 WILDS	55.4
16.5	11.0 TAMA	44.4
29.3	12.8 CHATHAM	31.6
45.6	16.3 SIKES	15.3
56.2	10.6 MENELEE	4.7
60.9	4.7 WINNFIELD	0.0

Southward—WOODVILLE DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Argue
18.8	ARGUE	0.0
16.5	2.3 ST. FRANCISVILLE	2.3
9.7	6.8 ZEE	9.1
8.0	1.7 DELOMBRE	10.8
0.0	8.0 SLAUGHTER	18.8

Southward—COLUMBIA DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Silver Creek
120.2	SILVER CREEK	0.0
107.6	12.6 OAKVALE	12.6
92.4	15.2 COLUMBIA	27.8

Southward—REDWOOD DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS	Miles from Redwood Jct.
23.0	BALLGROUND	6.0
21.0	1.0 I. P. PLANT	5.0
25.0	1.0 CEMENT PLANT	4.0
29.0	4.0 REDWOOD JCT	0.0

Westward—FERNWOOD DISTRICT—Eastward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS		Miles from Fernwood
31.9	KOKOMO	31.9	
	9.6		
22.3	DAVO	22.3	
	2.0		
20.3	TYLERTOWN	20.3	
	4.6		
15.7	MESA	15.7	
	2.9		
12.8	KIOTO	12.8	
	1.8		
11.0	VAUGHTS	11.0	
	2.4		
8.6	BARTO	8.6	
	1.1		
7.5	BEARDENS	7.5	
	7.5		
0.0	FERNWOOD	0.0	

Southward—BOGUE CHITTO DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS		Miles from Bogalusa
64.4	RIO	5.5	
	6.8		
71.2	ISABEL	14.1	
	6.4		
77.6	ZONA	20.5	
	8.2		
85.8	FRANKLINTON	28.7	
	16.9		
102.7	LEXIE	45.6	
	3.3		
106.0	TYLERTOWN	48.9	

Southward—SHORE LINE DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS		Miles from North Slidell
36.5	NORTH SLIDELL	0.0	
	9.2		
45.7	LACOMBE	9.2	
	8.3		
54.0	MANDEVILLE	17.5	
	8.7		
62.7	ABITA SPRINGS	26.2	
	3.7		
66.4	COVINGTON	29.9	

Southward—BOGALUSA DISTRICT—Northward

Feet in Length	Siding Capacity		Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS		Miles from Capitol Yard
		Cars—55 Feet and 4 Units				
			186.5	C	CAPITOL YARD	0.0
					1.2	
			185.3		EAST JACKSON	1.2
					5.3	
4510	78		180.0		ELTON	6.5
					3.7	
			176.3		BYRAM	10.2
					1.8	
			174.5		BECKVILLE	12.0
					ABANDONED	
4950	85		138.0		WANILLA	48.5
					6.8	
			131.2		MONTICELLO	55.3
					16.7	
			114.5		WHITEBLUFF	72.0
					4.9	
			109.6		MORGANTOWN	76.9
					6.1	
			103.5		FOXWORTH	83.0
					5.7	
			97.8		CHERAW	88.7
					8.4	
			89.4		SANDYHOOK	97.1
					5.5	
			83.9		ANGIE	102.6
					4.9	
			79.0		VARNADO	107.5
					9.1	
			69.9	D	BOGALUSA	116.6

Southward—SLIDELL DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective May 25, 1980 STATIONS		Miles from Bogalusa
69.9	D	BOGALUSA	0.0
		5.5	
64.1		RIO	5.5
		2.6	
61.8		SUN	8.1
		8.4	
53.1		TALISHEEK	16.5
		16.9	
36.5		NORTH SLIDELL	33.1
		1.1	
35.1		SLIDELL	34.8

D. Any employe governed by the Hours of Service Law who may be called to report for duty before his legal rest period has expired must report the fact to the proper authority before going on duty.

Any such employe who has been released from duty for four hours and less than eight hours before returning to duty must notify the proper authority how much time remains for him to work before the law requires him to be off duty.

H.-L. Employes using company radios will be held responsible for loss of radios in their possession or damage to radios due to carelessness or neglect.

Your attention is directed to the cost of radios (over \$1,200.00 each) and the great benefits to employes, as well as company, from proper utilization of this expensive equipment.

The loss of a radio or damage to a radio must be reported verbally as soon as possible to proper authority (employing officer) and a written report submitted within 24 hours giving all facts and circumstances involved.

Careless or negligent handling of radio equipment is prohibited, and all employes are cautioned that such handling will not warrant lenient consideration.

N. Jurisdiction of Mississippi Division officers extends to MP 208 on Cleveland District, MP 4 on Meridian District, MP 68 on Pearl River District, Mile 144.8 on the Tallahatchie District, Mile 704.1 on Grenada District, and Mile 156.5 on the Gulfport District.

2. Standard Clocks:

Gwin.....	Train order office
Canton.....	Train order office
North Jackson.....	Train order office
Capitol Yard.....	Train order office
McComb.....	Passenger Station
South Yard.....	Train order office
Mays Yard.....	Train order office
New Orleans.....	Engineers register room Office of Supervisor of Trains U.P.T.
Freight Yard.....	Train order office
Natchez.....	Train order office
North Baton Rouge.....	Train order office
Geismar.....	General Foreman office
Reserve.....	Train order office
Good Hope.....	Yard office
Bogalusa.....	Yard office
Monroe.....	Yard office
Bossier City.....	Train order office Engine House

When Standard Clock is not available, Standard Time may be obtained by dialing on company telephone extension 26 at Vicksburg, 71 at Jackson, 257 at McComb or 471 at New Orleans.

21. Between North Jackson and New Orleans, the display of white lights may be omitted on work extras and 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
Natchez
Gwin
Canton
North Jackson (For trains originating and terminating only)

Capitol Yard

Brookhaven (For Central District only)

*South Yard

*Hammond (For Hammond District only)

*Mays Yard

New Orleans (Office of Supervisor of trains U.P.T.)

North Baton Rouge

Bogalusa

*Trains may register by Register Ticket.

Trains operating McComb to Remy, Reserve, Destrehan or St. Rose via Orleans Jct.:

Conductors arriving Orleans Jct. on McComb District enroute Baton Route District must furnish Control Operator, Mays Yard, by radio their arrival time and departure time. Control Operator, Mays Yard, must register train's arrival on McComb District and departure on Baton Rouge District. When engine returns to Mays Yard, Conductor must register in on Baton Rouge District.

Trains operating Mays Yard to McComb via Remy, Reserve, Destrehan or St. Rose:

Conductors will register out on Baton Rouge District and must furnish arrival and departure time at Orleans Jct. to Control Operator, Mays Yard, by radio. Control Operator, Mays Yard, must register trains arrival on Baton Rouge District and departure on McComb District.

S-83(a). All extras on Central District 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—Between MP 30 and MP 32

Forest—Between Mile 47.3 and Mile 52.5

Morton—Between MP 57 and MP 61

Jackson—Between Mile 93.5 and Mile 100.7

Freight Yard—Extends to MP 137

Shreveport District:

Freight Yard—East end Mississippi River bridge to Freight Yard

Mound—Between MP 6 and MP 8

Tallulah—Between Mile 15.9 and Mile 18.2

Monroe—Between MP 64 and MP 76

Ruston—Between Mile 100.7 and Mile 103.9

Arcadia—Between MP 118 and MP 121

Gibbsland—Between MP 126 and Mile 128.5

Shreveport—Extends to Mile 162.5

Winnfield District: Entire District

Vicksburg District:

Freight Yard—Extends to Mile 229.5

Port Gibson—Between Mile 245.8 and MP 251

Harriston—Between Mile 267.5 and MP 271

Roxie—Between MP 284 and Mile 287.5

Baton Rouge—Extends to MP 345

Cleveland District:

Freight Yard—Extends to MP 208

Redwood District: Entire District

Natchez District:

Jackson—Extends to MP 6

Uica—Between Mile 30.7 and MP 33

Harriston—Between MP 74 and MP 68

Gulfport District:

Jackson—Extends to Mile 156.5

93. (Continued)

Columbia District: Entire District

Bogulusa District:

Capitol Yard—Extends to Mile 174.4

Wanilla—Between Mile 135.27 and Mile 139.7

Bogulusa—Between MP 68 and Mile 75.6

Slidell District:

Slidell—Extends to North Slidell

Bogue Chitto District:

Franklinton—Between MP 83 and Mile 87.5

Shore Line District:

Covington—Between Mile 65.5 and Mile 67.2

Fernwood District: Entire District

Pearl River District:

Capitol Yard—Extends to MP 68

Central District:

Hattiesburg—Extends to MP 5

Prentiss—Between Mile 44.8 and Mile 42.8

Ferguson—Between MP 63 and Mile 52.2

Brookhaven—Between Mile 85.5 and Mile 79.8

Roxie—Between MP 126 and MP 123

Natchez—Extends to Mile 140.5

Yazoo District:

Gwin—Extends to Mile 151.1

Renshaw—Between Mile 167.4 and MP 170

Valley—Between MP 181 and Mile 182.6

Jackson—Extends to Mile 217.4

Canton District:

Canton—Extends to Mile 707.1

Jackson—Between Mile 724.9 and Mile 738.3

Brookhaven—Between Mile 781.1 and Mile 784.3

McComb—Extends to MP 804

McComb District:

McComb—Extends to MP 812

Hammond—Between Mile 857.1 and Mile 861.4

Orleans Jct.—Extends to Mile 898.6

New Orleans District: Entire District

Hammond District:

Hammond—Extends to MP 32

Baton Rouge—Extends to Mile 8.7

Baton Rouge District:

Baton Rouge—Extends to Mile 369.4

Orleans Jct.—Extends to MP 379

Woodville District: Entire District

Trains and engines on the Natchez, Meridian, Bogulusa, and Gulfport Districts, Jackson, Mississippi, will be governed by Yardmaster North Jackson and following movements made only with his permission.

Natchez District:

Northward—before passing Ellis Av.

Meridian District:

Eastward—before passing switchtender on departure.

Westward—before passing East Jackson.

Capitol Yard—before leaving Capitol Yard

Bogalusa District:

Southward—before leaving Capitol Yard.

Northward—before crossing Gulfport District.

Gulfport District:

Southward—before passing switchtender on departure.

Northward—before crossing Bogalusa District.

Bogalusa District trains and engines must obtain permission from the operator at North Jackson before crossing over at Elton and comply with provisions of Rule 513.

Canton District trains and engines must obtain permission from the operator at North Jackson before crossing over at Elton to the Bogalusa 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.

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.

Before using McComb District main tracks, trains from Hammond District must obtain permission from operator at Hammond except between the hours of 11:00 P.M. and 7:00 A.M. During these hours trains must obtain permission from control operator Mays Yard. Fernwood District trains must obtain permission from operator at South Yard, McComb. They must keep advised of and avoid delay to First Class and Dispatch trains.

Trains from Hammond District must obtain permission from yardmaster at North Baton Rouge before using Baton Rouge District main track at Baton Rouge Jct.

Trains or engines leaving end of two main tracks at Southport will be governed by signal indication of fixed signal 230 ft. south of spring switch, at end of Upper Belt two main tracks. Trains not completing movement through interlocking must stop and communicate with control operator, Southport Jct., before movement is made to ascertain route is clear and given authority to proceed.

Switch crews switching Southport Yard and on Great Southern Box Company lead must not foul north leg of Wye or Upper Belt main track without communicating with control operator at Southport Jct., and knowing the way is clear.

Trains or engines must not enter the long crossover Southport from the north end until control operator, Southport Junction, has been communicated with and the route ascertained to be clear.

Fourth paragraph of Rule 93 is revised as follows:

"Within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move at YARD SPEED, not exceeding 20 MPH, unless the main track is known to be clear by block signal indication in ABS territory in accordance with Rule 281. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed requirements of such block signal indication."

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.

SPECIAL INSTRUCTIONS

98. (Continued)

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 361.1, 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.

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

New Orleans:

- Between Monroe and Leonidas Streets,
(Upper Belt) NOPB Crossing
- Between Upperline and Lyons Streets,
(Upper Belt) NOPB Crossing
- Jena and Cadiz Streets (Upper Belt)..... NOPB Crossing
- Gen. Taylor Street (Sty Docks) NOPB Crossing
- Toledano Street (Lower Belt) NOPB Crossing
- Josephine (Lower Belt)..... NOPB Crossing
- Euterpe Street (Lower Belt) TP-MPT Crossing
- Terpischore Street (Lower Belt) TP-MPT Crossing

- Shreveport** SSW, KCS and TP Crossing
- Spring Street Jct. SSW and SP trains and engines
- Mile 168.3 East end two main tracks

- Harriston** Vicksburg and Natchez Districts crossing
- Wanilla** Bogalusa and Central Districts crossing
- Tylertown** Fernwood and Bogue Chitto Districts crossing

If there is no train or engine on the conflicting routes, trains or engines may proceed at YARD SPEED. If a train or engine is standing or approaching on a conflicting route, trains or engines must not proceed until an understanding is reached with the crew of the train or engine on the conflicting route.

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. Westward approach signal displays aspects in accordance with Rules 293 and 294. To avoid blocking city streets, westward trains will not pass westward approach signal unless green aspect is displayed, or authority is received from operator at East Monroe.

Drawbridge Not Interlocked:
Bayou LaCombe

98(a). Railroad Crossings Protected by Gates:

- East Jackson Normal position against Bogalusa District
- Gulf Yard..... No normal position
- Gulf Yard Industry Lead Normal position against lead
- Rayville MP—Normal position against MP
- Gibsland..... L&NW—Normal position against L&NW
- Baton Rouge Jct. (Mile LZ 0.7) L&A—No normal position

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:			Moving against current of traffic	55	40
Meridian and Shreveport	45	45	*Trains consisting of all TOFC equipment	—	60
Freight Yard and MP Jct.	40	40	101(a). Lower Speeds:		
Fayette and Harriston	—	10	Diverging routes, through crossovers, junctions and siding switches:		
Hermanville and Jackson	—	25	No. 20 crossovers and turn outs:		
West Monroe and Winnfield	—	10	Skip, end of two tracks	40	40
Silver Creek and Columbia	—	10	Oliver, end of two tracks	40	40
Hattiesburg and Natchez	35	35	No. 15 crossovers and turnouts:		
Redwood Jct. and Ballground	—	10	Freight Yard (Shreveport District)		
Gwin and Cynthia.....	50	49	crossover	20	20
Cynthia to North Jackson	20	20	North and South Manchac, each end of siding.....	25	25
*Canton and Skip	79	50	Frenier—Each end of siding	25	25
Skip and Southport Jct.	60	40	Orleans Jct.—Switch to Baton Rouge District	25	25
Southport Jct. and Sty Docks	—	20	Orleans Jct.—South crossover interlocking	25	25
Sty Docks and Levee Yard	—	10	Mays Yard—Lead switch North of Little Farms crossing	25	25
MP Jct. and Orleans Jct.	—	40	Mays Yard—North end crossover to north main track	25	25
Baton Rouge Jct. and Hammond.....	—	40	Mays Yard—North end crossover switches south main track	25	25
Slaughter and Zee	—	20	Southport Jct.—North end long crossover	25	25
Zee and Argue.....	—	10	East Bridge—Crossover from northward main track to southward main track	10	10
Capitol Yard and Mile 174.4	—	20			
Wanilla and Slidell	—	25			
North Slidell and Covington	—	25			
Rio and Franklinton	—	25			
Franklinton and Tylertown.....	—	10			
Fernwood and Kokomo	—	10			

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)					
Through turn outs at spring switches unless otherwise authorized.....	25	25	Aster Street: 422 feet south of MP 368 engine or lead car only.....	—	10
Through turn outs at following spring switches: Shreveport—Spring Street Jct., east end two main tracks, west end two main tracks and Mile 169.3	10	10	Box Stadium crossing: 1,954 feet north of MP 369, engine or lead car only.....	—	10
On straight track at spring switches when springing points.....	40	40	Bob Pettit Drive: 890 feet north of MP 370, engine or lead car only.....	—	10
Through turn outs at other locations.....	10	10	Mile 388.2—Through turnouts.....	—	25
			Lutcher: Texas Street, engine or lead car only.....	—	10
CANTON DISTRICT:			Reserve: All crossings, engine or lead car only.....	—	25
Canton: All street crossings, engine or lead car only	10	10	Good Hope: Prospect Ave., engine or lead car only.....	—	25
Jackson: Mile 721.7 to MP 725.....	40	40	Curve—Mile 436.7 North end Destrehan Yard.....	—	25
MP 725 to Mile 727.4.....	30	30	Frellsen: L & A Crossing.....	—	25
Mile 727.4 to Mile 730.5.....	25	25	Curve—Mile 443.7.....	—	25
Mile 730.5 to Mile 735.1 both tracks.....	30	30			
Mile 748.2 to Mile 750.3, curve, both tracks.....	75	50	HAMMOND DISTRICT:		
Crystal Springs: All street crossings, engine or lead car only.....	25	25	Curve—Mile 43.7.....	—	10
Crystal Springs siding.....	5	5	Hammond: Crossings from Pecan Street to N. West R.R. Avenue, engine or lead car only.....	—	10
Mile 761.5 to MP 762, curve, southward track.....	75	50	Corbin: Highways 149 and 1029, engine or lead car only.....	—	25
Hazlehurst: All street crossings, engine or lead car only.....	25	25	Walker: Duff Road and Highway 447, engine or lead car only.....	—	25
Mile 765.5 to Mile 767.6, curve, both tracks.....	75	50	Denham Springs: All crossings, engine or lead car only.....	—	25
Brookhaven: All street crossings, engine or lead car only.....	30	30	MP 15 to Airline Highway.....	—	30
Summit: Main street crossing, just south of MP 804	50	50	Mile 7.7 Sherwood Forest Blvd., engine or lead car only.....	—	10
			Monterrey Blvd: Engine or lead car only.....	—	10
MCCOMB DISTRICT:			Airline Highway to Baton Rouge Jct.....	—	10
Magnolia: Highway 48, engine or lead car only.....	50	40	Airline Highway: Until rear of train passes crossing (Eastward trains only).....	—	10
Osyka: Liberty street, engine or lead car only.....	40	40	Baton Rouge Jct.: Turnout east end of wye.....	—	10
Kentwood: Highway 38, engine or lead car only.....	35	35			
Tangipahoa: Highway 440, engine or lead car only.....	45	45	YAZOO DISTRICT:		
Amite: Oak street, engine or lead car only.....	40	30	Between MP 154 and MP 155 (See Note A).....	40	40
Independence: Fourth Street, engine or lead car only.....	35	35	Curve Mile 163.8 (See Note A).....	40	40
Hammond: Coleman and Roberts streets, engine or lead car only.....	30	30	Curve Mile 168.2 (See Note A).....	40	40
Ponchatoula: Pine Street, engine or lead car only.....	35	35	MP 172 to MP 176.....	10	10
Manchac Bridge: Mile 874.6 moveable center span only.....	45	25	Between MP 176 and MP 177 (See Note A).....	40	40
Spillway Bridge: MP 891-893.....	60	50	First curve south MP 178 (See Note A).....	40	40
Orleans Jct.: L&A crossing.....	50	40	MP 182 to Subway M-185-3.....	25	25
			Curve MP 186 (See Note A).....	40	40
NEW ORLEANS DISTRICT:			Curve Mile 187.7 to MP 188.....	25	25
Kenner: Street crossings from Hanson Street to Filmore Street, engine or lead car only.....	25	25	Between Mile 188.9 and MP 190 (See Note A).....	40	40
From signal 901.2 to northward home signal at Orleans Jct., northward main track.....	40	30	Curve and Bridge M-195-8 Ragin.....	35	35
Crossing north end Mays Yard, engine or lead car only.....	40	10	Curve Mile 201.6 (See Note A).....	40	40
East Bridge Jct. to Southport Jct., southward main	25	25	Between MP 205 and MP 211 (See Note A).....	40	40
Southport: Between north switch, north leg of wye and Upper Belt, two main tracks.....	10	10	Cynthia: South switch to north end of curve at Mile 210.5.....	35	35
			Jackson: Bailey Avenue and Stonewall crossing, engine or lead car only.....	10	10
BATON ROUGE DISTRICT:					
MP Jct. to MP 368, all crossings.....	—	10	NATCHEZ DISTRICT:		
			Jackson to Highway 80.....	—	10

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)					
Utica cut—Mile 31.5	—	10	Pelahatchie—All street crossings	30	30
Bridge LN 39-2	—	10	Between MP 75 and MP 76 (See Note A)	40	40
Hennanville—Over first road crossing north of depot.....	—	10	Between MP 79 and MP 81 (See Note A)	40	40
			Between MP 90 and MP 91 (See Note A)	40	40
			Between MP 92 and MP 94 (See Note A)	40	40
CENTRAL DISTRICT:			East Jackson-Bogalusa District Crossing	10	10
Curves MP 15.0 to Mile 16.4	10	10	Jackson—All street crossings, engine or lead car only	30	30
Curve Mile 17.7 to Mile 17.9	10	10	Curve MP 99—(See Note A)	40	40
Curve Mile 21.5 to Mile 21.8	10	10	Between MP 102 and MP 103 (See Note A)	40	40
Curve Mile 22.4 to Mile 22.8	10	10	Clinton—MP 103 to Mile 105.4	30	30
Curves Mile 24.3 to Mile 24.9	10	10	Between MP 106 and MP 108 (See Note A)	40	40
Curve MP 28.0 to Mile 28.2	10	10	Bolton—Street crossing, engine or lead car only ...	30	30
Curve Mile 32.8 to MP 33.0.....	10	10	Between MP 120 and MP 121 (See Note A)	40	40
Curve Mile 37.3 to Mile 37.5	10	10	Edwards—East siding switch to west cotton gin switch	30	30
Curve MP 38.0 to Mile 38.2	10	10	Curves Mile 127.5 to Mile 129.3	40	35
Curve Mile 38.6 to Mile 38.8	10	10	Between MP 130 and Mile 131.8 (See Note A)	40	40
Curve Mile 41.8 to MP 42.0.....	10	10	Newmans—MP 133 (See Note A)	40	40
Bridge MH 60-7 Pearl River.....	10	10	Curves—Mile 133.4 to Mile 133.9.....	40	35
Brookhaven—From approach signal until entire train has passed over Canton District Crossing.....	10	10	Between Mile 134.5 and Mile 136.2 (See Note A) ...	40	30
Bridge MH 93-3 McCalls Creek	10	10	Vicksburg—West end Cherry St. Yard to Mulberry St.	10	10
Bridge MH 104-9.....	10	10			
Eddiceton—East siding switch to MP 108	10	10	SHREVEPORT DISTRICT:		
Bridge MH 114-8.....	10	10	All sidings	10	10
Bridge MH 119-3.....	10	10	Curve and Bridge—Freight Yard to west end main- span Mississippi River Bridge.....	10	10
Roxie—From approach signal until engine or lead car has passed over Vicksburg District Crossing..	20	20	Curves and Bridge—West end main span Mississippi River Bridge to Mile 1.1	30	30
Between MP 139 and Mile 140.5.....	10	10	Tallulah—MP crossing, engine or lead car only.....	25	25
Natchez—South Canal St., to International Paper Co. (MP)	10	10	Rayville—MP crossing, engine or lead car only	10	10
			MP 70 to East Monroe	25	25
VICKSBURG DISTRICT:			East Monroe to West end Bridge VD-72-0 Ouachita River.....	10	10
MP 216 to Depot Street.....	10	10	Ruston—RI crossing, engine or lead car only.....	10	10
Curve Mile 238.2 to Mile 238.4	10	10	Gibsland—L&NW crossing, engine or lead car only	10	10
Curves Mile 243.2 to Mile 243.8	35	35	Sibley—L&A crossing, engine or lead car only	10	10
Curves and Bridges L-246-8 to L-247-3.....	25	25	First curve east MP 160 (See Note A).....	40	40
Curve Mile 249.8 to MP 250	35	35	Mile 166.4 to Mile 170.5	10	10
Cinder fill Mile 274.8 to Mile 275.1	25	25			
Roxie—From approach signal until engine or lead car has passed over Central District Crossing.....	20	20	GULFPORT DISTRICT:		
Bridge—L-300	10	10	Jackson—All street crossings engine or lead car only	10	10
Between MP 329 and MP 333	25	25	Gulf Yard—Bogalusa District crossing	10	10
Between MP 345 and MP 361	20	20			
U. S. Highway 61 at Scotland, 800 feet north of MP 361, engine and lead car only	10	10	BOGALUSA DISTRICT:		
Mile 361.1 L&A Crossing, until engine or lead car has passed over crossing.....	10	10	East Jackson—Meridian District crossing.....	—	10
			Gulf Yard—Gulfport District crossing.....	—	10
MERIDIAN DISTRICT:			Between Mile 110.5 and Mile 113.5	—	10
Between MP4 and MP 9 (See Note A).....	40	40			
Between Mile 10.8 and Mile 11.7 (See Note A)	40	40	SHORE LINE DISTRICT:		
Bridge VM 13-9	25	25	LaCombe: Bridge NA 44-28	—	10
Between MP 13 and MP 14 (See Note A)	40	40			
Chunky MP 17—between road crossings	25	25			

SPECIAL INSTRUCTIONS

TERRITORY OR LOCATION	Passenger Trains	Freight Trains
	Miles Per Hour	
101(a). (Continued)		
Mile NA 54 Highway 190, engine or lead car only..	—	10
Covington: Between first crossing north Highway 21 and Pool Lumber Company including all legs of wye.....	—	5
SLIDELL DISTRICT:		
Sun: Highway 16, engine or lead car only.....	—	25
WOODVILLE DISTRICT:		
Mile 4.5, Highway 61—Engine or lead car only.....	—	10
Mile 6.1, Highway 68—Engine or lead car only.....	—	10
Mile 7.5, Highway 61—Engine or lead car only.....	—	10
Curves—Mile 8.2 to MP 9.....	—	10
 NOTE A: When six-axle units are in engine consist, in both freight and passenger service, reduce speed to 40 MPH, with engines only, around the curves. These speed restrictions will not apply to E8 and E9 units, which are in series 300-400, or Amtrak P30CH units which are in the 700 series. Yellow triangular signs will not indicate these speed restrictions. Any rule, special instruction, signs or signals requiring lower speed must be observed.		
In ABS and CTC territory, on both single and multiple track, speed of trains or engines is restricted as follows:		
25 MPH for: (a) ONE diesel unit.		
(b) TWO diesel units or,		
(c) ONE diesel unit and ONE car.		
45 MPH for: (a) ONE diesel unit and TWO cars.		
(b) TWO diesel units and ONE car.		
(c) THREE diesel units.		
10 MPH for: (a) Any combination listed above is further restricted, 250 feet in advance of all intermediate signals for a distance of 500 feet, between signal 366.7 located at South Blvd., Baton Rouge, and southward signal at south end of Burnside, and between northward signal at Mt. Airy and Frellsen, account slow response of relays in Overlay Signal System.		
Following are maximum authorized speeds on engines and certain specialized equipment, except that where timetable district speeds are lower, they will govern.		
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 cars ICG 100119, 100120 and 100121	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)		

AMTRAK Diesel units moving through water	2 MPH
(Must not exceed TWO inches over top of rail)	
AMTRAK Cars moving through water.....	2 MPH
(Must not exceed SEVEN inches over top of rail)	
***Welded rail flat cars: Loaded	30 MPH
Empty	40 MPH
*Must be handled in trains performing local work.	
**Must be handled next ahead of caboose and in trains performing local work.	
***Must be handled on rear of trains when moving with other cars.	
Cars containing panel rail	30 MPH
36" pipe or larger loaded on flat cars	30 MPH
Cars containing lead slabs (2,000 pounds or heavier)	40 MPH
Hopper cars and pulpwood cars between Hattiesburg and Natchez.....	25 MPH
Pulpwood, sand or gravel between Jackson and Mays Yard	40 MPH
Pulpwood over the following bridges:	10 MPH
LZ 11.8 2.2 Miles west of Denham Springs.	
N-60.12 ONE mile south of Sun	

All loaded unit freight trains are restricted to a maximum speed of 40 MPH in territory that otherwise permits a greater speed for freight trains.

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 unless otherwise provided.

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, Winnfield, Vicksburg, Natchez, Central, Columbia, Baton Rouge, Hammond, Woodville, Bogalusa, Slidell, Shore Line, and Bogue Chitto 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, Baton Rouge, Woodville and Fernwood 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 7:30 AM and 8:10 AM and 4:40 PM and 5:25 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
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103(d). (Continued)

Natchez.....	{	Brenham Avenue	Briel Ave. (MP)
		Wall Street	Union Street
		Devereaux Street	Liberty Road
		Canal Street	Commerce Street
		Pine Street	Washington Street
		Broadway Street	Pearl Street
		Rankin Street	

Shreveport: (only if delayed within crossing signal circuit) { Louisiana Avenue
McNeil Street

104. Normal position of main track switches.

Redwood Jct.....	As last used
Freight Yard	As last used
Slaughter	For Vicksburg District
Baton Rouge Jct.	For Baton Rouge District
Baton Rouge Jct. (East end of wye)	For North leg of wye
Baton Rouge—South end of outbound lead	For Main track
North Jackson.....	For Northward Trains
Jackson.....	For Canton District
Hammond.....	For McComb District
Columbia.....	As last used
Rio	For Slidell District

The north switch of crossover leading from northward main track to L&A interchange at Southport Jct., must be lined for L&A lead at all times after being used.

Switches leading to the old north and south main tracks at the end of NOUPT tracks will be left lined and locked for the old northward main track when not in use.

Industry switches in Harahan (Elmwood Industrial Park) must be lined for lead at all times after being used.

Switch at north end of track 1-A, North Baton Rouge, must be lined for track 1-A when not in use.

Switch at north end A-1 Mays Yard must be lined for track A-1 when not in use.

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.

At Renshaw, unless otherwise directed, northward trains and engines will use siding, and southward trains and engines will use main track. Southward trains and engines may use this siding when permission is given by train dispatcher.

109. Bulletin Boards:

Gwin	Train order office
Yazoo City	Train order office
North Jackson	Train order office
	T&E 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	T&E locker room
South Yard	Yard office
Hammond.....	T&E locker room

Mays Yard.....	Conductors register room, South end Yard office
	Engine house
New Orleans.....	NOUPT 2nd floor
	Conductors and trainmen locker room
	Enginemen's register room
Sty Docks	Locker room
North Baton Rouge	South switch shanty
	Engine house
	Yard office
Reserve.....	T&E locker room
Goodhope	T&E locker room
Geismar	T&E locker room
Old Geismar.....	T&E locker room
Zee	T&E locker room
Meridian	Train order office
Forest	Old baggage room
Freight Yard.....	T&E locker room
Monroe	Yard office
Arcadia	Train order office
Bossier City.....	Yard office
	Engine house
Winnfield	Freight office
Ballground	Yard office
Roxie	Train order office
Natchez	Train order office
Columbia	Freight office
Bell Yard	Train order office
Ferguson	Yard office
Bogalusa	Yard office

110. Baton Rouge District:

Conductors and engineers of crews that are not issued a clearance will provide themselves with a copy of current General Order prior to going on duty. Current General Order must be preserved and kept in their possession until new General Order is issued. New General Order will be issued each Monday and will become effective 12:30 PM that day. General Order will be available at the following locations:

Good Hope Depot	Baton Rouge Operator's Office
Mays Yard Operator's Office	Geismar Yard Office
	Reserve Depot

111(e). Train Detector Centers have radio communication with trains passing over the detectors at: Bentonina, Hazlehurst, Arcola, Manchac, Lockhart, Burtville, Belmont, Clarksburg, Bolton, Bee Bayou and Simsboro.

In order to have a uniform procedure and understanding for the handling of hot journals, loose wheels, dragging equipment or sticking brakes after having been notified by a Train Detector Center, the crew of the train so notified will take the following action:

When a hot box, loose wheel or dragging equipment is detected, the Train Detector Center operator will contact the appropriate train in the following manner:

Train Detector Center: "This is the (ICG location/name Train Detector Center calling the northward (or southward) ICG train passing (station name) detector. Stop your train. You have a (hot box, loose wheel, dragging equipment or sticking brakes)."

Train Engineer Response: "This is the engineer on (ICG train number) passing (station name) detector. I am stopping my train." The engineer must immediately use a service reduction of the automatic air brake system to bring his train to a stop in a safe manner to avoid injury to persons or damage to lading and equipment.

111(e). (Continued)

If the above response is not received within ten (10) seconds, the Train Detector Center will repeat and wait another ten (10) seconds and then repeat the instruction to stop the train and wait another ten (10) seconds. After this procedure has been repeated a third time, if still no response is received from the engineer, the Train Detector Center operator will immediately notify the appropriate train dispatcher to have this train stopped.

After the engineer responds to the Train Detector Center, the Detector Center operator will reply: "I will give you the location of the car after your train is stopped."

During the time the engineer is stopping his train, the Train Detector Center operator will notify the appropriate train dispatcher that the train is being stopped. The train dispatcher must monitor the procedure from this point on.

When the train is brought to a stop, the engineer will notify the Train Detector Center operator by radio, identifying train and telling the Train Detector Center operator that the train is stopped.

The Train Detector Center operator will then notify the engineer on the train (by proper identification) that there is a (hot box, loose wheel, dragging equipment or sticking brakes) located (state the number of cars) from the (lead unit or caboose) on the (north, east, south, west) rail and that it is the (leading or trailing) truck, (leading or trailing) wheel. Engineer will repeat information received back to Train Detector Center.

When there is more than one diesel unit or caboose in the train consist, they will be counted as a car. All rails will be identified in relation to timetable direction or track number, (i.e., timetable direction north or south, identify rails as east or west). The train consist or wheel report must not be used for the purpose of identifying the car to be inspected. The only acceptable way of identifying the car is for a trainman to count the number of cars from either the lead unit or caboose.

Before train is moved an on-the-ground thermal inspection must be made by a member of the crew of the car or diesel unit reported to be defective and if the defect is not found, the two (2) cars or two (2) diesel units in each direction from the car or diesel unit reported must be checked by feeling each box lid for friction type bearings; for roller bearing wheels the underside of the journal and the adapter block located immediately under the truck side and above the bearing must be felt for the reported defect, and wheels, axles and brake rigging examined for defects.

Care must be used in touching a journal box or end of the journal because of the hazard of injury from intense heat or flame. The employee should approach the journal box cautiously with hand before touching. When the lid of the journal box is opened, it must be done using a tool, if possible, because of the hazard of combustion as result of air rushing into the box. If heat is present, arrangements must be made to set the car or diesel unit out of the first available track. If this track is a siding, permission should be received from the train dispatcher before blocking the siding.

If the defect is a cracked or broken wheel or brake rigging dragging, extraordinary precaution must be taken to remove car or diesel unit from the train with these defects. It may be necessary to leave the car or diesel unit standing until assistance can be received from the mechanical department. The train dispatcher should be notified of this condition.

The journal box of a car is identified by facing the handbrake end of the car. For cars having eight (8) wheels the journals are then identified as L-1, L-2, L-3 and L-4 on the left side of the car; R-1, R-2, R-3 and R-4 on the right side of the car. For cars having twelve (12) wheels the identification process would expand to L-5 and L-6 on the left side and R-5 and R-6 on the right side.

The journal box of a locomotive unit is identified from the normal operating position of the engineer facing the F end of the unit. For units having eight (8) wheels the journals are then identified as L-1, L-2, L-3

and L-4 on the left side of the unit R-1, R-2, R-3 and R-4 on the right side of the unit. For units having twelve (12) wheels the identification process would expand to L-5 and L-6 on the left side and R-5 and R-6 on the right side.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car or diesel unit initial, number, wheel, type of bearing (friction or roller), nature of defect (if any), including hot boxes, loose wheels, dragging equipment or brakes sticking and disposition of the car or diesel unit whether defective or not so that a record of the stop may be maintained.

If the crew is unable to talk directly to the train dispatcher over the radio, a message containing the above information must be addressed to the train dispatcher and the Train Detector Center and dropped off at the next open train order office, where an operator is on duty. The operator will have the responsibility of relaying the information to those addressed, marking the time and name of the party notified and filing the same.

When it is necessary to throw off a message of this nature, notation should be made on the conductor's delay report advising the name of the office the message was delivered to.

Whether defective or not, a report must be made to the train dispatcher as well as connecting crew of yard forces at the final terminal, furnishing car or diesel unit initial, number, wheel and type of bearing.

Train crews will be notified when detectors are out of service. The train must be stopped at a location within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employees will make the inspection of both sides of the train as it passes the out-of-service detector. If this exception is made, the speed of the train must be reduced to ten miles per hour to permit the other employees to make the inspection. The employees so designated to make the inspection will notify the crew upon the completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

When train is instructed to stop by the hot box detector control operator and brakes are applied *before* the rear of the train passes the hot box detector, be prepared to receive and comply with instructions from the hot box detector control operator to inspect a given number or percentage of cars on the rear end of train for hot boxes or dragging equipment, since the readings on the tape do not indicate that the train is free of hot boxes. Such inspection must be thorough and hot box control operator advised of results.

When a car is set out for hot box, loose wheel or dragging equipment, the following instructions will govern:

Conductor will leave waybill and Form 907 at first open telegraph office.

Agent and/or operator will wire chief dispatcher, superintendent, master mechanic and general car foreman at nearest repair track; also advise verbally the train dispatcher.

Train dispatcher will show on the train sheet under the heading 'Memorandum of Extraordinary or Unusual Occurrences' the car and location where set out. This information will be transferred to the subsequent train sheet until car is moved to the designated repair track, or released to destination.

Car foreman will notify train dispatcher when car has been inspected and if OK to move to destination with no speed restrictions. If temporary repairs are made for further movement to shops for inspection or rewheeling, the cars to which temporary repairs have been made must be handled at a maximum speed of 30 MPH, unless a lower speed is designated. Prior to movement of cars with temporary repairs, three (3) bad order repair cards must be affixed to sides and end of car.

Train dispatcher will issue message to agent or operator and C&E, advising the shop to which car will be moved, also speed restriction of 30 MPH unless lower speed is specified. When a car is to be picked up by

111(e). (Continued)

a train and set out at a junction for another train to pick up, the junction station and train handling must be addressed.

When a train is to pick up a repaired hot box for a movement to a shop at a point other than where the original waybill is located, agent and/or operator must give a copy of waybill to Conductor at the originating station. Conductor will pick up car and handle under close observation on head end of train no deeper than sixth (6th) car if necessary to cover account placard. Conductor will remove the third bad order tag and place with waybill to the delivered with car at repair point.

M-151. Two Main Tracks.

Shreveport: Spring Street Jct. to Mile 169.3 (SP Connection).
 Mile 149.79 On Yazoo District to Mile 147.82 North of Tchula.
 Mile 217.26 On Yazoo District to North Jackson.
 North Jackson to Oliver.
 Skip to Crossover at Hickory Street.
 East Bridge to Southport Jct. and
 Southport Junction to Sty Docks (Upper Belt).

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.

Meridian District trains must secure a clearance before leaving Jackson.

Bogalusa District trains must secure clearance before leaving Capitol Yard.

Trains may leave North Slidell and Rio without a clearance.

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 a clearance before leaving Ferguson. (except Central District trains cleared to turn at Wanilla)

Northward and southward trains may leave McComb without a clearance, but must secure a clearance at South Yard.

Conductors and Engineers on northward trains changing crews at McComb will deliver all train orders, if any, and clearances received at South Yard to connecting outbound Conductor and Engineer.

Northward trains may leave New Orleans, Sty Docks, Southport Jct. and Orleans Jct. without a clearance, but must secure clearance before leaving Mays Yard.

SP trains will not be required to secure a clearance on ICG track between East Bridge and Southport Jct.

Southward trains may leave Orleans Jct., Southport Jct. and East Bridge without a clearance.

Hammond Road Switcher may leave Hammond without a clearance for the purpose of entering CTC at Oliver (on receipt of proper signal indication or permission from the control operator) and proceed to Ponchatoula only.

Eastward Hammond District trains leaving Sharp will get their clearance at North Baton Rouge.

Southward Baton Rouge District trains leaving University will get their clearance at North Baton Rouge.

Trains may leave MP Jct. without a clearance, but must secure a clearance before leaving North Baton Rouge.

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. On northward main track between Skip and East Bridge, southward main track between Skip and crossover at Hickory Street, between East Bridge and Southport Jct., and between Jackson and Oliver, trains will run with reference to other trains in the same direction by block signals whose indication will supersede the superiority of trains. Extras and work extras will keep advised of and avoid delay to first class trains.

261. Manually controlled block signals controlled by operator at North Baton Rouge govern the movement of trains on main track between MP Jct. and signal immediately north of switch at north end of track I-A at North Baton Rouge without requiring the use of train orders, but do not dispense with the use or observance of other signals whenever or wherever they are required. When a train or engine is stopped by a stop signal, a member of the crew must contact operator at North Baton Rouge and be governed by his instructions. Switch at MP Jct. is a dual control switch, and may be hand operated in accordance with Rule 277 (a).

265. Northward Home signal governing northward movement on main track over drawbridge at Manchac is located to the left side of main track.

Southward Home signal on northward main track at Oliver, southward home signal on siding at south Manchac, northward home signal on siding at north Frenier and northward home signal on southward main track at Skip are located to the left side of track.

The following intermediate signals on the Baton Rouge District are located to the left side of track:

Southward Signals:

L-3677	L-3827	L-4001	L-4155	L-4275
L-3695	L-3847	L-4019	L-4171	L-4295
L-3715	L-3865	L-4041	L-4193	L-4317
L-3735	L-3901	L-4055	L-4209	L-4349
L-3755	L-3919	L-4073	L-4227	L-4363
L-3775	L-3937	L-4093	L-4241	L-4383
L-3793	L-3959	L-4115	L-4257	L-4403
L-3809	L-3979			

Northward Signals:

L-3882	L-4134	L-4334
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277(a). Dual Control Switches:

Location: MP Jct.
 Oliver
 North Manchac
 South Manchac
 Frenier Siding
 Skip
 Orleans Jct.
 Mays Yard: North end inbound lead and outbound lead crossover and north end long siding.

279. Electric Locked Switches:

Location	Operated By
Ponchatoula, old northward main, North end	Yardmen and Trainmen
Ponchatoula, Cypress Lumber Co.	Yardmen and Trainmen

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

290-292. 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 Signal System territory extends from Canton to Oliver, Skip to crossover at Hickory Street and East Bridge to Southport Jct., on southward main, and Skip to crossover at Hickory Street on northward main. Main track from crossover at Hickory Street to East Bridge is Automatic Block System territory, signaled for northward movement only.

Between MP 361 and M.P. Jct.

Between Baton Rouge, Mile 366.7, and Orleans Jct.

509-607-98. Mile 442.6 (Baton Rouge District—L&A Crossing—Frellsen, La.) When train or engine is stopped by Stop indication at this crossing and there is no conflicting L&A train or engine movement evident and derails on the L&A tracks are in the derailling position, movement over the crossing may then be made on hand signal given by trainman at the crossing, and train or engine may proceed at RESTRICTED SPEED to the next signal.

512. Switch indicators are located on the Upper and Lower Belt Lines and in the vicinity of Sty Docks as follows:

At ICG switch crossover track between ICG southward main track and NOPB northward main track 40-ft. south of Nashville Avenue.

At ICG switch crossover track between ICG northward main track and NOPB southward main track north of Napoleon Avenue.

At north switch and derails of north lead track serving Warehouse 32, leading from ICG northward main track and crossing NOPB main tracks at Louisiana Avenue.

At south switch and derail of south lead track serving Warehouse 32, leading from ICG northward main track and crossing NOPB main tracks south of Louisiana Avenue.

At ICG switch crossover track between ICG northward main track and NOPB southward main track south of Louisiana Avenue.

OPERATING INSTRUCTION FOR SWITCH INDICATORS

1. Operate push button located on front of case to light indicator.
2. If "Block Clear" indication is displayed, the switch must be immediately lined for movement.
3. If switch, for any reason, is not immediately lined for movement, the push button must again be operated to ascertain indication before operating switch.
4. If "Block Occupied" indication is displayed and no conflicting train and engine movement is evident, wait three minutes and proceed at YARD SPEED in accordance with Rules M-152 and 93. (See Rule 99).

513. Rule 513 is suspended for trains entering the McComb District from the Hammond District. All trains and engines approaching Hammond Jct. switch to southward main track and crossover switches from southward to northward main tracks of McComb District must approach these switches prepared to stop, regardless of block signal indication.

525. Centralized Traffic Control is in service between:

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

Oliver and Skip—controlled by operator at Mays Yard.

East Bridge and Southport Jct. on East Track—controlled by operator East Bridge.

560. Spring Switches:

Location	Normal Position
Shreveport:	
Spring Street Jct.	For SSW Lead 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
*Gwin—South switch	For northward main track
Renshaw Siding—North switch	For main track
*Renshaw Siding—South switch	For siding
Anding Siding—North switch	For siding
*Anding Siding—South switch	For main track
Cynthia Siding—North switch	For siding
Cynthia Siding—South switch	For main track

*Spring switches 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.

North Jackson—North end two main tracks, Yazoo District	For Northward main track
North Jackson—South end of yard	For yard
Jackson—South wye switch southward main track	Meridian District movement
Mays Yard—325 feet north of East Bridge	For north lead
Southport Jct.—End of Upper Belt two main tracks	For southward Upper Belt main track

560(a). Fixed signal located just south of Jefferson Highway, Southport, is a signal governing facing point movement over spring switch located Southport—end of Upper Belt two main tracks. Signal will display yellow aspect when switch is in normal position.

608. Manual Interlockings:

Location:
East Monroe
Southport Jct.
East Bridge
Mays Yard
Orleans Jct. (Control Operator Mays Yard)

Facing point switch for Goodyear lead is on northward main track 210 feet south of the NOPB Upper Belt crossings and south of Jefferson Highway. Train and engine movements to and from Goodyear lead will be made on signal indications in accordance with Rules 289, 290, and 292. Switch will be operated by control operator Southport. Crew member must contact control operator at Southport for instructions.

At East Monroe control operators are authorized to use Paragraph (2) of Operating Rule 608 to permit the movement of trains or engines past the interlocking signal indicating STOP. Where it is known that route is properly lined and locked by an indication of the interlocking equipment, crew should be so informed when permission is granted. If it is not known that the route is properly lined and locked, a member of the crew must be directed to examine the route and operate switches by hand before the train proceeds through the interlocking. When authorizing movements of a foreign railroad across ICG track through the interlocking, the applicable operating rule of the foreign railroad (if different than ICG Rule 608) must be complied with.

610. Automatic Interlockings:

Roxie	Central and Vicksburg District crossing
Ruston	RI
Sibley	L&A
Bossier City	SSW
Brookhaven	Central and Canton District crossing

SPECIAL INSTRUCTIONS

610. (Continued)

Lower BeltNOPB
Upper BeltNOPB

782. Each car placed in train where employes 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.

805. Enginemen will avoid working power on engines while crossing over Bridge NA 44.28 over Bayou LaCombe. Brakes should not be applied when engines are on bridge except in case of emergency.

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. 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.

1203. The following restrictions are placed showing maximum gross weight for 4-axle cars permitted by districts:

Columbia.....	Silver Creek to Columbia.....	220,000
Natchez.....	Jackson to Utica.....	220,000
	Utica to Hermanville.....	177,000
Winnfield.....	West Monroe to Winnfield.....	220,000
Fernwood.....	Fernwood to Kokomo.....	220,000
Shore Line.....	N. Slidell to Covington.....	220,000
Bogue Chitto.....	Rio to Tylertown.....	177,000
Woodville.....	Slaughter to Zee.....	263,000
	Zee to Argue.....	240,000

Engines are prohibited over:

- Port Gibson Oil Mill—Track Scales
- Canton—C&C RR—Bridges, Creosote Track
- North Jackson—Track Scales
- Destrehan—Track No. 4 Bunge Elevator, single unit only.

1204. 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 and damage is indicated, it must immediately be shut down and inspected by a member of the mechanical department before it is re-started. Such cases must be reported by the quickest available means of communication to the train dispatcher, or when they occur in a yard, to the yardmaster or other employe in charge of the yard.

1205. 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 be equivalent to 200 cars.

1206. Caboose must not be switched with, kicked into track against other cars, or cars kicked into track against cabooses.

1207. Passenger equipment handled in freight trains must be placed next ahead of caboose, unless otherwise instructed.

1208. SWITCHING RESTRICTION FOR HAZARDOUS MATERIAL

Loaded placarded cars containing "EXPLOSIVES A", "EXPLOSIVES B", "POISONOUS GAS", "FLAMMABLE GAS" "RADIO-ACTIVE MATERIAL" and all flat cars carrying placarded trailers or containers are restricted as follows:

- A. Must not be humped, kicked or allowed to roll free,
- B. Must not be coupled to another car with more force than necessary to make the coupling,
- C. Other free rolling cars must not be allowed to couple directly to these restricted cars.

Switch lists provided switching crews must clearly indicate the presence of these cars. At the beginning of each shift, switching crews must determine whether or not any of these cars are first out on each track to be switched. Before humping, kicking or allowing any car to roll free onto a track having a restricted car first out, a non-restricted car must be shoved to a coupling with the restricted car.

During switching operations, cars placarded "EXPLOSIVES A" must be separated from the engine by at least one (1) non-placarded car. Cars placarded "EXPLOSIVES A" must be placed so they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing, nor in or along side of passenger shed or station, except for loading or unloading purposes.

At specific locations, these instructions may be modified by Superintendent's Bulletin Order.

1209. Federal Regulations require that the train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

Conductors will notify their engineer when placarded cars are in the train and advise him of their position in the train.

When placarded cars are picked up at intermediate points, conductors will notify their engineer and advise him of their position in the train.

These requirements are in addition to the "Notice of Cars Containing Explosives A or Poisonous Gas", Form F-0310.

1210. HANDLING GUIDELINES FOR ACCIDENT/INCIDENT-TRAIN CREWS HANDLING

1. Notify Trains, Dispatcher (or other proper officer) immediately by radio or telephone.
2. Determine from waybills and train consist the commodities involved.
3. If Hazardous Materials are involved, advise the Train Dispatcher of these commodities first and inform him if they are leaking or if a fire is involved in the accident.
4. If "CLASS A POISON" is involved, notify other crew members to stay clear of accident and await arrival of qualified response trouble shooters; KEEP ALL SPECTATORS AWAY.
5. If fire or spill of Hazardous Materials pose a threat to nearby residents, train crew must alert residents to evacuate the area immediately.
6. Conductor must be available to advise emergency response force (Fire & Police, etc.) concerning contents of cars involved, and will furnish copy of emergency response data, printed at end of train consist, if available.
7. Conductor must remain near the scene to furnish any necessary information that may be requested by emergency response forces until relieved of the responsibility by the railroad transportation officer at the scene.

1210. (Continued)

EMERGENCY TELEPHONE NUMBERS

Illinois Central Gulf Railroad
Superintendent of Transportation
(312) 565-1600 Ext. 2726

Bureau of Explosives
Washington, D.C.
(202) 293-4048

CHEMTREC
Washington, D.C.
(800) 424-9300

The Communicator at CHEMTREC will:

1. Receive details on the situation.
2. Furnish CHEMCARD information on action to take (i.e. stay away, evacuate, fire control, etc.)
3. If additional assistance is required he will contact member company or subscriber nearest scene of accident who will handle direct with caller to best resolve specific problems.

1211. HYDROCYANIC ACID, FLAMMABLE POISONOUS GAS

The following instructions 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 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 except 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:

Neither loaded or empty HCN cars may 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.

1212. In order to provide on-board emergency information about hazardous materials, a copy of the Bureau of Explosives Book "Emergency Handling of Hazardous Materials in Surface Transportation" is being provided in each caboose. The book is in a metal container secured to the caboose wall above the conductor's desk and the container lid sealed with a car seal.

In the event of an incident involving hazardous materials, the conductor will provide on-scene emergency service personnel with the guidebook and any billing and consist information appropriate. Train crews are not expected to familiarize themselves with the contents of the guidebook, nor to become directly involved in handling hazardous materials incidents. The car seal must not be broken nor the book removed except under circumstances involving hazardous materials incidents.

Because of the importance of the guides, any found missing from its container must be reported in order that it may be replaced.

It must be understood that the seal is to be broken and book removed only when hazardous materials incidents are involved. Employees breaking the seal or removing the books at other times will be subject to discipline.

1213. FRA regulations requires that crewmen, upon going on duty at each crew change point, are required to inspect flashing marking device on the caboose on the rear of their train to assure that it is in proper operating condition.

The marking device is to be illuminated and displayed from one hour before sunset to one hour after sunrise and any other time where the normal daylight visibility of the caboose is obscured by darkness, snow, rainfall, smoke, etc.

If the marking device is not in proper operating condition, a prompt report should be made to proper authority.

The regulation further provides whenever the marking device becomes inoperative enroute, the train may be moved to the next forward location where the marking device can be repaired or replaced.


Defective rolling equipment which, because of the nature of the defect, may be placed only at the rear of the train for movement to the next forward location at which repairs can be made need not be equipped with marking devices.

When a portion of a train has derailed and a portable working device is not available the remainder of the train may be moved to the terminal without being equipped with the marking device.

1214. Locomotive prime mover cars must not be cut off while in motion, must be shoved to rest when making coupling with other cars and must not be coupled to by another car that is under its own power.

These cars must be handled in train next behind engine or next ahead of caboose at all times.

1215. Meridian District trains will report by radio, telephone, or in person their arrival, departure, loads, empties, and tons in and out of Jackson to the operator at North Jackson, extension 269.

 An ICG Trucking Company HOW TO USE THIS CHART To determine where a placarded car can be placed in a train follow these steps: - Determine the type of placard that is applied to the car. - Refer to column 2 on chart and locate same placard wording. - Follow horizontally across chart and note which vertical column applies. "X" indicates wording at top that applies. - See footnotes for explanation of reference marks.		POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES												
		3	4	5	6	7	8	9	10	11	12	13	14	15	16
TYPE OF CAR	MUST NOT BE PLACED NEXT TO:													
	When Train Length Permits	When Train Length Does Not Permit	E	Loaded	Open Top Car	Any Car,	D	O	E	P	R	U	Any	
	Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	Must Be Placed Middle of Train But Not Nearer Than Second Engine or Occupied Caboose	EN	Flat Car	Lading Beyond Car Ends Or When Lading Above Car Ends Is Liable To Shift	Pluggack, Containr, Or Other Unit Having Automatic Refrigeration Or Heating Equipment	CCUPEI	CCUPEI	EXPLS	POISON	RADIOACTIVE	UNDEVELOPED	Lead	
				Flat Car		Operating Lighted Heaters, Stoves Or Lanters	Car	Caboose	EXPLS	POISON	RADIOACTIVE	UNDEVELOPED	Except Combustible	
				①			②	③						
ANY CAR (INC FLAT CARS CARRYING TRAILERS OR CONTAINERS)	X	X	X	X	X	X	X	X	X	X	X	X	X	
ANY CAR EXCEPT TANK CAR	X		X	X	X	X	X	X	X	X	X	X	X	
TANK CAR	X	X	X	X	X	X	X	X	X	X	X	X	X	
ANY CAR			X	X	X	X	X	X	X	X	X	X	X	
LOADED TANK CAR	X	X	X	X	X	X	X	X	X	X	X	X	X	
EMPTY TANK CAR			X	X	X	X	X	X	X	X	X	X	X	
ANY CAR	X													
ALL OTHER LOADED CARS														

① A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently fastened on the flat car, and of a type generally accepted for handling in interchange between railroads.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

RUNNING TIMES OF TRAINS, IN MINUTES - FOR TRACK CAR OPERATION ONLY

INSTRUCTIONS - (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example - a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point.

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	12	8	6	-	-	-	-	-	-	-	-	-	-	-	-
3	18	12	9	7	6	5	-	-	-	-	-	-	-	-	-
4	24	16	12	9	8	6	6	5	-	-	-	-	-	-	-
5	30	20	15	12	10	8	7	6	6	5	5	-	-	-	-
6	36	24	18	14	12	10	9	8	7	6	6	5	5	-	-
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	78	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	16	15
22	132	88	66	52	44	37	33	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22

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 car 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	2850	2375	3600	3200	2600	3000	3200	2900	2400
1500	3229	3024	4200	3517	2800	8000	3400	3024	2579
1750						9650			

Factor	4	4	4	4	4	4	4	4	4
	Columbia to Silver Creek	Hattiesburg to Wanilla	Wanilla to Brookhaven	Brookhaven to Roxie	Roxie to Natchez	Natchez to Roxie	Roxie to Brookhaven	Brookhaven to Wanilla	Wanilla to Hattiesburg
Engine Horse Power									
600	3000	1500	2050	2400	2000	1800	2150	3500	1500
1200	6000	2000	2900	3400	2800	2500	3000	5000	2000
1750									

Factor	10	10	11	9	19	10	18	18	5
	Gwin to McComb	McComb to Gwin	Canton to Jackson	Jackson to Canton	McComb to New Orleans	New Orleans to McComb	Between Mays Yard and N. Bat. Rouge	Between N. Bat. Rouge and Hammond	Woodville District
Engine Horse Power									
600							3500	3500	1400
1200	5350	6300	4850	4850	10600	7950	6400	6400	3000
1500	5400	6400	5000	4900	10800	4900	8000	8000	
1750	5525	6500	8200	5000	11000	8100	9500	9500	

“WHAT IS SAFETY”

What is safety? The dictionary defines SAFETY as “Freedom from danger, injury, or damage; security.” It just goes to show you that you can’t learn everything from books! What then, is safety?

SAFETY is looking both ways before crossing the tracks.

SAFETY is stepping OVER a rail, not on it.

SAFETY is an observation of ground conditions before getting on or off an engine or car.

SAFETY is looking in the direction of movement.

SAFETY is turning angle cocks before separating air hoses.

SAFETY is a secure hand grip when climbing up or down ladders.

SAFETY is positioning your feet and body properly to throw a switch.

SAFETY is knowing that the way is clear before setting equipment or machinery in motion.

SAFETY is respect for and compliance with the safety rules.

SAFETY is a word of caution and advice to a fellow employee when you observe an unsafe practice.

SAFETY is courtesy, SAFETY is thoughtfulness, SAFETY is consideration, SAFETY is made, not bought!

SAFETY IS YOU!

Now on the other hand, suppose we consider what safety is not.

SAFETY is not a hard hat, but it is the intelligence and concern which motivates you to wear one.

SAFETY is not a pair of steel toe shoes; it is the common sense habit of wearing adequate foot wear.

SAFETY is not the best safety glasses that money can buy, but it is the care and wisdom with which those glasses are worn whenever and wherever there is the slightest hazard to the eyes.

SAFETY is not a set of statistics, for statistics are only a measure of our safety performance, it is working in a safe manner whether or not our supervisor is present.

SAFETY is not something we can leave for the other guy to do something about; it is the concern for men and families which we all share.

To a degree at least we have mentioned what safety is, and what safety is not. We have only to remind you of the rewards of safety. They are health, happiness, security, a child’s love . . . and life itself.

SAFETY—TOGETHER WE CAN MAKE IT HAPPEN