

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
 A. L. PHIPPS, Senior Trainmaster.....New Orleans
 J. D. DUFF, Trainmaster Jackson
 T. J. BENNETT, Trainmaster Jackson
 G. D. HARMON, Trainmaster..... Vicksburg
 F. A. ELKINS, JR., 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, TrainmasterNew Orleans
 B. IVEY, Assistant Trainmaster Bossier City
 W. A. EASTMAN, Assistant Trainmaster..... Monroe
 S. G. ESTESS, Assistant Trainmaster Jackson
 J. D. ROSE, Assistant Trainmaster Jackson
 J. L. WILLINGHAM, Assistant Trainmaster..... Brookhaven
 D. A. BELL, Assistant Trainmaster..... McComb
 G. W. ROSS, Assistant Trainmaster Baton Rouge
 W. J. LANDRY, JR., Assistant Trainmaster..... Geismar
 J. P. LENOIR, Assistant Trainmaster Geismar
 L. E. PHELPS, 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. DIESTELMEIER, 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.

3

Effective 12:01 A.M.

SUNDAY OCTOBER 25, 1981

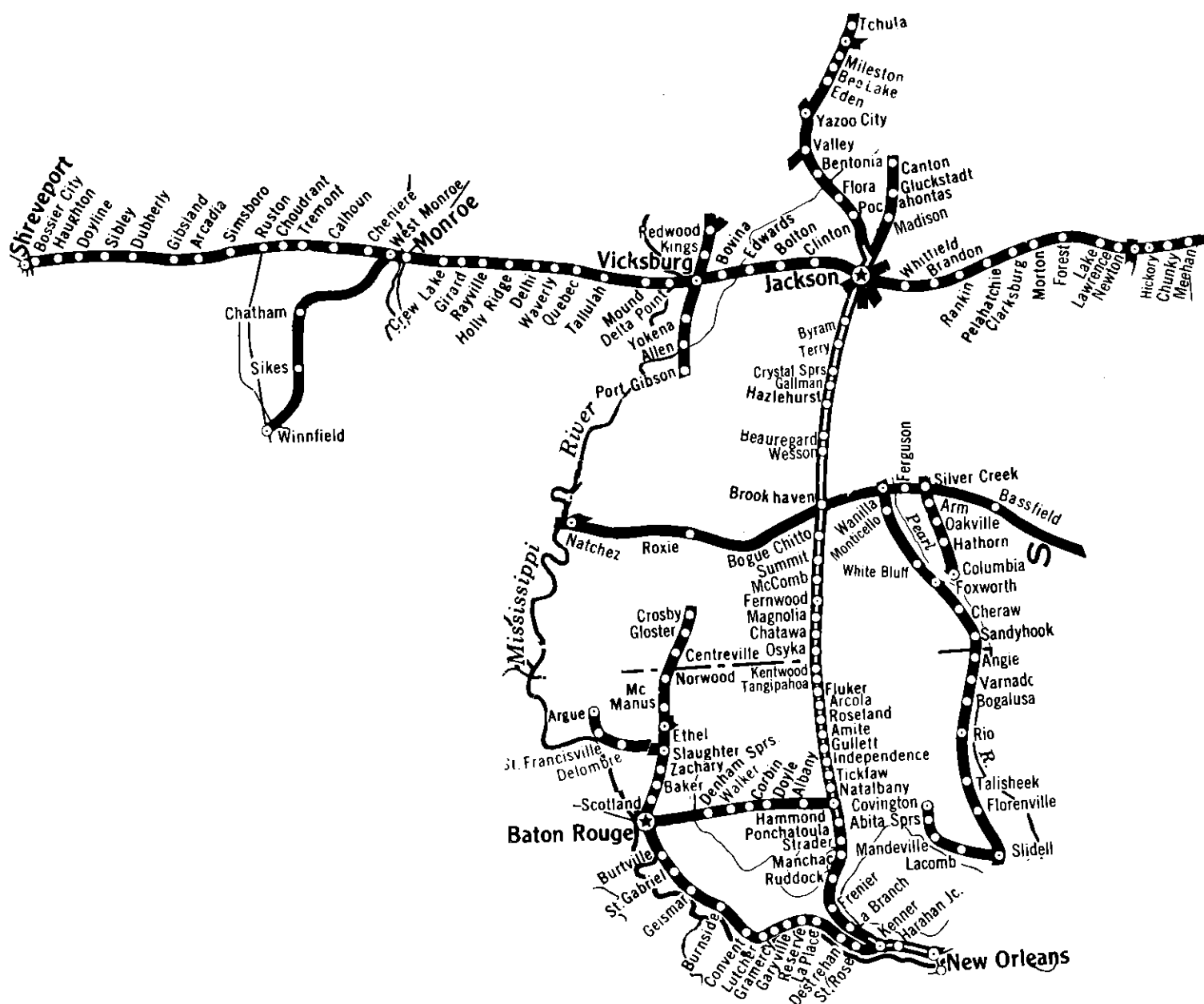
Superseding Mississippi Division Timetable No. 2

Dated April 26, 1981

FOR THE GOVERNMENT OF EMPLOYEES ONLY

I. B. HALL, Vice President and Chief Transportation Officer
 R. K. OSTERDOCK, Assistant Vice President-Transportation
 J. E. MOSS, Superintendent-Transportation

ON THE MISSISSIPPI DIVISION SAFETY IS: "CONTAGIOUS"



NO. 1 IN SAFETY
1978 - 1979 - 1980

Southward

YAZOO DISTRICT

Northward

1

| SECOND CLASS | | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 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 | C..... 6.0 YAZOO CITY..... | 43.0 | 4 43 | 11 08 | 1 54 | 10 55 |
| 12 07 AM | 3 06 | 8 53 | 2 28 | 12085 | 214 | 180.2 | 5.0 CRUPP..... | 38.0 | 4 31 | 10 56 | 1 42 | 10 43 |
| 12 30 | 3 29 | 9 16 | 2 51 | 9540 | 169 | 189.7 | 9.5 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 | 5.0 CYNTHIA..... | 6.9 | 3 32 ⁷⁷ | 9 57 ⁷¹ | 12 43 | 9 44 |
| | | | | | | 214.5 | 3.2 HALSTON..... | 3.7 | | | | |
| A 1 31 AM | A 4 30 PM | A 10 22 AM | A 3 57 AM | | | 218.2 | C..... 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 |

14 Days

| FIRST CLASS | | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from McComb | FIRST CLASS | |
|---------------|------------------------|-----------------|-----------------------------|------------|---|----------------------|------------------------|---------------|
| 51 | 59 | Feet in Length | Cars—55 Feet and 4 Units | | | | 58 | 50 |
| Piggy Back | City of New Orleans | | | | | | City of New Orleans | Piggy Back |
| Daily | Daily | | | | | | | |
| L 1 31 PM | L s 8 05 AM | | | 705.7 | C..... CANTON..... | 101.2 | A s 6 34 PM | A 3 05 AM |
| 1 35 | | | | 709.2 | 3.5SLOAN..... | 97.7 | | 2 49 |
| 1 43 | 8 14 | 4692 | 81 | 716.9 | 7.7MADISON..... | 90.0 | 6 19 | 2 41 |
| 1 48 | | | | 721.8 | 4.9TOUGALOO..... | 85.1 | | 2 36 |
| 1 55 | 8 25 | | | 726.9 | 5.1 C.....NORTH JACKSON..... | 80.0 | 6 10 | 2 30 |
| | s { 8 38 | | | 729.0 | 2.1JACKSON..... | 77.9 | s { 6 06 | |
| | 8 41 | | | 735.0 | 6.0ELTON..... | 71.9 | 6 03 | |
| 2 39 | 8 48 | | | | | | 5 50 | 1 13 |
| | | | | 738.2 | 3.2BYRAM..... | 68.7 | | |
| 2 58 | | 5267 | 91 | 753.4 | 15.2CRYSTAL SPRINGS..... | 53.5 | | 12 54 |
| 3 08 | s 9 12 | | | 762.5 | 9.1HAZLEHURST..... | 44.4 | s 5 26 | 12 44 |
| | | | | 767.5 | 5.0MARTINSVILLE..... | 39.4 | | |
| | | | | 774.2 | 6.7WESSON..... | 32.7 | | |
| 3 29 | s 9 34 | 4488 | 77 | 783.1 | 8.9 C.....BROOKHAVEN..... | 23.8 | s 5 06 | 12 23 AM |
| | | | | 799.5 | 16.4JOHNSTON..... | 7.4 | | |
| | | | | 804.0 | 4.5SUMMIT..... | 2.9 | | |
| A 4 00 PM | A s 10 00 AM | | | 806.9 | 2.9McCOMB..... | 0.0 | L s 4 44 PM | L 11 59 PM |
| | | | | | | | Daily | Daily |

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

Southward

McCOMB DISTRICT

Northward

3

| FIRST CLASS | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from New Orleans | FIRST CLASS | |
|---------------------|------------------------------|----------------|--------------------------|---------------------|--------------|---|---------------------------|-------------|--|
| 51 | 59 | Feet in Length | Cars-55 Feet and 4 Units | 58 | | | | 50 | |
| Piggy Back Daily | City of New Orleans Daily | | | City of New Orleans | | | | Piggy Back | |
| L 5 01 PM | L s 10 02 AM | | | 806.9 | McCOMB | 105.4 | A s 4 42 PM | A 11 20 PM | |
| 5 04 | 10 05 | | | 808.7 | C SOUTH YARD | 103.6 | 4 37 | 11 14 | |
| | | | | 810.8 | FERNWOOD | 101.5 | | | |
| | | | | 814.0 | MAGNOLIA | 98.3 | | | |
| | | | | 820.0 | CHATAWA | 92.3 | | | |
| | | | | 823.9 | OSYKA | 88.4 | | | |
| 5 26 | 10 22 | 4565 | 83 | 829.0 | KENTWOOD | 89.3 | 4 19 | 10 51 | |
| | | | | 833.4 | TANGIPAHOA | 78.9 | | | |
| | | | | 837.0 | FLUKER | 75.3 | | | |
| | | 4180 | 76 | 840.8 | ROSELAND | 71.5 | | | |
| | | | | 843.5 | AMITE | 68.8 | 4 07 | 10 35 | |
| 5 42 | 10 34 | | | 849.9 | INDEPENDENCE | 62.4 | | | |
| | | | | 854.1 | TICKFAW | 58.2 | | | |
| | | | | 859.0 | D HAMMOND | 53.3 | s 3 53 | 10 16 | |
| 6 01 | s 10 53 | 4235 | 77 | 861.5 | OLIVER | 50.8 | 3 45 | 10 12 | |
| 6 04 | 10 55 | | | | | | | | |
| | | | | 863.9 | PONCHATOULA | 48.4 | | | |
| | | 9845 | 179n | 874.5 | MANCHAC | 37.8 | | | |
| | | 10835 | 179s | 887.6 | FRENIER | 24.7 | | | |
| | | | 197 | 898.6 | SKIP | 13.7 | 3 15 | 9 34 | |
| 6 45 | 11 29 | | | 900.8 | ORLEANS JCT. | 11.5 | L 3 12 PM | L 9 31 PM | |
| A 6 50 PM | A 11 32 AM | | | | | | Daily | Daily | |

Southward

NEW ORLEANS DISTRICT

Northward

| FIRST CLASS | | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from New Orleans | FIRST CLASS | | |
|-------------------|------------|---------------------|------------|---|---------------------------|---------------------|------------|----------------|
| 111 | 51 | 59 | | | | 58 | 50 | 106 |
| SP 2 | Piggy Back | City of New Orleans | | | | City of New Orleans | Piggy Back | SP 1 |
| Sun. Tues. Thurs. | Daily | Daily | | | | | | |
| | L 6 50 PM | L 11 32 AM | | 900.8 | ORLEANS JCT. | 11.5 | A 3 12 PM | A 9 31 PM |
| | | | | 901.8 | KENNER | 10.5 | | |
| | 6 59 | 11 39 | | 904.4 | C MAYS YARD | 7.9 | 3 07 | 9 27 |
| L 7 17 PM | 7 03 | 11 43 | | 906.4 | EAST BRIDGE | 5.9 | 3 04 | A 2 03 PM |
| A 7 20 PM | 7 07 | A 11 45 AM | | 908.6 | SOUTHPORT JCT. | 3.7 | L 3 02 PM | 9 21 L 2 00 PM |
| | A 7 25 PM | | | 914.4 | STY DOCKS | | | L 9 01 PM |

TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL

| | | | | | | | | |
|-----------|------------|--|--|-----|-------------|-----|-----------|----------------------|
| A 8 10 PM | A 12 15 PM | | | 3.7 | NEW ORLEANS | 0.0 | L 2 55 PM | L 1 50 PM |
| | | | | | | | Daily | Daily Mon. Wed. Fri. |

| | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from New Orleans |
|--|-----------------|-----------------------------|------------|---|---------------------------|
| | Feet in Length | Cars—55 Feet and 4 Units | | | |
| | | | 362.5 | M. P. JCT | 93.2 |
| | | | 363.6 | C.....1.1 NORTH BATON ROUGE | 92.1 |
| | | | 364.8 |1.2 BATON ROUGE JCT. | 90.9 |
| | | | 366.2 |1.4 BATON ROUGE | 89.5 |
| | 4675 | 85 | 369.2 |3.0 UNIVERSITY | 86.5 |
| | 4180 | 76 | 380.5 |11.3 ST. GABRIEL | 75.2 |
| | 7865 | 143 | 386.5 |6.0 OLD GEISMAR | 69.2 |
| | | | 389.6 | D.....3.1 GEISMAR | 66.1 |
| | | | 394.0 |4.4 BURNSIDE | 61.7 |
| | 4455 | 81 | 405.2 |11.2 CONVENT | 50.5 |
| | | | 410.2 |5.0 REMY | 45.5 |
| | | | 413.2 |3.0 LUTCHER | 42.5 |
| | | | 414.0 |0.8 GRAMERCY | 41.7 |
| | 7590 | 138 | 416.2 |2.2 MT. AIRY | 39.5 |
| | | | 418.2 |2.0 CARYVILLE | 37.5 |
| | | | 421.5 |3.3 RESERVE | 34.2 |
| | | | 425.4 |3.9 WALTER | 30.3 |
| | | | 426.0 |0.6 LA PLACE | 29.7 |
| | | | 431.9 |5.9 SELLERS | 23.8 |
| | | | 433.4 |1.5 GOOD HOPE | 22.3 |
| | | | 437.4 |4.0 DESTREHAN | 18.3 |
| | | | 440.1 |2.7 ST. ROSE | 15.6 |
| | | | 444.2 |4.1 ORLEANS JCT. | 11.5 |

| | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from Hammond |
|--|-----------------|-----------------------------|------------|---|-----------------------|
| | Feet in Length | Cars—55 Feet and 4 Units | | | |
| | | | 43.7 | D.....7.4 HAMMOND | 0.0 |
| | | | 36.3 |9.2 ALBANY | 7.4 |
| | | | 27.1 |6.6 DOYLE | 16.6 |
| | 6050 | 110 | 20.5 |6.5 CORBIN | 23.2 |
| | | | 14.0 |6.1 DENHAM SPRINGS | 29.7 |
| | | | 7.9 |7.9 SHARP | 35.8 |
| | | | 0.0 |BATON ROUGE JCT. | 43.7 |

Southward—VICKSBURG DISTRICT—Northward

| | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from North Baton Rouge |
|------|-----------------|-----------------------------|------------|---|---------------------------------|
| | Feet in Length | Cars—55 Feet and 4 Units | | | |
| | | | 221.8 | C..... FREIGHT YARD..... | 141.8 |
| | | | | 5.4 | |
| 4369 | 75 | | 227.2 | CEDARS..... | 136.4 |
| | | | | 5.9 | |
| 4008 | 69* | | 233.1 | YOKENA..... | 130.5 |
| | | | | 4.6 | |
| | | | 237.7 | ALLEN..... | 125.9 |
| | | | | 12.0 | |
| 3006 | 50* | | 249.7 | PORT GIBSON..... | 113.9 |

ABANDONED

| | | | | | |
|--|------|----|-------|------------------------|------|
| | 3428 | 58 | 303.9 | CROSBY..... | 59.7 |
| | | | | 7.9 | |
| | | | 311.8 | GLOSTER..... | 51.8 |
| | | | | 8.6 | |
| | | | 320.4 | CENTREVILLE..... | 43.2 |
| | | | | 9.3 | |
| | | | 329.7 | NORWOOD..... | 33.9 |
| | | | | 9.6 | |
| | | | 339.3 | McMANUS..... | 24.3 |
| | | | | 3.0 | |
| | | | 342.3 | ETHEL..... | 21.3 |
| | | | | 5.0 | |
| | | | 347.3 | SLAUGHTER..... | 16.3 |
| | | | | 4.9 | |
| | | | 352.2 | ZACHARY..... | 11.4 |
| | | | | 7.0 | |
| | | | 359.2 | MARYLAND..... | 4.4 |
| | | | | 3.3 | |
| | | | 362.5 | M. P. JCT..... | 1.1 |

*Denotes Derails

Yokena—both ends
Port Gibson—both ends

Westward—CENTRAL DISTRICT—Eastward

| | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 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 |
| | | | | 12.7 | |
| | | | 18.4 | SUMRALL..... | 130.3 |
| | | | | 6.9 | |
| | 2205 | 35 | 25.3 | MELBA..... | 123.4 |
| | | | | 7.2 | |
| | | | 32.5 | BASSFIELD..... | 116.2 |
| | | | | 4.4 | |
| | | | 36.9 | CARSON..... | 111.8 |
| | | | | 7.0 | |
| | | | 43.9 | PRENTISS..... | 104.8 |
| | | | | 9.7 | |
| | | | 53.6 | SILVER CREEK..... | 95.1 |
| | | | | 5.1 | |
| | | | 58.7 | C..... FERGUSON..... | 90.0 |
| | | | | 3.2 | |
| | 2485 | 41 | 61.9 | WANILLA..... | 86.8 |
| | | | | 9.0 | |
| | | | 70.9 | WOOLWORTH..... | 77.8 |
| | | | | 11.4 | |
| | | | 82.3 | C..... BROOKHAVEN..... | 66.4 |
| | | | | 5.9 | |
| | | | 88.2 | ZETUS..... | 60.5 |
| | | | | 17.6 | |
| | 2560 | 42 | 105.8 | EDDICETON..... | 42.9 |
| | | | | 4.1 | |
| | | | 109.9 | BUDE..... | 38.8 |
| | | | | 3.5 | |
| | | | 113.4 | MEADVILLE..... | 35.3 |
| | | | | 5.7 | |
| | | | 119.1 | KIRBY..... | 29.6 |
| | | | | 5.2 | |
| | | | 124.3 | ROXIE..... | 24.4 |
| | | | | 7.8 | |
| | | | 132.1 | CALCO..... | 16.6 |
| | | | | 3.8 | |
| | 2546 | 38 | 135.9 | FENWICK..... | 12.8 |
| | | | | 7.8 | |
| | | | 143.7 | JOHNSVILLE..... | 5.0 |
| | | | | 5.0 | |
| | | | 148.7 | D..... NATCHEZ..... | 0.0 |

6

Westward

MERIDIAN DISTRICT

Eastward

| SECOND CLASS | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 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 | | | 11.5 | | 11.5 MEEHAN | 128.8 | 11 40 | 7 09 | 3 45 |
| 10 45 | 9 55 | 8 16 | 3458 | 60 | 11.8 | | 10.8 HICKORY | 118.0 | 11 05 | 6 52 | 3 30 |
| 11 00 | 10 15 | 8 31 | | | 22.6 | | | | | | |
| | | | | | 30.7 | | 8.1 NEWTON | 109.9 | 10 35 ⁶³ | | 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 | D..... | 8.7 FOREST | 91.3 | 10 00 | 6 07 | 2 50 |
| 12 13 AM | 11 46 | 9 08 | 5610 | 102 | 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. 3 Effective October 25, 1981 STATIONS | Miles from Shreveport | SECOND CLASS | | |
|---------------------|----------------------|-----------------|--------------------------|------------|---|---------------------------|---------------|----------------------|---------------------|
| 263 | 269 | Feet in Length | Cars—55 Feet and 4 Units | | | | 262 | 264 | |
| Dispatch VS 9 | Dispatch MS 5 | | | | | | Dispatch SV 2 | Dispatch SM 6 | |
| Daily | Daily | | | | | | | | |
| L 10 39 PM | L 9 30 AM | | | | C..... | FREIGHT YARD | 171.2 | A 2 30 PM | A 4 30 AM |
| 10 50 | 9 50 | 4645 | 80 | 1.8 | 4.2 | BOVAY | 167.0 | 1 40 | 3 45 |
| 10 57 | 9 57 | 3635 | 61 | 6.9 | 5.1 | MOUND | 161.9 | 1 30 | 3 35 |
| 11 15 | 10 13 | 3537 | 60 | 17.3 | 10.4 | TALLULAH | 151.5 | 1 10 | 3 15 |
| | 10 32 | | | 30.3 | 13.0 | WAVERLY | 138.5 | 12 45 | |
| 11 40 | 10 40 | 4687 | 80 | 35.3 | 5.0 | D..... DELHI | 133.5 | 12 35 | 2 40 |
| | 10 51 | | | 43.0 | 7.7 | HOLLY RIDGE | 125.8 | 12 20 | 2 25 |
| 12 04 AM | 11 04 | 1569 | 24 | 50.6 | 7.6 | RAYVILLE | 118.2 | 12 05 PM | 2 10 |
| 12 15 | 11 50 ²⁶² | 5175 | 89 | 58.0 | 7.4 | CREW LAKE | 110.8 | 11 50 ²⁶⁹ | 1 55 |
| 12 30 | | 6700 | 116 | 67.9 | 9.9 | MAGENTA | 100.9 | | 1 40 |
| 1 30 ²⁶⁴ | 12 45 PM | | | 71.0 | 3.1 | C..... EAST MONROE | 97.8 | 11 30 | 1 30 ²⁶³ |
| | | | | 71.5 | 0.5 | MONROE | 97.3 | | |
| 1 45 | 12 57 | | | 72.2 | 0.7 | WEST MONROE | 96.6 | 11 01 | 1 01 |
| | | | | 74.7 | 2.5 | STEVEN | 94.1 | | |
| 2 25 | 1 34 | 5170 | 89 | 86.2 | 11.5 | CALHOUN | 82.6 | 10 42 | 12 42 |
| 2 45 | 1 47 | | | 95.4 | 9.2 | CHOUDRANT | 73.4 | 10 25 | 12 25 |
| 3 01 | 1 57 | 4281 | 73* | 102.8 | 7.4 | RUSTON | 66.0 | 10 10 | 12 10 AM |
| | | | | 107.1 | 4.3 | GRAMBLING | 61.7 | | |
| 3 20 | 2 15 | 3530 | 59* | 111.5 | 4.4 | SIMSBORO | 57.3 | 9 44 | 11 44 |
| 3 35 | 2 27 | 4174 | 71 | 119.3 | 7.8 | D..... ARCADIA | 49.5 | 9 32 | 11 22 |
| 3 50 | 2 41 | 3582 | 61* | 127.2 | 7.9 | GIBSLAND | 41.6 | 9 20 | 11 13 |
| 3 59 | 2 48 | 3535 | 59* | 131.2 | 4.0 | NELSON | 37.6 | 9 14 | 11 04 |
| 4 20 | 3 05 | 3325 | 56* | 141.4 | 10.2 | SIBLEY | 27.4 | 8 58 | 10 48 |
| 4 45 | 3 16 | 4057 | 69* | 148.2 | 6.8 | D..... DOYLINE | 20.6 | 8 48 | 10 38 |
| 4 55 | 3 24 | 3772 | 64* | 153.7 | 5.5 | HAUGHTON | 15.1 | 8 40 | 10 30 |
| | 3 39 | | | 163.4 | 9.7 | FOSTERS | 5.4 | | |
| A 5 30 AM | A 3 50 PM | | | 166.8 | 3.4 | D..... BOSSIER CITY | 2.0 | L 8 10 AM | L 10 00 PM |
| | | | | 168.1 | 1.3 | SPRING STREET JCT. | 0.7 | | |
| | | | | 168.8 | 0.7 | SHREVEPORT | 0.0 | | |
| | | | | | | | | Daily | Daily |

*Denotes Derails—

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

Ruston—east end

Southward—BOGALUSA DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from Vanilla |
|------------|---|-----------------------|
| 138.0 | WANILLA | 0.0 |
| | 6.8 | |
| 131.2 | MONTICELLO | 6.8 |
| | 16.7 | |
| 114.5 | WHITEBLUFF | 23.5 |
| | 4.9 | |
| 109.6 | MORGANTOWN | 28.4 |
| | 6.1 | |
| 103.5 | FOXWORTH | 34.5 |
| | 5.7 | |
| 97.8 | CHERAW | 40.2 |
| | 8.4 | |
| 89.4 | SANDYHOOK | 48.6 |
| | 5.5 | |
| 83.9 | ANGIE | 54.1 |
| | 4.9 | |
| 79.0 | VARNADO | 59.0 |
| | 9.1 | |
| 69.9 | D BOGALUSA | 68.1 |

Southward—SLIDELL DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from Bogalusa |
|------------|---|------------------------|
| 69.9 | D BOGALUSA | 0.0 |
| | 5.5 | |
| 64.4 | RIO | 5.5 |
| | 2.6 | |
| 61.8 | SUN | 8.1 |
| | 8.4 | |
| 53.4 | TALISHEEK | 16.5 |
| | 16.9 | |
| 36.5 | NORTH SLIDELL | 33.4 |
| | 1.4 | |
| 35.1 | SLIDELL | 34.8 |

Southward—SHORE LINE DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from North Slidell |
|------------|---|-----------------------------|
| 66.4 | COVINGTON | 29.9 |
| | 3.7 | |
| 62.7 | ABITA SPRINGS | 26.2 |
| | 8.7 | |
| 54.0 | MANDEVILLE | 17.5 |
| | 8.3 | |
| 45.7 | LACOMBE | 9.2 |
| | 9.2 | |
| 36.5 | NORTH SLIDELL | 0.0 |

Southward—WINNFIELD DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 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 | MENELEE | 4.7 |
| | 4.7 | |
| 60.9 | WINNFIELD | 0.0 |

Southward—WOODVILLE DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from Argue |
|------------|---|---------------------|
| 18.8 | ARGUE | 0.0 |
| | 2.3 | |
| 16.5 | ST. FRANCISVILLE | 2.3 |
| | 6.8 | |
| 9.7 | ZEE | 9.1 |
| | 1.7 | |
| 8.0 | DELOMBRE | 10.8 |
| | 8.0 | |
| 0.0 | SLAUGHTER | 18.8 |

Southward—COLUMBIA DISTRICT—Northward

| Mile Posts | TIMETABLE NO. 3 Effective October 25, 1981 STATIONS | Miles from Silver Creek |
|------------|---|----------------------------|
| 120.2 | SILVER CREEK | 0.0 |
| | 12.6 | |
| 107.6 | OAKVALE | 12.6 |
| | 15.2 | |
| 92.4 | COLUMBIA | 27.8 |

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.

N. Jurisdiction of Mississippi Division officers extends to MP 208 on Cleveland District, MP 4 on Meridian District, Mile 144.8 on the Tallahatchie District, Mile 704.1 on Grenada District, Mile 156.5 on the Gulfport District, and MP 5 on the Central District.

2. Standard Clocks:

| | |
|------------------------|--|
| Gwin..... | Train order office |
| Canton..... | Train order office |
| North Jackson..... | Train order office |
| McComb..... | Passenger Station |
| South Yard..... | Train order office |
| Mays Yard..... | Register room |
| | Engineers register room |
| New Orleans..... | Office of Supervisor of Trains U.P.T. |
| Freight Yard..... | Train order office |
| Natchez..... | Train order office |
| North Baton Rouge..... | Register room |
| Baton Rouge, Jct..... | General Foreman office |
| Geismar..... | Train order office |
| Reserve..... | Yard 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.

19. Operating rule 19 is cancelled and revised as follows:

From approximately one hour before sunset until approximately one hour after sunrise, and during other hours when visibility is restricted to one-half mile or less, a highly visible red light, either flashing or burning constantly, will be displayed on the rear of the last car of a train to indicate the rear of the train. During all other hours, this marker unlighted will be displayed on the rear of the last car of a train to indicate the rear of the train.

EXCEPTIONS:

(1) When an engine is operating without cars, or at the rear of a train, the trailing headlight illuminated on low beam may be used as a highly visible marker.

(2) Markers are not required for a train, cars or an engine for movement wholly within yard limits.

(3) When the highly visible red light becomes inoperative enroute, the train may be moved to the next forward location where the light can be repaired or replaced.

(4) The highly visible red light is not required on the rear of defective equipment that must be handled behind the caboose for movement to a point where repairs can be made.

(5) When a portion of a train is disabled or derailed and a portable highly visible red light is not available, the remainder of the train may be moved to the next terminal without a highly visible red light.

When any of the conditions exist as outlined in Exceptions (3), (4) or (5), a red flag will be displayed on the rear of the last car to indicate the rear of the train.

Rule 19(a). Operating rule 19(a). is cancelled and revised as follows:

It is the responsibility of the train crew, at each crew change point, to inspect the highly visible red light to assure it is in proper operating condition. If found to be inoperative, a report of such condition must be made as promptly as practical to the train dispatcher.

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)
 Brookhaven (For Central District only)
 *South Yard
 *Mays Yard
 New Orleans (Office of Supervisor of trains U.P.T.)
 *Trains may register by Register Ticket.

Trains operating McComb to Mays Yard via Orleans Jct. and Baton Rouge District:

Conductors arriving Orleans Jct. on McComb District enroute Baton Rouge District must furnish Control Operator, Mays Yard, by radio their arrival time and departure time. Control Operator, Mays Yard, must register train's arrival time on McComb District and departure time 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 Orleans Jct. and the Baton Rouge District:

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 train's arrival time on Baton Rouge District and departure time 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
 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

93. (Continued)

Arcadia—Between MP 118 and MP 121
 Gibsland—Between MP 126 and Mile 128.5
 Shreveport—Extends to Mile 162.5

Winnfield District: Entire District

Vicksburg District:
 Freight Yard—Extends to MP 251
 Baton Rouge—Extends to MP 345

Cleveland District:
 Freight Yard—Extends to MP 208

Gulfport District:
 Jackson—Extends to Mile 156.5

Columbia District: Entire District

Bogalusa District:
 Wanilla—Between Mile 135.2 and Mile 139.7
 Bogalusa—Between MP 68 and Mile 75.6

Slidell District:
 Slidell—Extends to North Slidell

Shore Line District: Entire District

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
 Yazoo City—Between Mile 167.4 and MP 178
 Cynthia—Between Mile 210.8 and Mile 212.8
 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 803

McComb District:
 McComb—Extends to MP 812
 Hammond—Between Mile 855.7 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 Meridian and Gulfport Districts, Jackson, will be governed by Yardmaster North Jackson and following movements made only with his permission:

Meridian District:

Eastward—before passing switchtender on departure.
 Westward—before passing East Jackson.

Gulfport District:

Southward—before passing switchtender on departure.
 Northward—before passing north end Pearl River Bridge.

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

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. They must keep advised of and avoid delay to First Class and Dispatch trains.

Trains from Hammond District must obtain permission from yardmaster or operator 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 Jct., 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 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 Jct., from the north end until control operator, Southport Jct., 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 south of Passenger Station, Jackson, will be made on the authority of switchtender or yardmaster, either by radio communications or hand signals.

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.

Vicksburg District: Mile 361.1 (L&A Crossing) 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.

98-509: Baton Rouge District: Mile 442.6, (L&A Crossing). When train or engine is stopped by stop signal at crossing and there is no conflicting L&A train or engine movement evident and derails on the L&A tracks are in derailing position, movement over crossing will be made on hand signal given by trainmen at crossing, and train or engine may proceed at RESTRICTED SPEED to next signal.

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

New Orleans:

| | |
|-----------------------------|---------------|
| Mile 920.6—Upper Belt | NOPB Crossing |
| Mile 916.9—Upper Belt | NOPB Crossing |
| Mile 916.7—Upper Belt | NOPB Crossing |
| Mile 916.2—Sty Docks | NOPB Crossing |
| Mile 915.6—Lower Belt | NOPB Crossing |

| | |
|-----------------------------|-----------------|
| Mile 914.7—Lower Belt | NOPB Crossing |
| Mile 913.8—Lower Belt | TP-MPT Crossing |
| Mile 913.6—Lower Belt | TP-MPT Crossing |

Shreveport District:

| | |
|------------------|---------------------------|
| Mile 168 | SSW and KCS Crossings. |
| Mile 168.3 | East end two main tracks. |
| Mile 169.7 | MP 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. 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 Industrial Lead |
| Gulf Yard | No Normal position |
| Gulf Yard Industry Lead | Normal position against lead |
| Wanilla | Normal position against Bogalusa District |
| 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: | | | Oliver, end of two tracks | 40 | 40 |
| Meridian and Shreveport | — | 45 | No. 15 crossovers and turnouts: | | |
| Freight Yard and Port Gibson | — | 20 | Freight Yard (Shreveport District) | | |
| Crosby and MP Jct. | — | 40 | crossover | 20 | 20 |
| West Monroe and Winnfield | — | 20 | Baton Rouge Jct. (Hammond District) | | |
| Silver Creek and Columbia | — | 10 | turnout east end of Wye | — | 10 |
| Hattiesburg and Natchez | — | 35 | Mile 388.2, (Baton Rouge District) | | |
| Gwin and Cynthia | — | 49 | through turnouts | — | 25 |
| Cynthia and North Jackson | — | 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 Mile 903.6, North | | |
| MP Jct. and Orleans Jct. | — | 40 | of Little Farms crossing | 25 | 25 |
| Baton Rouge Jct. and Hammond | — | 40 | Mays Yard—North end crossover to north main | | |
| Slaughter and Zee | — | 20 | track | 25 | 25 |
| Zee and Argue | — | 10 | Mays Yard—North end crossover switches south | | |
| Wanilla and Slidell | — | 25 | main track | 25 | 25 |
| North Slidell and Covington | — | 25 | Southport Jct.—North end long crossover | 25 | 25 |
| Moving against current of traffic | 55 | 40 | Through turn outs at spring switches unless other | | |
| *Trains consisting of all TOFC equipment | — | 60 | wise authorized | 25 | 25 |
| 101(a). Lower Speeds: | | | Through turn outs at following spring switches: | | |
| Diverging routes, through crossovers, junctions | | | Shreveport—Spring Street Jct., east end two main | | |
| and siding switches: | | | tracks, west end two main tracks and Mile 169.3 | 10 | 10 |
| No. 20 crossovers and turn outs: | | | On straight track at spring switches when springing | | |
| Skip, end of two tracks | 40 | 40 | points | 40 | 40 |
| | | | Through turn outs at other locations | 10 | 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) | | | HAMMOND DISTRICT: | | |
| CANTON DISTRICT: | | | Hammond: Between Mile 42.7 and Mile 43.5, all crossings (See Note B)..... | | |
| Canton: All street crossings, (See Note B)..... | 10 | 10 | Curve—Mile 43.7..... | — | 10 |
| Jackson: Between Mile 721.7 and MP 725 | 40 | 40 | Between Mile 25.7 and Mile 27.5..... | — | 35 |
| Between MP 725 and Mile 727.4 | 30 | 30 | Between Mile 21.1 and Mile 8.7..... | — | 25 |
| Between Mile 727.4 and Mile 730.5..... | 25 | 25 | Mile 7.7, Sherwood Forest Blvd., (See Note B)..... | — | 10 |
| Between Mile 730.5 and Mile 735.1 both tracks | 30 | 30 | Mile 6.3, Monterrey Blvd., (See Note B)..... | — | 10 |
| Between Mile 748.2 and Mile 750.3. curve, both | | | Mile 4.9, Between Airline Highway and Baton | | |
| tracks..... | 75 | 50 | Rouge Jct..... | — | 10 |
| Crystal Springs: All street crossings, (See Note B) .. | 25 | 25 | YAZOO DISTRICT: | | |
| Crystal Springs siding..... | 5 | 5 | Between MP 154 and MP 155 | | |
| Between Mile 761.5 and MP 762, curve, southward | | | (See Note A)..... | —0 | 40 |
| track..... | 75 | 50 | Curve Mile 163.8, (See Note A)..... | — | 40 |
| Hazlehurst: All street crossings, (See Note B)..... | 25 | 25 | Curve Mile 168.2 (See Note A)..... | — | 40 |
| Between Mile 765.5 and Mile 767.6, curve, both | | | Between MP 172 and MP 177..... | — | 10 |
| tracks..... | 75 | 50 | First curve south MP 178 (See Note A)..... | — | 40 |
| Brookhaven: All street crossings, (See Note B)..... | 30 | 30 | MP 182 to Subway M-185-3 | — | 25 |
| Summit: MP 804 Main street crossing | 50 | 50 | Curve MP 186 (See Note A) | — | 40 |
| McCOMB DISTRICT: | | | Curve, Between Mile 187.7 and MP 188 | — | 25 |
| Magnolia: Mile 814.1, Highway 48, (See Note B)... | 50 | 40 | Between Mile 188.9 and MP 190 (See Note A)..... | — | 40 |
| Osyka: Mile 823.8, Liberty Street, (See Note B)..... | 40 | 40 | Curve and Bridge M-195-8 Ragin | — | 35 |
| Kentwood: MP 829, Highway 38, (See Note B)..... | 35 | 35 | Curve Mile 201.6 (See Note A)..... | — | 40 |
| Tangipahoa: Mile 833.3, Highway 440, | | | Between MP 205 and MP 211 (See Note A) | — | 40 |
| (See Note B)..... | 45 | 45 | Cynthia: South switch to north end of curve at | | |
| Amite: All Street Crossings | 35 | 35 | Mile 210.5 | — | 35 |
| Independence: Mile 849.9, Fourth Street, | | | Jackson: Mile 217.6, Stonewall Street, (See Note B) .. | — | 10 |
| (See Note B)..... | 25 | 25 | CENTRAL DISTRICT: | | |
| Hammond: Between Mile 858.2 and Mile 859.5..... | 25 | 25 | Curves, Between MP 15 and Mile 16.4..... | — | 25 |
| Ponchatoula: Mile 863.9, Pine Street, (See Note B) | 35 | 35 | Curve, Between Mile 17.7 and Mile 17.9 | — | 25 |
| Manchac Bridge: Mile 874.6 moveable center | | | Curve, Between Mile 21.5 and Mile 21.8 | — | 25 |
| span only | 45 | 25 | Curve, Between Mile 22.4 and Mile 22.8 | — | 25 |
| Spillway Bridge: MP 891-893..... | 60 | 50 | Curves, Between Mile 24.3 and Mile 24.9 | — | 25 |
| Orleans Jct.: L&A crossing..... | 50 | 40 | Curve, Between MP 28 and Mile 28.2 | — | 25 |
| NEW ORLEANS DISTRICT: | | | Curve, Between Mile 32.8 and MP 33.0 | — | 25 |
| Kenner: Between Mile 900.7 and Mile 902.3 | 25 | 25 | Curve, Between Mile 37.3 and Mile 37.5 | — | 25 |
| From signal 901.2 to northward home signal at | | | Curve, Between MP 38 and Mile 38.2 | — | 25 |
| Orleans Jct., northward main track..... | 40 | 30 | Curve, Between Mile 38.6 and Mile 38.8 | — | 25 |
| Mile 904.4, Crossing north end Mays Yard. | | | Curve, Between Mile 41.8 and MP 42.0 | — | 25 |
| (See Note B)..... | 40 | 10 | Bridge MH 60-7 Pearl River..... | — | 10 |
| Southport Jct: Between north switch, north leg of | | | Brookhaven—From approach signal until entire | | |
| wy and Upper Belt, two main tracks..... | 10 | 10 | train has passed over Canton District | | |
| BATON ROUGE DISTRICT: | | | Crossing | — | 10 |
| Between MP Jct. and MP 368, all crossings | — | 10 | Bridge MH 93-3 McCalls Creek | — | 10 |
| Mile 368.1, Aster Street, (See Note B)..... | — | 10 | Bridge MH 104-9..... | — | 10 |
| Mile 368.7, Box Stadium Crossing, (See Note B).... | — | 10 | Eddiceton—East siding switch to MP 108..... | — | 10 |
| Mile 369.7, Bob Pettit Drive, (See Note B)..... | — | 10 | Bridge MH 114-8..... | — | 10 |
| Lutcher: Mile 413.2, Texas Street, (See Note B).... | — | 10 | Bridge MH 119-3..... | — | 10 |
| Reserve: All crossings. (See Note B) | — | 25 | Roxie—From approach signal until engine or lead | | |
| Sellers: Mile 432.5, Apple Street, (See Note B)..... | — | 25 | car has passed over yard rail crossing | — | 20 |
| Good Hope: Mile 433.4, Prospect Ave. (See Note B). | — | 10 | Between MP 139 and Mile 140.5 | — | 10 |
| Curve—Mile 436.7 North end Destrehan Yard | — | 25 | Natchez, Mile 148.5, South Canal St., to Interna- | | |
| Mile 442.6, L&A Crossing..... | — | 25 | tional Paper Co. (MP) | — | 10 |
| Curve—Mile 443.7..... | — | 25 | VICKSBURG DISTRICT: | | |
| | | | Between MP 216 and Mile 220.4, Depot Street | — | 10 |
| | | | Curve Between Mile 238.2 and Mile 238.4..... | — | 10 |

SPECIAL INSTRUCTIONS

13

| TERRITORY OR LOCATION | Passenger Trains | Freight Trains | TERRITORY OR LOCATION | Passenger Trains | Freight Trains |
|--|---------------------|-------------------|--|---------------------|-------------------|
| | Miles Per Hour | | | Miles Per Hour | |
| 101(a). (Continued) | | | | | |
| Between MP 329 and MP 333..... | — | 25 | BOGALUSA DISTRICT: | | |
| Between MP 345 and MP 361..... | — | 20 | Between Mile 110.5 and Mile 113.5..... | — | 10 |
| Mile 360.8 Highway 61, (See Note B)..... | — | 10 | Wanilla—Central District crossing..... | — | 10 |
| Mile 361.1 L&A Crossing, (See Note B)..... | — | 10 | Bogalusa—Mile 71.6, Highway 10, (See Note B).... | — | 10 |
| MERIDIAN DISTRICT: | | | SHORE LINE DISTRICT: | | |
| Between MP 4 and MP 9 (See Note A)..... | — | 40 | North Slidell: Both Legs of wye..... | — | 10 |
| Between Mile 10.8 and Mile 11.7 (See Note A)..... | — | 40 | LaCombe: Bridge NA 44—28..... | — | 10 |
| Bridge VM 13-9..... | — | 25 | Curves—Between Mile 61.7 and MP 63..... | — | 10 |
| Between MP 13 and MP 14 (See Note A)..... | — | 40 | Mile NA 54, Highway 190, (See Note B)..... | — | 10 |
| Chunky MP 17—between road crossings..... | — | 25 | Covington: Between Mile 65.4, Highway 21, and Mile 67.4, Poole Lumber Company, including all legs of wye..... | — | 5 |
| Morton—All street crossings..... | — | 25 | SLIDELL DISTRICT: | | |
| Pelahatchie—All street crossings..... | — | 30 | North Slidell: North Switch of wye to Southern connection..... | — | 10 |
| Between MP 75 and MP 76 (See Note A)..... | — | 40 | WOODVILLE DISTRICT: | | |
| Between MP 79 and MP 81 (See Note A)..... | — | 40 | Mile 4.5, Highway 61, (See Note B)..... | — | 10 |
| Between MP 90 and MP 91 (See Note A)..... | — | 40 | Mile 6.1, Highway 68, (See Note B)..... | — | 10 |
| Between MP 92 and MP 94 (See Note A)..... | — | 40 | Mile 7.5 Highway 61, (See Note B)..... | — | 10 |
| East Jackson-Industrial Lead Crossing..... | — | 10 | Curves, Between Mile 8.2 and MP 9..... | — | 10 |
| Jackson—All street crossings..... | — | 30 | <p>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.</p> <p>NOTE B: Restriction applies until engine or lead car passes crossing.</p> <p>In ABS and CTC territory, 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>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 Mile 442.6 account slow response of relays in Overlay Signal System.</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> <p>Switch, Road Switch and Transfer units..... 45 MPH All other freight units..... 65 MPH AMTRAK Passenger units..... 79 MPH</p> | | |
| Curve MP 99—(See Note A)..... | — | 40 | | | |
| Between MP 102 and MP 103 (See Note A)..... | — | 40 | | | |
| Clinton—Between MP 103 and Mile 105.4..... | — | 30 | | | |
| Between MP 106 and MP 108 (See Note A)..... | — | 40 | | | |
| Bolton—Mile 113.1, Street Crossing, (See Note B).. | — | 30 | | | |
| Between MP 120 and MP 121 (See Note A)..... | — | 40 | | | |
| Edwards—East siding switch to west cotton gin switch..... | — | 30 | | | |
| Curves—Between Mile 127.5 and Mile 129.3..... | — | 35 | | | |
| Between MP 130 and Mile 131.8 (See Note A)..... | — | 40 | | | |
| Newmans—MP 133 (See Note A)..... | — | 40 | | | |
| Curves—Between Mile 133.4 and Mile 133.9..... | — | 35 | | | |
| Between Mile 134.5 and Mile 136.2 (See Note A).. | — | 30 | | | |
| Vicksburg—West end Cherry St. Yard to Mile 139.8, Mulberry St..... | — | 10 | | | |
| SHREVEPORT DISTRICT: | | | | | |
| All sidings..... | — | 10 | | | |
| Curve and Bridge—Freight Yard to west end main span Mississippi River Bridge..... | — | 10 | | | |
| Curves and Bridge—West end main span Mississipi River Bridge to Mile 1.1..... | — | 30 | | | |
| Tallulah—MP crossing, (See Note B)..... | — | 25 | | | |
| Delhi—Between MP 35 and MP 36..... | — | 25 | | | |
| Rayville—MP crossing, (See Note B)..... | — | 10 | | | |
| MP 70 to East Monroe..... | — | 20 | | | |
| East Monroe to West end Bridge VD-72-0 Ouachita River..... | — | 10 | | | |
| Gibsland—L&NW crossing, (See Note B)..... | — | 10 | | | |
| Sibley—L&A crossing, (See Note B)..... | — | 10 | | | |
| Haughton—Between MP 153 and Mile 155.5..... | — | 30 | | | |
| First curve east MP 160 (See Note A)..... | — | 40 | | | |
| Between Mile 166.4 and Mile 170.5..... | — | 10 | | | |
| GULFPORT DISTRICT: | | | | | |
| Jackson—All street crossings..... | — | 10 | | | |
| Mile 158.6: Industrial lead crossing..... | — | 10 | | | |

101(a). (Continued)

- 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 (Wings must be properly secured)..... 25 MPH
- 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 centers30 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
- Loaded hopper and pulpwood cars between Brookhaven 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 19 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). Operating rule 101(b) is cancelled and revised as follows:

A yellow rectangular sign placed on the right hand side of the track in the direction of movement, unless otherwise provided, indicates that the track one and one-half miles distant is in a condition for a speed of 10 MPH, unless a different speed is specified by train order, general order or bulletin order. A green rectangular sign will indicate the end of the speed restriction. If a train is not restricted by train order, general order or bulletin order, and a green rectangular sign is not encountered, the train may resume its authorized speed after the entire train is beyond a point two miles from where the speed restriction began, a minimum of three and one-half miles from the yellow sign.

On the Meridian, Shreveport, Winnfield, Vicksburg, Central, Columbia, Baton Rouge, Hammond, Woodville, Bogalusa, Slidell, and

Shore Line 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, and Woodville 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."

No freight trains or engines will pass over ANY crossing in Jackson between the hours of 7:15 AM and 8:00 AM and 4:45 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 |
| 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 |

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. (All Wye Switches)..... | As last used |
| North Jackson..... | For Northward Trains |
| Jackson..... | For Canton District |
| Hammond..... | For McComb District |
| Silver Creek..... | For Central District |

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

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 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 and Crupp, 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 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 |
| | T&E locker room |
| | South switch shanty |
| | Old Engr wash room |
| 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 in |
| | conductors and trainmen |
| | locker room |
| Sty Docks | Locker room |
| North Baton Rouge | Engine House |
| | Register room |
| Baton Rouge Jct. | South switch shanty |
| 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 |
| 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 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:

North Baton Rouge-Train Order Office Good Hope-Yard Office
 Geismar-Train Order Office Mays Yard-Train Order Office
 Reserve-Yard Office

111 (e). Defective Equipment Detectors:

Detector Centers have radio communication with trains passing defective equipment detectors at the following locations:

| Locations | Detector Center |
|-----------------------------|-----------------|
| YAZOO DISTRICT | Chicago |
| Bentonla (Mile M-192.62) | |
| CANTON DISTRICT | Chicago |
| Hazlehurst (Mile 764.52) | |
| MCCOMB DISTRICT | Chicago |
| Arcola (Mile 839.72) | |
| Manchac (MP 869) | |
| HAMMOND DISTRICT | Chicago |
| Lockhart (Mile LZ-17.16) | |
| BATON ROUGE DISTRICT | Chicago |
| Burtville (Mile L-374.95) | |
| Belmont (Mile L-408.77) | |
| MERIDIAN DISTRICT | Chicago |
| Clarksburg (Mile VM-64.70) | |
| Bolton (Mile VM-112.95) | |
| SHREVEPORT DISTRICT | Chicago |
| Bee Bayou (Mile VD-47.16) | |
| Simsboro (Mile VD-110.54) | |

1. When a defect is detected, the Detector Center will notify the train to stop.

2. The engineer of such train will respond by giving his train identification, location of detector being passed and that he is stopping his train. The engineer must IMMEDIATELY use a service reduction of the automatic air brake system to bring train to a stop in a safe manner.

If the engineer does not respond within ten seconds that he is stopping the train, the Detector Center will repeat the instructions a second and third time at ten second intervals. If there is still no response from the engineer, the Detector Center will immediately notify the appropriate train dispatcher to have this train stopped.

3. After the engineer responds that he is stopping his train, the Detector Center will notify the engineer the nature of defect and location (number of cars) from the LEAD UNIT (or caboose) on the (north, south, east, west) rail and is the leading (or trailing) truck, leading (or trailing) wheel. The engineer will repeat this information to the Detector Center.

The Detector Center will then notify the appropriate train dispatcher that this train is being stopped. The train dispatcher must monitor the procedure from this point on.

4. If footing along track or terrain makes it impossible or hazardous for a member of crew to walk to the suspected car, the train may be pulled FORWARD, but not to exceed FIVE MILES PER HOUR, to a point where the member of crew on ground can inspect the suspected car. Such move MUST NOT be made if it would result in moving the suspected car over a facing point switch. Reverse movement must not be made until the suspected car has been inspected and found safe to move.

5. 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. The train consist or wheel report must NOT BE USED for the purpose of identifying the car to be inspected. A member of crew must count the number of cars from either the LEAD UNIT or caboose.

6. An on-the-ground thermal inspection must be made by a member of crew of the suspected car or diesel unit.

111(e). (Continued)

On friction bearing cars, if there is no visual evidence of a hot box, the lids of all the journal boxes must be opened (using a tool, if possible) on the reported side of the suspected car and feel the edge of the collar of the journal near the point that contacts the journal bearing. If journal end is noticeably hotter than adjacent journal ends, set out the car.

On roller bearing cars, check all journal bearings on the reported side of the suspected car or diesel unit with hand for excessive heat. Feel the underside of the journal and the adapter block located immediately under the truck side and above the bearing for the reported defect. If noticeably hotter than adjacent boxes or adapters, set out the car.

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

If no defect is found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected car or diesel unit must be checked in the same manner as described above.

If a car or diesel unit is stopped a second time for a suspected hot journal, the car or diesel unit must be set out regardless of a lack of evidence.

7. After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher, the car or diesel unit initial, number, journal location, type of bearing (friction or roller), nature of defect, if any, and disposition of the car, whether defective or not. If car is not set out, the same report must also be made to connecting crew or to yard forces at final terminal.

If radio communication is not available with the train dispatcher, a message containing the above information must be addressed to the train dispatcher and to the Detector Center and left at the next open train order office. In addition, the conductor will make notation on his delay report, the name of the train order office where message was left.

8. Train crews will be notified when detectors are out of service. The train must be stopped 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 employes will make the inspection of both sides of the train as it passes the vicinity of the out-of-service detector. If this exception is made, the speed of the train must not exceed TEN MILES PER HOUR to permit the other employes to make the inspection. Such employes will notify the crew upon 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.

EXCEPTION FOR PASSENGER TRAINS ONLY: When a passenger train has a REGULAR STATION STOP not more than ten miles from an out-of-service detector, such visual inspection may be made while stopped for the regular station stop.

M-151. Two Main Tracks.

Between:

| | |
|-----------------------|---|
| Shreveport District: | Spring Street Jct. and Mile 169.3 (SP Connection). |
| Yazoo District: | Mile 149.79 and MP 146, north of Tchula. Mile 217.26 and North Jackson |
| Canton District: | North Jackson and McComb |
| McComb District: | McComb and Oliver Skip and crossover at Hickory Street, Mays Yard. |
| New Orleans District: | Southport Jct. and Sty Docks (Upper Belt) |

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

Meridian District trains must secure a clearance before leaving Jackson.

Trains may leave North Slidell 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.

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 operating between Hammond and 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 Delhi 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 Canton 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 1-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.

279. Electric Lock Switches:

| Location | Operated By |
|--|-------------|
| Ponchatoula, old northward main, North end. | Trainmen |
| Ponchatoula, Crown Zellerbach Co. | Trainmen |

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

505. Automatic Block Signal System is in effect between:
Canton and Oliver
Skip to crossover Hickory Street, Mays Yard
Crossover Hickory Street, Mays Yard and East Bridge, signaled for northward movement only
MP 361 and MP Jct.—Vicksburg District.
Mile 366.7 and Orleans Jct.—Baton Rouge District.

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, Mile 917.7

At ICG switch crossover track between ICG northward main track and NOPB southward main track north of Napoleon Avenue, Mile 916.5

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, Mile 915.6.

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, Mile 915.6.

At ICG switch crossover track between ICG northward main track and NOPB southward main track south of Louisiana Avenue, Mile 915.6

OPERATING INSTRUCTIONS 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. The Five Minute waiting time 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.—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 |

Shreveport (Continued)

| | |
|-----------------------------------|--------------------------|
| 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 |
| Crupp Siding—North switch..... | For main track |
| Crupp 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 |
| 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 Mile 908.6, Jefferson Highway, Southport Jct., is a signal governing facing point movement over spring switch located Southport Jct., at end of Upper Belt two main tracks. Signal will display yellow aspect when switch is in normal position.

608. Manual Interlockings:

Location:

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

At the above locations 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.

Facing point switch for Goodyear lead is on northward main track 210 feet south of the NOPB Upper Belt crossings and south of Mile 908.6, Jefferson Highway. Train and engine movements to and from Goodyear lead will be made on signal indications in accordance with Rules 290 and 292. Switch will be operated by control operator Southport Jct. Crew member must contact control operator at Southport Jct. for instructions.

610. Automatic Interlockings:

| | |
|--|---|
| Roxie..... | Central District and Yard Rail crossing |
| Sibley..... | L&A |
| Bossier City..... | SSW |
| Brookhaven..... | Central and Canton District crossing |
| Lower Belt (North end Lower Belt)..... | NOPB |
| Upper Belt (Mile 917.5)..... | NOPB |

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 between:

| | | |
|-----------------|--------------------------------|---------|
| Columbia..... | Silver Creek and Columbia..... | 220,000 |
| Winnfield..... | West Monroe and Winnfield..... | 220,000 |
| Shore Line..... | N. Slidell and Covington..... | 220,000 |
| Woodville..... | Slaughter and Zee..... | 263,000 |
| | Zee and Argue..... | 240,000 |

Engines are prohibited over:

- Port Gibson Oil Mill—Track Scales
- Canton—C&C RR—Bridges, Creosote Track
- North Jackson—Track Scales

Not more than a single unit:

- Destrehan—Track No. 4 Bunge Elevator.
- Reserve—Godchaux Sugar refinery all tracks.
- Simsboro—Mile 109.7, Lauren Glass and Duraflake.

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.

Deadhead cabooses will be handled in trains next ahead of working caboose or next behind the locomotives. Cabooses must not be left in isolated places where they may be vandalized, and they must be locked when not in use.

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 Despatcher (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—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. When it is necessary for the conductor and other members of the crew to move to the head end of the train leaving the caboose unoccupied, a member of the crew must have the waybills in his possession at all times.

Should there be a derailment involving hazardous material the waybills will be readily available to authorities for questions concerning the consist of the train.

1213. 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.

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.

1216. Open-top cars having lading protruding beyond car end or above car must not be placed next to engine or caboose.

1217. The lower belt extends from Sty Docks southward to end of track.

1218. The Industrial lead at Jackson extends Southward from High street to end of track at Byram.

| Illinois Central Gulf | | 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 | PLACARD APPLIED ON CAR | MUST NOT BE PLACED NEXT TO: | | | | | | | | | | | | | | Any Loaded p L A C A R D E D Car Except Combustible | |
| | | When Train Length Permits | When Train Length Does Not Permit | Must Be Placed | Loaded | Open Top Car | Any Car, Piggyback, Container, Or Other | D | O | E | P | R | U | | | | |
| | | Must Be Nearer Than Sixth Car From Engine or Occupied Caboose | Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose | ENGINES | When Loading Beyond Car Ends Or When Loading Above Car Ends Is Liable To Shift | Or Heating Internal Combustion Engine Operating; Lighted Heaters, Stoves Or Lamps | CCUPP | CCUPP | CKPLOS | PISTONS | RAILROADS | RAILROADS | RAILROADS | RAILROADS | RAILROADS | | |
| ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS) | EXPLOSIVES A | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | |
| ANY CAR EXCEPT TANK CAR | POISON GAS | | | | | X | X | X | X | X | X | X | X | X | X | | |
| TANK CAR | POISON GAS | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | |
| ANY CAR | RADIOACTIVE | | | | | | | | | | | | | | | | |
| LOADED TANK CAR | ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | |
| EMPTY TANK CAR | ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE | | | | | | | | | | | | | | | | |
| ANY CAR | COMBUSTIBLE OR EMPTY COMBUSTIBLE | | | | | | | | | | | | | | | | |
| ALL OTHER LOADED CARS | ANY PLACARDS | | | | | | | | | | | | | | | | |
| 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 installed on the flat car, end 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. | | ④ 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. | | | | | | | | | | | | | | | |

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 cabooses)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 | Crosby to Slaughter | Slaughter to North Baton Rouge | North Baton Rouge to Crosby | Port Gibson to Freight Yard | |
| Engine Horse Power | | | | | | | | | |
| 600 | | | | | | 3000 | | | |
| 1500 | 2850 | 2375 | 3600 | 3200 | 2600 | 8000 | 3200 | 2900 | |
| 1750 | 3229 | 3024 | 4200 | 3517 | 2800 | 9650 | 3400 | 3024 | |

| 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 | | | | | | | | |
| 1200 | 6000 | 1500 | 2050 | 2400 | 2000 | 1800 | 2150 | 3500 | 1500 |
| 1750 | | 2000 | 2900 | 3400 | 2800 | 2500 | 3000 | 5000 | 2000 |

| Factor | 10 | 10 | 11 | 9 | 19 | 10 | 18 | 18 | 5 |
|--------------------|----------------|----------------|-------------------|-------------------|---------------------|---------------------|-------------------------------------|-----------------------------------|--------------------|
| | Gwin to McComb | McComb to Gwin | Canton to Jackson | Jackson to Canton | McComb to Mays Yard | Mays Yard 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 | |
| 1500 | 5400 | 6400 | 5000 | 4900 | 10800 | 4900 | 8000 | 8000 | 3000 |
| 1750 | 5525 | 6500 | 8200 | 5000 | 11000 | 8100 | 9500 | 9500 | |

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 |

"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