

A. M. Dickerson	Division Manager	Jackson
J. A. Paul	Transportation Superintendent	Jackson
A. E. Chance	Engineering Superintendent	Jackson
R. L. Copeland	Mechanical Superintendent	Jackson
L. R. Stearns	Terminal Superintendent	New Orleans
H. L. Craddock	Asst. Trans. Superintendent	Vicksburg
T. A. Murphy	Asst. Trans. Superintendent	Meridian
A. L. Phipps	Senior Trainmaster	New Orleans
H. W. Spence	Senior Trainmaster	Mobile
J. D. Duff	Trainmaster	Jackson
T. J. Bennett	Trainmaster	Jackson
F. A. Elkins	Trainmater	McComb
L. J. Cline	Trainmaster	New Orleans
J. C. Freedman	Trainmaster	Baton Rouge
R. D. Jobe	Trainmaster	Baton Rouge
G. D. Harmon	Trainmaster	Vicksburg
B. L. Martin	Trainmaster	Laurel
J. M. Jennings	Trainmaster	Meridian
G. T. Robbins	Trainmaster	Tuscaloosa
R. L. Ballard	Terminal Trainmaster	Bossier City
D. L. Whitchurch	Trainmaster—Trav. Engr.	Baton Rouge
R. Aldridge	Traveling Engineer	Jackson
C. Reed	Traveling Engineer	Meridian
S. G. Estess	Assistant Trainmaster	Jackson
L. E. Phelps	Assistant Trainmaster	McComb
G. W. Ross	Assistant Trainmaster	Geismar
J. P. Lenoir	Assistant Trainmaster	Geismar
W. H. Standberry	Assistant Trainmaster	Good Hope
W. A. Eastman	Assistant Trainmaster	Monroe
J. R. McCarra	Assistant Trainmaster	Laurel
L. W. King	Assistant Trainmaster	Hattiesburg
M. B. Ballard	Assistant Trainmaster	Evanston
F. A. Butler	Assistant Trainmaster	Artesia
G. Beasley	Assistant Trainmaster	Meridian
J. A. Leach	Assistant Trainmaster	Meridian
B. L. Humphreys	Assistant Trainmaster	Meridian
W. H. Brand	Assistant Trainmaster	Meridian
L. B. Coffey	Assistant Trainmaster	Mobile
D. M. Gable	Assistant Trainmaster	Mobile
J. E. Taggart	Assistant Trainmaster	Tuscaloosa
D. L. Croy	Assistant Trainmaster	Montgomery
C. Stephens	Assistant Trainmaster	Montgomery

PUT SAFETY FIRST

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

Illinois Central Gulf Railroad



SOUTHERN DIVISION

TIMETABLE No.

1

EFFECTIVE 12:01 A.M.

SUNDAY, OCTOBER 31, 1982

**Superseding
Mississippi Division
Timetable No. 3
Dated October 25, 1981**

**Alabama Division
Timetable No. 3
Dated May 25, 1980**

**Delta Division
Timetable No. 8
Dated October 25, 1981**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

I. B. HALL, Vice President and Chief Transportation Officer
R. K. OSTERDOCK, Assistant Vice President—Transportation
G. G. HESTER, General Superintendent—Transportation
J. E. MOSS, Superintendent—Transportation

CHICAGO TRAIN DISPATCHERS

COMPANY TELEPHONE NUMBERS

DISTRICTS:

Yazoo	Access Code +2962
Canton	Access Code +2998
McComb	Access Code +2998
Baton Rouge	Access Code +2998
Meridian	Access Code +2996
Shreveport	Access Code +2996
Vicksburg	Access Code +2997 (Vicksburg N.) Access Code +2998 (Vicksburg S.)
Central	Access Code +2998
Winnfield	Access Code +2996
Hammond	Access Code +2998
Aberdeen	Access Code +2929
Newton	Access Code +2929
Gulfport	Access Code +2962
Bogalusa	Access Code +2929
Shoreline	Access Code +2929
Beaumont	Access Code +2929
Artesia	Access Code +2929
Mobile	Access Code +2929
Montgomery	Access Code +2929
SOUTHERN DIVISION Chief Dispatcher	Access Code +2879 Wats: 1-800-621-8248

Note: All dispatchers can be reached on Wats-1-800-621-8248 and ask for extension as indicated above.

Standard Time may be obtained by dialing on company telephone extensions as follows:

Jackson	71
McComb	257
New Orleans	471
Meridian	7
Vicksburg	26

Southward

YAZOO DISTRICT

Northward

1

SECOND CLASS				Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from North Jackson	SECOND CLASS				
75	73	71	77						74	76	78	72	
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	..... 49 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	

Southward

CANTON DISTRICT

Northward

	FIRST CLASS		Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from McComb	FIRST CLASS	
	59							58	
	City of New Orleans							City of New Orleans	
	Daily								
	L s 8 05 AM				705.7	C.....CANTON.....	101.2	A s 6 34 PM	
					709.2	3.5.....SLOAN.....	97.7		
	8 14		4692	81	716.9	7.7.....MADISON.....	90.0	6 19	
					721.8	4.9.....TOUGALOO.....	85.1		
	8 25				726.9	5.1 C.....NORTH JACKSON.....	80.0	6 10	
	s { 8 38				729.0	2.1.....JACKSON.....	77.9	s { 6 06	
	8 41				735.0	6.0.....ELTON.....	71.9	6 03	
	8 48				738.2	3.2.....BYRAM.....	68.7	5 50	
			5267	91	753.4	15.2.....CRYSTAL SPRINGS.....	53.5		
	s 9 12				762.5	9.1.....HAZLEHURST.....	44.4	s 5 26	
					767.5	5.0.....MARTINSVILLE.....	39.4		
					774.2	6.7.....WESSON.....	32.7		
	s 9 34		4488	77	783.1	8.9 C.....BROOKHAVEN.....	23.8	s 5 06	
					799.5	16.4.....JOHNSTON.....	7.4		
					804.0	4.5.....SUMMIT.....	2.9		
	A s 10 00 AM				806.9	2.9.....McCOMB.....	0.0	L s 4 44 PM	
								Daily	

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

Southward

McCOMB DISTRICT

Northward

FIRST CLASS		Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from New Orleans	FIRST CLASS	
111	59						58	106
SP 2 Sun. Tues Fri.	City of New Orleans Daily						City of New Orleans	SP 1
	L s 10 02 AM			806.9	McCOMB	105.4	A s 4 42 PM	
	10 05			808.7	1.8 SOUTH YARD	103.6	4 37	
				810.8	2.1 FERNWOOD	101.5		
				814.0	3.2 MAGNOLIA	98.3		
				820.0	6.0 CHATAWA	92.3		
				823.9	3.9 OSYKA	88.4		
	10 22	4565	83	829.0	5.1 KENTWOOD	83.3	4 19	
				833.4	4.4 TANGIPAHOA	78.9		
				837.0	3.6 FLUKER	75.3		
		4180	76	840.8	3.3 ROSELAND	71.5		
	10 34			843.5	2.7 AMITE	68.8	4 07	
				849.9	6.4 INDEPENDENCE	62.4		
				854.1	4.2 TICKFAW	58.2		
	s 10 53	4235	77	859.0	4.9 HAMMOND	53.3	s 3 53	
	10 55			861.5	2.5 OLIVER	50.8	3 45	
				863.9	2.4 PONCHATOLA	48.4		
		9845	179n	874.5	10.6 MANCHAC	37.8		
		10835	179s	887.6	13.1 FRENIER	24.7		
	11 29			898.6	11.0 SKIP	13.7	3 15	
	11 32			900.8	2.2 ORLEANS JCT.	11.5	3 12	
				901.8	1.0 KENNER	10.5		
	11 39			904.4	2.6 MAYS YARD	7.9	3 07	
L 7 08 PM	11 43			906.4	2.0 EAST BRIDGE	5.9	3 04	A 2 08 PM
A 7 11 PM	A 11 45 AM			908.6	2.2 SOUTHPORT JCT.	3.7	L 3 02 PM	L 2 05 PM
				914.4	5.8 STY DOCKS			
TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL								
A 8 05 PM	A 12 15 PM				3.7 NEW ORLEANS	0.0	L 2 55 PM	L 1 55 PM
							Daily	Mon. Wed. Sat.

	Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from New Orleans
	3428	58	303.9	CROSBY	151.8
				7.9	
			311.8	GLOSTER	143.9
				8.6	
			320.4	CENTREVILLE	135.3
				9.3	
			329.7	NORWOOD	126.0
				9.6	
			339.3	McMANUS	116.4
				3.0	
			342.3	ETHEL	113.4
				5.0	
			344.3	SLAUGHTER	108.4
				VIA ARGUE	
			18.8	ARGUE	127.2
				2.3	
			16.5	ST. FRANCISVILLE	124.9
				6.8	
			9.7	ZEE	118.1
				1.7	
			8.0	DELOMBRE	116.4
				8.0	
			0.0	SLAUGHTER	108.4
			347.3	SLAUGHTER	108.4
				4.9	
			352.2	ZACHARY	103.5
				7.0	
			359.2	MARYLAND	96.5
				3.3	
			362.5	M. P. JCT.	93.2
				1.1	
			363.6	C. NORTH BATON ROUGE	92.1
				1.2	
			364.8	BATON ROUGE JCT.	90.9
				1.4	
			366.2	BATON ROUGE	89.5
				3.0	
	4675	85	369.2	UNIVERSITY	86.5
				11.3	
	4180	76	380.5	ST. GABRIEL	75.2
				6.0	
	7865	143	386.5	OLD GEISMAR	69.2
				3.1	
			389.6	D. GEISMAR	66.1
				4.4	
			394.0	BURNSIDE	61.7
				11.2	
			405.2	CONVENT	50.5
				5.0	
			410.2	REMY	45.5
				3.0	
			413.2	LUTCHER	42.5
				0.8	
			414.0	GRAMERCY	41.7
				2.2	
	7590	138	416.2	MT. AIRY	39.5
				2.0	
			418.2	GARYVILLE	37.5
				3.3	
			421.5	RESERVE	34.2
				3.9	
			425.4	WALTER	30.3
				0.6	
			426.0	LA PLACE	29.7
				5.9	
			431.9	SELLERS	23.8
				1.5	
			433.4	GOOD HOPE	22.3
				4.0	
			437.4	DESTREHAN	18.3
				2.7	
			440.1	ST. ROSE	15.6
				4.1	
			444.2	ORLEANS JCT.	11.5

Westward

MERIDIAN DISTRICT

Eastward

5

SECOND CLASS			Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Freight Yard	SECOND CLASS		
69	63	45						64	46	62
Daily	Except Saturday	Daily								
L 10 25 PM	L 9 30 AM	L 8 00 AM			0.0	C..... MERIDIAN	140.6			
10 45	9 55	8 16	4942	86	0.3	0.3 WEST MERIDIAN	140.3	A 12 15 PM	A 7 30 PM	A 4 01 AM
11 00	10 15	8 31			11.8	11.5 MEEHAN	128.8	11 40	7 09	3 45
					22.6	10.8 HICKORY	118.0	11 05	6 52	3 30
11 35	10 35 ⁶⁴	8 43	2350	37	30.7	8.1 NEWTON	109.9	10 35 ⁶³		3 19
11 44	10 50				34.8	4.1 LAWRENCE	105.8	10 27		3 10
11 57	11 10				40.6	5.8 LAKE	100.0	10 16	6 25	3 02
12 13 AM	11 46	9 08	5610	102	49.3	8.7 FOREST	91.3	10 00	6 07	2 50
12 33	12 31 PM	9 28 ⁶⁴	2560	42*	60.2	10.9 D..... MORTON	80.4	9 28 ⁴⁵	5 50	2 15
12 49	1 31	9 42	2412	39	69.0	8.8 PELAHATCHIE	71.6	8 45	5 36	1 45
1 04	1 45	9 51			75.7	6.7 RANKIN	64.9	8 15	5 26	1 35
1 16 ⁶²	2 15	9 58	7480	136	80.8	5.1 BRANDON	59.8	8 05	5 18	1 16 ⁶⁹
1 25	2 22	10 05			85.2	4.4 GREENFIELD	55.4	7 40	5 09	1 00
1 35	2 30				90.5	5.3 PEARSON	50.1			
1 45	2 36	10 20			94.8	4.3 EAST JACKSON	45.8	7 05	4 52	12 45
2 45	A 2 41 PM	10 25			95.8	1.0 JACKSON	44.8	L 7 00 AM	4 47	12 40 AM
3 20					96.5	0.7 WEST JACKSON	44.1			11 40
3 30		10 37	3523	60	100.2	3.7 DIXON	40.4		4 40	11 01
3 40					105.1	4.9 CLINTON	35.5			10 51
3 52		10 57	2051	33	113.0	7.9 BOLTON	27.6		4 22	10 40
4 07		11 11	2154	35*	121.9	8.9 EDWARDS	18.7		4 08	10 25
4 17		11 17	6567	110	125.9	4.0 SMITHS	14.7		4 01	9 55
4 33		11 32	3777	64	132.2	6.3 NEWMANS	8.4		3 51	9 35
					139.3	7.1 VICKSBURG	1.3			
A 5 15 AM		A 11 55 AM			140.6	1.3 C..... FREIGHT YARD	0.0		L 3 30 PM	L 9 00 PM
								Except Sunday	Daily	Daily

*Denotes Derails—
Morton—west end
Edwards—both ends

6

Westward

SHREVEPORT DISTRICT

Eastward

SECOND CLASS		Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Shreveport	SECOND CLASS	
263	269						262	264
Daily	Daily							
L 10 39 PM	L 9 30 AM				C.....	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	5887	100	35.3	..... 5.0 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	C..... 3.1 EAST MONROE	97.8	11 30	1 30 ²⁶³
				71.5	..... 0.5 MONROE	97.3		
1 45	12 57			72.2	..... 0.7 WEST MONROE	96.6	11 01	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			111.5	..... 4.4 SIMSBORO	57.3	9 44	11 44
3 35	2 27	4174	71	119.3	D..... 7.8 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 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	D..... 3.4 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—

Ruston—east end
Gibsland—west end
Nelson—both endsSibley—west end
Doyline—east end
Haughton—east end

Southward—VICKSBURG DISTRICT—Northward

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Port Gibson
3853	70	156.8	HOLLANDALE	92.9
		4.5	PERCY	88.4
		161.3	PANTHER BURN	85.1
		164.6	NITTA YUMA	82.2
		167.5	ANGUILLA	78.5
3849	70*	171.2	ROLLING FORK	72.8
		5.7	EGREMONT	69.1
4015	73*	176.9	CARY	65.2
		180.6	BLANTON	61.1
		184.5	VALLEY PARK	51.5
4785	87	198.2	REDWOOD JCT	39.8
		11.7	REDWOOD	39.7
		209.9	BLAKELY	37.6
		210.0	NAT. CEMETERY	32.5
5115	93	212.1	FREIGHT YARD	28.9
		2.1	CEDARS	22.5
		217.2	YOKENA	16.6
		220.8	ALLEN	12.0
4369	75	227.2	PORT GIBSON	0.0
4005	69*	233.1		
		237.7		
3006	50*	249.7		

*DENOTES DERAIL—BOTH ENDS

Westward—CENTRAL DISTRICT—Eastward 7

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Natchez
		0.0	HATTIESBURG	148.7
		5.7	WARDWELL	143.0
		12.7	SUMRALL	130.3
		18.4	MELBA	123.4
2205	35	25.3	BASSFIELD	116.2
1991	31	32.5	CARSON	111.8
		36.9	PRENTISS	104.8
		43.9	SILVER CREEK	95.1
		53.6	FERGUSON	90.0
		58.7	WANILLA	86.8
2485	41	61.9	WOOLWORTH	77.8
		70.9	BROOKHAVEN	66.4
		82.3	ZETUS	60.5
		88.2	EDDICTON	42.9
2560	42	105.8	BUDE	38.8
		109.9	MEADVILLE	35.3
		113.4	KIRBY	29.6
		119.1	ROXIE	24.4
		124.3	CALCO	16.6
		132.1	FENWICK	12.8
2346	38	135.9	JOHNSVILLE	5.0
		143.7	NATCHEZ	0.0
		148.7		

Southward—WINNFIELD DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Winnfield
0.0	WEST MONROE	60.9
5.5	WILDS	55.4
11.0	TAMA	44.4
16.5	CHATHAM	31.6
29.3	SIKES	15.3
45.6	MENEFEE	4.7
56.2	WINNFIELD	0.0
60.9		

Westward—HAMMOND DISTRICT—Eastward

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Hammond
		43.7	HAMMOND	0.0
		36.3	ALBANY	7.4
		27.1	DOYLE	16.6
6050	110	20.5	CORBIN	23.2
		14.0	DENHAM SPRINGS	29.7
		7.9	SHARP	35.8
		0.0	BATON ROUGE JCT	43.7

Southward—ABERDEEN DISTRICT—Northward

	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Aberdeen
	105.5	D ABERDEEN 10.0	0.0
	95.5	..... STRONG 6.7	10.0
	88.8	..... WEST POINT 7.0	16.7
	81.8	..... OSBORN 7.0	23.7
	74.8	D STARKVILLE	30.7
	67.5	..... LONGVIEW 8.8	38.0
	58.7	..... STURGIS 8.7	46.8
	50.0	..... ACKERMAN 10.5	55.5
	228.2	..... HIGH POINT 7.5	66.0
	220.7	D LOUISVILLE	73.5

Southward—NEWTON DISTRICT—Northward

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Louisville
		220.7	D LOUISVILLE	0.0
2763		211.8	..... 8.9 NOXAPATER	8.9
3959	67	206.1	..... 5.7 STALLO	14.6
		201.4	..... 4.7 BURNSIDE	19.3
4534	77	195.5	D 5.9 PHILADELPHIA	25.2
7262	127	187.3	..... 8.2 McDONALD	33.4
5403	93	182.6	..... 4.7 HILL TRACK	38.1
		180.8	..... 1.8 UNION	39.9
VIA WALNUT GROVE				
		0.0	..... UNION	39.8
6415	111	9.8	..... 9.8 KITCHENER	49.7
		12.7	..... 2.9 SEBASTOPOL	50.6
4130	79	20.2	..... 7.5 EXLEY	58.1
		21.9	..... 1.7 WALNUT GROVE	59.8
		180.8	..... UNION	39.9
		171.0	..... 9.8 DECATUR	49.7
4007	68	169.4	..... 1.6 JEFF	51.3
		161.9	D 7.5 NEWTON	58.8
		153.9	..... 8.0 ROBERTS	66.8
		146.6	..... 7.3 MONTROSE	74.1
		142.2	..... 4.2 LOUIN	78.3
		135.4	D 7.0 BAY SPRINGS	85.3
2769	45	127.0	..... 8.4 STRINGER	93.7
		110.8	C 16.2 LAUREL	109.9
		102.3	..... 8.5 LANHAM	118.4
		93.7	..... 8.6 OVETT	127.0
		88.5	..... 5.2 RHODES	132.2
		86.5	..... 2.0 FOLEY	131.2
		81.8	..... 4.7 RIGHTON	138.9
6589	115	74.4	..... 7.4 CARMICHAEL	146.3
		69.1	..... 5.3 BEAUMONT	151.6

Southward

GULFPORT DISTRICT

Northward

9

SECOND CLASS		Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS		Miles from North Jackson	SECOND CLASS	
191	171				172	192			
					C	NORTH JACKSON	0.0		
Daily	Daily					VIA CANTON DISTRICT			
L 1 31 PM	L 1 31 AM			159.4		3.0 GULF YARD	3.0	A 5 30 AM	A 5 30 PM
1 46	1 46			154.5		4.9 LAKELAND	7.9	5 22	5 22
1 57	1 57			149.4		5.1 FLORENCE	13.0	5 11	5 11
2 10	2 10			142.7		6.7 STAR	19.7	4 58	4 58
2 23	2 23			136.3		6.4 BRAXTON	26.1	4 44	4 44
2 42	2 42			128.5	D	7.8 MENDENHALL	33.9	4 29	4 29
3 12	3 12			118.1		10.4 MAGEE	44.3	3 59	3 59
A 3 44 192	A 3 44 172	7268	127	111.4	D	6.7 SARATOGA	51.0	L 3 44 171	L 3 44 191
						VIA SOSO			
				111.3		10.3 SARATOGA	51.0		
				121.6		8.7 MIZE	61.3		
				130.3		5.1 TAYLORSVILLE	70.0		
				135.4		6.1 SUMMERLAND	75.1		
				141.5		6.1 SOSO	81.2		
L 3 44 192	L 3 44 172	7268	127	111.4	D	3.0 SARATOGA	51.0	A 3 44 171	A 3 44 191
3 56	3 56			108.4		10.0 MT. OLIVE	54.0	3 32	3 32
4 16	4 16	4482	77	98.4		6.9 COLLINS	64.0	3 12	3 12
4 30	4 30			91.5		7.1 SEMINARY	70.9	2 58	2 58
4 45	4 45			84.4		5.8 SANFORD	78.0	2 43	2 43
4 57	4 57	4445	76	78.6		8.4 MAYBANK	83.8	2 31	2 31
				70.2		1.4 HATTIESBURG	92.2		
A 5 30 PM	A 5 30 AM			68.8	C	9.0 BELL YARD	93.6	L 2 01 AM	L 2 01 PM
				59.8		2.0 CAMP SHELBY	102.6		
				57.8		13.8 McLAURIN	104.6		
				44.0		9.2 MAXIE	118.4		
				34.8	D	1.4 WIGGINS	127.6		
				33.4		4.2 I. P. SPUR	129.0		
				29.2		5.3 PERKINSTON	133.2		
				23.9		11.3 McHENRY	138.5		
				12.6		10.6 WORTHAM	149.8		
				2.0		2.0 NORTH YARD	160.4		
				0.0	D	2.0 GULFPORT	162.4		
								Daily	Daily

10

Southward—BOGALUSA DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Wanilla
138.0	WANILLA 6.8	0.0
131.2	MONTECELLO 16.7	6.8
114.5	WHITEBLUFF 4.9	23.5
109.6	MORGANTOWN 6.1	28.4
103.5	FOXWORTH	34.5
97.8	5.7 CHERAW	40.2
89.4	8.4 SANDYHOOK	48.6
83.9	5.5 ANGIE	54.1
79.0	4.9 VARNADO	59.0
69.9	9.1 D BOGALUSA	68.1
64.4	5.5 RIO	73.6
61.8	2.6 SUN	76.2
53.4	8.4 TALISHEEK	84.6
36.5	16.9 NORTH SLIDELL	101.5
35.1	1.4 SLIDELL	102.9

Southward—SHORE LINE DISTRICT—Northward

Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from North Slidell
66.4	COVINGTON	29.9
62.7	3.7 ABITA SPRINGS	26.2
54.0	8.7 MANDEVILLE	17.5
45.7	8.3 LACOMBE	9.2
36.5	9.2 NORTH SLIDELL	0.0

Southward—BEAUMONT DISTRICT—Northward

Siding, Stanching Room, in feet	Siding, Stanching Room - Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Bell Yard
		BH24.8	C BELL YARD	0.0
		BH22.8	2.0 COX	2.0
		BH18.9	3.9 McCALLUM	5.9
		BH13.0	5.9 BELLEVILLE	11.8
		BH10.4	2.6 MAHNED	14.4
		BH 7.6	2.8 NEW AUGUSTA	17.2
		BH 5.8	1.8 WINGATE	19.0
		BH 1.0	4.8 REED	23.8
		69.1	1.0 BEAUMONT	24.8
		61.7	7.4 McLAIN	32.2
		56.0	5.7 LEAF	37.9
		49.7	6.3 MERRILL	44.2
6900	125	48.6	1.1 CLOY	45.3
		39.7	8.9 LUCEDALE	54.2
		37.8	1.9 C EVANSTON	56.1
		23.4	14.4 WILMER	70.5
4027	68	16.4	7.0 SEMMEs	77.5
		6.3	10.1 BELT JCT.	87.6
		3.9	3.4 BAY SHORE JCT.	91.0
			VIA MOBILE DISTRICT	
		0.0	D 3.9 MOBILE	94.9

Southward—ARTESIA DISTRICT—Northward

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Okolona
		261.4	C..... OKOLONA.....	0.0
		253.7	..... 7.7 EGYPT.....	7.7
4840	83	245.7	..... 8.0 PRAIRIE.....	15.7
8446	148	241.3	..... 4.4 MULDON.....	20.1
		232.4	D..... 8.9 WEST POINT.....	29.0
			..... 5.4 TIBBEE.....	34.4
4158	70	227.0	..... 2.9 MAYHEW.....	37.3
		224.1	..... 4.9 ARTESIA.....	42.2
		219.2	D..... 8.1 CRAWFORD.....	50.3
		211.1	..... 5.1 BROOKSVILLE.....	55.4
			..... 8.2 MACON.....	63.6
3141	52	197.7	D..... 9.5 SHUQULAK.....	73.1
3583	60	188.2	..... 5.7 WAHALAK.....	78.9
7834	137	182.5	..... 6.3 SCOOPA.....	85.2
3213	53	176.2	..... 7.3 SUCARNOCHEE.....	92.5
5112	88	168.9	..... 2.9 PORTERVILLE.....	95.4
		165.9	..... 12.7 LAUDERDALE.....	108.1
5065	87	153.3	..... 13.2 MARION.....	121.3
5257	90	140.0	..... 4.8 MERIDIAN.....	126.1
		135.2	C.....	

Southward—MOBILE DISTRICT—Northward

Siding, Standing Room, in feet	Siding, Standing Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Meridian
		135.2	C..... MERIDIAN.....	0.0
			..... 5.6 OKATIBBEE.....	5.6
		129.6	..... 9.6 ENTERPRISE.....	15.2
		120.0	..... 3.5 STONEWALL.....	18.7
		116.6	..... 7.4 QUITMAN.....	26.1
5434	94	109.1	..... 4.8 DESOTO.....	30.9
		104.3	..... 7.9 SHUBUTA.....	38.8
		96.4	..... 8.4 BOICE.....	47.2
		88.1	..... 4.6 STANLEY.....	51.8
5343	92	83.5	..... 1.0 WAYNESBORO.....	52.9
		82.4	D.....	
		77.4	..... 5.0 WINCHESTER.....	57.9
			..... 3.5 ROBINSON JCT.....	61.4
6172	116	73.9	..... 3.2 BUCKATUNNA.....	64.5
		70.8	..... 8.2 STATE LINE.....	72.7
		62.6	..... 7.9 FRUITDALE.....	80.6
4859	83	54.7	..... 7.3 VINEGAR BEND.....	87.9
		47.4	..... 3.6 DEER PARK.....	91.5
		43.8	..... 5.9 DWIGHT.....	97.4
		38.0	..... 5.5 CITRONELLE.....	102.9
4062	69	32.5	..... 14.0 CHUNCHULA.....	116.9
		18.4	..... 4.5 OAK GROVE.....	121.4
			..... 8.6 WHISTLER.....	130.0
		13.9	..... 1.4 BAY SHORE JCT.....	131.4
		5.3	..... 3.9 MOBILE.....	135.8
		3.9		
		0.0	D.....	

		Siding, Stabling Room, in feet	Siding, Stabling Room Cars with Engine	Mile Posts	TIMETABLE NO. 1 Effective October 31, 1982 STATIONS	Miles from Montgomery		
				0.0	D.....ARTESIA.....	181.7		
		4223	72	6.3	6.3.....BENTOAK.....	175.4		
				14.0	7.7.....COLUMBUS.....	167.7		
		3135	52	22.7	8.7.....McCRARY.....	159.0		
				28.4	5.7.....ETHELSTON.....	153.3		
		4801	82	31.2	2.7.....GARMON.....	150.6		
		4532	77	42.9	11.8.....REFORM.....	138.8		
				50.7	7.8.....GORDO.....	131.0		
				59.0	8.3.....ELROD.....	122.7		
				61.9	2.9.....BUHL.....	119.8		
		5124	88	62.2	0.3.....KAHLMUS.....	119.5		
				72.4	10.2.....NORTHPORT.....	109.3		
				74.1	1.7.....TUSCALOOSA.....	107.6		
					D.....VIA FOX.....			
				8.1	2.2.....FOX.....	115.8		
				5.9	3.1.....HOLT.....	113.6		
				2.9	2.9.....HOLT JCT.....	110.5		
				0.0	2.9.....TUSCALOOSA.....	107.6		
				74.1	D.....TUSCALOOSA.....	107.6		
		3863	65	80.6	6.5.....STOKES.....	101.1		
		4606	79	89.1	8.5.....PHALIN.....	92.6		
				95.0	5.9.....PEARSON.....	86.7		
		4806	82	101.5	6.5.....EOLINE.....	80.2		
				107.5	6.0.....BRENT.....	74.2		
		4639	79	109.4	1.9.....CENTREVILLE.....	72.3		
				122.6	13.2.....LAWLEY.....	59.1		
		3854	65	130.6	8.0.....MAPLESVILLE.....	51.1		
				143.5	12.9.....MULBERRY.....	38.2		
		4468	76	150.2	6.7.....VIDA.....	31.5		
		4945	85	161.2	11.0.....BOOTH.....	20.5		
				167.5	6.3.....PRATTVILLE.....	14.2		
		4892	84	170.1	2.6.....DOSTER.....	11.6		
				171.1	0.9.....UC JCT.....	10.7		
				175.4	4.4.....HUNTER.....	6.3		
				180.2	4.8.....WEST END YARD.....	1.5		
				181.7	1.5.....MONTGOMERY.....	0.0		

SPECIAL INSTRUCTIONS

19. (continued)

(5) When a portion of 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.

19(a). 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. In CTC or multiple track territory, and on districts where no schedules are in effect, white lights will be omitted on extras and work extras.

30-31. When necessary to operate multiple diesel units in reverse direction for any great distance, arrange to operate engine from the leading cab. Where this is impractical, a member of the crew must ride leading cab to operate whistle and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

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

83. TRAIN REGISTERS:

YAZOO DISTRICT

Gwin..... Train order office
North Jackson..... Train order office

CANTON DISTRICT

Canton..... Train order office
North Jackson..... Train order office
(For trains originating and terminating only)

McCOMB DISTRICT

South Yard..... Train order office
(Trains may register by register ticket)
New Orleans..... Supervisor's Office—U.P.T.

MERIDIAN DISTRICT

Meridian..... Train order office
Freight Yard..... Train order office
(Trains may register by register ticket)

SHREVEPORT DISTRICT

Freight Yard..... Train order office
(Trains may register by register ticket)
Bossier City..... Train order office

CENTRAL DISTRICT

Bell Yard..... Train order office
Brookhaven..... Train order office
Natchez..... Train order office

NEWTON DISTRICT

Louisville..... Train order office
Laurel..... Train order office

GULFPORT DISTRICT

North Jackson..... Train order office
Bell Yard..... Train order office
Gulfport..... Train order office

BEAUMONT DISTRICT

Bell Yard..... Train order office
Evanston..... Train order office
(For trains originating and terminating only)
Mobile..... Train order office

ARTESIA DISTRICT

Okolona..... Train order office
Artesia..... Train order office
(For trains originating and terminating only)
Meridian..... Train order office

MOBILE DISTRICT

Meridian..... Train order office
Mobile..... Train order office

MONTGOMERY DISTRICT

Artesia..... Train order office
Tuscaloosa..... Train order office
West End Yard..... Yard office

S-83(a). On the Central, Newton, Gulfport, Beaumont, Artesia, Mobile and Montgomery Districts, extras registering arrival 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:

BETWEEN:

YAZOO DISTRICT

Gwin..... Extends to Mile 151.1
Yazoo City..... Mile 167.4 and MP 178
Cynthia..... Mile 210.8 and Mile 212.8
North Jackson..... Extends to Mile 217.4

CANTON DISTRICT

Canton..... Extends to Mile 707.1
Jackson..... Mile 724.9 and Mile 738.3
Brookhaven..... Mile 781.1 and Mile 784.3
McComb..... Extends to MP 803

McCOMB DISTRICT

McComb..... Extends to MP 812
Hammond..... Mile 855.7 and Mile 861.4
Sty Docks..... Extends to Mile 898.6

Switch crew on Great Southern Box Company lead must not foul north leg of wye until permission is obtained from control operator at Southport Jct.

93. YARD LIMITS: (continued)

Trains or engines must not enter the long crossover Southport Jct., from the north end until permission is obtained from the control operator Southport Jct.

BATON ROUGE DISTRICT

- Slaughter.....Extends to Mile 18.8 (via Argue)
- Slaughter-Orleans Jct.....MP 345 and Mile 444.2

Trains or engines must not use main track between St. Gabriel and University until permission is obtained from person in charge of yard at Baton Rouge.

MERIDIAN DISTRICT

- Meridian.....Extends to Mile 3.5
- Newton.....MP 30 and MP 32
- Forest.....Mile 47.3 and Mile 52.5
- Morton.....MP 57 and MP 61
- Pelahatchie.....MP 68 and MP 70
- Jackson.....Mile 93.5 and Mile 100.7
- Freight Yard.....Extends to MP 137

Eastward trains or engines departing Jackson must obtain permission from person in charge of yard before passing switchtender.

Westward trains or engines must obtain permission from person in charge of yard before passing East Jackson.

SHREVEPORT DISTRICT

- Freight Yard.....Extends to Mile 1.4
- Tallulah.....Mile 15.9 and Mile 18.2
- Monroe.....MP 64 and MP 76
- Ruston.....Mile 100.7 and Mile 103.9
- Arcadia.....MP 118 and MP 121
- Gibsland.....MP 126 and Mile 128.5
- Shreveport.....Extends to Mile 162.5

VICKSBURG DISTRICT

Entire District.

WINNFIELD DISTRICT

Entire District.

CENTRAL DISTRICT

- Hattiesburg.....Extends to MP 5
- Prentiss.....Mile 44.8 and Mile 42.8
- Ferguson.....MP 63 and Mile 52.2
- Brookhaven.....Mile 85.5 and Mile 79.8
- Roxie.....MP 126 and MP 123
- Natchez.....Extends to Mile 140.5

HAMMOND DISTRICT

- Hammond.....Extends to Mile 40.5
- Baton Rouge Jct.....Extends to Mile 8.7

ABERDEEN DISTRICT

- Aberdeen.....Extends to MP 103
- West Point-Ackerman.....Mile 89.5 and Mile 49.1
- Louisville.....Extends to Mile 223.8

NEWTON DISTRICT

- Louisville.....Extends to Mile 218.9
- Philadelphia.....Mile 197.1 and Mile 193.8
- Union.....Extends to Mile 21.9 (via Walnut Grove)

- Union.....MP 185 and MP 179
- Newton.....MP 163 and Mile 159.7
- Bay Springs.....MP 137 and MP 133
- Beaumont.....Extends to Mile 115.5

GULFPORT DISTRICT

- Jackson-Gulf Yard.....Extends to Mile 156.5
- Star.....MP 142 and MP 145
- Mendenhall.....Mile 129.6 and Mile 122.3
- Saratoga.....Extends to Mile 141.5 (via Soso)
- MP 113 and Mile 109.5
- Hattiesburg.....MP 76 and MP 65
- Wiggins.....MP 39 and MP 31
- Gulfport.....Extends to MP 5

Southward trains and engines departing Jackson must obtain permission from the person in charge of the yard before passing switchtender.

Northward trains and engines must obtain permission from the person in charge of the yard before passing the north end of the Pearl River Bridge.

BOGALUSA DISTRICT

- Wanilla.....Extends to Mile 135.2
- Bogalusa.....Mile 75.6 and MP 68
- Slidell.....Extends to Mile 36.5

SHORE LINE DISTRICT

Entire District.

BEAUMONT DISTRICT

- Bell Yard.....Extends to Mile BH 22.6
- Beaumont.....MP BH 2.0 and Mile 67.5
- Evanston.....Mile 40.5 and MP 36
- Bay Shore Jct.....Extends to Mile 7.5

ARTESIA DISTRICT

- Okolona.....Extends to Mile 256.5
- West Point.....MP 235 and MP 230
- Artesia.....MP 222 and MP 215
- Macon.....MP 200 and MP 196
- Meridian.....Extends to MP 139

MOBILE DISTRICT

- Meridian.....Extends to MP 132
- Quitman.....MP 111 and MP 108
- Waynesboro.....MP 85 and MP 80
- Mobile.....Extends to Mile 6.9

Trains or engines must obtain permission from person in charge of yard before fouling T ASD lead, Porter shop or rip track at Mobile.

MONTGOMERY DISTRICT

- Artesia.....Extends to Mile 2.5
- Columbus.....MP 8 and MP 17
- Tuscaloosa.....MP 72 and Mile 76.5
- Extends to Mile 8.1 (via Fox)
- Montgomery.....Extends to MP 168

Trains or engines must not use main track between Mile 175.8 and UC Jct. until permission is obtained from person in charge of yard.

SPECIAL INSTRUCTIONS

93. YARD LIMITS: (continued)

Rule 93, fourth paragraph, is revised to read 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, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED.

Unless otherwise provided, trains or engines must stop, as follows:

CANTON DISTRICT

Jackson	Meridian District	Junction
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Train and engine movements through switch at junction of Meridian and Canton Districts and movements on Canton District south of passenger station Jackson, will be made on the authority of switch-tender or yardmaster, either by radio communication or hand signals.

McCOMB DISTRICT

Mile 913.6 Lower Belt	MP	Crossing
Mile 913.8 Lower Belt	MP	Crossing
Mile 914.7 Lower Belt	NOPB	Crossing
Mile 915.6 Lower Belt	NOPB	Crossing
Mile 916.2 Sty Docks	NOPB	Crossing
Mile 916.7 Upper Belt	NOPB	Crossing
Mile 916.9 Upper Belt	NOPB	Crossing
Mile 920.6 Upper Belt	NOPB	Crossing

BATON ROUGE DISTRICT

Mile 361.1	L&A	Crossing
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Crossing is equipped with color light signals. When train or engine is stopped by signal displaying red aspect at crossing and no conflicting L&A train or engine movement is evident, movement over crossing will be made on hand signal given by member of crew at crossing.

Mile 362.5	MP	Junction
*Mile 442.6	L&A	Crossing

*When train or engine is stopped by home signal conveying Stop indication at crossing and no conflicting L&A train or engine movement is evident, and derails on the L&A track are in derailing position, movement over crossing will be made on hand signal given by member of crew at crossing. Permission is not required from train dispatcher to pass Stop indication, but train or engine must proceed at RESTRICTED SPEED to next signal.

MERIDIAN DISTRICT

Jackson	Canton District	Junction
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SHREVEPORT DISTRICT

Tallulah	MP	Crossing
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Crossing is equipped with color light signals. Route is normally lined against train and engine movements on MP. When a train or engine is stopped by signal displaying red aspect at crossing and no conflicting MP train or engine movement is evident, and derails on MP track are in derailing position, movement over crossing will be made on hand signal given by member of crew at crossing.

Monroe	Bridge VD-72.0	Drawbridge
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Bridge is equipped with color light signals. When a train or engine is stopped by signal displaying red aspect at bridge, it may proceed after members of crew on the engine have determined 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 or engines will not pass westward approach signal unless green aspect is displayed, or authority is received from operator at East Monroe.

MP 168	SSW	Crossing
Mile 168.3	East end two main tracks (eastward movements only)	Junction
Mile 169.7	MP	Crossing

VICKSBURG DISTRICT

Redwood Jct.	Bridge L-209.1	Drawbridge
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Bridge is equipped with color light signals. When a train or engine is stopped by signal displaying red aspect, it may proceed after members of crew on the engine have determined by examination that draw is in proper position and the track is clear.

CENTRAL DISTRICT

Hattiesburg	Gulfport District	Junction
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HAMMOND DISTRICT

Hammond	McComb District	Junction
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NEWTON DISTRICT

Newton	Meridian District	Junction
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GULFPORT DISTRICT

Hattiesburg	Southern Ry.	Crossing
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Crossing is equipped with color light signals. Member of crew will operate key release in accordance with posted instructions.

Hattiesburg	2 Southern Ry. yard tracks	Crossings
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These crossings must be approached prepared to stop short of, and if no conflicting movement, may proceed without stopping.

Gulfport	L&N	Crossing
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Crossing is equipped with color light signals. Member of crew will operate switch machine in accordance with posted instructions.

SHORE LINE DISTRICT

Bayou LaCombe	Bridge	Drawbridge
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MOBILE DISTRICT

Mobile	Southern Ry.	Crossing
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MONTGOMERY DISTRICT

Mile 173.8	Bridge	Drawbridge
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SPECIAL INSTRUCTIONS

**98(a). RAILROAD CROSSINGS: PROTECTED BY GATES:
NORMAL POSITION:**

HAMMOND DISTRICT
Mile 0.7 L&A As last used

MERIDIAN DISTRICT
East Jackson Industrial lead For Meridian District
Gulf Yard Industrial lead For Meridian District

SHREVEPORT DISTRICT
Rayville MP For ICG
Gibbsland L&NW For ICG

CENTRAL DISTRICT

Wanilla Bogalusa District For Central District
Roxie Industrial lead For Central District

GULFPORT DISTRICT

Gulf Yard Industrial lead For Gulfport District
Hattiesburg Old MC main track and Southern Ry. gravel lead For Southern Ry.

BOGALUSA DISTRICT

Wanilla Central District For Central District

99. Trains operating between Newton and Beaumont on the Newton District, will not protect against following extras unless instructed to do so by train order.

101. MAXIMUM SPEEDS: Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed. On districts where no passenger train speeds are shown, passenger trains will be governed by maximum authorized speeds and lower speeds prescribed for freight trains.

Territory or Location	Passenger Trains	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
	MILES PER HOUR			
BETWEEN:				
YAZOO DISTRICT				
Gwin and Cynthia	—	49	49	25
Cynthia and North Jackson	—	20	20	20
CANTON DISTRICT				
Canton and McComb	79	60	50	25
Moving against Current of Traffic	55	40	40	25
McCOMB DISTRICT				
McComb and Skip	79	60	50	25
Moving against Current of Traffic	55	40	40	25
Skip and Southport Jct.	60	40	40	25
Southport Jct. and Sty Docks	—	20	20	20
BATON ROUGE DISTRICT				
Crosby and Orleans Jct	—	—	40	25
MERIDIAN DISTRICT				
Meridian and Freight Yard	—	—	45	25
SHREVEPORT DISTRICT				
Freight Yard and Shreveport	—	—	45	25
VICKSBURG DISTRICT				
Hollandale and Port Gibson	—	—	20	20
WINNFIELD DISTRICT				
West Monroe and Winnfield	—	—	20	20
CENTRAL DISTRICT				
Hattiesburg and Natchez	—	—	35	25
HAMMOND DISTRICT				
Hammond and Baton Rouge Jct	—	—	40	25
ABERDEEN DISTRICT				
Aberdeen and Louisville	—	—	25	15
NEWTON DISTRICT				
Louisville and Newton	—	—	25	15
Newton and Beaumont	—	—	10	10

SPECIAL INSTRUCTIONS

101. MAXIMUM SPEEDS: (continued)

Territory or Location	Passenger Trains	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
GULFPORT DISTRICT				
Gulf Yard and Bell Yard	—	—	35	25
Bell Yard and Gulfport	—	—	25	25
BOGALUSA DISTRICT				
Wanilla and Slidell	—	—	25	25
SHORE LINE DISTRICT				
Covington and North Slidell	—	—	25	25
BEAUMONT DISTRICT				
Bell Yard and Bay Shore Jct	—	—	25	25
ARTESIA DISTRICT				
Okolona and Meridian	—	—	25	15
MOBILE DISTRICT				
Meridian and Mobile	—	—	25	15
MONTGOMERY DISTRICT				
Artesia and Montgomery	—	—	25	15

101(a). LOWER SPEEDS. IN EFFECT AT OR BETWEEN THE FOLLOWING POINTS:

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
LOWER SPEEDS SHOWN FOR CROSSOVERS AND TURNOUTS AND FOR TRACKS OTHER THAN MAIN TRACKS ARE NOT INDICATED BY PERMANENT LOWER SPEED SIGNS.			
Through turnouts at spring switches, unless otherwise authorized	25	25	25
On straight track at spring switches when springing points	40	40	25
Through all crossovers and turnouts at other locations, unless otherwise authorized	10	10	10
All tracks other than main tracks, unless otherwise authorized	10	10	10
YAZOO DISTRICT			
MP 154 and MP 155 (see note C)	—	—	—
Mile 160.1 - bridge	—	35	25
Mile 163.8 - curve (see note C)	—	—	—
Mile 168.2 - curve (see note C)	—	—	—
Renshaw - when using siding	—	25	25
MP 172 and MP 177	—	10	10
MP 178 - 1st curve south (see note C)	—	—	—
Crupp - when using siding	—	25	25
MP 182 and Mile 185.3	—	25	25
MP 186 - curve (see note C)	—	—	—
Mile 187.7 and MP 188 - curve	—	25	25
Mile 188.9 and MP 190 - curves (see note C)	—	—	—
Anding - when using siding	—	25	25
Mile 195.8 - bridge	—	35	25
Mile 201.6 - curve (see note C)	—	—	—
MP 205 and MP 209 - curves (see note C)	—	—	—

SPECIAL INSTRUCTIONS

101(a). LOWER SPEEDS. IN EFFECT AT OR BETWEEN THE FOLLOWING POINTS: (continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
Mile 210.5 and south switch to siding Cynthia	—	35	25
Cynthia - when using siding	—	25	25
North Jackson - Mile 217.6, Stonewall St. (see note B)	—	10	10
CANTON DISTRICT			
Canton - all street crossings, (see note B)	10	10	10
Jackson - Mile 721.7 and MP 725	40	40	25
MP 725 and Mile 727.4	30	30	25
Mile 730.5 and Mile 735.1 - both tracks	30	30	25
Mile 748.2 and Mile 750.3 - curve, both tracks	75	50	25
Crystal Springs - all street crossings, (see note B)	25	25	25
Crystal Springs - siding	5	5	5
Mile 761.5 and MP 762 - curve, southward track	75	50	25
Hazlehurst - all street crossings, (see note B)	25	25	25
Mile 765.5 and Mile 767.6 - curve, both tracks	75	50	25
Brookhaven - all street crossings (see note B)	30	30	25
Summit - MP 804, Main Street crossing	50	50	25
McCOMB DISTRICT			
Fernwood - MP 808 and Mile 810.7, northward main track	50	50	25
Magnolia - Mile 814.1, Highway 48 (see note B)	50	40	25
Osyka - Mile 823.8, Liberty Street (see note B)	40	40	25
Kentwood - MP 829, Highway 38 (see note B)	35	35	25
Tangipahoa - Mile 833.3, Highway 440 (see note B)	45	45	25
Amite - all street crossings	35	35	25
Independence - Mile 849.9, Fourth Street (see note B)	25	25	25
Mile 858.2 and Mile 859.5	25	25	25
Oliver - turnout, end of two tracks	40	40	25
Ponchatoula - Mile 863.9, Pine Street (see note B)	35	35	25
Manchac Bridge - Mile 874.6, movable center span only	45	25	25
Manchac - when using both sidings	25	25	25
Frenier - when using siding	25	25	25
Mile 890.2 and Mile 892.5 - Spillway Bridge	60	50	25
Skip - turnout, end of two tracks	40	40	25
Orleans Jct. - L&A crossing	50	40	25
Orleans Jct. - turnout to Baton Rouge District	25	25	25
Orleans Jct. - south crossover of interlocking	25	25	25
Kenner - Mile 900.7 and Mile 902.3	25	25	25
Mile 904.4 - crossing, north end Mays Yard (see note B)	40	10	10
Southport Jct. - north end long crossover	25	25	25
Southport Jct. - north switch, north leg of wye and Upper Belt, two main tracks	—	10	10
Southport Jct. - L&A crossing	25	25	25
BATON ROUGE DISTRICT			
MP 329 and MP 333	—	25	25
MP 345 and MP 361	—	20	10
Slaughter and Zee	—	20	10
Zee and Argue	—	10	10
Mile 4.5 - Highway 61 (see note B)	—	10	10
Mile 6.1 - Highway 68 (see note B)	—	10	10
Mile 7.5 - Highway 61 (see note B)	—	10	10
Mile 8.2 and MP 9 - curves	—	10	10
Mile 360.8 - Highway 61 (see note B)	—	10	10
Mile 361.1 - L&A crossing (see note A)	—	10	10
MP Jct. and MP 368, all street crossings	—	10	10
Mile 368.1 - Aster Street (see note B)	—	10	10
Mile 368.7 - Box Stadium crossing, (see note B)	—	10	10

SPECIAL INSTRUCTIONS

101(a). LOWER SPEEDS. IN EFFECT AT OR BETWEEN THE FOLLOWING POINTS: (continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
Mile 369.7 - Bob Pettit Drive (see note B)	—	10	10
Mile 388.2 - through turnouts	—	25	25
Lutcher - Mile 413.2, Texas Street (see note B)	—	10	10
Reserve - all street crossings (see note B)	—	25	25
Good Hope - Mile 432.6 and Mile 433.5	—	10	10
Mile 436.7 - curve	—	25	25
Mile 442.6 - L&A crossing	—	25	25
Mile 443.7 - curve	—	25	25
MERIDIAN DISTRICT			
MP 4 and MP 9 (see note C)	—	—	—
Mile 10.8 and Mile 11.7 (see note C)	—	—	—
Mile 13.9 - bridge	—	25	25
MP 13 and MP 14 (see note C)	—	—	—
Chunky - between road crossings	—	25	25
MP 75 and MP 76 (see note C)	—	—	—
MP 79 and MP 81 (see note C)	—	—	—
MP 90 and MP 91 (see note C)	—	—	—
MP 92 and MP 94 (see note C)	—	—	—
East Jackson - Industrial lead crossing	—	10	10
MP 99 - curve (see note C)	—	—	—
MP 102 and MP 103 (see note C)	—	—	—
Clinton - MP 103 and Mile 105.4	—	30	25
MP 106 and MP 108 (see note C)	—	—	—
Bolton - Mile 113.1, street crossing, (see note B)	—	30	25
MP 120 and MP 121 (see note C)	—	—	—
Edwards - east switch to siding and west switch to cotton gin	—	30	25
Mile 127.5 and Mile 129.3 - curves	—	35	25
MP 130 and Mile 131.8 - curves (see note C)	—	—	—
MP 133 and MP 137	—	35	25
Vicksburg - west end Cherry Street Yard and Mile 139.8, Mulberry Street	—	10	10
SHREVEPORT DISTRICT			
Freight Yard and west end main span Mississippi River Bridge	—	10	10
West end main span Mississippi River Bridge and Mile 1.1	—	30	25
Tallulah-MP crossing (see note B)	—	25	25
MP 35 and MP 36	—	25	25
Rayville-MP crossing (see note B)	—	10	10
MP 70 and East Monroe	—	20	10
East Monroe and west end Bridge VD-72-0	—	10	10
Gibbsland-L&NW crossing (see note B)	—	10	10
Sibley-L&A crossing (see note B)	—	10	10
MP 153 and Mile 155.5	—	30	25
MP 160 - 1st curve east (see note C)	—	—	—
Mile 166.4 and Mile 170.5	—	10	10
VICKSBURG DISTRICT			
Valley Park - when using siding	—	5	5
Mile 208.4 - bridge	—	10	10
Mile 209.1 - bridge	—	10	10
MP 216 and Mile 220.4	—	10	10
Mile 238.2 and Mile 238.4 - curve	—	10	10

SPECIAL INSTRUCTIONS

101(a). LOWER SPEEDS. IN EFFECT AT OR BETWEEN THE FOLLOWING POINTS: (continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
CENTRAL DISTRICT			
MP 0 and MP 5	—	10	10
MP 15 and Mile 16.4 - curves	—	25	25
Mile 17.7 and Mile 17.9 - curve	—	25	25
Mile 21.5 and Mile 21.8 - curve	—	25	25
Mile 22.4 and Mile 22.8 - curve	—	25	25
Mile 24.3 and Mile 24.9 - curve	—	25	25
MP 28 and Mile 28.2 - curve	—	25	25
Mile 32.8 and MP 33 - curve	—	25	25
Mile 37.3 and Mile 37.5 - curve	—	25	25
MP 38 and Mile 38.2 - curve	—	25	25
Mile 38.6 and Mile 38.8 - curve	—	25	25
Mile 41.8 and MP 42 - curve	—	25	25
Mile 60.7 - bridge	—	10	10
Brookhaven - from approach signal until entire train has passed over Canton District crossing	—	10	10
Mile 93.3 - bridge	—	10	10
Mile 104.9 - bridge	—	10	10
Eddiceton - east switch to siding and MP 108	—	10	10
Mile 114.8 - bridge	—	10	10
Mile 119.3 - bridge	—	10	10
MP 139 and Mile 140.5	—	10	10
Natchez - Mile 148.5 and International Paper Company (MPRR)	—	10	10
HAMMOND DISTRICT			
Mile 43.7 - curve	—	10	10
Hammond - Mile 43.5 and Mile 42.7, all street crossings (see note B)	—	10	10
Mile 27.5 and Mile 25.7	—	35	25
Mile 21.1 and Mile 8.7	—	25	25
Mile 7.7 - Sherwood Forest Blvd. (see note B)	—	10	10
Mile 6.3 - Monterrey Blvd. (see note B)	—	10	10
Mile 4.9 - (Airline Highway) and Baton Rouge Jct.	—	10	10
ABERDEEN DISTRICT			
Aberdeen - north and south leg of wye	—	5	5
MP 87 and MP 50	—	10	10
NEWTON DISTRICT			
Louisville - MP 222 and Mile 219.8	—	10	10
Mile 181.5 and MP 179	—	10	10
Union - wye switches and Mile 0.4 (via Walnut Grove)	—	10	10
All sidings	—	5	5

SPECIAL INSTRUCTIONS

101(a). LOWER SPEEDS. IN EFFECT AT OR BETWEEN THE FOLLOWING POINTS: (continued)

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)	MILES PER HOUR			
GULFPORT DISTRICT							
Jackson - all street crossings.....	—	10	10				
Mile 158.6 - Industrial lead crossing.....	—	10	10				
Gulf Yard - Industrial lead crossing.....	—	10	10				
Star - lead track to Shell Sulphur Plant.....	—	25	25				
Saratoga and Mile 127.7 (via Soso).....	—	20	20				
Mile 127.7 and Soso.....	—	10	10				
MP 76 and MP 65.....	—	10	10				
Gulfport - lead track to Dupont Plant.....	—	25	25				
MP 5 and MP 0.....	—	10	10				
BOGALUSA DISTRICT							
Wanilla - Central District crossing.....	—	10	10				
Mile 113.5 and Mile 110.5.....	—	10	10				
Bogalusa - Mile 71.6, Highway 10 (see note B).....	—	10	10				
Mile 60.12 - Bridge (trains handling pulpwood).....	—	10	10				
SHORE LINE DISTRICT							
North Slidell - both legs of wye.....	—	10	10				
Mile 44.28 - bridge.....	—	10	10				
Mile 61.7 and MP 63 - curves.....	—	10	10				
MP 54 - Highway 190 (see note B).....	—	10	10				
Mile 65.4, and Mile 67.4, including all legs of wye at Covington.....	—	5	5				
BEAUMONT DISTRICT							
MP BH 16 and Mile BH 13.5 - curves.....	—	10	10				
MP BH 2.0 and Mile 67.5.....	—	10	10				
Mile 50.2 - bridge.....	—	10	10				
Mile 40.5 and MP 36.....	—	10	10				
ARTESIA DISTRICT							
MP 262 and MP 260.....	—	10	10				
MP 235 and MP 230.....	—	10	10				
Mile 227.8 - bridge (trains handling pulpwood and pipe).....	—	10	10				
MP 222 and MP 215.....	—	10	10				
Mile 137.1 and MP 135.....	—	10	10				
All Sidings.....	—	5	5				
MOBILE DISTRICT							
MP 135 and Mile 130.4.....	—	10	10				
Mile 122.3 - bridge (trains handling pulpwood and pipe).....	—	10	10				
MP 111 and MP 108.....	—	10	10				
Mile 107.1 - bridge (trains handling pulpwood and pipe).....	—	10	10				
Mile 97.8 - bridge (trains handling pulpwood and pipe).....	—	10	10				
Mile 94.9 - bridge (trains handling pulpwood and pipe).....	—	10	10				
MP 85 and MP 80.....	—	10	10				
Mile 69.2 - bridge (trains handling pulpwood and pipe).....	—	10	10				
Mile 6.9 and MP 0.....	—	10	10				
All sidings.....	—	5	5				
MONTGOMERY DISTRICT							
Mile 13.4 and BN crossing.....	—	10	10				
Mile 73.03 - bridge.....	—	10	10				
Tuscaloosa and Fox.....	—	10	10				
Mile 108.97 - bridge.....	—	10	10				
Mile 117.8 and Mile 117.2.....	—	10	10				
Mile 173.84 - bridge.....	—	10	10				
NOTE A - Restriction applies until engine or lead car has passed opposing home signal if an interlocking, or crossing if not interlocked.							
NOTE B - Restriction applies until engine or lead car has passed last street or road crossing.							
NOTE C - When six-axle units are in engine consists, in both freight and passenger service, reduce speed to 40 MPH, with engines only, around the curves. This speed restriction will not apply to Amtrak P30CH units, which are in the 700 series. Yellow triangular signs will not indicate these locations.							

101(a). LOWER SPEEDS: (continued)

In ABS and CTC territory, both single and multiple track, speed of trains or engines is restricted, as follows:

- (a) One diesel unit } 25 MPH
- (b) Two diesel units }
- (c) One diesel unit and one car }

- (a) One diesel unit and two cars } 45 MPH
- (b) Two diesel units and one car }
- (c) Three diesel units }

Any combination listed above is further restricted to 10 MPH, 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.

...

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 will not be continuously operated at speeds between 13 and 19 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

...

A speed of 5 MPH must not be exceeded on tracks within limits of mechanical shop area signs.

...

When trains are operated through water, speed must not exceed 3 MPH and maximum depth of water, over top of lower rail, through which equipment may be handled, except when greater depths are authorized by special instructions is:

- Diesel engines, passenger cars and diesel truck transfer cars..... 3 inches
- Freight cars..... 5 inches

...

The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, the lower speed will govern:

- All SW type engines..... 45 MPH
- All other freight engines..... 65 MPH
- Fixed cab pile drivers, boom leading or trailing..... 25 MPH
- Air dump cars (should be handled in trains performing local work)..... 25 MPH
- Jordan Spreaders (wings must be properly secured and should be handled in trains performing local work)..... 25 MPH
- Maxson scale test cars ICG 100119, 100120, and 100121 (may be located anywhere in any freight train)..... 45 MPH
- Other scale test cars (must be handled on rear of train next ahead of the caboose and preferably in trains performing local work)..... 30 MPH
- Ore cars with wheel base of 20 feet or less (measured between truck centers)..... 30 MPH

- Diesel truck transfer cars..... 45 MPH
- Welded rail flat cars (must be handled on rear of train when moving with other cars) and must not exceed:
 - When loaded..... 30 MPH
 - When empty..... 40 MPH
- Cars containing panel rail..... 30 MPH
- Cars containing lead slabs of 2,000 pounds or heavier..... 40 MPH
- Flat cars containing pipe that is 36 inch or larger..... 30 MPH
- Loaded hopper and pulpwood cars between Brookhaven and Natchez..... 25 MPH
- Pulpwood, sand or gravel between Jackson and Mays Yard..... 40 MPH

...

Derricks 100411, 100406 and 100402 must be separated by at least three (3) empty cars from engine or other loaded cars at Bridge 108.98 and Bridge 173.84 on the Montgomery District. Derricks must be separated by at least two (2) cars from engine over Bridge 50.2 on the Beaumont District and Bridges 70.1 and 109.6 on the Newton District.

...

The following measured mile is designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured the closest mile to the designated mile while running at a steady rate of speed.

Southward or Westward	Northward or Eastward
YAZOO DISTRICT	
MP 157 to MP 158	MP 215 to MP 214
CANTON DISTRICT	
MP 710 to MP 711	MP 802 to MP 803
McCOMB DISTRICT	
MP 819 to MP 820	MP 888 to MP 887
BATON ROUGE DISTRICT	
MP 373 to MP 374	MP 358 to MP 357
	MP 442 to MP 441
MERIDIAN DISTRICT	
MP 14 to MP 15	MP 117 to MP 116
SHREVEPORT DISTRICT	
MP 8 to MP 9	MP 164 to MP 163
VICKSBURG DISTRICT	
MP 228 to MP 229	MP 212 to MP 211
WINNFIELD DISTRICT	
MP 4 to MP 5	MP 60 to MP 59
CENTRAL DISTRICT	
MP 9 to MP 10	MP 133 to MP 132
HAMMOND DISTRICT	
MP 42 to MP 41	MP 5 to MP 6
ABERDEEN DISTRICT	
MP 104 to MP 103	MP 222 to MP 223
NEWTON DISTRICT	
MP 219 to MP 218	MP 118 to MP 119
	MP 163 to MP 164

SPECIAL INSTRUCTIONS

101(a). LOWER SPEEDS: (continued)

Southward or Westward	Northward or Eastward
GULFPORT DISTRICT	
MP 157 to MP 156	MP 65 to MP 66
MP 77 to MP 76	MP 5 to MP 6
BOGALUSA DISTRICT	
MP 66 to MP 67	MP 74 to MP 75
BEAUMONT DISTRICT	
MP BH 20 to MP BH 19	MP 39 to MP 40
MP 65 to MP 64	MP 9 to MP 10
ARTESIA DISTRICT	
MP 259 to MP 258	MP 140 to MP 141
MP 213 to MP 212	MP 222 to MP 223
MOBILE DISTRICT	
MP 129 to MP 128	MP 10 to MP 11
MP 79 to MP 78	
MONTGOMERY DISTRICT	
MP 3 to MP 4	MP 71 to MP 70
MP 78 to MP 79	MP 175 to MP 174

101(b). 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.

...

Yellow rectangular signs encountered on the Newton, Central, Winnfield and Baton Rouge 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."

...

Freight trains or engines must not 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 daily, except Saturday and Sunday. If crossing cannot be cleared prior to time specified movement over crossings must not be started until expiration of times specified.

...

Trains and engines must be preceded by flagman when passing over following street, highway, and railroad crossings:

Jackson	{ Callatin Street	Poindexter Street
	{ Clifton Street	Dalton Street
	{ Terry Road	Valley Street
Natchez	{ Brenham Avenue	Briel Ave. (MP)
	{ Wall Street	Union Street
	{ Devereaux Street	Liberty Road

Natchez	{ Canal Street	Commerce Street
	{ Pine Street	Washington Street
	{ Broadway Street	Pearl Street
	{ Rankin Street	
Shreveport (only if delayed within crossing signal circuit)		Louisiana Avenue
		McNeil Street

103(e). Locomotive prime mover cars must not be cut off while in motion but must be shoved to rest when making coupling with other cars. Free rolling cars must not be allowed to couple directly to these restricted cars.

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

104. NORMAL POSITION OF MAIN TRACK SWITCHES:

McCOMB DISTRICT	
Hammond	For McComb District
BATON ROUGE DISTRICT	
Slaughter	For Crosby-Orleans Jct. route
	Switch at north end of track 1-A, North Baton Rouge, must be lined for track 1-A when not in use.
	Baton Rouge Jct. (all wye switches)..... As last used

MERIDIAN DISTRICT	
Newton	For Meridian District
Freight Yard	As last used

SHREVEPORT DISTRICT	
Freight Yard	As last used
West Monroe.....	For Shreveport District

VICKSBURG DISTRICT	
Redwood Jct.....	As last used
Freight Yard	As last used

WINNFIELD DISTRICT	
West Monroe.....	For Shreveport District

CENTRAL DISTRICT	
Hattiesburg.....	For Gulfport District

HAMMOND DISTRICT	
Hammond	For McComb District
Baton Rouge Jct.....	As last used

NEWTON DISTRICT	
Union	As last used
Newton	For Meridian District
Beaumont	For Beaumont District

GULFPORT DISTRICT	
Saratoga	For Gulf Yard-Gulfport Route
Hattiesburg.....	For Gulfport District
Bell Yard	As last used

BEAUMONT DISTRICT	
Bell Yard	As last used
Beaumont	For Beaumont District
Evanston(MSE interchange switch).....	As last used
Belt Jct.....	As last used
Bay Shore Jct.....	As last used

SPECIAL INSTRUCTIONS

104. (continued)

ARTESIA DISTRICT

Artesia.....For Artesia District

MOBILE DISTRICT

Bay Shore Jct.....As last used

MONTGOMERY DISTRICT

Artesia.....For Artesia District
Tuscaloosa.....For Artesia-Montgomery route

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

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

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 northward and southward main tracks at the end of NOUPT tracks will be left lined and locked for the old northward main track when not in use.

109. BULLETIN BOARDS:

YAZOO DISTRICT

Gwin.....Train order office
Yazoo City.....Train order office
North Jackson.....Train order office
T&E locker room
South switch shanty
Engineer's wash room

CANTON DISTRICT

Canton.....Train order office
North Jackson.....Train order office
T&E locker room
South switch shanty
Engineer's wash room
Brookhaven.....Train order office
McComb.....T&E locker room

McCOMB DISTRICT

McComb.....T&E locker room
South Yard.....Yard office
Hammond.....T&E locker room
Mays Yard.....Conductor's register room
South end yard office
Engine house
New Orleans.....NOUPT 2nd floor locker room
Sty Docks.....Locker room

BATON ROUGE DISTRICT

Zee.....T&E locker room
North Baton Rouge.....Register room
Baton Rouge Jct.....South switch shanty
Engine house
Old Geismar.....T&E locker room
Geismar.....T&E locker room
Reserve.....T&E locker room
Good Hope.....T&E locker room

MERIDIAN DISTRICT

Meridian.....Train order office
Forest.....Old baggage room
North Jackson.....Train order office
T&E locker room
South switch shanty
Engineer's wash room
Freight Yard.....T&E locker room

SHREVEPORT DISTRICT

Freight Yard.....T&E locker room
Monroe.....Yard office
Arcadia.....Train order office
Bossier City.....Yard office
Engine house

VICKSBURG DISTRICT

Redwood (Ballground).....Locker room
Freight Yard.....T&E locker room

WINNFIELD DISTRICT

Winnfield.....Freight Office

CENTRAL DISTRICT

Bell Yard.....Train order office
Ferguson.....Yard office
Brookhaven.....Train order office
Natchez.....T&E locker room

HAMMOND DISTRICT

Hammond.....T&E locker room
North Baton Rouge.....Register room
Baton Rouge Jct.....South switch shanty
Engine house

ABERDEEN DISTRICT

Aberdeen.....Freight office
Louisville.....Train order office

NEWTON DISTRICT

Louisville.....Train order office
Newton.....Freight office
Laurel.....Train order office

GULFPORT DISTRICT

North Jackson.....Train order office
T&E locker room
South switch shanty
Engineer's wash room
Mendenhall.....Train order office
Taylorsville.....Freight office
Bell Yard.....Train order office
Gulfport.....Train order office

BOGALUSA DISTRICT

Bogalusa.....Yard office

BEAUMONT DISTRICT

Bell Yard.....Train order office
Evanston.....Train order office
Mobile.....Train order office
Yard office
Engine house

SPECIAL INSTRUCTIONS

109. BULLETIN BOARDS: (continued)

ARTESIA DISTRICT

Okolona	Train order office
Artesia	Train order office
Meridian	Train order office

MOBILE DISTRICT

Meridian	Train order office
Waynesboro	Train order office
Mobile	Train order office
	Yard office
	Engine house

MONTGOMERY DISTRICT

Artesia	Train order office
Tuscaloosa	Register room
	Yardmen locker room
West End Yard	Yard office

110. GENERAL ORDERS:

Conductors and engineers of crews on the Baton Rouge District 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
Geismar	Train order office
Reserve	Yard office
Good Hope	Yard office
Mays Yard	Train order office

111(e). DEFECTIVE EQUIPMENT DETECTORS:

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

LOCATION	DETECTOR CENTER
YAZOO DISTRICT	
Bentonia (Mile 192.62)	Chicago
CANTON DISTRICT	
Hazlehurst (Mile 764.52)	Chicago
MCCOMB DISTRICT	
Arcola (Mile 839.72)	Chicago
Manhac (MP 869)	Chicago
BATON ROUGE DISTRICT	
Burtville (Mile 374.95)	Chicago
Belmont (Mile 408.77)	Chicago
MERIDIAN DISTRICT	
Clarksburg (Mile 64.70)	Chicago
Bolton (Mile 112.95)	Chicago
SHREVEPORT DISTRICT	
Bee Bayou (Mile 47.16)	Chicago
Simsboro (Mile 110.54)	Chicago
HAMMOND DISTRICT	
Lockhart (Mile 17.16)	Chicago
NEWTON DISTRICT	
Burnside (Mile 201.2)	Chicago
GULFPORT DISTRICT	
Sanford (MP 87)	Chicago

BEAUMONT DISTRICT

McClain (Mile 60.6)	Chicago
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ARTESIA DISTRICT

Shuqulak (Mile 188.3)	Tuscaloosa
Porterville (MP 166)	Tuscaloosa

MOBILE DISTRICT

Quitman (Mile 106.5)	Tuscaloosa
State Line (Mile 62.6)	Tuscaloosa
Citronelle (Mile 31.6)	Tuscaloosa

MONTGOMERY DISTRICT

Ethelsville (Mile 28.8)	Tuscaloosa
Gordo (Mile 48.1)	Tuscaloosa
Eoline (Mile 100.8)	Tuscaloosa
Vida (Mile 150.1)	Tuscaloosa

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.

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

111(e). DEFECTIVE EQUIPMENT DETECTORS: (continued)

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 location of car in train, the car or diesel unit initial and number, journal location, type of bearing (friction or roller), nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding 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:**

YAZOO DISTRICT

Gwin and Mile 149.79

CANTON DISTRICT

Mile 729.2 and McComb

McCOMB DISTRICT

McComb and Oliver
Skip and crossover at Hickory Street, Mays Yard
Southport Jct. and Sty Docks (Upper Belt)

SHREVEPORT DISTRICT

Spring Street Jct. and Mile 169.3

200. Train order Form R - PROVIDING FOR MOVEMENT AGAINST THE CURRENT OF TRAFFIC - is supplemented by adding the following:

In addition to Examples (1) and (2) the following example will be used when it is necessary to move a train against the current of traffic within the limits of a work extra:

(3) **WORK EXTRA 292 CLEARS NO 1 (or, EXTRA 76 WEST) ON EASTWARD TRACK BETWEEN C AND F AFTER 2 10 PM NO 1 (or, EXTRA 76 WEST) MOVING AGAINST THE CURRENT OF TRAFFIC C TO F**

No. 1 (or, Extra 76 West) must not leave C before 2:10 PM. Work Extra 292 must be clear of specified track no later than 2:10 PM.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains between the points named in the order and until work extras, if any are authorized between the points named in the order, have received copy of Examples (1) or (2) and Example (3).

...

**Train order Form T
TEMPORARY STOP SIGN ORDER**

(1) Between _____ M AND _____ M (month and day) NORTHWARD (or, EASTWARD) TRAINS MUST APPROACH STOP SIGN LOCATED AT MP _____ AND SOUTHWARD (or, WESTWARD) TRAINS MUST APPROACH STOP SIGN LOCATED AT MP _____ PREPARED TO STOP AND MUST NOT PASS DESIGNATED POINT UNTIL NOTIFIED BY MofW FOREMAN (initials and name) BY RADIO COMMUNICATION OR IN PERSON TO PROCEED

When this order is issued in multiple track territory, Example (1) will be preceded, as follows:

- (2) ON NORTHWARD (or, EASTWARD, SOUTHWARD, WESTWARD) TRACK
- (3) ON BOTH TRACKS
- (4) ON TRACK 1 (or, ON TRACK 2)

When this order is issued, obstruction or men working on track will be protected by metal rectangular signs placed on the right-hand side of the track in the direction of movement - a YELLOW SIGN placed one and one-half miles in advance of the designated mile post where the RED SIGN is placed and a GREEN SIGN placed at the leaving end of the restricted track.

These signs will not be removed while the train order is in effect, but, if absent, must be regarded as if displayed. Should track work be completed before the time specified in the train order expires, the train order may be annulled.

During the time the train order is in effect, a train may pass the mile post where the RED SIGN is located, under one of the following conditions:

(1) When authorized by MofW foreman named in the train order, either by radio communication or in person, that the track is clear.

If the MofW foreman has a speed restriction for the track, he must also notify the engineer the speed in miles-per-hour the train must move over the limits of restricted track and to observe any other speed restrictions governing that train.

200. (continued)

If the MofW foreman has no speed restriction for the track, he must notify the engineer that he has none, but to observe any other speed restrictions governing that train.

- (2) When authorized by MofW foreman named in the train order, either by radio communication or in person, to proceed to a designated point between the RED SIGNS. A train so authorized will proceed to the designated point prepared to stop within one-half the range of vision, but not exceeding 10 MPH.

A train that is permitted to pass the RED SIGN and proceed to a designated point must not make further movement within the limits, except as further authorized by MofW foreman named in the train order, either by radio communication or in person.

- (3) Should a train stop at RED SIGN and be unable to contact MofW foreman named in the train order, either by radio communication or in person, such train may proceed prepared to stop within one-half the range of vision, but not exceeding 10 MPH, until entire train has passed GREEN SIGN indicating the end of the restricted track, and notify the train dispatcher.

When radio communication is used by MofW foreman named in the train order to give instructions to a train, the instructions must be repeated by the engineer to the MofW foreman to ensure that the instructions apply to such train.

215. CLEARANCES:**CANTON DISTRICT**

Northward trains may leave McComb without a clearance, but must obtain 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.

McCOMB DISTRICT

Southward trains may leave McComb without a clearance, but must obtain 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 and Southport Jct. without a clearance, but must obtain clearance before leaving Mays Yard.

MERIDIAN DISTRICT

Trains must obtain a clearance before leaving Jackson.

SHREVEPORT DISTRICT

Trains must obtain a clearance before leaving East Monroe.

CENTRAL DISTRICT

Trains must obtain a clearance before leaving Ferguson, (except trains cleared to turn at Wanilla).

HAMMOND DISTRICT

Eastward trains leaving Sharp will obtain their clearance at North Baton Rouge.

GULFPORT DISTRICT

Trains leaving Gulf Yard will obtain their clearance at North Jackson.

BEAUMONT DISTRICT

Trains must obtain a clearance before leaving Evanston.

ARTESIA DISTRICT

Trains must obtain a clearance before leaving Artesia.

MONTGOMERY DISTRICT

Trains must obtain a clearance before leaving Tuscaloosa.

Trains may leave West End Yard without clearance but must obtain clearance at Montgomery.

221(e). Signs equipped to display red or green aspect are used at Morton, Mendenhall and Saratoga 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. IS IN EFFECT:
BETWEEN:**

CANTON DISTRICT

Canton and McComb

McCOMB DISTRICT

McComb and Oliver

**261. IS IN EFFECT:
BETWEEN:**

BATON ROUGE DISTRICT

MP Jct. and signal immediately north of switch at north end of track 1-A at North Baton Rouge. When a train or engine is stopped by a stop signal, a member of the crew must contact control operator at North Baton Rouge and be governed by his instructions.

277(a). Dual control switches must not be operated by hand without authority from the control operator except when communication is not available. When necessary to operate a dual control switch by hand, the following will apply:

- (1) Place selector level in "HAND" position.
- (2) Operate hand throw lever until switch points are seen to move with the movement of lever.
- (3) Position the switch points for the route to be used, then line them against the route to be used, and then reposition them for the route to be used. After doing this, switch points must be inspected and if properly lined, the movement may be made as provided by the rules.
- (4) Leave switch in hand control position for the entire movement of train.

Exception: When necessary to perform switching over a dual control switch, selector lever must be left in "HAND" position until all movements over the switch have been completed. After final movement has been made over the switch, selector lever must be restored to "POWER" position and locked.

279. ELECTRIC LOCK SWITCHES:

LOCATION	SWITCHES	CONTROLLED BY
McCOMB DISTRICT		
Ponchatoula	Old northward main, north end	Approached locked
Ponchatoula	Crown-Zellerbach Co.	Approached locked

279. ELECTRIC LOCK SWITCHES: (continued)

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

281. The following color light signals, which display aspects in accordance with Rule 281, will be considered as displaying aspects in accordance with Rule 286.

McCOMB DISTRICT

Mays Yard (Hickory Street) Northward home signal from yard

BATON ROUGE DISTRICT

Orleans Jct. Southward home signal

505. ABS IS IN EFFECT:
BETWEEN:

CANTON DISTRICT

Canton and Mile 728.71 (southward)
Mile 729.30 and McComb (southward)
McComb and Mile 729.33 (northward)
Mile 728.63 and Canton (northward)

McCOMB DISTRICT

McComb and Oliver
Skip and crossover Hickory Street, Mays Yard
Crossover Hickory Street, Mays Yard and East Bridge (signaled for northward movement only).

BATON ROUGE DISTRICT

MP 361 and MP Jct.
Mile 366.7 and Orleans Jct.

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 determine indication before operating switch.
4. If "Block Occupied" indication is displayed and no conflicting train or engine movement is evident, wait three minutes and proceed at YARD SPEED in accordance with Rules M-152 and 93.

513. The five minute waiting time is suspended for trains entering the McComb District from the Hammond District. All trains or engines approaching Hammond District 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. Before using McComb District main tracks, trains from Hammond District must obtain permission from control operator Mays Yard. If unable to contact the control operator at Mays Yard, trains must comply with Rule 513.

525. CTC IS IN EFFECT:
BETWEEN:

LOCATION CONTROL STATION

YAZOO DISTRICT

Cynthia - South end of siding and Mile 217.26 Operator, North Jackson

McCOMB DISTRICT

Oliver and Skip Operator, Mays Yard
East Bridge and Southport Jct. Operator, East Bridge

560. SPRING SWITCHES:
BETWEEN:

LOCATION NORMAL POSITION

YAZOO DISTRICT

Gwin - end of two main tracks	For northward main track
Renshaw - north end siding	For main track
Renshaw - south end siding	For siding
Crupp - north end siding	For main track
Crupp - south end siding	For siding
Anding - north end siding	For siding
*Anding - south end siding	For main track
Cynthia - north end siding	For siding
Cynthia - south end siding	For main track
North Jackson-Mile 217.26	For northward thoroughfare

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.

*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.

McCOMB DISTRICT

Mays Yard - 325 feet north.....For north lead of East Bridge
Southport Jct. - end ofFor southward Upper Belt two main Upper Belt main tracks track

SHREVEPORT DISTRICT

Spring Street JctFor SSW Lead Track
Mile 168.3 - east end.....For westward main track two main tracks

SPECIAL INSTRUCTIONS

31

876. (continued)

McCOMB DISTRICT

McComb	F1, F2, Y1	Continuous	
Kentwood	F1	Continuous	Chicago
Hammond	F1, Y1	7:00 am-3:00 pm Mon.-Sat.	
Manchac	F1	Continuous	
Mays Yard	F1, Y1, Y2	Continuous	
East Bridge	F1	Continuous	
Southport	F1, Y1, Y2	Continuous	
Sty Docks	F1, R3, R4, G3, G4	Continuous Mon.-Fri. 6:30 am-10:30 pm Sat.-Sun.	
New Orleans	F1	Continuous	

BATON ROUGE DISTRICT

Centreville	F1	Continuous	Chicago
Slaughter	F1, Y1	7:00 am-3:00 pm Mon.-Sat.	
Baton Rouge	F1, A, B, C, D, E	Continuous	
Geismar	F1, F2, Y1 Y2, Y4	7:00 am-Mon. 7:00 am-Sun.	
Reserve	F1, F2, Y1, Y2	6:00 am-11:59 pm Mon.-Fri. 6:00 am-4:00 pm-Sat. 3:59 pm-11:59 pm-Sun.	
LaPlace	F1	Continuous	Chicago Mays Yd.
Good Hope	F1, F2, Y1, Y2	5:00 am-12:00 mn Mon.-Fri. 7:00 am-12:00 mn Sat. 8:00 am-12:00 mn Sun.	

MERIDIAN DISTRICT

Meridian	F1, F2, Y1, Y2	Continuous	
Newton	F1, F2	Continuous	Chicago
Forest	F1, F2, Y1	7:00 am-4:00 pm Mon.-Fri.	
Morton	F1	8:00 am-5:00 pm Mon.-Fri.	
Clarksburg	F1, Y1	Continuous	Chicago
Jackson	F1, F2, Y1, Y2	Continuous	
Clinton	F1, F2	Continuous	Chicago
Bolton	F1, Y1	Continuous	Chicago
Vicksburg	F1	Continuous	Chicago

SHREVEPORT DISTRICT

Bee Bayou	F1, Y1	Continuous	Chicago
Monroe	F1, Y1, Y2	Continuous	
Ruston	F1	Continuous	Chicago
		8:00 am-5:00 pm Mon.-Sat.	
Arcadia	F1	1:30 pm-10:30 pm Mon.-Fri.	
Sibley	F1, Y1	Continuous	Chicago
Bossier City	F1, Y1	Continuous	

VICKSBURG DISTRICT

Redwood	F1, Y1	7:01 am-11:59 pm Daily	
Vicksburg	F1 Y1, Y2	Continuous 7:00 am-4:00 pm 7:00 pm-4:00 am Mon.-Fri.	

WINNFIELD DISTRICT

Winnfield	F1, Y1	7:01 am-3:01 pm Mon.-Sat.	
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CENTRAL DISTRICT

Hattiesburg	F1, F2	Continuous	
Ferguson	F1, F2	Continuous	
Natchez	F1, Y1	Continuous Mon.-Sat. 7:00 am-4:00 pm Sunday	

HAMMOND DISTRICT

Hammond	F1, Y1	7:00 am-3:00 pm Mon.-Sat.	
Walker	F1	Continuous	Chicago

ABERDEEN DISTRICT

Aberdeen	F1	7:00 am-9:00 pm Mon.-Fri.	
Louisville	F1, F2	7:00 am-4:00 pm-Sat. 2:00 am-8:00 pm Sun.-Fri.	

NEWTON DISTRICT

Louisville	F1, F2	2:00 am-8:00 pm Sun.-Fri.	
Burnside	F1, F2	Continuous	Chicago
Newton	F1, F2	7:00 am-9:00 pm Mon.-Fri. 12:01 pm-9:00 pm-Sat.	
Laurel	F1, F2, Y1, Y2	Continuous	

GULFPORT DISTRICT

Jackson	F1, F2, Y1, Y2	Continuous	
Mendenhall	F1	7:00 am-4:00 pm Mon.-Fri.	
Saratoga	F1	6:30 pm-3:00 am Mon.-Fri.	
Collins	F1, F2	Continuous	Chicago
Hattiesburg	F1, F2	Continuous	
Wiggins	F1, F2	8:00 am-5:00 pm Mon.-Sat.	
Gulfport	F1, F2	7:00 am-3:00 pm & 6:00 pm-3:00 am Mon.-Fri. 8:00 am-5:00 pm Sat.	

BOGALUSA DISTRICT

Monticello	F1, F2	Continuous	Bogalusa
Jamestown	F1, F2	Continuous	Chicago
Bogalusa	F1, F2, Y1	Continuous	
Talisheek	F1	Continuous	Bogalusa

BEAUMONT DISTRICT

Hattiesburg	F1, F2	Continuous	
McClain	F1, F2	Continuous	
Evanston	F2	Continuous	

ARTESIA DISTRICT

Okolona	F1, F2	Continuous	
West Point	F1, F2	8:00 am-5:00 pm Mon.-Fri.	
Artesia	F1, F2	12:00 mn-3:00 pm & 11:00 pm-12:00 mn Mon.-Sun.	
Shuqulak	F1, F2	Continuous	Tuscaloosa
Macon	F1, F2	8:00 am-5:00 pm Mon.-Fri.	
Porterville	F1, F2	Continuous	Tuscaloosa
Meridian	F1, F2, Y1, Y2	Continuous	

MOBILE DISTRICT

Meridian	F1, F2, Y1, Y2	Continuous	
Quitman	F1, F2	Continuous	
Waynesboro	F2	7:00 am-4:00 pm Mon.-Fri.	
State Line	F2	Continuous	Tuscaloosa
Citronelle	F1, F2	Continuous	Tuscaloosa
Mobile	F1, F2	Continuous	

MONTGOMERY DISTRICT

Ethelsville	F1, F2	Continuous	Tuscaloosa
Gordo	F1, F2	Continuous	Tuscaloosa
Tuscaloosa	F1, F2	Continuous	
Eoline	F1, F2	Continuous	Tuscaloosa
Vida	F1, F2	Continuous	Tuscaloosa

883. When radio communication is used in lieu of hand signals in connection with the switching, backing or pushing of a train, engine or cars, the employe directing the movement shall give complete instructions or keep in continuous radio contact with the employes receiving instructions. When backing or pushing a train, engine or cars, the distance of the movement must be specified, and the movement must stop in one-half the remaining distance unless additional instructions are received. If the instructions are not understood or continuous radio contact is not maintained, the movement shall be stopped immediately and may not be resumed until the misunderstanding has been resolved, radio contact has been restored, or communication has been achieved by hand signals or other procedures in accordance with the operating rules of the railroad.

An engine must not be moved in response to radio communication until positive identification is established as provided in Rule 877.

1201. Employes using MP track, Natchez, must provide themselves with copy of MP current special instructions including general orders and any revisions thereof, which may be obtained at the train order office, Natchez.

1206. Engines and other equipment as designated below are restricted at the following locations:

CANTON DISTRICT

Canton - C&C RR, bridges on creosote track

Six (6) axle diesel units must not be operated on the following districts:

ABERDEEN.....	Entire district
NEWTON.....	Entire district
GULFPORT.....	Between Bell Yard and Gulfport
ARTESIA.....	Entire district
MOBILE.....	Entire district
MONTGOMERY.....	Entire district

Not more than a single unit must be operated on the following districts:

BATON ROUGE DISTRICT

Reserve-Godchaux Sugar refinery all tracks
Destrehan-Track No. 4 Bunge Elevator

SHREVEPORT DISTRICT

Mile 109.7, Lauren Glass and Duraflake

BEAUMONT DISTRICT

Both loaded and empty bi-level and tri-level auto cars are restricted from movement through bridge 50.2.

1207. Maximum gross weight for four (4) axle cars is 263,000, except as shown below:

BETWEEN:

BATON ROUGE DISTRICT

Argue and Zee.....240,000

WINNFIELD DISTRICT

West Monroe and Winnfield.....220,000

GULFPORT DISTRICT

Taylorville and Soso.....240,000

SHORE LINE DISTRICT

North Slidell and Covington.....220,000

1211. Deadhead cabooses are to be handled in train next ahead of working caboose. Any exception will be made by office Superintendent-Transportation. Cabooses must not be switched with, kicked into track against other cars, or cars kicked into track against cabooses. Cabooses must be locked at all times when not in use.

1212. The Lower Belt extends from Sty Docks southward to end of track.

4901. A member of the train crew of a train transporting hazardous materials must have in his possession a waybill or other document for each shipment of hazardous materials being transported showing the proper shipping name of the material, the hazard class, the "UN" or "NA" number, if required, and, except for empty packaging, the total quantity of the hazardous material covered by the description. Hazardous materials must not be handled "no bill".

4902. 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.

4903. At each terminal or other place where trains are made up or switched by crews other than the train crews accompanying the outbound movement of cars, both the train and engine crew must be provided with Form F-0310 "Notice of Cars Containing Explosive A or Poison Gas", if commodities classed Explosive A or Poison Gas are in the train. At points where train or engine crews are changed, the notice must be transferred from crew to crew. A train consist is not sufficient to meet this requirement.

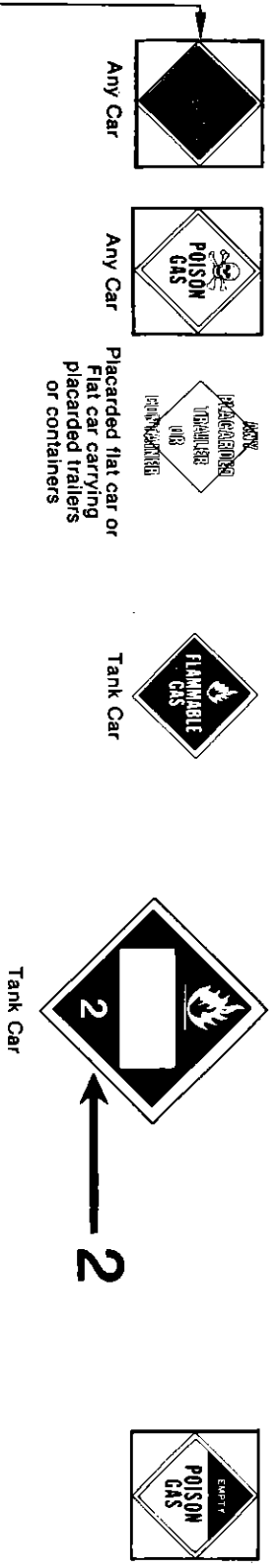
4904. Road and yard crews handling hazardous materials are responsible for assuring that all train placement and switching restrictions shown on the accompanying charts are complied with.

4905. Cars containing hazardous materials and empty tank cars last containing hazardous materials must not be accepted for transportation unless all required placards are securely in place. Leaking cars, cars with obvious mechanical defects or cars with open dome covers or outlet caps not in place must not be moved.

4906. Guidelines for handling train accident/incident.

1. Notify dispatcher (or other proper officer) immediately by radio or telephone.
2. Determine from waybills and train consist the commodities involved.
3. Inspect the train *if safe to do so* to determine if hazardous materials are involved and, if so, the type and extent of involvement. Keep the dispatcher informed of the situation and of any special assistance required, such as fire department or ambulance.
4. If a car placarded "Poison Gas" or "Empty Poison Gas" is involved stay upwind and clear of the accident and await the arrival of qualified response personnel. **KEEP ALL SPECTATORS AWAY.**
5. If fire or spill of hazardous materials pose a threat to nearby residents, alert residents to evacuate the area immediately.
6. Conductor must seek out the emergency response force (fire and police, etc.) and advise 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 the on-scene individual in charge until relieved of the responsibility by the railroad transportation officer at the scene.

REFERENCE GUIDE FOR SWITCHING PLACARDED CARS

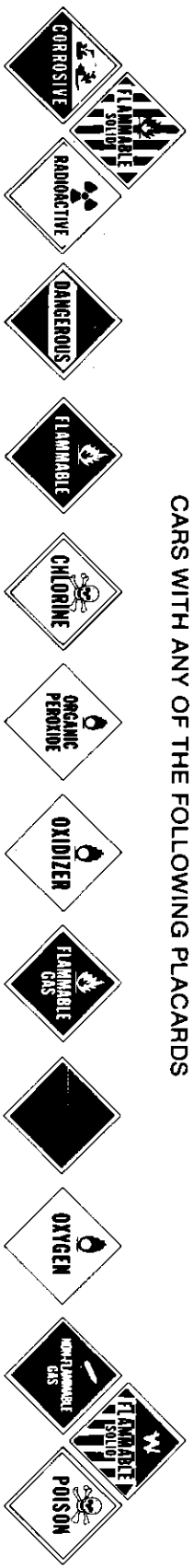


Must not be "HUMPED" or "KICKED"
 Must not be cut off in motion
 Must not be struck by any car moving under its own momentum
 Must not be coupled to with any more force than is necessary to make coupling

ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

Any Car Must be separated from engine by at least one non-placarded car
 Must have doors closed before moving
 Must not be placed or left where there is any possible danger of fire
 Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

CARS WITH ANY OF THE FOLLOWING PLACARDS



IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:

It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.
 A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.
 A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.

COMBUSTIBLE
 The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".

EXAMPLES OF EMPTY PLACARDS



There are no switching restrictions for empty tank cars which last contained a commodity whose residue could be harmful, except tank cars last containing Poison Gas, placarded "EMPTY, POISON GAS".

Southern Division



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