

### DELTA DIVISION OFFICERS

L. HOGAN, JR. .... Superintendent ..... Memphis  
T. A. MURPHY ..... Asst. Superintendent ..... Cleveland  
W. R. BOWIE ..... Train Master ..... Greenwood  
C. J. STEPHENSON ..... Train Master ..... Grenada  
C. A. ARNETT ..... Train Master ..... Columbus  
R. L. PRESCOTT ..... Asst. Train Master ..... Durant  
E. G. PARKMAN ..... Traveling Engineer ..... Memphis  
R. ALDRIDGE ..... Traveling Engineer ..... Cleveland

### MEMPHIS TERMINAL DIVISION OFFICERS

C. W. DAMIANO ..... Superintendent ..... Memphis  
W. L. McNEER ..... Asst. Superintendent ..... Memphis  
H. C. HANEY ..... Asst. Superintendent ..... Memphis  
H. L. CRADDOCK ..... Train Master ..... Memphis  
G. M. WILKINSON, JR. .... Train Master ..... Memphis  
C. O. GROSS ..... Train Master ..... Memphis  
M. T. HINGTGEN ..... Asst. Train Master ..... Memphis  
J. A. ROWLAND ..... Asst. Train Master ..... Memphis  
D. W. MOORE ..... Asst. Train Master ..... Memphis  
H. L. ROGERS ..... Transportation Assistant ..... Memphis  
O. E. MELSA ..... Traveling Engineer ..... Memphis

**Safety is of the first importance  
in the discharge of duty.**

### 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		

# Illinois Central Gulf Railroad

## DELTA DIVISION and MEMPHIS TERMINAL DIVISION

## TIME TABLE No.



**Taking Effect at 12:01 A.M.  
Sunday, October 29, 1972**

**SUPERSEDING  
DELTA AND MEMPHIS TERMINAL  
DIVISIONS TIMETABLE NO. 4  
DATED APRIL 30, 1972,  
OF THE FORMER  
ILLINOIS CENTRAL RAILROAD  
AND  
TIMETABLE NO. 26  
DATED DECEMBER 27, 1970,  
OF THE FORMER  
COLUMBUS AND GREENVILLE  
RAILWAY COMPANY**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**J. C. HUMBERT, Vice President-Operations**

**H. L. WILLIAMS, Asst. Vice President-Operations**

**R. K. OSTERDOCK, General Superintendent-Terminals**

**A. M. DICKERSON, General Supt.-Transportation**

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

Southward

## MEMPHIS TERMINAL DISTRICT

Northward

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FIRST CLASS				Mile Posts	TIME TABLE NO. 1 Taking Effect OCTOBER 29, 1972 STATIONS	FIRST CLASS			
51		59				50	58		
Piggy Back	Panama Limited	Piggy Back	Panama Limited						
Daily	Daily								
L 4 08AM	L 3 32AM	380.4	D	WOODSTOCK	A 6 37PM	A 11 46PM			
4 19		389.3		8.9 NORTH YARD	6 25				
		390.4		1.1 POPLAR AVENUE					
4 27	s { 3 55 4 10	391.8	C	1.4 MEMPHIS	6 19	s { 11 22 11 07			
A 4 37AM		394.3		2.5 SOUTH YARD JCT.					
		396.8		0.7 EAST JUNCTION	L 6 10PM				
	A 4 25AM	397.5		0.7 GRENADA WYE		L 10 47PM			
		387.9	C	2.1 LEEWOOD					
		390.0		6.8 AULON					
A 6 00AM		396.8	C	5.4 JOHNSTON YARD	L 5 45PM				
				WEST JUNCTION					
					Daily	Daily			

Be Governed by L. & N. R.R. Rules & Special Instructions Between Leewood & Aulon

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Southward

GRENADA DISTRICT

Northward

SECOND CLASS		FIRST CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Canton	FIRST CLASS		SECOND CLASS	
55	59	58	56					Panama Limited	Piggy Back		
	Piggy Back	Panama Limited									
		Ls 4 10AM			391.8	C... MEMPHIS EAST JUNCTION	187.3	As 11 07PM			
	Daily	Daily				See Memphis Terminal District					
	L 9 40AM	L 4 25AM			397.5	0.7 GRENADA WYE	182.8	A 10 47PM	A 5 12AM		
					400.0	2.5 RAINES	180.3				
					405.2	5.2 HORN LAKE	175.1				
	10 05	4 47 <sup>56</sup>		58	415.4	10.2 HERNANDO	164.9	10 20	4 47 <sup>59</sup>		
					425.3	9.9 COLDWATER	155.0				
						2.8					
	10 20	4 57		58	428.1	FANNIE MAY	152.2	10 09	4 06		
					430.0	1.9 SENATOBIA	150.3				
	10 30	5 04		49	436.3	6.3 FEDERAL	144.0	10 02	3 56		
					437.4	1.1 COMO	142.9				
	10 38	5 09		35	442.9	5.5 SARDIS	137.4	9 57	3 48		
						9.2					
	10 50	s 5 17		85	452.1	D... BATESVILLE	128.2	s 9 48	3 37		
	11 00	5 25		42	459.6	7.5 POPE	120.7	9 40	3 22		
					471.6	12.0 OAKLAND	108.7				
	11 18	5 38		58	478.6	2.0 BLANCHE	106.7	9 27	3 05		
	11 32	5 48			485.0	11.4 HARDY	95.3	9 16	2 51		
						1.8					
	11 35	5 50			486.8	W. V. JUNCTION	93.5	9 14	2 48		
	11 41	5 54				4.3 NTH. YD. GRENADA	89.2	9 10	2 42		
	12 01PM	s 5 58		94	617.7	1.2 GRENADA	88.0	s 9 08	2 40		
	12 13	6 09		44	629.5	11.8 DUCK HILL	76.2	8 58	2 25		
					637.7	8.2 SAWYER	68.0				
						2.8					
	12 24	s 6 19		59	640.5	D... WINONA	65.2	s 8 49	2 14		
	12 32	6 26		44	648.5	8.0 CARROLL	57.2	8 41	2 06		
					651.1	2.6 VAIDEN	54.6				
	12 45	6 36		50	661.1	10.0 WEST	44.6	8 31	1 52		
	12 55	s 6 50		82	670.6	9.5 DURANT	35.1	s 8 21	1 42		
						2.9					
	12 58	6 53			673.5	ABERDEEN JCT.	32.2	8 18	1 38		
	1 03	6 57		48	678.5	5.0 GOODMAN	27.2	8 14	1 33		
	1 10	7 03		44	685.5	7.0 PICKENS	20.2	8 08	1 26		
					692.1	6.6 VAUGHAN	13.6				
	1 21	7 13		46	696.5	4.4 WAY	9.2	7 58	1 15		
	A1 31PM	As 7 22AM			705.7	9.2 CANTON	0.0	Ls 7 49PM	L 1 05AM		
								Daily	Daily		

Southward

TALLAHATCHIE DISTRICT

Northward

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SECOND CLASS

TIME TABLE  
NO. 1

SECOND CLASS

Taking Effect

OCTOBER 29, 1972

STATIONS

SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Gwin	SECOND CLASS					
77	75	73	71					76	72	74			
Dispatch	Dispatch	Dispatch	Dispatch					Dispatch	Dispatch	Dispatch			
Daily	Daily	Daily	Daily										
					5.4	WEST JUNCTION	142.0						
					1.2	HULET	140.8						
					13.1	LAKE VIEW	135.8						
					15.2	WALLS	133.7						
					5.3	LAKE CORMORANT	128.4						
L 7 55PM	L 1 55PM	L 7 10AM	L 2 35AM	180	20.5	L. C. Jet.	128.3	A 11 25AM	A 5 27PM	A 2 29AM			
					20.6	BANKS	123.0						
					25.9	WICKER	118.7						
					30.2	PRICHARD	114.3						
8 22	2 25	7 37	3 02	41	34.6	SAVAGE	109.5	10 55	4 57	2 00			
					39.4	SARAH	104.8						
8 36	2 40	7 51	3 16	168	44.1	CRENSHAW	100.1	10 41	4 43	1 46			
					47	SLEDGE	94.6	10 34	4 35	1 39			
8 45	2 48	8 00	3 25	44	54.3	DARLING	88.5						
					60.4	MARKS	81.5						
9 10	3 08	8 25	3 50	168	67.4	LAMBERT	77.7	10 08	4 10	1 13			
					71.2	BRAZIL	65.9						
					83.0	MIKOMA	59.8						
9 35	3 40 <sup>72</sup>	9 00 <sup>75</sup>	4 15	178	89.1	SWAN LAKE	55.2	9 00 <sup>73</sup>	3 40 <sup>75</sup>	12 41			
					93.7	GLENDORA	51.4						
					97.5	BLACK BAYOU JCT.	48.8						
					100.1	PHILIPP	43.9						
10 02	4 21	9 27	4 42	162	105.0	MONEY	36.1	8 34	3 10	12 11AM			
					112.8	CRAIGSIDE	31.5						
					117.4	YALOBUSHA	27.0						
10 25	4 35	9 42	5 05	91	121.9	GREENWOOD	26.2	8 21	2 56	11 56			
					122.7	RISING SUN	20.9						
10 40	4 49	9 56	5 20	84	128.0	SIDON	17.6	8 08	2 39	11 39			
					131.3	CRUGER	11.1	8 00	2 30	11 30			
10 50	5 07	10 05	5 30	161	137.8	TCHULA	1.1						
					147.8	GWIN	0.0	L 7 45AM	L 2 10PM	L 11 10PM			
A 11 04PM	A 5 25PM	A 10 25AM	A 5 45AM		148.9			Daily	Daily	Daily			

Southward

TCHULA DISTRICT

Northward

TIME TABLE  
NO. 1

Taking Effect

OCTOBER 29, 1972

STATIONS

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1 Taking Effect OCTOBER 29, 1972 STATIONS	Miles From Gwin				
				25.3	C	GWIN	0.0
				21.1		HOWARD	4.2
12.7		LEXINGTON	12.6				
0.0	C	DURANT	25.3				

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**Southward CLARKSDALE DISTRICT Northward**

SECOND CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1		Miles From Cleveland	SECOND CLASS			
	<b>173</b>				Taking Effect			<b>172</b>			
	Dispatch				<b>OCTOBER 29, 1972</b>			Dispatch			
	Daily				STATIONS						
	L 2 25PM	...	20.6	.....	L. C. Jct.	98.0	A 10 17AM	.....			
		.....	21.2	.....	0.6 C. D. SIDING	92.4		.....			
		.....	25.0	.....	3.8 PENTON	88.6		.....			
	2 41	78	29.0	.....	4.0 ROBINSONVILLE	84.6	10 01	.....			
		.....	34.5	.....	5.5 HOLLYWOOD	79.1		.....			
		.....		.....	4.3 TUNICA	74.8	9 45	.....			
	2 57	88	38.8	.....	3.6 EVANSVILLE	71.2		.....			
		.....	42.4	.....	2.9 CLAYTON	68.3	9 32	.....			
	3 10	81	45.3	.....	6.1 DUNDEE	62.2	9 22	.....			
	3 20	52	51.4	.....				.....			
		.....		.....	5.0 LULA	57.2	9 12	.....			
	3 40	62	56.4	.....	7.4 COAHOMA	49.8	8 56	.....			
	3 56	91	63.8	.....	6.6 CLOVER HILL	43.2	8 45	.....			
	4 07	80	70.4	.....	4.0 LYON	39.2		.....			
		.....		.....	2.1 CLARKSDALE	37.1	8 34	.....			
	4 23	159	76.5	D.....	1.1 DOLAN	36.0		.....			
		.....	77.6	.....	6.8 BOBO	29.2	8 04	.....			
	4 43	82	84.4	.....	4.0 ALLIGATOR	25.2	7 56	.....			
	4 51	32	88.4	.....				.....			
		.....		.....	3.5 DUNCAN	21.7	7 50	.....			
	4 57	...	91.9	.....	2.7 HUSHPUCKENA	19.0		.....			
		.....	94.6	.....	4.0 SHELBY	15.0	7 38	.....			
	5 09	68	98.6	.....	6.7 MOUND BAYOU	9.3		.....			
		.....	104.3	.....				.....			
		.....		.....	2.7 MERIGOLD	6.6	7 23	.....			
	5 24	79	107.0	.....	6.6 CLEVELAND	0.0	L 7 10AM	.....			
	A 5 37PM		118.6	C.....				.....			
							Daily				

**Southward HELENA DISTRICT Northward**

TIME TABLE NO. 1			Taking Effect	
OCTOBER 29, 1972			STATIONS	
Siding, Standing Room, Cars with Engine.	Mile Posts		Miles From Jonestown	
	0.0	.....	17.8	.....
	8.0	.....	9.8	.....
	11.3	.....	6.6	.....
	17.8	.....	0.0	.....

Southward

CLEVELAND DISTRICT

Northward

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THIRD CLASS		SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1		Miles From Freight Yard	SECOND CLASS		THIRD CLASS	
	99		173			Taking Effect			172	100		
	Local		Dispatch			OCTOBER 29, 1972			Dispatch	Local		
Tues.Thurs.Sat.		Daily				STATIONS						
	L 6 01AM		L 6 01PM	83	113.6	C	CLEVELAND	107.2	A 3 50AM	A 2 25PM		
					116.3		BOYLE	104.5				
	6 16		6 18		124.2		SHAW	96.6	3 35	1 57		
	6 22		6 24	64	128.0		CHOCTAW	92.8	3 29	1 47		
					137.8		ELIZABETH	83.0				
	6 42		7 01	81	139.6	D	LELAND	81.2	3 09	1 18		
							SOUTH LELAND	80.2				
	7 01		7 16	52	140.6		ARCOLA	71.1	2 50	12 48		
	7 17		7 26	70	156.8		HOLLANDALE	64.0	2 34	12 27PM		
					161.3		PERCY	59.5				
					164.6		PANTHER BURN	56.2				
					167.5		NITTA YUMA	53.3				
	7 52		7 46	70	171.2		ANGULLA	49.6	1 59	11 38		
	8 02		7 54	73	176.9		ROLLING FORK	43.9	1 49	11 23		
					180.6		EGREMONT	40.2				
	8 14		8 05	76	184.5		CARY	36.3	1 37	11 04		
					188.6		BLANTON	32.2				
	8 32		8 24	87	198.2		VALLEY PARK	22.6	1 19	10 33		
					209.9		REDWOOD JCT.	10.9				
	9 07		8 49		210.0		REDWOOD	10.8	12 44	9 46		
					212.1		BLAKELY	8.7				
	A 9 21AM		A 9 09PM	93	217.2		NAT. CEMETERY	3.6	L 12 30AM	L 9 25AM		
							See Miss. Div. Timetable		Daily	Mon.Wed.Fri.		
					220.8	C	FREIGHT YARD	0.0				

Southward RIVERSIDE DISTRICT Northward

THIRD CLASS		SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE NO. 1		Miles From North Wye
						Taking Effect		
						OCTOBER 29, 1972		
STATIONS						STATIONS		
					114.0		ROSEDALE	40.1
					119.5		BEULAH	34.6
					129.5		BENOIT	24.6
					135.2		SCOTT	18.9
					146.7		METCALFE	7.4
					146.7		METCALFE	7.4
					150.9	D	GREENVILLE	11.6
					146.7		METCALFE	7.4
						D	LELAND	

**7 Southward SUNFLOWER DISTRICT Northward**

**Southward JACKSON DISTRICT Northward**

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1		Miles From Yazoo City
		Taking Effect October 29, 1972		
STATIONS				
	76.5	D	CLARKSDALE	106.2
			3.0 HOPSON SPUR	103.2
	79.5		3.1 CLAREMONT	100.1
	82.6		1.7 MATTSON	98.4
	84.3		2.1 DUBLIN	96.3
	86.4		5.4 TUTWILER	90.9
	91.8		TUTWILER	
			6.3 VANCE	
			TUTWILER	
			4.9 SUMNER	
			2.5 WEBB	
			6.3 SWAN LAKE	
	91.8		TUTWILER	90.9
			4.5 ROME	86.4
	96.3		3.3 PARCHMAN	83.1
	99.6		7.6 DREW	75.5
	107.2		6.0	
	113.2		RULEVILLE	69.5
			5.2 DODDSVILLE	64.3
	118.4		3.5 BLAINE	60.8
	121.9		4.5 SUNFLOWER	56.3
	126.4		6.7	
	133.1		MOORHEAD	49.6
			1.7 INVERNESS	40.5
	142.2		6.4 ISOLA	34.1
	148.6		2.9 BELLEWOOD	31.2
	151.5		5.6	
	157.1		BELZONI	25.6
			6.4 SILVER CITY	19.2
	163.5		8.0 CARTER	11.2
	171.5		4.3 HOME PARK	6.9
	175.8		3.7 YAZOO JUNCTION	3.2
	179.5			
			See Mississippi Division Time Table	
			3.2	
		C	YAZOO CITY	0.0

SECOND CLASS	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1		Miles From W. V. Jct.
			Taking Effect October 29, 1972		
STATIONS					
L 12 30 AM		473.0	C	FROGMOOR	141.4
				3.1 MALESUS	138.3
1 00	36	482.7		6.6 MEDON	131.7
1 25	38	491.9		9.1 TOONE	122.6
				7.5 BOLIVAR	115.1
1 50	26	499.3		6.5 MIDDLEBURG	108.6
2 08	43	505.8		4.0 HICKORY VALLEY	104.6
		509.8		8.0 GRAND JUNCTION	96.6
2 35	24	517.8		6.2 MICHIGAN CITY	90.4
2 50	27	524.0		6.0 LAMAR	84.4
3 05	36	530.0		12.7 HOLLY SPRINGS	71.7
3 50	22	542.7		8.7 WATERFORD	63.0
		551.4		17.1 COLLEGE HILL	45.9
		568.5		3.3 OXFORD	42.6
4 50		571.8		7.9 TAYLOR	34.7
		579.7		9.2 WATER VALLEY	25.5
5 30		588.9		13.2 COFFEEVILLE	12.3
6 00		602.1		0.9 BRUCE JCT.	11.4
6 10		603.0		11.4 W. V. JUNCTION	0.0
A 6 30 AM		614.4			

**Southward ABERDEEN DISTRICT Northward**

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1		Miles From Aberdeen
		Taking Effect October 29, 1972		
STATIONS				
	105.5	D	ABERDEEN	0.0
			10.0 STRONG	10.0
	96.5		6.7 WEST POINT	16.7
	88.8	D	7.0 OSBORN	23.7
			7.0 STARKVILLE	80.7
	74.8	D	7.3 LONGVIEW	38.0
			8.8 STURGIS	46.8
	67.5		8.7 ACKERMAN	55.5
	58.7		7.7 WEIR	63.2
	50.0		6.1 McCOOL	69.3
			9.1 ETHEL	78.4
	42.3		8.7 KOSCIUSKO	87.1
			7.0 McADAMS	94.1
	36.2		4.5 SALLIS	98.6
	27.1		6.9 ABERDEEN JUNCTION	105.5
	18.4			
	11.4			
	6.9			
	0.0			

**Southward SILVER CREEK DISTRICT Northward**

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1		Miles From Holly Bluff
		Taking Effect October 29, 1972		
STATIONS				
	163.5		SILVER CITY	24.2
			5.5 MIDNIGHT	18.7
	169.0		4.7 LOUISE	14.0
	173.7		4.3 PATOSI	9.2
	178.5		5.0 COLBY	4.2
	183.5		4.2 HOLLY BLUFF	0.0
	187.7			

The Memphis Terminal District will be operated under the Rules and Regulations of the Operating Department of the former Illinois Central Railroad Company and the following special instructions.

**M.** Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride side of cars and they must familiarize themselves with locations of such structures.

**N.** The Memphis Terminal Division extends from MP 379 north of Woodstock to Mile 398.5 on the Grenada District, and to MP 22 on the Tallahatchie and Clarksdale Districts.

**2.** Watches must be examined and the certificate in prescribed form must be renewed and filed with the superintendent during April of each year.

**3. Standard Clocks:**

Central Station.....	"GO" office, 4th Floor
South Yard.....	{ Engine House Yard Office
Johnston Yard .....	{ Engine House Big Yard Office

**8(a).** Electric lanterns may be used by operators at Lake Cormorant and Leewood for displaying yellow lights for signaling purposes.

**21(a).** Between L. C. Jct. and Woodstock, via Leewood, the display of white lights will be omitted on all extra trains, except passenger extras.

**S-72.** Northward trains are superior to trains of the same class in the opposite direction, except between North Yard and Woodstock, southward first class trains are superior to northward first class trains. Northward first class trains will obtain information on overdue southward first class trains from the train register at "GO" office.

**83. Train Registers:**

- Memphis Central Station—"GO" office, 4th Floor.
- Johnston Yard—Big yard office.
- Lake Cormorant—Telegraph office.

Nos. 50 and 51 may register at Central Station, Memphis, by Form 905.

Northward trains only will be required to register at Lake Cormorant, and they may register by Form 905.

**83(a).** Southward first class trains, southward passenger extras via Central Station, and all northward trains via Central Station must obtain clearance at Central Station, Memphis.

No. 51 may leave Central Station, Memphis, without a clearance.

Trains may leave Woodstock without a clearance unless train order signal indicates Stop.

Northward trains via Leewood may leave Johnston

Yard without a clearance, but must obtain a clearance before leaving Leewood.

Northward trains may leave Grenada Wye and East Junction without a clearance.

Northward trains may leave L. C. Jct and Lake Cormorant without a clearance unless train order signal at Lake Cormorant indicates Stop.

Southward trains originating at South Yard and Johnston Yard, operating via Clarksdale or Tallahatchie Districts, may leave West Junction and L. C. Jct. without a clearance, but must obtain clearance before leaving Lake Cormorant.

Southward trains originating at Johnston Yard and South Yard, operating via the Grenada District, may leave South Yard and Grenada Wye without a clearance, but must obtain a clearance before leaving Johnston Yard.

Southward first class trains via Grenada District will be governed by train register at "GO" office, Central Station, Memphis, as to overdue first class trains at Grenada Wye.

**83(b).** Lunar white lights are located on northward and southward home signal masts at Woodstock. These lights, when displayed, indicate that all overdue northward superior trains have passed.

Engines originating at North Yard and working in the Woodstock area will call the operator at "GO" to secure an overdue on first class trains before leaving North Yard.

Engines returning to North Yard from Woodstock will call the operator at "GO" to secure information on overdue first class trains before leaving Woodstock.

**85.** Yard engines must keep advised of and avoid delay to dispatch trains.

**93. Yards.**

Memphis Terminal District yard limits extend from MP 379 north of Woodstock to one mile south of Grenada Wye, and to a point 50 feet south of northward Home signal at Lakeview on Tallahatchie District, and from Johnston Yard to MP 379 north of Woodstock, via Leewood, including L&N tracks between Aulon and Leewood.

Lake Cormorant yard limits extend from 2500 feet south of MP 19 to 3000 feet south of MP 22 on Clarksdale District and to MP 22 on Tallahatchie District.

**S-96.** Northward trains instructed to display signals to L. C. Jct. will display signals to Lake Cormorant.

**97.** All trains between West Jct. and L.C. Jct. will run as extra trains.

**D-97.** All northward trains via Leewood will run as extra trains between Johnston Yard and Woodstock, unless otherwise provided.



**98.** Trains and engines must stop at junctions and railroad crossings as follows:

Broadway.....MP, Frisco, CRI&P, L&N, ICG  
 West Jct. ....Y&MV, High Line  
 "A" Yard Jct. ....Southward trains and engines.

Color light signal is operated by switchtender Broadway Crossing, intersection of MP, Frisco, L&N, CRI &P., and ICG Railroads.

Track connection between ICG, MP, Frisco and L&N tracks at Broadway located in southeast angle crossings at Broadway, designated as Broadway Connection, connects with ladder track crossing tracks in Broadway. Double slip switches are located at following intersections:

MP	Sou.
Frisco—both main tracks	L&N

Southward trains and engines moving over Northwest Wye railroad crossing, south of Carolina Avenue, must be preceded by member of crew and movement over crossing must be protected as prescribed by Rule 99.

Entrance to Broadway ladder track will be governed by interlocking signal located east of Griffin Lead track and operated from Tower 17 which will govern crossings over following Illinois Central Gulf tracks:

Griffin Lead	Southward main track
Northward main track	Two yard tracks

Following will govern movement over these crossings:

Trains or engines moving on Griffin Lead, northward or southward main track or yard track adjacent to southward main track, will stop before proceeding over Broadway connection crossing and be governed by following color light signal indications at this crossing:

**RED:** Remain at stop.  
**YELLOW:** Proceed at RESTRICTED SPEED.

Trains or engines using these tracks will not proceed unless signal governing this crossing and signal governing movement over crossings at Broadway both indicate proceed, except yard engines in switch movements may cross Broadway in southward movement on Proceed indication of Broadway signal when Broadway connection signals are at Stop indication, stopping to clear Broadway connection crossing.

Southward trains or engines using Griffin Lead, northward or southward main track or yard track adjacent to southward main track, after stopping for Broadway Crossing need not make second stop for Broadway connection crossing when signals indicate Proceed and way is clear.

Northward trains or engines using Griffin Lead, southward or northward main track or yard track adjacent to southward main track, after stopping for Broadway connection crossing need not make second stop for cross-

ing in Broadway when signals indicate Proceed and way is clear.

Train or engines using any one of the two yard tracks, not governed by signals, will stop and know way is clear before proceeding over crossing at YARD SPEED, not exceeding 10 MPH.

Trains or engines using Broadway connection may proceed over yard track crossings at YARD SPEED when way is clear, and will be governed by signals governing movement over crossings of Griffin Lead track, northward and southward main tracks and yard tracks adjacent to southward main track.

Indications:

**YELLOW:** Proceed at RESTRICTED SPEED.  
**RED:** Stop.

Trains and engines moving into Iowa Yard, Memphis, via the southwest wye will stop before crossing ICG lead tracks and Broadway connection and know that the way is clear before proceeding.

Trains and engines moving northward on west lead, east lead and long west track Iowa Yard, will stop and know the way is clear before proceeding over southwest wye crossing.

All trains and engines must approach Leewood prepared to stop before fouling the junction at the end of L&N double track, and will proceed only on proper signal indication.

Train and engine movements over L&N Railroad crossing at Leewood will be governed by home signals controlled by operator at Leewood telegraph office.

Southward trains and engines will stop at stop sign located "A" Yard Jct., to clear crossover in that vicinity, and will not proceed until given authority and the way seen to be clear.

Trains and engines enroute to "A" Yard from East Junction will stop to clear adjacent tracks at "A" Yard Jct., and will not proceed until given authority, switches properly lined, and the way seen to be clear.

Movement of freight trains or freight cuts through Central Station is restricted to track No. 10 only.

**98(a). Railroad Crossings:**

Auction Avenue	
(200 feet north).....	L&N R. R. (Gate)
Auction Avenue	
(700 feet north).....	Union R. R. (Gate)
Gulf Oil Track (across	
Parkway Lead).....	Frisco R. R. (Gate)

**Normal position of Gates:**

Auction Avenue.....	Against L&N R. R.
Auction Avenue.....	Against Union R. R.
Gulf Oil Track.....	Against Gulf Oil Track

**101. Speed restrictions:**

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location  Between:	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derrick or Locomotive Cranes
	Miles Per Hour				
Woodstock and MP 385.....	79	65	60	45	25
MP 385 and Mile 387.5 (Wolf River via North Yard).....	60	60	50	45	25
Mile 387.5 (Wolf River) and Mile 398.5 via North Yard, West Jct. and South Yard via Valley Route.....	25	25	25	25	25
Woodstock and Mile 385.2 (located 1300 ft. north of James Road) via Leewood.....	50	50	50	45	25
Mile 385.2 (located 1300 ft. north of James Road) and Johnston Yard via Leewood.....	25	25	25	25	25
West Junction and MP 22 on the Tallahatchie and Clarksdale Districts.....	49	49	49	45	25
Presidents Island—All tracks and lead.....	—	—	—	10	10
Huling Avenue and Central Station.....	10	10	10	10	10
First curve North MP 387 via North Yard.....	50	50	50	45	25
Woodstock crossover and turnout.....	25	25	25	25	25
Lake Cormorant, through turnout at L. C. Jct. Switch.....	25	25	25	25	25
Lake View Junction, southward trains through turnout.....	25	25	25	25	25
Through turnouts at spring switches unless otherwise restricted.....	25	25	25	25	25
Other turnouts.....	15	15	15	15	15
Public crossings at grade, City limits Memphis, until engine or leading car passes crossing.....	20	20	20	20	20
Riverside Drive—Harbor lead, until engine or leading car passes crossing.....	—	—	—	5	5

**101(b). Lower Speeds:**

Due to harmonics which occur at speeds between 13 MPH and 20 MPH, causing severe rocking motions to cars, the following instructions will govern the movement of all freight trains: Freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

Speed over the Hollywood Scale is restricted to Five (5) MPH.

The maximum authorized speed for trains handling scale test cars is 30 MPH.

Maximum permissible speed of diesel switch engines, 45 MPH.

These are maximum authorized speeds and do not modify any rules or special instructions requiring lower speeds.

Between Woodstock and North Yard, between West Junction and Lake View on both main tracks and between Lake View and L. C. Jct. single unit diesel, light or with one car (may be coach or caboose), will be operated at a speed not exceeding 25 MPH, and single unit diesel with two cars (one of which may be coach or caboose) will be operated at a speed not exceeding 45 MPH.

**Engines are restricted as follows:**

All engines are restricted on Track No. 2, Electronic Scale at Marquette Cement Co.

# 11 MEMPHIS TERMINAL DIVISION SPECIAL INSTRUCTIONS—(Continued on Page 12)

**103. Yard engine crews will be governed by the following instructions:**

When crossing the following streets, engines with or without cars, must be preceded by member of crew, who must flag vehicular traffic:

- Whites Truck Line entrance, on President Island
- Corrine Street
- North Second at Anderson-Tully
- North Second at Continental Grain Elevator
- Auction to Navy Yard
- Huling Avenue Industry tracks
- Talbot Avenue Industry tracks
- E. Georgia at Front St.
- Vance Avenue Industry tracks
- Pontotoc Avenue Industry tracks
- Nettleton Avenue Industry tracks
- Wagner Avenue Industry tracks
- Texas, Kentucky, Florida, Kansas, Oklahoma and Trigg
- Avenues, enroute to Parkway facilities
- All Street crossings in Parkway facilities
- Mallory east of Latham
- Latham north of Mallory Avenue
- Calhoun Avenue at United Warehouse
- Calhoun Avenue at Ben Edwards
- Texas at Humphreys Mills
- Nettleton at Tennessee Street
- McLemore Avenue High Line
- Fisher Street at Railroad Avenue and Bell Avenue
- Florida and Kansas on River Lead

**103(b).** In switching Linden Station, old Poston Warehouse and Humphreys Mills, switching must be performed on these tracks with air coupled and air brakes working. The placing of 50-ft. cars in Linden Station Warehouse at 281 Wagner is prohibited.

Movements of high cars under the Y&MV overhead bridge at Delta Refinery, South Memphis West Side, must be watched by a member of the crew for clearance under the bridge, and movement must be controlled so that cut can be stopped short of bridge when cars will not clear.

The placing of cars 85 ft. in length or longer in Union Carbide lead at DuPont plant, Woodstock, is prohibited.

In switching Toma Machine and Supply Company, only gondola cars can be placed on that portion of track which passes through building.

When switching Steel Slitters, Inc. on Presidents Island, on track extending inside building, all equipment must be brought to a stop before entering building. Crews switching this industry must not ride sides of cars into or out of this building.

**104. Normal position of switches:**

Normal position main track switch Hulet will be for lead into Johnston Yard. Northward trains arriving at Hulet will be governed by instructions of Yardmaster at Johnston Yard.

Crossover switches at South Yard must be set for East Junction Route after being used, unless otherwise provided.

Color light dwarf signal located 370 feet north of switch at Hulet between main and lead tracks, displaying following indications: Red, Stop; Yellow, Proceed; will govern movement of trains or engines southward off lead from Johnston Yard to main track at Hulet.

**104(d).** Movable industrial bridge across loading tracks at Buckeye (Binghamton Plant)—normal position at track level—is protected by details.

**104(e).** If a main track switch lock is defective or missing and another lock is not supplied, report must be made to Yardmaster and be governed by his instructions.

All trains and engines using the Southern tracks in the Broadway area must approach all switches expecting to find the switch not properly lined for the desired movement. All switch locks have been removed in this area.

**104(g). Spring Switches:**

Location	Normal Position
Memphis and State Line, north end "E" Yard.....	For northward main track
East Junction— Northward lead from Johnston Yard.....	For main track
East Junction— End of two main tracks.....	For northward main track
Junction Switch— End of Harbor lead and incline tracks.....	For President Island lead
*North Yard— End of two main tracks.....	For southward main track
*Lake Cormorant—South siding switch.....	For main track
*Lunar White Light. Spring switch located at junction switch of Harbor lead track and Incline track is equipped with electric switch light and is lined for movement on Harbor lead track.	

**104(i) Electrically locked hand throw switches:**

Location	Switches	Controlled by
Leewood	Switch from L&N northward main track to Sexton track.	Operator, Leewood
Woodstock	Grace Chemical Company switch located 2248 ft. south of MP 379.	Trainmen
Woodstock	Crossover switches from south- ward main track to northward main track immediately north of Grace Chemical switch.	Trainmen
Woodstock	North end west storage track switch located 1470 ft. north of MP 381.	Trainmen

**104(i).** (Continued from Page 11)

Location	Switches	Controlled by
Woodstock	North end east storage track switch located 1314 ft. north of MP 381.	Trainmen
Woodstock	South end east storage track switch located 1178 ft. south of MP 381.	Trainmen
Woodstock	Dupont Chemical Company switch located 1689 ft. south of MP 381.	Trainmen
	Toma Machine & Supply Company switch located 2080 ft. south of MP 383.	Trainmen
	Butler Bros. Warehouse switch located 1268 ft. north of MP 384.	Trainmen
East Junction	Switch from northward main track to Mallory Avenue.	Trainmen
East Junction	Switch from northward main track to Federal Compress.	Trainmen
East Junction	Switch from southward main track to River Lead Track.	Trainmen
Grenada Wye	Main track switch to Johnston Yard.	Trainmen
East Junction	Switch to Johnston Yard lead track leading from southward main track 30 feet south of southward home signal is equipped with an electrically locked switch mechanism to be operated by trainmen in accordance with instructions posted on switch indicator located nearby as follows:	

**For Train or Engine on Southward Main Track**

1. Train or engine must stop north of southward home signal.
2. Push button on indicator for light.
3. When light is green, depress top treadle and remove padlock from lever latch.
4. Depress lower treadle and operate hand throw lever to reverse switch.
5. Depress top treadle and insert padlock.
6. Signal should then display red over yellow aspect for movement into Johnston Yard lead in accordance with Rule 290.
7. When movement is made, restore switch and lock to normal position by following the instructions under 2, 3, 4, and 5 above.

If switch will not unlock, notify Yardmaster "A" yard.

**For Train or Engine on Johnston Yard Lead Track.**

1. Train or engine must stop south of northward dwarf signal.

2. Push button on indicator for light.
3. Depress top treadle and remove padlock from lever latch.
4. If indicator light is green, depress lower treadle and operate hand throw lever to reverse switch.
5. If indicator light is red, wait 2 minutes and 12 seconds, switch should unlock by depressing lower treadle and operating hand throw lever to reverse switch.
6. With switch reversed, depress top treadle and insert padlock, dwarf signal should display a yellow aspect and movement may then be made in accordance with Rule 290.
7. After movement is made, restore switch and lock to the normal position by following instructions under 2, 3, 4, and 6 above.

If switch will not unlock, notify Yardmaster "A" yard.

Lake Cormorant	House track switches	Operator
Hulet	Main track switch from northward main track to Armour Fertilizer Plant.	Trainmen

**109. Bulletin Boards:**

- North Yard—Yard office.
- Central Station—Station Masters' office.
- Memphis—Engine house.
- Memphis—Switch engineers' room, on engine lead.
- South Yard—Yard office.
- Johnston Yard—"A" yard office.
- Johnston Yard—General Yardmasters' office, Big yard office.
- Johnston Yard—"C" yard office.
- Johnston Yard—Engine house.
- Johnston Yard—Switch engineers' room, west of roundhouse.
- Johnston Yard—Switch engineers' room, east of roundhouse.
- Hollywood—Yard office.

**D-151. Two Tracks:**

- Johnston Yard to Woodstock via Leewood.
- East Junction to North Yard via Memphis Central Station.
- West Junction to Lake View.

**163.** Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel truck transfer cars.....	3 inches
Streamlined passenger cars.....	5 inches

## 13 MEMPHIS TERMINAL DIVISION SPECIAL INSTRUCTIONS—(Continued on Page 14)

163. (Continued from Page 12)

Office cars .....	5 inches
Conventional passenger cars.....	9 inches
Freight cars .....	25 inches

When trains are operated through water, a maximum speed of 3 MPH must not be exceeded.

164. Trains handling loaded or empty short wheel base ore cars, will not exceed maximum speed of 30 MPH.

215. At Leewood, northward extra trains, except work extras, may accept clearance addressed to northward extra, provided the form is otherwise properly filled out.

251. Between East Junction and South Yard, northward trains will run with respect to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

261-264. Southward 'Stop' signal is located just north of Riverside Drive, and northward 'Stop' signal is located just north of Kroehler lead switch on Presidents Island lead.

Movement of trains and engines between Riverside Drive and Presidents Island on the Harbor lead track will be as prescribed by Rules 261 and 264. Trains and engines finding signals at stop, after stopping and occupying the short approach clearing section to the signal and no opposing movement is evident, member of crew will operate push button release located at the signal and wait (3) three minutes for signal to clear. If signal does not clear, train or engine may proceed through the block when preceded by a flagman sufficient distance to insure protection against opposing trains and engines.

291. Trains and engines must stop and then may proceed at northward signal L-204, located at junction switch L. C. Jct., when this signal displays a Restricted Proceed indication.

### South of L. C. Jct. on Tallahatchie District:

When northward signal LE 218 located 386 feet north of MP 22 displays a Restricted Proceed indication, trains will stop and then proceed.

### South of L. C. Jct. on Clarksdale District:

When northward signal L 218 located 360 feet north of MP 22 displays a Restricted Proceed indication, trains will stop and then proceed.

505. Automatic block system territory extends from Woodstock to Memphis, South Yard to Mile 398.5, West Junction to Lake View (north main track signaled both directions), northward track Memphis and State Line from one-half mile North "A" Yard Jct., to north end "E" Yard, from Leewood to Woodstock and between Aulon and Leewood on L&N.

509. North Yard: Northward yard engines and Woodstock road switchers after stopping, may pass the Home signal located at the end of multiple track at

North Yard when a Stop indication is displayed, without obtaining permission from the train dispatcher, when it is known that all overdue first class trains have passed. Train or engine must proceed through entire block at RESTRICTED SPEED.

**East Junction:** Automatic color light signals are in service at East Junction. When Home signal indicates Stop, train or engine must stop, and after stopping, if no conflicting train or engine movement is evident, train or engine will immediately move past the signal not to foul conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with Rule 104(g). If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal and be governed by its indication.

**"E" Yard:** When northward Home signal, located at north end of "E" Yard, displays Stop, train or engine will Stop and after stopping will proceed at YARD SPEED, if no conflicting movement is evident.

513. Between Mile 387.5 (Wolf River) and Mile 398.5 via North Yard, and between Mile 385.5 (James Road) and Leewood, before a train or engine enters or fouls a main track, or crosses from one main track to another, a member of the crew must operate the switch and wait two (2) minutes at the switch before the train or engine fouls the main track.

This two-minute waiting time may be suspended whenever any one of the following conditions exist:

- (1) When signal governing movement displays a Proceed indication.
- (2) On single track, immediately after an opposing train has passed the switch.
- (3) When switch governing movement to main track or one of the switches of the crossover is equipped with an electric lock and switch unlocked in accordance with Rule 104(i).
- (4) When another train or engine is standing on the main track within the limits of the block to be entered. (See Rule 271).

### 525. Centralized Traffic Control.

Centralized Traffic Control is in service between Lake View and L. C. Jct. Trains not receiving proper signal indications at Lake View and north siding switch Lake Cormorant must communicate with controller at Johnston Yard before proceeding. Trains stopped by Stop indication and light is burning on relay house, conductor will immediately communicate with controller.

### 532. Dual Control Switches.

Dual control switches are in operation at locations listed below. Before operating these switches by hand, authority must be received from the control operator.

532. (Continued from Page 13)

Location	Switch	Controlled by
Woodstock	All switches within interlocking limits	Train dispatcher
L. C. Jct.	Junction Switch	Operator at Lake Cormorant
Lake Cormorant	North siding switch	Operator at Johnston Yard
Lake View	Junction switch	Operator at Johnston Yard

536. The following switches are not equipped with electric lock. When necessary to perform work in these tracks, part of train must remain standing on main track or main track switch be left open. When these provisions are complied with the switches may be used without permission as required by Rule 536.

Location	Switches
Walls.....	Both house track switches
Glover.....	Gin Spur

**605. Remote Control Interlocking:**

Remote control interlocking at Woodstock is operated by train dispatcher, Chicago.

709. A base station or mobile station in the Land Transportation Radio Services must be identified at the end of each transmission, except that, in event of a continued exchange of communications, identification shall be made at the end of a series of such transmissions or at the end of each 15-minute period if the exchange continues without substantial interruption. *Provided, however,* that in the Railroad Radio Service a base and mobile station may be identified at the beginning of transmissions or exchange of communications not exceeding three minutes in length.

808. Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical they should be handled next to the units handling the train. Crew on engine must observe dead units closely for indication of sticking brakes and sliding wheels.

**1201. Between Leewood and Aulon, trains and engines will operate under L&N rules and be governed by following special instructions:**

Switch leading to Sexton track located on northward main track 900 feet south of Leewood crossing is electrically locked and operated as follows:

Trainman unlock door of lock case, and move lever to left until it stops.

Operator Leewood Telegraph Office press release button. Trainman then move lever all the way over to the left. Trainman then operate switch by hand in usual manner.

Operator Leewood cannot release lock on the switch unless derail is in derailing position, therefore, always operate switch before derail is removed from rail.

After movement to or from this track, lock lever must be restored to normal position, door of case locked and derail placed on rail before main line signals will display proceed indication.

Movements against the current of traffic will be made only under full protection as prescribed by the Rules, or under the direction and protection of the Terminal Train Masters, Yardmaster or their representatives. For movements thus made, Conductors, Foremen and Enginemen, after satisfying themselves that their train or movement is protected, will proceed at Restricted Speed.

Where block signal system is in use, a train finding an unattended fusee burning red on or near its track must stop, and may then proceed at Restricted Speed for a safe flagging distance, keeping lookout for a stop signal, after which Normal Speed may be resumed.

513. Before a train enters or fouls a main track from a siding or side track, or crosses from one main track to another, a member of the crew must operate the switch and wait five minutes at the switch before the train makes the movement, except:

- (1) When the signal governing the movement displays an indication other than "Stop".
- (2) On single track, immediately after an opposing train has passed the switch.

514. A train entering a block between signals must be protected as required by the rules and must proceed at Restricted Speed to the next signal in advance.

An unattended fusee burning red placed beyond the first rail of an adjacent main track will not apply to the track on which train is moving.

Fusees must be placed on the side of track on engineer's side, and must not be placed on bridges, public crossings, or where fire can be communicated to structures, cars or cross ties.

A train or engine exploding one torpedo must stop and if unattended, may then proceed at Restricted Speed for a safe flagging distance, keeping lookout for stop signal, after which Normal Speed may be resumed.

A train or engine exploding two torpedoes approximately fifty feet apart must immediately reduce to Restricted Speed and may proceed at Restricted Speed for a safe flagging distance, keeping lookout for stop signal, after which Normal Speed may be resumed.

Conductors of all ICG trains and yard engines will deliver to the operator at Leewood register ticket, over their signature, showing the number of their train, engine number, name of engineman and the number of cars handled.

Except for the above Special Instructions, L&N and ICRR Rules and Regulations of the Operating Department will apply at all times.

**1203. The following Frisco rules and Special Instructions are in effect when operating on the Frisco when making interchange delivery to Frisco's Yale Yard. Deliveries will be made via Broadway to Frisco's Yale**

1203. (Continued from page 14)

Yard. Return trip may be made via the Broadway route or via Line "A". Both routes are in Yard Limits and Frisco and IC Rule 93 will apply.

**Definition—Restricted Speed:** Proceed prepared to stop short of train, obstruction, or switch not properly lined, looking out for broken rail, but not exceeding 20 MPH.

**Definition—Block, Absolute:** A block in which but one train at a time is permitted.

**Definition—"Stop" Signal:** A fixed signal at the entrance to a route or block, designated by a marker displaying letter "A" or the absence of a number plate.

**Definition—"Stop and Proceed" Signal:** A fixed signal at the entrance to a route or block designated by a number plate.

**Definition—"Grade Signal":** A block signal designated by a marker displaying letter "G" and a number plate.

**Rule 10:**—When an unattended red flag or red light is displayed near the track, train, after stopping, must be preceded for a distance of one mile from point where signal is displayed, by a flagman, who must carefully examine track and structures. Such signal must be left displayed as found.

**Rule 11:**—A train finding a fusee burning red on or near its track must extinguish the fusee, stopping if necessary, and proceed at restricted speed for a distance of one mile, or until obstruction is passed, or to a block signal displaying proceed indication.

Trains finding fusee burning red between two main tracks or between the rails of adjacent main track will not extinguish fusee but, after stopping, will proceed at restricted speed for a distance of one mile, or until obstruction is passed, or to a block signal displaying proceed indication.

**Rule 93:**—Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. Protection against second and third class trains and extra trains is not required. Second and third class trains and extra trains must move within yard limits prepared to stop short of train, obstruction or anything that may require the speed of train to be reduced.

A train must not be moved against the current of traffic within yard limits until provision has been made for the protection of such movement. (This authority will be given by the Frisco Yardmaster).

**Rule 101 (a):**—Maintenance of Way Speed Restriction signals (a yellow flag or yellow light) will be placed on engineman's side of track one mile, or more if necessary, from restricted track and will indicate track is in a condition for 10 MPH and resume speed signal (a green flag or green light) will be placed fifty feet beyond the end of restricted track.

**Rule 104 (c):**—Within block signal limits, before a train enters or fouls a main track, or crosses from one main track to another, after switches are opened, will wait two (2) minutes before making movement to main track.

**Rule 104 (d):**—A speed of fifteen (15) MPH must not be exceeded through turnouts and crossovers.

**Rule 105:**—Trains using a siding or yard track must proceed at restricted speed unless otherwise provided.

Rule 289: Signal Aspect	Name	Indication
Red over letter "G" with number plate	Grade Signal	Proceed at restricted speed
Rule 290: Red with number plate	Stop and Proceed	Stop, then proceed in accordance with Rule 510 or 510 (a)
Rule 291: Red over letter "A"	Stop signal	Stop

**Rule 510:**—When a train is stopped by a "Stop and Proceed" signal displaying stop indication, it may proceed at restricted speed to the next signal after stopping.

#### SPECIAL INSTRUCTIONS:

Speeds: Tower 17 to Yale Yard over street crossings .....	20 MPH
Tower 17 to KC Jct.....	20 MPH
KC Jct. to Yale Yard.....	30 MPH

#### Crossing Gates:

Mile	Intersecting Line	Normal Position
C-486.5	Union Railway	Against Union Railway

"Stop" signal governs movement of southward trains on main tracks at MP C-483-24. In addition, southward trains must receive a hand proceed signal with yellow flag or yellow light from operator-switchtender at Kentucky Street before proceeding past stop signal at MP C-483-24. If stop signal governing southward movement at MP C-483-24 does not display proceed indication, be governed by instructions of operator-switchtender.

Where, in these rules, special instructions, general orders, or train orders, the following terms appear, they will apply as follows:

Train or Trains: to train, trains, engine or engines.

With above exceptions the Frisco and ICRR Rules and Regulations of the Operating Department will apply at all times.

1204. Where reference is made to "Director of Train Dispatching" in Rules and on Train Order Form 19, it should be changed to "Superintendent Transportation."

Where reference is made to "Transportation Engineer" in Rules, it should be changed to "Traveling Engineer."

The Grenada, Tallahatchie, Tchula, Clarksdale, Helena, Cleveland, Riverside, Sunflower, Silver Creek, Jackson and Aberdeen Districts will be operated under the Rules and Regulations of the Operating Department of the former Illinois Central Railroad Company and the following special instructions.

**M.** Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride on side of cars and they must familiarize themselves with location of such structures.

**N.** The Delta Division extends from MP 22 south of L. C. Jct. on the Clarksdale District to MP 208 north of Redwood on the Cleveland District and from MP 22 south of L. C. Jct. on the Tallahatchie District to north yard limit sign at Gwin and Mile 398.5 on the Grenada District to north yard limit sign at Canton; from south yard limit sign at Frogmoor to W. V. Jct. on Jackson District and the entire Helena, Silver Creek, Riverside, Tchula, Aberdeen, Sunflower and Columbus Districts.

**2.** The last paragraph of Operating Department Rule 2 is amended to read: The certificate in prescribed form must be renewed and filed with the Superintendent during April of each year.

**3. Standard Clocks:**

Clarksdale .....	Telegraph Office
Cleveland .....	Telegraph Office
Greenwood .....	Telegraph Office
Grenada .....	Telegraph Office
Durant .....	Telegraph Office

**10(g).** On Aberdeen, Tchula, Riverside, Helena, Sunflower and Silver Creek Districts Maintenance of Way Department yellow rectangular signs (Maint of Way Rule 27) will be located one mile in advance of the point where speed restriction applies.

Yellow rectangular signs encountered on the Riverside, Helena, Sunflower, Aberdeen and Silver Creek Districts will indicate a speed of 5 MPH unless otherwise provided.

**S-72.** Northward trains are superior to trains of same class in the opposite direction.

**83. Train Registers:**

Lula—for Helena District trains and other trains when instructed.

Clarksdale—for trains originating, terminating and other trains when instructed.

Cleveland

Leland—for Riverside District trains and other trains when instructed.

Swan Lake—for trains instructed.

Black Bayou Jct.—for trains instructed.

Greenwood—for trains originating and terminating and other trains when instructed.

Tutwiler

Silver City—for Silver Creek District.

Aberdeen

Durant—for Tchula and Aberdeen District

Grenada—for trains originating and terminating and for Jackson District trains.

Tchula and Aberdeen District trains and engines must not use Grenada District main track at Durant and Aberdeen Jct. until permission has been received from operator at Durant.

Jackson District trains must obtain permission from operator at Grenada before using Grenada District main track between Water Valley Jct. and Grenada.

Sunflower District trains and engines must not use Yazoo District main track at Yazoo Jct. until permission has been received from operator at Yazoo City.

**83(a).** Aberdeen District trains may leave Aberdeen Jct. without a clearance but must obtain a clearance before leaving Durant.

Northward Jackson District trains may leave North Yard Grenada and W. V. Jct. without a clearance but must obtain a clearance before leaving Grenada.

Trains may leave Leland, Tutwiler, Swan Lake, Silver City and Lula without a clearance, unless train order signal indicates Stop.

**93. Yards:**

Grenada District

Senatobia—MP 427 to MP 431

Batesville—MP 449 to MP 454

Grenada—MP 486 to MP 623

Winona—Mile 639.2 to MP 642

Durant—MP 669 to MP 675

Canton

Jackson District

Bolivar—Mile 497.8 to Mile 500.7

Grand Junction—MP 517 to MP 519

Holly Springs—Mile 541.5 to Mile 543.9

Water Valley—MP 587 to MP 591

Bruce Jct.—Mile 602.3 to MP 604

W.V. Jct.—MP 613 to Jct.

Aberdeen District

Aberdeen—Yard limits extend to 1000 ft. south of MP 67

Ackerman—MP 49 to MP 51

Kosciusko—Mile 17.1 to MP 22

Aberdeen Jct.—MP 1 to Jct.

Tchula District

Durant to Gwin

Tallahatchie District

Marks—MP 67 to Mile 73.5

Greenwood—Mile 120.7 to Mile 127.3

Tchula—Mile 144.8 to Gwin

Black Bayou Jct. to Minter City



## 93. (Continued from Page 16)

## Clarksdale District

Tunica—MP 37 to MP 40

Lula—Mile 55.1 to Mile 58.1

Clarksdale—Mile 73.8 to Mile 78.5

Cleveland—Mile 110.9 to Mile 117.1

## Cleveland District

Cleveland—Mile 110.9 to Mile 117.1

Leland—Mile 136.5 to MP 143

Hollandale—MP 155 to Mile 158.5

Redwood—MP 208 to MP 216

## Riverside District

## Silver Creek District

## Sunflower District

## Helena District

Tutwiler to Vance

Tutwiler to Yazoo Junction

Tutwiler—MP 86 to MP 93

Clarksdale—Clarksdale Yard Limits  
extend to Mile 79.3

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

## Junctions:

Lula..... Helena District trains.

Swan Lake..... Trains from Tutwiler.

Black Bayou

Junction..... Minter City trains.

Tutwiler..... Trains from Parchman and  
Vance.

Yazoo Junction..... Sunflower District trains.

Redwood Junction..... Redwood District trains.

## Drawbridges:

## Bridge L-209-1, Redwood:

When home signal indicates stop, train or engine must stop at home signal, then may proceed to the bridge prepared to stop. After enginemen and trainmen have satisfied themselves by examination that drawbridge is in proper position and the track is clear, it may proceed over bridge at Restricted Speed. The fact must be reported to the train dispatcher.

## Railroad Crossings:

Moorhead..... Columbus District

Lula..... Helena District

Frogmoor..... New Albany District

West Point..... Columbus District

Aberdeen..... S L &amp; S F R R

Trains entering Tallahatchie District at Swan Lake and Black Bayou Junction must be fully protected. If protection is not afforded by train order, protection must be afforded by flagman expecting Tallahatchie District trains to be operated at maximum time table speed.

## 98(a). Railroad Crossings Protected by Gates:

Elizabeth..... Columbus District

Stoneville..... Columbus District

Greenville..... Columbus District

Greenwood..... Columbus District

Normal position of gates:

Stoneville..... as last used.

Greenville..... as last used.

Elizabeth..... against Columbus District

Greenwood..... against Columbus District

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

Territory or Location  Between	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derrick or Locomotive Cranes
	Miles per Hour				
Lake Cormorant and Freight Yard.....	45	45	45	45	25
Leland and Metcalfe.....	—	—	25	25	25
Metcalfe and Greenville.....	—	—	20	20	20
Metcalfe and Rosedale.....	—	—	20	20	15
Jonestown and Trotters Point.....	—	—	15	15	15
West Junction and Gwin.....	49	49	49	45	25
Vance and Tutwiler.....	—	—	15	15	15
Clarksdale and Swan Lake.....	—	—	25	25	20
Tutwiler and Yazoo Junction.....	—	—	25	25	20
Silver City and Holly Bluff.....	—	—	10	10	10
Black Bayou Junction and Minter City.....	—	—	10	10	10
Gwin and Durant.....	10	10	10	10	10
Grenada Wye and MP 419.....	75	65	50	45	25
MP 419 and MP 452.....	79	65	50	45	25
MP 452 and MP 486.....	75	65	50	45	25
MP 486 and Canton.....	79	65	50	45	25
Frogmoor and Water Valley Junction.....	30	30	30	30	25
Aberdeen Junction and Aberdeen.....	—	—	25	25	20

101. (Continued from Page 17)	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derrick or Locomotive Cranes
Territory or Location	Miles Per Hour				
<b>Diverging routes, through crossovers, Junction and siding switches.</b>					
Siding switches Fannie May } No. 15 turnouts..... Blanche }	25	25	25	25	15
Other turnouts: Aberdeen and Jackson Districts.....	10	10	10	10	10
Lake Cormorant, through turnout at Junction switch.....	25	25	25	25	25
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25
Through turnouts at other locations.....	15	15	15	15	15
<b>101 (b) LOWER SPEEDS:</b>					
<b>Grenada District</b>					
Grenada Wye to Mile 398.5.....	20	20	20	20	20
Between MP 403 and Mile 409.5.....	60	60	50	45	25
Between MP 411 and MP 415.....	60	60	50	45	25
MP 426—First curve south.....	60	60	50	45	25
MP 444—First curve south.....	60	60	50	45	25
Between MP 454 and MP 462.....	60	60	50	45	25
Road crossings at Pope					
until engine or leading car passes crossing.....	30	30	30	30	25
Between Mile 465.5 and MP 482.....	60	60	50	45	25
Between MP 490 and Grenada.....	40	40	40	40	25
Grenada—City limits until engine or leading					
car passes crossing.....	35	35	35	35	25
Between MP 634 and MP 638.....	60	60	50	45	25
Curve at MP 651.....	75	65	50	45	25
<b>Jackson District</b>					
Holly Springs, at interlocking, between approach and					
home signals.....	20	20	20	20	20
<b>Clarksdale District</b>					
Sunflower Ave., Clarksdale, until engine or leading car					
passes crossing.....	10	10	10	10	10
North Wye, Clarksdale.....	15	15	15	15	15
Cleveland—Highway 8 road crossing until engine or					
leading car passes crossing.....	15	15	15	15	15
<b>Cleveland District</b>					
Curve MP 171.....	35	35	35	35	25
Corporate Limits—Anguilla.....	25	25	25	25	25
Bridge L-209.1.....	10	10	10	10	10
MP 216 to Depot St.—Freight Yard.....	10	10	10	10	10
<b>Riverside District</b>					
Leland wyes.....	15	15	15	15	15
Metcalf wyes.....	15	15	15	15	15
Highway No. 1 crossing.....	15	15	15	15	15
Corporate limits—City of Greenville.....	15	15	15	15	15
<b>Tallahatchie District</b>					
Lake View Jct. southward trains through turnout.....	25	25	25	25	25
Mile 43.5 to Mile 45.2 four curves north and south of Sarah.....	40	40	40	40	25
Crenshaw—through siding.....	5	5	5	5	5
Lambert—MP 70 to MP 72.....	15	15	15	15	15
Lambert—South leg of Wye.....	5	5	5	5	5
Lambert—through siding.....	5	5	5	5	5
Swan Lake—through siding.....	5	5	5	5	5
Glendora—Village limits.....	30	30	30	30	25
MP 104—first curve south.....	40	40	40	40	25
Greenwood—Carrolton Ave. crossing until engine or					
leading car passes crossing.....	10	10	10	10	10
Sidon—through siding.....	10	10	10	10	10
<b>Tchula District</b>					
East Wye Gwin.....	5	5	5	5	5

**101(b). Lower Speeds:**

Between Grenada Wye and Canton and between West Jct. and Lake View on both main tracks and between Lake View and L. C. Jct., speed of trains handled by single unit diesel engine is restricted as follows:

Single unit diesel light or with one car  
(may be coach or caboose).....25 MPH

Single unit diesel with two cars (one of  
which may be coach or caboose).....45 MPH

Maximum permissible speed for diesel units is as follows:

Switch and transfer units.....	45 MPH
GP-7, GP-8 .....	65 MPH
GP-9, GP-10 .....	65 MPH
GP-18, GP-28 .....	65 MPH
GP-38 series 9500-9519.....	76 MPH
GP-40 series 3000-3059.....	65 MPH
GP-40 series 3060-3075.....	76 MPH
SD-40 series 6000-6005.....	65 MPH
SD-40A series 6006-6023.....	76 MPH
U-30B series 5000-5005.....	75 MPH
U-33C series 5050-5059.....	71 MPH
C-636 series 1100-1105.....	70 MPH
SD-45 series 7000.....	76 MPH

These are maximum authorized speeds and do not modify any rules or special instructions requiring lower speeds.

Movement of loaded wood chip cars is prohibited on the Tchula District.

Trains handling Diesel Electric Locomotive Cranes 250-255 must handle crane on rear of train with boom car between crane and caboose and counterweight end of crane forward with speed restrictions governed by the time table speed restrictions for 8-wheel locomotive cranes on their own wheels.

Trains handling scale test cars must not exceed speed of 30 MPH.

Delta Division trains must not exceed 10 MPH on street crossings at Canton until engine or leading car passes crossing.

Trains consisting entirely of TOFC/AUTO equipment operating between Memphis and Canton will operate at a maximum authorized speed of 50 MPH Memphis to Grenada and 60 MPH Grenada to Canton.

Due to harmonics which occur at speeds between 13 MPH and 20 MPH, causing severe rocking motions to

cars, the following instructions will govern the movement of all freight trains; freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

**Engines are prohibited over tracks as follows:**

Scale tracks with no dead rails

Cary—

Bellgrade Lumber Company tracks, no. 1 and 2.

Minter City—No. 5 turnout at Oil Mill—More than one diesel unit coupled

Kosciusko—Over scale pit in Planters Oil Mill track.

Webb—Webb Oil Mill.

Cars with gross weight in excess of 131 tons are not permitted over Tombigbee River Bridge, SLSF RR wye, Aberdeen.

**Cars with gross weight in excess of 110 tons are prohibited on portions of the following districts:**

Sunflower District—(Bridge LD 165.3 south of Silver City).

Sunflower District—Tutwiler to Vance.

Silver Creek District.

Helena District—Lula to Helena.

Tchula District.

Riverside District—(Bridge LR 113.1 north of Rose-dale).

**103.** Trains and engines moving over Highway 61 crossing east of Lula and Highway 17, Lexington, must stop and crossing be protected by a member of the crew.

**Extract from ordinances City of Greenville:**

"It shall be unlawful for any railway engine, railway motor car, hand cars, trains, or other similar railway equipment to be operated within the corporate limits of the City of Greenville at a speed greater than 15 miles per hour.

It shall be unlawful for any such equipment to be operated or moved across Union Street, Alexander Street, Washington Avenue, or Main Street within the corporate limits of the City of Greenville without first being brought to a complete halt and then being preceded by a flagman or other crew member across such intersection.

It shall be unlawful for any such equipment to be operated or moved across Nelson Street, Theobald Street, Broadway Street or Hinds Street, without being preceded by a flagman or other crew members across such street."

**104. Normal position of switches:**

Lula.....	} South wye switch, Helena District, as last used.
Clarksdale.....	
Leland.....	For Cleveland District
Redwood Junction.....	For Cleveland District
Metcalfe.....	As last used
Swan Lake.....	} For Tallahatchie District
Black Bayou Junction.....	
Tutwiler.....	For movement to Clarksdale and Swan Lake
Silver City.....	For Sunflower District
Yazoo Junction.....	For Yazoo District
W. V. Junction.....	For Grenada District
Durant.....	For Grenada District
Aberdeen Junction.....	For Grenada District

**104(g). Spring Switches:**

Location	Normal Position
Crenshaw—Both ends siding.....	For main track
Lambert—Both ends siding.....	For main track
Swan Lake—Both ends siding.....	For main track
Money—Both ends siding.....	For main track
Greenwood—South end siding.....	For main track
Cruger—Both ends siding.....	For main track
Tchula—North switch.....	For southward main track

Following spring switches are protected by reflector signs located 5000 feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed:

Lambert.....	Switches at each end of siding.
Tchula.....	Switch at end of two tracks.

**104(i). Electrically locked hand throw switches:**

Trainmen desiring to use main track electrically locked switches at the following locations will be governed by the instructions on inside door on electric lock, or on post nearby:

Location	Switches	Controlled by
Nesbit	Spur track	Trainmen
Love	Spur track	Trainmen
Como	House track	Trainmen

**105. Siding at Grenada extends from north switch 51 feet south of river bridges to south switch of track known as south siding—total length 6113 feet; capacity 101 cars. Inferior trains taking siding at Grenada will head in at the first switch unless otherwise provided by train order to use crossover located midway of the siding.**

Siding at Durant extends from north switch north of Depot to north switch of track known as old coal chute track—total length of track 4961 feet, capacity 90 cars.

**109. Bulletin Boards:**

Grenada.....	Train Order Office
Durant.....	Train Order Office
Canton.....	Train Order Office
Frogmoor.....	Yard Office
Water Valley.....	Depot
Aberdeen.....	Freight Office
Marks.....	Train Order Office
Greenwood.....	Train Order Office
Gwin.....	Train Order Office
Clarksdale.....	Train Order Office
	Engine house
Cleveland.....	Train Order Office
Leland.....	Depot
Freight Yard.....	Yard Office
	Engine house
	North Switch
	Shanty
Greenville.....	Freight Office
Silver City.....	Depot
	{ Central Station
Memphis.....	{ Station Master's office
	{ Engine House
Johnston Yard.....	{ Big Yard Office

**111(f).** Hot box detectors are located at Mile 107.2 near Phillip and at Mile 52.5 near Sledge.

Chicago Train Detector Center has radio communication with trains passing these detectors and the following instructions will be complied with.

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

**Train Detector Control Center:**

This is the Chicago Train Detector Center calling the (north or southbound) train passing (city, state) detector. Stop your train you have a (hot box, loose wheel, or dragging equipment).

**Train Engineer Response:**

This is the engineer on train number —, passing the (city) detector. I am stopping my train.

**111(f).** (Continued from Page 20)

If the above response is not received within ten seconds, Chicago Train Detector Center will repeat and wait another ten seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have train stopped.

After engineer responds, Chicago Train Detector center will reply: I will give you the location of the car after you have your train stopped.

**Train Detector Control Center:**

This is Chicago Train Detector Center calling engineer on train number —.

**Train Engineer Response:**

This is engineer on train —.

**Train Detector Control Center:**

Engineer on train number —, you have a (hot box, loose wheel, dragging equipment) located — cars from your (lead engine or caboose) on the (north, east, south, west) rail. It is the (leading or trailing) truck, (lead or trailing) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction.

An on-the-ground inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked for the reported defect.

At this point in the operation, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record may be maintained.

**163.** Maximum depth of water over top of lower rail through which equipment may be handled is a follows:

Diesel engines handling trains.....	3 inches
Diesel engines in tow.....	3 inches
Passenger cars .....	5 inches
Office cars .....	5 inches
Freight cars .....	25 inches
Diesel truck transfer cars.....	3 inches

Equipment must not be operated through greater depths of water unless authorized by special instructions. When trains are operated through water a maximum speed of three (3) MPH must not be exceeded.

**164.** Trains handling loaded or empty short wheel base ore cars, will not exceed maximum speed of 30 MPH.

**221.** Train order signals at Clarksdale, Lula, Leland, Swan Lake and Silver City govern all districts.

**221 (d).** Color light type flashing train order signals on the Delta Division will have light displayed continually.

**221(e).** At train order offices on the Aberdeen District flags will be used as train order signals.

**285, 292 and 509.** Automatic color light signal displaying red and yellow indications located immediately north of Main Street crossing Tchula, governs Southward train movements on southward main track to Gwin Yard. End of Block sign located 4800 feet south of signal. When Stop indication is displayed, Rule 509 will govern, and when train is stopped by signal indicating stop, trainmen will operate special switch key operated switch, located on relay case at Main Street, to cut out crossing bell while train is waiting for signal to clear.

**505. Automatic Block System**

Automatic block system territory extends from Grenada Wye to Canton.

**525. Centralized Traffic Control**

Centralized Traffic Control in service at SL&SF Railroad Holly Springs. Two indication color light dwarf signal governs movement to SL&SF Railroad main track. Trains and engines not receiving proper signal indication will communicate with SL&SF train dispatcher.

**605.** At railroad crossings at grade protected by signals (interlockings), trains, engines or cars must not be left standing between the extreme home signals unless length of consists extends beyond one of the extreme home signals.

**672. Automatic Interlockings:**

Grand Junction.....	Southern RR Crossing
Holly Springs.....	SL&SF RR Crossing
Ackerman.....	New Albany District
West Point.....	Artesia District
Winona.....	Columbus District

Trains and engines will not exceed speeds as indicated at the following automatic interlockings until engine or leading car passes crossing:

Grand Junction .....	15 MPH
Holly Springs .....	15 MPH
Ackerman .....	20 MPH
West Point .....	20 MPH
Winona .....	40 MPH

**808.** Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical they should be handled next to the units handling the train. Crews on engine should observe dead units closely for indication of sticking brakes and sliding wheels.

**1201.** Where reference is made to "Director of Train Dispatching" in Rules and on Train Order Form, 19, it should be changed to "Superintendent Transportation."

Where reference is made to "Transportation Engineer" in Rules, it should be changed to "Traveling Engineer."

**ADJUSTED TONNAGE RULES AND RATINGS**

1. The tonnage rating shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage of a 75 car train might be—

Weight of cars and lading (including caboose).....	5,000 tons
Adjustment factor (75x10).....	750 tons
Adjustment tonnage of train.....	5,570 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive.

5. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

6. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

7. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

Factor	8	7	6	6	6	6	5	6	5
	Water Valley to Canton	Canton to Water Valley	Abagdeen to Ackerman	Ackerman to Durant	Durant to Ackerman	Ackerman to Aberdeen	Between Johnston Yard and Grenada	Frogmoor to Water Valley	Water Valley to Frogmoor

**Locomotive Horse Power**

**100 Per Cent Tonnage Rating**

1500	4200	4250	3500	4200	3600	3500	3000	3300	3009
1750	5000	5100	4000	5000	4200	4000	3500	3600	3300
2100	6000	6000	4500	6000	4600	4500	4000	3900	3600

Factor	15	18	18	15	5	18	6	10	18
	Between Johnston Yard and Gwin	Sunflower District	Johnston Yard to Freight Yard	Freight Yard to Johnston Yard	Between Durant and Gwin	Helena District	Woodstock to Johnston Yard	Johnston Yard to Woodstock	Leland and Riverside Districts

**Locomotive Horse Power**

**100 Per Cent Tonnage Rating**

1500	7500	7500	7500	7500	3000	7500	4500	4500	7500
1750	7880	7880	7880	7880	3500	7880	4800	4800	7880
2100	9380	9380	9380	9380	4130	9380	6300	6300	9380

Note E—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

**“SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY.”**



**CONSULT BULLETIN BOARDS DAILY**

The Columbus District will be operated under the Rules and Regulations of the Operating Department of the former Columbus and Greenville Railway Company.

**1. Bulletin Boards: (Rule 109)**

Bulletin boards are located at Columbus, Greenwood and Greenville.

**2. Train Registers: (Rule 83)**

Train registers are located at Columbus, Greenwood and Greenville.

**3. Standard Clocks: (Rule 3)**

Standard clocks are located in Dispatcher's office, Columbus; telegraph offices, Greenwood and Greenville.

**4. Railroad Crossings at Grade:**

**Semi-interlocked—(Rules 601 to 672)**

Columbus	St. L-S. F. Ry.
West Point	Artesia District
Winona	Grenada District

**Not interlocked—(Rules 98 and 98a)**

Columbus	Montgomery District
West Point	Aberdeen District
Mathiston	New Albany District
Greenwood	Tallahatchie District
Moorhead	Sunflower District
Elizabeth	Cleveland District
Stoneville	Riverside District
Greenville	Riverside District

Normal position of gate at Columbus, Greenwood, and Elizabeth is against the Columbus District and at other points as last used.

Trains and engines must come to a full stop not less than fifty-feet from fouling all railroad crossings not interlocked or not protected by gate, and must be preceded over the crossing by a member of the crew who must see that the way is clear before giving a signal to proceed. The approach prepared to stop (Rule 98) must be understood to mean "reduced speed" as defined under General Rules, page 10 of the Rule Book.

**5. Draw Bridges: (Rule 98)**

Yazoo River at Fort Loring.

**6. Yard Limits: (Rule 93)**

Yard limits are designated by signboards located on either side of Columbus, West Point, Lime Plant, Maben, Mathiston, Eupora, Stewart, Kilmichael, Winona, Carrollton, Greenwood, Itta Bena, Moorehead, Baird, Indianola, Heathman, Elizabeth and Greenville.

**7. Speed of trains:**

Trains must not exceed a speed of twenty-five (25) on 60-pound rail nor thirty-five (35) miles an hour on heavier rail.

Diesel engines equipped with pilots on the rear may operate in back-up movements at speeds governing forward movements.

All trains will observe speed restrictions indicated by Diamond boards.

**8.** All trains must get a clearance before leaving Greenwood.

**9.** Express cars, camp cars and other local service equipment specified by special instructions and engines in tow must be handled next ahead of cabooses in the order named.

**10.** Diesel engines may be operated through water not in excess of three inches over top of track rail, at a speed not to exceed three miles an hour.

**11.** Locomotive rating in tons of 2,000 pounds per unit:

<b>WESTBOUND</b>	<b>700 class</b>	<b>600 class</b>
Columbus to West Point .....	2775 tons.....	1850 tons
West Point to Cressona.....	2550 tons.....	1700 tons
Cressona to Greenville .....	5250 tons.....	3500 tons
<b>EASTBOUND</b>		
Greenville to Carrollton .....	4950 tons.....	3300 tons
Carrollton to Winona .....	2400 tons.....	1600 tons
Winona to Hendrix .....	2550 tons.....	1700 tons
Hendrix to Columbus .....	2850 tons.....	1900 tons

The above is applicable to ruling grades between points specified and does not restrict the handling of tonnage in excess between points where the ascending grade is less, when the tonnage is available.

**12.** Cars with Gross Weight in excess of 100 tons are prohibited on the Columbus District.