

DELTA DIVISION OFFICERS

W. G. BUMPUS.....SuperintendentMemphis
W. L. McNEER.....Asst. SuperintendentMemphis
T. A. MURPHY.....Asst. SuperintendentCleveland
P. M. SEATON.....Asst. SuperintendentMemphis
H. L. CRADDOCK.....Asst. SuperintendentMemphis
W. R. BOWIE.....TrainmasterGreenwood
C. O. GROSS.....TrainmasterMemphis
R. L. KOONCE.....TrainmasterGrenada
J. A. ROWLAND.....TrainmasterMemphis
J. E. BROWN.....Asst. TrainmasterMemphis
R. D. JOBE.....Asst. TrainmasterMemphis
W. T. HART.....Traveling EngineerCleveland
O. E. MELSA.....Traveling EngineerMemphis
E. G. PARKMAN.....Traveling EngineerMemphis
H. L. ROGERS.....Transportation Asst.Memphis
L. R. BARRON.....Shop SuperintendentMemphis
W. H. WEBER.....Master MechanicMemphis
R. L. COPELAND.....Asst. Master MechanicMemphis
W. H. KNIGHT.....Division EngineerMemphis
B. L. ADAMS.....Terminal EngineerMemphis

**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

TIMETABLE NO.

2

**Effective 12:01 A.M.
Sunday, October 26, 1975**

**SUPERSEDING
DELTA AND MEMPHIS TERMINAL
DIVISIONS TIMETABLE NO. 1
DATED OCTOBER 29, 1972**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. L. WILLIAMS, Chief Transportation Officer

R. K. OSTERDOCK, General Superintendent-Terminals

I. B. HALL, General Superintendent-Transportation

J. E. MOSS, Superintendent-Transportation



an I C Industries company

HOW TO USE THIS CHART

- To determine where a placarded car can be placed in a freight or mixed train follow these steps:
 - Determine the type of placard that is applied to the car.
 - Refer to column 2 on chart and locate same placard wording.
 - Follow horizontally across chart and note which vertical columns apply.
 - The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.

		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21																		
		POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES																																			
		MUST NOT BE PLACED NEXT TO:																																			
1	2	CAR PLACARDED																																			
		WHEN TRAIN LENGTH PERMITS Must Not Be Nearer Than 15th From Engine Or Occupied Caboose Or Passenger Car		WHEN TRAIN LENGTH DOES NOT PERMIT Must Not Be Nearer Than Middle Of Train		WHEN TRAIN CLASSIFIED Must Be Near Middle Or Not Nearer Than 6th Car From Engine, Occupied Caboose Or Passenger Car		WHEN IN PICK-UP AND/OR SET OFF SERVICE Must Not Be Nearer Than 2nd Car From Engine Or Occupied Caboose		Occupied Passenger Or Combination Car		Occupied Car With Live Animals And Attendants		E X P L O S I V E S		D A N G E R O U S		F L A M M A B L E		D I G E R O U S		P O I S O N O U S		G A S		O C C U P I E D		D A N G E R O U S		R A D I O A C T I V E		M A T E R I A L		A N Y C A R H A V I N G P I G G Y B A C K, C O N T A I N E R, O R O T H E R U N I T H A V I N G R E F R I G E R A T I O N O R H E A T I N G E N G I N E C O M B I N A T I O N O P E R A T I N G L I G H T E D H E A T E R S, S T O V E S O R L A M P S		A N Y C A R L O A D E D F I A T C A R		O P E N T O P C A R W H E N L A D I N G B E Y O N D C A R E N D S O R W H E N L A D I N G A B O V E C A R E N D S L I A B L E T O S H I I T
TYPE OF CAR	PLACARD APPLIED ON CAR																																				
ANY CARS (INC. flat cars and mixed trailers or equipment)	"EXPLOSIVES"	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
TANK CAR	"DANGEROUS"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
OTHER THAN TANK CAR	"DANGEROUS"																																				
TANK CAR	"POISON GAS"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
OTHER THAN TANK CAR	"POISON GAS"																																				
TANK CAR	"FLAMMABLE POISON GAS"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"																																				
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"																																				
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	
EMPTY TANK	"DANGEROUS EMPTY"		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	

FOOTNOTES

① Permanent end bulkhead (rats, piggyback and container flats, tri-level and bi-level cars, and any other flat car specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (see Column 21).

② Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

③ Except when train consists only of placarded loaded tank cars.

④ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

Southward

MEMPHIS TERMINAL DISTRICT

Northward

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FIRST CLASS				Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	FIRST CLASS				
51		59				50	58			
Piggy Back	Panama Limited	Piggy Back	Panama Limited			Piggy Back	Panama Limited			
Daily	Daily									
L 4 08 AM	L 3 24 AM	380.4	D	WOODSTOCK	A 6 37 PM	A 11 39 PM				
4 19		389.3		8.9 NORTH YARD	6 25					
		390.4		1.1 POPLAR AVENUE						
4 27	s { 3 50 4 05	391.8		1.4 MEMPHIS	6 19	s { 11 15 11 00				
A 4 37 AM		394.3		1.3 SOUTH YARD JCT						
		396.8		2.5 EAST JUNCTION	L 6 10 PM					
	A 4 18 AM	397.5		0.7 GRENADA WYE		L 10 40 PM				
		387.9	C	LEEWOOD						
		390.0		Via L&N 2.1 AULON						
A 6 00 AM		396.8	C	6.8 JOHNSTON YARD	L 5 45 PM					
		5.4		WEST JUNCTION						
					Daily	Daily				

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Southward

GRENADA DISTRICT

Northward

SECOND CLASS		FIRST CLASS	Siding — Standing Room in Feet	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles from Canton	FIRST CLASS	SECOND CLASS			
51	59	58						50				
Piggy Back	Panama Limited						Panama Limited	Piggy Back				
		LS 4 05 AM			391.8	MEMPHIS EAST JUNCTION	187.3	As 11 00 PM				
	Daily	Daily				See Memphis Terminal District						
	L 9 01 AM	L 4 18 AM			397.5	0.7 GRENADA WYE	182.8	A 10 40 PM	A 5 06 AM			
					400.0	2.5 RAINES	180.3					
					405.2	5.2 HORN LAKE	175.1					
	9 27	4 40 ⁵⁰	3190	58	415.4	10.2 HERNANDO	164.9	10 16	4 40 ⁵⁹			
					425.3	9.9 COLDWATER	155.0					
	9 43	4 50	3195	58	428.1	2.8 FANNIE MAY	152.2	10 06	4 10			
					430.0	1.9 SENATOBIA	150.3					
	9 53	4 56	2695	49	436.3	6.3 FEDERAL	144.0	9 59	4 00			
					437.4	1.1 COMO	142.9					
	10 01	5 01	1925	35	442.9	5.5 SARDIS	137.4	9 54	3 52			
						9.2						
	10 17	s 5 12	4675	85	452.1	BATESVILLE	128.2	s 9 45	3 36			
	10 30	5 20	2310	42	459.6	7.5 POPE	120.7	9 37	3 23			
					471.6	12.0 OAKLAND	108.7					
	10 47	5 33	3190	58	473.6	2.0 BLANCHE	106.7	9 24	3 06			
	11 01	5 43			485.0	11.4 HARDY	95.3	9 13	2 52			
						1.8						
	11 04	5 45			486.8	4.3 W. V. JUNCTION	93.5	9 11	2 49			
	11 10	5 49			491.1	1.2 NTH. YD. GRENADA	89.2	9 07	2 43			
	11 12	s 5 53	6113	101	617.7	1.2 GRENADA	88.0	s 9 05	2 41			
	11 28	6 04	2429	44	629.5	11.8 DUCK HILL	76.2	8 55	2 25			
					637.7	8.2 SAWYER	68.0					
						2.8						
	11 40	s 6 14	3247	59	640.5	8.0 WINONA	65.2	s 8 46	2 13			
	11 48	6 21	2423	44	648.5	2.6 CARROLL	57.2	8 36	2 05			
					651.1	10.0 VAIDEN	54.6					
	12 01 PM	6 31	2759	50	661.1	9.5 WEST	44.6	8 26	1 52			
	12 11	s 6 45	4961	82	670.6	2.9 DURANT	35.1	s 8 18	1 42			
	12 14	6 48			673.5	5.0 ABERDEEN JCT.	32.2	8 13	1 39			
	12 19	6 52	2693	48	678.5	7.0 GOODMAN	27.2	8 09	1 34			
	12 26	6 58	2435	44	685.5	6.6 PICKENS	20.2	8 03	1 27			
					692.1	4.4 VAUGHAN	13.6					
	12 37	7 06	2533	46	696.5	9.2 WAY	9.2	7 55	1 16			
	A 12 47 PM	As 7 17 AM			705.7	9.2 CANTON	0.0	LS 7 46 PM	L 1 05 AM			
								Daily	Daily			

Southward				TALLAHATCHIE DISTRICT				Northward				4			
SECOND CLASS				Siding — Standing Room in Feet	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS				Miles From Gwin	SECOND CLASS			
77	75	73	71				72	74	76	78					
Dispatch	Dispatch	Dispatch	Dispatch				Dispatch	Dispatch	Dispatch	Dispatch					
Daily	Daily	Daily	Daily												
						5.4		WEST JUNCTION	142.0						
								1.2 HULET	140.8						
						13.1		5.0 LAKE VIEW	135.8						
						15.2		2.1 WALLS	133.7						
								5.3 LAKE CORMORANT	128.4						
L 8 45 PM	L 5 15 PM	L 9 31 AM	L 3 44 AM	9935	180	20.5	C	0.1 L. C Jct.	128.3	A 3 39 AM	A 9 31 AM	A 3 54 PM	A 6 39 PM		
						20.6		5.3 BANKS	123.0						
						25.9		4.3 WICKER	118.7						
						30.2		4.4 PRICHARD	114.3						
9 09	5 41	9 55	4 08	2051	41	39.4		4.8 SAVAGE	109.5	3 15	9 06	3 29	6 15		
						44.1		4.7 SARAH	104.8						
9 21	6 03₇₈	10 07	4 20	9247	168	48.8		4.7 CRENSHAW	100.1	3 03	8 54	3 17	6 03₇₈		
								5.5 SLEDGE	94.6	2 55	8 46	3 09	5 55		
						54.3		6.1 DARLING	88.5						
						60.4		7.0 MARKS	81.5						
						67.4	C	3.8 LAMBERT	77.7	2 12	8 03	2 26	5 12		
10 12	6 58	10 58	5 11	9240	168	71.2		11.8 BRAZIL	65.9						
						83.0		6.1 MIKOMA	59.8						
						89.1		4.6 SWAN LAKE	55.2	1 44	7 35	1 58	4 44		
10 40	7 26	11 26	5 39	9453	178	93.7	D	3.8 GLENDORA	51.4						
						100.1		2.6 BLACK BAYOU JCT.	48.8						
						105.0		4.9 PHILIPP	43.9						
11 10	7 56	11 56	6 09	9039	162	112.8		7.8 MONEY	36.1	1 14	7 05	1 28	4 14		
						117.4		4.6 CRAIGSIDE	31.5						
						121.9		4.5 YALOBUSHA	27.0						
11 40	8 26	12 21 PM	6 35₇₄	5043	91	122.7	C	0.8 GREENWOOD	26.2	12 44	6 35₇₁	12 58	3 44		
						128.0		5.3 RISING SUN	20.9						
11 55	8 41	12 43₇₆	6 50	4673	84	131.3		3.3 SIDON	17.6	12 29	6 20	12 43₇₃	3 29		
12 20 AM₇₂	8 50	12 53	6 59	9362	161	137.8		6.5 CRUGER	11.1	12 20₇₇	6 10	12 34	3 20		
						147.8		10.0 TCHULA	1.1						
A 12 45 AM	A 9 14 PM	A 1 18 PM	A 7 24 AM			148.9	C	1.1 GWIN	0.0	L 12 01 AM	L 5 51 AM	L 12 15 PM	L 3 01 PM		

Southward		TCHULA DISTRICT		Northward	
		TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS.			
Siding, Standing Room, Cars with Engine.	Mile Posts			Miles From Gwin	
	25.3	C	GWIN	0.0	
	21.1		4.2 HOWARD	4.2	
	12.7		8.4 LEXINGTON	12.6	
	0.0	C	12.7 DURANT	25.3	

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Southward

CLARKSDALE DISTRICT

Northward

SECOND CLASS		Siding — Standing Room in Fuel	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From Cleveland	SECOND CLASS						
	173									172			
	Dispatch									Dispatch			
	Daily												
L	2 30 PM			20.6	L. C. Jct.	93.0	A	11 27 AM					
				21.2	0.6 C. D. SIDING	92.4							
				25.0	3.8 PENTON	88.6							
	2 47	5132	78	29.0	4.0 ROBINSONVILLE	84.6		11 08					
				34.5	5.5 HOLLYWOOD	79.1							
					4.3 TUNICA	74.8		10 44					
				42.4	3.6 EVANSVILLE	71.2							
	3 11	5641	88	38.8	2.9 CLAYTON	68.3		10 31					
	3 24	5303	81	45.3	6.1 .DUNDEE	62.2		10 18					
	3 37	3659	52	51.4									
					5.0 LULA	57.2		10 08					
	3 47	4335	62	56.4	7.4 COAHOMA	49.8		9 53					
	4 02	5894	91	63.8	6.6 CLOVER HILL	43.2		9 39					
	4 16	5278	80	70.4	4.0 LYON	39.2							
					2.1 CLARKSDALE	37.1		9 21					
	4 34	9447	159	76.5	1.1 DOLAN	36.0							
				77.6	6.8 BOBO	29.2		9 02					
	4 53			84.4	4.0 ALLIGATOR	25.2							
					3.5 DUNCAN	21.7							
				91.9	2.7 HUSHPUCKENA	19.0							
				94.6	4.0 SHELBY	15.0		8 37					
	5 28	3463	68	98.6	5.7 MOUND BAYOU	9.3							
				104.3									
					2.7 MERIGOLD	6.6		8 17					
	5 48			107.0	6.6 CLEVELAND	0.0	L	8 01 AM					
	A 6 04 PM			113.6									
								Daily					

Southward HELENA DISTRICT Northward

TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS		Mile Posts	Miles From Jonestown
Siding, Standing Room, Cars with Engine			
	LULA	8.0	9.8
	3.3 RICH	11.3	6.5
	6.5 JONESTOWN	17.8	0.0

Southward		CLEVELAND DISTRICT						Northward		6
SECOND CLASS		Siding — Standing Room in Feet	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From Freight Yard	SECOND CLASS			
173							172			
Dispatch							Dispatch			
Daily										
	L 6 31 PM			113.6	C	CLEVELAND	107.2	A 4 12 AM		
				116.3		2.7 BOYLE	104.5			
				124.2		7.9 SHAW	96.6			
	7 06	3523	64	128.0		3.8 CHOCTAW	92.8	3 37		
				137.8		9.8 ELIZABETH	83.0			
	7 31	4455	81	139.6	D	1.8 LELAND	81.2	3 12		
				140.6		1.0 SOUTH LELAND	80.2			
				149.7		9.1 ARCOLA	71.1			
	8 06	3853	70	156.8		7.1 HOLLANDALE	64.0	2 37		
				161.3		4.5 PERCY	59.5			
				164.6		3.3 PANTHER BURN	56.2			
				167.5		2.9 NITTA YUMA	53.3			
	8 35	3849	70	171.2		3.7 ANGUILLA	49.6	2 08		
				176.9		5.7 ROLLING FORK	43.9	1 56		
				180.6		3.7 EGREMONT	40.2			
				184.5		3.9 CARY	36.3			
				188.6		4.1 BLANTON	32.2			
	9 29	4785	87	198.2		9.6 VALLEY PARK	22.6	1 14		
				209.9		11.7 REDWOOD JCT.	10.9			
	9 52			210.0		0.1 REDWOOD	10.8	12 51		
				212.1		2.1 BLAKELY	8.7			
	A 10 13 PM	5115	93	217.2		5.1 NAT. CEMETERY	3.6	L 12 30 AM		
						See Miss. Div. Timetable		Daily		
				220.8	C	3.6 FREIGHT YARD	0.0			

Southward		RIVERSIDE DISTRICT						Northward	
SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From Leland	SECOND CLASS			
			114.0	ROSEDALE	40.1				
			119.5	5.5 BEULAH	34.6				
			129.5	10.0 BENOIT	24.6				
			135.2	5.7 SCOTT	18.9				
			146.7	11.5 METCALFE	7.4				
			146.7	METCALFE	7.4				
			150.9	4.2 GREENVILLE	11.6				
			146.7	METCALFE	7.4				
				7.4 LELAND					

7 Southward SUNFLOWER DISTRICT Northward

	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From Yazoo City
		76.5	D CLARKSDALE 3.0	106.2
		79.5	..... HOPSON SPUR 3.1	103.2
		82.6	..... CLAREMONT 1.7	100.1
		84.8	..... MATTSON 2.1	98.4
		86.4	..... DUBLIN 5.4	96.3
		91.8	..... TUTWILER 6.3	90.9
			..... VANCE 4.9	
			..... TUTWILER 2.5	
			..... SUMNER 6.3	
			..... WEBB 6.0	
			D SWAN LAKE	
		91.8	..... TUTWILER 4.5	90.9
		96.3	..... ROME 3.3	86.4
		99.6	..... PARCHMAN 7.6	83.1
		107.2	..... DREW 6.0	76.5
		118.2	..... RULEVILLE 6.2	69.5
		118.4	..... DODDSVILLE 3.5	64.3
		121.9	..... BLAINE 4.5	60.8
		126.4	..... SUNFLOWER 6.7	56.3
		133.1	..... MOORHEAD 1.7	49.6
		142.2	..... INVERNESS 6.4	40.6
		148.6	..... ISOLA 2.9	34.1
		151.5	..... BELLEWOOD 5.6	31.2
		157.1	..... BELZONI 6.4	25.6
		163.5	..... SILVER CITY 8.0	19.2
		171.5	..... CARTER 4.9	11.2
		175.8	..... HOME PARK 3.7	6.9
		179.5	..... YAZOO JUNCTION	3.2
			See Mississippi Division Time Table	
			C YAZOO CITY 3.2	0.0

Southward JACKSON DISTRICT Northward

	Siding — Standing Room in Feet	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From W. V. Jct.
			473.0	..... FROGMOOR 3.1	141.4
			476.1	..... MALESUS 6.6	138.3
	1811	36	482.7	..... MEDON 9.1	131.7
	1726	38	491.9	..... TOONE 7.5	122.6
	1300	26	499.8	..... BOLIVAR 6.5	116.1
	2150	43	505.8	..... MIDDLEBURG 4.0	108.6
			509.8	..... HICKORY VALLEY 8.0	104.6
	1300	24	517.8	..... GRAND JUNCTION 6.2	96.6
	2201	27	524.0	..... MICHIGAN CITY 6.0	90.4
	2712	36	530.0	..... LAMAR 12.7	84.4
	1100	22	542.7	..... HOLLY SPRINGS 8.7	71.7
			551.4	..... WATERFORD 17.1	63.0
			568.5	..... COLLEGE HILL 3.3	45.9
			571.8	..... OXFORD 7.9	42.6
			579.7	..... TAYLOR 9.2	34.7
			588.9	..... WATER VALLEY 13.2	25.5
			602.1	..... COFFEEVILLE 0.9	12.3
			603.0	..... BRUCE JCT. 11.4	11.4
			614.4	..... W. V. JUNCTION	0.0

Southward ABERDEEN DISTRICT Northward

	Siding — Standing Room in Feet	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 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 7.3	30.7
	2012	23	67.5	..... LONGVIEW 8.8	88.0
			58.7	..... STURGIS 8.7	46.8
	2010	22	50.0	..... ACKERMAN 7.7	55.5
	2027	23	42.3	..... WEIR 6.1	63.2
			36.2	..... McCOOL 9.1	69.3
	2645	33	27.1	..... ETHEL 8.7	78.4
			18.4	D KOSCIUSKO 7.0	87.1
			11.4	..... McADAMS 4.5	94.1
			6.9	..... SALLIS 6.9	98.6
			0.0	..... ABERDEEN JUNCTION	105.5

Southward SILVER CREEK DISTRICT Northward

	Siding, Standing Room, Cars with Engine.	Mile Posts	TIMETABLE NO. 2 EFFECTIVE OCTOBER 26, 1975 STATIONS	Miles From Holly Bluff
		163.6	..... SILVER CITY 5.5	24.2
		169.0	..... MIDNIGHT 4.7	18.7
		173.7	..... LOUISE 4.8	14.0
		178.5	..... PATOSI 5.0	9.2
		183.5	..... COLBY 4.2	4.2
		187.7	..... HOLLY BLUFF	0.0

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.

2. Standard Clocks:

Central Station	Stationmaster's Office
South Yard	Yard Office
Johnston Yard	{ Engine House Big Yard Office

21. Between L. C. Jct. and Woodstock, via Leewood, the display of white lights will be omitted on all extras, except passenger trains running as extras.

S-71. Regular northward trains are superior to regular 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.

83. Train Registers:

"YD"—"A" Yard Junction.
Johnston Yard—Big yard office.
Lake Cormorant—Train order office.

Trains operating via Tallahatchie District may register with the operator at "YD" by telephone; all other trains may register by register ticket or telephone.

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

Southward trains, via Grenada District, changing crews at Central Station will call the operator at "YD" to obtain information on overdue superior trains at East Junction and will be governed by Train Order Form V received from "YD" office on overdue superior trains at Grenada Wye.

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 "YD" to secure an overdue on first class trains before leaving North Yard.

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

93. Yard Limits:

Memphis Terminal District yard limits extend from MP 379 north of Woodstock to MP 400 on Grenada District, 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.

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

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 extras.

All northward trains via Leewood will run as extras between Johnston Yard and Woodstock, unless otherwise provided.

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

Broadway	MP, SLSF, RI, L&N, ICG.
West Jct.	Y&MV and High Line
"A" Yard Jct.	Southward trains and engines.
Southeast Wye.	All trains and engines.
Southwest Wye.	All trains and engines.
Northwest Wye	All trains and engines.
Northeast Wye.	All trains and engines.

Stop signs are located south of the southeast wye on the north main track and north of Broadway on the south main track. Trains or engines moving north or south on northward or southward main tracks must stop at these locations. If there is no train or engine on the conflicting routes, trains or engines may proceed at YARD SPEED. If a train or engine is standing or approaching on a conflicting route, trains or engines must not proceed until an understanding is reached with the crew of the train or engine on the conflicting route.

Trains or engines moving southward, after stopping at the stop sign located north of Broadway, need not make second stop at the southeast wye crossing if way is seen to be clear.

Trains or engines moving northward, after stopping at the sign located south of the southeast wye, need not stop for Broadway connection crossing if way is seen to be clear.

Southward or northward trains or 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.

Southward or northward trains moving over the southeast wye must stop before crossing the southwest wye track, southward and northward main tracks and know that the way is clear before proceeding.

Trains and engines moving northward or southward on long west lead track and long No. 12 track over rail crossings at Broadway, will stop and know that way is clear before crossing at YARD SPEED.

Trains and engines moving into or out of Iowa Yard, Memphis, via the southwest wye, will stop before crossing long west

MEMPHIS TERMINAL DISTRICT OF DELTA DIVISION SPECIAL INSTRUCTIONS

98. (Continued from Page 8)

lead track and long No. 12 track and know that the way is clear before proceeding.

Trains and engines moving northward or southward on long west lead track and long No. 12 track north end of Iowa Yard, will stop and know the way is clear before proceeding over southwest wye crossing.

Trains and engines using SLSF tracks through the south-east and southwest wyes must obtain permission from the operator at Kentucky Street before fouling the main track.

Trains and engines using RI and L&N tracks through the northeast and northwest wyes must obtain permission from the Yardmaster at South Yard before fouling the main tracks.

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

98(a). Railroad Crossing Protected by Gate:

Gulf Oil Track (across
Parkway Lead) SLSF

Normal position of Gate: Against Gulf Oil Track

100(a). 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
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.

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	Passenger	Freight
	Trains:	Trains: and Transfer Moves
Between:	Miles Per Hour	
Woodstock and Mile 381.4 via North Yard	79	60
Mile 381.4 and Mile 387.5 (Wolf River via North Yard)	30	30
Mile 387.5 (Wolf River) and Grenada Wye via North Yard	25	25
West Jct. and South Yard via Valley Route	10	10
Woodstock and Mile 381.6 via Leewood	50	50
Mile 381.6 and Mile 385.2 (located 1300 ft. north of James Road) via Leewood	30	30
Mile 385.2 (located 1300 ft. north of James Road) and Johnston Yard via Leewood	25	25
West Junction and Mile 12.5 on the Tallahatchie District	30	30
Mile 12.5 and MP 22 on the Tallahatchie and Clarksdale Districts	49	49
Presidents Island—All tracks and lead	10	10
Huling Avenue and Central Station	10	10
Woodstock crossover and turnout	25	25
Lake Cormorant, through turnout at L. C. Jct. Switch	25	25
Lake View Junction, southward trains through turnout	25	25
Through turnouts at spring switches unless otherwise restricted	25	25
Other turnouts	15	15
Public crossings at grade, City limits Memphis, until engine or leading car passes crossing	20	20
Except the following grade crossings	30	30
Old Millington Road		
Felts Road		
Brooks Road		
Winchester Road		
Raines Road		
Shelby Drive		
Whitehaven Lane		
Holmes Road		
Fields Road		
Riverside Drive—Harbor lead, until engine or leading car passes crossing	5	5

101(a). Lower Speeds:

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 following are maximum authorized speeds on engines and certain specialized equipment which supersedes all instructions on such engine and equipment that are inconsistent therewith, except where timetable district speeds are lower, then the lower speed will govern:

101(a). (Continued from Page 9)

All switch and transfer engines	45 MPH
All other freight engines	65 MPH
FPA-3 (combination passenger-freight engines)	80 MPH
Revolving machinery on its own wheels (must have boom trailing when practical)	25 MPH
Fixed cab pile drivers (boom either leading or trailing)	25 MPH
Air dump cars (must be handled in trains performing local work)	25 MPH
Jordan spreaders (wings must be properly secured and must be handled in trains performing local work)	25 MPH
Scale test cars, except Maxon Scale Test Car ICG 100119, (must be handled on rear of train next ahead of caboose and in trains performing local work)	30 MPH
Maxon Scale Test Car (ICG 100119) may be located anywhere in train	45 MPH
Ore cars loaded or empty with wheel base of 20 feet or less	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
Pipe on flat cars 36 inch or larger	30 MPH
Diesel engines moving through water (must not exceed three inches over top of rail)	3 MPH

Between Woodstock and Leewood on both main tracks, between Woodstock and North Yard, between West Junction and Lake View on both main tracks and between Lake View and L. C. Jct., speed of trains or engines is restricted as follows:

25 MPH for: (a) one diesel unit, (b) two diesel units, or (c) one diesel unit and one car.

45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, or (c) three diesel units.

A speed of 10 MPH must not be exceeded on all tracks except main track and sidings.

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

103. 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 Presidents 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 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.

103(d). The first paragraph of Operating Rule 103(d) is revised to read: Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public 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.

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.

104. (Continued from Page 10)

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(b). 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(h). Movable industrial bridge across loading tracks at Buckeye (Binghamton Plant)—normal position at track level—is protected by derails.

109. Bulletin Boards:

North Yard—Yard office.

Central Station—Stationmasters' office.

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 engine-house.

Johnston Yard—Switch engineers' room, east of engine-house.

Hollywood—Yard office.

Woodstock—Yard office.

M-151. Two Main Tracks:

Johnston Yard to Woodstock via Leewood.

East Junction to North Yard via Memphis Central Station.

West Junction to Lake View.

215. Conductors and engineers on trains changing crews at Central Station will deliver train orders, if any, and clearance to connecting outbound conductors and engineers.

Northward trains may leave Grenada Wye and East Junction without a clearance but must obtain a clearance from "YD".

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 from "YD".

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

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

261. Movement of trains and engines between Riverside Drive and Presidents Island on the Harbor lead track will be as prescribed by Rules 261 through 264.

Southward home signal is located just north of Riverside Drive, and northward home signal is located just north of Kroehler lead switch on Presidents Island lead. Trains and engines finding these signals conveying stop indication, 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.

277(a). 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.

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 Lake Cormorant
Lake View	Junction switch	Operator at Lake Cormorant

279. Electric lock 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
	Crossover switches from southward main track to northward main track immediately north of Grace Chemical switch.	Trainmen

279. (Continued from Page 11)

Location	Switches	Controlled by
Woodstock	North end west storage track switch located 1470 ft. north of MP 381.	Trainmen
	North end east storage track switch located 1314 ft. north of MP 381.	Trainmen
	South end east storage track switch located 1178 ft. south of MP 381.	Trainmen
	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
Grenada Wye East Junction	Main track switch to Johnston Yard.	Trainmen
	Switch from northward main track to Mallory Avenue.	Trainmen
	Switch from northward main track to Federal Compress.	Trainmen
	Switch from southward main track to River Lead Track.	Trainmen

Switch to Johnston Yard lead track leading from southward main track 30 feet south of southward home signal. To be operated by trainmen in accordance with instructions 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

291. When northward signal L-204, located at L. C. Jct., conveys a Restricted Proceed indication, trains must stop before proceeding at RESTRICTED SPEED.

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

When northward signal LE 218, located 386 feet north of MP 22 conveys a Restricted Proceed indication, trains must stop before proceeding at RESTRICTED SPEED.

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

When northward signal L 218, located 360 feet north of MP 22 conveys a Restricted Proceed indication, trains must stop before proceeding at RESTRICTED SPEED.

505. Automatic Block System extends from:

Woodstock to Memphis
 South Yard to Grenada Wye
 West Jct. to Lake View (south main track)
 Hulet to Lake View (north main track—
 signalled in both directions)
 Leewood route (northward track only from
 one-half mile north of "A" Yard Jct. to
 north end of "E" yard)
 Aulon to Leewood (L&N)
 Leewood to Woodstock

509. North Yard: Northward yard engines and Woodstock road switchers after stopping, may pass 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.

509. (Continued from Page 12)

East Junction: When home signal conveys Stop indication, train or engine, after stopping, if no conflicting train or engine movement is evident, 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 560(a). 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, conveys Stop indication, train or engine, after stopping, will proceed if no conflicting movement is evident.

513. Between MP 382 and MP 400 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 to main track conveys an indication to proceed.
- (2) On single track, when an opposing train has been met and is still occupying the block to the rear.
- (3) When switch governing movement to main track or one of the switches of the crossover is equipped with an electric lock.
- (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 is in effect between:

	Control Station
Lake View and L. C. Jct.	Lake Cormorant

560. Spring Switches:

Location	Normal Position
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
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.	
*North Yard—	
End of two main tracks.....	For southward main track

*Lake Cormorant—

South switch to siding..... For main track

*Indicates equipped with lunar white marker

608. Manual interlockings:

Location	Control Station
Woodstock..... Junction.....	Chicago (Train Dispatcher)
Leewood..... L&N.....	Leewood
Aulon..... L&N.....	Leewood

1200. Not more than four dead diesel units may be handled in tow in one freight train. 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 must observe dead units closely for indication of sticking brakes and sliding wheels.

1201. The definition of RESTRICTED SPEED is revised for passenger trains only to read: Proceed prepared to stop short of train, obstruction or switch not properly lined and look out for broken rail, but not exceeding 15 MPH.

1202. Freight trains or freight cuts will use tracks 9 and 10 only through Central Station.

1203. Passenger trains loading and unloading passengers at Memphis will use track No. 8 at Central Station.

1204. Engines must not be operated over electronic scale on Track No. 2 at Marquette Cement Co.

1205. The following instructions will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car.

HAZARDS

HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

1205. (Continued from Page 13)

SPECIAL PRECAUTIONS

In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the *upwind side*. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. *If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning.* If the car is not actually involved in a fire, **IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS.** A derailed HCN tank car shall not be rerailed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

NOTIFICATION

In the event of wreck, derailment, or other problem involving a HCN tank car, call the following number:

CHEMTREC
800-424-9300

SWITCHING

Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

1206. CONDUCTORS, TRAINMEN AND YARDMEN INSTRUCTIONS FOR SAFETY INSPECTION FRA RULE 215. 23 Appendix 2

Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor any thing attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

1207.

1. Switch lists given to switching crews will plainly indicate all of the cars containing "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "RADIOACTIVE MATERIAL", or "FLAMMABLE COMPRESSED GAS."
2. Cars (including TOFC) loaded with "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "FLAMMABLE COMPRESSED GAS", or "RADIOACTIVE MATERIAL" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "EXPLOSIVES", "FLAMMABLE POISONOUS GAS", "POISONOUS GAS", "FLAMMABLE COMPRESSED GAS", or "RADIOACTIVE MATERIAL," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

1208. Between Leewood and Aulon, ICG trains and engines will operate over L&N main tracks. ICG Operating Rules will govern except for the following L&N Rules and Special Instructions.

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.

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.

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.

Tracks between Leewood and Aulon are in yard limits.

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, Yardmasters 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.

Maximum authorized speed between
Leewood and Aulon:20 MPH

1208. (Continued from Page 14)

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

Trainmen 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.

Two main tracks are in service between Leewood and Aulon. Trains and engines must approach these locations prepared to stop before passing the home signal and will proceed only on proper signal indication or on permission from the Control Operator at Leewood.

Automatic block system territory extends from Leewood to Aulon.

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.

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.

Remote Control Interlocking:

Remote control interlockings at Leewood and Aulon are operated by Control Operator at Leewood.

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.

1209. When making interchange delivery to SLSF, ICG Operating Rules will govern except for the following SLSF Rules and Special Instructions.

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.

BLOCK SIGNALS AND INTERLOCKING RULES

BLOCK

Block: A length of track of defined limits, the use of which is governed by block signals.

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

BLOCK SIGNAL SYSTEMS

Automatic Block System (ABS): A series of consecutive blocks governed by block signals, actuated by a train, or by certain conditions affecting the use of a block.

Centralized Traffic Control (CTC): A block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

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 SLSF Yardmaster).

Rule 93. (Continued from Page 15)

Yard limits extend from Shelco (located 0.7 mile west of ICG Broadway crossing) to south end of Yale Yard MP 489-24.

Crossing Gate:

Mile	Intersecting Line	Normal Position
486.5	M. P. Ry.	Against M. P. Ry.

Maximum authorized speed on SLSF between ICG Crossing at Broadway and Tennessee Yard20 MPH

Do not exceed 10 MPH through the crossovers and turnouts located at the south end of the RD Yard until the entire movement has reached the east or west track.

Movement of northward trains and engines beyond MP 489 plus 24 poles on west track will be under instructions of yardmaster.

All trains and engines must operate at **RESTRICTED SPEED** between ICG crossing at Broadway and MP 489-24, south of SLSF Yale Yard.

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.

D-151. Two main tracks between ICG crossing at Broadway and South Yale designated as northbound and southbound main tracks.

Two main tracks between South Yale (MP 489-24) and Tennessee Yard designated as east and west tracks.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

251. On portions of the railroad, and on designated tracks so specified on the time table, trains will run with reference to other trains in the same direction by block signals whose indication will supersede the superiority of trains.

252. The movement of trains will be supervised by the dispatcher, who will issue instructions as may be required.

253. The dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

254. Except as affected by Rule 251, all block signal rules and operating rules remain in force.

Shelco to South Yale (MP 489-24)—movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

261. On portions of the railroad, and on designated tracks so specified on the time table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

262. The movement of trains will be supervised by the dispatcher, who will issue instructions as may be required.

263. The dispatcher must be advised in advance of any known conditions that will delay the train or prevent it from making usual speed.

264. Except as affected by Rule 261, all block signal rules and operating rules remain in force.

Rule	Signal Aspect	Name	Indication
Rule 289:	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
Rule 291:	Red over letter "A"	Stop Signal	Stop, see Rule 509

AUTOMATIC BLOCK SIGNAL RULES (Including CTC Where Applicable)

509. When a train is stopped by a "Stop" signal displaying stop indication and such indication does not change promptly to a proceed indication:

- (a) Communicate with dispatcher.
- (b) On information from the dispatcher that there is no opposing train in the block, train may proceed at **RESTRICTED SPEED** to the next signal. Such information will be given and accepted only when train is standing at signal involved.
- (c) If dispatcher does not know there is no opposing train in the block or if unable to communicate with dispatcher, train may proceed, when preceded by a flagman a sufficient distance to insure full protection against opposing trains to the next signal, except when flagman reaches a point where track can be seen to be clear to next signal and that signal is displaying a proceed indication, train may pick up flagman and proceed at **RESTRICTED SPEED** to such signal.

509. (Continued from Page 16)

- (d) Before moving over a power switch, a member of crew must examine switch to see that points fit properly and that selector lever or hand crank, if any, is in proper position, and must remain at switch until leading wheels pass over switch.

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.

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.

Automatic block signal territory extends from ICG Broadway crossing to MP 489-24.

550. Centralized Traffic Control extends from MP 489-24 to MP 494-21. Trains and engines will run as prescribed by Rules 261 to 264 inclusive.

551. Trains or engines must not enter or foul main track, or re-enter main track after having cleared it, except on proceed signal indication, or by authority of dispatcher.

1210. When making interchange delivery to Southern's Forrest Yard, ICG Operating Rules will govern except for the following Southern rules and Special Instructions.

Deliveries will be made via Broadway to Forrest Yard. The entire route is in yard limits.

Southern Rule 93 reads:

93. Within yard limits, the main track may be used, clearing the time of first class trains at the next station where time is shown, but not less than five (5) minutes. Exceptions: At locations where special instructions require all trains including first class trains, to move at yard speed, the main track may be used without protecting against first class trains, but inferior trains and engines must not delay first class trains.

Within yard limits, protection against second and third class, extra trains and engines is not required. Second and

third class, extra trains and engines must move within yard limits at Yard Speed, except that in CTC or remote control territory, movements will be governed by signal indication.

A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movements.

When running against the current of traffic, all trains and engines, including first class trains, must move within yard limits at yard speed.

Definition:

Yard Speed: Speed that will permit stopping within one half the range of vision.

Gate at KC Junction, governing movements on Missouri Pacific and Southern westbound main tracks, will be left lined as last used except Southern Yard engine will line back against movement on Southern westbound main track. Trains or engines using these tracks will approach KC Junction prepared to stop if gate is lined against their movement. Stop will not be necessary if gate is lined for movement on track to be used. Crew members lining gate must secure by chain attached to crosstie.

Two main tracks are in service between ICG Broadway Crossing and Forrest Yard.

Maximum authorized speed on Southern east and west bound main tracks between ICG crossing at Broadway and Forrest Yard20 MPH

All switches in the KC Junction area will be left lined in the position of your movement. It will be the responsibility of crews using these switches to ascertain they are properly lined.

The switches will have no normal position and may be left as lined following your movement.

It will be the responsibility of all Conductors or Yard Foremen on any train or engine desiring to use east or west-bound tracks over the Southern, to first obtain authority from the Southern Yardmaster at Forrest Yard. Authority may be obtained either by radio or telephone. Bell and Company telephones are located in the former Switchtender's Shack at KC Junction and Yardmaster may be reached by dialing 324-1871 or by one long ring on the Company telephone.

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 379 north of Woodstock on the Memphis Terminal District to north yard limit sign at Canton on the Grenada District and to MP 208 north of Redwood on the Cleveland District and to north yard limit sign at Gwin on the Tallahatchie District; from south yard limit sign at Frogmoor to W. V. Jct. on Jackson District and the entire Clarksdale, Helena, Silver Creek, Riverside, Tchula, Aberdeen and Sunflower Districts.

2. Standard Clocks:

Clarksdale	Train Order Office
Cleveland	Train Order Office
Greenwood	Train Order Office
Grenada	Train Order Office
Durant	Train Order Office

S-71. Regular northward trains are superior to regular trains of same class in the opposite direction.

83. Train Registers:

- Lula—for trains instructed.
- Clarksdale—for trains originating, terminating and other trains instructed.
- Cleveland
- Leland—for trains instructed.
- Marks—for trains originating and terminating.
- Swan Lake—for trains instructed.
- Black Bayou Jct.—for trains instructed.
- Greenwood—for trains originating and terminating.
- Aberdeen
- West Point
- Kosciusko—for trains originating and terminating.
- Tutwiler—for trains instructed.
- Moorehead—for trains originating and terminating.
- Durant—for Tchula and Aberdeen District trains.
- Grenada—for trains originating and terminating.

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 and engines must not use Grenada District main track at W. V. Jct. until permission has been received from operator at 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.

93. Yard Limits:

- 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—Mile 704.1 to Mile 707.1

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 W. V. Jct.

Aberdeen District

- Aberdeen—Extend to 1000 ft. south of MP 67
- Ackerman—MP 49 to MP 51
- Kosciusko—MP 28 to Aberdeen 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

Clarksdale District

- Tunica—MP 37 to Mile 42.1
- 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
- Rolling Fork—MP 175 to MP 178
- Redwood—MP 208 to MP 216

Riverside District—Entire district

- Sunflower District—Entire district
- Silver Creek District—Entire district
- Helena District—Entire district

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

Junctions:

- W. V. Jct.—Jackson District trains and engines.
- Durant—Tchula and Aberdeen District trains and engines.
- Lula—Helena District trains and engines.
- Swan Lake—Sunflower District trains and engines.
- Tutwiler—Trains and engines from Parchman and Vance.
- Yazoo Junction—Sunflower District Trains and engines.

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

Drawbridges:

Bridge L-209-1, Redwood, Cleveland District:

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

98. (Continued from Page 18)

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.....	C & G
Lula.....	Helena District
Frogmoor.....	New Albany District
West Point.....	C & G
Aberdeen.....	S L S F R R

98(a). Railroad Crossings Protected by Gates:

Elizabeth.....	C & G
Stoneville.....	C & G
Greenville.....	C & G
Greenwood.....	C & G

Normal position of gates:

Stoneville.....	as last used.
Greenville.....	as last used.
Elizabeth.....	against C & G
Greenwood.....	against C & G

100(a). Maximum depth of water over top of lower rail through which equipment may be handled is as 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.

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

Territory or Location

Passenger
Trains: Freight
Trains:

Miles per Hour

Grenada District	79	50
Jackson District	—	25
Aberdeen District	—	25
Clarksdale District	—	30
Cleveland District	—	40
Riverside District	—	10
Helena District	—	5
Tallahatchie District	49	49
Sunflower District	—	10
Silver Creek District	—	10
Tchula District	—	10

**Diverging routes, through crossovers,
Junction and siding switches.**

Siding switches	} No. 15 turnouts	25	25
Fannie May			
Blanche			
Other turnouts:			
Aberdeen and Jackson Districts	10	10	
Lake Cormorant, through turnout at Junction switch	25	25	
Through turnouts at spring switches unless otherwise authorized	25	25	
Through turnouts at other locations...	15	10	

101 (a) LOWER SPEEDS

Grenada District

Grenada Wye to Mile 398.5	20	20
Mile 398.5 to MP 403	30	30
MP 403 to Mile 409.5	60	50
Mile 409.5 to MP 411	75	50
MP 411 to MP 415	60	50
MP 415 to MP 419	75	50
MP 426—First curve south	60	50
MP 444—First curve south	60	50
Batesville—through Siding	10	10
MP 452 to MP 454	75	50
MP 454 to MP 462	60	50
Pope—road crossings until engine passes crossing	30	30
Mile 465.5 to MP 482	60	50
MP 482 to MP 486	75	50
MP 490 to Grenada	40	40
Grenada—City limits, until engine passes crossing	35	35
MP 634 to MP 638	60	50
MP 651—curve	75	50

Jackson District

Holly Springs, at interlocking between approach and home signals	—	10
MP 595 to MP 600	—	10
MP 588 to MP 587	—	5
MP 604 to MP 614	—	5

Clarksdale District

Lula—Helena District crossing	—	10
Clarksdale—through siding	—	5
Clarksdale—Sunflower Ave., until engine passes crossing	—	10
Clarksdale—North Wye	—	10
Cleveland—Highway 8 crossing, until engine passes crossing	—	10

Cleveland District

Cleveland—Highway 8 crossing, until engine passes crossing	—	10
MP 116 to MP 157	—	30
Leland—Deer Creek Bayou crossing, until engine passes crossing	—	10
MP 171—curve	—	35

101 (a). LOWER SPEEDS (Continued from Page 19)

Territory or Location	Passenger Trains:	Freight Trains:
	Miles per Hour	
Anguilla—Corporate limits	—	25
Valley Park—through siding	—	5
Bridge 208.4	—	10
Bridge 209.1	—	10
MP 216 to Depot St.—Freight Yard....	—	10
Riverside District		
Leland wyes	—	10
Metcalf wyes	—	10
Greenville—Highway 1 crossing	—	10
Greenville—Corporate limits	—	10
MP 114 to MP 137	—	10
Sunflower District		
MP 163 to MP 177	—	5
Tchula District		
Gwin—East wye	—	5
Tallahatchie District		
Lake View Jct. southward trains		
through turnout	25	25
Savage—through siding	5	5
Mile 43.5 to Mile 45.2 four curves		
north and south of Sarah	40	40
Crenshaw—through siding	5	5
Lambert—MP 70 to MP 72	15	10
Lambert—South leg of wye	—	5
Lambert—through siding	5	5
Swan Lake—through siding	5	5
Glendora—Village Limits	30	30
MP 104—first curve south	40	40
Money—through siding	5	5
Greenwood—Carrolton Ave. crossing		
until engine passes crossing	10	10
Sidon—through siding	5	5
Cruger—through siding	5	5

101(a). The following are maximum authorized speeds on engines and certain specialized equipment which supersedes all instructions on such engines and equipment that are inconsistent therewith, except where timetable district speeds are lower, then the lower speed will govern:

All switch and transfer engines	45 MPH
All other freight engines	65 MPH
FPA-3 (combination passenger-freight engines)....	80 MPH
Revolving machinery on its own wheels	
(must have boom trailing when practical)	25 MPH
Fixed cab pile drivers (boom either	
leading or trailing)	25 MPH
Air Dump Cars (must be handled in trains	
performing local work)	25 MPH
Jordan spreaders (wings must be properly	
secured and must be handled in	

trains performing local work)	25 MPH
Scale test cars (must be handled on rear of	
train next ahead of caboose and in trains	
performing local work)	30 MPH
Maxon Scale Test Car (ICC 100119)	45 MPH
May be located anywhere in train	
Ore cars loaded or empty with wheel base	
of 20 feet or less	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
Pipe on flat cars 36 inch or larger	30 MPH

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

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:

25 MPH for: (a) one diesel unit, (b) two diesel units, or (c) one diesel unit and one car

45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, or (c) three diesel units.

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 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.

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.

A speed of 10 MPH must not be exceeded on all tracks except main track and sidings.

101(b). On the Jackson, Aberdeen, Tchula, Riverside, Helena, Sunflower and Silver Creek Districts, M of W yellow rectangular signs (M of W Rule 10g) will be located one mile in advance of the point where speed restriction applies and will indicate a speed of 5 MPH unless otherwise provided.

103. Trains and engines moving over Highway 61 crossing east of Lula and Highway 17, Lexington, must stop and crossing to 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."

103(d). The first paragraph of Operating Department Rule 103(d) is revised to read: Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public crossings 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.

104. Normal position of switches:

Lula.....	{ South wye switch, Helena District, as last used.
Clarksdale.....	{ North wye switch for Clarksdale District
Leland.....	For Cleveland District
Redwood Junction.....	As last used
Metcalf.....	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

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
Iselin Yard—Jackson, Te.....	Yard Office
Water Valley.....	Depot
Aberdeen.....	Freight Office
West Point.....	Train Order Office
Kosciusko.....	Freight Office
Marks.....	Train Order Office
Greenwood.....	Train Order Office
Gwin.....	Train Order Office
Clarksdale.....	Train Order Office
Cleveland.....	Train Order Office
Greenville.....	Freight Office
Freight Yard.....	Yard Office
	Engine house
	North Switch
	Shanty
Memphis.....	{ Central Station Stationmaster's office
Johnston Yard.....	{ Engine House Big Yard Office

111(e). Hot box detectors are located at Mile 107.2 near Phillip, Mile 52.5 near Sledge on the Tallahatchie District and at Mile 182.1 near Cary on the Cleveland District.

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.

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.

111(e). (Continued from Page 21)

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.

215. Trains may leave Leland and Swan Lake without a clearance unless train order signal indicates stop.

Northward Jackson District trains may leave North Yard Grenada and W. V. Jct. without a clearance but must receive permission from Operator at Grenada before leaving Grenada.

Southward Jackson District trains may leave Water Valley without a clearance but must receive permission from Operator at Grenada before leaving Water Valley.

Northward Aberdeen District trains may leave Aberdeen Jct. without a clearance but must obtain a clearance before leaving Durant.

221. Train order signals at Clarksdale, Leland and Swan Lake 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.

251, 252, 253, 254, and 254(a). Operation of trains on the Grenada District will be governed by Operating Department Rules 251, 252, 253, 254, and 254(a).

279. Electric Lock 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

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

560. 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.

610. Automatic Interlockings:

Grand Junction.....	Southern RR Crossing
Holly Springs.....	SLSF RR Crossing
Ackerman.....	New Albany District
West Point.....	Artesia District
Winona.....	C&G

1201. The definition of RESTRICTED SPEED is revised for passenger trains only to read: Proceed prepared to stop short of train, obstruction or switch not properly lined and look out for broken rail, but not exceeding 15 MPH.

1202-1. Switch lists given to switching crews will plainly indicate all of the cars containing "explosives, flammable poisonous gas, poisonous gas, radioactive material, or flammable compressed gas".

2. Cars "including TOFC" loaded with "explosives, flammable poisonous gas, poisonous gas, flammable compressed gas, or radioactive material" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "explosives, flammable poisonous gas, poisonous gas, radioactive material, or flammable compressed gas", nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Hydrocyanic Acid, Flammable Poisonous Gas

1203. The following instructions will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN tank car.

Hazards

HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

Special Precautions

In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the *upwind side*. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. *If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning.* If the car is not actually involved in a fire, IT MUST BE LEFT ALONE PENDING THE SHIPPERS' INSTRUCTIONS. A derailed HCN tank car shall not be re-railed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

Notification

In the event of wreck, derailment, leakage, or other problem involving a HCN tank car, call the following number:

CHEMTREC
800-424-9300

Switching

Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

1204. CONDUCTORS, TRAINMEN AND YARDMEN INSTRUCTIONS FOR SAFETY INSPECTION.

Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor any thing attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

1205. Movement of loaded wood chip cars is prohibited on the Tchula District.

Engines are prohibited over tracks as follows:

Scale tracks with no dead rails

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.

Tchula District.

Riverside District—(Bridge LR 113.1 north of Rosedale).

DELTA DIVISION SPECIAL INSTRUCTIONS

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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
Adjusted tonnage of train	5,750 tons

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

3. Conductors shall show 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	Aberdeen 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.”