

10 1/2

9

7

6

4 1/2

L. HOGAN, JR. . . . . Division Manager . . . . . Memphis  
 W. L. McNEER . . . . . Transportation Supt. . . . . Memphis  
 W. H. KNIGHT . . . . . Engineering Supt. . . . . Memphis  
 C. T. STRINGER . . . . . Mechanical Supt. . . . . Memphis  
 K. E. STOCKTON . . . . . Terminal Supt. . . . . Memphis  
 A. I. REID . . . . . Senior Trainmaster . . . . . Fulton  
 D. L. JONES . . . . . Trainmaster . . . . . Fulton  
 R. L. KOONCE . . . . . Trainmaster . . . . . Jackson  
 C. O. GROSS . . . . . Trainmaster . . . . . Memphis  
 J. A. ROWLAND . . . . . Trainmaster . . . . . Memphis  
 T. F. UTROSKA . . . . . Trainmaster . . . . . Memphis  
 W. T. HART . . . . . Trainmaster . . . . . Greenwood  
 T. C. HINTON . . . . . Traveling Engineer . . . . . Jackson  
 G. L. MORGAN . . . . . Traveling Engineer . . . . . Memphis  
 H. J. PAGE . . . . . Asst. Trainmaster . . . . . Jackson  
 E. D. WYATT . . . . . Asst. Trainmaster . . . . . Jackson  
 M. A. LEWIS . . . . . Asst. Trainmaster . . . . . Jackson  
 M. E. CASE . . . . . Asst. Trainmaster . . . . . Corinth  
 R. G. JONES . . . . . Transportation Asst. . . . . Birmingham  
 H. L. ROGERS . . . . . Transportation Asst. . . . . Memphis

---

D. L. RIDGEWAY . . . . . Trainmaster/Trav. Engr. . . . . Amtrak  
 K. B. WEST . . . . . Trainmaster/Trav. Engr. . . . . Amtrak

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**“PUT SAFETY FIRST”**

**SPEED TABLE**

**This is not for authorized speed, but for information only.**

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

# Illinois Central Gulf Railroad



## MIDSOUTH DIVISION TIMETABLE NO.

# 2

**EFFECTIVE 12:01 AM  
Sunday, April 24, 1983**

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**Superseding**

Midsouth Division  
Timetable No. 1 Dated  
October 31, 1982

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**FOR THE GOVERNMENT OF EMPLOYES ONLY**

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

P. D. Anderson  
J. E. Durbin  
J. L. Turnland  
E. J. Baker  
H. E. Freeman  
W. E. Norris  
N. W. Tutwiler

R. L. Bennett  
C. B. Holcomb  
C. L. Lux  
M. L. Lynch  
R. W. Burzynski  
R. J. Hillberry  
P. T. Kirk  
S. G. Thomason

Asst. Supt.-Transportation  
Ass. Supt.-Transportation  
Asst. Supt.-Transportation  
Supervising Chief Dispatcher  
Supervising Chief Dispatcher  
Supervising Chief Dispatcher  
Supervising Chief Dispatcher

Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher  
Chief Dispatcher  
Relief Chief Dispatcher  
Relief Chief Dispatcher  
Relief Chief Dispatcher  
Relief Chief Dispatcher

### Train Dispatchers

W. E. Alvis  
J. L. Anderson  
L. L. Bird  
A. F. Boettcher  
R. E. Callahan  
C. J. Carlson  
J. G. Cash  
E. C. Cheniac  
J. R. Childs  
G. M. Coate  
H. R. Cottrell  
J. P. Cyplik  
D. L. Davis  
J. E. Debner  
F. W. Dougan  
W. K. Dunbar  
S. W. Epperson  
J. A. Fillinger  
R. D. Fontana  
R. J. Fuechtman  
R. J. Gaines  
J. L. Ginther  
B. W. Griffin  
W. H. Hannah  
A. L. Hering  
A. D. Houston  
J. D. Hudson  
R. E. Hunter  
H. H. James  
H. R. James  
J. N. Kolp  
J. R. Liddle

M. L. London  
C. D. Mason  
C. E. Medlen  
J. L. Moore  
T. S. Murphy  
C. G. Newbill  
T. E. Oakes  
R. E. Orel  
M. R. Parker  
B. M. Peck  
C. D. Piper  
R. D. Pippin  
S. A. Porter  
C. B. Prewitt  
A. C. Raborn  
D. A. Ryals  
B. M. Sawyers  
M. R. Schiller  
R. F. Schramm  
J. L. Schubert  
W. I. Shanafelt  
D. G. Shipper  
H. R. Simmons  
M. E. Singley  
J. L. Smith  
J. M. Sullivan  
G. Talarico  
E. C. Taylor  
W. F. Thilking  
J. A. Williams  
G. W. Zumwalt

## TRAIN DISPATCHERS TELEPHONE NUMBERS

(WATS) Interstate 1-800-621-8248

(WATS) Illinois only 1-800-972-8385

Chicago Chief Train Dispatcher

Company Number—Access Code + 2991

### CHICAGO TRAIN DISPATCHERS

CAIRO DISTRICT (North End)	Company Number Access Code + 2893
CAIRO DISTRICT (South End)	Company Number Access Code + 2891
HUMBOLDT DISTRICT	Company Number Access Code + 2891
BIRMINGHAM DISTRICT	Company Number Access Code + 2891
OKOLONA DISTRICT	Company Number Access Code + 2891
NEW ALBANY DISTRICT	Company Number Access Code + 2929
FULTON DISTRICT	Company Number Access Code + 2892
HICKMAN DISTRICT	Company Number Access Code + 2892
GRENADA DISTRICT	Company Number Access Code + 2892
TALLAHATCHIE DISTRICT	Company Number Access Code + 2997
CLARKSDALE DISTRICT	Company Number Access Code + 2997
CLEVELAND DISTRICT	Company Number Access Code + 2997
Chicago—Standard Time	Company Number Access Code + 3471
Memphis—Standard Time	Company Number Access Code + 71
Chicago Safety Hot Line	Company Number Access Code + 2644

### EMERGENCY NUMBERS—MEMPHIS, TENNESSEE

Memphis Fire Department . . . . . 458-3311

Memphis Police Department . . . . . 528-2222

CHEMTREC — 800-424-9300

1		Southward				CAIRO DISTRICT				Northward			
SECOND CLASS		FIRST CLASS		Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from Iselin	FIRST CLASS		SECOND CLASS	
75	77	59	City of New Orleans				Effective April 24, 1983	STATIONS		City of New Orleans	74	72	
Daily	Daily	Daily											
		LS 1 17AM				361.4	C	CAIRO	110.7	AS 2 12AM			
		1 20				363.1		1.7 ILLINOIS	109.0	2 03			
		1 25				364.5		1.4 BALLARD	107.6	1 59			
						368.5		4.0 FILLMORE	103.6				
						369.9		1.4 WICKLIFFE	102.2				
						372.5		2.6 WESTVACO	99.6				
				10564	192	378.1		5.6 BARDWELL	94.0				
				10527	191	392.2		14.1 CLINTON	79.9				
						402.6		10.4 BUDA	69.5				
		S { 2 12 2 14				404.6	C	2.0 FULTON	67.5	S { 1 17 1 15			
L 7 00 PM	L 8 45 AM	A 2 16AM				406.1		1.5 FULTON JCT	66.0	L 1 07AM		A 9 30 AM	A 4 30 PM
7 20	9 10 74			6528	118	417.5		11.4 MARTIN	54.6			9 10 77	4 10
7 40	9 30			3567	64	431.4		13.9 GREENFIELD	40.7			8 50	3 50
7 56	9 46			6745	122	444.3		12.9 CADES	27.8			8 33	3 33
8 01	9 51			5626	101	448.3	C	4.0 MILAN	23.8			8 28	3 28
8 09	9 59			5659	102	453.9		5.6 WEST	18.3			8 20	3 20
						457.0		3.1 MEDINA	15.1				
A 8 30 PM	A 10 20 AM			6041	109	468.1		11.1 LAWRENCE	4.0			L 8 00 AM	L 3 00 PM
						468.7		0.6 CONALCO	3.4				
						386.1		1.6 JACKSON	1.8				
						384.3	C	1.8 ISELIN	0.0				
										Daily		Daily	Daily

		Southward				HUMBOLDT DISTRICT				Northward			
				Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from Conalco				
							Effective April 24, 1983	STATIONS					
				5736	104	431.1		KENTON	43.3				
				3411	62	425.4		5.7 RUTHERFORD	37.6				
				3543	64	421.1		4.3 DYER	33.3				
				10709	194	414.3		6.8 TRENTON	26.5				
				5830	106	403.2		11.0 HUMBOLDT	15.5				
				7023	127	393.5		9.7 CARROLL	5.8				
						387.7		5.8 CONALCO	0.0				

Southward				BIRMINGHAM DISTRICT				Northward				2	
SECOND CLASS				Siding, Standing Room, In Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2 Effective April 24, 1983	Miles from Iselin	SECOND CLASS				
29	77	75	73						72	74	76	28	
STATIONS													
Daily	Daily	Daily	Daily										
						384.2	C . . . . .	ISELIN . . . . .	0.0				
L 4 05 PM	L 12 05 PM	L 6 05 AM	L 12 05 AM			381.8		2.4 PERRY . . . . .	2.4	A 3 17 AM	A 11 17 AM	A 7 17 PM	A 5 17 PM
4 18	12 18	6 18	12 18	7180	125	374.7		7.1 PINSON . . . . .	9.5	3 06	11 06	7 06	5 06
						368.8		5.8 HENDERSON . . . . .	15.3				
4 48 <sub>28</sub>	12 36	6 36	12 36	9593	169	362.4		6.4 FINGER . . . . .	21.7	2 48	10 48	6 48	4 48 <sub>28</sub>
						352.6		9.8 BETHEL SPRINGS . . . . .	31.5				
5 26	12 58	6 58	12 58	6654	116	347.9		4.6 SELMER . . . . .	36.1	2 26	10 26	6 26	4 26
5 37	1 09	7 09	1 09	7970	140	340.7		7.1 RAMER . . . . .	43.2	2 15	10 15	6 15	4 15
A 5 52 PM	1 24	7 24	1 24			330.5		10.2 RUSLOR JCT . . . . .	53.4	2 00	10 00	6 00	L 4 00 PM
	1 27	7 27	1 27			1.5	C . . . . .	1.5 CORINTH . . . . .	54.9	1 57	9 57	5 57	
	1 35	7 35	1 49 <sub>72</sub>	4619	79	7.8		6.3 ELLINGTON . . . . .	61.2	1 49 <sub>73</sub>	9 49	5 49	
	1 50	7 50	2 04	6002	100	19.6		11.8 HOLCUT . . . . .	73.0	1 34	9 34	5 34	
						26.1		6.5 PADEN . . . . .	79.5				
						28.7		2.6 TISHOMINGO . . . . .	82.1				
	2 04	8 04	2 18	7287	127	31.3		2.6 NEIL . . . . .	84.7	1 20	9 20	5 20	
						37.5		6.2 BELMONT . . . . .	90.9				
	2 19	8 19	2 33	4604	79	43.5		6.0 RED BAY . . . . .	96.9	1 05	9 05	5 05	
	2 32	8 52 <sub>74</sub>	2 46	4300	73	54.4		10.9 ATWOOD . . . . .	107.8	12 52	8 52 <sub>75</sub>	4 52	
						59.6		5.2 HODGES . . . . .	113.0				
	2 47	9 07	3 01	7388	129	66.9		7.3 HACKLEBURG . . . . .	120.3	12 37	8 37	4 37	
	A 3 15 PM	A 9 35 AM	A 3 30 AM			79.9	D . . . . .	13.0 HALEYVILLE . . . . .	133.3	L 12 10 AM	L 8 10 AM	L 4 10 PM	
							SOUTHERN RAILWAY			Daily	Daily	Daily	Daily
								40.5 JASPER . . . . .	173.8				
							BN RAILROAD						
								41.9 BIRMINGHAM . . . . .	215.7				

3 Southward			OKOLONA DISTRICT				Northward			
SECOND CLASS			Siding, Standing Room, In Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2 Effective April 24, 1983  STATIONS	Miles from Ruslor Jct	SECOND CLASS		
		29								
		Daily								
		L 5 52 PM			330.51	RUSLOR JCT	0.0	A 4 00 PM		
		5 56			328.85	1.6 C CORINTH	1.6	3 56		
		6 26	8042	141	316.67	12.1 RIENZI	13.7	3 26		
		6 46	3132	52	308.57	8.1 BOONEVILLE	21.8	3 06		
		7 13	4138	70	297.40	11.1 BALDWYN	32.9	2 39		
		7 37	7543	132	287.53	9.8 SALTILLO	42.7	2 15		
		7 58			279.00	8.5 D TUPELO	51.2	1 54		
		8 21	5799	100	271.53	7.4 GLEN	58.6	1 31		
		A 8 45 PM			261.43	10.1 D OKOLONA	68.7	L 1 05 PM		
								Daily		

Southward			NEW ALBANY DISTRICT				Northward			
			Siding, Standing Room, In Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2 Effective April 24, 1983  STATIONS	Miles from Corinth			
						C CORINTH				
						SOUTHERN RAILWAY				
			4604	78	368.6	23.7 MIDDLETON	23.7			
					360.5	8.1 WALNUT	31.8			
			1980	30	346.7	13.8 CAMPBELL	45.6			
					344.4	2.3 RIPLEY	47.9			
					338.2	6.2 BLUE MOUNTAIN	54.1			
					333.2	5.0 COTTON PLANT	59.1			
					325.6	7.6 D NEW ALBANY	66.7			
					306.8	18.8 PONTOTOC	85.5			
					304.5	2.3 GRAY	87.8			
					291.8	12.7 HOULKA	100.5			
			3390	56	288.6	8.2 OAKS	108.7			
					281.9	1.7 D HOUSTON	110.4			
					274.8	7.1 WOODLAND	117.5			

Southward				FULTON DISTRICT				Northward				4			
FIRST CLASS				Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from "A" Yard Jct.	FIRST CLASS					
		59					Effective April 24, 1983				58				
		City of New Orleans					STATIONS				City of New Orleans				
		Daily													
		L 2 16 AM				269.5	FULTON JCT.	127.3	A 1 07 AM						
		2 19				270.8	1.3 OAKS	126.0	1 00						
		A 2 32	5190	90		283.5	12.7 RIVES	118.3	L 12 48						
VIA UNION CITY															
				6880	125	446.6	D UNION CITY	117.7							
				5695	103	442.2	4.4 RIVES	118.3							
		L 2 32	5190	90		283.5	RIVES	118.3	A 12 48						
		2 35				287.2	3.7 POLK	109.6	12 45						
						292.5	5.3 NORTH OBION	104.3							
		2 42				295.1	2.6 SOUTH OBION	101.7	12 36						
						305.2	10.4 NEWBERN	91.3							
		s 3 07				314.2	D DYERSBURG	82.6	s 12 18						
						314.7	0.5 SOUTH DYERSBURG	82.1							
						315.9	1.2 NORTH FORK	80.9							
						318.5	2.6 FOWLKES	78.3							
						320.8	2.3 SOUTH FORK	76.0							
		3 14				321.8	1.0 MILL CREEK	75.0	12 07 AM						
			5850	102		325.0	3.2 HALLS	71.8							
			3815	65		337.6	12.6 RIPLEY	59.2							
		3 41	5630	98		347.5	9.9 RIALTO	49.3	11 40						
			4365	75		352.3	4.8 COVINGTON	44.5							
			5465	95		364.2	11.9 ATOKA	32.6							
						374.0	9.8 MILLINGTON	22.8							
		A 4 18 AM				380.4	D WOODSTOCK	16.4	L 11 06 PM						
						387.4	7.0 HOLLYWOOD YARD	9.4							
						387.9	C LEEWOOD VIA SEABOARD	8.9							
						390.0	2.1 AULON	6.8							
						396.8	6.8 C "A" YARD JCT. (JOHNSTON YARD)	0.0							
Daily															

Southward				HICKMAN DISTRICT				Northward					
				Mile Post	TIMETABLE NO. 2		Miles from Hickman						
					Effective April 24, 1983								
					STATIONS								
				51.6			HICKMAN	0.0					
				30.8			20.8 TIPTONVILLE	20.8					
				0.0			D DYERSBURG	51.6					

5		Southward					GRENADA DISTRICT		Northward				
SECOND CLASS		FIRST CLASS		Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from Canton	FIRST CLASS		SECOND CLASS	
	51		59				Effective April 24, 1983			58		54	
			City of New Orleans				STATIONS			City of New Orleans			
	Daily		Daily										
			L 4 18 AM			380.4	D	WOODSTOCK	199.9	A 11 06 PM			
						388.3		NORTH YARD	191.0				
			S { 4 50 5 05			391.8		MEMPHIS (CENTRAL STATION)	188.5	S { 10 41 10 26			
						392.5		BROADWAY	187.8				
			A 5 11			394.3		SOUTH YARD JCT.	186.0	L 10 12			
								VIA Y & MV					
						394.3		SOUTH YARD JCT.	186.0				
						390.0		WEST JCT.					
			L 5 11			394.3		SOUTH YARD JCT.	186.0	A 10 12			
						396.8		EAST JCT.	183.5				
	L 8 01 AM		5 18			397.5		GRENADA WYE	182.8	10 05		A 4 15 AM	
	8 35		5 41	3190	58	415.4		HERNANDO	164.9	9 39		3 45	
								FANNIE MAY	152.2	9 29		3 30	
						430.0		SENATOBIA	150.3				
	9 02		6 00	2695	49	436.3		FEDERAL	144.0	9 22		3 10	
	9 10		6 06	1925	35	442.9		SARDIS	137.4	9 17		3 01	
			S 6 15	4675	85	452.1		BATESVILLE	128.2	S 9 08		2 50	
								POPE	120.7	8 59		2 36	
			6 22	2310	42	459.6		BLANCHE	106.7	8 45		2 19	
	10 01		6 40	3190	58	473.6		W.V. JCT.	93.5	L 8 30		L 2 04	
	A 10 20		A 6 54			486.8		VIA COFFEEVILLE					
						602.1		COFFEEVILLE	105.8				
						614.4		W.V. JCT.	93.5				
	L 10 20		L 6 54			486.8		W.V. JCT.	93.5	A 8 30		A 2 04	
								GRENADA	88.0	S 8 24		1 57	
	10 31		S 7 02	6113	101	617.7	C	DUCK HILL	76.2	8 12		1 42	
	10 50		7 14	2429	44	629.5		WINONA	65.2	S 8 02		1 29	
	11 05		S 7 25	3247	59	640.5		CARROLL	57.2	7 52		1 20	
			7 32	2423	44	648.5		WEST	44.6	7 42		1 04	
								DURANT	35.1	S 7 34		12 53	
	11 13		7 43	2759	50	661.1	D	ABERDEEN JCT.	32.2	L 7 28		L 12 49	
	11 28		S 7 54	4961	90	670.6		VIA KOSCIUSKO					
	11 40		A 7 57			673.5		KOSCIUSKO	50.6				
	A 11 44					0.0		ABERDEEN JCT.	32.2				
								ABERDEEN JCT.	32.2	A 7 28		A 12 49	
								GOODMAN	27.2	7 24		12 43	
								PICKENS	20.2	7 18		12 34	
								CANTON	0.0	LS 7 01 PM		L 12 10 AM	
	L 11 44		L 7 57			673.5							
	11 51		8 02	2693	48	678.5							
	11 59		8 08	2435	44	685.5							
	A 12 25 PM		AS 8 28 AM			705.7	C						
										Daily		Daily	



Southward				TALLAHATCHIE DISTRICT				Northward				6
SECOND CLASS				Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2 Effective April 24, 1983	Miles from Gwin	SECOND CLASS			
77	75	73	71						72	74	76	78
Daily	Daily	Daily	Daily									
						5.4	WEST JCT	142.0				
							1.2 HULET	140.8				
						13.1	5.0 LAKE VIEW	135.8				
						15.2	2.1 WALLS	133.7				
				9935	180	20.5	5.3 C . LAKE CORMORANT	128.4				
L 8 45PM	L 5 15PM	L 9 36AM	L 3 44AM			20.6	0.1 L.C. JCT	128.3	A 3 39AM	A 9 31AM	A 3 54PM	A 6 39PM
						25.9	5.3 BANKS	123.0				
						30.2	4.3 WICKER	118.7				
						34.6	4.4 PRICHARD	114.3				
9 09	5 41	9 59	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 03 <sub>78</sub>	10 11	4 20	9247	168	48.8	4.7 CRENSHAW	100.1	3 03	8 54	3 17	6 03 <sub>75</sub>
						54.3	5.5 SLEDGE	94.6	2 55	8 46	3 09	5 55
						60.4	6.1 DARLING	88.5				
						67.4	7.0 MARKS	81.5				
10 12	6 58	10 58	5 11	9240	168	71.2	3.8 C . . . . LAMBERT	77.7	2 12	8 03	2 26	5 12
						83.3	12.1 BRAZIL	65.6				
						89.1	5.8 MIKOMA	59.8				
10 40	7 26	11 26	5 39	9453	178	93.7	4.6 SWAN LAKE	55.2	1 44	7 35	1 58	4 44
						97.2	3.5 GLENORA	51.7				
						105.0	7.8 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
						117.2	4.4 CRAIGSIDE	31.7				
						121.9	4.7 YALOBUSHA	27.0				
11 40	8 26	12 21PM	6 35 <sub>74</sub>	5043	91	122.7	0.8 C . . . GREENWOOD	26.2	12 44	6 35 <sub>71</sub>	12 58	3 44
						127.2	4.5 RISING SUN	21.7				
11 55	8 41	12 43 <sub>78</sub>	6 50	4673	84	131.0	3.8 SIDON	17.9	12 29	6 20	12 43 <sub>73</sub>	3 29
						137.8	6.8 CRUGER	11.1	12 20 <sub>77</sub>	6 10	12 34	3 20
						147.8	10.0 TCHULA	1.1				
A 12 45AM	A 9 14PM	A 1 18PM	A 7 24AM			148.9	1.1 C . . . . GWIN	0.0	L 12 01AM	L 5 51AM	L 12 15PM	L 3 01PM
									Daily	Daily	Daily	Daily

7 Southward		CLARKSDALE DISTRICT		Northward	
Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from Swan Lake
			Effective April 24, 1983		
STATIONS					
		20.6	L.C. JCT.	84.8	
		21.2	C.D. SIDING	84.2	
		25.0	PENTON	80.4	
5132	*78	29.0	ROBINSONVILLE	76.4	
		34.5	HOLLYWOOD	70.9	
4735	64	38.8	TUNICA	66.6	
		42.4	EVANSVILLE	63.0	
5003	*81	45.3	CLAYTON	60.1	
3132	*52	51.4	DUNDEE	54.0	
		56.4	LULA	49.0	
5894	*91	63.8	COAHOMA	41.6	
5278	*80	70.4	CLOVER HILL	35.0	
		74.4	LYON	31.0	
9447	159	76.5	D CLARKSDALE	28.9	
		79.5	HOPSON SPUR	25.9	
		82.6	CLAREMONT	22.8	
		84.3	MATTSON	21.1	
		86.4	DUBLIN	19.0	
		91.8	TUTWILER	13.6	
		96.5	SUMNER	8.9	
		99.0	WEBB	6.4	
		105.4	SWAN LAKE	0.0	

\*DENOTES DERAIL—BOTH ENDS

Southward		CLEVELAND DISTRICT		Northward	
Siding, Standing Room, in Feet	Siding, Standing Room, Cars With Engine	Mile Post	TIMETABLE NO. 2		Miles from Hollandale
			Effective April 24, 1983		
STATIONS					
		76.5	D CLARKSDALE	80.3	
		77.6	DOLAN	79.2	
		84.4	BOBO	72.4	
		88.4	ALLIGATOR	68.4	
		91.9	DUNCAN	64.9	
		94.6	HUSHPUCKENA	62.2	
3463	68	98.6	SHELBY	58.2	
		104.3	MOUND BAYOU	52.5	
		107.0	MERIGOLD	49.8	
		113.6	D CLEVELAND	43.2	
		116.3	BOYLE	40.5	
		124.2	SHAW	32.6	
3523	64	128.0	CHOCTAW	28.8	
		137.8	ELIZABETH	19.0	
4455	81	139.6	LELAND	17.2	
VIA GREENVILLE					
		0.0	LELAND	17.2	
		5.0	METCALFE	24.2	
		150.9	GREENVILLE	28.4	
4455	81	139.6	LELAND	17.2	
		140.6	SOUTH LELAND	16.2	
		149.7	ARCOLA	7.1	
3853	70	156.8	HOLLANDALE	0.0	

N. Midwest Division Officers' jurisdiction extends between:  
 Cairo and Mile 364.54 on the Cairo District.  
 Southern Division Officers' jurisdiction extends between:  
 Gwin and MP 145 on the Tallahatchie District;  
 Canton and Mile 704.1 on the Grenada District;  
 Okolona and MP 263 on the Okolona District.

1. Employees in train, engine and yard service, and other employees as may be designated, must carry, while on duty, a railroad approved watch of a type authorized by special instructions which may not vary more than thirty (30) seconds in a period of twelve (12) hours.

It is the responsibility of employees to have their watches maintained in proper operating condition.

Upon request, employees must present their watches to officers and supervisors for inspection.

2. Approved Standard Clocks will be maintained at locations designated in the timetable. Where such clocks are provided, employe in direct charge must see that they show correct time.

2(a). When a Standard Clock is available at their reporting place, employes designated in Rule 1 must compare their watches with it before commencing each day's work.

Employes designated in Rule 1 who do not have access to a Standard Clock, must obtain standard time before commencing each day's work:

- By radio or telephone from a Standard Clock location; or
- From train dispatcher; or
- From such employe who has compared with a Standard Clock; or
- By dialing company telephone number listed in timetable for Standard Time.

A watch which differs by more than thirty (30) seconds from standard time when compared, will be set to standard time.

**2. STANDARD CLOCKS:**

**CAIRO DISTRICT**

Cairo.....Train order office  
 Fulton.....Train order office  
 Iselin.....Train order office

**BIRMINGHAM DISTRICT**

Iselin.....Train order office  
 Haleyville.....Train order office  
 Birmingham.....Train order office

**OKOLONA DISTRICT**

Corinth.....Train order office  
 Okolona.....Train order office

**NEW ALBANY DISTRICT**

Corinth.....Train order office  
 New Albany.....Train order office

**FULTON DISTRICT**

Fulton.....Train order office  
 Union City.....Train order office  
 Dyersburg.....Train order office  
 Woodstock.....Train order office  
 Johnston Yard.....Engine house and caller's office

**HICKMAN DISTRICT**

Dyersburg.....Train order office

**GRENADA DISTRICT**

Woodstock.....Train order office  
 South Yard.....Yard office  
 Grenada.....Train order office  
 Canton.....Train order office

**TALLAHATCHIE DISTRICT**

Greenwood.....Train order office  
 Gwin.....Train order office

**CLEVELAND DISTRICT**

Cleveland.....Train order office

**5. GRENADA DISTRICT**

Siding at Durant extends from north switch north of depot to north switch of track known as old coal chute track.

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

**Exceptions:**

- (1) When an engine is operating without cars, or at the rear of a train, the trailing headlight illuminated on low beam may be used as a highly visible marker.
- (2) Markers are not required for a train, cars or an engine for movement wholly within yard limits.
- (3) When the highly visible red light becomes inoperative enroute, the train may be moved to the next forward location where the light can be repaired or replaced.
- (4) The highly visible red light is not required on the rear of defective equipment that must be handled behind the caboose for movement to a point where repairs can be made.
- (5) When a portion of a train is disabled or derailed and a portable highly visible red light is not available, the remainder of the train may be moved to the next terminal without a highly visible red light.

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

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

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

26. When cars are in track C-36 or on the Y&MV main track between West Jct. and Mallory Avenue, blue signals will be placed on the south end only when carmen are performing work on cars on these tracks.

Trainmen and enginemen are instructed not to couple into cars on the north end of tracks C-36 or the Y&MV main track, between Mallory Avenue and West Jct., until permission has been received from the yardmaster at the Hump, Johnston Yard. Yardmaster will determine that carmen are not performing work on these cars, prior to allowing coupling to be made.

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

S-71. Northward regular trains are superior to regular trains of the same class in the opposite direction, except between Woodstock and North Yard on the Grenada District, southward first class trains are superior to northward first class trains.

## 83. TRAIN REGISTERS:

## CAIRO DISTRICT

Cairo ..... Train order office  
 Fulton ..... Train order office  
 Iselin ..... Train order office

## BIRMINGHAM DISTRICT

Iselin ..... Train order office  
 Corinth ..... Train order office  
 Haleyville ..... Train order office  
 Birmingham ..... Train order office

## OKOLONA DISTRICT

Corinth ..... Train order office  
 Okolona ..... Train order office

## NEW ALBANY DISTRICT

Houston ..... Train order office

## FULTON DISTRICT

Fulton ..... Train order office  
 (Trains may register by register ticket).  
 "A" Yard Jct. .... Train order office

## GRENADA DISTRICT

"A" Yard Jct. .... Train order office  
 Canton ..... Train order office

If necessary for a southward train originating at South Yard to obtain information on overdue regular superior train at Grenada Wye, the conductor will contact the operator at "A" Yard Jct. by telephone. If such train(s) have arrived and registered, the operator will read such information to the conductor from the Train Register and the conductor will prepare Check of Train Register from that information.

Engines originating at North Yard and working the Woodstock area will call the operator at "A" Yard Jct. to obtain an overdue on first class trains before leaving North Yard. Engines returning to North Yard from Woodstock will call the operator at "A" Yard Jct. to obtain information on overdue first class trains before leaving Woodstock.

## TALLAHATCHIE DISTRICT

"A" Yard Jct. .... Train order office  
 (May register with operator by telephone)  
 Lake Cormorant ..... Train order office  
 (For northward trains only and they may register  
 by register ticket)  
 Gwin ..... Train order office

## CLEVELAND DISTRICT

Cleveland ..... Train order office

## 93. YARD LIMITS:

## BETWEEN:

## CAIRO DISTRICT

Cairo ..... Extends to Mile 363.1  
 Fulton ..... Mile 402.3 and Mile 407.2  
 Milan ..... MP 448 and MP 451  
 Iselin ..... Extends to Mile 467.4

Southward trains or engines finding home signal at Buda conveying Restricting indication must obtain permission from the yardmaster before proceeding on northward track to Fulton.

Southward trains must obtain permission from the assistant trainmaster at Iselin before entering yard limits at Mile 467.4.

## HUMBOLDT DISTRICT

Conalco ..... Extends to Mile 388.5

Southward trains must obtain permission from assistant trainmaster at Iselin before entering Cairo District at Conalco.

## BIRMINGHAM DISTRICT

Iselin ..... Extends to MP 380  
 Ruslor Jct.-Corinth ..... Mile 332.2 and MP 4  
 Haleyville ..... Extends to MP 78

Northward trains must obtain permission from assistant trainmaster at Iselin before entering yard limits at MP 380.

Block signals conveying an indication per Rules 283 and 286 within the yard limits at Ruslor Jct.-Corinth between Mile 332.2 and MP 4, will indicate the main track is known to be clear to the next signal and will not require movement at YARD SPEED, not exceeding 20 MPH.

## OKOLONA DISTRICT

Ruslor Jct.-Corinth ..... Extends to Mile 326.7  
 Tupelo ..... Mile 270.7 and Mile 281.5  
 Okolona ..... Extends to MP 263

## NEW ALBANY DISTRICT

Houston ..... MP 284 and MP 274

## FULTON DISTRICT

Fulton Jct. .... Extends to Mile 272.3  
 Rives ..... Mile 282.5 and Mile 285.5  
 Union City-Rives ..... MP 451 and Mile 442.3  
 Dyersburg ..... Mile 311.7 and Mile 315.3  
 "A" Yard Jct. .... Extends to MP 379

Trains or yard engines originating within the yard limits at Rives and Dyersburg between the hours of 7:01 a.m. and 4:01 p.m., Monday thru Friday, must obtain permission from the train dispatcher before occupying the main track.

## HICKMAN DISTRICT

## Entire District

Trains or yard engines originating within the yard limits between the hours of 7:01 a.m. and 4:01 p.m., Monday thru Friday, must obtain permission from the train dispatcher before occupying the main track.

## GRENADA DISTRICT

Woodstock ..... Extends to MP 406  
 South Yard Jct. (via Y&MV) ..... Extends to West Jct.  
 Senatobia ..... MP 427 and MP 431  
 Batesville ..... MP 449 and MP 455  
 W. V. Jct.-Coffeeville ..... Mile 614.4 and Mile 602.1  
 Grenada ..... MP 486 and MP 623  
 Winona ..... Mile 639.2 and MP 642  
 Durant ..... MP 668 and MP 675  
 Aberdeen Jct.-Kosciusko ..... Mile 0.0 and Mile 18.4  
 Canton ..... Extends to Mile 704.1

## TALLAHATCHIE DISTRICT

West Jct. .... Mile 5.4 and Mile 13.2  
 Lake Cormorant ..... L. C. Jct. and MP 22  
 Marks-Lambert ..... MP 67 and Mile 73.5  
 Greenwood ..... Mile 120.7 and Mile 127.3  
 Gwin ..... Extends to Mile 144.8

## CLARKSDALE DISTRICT

L. C. Jct. .... Extends to Mile 22.6  
 Lula ..... Mile 55.2 and Mile 58.3  
 Clarksdale ..... Extends to Mile 73.8  
 Swan Lake ..... Extends to Mile 105.4

93. YARD LIMITS: (continued)

CLEVELAND DISTRICT

Clarksdale.....	Extends to Mile 78.7
Cleveland.....	Mile 110.9 and Mile 117.1
Leland.....	Mile 136.5 and MP 143
Leland-Greenville.....	MP 12 and Mile 150.9
Hollandale.....	MP 155 and Mile 158.5

Rule 93, fourth paragraph, is revised to read as follows:

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

95. Note to Operating Rule 95 does not apply to Midsouth Division.

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

97. All trains between Lake View and L. C. Jct. will run as extras.

98. RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED.

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

HUMBOLDT DISTRICT

Conalco	Cairo District	Junction
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BIRMINGHAM DISTRICT

Iselin (Old Dyersburg main track)	Seaboard	Crossing
Ruslor Jct. (See Note A)	Okolona District	Junction

OKOLONA DISTRICT

Ruslor Jct. (See Note A)	Birmingham District	Junction
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Note A: Northward Okolona District trains or engines must obtain permission from the train dispatcher before entering the Birmingham District at Ruslor Jct. After permission is received, a member of the crew must operate the switch and wait 5 minutes before entering Birmingham District regardless of signal indication.

FULTON DISTRICT

Fulton Jct.	Cairo District	Junction
Rives (Trains or engines from Union City route)		Junction

"A" Yard Jct. Junction  
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 route is seen to be clear.

HICKMAN DISTRICT

Dyersburg	Fulton District	Junction
-----------	-----------------	----------

GRENADA DISTRICT

Broadway	Seaboard, BN and MP	Crossings
Southeast Wye (Broadway)		Crossings
Southwest Wye (Broadway)		Crossings
Northeast Wye (Broadway)		Crossings

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. If a train or engine is standing on a conflicting route, trains or engines must not proceed until an understanding is reached with that crew. 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 route is seen to be clear. Trains or engines moving northward, after stopping at the stop sign located south of the southeast wye, need not stop for Broadway crossings if route is seen to be clear. Southward or northward trains or engines moving over the southeast wye must stop before crossing the southwest wye track, southward and northward main tracks, and know that the route is clear before proceeding. Trains or engines using BN tracks through the southeast and southwest wyes must obtain permission from the BN train director before fouling the main track. Trains or engines using Seaboard tracks through the northeast wye must obtain permission from the yardmaster at South Yard before fouling the main tracks.

W.V. Jct. (Trains or engines from Coffeerville route)	Junction
--	----------

Aberdeen Jct. (Trains or engines from Kosciusko route)	Junction
---	----------

TALLAHATCHIE DISTRICT

West Jct. (Trains or engines from Y&MV and north main track)	Junction
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CLARKSDALE DISTRICT

Lula (Delta Oil Mill Lead)	Crossing
Swan Lake	Tallahatchie District Junction

Trains or engines entering Tallahatchie District must be fully protected. If protection is not afforded by train order, protection must be provided by flagman expecting Tallahatchie District trains to be operating at maximum authorized timetable speed.

CLEVELAND DISTRICT

Clarksdale	Clarksdale District	Junction
Elizabeth	CAGY	Crossing
Stoneville	CAGY	Crossing
Leland (Trains or engines from Greenville route)		Junction

98(a). RAILROAD CROSSINGS PROTECTED BY GATES:

NORMAL POSITION:

CAIRO DISTRICT

Fulton	Bluford District	For Cairo District
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Bluford District is equipped with manually operated gate and color light signals. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

**SPECIAL INSTRUCTIONS**

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

**NORMAL POSITION**

Cairo District is equipped with two position color light dwarf signals which display aspects, as follows:

Yellow—Gate lined against Bluford District.

Red —Stop. Gate may not be lined against Bluford District. Be governed by instructions posted on indicator box.

**HUMBOLDT DISTRICT**

Humboldt Seaboard For Seaboard

**GRENADA DISTRICT**

Memphis-Parkway Lead Gulf Oil track For Parkway Lead

**TALLAHATCHIE DISTRICT**

Greenwood CAGY As Last Used

**CLEVELAND DISTRICT**

Greenville CAGY As Last Used

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

Territory or Location	Passenger Trains	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
				MILES PER HOUR
<b>BETWEEN:</b>				
<b>CAIRO DISTRICT</b>				
Cairo and Illinois .....	40	40	40	25
Illinois and Ballard .....	20	20	20	20
Ballard and MP 366, Track 1 .....	50	40	40	25
MP 366 and Fillmore, Track 1 .....	60	40	40	25
Fillmore and MP 366, Track 2 .....	60	50	50	25
MP 366 and Ballard, Track 2 .....	40	40	40	25
Fillmore and MP 373 .....	60	50	50	25
MP 373 and Fulton .....	79	60	50	25
Fulton and Conalco .....	—	—	50	25
Conalco and Iselin .....	—	—	10	10
<b>HUMBOLDT DISTRICT</b>				
Kenton and Conalco .....	—	—	25	25
<b>BIRMINGHAM DISTRICT</b>				
Iselin and Iselin Jct. ....	—	—	10	10
Iselin Jct. and Perry .....	—	—	20	20
Perry and MP 17 .....	—	—	40	25
MP 17 and Mile 27.5 .....	—	—	50	25
Mile 27.5 and Haleyville .....	—	—	40	25
<b>OKOLONA DISTRICT</b>				
Ruslor Jct. and Okolona .....	—	—	25	25
<b>NEW ALBANY DISTRICT</b>				
Middleton and Woodland .....	—	—	25	25

**SPECIAL INSTRUCTIONS**

**101. MAXIMUM SPEEDS: (continued)**

Territory or Location	Passenger Trains	TOFC Trains	Freight Trains	Trains Handling Revolving Machinery on Own Wheels (Boom Trailing When Practical)
<b>FULTON DISTRICT</b>				
Fulton Jct. and Oaks .....	25	25	25	25
Oaks and Woodstock .....	79	60	50	25
Moving against the current of traffic .....	55	40	40	25
Union City and Rives .....	—	—	20	20
Woodstock and Aulon .....	—	30	30	25
Aulon and Prospect St. (Mile 395.6) .....	—	20	20	20
Prospect St. (Mile 395.6) and "A" Yard Jct. ....	—	10	10	10
<b>HICKMAN DISTRICT</b>				
Dyersburg and Hickman .....	—	—	20	10
<b>GRENADA DISTRICT</b>				
Woodstock and MP 391 .....	30	30	30	25
MP 391 and Broadway .....	10	10	10	10
Broadway and South Yard Jct. ....	20	20	20	20
South Yard Jct. and MP 395 .....	10	10	10	10
MP 395 and MP 403 .....	30	30	30	25
South Yard Jct. and West Jct. (via Y&MV) .....	—	20	10	10
MP 403 and Canton .....	79	50	50	25
W. V. Jct. and Coffeerville .....	—	—	20	20
Aberdeen Jct. and Kosciusko .....	—	—	20	20
<b>TALLAHATCHIE DISTRICT</b>				
West Jct. and Lakeview .....	—	30	30	25
Lakeview and Gwin .....	—	49	49	25
<b>CLARKSDALE DISTRICT</b>				
L. C. Jct. and Swan Lake .....	—	—	25	25
<b>CLEVELAND DISTRICT</b>				
Clarksdale and Hollandale .....	—	—	25	25
Leland and Greenville .....	—	—	20	20

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

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery On Own Wheels (Boom Trailing When Practical)
<b>LOWER SPEEDS SHOWN FOR CROSSOVERS AND TURNOUTS AND FOR TRACKS OTHER THAN MAIN TRACKS ARE NOT INDICATED BY PERMANENT LOWER SPEED SIGNS.</b>			
Through turnouts at spring switches, unless otherwise authorized .....	25	25	25
On straight track at spring switches when springing points .....	40	40	25
Through all crossovers and turnouts at other locations, unless otherwise authorized .....	10	10	10
All tracks other than main tracks, unless otherwise authorized ...	10	10	10
<b>CAIRO DISTRICT</b>			
Cairo—crossover south of passenger station, southward to northward main .....	10	10	10
MP 366—1st curve north of Hot Box Spur, Track No. 1 (See Note C) .....	—	—	—
MP 367—1st curve south, Track No. 2 (See Note C) .....	—	—	—
Fillmore—Track No. 1 turnout .....	40	40	25
MP 369 and Mile 371.4 curves (See Note C) .....	—	—	—
MP 371—curve .....	40	40	25
Mile 371.3—cut .....	40	40	25
MP 373—curve (See Note C) .....	60	45	25

## SPECIAL INSTRUCTIONS

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

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery On Own Wheels ( Boom Trailing When Practical)
			MILES PER HOUR
<b>CAIRO DISTRICT (continued)</b>			
Bardwell—siding and turnout, north end .....	25	25	25
Mile 378.5—curve (See Note C) .....	70	—	—
Mile 379.5 and Mile 381.2—curves (See Note C) .....	50	45	25
MP 382—1st curve north (See Note C) .....	70	—	—
Mile 390.5 and Mile 398.3—curves (See Note C) .....	70	50	25
Clinton—siding and turnouts, both ends .....	25	25	25
Mile 404.5 and Mile 406.1—both tracks .....	25	25	25
Mile 406.1 and MP 407 .....	—	25	25
Mile 408.5—curve (See Note C) .....	—	—	—
MP 414—curve (See Note C) .....	—	—	—
Mile 415.5 and MP 416—curves (See Note C) .....	—	—	—
Martin—all street crossings (See Note B) .....	—	25	25
MP 418 and MP 419—curves (See Note C) .....	—	—	—
MP 426 and MP 428—curves (See Note C) .....	—	45	45
Mile 432.6—curves (See Note C) .....	—	—	—
Mile 434.9 and Mile 438.4—curves (See Note C) .....	—	—	—
MP 439—1st curve south (See Note C) .....	—	—	—
MP 441—1st curve north and 1st curve south (See Note C) ...	—	—	—
Milan—corporate limits (See Note B) .....	—	25	25
Milan—Seaboard crossing .....	—	40	25
Mile 450.4—curves (See Note C) .....	—	—	—
Mile 453.8—curves (See Note C) .....	—	—	—
MP 455 and MP 456—curves (See Note C) .....	—	—	—
Medina—Mile 456.5 and Mile 457.5 (See Note B) .....	—	30	25
MP 458 and MP 459—curves (See Note C) .....	—	—	—
MP 460 and 461—curves (See Note C) .....	—	—	—
Mile 463.9—curves (See Note C) .....	—	—	—
Mile 465.9 and Mile 467.5—curves (See Note C) .....	—	—	—
Mile 468.5 and Conalco .....	—	30	25
<b>BIRMINGHAM DISTRICT</b>			
Selmer—Highway 45 crossing (MP 348) (See Note B) .....	—	30	25
MP 23—curve (See Note C) .....	—	—	—
Mile 23.4—bridge .....	—	25	25
MP 24—curve (See Note C) .....	—	—	—
Mile 71.2—bridge .....	—	20	20
Mile 71.4—curve .....	—	25	25
Mile 73.6 .....	—	10	10
<b>OKOLONA DISTRICT</b>			
Corinth—SOUTHERN crossing .....	—	20	20
Tupelo—BN crossing .....	—	20	20
<b>NEW ALBANY DISTRICT</b>			
New Albany—all street crossings (See Note B) .....	—	10	10
New Albany—BN crossing .....	—	10	10
Mile 322.2—bridge .....	—	10	10
<b>FULTON DISTRICT</b>			
MP 283—1st and 2nd curves south, both tracks (See Note C) .....	70	50	25
Rives—corporate limits (See Note B) .....	25	25	25
Polk—north crossover .....	25	25	25
Polk—south crossover .....	40	40	25
North Obion—turnout from single track to Track 2 .....	40	40	25
MP 294—1st curve south (See Note C) .....	60	50	25
South Obion—turnout northward main to single track .....	40	40	25
MP 298—curve, both tracks (See Note C) .....	70	50	25





## SPECIAL INSTRUCTIONS

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

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery On Own Wheels ( Boom Trailing When Practical)
<b>GRENADA DISTRICT</b>			
Mile 4.1 (Y&MV)—bridge .....	—	5	5
MP 403 and MP 409—curves (See Note C) .....	60	50	25
MP 411 and MP 415—curves (See Note C) .....	60	50	25
MP 417—1st curve north and 1st curve south (See Note C) ...	60	50	25
MP 426—1st curve south (See Note C) .....	60	50	25
Sardis—corporate limits (See Note B) .....	65	50	25
MP 444—1st curve south (See Note C) .....	60	50	25
Batesville—corporate limits (See Note B) .....	35	35	25
MP 453 and MP 462—curves (See Note C) .....	60	50	25
Pope—street crossings (See Note B) .....	30	30	25
Mile 465.5 and MP 482—curves (See Note C) .....	60	50	25
MP 485—curve (See Note C) .....	60	50	25
MP 490 and MP 617 .....	40	40	25
MP 617 and MP 619 .....	30	30	25
MP 634 and MP 638—curves (See Note C) .....	60	50	25
Winona—interlocking (See Note A) .....	40	40	25
Canton—street crossings (See Note B) .....	10	10	10
<b>TALLAHATCHIE DISTRICT</b>			
Johnston Yard—1st curve south of bridge on "C" Yard inbound lead .....	—	5	5
Lake View—over switch .....	—	25	25
MP 16—curve (See Note C) .....	—	—	—
LC Jct.—over switch .....	—	20	20
Mile 38.6—curve (See Note C) .....	—	—	—
Mile 39.8—curve (See Note C) .....	—	—	—
MP 43 and MP 67 .....	—	25	25
Lambert—south leg of wye .....	—	5	5
MP 82—curve (See Note C) .....	—	—	—
MP 91 and Mile 91.3—curves (See Note C) .....	—	—	—
MP 94 and MP 98—curves (See Note C) .....	—	—	—
Glendora—village limits .....	—	30	25
MP 100 and MP 103—curves (See Note C) .....	—	—	—
MP 104 and MP 105 .....	—	25	25
MP 107 and MP 108—curve (See Note C) .....	—	—	—
Mile 111.6—curve (See Note C) .....	—	—	—
MP 115—1st curve north and 1st curve south (See Note C) ...	—	—	—
MP 120—1st curve south (See Note C) .....	—	—	—
Greenwood—CAGY crossing .....	—	10	10
MP 126—1st curve north (See Note C) .....	—	—	—
MP 127—curve (See Note C) .....	—	—	—
MP 143 and Mile 144.5—curves (See Note C) .....	—	—	—
MP 144—curve .....	—	25	25
All sidings, except Lake Cormorant .....	—	25	25

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

Territory or Location	Passenger Trains	Freight Trains Including TOFC	Trains Handling Revolving Machinery On Own Wheels ( Boom Trailing When Practical )
			MILES PER HOUR
<b>CLARKSDALE DISTRICT</b>			
Lula-Delta Oil Mill Lead crossing .....	—	10	10
Clarksdale—through siding .....	—	5	5
Clarksdale—Sunflower Ave. (Mile 76.8) (See Note B) .....	—	10	10
<b>CLEVELAND DISTRICT</b>			
Cleveland-Highway 8 crossing (Mile 113.3) (See Note B) ...	—	10	10
Greenville—corporate limits (See Note B) .....	—	10	10

NOTE A—Restriction applies until engine or lead car has passed opposing home signal if an interlocking, or crossing if not interlocked.

NOTE B—Restriction applies until engine or lead car has passed last street or road crossing.

NOTE C—When six-axle units are in engine consist, in both freight and passenger service, reduce speed to 40 MPH, with engines only, around the curves. This speed restriction will not apply to Amtrack P30CH units, which are in the 700 series. Yellow triangular signs will not indicate these locations.

\* \* \*

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

- |                                   |   |        |
|-----------------------------------|---|--------|
| (a) One diesel unit               | } | 25 MPH |
| (b) Two diesel units              |   |        |
| (c) One diesel unit and one car   |   |        |
| * * *                             |   |        |
| (a) One diesel unit and two cars. | } | 45 MPH |
| (b) Two diesel units and one car  |   |        |
| (c) Three diesel units            |   |        |

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

\* \* \*

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

\* \* \*

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

\* \* \*

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

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

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

- |   |        |
|---|--------|
| All SW type engines .....   | 45 MPH |
| All other freight engines .....   | 65 MPH |
| Fixed cab pile drivers, boom leading or trailing .....  | 25 MPH |
| Air dump cars (should be handled in trains performing local work) .....   | 25 MPH |
| Jordan Spreaders (wings must be properly secured and should be handled in trains performing local work) .....                           | 25 MPH |
| Maxson scale test cars ICG 100119, 100120 and 100121 (may be located anywhere in any freight train) .....                               | 45 MPH |
| Other scale test cars (must be handled on rear of train next ahead of the caboose and preferably in trains performing local work) ..... | 30 MPH |
| Ore cars with wheel base of 20 feet or less (measured between truck centers) .....  | 30 MPH |
| Diesel truck transfer cars .....  | 45 MPH |
| Welded rail flat cars (must be handled on rear of train when moving with other cars) and must not exceed:                               |        |
| When loaded .....   | 30 MPH |
| When empty .....  | 40 MPH |
| Cars containing panel rail .....  | 30 MPH |
| Cars containing lead slabs of 2,000 pounds or heavier .....   | 40 MPH |
| Flat cars containing pipe that is 36 inch in diameter or larger .....   | 30 MPH |

The following measured mile is designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the fol-

## SPECIAL INSTRUCTIONS

## 101(a). (continued)

lowing mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured the closest mile to the designated mile while running at a steady rate of speed:

Southward	Northward
CAIRO DISTRICT MP 375 to MP 376	MP 461 to MP 460
BIRMINGHAM DISTRICT MP 380 to MP 379	MP 76 to MP 75
OKOLONA DISTRICT MP 325 to MP 324	MP 267 to MP 268
NEW ALBANY DISTRICT MP 367 to MP 366 MP 323 to MP 322	MP 327 to MP 328 MP 285 to MP 286
FULTON DISTRICT MP 280 to MP 281	MP 373 to MP 372
GRENADA DISTRICT MP 400 to MP 401 MP 401 to MP 402 MP 408 to MP 409 MP 409 to MP 410 MP 619 to MP 620 MP 620 to MP 621 MP 625 to MP 626 MP 626 to MP 627	MP 704 to MP 703 MP 703 to MP 702 MP 699 to MP 698 MP 698 to MP 697 MP 491 to MP 490 MP 490 to MP 489 MP 484 to MP 483 MP 483 to MP 482
TALLAHATCHIE DISTRICT MP 9 to MP 10 MP 10 to MP 11 MP 27 to MP 28 MP 28 to MP 29	MP 144 to MP 143 MP 143 to MP 142 MP 136 to MP 135 MP 135 to MP 134
CLARKSDALE DISTRICT	MP 81 to MP 80
CLEVELAND DISTRICT MP 118 to MP 119 MP 119 to MP 120	MP 111 to MP 110 MP 110 to MP 109

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

\* \* \*

On the following districts a yellow rectangular sign will indicate speed of 5 MPH unless otherwise provided:

**GRENADA DISTRICT**  
Between:  
Coffeeville and W. V. Jct.  
Aberdeen Jct. and Kosciusko

**CLEVELAND DISTRICT**  
Between:  
Leland and Greenville

103(b). At WOODSTOCK, the placing of cars 85 feet in length or longer in Union Carbide lead at DuPont plant is prohibited, and in switching Dyna Steel Company, only gondola cars can be placed on that portion of track which passes through building.

\* \* \*

At MEMPHIS, North Yard, the placing of cars 85 feet in length or longer at Kimberly Clark is restricted to Track No. 2.

\* \* \*

At MEMPHIS, on President's Island, when switching Steel Slitters, Inc. 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.

\* \* \*

At SOUTH MEMPHIS, West Side movements of high cars under the Y&MV overhead bridge at Delta Refinery, 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.

103(d). In the states of Mississippi and Tennessee the first paragraph of Operating Rule 103(d) is revised to read as follows: "Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public grade crossing not protected by gates, the crossing must be protected by a member of the crew. Switching cars over such crossings shall be on signals of a member of the crew at the crossing."

\* \* \*

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

**FULTON DISTRICT**  
Union City—Highway 45, Reelfoot Lead

**GRENADA DISTRICT**  
Memphis:  
Whites Truck Line entrance, on President's Island  
Corrine Street  
North Second at Anderson-Tully  
North Second at Continental Grain Elevator  
Auction to Navy Yard  
E. Georgia at Front Street  
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 Ben Edwards  
Nettleton at Tennessee Street  
Fisher Street at Railroad Avenue and Bell Avenue  
Florida and Kansas—River Lead  
Rivergate Road—west side of lead to Delta Refinery  
Rivergate Road—Rivergate Industrial Park  
Alcy Road—East End TOFC Ramp

**CLEVELAND DISTRICT**  
Greenville:  
Union Street  
Nelson Street  
Theobald Street  
Broadway Street  
Hinds Street

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

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

**104. NORMAL POSITION OF SWITCHES:**

**CAIRO DISTRICT**

Conalco..... For Cairo District

**HUMBOLDT DISTRICT**

Conalco..... For Cairo District

**BIRMINGHAM DISTRICT**

Ruslor Jct..... For Birmingham District

**OKOLONA DISTRICT**

Ruslor Jct..... For Birmingham District

**FULTON DISTRICT**

Fulton Jct.-South wye switch... For wye

**GRENADA DISTRICT**

W. V. Jct..... For Memphis to Canton Route

Aberdeen Jct..... For Memphis to Canton Route

**TALLAHATCHIE DISTRICT**

Hulet..... For lead into Johnston Yard

Swan Lake..... For Tallahatchie District

**CLARKSDALE DISTRICT**

Lula-South wye switch..... For Clarksdale District

Clarksdale-North wye switch... For Cleveland District

Swan Lake..... For Tallahatchie District

**CLEVELAND DISTRICT**

Clarksdale-North wye switch... For Cleveland District

Leland..... For Hollandale to Clarksdale route

104(e). An indicator is installed on the north end of Fulton Yard, located on west side of ladder lead, south side of overhead bridge, to indicate the position of both switches, south crossover, from working lead to east lead, also to tracks 16, 17, and 18.

Indicator aspect as follows:

**YELLOW:** Both switches of crossover are lined green.

**RED:** One or both switches are lined red.

**OUT:** Switches must be examined to see if properly lined prior to fouling crossover.

**109. BULLETIN BOARDS:**

**CAIRO DISTRICT**

Cairo..... Train order office

Fulton..... Yard office and engine house

Iselin..... Train order office  
Yard office

**BIRMINGHAM DISTRICT**

Iselin..... Train order office  
Yard office

Corinth..... Train order office

Haleyville..... Train order office

Birmingham..... ICG locker room

**OKOLONA DISTRICT**

Corinth..... Train order office

Tupelo..... Train order office

Okolona..... Train order office

**NEW ALBANY DISTRICT**

Corinth..... Train order office

Houston..... Train order office

**FULTON DISTRICT**

Fulton..... Yard office and engine house

Union City..... Agent's office

Dyersburg..... Train order office

Woodstock..... Yard office

Hollywood..... Yard office

Johnston Yard..... "A" Yard, yard office  
Engine house

Crew room, west end

Crew room, east end

Caller's office

**HICKMAN DISTRICT**

Dyersburg..... Train order office

**GRENADA DISTRICT**

Woodstock..... Yard office

North Yard..... Yard office

Central Station..... Stationmaster's office

South Yard..... Yard office

Grenada..... Trainman's room

Durant..... Train order office

Canton..... Train order office

**TALLAHATCHIE DISTRICT**

Lambert..... Trainman's room

Greenwood..... Train order office

Gwin..... Train order office

**CLARKSDALE DISTRICT**

Clarksdale..... Train order office

**CLEVELAND DISTRICT**

Cleveland..... Train order office

Greenville..... Freight office

**111. CLARKSDALE DISTRICT**

All trains must stop at Coahoma and make an inspection in accordance with Operating Rule 111. Both sides of the train must be inspected and inspection may be made by train pulling by crewmen making the inspection.

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

Train Detector Centers as listed have radio communications with trains passing over the detectors at the following locations:

LOCATION	DETECTOR CENTER
----------	-----------------

**CAIRO DISTRICT**

Arlington (Mile 384.6)..... Chicago

Sharon (Mile 425.5)..... Chicago

Oakfield (Mile 465.7)..... Iselin, train order office

Trains having hot boxes must be stopped before moving over Ohio River Bridge at Cairo and proper attention should be given such boxes before proceeding.

**BIRMINGHAM DISTRICT**

McNairy (Mile 358.9)..... Iselin, train order office

Ellington (Mile 12.1)..... Chicago

Hodges (Mile 59.8)..... Chicago

**FULTON DISTRICT**

Newbern (Mile 303.7)..... Chicago

Henning (Mile 341.3)..... Chicago

Tipton (Mile 367.1)..... Chicago

**GRENADA DISTRICT**

Batesville (MP 456)..... Chicago

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

## TALLAHATCHIE DISTRICT

Walls (Mile 15.2) .....	Chicago
Sledge (Mile 52.5) .....	Chicago
Brazil (Mile 83.1) .....	Chicago
Philipp (Mile 107.2) .....	Chicago

- When a defect is detected, the detector center will notify the train to stop.
- The engineer of such train will respond by giving his train identification, location of detector being passed and that he is stopping his train. The engineer must IMMEDIATELY use a service reduction of the automatic air brake system to bring train to a stop in a safe manner.  
If the engineer does not respond within ten seconds that he is stopping the train, the detector center will repeat the instructions a second and third time at ten second intervals. If there is still no response from the engineer, the detector center will immediately notify the appropriate train dispatcher to have this train stopped.
- After the engineer responds that he is stopping his train the detector center will notify the engineer the nature of the defect and location (number of cars) from the LEAD UNIT (or caboose) on the (north, south, east, west) rail and is the leading (or trailing) truck, leading (or trailing) wheel. The engineer will repeat this information to the detector center.  
The detector center will then notify the appropriate train dispatcher that this train is being stopped. The train dispatcher must monitor the procedure from this point on.
- If footing along track or terrain makes it impossible or hazardous for a member of crew to walk to the suspected car, the train may be pulled FORWARD, but not to exceed FIVE MILES PER HOUR to a point where the member of crew on ground can inspect the suspected car. Such move MUST NOT be made if it would result in moving the suspected car over a facing point switch. Reverse movement must not be made until the suspected car has been inspected and found safe to move.
- When there is more than one diesel unit or caboose in the train consist, they will be counted as a car. All rails will be identified in relation to timetable direction or track number. The train consist or wheel report must NOT BE USED for the purpose of identifying the car to be inspected. A member of crew must count the number of cars from either the LEAD UNIT or caboose.
- An on-the-ground thermal inspection must be made by a member of crew of the suspected car or diesel unit.

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

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

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

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

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

- After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher, the location of car in train, the car or diesel unit initial and number, journal location, type of bearing (friction or roller), nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.  
If radio communication is not available with the train dispatcher, a message containing the above information must be addressed to the train dispatcher and to the detector center and left at the next open train order office. In addition, the conductor will make notation on his delay report, the name of the train order office where message was left.
- Train crews will be notified when detectors are out of service. The train must be stopped within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employees will make the inspection of both sides of the train as it passes the vicinity of the out-of-service detector. If this exception is made, the speed of the train must not exceed TEN MILES PER HOUR to permit the other employees to make the inspection. Such employees will notify the crew upon completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

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

**M-151. TWO MAIN TRACKS:  
BETWEEN:**

## CAIRO DISTRICT

Ballard and Fillmore		
No.	LOCATION	USE
1	West	Southward or Northward
2	East	Northward or Southward
Buda and Fulton Jct.		

## FULTON DISTRICT

Oaks and Polk		
Polk and North Obion		
No.	LOCATION	USE
1	West	Southward or Northward
2	East	Northward or Southward

South Obion and South Dyersburg

North Fork and South Fork

No.	LOCATION	USE
1	West	Southward or Northward
2	East	Northward or Southward

Mill Creek and "A" Yard Jct., except single track  
over Bridge 347.0

## GRENADA DISTRICT

North Yard and East Jct.  
Passenger trains will use northward  
track at Central Station.

## TALLAHATCHIE DISTRICT

West Jct. and Lake View  
MP 146 and Gwin

**M-152.** Northward trains leaving siding at Rialto will use southward main track from north end of siding to single track over Bridge 347.0. Before leaving siding and entering southward main track, contact train dispatcher and be governed by his instructions.

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

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

(3) WORK EXTRA 292 CLEARS NO 1 (or, EXTRA 76 WEST) ON EASTWARD TRACK BETWEEN C AND F AFTER 210 PM NO 1 (or, EXTRA 76 WEST) MOVING AGAINST THE CURRENT OF TRAFFIC C TO F.

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

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

#### Train order Form T—TEMPORARY STOP SIGN ORDER

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

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

(2) ON NORTHWARD (or, EASTWARD, SOUTHWARD, WESTWARD) TRACK

(3) ON BOTH TRACKS

(4) ON TRACK 1 (or, ON TRACK 2)

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

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

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

(1) When authorized by MofW foreman named in the train order, either by radio communication or in person, that the track is clear. If the MofW foreman has a speed restriction for the track, he must also notify the engineer the speed in miles-per-hour the train must move over the limits of restricted track and to observe any other speed restrictions governing that train.

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

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

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

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

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

#### 215. CLEARANCES:

##### CAIRO DISTRICT

Trains must obtain clearance before leaving Fulton.

Trains entering main track at Westvaco may leave without a clearance.

##### HUMBOLDT DISTRICT

Trains may leave Conalco without a clearance but must obtain clearance before leaving Iselin.

##### BIRMINGHAM DISTRICT

Trains must obtain clearance before leaving Corinth.

##### OKOLONA DISTRICT

Trains may leave Ruslor Jct. without clearance but must obtain clearance before leaving Corinth.

##### FULTON DISTRICT

Northward trains from Grenada District may leave Woodstock without a clearance unless train order signal indicates Stop, but must obtain clearance from "A" Yard Jct. from the connecting crew at Central Station.

##### GRENADA DISTRICT

Southward trains may leave Woodstock without a clearance unless train order signal indicates Stop, but trains destined beyond Grenada Wye must obtain a clearance from "A" Yard Jct.

Northward trains changing crews at Central Station will deliver train orders, if any, and clearance to connecting outbound crew.

##### TALLAHATCHIE DISTRICT

Southward trains originating at South Yard and Johnston Yard, may leave West Jct. and L. C. Jct. without a clearance but must obtain a clearance before leaving Lake Cormorant.

##### CLARKSDALE DISTRICT

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

Southward trains may leave L. C. Jct. without a clearance but must obtain a clearance before leaving Lake Cormorant.

221(d). Color light type flashing train order signals will have light displayed continuously.

#### 251. IS IN EFFECT:

BETWEEN:

##### FULTON DISTRICT

Oaks and Polk

South Obion and South Dyersburg

Mill Creek and Woodstock, except single track over Bridge 347.0

## SPECIAL INSTRUCTIONS

251. (continued)

## GRENADA DISTRICT

Grenada Wye and Canton, except between W. V. Jct. and Coffeeville and between Aberdeen Jct. and Kosciusko.

261. IS IN EFFECT:  
BETWEEN:FULTON DISTRICT  
Over Bridge 347.0

## GRENADA DISTRICT

Riverside Drive and President's Island on the Harbor lead at Memphis.

Southward home signal is located just north of Riverside Drive, and northward home signal is located just north of Kroehler lead switch on President's Island lead. Trains or 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, a member of crew will operate push button release located at the signal and wait three (3) minutes for signal to clear. If signal does not clear, train or engine may proceed through the block when preceded by a flagman a sufficient distance to ensure protection against opposing trains or engines.

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

- (1) Place selector lever in "HAND" position.
- (2) Operate hand throw lever until switch points are seen to move with the movement of lever.
- (3) Position the switch points for the route to be used, then line them against the route to be used, and then reposition them for the route to be used. After doing this, switch points must be inspected and if properly lined, movement may be made as provided by the rules.
- (4) Leave switch in hand control position for the entire movement of train. When necessary to perform switching over a dual control switch, selector lever must be left in "HAND" position until all movements over the switch have been completed. After final movement has been made over the switch, selector lever must be restored to "POWER" position and locked.

## 279. ELECTRIC LOCK SWITCHES:

LOCATION	SWITCHES	CONTROLLED BY
<b>CAIRO DISTRICT</b>		
Wickliffe	House track—both ends	Approach locked
Westvaco	Paper Mill lead	Approach locked
Bardwell	House track—north end	Approach locked
Arlington	House track—both ends	Approach locked
<b>FULTON DISTRICT</b>		
Rives	Union City wye to southward main track	Approach locked
Rives	North end siding to northward main track	Approach locked
Rives	South end siding to both northward and southward main tracks	Approach locked
Woodstock	Main track crossover switches immediately north of Grace Chemical switch	Approach locked
Woodstock	Grace Chemical switch to southward main track	Approach locked

LOCATION	SWITCHES	CONTROLLED BY
Leewood	Field track to Seaboard northward main track	Operator, Leewood
<b>GRENADA DISTRICT</b>		
Woodstock	Dyna Steel Company switch	Approach locked
Woodstock	Ben Franklin warehouse switch	Approach locked
<b>TALLAHATCHIE DISTRICT</b>		
Lake Cormorant	House track—both ends	Operator, Lake Cormorant

505. ABS IS IN EFFECT:

BETWEEN:

## CAIRO DISTRICT

Buda and 3963 feet south of MP 405  
Fulton Jct. and Lawrence

## BIRMINGHAM DISTRICT

Perry and Haleyville

## FULTON DISTRICT

Fulton Jct. and Polk  
South Obion and South Dyersburg  
Mill Creek and Aulon

## GRENADA DISTRICT

Woodstock and Memphis  
South Yard Jct. and Canton

## TALLAHATCHIE DISTRICT

West Jct. and Lake View (southward main)  
Hulet and Lake View (northward main  
signaled in both directions)

509. STOP INDICATION:

## GRENADA DISTRICT

At NORTH YARD, when northward home signal located at the end of multiple track conveys Stop indication, northward yard engines and Woodstock road switchers may, after stopping, proceed at RESTRICTED SPEED to the next signal without obtaining permission from the train dispatcher when it is known that overdue first class trains have passed.

At EAST JCT., when home signal conveys Stop indication, train or engine will, after stopping and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of 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.

513. The five-minute waiting time is suspended:

CAIRO DISTRICT—When authority is received from the yardmaster at Fulton to use thoroughfare and main track crossover switches at MP 405.

FULTON DISTRICT—When authority is received from the yardmaster at Fulton to use switch at south end of third rail, Mile 272.2 and crossover switches from northward main track to southward main track at Mile 272.2.

\* \* \*

The five-minute waiting time is changed to two (2) minutes between:

FULTON DISTRICT  
MP 379 and Aulon



513. (continued)

**GRENADA DISTRICT**  
Woodstock and Memphis  
South Yard Jct. and MP 406

**525. CTC IS IN EFFECT:**

**BETWEEN:**

LOCATION	CONTROL STATION
<b>CAIRO DISTRICT</b>	
Illinois and Ballard	Operator, Cairo
Ballard and Fillmore—Tracks 1 and 2	Train Dispatcher, Chicago
Fillmore and Buda	Train Dispatcher, Chicago
<b>FULTON DISTRICT</b>	
Polk and North Obion—Tracks 1 and 2	Train Dispatcher, Chicago
North Obion and South Obion	Train Dispatcher, Chicago
South Dyersburg and North Fork	Train Dispatcher, Chicago
North Fork and South Fork— Tracks 1 and 2	Train Dispatcher, Chicago
South Fork and Mill Creek	Train Dispatcher, Chicago
<b>TALLAHATCHIE DISTRICT</b>	
Lake View and L. C. Jct.	Operator, Lake Cormorant

**560. SPRING SWITCHES:**

LOCATION	NORMAL POSITION
<b>CAIRO DISTRICT</b>	
*Martin—north end siding	} For main track
*Greenfield—south end siding	
*Cades—both ends siding	
*Milan—north end siding	
*West—north end siding	
*Lawrence—north end siding	
<b>BIRMINGHAM DISTRICT</b>	
*Neil—both ends siding	} For main track
*Red Bay—both ends siding	
*Atwood—south end siding	
*Hackleburg—both ends siding	
<b>FULTON DISTRICT</b>	
*North end Bridge 347.0	For northward main track
*South end Bridge 347.0	For southward main track
North end "E" Yard	For northward main track
<b>GRENADA DISTRICT</b>	
*North Yard—end of two main tracks	For southward main track
East Jct.—northward lead from Johnston Yard	For main track
East Jct.—end of two main tracks	For northward main track
<b>TALLAHATCHIE DISTRICT</b>	
*Lake Cormorant—south end siding	For main track
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
Tehula—end of two main tracks	For southward main track

\*Indicates equipped with lunar white marker.

. . .

Movement through spring switches equipped with key operated time release will be governed as follows: If signal conveys Stop indication

and it is known that the route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainman will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clockwise and remove key after five seconds. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, Rule 509 will govern.

**608. MANUAL INTERLOCKINGS:**

LOCATION	CONTROL STATION
<b>CAIRO DISTRICT</b>	
Milan	Seaboard Operator, Milan
<b>OKOLONA DISTRICT</b>	
Tupelo	BN BN Operator, Tupelo

The interlocking at Tupelo will operate automatically between the hours of 11:00 PM and 7:00 AM. During these hours, Rule 610 will govern.

**NEW ALBANY DISTRICT**

New Albany	BN	BN Operator, New Albany
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The interlocking at New Albany will operate automatically between the hours of 11:00 AM and 1:00 PM and between 4:00 PM and 7:00 AM. During these hours, Rule 610 will govern.

**FULTON DISTRICT**

Oaks	Junction	Operator, Fulton
Woodstock	Junction	Train dispatcher, Chicago
Leewood	Seaboard	Operator, Leewood
Aulon	Seaboard	Operator, Leewood

**GRENADA DISTRICT**

Woodstock	Junction	Train dispatcher, Chicago
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**610. AUTOMATIC INTERLOCKINGS:**

LOCATION	CONTROL STATION
<b>OKOLONA DISTRICT</b>	
Corinth	Crossing SOUTHERN RY.
<b>GRENADA DISTRICT</b>	
Winona	Crossing CAGY

**711. Engines are prohibited over scale tracks with no dead rails, except:**

**FULTON DISTRICT**  
Buckeye Oil Mill Plants No 1 and 2 at Hollywood Yard.

**782. 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.

**876. The following radio base and wayside stations are identified by location, channel, and times attended. Those stations controlled by**

## SPECIAL INSTRUCTIONS

876. (continued)

train\_dispatcher and other remotely controlled stations are so noted; all others are locally controlled.

LOCATION	CHANNEL	TIMES ATTENDED	CONTROL POINT
<b>CAIRO DISTRICT</b>			
Cairo	F1, F2, Y1, Y2	Continuous	Cairo
Westvaco	F1-F2	8:00 AM-5:00 PM Daily	Westvaco
Fulton	F1, F2, Y1, Y2	Continuous	
Sharon	F1	Continuous	Train Disp. Chicago
Milan	F1-F2	Continuous	Milan
Iselin	F1, F2, Y1, Y2, S1	Continuous	Iselin
<b>HUMBOLDT DISTRICT</b>			
Fruitland	F1-F2	Continuous	Train Disp. Chicago
Rutherford	F1-F2	Continuous	Train Disp. Chicago
<b>BIRMINGHAM DISTRICT</b>			
Iselin	F1, F2, Y1, Y2, S1	Continuous	Iselin Yard
McNairy	F1-F2	Continuous	Train Disp. Chicago
Corinth	F1-F2	Continuous	Corinth
Paden	F1	Continuous	Train Disp. Chicago
Hodges	F1	Continuous	Train Disp. Chicago
Haleyville	F1	11:00 PM-3:00 PM daily	Haleyville
<b>OKOLONA DISTRICT</b>			
Corinth	F1-F2	Continuous	Corinth
Booneville	F1-F2	Continuous	Train Disp. Chicago
Saltillo	F2	Continuous	Train Disp. Chicago
Tupelo	F1-F2	7:00 AM-4:00 PM except Sat. & Sun.	Tupelo
Okolona	F1-F2	Continuous	Okolona
<b>NEW ALBANY DISTRICT</b>			
Corinth	F1-F2	Continuous	Corinth
Falkner	F1-F2	Continuous	Train Disp. Chicago
New Albany	F1-F2	Continuous	Train Disp. Chicago
Houston	F1-F2	Continuous	Train Disp. Chicago
<b>FULTON DISTRICT</b>			
Fulton Yard	F1, F2, Y1, Y2	Continuous	
Union City	F1-F2	6:00 AM-5:00 PM except Sun.	Union City
Drummond	F1-F7	Continuous	Train Disp. Chicago
Trimble	F1	Continuous	Train Disp. Chicago

LOCATION	CHANNEL	TIMES ATTENDED	CONTROL POINT
Dyersburg	F1-Y1	7:00 AM-4:00 PM Daily except Sun.	Dyersburg
Woodstock	F1-S7	8:00 AM-11:59 PM Daily	Woodstock
Hollywood Yard	F1, F2, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12	7:00 AM-3:00 PM Except Sat. and Sun.	Hollywood Yard
Leewood "A" Yd Jct.	F1, S6	Continuous	Leewood "A" Yd Jct.
Johnston Yard- "A" Yard	F1, F2, S2, S5, S6, S7, S8, S10	12:01 PM to 8:00 PM Daily except Sun	Johnston Yard- "A" Yard
Johnston Yard Hump	F1, F2, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12	Continuous	Johnston Yard Hump
<b>GRENADA DISTRICT</b>			
Woodstock	F1-S7	8:00 AM-11:59 PM	Woodstock
North Yard	F1, S2, S3, S4, S5, S6, S7, S8, S10	7:00 AM-3:00 PM Daily	North Yard
Div. Manager's Office-Central Station	F1, F2	8:00 AM-4:30 PM Except Sat. and Sun.	Division Mgr.'s Office
South Yard	F1, F2, S2, S4, S5, S6, S7, S10, S11	7:00 AM-11:00 PM Except Sun. 7:00 AM-3:00 PM Sunday	South Yard
Batesville	F1	Continuous	Train Disp. Chicago
Grenada	F1-Y1	Continuous	Grenada
Durant	F1-Y1	3:00 PM-7:00 AM	Durant
Canton	F1	Continuous	Canton
<b>TALLAHATCHIE DISTRICT</b>			
Walls	F1	Continuous	Train Disp. Chicago
Lake Cormorant	F1	Continuous	Lake Cormorant
Lambert	F1-F2	Continuous	Lambert
Glendora	F1	Continuous	Train Disp. Chicago
Philipp	F1	Continuous	Train Disp. Chicago
Greenwood	F1-F2	Continuous	Greenwood
Gwin	F1	Continuous	Gwin
<b>CLARKSDALE DISTRICT</b>			
Clarksdale	F1-Y2	7:30 AM-4:30 PM except Sun.	Clarksdale
<b>CLEVELAND DISTRICT</b>			
Cleveland	F1-F2	7:00 AM-3:00 PM Except Sun.	Cleveland
Greenville	F1-F2	7:30 AM-4:30 PM Except Sun.	Greenville

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

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

1201. Between Jasper and Birmingham, on the Birmingham District, Burlington Northern Operating Rules will apply.

When using BN tracks at Memphis, ICG Operating Rules and Special Instructions will govern except the following:

Maximum authorized speed on BN main track 20 MPH.

Trains or engines using any track other than a main track must proceed at YARD SPEED not to exceed 10 MPH.

Rule 291:

SIGNAL ASPECT	NAME	INDICATION
Red with number plate	Stop and Proceed	Stop, then proceed at Restricted Speed

Rule 292:

Red over letter "A"	Stop Signal	Stop, See ICG Rule 528
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CTC extends from MP 483-1 to Broadway crossing and from Broadway crossing to MP 494-18½, which is controlled by Train Director, Tennessee Yard.

Two main tracks between MP 483-1 and Tennessee Yard designated as east and west tracks. The northern most track is designated as the east track and the southern most track is designated as the west track.

**Protection of Track Work**

On BN trackage Maintenance of Way yellow flag or yellow light will be located two (2) miles in advance of point where speed is restricted.

A train or engine finding a yellow-red flag displayed to the right of the track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow-red flag. In the absence of a red signal at that location a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified by train order. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.

NOTE: In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed. On route not affected, a green flag will be placed just beyond clearance point on that route.

Except when governed by train order, a train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

NOTE: When conditions in multiple main track territory is covered by train order, bulletin or general order, advance flags not required on track(s) other than track(s) on which restriction exists.

1202. Between Leewood and Aulon, ICG trains and engines will operate over Seaboard main tracks. ICG Operating Rules will govern except for the following Seaboard Rules and Special Instructions:

11. A train finding an unattended fusee burning on or near its track must stop. Train may then proceed at Restricted Speed for not less than the flagging distance prescribed for the territory (1½ miles) figured from the location of the burning fusee. An unattended fusee burning beyond the first rail of an adjacent track will not apply to the track on which the train is moving.

15. A train exploding one (1) torpedo must stop and if unattended, may then proceed at Restricted Speed for the distance prescribed by Time-Table or other instructions for that territory (¾ mile) keeping look out for a stop signal, after which Normal Speed may be resumed.

A train exploding two (2) torpedoes approximately one hundred feet apart must immediately reduce speed to Restricted Speed for the distance prescribed by Time-Table or other instructions for that territory (¾ mile), keeping look out for a stop signal, after which Normal Speed may be resumed.

93. The tracks between Leewood and Aulon are within yard limits.

Movements against the current of traffic must not be made unless authorized and protected by Operator Leewood.

290. The name of a red over lunar (white) aspect in an interlocking signal is "Restricting" and the indication is "Proceed at Restricted Speed." The name of a lunar (white) aspect in a dwarf signal is "Restricting" and the indication is "Proceed at Restricted Speed".

508. Conductors on all ICG trains will deliver to the Operator Leewood a register ticket, over their signature, showing train identification, engine number, amount of cars, and name of engineer.

1203. Between Corinth and Middleton on the New Albany District and between Haleyville and Jasper on the Birmingham District, Southern Railway Operating rules and special instructions will apply.

When using Southern Railway tracks at Memphis, 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.

17(a). Except when approaching and moving over public crossings at grade, the headlight must be dimmed at night under the following conditions:

- (1) Approaching and passing front and rear of trains standing or moving on adjacent tracks.
- (2) While standing in or passing through yards where yard engines are working.
- (3) Approaching train order signals at open offices.
- (4) When standing to meet a train at a junction or at end of two or more tracks or while standing on main track at meeting point after route has been lined for opposing train.
- (5) While standing in a siding in signaled territory.

**MOVEMENT OF TRAINS AND ENGINES ON SOUTHERN TRACKS, FORREST YARDS TO OLD TOWER 17:**

**GENERAL RULES:**

1. All movement will operate at yard speed and must approach all switches prepared to stop short of improperly lined switches.
2. In all cases, both switches of a crossover must be lined for either a crossover or for straight track movements. (Crews using main line route must line crossover switches on both main lines.)

1203. (continued)

3. All movements on or across Southern tracks must be made only with permission of Southern Yardmaster except at crossings protected by gates at:

- (a) MoPac crossing at Old Mill (old Union Railroad)
- (b) MoPac crossing of Southern westbound at K.C. Junction.

This rule also applies to interchange movements between MoPac-BN crossing Southern eastbound at K.C. Junction.

- 4. Southern Yardmaster will be notified of all switches which are used but not relined for main line movement.
- 5. The Southern main lines will not be reported clear until all switches have been lined.
- 6. All crews must report to Southern Yardmaster any switches found not lined.
- 7. Third Street crossover between Southern westbound main line and Seaboard (Old Tower 17) need not be lined back for main line movement. (NOTE: 2 above does apply)

**CROSSOVERS AT THE FOLLOWING LOCATIONS MUST BE LINED FOR MAIN LINE MOVEMENTS IMMEDIATELY AFTER COMPLETING CROSSOVER MOVEMENT:**

4th Street (Seaboard to Southern, Southern westbound to MoPac, MoPac to Southern eastbound)

Cemetery: (MoPac to Southern eastbound)

Interstate Bridge: (MoPac to Southern westbound, MoPac to Southern eastbound, Southern eastbound to BN)

K. C. Junction: (Seaboard to Southern westbound, Southern eastbound to K.C. #2)

Between Rayner Street & Old Mill: (MoPac)

Cooper Street: (Except by permission of Southern Yardmaster)

West end of Forrest Yards—Two sets of crossovers: (Except by permission of Southern Yardmaster)

Other Switches: The three (3) switches on the Southern eastbound extension (straight track to industrial area) located immediately east of the MoPac crossing gate at K. C. Junction will be left as last used. The crossover between Southern east and westbound main lines located approximately 15 car lengths east of the MoPac crossing gate at K. C. Junction will be left as used (NOTE: 2 above applies). Normal position of switches between K. C. #2 and Southern eastbound is lined for main line. Yardmaster must be notified if switch is left lined for K. C. #2.

Gate at K.C. 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 K.C. 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.

Trains or engines must approach MoPac crossing at Mile 549.4-A prepared to stop unless signal indicates Proceed and track is clear.

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 Yard. 20 MPH

It will be the responsibility of all Conductors or Yard Foremen on any train or engine desiring to use east or westbound 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 K.C. Junction and Yardmaster may be reached by dialing 324-1871 or by one long ring on the Company's telephone.

1206. Engines, and other equipment as designated below, must not be operated over the following locations:

#### CAIRO DISTRICT

Westvaco Plant—not more than one unit will be operated on shaker.

#### FULTON DISTRICT

Ripley—Wholesale Tracks restricted to single diesel unit.  
Covington—Old Scale, E. J. Lavino, Warwick Mfg. Co., and Shufibre tracks restricted to single diesel unit.

#### HICKMAN DISTRICT

Ore cars with short wheel base. (20 ft. or less measured between truck centers)—240,000 pounds.

#### GRENADA DISTRICT

Kosciusko—Engines are prohibited over scale pit in Planters Oil Mill track.

#### CLARKSDALE DISTRICT

Webb—Engines are prohibited over Webb Oil Mill track.

1211. Deadhead cabooses are to be handled in train next ahead of working caboose. Any exception will be made by office of superintendent-transportation.

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

Caboose must be locked at all times when not in use.

1212. All train movements in the Memphis Terminal area are screened by television cameras. These cameras are either automatic or have to be keyed. For these cameras to be activated, it is necessary that train or engine be within the circuit which is 50 feet from the camera. Listed below are the locations of the television cameras and how they are operated:

#### CAMERA LOCATION:

1. Central Station southward main—Automatic on and off.
2. BN and Cotton Belt wye—Automatic on and off.
3. Rivergate crossing Y&MV main track—Automatic on and off.
4. East Jct., Grenada main track—Automatic on and off.
5. North end of "E" Yard—Key on—Automatic off.
6. Inbound "A" Yard, north side—Key on—Automatic off or controlled by yardmaster "A" Yard.
7. Outbound "A" Yard, south side—Key on—Automatic off or controlled by yardmaster "A" Yard.
8. East end of Johnston Shop—Key on—Automatic off.
9. A-24 crossover, Johnston Hump—Controlled by yardmaster.
10. C-9 crossover, Johnston Hump—Controlled by yardmaster.
11. C-7 Lead, Johnston Hump—Controlled by yardmaster.
12. West end, Johnston Shop—Key on—Automatic off.
13. "C" Yard inbound lead at the short "C" Yard bridge—Key on—Automatic off.
14. C-33 "C" Yard—Automatic on and off.
15. Outbound, Low Line "C" Yard—Key on—Automatic off.

In the event that these cameras are keyed on and then cleared and it is desired to check a cut in the opposite direction, it will be necessary to key these cameras on again.

It will be the responsibility of engine foreman, conductor and engineer to see that these cameras are on for their movement.

The train or engine must be on the circuit before the cameras can be keyed on and a red light located on the key box will indicate that the camera has been turned on when it is burning.

It will be necessary that interchange cuts to and from the Southern and to the Missouri Pacific be handled over the Southward Track at Central Station.

## HAZARDOUS MATERIAL GUIDELINES

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

4902. The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

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

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

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

## 4906. Guidelines for handling train accident/incident.

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

## NOTES

## REFERENCE GUIDE FOR SWITCHING PLACARDED CARS



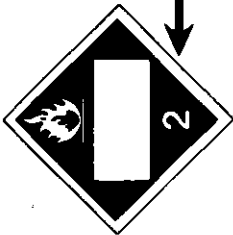
Any Car



Any Car



Tank Car



Tank Car

Placarded flat car or Flat car carrying placarded trailers or containers

Must not be "HUMPED" or "KICKED"

Must not be cut off in motion

Must not be struck by any car moving under its own momentum

Must not be coupled to with any more force than is necessary to make coupling



Any Car

## ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one non-placarded car

Must have doors closed before moving

Must not be placed or left where there is any possible danger of fire

Must not be placed or left under bridges, under overhead highway crossings or along passenger stations



## CARS WITH ANY OF THE FOLLOWING PLACARDS

### IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:

It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.

A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.

A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.



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



## EXAMPLES OF EMPTY PLACARDS



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



An Illinois Company

**HOW TO USE THIS CHART**

- To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording, column apply.
- 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.

TYPE OF CAR	PLACARD APPLIED ON CAR	
	1	2
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES A	
ANY CAR EXCEPT TANK CAR	POISON GAS	
TANK CAR	POISON GAS	
ANY CAR	RADIOACTIVE	
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE	
EMPTY TANK CAR	ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE	
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE	X
ALL OTHER LOADED CARS	ANY PLACARDS	

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

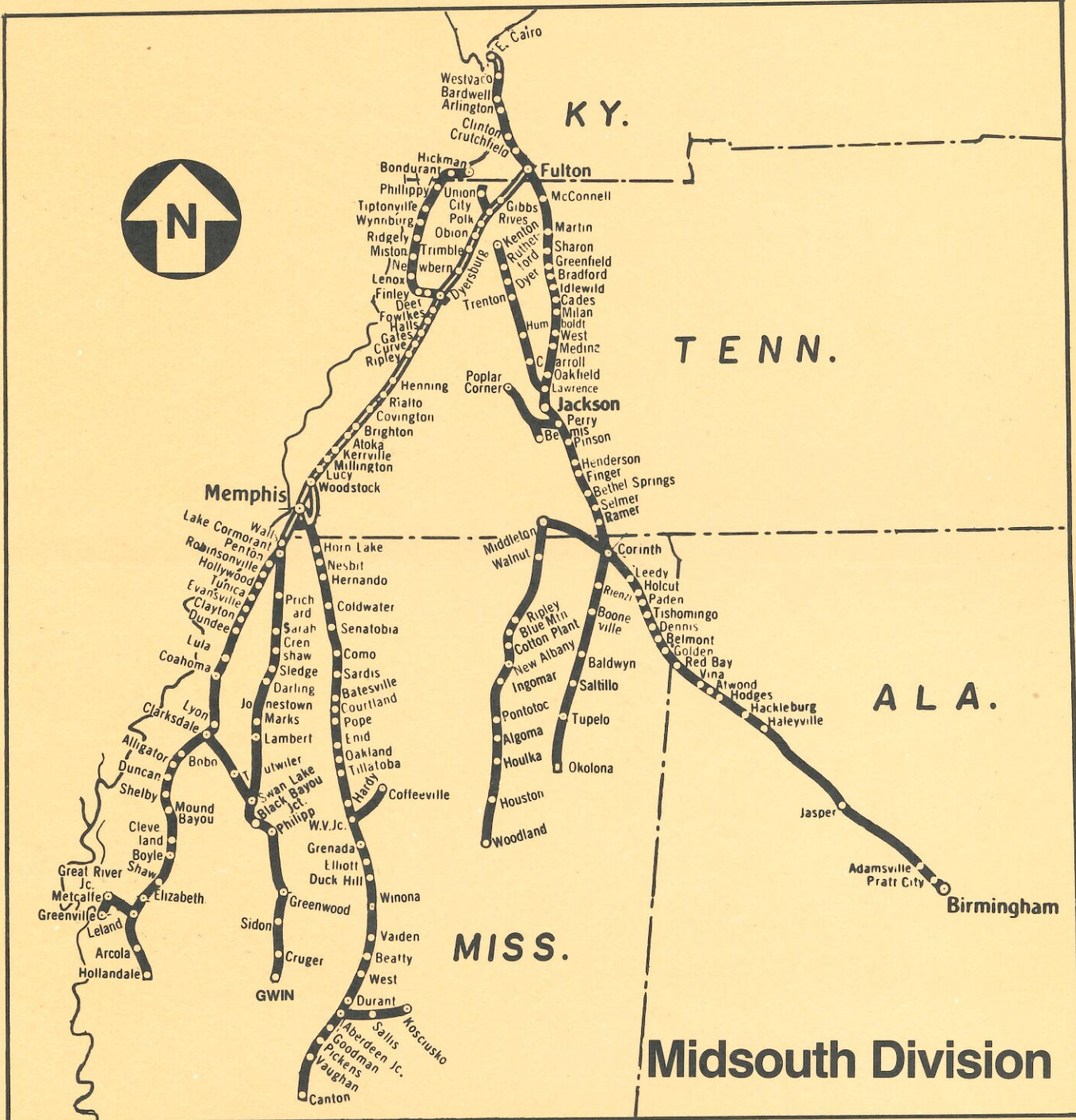
**POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES**

**MUST NOT BE PLACED NEXT TO:**

WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	E N G I N E	Loaded Flat Car ①	Open Top Car When Lading Protudes Beyond Car Ends Or When Lading Extending Above Car Ends Is Liable To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Engine Operating: Lighted Heaters, Stoves Or Lantherns	D C U P I E D Car ③	O C C U P I E D Caboose ④	E X P L O S I V E S A	P O I S O N G A S	R A D I O A C T I V E	U N D E V E L O P E D Film	Any Loaded	3	4	5	6	7	8	9	10	11	12	13	14	15	16
													No R E S T R I C T I O N S	Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose	ENGIN	Flat Car ①	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Engine Operating: Lighted Heaters, Stoves Or Lantherns	D C U P I E D Car ③	O C C U P I E D Caboose ④	E X P L O S I V E S A	P O I S O N G A S	R A D I O A C T I V E	U N D E V E L O P E D Film	Any Loaded	
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

② Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.  
This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

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



KY.

TENN.

ALA.

MISS.

Midsouth Division

Memphis

Fulton

Jackson

Birmingham

GWIN

Westvaco  
Bardwell  
Arlington  
Clinton  
Crutchfield  
Hickman  
Bondurant  
Phillippy  
Tiptonville  
Wynnburg  
Ridgely  
Miston  
Newbern  
Lenox  
Finley  
Deet  
Fowkes  
Gates  
Curve  
Ripley  
Horn Lake  
Nesbit  
Hernando  
Coldwater  
Senatobia  
Como  
Sardis  
Batesville  
Courtland  
Pope  
End  
Oakland  
Tillatoba  
Hardy  
Coffeeville  
Winona  
Varden  
Beatty  
West  
Durant  
Aberdeen Jc.  
Goodman  
Pickens  
Vaughan  
Canton

Middleton  
Walnut  
Ripley  
Blue Min  
Cotton Plant  
New Albany  
Ingomar  
Pontotoc  
Algoma  
Houlka  
Houston  
Woodland

McConnell  
Martin  
Sharon  
Greenfield  
Bradford  
Idlewild  
Cades  
Milan  
boldt  
West  
Medinz  
arroll  
Oakheld  
Lawrence  
Perry  
Perry  
Pinson  
Henderson  
Finger  
Bethel Springs  
Selmer  
Ramer  
Leedy  
Holcut  
Paden  
Tishomingo  
Dennis  
Belmont  
Golden  
Red Bay  
Vina  
Alwood  
Hodges  
Hackleburg  
Haleyville

Jasper

Adamsville  
Pratt City

Lake Cormorant  
Penton  
Robinsonville  
Hollywood  
Tunica  
Evansville  
Clayton  
Dundee  
Lula  
Coahoma  
Lyon  
Clarkdale  
Alligator  
Duncan  
Shelby  
Cleveland  
Boyle  
Shaw  
Elizabeth  
Leland  
Arcola  
Hollandale

Prichard  
Sarah  
Crenshaw  
Sledge  
Darling  
nestown  
Marks  
Lambert  
Tutwiler  
Swan Lake  
Black Bayou  
Jct.  
Phillippo  
W.V.Jc.  
Grenada  
Elliott  
Duck Hill  
Greenwood  
Sidon  
Cruger

Booneville  
Rienzi  
Baldwyn  
Saltito  
Tupelo  
Okolona

Jasper

Adamsville  
Pratt City