

DIVISION OFFICERS

E. E. SCHLOTTMAN Superintendent Vicksburg
 J. P. HOFF Train Master Vicksburg
 H. S. HARDIN Train Master Vicksburg
 J. D. COFFEY Traveling Engineer Vicksburg
 W. R. HEIRTZLER Chief Train Dispatcher Vicksburg
 S. A. SNIDER Asst. Chief Train Dispatcher Vicksburg
 E. E. MOODY Train Dispatcher Vicksburg
 L. C. MURRELL Train Dispatcher Vicksburg
 M. H. KLUGH Train Dispatcher Vicksburg
 R. F. FARE Train Dispatcher Vicksburg
 T. E. DROWNS Train Dispatcher Vicksburg
 E. F. CLARK Train Dispatcher Vicksburg
 P. L. RILEY Train Dispatcher Vicksburg

SPEED TABLE

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

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

Illinois Central Railroad

MERIDIAN
SHREVEPORT
VICKSBURG TERMINAL
DISTRICTS
(VICKSBURG DIVISION)

TIME TABLE No.

1

Taking Effect at 12:01 a. m.

SUNDAY, APRIL 27, 1947

Superseding Time Table No. 20

Dated SEPTEMBER 29, 1946

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President

S. F. LYNCH, General Manager

C. J. FITZPATRICK, General Superintendent Transportation

R. L. TOOKER, Superintendent Transportation

E. E. SCHLOTTMAN, Superintendent

SECOND CLASS		FIRST CLASS		Sliding Standing Room. Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect April 27, 1947	Miles from Vicksburg	FIRST CLASS		SECOND CLASS	
273	271	203	205					204	222	272	276
Dispatch MS-9	Dispatch MS-3	Passenger	Passenger			STATIONS		Passenger	Passenger	Dispatch SM-4	Dispatch SM-2
L 10 10PM	L 1 00PM	L 11 00AM	L 2 40AM	1.1		C...MERIDIAN...80	139.3	A 5 00PM	A 2 00AM	A 12 50PM	A 2 00AM
Daily	Daily	Daily	Daily			O...SHOPS...80	138.2				
L 10 12PM	L 1 02PM	L 11 10AM	L 2 50AM	1.9		N. O. & N. E. R. R.					
10 25	1 16	11 16 272	2 58	45	6.4	END DOUBLE TRACK	137.4	A 4 44PM	A 1 47AM	A 11 30AM	A 11 30PM
10 36	1 28	11 23	3 05	75	11.8	LOST GAP	132.9	4 34	1 40	11 16 203	11 12
10 48 270	1 40	f 11 29	3 12	71	16.9	MEEHAN	127.5	f 4 25	1 32	10 51	11 01
10 59	1 52	f 11 36	3 19	69	22.6	CHUNKY	122.4	f 4 15	1 26	10 38	10 48 273
11 12	2 08	s 11 53	s 3 35	75	30.7	HICKORY	116.7	f 4 07	1 20	10 28	10 38
11 19	2 15	11 59	3 43	61	34.8	NEWTON	108.6	s 3 49	s 1 06	10 13	10 23
11 29	2 27	s 12 05PM	f 3 50	68	40.6	LAWRENCE	104.5	f 3 43	1 00	10 05	10 15
11 50	2 48	s 12 20	s 4 10	100	49.3	LAKE	98.7	f 3 35	12 52	9 53	10 03
12 01AM	3 10 204	12 30	4 21	52	54.8	FOREST	90.0	s 3 20	s 12 35	9 35	9 45
12 17 222	3 25	s 12 40	s 4 30	55	60.2	RAWORTH	84.5	3 10 271	12 25	9 20	9 30
12 38	3 35	12 45	4 36	57	64.7	MORTON	79.1	s 3 03	s 12 17 273	9 10	9 20
12 48	3 45	s 12 55	s 4 45	51	69.0	CLARKSBURG	74.6	2 54	12 07	9 03	9 10
12 55	3 52	1 01	4 50	57	72.6	PELAHATOHIE	70.3	s 2 45	s 12 01AM	8 55	9 02
1 02	3 58	1 05	4 54	60	75.7	GULDE	66.7	2 38	11 56	8 45	8 56
1 13	4 08	s 1 15	5 01	66	80.8	RANKIN	63.6	2 33	11 52	8 40	8 50
1 23	4 15	1 20	5 07	57	85.2	BRANDON	58.5	s 2 26	11 46	8 30	8 40
1 35	4 25	1 26	5 15	51	90.5	GREENFIELD	54.1	2 19	11 41	8 20	8 33
1 45	4 35	1 32	5 21	94.8	94.8	PEARSON	48.8	f 2 11	11 35	8 05	8 20
1 50	4 45	s {1 40 204 2 30	s {5 30 6 15	95.8	95.8	EAST JACKSON	44.5	2 05	11 29	7 55	8 10
2 30	5 15	2 33	6 18	96.5	96.5	JACKSON	43.5	s {2 00 1 30 203	s {11 25 11 03	7 50	8 05
2 45	5 25	2 38	6 25	75	100.2	WEST JACKSON	42.8	1 24	11 00	7 45	8 00
3 11	5 35	s 2 43	s 6 34	42	105.1	DIXON	39.1	1 13	10 50	7 10	7 35
3 29	5 55	s 2 56	s 6 48 272	43	113.0	CLINTON	34.2	s 1 07	s 10 44	7 00	7 25
3 37	6 05	3 03	6 55	43	117.1	BOLTON	26.8	s 12 53	s 10 30	6 48 205	7 08
3 50	6 15	s 3 08	s 7 03	46	121.9	CHAMPION HILL	22.2	12 48	10 25	6 18	7 01
3 59	6 42 276	3 17	7 11	57	125.9	EDWARDS	17.4	s 12 42	s 10 19	6 03	6 51
4 18	7 00	3 28	7 23	80	132.2	SMITHS	13.4	12 35	10 11	5 52	6 42 271
A 4 40AM	A 7 15PM	A 3 40PM	A 7 35AM	139.3	139.3	NEWMANS	7.1	12 27	10 03	5 37	6 30
						VICKSBURG	80	L 12 15PM	L 9 50PM	L 5 15AM	L 6 15PM
								Daily	Daily	Daily	Daily

Meridian District trains will be governed by N. O. & N. E. R. R. Time Table between End Double Track and Meridian.

No. 205, No. 222, No. 203 and No. 204 stop on signal at Whitfield.

No. 204 stop on signal at Bovina

Westward

SHREVEPORT DISTRICT

Eastward

3

SECOND CLASS			FIRST CLASS		Sliding Reem. Car with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect April 27, 1947 STATIONS	Miles from Shreveport	FIRST CLASS		SECOND CLASS		
271	273	275	203	205					204	222	274	276	272
Dispatch MS 3	Dispatch MS 9	Dispatch	Passenger	Passenger				Passenger	Passenger	Dispatch	Dispatch SM 2	Dispatch SM 4	
			L 4 00PM	L 7 55AM			O...VICKSBURG...30	172.9	A11 59AM	A 9 35PM			
			A 4 04PM	A 7 59			1.3 JUNCTION SWITCH	171.6	L11 50AM	L 9 25PM			
							See Vicksburg Terminal District						
Daily	Daily	Daily	Daily	Daily			0.4 MARY	171.2	A11 49AM	A 9 24PM	A 8 45AM	A 3 50PM	A 2 30AM
L 8 00PM	L 9 00AM	L 1 00AM	L 4 05PM	L 8 00AM			4.2 BOVAY	167.0	11 39	9 13	8 26	3 23	1 30 275
8 19	9 20	1 30 272	4 15	8 10	100	1.8	4.5 MOUND	162.5	f11 34	9 05	8 16 205	3 15	1 20
8 25	9 30	1 40	f 4 21	f 8 16 274	80	6.3	11.0 TALLULAH	151.5	s11 20	s 8 50 271	7 45	2 55	12 57
8 50 222	9 50	2 02	s 4 32	s 8 28	75	17.3	6.5 QUEBEC	145.0	11 07	8 38	7 30	2 43	12 43
9 23	10 05	2 20	4 43	8 38	48	23.8	6.5 WAVERLY	138.5	f10 59	8 29	7 15	2 31	12 28
9 40	10 15	2 32	4 50	8 46	50	30.3	5.0 DELHI	133.5	s10 50	s 8 20	7 00	2 23	12 17
9 55	10 25	2 50	s 4 58	s 8 57	100	35.3	5.0 DUNNS	128.5	f10 44 273	8 15	6 52	2 13	12 06AM
10 05	10 44 204	3 00	5 04	9 03	68	40.3	2.7 HOLLY RIDGE	125.8	f10 40	8 11	6 45	2 08	11 59
10 10	10 55	3 05	f 5 07	f 9 08	46	43.0	7.6 RAYVILLE	118.2	s10 30	s 7 58	6 30	1 54	11 40
10 26	11 08	3 20	s 5 16	s 9 22	31	50.6	3.1 GIRARD	115.1	10 22	7 52	6 24	1 48	11 30
10 31	11 14	3 30	5 21	9 27	64	53.7	4.3 CREW LAKE	110.8	10 17	7 46	6 16	1 40	11 22
10 38	11 22	3 37	5 26	9 33	110	58.0	9.9 MAGENTA	100.9	10 01	7 30	5 57	1 20	10 57 271
10 57 272	11 40	3 58	5 38	9 47	61	67.9	2.2 EAST MONROE	98.7	s 9 58 205	7 25	5 50	1 10	10 50
11 38	12 05PM	4 48	5 42	9 58 204	82	70.1	1.4 MONROE	97.3	s 9 55	s 7 20	5 10	12 30	10 10
11 40	12 10	4 50	s 5 45	s 10 00		71.5	0.7 WEST MONROE	96.6	s 9 40	s 7 00	5 00 275	12 20 273	10 00
11 45	12 20 276	5 00 274	s 6 05	s 10 20	64	72.2	2.5 STEVEN	94.1	s 9 36	6 56	4 54	12 12PM	9 54
11 51	12 25	5 06	s 6 10	s 10 25	66	74.7	5.2 CHENIERE	88.9	9 25	6 50	4 45	11 59	9 45
12 01AM	12 35	5 16	6 21	10 37	36	79.9	6.3 CALHOUN	82.6	f 9 17	6 42 203	4 32	11 45	9 32
12 11	12 50	5 26	f 6 42 222	f 10 45	74	86.2	5.6 TREMONT	77.0	f 9 06	s 6 34	4 21	11 33	9 19
12 20	1 00	5 35	s 6 51	s 10 53	35	91.8	3.6 CHOUDRANT	73.4	f 9 01	6 30	4 13	11 25	9 12
12 28	1 07	5 42	f 6 57	f 10 58	65	95.4	7.4 RUSTON	68.0	s 8 50	s 6 20	4 00	11 12 205	9 00
12 48	1 27	6 02	s 7 10	s 11 12 276	110	102.8	4.3 GRAMBLING	61.7	f 8 31	6 06	3 33	10 47	8 43
12 56	1 37	6 12	f 7 17	11 22	38	107.1	4.4 SIMSBORO	57.3	f 8 25	6 01	3 25	10 41	8 35
1 03	1 45	6 20	f 7 23	f 11 29	75	111.5	7.8 ARCADIA	49.5	s 8 13	s 5 48	3 10	10 29	8 15
1 19	2 00	6 37	s 7 37	s 11 42	90	119.3	7.9 GIBSLAND	41.6	s 7 57	s 5 35	2 41	10 13	7 53 203
1 33	2 13	6 53	s 7 53 272	s 12 01PM	75	127.2	4.0 NELSON	37.6	f 7 50	5 30	2 32	10 07	7 22
1 40	2 20	7 00	7 58	12 07	75	131.2	7.2 DUBBERLY	30.4	f 7 41	5 22	2 17	9 55	7 10
1 55	2 35	7 15	f 8 06	f 12 16	32	138.4	3.0 SIBLEY	27.4	s 7 31 275	s 5 14	2 10 271	9 49	7 01
2 10 274	2 44	7 31 204	s 8 13	s 12 26	75	141.4	6.8 DOYLINE	20.6	s 7 23	s 5 06	1 46	9 35	6 44
2 37	2 54	7 43	s 8 22	s 12 40	98	148.2	5.5 HAUGHTON	15.1	f 7 15	4 58	1 33	9 25	6 33
2 52	3 03	7 53	f 8 29	f 12 50	80	153.7	9.7 FOSTERS	5.4	f 7 02	4 47	1 10	9 08	6 10
3 20	3 22	8 10	8 41	1 05	80	163.4	4.1 BOSSLER CITY	1.3	s 6 55	s 4 40	L 1 00AM	L 9 00AM	L 6 00PM
A 6 00AM	A 4 00PM	A 8 25AM	s 8 48	s 1 12		167.5	0.6 SPRING STREET JOT.	0.7	6 50	4 34			
			8 50	1 14		168.1	0.7 SHREVEPORT		L 6 45AM	L 4 30PM			
			A 9 05PM	A 1 30PM		168.8							
									Daily	Daily	Daily	Daily	Daily

No. 204 stop on signal: Delta Point

No. 204 stop on signal at Girard and Start for handling bulky and fragile parcel post mail.

No. 205 stop at Delta Point for exchange of parcel post mail.

VICKSBURG TERMINAL DISTRICT—Westward

TIME TABLE No. 1 Taking Effect April 27, 1947 STATIONS	FIRST CLASS						SECOND CLASS		
	15	205	203	13			273	271	
	Vicksburg District 15	Shreveport District 205	Shreveport District 203	Cleveland District 12			Meridian District 273	Meridian District 271	
	Daily	Daily	Daily	Daily			Daily	Daily	
O... VICKSBURG	L 2 05AM	L 7 55AM	L 4 00PM	L 9 10PM			L 4 40AM	L 7 15PM	
1.3 JUNCTION SWITCH	2 09	7 59	4 04	9 15					
O... MARY	A 2 10AM	A 8 00AM	A 4 05PM	9 16 222					
4 O... FREIGHT YARD				A 9 20PM			A 5 00AM ²⁷²	A 7 30PM	
7									

VICKSBURG TERMINAL DISTRICT—Eastward

TIME TABLE No. 1 Taking Effect April 27, 1947 STATIONS	FIRST CLASS						SECOND CLASS		
	16	204	12	222			272	276	
	Cleveland District 15	Shreveport District 204	Vicksburg District 12	Shreveport District 222			Meridian District 272	Meridian District 276	
	Daily	Daily	Daily	Daily			Daily	Daily	
O... VICKSBURG	A 1 35AM	A 11 59AM	A 8 40PM	A 9 35PM			A 5 15AM	A 6 15PM	
1.3 JUNCTION SWITCH	1 25	11 50	8 30	9 25			5 05	6 04	
O... MARY		L 11 49AM	L 8 29PM	L 9 24PM 13					
4 O... FREIGHT YARD	L 1 23AM						L 5 00AM ²⁷³	L 6 00PM	
7									

Schedules shown in Cleveland District time table are in effect between Levee Street and Freight Yard.

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

3. Standard Clocks:

Meridian	Shreveport
Shops	
Jackson	Bossier City { Yard office
Monroe—Yard office	{ Engine house
East Monroe	
Vicksburg.....	{ Dispatcher's office
	{ Passenger station
Freight Yard	{ Yard office
	{ Engine house

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

83. Train Registers:

Meridian
Shops
Jackson (For first class trains and trains originating or terminating)
Vicksburg (For first class trains and trains originating or terminating)
Freight Yard
Mary
East Monroe
Shreveport—Union Station
Bossier City—Yard office

Trains may register at Mary by form 905.

First class trains may register at Shops, East Monroe, Bossier City and Freight Yard by form 905.

Trains displaying signals to or from End Double Track must display same signals to or from Shops or Meridian.

83(a). Trains must obtain a clearance before leaving East Monroe.

Eastward trains moving over low line West Jackson to East Jackson must obtain a clearance before leaving East Jackson.

First class trains must obtain a clearance before leaving Jackson.

Eastward first class trains may leave Shreveport without a clearance, but must obtain a clearance before leaving Bossier City.

Trains may leave Mary without a clearance unless train order signal indicates stop.

Southward Vicksburg and westward Shreveport District trains originating Freight Yard must obtain a clearance before leaving Freight Yard.

Westward Vicksburg Terminal District trains must obtain a clearance before leaving Vicksburg; except Vicksburg, Shreveport and Cleveland District trains originating at Vicksburg must obtain two clearances at Vicksburg, one for the Vicksburg Terminal District and one covering either the Vicksburg, Shreveport or Cleveland Districts. The address of the clearance will indicate the district governed.

Meridian District trains originating Freight Yard may leave Vicksburg without a clearance.

Trains may leave End Double Track without a clearance, but must obtain a clearance before leaving Meridian or Shops.

Westward trains will be governed by train registers at Meridian or Shops as to over due superior trains at End Double Track.

83(b). Trains may be advised by train order, form V, whether all over due superior trains have arrived or left Mary.

93. Yards:

Freight Yard (Freight Yard, yard limits extend from National Cemetery to Mary and Vicksburg)
Meridian (Including N. O. & N. E. yard limits.)
Jackson (Jackson yard limits extend from East Jackson to West Jackson)

Monroe (Monroe yard limits extend from West Monroe to East Monroe)

Shreveport (Shreveport yard limits extend from Jewella to Bossier City)

First class trains must move at reduced speed between South Street and railroad crossing north end of passenger yard at Jackson.

First class trains must move at reduced speed between Levee Street Station and Mary and between Mary and Vicksburg.

First class trains must approach G. M. & O. Junction (1750 feet west of M.P. 2, Meridian District) prepared to stop. First class trains must move at reduced speed between G. M. & O. Junction and End Double Track.

First class trains must move at reduced speed between Spring Street Junction and point of clearance west of Union Station, Shreveport.

L. & A. Ry. Company trains and engines operate over I. C. R. R. main tracks between Jewella and Spring Street Junction.

T. & N. O. R. R. Company and St. L. & S. W. Ry. trains and engines operate over I. C. R. R. main tracks between T. & N. O. Junction, West Shreveport, and Spring Street Junction.

St. L. & S. W. passenger trains numbers 201 and 202 are scheduled between Spring Street Junction and Shreveport (Union Station) as follows:

No. 201 leaves Spring Street Junction 6:28 A.M.

arrives Shreveport 6:35 A.M. Daily.

No. 202 leaves Shreveport 9:10 P.M.

arrives Spring Street Junction 9:17 P.M. Daily.

All trains and engines of the above companies must move between the points designated at reduced speed, under yard limit Rule 93 which requires, in addition to clearing the time of first class trains, that proper flag protection must be provided when view is obscured by weather conditions or obstruction.

Second and inferior class and extra trains and engines must avoid delay to St. L. & S. W. trains 201 and 202.

Trains and engines approaching I. C. main track from St. L. & S. W. at Spring Street Junction must stop and will not foul I. C. main track until a member of the crew, after observing that the way is clear, gives proceed signal from the I. C. main track.

Trains encountering red signal protecting facing point spring switches must stop and examine switch before proceeding.

98. Trains and Engines must stop at Railroad Crossings and Junctions as follows:

Junctions:

Meridian.....	G. M. & O. R. R. trains.
Junction Switch....	Trains from Freight Yard.
Mary.....	Move only on signal from operator.
Shreveport.....	{ St. L. & S. W. Ry., L. & A. Ry. and
	{ T. & N. O. Ry. trains.

Railroad Crossings:

Meridian.....	G. M. & O. R. R.
Newton.....	G. M. & O. R. R.
Shreveport.....	{ St. L. & S. W. Ry.
	{ L. & A. Ry.
	{ K. O. S. Ry.

Drawbridges:

Monroe..... Ouachita River

Movement over bridge will be governed by fixed signals.

When a train or engine is stopped by a STOP indication at bridge, it may proceed after enginemen and trainmen have satisfied themselves by examination that draw is in proper position and the track is clear. Enginemen and conductors will be responsible for the movement.

Train and engine movements through switch at junction of Meridian District and Gulfport District, south of passenger station, Jackson, will be governed by color light signals as follows:

(Continued on page 6)

98.—(Continued from page 5)

Eastward by lower light of two light signal on signal bridge.

Westward by dwarf signal located 250 feet east of switch.

98(a). Jackson... { Canton District (Gate)
Switching lead east of passenger station (Gate). All trains and engine movements on Meridian District over the crossing will be governed by color light home signals located 150 feet from the crossing.

Rayville.....Missouri Pacific R. R. (Gate)
Gibbsland.....L. & N. W. R. R. (Gate)
Sibley.....L. & A. Ry. (Gate)

Normal position of gates:

Jackson..... { Canton District—Against Meridian District.
Switching Lead—Against switch movement.
Rayville.....Against Missouri Pacific R. R.
Gibbsland.....Against L. & N. W. R. R.
Sibley.....Against L. & A. Ry.

99. Extract from the Regulations of the Louisiana Public Service Commission:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety, before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

101. Speed Restrictions:

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

Territory or Location	Miles per Hour										
	Passenger and diesel engines with passenger trains.	Engines 1201-1599, 2030-2099 and 2100-2140 with passenger trains.	Other freight engines with passenger trains.	All engines light, with caboose or rider.	Freight trains or mixed trains.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.			
Between Meridian and Vicksburg.	60	60	45	45	40	30	30	30	25		
Between Vicksburg and Monroe...	60	60	45	45	45	30	30	30	25		
Between Monroe and Shreveport..	60	60	45	45	40	30	30	30	25		
Diverging routes through cross-overs, junctions and siding switches:											
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25	25	25	25	25		
On straight track at spring switches when springing points	40	40	40	40	40	30	30	30	25		
Junction Switch—No. 15 Frog...	25	25	25	25	25	25	25	25	25		
Mary (Shreveport District Cross-over)—No. 15 Frog.....	25	25	25	25	25	25	25	25	25		
Vicksburg, Miss.—East end Cherry St. depot track—No. 15 Frog...	25	25	25	25	25	25	25	25	25		
Newmans, Miss.—Each end of Siding—No. 15 Frog.....	25	25	25	25	25	25	25	25	25		
Bossier City, La.—Each end of new main track—VD 166.5 and 166.7—No. 15 Frog.....	25	25	25	25	25	25	25	25	25		
Through turnouts at other locations.....	15	15	15	15	15	15	15	15	15		
101(b). LOWER SPEEDS											
At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing a heavy black figure, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.											
Meridian District											
Curves—MP VM-5.1 to VM-7.8....	45	45	45	45	40	30	30	30	25		
Tunnel—MP VM-8.2 to VM-8.3...	20	20	20	20	20	20	20	20	20		
Curves—MP VM-128.0 to VM-129.3	45	45	40	45	35	30	30	30	25		
Curves—MP VM-133.4 to VM-133.9	45	45	40	45	35	30	30	30	25		
Curves—MP VM-135.9 to VM-136.2	50	50	45	45	40	30	30	30	25		

101(b). Lower Speeds—(Continued from page 6)

Territory or Location	Miles per Hour							
	Passenger and diesel engines with passenger trains.	Engines 1201-1599, 2030-2099 and 2100-2140 with passenger trains.	Other freight engines with passenger trains.	All engines light, with caboose or rider.	Freight trains or mixed trains.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.
Shreveport District								
Curves { Yard limit Board, Freight and span Miss. River Bridge	20	20	20	20	20	20	20	20
Bridge { West end main span and Miss. River Bridge to Delta Point.....	30	30	30	30	30	30	20	20
Curve—MP VD-0.8 to VD-1.1.....	40	40	40	40	40	30	30	25
Bridge VD 59-6 to VD 63-1.....	50	40	40	40	40	30	30	25
MP VD-70 to Mo. P. R. R. Crossing	25	25	25	25	25	25	25	25
Ouachita River Bridge, Monroe...	10	10	10	10	10	10	10	10
L. & N. W. Crossing, Gibsland....	20	20	20	20	20	20	20	20
Red Chute River Bridge VD 159.9	45	45
MP VD-166.4 to VD-167.7.....	25	25	25	25	25	25	25	25
Vicksburg Terminal District								
Vicksburg passenger station to Mulberry Street.....	10	10	10	10	10	10	10	10
China Street to Depot Street.....	10	10	10	10	10	10	10	10
Between MP 217.3 and MP 220.0..	20	20	20	20	20	20	20	20

Trains or engines must not exceed a speed of twenty miles per hour over Mo. P. R. R. crossing at Tallulah and O. R. I. & P. R. R. crossing at Ruston until engine or leading car is over crossing.

(See Rule 672 for automatic interlocked crossings.)

ENGINES

Bridge Location	Miles per Hour	
	2100-2140.	1200-1599, 1135-1199, 2030-2099
Meridian District		
Bridge VM-127.8.....	40	40

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

When freight cars, not equipped with passenger trucks, are handled in passenger trains maximum speed of dispatch trains, for class of engine handling the train, must not be exceeded.

103. Extracts From Laws of Mississippi:

"It shall be unlawful to back a train of cars, or part of a train or an engine, into or along a passenger depot, at a greater rate of speed than three (3) miles per hour, and every such train, part of train or engine, backing into or along a passenger depot and within fifty feet thereof, shall, for at least three hundred feet before it reaches or comes opposite such depot, be preceded by a servant of the Railroad Company on foot, not exceeding forty or under twenty feet in advance, to give warning."

104. Normal position of switches:

Jackson.....For Canton District
 Junction Switch....For route to Vicksburg pass. station.
 Mary.....For Vicksburg District.

At Jackson, switches will be handled by switch tender for first class trains.

At Mary, switches will be handled by operator for first and second class and extra trains.

Trains or engines will approach Mary prepared to stop and will proceed when it is known switches are properly lined and proceed signal is given by the operator.

Switches lined by operator must be left lined as found by train and yard men.

If northward train or engine on Vicksburg District and eastward train or engine on Shreveport District are approaching Mary at the same time, both must stop after which train or engine for which switches are lined may proceed.

109. Bulletin Boards:

Meridian.....	{ Terminal station Engine house Yard office
Jackson.....	{ Passenger station West yard
Vicksburg.....	Passenger station
Freight Yard.....	{ Yard office Engine house
Monroe.....	{ Yard office Engine house
Shreveport.....	Union station
Bossier City.....	{ Yard office Engine house

D-151. Two-Tracks:

End Double Track to Meridian. (N O & N E Rules)
 Spring Street Junction to T. & P. R. R. crossing.

535. Spring switches:

Location	Normal position
Bovay—East siding switch.....	For main track
Mound—East siding switch.....	For main track
Ruston—East siding switch.....	For main track
Shreveport:	
Spring Street Junction.....	For main track
East End Double Track.....	For westward main track
T. & N. O. Junction.....	For T. & N. O. main track
West switch of crossover from westward to eastward main track at Jordan Street.....	For eastward main track

Following spring switches are protected by reflector signs 500 feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed:

Bovay—East siding switch.
 Mound—East siding switch.

Shreveport:

Spring Street Junction.
 East end double track.
 T. & N. O. Junction.
 West switch of crossover at Jordan Street.

East siding switch at Ruston is protected by color light approach signal.

672. Trains or engines must not exceed speed as indicated at following automatic interlocked railroad crossings until engines or leading car has passed over crossing:

Bossier City—StL&SW RR—20 MPH
 Shreveport (west of M.P. 169.7) T&P RR—10 MPH

Trains or engines must approach signal at T&P Crossing prepared to stop.

1201. Eight wheel locomotive cranes, on their own wheels, must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1202. Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engine.....	4 inches
Passenger cars.....	9 inches
Freight cars.....	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded. A greater depth than five inches should not be authorized for diesel engines. If authority is given to operate air conditioned passenger cars through a greater depth than 9 inches, proper inspections should be made to ascertain if the apparatus requires to be cleaned and dried.

ADJUSTED TONNAGE RULES and RATINGS

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

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

Weight of cars and lading (including caboose).....	5,000 tons
Adjustment factor (75 x 10).....	750 tons
Adjusted tonnage of train.....	5,750 tons

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

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

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

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

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

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

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

	Factor	5	5	5	5	6	6	6
		Vicksburg to Jackson Helper out of Freight Yard	Jackson to Meridian	Meridian to Jackson	Jackson to Vicksburg	Vicksburg to Monroe Helper out of Freight Yard	Monroe to Vicksburg	Between Shreveport and Monroe
Engines	Tractive Force	100 Per Cent Tonnage Rating						
2100-2140.....	79,000	3200	3650	3750	3200	6455	5620	4000
1500-1599.....	75,000	2850	3500	3500	3050	6200	5400	3700
1200-1499.....	69,500	2620	3220	3220	2820	5715	4980	3400
2030-2099.....	52,000	2000	2380	2380	2080	4225	3680	2505