DIVISION OFFICERS

E. E. SCHLOTTMAN	Superintendent	Vicksburg
C. N. CAMPBELL	Train Master	Baton Rouge
J. P. HOFF	Train Master	Vicksburg
J. D. COFFEY	Traveling Engineer	Vicksburg
W. R. HEIRTZLER	Chief Train Dispatcher	Vicksburg
S. A. SNIDER	Assistant Chief Dispatcher	Vicksburg
A. K. GOFF	Train Dispatcher	Vicksburg
J. E. TRICHE	Train Dispatcher	Vicksburg
J. C. BAUGHMAN	Train Dispatcher	Vicksburg
R. F. FARR	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

BATON ROUGE
HAMMOND
VICKSBURG
NATCHEZ
CLINTON
WOODVILLE
DISTRICTS
(VICKSBURG DIVISION)

TIME TABLE No.

21

Taking Effect at 12:01 a. m.

SUNDAY, APRIL 27, 1947

Superseding

Time Table No. 20, Dated June 2, 1946

FOR THE GOVERNMENT OF EMPLOYES ONLY.

C. F. DUGGAN, Vice-President.
S. F. LYNCH, General Manager.
C. J. FITZPATRICK, Gen'l Supt. of Transportation
R. L. TOOKER, Supt. Transporation.
E. E. SCHLOTTMAN, Superintendent.

TCOF-MEMPHIS

BATON ROUGE DISTRICT—Southward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	FIRST CLASS					SECOND CLASS		
			35 Gulf Coast Line	15 The Planter		33 Mail Express	37 Gulf Coast Line	97 Local Freight	73 Dispatch	
			Daily	Daily		Daily	Daily	Except Sunday	Daily	
....	363.6	C.NORTH BATON ROUGE..	Ls 4 45AM	Lf 6 30AM	.....	.....	Ls 4 40PM	L 10 30AM	L 11 30PM	.....
		1.2								
....	364.8	....BATON ROUGE JCT....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4								
....	366.2	D.....BATON ROUGE.....6	s {4 55 / 5 05	s {6 50 / 7 10	.....	L 2 00PM	s {4 55 / 5 05	11 00	12 10AM	.....
		3.0								
112	369.2	..... UNIVERSITY	5 10	f 7 15	.....	f 2 05	5 10	11 10	12 17	.....
		4.7								
101	373.9	.....GARDERE.....	5 16	7 21	.....	f 2 13	5 16	11 18	12 30	.....
		6.6								
98	380.5	D.....ST. GABRIEL.....	g 5 23 74	f 7 30	.....	s 2 23	g 5 23 96	11 28	12 40	.....
		6.1								
102	386.6	D.....GEISMAR.....	g 5 31	f 7 39	.....	s 2 44 12	g 5 31	11 38	12 50	.....
		7.4								
106	394.0	D..... BURNSIDE	g 5 40	f 7 50	.....	s 2 58	g 5 40	12 01PM	1 10	.....
		5.1								
78	399.1	.....CENTRAL.....	5 46	7 58	.....	f 3 06	5 46	12 15	1 20	.....
		6.1								
109	405.2	D..... CONVENT	g 5 53	f 8 06	.....	s 3 16	g 5 53	12 25	1 32	.....
		5.0								
83	410.2	.....REMY.....	5 59	8 13	.....	f 3 26	5 59	12 35	1 40	.....
		3.0								
....	413.2	D..... LUTCHER 20	f 6 05	s 8 17	.....	s 3 35	f 6 05	12 40	1 47	.....
		0.8								
136	414.0	D..... GRAMERCY	g 6 07	f 8 22 32	.....	s 3 40	g 6 07	12 50	1 50	.....
		2.2								
78	416.2	.....MT. AIRY.....	6 10	8 25	.....	f 3 43 96	6 10	12 55	1 55	.....
		2.0								
97	418.2	D..... GARYVILLE	g 6 13	f 8 30	.....	s 3 49	g 6 13	1 05	2 00	.....
		3.3								
100	421.5	D.....RESERVE.....	g 6 17	s 8 37	.....	s 3 59	g 6 17	1 50 12	2 20	.....
		3.9								
99	425.4	.....WALTER.....	6 21	8 42	.....	4 04	6 21	2 01	2 33	.....
		0.6								
....	426.0	D.....LA PLACE.....	g 6 22	f 8 43	.....	s 4 05	g 6 22	2 02	2 35	.....
		5.9								
90	431.9	..... SELLERS	6 31	9 00 34	.....	4 15	6 31	2 45 96	3 25 74	.....
		1.5								
....	433.4	D.....GOOD HOPE.....	g 6 33	s 9 06	.....	s 4 20	g 6 33	3 15	3 35	.....
		4.0								
101	437.4	D.....DESTREHAN.....	g 6 38	f 9 12	.....	s 4 27	g 6 38	3 40	3 45	.....
		2.7								
167	440.1	D..... ST. ROSE	g 6 41	f 9 16	.....	s 4 31	g 6 41	3 59	3 52	.....
		4.1								
....	444.2	C.....ORLEANS JCT.....	A 6 50AM	A 9 27AM	.....	A 4 45PM	A 6 50PM	A 4 15PM	A 4 25AM	.....
		See New Orleans Terminal Time Table								
....	448.3	.....MAYS YARD.....	.....	.....	.....	.....	.....	A 5 00PM	A 6 00AM	.....
..	455.7	..... NEW ORLEANS.....	A 7 15AM	A 10 00AM	.....	A 5 15PM	A 7 15PM	.....	.....	.....

g Discharge passengers from Opelousas and beyond.

No. 33 stop on signal:

Burtville
Bayou Paul
Bruns
Belle Helene
St. Mary
Romeville
Oneida
Belmont
Terre Haute
Norco
New Sarpy

No. 15 stop on signal:

Bayou Paul
St. Mary

No. 33 stop on signal to load express:

Nicholle

Siding. Standing Room. Cars with Engine.	Miles from New Orleans	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	FIRST CLASS 32 Mail and Express	34 Gulf Coast Line		12 The Planter	38 Gulf Coast Line	SECOND CLASS 74 Dispatch	96 Local Freight	
....	92.1	C. NORTH BATON ROUGE	.....	A 10 50AM	.....	Af 3 50PM	As11 45PM	A 9 30AM	A 6 10PM	.....
		1.2								
....	90.9	....BATON ROUGE JCT....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4								
....	89.5	D.....BATON ROUGE.....6	A 9 45AM	s 10 40 / 10 30	.....	s 3 35 / 3 20	s 11 35 / 11 25	5 53	5 55	.....
		3.0								
112	86.5	..... UNIVERSITY	9 36	10 21	.....	3 09	11 13	5 43	5 45	.....
		4.7								
101	81.8	.....GARDERE.....	f 9 30	10 15	.....	3 03	11 08	5 35	5 35	.....
		6.6								
98	75.2	D.....ST. GABRIEL.....	s 9 20	e 10 08	.....	f 2 53	e 11 01	5 23 35	5 23 37	.....
		6.1								
102	69.1	D.....GEISMAR.....	s 9 10	e 10 01	.....	f 2 44 33	e 10 54	4 59	5 05	.....
		7.4								
106	61.7	D.....BURNSIDE.....	s 8 59	e 9 51	.....	f 2 33	e 10 45	4 45	4 50	.....
		5.1								
78	56.6	.....CENTRAL.....	f 8 50	9 44	.....	2 26	10 38	4 28	4 31	.....
		6.1								
109	50.5	D.....CONVENT.....	s 8 40	e 9 37	.....	f 2 18	e 10 31	4 18	4 20	.....
		5.0								
83	45.5	.....REMY.....	f 8 30	9 30	.....	2 11	10 25	4 08	4 10	.....
		3.0								
....	42.5	D.....LUTCHER.....20	s 8 24	f 9 25	.....	s 2 06	f 10 21	4 02	4 00	.....
		0.8								
136	41.7	D.....GRAMERCY.....	s 8 22 15	e 9 23	.....	f 2 04	e 10 19	4 01	3 55	.....
		2.2								
78	39.5	.....MT. AIRY.....	f 8 03	9 20	.....	2 00	10 16	3 56	3 43 33	.....
		2.0								
97	37.5	D.....GARYVILLE.....	s 7 59	e 9 18	.....	f 1 57	e 10 14	3 52	3 30	.....
		3.3								
100	34.2	D.....RESERVE.....	s 7 50	e 9 14	.....	s 1 50 97	xe10 10	3 46	3 20	.....
		3.9								
99	30.3	.....WALTER.....	7 44	9 09	.....	1 45	10 05	3 40	3 02	.....
		0.6								
....	29.7	D.....LA PLACE.....	s 7 42	e 9 08	.....	f 1 44	e 10 04	3 38	3 00	.....
		5.9								
90	23.8	.....SELLERS.....	7 31	9 00 15	.....	1 34	9 56	3 25 73	2 45 97	.....
		1.5								
....	22.3	D.....GOOD HOPE.....	s 7 28	e 8 57	.....	s 1 32	e 9 54	3 20	2 40	.....
		4.0								
101	18.3	D.....DESTREHAN.....	s 7 20	e 8 52	.....	f 1 26	e 9 49	2 48	2 17	.....
		2.7								
167	15.6	D.....ST. ROSE.....	s 7 15	e 8 48	.....	f 1 21	e 9 44	2 42	2 10	.....
		4.1								
....	11.5	C.....ORLEANS JCT.....	L 7 07AM	L 8 42AM	.....	L 1 15PM	L 9 37PM	L 2 30AM	L 2 00PM	.....
		See New Orleans Terminal Time Table	Daily	Daily		Daily	Daily	Daily	Except Sunday	
.....	.....	.....MAYS YARD.....	.....	.....	.....	.....	.....	L 12 45AM	L 1 30PM	.....
.....	.....	.....NEW ORLEANS.....	L 6 40AM	L 8 20AM	.....	L 12 50PM	L 9 15PM	.....	.....	.....

e Receive passengers for Opelousas and stations beyond at which trains are scheduled to stop.

x Discharge revenue passengers from New Orleans.

No. 32 stop on signal:

New Sarpy	Oneida	Bruns
Norco	Romeville	Bayou Paul
Terre Haute	St. Mary	Burtville
Belmont	Belle Helene	

No. 12 stop on signal:

St. Mary
Bayou Paul

Westward—Hammond District—Eastward

SECOND CLASS 491 Freight	Siding. Standing Room Cars with Engine.	Mile Posts	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	Miles from Baton Rouge Jct.	SECOND CLASS 492 Freight
Daily	....				
L 2 00AM	....	....	C.....HAMMOND.....6	43.7	A 1 00AM
			2.2		
2 09	91	2.2	....WEST HAMMOND.....	41.5	12 53
			5.2		
2 25	90	7.4	D.....ALBANY.....	36.3	12 40
			9.2		
2 45	60	16.6	D.....DOYLE.....	27.1	12 20
			6.6		
3 15	92	23.2	D.....CORBIN.....	20.5	12 05AM
			6.5		
3 30	....	29.7	D...DENHAM SPRINGS....	14.0	11 50
			6.1		
3 45	95	35.8	.....SHARP.....	7.9	11 35
			7.9		
A 4 05AM	....	43.7	....BATON ROUGE JCT.....	....	L 11 15PM
			See Baton Rouge District		Daily
A 4 30AM	....	.....	C..NORTH BATON ROUGE	.....	L 11 00PM

VICKSBURG DISTRICT

Southward | Northward

TIME TABLE No. 21
Taking Effect
April 27, 1947

Southward SECOND CLASS 173 Dispatch	Southward SECOND CLASS 91 Local Freight	Southward FIRST CLASS	Southward FIRST CLASS 15 The Planter	Siding, Standing Room Cars with Engine.	Mile Posts	STATIONS	Miles from North Baton Rouge	Northward FIRST CLASS 12 The Planter	Northward SECOND CLASS 92 Local Freight	Northward SECOND CLASS 172 Dispatch BM 2
.....	.....	.....	.....	....	.....	.....		....	.....	.....
L 3 00PM	L 6 30AM	.....	.....	....	220.8	C....FREIGHT YARD.....	142.8	....	A 3 50PM	A 4 45AM
.....	.....	.....	L 2 05AM	....	222.7	C.....VICKSBURG.....	143.5	A 8 40PM	.....	.....
Daily	Except Sunday		Daily			See Vicksburg Terminal District Time Table				
L 3 45PM *92*	L 6 36AM	.....	L 2 10AM	....	221 8	C.....MARY.....	141.8	A 8 29PM	A 3 45PM *173*	A 4 10AM
3 58	6 48	.....	2 17	97	227.2	5.4 .....CEDARS.....	136.4	8 20	3 35	3 45
4 10	7 00	.....	2 24	87	233.1	5.9 .....YOKENA.....	130 5	8 12	3 25	3 32
4 20	7 10	.....	*f* 2 31	104	237.7	4.6 .....ALLEN.....	125.9	*f* 8 02	3 10	3 22
.....	.....	.....	2 39	....	243.6	5.9 .....INGLESIDE.....	120.0	7 53	.....	.....
4 47	7 55	.....	*s* 2 52 *172*	73	249.7	6.1 D.....PORT GIBSON....30	113.9	*s* 7 43	2 30	2 52 *15*
5 03	8 15	.....	3 03	85	257.5	7.8 .....RUSSUM.....	106.1	7 30	1 50	2 12
5 13	8 25	.....	*f* 3 09	81	262.2	4.7 D..... LORMAN.....	101.4	*f* 7 23	1 40	2 00
5 25	8 38	.....	3 16	84	268.6	6.4 ...NORTH HARRISTON....	95.0	7 14	1 16	1 45
.....	.....	.....	*s* 3 40	....	269.3	7 D.....HARRISTON.....30	94.3	*s* 7 12	.....	.....
5 40	9 20	.....	3 42	84	270.0	7 ...SOUTH HARRISTON....	93.6	6 56	12 38	1 01
5 59	9 40	.....	3 54	63	276.2	6.2 .....McNAIR.....	87.4	6 46	12 24	12 46
6 08	9 50	.....	4 00	38	280.9	4.7 .....HAMBURG.....30	82.7	6 38	12 15	12 37
6 28 *12*	10 05	.....	*s* 4 07	95	286.2	5.3 D.....ROXIE.....30	77 4	*s* 6 28 *173*	12 05PM	12 22
6 52	10 17	.....	4 19	74	292.4	6.2 .....FRANKLIN.....	71.2	6 16	11 43	12 10
7 00	10 23	.....	4 24	15	295.8	3.4 .....KNOXVILLE.....30	67.8	6 11	11 35	12 04AM
7 10	10 32	.....	4 30	28	300.6	4.8 .....ROSETTA.....	63.0	6 04	11 25	11 56
7 18	11 05 *92*	.....	*s* 4 34	75	303.9	3.3 D.....CROSBY.....30	59.7	*s* 5 59	11 05 *91*	11 50
7 55	12 01PM	.....	*s* 4 55	70	311.8	7.9 D.....GLOSTER.....30	51.8	*s* 5 45	10 00	11 35
8 05	12 25	.....	5 00	46	316.1	4.3 .....TATUM.....	47.5	5 35	9 20	11 18
8 18	1 00	.....	*s* 5 10	83	320.4	4.3 D.....CENTREVILLE.....30	43.2	*s* 5 17	9 10	11 10
8 40	1 25	.....	*s* 5 21	100	329.7	9.3 D.....NORWOOD.....	33.9	*s* 5 05	8 40	10 54
8 48	1 35	.....	*f* 5 28	....	333.2	3.5 .....WILSON.....	30.4	*f* 4 56	8 25	10 46
9 01	2 00	.....	*s* 5 38	....	339.3	6.1 D.....McMANUS.....	24.3	*s* 4 45	8 00	10 35
9 07	2 10	.....	*f* 5 44	93	342.3	3.0 .....ETHEL.....	21.3	*f* 4 35	7 50	10 30
9 20	2 30	.....	*s* 5 55	53	347.3	5.0 D.....SLAUGHTER.....30	16.3	*f* 4 25	7 30	10 21
9 30	2 45	.....	*f* 6 00	81	352.2	4.9 D.....ZACHARY.....	11.4	*f* 4 14	7 15	10 12
.....	.....	.....	*s* 6 08	....	356.2	4.0 .....BAKER.....	7.4	*h* 4 05	.....	.....
9 57 *172*	3 01	.....	6 13	69	359.2	3.0 .....MARYLAND.....	4.4	4 01	6 57	9 57 *173*
.....	.....	.....	*s* 6 16	....	360.8	1.6 .....SCOTLAND.....	2.8	*s* 3 58	.....	.....
A 11 00PM	A 3 20PM	.....	A*f* 6 30AM	....	363.6	2.8 C..NORTH BATON ROUGE.		L*f* 3 50PM	L 6 45AM	L 9 45PM
								Daily	Except Sunday	Daily

h Discharge revenue passengers from Baton Rouge and beyond.

THIRD CLASS 193 Local Freight		THIRD CLASS 191 Local Freight	Skiing, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	Miles from Natchez	THIRD CLASS 192 Local Freight	THIRD CLASS 194 Local Freight		
Except Sunday		Except Sunday								
L 7 00AM			....	.....	C.....JACKSON. 30	98.0	.....	A 11 55AM	.....	.....
					4.3					
7 20		.....	6	4.3	.....VAN WINKLE.....	93.7	.....	11 15	.....	.....
					3.5					
7 45		.....	23	7.8	.....McRAVEN.....	90.2	.....	10 55	.....	.....
					7.3					
8 15		.....	24	15.1	D.....RAYMOND.....30	82.9	.....	10 30	.....	.....
					5.7					
8 30		.....	27	20.8	.....OAKLEY.....	77.2	.....	10 10	.....	.....
					2.9					
8 40		.....	24	23.7	.....LEARNED.....30	74.3	.....	10 00	.....	.....
					7.9					
9 25 *194*		.....	38	31.6	D.....UTICA.....30	66.4	.....	9 25 *193*	.....	.....
					6.5					
9 45		.....	19	38.1	.....CARPENTER.....	59.9	.....	9 05	.....	.....
					1.8					
10 00		.....	14	39.9	.....MYLES.....	58.1	.....	8 45	.....	.....
					4.8					
10 15		.....	24	44.7	.....CARLISLE.....	53.3	.....	8 30	.....	.....
					4.8					
10 30		.....	28	49.5	D...HERMANVILLE.....30	48.5	.....	8 15	.....	.....
					5.8					
10 55		.....	....	55.3	.....PATTISON.....	42.7	.....	7 45	.....	.....
					9.0					
11 20		.....	21	64.3	.....RED LICK.....	33.7	.....	7 20	.....	.....
					5.9					
A 11 59AM		L 8 45PM	....	70.2	D.....HARRISTON.....30	27.8	A 6 55PM	L 7 00AM	.....	.....
					2.1					
		9 00	29	72.3	D.....FAYETTE.....30	25.7	6 40	.....	.....	.....
					7.0					
		9 15	....	79.3	.....STAMPLEY.....	18.7	6 22	.....	.....	.....
					5.0					
		9 30	13	84.3	.....CANNONSBURG.....	13.7	6 08	.....	.....	.....
					2.1					
		9 35	24	86.4	.....STANTON.....	11.6	6 03	.....	.....	.....
					2.6					
		9 41	....	89.0	.....SELMA.....	9.0	5 57	.....	.....	.....
					3.0					
		9 48	18	92.0	.....FOSTER.....	6.0	5 50	.....	.....	.....
					3.0					
		9 55	50	95.0	.....NORTH NATCHEZ.....	3.0	5 42	.....	.....	.....
					3.0					
		A 10 05PM	....	98.0	D.....NATCHEZ.....30	.....	L 5 30PM	.....	.....	.....
							Except Sunday	Except Sunday		

Southward—Woodville District—Northward

SECOND CLASS 741 Local Freight	Mile Posts	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	Miles from Slaughter	THIRD CLASS 742 Local Freight
Except Sunday				
L 8 00AM	.....	D.....WOODVILLE.....30.	41.6	A 1 30PM
		11.6		
8 35	.11.6.	.....LAUREL HILL.....	30.0	1 00
		11.2		
9 20	.22.8.	.....ARGUE.....	18.8	12 30
		2.3		
9 35	.25.1.	D....ST. FRANCISVILLE.....	16.5	12 20PM
		12.0		
10 07	.39.1.	.....LINDSAY.....	4.5	11 45
		4.5		
A 10 30AM	.41.6.	D.....SLAUGHTER.....	.....	L 11 30AM
				Except Sunday

Southward—Clinton District—Northward

SECOND CLASS 743 Local Freight	Mile Posts	TIME TABLE No. 21 Taking Effect April 27, 1947 STATIONS	Miles from Ethel	SECOND CLASS 744 Local Freight
Except Sunday				
L 9 45AM	.....	.....CLINTON.....	8.3	A 9 30AM
	8.3	8.3		
A 10 15AM	.....	..... ETHEL.....	.....	L 9 00AM
				Except Sunday

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:

Vicksburg	Passenger station Dispatcher's office
Freight Yard	Engine house office Yard office
North Baton Rouge	Telegraph office General Foreman's office
Baton Rouge	Passenger station
Good Hope	Telegraph office
New Orleans	Passenger station, telegraph office
Government yard	General Foreman's office
Mays Yard	Telegraph Office
Jackson	Telegraph office
North Jackson	Telegraph office

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

83. Train Registers:

Vicksburg
Freight Yard
Mary
Harriston
Slaughter (For Woodville District Trains)
North Baton Rouge
Baton Rouge (For first class trains)
Orleans Junction
Natchez
North Jackson
Woodville
Hammond

Trains may register at Mary and Orleans Junction by form 905.

First class trains may register at North Baton Rouge by form 905.

83(a). Vicksburg District trains may leave Mary without a clearance, unless train order signal indicates "stop."

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

Vicksburg District trains originating at Vicksburg must obtain two clearances at Vicksburg, one for the Vicksburg Terminal District and one covering the Vicksburg District. The address of the clearance will indicate the district governed.

Trains must obtain a clearance before leaving Harriston.

Natchez District trains may leave Jackson without a clearance, but must obtain a clearance before leaving North Jackson.

Hammond District trains may leave Baton Rouge Junction without a clearance, but must obtain a clearance before leaving Baton Rouge or North Baton Rouge.

Nos. 743 and 744 may leave Ethel and Clinton without a clearance.

Baton Rouge District trains may leave Orleans Junction without a clearance unless train order signal indicates stop, but must obtain a clearance before leaving New Orleans or Mays Yard.

83(b). At Mary, Baton Rouge, Baton Rouge Junction and Orleans Junction the train dispatcher may inform trains by train order form V, whether all overdue superior trains have arrived or left.

Northward Vicksburg District trains, except first class, that have not received information must stop at Mary and ascertain from operator if Vicksburg Terminal District first class trains have arrived or left.

Trains from Hammond District must obtain permission from operator at North Baton Rouge or Baton Rouge before using Baton Rouge District main tracks at Baton Rouge Junction.

93. Yards:

Mary	Mary yard limits extend north to National Cemetery and Vicksburg
Port Gibson	
Harriston	Harriston yard limits extend North Harriston to South Harriston
Baton Rouge	Baton Rouge yard limits extend Scotland to University and Baton Rouge Junction (Hammond District)
Reserve	Reserve—Reserve yard limits extend to Garyville
Good Hope	Good Hope yard limits extend to Sellers
Orleans Junction	
Natchez	Natchez yard limits extend to North Natchez
Jackson	Jackson yard limits extend to 782 feet South of mile post LN 2
St. Francisville	St. Francisville yard limits extend to Argue
Woodville	
Hammond	

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

Engines and trains will operate over the portion of Gaylord Container Corporation Railroad, east of Hammond, between Mile Post 44 and Mile Post 46, as prescribed by Rule 93, but not exceeding speed of 10 miles per hour.

98. Trains must stop at Junctions as follows:

Harriston	Natchez District Trains
Ethel	Clinton District Trains
Slaughter	Woodville District Trains
Baton Rouge Junction	Hammond District Trains

98(a). Railroad Crossings:

Harriston	Natchez District (Gate)
Baton Rouge Junction (Hammond District)	L. & A. Ry. (Gate)
Reserve	Cane Railroad (Gate)

(Continued on page 7)

98(a).—(Continued from page 6)

Normal position of gates:

Harriston.....Against Natchez District

Reserve.....Against Cane Railroad

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	Passenger engines 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.	Work trains and log trains.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.
	Miles per Hour								
Between Mary and Orleans Junction	60	60	45	45	40	30	30	30	25
Between Natchez and Jackson	25	25	25	25	25	25	25	25	15
Between Baton Rouge Jct and Hammond	30	30	30	30	30	30	30	25	20
Between Slaughter and Woodville	20	..	20	20	20	20	20	20	15
Between Ethel and Clinton	25	..	25	25	25	20	25	20	15
Diverging routes through crossovers, 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 turnout	25	25	25	25	25	25	25	25	25
North Baton Rouge MP L-361.1 No. 15 turnout	25	25	25	25	25	25	25	25	25
North Baton Rouge MP L-361.9 No. 15 turnout	25	25	25	25	25	25	25	25	25
Through turnout 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.									
Vicksburg District									
Curve—MP L-221.9 to L-222.1	35	35	35	35	35	30	30	30	15
Curve—MP L-238.2 to L-238.4	55	55	45	40	40	30	30	30	25
Bridge—L-239.6	40	40	40	40	40	30	30	30	25

(Continued on page 8)

101(b). Lower Speeds—(Continued from page 7)

Territory or Location	Passenger engines and Diesel engines, with passenger trains.	Engines 1201-1599, 2030-2099 and 2100-2140 with passenger trains.	Other freight engines with passenger trains.	Freight trains or mixed trains.	All engines light, with caboose or rider.	Work trains and log trains.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.
	Miles Per Hour								
Curve —MP L-241.7 to L-241.9.	55	55	45	40	40	30	30	30	25
Curves—MP L-242.3 to L-242.7.	50	50	45	40	40	30	30	30	25
Curves—MP L-243.2 to L-243.8.	35	35	35	35	35	30	30	30	15
Curve —MP L-245.9 to L-246.2.	50	50	45	40	40	30	30	30	25
Curve and Bridge—L-246.8 to L-247.3	30	30	30	30	30	30	30	30	25
Curve —MP L-249.8 to L-250.0.	35	35	35	35	35	30	30	30	15
Curve —MP L-251.9 to L-252.1.	50	50	45	40	40	30	30	30	25
Curve —MP L-257.3 to L-257.7.	50	50	45	40	40	30	30	30	25
Curves—MP L-260.6 to L-261.3.	50	50	45	40	40	30	30	30	25
Curves—MP L-264.1 to L-264.6.	50	50	45	40	40	30	30	30	25
Curve —MP L-273.3 to L-273.7.	50	50	45	40	40	30	30	30	25
Cinder Fill—MP L-274.8 to L-275.1	20	20	20	20	20	20	20	20	20
Curves—MP L-275.4 to L-275.8.	50	50	45	40	40	30	30	30	25
Curves—MP L-280.2 to L-282.0.	50	50	45	40	40	30	30	30	25
Curves—MP L-282.8 to L-283.3.	50	50	45	40	40	30	30	30	25
Curve and Crossing—MP L-285.1 to L-285.5	20	20	20	20	20	20	20	20	20
Curve —MP L-289.6 to L-289.8.	50	50	45	40	40	30	30	30	25
Curve —MP L-290.8 to L-291.1.	50	50	45	40	40	30	30	30	25
Curve —MP L-305.4 to L-306.2	45	45	45	40	40	30	30	30	25
Curve —MP L-324.2 to L-324.5.	50	50	45	40	40	30	30	30	25
Curve —MP L-361.2 to L-362.5.	25	25	25	25	25	25	25	25	25
Natchez District									
Utica Cut—MP LN-31.5	10	10	10	10	10	10	10	10	10
Bridge—MP LN-39.2	10	10	10	10	10	10	10	10	10
Bridge—MP LN-60.3	..	..	..	..	..	..	..	20	..
Curve—MP LN-66.9 to LN-67.6	20	20	20	20	20	20	20	20	20
Woodville District									
Curve and Bridge—MP LB-8.2 to LB-9.3	15	..	15	15	15	15	15	15	15
Baton Rouge District									
North Baton Rouge (incline trestle)	10	10	10	10	10	10	10	10	10
From North Baton Rouge to MP L-365.5	20	20	20	20	20	20	20	20	20
MP L-365.5 to South Boulevard, Baton Rouge	10	10	10	10	10	10	10	10	10
MP L-429.5 to MP L-432.3 (Spillway bridge)	45	45	45	40	40	30	30	30	25
Curve—MP L-443.7	25	25	25	25	25	25	25	25	25

The movement of loaded high hopper coal cars is restricted to 20 miles per hour on Natchez, Clinton and Woodville Districts and 25 miles per hour on Hammond District.

When freight cars, not equipped with passenger trucks, are handled in passenger trains maximum speed of freight trains, must not be exceeded.

BRIDGE LOCATION	ENGINES: 700-770	2400-2499.	1200-1599, 1600-1745, Diesel 4000-4002	5060-5065	3700-3715	1000-1019, 1100-1103, 2030-2099	1130-1199	Series 2100, 2500, 2600, 2700, 2750, 2800, 8000	941-993	Engines without trucks
	MILES PER HOUR									
VICKSBURG DISTRICT										
Bridges L-237.0, L-269.4, L-304.1								20		
NATCHEZ DISTRICT										
Bridge LN-60.3 between Red Lick and Tillman	20	*	*	30	25	15	*	*	15	15
Bridge LN-70.0—Harriston	30	20	20	30	30	30	30	10	20	15
Bridge LN-80.6 between Stampley and Cannonsburg										
Bridge LN-94.5 and LN-95.1 between Foster and Natchez										
HAMMOND DISTRICT										
East Approach Bridge LZ-12-9	20	20	20	20	20	20	20	20	20	20

*Must not cross.

Engines or cars designated below must not be operated over following:

Location	Class of Engines
Vicksburg District:	
Track Scales, Cohn Bros. spur at Lorman	All engines.
Track Scales, Port Gibson Oil Mill at Port Gibson	All engines.
Natchez District: Between Jackson and Carpenter	Engines heavier than 2030.
Bridge LN-39.2 between Myles and Carpenter	Engines heavier than 700.
Bridge LN-60.3 between Red Lick and Tillman	Engines 1130-1199, 1600-1745, and heavier.
Between Harriston and Jackson	Cars with gross weight 85 tons or more.
Clinton District	Engines 700 and heavier, 210 and heavier.
Woodville District	Engines heavier than 3700-3715. Derricks X88-X92. Cars with gross weight 85 tons or more.

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103. Extract 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."

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

Jackson	Gallatin Street Olifton Street Poindexter Street
Natchez	Breil Avenue Devereaux Street Pine Street Rankin Street Union Street Commerce Street Pearl Street Wall Street Canal Street Broadway Street
Baton Rouge (Hammond District)	Choctaw Road

104. Normal Position of Switches:

Junction Switch	For route to Vicksburg Pass. Sta.
Mary	For Vicksburg District
Ethel	For Vicksburg District
Slaughter	For Vicksburg District
Baton Rouge Jct.	For Baton Rouge District
Jackson	For Canton District
St. Francisville	For Woodville District
Argue	For Woodville District
Hammond	For McComb District

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 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:

Vicksburg	Passenger station
Freight yard	Yard office Engine house office
Harriston	
Slaughter	
North Baton Rouge	Engine house Telegraph office
Baton Rouge	Baggage room
Reserve	
Good Hope	
New Orleans	Station master's office
Government Yard	Engine house office
Mays Yard	Telegraph office
Natchez	Freight station Engine house
North Jackson	Yard office Engine house
Jackson	Passenger station
Hammond	Passenger station

D-151. Two Tracks:
North Baton Rouge to Baton Rouge.

505. Automatic block system territory extends from:

Scotland, M.P. L.361.05 to 800 feet south of north end double track, on southward main track, North Baton Rouge.

Baton Rouge Junction, M.P. L. 364.32 northward to 500 feet north of L&A Ry., crossing Scotland.

Baton Rouge M.P. L. 366.68, southward to Orleans Junction.

Orleans Junction, northward to 1500 feet north of south end of double track, on Northward main track Baton Rouge.

535. Spring switches:

Location	Normal position
North Baton Rouge—	
End of double track (Lunar white marker)	Southward main track.
Baton Rouge—	
End of double track (Lunar white marker)	Northward main track.

When stop and proceed signals at spring switches are equipped with lunar white marker, to indicate the position of switch points, if the block signal indicates stop, and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provisions of Rule 509(a).

If the block signal indicates stop and the lunar white marker is not displayed, stop must be made and switch examined before proceeding.

672. At the following automatic interlocked railroad crossings the speed of train or engine must not exceed twenty miles per hour until engine or leading car has passed over crossing.

One mile north of Roxie	Mississippi Central R R.
Scotland	L. & A. Ry.

When a train is stopped by home signal at interlocked railroad crossing, Scotland, a member of crew will go to crossing and if gates are in position across L&A track and no conflicting train movements are evident the train may proceed over the crossing on hand signal given by employe at crossing who will remain at crossing until engine or leading car is on the crossing.

Trains must not exceed a speed of twenty miles per hour over the crossing.

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 when greater depths are authorized by special instructions:

Diesel engines	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.

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

	Factor	0	4	18	4	5	5	5
		Freight Yard to North Baton Rouge Double McNair Grade Helper service out of Freight Yard	North Baton Rouge to Freight Yard	Baton Rouge and Hammond Districts	Natchez District	Clinton District	Slaughter to Woodville	Woodville to Slaughter
Engines	Tractive Force	100 Per Cent Tonnage Rating						
2100-2140	79,000	3580	4855	12370	3085	....	....	....
1500-1599	75,000	3450	4500	12000	2900	....	....	....
1200-1499	69,500	3200	4300	11395	2720	....	....	....
2030-2099	52,000	2345	2620	8420	2010	....	....	....
700- 770	39,000	1755	1960	6300	1500	....	....	....
700- 770	35,000	1595	1785	5730	1365	....	....	....
3700-3715	43 000	1935	2160	6950	1660	1875	1275	1530