DIVISION OFFICERS

O. H. McFARLIN	Superintendent	Memphis, Tenn.
T. P. CRYMES	Train Master	Memphis, Tenn.
B. M. LUTTRELL	Train Master	Cleveland, Miss.
J. M. RYAN	Traveling Engineer	Memphis, Tenn.
V. E. PETTIT	Chief Dispatcher	Memphis, Tenn.
R. L. PAGE	Ass't Chief Dispatcher	Memphis, Tenn.
L. R. SWISHER	Train Dispatcher	Memphis, Tenn.
S. L. BROWN	Train Dispatcher	Memphis, Tenn.
W. P. LAWTON	Train Dispatcher	Memphis, Tenn.
H. O. SHELLMAN	Train Dispatcher	Memphis, Tenn.
J. E. GULO	Train Dispatcher	Memphis, Tenn.
H. G. ROSSER	Train Dispatcher	Memphis, Tenn.
E. E. McDONALD	Train Dispatcher	Memphis, Tenn.
G. A. BRADLEY	Train Dispatcher	Memphis, Tenn.
C. D. LYNN	Train Dispatcher	Memphis, Tenn.
E. C. SANDERS	Train Dispatcher	Memphis, Tenn.
W. A. PALMER	Train Dispatcher	Memphis, Tenn.
J. R. BUCHANAN	Train Dispatcher	Memphis, Tenn.

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

MEMPHIS DIVISION

TIME TABLE No.

23

Taking Effect at 12:01 A. M.

MONDAY, JULY 1, 1946

Superseding
MEMPHIS DIVISION
Time Table No. 22, Dated APRIL 1, 1946

FOR THE GOVERNMENT OF EMPLOYES ONLY

C. F. DUGGAN, Vice President
S. F. LYNCH, General Manager
C. J. FITZPATRICK, General Supt. of Transportation
O. H. McFARLIN, Superintendent

TALLAHATCHIE DISTRICT—Southward

Siding, Standing Room, Cars with Engine.	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Mile Posts	FIRST CLASS					SECOND CLASS			
			21	23		33	15	329	71	73	173
			The Cottonland	Delta Express		The Shopper	The Planter	The Shopper	Dispatch C.N. 1	Dispatch C.N. 3	Dispatch M.V. 3
....	C..... MEMPHIS.....	.....	L 12 45AM	L 8 15AM	.....	L 4 00PM	L 4 45PM	.....	.....	.....	.....
....	C..... NONCONNAH.....	5.4	.....	.....	.....	.....	.....	.....	L 5 15AM	L 1 00PM	L 8 00PM
	See Memphis Terminal Division Time Table		Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily
....	..... WEST JUNCTION	5.4	L 12 58AM	L 8 29AM	.....	L 4 12PM	L 4 58PM	.....	L 5 20AM	L 1 05PM	L 8 02PM
	7.7										
....	C.....LAKE VIEW.....	13.1	1 13	8 45	.....	*f* 4 27	5 12	.....	5 48	1 25	8 15
	2.1										
120	.....WALLS.....	15.2	1 18	*f* 8 51	.....	*f* 4 32	5 17	.....	6 00	1 33	8 20
	5.3										
118	C..LAKE CORMORANT....	20.5	*s* 1 28 *76*	*s* 8 59	.....	*s* 4 40	*s* 5 26	.....	6 10	1 45	8 29
	0.1										
....	.LAKE CORMORANT JCT..	20.6	A 1 29AM	A 9 01AM	.....	4 41	A 5 27PM	.....	6 11	1 46	A 8 30PM
	5.3										
113	..... .BANKS.....	25.9	.....	.....	.....	*f* 4 50	.....	.....	6 20	1 56	.....
	4.3										
109	.....WICKER.....	30.2	.....	.....	.....	4 58 *72*	.....	.....	6 27	2 05	.....
	4.4										
102	D.....PRICHARD.....	34.6	.....	.....	.....	*s* 5 06	.....	.....	6 45 *76*	2 14	.....
	4.8										
100	.....SAVAGE.....	39.4	.....	.....	.....	*s* 5 14	.....	.....	6 55	2 22	.....
	4.7										
123	.....SARAH.....	44.1	.....	.....	.....	*f* 5 22	.....	.....	7 05	2 30	.....
	4.7										
115	D.....CRENSHAW.....30	48.8	.....	.....	.....	*s* 5 30	.....	.....	7 15	2 40	.....
	5.5										
107	D.....SLEDGE.....30	54.3	.....	.....	.....	*s* 5 39	.....	.....	7 25	2 50	.....
	6.1										
108	.....DARLING.....	60.4	.....	.....	.....	*f* 5 50	.....	.....	7 37	3 02	.....
	7.0										
90	D.....MARKS.....30	67.4	.....	.....	.....	*s* 6 05	.....	.....	7 50	3 15	.....
	3.8										
284	C.....LAMBERT.....30	71.2	.....	.....	.....	*s* 6 12	.....	.....	8 20	{ 3 22 *72* / 3 45	.....
	0.4										
....	.....LAMBERT JCT.....	71.6	.....	.....	.....	6 15	.....	.....	.....	.....	.....
	5.4										
104	.....CHANCEY.....	77.0	.....	.....	.....	Via	.....	.....	8 33	3 56	.....
	6.0										
102	.....BRAZIL.....	83.0	.....	.....	.....	Tutwiler	.....	.....	8 45	4 08	.....
	6.1										
101	.....MIKOMA.....	89.1	.....	.....	.....		.....	.....	8 58	4 20	.....
	6.3										
....	.....VANCE.....30	80.9	.....	.....	.....	*f* 6 35	.....	.....			.....
	4.9										
....	D.....TUTWILER.....30	87.2	.....	.....	.....	*s* 6 58	.....	.....	Via Brazil	Via Brazil	.....
	2.5										
....	..... SUMNER.....30	96.5	.....	.....	.....	*f* 7 07	.....	.....			.....
	6.3										
81	D.....WEBB.....30	99.0	.....	.....	.....	*f* 7 12	.....	.....			.....
	3.8										
108	C.....SWAN LAKE.....	93.7	.....	.....	.....	*s* 7 25	.....	.....	9 10	4 32	.....
	2.6										
99	D.....GLENDORA.....30	97.5	.....	.....	.....	*f* 7 34	.....	.....	9 20	4 40	.....
	1.8										
....	...BLACK BAYOU JCT....	100.1	.....	.....	.....	*f* 7 40	.....	.....	9 27	4 44	.....
	3.1										
111	.....ARTHUR.....	101.9	.....	.....	.....	7 44	.....	.....	9 31	4 47	.....
	4.6										
84	D.....PHILIPP.....	105.0	.....	.....	.....	*f* 7 51	.....	.....	9 40	4 53	.....
	3.2										
117	.....RUBY.....	109.6	.....	.....	.....	*f* 7 57	.....	.....	9 50	5 01	.....
	4.6										
119	D.....MONEY.....	112.8	.....	.....	.....	*f* 8 03	.....	.....	9 57	5 06	.....
	4.1										
111	.....CRAIGSIDE.....	117.4	.....	.....	.....	*f* 8 09	.....	.....	10 05	5 13	.....
	0.4										
....	.....GRENADA JCT.....	121.5	.....	.....	.....	8 15	.....	L 6 30AM	10 15	5 20	.....
	0.8										
100	.....YALOBUSHA.....	121.9	.....	.....	.....	8 16	.....	6 33	10 16	5 21	.....
	5.3										
124	C.....GREENWOOD.....30	122.7	.....	.....	.....	A 8 18PM	.....	A 6 35AM	10 20	5 25	.....
	3.3										
97	.....RISING SUN.....	128.0	.....	.....	.....	.....	.....	.....	10 30	5 35	.....
	6.5										
110	D.....SIDON.....30	131.3	.....	.....	.....	.....	.....	.....	10 38	5 41	.....
	10.0										
113	D.....CRUGER.....30	137.8	.....	.....	.....	.....	.....	.....	10 48	5 52	.....
	1.1										
201	D.....TCHULA.....30	147.8	.....	.....	.....	.....	.....	.....	11 05	6 10	.....
....	C.....GWIN.....	148.9	.....	.....	.....	.....	.....	.....	A 11 15AM	A 6 30PM	.....

No. 33 will stop on signal: Darwin Glover Lost Lake Askew Falcon

Siding, Standing Room, Cars with Engine.	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Gwin	FIRST CLASS				SECOND CLASS				
			12	32	28	24	76	72	172	74	330
			The Planter	The Shopper	The Cottonland	Delta Express	Dispatch	Dispatch NC 2	Dispatch BM 2	Dispatch NC 4	The Shopper
....	C.....MEMPHIS.....	147.6	A 5 55AM	A 12 15PM	A 1 00PM	A 7 00PM	.....	.....	.....	.....	.....
....	C.....NONCONNAH.....	142.0	.....	.....	.....	.....	A 8 15AM	A 6 30PM	A 3 30PM	A 5 00AM	.....
	See Memphis Terminal Division Time Table										
....	..... WEST JUNCTION.....	142.0	A 5 40AM	A 11 59AM	A 12 43PM	A 6 43PM	.....	.....	.....	.....	.....
....	1.2 .....HULET.....	140.8	5 36	11 54	12 40	6 39	A 8 00AM	A 5 58PM	A 3 00PM	A 4 20AM	.....
101	1.8 .....MUNSON.....	139.0	5 34	*f* 11 51	12 37	6 36	7 55	5 53	2 55	4 15	.....
....	3.2 C.....LAKE VIEW.....	135.8	5 28	*f* 11 46	12 31	6 30	7 48	5 43	2 46	4 06	.....
120	2.1 .....WALLS.....	133.7	5 23	*f* 11 42	*f* 12 26	6 25	7 39	5 38	2 40	4 01	.....
118	5.3 C..LAKE CORMORANT....	128.4	*s* 5 15	*s* 11 32	*s* 12 18	*s* 6 18	7 31	5 31	2 30	3 50	.....
....	0.1 .LAKE CORMORANT JCT..	128.3	L 5 11AM	11 30	L 12 15PM	L 6 16PM	7 30	5 30	L 2 26PM	3 45	.....
113	5.3 .....BANKS.....	123.0	.....	*f* 11 20	.....	.....	7 12	5 08	.....	3 35	.....
109	4.3 .....WICKER.....	118.7	.....	11 10	.....	.....	7 05	4 58 *33*	.....	3 25	.....
102	4.4 D.....PRICHARD.....	114.3	.....	*s* 11 01	.....	.....	6 45 *71*	4 40	.....	3 15	.....
100	4.8 .....SAVAGE.....	109.5	.....	*s* 10 50	.....	.....	6 35	4 30	.....	3 05	.....
123	4.7 .....SARAH.....	104.8	.....	*f* 10 41	.....	.....	6 28	4 20	.....	2 57	.....
115	4.7 D.....CRENSHAW.....30	100.1	.....	*s* 10 30	.....	.....	6 20	4 11	.....	2 47	.....
107	5.5 D.....SLEDGE.....30	94.6	.....	*s* 10 20	.....	.....	6 10	4 01	.....	2 37	.....
108	6.1 .....DARLING.....	88.5	.....	*s* 10 08	.....	.....	6 01	3 52	.....	2 24	.....
90	7.0 D.....MARKS.....30	81.5	.....	*s* 9 53	.....	.....	5 48	3 40	.....	2 10	.....
284	3.8 C.....LAMBERT.....30	77.7	.....	*s* 9 40	.....	.....	5 40	3 30 *73*	.....	2 01	.....
....	0.4 .....LAMBERT JCT.....	77.3	.....	9 30	.....	.....	.....	.....	.....	.....	.....
104	5.4 .....CHANCEY.....	71.9	.....		.....	.....	5 04	2 52	.....	1 21	.....
102	6.0 .....BRAZIL.....	65.9	.....	Via Tutwiler	.....	.....	4 53	2 42	.....	1 09	.....
101	6.1 .....MIKOMA.....	59.8	.....		.....	.....	4 42	2 32	.....	12 57	.....
....	.....VANCE.....30	75.2	.....	*f* 9 08	.....	.....			.....		.....
....	6.3 D.....TUTWILER.....30	68.9	.....	*s* 8 50	.....	.....	Via Brazil	Via Brazil	.....	Via Brazil	.....
....	4.9 .....SUMNER.....30	64.0	.....	*f* 8 33	.....	.....			.....		.....
81	2.5 D.....WEBB.....30	61.5	.....	*f* 8 26	.....	.....			.....		.....
108	6.3 C.....SWAN LAKE.....	55.2	.....	*s* 8 12	.....	.....	4 31	2 22	.....	12 46	.....
99	3.8 D.....GLENDORA.....30	51.4	.....	*f* 8 03	.....	.....	4 24	2 17	.....	12 39	.....
....	2.6 ...BLACK BAYOU JCT....	48.8	.....	*f* 7 56	.....	.....	4 19	2 12	.....	12 34	.....
111	1.8 .....ARTHUR.....	47.0	.....	7 54	.....	.....	4 16	2 10	.....	12 31	.....
84	3.1 D..... PHILIPP.....	43.9	.....	*s* 7 48	.....	.....	4 09	2 02	.....	12 25	.....
117	4.6 .....RUBY.....	39.3	.....	*f* 7 38	.....	.....	3 59	1 52	.....	12 17	.....
119	3.2 D.....MONEY.....	36.1	.....	*f* 7 32	.....	.....	3 53	1 47	.....	12 11	.....
111	4.6 .....CRAIGSIDE.....	31.5	.....	*f* 7 25	.....	.....	3 43	1 39	.....	12 03AM	.....
....	4.1 .....GRENADA JCT.....	27.4	.....	7 15	.....	.....	3 36	1 31	.....	11 56	A 8 45PM
100	0.4 .....YALOBUSHA.....	27.0	.....	7 09	.....	.....	3 35	1 30	.....	11 50	8 43
124	0.8 C.....GREENWOOD.....30	26.2	.....	L 7 05AM	.....	.....	3 30	1 25	....	11 45	L 8 40PM
97	5.3 .....RISING SUN.....	20.9	.....	.....	.....	.....	3 17	1 12	.....	11 29	.....
110	3.3 D.....SIDON.....30	17.6	.....	.....	.....	.....	3 10	1 07	.....	11 22	.....
113	6.5 D.....CRUGER.....30	11.1	.....	.....	.....	.....	2 58	12 55	.....	11 10	.....
201	10.0 D.....TCHULA.....30	1.1	.....	.....	.....	.....	2 37	12 35	.....	10 50	.....
....	1.1 C.....GWIN.....	.....	.....	.....	.....	.....	L 2 30AM	L 12 30PM	.....	L 10 45PM	.....
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

No. 32 will stop on signal: Falcon Askew Lost Lake Glover

CLARKSDALE DISTRICT

Southward — Northward

TIME TABLE No. 23

Taking Effect July 1, 1946

SECOND CLASS	FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS	Miles from Cleveland	FIRST CLASS			SECOND CLASS
173	15	23	21					12	28	24	172
Dispatch M.V. 3	The Planter	Delta Express	The Cottonland					The Planter	The Cottonland	Delta Express	Dispatch BM 2
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily
L 8 30PM	L 5 27PM	L 9 01AM	L 1 29AM	....	20.6	.LAKE CORMORANT JCT..	93.0	A 5 11AM	A 12 15PM	A 6 16PM	A 2 26PM
8 31	5 28	9 02	1 30	87	21.2	0.6 .....C. D. SIDING.....	92.4	5 10	12 14	6 15	2 21
8 37	5 32	f 9 07	1 36	49	25.0	3.8 .....PENTON.....	88.6	5 03	f 12 09	6 10	2 13
8 43	5 37	s 9 15	1 42	106	29.0	4.0 D....ROBINSONVILLE...30	84.6	4 56	s 12 04PM	6 05	2 03
8 51	5 44	f 9 25	1 50	101	34.5	5.5 .....HOLLYWOOD.....	79.1	4 47	s 11 54	5 58	1 53
8 59	s 5 52 24	s 9 35	s 2 02	99	38.8	4.3 D.....TUNICA.....30	74.8	s 4 39	s 11 45	s 5 52 15	1 43
.....	5 57	f 9 41	2 08	....	42.4	3.6 .....EVANSVILLE.....	71.2	4 30	f 11 35	5 43	.....
9 10	6 02	s 9 47	2 14	110	45.3	2.9 D.....CLAYTON.....	68.3	4 25	s 11 30	f 5 39	1 31
9 20	6 10	s 9 58	f 2 24	109	51.4	6.1 .....DUNDEE.....	62.2	4 15	s 11 19	f 5 30	1 16
9 35	s 6 19	s 10 10	s 2 33	88	**56.4**	5.0 D.....LULA.....30	57.2	s 4 07	s 11 10	s 5 23	1 07
9 50	s 6 33	s 10 25	s 2 51	120	63.8	7.4 D.....COAHOMA.....30	49.8	s 3 56	s 10 58	s 5 12	12 52
10 02	6 41	f 10 39 28	3 01	109	70.4	6.6 .....CLOVER HILL.....	43.2	3 44	f 10 39 23	4 58	12 39
10 10	6 46	f 10 46	3 07	....	74.4	4.0 .....LYON.....30	39.2	3 38	f 10 32	f 4 53	12 30
10 35	s 7 05	s 11 10	s { 3 15 12 / 3 35	170	76.5	2.1 C.....CLARKSDALE.....30	37.1	s { 3 30 21 / 3 19	s 10 24	s 4 46	12 25
10 37	7 07	11 12	3 40	102	77.6	1.1 .....DOLAN.....	36.0	3 17	10 09	4 34	12 05PM
10 48	7 15	f 11 22	f 3 50	110	84.4	6.8 .....BOBO.....	29.2	3 07	f 9 58	4 26	11 53
10 55	f 7 22	s 11 30	f 4 00	46	88.4	4.0 D.....ALLIGATOR.....	25.2	f 3 00	s 9 51	s 4 19	11 45
11 02	f 7 29	s 11 38 172	f 4 07	84	91.9	3.5 D.....DUNCAN.....30	21.7	f 2 53	s 9 44	s 4 13	11 38 23
11 06	7 34	f 11 43	f 4 13	....	94.6	2.7 .....HUSHPUCKENA.....	19.0	2 48	f 9 38	4 07	11 25
11 13	s 7 42	s 11 53	s 4 28	94	98.6	4.0 D.....SHELBY.....30	15.0	s 2 43	s 9 32	s 4 02	11 18
11 25	f 7 51	s 12 04PM	s 4 41	....	104.3	5.7 .....MOUND BAYOU....30	9.3	f 2 31	s 9 19	s 3 50	11 07
11 30	f 7 57	s 12 10	f 4 50	110	107.0	2.7 D.....MERIGOLD.....30	6.6	f 2 25	s 9 13	s 3 45	11 00
A 11 45PM	A 8 10PM	A 12 25PM	A 5 05AM	174	113.6	6.6 C.....CLEVELAND.....30	.....	L 2 15AM	L 9 02AM	L 3 35PM	L 10 45AM

Trains will stop on signal:

No. 23: Maud — Rudyard — Davenport

No. 28: Davenport — Rudyard — Maud — Bowdre

SECOND CLASS	FIRST CLASS			Siding. Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Freight Yard	FIRST CLASS			SECOND CLASS
173	15	23	21					28	24	12	172
Dispatch M.V. 3	The Planter	Delta Express	The Cottonland					The Cottonland	Delta Express	The Planter	Dispatch BM 2
Daily	Daily	Daily	Daily								
L 1 30AM	L 8 15PM	L 12 32PM	L 5 17AM	174	113.6	C.....CLEVELAND.....30	107.2	A 8 54AM	A 3 29PM	A 2 06AM	A 10 20AM
1 40	8 20	s 12 37	s 5 23	....	116.3	2.7 D.....BOYLE.....30	104.5	s 8 49	s 3 24	2 01	10 12
1 55 12	8 25	12 42	f 5 28	108	118.9	2.6 .....O'REILLY.....	101.9	f 8 44	3 20	1 55 173	10 05
2 05	s 8 36	s 12 52	s 5 40	35	124.2	5.3 D.....SHAW.....30	96.6	s 8 35	s 3 12	s 1 45	9 53
2 15	8 42	12 58	f 5 46	87	128.0	3.8 .....CHOCTAW.....	92.8	f 8 26	3 04	1 35	9 45
2 25	8 48	f 1 04	f 5 52	....	132.0	4.0 .....HELM.....	88.8	f 8 20	f 2 58	1 26	9 35
.....	8 59	s 1 13	s 6 05	....	137.8	5.8 .....ELIZABETH.....	83.0	f 8 11	s 2 48	1 13	.....
3 20	s 9 03 10 30	A 1 16PM	A 6 10 AM	112	139.6	1.8 D.....LELAND.....30	81.2	L 8 08AM	L 2 45PM	s 1 08AM 11 36	9 20
.....	10 32	.....	.....	73	140.6	1.0 .....SOUTH LELAND.....	80.2	.....	.....	11 35	.....
3 28	10 37	.....	.....	51	143.8	3.2 .....BURDETTE.....	77.0	.....	.....	11 30	8 53
3 36	10 46	.....	.....	123	149.7	5.9 D.....ARCOLA.....30	71.1	.....	.....	f 11 22	8 42
3 47	s 10 58	.....	.....	96	156.8	7.1 D.....HOLLANDALE.....30	64.0	.....	.....	s 11 12	8 27
3 55	11 05 12	.....	.....	99	161.3	4.5 .....PEROY.....	59.5	.....	.....	11 05 15	8 17
4 03	11 15	.....	.....	51	164.6	3.3 .....PANTHER BURN.....	56.2	.....	.....	10 58	8 10
4 10	11 21	.....	.....	....	167.5	2.9 .....NITTA YUMA.....	53.3	.....	.....	10 53	8 03
4 17	s 11 27	.....	.....	98	171.2	3.7 D.....ANGUILLA.....30	49.6	.....	.....	s 10 48	7 55
4 35	s 11 39	.....	.....	101	176.9	5.7 D....ROLLING FORK....30	43.9	.....	.....	s 10 36	7 42
4 42	11 44	.....	.....	....	180.6	3.7 .....EGREMONT.....	40.2	.....	.....	10 25	7 17
4 50	11 51	.....	.....	103	184.5	3.9 D.....CARY.....	36.3	.....	.....	f 10 20	7 10
4 58	11 57	.....	.....	94	188.6	4.1 .....BLANTON.....	32.2	.....	.....	10 13	7 01
5 18	12 13AM	.....	.....	116	198.2	9.6 .....VALLEY PARK.....	22.6	.....	.....	10 00	6 40
5 31	12 22	.....	.....	98	204.9	6.7 .....FLOWEREE.....	15.9	.....	.....	9 50	6 20
5 45	12 33	.....	.....	....	210.0	5.1 D.....REDWOOD.....	10.8	.....	.....	9 39	6 05
5 59 172	12 37	.....	.....	84	212.1	2.1 .....BLAKELY.....	8.7	.....	.....	9 36	5 59 173
6 10	12 45	.....	.....	103	217.2	5.1 .....NAT. CEMETERY.....	3.6	.....	.....	9 29	5 45
6 25	s 12 57	.....	.....	....	220.1	2.9 .....LEVEE STREET....30	0.7	.....	.....	s 9 23	5 35
A 7 00AM	A 1 00AM	.....	.....	....	220.8	0.7 C.....FREIGHT YARD.....	.....	.....	.....	L 9 20PM	L 5 30AM
						See Vicksburg Terminal District Time Table		Daily	Daily	Daily	Daily
.....	A 1 12AM	.....	.....	....	.....	.....VICKSBURG.....	.....	.....	.....	L 9 10PM	.....

Trains will stop on signal:

No. 21: Heads

No. 28: Heads

LELAND DISTRICT—Southward

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	FIRST CLASS 13 The Planter	21 The Cottonland			23 Delta Express	15 The Planter	SECOND CLASS 873 Dispatch	841 Mixed
			Daily	Daily			Daily	Daily	Daily	Except Sunday
....	.....	D.....LELAND.....30	L 11 39PM	L 6 25AM	.....	.....	L 1 20PM	L 9 07PM	L 4 30AM	.....
		7.4								
....	7.0	.....SOUTH WYE.....	11 51	6 37	.....	.....	1 32	9 19	.....	.....
		0.4								
....	7.4	.....NORTH WYE.....	.....	.....	.....	.....	.....	.....	.....	L 11 15AM
		0.4								
....	7.4	.....METCALFE.....	.....	*f* 6 46	.....	.....	*f* 1 40	.....	4 55	*f* 11 17
		4.2								
....	11.6	D.....GREENVILLE.....30	A 12 22AM	A 7 05AM	.....	.....	A 1 55PM	A 9 48PM	A 5 10AM	A 11 30AM

LELAND DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Miles from Greenville	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	FIRST CLASS 12 The Planter	28 The Cottonland			24 Delta Express	14 The Planter	SECOND CLASS 872 Dispatch	842 Mixed
			Daily	Daily			Daily	Daily	Daily	Except Sunday
....	11.6	D.....LELAND.....30	A 1 08AM	A 8 05AM	.....	.....	A 2 42PM	A 10 28PM	A 6 05AM	.....
		7.4								
....	....	.....NORTH WYE.....	.....	.....	.....	.....	.....	.....	.....	A 8 22AM
		0.4								
....	4.6	.....SOUTH WYE.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.4								
....	4.2	.....METCALFE.....	12 51	*f* 7 43	.....	.....	*f* 2 27	10 11	5 50	*f* 8 21
		4.2								
....	....	D.....GREENVILLE.....30	L 12 43AM	L 7 35AM	.....	.....	L 2 20PM	L 10 03PM	L 5 25AM	L 8 00AM
			Daily	Daily			Daily	Daily	Daily	Except Sunday

HELENA DISTRICT

Southward / Northward

SECOND CLASS 273 Dispatch	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Jonestown	THIRD CLASS 272 Dispatch
Daily					
L 10 15PM	....	.....	D.....HELENA.....	.....	A 12 20AM
10 40	....		.....TROTTERS POINT.....	17.8	11 55
		8.0			
A 11 15PM *272*	....	8.0	D.....LULA.....30	9.8	L 11 25PM *273*
		3.3			
.....	....	11.3	.....RICH.....	6.5	.....
		5.3			
.....	....	16.6	.....MATAGORDA.....	1.2	.....
		1.2			
.....	....	17.8	.....JONESTOWN.....30	.....	.....
					Daily

CHARLESTON DISTRICT

Southward / Northward

THIRD CLASS 643 Mixed	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Philipp	THIRD CLASS 642 Mixed
Tuesday Thursday Saturday					
L 7 00AM	...	....	D.....CHARLESTON.....30	26.0	A 3 00PM
		10.5			
f 7 35	....	10.5	.....TIPPO.....	15.5	*f* 2 25
		6.5			
f 8 00	....	17.0	.....MACEL.....	9.0	*f* 2 00
		9.0			
A 8 30AM	....	26.0	D.....PHILIPP.....	....	L 1 30PM
					Monday Wednesday Friday

Southward — RIVERSIDE DISTRICT — Northward

SECOND CLASS 841 Mixed	Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from North Wye	SECOND CLASS 842 Mixed
Except Sunday					
L 6 00AM	101	63.8	D.....COAHOMA.....30	82.9	A 3 00PM
s 6 20	....	70.2	6.4 D.....FRIARS POINT....30	76.5	s 2 35
f 6 30	....	73.4	3.1 .....DICKERSON.....	73.4	f 1 55
s 6 35	....	75.1	1.7 .....STOVALL.....	71.7	s 1 50
s 6 45	....	78.0	3.0 .....FARRELL.....	68.7	s 1 40
s 7 05	....	82.0	4.0 ..... SHERARD.....	64.7	s 1 25
s 7 25	....	87.8	5.8 .....RENA LARA.....	58.9	s 1 05
s 7 32	....	90.8	3.0 ..... HILLHOUSE.....	55.9	s 12 55
f 7 42	....	94.8	4.0 .....FRANCIS.....	51.9	f 12 45
f 7 47	....	96.5	1.7 .....ROUND LAKE.....	50.2	f 12 40
s 8 00	....	98.8	2.3 D.....DEESON.....	47.9	s 12 30
f 8 15	....	103.1	4.3 .....PERTHSHIRE.....	43.6	f 12 05PM
s 8 27	....	106.2	3.1 D.....GUNNISON.....30	40.5	s 11 55
s 9 30	34	114.0	7.8 D.....ROSEDALE.....30	32.7	s 11 30
s 9 45	....	119.5	5.5 .....BEULAH.....	27.2	s 10 31
f 10 01 841	21	124.4	4.9 .....LOBDELL.....	22.3	f 10 01 841
f 10 10	....	127.5	3.1 .....DAHOMEY.....	19.2	f 9 47
s 10 20	....	129.5	2.0 D.....BENOIT.....30	17.2	s 9 40
s 10 40	....	135.2	5.7 D.....SCOTT.....	11.5	s 9 15
f 10 50	....	139.0	3.8 .....LAMONT.....	7.7	f 8 50
f 11 01	....	142.0	3.0 .....WINTERVILLE.....	4.7	f 8 35
11 10	....	145.4	3.4 GREENVILLE PILOT SCHOOL	1.3	8 27
A 11 15AM	....	146.7	1.3 .....NORTH WYE.....	.....	L 8 22AM
					Except Sunday

Southward — SUNFLOWER DISTRICT — Northward 7

SECOND CLASS 541 Mixed	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Yazoo City	SECOND CLASS 542 Mixed
Daily					
L 4 20AM	....	76.5	C.....CLARKSDALE.....30	106.2	A 10 25PM
4 29	....	79.5	3.0 ..... HOPSON SPUR	103.2	10 15
4 33	91	82.6	3.1 .....CLAREMONT.....	100.1	10 09
f 4 37	....	84.3	1.7 .....MATTSON.....	98.4	f 10 05
f 4 41	40	86.4	2.1 .....DUBLIN.....	96.3	f 10 00
s 4 55	....	91.8	5.4 D.....TUTWILER.....30	90.9	s 9 50
f 5 05	....	96.3	4.5 .....ROME.....30	86.4	f 9 38
f 5 13	....	99.6	3.3 D.....PARCHMAN.....	83.1	f 9 30
s 5 40	45	107.2	7.6 D.....DREW.....30	75.5	s 9 15
s 6 00	48	113.2	6.0 D.....RULEVILLE.....30	69.5	s 9 00
s 6 10	45	118.4	5.2 D.....DODDSVILLE.....30	64.3	s 8 45
s 6 17	....	121.9	3.5 .....BLAINE.....	60.8	f 8 35
s 6 27	20	126.4	4.5 D.....SUNFLOWER.....30	56.3	s 8 25
s 6 41	49	133.1	6.7 D.....MOORHEAD.....30	49.6	s 8 10
s 7 00	....	142.2	9.1 D.....INVERNESS.....30	40.5	s 7 53
s 7 11	....	148.6	6.4 D.....ISOLA.....30	34.1	s 7 40
f 7 16	....	151.5	2.9 .....BELLEWOOD.....	31.2	f 7 32
s 7 35	27	157.1	5.6 D..... BELZONI.....30	25.6	s 7 20
s 7 49	....	163.5	6.4 D.....SILVER CITY.....30	19.2	s 7 00
f 7 57	....	167.7	4.2 .....LAMKIN.....	15.0	f 6 49
f 8 04	....	171.5	3.8 .....CARTER.....	11.2	f 6 40
f 8 15	....	175.8	4.3 .....HOME PARK.....	6.9	f 6 30
A 8 25AM	....	179.5	3.7 .....YAZOO JUNCTION.....	3.2	L 6 20PM
			SEE YAZOO DISTRICT		Daily
A 8 35AM			... YAZOO CITY.....		L 6 10PM

Southward — GREENWOOD DISTRICT — Northward

THIRD CLASS 397 Local Freight	SECOND CLASS 329 The Shopper	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 23 Taking Effect July 1, 1946 STATIONS	Miles from Grenada Junction	SECOND CLASS 330 The Shopper	THIRD CLASS 398 Local Freight
Monday Wednesday Friday	Daily						
L 6 00AM	L 5 15AM	....	....	C.....GRENADA.....30	31.3	A 10 15PM	A 12 45PM
f 6 20	s 5 33	14	7.4	7.4 .....DUBARD.....	23.9	f 9 50	f 12 25
f 6 35	s 5 42	23	11.0	3.6 D.....HOLCOMB.....	20.3	f 9 40	f 12 10PM
f 6 50	f 5 50	....	15.0	4.0 .....PARSONS.....	16.3	f 9 28	f 11 55
f 7 05	f 5 58	24	18.2	3.2 .....LEFLORE.....	13.1	f 9 20	f 11 40
f 7 25	f 6 12	18	23.7	5.5 .....WHALEY.....	7.6	f 9 01	f 11 20
A 7 45AM	A 6 28AM	....	31.3	7.6 .....GRENADA JCT.....	....	L 8 47PM	L 11 00AM
						Daily	Tuesday Thursday Saturday

Trains will stop on signal: Nos. 329 and 330. Avalon, Crenfree.

SILVER CREEK DISTRICT

Southward — Northward

TIME TABLE No. 23
Taking Effect
July 1, 1946

SECOND CLASS 991 Local Freight	Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS	Miles from Holly Bluff	THIRD CLASS 992 Local Freight
Except Sunday					
L 7 45AM	....	163.5	D.....SILVER CITY.....30	24.2	A 10 50AM
			5.5		
s 8 01	....	169.0	.....MIDNIGHT.....	18.7	s 10 30
			4.7		
s 8 18	....	173.7	D.....LOUISE.....	14.0	s 10 15
			4.8		
f 8 38	....	178.5	.....PATOSI.....	9.2	f 10 00
			5.0		
f 8 58	....	183.5	.....COLBY.....	4.2	f 9 45
			4.2		
A 9 15AM	....	187.7	D.....HOLLY BLUFF.....	....	L 9 30AM
					Except Sunday

TCHULA DISTRICT

Southward — Northward

TIME TABLE No. 23
Taking Effect
July 1, 1946

SECOND CLASS 491 Local Freight	Siding, Standing Room, Cars with Engine.	Miles from Gwin	STATIONS	Mile Posts	SECOND CLASS 492 Local Freight
Monday Wednesday Friday					
L 11 10AM	....	....	C.....GWIN.....	25.3	A 8 30AM
			4.2		
f 11 25	17	4.2	.....HOWARD.....	21.1	f 8 15
			8.4		
s 12 01PM	21	12.6	D.....LEXINGTON.....30	12.7	s 7 45
			5.0		
f 12 20	....	17.6	.....OWENS WELLS.....	7.7	f 7 10
			7.7		
A 12 45PM	....	25.3	C.....DURANT.....30	....	L 6 45AM
					Tuesday Thursday Saturday

M. Trainmen and enginemen are cautioned that there are structures alongside 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 location of such structures.

3. Standard Clocks:

Memphis	Central Station Engine house South Yard
Nonconnah	Train order office Engine house
Clarksdale	Durant
Cleveland	Grenada
Greenville	Gwin
Vicksburg	Train order offices Engine house

19(c). Northward trains standing or moving at reduced speed on siding at Lambert, will display red markers.

Southward trains standing or moving at reduced speed on siding at Tchula, will display red markers.

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

No. 13 is superior to No. 12 between Leland and Greenville
No. 21 is superior to No. 28 between Leland and Greenville
No. 23 is superior to No. 24 between Leland and Greenville
No. 15 is superior to No. 14 between Leland and Greenville
No. 873 is superior to No. 872 between Leland and Greenville
No. 873 is superior to No. 842 between Metcalfe and Greenville
No. 329 is superior to No. 32 between Grenada Junction and Greenwood

83. Train Registers:

Nonconnah train order office.
West Junction (for trains instructed)
Lake View
Lake Cormorant (Clarksdale District trains)
Lula (for first class and Helena District trains)
Coahoma (for first class and Riverside District trains)
Clarksdale
Cleveland
Leland (first class and Leland District trains, except No. 12 will not be required to register leaving Leland)
North Wye Leland (for trains instructed)
Metcalfe—Trains 842, 24, (other trains when instructed)
North Wye—Train 23
Freight Yard
Greenville
Greenville North Yard (for trains instructed.)
Lambert
Swan Lake—Nos. 32 and 33
Black Bayou Junction (for trains instructed)
Grenada Junction (for trains instructed.)
Greenwood (for first class trains and trains originating and terminating at Greenwood)
Gwin
Durant
Grenada
Tutwiler
Silver City (for Silver Creek District trains)
Holly Bluff
Yazoo Junction

Trains may register by form 905 where operator is on duty, when register check has been furnished by train order, form V.

Greenwood District trains must obtain authority from operator at Grenada before using Water Valley District main track at Grenada.

Tchula District trains must obtain authority from operator at Durant before using Water Valley District main track at Durant.

Sunflower District trains must obtain authority from operator at Yazoo City before using Yazoo District main track at Yazoo Junction.

83(a). Trains may leave West Junction without a clearance, but must obtain a clearance before leaving Memphis or Nonconnah.

Southward Clarksdale District trains may leave Lake Cormorant Junction without a clearance but must obtain clearance before leaving Lake Cormorant.

Northward Tallahatchie District trains originating at Lake Cormorant Junction may leave without clearance unless train order signal at Lake Cormorant indicates stop.

Trains must obtain a clearance at Greenwood and Lambert.

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

Trains, except No. 872 must obtain a clearance at Greenville.

Trains may leave North Wye and Grenada Junction without a clearance.

First class trains may leave Freight Yard without a clearance, unless train order signal indicates "stop," but must obtain a clearance before leaving Vicksburg.

Nos. 272, 273, 642, 643 and 841 may leave initial station without a clearance.

No. 542 may leave Yazoo Junction without a clearance, but must obtain a clearance before leaving Yazoo City.

93. Yards:

West Junction:
Southward track extends to 4000 feet south.
Northward track extends to 300 feet south of south switch at Munson.
Lake Cormorant (Lake Cormorant yard limits extend to south of C. D. siding)

Lula	Coahoma
Clarksdale	

Cleveland (Cleveland yard limits extend to south of Boyle)
Leland (Leland yard limits extend from South Leland to Elizabeth)
Rolling Fork
Freight Yard (Freight Yard yard limits extend to 1,950 feet north M.P. M-215)

Rosedale	Lambert
Greenville	Minter City

Greenwood (Greenwood yard limits extend from south of Greenwood to north of Grenada Junction)
Gwin (Gwin yard limits extend to north siding switch, Tchula)

Durant	Drew
Grenada	Ruleville
Charleston	Moorhead
Tutwiler	Belzoni
Silver City	Trotter's Point
Helena	Jonestown

Philipp (Charleston District)

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

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

Junctions:

Lula	Helena District trains.
Coahoma	Riverside District trains.
Clarksdale	Sunflower District trains.
Leland	Leland District trains.
Metcalfe	Trains entering or leaving Leland District at North Wye.

(Continued on Page 10)

93.—(Continued from page 9)

Lambert.....Trains from Tutwiler.
Swan Lake.....Trains from Tutwiler.
Black Bayou Junction.Minter City Branch trains.
Philipp.....Charleston District trains.
Grenada Junction.....Greenwood District trains.
Tutwiler.....Trains from Sunflower District and Tallahatchie District from Lambert.
Silver City.....Silver Creek District trains.
Yazoo Junction.....Sunflower District trains.

Lakeview: Trains and engines in both directions over northward track must not exceed a speed of 25 miles per hour until rear of train passes junction switch.

Lake Cormorant Junction: Clarksdale District trains and engines must approach prepared to stop unless switch is properly lined and signal indicates proceed. Tallahatchie District trains and engines must approach prepared to stop unless switch is properly lined and signal indicates proceed, not exceeding 25 miles per hour until rear of train passes junction switch.

Railroad Crossing:

Moorhead.....C. & G. Ry.

98(a). Railroad Crossings:

Lula.....Clarksdale and Helena Dists. (Gate.)
Elizabeth.....C. & G. Ry. (Gate.)
Stoneville.....C. & G. Ry. (Gate.)
Greenville.....C. & G. Ry. (Gate.)
Greenwood.....C. & G. Ry. (Gate.)

Normal position of gates as last used.

101. Speed restrictions:

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

Territory or Location Between—	Diesel engines. Passenger engines and 2030-2099 class with passenger trains. Caboose or light.	Passenger trains with freight engine.	Dispatch, local and mixed trains and freight engines, light or with caboose.	Tonnage and other freight trains, including work.	Derricks.	Engines without trucks and engines backing up with or without cars.	Eight-wheel locomotive cranes.
	Miles per Hour						
West Junction and Vicksburg.	60	45	45	35	25	25	30
Leland and South Wye.....	60	45	45	30	25	25	30
Metcalfe and Greenville.....	40	40	35	25	25	25	25
North Wye and Coahoma.....	30	30	30	25	25	15	25
Lula and Jonestown.....	15	15	15	15	15	15	15
Lula and Trotters Point.....	25	25	25	25	15	15	25
Lake Cormorant and Greenwood.....	55	45	45	35	25	25	30
Lambert Jct. and Tutwiler....	45	35	35	25	15	15	25
Clarksdale and Swan Lake....	45	35	35	25	15	15	25
Tutwiler and Yazoo Junction.	35	35	35	25	15	15	25
Silver City and Holly Bluff....	15	15	15	15	15	15	15
Black Bayou Junction and Minter City.....	20	20	20	20	15	15	20
Philipp and Charleston.....	20	20	20	20	15	15	20
Grenada Junction and Grenada.....	35	25	25	25	25	15	25
Gwin and Durant.....	25	25	25	25	15	15	25
Greenwood and Gwin.....	45	45	45	35	25	25	30
Diverging Routes Through Crossovers, Junctions and Siding Switches							
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25	25	25
Through turnouts at other locations.....	15	15	15	15	15	15	15
101(b). LOWER SPEEDS Clarksdale District							
1500 feet south of M.P. M-74 to 500 feet south of M.P. M-75.....	30	30	30	30	25	25	30
Sunflower Avenue Crossing, Clarksdale.....	5	5	5	5	5	5	5
North Wye, Clarksdale.....	15	15	15	15	15	15	15
Third Street crossing north of depot Cleveland, southward trains only.....	10	10	10	10	10	10	10
Cleveland District							
Bridge L-209.1—All trains and engines.....	20	20	20	20	20	20	20
M.P. M-217.3 to M.P. M-220...	20	20	20	20	20	20	20

101(b).—(Continued from page 10)

Territory or Location Between—	Diesel engines, passenger engines and 2030-2099 class with passenger trains, caboose or light.	Passenger trains with freight engine.	Dispatch, local and mixed trains and freight engines, light or with caboose.	Tonnage and other freight trains, including work.	Derricks.	Engines without trucks and engines backing up with or without cars.	Eight-wheel locomotive cranes.
	Miles per Hour						
Leland District							
Leland wyes	15	15	15	15	15	15	15
Metcalfe wyes	15	15	15	15	15	15	15
Main St. and Washington Ave., Greenville	5	5	5	5	5	5	5
Helena District							
Helena Yard, M. & A. Spider Web bridge No. 358	5	5	5	5	5	5	5
High loaded hopper bottom coal cars in train between Trotters Point and Jonestown	15	15	15	15	..	..	..
Tallahatchie District							
Over Hump into A Yard, Nonconnah	10	10	10	10	10	10	10
Lake Cormorant Jct. switch	..	..	..	..	10	10	10
M.P. M-92.5 to M.P. M-95.2 between Tutwiler and Sumner	35	35	35	25	15	15	25
Tutwiler, southeast wye	10	10	10	10	10	10	10
M.P. M104.0 to M.P. M-104.4 between Arthur and Phillip	30	30	30	30	..	..	..
Main St. Crossing, Tchula	10	10	10	10	10	10	10
Sunflower District							
M.P. M-173.0 to M.P. M-175.0	20	20	20	20	..	..	20
Bridge LD-147.9	20	20	20	20	20	20	20
Greenwood District							
Highway Crossing 51, Grenada	10	10	10	10	10	10	10
Tchula District							
East wye, Gwin	10	10	10	10	10	10	10
High loaded hopper bottom coal cars in train	20	20	20	20	..	..	..
Riverside District							
High loaded hopper bottom coal cars in train	20	20	20	20	..	..	..

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.

Engines named are restricted over tracks or bridges as follows:

Bridges:

Class of Engines	Location	M.P.H.
2600-2619	Bridge L-11-89 (Tallahatchie District, Horn Lake Creek one mile north of Lake View southward track)	15
All other engines		20
5060 to 5065		40
1003 to 1019		25
1100 to 1199		25
2400 to 2459		25
2500 to 2555		25
401 to 520		40
700 to 770		35
790 to 793		35
2000 to 2010		35
900 to 993	Bridge L-135.9 (Cleveland District)	30
1200 to 1499		25
1600 to 1628		25
1700 to 1745		25
2030 to 2099		25
2100 to 2140		25
2199		25
2600 to 2619		25
2700 to 2749		25
2800 to 2819		25
8000 to 8049		25
65 to 209		25
210 to 341		25
3300 to 3797		25
Engines not equipped with trucks		25
5060 to 5065		35
1003 to 1019		15
790 to 793	Bridge LD-165.2 (Sunflower District)	25
700 to 770		30
900 to 993		15
2000 to 2010		30
2030 to 2099		15
All freight and passenger	Bridge LD-176.3 (Sunflower District)	35
	Bridge M-64.8 (Tallahatchie District)	35
2600 to 2619		25
8000 to 8049		25
All other freight and passenger	Bridge M-119.4 (Tallahatchie District).	35
All switch	Bridge LD-165.2 (Sunflower District)	15
	Bridge LD-176.3 (Sunflower District)	15
	Bridge M-64.8 (Tallahatchie District)	15
	Bridge M-119.4 (Tallahatchie District)	15

Tracks:

Class of Engines		
1600 or heavier	Tchula District	20

(Continued on Page 12)

101(b).—(Continued from page 11)

Engines or cars named are prohibited over tracks or bridges as follows:

Bridges:	Class of Engines:
LD-165.2—Sunflower District	1130 or heavier 210 or heavier not equipped with trucks.
Tracks:	
Riverside District	1600 or heavier 1135 or heavier 3400 or heavier not equipped with trucks.
Tchula District	2100 or heavier 2500 or heavier 3400 or heavier not equipped with trucks.
Helena District Lula to Jonestown	1600 or heavier 1135 or heavier
Lula to Trotters Point	1600 or heavier
Silver Creek District	65 or heavier not equipped with trucks.
Charleston District	2400 or heavier 2100 or heavier 3602 or heavier not equipped with trucks.
Scale tracks with no dead rails	All engines
C. D. Siding— Gin spur	1200 or heavier
Penton— Gin spur	1200 or heavier
Robinsonville— Gin spur	1200 or heavier
Tunica— Abbey gin spur Wholesale spur	1200 or heavier 1200 or heavier
Evansville— Owen's gin spur	1200 or heavier
Clover Hill— Gin spur	1200 or heavier
Davenport— Gin spur	1200 or heavier
Alligator— Kline's gin spur	1200 or heavier
Duncan— Independent and Rex gin spurs	1200 or heavier
Shelby— Thomas and Bolivar gin spurs	1200 or heavier
Sledge— North spur Crenfree, spur	900 or heavier All engines beyond derail
Avalon— Gin spur	1600 or heavier
Charleston— Beyond derail at entrance to Mill Yard	All engines

Tracks:	Class of Engines:
Tchula— Planing Mill track.	Engines prohibited in sharp curve
Lexington— Hiawatha gin spur beyond clearance point	900 or heavier
Cars:	**Gross Weight**
Helena District— Lula to Jonestown	100 tons
Sunflower District— Bridge LD-165.2	105 tons

103. Extract From Laws of Mississippi:

"It shall be unlawful to back a train of cars, or part of train, or an engine, into or along a passenger depot at a greater rate of speed than three 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 to such depot, be preceded by a servant of the railroad company on foot, not exceeding forty nor under twenty feet in advance, to give warning."

104. Normal position of switches:

Hulet	For lead into Nonconnah Yard.
Lake View	For northward track (Switch to be handled by operator.)
Lake Cormorant Junction	For Tallahatchie District (Electric switch machine to be handled by operator.)
Lula	Junction switch for Clarksdale District. South wye switch, Helena District, as last used.
Coahoma	Junction switch for Clarksdale District. Wye switch, Riverside District for south leg of wye.
Clarksdale	North wye switch for Clarksdale District
Leland	For Cleveland District
North Wye	For Riverside District
South Wye	For Leland District
Metcalfe	For movement to Leland
Lambert	For movement via Brazil
Swan Lake	For movement via Brazil
Black Bayou Junction Philipp Grenada Junction	For Tallahatchie District
Tutwiler	For movement to Clarksdale and Swan Lake
Silver City	For Sunflower District
Yazoo Junction	For Louisiana Division

Electrically locked dual-controlled switch:

Location	Switch	Controlled by
Lake Cormorant Junction	Junction switch	Operator at Lake Cormorant

105. Northward second class and inferior trains will use siding for movement through Lambert. Siding may be used in reverse direction.

No. 32 will use siding through first crossover north of depot at Lambert unless instructed to use main track.

Southward trains and engines will use Tchula siding to Gwin. Northward trains and engines may use Tchula siding when permission is secured from train dispatcher.

(Continued on Page 13)

104.—(Continued from page 12)

Clarksdale:

Number 542 will use north wye and back into passenger station.

Cleveland:

Second track east of main track opposite depot, continuing with track No. 1 designated as siding.

109. **Bulletin boards:**

Memphis	Central Station South Yard Memphis engine house Nonconnah engine house
Helena	
Clarksdale	Train order office Engine house
Cleveland	Train order office Engine house
Greenville	Train order office Engine house
Vicksburg	Cherry Street Freight Yard Engine house

Greenwood Grenada Tutwiler Silver City
Gwin Durant Yazoo City, Train order office

D-151 Two Tracks:
West Junction to Lake View.

221. Train order signals at Clarksdale, Leland, and Tutwiler govern all districts, except train order signal at Leland will not be used to govern movement of No. 12.

221(c). At train order offices on Tchula and Silver Creek Districts, flags and lights will be used as train order signals.

285, 292, 509.

Automatic color light signal displaying red and yellow indications located immediately north of Main Street crossing Tchula, governs southward train movements on south lead to Gwin Yard. End of Block sign located 4800 feet south of signal.

When Stop indication is displayed, Rule 509 will govern, and when train is stopped by signal indicating Stop, trainmen will operate special switch key operated switch, located on relay case at Main Street, to cut out crossing bell while train is waiting for signal to clear.

505. Automatic block system territory extends from West Junction to Lake Cormorant.

535. **Spring switches:**

Location	Normal Position
Walls, north and south siding switches (Lunar white marker)	For main track
Lake Cormorant, north and south siding switches (South switch lunar white marker)	For main track
Banks, north and south siding switches	For main track
Sarah, north and south siding switches	For main track
Crenshaw, north and south siding switches	For main track
Sledge, north and south siding switches	For main track
Darling, north and south siding switches	For main track
Lambert, North siding switch	For main track
Lambert, South siding switch	For siding
Chancey, south siding switch	For main track
Swan Lake, north and south siding switches	For main track
Arthur, north and south siding switches	For main track
Ruby, north and south siding switches	For main track
Money, north and south siding switches	For main track
Craigside, north and south siding switches	For main track
Yalobusha, south siding switch	For main track
Greenwood, south siding switch	For main track
Rising Sun, north and south siding switches	For main track
Sidon, north and south siding switches	For main track
Cruger, north and south siding switches	For main track
Tchula, north siding switch	For siding
Coahoma, south siding switch	For main track

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

Switches at each end of siding:

Banks	Sledge	Lambert
Crenshaw	Darling	Craigside

Switch at south end of siding:

Chancey	Money	Cruger
Ruby	Yalobusha	Coahoma

Switch at north end of siding:

Tchula Sidon

When stop and proceed signals at spring switches are equipped with a 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.

670. Southward trains in siding at Lake Cormorant to meet opposing trains, after sounding one long and one short blast of engine whistle and receiving signal from operator, may move to water station to take water and be governed by signal indications on reverse movement.

672. West Junction: Automatic interlocking is in service at crossing West Junction. Trains or engines must not exceed speed of ten miles per hour until engine or leading car has passed crossing. When signal indicates stop, trains or engines must send a man ahead, and, if no conflicting train movement is evident, may proceed under flag protection to the next signal indicating proceed as provided in Rule 509. Exception: Trains or engines moving northward on southward track must stop and know way is clear before proceeding over 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.

1203.

Leland:

Nos. 23, 24, 15, 21 and 28 make station stop on Cleveland District.

Nos. 14 and 13 make station stop on Leland District.
Nos. 12, 28 and 24 enter Cleveland District at North Wye switch.
No. 14 enter Cleveland District at South Wye switch.
Nos. 21, 23 and 15 enter Leland District at North Wye switch.
No. 13 enter Leland District at South Wye switch.

North Wye:

Nos. 21, 23, 15 and 13 will back to Greenville.

Tutwiler:

No. 32 will back from station to South Wye switch.
No. 33 will back from South Wye switch to station.

Greenwood:

No. 32 will back to South Wye switch, Grenada Junction.
No. 330 will back to North Wye switch, Grenada Junction.

1204. Northward freight trains will use lead track from Hulet unless otherwise instructed.

1205. Where SS reflector signs are located to serve as a warning for spring switches, these signs will also serve as Station One Mile signs.

1206. Trains and engines over Highway 51 crossing Grenada, must stop, and crossing be protected by a member of the crew.

1207. 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.

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 gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive 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 locomotive 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 of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

	Factor	15	18	18	15	18	7	5	5	18
		Between Noncomnah and Gwin	Sunflower District	Noncomnah to Cleveland	Cleveland to Noncomnah	Cleveland, Leland and Riverside Districts	Grenada to Greenwood	Greenwood to Grenada	Between Durant and Gwin	Helena and Charleston Districts
Engines	Tractive Force	100 Per Cent Tonnage Rating								
8000-8049	82,000	10640	12875	....	....	....	....	....	....	....
2500-2555	78,000	10135	12265	....	....	....	....	....	....	....
2400-2459	66,000	8060	9740	....	....	....	....	....	....	....
2400-2459	62,000	7890	9535	....	....	....	....	....	....	....
2400-2459	60,500	7030	8490	....	....	....	....	....	....	....
2100-2140	79,000	10265	12425	12425	10265	....	....	....	....	....
2030-2099	51,500	6550	7955	7955	6550	7910	3105	2095	1950	7955
2000	44,000	5625	6825	6825	5625	6790	2435	1795	1670	6825
2001-2010	39,500	5010	6080	6080	5010	6050	2170	1600	1490	6080
1700-1745	57,500	7490	9050	9050	7490	8845	3140	2330	2165	9050
1600-1628	54,000	7095	8570	8570	7095	8305	2970	2205	2050	8570
1200-1499	69,500	9065	10960	10960	9065	10690	3805	2825	2625	10735
900	74,500	9475	11505	11505	9475	11460	4080	3030	2815	11505
901- 907	52,000	6580	7990	7990	6580	8025	2835	2105	1955	7990
726	65,000	8270	10045	10045	8270	10000	3565	2645	2460	10035
700- 770	38,500	4900	5950	5950	4900	5920	2115	1570	1460	5950
700- 770	35,000	4455	5410	5410	4455	5385	1920	1425	1325	5405