

Illinois Central SYSTEM

Yazoo Canton McComb DISTRICTS

(LOUISIANA DIVISION)

TIME TABLE No.

9

Taking Effect 12:01 a. m.,

SUNDAY, NOVEMBER 24, 1940.

Superseding Time Table No. 8

Dated NOVEMBER 12, 1939.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

F. R. MAYS, Vice-President and General Manager.

R. O. FISCHER, Assistant General Manager.

J. F. WALKER, Superintendent.

DIVISION OFFICERS

J. F. WALKER	Superintendent	McComb, Miss.
A. G. GEBHARD	Train Master	McComb, Miss.
L. F. POWELL	Train Master	Jackson, Miss.
M. H. BARNES	Traveling Engineer	McComb, Miss.
J. E. SCHNEIDER	Chief Train Dispatcher	McComb, Miss.
W. B. WEST	Asst. Chief Train Dispatcher	McComb, Miss.
C. L. CARROLL	Train Dispatcher	McComb, Miss.
H. P. CAMPBELL	Train Dispatcher	McComb, Miss.
W. R. ROBERTSON	Train Dispatcher	McComb, Miss.
T. J. RUSSELL	Train Dispatcher	McComb, Miss.
C. E. HENLEY	Train Dispatcher	McComb, Miss.
H. M. WALL	Train Dispatcher	McComb, Miss.
C. C. BURNHAM	Train Dispatcher	McComb, Miss.

YAZOO DISTRICT—Southward

Sittings, Standing Room, Cars	Miles from Gwin	TIME TABLE No. 9 Taking Effect November 24, 1940 STATIONS	FIRST CLASS				SECOND CLASS			
			521	321			91	85	73	71
			Sunflower District No. 521	Local Passenger			Local Freight	Freight	Dispatch CN 3	Dispatch CN 1
			Daily	Daily			Except Sunday	Daily	Daily	Daily
.90		O.....GWIN.....		L 7 55AM			L 5 00AM	L 5 30AM	L 2 50PM	L 3 45PM
96	4.9	4.9MILESTON.....		s 8 05			f 5 13	5 45	2 59	3 55
....	6.6	1.7GOOD HOPE.....		8 08			f 5 18			
....	8.6	2.0THORNTON.....		f 8 11			f 5 25			
98	10.9	2.3BEE LAKE.....		s 8 16			f 5 31	6 00	3 10	4 05
81	15.4	D.....4.5EDEN.....		s 8 25			f 5 45	6 15	3 18	4 15
99	20.9	5.5RENSHAW.....		8 31			f 6 02	6 35	3 26	4 25
....	23.2	2.3YAZOO JUNCTION.....	L 8 25AM	8 35			6 10	6 40	3 32	4 30
88	26.4	O.....3.2YAZOO CITY.....30	A 8 35AM	s 8 55			s { 6 20 7 50 85	6 50 91	3 40	4 35
95	26.9	0.5SOUTH SIDING.....		8 57 72			8 00	7 00	3 50	4 45
100	31.9	5.0CRUPP.....		9 05			8 32 72	7 39	4 00	5 05 82
....	33.7	1.8VALLEY.....		s 9 09			f 8 45			
95	36.5	C.....2.8TINSLEY.....		s 9 14 91			f 9 14 321	7 55	4 10	5 15
95	41.4	4.9ANDING.....		s 9 22			f 9 45 92	8 09 72	4 20	5 25
72	45.2	D.....3.8BENTONIA.....30		s 9 30 92			f 10 15	8 25	4 28	5 34 312
95	48.3	3.1RAGIN.....		9 37			f 10 30	8 35	4 35 82	5 40
68	52.8	D.....4.5FLORA.....30		s 9 47			f 11 00	8 50 92	4 45	5 52
72	58.0	D.....5.2POCAHONTAS.....		s 9 59			f 11 25	9 10	4 55	6 05
....	60.7	2.7GREEN.....					f 11 35			
95	63.5	2.8CYNTHIA.....		10 10			f 11 45	9 30	5 05 312	6 20
95	66.2	2.7HALSTON.....		10 20			11 59	9 40	5 10	6 28
95	69.9	O.....3.7ASYLUM.....		A 10 32AM			A 12 15PM	A 9 50AM	A 5 20PM	A 6 40PM
....		1.8								
....	71.7	JACKSON.....		A 10 40AM						

YAZOO DISTRICT—Northward

Sidings, Standing Room, Cars	Miles from Jackson	TIME TABLE No. 9 Taking Effect November 24, 1940		FIRST CLASS				SECOND CLASS			
				312	512			72	92	82	84
				Local Passenger	Sunflower District No. 512			Dispatch NC 2	Local Freight	Freight	Freight
		STATIONS									
90	71.7	C	GWIN	A 7 00PM				A 9 55AM	A 1 40PM	A 6 20PM	A 3 00AM
96	66.8		MILESTON	s 6 49				9 45	f 1 15	6 07	2 40
	65.1		GOOD HOPE	6 45							
	63.1		THORNTON	f 6 41					f 1 05		
98	60.8		BEE LAKE	s 6 36				9 35	f 12 55	5 57	2 20
81	56.3	D	EDEN	s 6 27				9 26	f 12 40	5 47	2 05
99	50.8		RENSHAW	6 15				9 16	f 12 01PM	5 37	1 48
	48.5		YAZOO JUNCTION	6 11	A 6 20PM			9 11	11 45	5 32	1 40
38	45.3	C	YAZOO CITY	s 6 05	L 6 10PM			9 05	s 11 30	5 25	1 30
95	44.8		SOUTH SIDING	5 59				8 57 321	10 45	5 20	1 25
100	39.8		CRUPP	5 53				8 32 91	f 10 25	5 05 71	1 10
	38.0		VALLEY	s 5 50					f 10 10		
95	35.2	C	TINSLEY	s 5 45				8 20	f 10 01	4 58	12 59
95	30.3		ANDING	s 5 39				8 09 85	f 9 45 91	4 48	12 45
72	26.5	D	BENTONIA	s 5 34 71				7 58	f 9 30 321	4 41	12 33
95	23.4		RAGIN	5 29				7 52	f 9 19	4 35 73	12 23
68	18.9	D	FLORA	s 5 23				7 43	f 8 50 85	4 28	12 10AM
72	13.7	D	POCAHONTAS	s 5 15				7 30	f 8 16	4 15	11 50
	11.0		GREEN						f 8 05		
95	8.2		CYNTHIA	5 05 73				7 18	f 7 57	4 00	11 35
95	5.5		HALSTON	5 01				7 10	7 50	3 49	11 20
95	1.8	C	ASYLUM	L 4 55PM				L 7 00AM	L 7 40AM	L 3 40PM	L 11 00PM
				Daily	Daily			Daily	Except Sunday	Daily	Daily
			JACKSON	L 4 50PM							

Conditional stops:
 1. Discharge revenue passengers from Memphis and points north, and stop on signal to receive revenue passengers for Jackson and
 2. Discharge revenue passengers from Jackson and points south, and stop on signal to receive revenue passengers for Memphis and
 3. Discharge revenue passengers from Jackson and points south, and stop on signal to receive revenue passengers for Memphis and
 4. Discharge revenue passengers from Jackson and points south, and stop on signal to receive revenue passengers for Memphis and

CANTON DISTRICT—Southward

Sidings, Standing Room, Cars	Miles from Chicago	TIME TABLE No. 9 Taking Effect November 24, 1940		FIRST CLASS							
				25	1		5	59	321	3	27
				Fast Mail	Creole		Panama Limited	Miss.-Lou.	Local Passenger	Louisiane	Local Passenger
				Daily	Daily		Daily	Daily	Daily	Daily	Daily
705.7	D	CANTON	30	L 2 15AM	L 3 30AM		L 4 21AM			L 2 10PM	
49 709.2		3.5 SLOAN		2 21	3 35		4 26			2 16	
41 713.1		3.9 GLUCKSTADT		2 28	3 40		4 31			2 21	
95 716.9	D	3.8 MADISON	30	2 35	k 3 44		4 36			k 2 28	
719.4		2.5 RIDGELAND	30								
45 721.8		2.4 TOUGALOO		2 45	3 50		4 42			2 33	
143 726.9	C	5.1 ASYLUM		3 05	4 04		4 54		L 10 32AM	2 45	
729.0	D	2.1 JACKSON	30	s { 3 15 5 10	I s { 4 10 4 20	25	s { 5 00 5 05	25	L 6 45AM A 10 40AM	s { 2 52 3 10	L 3 30PM
101 735.0		6.0 ELTON		5 17	4 27		5 15	6 53		3 19	f 3 38
738.2		3.2 BYRAM		f 5 21	4 32		5 19	6 56		3 24	f 3 41
100 744.8	D	6.6 TERRY	30	f 5 28	4 40		5 26	7 04		3 31	s 3 48
115 753.4		8.6 CRYSTAL SPRINGS	30	s 5 41	s 4 50		5 36	s 7 14		s 3 45	s 4 00
757.6		4.2 GALLMAN		f 5 49	4 57		5 42	7 18		3 51	f 4 07
91 762.5		4.9 HAZLEHURST	30	s 6 01	s 5 05		5 48	s 7 25		s 4 00	s 4 15
767.5		5.0 MARTINSVILLE		f 6 10	5 13		5 54	7 30		4 06	f 4 22
772.6		5.1 BEAUREGARD	30	f 6 17	5 18		5 59	7 35		4 11	f 4 30
774.2		1.6 WESSON	30	s 6 21	5 20		6 01	s 7 38		4 13	s 4 35
101 783.1	C	8.9 BROOKHAVEN	30	s 6 40	s 5 35		6 12	s 7 49		s 4 25	s 4 50
101 793.2		10.1 BOGUE CHITTO	30	f 6 52	5 47		6 23	8 00		4 38	s 5 05
795.7		2.5 NORFIELD	30	f 6 56	5 50		6 26	8 03		4 41	f 5 08
799.5		3.8 JOHNSTON		f 7 02	5 55		6 31	8 07		4 45	f 5 14
804.0		4.5 SUMMIT	30	s 7 09	6 00		6 36	f 8 13		4 50	s 5 19
806.9	C	2.9 McCOMB	30	A 7 15AM	A 6 05AM		A 6 40AM	A 8 18AM		A 4 55PM	A 5 25PM

Conditional Stops:

k. Discharge revenue passengers from Memphis and points north, and stop on signal to receive revenue passengers for Jackson and points south.

CANTON DISTRICT—Northward

Siding, Standing Room, Cars	Miles from New Orleans	TIME TABLE No. 9		FIRST CLASS						
		Taking Effect November 24, 1940		24	4	6	312	26	58	2
		STATIONS	Local Passenger	Louisiane	Panama Limited	Local Passenger	Northern Express	Miss.-Lou.	Creole	
206.6	D	CANTON	30	A 2 10PM	A 5 10PM	A 11 55PM	A 1 55AM			
49 203.1		SLOAN	3.5	2 02	5 01	11 47	1 47			
41 199.2		GLUCKSTADT	3.9	1 57	4 57	11 42	1 43			
95 195.4	D	MADISON	30	1 52	4 52	f 11 35	1 38			
192.9		RIDGELAND	2.5							
45 190.5		TOUGALOO	2.4		4 45	f 11 27	1 30			
143 185.4	O	ASYLUM	5.1		4 33	A 4 55PM	11 15			
183.3	D	JACKSON	30	A 5 30AM	s 4 30	L 4 50PM	s 10 55 10 25	A 10 45PM	s 1 10 12 50	
101 177.3		ELTON	6.0	f 5 16	1 00	4 18	10 12	10 35	12 41	
174.2		BYRAM	3.2	f 5 09	12 55	4 15	f 10 07	10 30	12 38	
100 167.6	D	TERRY	6.6	s 4 59	12 48	4 07	f 9 56	10 24	12 31	
115 159.6		CRYSTAL SPRINGS	8.6	s 4 40	s 12 35	3 56	s 9 40	s 10 14	s 12 20	
154.8		GALLMAN	4.2	f 4 28	12 22	3 52	f 9 31	10 06	12 11	
91 149.8		HAZLEHURST	4.9	s 4 21	s 12 15	3 48	s 9 25	s 10 02	s 12 05AM	
144.8		MARTINSVILLE	5.0	f 4 13	12 06	3 43	f 9 15	9 55	11 57	
139.7		BEAUREGARD	5.1	f 4 08	12 01PM	3 37	f 9 03	9 50	11 50	
138.1		WESSON	1.6	s 4 05	s 11 58	3 35	s 9 05	s 9 48	b 11 48	
101 129.2	O	BROOKHAVEN	8.9	s 3 50	s 11 45	3 27	s 8 50	s 9 36	s 11 35	
101 119.1		BOGUE CHITTO	10.1	f 3 27	11 32	3 17	s 8 28	9 25	11 23	
116.7		NORFIELD	2.5	f 3 24	11 29	3 15	s 8 23	9 22	11 20	
112.8		JOHNSTON	3.8	f 3 20	11 25	3 12	f 8 17	9 17	11 16	
108.3		SUMMIT	4.5	s 3 15	11 20	3 08	s 8 10	f 9 11	11 10	
165.4	O	McCOMB	2.9	L 3 10AM	L 11 15AM	L 3 05PM	L 8 05PM	L 9 07PM	L 11 05PM	
				Daily	Daily	Daily	Daily	Daily	Daily	

Conditional Stops.

b. Sundays, Tuesdays, Thursdays to discharge revenue passengers from New Orleans; receive revenue passengers for points north of Grenada.

k. Discharge revenue passengers from Jackson and points south, and stop on signal to receive revenue passengers for Memphis and points north.

Southward

CANTON DISTRICT

Northward

SECOND CLASS				Siding, Standing Room, Cars	Miles from Chicago	TIME TABLE No. 9 Taking Effect November 24, 1940		SECOND CLASS			
71	73	43				STATIONS		78	72	44	
Dispatch CN 1	Dispatch CN 3	Mixed						Dispatch	Dispatch NC 2	Mixed	
Daily	Daily	Except Sunday									
		L 4 00PM			705.7	D.....CANTON.....	.30			A 10 45AM	
		4 10		49	709.2	SLOAN.....				10 35	
		f 4 20		41	713.1	GLUCKSTADT.....				f 10 20	
		f 4 52		95	716.9	D.....MADISON.....	.30			f 10 10	
		f 5 05			719.4	RIDGELAND.....	.30			f 9 50	
		f 5 15		45	721.8	TOUGALOO.....				f 9 45	
L 6 50PM	L 5 30PM	A 5 30PM		143	726.9	O.....ASYLUM.....		A 4 00AM	A 6 40AM	L 9 30AM	
7 20	5 45				729.0	D.....JACKSON.....	.30				
7 35	6 00			101	735.9	ELTON.....		3 35	6 25		
					738.2	BYRAM.....					
7 55	6 20			100	744.8	D.....TERRY.....	.30	3 10	6 10		
8 20	6 40			115	753.4	CRYSTAL SPRINGS.....	.30	2 45	5 55		
					757.6	GALLMAN.....					
8 35	7 00			91	762.5	HAZLEHURST.....	.30	2 10	5 40		
					767.5	MARTINSVILLE.....					
					772.6	BEAUREGARD.....	.30				
9 20	7 40			101	774.2	WESSON.....	.30	1 30	5 00		
					783.1	C.....BROOKHAVEN.....	.30				
9 45	8 05			101	793.2	BOGUE CHITTO.....	.30	12 45	4 40		
					795.7	NORFIELD.....	.30				
					799.5	JOHNSTON.....					
					804.0	SUMMIT.....	.30				
A 10 30PM	A 8 45PM				806.9	O.....McCOMB.....	.30	L 12 10AM	L 4 15AM		
								Except Sunday	Daily	Except Sunday	

Chicago Revenue Passenger from Jackson and points south, and stop on signal to receive revenue passenger for Memphis and points north.

Chicago Revenue Passenger from New Orleans; receive revenue passenger for Jacksonville, Florida; Thursday, Tuesday, Sunday, Monday, and Saturday.

Chicago Revenue Passenger from Jacksonville, Florida; Monday, Tuesday, Thursday, Friday, Saturday, and Sunday.

McCOMB DISTRICT—Southward

Siding, Standing Room, Cars	Miles from Chicago	TIME TABLE No. 9 Taking Effect November 24, 1940		FIRST CLASS						SECOND CLASS		
				1	5		25	59	3	27	73	71
				Creole	Panama Limited		Fast Mail	Miss.-Lou.	Louisiane	Local Passenger	Dispatch CN 3	Dispatch CN 1
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
806.9	C	McCOMB	30	L 6 10AM	L 6 45 AM		L 7 25AM	L 8 23AM	L 5 00PM	L 5 35PM	L 9 05PM	L 11 30PM
810.8		FERNWOOD		6 14	6 49		s 7 32	8 27	5 04	s 5 42		
101 814.0	D	MAGNOLIA	30	k 6 18	6 53		s 7 40	s 8 32	y 5 08	s 5 47	9 18	11 43
820.0		CHATAWA		6 23	6 58		s 7 51	8 39	5 14	s 5 54		
823.9	D	OSYKA	30	6 28	7 02		s 7 59	f 8 45	5 18	s 5 59		
111 829.0	D	KENTWOOD	10	k 6 34	7 07		s 8 09	s 8 51	5 22	s 6 10	9 35	12 01AM
833.4		TANGIPAHOA	20	6 40	7 12		s 8 20	f 8 56	5 27	s 6 22		
837.0		FLUKER	6	6 44	7 16		s 8 27	8 59	5 30	s 6 32		
839.7		ARCOOLA		6 47	7 19		f 8 32	9 03	5 33	f 6 40		
101 840.8	D	ROSELAND		6 49	7 20		s 8 35	f 9 05	5 35	s 6 45	9 50	12 15
843.5		AMITE	15	6 52	7 23		s 8 41	s 9 09	x 5 39	s 6 50		
95 849.9	D	INDEPENDENCE	8	7 01	7 29		s 8 55	s 9 17	5 46	s 7 00	10 03	12 28
854.1		TICKFAW		7 05	7 33		s 9 01	9 22	5 50	s 7 05		
856.2		NATALBANY		7 08	7 35		s 9 06	9 25	5 53	s 7 08		
101 859.0	C	HAMMOND	6	s 7 15	s 7 39		s 9 20	s 9 31	s 6 00	s 7 15	10 35	1 00
863.9	D	PONCHATOULA	15	k 7 22	7 44		s 9 29	s 9 37	6 07	s 7 24		
105 874.5		MANOHAC		7 33	8 00		f 9 46 ⁵⁹	9 46 ²⁵	6 18	f 7 39	11 05	1 30
880.6		RUDDOCK		7 43	8 09		f 9 55	9 52	6 28	f 7 46		
887.6		FRENIER		7 53	8 16		f 10 05	10 00	6 38	f 7 56		
892.9		LABRANCH		8 02	8 23		f 10 16	10 10	6 45	f 8 05		
900.8	C	ORLEANS JCT.		A 8 15AM	A 8 35AM		A 10 28AM	A 10 22AM	A 7 00PM	A 8 18PM	A 12 05AM	A 2 40AM
							</					

Conditional Stops:

- k. Stop on signal to receive revenue passengers for New Orleans.
- x. Discharge revenue passengers from Memphis and points north, and stop on signal to receive revenue passengers for New Orleans.
- y. Discharge revenue passengers from Jackson, Miss., and points north, and stop on signal to receive revenue passengers for New Orleans.

Trains will stop on signal as follows:

No. 25

No. 27

Gullett

Gullett

McCOMB DISTRICT—Northward

Stations, Standing Room, Cars	Miles from New Orleans	TIME TABLE No. 9 Taking Effect November 24, 1940 STATIONS	FIRST CLASS						SECOND CLASS		
			24	4		6	26	58	2	78	72
			Local Passenger	Louisiane		Panama Limited	Northern Express	Miss.-Lou.	Creole	Dispatch	Dispatch NC 2
105.4	C	McCOMB	A 3 00AM	A 11 10AM		A 3 00PM	A 7 55PM	A 9 02PM	A 11 00PM	A 11 25PM	A 3 30AM
101.5		FERNWOOD	s 2 50	11 03		2 55	s 7 45	8 56	10 54		
101	D	MAGNOLIA	f 2 39	y 10 58		2 52	s 7 35	s 8 52	z 10 50	11 15	3 15
92.3		CHATAWA	m 2 32	m 10 51		2 45	f 7 20	8 44	10 41		
88.4	D	OSYKA	f 2 26	10 45		2 41	s 7 10	f 8 40	10 36		
111	D	KENTWOOD	s 2 17	y 10 37		2 35	s 6 59	s 8 34	10 30	11 01	2 50
78.9		TANGIPAHOA	g 2 08	10 31		2 30	s 6 50	f 8 29	10 24		
75.3		FLUKER	2 03	10 26		2 26	f 6 43	8 25	10 20		
72.6		ARCOOLA	1 59	10 21		2 24	f 6 38	8 22	10 17		
101	D	ROSELAND	1 57	10 19		2 23	s 6 35	f 8 20	10 16	10 47	2 32
68.8		AMITE	s 1 52	s 10 16		2 20	s 6 30	s 8 16	z 10 13		
95	D	INDEPENDENCE	r 1 38	y 10 06		2 13	s 6 15	s 8 08	10 02	10 37	2 17
58.2		TICKFAW	1 32	10 01		2 09	f 6 06	8 02	9 57		
56.1		NATALBANY	1 28	9 58		2 07	s 6 01	7 59	9 54		
101	C	HAMMOND	s 1 20	s 9 55		s 2 04	s 5 55	s 7 56	s 9 51	10 25	2 00
48.4	D	PONCHATOULA	s 1 05	r 9 44		1 55	s 5 40	s 7 50	9 39		
105		MANCHAC	m 12 53	9 31		1 46	f 5 26	7 35	9 27	9 50	1 25
31.7		RUDDOCK	m 12 45	9 20		1 40	f 5 19	7 29	9 19		
24.7		FRENIER	12 38	9 12		1 34	f 5 11	7 22	9 11		
19.4		LABRANCH	r 12 31	9 05		1 28	f 5 05	7 15	9 05		
11.5	C	ORLEANS JCT.	L 12 23AM	L 8 55AM		L 1 22PM	L 4 55PM	L 7 05PM	L 8 55PM	L 9 10PM	L 12 45AM
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily
		NEW ORLEANS	L 12 01AM	L 8 30AM		L 1 00PM	L 4 30PM	L 6 45PM	L 8 30PM	L 8 00PM	L 11 45PM

Conditional Stops:

- g. Sundays, to discharge newspapers from New Orleans.
- m. Sundays, to discharge revenue passengers.
- r. Receive or discharge revenue passengers, to or from regular stops.
- y. Discharge revenue passengers from New Orleans; receive revenue passengers for Jackson, Miss., and beyond.
- z. Discharge revenue passengers from New Orleans; receive revenue passengers for points north Grenada.

Trains will stop on signal as follows:

No. 26
Gullett

SPECIAL INSTRUCTIONS

3. Standard Clocks:

Gwin	Canton
Asylum	McComb
Jackson	

14. Following code of whistle signals will be used in calling for interlocking signals:

Asylum

For Canton.....	— —
Canton District old siding.....	— — 0
Yazoo District.....	— — 0
Canton District southward main.....	— —
Canton District northward main.....	— 0 —
Canton District siding.....	— — 0

21(a). Between McComb and Orleans Junction the display of white flags and white lights will be omitted on all extra trains, except passenger extras.

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

S-83. Northward track over bridge at Manchac will be used as single track between switches located twenty feet north of bridge and twenty feet south of bridge; switches to be controlled by Levermen in the tower.

Southward trains will be governed by indication of signal located on mast 300 feet north of the bridge and northward trains will be governed by indication of signal located on mast 300 feet south of the bridge.

All trains will approach these signals prepared to stop and will be governed by signal indication. Their indications supersede the superiority of trains through these limits, but do not dispense with the use or observance of other signals whenever or wherever they may be required.

Sunflower District Trains:

Have no time table authority on the Yazoo District.
Will keep clear of Yazoo District trains.

Trains arriving at Yazoo Junction from the Sunflower District will communicate with the operator at Yazoo City by telephone and will not proceed until instructed to do so by the Chief Dispatcher at McComb, and these instructions must be in the form of a message.

Trains leaving Yazoo City for Yazoo Junction will be handled by train orders.

In case of failure of communication, trains will be governed by Rule 99.

83(a). First class trains must not leave Jackson without a clearance card, Form 44. No. 321 may leave Asylum without a clearance card, Form 44.

83(b). Train Registers:

Gwin,
Yazoo Junction (Sunflower District trains).
Asylum,
Jackson (Trains originating or terminating and first class trains),
Canton,
McComb,
Orleans Junction,

First class trains, except those originating or terminating at Jackson, may register at Jackson by (Form 905).

First class trains may register at Asylum by (Form 905).
Trains may register at Orleans Junction by (Form 905).

93. Yards:

Gwin	Hazlehurst	Independence
Yazoo City	Brookhaven	Hammond
Canton	McComb	Ponchatoula
Jackson	Magnolia	
Crystal Springs	Roseland	

Yazoo City yard limits extend from yard Limit north of Yazoo City to yard limit south of South Siding.

Jackson yard limits extend from yard limit south of Jackson to yard limit north of Asylum on Canton and Yazoo Districts.

First-class trains must move over elevated tracks Jackson yard between the following points prepared to stop unless the main track is seen or known to be clear:

Canton District Trains:

South street viaduct and Fortification street.

Natchez District Trains:

South street and north end Jackson passenger yard.

G. & S. I. Gulfport District Trains:

South street viaduct and north end Jackson passenger yard.

Meridian District Trains:

South street and Railroad Crossing north end Jackson passenger yard.

Northward first-class trains approaching Gwin must move within yard limits prepared to stop unless the main track is seen or known to be clear.

D. 97. Between Asylum and Orleans Junction extra trains may run without train orders.

98. Railroad Crossings Interlocked:

Brookhaven.....	M. S. O. R. R.
Orleans Junction.....	L. & A. Ry.

Mile C-868:

Cabin Interlocking Plant located at railroad crossing to La. Cypress Lumber Company's track on mile C-868.

When Home Signal at interlocking plant is at Stop indication and no train is approaching on lumber company's track from either direction, a member of the train crew will go to the railroad crossing and unless it is known that the derails are in normal position on lumber company's track, it will be necessary for each side of the crossing to be flagged on the lumber company's track a sufficient distance to stop lumber company's trains before reaching crossing, then proceed signal may be given, the proceed movement to be made in accordance with Transportation Rule 671. Telephone communication with train dispatcher is located in the cabin.

Not Interlocked:

Jackson:

Location and normal position of gate:

Canton District.....	against Vicksburg Division.
Meridian District.....	" Automobile Platform.
G. M. & O.....	" Standard Oil Spur.

Hand operated crossing gate is in service at Vicksburg Division railroad crossing just north of passenger station; normal position is set and locked against Vicksburg Division trains.

When gate is set against Canton Dist. trains the Home Signals on Northward and Southward main tracks will indicate "stop."

When gate is set against Vicksburg Division trains, and the Home Signals indicate "Proceed" Canton District trains may move over this crossing at restricted speed. Vicksburg Division trains must approach prepared to stop, unless gate is properly set and track is clear.

SPECIAL INSTRUCTIONS—Continued

99. 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."

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 in 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 placed 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, except where Lower Speed is required:

Territory or Location	Miles per Hour									
	Passenger engines handling passenger trains or running light or with caboose, except Atlantic type, Atlantic type passenger engines handling passenger trains, running light or with caboose.	Improved Mikado, Improved Central, and Improved Lima type engines handling passenger and express trains, or running light or with caboose.	Passenger and express trains with other freight engines.	Improved Mikado, Improved Central, and Improved Lima type engines handling bananas, dispatch, local and mixed trains.	Banana, dispatch, local and mixed trains with other freight engines, and other freight engines running light or with caboose, and all other freight trains, including work.	8000 Class Improved Lima type engines.	Eight wheel locomotive cranes or trains handling them.	Engines not equipped with trucks or trains handling them, or engines backing up light or with cars.	Derricks.	
Between Gwin and Asylum.....	50	50	40	40	40		40	25	25	
Spring Switch Mile 2.74 Yazoo Dist., and from north switch Cynthia to mile post 191, and over curve bridge M-24-2 Ragin, and from subway M-34-7 to mile post 221 north of Valley.....	25	25	25	25	25		25	25	25	
From south switch at South Siding to north siding switch, Yazoo City.....	20	20	20	20	20		20	20	20	
Bridges M-58-0, M-45-4, M-31-96, Yazoo District.....						20				
Between Canton and Orleans Jct.....	70	65	55	45	50	45	40	25	30	
Coal Chute, Asylum, Canton Dist.....	20	20	20	20	20	20	20	20	20	
Pass Manchac Bridge 874-6.....	10	10	10	10	10	10	10	10	10	
Spillway Bridge, miles 891-893.....	45	45	45	45	45	45	40	25	30	
Thru turnouts at cross-overs, junctions and sidings unless board at switch authorizes greater speed.....	10	10	10	10	10	10	10	10	10	

Permanent Yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

104. Normal Position of Switches:

Gwin.....For Yazoo District.
 Yazoo Junction.....For Yazoo District.
 Mile 2.74 Yazoo Dist.....For Southward Trains.
 Asylum.....For Northward Trains.
 Jackson.....For Canton District.
 Miss. Central Jct.....For Gravel Pit Branch.
 Brookhaven.....For Canton District.
 Hammond.....For McComb District.
 Orleans Junction.....For McComb District.

Spring Switches are in Service.

Location	Normal Position.
Mile 2.74 Yazoo Dist.	Southward Trains.

Position of switch is indicated by fixed signal. When a train is stopped by fixed signal indicating the position of switch, the switch must be examined to know that it is properly lined before using. Reverse movement must not be made until switch has been lined by hand.

Fixed signal located twenty-five (25) feet north of Spring Switch indicates position of switch only. Second and Third class and extra trains will be governed by and comply with Yard Limit Rule 93. Fixed signal on Northward Main located 300 feet south of Spring Switch governs fouling point clearance for southward main track and intermediate siding only.

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

D-151. Two Tracks:

Asylum to Mile 2.74 Yazoo District.
 Asylum to Orleans Junction.

161. (a)—Slow speed rule has been modified to provide for placement of yellow flag and/or yellow light not less than 4,000 feet in advance of a condition requiring reduced speed. It is permissible to use yellow and green reflector signs both day and night and without lamps at night.

282. On two or more tracks and on single track between Canton and Asylum, and between Yazoo City and Yazoo Junction, trains may pass "Stop and Proceed" signals without stopping, proceeding at restricted speed, not exceeding fifteen miles per hour.

729. Bulletin Boards:

Gwin	Asylum	McComb
Canton	Jackson	Hammond

1201. Northward second-class and inferior trains, unless otherwise instructed, will enter Gwin yard at the first switch and proceed through lead and siding to Telegraph Office.

Unless otherwise instructed train No. 4 will take siding at Canton for train No. 3.

1202. Four-wheel scale test cars must be handled on rear of freight trains ahead of cabooses.

1204. Second-class and inferior trains must avoid delay to Vicksburg Division, Gulf and Ship Island first-class trains at Jackson, and Mississippi Central first-class trains using Louisiana Division main tracks at Brookhaven.

Jackson, Miss.

Meridian District	
Westward	Eastward
No. 201 {A 5.30 a. m. {L 6.15 a. m.	No. 204 {A 1.20 p. m. {L 3.05 p. m.
No. 203 {A 2.45 p. m. {L 3.20 p. m.	No. 202 {A 11.25 p. m. {L 11.35 p. m.

G. & S. I.

Southward	Northward
No. 105 {L 5.45 a. m.	No. 104 {A 1.10 p. m.

Brookhaven, Miss.

Miss. Cent. R. R.	
Westward	Eastward
No. 1 {A 8.58 a. m. {L 9.03 a. m.	No. 2 {A 4.14 p. m. {L 4.34 p. m.

ADJUSTED TONNAGE RATING

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. Doubleheading: Doubleheaders 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. Doubleheaders 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 sections.

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

SPECIAL INSTRUCTIONS—Continued

YAZOO AND CANTON DISTRICTS

GWIN TO McCOMB (Southward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	6971	6622	6274	5925	5577	5228	4880	4531
2901-3025	85395	7653	7270	6888	6505	6122	5740	5357	4975
2901-3025	79700	7171	6811	6450	6097	5729	5376	5016	4663
2400-2459	58389	5255	4991	4727	4468	4199	3940	3676	3417
2400-2459	50773	4568	4338	4109	3884	3650	3425	3195	2970
2100-2174	69170	6225	5912	5600	5293	4974	4667	4355	4048
1200-1499	65868	5928	5630	5332	5040	4736	4444	4146	3855
1501-2016	54158	4875	4630	4385	4145	3895	3655	3410	3170
1501-2016	51231	4612	4380	4148	3921	3685	3458	3226	2999
1135-1199	45816	4124	3917	3710	3507	3295	3092	2885	2682
1135-1199	42619	3837	3644	3451	3262	3065	2876	2684	2495
1027-1134	42453	3822	3630	3438	3250	3054	2865	2673	2485
1027-1134	39334	3539	3361	3183	3009	2828	2654	2476	2301
1027-1134	33150	2983	2833	2684	2537	2384	2237	2087	1940
651-785	33113	2979	2829	2679	2533	2380	2233	2083	1937

Ruling grade (Southward) Tinsley to Anding.

CANTON TO JACKSON (Southward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 11							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	7522	7146	6770	6394	6018	5641	5265	4889
2901-3025	85395	7812	7421	7031	6640	6250	5859	5468	5078
2901-3025	79700	7737	7348	6958	6575	6193	5803	5413	5023
2400-2459	58389	5670	5385	5099	4819	4538	4253	3967	3681
2400-2459	50773	4929	4680	4432	4188	3945	3696	3448	3200
2100-2174	69170	6717	6379	6040	5708	5376	5038	4699	4361
1200-1499	65868	6396	6074	5752	5435	5119	4797	4475	4153
1501-2016	54158	5260	4995	4730	4470	4210	3945	3680	3415
1501-2016	51231	4976	4725	4475	4229	3983	3732	3481	3230
1135-1199	45816	4450	4226	4002	3782	3562	3337	3113	2889
1135-1199	42619	4140	3931	3722	3518	3313	3105	2896	2688
1027-1134	42453	4124	3916	3708	3504	3301	3093	2885	2677
1027-1134	39334	3819	3626	3434	3245	3056	2864	2672	2479
1027-1134	33150	3219	3057	2895	2736	2576	2414	2252	2090
651-785	33113	3214	3052	2890	2731	2572	2410	2248	2086

Ruling grade (Southward) Canton to Sloan.

McCOMB DISTRICT

McCOMB TO NEW ORLEANS (Southward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 19							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	13428	12757	12085	11414	10742	10071	9400	8728
2901-3025	85395	14742	14005	13268	12531	11794	11057	10319	9582
2901-3025	79700	13813	13107	12430	11724	11032	10363	9664	8980
2400-2459	58389	10122	9605	9109	8592	8085	7594	7082	6581
2400-2459	50773	8798	8349	7918	7468	7027	6601	6156	5720
2100-2174	69170	11991	11378	10791	10178	9577	8996	8390	7796
1200-1499	65868	11418	10834	10275	9691	9120	8567	7989	7424
1501-2016	54158	9390	8910	8450	7970	7500	7045	6570	6105
1501-2016	51231	8883	8429	7994	7540	7095	6664	6215	5775
1135-1199	45816	7944	7538	7149	6743	6345	5960	5558	5165
1135-1199	42619	7390	7012	6650	6272	5902	5544	5170	4805
1027-1134	42453	7362	6985	6625	6248	5880	5523	5151	4786
1027-1134	39334	6817	6469	6135	5786	5445	5115	4770	4432
1027-1134	33150	5747	5453	5171	4878	4590	4311	4021	3736
651-785	33113	5737	5444	5163	4870	4582	4304	4014	3730

Ruling grade (Southward) Chatawa to Osyka.

McCOMB TO GWIN (Northward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	6306	5991	5675	5360	5045	4729	4418	4099
2901-3025	85395	6924	6578	6232	5885	5539	5193	4847	4501
2901-3025	79700	6487	6156	5832	5516	5185	4869	4538	4261
2400-2459	58389	4754	4511	4274	4042	3800	3568	3326	3196
2400-2459	50773	4132	3921	3715	3514	3303	3101	2891	2778
2100-2174	69170	5632	5344	5063	4789	4501	4227	3939	3786
1200-1499	65868	5362	5089	4821	4560	4286	4025	3751	3605
1501-2016	54158	4410	4185	3965	3750	3525	3310	3085	2965
1501-2016	51231	4172	3959	3751	3547	3335	3131	2918	2805
1135-1199	45816	3731	3540	3354	3172	2982	2800	2610	2508
1135-1199	42619	3471	3294	3120	2951	2774	2605	2428	2333
1027-1134	42453	3457	3281	3108	2940	2764	2595	2419	2325
1027-1134	39334	3202	3038	2878	2722	2559	2403	2240	2153
1027-1134	33150	2699	2561	2427	2295	2157	2026	1888	1815
651-785	33113	2694	2557	2423	2291	2153	2022	1885	1812

Ruling grade (Northward) McComb yard to Summit.

JACKSON TO CANTON (Northward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	5970	5672	5373	5075	4776	4478	4179	3881
2901-3025	85395	6555	6227	5900	5572	5244	4916	4589	4261
2901-3025	79700	6141	5833	5531	5222	4913	4604	4302	3994
2400-2459	58389	4501	4274	4053	3827	3600	3374	3153	2927
2400-2459	50773	3912	3715	3523	3326	3129	2933	2741	2544
2100-2174	69170	5331	5063	4801	4533	4265	3997	3735	3467
1200-1499	65868	5077	4821	4572	4317	4061	3806	3557	3301
1501-2016	54158	4175	3965	3760	3550	3340	3130	2925	2715
1501-2016	51231	3950	3751	3557	3323	3160	2961	2767	2568
1135-1199	45816	3532	3354	3181	3003	2826	2648	2474	2297
1135-1199	42619	3286	3120	2959	2794	2629	2463	2302	2137
1027-1134	42453	3273	3108	2948	2783	2618	2454	2293	2128
1027-1134	39334	3031	2878	2730	2577	2425	2272	2123	1971
1027-1134	33150	2555	2427	2301	2173	2044	1915	1790	1662
651-785	33113	2551	2423	2297	2169	2041	1912	1787	1659

Ruling grade (Northward) Asylum to Tougaloo.

NEW ORLEANS TO McCOMB (Northward)

Class of Loco-motive	Lbs. Trac-tive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
8000-8049	77578	8458	8035	7612	7189	6766	6343	5921	5498
2901-3025	85395	9287	8823	8358	7894	7430	6965	6501	6037
2901-3025	79700	8701	8260	7826	7392	6958	6524	6090	5656
2400-2459	58389	6376	6053	5735	5417	5099	4781	4463	4145
2400-2459	50773	5542	5261	4985	4708	4432	4155	3879	3603
2100-2174	69170	7553	7170	6794	6417	6040	5663	5287	4910
1200-1499	65868	7193	6828	6469	6110	5752	5393	5034	4675
1501-2016	54158	5915	5615	5320	5025	4730	4435	4140	3845
1501-2016	51231	5595	5312	5033	4754	4474	4195	3916	3637
1135-1199	45816	5004	4750	4501	4251	4001	3752	3502	3253
1135-1199	42619	4655	4419	4187	3955	3722	3490	3258	3026
1027-1134	42453	4637	4402	4171	3940	3708	3477	3246	3014
1027-1134	39334	4294	4076	3862	3648	3434	3220	3006	2791
1027-1134	33150	3620	3436	3256	3075	2895	2714	2534	2353
651-785	33113	3614	3431	3250	3070	2890	2710	2529	2349

Ruling grade (Northward) Kentwood to Osyka.