

DIVISION OFFICERS

W. W. CUNNINGHAM.....Superintendent.....Vicksburg
 S. J. MASSEY, JR.....Trainmaster.....Vicksburg
 R. E. LEES.....Assistant Trainmaster.....Vicksburg
 J. D. COFFEY.....Traveling Engineer.....Vicksburg
 W. R. HEIRTZLER.....Chief Train Dispatcher.....Vicksburg
 S. A. SNIDER.....Assistant Chief Dispatcher.....Vicksburg
 L. B. HARRIS.....Train Dispatcher.....Vicksburg
 F. L. GULDE.....Train Dispatcher.....Vicksburg
 E. E. MOODY.....Train Dispatcher.....Vicksburg
 M. H. KLUGH.....Train Dispatcher.....Vicksburg
 L. C. MURRELL.....Train Dispatcher.....Vicksburg
 J. C. BAUGHMAN.....Train Dispatcher.....Vicksburg
 L. N. COXE.....Train Dispatcher.....Vicksburg
 R. F. FARR.....Train Dispatcher.....Vicksburg
 J. T. CHANCELLOR.....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

System

MERIDIAN SHREVEPORT VICKSBURG TERMINAL DISTRICTS (VICKSBURG DIVISION)

TIME TABLE No.

13

Taking Effect at 12:01 a. m.

SUNDAY, FEBRUARY 7, 1943

Superseding Time Table No. 12

Dated OCTOBER 18, 1942

FOR THE GOVERNMENT OF EMPLOYEES ONLY

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

W. W. CUNNINGHAM Superintendent.

Westward

MERIDIAN DISTRICT

Eastward

SECOND CLASS		FIRST CLASS		Sliding, Standing Room. Cars with Engine.	Mile Posts	TIME TABLE No. 13 Taking Effect February 7, 1943 STATIONS	Miles from Vicksburg	FIRST CLASS		SECOND CLASS	
273	271	203	201					204	202	Passenger	Passenger
Dispatch MS-9	Dispatch MS-3										
L 10 10PM	L 11 00AM			L 1 05PM	L 3 20AM						
Daily	Daily			Daily	Daily						
L 10 12PM	L 11 02AM			L 1 15PM	L 3 30AM						
10 25	11 15 272			1 22	3 38	45	6.4				
10 36	11 26			1 30	3 47	75	11.8				
10 48 276	11 42			f 1 38	3 55	46	16.9	....MERIDIAN....30 1.1 O....SHOPS....30	139.3	A 7 30PM	A 2 15AM
10 59	11 53			f 1 46	4 04	75	22.6	N. O. & N. E. R. R. END DOUBLE TRACK 4.5....LOST GAP....	138.2		
11 05	12 01PM			1 51	4 10	43	26.5	5.4....MEEHAN....	137.4	A 7 14PM	A 1 57AM
11 12	12 08			s 2 05	s 4 20	75	30.7	5.1....CHUNKY....30 5.7 D....HICKORY....30 3.9	122.4	f 6 51	1 34
11 19	12 15			2 10	4 28	61	34.8	4.2....URBO.... 4.1....NEWTON....30 4.1....LAWRENCE....	127.5	f 6 43	1 26
11 31	12 30			s 2 18	f 4 35	68	40.6	5.8 D....LAKE....30 3.7 O....DONOHOE....	98.7	f 6 26	1 20
11 37	12 40			2 23	4 41	43	44.3	5.0 O....FOREST....30 5.5....RAWORTH....	95.0	s 6 26	1 09
11 55	1 01			s 2 35	s 4 55	73	49.3	5.4 D....MORTON....30	90.0	f 6 19	1 03
12 05AM	1 15			2 41	5 01	52	54.8	4.5....CLARKSBURG....	84.5		
12 20 272	1 25			s 2 50	s 5 10	55	60.2	4.3 D....PELAHATOCHEE....30 3.6....GULDE....	74.6	f 6 11	f 12 55
12 38	1 34			2 56	5 16	57	64.7	3.1....RANKIN....	80.8	f 6 04	12 48
12 50	1 45			s 3 03	s 5 25	53	69.0	3.1....BRANDON....	70.8	s 5 54	s 12 40
12 57	1 52			3 10	5 30	57	72.6	4.5....CLINTON....30 4.9....BOLTON....	66.7	f 5 42	12 27
1 04	2 00			3 14	5 33	60	75.7	5.1....CHAMPION HILL....	63.6	s 5 34	s 12 20 273
1 15	2 10			s 3 21	5 40	66	80.8	5.3....PEARSON....	58.5	f 4 57	11 50
1 25	2 20			3 28	5 47	57	85.2	4.4 O....EAST JACKSON....	54.1	4 50	11 44
1 39	2 33			3 35	5 55	51	90.5	5.3 4.3....JACKSON....30 1.0 O....JACKSON....30	48.8	f 4 42	11 37
1 48	2 40			3 40	6 01	59.8	94.8	4.3 4.0 1.0 O....JACKSON....30	44.5	4 35	11 30
1 53	2 50			s {3 45 204	s {6 10	59.8	95.8	4.0 1.0 O....JACKSON....30	43.5	s {4 30 203	s {11 25
2 30	3 30 204			4 33	7 03	96.5	O....WEST JACKSON....30	0.7 3.7....DIXON....	42.8	3 30 271	11 05
2 45	3 45			4 38	7 10 272	75	100.2	4.9....CLINTON....30 7.9....BOLTON....30	39.1	3 20	10 56
3 11	4 00			s 4 45	s 7 19	42	105.1	7.1....EDWARDS....30 6.3....SMITHS....	34.2	s 3 13	s 10 49
3 29	4 15			s 4 58	s 7 33	43	113.0	7.1....NEWMANS....	26.3	s 2 56	s 10 36
3 37	4 22			5 04	7 40	43	117.1	7.1....VICKSBURG....30	22.2	2 50	10 31
3 50	4 32			s 5 14	s 7 50	46	121.9	4.8 4.0....EDWARDS....30 6.3....VICKSBURG....30	17.4	s 2 43	s 10 25
3 59	4 40			5 21	8 01	57	125.9	4.0 6.3....SMITHS....	13.4	2 31	10 17
4 18	5 00			5 30	8 12	35	132.2	6.3....NEWMANS....	7.1	2 22	10 08
A 4 40AM	A 5 20PM			A 5 40PM	A 8 20AM	139.3	C....VICKSBURG....30	7.1....VICKSBURG....30	2 10PM	L 9 55PM	
									Daily	Daily	
									Daily	Daily	

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

No. 201, No. 202, No. 203 and No. 204 stop on signal at Whitfield.

No. 204 stop on signal at Bovina.

Westward

SHREVEPORT DISTRICT

Eastward

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SECOND CLASS			FIRST CLASS		Siding, Standing, Run. Cars with Engine.	Mile Posts	TIME TABLE No. 13 Taking Effect February 7, 1943 STATIONS	Miles from Shreveport	FIRST CLASS		SECOND CLASS				
271	273	275	203	201					Passenger	Passenger	204	202	274	276	272
Dispatch MS-3	Dispatch MS 9	Dispatch	Passenger	Passenger							Passenger	Passenger	Dispatch	Dispatch SM 2	Dispatch SM-4
			L 6 10PM	L 8 50AM			O...VICKSBURG...30	172.9	A 1 50PM	A 9 40PM					
			A 6 13PM	A 8 53AM			1.3 JUNCTION SWITCH	171.6	L 1 43PM	L 9 33PM					
Daily	Daily	Daily	Daily	Daily											
L 8 00PM	L 9 05AM	L 1 00AM	L 6 14PM	L 8 54AM 274			0.4 O...Crossover Switch...	171.2	A 1 42PM	A 9 32PM	A 8 54AM 201	A 4 00PM	A 2 30AM		
8 25	9 25	1 30 272	6 26	9 07	100	1.8	4.2.....BOVAY.....	167.0	1 33	9 19	8 30	3 30	1 30 275		
8 33	9 32	1 40	f 6 33	f 9 14	47	6.3	D.....MOUND.....	162.5	f 1 26	9 13	8 20	3 22	1 20		
9 00 202	9 52	2 02	s 6 46	s 9 27	75	17.3	11.0 O....TALLULAH.....	151.5	s 1 13	s 9 00 271	7 57	3 00	12 57		
9 33	10 03	2 20	6 58	9 39	48	23.8	6.5.....QUEBEC.....	145.0	12 59	8 47	7 43	2 47	12 43		
9 45	10 13	2 32	7 07	9 49	50	30.3	6.5.....WAVERLY.....	138.5	f12 52	8 38	7 28	2 35	12 28		
9 55	10 25	2 50	s 7 17	s 10 01	100	35.3	5.0 D.....DELHI.....20	133.5	s12 43	s 8 28	7 17	2 23	12 17		
10 05	10 34	3 00	7 23	10 08	66	40.3	5.0.....DUNNS.....	128.5	f12 37	8 21	7 06	2 13	12 06AM		
10 10	10 39	3 05	f 7 28	f 10 13	46	43.0	2.7 D..HOLLY RIDGE....	125.8	f12 33	8 17	6 59	2 08	11 59		
10 19	10 45	3 13	7 32	10 18	21	47.2	4.2.....BEE BAYOU.....	121.6	12 27	8 11	6 48	2 00	11 48		
10 26	10 52	3 20	s 7 40	s 10 31	51	50.6	3.4 D....RAYVILLE.....6	118.2	s12 22	s 8 06	6 40	1 54	11 40		
10 31	10 58	3 30	7 43	10 36	66	53.7	3.1.....GIRARD.....	115.1	12 12	7 59	6 30	1 48	11 30		
10 38	11 04	3 37	7 53 202	10 43	48	58.0	4.3.....OREW LAKE....	110.8	12 07 PM	7 53 203	6 22	1 40	11 22		
10 47	11 19	3 50	8 00	10 52	48	64.3	6.3....MILL HAVEN....	104.5	11 57	7 44	6 06	1 29	11 06		
10 57 272	11 27	3 58	8 05	10 58	61	67.9	3.6.....MAGENTA.....	100.9	11 52	7 40	5 57	1 20	10 57 271		
11 40	{11 35 204 12 10PM	4 50	s{8 12	s{11 05	71.5	71.5	3.6 O....MONROE.....	97.3	s{11 46 273 11 31	s 7 35	5 45	1 10	10 45		
11 45		5 00 274	f 8 35	f 11 29 204	64	72.2	0.7 ...WEST MONROE..6	96.6	f11 29 201	f 7 20	5 00 275	12 20 273	10 00		
11 51	12 25	5 06	8 39	11 38	66	74.7	2.5.....STEVEN.....	94.1	11 24	7 16	4 54	12 12PM	9 54		
12 01AM	12 35	5 16	8 46	11 47 276	36	79.9	5.2.....CHENIERE.....	88.9	f11 16	7 09	4 45	11 47 201	9 45		
12 11	12 50	5 26	f 8 56	f 11 57	74	86.2	6.3.....CALHOUN.....	82.6	f11 07	f 7 00	4 32	11 32	9 32		
12 20	1 00	5 35	f 9 04	s 12 08PM	35	91.8	5.6 D....TREMONT.....	77.0	f10 52	s 6 48	4 21	11 20	9 21		
12 28	1 07	5 42	f 9 10 272	f 12 14	65	95.4	3.6 D...CHOURDANT....	73.4	f10 47	f 6 43	4 13	11 13	9 10 203		
12 48	1 27	6 02	s 9 25	s 12 34	110	102.8	7.4 O....RUSTON.....6	66.0	s10 37	s 6 34	4 00	11 00	8 50		
12 56	1 37	6 12	f 9 31	12 41	38	107.1	4.3....GRAMBLING....	61.7	f10 25	6 17	3 33	10 47	8 33		
1 03	1 45	6 20	f 9 37	f 12 48	75	111.5	4.4 D....SIMSBORO.....	57.3	f10 20	f 6 13	3 25	10 41	8 25		
1 19	2 00	6 37	s 9 48	s 1 02	90	119.3	7.8 D....ARCADIA.....6	49.5	s10 09	s 6 01	3 10	10 29	8 10		
1 26	2 07	6 45	9 54	1 09	44	123.5	4.2.....FORDS.....	45.3	10 02	5 54	2 51	10 19	7 51		
1 33	2 13	6 53	s10 02	s 1 20	75	127.2	3.7 D...GIBBSLAND....6	41.6	s 9 56	s 5 45	2 41	10 13	7 41		
1 40	2 20	7 00	10 07	1 26	75	131.2	4.0.....NELSON.....	37.6	f 9 42	5 39	2 32	10 07	7 30		
1 55	2 35	7 15	10 16	f 1 37	32	138.4	7.2....DUBBERLY....	30.4	f 9 33	5 30	2 17	9 55	7 13		
2 10 274	2 44	7 25	s10 24	s 1 50	75	141.4	3.0 D....SIBLEY.....6	27.4	s 9 25	s 5 20	2 10 271	9 49	7 05		
2 37	2 54	7 35	s10 35	s 2 03	71	148.2	6.8 O....DOYLINE.....	20.6	s 9 16	s 5 12	1 46	9 35	6 46		
2 52	3 03	7 45	f10 43	f 2 10	34	153.7	5.5 D....HAUGHTON....	15.1	f 9 06	f 5 04	1 33	9 25	6 33		
3 07	3 12	7 55	10 51	2 17	45	159.1	5.4.....BODCAU.....	9.7	8 56	4 55	1 20	9 15	6 20		
3 20	3 22	8 03	10 56	2 23	34	163.4	4.3.....FOSTERS.....	5.4	8 50	4 50	1 10	9 08	6 10		
A 6 00AM	A 4 00PM	A 8 40 AM 204	s11 05	s 2 33	....	167.5	4.1 O..BOSSIER CITY...6	1.3	s 8 40 275	s 4 40	L 1 00AM	L 9 00AM	L 6 00PM		
			11 07	2 35	....	168.1	0.6 SPRING STREET JCT.	0.7	8 34	4 34	L 8 30AM	L 4 30PM			
			A11 20PM	A 2 55PM	....	168.8	0.7....SHREVEPORT....	....	Daily	Daily	Daily	Daily	Daily		

No. 203 stop on signal: Tendal
No. 204 stop on signal at Girard and Start for handling bulky and fragile parcel post mail.

No. 204 stop on signal: Delta Point

VICKSBURG TERMINAL DISTRICT—Westward

TIME TABLE No. 13 Taking Effect February 7, 1943 STATIONS	FIRST CLASS						SECOND CLASS	
	15 Vicksburg District 15	201 Shreveport District 201	203 Shreveport District 203	13 Cleveland District 12			273 Meridian District 273	271 Meridian District 271
	Daily	Daily	Daily	Daily			Daily	Daily
O.... VICKSBURG.....	L 1 30AM	L 8 50AM	L 6 10PM	L 9 20PM	.....	.....	L 4 40AM	L 5 20PM
JUNCTION SWITCH..... ^{1,3}	1 33	8 53	6 13	9 25	.....	.....	.....	.....
O.CROSSOVER SWITCH..... ⁴	A 1 34AM	A 8 54AM	A 6 14PM	9 26 202	.....	.....	.....	.....
O.... FREIGHT YARD..... ⁷	.....	.....	.....	A 9 30PM	.....	.....	L 5 00AM ²⁷²	A 6 00PM ²⁷⁶

VICKSBURG TERMINAL DISTRICT—Eastward

TIME TABLE No. 13 Taking Effect February 7, 1943 STATIONS	FIRST CLASS						SECOND CLASS	
	16 Cleveland District 15	204 Shreveport District 204	12 Vicksburg District 12	202 Shreveport District 202				272 Meridian District 272
	Daily	Daily	Daily	Daily				Daily
O.... VICKSBURG.....	L 1 12AM	A 1 50PM	A 9 00PM	A 9 40PM	.....	.....	A 5 15AM	A 6 15PM
JUNCTION SWITCH..... ^{1,3}	1 02	1 43	8 50	9 33	.....	.....	5 05	6 05
C.CROSSOVER SWITCH..... ⁴	.....	L 1 42PM	L 8 49PM	L 9 32PM ¹³	.....	.....	.....	.....
O.... FREIGHT YARD..... ⁷	L 1 00AM	.....	.....	.....	.....	.....	L 5 00AM ²⁷³	L 6 00PM ²⁷¹

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

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

3. Standard Clocks:

Meridian	Shreveport
Shops	
Jackson	Bossier City { Yard Office
Monroe (Tower)	Engine House
Vicksburg.....	{ Yard office Dispatcher's office Passenger station Engine house

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

83. Train Registers:

Meridian	
Shops	
East Jackson	
Jackson (For first class trains, trains originating or terminating)	
West Jackson	
Vicksburg	
Freight Yard	
Crossover Switch	
Monroe (Tower)	
Shreveport—Union Station	
Bossier City—Yard office	

Trains may register at East Jackson and Crossover Switch by form 905.

First class trains not displaying signals may register at Shops, West Jackson, Monroe Tower, Bossier City and Freight Yard by form 905.

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

First class trains and trains originating at Jackson must obtain a clearance before leaving Jackson.

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

Trains may leave Crossover Switch without a clearance unless train order signal indicates "stop."

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

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

Westward Meridian District trains must obtain a clearance before leaving Vicksburg.

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

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

93. Yards:

Freight Yard (Freight Yard, yard limits extend from National Cemetery to Crossover Switch and Vicksburg)	
Meridian (Meridian yard limits extend to End Double Track)	
Jackson (Jackson yard limits extend from East Jackson to West Jackson)	
Monroe (Monroe yard limits extend to West Monroe)	
Shreveport (Shreveport yard limits extend from Jewella to Bossier City)	

First class trains must move at reduced speed between South Street and Railroad Crossing north end of Passenger Yard at Jackson.

First class trains must move at reduced speed between Levee Street and Crossover Switch and between Crossover Switch and Vicksburg.

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

L. & A. Ry. Co. trains and yard engines operate on Y. & M. V. Ry. Co. main track between Jewella and St. L. & S. W. Ry. Co. Junction at Spring Street, and T. & N. O. R. R. Co.'s trains and St. L. & S. W. Ry. yard engines operate on Y. & M. V. main track between T. & N. O. R. R. Co. junction at West Shreveport and St. L. & S. W. Ry. Co. junction at Spring Street, Shreveport, and must move at reduced speed.

St. L. & S. W. first class trains operate on Y. & M. V. main track between Union Station and Spring Street Junction, Shreveport as follows:

No. 801 leaves Spring Street Junction at 6:53 A.M.
arrives Union Station at 7:00 A.M.

No. 802 leaves Union Station at 8:50 P.M.
arrives Spring Street Junction at 8:57 P.M.

St. L. & S. W. trains 801 and 802 are superior to all trains except Shreveport District first class trains.

St. L. & S. W. trains 801 and 802 must move between Union Station and Spring Street Junction at reduced speed.

Second and third class, extra trains and engines must avoid delay to St. L. & S. W. trains 801 and 802.

98. Junctions:

Meridian.....	G. M. & O. R. R.
Junction Switch	
Crossover Switch	
Shreveport.....	{ St. L. & S. W. Ry. T. & N. O. Ry.

Railroad Crossings:

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

(Continued on page 6)

SPECIAL INSTRUCTIONS—(Continued on page 7)

98.—(Continued from page 5)

Drawbridges:

Monroe.....Ouachita River

Movement over bridge will be governed by fixed signals.

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

98(a). Jackson.....	{ Canton District (Gate) Switching lead east of passenger station (Gate)
Rayville.....	Missouri Pacific R. R. (Gate)
Gibbsland.....	L. & N. W. R. R. (Gate)
Sibley.....	L. & A. Ry. (Gate)

Normal position of gates:

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

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, except where lower speed is required:

Territory or Location	Miles per Hour						
Passenger* engines, or Diesel engines, with passenger trains, cabooses, or light.							
Engines 1201-1499 and 2030-2099 with passenger trains, cabooses, or light.							
Other freight engines with passenger trains, cabooses, or light.							
Freight trains or mixed trains.							
Eight wheel locomotive cranes.							
Derricks.							
Engines without trucks, and engines* backing up with or without cars.							
Meridian to Vicksburg.....	60	60	45	40	30	30	25
Vicksburg to Monroe.....	65	65	45	40	30	30	25
Monroe to Shreveport.....	60	60	45	40	30	30	25
Diverging routes through cross-overs, junctions and siding switches:							
Trailing through Spring Switch, Bovay and Ruston.....	25	25	25	25	25	25	25
Junction Switch.....	25	25	25	25	25	25	25
All Others.....	15	15	15	15	15	15	15
101(b). LOWER SPEEDS							
Meridian District							
Curves—MP VM 5.1 to VM 8.9	50	50	45	40	30	30	25
Curve—MP VM 53.1 to VM 54.3	40	40	35	30	30	30	25
Curve—MP VM 102.2 to VM 102.8	55	55	45	40	30	30	25
Curves—MP VM 128.0 to VM 129.3	45	45	40	35	30	30	25
Curves—MP VM 133.4 to VM 133.9	45	45	40	35	30	30	25
Curves—MP VM 135.9 to VM 136.2	50	50	45	40	30	30	25
Shreveport District							
Curves { Yard limit Board, Freight and Yard to west end main							
Bridge { span Miss. River Bridge	20	20	20	20	20	20	20
Bridge { West end main span and Miss. River Bridge to							
Curve Delta Point.....	25	25	25	25	25	20	25
Curve—MP VD 0.8 to VD 1.1.....	40	40	40	40	30	30	25
Slide—MP VD 18.6 to VD 21.0.....	45	45	45	35	30	25	25
Slide—MP VD 50.0 to VD 51.6.....	40	40	40	40	30	30	25
Slide—MP VD 59.6 to VD 63.1.....	40	40	30	25	25	25	25
Ouachita River Bridge, Monroe.....	10	10	10	10	10	10	10
Vicksburg Terminal District							
Vicksburg passenger station to Mulberry Street.....	10	10	10	10	10	10	10
China Street to Depot Street.....	10	10	10	10	10	10	10

Trains must move at reduced speed between West yard limit signs, Jackson, mile post VM 99 plus 2000 feet and WPA Spur, mile post VM 98 plus 1900 feet.

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

(Continued on page 7)

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

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

103. Extracts From Laws of Mississippi:

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

104. Normal position of switches:

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

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

Trains or engines will approach Crossover Switch at reduced speed and continue movement only on hand signal from operator and when switches are properly lined.

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

At Crossover Switch, switches will be handled by operator for all trains and engines.

109. Bulletin Boards:

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

D-151. Two-Tracks:

End Double Track to Meridian. (N O & N E Rules)

535. Spring switches:

Location	Normal position
Bovay—East siding switch.....	For main track
Ruston—East siding switch.....	For main track

At Bovay location of spring switch is indicated by reflector sign 5000 feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed.

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

Bossier City.....St. L. & S. W. R. R.

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.

ADJUSTED TONNAGE RULES and RATINGS

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

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

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

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

3. Conductors shall show actual 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 locomotives used.

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

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

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

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

	Factor	5	5	5	5	6	6	6
		Vicksburg to Jackson Ruling Grade— Freight Yards to Newmans Helper out of Freight Yard	Jackson to Meridian Ruling Grade— Brandon	Meridian to Jackson Ruling Grade— Shops to Graham	Jackson to Vicksburg Ruling Grade— Smiths to Newmans	Vicksburg to Monroe Ruling Grade— Freight Yards to Bovay Helper out of Freight Yard	Monroe to Vicksburg Ruling Grade— Bovay to Crossover Switch	Between Shreveport and Monroe Ruling Grade— Fords to Arcadia, eastward Choudrant to Ruston, westward
Engines	Tractive Force				100 Per Cent Tonnage Rating			
1200-1499.....	65,868	2620	3100	3200	2750	4250	3840	3400
2030-2099.....	48,683	1800	2160	2232	1890	3150	2700	2375