

File.

Illinois Central System

VICKSBURG
BATON ROUGE
NATCHEZ
CLINTON
WOODVILLE
HAMMOND
DISTRICTS

(VICKSBURG DIVISION)

DIVISION OFFICERS

J. T. STANFORD.....	Superintendent.....	Vicksburg
W. H. SHIELDS.....	Train Master.....	Baton Rouge
W. K. MCKAY.....	Asst. Train Master.....	Baton Rouge
J. D. COFFEY.....	Traveling Engineer.....	Vicksburg
C. N. CAMPBELL.....	Chief Train Dispatcher.....	Vicksburg
A. K. GOFF.....	Train Dispatcher.....	Vicksburg
J. E. TRICHE.....	Train Dispatcher.....	Vicksburg
S. A. SNIDER.....	Train Dispatcher.....	Vicksburg
F. S. DOBROWOLSKI.....	Train Dispatcher.....	Vicksburg
E. L. WOMACK.....	Train Dispatcher.....	Vicksburg

TIME TABLE No.

6

Taking Effect at 12:01 a. m.

SUNDAY, APRIL 2, 1939

Superseding Vicksburg, Baton Rouge, Natchez, Clinton,
Woodville and Hammond Districts
(Vicksburg Division)

Time Table No. 5 Dated May 15, 1938

FOR THE GOVERNMENT OF EMPLOYES ONLY.

W. ATWILL, Vice-President.

F. R. MAYS, General Manager.

R. O. FISCHER, Assistant General Manager.

T. J. QUIGLEY, General Superintendent.

J. T. STANFORD, Superintendent.

Southward

VICKSBURG DISTRICT

Northward

THIRD CLASS	SECOND CLASS	FIRST CLASS		Standing Room Cars with Engine	Miles from Memphis	TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS	FIRST CLASS		SECOND CLASS	THIRD CLASS
91	173	31	15				36	12	172	92
Local Freight	Dispatch Freight	Mail and Express	The Planter				Mail and Express	The Planter	Southwestern Dispatch SD 2	Local Freight
	L 9 30PM		L 5 15PM			MEMPHIS		A 6 40AM	A 2 50PM	
L 6 30AM	L 1 00PM			220.8		O....FREIGHT YARD....			A 4 45AM	A 3 45PM
		L 9 00AM	L 2 00AM	222.7		O....VICKSBURG....	A 2 50PM	A 10 20PM		
Except Sunday	Daily	Daily	Daily							
L 6 35AM	L 2 37PM 36	L 9 03AM	L 2 03AM	221.4		....JUNCTION SWITCH....	A 2 37PM 173	A 10 13PM	A 3 55AM	A 3 40PM
6 40	2 45	f 9 08	2 07	38	223.6	....STOUT....	f 2 32	10 08	3 48	3 25
6 48	2 50	f 9 13	2 13	97	227.2	....CEDARS....	f 2 26	10 03	3 40	3 15
7 00	3 00 92	s 9 21	k 2 22	87	233.1	D....YOKENA....	s 2 17	9 55	3 25	3 00 173
7 10	3 10	f 9 28	2 29	104	237.7	....ALLEN....	f 2 09	9 47	3 15	2 40
7 22	3 25	f 9 36	2 38	20	243.6	....INGLESIDE....	f 2 00	9 38	3 02	2 30
7 55	3 40	s 9 47	s 2 48 172	73	249.7	D....PORT GIBSON....30	s 1 50	s 9 27	2 48 15	2 15
8 15	3 55	f 9 57	3 01	85	257.5	....RUSSUM....	f 1 35	9 12	2 09	1 50
8 25	4 05	s 10 05	k 3 09	77	262.2	D....LORMAN....	s 1 27	9 04	1 59	1 40
8 38	4 15	10 15	3 20	84	268.6	....NORTH HARRISTON....	1 16 92	8 53	1 45	1 16 36
		s 10 30	s 3 35		269.3	O....HARRISTON....30	s 1 15	s 8 52		
9 20	5 00	10 31	3 36	84	270.0	....SOUTH HARRISTON....	1 09	8 44	1 18	12 30
9 45	5 30	f 10 42	k 3 47	68	276.2	....MCNAIR....	f 12 58	8 34	1 07	12 15
10 00	5 40	f 10 50	k 3 55	38	280.9	....HAMBURG....30	f 12 50	8 27	12 57	12 05PM
10 20	5 55	s 11 00	s 4 04	95	286.2	D....ROXIE....30	s 12 41	s 8 18	12 37	11 55
10 30	6 05	f 11 05	4 10	47	289.6	....WHITE APPLE....	f 12 34	8 13	12 31	11 40
10 40	6 15	f 11 10	4 15	74	292.4	....FRANKLIN....	f 12 29	8 09	12 25	11 30
11 17 31 92	6 20	f 11 17 92	l 4 21	38	295.8	....KNOXVILLE....30	f 12 23	8 04	12 19	11 17 31
11 40	6 30	f 11 24	4 29	34	300.6	....ROSETTA....	f 12 14	7 57	12 09	10 35
12 07PM 36	6 35	s 11 30	s 4 35	75	303.9	D....CROSBY....30	s 12 07PM 91	s 7 52	12 04AM	10 25
12 45	7 10	s 11 50 36	s 4 50	70	311.8	D....GLOSTER....30	s 11 50 31	s 7 38	11 43	10 00
12 55	7 30 12	f 11 56	4 56	46	316.1	....TATUM....	f 11 41	7 30 173	11 28	9 20
1 20	7 40	s 12 04PM	s 5 05	52	320.4	D....CENTREVILLE....30	s 11 35	s 7 25	11 20	9 10
1 30	7 50	f 12 11	5 14	45	325.6	....WHITTAKER....	f 11 24	7 14	11 11	8 50
1 45	7 59	s 12 19	s 5 21	29	329.7	D....NORWOOD....	s 11 18	s 7 08	11 03	8 40
2 00	8 10	s 12 25	f 5 27	73	333.2	....WILSON....	s 11 12	f 7 02	10 54	8 25
2 10	8 15	f 12 30	5 33	45	336.8	....GURLEY....	f 11 06	6 57	10 45	8 10
2 20	8 20	s 12 35	s 5 38		339.3	D....McMANUS....	s 11 01	s 6 53	10 40	8 00
2 30	8 30	f 12 40	f 5 43	93	342.3	....ETHEL....	f 10 55	f 6 48	10 33	7 50
2 50	8 55	s 12 50	s 5 51	53	347.3	D....SLAUGHTER....6	s 10 45	h 6 40	10 23	7 30
3 00	9 05	s 12 59	f 5 59	92	352.2	D....ZACHARY....	s 10 35	f 6 32	10 13	7 15
3 15	9 15	f 1 07	f 6 06	50	356.2	....BAKER....	f 10 27	h 6 25	10 05	7 05
3 30	9 23	f 1 15	f 6 14	45	360.8	....SCOTLAND....	f 10 20	h 6 19	9 55	6 55
A 3 45PM	A 9 30PM	As 1 20PM	Af 6 20AM		363.6	D....NORTH BATON ROUGE.	Ls 10 15AM	Lf 6 15PM	L 9 45PM	L 6 45AM
							Daily	Daily	Daily	Except Sunday

h Discharge revenue passengers from Baton Rouge and beyond.

k Discharge revenue passengers from Vicksburg and beyond.

l Receive revenue passengers for Baton Rouge and beyond.

Nos. 31 and 36 stop on signal:

Glass
Galloway
OaklawnGordon
Melton
Garden CityColes
106 Mile Spur
Maryland

Southward

BATON ROUGE DISTRICT

Northward

Westward—Hammond District—Eastward

SECOND CLASS	TIME TABLE No. 6	THIRD CLASS
441	Taking Effect April 2, 1939 STATIONS	442
Mixed	Miles from Baton Rouge	Mixed
Daily		
L 8 00AM	..... C..... HAMMOND..... 6	45.1
	..... 7.4	
3 15	92 D..... ALBANY.....	37.7
	..... 9.2	
J 8 35	64 D..... DOYLE.....	28.5
	..... 6.6	
f 8 50	94 D..... CORBIN.....	21.9
	..... 6.5	
s 9 05	93 D..... DENHAM SPRINGS....	15.4
	..... 14.0	
A 9 35AM	..... BATON ROUGE JCT....	1.4
A 9 50AM	D..... BATON ROUGE.....	Daily
		L 11 30AM

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

g Discharge passengers from Opelousas and beyond.

x Discharge passengers from Opelousas and beyond. Receive revenue passengers for New Orleans.

Nos. 31 and 36 stop on signal:

Burtville	St. Mary
Bayou Paul	Romeville
Bruns	Oneida
Belle Helene	Belmont

Terre Haute
Norco
New Sarpy

Nos. 12 and 15 stop on signal:

Bayou Paul St. Mary
Bruns Romeville

Belmont
Norco

No. 12 stop on signal to load express:
Nicholle

Nos. 441 and 442 stop on signal:
 Istrouma Lockhart
 Bird Walker
 Sharp Satsuma
 Stevendale

Southward

NATCHEZ DISTRICT

Northward

SECOND CLASS		FIRST CLASS		Standing Room. Cars with Engine.	Miles from Jackson	TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS	Miles from Natchez	FIRST CLASS		SECOND CLASS	
	141		133					134	Mail and Express	142	
	Daily		Daily								
	L 10 00PM		L 5 30PM			D. JACSON. 30	98.0	A 1 10PM		A 1 00AM	
	f 10 16		f 5 46	6	4.3	VAN WINKLE. 4.3	93.7	f 12 55		f 12 15	
	f 10 25		f 5 55	23	7.8	McRAVEN. 3.5	90.2	f 12 45		f 12 05AM	
	s 10 50		s 6 12	24	15.1	D. RAYMOND. 7.3	82.9	s 12 33		s 11 45	
	f 11 05		f 6 23	27	20.8	OAKLEY. 5.7	77.2	f 12 20		f 11 25	
	f 11 15 142		s 6 29	24	23.7	LEARNED. 2.9	74.3	s 12 15		f 11 15 141	
	f 11 22		f 6 35	5	26.4	ADAMS. 2.7	71.6	f 12 10PM		f 11 01	
	s 11 45		s 6 48	38	31.6	D. UTICA. 5.2	66.4	s 11 59		s 10 48	
	s 12 01AM		s 7 02	19	38.1	CARPENTER. 6.5	59.9	s 11 45		s 10 28	
	f 12 20		f 7 08	14	39.9	MYLES. 1.8	58.1	f 11 40		f 10 13	
	f 12 30		f 7 19	24	44.7	CARLISLE. 4.8	53.3	f 11 30		f 10 03	
	s 12 48		s 7 32	28	49.5	D. HERMANVILLE. 4.8	48.5	s 11 18		s 9 53	
	s 1 08		s 7 45	32	55.8	D. PATTISON. 5.8	42.7	s 11 05		s 9 38	
	f 1 33		s 8 05	21	64.8	RED LICK. 9.0	33.7	s 10 45		f 9 16	
	f 1 40		f 8 12	12	67.7	STONINGTON. 3.4	30.3	f 10 36		f 9 07	
	s 1 50		s 8 20 142		70.2	C. HARRISTON. 2.5	27.8	{ 10 30		s 8 59	
	{ 3 40		s 8 55			2.1		{ 10 10		{ 7 45 133	
	s 4 00		s 9 00	29	72.3	D. FAYETTE. 2.1	25.7	s 10 05		s 7 38	
	f 4 15		f 9 12	56	79.8	STAMPLEY. 7.0	18.7	f 9 48		f 7 22	
	f 4 26		f 9 20	13	84.3	CANNONSBURG. 5.0	13.7	s 9 38		s 7 10	
	f 4 35		f 9 25	24	86.4	STANTON. 2.1	11.6	s 9 33		f 7 05	
	f 4 42		f 9 30	55	89.0	SELMA. 2.6	9.0	f 9 28		f 6 57	
	f 4 49		f 9 35	18	92.0	FOSTER. 3.0	6.0	f 9 22		f 6 50	
	4 55			9 40	50	NORTH NATCHEZ. 3.0	3.0	9 15		6 43	
	A 5 10AM		A 9 55PM		98.0	D. NATCHEZ. 30		L 9 00AM		L 6 30PM	
								Daily		Daily	

Southward—Woodville District—Northward

SECOND CLASS		TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS	Miles from Slaughter	THIRD CLASS	
341	Mixed			342	Mixed
Except Sunday					
L 8 00AM		D. WOODVILLE. 30	41.6	A 2 45PM	
f 8 15		ASHWOOD. 4.0	37.6	f 2 30	
f 8 20		TURNBULL. 1.6	36.0	f 2 25	
f 8 45		LAUREL HILL. 6.0	30.0	f 2 10	
f 9 25		ARGUE. 11.2	18.8	f 1 45	
s 9 40		ST. FRANCISVILLE. 2.3	16.5	s 1 40	
f 10 12		LINDSAY. 12.0	4.5	f 1 10	
A 10 30AM		D. SLAUGHTER. 4.5		L 1 00PM	
				Except Sunday	

Southward—Clinton District—Northward

SECOND CLASS		TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS	Miles from Ethel	SECOND CLASS	
241	Mixed			242	Mixed
Except Sunday					
L 11 45AM		D. CLINTON. 8.3	8.3	A 11 30AM	
A 12 10PM		ETHEL.		L 11 00AM	
				Except Sunday	

Nos. 341 and 342 stop on signal: Morgan, McGehee, Hamilton, Wakefield, Whitman, Catalpa, Baines, Powell, Riddle, Delombre, Jackson Road.

Nos. 133, 134 and 142 stop on signal: Gowdey, Thompson, Institute, Insmore, St. Elmo, Tillman, Concord.

No. 141 stop on signal: Gowdey, Thompson, Institute, Insmore, St. Elmo and Tillman.

Nos. 241 and 242 stop on signal: Brown, Battle, Grays.

SPECIAL INSTRUCTIONS

3. Standard Clocks:

Vicksburg.....	Yard Office Dispatcher's Office Round House Office
North Baton Rouge.....	
Baton Rouge.....	Telegraph Office
New Orleans.....	Passenger Station
Stuyvesant Docks.....	Government Yard
Jackson.....	Passenger Station
	Yard Office
	Telegraph Office

20. First class Vicksburg District trains displaying signals to or from Junction Switch must display signals to or from Vicksburg.

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

S-83. Trains may be advised by Form 19 Train Order whether all trains which are superior or of the same class have arrived or left Junction Switch, North Baton Rouge and Orleans Junction.

Northward Vicksburg District trains, except first class, that have not received information in regular form must stop at Junction Switch and ascertain from operator, Freight Yard, if Vicksburg Terminal District first class trains have arrived or left.

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

83(a). All trains must secure clearance card Form 44, before leaving Harriston.

All trains may leave Junction Switch without clearance card Form 44.

Vicksburg District trains originating at Vicksburg must secure clearance card Form 44, before leaving Vicksburg and Vicksburg District trains originating at Freight Yard must secure clearance card Form 44, before leaving Freight Yard.

Southward first class trains except No. 37, must secure clearance card Form 44, before leaving Baton Rouge.

Baton Rouge and Vicksburg District trains originating North Baton Rouge between 12:01 a.m. and 7:00 a.m., must secure clearance card Form 44, at Baton Rouge instead of North Baton Rouge.

83(b). Train Registers:

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

Trains may register at Orleans Junction by Form 905.

First class trains not displaying signals may register at North Baton Rouge by Form 905.

93. Yards:

Junction Switch
Port Gibson
Harriston
Gloster
Slaughter
North Baton Rouge
Baton Rouge
Reserve
Good Hope
Orleans Junction
Natchez
Jackson
St. Francisville
Woodville
Hammond

First class trains must move between Levee Street and crossovers south of Junction Switch and between Junction Switch and Vicksburg at restricted speed and stop unless the main track is seen or known to be clear.

98. Trains must stop at Junctions, railroad crossings and drawbridges as follows:

Crossings:

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

Harriston (Natchez District), Reserve (Cane R. R.) and Baton Rouge (Hammond District) L. & A. R. R. crossings are protected by gates. Vicksburg, Baton Rouge and Hammond District trains will approach these crossings at restricted speed and stop unless gate is properly lined and track is seen or known to be clear.

98.—Cont'd.

Normal position of gates:

Harriston.....	Against Natchez District
Reserve.....	Against Cane Railroad

At the following automatic interlocked railroad crossings, trains must not exceed a speed of 25 miles per hour until engine or leading car passes crossing:

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

Junctions:

Junction Switch.....	Vicksburg Terminal Dist.
Ethel.....	Clinton District
Slaughter.....	Woodville District N. O. N. & N. R. R.
Baton Rouge Junction.....	Hammond District
Jackson.....	Canton District
St. Francisville.....	N. O. N. & N. R. R.
Argue.....	N. O. N. & N. R. R.
Bodley.....	N. O. N. & N. R. R.
Hammond.....	McComb District

Trains approach these junctions at restricted speed and stop unless switches are in normal position.

Vicksburg District trains must approach crossovers south of Junction Switch at restricted speed and stop unless switches are properly lined and track is seen or known to be clear.

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 the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

99.—Cont'd.

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.

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

Jackson.....	Gallatin Street Clifton Street Poindexter Street
Natchez.....	Devereaux Street Pine Street Rankin Street Union Street Commerce Street Pearl Street Wall Street Canal Street Broadway Street
Baton Rouge (Hammond District).....	Plank Road Bayou Sara Road

101. Speed Restrictions, except where lower speed is required:

All trains:

	M.P.H.
Crossover, junction and siding switches unless board at switch authorizes greater speed.....	10
Trailing through spring switches, main track movements.....	25
Incline Trestle, North Baton Rouge.....	10
Slide north of North Street, Baton Rouge.....	10
Between North Baton Rouge and Main Street, Baton Rouge.....	20
The following engines must not be operated over track and bridges as shown below:	
Bridge L-291.8 Vicksburg District, between White-Apple and Franklin.....	Engines: 1-51, 2500-2574, 2901 - 3025, 3400 - 3401, 3602 - 3606, 7000 - 7050.
Bridge L-382.8 Baton Rouge District, between St. Gabriel and Bruns.....	Engines: 1-51, 1135-1138, 1168, 1181, 1193, 1197, 2100 - 2174, 2400 - 2459, 2500 - 2574, 2900 - 3025, 7000-7050.
Bridge LN-39.2 Natchez District, between Myles and Carpenter.....	Engines 1001 class and heavier.
Bridge LN-60.3 Natchez District, between Red Lick and Tillman.....	Engines 1135 class, 1501 class and heavier.
Clinton District and Woodville District.....	651 class and heavier, and 65 class and heavier.
Lutcher house track south of derail.....	1501 class engines and heavier.
Harrison Coal Chute.....	Heavier than 651 class. Engines must not be operated over pocket of chute.
Lorman: Track Scales, Cohn Bros. Spur.....	All Engines.
Pt. Gibson: Track Scales, Oil Mill.....	

ENGINES

651-785.
941-993, 1135-1138, 1168, 1181, 1193, 1197, 2400-2459, 3101, 3960-3972.
1200-1499, 1501-2017, 2020-2050, 2100-2174, 3824.
651-785, 994-996, 1000, 1027-1134.
941-993, 997-999, 1139-1167, 1169-1199, 3101, 3960-3972.
541-598, 641-644, 3700-3756.
1200-1499, 1501-2017, 2020-2050, 3924.
Engines without engine trucks.
4905-4906.
413-501.
5011-5065.
941-993, 994-996, 1000-1134, 3101, 3960-3972.
997-999, 1139-1167, 1169-1199.
1200-1499, 1501-2017, 2020-2050, 2400-2459, 3824.
1-51, 2100-2174, 2500-2574, 7000-7050, Switch 3400-3401, 3602-3606.
2901-3025.
1200-1499, 1501-2017, 2020-2050, 3924.
Derricks
Trains Handling Locomotive Cranes on Own Wheels.

Miles Per Hour						Miles Per Hour					
5	60	45	40	60	30	25	15	.	.	.	.
5	35	35	30	30	25	15	15	.	.	.	.
5	45	40	35	35	30	25	15	.	.	.	.
0	.	30	25	.	20	15	15	.	.	.	.
5	.	25	25	.	20	15	15	.	.	.	.
<hr/>											
Franklin	.	30	25	15	.	.	.	15	.	.	.
nd Bruns	.	30	.	30	25	35	20	10	.	.	.
nter	.	10	.	.	10	.	15	30	20	15	.
lman	.	20	.	.	25	.	15	.	30	15	.
.	.	20	.	.	.	15	.	.	30	20	10
annonsburg	.	20	.	.	.	15	.	.	30	10	15
nez	.	20	.	.	20	15	.	.	30	10	15
nez	.	20	.	.	20	15	.	.	30	10	15
Francisville	.	.	.	15	.	15	30	25	20	.	.

Cars with gross weight of 85 tons or more must not be operated on Natchez District (Harrison to Jackson), or Woodville District.

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

Derricks X 88 and X 92 must not be operated over Woodyville District.

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:

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

Spring switches in service:

Location	Normal position
North Baton Rouge—	
End of double track.....	Lined for southward main track
Baton Rouge—	
End of double track.....	Lined for northward main track

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.

D-151. Two Tracks:

North Baton Rouge to Baton Rouge.

161. Slow speed rule has been modified to provide for placement of yellow flag and or yellow light not less than 3,500 feet in advance of a condition requiring reduced speed.

282. Trains may pass "Stop and Proceed" Signals without stopping, proceeding at restricted speed, not exceeding fifteen miles per hour. Exception: Does not apply to "Stop and Proceed" signals Numbers 363.3 and 366.8 indicating spring switches. See instruction 104.

729. Bulletin Boards:

Vicksburg.....	{ Freight Yard Round House Passenger Station
Harriston	
Slaughter	
North Baton Rouge.....	{ Round House Telegraph Office
Baton Rouge.....	
Reserve	
Good Hope	
New Orleans.....	Passenger Station
Government Yard.....	Round House
Stuyvesant Docks.....	{ Yard Round House
Natchez.....	
Asylum.....	Passenger Station
Jackson.....	Round House
Hammond.....	Passenger Station

1201. Four wheel scale test cars must be handled on rear of freight train ahead of caboose.