

# File.

## DIVISION OFFICERS

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

# Illinois Central

## System

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

## 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.

2		Southward				VICKSBURG DISTRICT				Northward			
THIRD CLASS	SECOND CLASS	FIRST CLASS		Sliding, Standing Room Cars with Engine	Miles from Memphis	TIME TABLE No. 6 Taking Effect April 2, 1939		FIRST CLASS		SECOND CLASS	THIRD CLASS		
91	173	31	15			STATIONS		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	C....FREIGHT YARD.....				A 4 45AM	A 3 45PM		
		L 9 00AM	L 2 00AM		222.7	C.....VICKSBURG.....	A 2 50PM	A 10 20PM					
Except Sunday	Daily	Daily	Daily										
L 6 35AM	L 2 37PM <sup>36</sup>	L 9 03AM	L 2 03AM		221.4	JUNCTION SWITCH....	A 2 37PM <sup>173</sup>	A 10 13PM	A 3 55AM	A 3 40PM			
6 40	2 45	f 9 08	2 07	38	223.6	2.2 STOUT.....	f 2 32	10 08	3 48	3 25			
6 48	2 50	f 9 13	2 13	97	227.2	3.6 CEDARS.....	f 2 26	10 03	3 40	3 15			
7 00	3 00 <sup>92</sup>	s 9 21	k 2 22	87	233.1	5.9 D.....YOKENA.....	s 2 17	9 55	3 25	3 00 <sup>173</sup>			
7 10	3 10	f 9 28	2 29	104	237.7	4.6 .....ALLEN.....	f 2 09	9 47	3 15	2 40			
7 22	3 25	f 9 36	2 38	20	243.6	5.9 .....INGLESIDE.....	f 2 00	9 38	3 02	2 30			
7 55	3 40	s 9 47	s 2 48 <sup>172</sup>	73	249.7	6.1 D.....PORT GIBSON....30	s 1 50	s 9 27	2 48 <sup>15</sup>	2 15			
8 15	3 55	f 9 57	3 01	85	257.5	7.8 .....RUSSUM.....	f 1 35	9 12	2 09	1 50			
8 25	4 05	s 10 05	k 3 09	77	262.2	4.7 D.....LORMAN.....	s 1 27	9 04	1 59	1 40			
8 38	4 15	10 15	3 20	84	268.6	6.4 ...NORTH HARRISTON...	1 16 <sup>92</sup>	8 53	1 45	1 16 <sup>36</sup>			
		s 10 30	s 3 35		269.3	7 C.....HARRISTON....30	s 1 15	s 8 52					
9 20	5 00	10 31	3 36	84	270.0	7 ...SOUTH HARRISTON...	1 09	8 44	1 18	12 30			
9 45	5 30	f 10 42	k 3 47	68	276.2	6.2 .....McNAIR.....	f 12 58	8 34	1 07	12 15			
10 00	5 40	f 10 50	k 3 55	38	280.9	4.7 .....HAMBURG.....30	f 12 50	8 27	12 57	12 05PM			
10 20	5 55	s 11 00	s 4 04	95	286.2	5.3 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	3.4 .....WHITE APPLE.....	f 12 34	8 13	12 31	11 40			
10 40	6 15	f 11 10	4 15	74	292.4	2.8 .....FRANKLIN.....	f 12 29	8 09	12 25	11 30			
11 17 <sup>31</sup> <sub>92</sub>	6 20	f 11 17 <sup>91</sup> <sub>92</sub>	l 4 21	38	295.8	3.4 .....KNOXVILLE....30	f 12 23	8 04	12 19	11 17 <sup>31</sup> <sub>91</sub>			
11 40	6 30	f 11 24	4 29	34	300.6	4.8 .....ROSETTA.....	f 12 14	7 57	12 09	10 35			
12 07PM <sup>36</sup>	6 35	s 11 30	s 4 35	75	303.9	3.3 D.....CROSBY.....30	s 12 07PM <sup>91</sup>	s 7 52	12 04AM	10 25			
12 45	7 10	s 11 50 <sup>36</sup>	s 4 50	70	311.8	7.9 D.....GLOSTER.....30	s 11 50 <sup>31</sup>	s 7 38	11 43	10 00			
12 55	7 30 <sup>12</sup>	f 11 56	4 56	46	316.1	4.3 .....TATUM.....	f 11 41	7 30 <sup>173</sup>	11 28	9 20			
1 20	7 40	s 12 04PM	s 5 05	52	320.4	4.3 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	5.2 .....WHITTAKER.....	f 11 24	7 14	11 11	8 50			
1 45	7 59	s 12 19	s 5 21	29	329.7	4.1 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	3.5 .....WILSON.....	s 11 12	f 7 02	10 54	8 25			
2 10	8 15	f 12 30	5 33	45	336.8	3.6 .....GURLEY.....	f 11 06	6 57	10 45	8 10			
2 20	8 20	s 12 35	s 5 38		339.3	2.5 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	3.0 .....ETHEL.....	f 10 55	f 6 48	10 33	7 50			
2 50	8 55	s 12 50	s 5 51	53	347.3	5.0 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	4.9 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	4.0 .....BAKER.....	f 10 27	h 6 25	10 05	7 05			
3 30	9 23	f 1 15	f 6 14	45	360.8	4.6 .....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	2.8 D..NORTH BATON ROUGE.	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  
Oaklawn

Gordon  
Melton  
Garden City

Coles  
106 Mile Spur  
Maryland

## Southward

## BATON ROUGE DISTRICT

## Northward

3

SECOND CLASS	FIRST CLASS				Siding, Standing Room, Cars with Engine.	Miles from Memphis	TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS	FIRST CLASS				SECOND CLASS
73	37	31	15	35				36	34	12	38	74
Dispatch Freight	Gulf Coast Line	Mail and Express	The Planter	Gulf Coast Line				Mail and Express	Gulf Coast Line	The Planter	Gulf Coast Line	Dispatch Freight
Daily	Daily	Daily	Daily	Daily								
3 30PM	Ls 4 35PM	Ls 1 20PM	Lf 6 20AM	Ls 5 25AM	....	363.6	D. NORTH BATON ROUGE..	As 10 15AM	As 11 25AM	Af 6 15PM	As 12 15AM	A 2 00PM
						364.8	.....BATON ROUGE JCT....					
11 55 38	s { 4 45	s { 1 35	s { 6 40	s { 5 35	....	366.2	D.....BATON ROUGE.....6	s { 10 00	s { 11 15	s { 6 00	s { 12 05AM	12 30
12 10AM	4 50	f 1 50	f 7 00	5 40	103	369.2	.....UNIVERSITY.....	9 50	11 05	5 35	11 55 73	12 25
12 20	5 03	f 2 05	f 7 11	5 50	103	373.9	.....GARDERE.....	f 9 37	10 50	f 5 20	11 40	12 14
12 30	g 5 12 12	s 2 16	f 7 20	g 5 57	103	380.5	D.....ST. GABRIEL.....	s 9 28	e 10 42	f 5 12 37	e 11 33	12 04PM
12 45	g 5 19	s 2 27	f 7 29	g 6 04	104	386.6	D.....GEISMAR.....	s 9 19	e 10 34	f 5 01	e 11 26	11 55
1 05	g 5 28	s 2 42	f 7 38	g 6 12	108	394.0	D.....BURNSIDE.....	s 9 08	f 10 25	f 4 51	e 11 17	11 45
1 15	5 34	f 2 53	7 45	6 18	80	399.1	.....CENTRAL.....	f 8 59	10 17	4 40	11 10	11 32
1 28	g 5 41	s 3 05	f 7 54	g 6 25	111	405.2	D.....CONVENT.....	s 8 50	e 10 10	f 4 30	f 11 03	11 23
1 37	5 47	f 3 16	f 8 01	6 31	86	410.2	.....REMY.....	f 8 42	10 03	f 4 20	10 56	11 14
1 45	f 5 51	s 3 23	s 8 10	f 6 35	....	413.2	D.....LUTCHER.....20	s 8 37	f 9 59	s 4 15	f 10 51	11 09
1 50	g 5 53	s 3 26	f 8 13	g 6 36	140	414.0	D.....GRAMEROY.....	s 8 34	e 9 57	f 4 12	e 10 48	11 07
1 55	5 56	f 3 30	8 16	6 39	80	416.2	.....MT. AIRY.....	f 8 30	9 54	4 08	10 45	11 02
2 00	g 5 59	s 3 35	f 8 22 36	g 6 42	100	418.2	D.....GARYVILLE.....	s 8 22 15	e 9 52	f 4 05	e 10 42	10 59
2 20	x 6 03	s 3 41	s 8 27	g 6 46	102	421.5	D.....RESERVE.....	s 8 15	e 9 48	s 4 00	f 10 38	10 52
2 35	g 6 07	s 3 53 12	f 8 33	g 6 51	103	425.4	D.....LA PLACE.....	s 8 07	e 9 43	f 3 53 31	e 10 33	10 45
2 50	6 16	4 05	8 43	7 01	90	431.9	.....SELLERS.....	7 56	9 33	3 43	10 23	10 30
3 10	g 6 18	s 4 08	f 8 45	g 7 03	....	433.4	D.....GOOD HOPE.....	s 7 53	e 9 31	f 3 41	e 10 21	10 25
3 25	g 6 23	s 4 14	f 8 51	g 7 08	104	437.4	D.....DESTREHAN.....	s 7 45	e 9 26	f 3 35	e 10 17	10 05
3 35	g 6 27	s 4 19	f 8 55	g 7 12	169	440.1	D.....ST. ROSE.....	s 7 40	e 9 23	f 3 30	e 10 14	10 00
A 4 30AM	A 6 35PM	A 4 30PM	A 9 05AM	A 7 20AM	....	444.2	O.....ORLEANS JCT.....	L 7 32AM	L 9 17AM	L 3 22PM	L 10 07PM	L 9 45AM
								Daily	Daily	Daily	Daily	Daily
A 6 00AM						452.6	...STUYVESANT DOCKS...					L 8 30AM
	A 7 00PM	A 4 55PM	A 9 30AM	A 7 45AM	....	455.7	.....NEW ORLEANS.....	L 7 10AM	L 8 55AM	L 3 00PM	L 9 45PM	

## Westward—Hammond District—Eastward

SECOND CLASS	Siding, Standing Room Cars with Engine.	TIME TABLE No. 6 Taking Effect April 2, 1939 STATIONS		Miles from Baton Rouge	THIRD CLASS
441					442
Mixed					Mixed
Daily	....				
L 8 00AM	....	O.....HAMMOND.....6	45.1	A 1 35PM	
3 15	92	D.....ALBANY.....7.4	37.7	s 1 15	
J 8 35	64	D.....DOYLE.....9.2	28.5	f 12 50	
f 8 50	94	D.....CORBIN.....6.6	21.9	f 12 35	
s 9 05	93	D...DENHAM SPRINGS...8.5	15.4	s 12 20PM	
A 9 35AM	....	....BATON ROUGE JCT....14.0	1.4	L 11 45AM	
				Daily	
A 9 50AM	....	D....BATON ROUGE.....		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.

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

Nos. 31 and 36 stop on signal:

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

Nos. 12 and 15 stop on signal:

Bayou Paul	St. Mary	Belmont
Bruns	Romeville	Norco

No. 12 stop on signal to load express:  
Nicholle

Nos. 441 and 442 stop on signal:

Istrouma	Lockhart	Livingston
Bird	Walker	Holden
Sharp	Satsuma	Baptist
Stevendale		



## Southward

## NATCHEZ DISTRICT

## Northward

SECOND CLASS		FIRST CLASS		Sliding, 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	142		
	Mixed		Mail and Express					Mail and Express	Mixed		
	Daily		Daily								
	L 10 00PM		L 5 30PM			D.....JACKSON.....30	98.0	A 1 10PM		A 1 00AM	
	f 10 16		f 5 46	6	4.3	4.3.....VAN WINKLE.....	93.7	f 12 55		f 12 15	
	f 10 25		f 5 55	23	7.8	3.5.....McRAVEN.....	90.2	f 12 45		f 12 05AM	
	s 10 50		s 6 12	24	15.1	7.3.....RAYMOND.....30	82.9	s 12 33		s 11 45	
	f 11 05		f 6 23	27	20.8	5.7.....OAKLEY.....	77.2	f 12 20		f 11 25	
	f 11 15 142		s 6 29	24	23.7	2.9.....LEARNED.....30	74.3	s 12 15		f 11 15 141	
	f 11 22		f 6 35	5	26.4	2.7.....ADAMS.....	71.6	f 12 10PM		f 11 01	
	s 11 45		s 6 48	38	31.6	5.2.....UTICA.....30	66.4	s 11 59		s 10 48	
	s 12 01AM		s 7 02	19	38.1	6.5.....CARPENTER.....	59.9	s 11 45		s 10 28	
	f 12 20		f 7 08	14	39.9	1.8.....MYLES.....	58.1	f 11 40		f 10 13	
	f 12 30		f 7 19	24	44.7	4.8.....CARLISLE.....	53.3	f 11 30		f 10 03	
	s 12 48		s 7 32	28	49.5	4.8.....HERMANVILLE.....30	48.5	s 11 18		s 9 53	
	s 1 08		s 7 45	32	55.3	5.8.....PATTISON.....	42.7	s 11 05		s 9 38	
	f 1 33		s 8 05	21	64.3	9.0.....RED LICK.....	33.7	s 10 45		f 9 16	
	f 1 40		f 8 12	12	67.7	3.4.....STONINGTON.....	30.3	f 10 36		f 9 07	
	s { 1 50		s { 8 20 142		70.2	2.5.....HARRISTON.....30	27.8	{ 10 30		s { 8 59	
	{ 3 40		{ 8 55			2.1.....FAYETTE.....30	25.7	{ 10 10		{ 7 45 133	
	s 4 00		s 9 00	29	72.3	7.0.....STAMPLEY.....	18.7	s 10 05		s 7 38	
	f 4 15		f 9 12	56	79.3	5.0.....CANNONSBURG.....	13.7	f 9 48		f 7 22	
	f 4 26		f 9 20	13	84.3	2.1.....STANTON.....	11.6	s 9 38		s 7 10	
	f 4 35		f 9 25	24	86.4	2.6.....SELMA.....	9.0	s 9 33		f 7 05	
	f 4 42		f 9 30	55	89.0	3.0.....FOSTER.....	6.0	f 9 28		f 6 57	
	f 4 49		f 9 35	18	92.0	3.0.....NORTH NATCHEZ.....	3.0	f 9 22		f 6 50	
	4 55		9 40	50	95.0	3.0.....NATCHEZ.....30		9 15		6 43	
	A 5 10AM		A 9 55PM		98.0			L 9 00AM		L 6 30PM	
	Daily		Daily					Daily		Daily	

## Southward—Woodville District—Northward

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

## Southward—Clinton District—Northward

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

Nos. 341 and 342 stop on signal: Morgan, McGehee, Hamilt on, Wakefield, Whitman, Catalpa, Baines, Powell, Riddle, Delo mbre, 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.

**3. Standard Clocks:**

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





**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.....	Baggage Room
Reserve	
Good Hope	
New Orleans.....	Passenger Station
Government Yard.....	Round House
Stuyvesant Docks.....	{ Yard Round House
Natchez.....	{ Passenger Station Round House
Asylum.....	Round House
Jackson.....	Passenger Station
Hammond.....	Passenger Station

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