

BUSINESS TRACKS

Car Capacity	Name	M. P. Location	Station Number
11	Mitchell Spur	3.4	3-A
17	Davis	3.5	3
8	Wholesale LP Gas Co.	3.6	3-B
19	Waters	6.0	6
9	Stephens	10.3	10
5	Cahns	22.3	22
39	Lime Plant	27.7	28
18	48 Mile Spur	47.6	48
11	Sapa	51.1	51
10	Valley Hill	105.7	106
7	Gaines	111.3	111
3	Pillows	117.0	117-A
3	Fort Loring	117.5	117
8	Runnymede	120.2	120
12	Delta Brick and Tile	143.7	144
6	Grain Storage Co.	143.8	145
11	Delta Western	147.2	148
25	Holly Ridge	148.6	149
4	Longs Switch	151.0	151
13	Rexburg	153.9	154
10	Olin Mathieson	155.4	155
6	Burdine Spur	162.5	162
35	Fisher	163.3	164

WATCH INSPECTORS

FRANK JOYCELine
HARRISON JEWELRY CO.Columbus, Miss.

BENNIE IVEY
Chief Dispatcher.

N. E. SUMRALL
Dispatcher .

Columbus & Greenville Railway Company

TIME TABLE No.

26

Effective 12:01 A. M.

SUNDAY, DECEMBER 27, 1970

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY ALL TIME TABLES
OF PREVIOUS DATE

H. L. MORRISON
President

R. C. STOVALL, JR.
Vice-President

C. A. ARNETT
General Manager

Westbound—BETWEEN COLUMBUS AND GREENVILLE—Eastbound

SECOND CLASS		Car Capacity	Miles from Columbus	TIME TABLE No. 26		Station Numbers	SECOND CLASS	
51	151			Effective December 27, 1970			52	152
Except Sat.	Except Sun.			STATIONS			Except Sun.	Except Sun.
L 5 00PM		760	0.0	DN .....COLUMBUS.....SXY	0	A 11 50PM		
5 20		14	7.9	.....WAVERLY.....	8	11 25	
6 30		317	17.8	D.....WEST POINT.....SX	18	11 00		
6 55		33	28.9	.....CEDAR BLUFF.....	29	10 05	
7 10		33	35.7	.....PHEBA.....	36	9 50	
7 35		49	43.9	.....MABEN.....	44	9 30	
7 55		65	46.7	.....MATHISTON.....X	47	9 25	
8 40 52		133	55.1	D .....EUPORA.....	55	8 40 51		
9 05		27	61.6	.....TOMNOLEN.....	62	7 55	
9 20		52	66.7	.....STEWART.....	67	7 40	
9 40		47	74.8	.....KILMICHAEL.....	75	7 20	
9 55		36	78.9	.....HENDRIX.....	79	7 10	
10 50		210	84.8	.....WINONA.....XY	85	6 50	
11 05		12	86.2	.....CRESSONA.....	86	6 25	
11 20		40	92.6	.....McCARLEY.....	93	6 00	
11 30		63	97.5	.....CARROLLTON.....	97	5 45	
11 50		46	103.5	.....MALMAISON.....	103	5 25	
A 12 15AM	L 9 00AM	550	113.0	D .....GREENWOOD.....SXY	113	L 5 00PM	A 12 50PM	
	9 30	147	121.5	.....ITTA BENA.....	121		12 25
	9 40	17	124.6	.....BEROLAIR.....	125		12 01
	10 05	82	133.1	.....MOORHEAD.....SX	133		11 40
	10 20	43	137.9	.....BAIRD.....	138		11 15
	11 00 152	284	142.3	DN.....INDIANOLA.....	142		11 00 151	
	11 15	40	146.6	.....HEATHMAN.....	147		10 15
	11 35	27	152.6	.....DUNLEITH.....	153		9 55
	11 50	47	156.2	.....ELIZABETH.....X	156		9 45
	12 01	27	158.5	.....STONEVILLE.....X	159		9 35
	12 25	115	166.0	.....HUNTINGTON JUNCTION.....	166		9 15
	A 12 40PM	815	167.7	D .....GREENVILLE.....SXY	168		L 9 00AM	
Except Sat.	Except Sun.					Except Sun.	Except Sun.	

ALL WEST-BOUND Trains are SUPERIOR to Trains of the SAME CLASS in the OPPOSITE Direction, in Accordance with Rule No. 72

CONSULT BULLETIN BOARDS DAILY

1. Bulletin Boards: (Rule 109)

Bulletin boards are located at Columbus, Greenwood and Greenville.

2. Train Registers: (Rule 83)

Train registers are located at Columbus, Greenwood and Greenville.

3. Standard Clocks: (Rule 3)

Standard clocks are located in Dispatcher's office, Columbus; telegraph offices, Greenwood and Greenville.

4. Railroad Crossings at Grade:**Semi-interlocked** — (Rules 601 to 672)

Columbus	St. L.-S. F. Ry.
West Point	GM&O R.R.
Winona	I. C. R. R.

Not interlocked — (Rules 98 and 98a)

Columbus	G. M. & O. R. R. (Gate)
West Point	I. C. R. R.
Mathiston	G. M. & O. R. R. (Gate)
Greenwood	I. C. R. R. (Gate)
Moorhead	I. C. R. R.
Elizabeth	I. C. R. R. (Gate)
Stoneville	I. C. R. R. (Gate)
Greenville	I. C. R. R. (Gate)

Normal position of gate at Columbus is against C. & G. Ry., and at other points as last used.

Trains and engines must come to a full stop not less than fifty feet from fouling all railroad crossings not interlocked or not protected by gate, and must be preceded over the crossing by a member of the crew who must see that the way is clear before giving a signal to proceed. The approach prepared to stop (Rule 98) must be understood to mean "reduced speed" as defined under General Rules, page 10 of the Rule Book.

5. Draw Bridges: (Rule 98)

Yazoo River at Fort Loring.

6. Yard Limits: (Rule 93)

Yard limits are designated by signboards located on either side of Columbus, West Point, Lime Plant, Maben, Mathiston, Eupora, Stewart, Kilmichael, Winona, Carrollton, Greenwood, Itta Bena, Moorhead, Baird, Indianola, Heathman, Elizabeth and Greenville.

7. Speed of trains:

Trains must not exceed a speed of twenty-five (25) on 60-pound rail nor thirty-five (35) miles an hour on heavier rail.

Diesel engines equipped with pilots on the rear may operate in back-up movements at speeds governing forward movements.

All trains will observe speed restrictions indicated by Diamond boards.

8. All trains must get a clearance before leaving Greenwood.

9. Express cars, camp cars and other local service equipment specified by special instructions and engines in tow must be handled next ahead of caboose in the order named.

10. Diesel engines may be operated through water not in excess of three inches over top of track rail, at a speed not to exceed three miles an hour.

11. Locomotive rating in tons of 2,000 pounds per unit:

WESTBOUND**700 class****600 class**

Columbus to West Point	2775 tons.	1850 tons
West Point to Cressona	2550 tons.	1700 tons
Cressona to Greenville	4750 tons.	3500 tons

EASTBOUND

Greenville to Carrollton	4950 tons.	3300 tons
Carrollton to Winona	2400 tons.	1600 tons
Winona to Hendrix	2550 tons.	1700 tons
Hendrix to Columbus	2850 tons.	1900 tons

The above is applicable to ruling grades between points specified and does not restrict the handling of tonnage in excess between points where the ascending grade is less, when the tonnage is available.

SPEED TABLE

Time Per Mile			Miles Per Hour	Time Per Mile			Miles Per Hour
1 Minute	0	Seconds	60	1 Minute	32	Seconds	39
1 "	1	"	59	1 "	35	"	38
1 "	2	"	58	1 "	37	"	37
1 "	3	"	57	1 "	40	"	36
1 "	4	"	56	1 "	43	"	35
1 "	5	"	55	1 "	46	"	34
1 "	7	"	54	1 "	49	"	33
1 "	8	"	53	1 "	53	"	32
1 "	9	"	52	1 "	56	"	31
1 "	11	"	51	2 "	0	"	30
1 "	12	"	50	2 "	4	"	29
1 "	13	"	49	2 "	8	"	28
1 "	15	"	48	2 "	13	"	27
1 "	17	"	47	2 "	18	"	26
1 "	18	"	46	2 "	24	"	25
1 "	20	"	45	2 "	30	"	24
1 "	22	"	44	2 "	36	"	23
1 "	24	"	43	2 "	44	"	22
1 "	26	"	42	2 "	51	"	21
1 "	28	"	41	3 "	0	"	20
1 "	30	"	40				

SAFETY FIRST

PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! Be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't pull air hose apart with engine; it requires a 600-pound pull to part a charged coupling in this manner.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.

SAFE ~ COURTEOUS ~ EFFICIENT ~ TRANSPORTATION