

**LOUISIANA DIVISION OFFICERS**

J. W. Lager . . . . . Superintendent . . . . . New Orleans, La.  
 R. J. Renton . . . . . Asst. Superintendent . New Orleans, La.  
 L. R. Stearns . . . . . Asst. Superintendent . Baton Rouge, La.  
 L. J. Cline . . . . . Trainmaster . . . . . New Orleans, La.  
 J. C. Freedman . . . Trainmaster . . . . . New Orleans, La.  
 F. Bragg, Jr. . . . . Trainmaster . . . . . McComb, Miss.  
 J. J. King . . . . . Asst. Trainmaster . . . . . Bogalusa, La.  
 D. A. Bell . . . . . Asst. Trainmaster . . . . . Bogalusa, La.  
 R. H. Davis . . . . . Trainmaster . . . . . Baton Rouge, La.  
 R. L. Prescott . . . . Trainmaster . . . . . Baton Rouge, La.  
 R. L. Hadskey . . . . Asst. Trainmaster . . . Baton Rouge, La.  
 R. L. Wells . . . . . Asst. Trainmaster . . . Good Hope, La.  
 D. J. Durand . . . . . Asst. Trainmaster . . . Good Hope, La.  
 J. P. Deming . . . . . Asst. Trainmaster . . . Baton Rouge, La.  
 R. A. Booth . . . . . Asst. Trainmaster . . . . . Geismar, La.  
 C. W. Compton . . . Traveling Engineer . . Baton Rouge, La.  
 D. A. Diestelmeier . Traveling Engineer . . . . Jackson, Miss.

---

**SPEED TABLE**

This is not for authorized speed, but  
for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50	240	15
75	48	360	10

**Illinois Central Gulf  
RAILROAD**

*Louisiana Division*

**TIMETABLE No.**

**2**

Taking Effect at 12:01 A.M.

**SUNDAY, OCTOBER 26, 1975**

---

Superseding  
LOUISIANA DIVISION  
TIME TABLE NO. 1  
Dated October 29, 1972

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

H. L. WILLIAMS, Chief Trans. Officer  
 R. K. OSTERDOCK, General Supt. — Terminals  
 I. B. HALL, General Supt. — Transportation  
 J. E. MOSS, Supt. — Transportation

Southward

## McCOMB DISTRICT

Northward

FIRST CLASS				Siding Capacity	Mile Posts	TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from New Orleans	FIRST CLASS		
51	59	Feet	Cars with Eng.					58	50	
Piggy Back	Panama Limited					Panama Limited	Piggy Back			
Daily	Daily									
L 5 01PM	LS 9 15 AM			806.9	..... McCOMB.....	105.4	As 5 49PM	A 9 55PM		
5 04	9 18			808.7	C..... SOUTH YARD.....	103.6	5 47	9 47		
				810.8	..... FERNWOOD.....	101.5				
5 10	9 23			814.0	..... MAGNOLIA.....	98.3	5 42	9 41		
				820.0	..... CHATAWA.....	92.3				
				823.9	..... OSYKA.....	88.4				
5 20	9 31			829.0	..... KENTWOOD.....	83.3	5 29	9 24		
5 26	9 35	4565	83	833.4	..... TANGIPAHOA.....	78.9				
				837.0	..... FLUKER.....	75.3				
5 35	9 42			840.8	..... ROSELAND.....	71.5				
		4180	76							
5 42	9 47			843.5	..... AMITE.....	68.8	5 17	9 08		
5 49	9 54			849.9	..... INDEPENDENCE.....	62.4	5 11	9 01		
				854.1	..... TICKFAW.....	58.2				
6 01	s 10 06	4235	77	859.0	C..... HAMMOND.....	53.3	s 5 00	8 49		
6 04	10 08			861.5	..... OLIVER.....	50.8	4 52	8 45		
				863.9	..... PONCHATOULA.....	48.4				
		9845	179n	874.5	..... MANCHAC.....	37.8				
		10835	179s	887.6	..... FRENIER.....	24.7				
6 45	10 42			898.6	..... SKIP.....	13.7	4 22	8 04		
A 6 50PM	A 10 45AM			900.8	..... ORLEANS JCT.....	11.5	L 4 19PM	L 8 01PM		
							Daily	Daily		

Southward

## NEW ORLEANS DISTRICT

Northward

FIRST CLASS				Mile Posts	TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from New Orleans	FIRST CLASS		
111	51	59	58				50	106	
S. P. 2	Piggy Back	Panama Limited			Panama Limited	Piggy Back	S. P. 1		
Sun. Tues. Thurs.	Daily	Daily							
	L 6 50PM	L 10 45AM		900.8	..... ORLEANS JCT.....	11.5	A 4 19PM	A 8 01PM	
	6 54	10 47		901.8	..... KENNER.....	10.5	4 17	7 59	
	6 59	10 52		904.4	C..... MAYS YARD.....	7.9	4 14	7 57	
L 6 25PM	7 03	10 56		906.4	..... EAST BRIDGE.....	5.9	4 11	7 54	A 1 14PM
A 6 28PM	7 07	A 10 58AM		908.6	..... SOUTHPORT JUNCTION.....	3.7	L 4 08PM	7 51	L 1 10PM
	A 7 25PM			914.4	..... STY DOX.....			L 7 31PM	
<b>TO BE GOVERNED BY RULES AND TIME TABLE OF NEW ORLEANS UNION PASSENGER TERMINAL</b>									
	A 7 00PM	A 11 30AM		912.3	..... NEW ORLEANS.....	0.0	L 4 00PM	L 1 01PM	
							Daily	Daily	Mon Wed Fri

Southward

BATON ROUGE DISTRICT

Northward

SECOND CLASS		Siding Capacity		Mile Posts	TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from New Orleans	SECOND CLASS	
73	97	Feet	Cars with Eng.				74	96
Dispatch	Local Freight						Dispatch	Local Freight
Daily	Daily							
				363.5	M. P. JCT. 1.1	92.2		
				363.6	C NORTH BATON ROUGE 1.2	92.1		
				364.8	BATON ROUGE JCT. 1.4	90.9		
				366.2	BATON ROUGE 3.0	89.5		
L 11 55PM	L 10 10AM	4675	85	369.2	UNIVERSITY 11.2	86.5	A 3 10AM	A 4 36PM
12 15AM	10 30	4180	76	380.8	ST. GABRIEL 6.0	75.2	2 50	4 16
12 30	10 40	7865	143	386.5	OLD GEISMAR 3.1	69.2	2 40	4 06
12 40	10 45		yard	389.6	C GEISMAR 4.4	66.1	2 35	4 01
				394.0	BURNSIDE 11.2	61.7		
1 18	11 20	4455	81	403.2	CONVENT 6.0	50.5	2 01	3 15
				410.2	REMY 3.0	45.5		
				413.2	LUTCHER 0.8	42.5		
				414.0	GRAMERCY 2.2	41.7		
1 40 74	11 45	7590	138	416.2	MT. AIRY 2.0	39.5	1 40 73	2 45
				418.2	GARYVILLE 3.3	37.5		
1 50	11 55			421.5	D RESERVE 3.9	34.2	1 30	2 35
				425.4	WALTER 0.6	30.3		
				426.0	LA PLACE 5.9	29.7		
				431.9	SELLERS 1.5	23.8		
				433.4	D GOOD HOPE 4.0	22.3		
2 35	1 33PM 96		yard	437.4	DESTREHAN 2.7	18.3	12 35	1 33 97
				440.1	ST. ROSE 4.1	15.6		
A 3 01AM	A 1 53PM			444.2	ORLEANS JCT. 3.6	11.6	L 12 15AM	L 1 15PM
					See N. O. District		Daily	Daily
				448.6	C MAYS YARD 3.6	7.9		

Westward

Hammond District

Eastward

SECOND CLASS		Siding Capacity		Mile Posts	TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from Hammond	SECOND CLASS	
75	71	Feet	Cars with Eng.				70	76
Dispatch	Dispatch						Dispatch	Dispatch
Daily	Daily							
L 5 00AM	L 2 30AM			43.7	C HAMMOND 7.4	0.0	A 2 01AM	A 4 30AM
				36.3	ALBANY 9.2	7.4		
				27.1	DOYLE 6.6	16.6		
5 50	3 20 78	6050	110	20.5	CORBIN 6.5	23.2	1 00	3 20 77
				14.0	DENHAM SPRINGS 6.1	29.7		
A 6 30AM	A 4 01AM			7.9	SHARP 7.9	35.8	L 12 30AM	L 2 50AM
				0.0	BATON ROUGE JCT.	43.7		
					See Baton Rouge District		Daily	Daily

## Southward—CLINTON DISTRICT—Northward

Mile Posts		TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from Clinton
8.3	.....	CLINTON	0.0
0.0	.....	ETHEL	8.3

## Southward—WOODVILLE DISTRICT—Northward

Mile Posts		TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	Miles from Woodville
41.6	.....	WOODVILLE	0.0
30.0	.....	LAUREL HILL	11.6
24.4	.....	WHITMAN	17.2
18.8	.....	ARGUE	22.8
16.5	.....	ST. FRANCISVILLE	25.1
9.7	.....	ZEE	31.9
8.0	.....	DELOMBRE	33.6
0.0	.....	SLAUGHTER	41.6

## FERNWOOD DISTRICT

WESTWARD		MILES From Kokomo	TIME TABLE NO. 2 Taking Effect October 26, 1975 STATIONS	MILES From Fernwood	EASTWARD	
0	.....		Kokomo		31.9	.....
9.6	.....	Davo	22.3	.....	.....	
11.6	.....	I. C. G. R. Crossing	20.3	.....	.....	
11.6	.....	Tylertown	20.3	.....	.....	
16.2	.....	Mesa	15.7	.....	.....	
19.1	.....	Kioto	12.8	.....	.....	
20.9	.....	Vaughts	11.0	.....	.....	
23.3	.....	Barto	8.6	.....	.....	
24.4	.....	Beardens	7.5	.....	.....	
31.9	.....	Fernwood	0	.....	.....	

## BOGALUSA DISTRICT

SOUTHWARD

NORTHWARD

			Siding Capacity			TIME TABLE NO. 2 Taking Effect October 26, 1975		Miles from Capitol Yard						
			Feet	Cars with Eng.		STATIONS								
				YARD		.....	CAPITOL YARD	0.0						
				YARD		.....	1.2							
			4510	82		C.....	EAST JACKSON	1.2						
						.....	5.3							
						.....	ELTON	6.5						
						.....	10.8							
						.....	ROSEMARY	17.3						
						.....	5.5							
						.....	GATESVILLE	22.8						
						.....	4.0							
						.....	HOPEWELL	26.8						
						.....	6.5							
						.....	GEORGETOWN	33.3						
						.....	5.4							
						.....	ROCKPORT	38.7						
						.....	4.5							
						.....	OMA	43.2						
			4950	90		.....	5.3							
						.....	WANILLA	48.5						
						.....	6.8							
						.....	MONTICELLO	55.3						
						.....	16.7							
						.....	WHITEBLUFF	72.0						
						.....	4.9							
						.....	MORGANTOWN	76.9						
						.....	6.1							
				YARD		.....	FOXWORTH	83.0						
						.....	5.7							
						.....	CHERAW	88.7						
						.....	8.4							
						.....	SANDYHOOK	97.1						
						.....	5.5							
						.....	ANGIE	102.6						
						.....	4.9							
						.....	VARNADO	107.5						
						.....	9.1							
				YARD		C.....	BOGALUSA	116.6						

## SLIDELL DISTRICT

SOUTHWARD

NORTHWARD

			Siding Capacity	TIME TABLE NO. 2 Taking Effect October 26, 1975		Miles from Capitol Yard			
				STATIONS					
.....			YARD	C .....	BOGALUSA .....	116.6	.....		
.....					5.5		.....		
.....					RIO .....	122.1	.....		
.....					2.6		.....		
.....					SUN .....	124.7	.....		
.....					8.4		.....		
.....			YARD		TALISHEEK .....	133.1	.....		
.....					16.9		.....		
.....			YARD		NORTH SLIDELL .....	150.0	.....		
.....					1.4		.....		
.....			YARD		SLIDELL .....	151.4	.....		

## SHORE LINE DISTRICT

SOUTHWARD

NORTHWARD

			Siding Capacity	TIME TABLE NO. 2 Taking Effect October 26, 1975		Miles from Bogalusa			
				STATIONS					
.....			YARD	.....	NORTH SLIDELL .....	35.2	.....		
.....					9.2		.....		
.....					LACOMBE .....	44.4	.....		
.....					8.3		.....		
.....					MANDEVILLE .....	52.7	.....		
.....					8.7		.....		
.....					ABITA SPRINGS .....	61.4	.....		
.....			YARD		3.7		.....		
.....					COVINGTON .....	65.1	.....		

## BOGUE CHITTO DISTRICT

SOUTHWARD

NORTHWARD

			Siding Capacity	TIME TABLE NO. 2 Taking Effect October 26, 1975		Miles from Bogalusa			
				STATIONS					
.....					RIO .....	5.5	.....		
.....					6.8		.....		
.....					ISABEL .....	14.1	.....		
.....					6.4		.....		
.....					ZONA .....	20.5	.....		
.....					8.2		.....		
.....					FRANKLINTON .....	28.7	.....		
.....					16.9		.....		
.....					LEXIE .....	45.6	.....		
.....			YARD		3.3		.....		
.....					TYLERTOWN .....	48.9	.....		

# SPECIAL INSTRUCTIONS

N. Louisiana Division extends to MP 287 on the Vicksburg District, and to Mile 806 (North Yard Limit Sign at McComb) on the Canton District and to MP 183 on the Bogalusa District.

## 2. Standard Clocks:

New Orleans	{ U.P.T. Office of Supervisor of Trains. U.P.T. Enginemen's locker room Mays Yard, Engineers' register room. Mays Yard, Operators' Office
North Baton Rouge	
Geismar	
Reserve	
Good Hope	{ Operators' Office General Foreman's Office
McComb	
Bogalusa	Yard Office
Capitol Yard	Yard Office

21. Between New Orleans and McComb, the display of white lights may be omitted on all extras, except passenger trains running as extras.

S-71. Northward and eastward regular trains are superior to regular trains of the same class in the opposite direction.

## 83. Train Registers:

- South Yard—McComb—(Trains may register by Form 905)
- Mays Yard—Operators Office (Trains may register by Form 905)
- New Orleans—U.P.T.—Office of Supervisor of Trains.
- North Baton Rouge—Operators Office
- Hammond—For Hammond District Trains
- Bogalusa—Yard Office
- Capitol Yard—Yard Office

Northward trains will be governed by train register at Mays Yard as to overdue superior trains at Orleans Jct.

Before using McComb District main tracks, trains from Hammond District must obtain permission from operator at Hammond and Fernwood District trains must obtain permission from operator at South Yard, McComb. They must keep advised of and avoid delay to important trains.

Trains from Hammond District must obtain permission from yardmaster at North Baton Rouge before using Baton Rouge District main track at Baton Rouge Jct.

## 93. Yards Limits:

- Hammond { Hammond District—Extend to MP 32.  
McComb District—Extend to Oliver.
- New Orleans—Extend to Skip
- McComb—Extend to MP 812.
- Baton Rouge Dist.—Extend Orleans Jct. to MP-L 379
- Baton Rouge { Vicksburg District—To MP-L 342  
Clinton District—To Clinton  
Woodville District—To Woodville  
Hammond Dist.—4000 ft. east MP 8  
Baton Rouge Dist.—2350 ft. South of MP-L 369
- Jackson, Bogalusa Dist.—Extend to MP 176
- Bogalusa—Extend Mile 75 plus 3168 ft. to Mile 68.0
- Wanilla
- Foxworth
- North Slidell—Slidell
- Franklinton
- Tylertown
- Covington
- Fernwood—Extend to Kokomo.

Trains or engines leaving end of two main tracks at Southport will be governed by signal indication of fixed signal 230 ft. south of spring switch, at end of Upper Belt two main tracks. Trains not completing movement through interlocking must stop and communicate with operator-leverman, Southport Jct., before movement is made to ascertain route is clear and given authority to proceed.

Switch crews switching Southport Yard and on Great Southern Box Company lead must not foul north leg of Wye or Upper Belt main track without communicating with operator-leverman at Southport Jct., and knowing the way is clear.

Trains or engines must not enter the long crossover Southport from the north end until operator-leverman, Southport Junction, has been communicated with and the route ascertained to be clear.

Thoroughfare track leading from south end of Mays Yard to mechanical facilities is used as single track. Movement over this track is made in both directions, and speed is restricted to not more than 10 MPH.

95. Trains ordered to display signals to or from Orleans Junction or East Bridge will display same signals to or from New Orleans.

S-96. Signals may be ordered displayed to Orleans Jct. and when so ordered, trains will display same signals to Mays Yard or New Orleans.

## 98. Railroad Crossings Not Interlocked:

- Between Monroe and Leonidas Streets,  
(Upper Belt) . . . . . PBRR trains
- Between Upperline and Lyons Streets,  
(Upper Belt) . . . . . PBRR trains  
SPRR trains
- Jena and Cadiz Streets (Upper Belt) . . . . . PBRR trains
- Gen. Taylor Street (Sty Dox) . . . . . PBRR trains
- Toledano Street (Lower Belt) . . . . . PBRR trains
- Washington Avenue (Lower Belt) . . . . . PBRR trains
- Josephine (Lower Belt) . . . . . PBRR trains
- Euterpe Street (Lower Belt) . . . . . TP-MPT trains
- Terpischore Street (Lower Belt) . . . . . TP-MPT trains

- Jackson, Miss., ICG (Y&MV SPUR)
- Wanilla, (Bogalusa and Central Districts Crossing)
- Tylertown, (Fernwood and Bogue Chitto Districts Crossing)

## Drawbridge Not Interlocked:

- Bayou LaCombe

L&A Crossing, Scotland, La. Mile 360.8: When train or engine is stopped by a stop signal at crossing and there is no conflicting L&A train or engine movement evident, movement over crossing will be made on hand signal given by trainman at crossing.

## 98(a). Railroad Crossings Protected by Gates:

- Mile-LZ 0.7 . . . . . (Hammond District)  
L&A RR

## SPECIAL INSTRUCTIONS

**101. Speed Restrictions:** Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed.

Territory or Location	Passenger Trains	Freight Trains
	Miles per Hour	
<b>Between</b>		
M.P. Jct. and Orleans Jct. ....	40	40
Baton Rouge Jct. and Hammond . . . . .	40	40
Skip and Southport Jct. . . . .	60	40
Southport Jct. and Levee Yard . . . . .	25	25
Slaughter and Woodville . . . . .	—	25
Ethel and Clinton . . . . .	—	10
McComb and Skip . . . . .	79	60
Capitol Yard and Slidell . . . . .	—	35
North Slidell and Covington . . . . .	—	25
Rio and Tylertown . . . . .	—	25
Fernwood and Kokomo . . . . .	—	10
Diverging routes, through crossovers, junctions and siding switches:		
No. 20 { Skip—end of two tracks } . . . . .	40	40
Turnouts { Oliver—end of two tracks } . . . . .		
{ North & South Manchac—each end of siding . . . . .		
{ Frenier—each end of siding . . . . .		
{ Orleans Jct.—switch to Baton Rouge District . . . . .		
No. 15 { Orleans Jct.—south crossover interlocking . . . . .		
Crossovers { Mays Yard—lead switch, north of Little Farms crossing . . . . .	25	25
and { Mays Yard—(north end) crossover to north main track . . . . .		
Turnouts { Mays Yard—(north end) crossover switches, south main track . . . . .		
{ Southport — (north end) long crossover . . . . .		
{ North Baton Rouge Mile 361.1 . . . . .		
{ North Baton Rouge Mile 361.9 . . . . .		
East Bridge—crossover from northward main track to southward main track . . . . .	10	10
Through turnouts at spring switches unless otherwise authorized . . . . .	25	25
On straight track at spring switches when springing points . . . . .	40	40
Through turnouts at other locations . . . . .	10	10
All tracks except main tracks and sidings . . . . .	10	10
<b>101(a). Lower Speeds</b>		
<b>NEW ORLEANS DISTRICT</b>		
Kenner—Over Hanson St. and Filmore St.—Engine or lead car only . . . . .	25	25
From signal 901.2 to northward home signal at Orleans junction northward track . . . . .	40	30
Crossing north end of Mays Yard engine or lead car only . . . . .	40	10
East Bridge Jct., to Southport Jct. on southward main . . . . .	25	25
Southport—between north switch north leg of wye and end Upper Belt two main tracks . . . . .	10	10
Southport—Rogan's Crossover . . . . .	5	5
<b>BATON ROUGE DISTRICT</b>		
All crossings—MP-L 367 to MP-L 368 . . . . .	10	10
Aster St.—422 ft. south of MP-L 368, engine or lead car only . . . . .	10	10
Box Stadium Crossing — 1,954 ft. north of MP-L 369, all trains, engine or lead car only . . . . .	10	10
Bob Pettit Drive — 890 ft. north of MP-L 370, all trains, engine or lead car only . . . . .	10	10
Between M.P. Jct., and South Blvd., Baton Rouge . . . . .	10	10
Lutcher—Texas St., engine or lead car only . . . . .	10	10
Reserve—All crossings, engine or lead car only . . . . .	25	25
Curve—Mile 443.7 . . . . .	25	25



## SPECIAL INSTRUCTIONS

101(a) (contd.)

Territory or Location	Passenger Trains	Freight Trains
	Miles per Hour	
<b>HAMMOND DISTRICT</b>		
Curve—Mile 43.7 .....	—	10
Hammond—Grade crossings from Pecan St. to N. West R.R. Ave., engine or lead car only .....	—	10
Holden—Tickfaw River Bridge LZ 30.7 .....	—	10
Corbin—La. Hwys. 449 and 1029—engine or lead car only .....	—	25
Walker—Duff Rd. and La. Hwy. 447—engine or lead car only .....	—	25
Denham Springs—All crossings, engine or lead car only .....	—	25
Denham Springs—Amite River Bridge LZ 12.9 .....	—	10
MP-15 to Airline Highway .....	—	30
Airline Hwy. to Baton Rouge Jct. ....	—	10
Eastward trains only; Until Engine or lead car passes Airline Hwy. ....	—	10
Monterrey Blvd.—Engine or lead car only .....	—	10
Baton Rouge Jct.—turnout at spring switch. east end of wye .....	—	10
<b>WOODVILLE DISTRICT</b>		
Curves—Mile 8.2 to MP 9 .....	—	10
Zee to Woodville .....	—	10
<b>McCOMB DISTRICT</b>		
Osyka, Liberty Street—Engine or lead car only .....	40	40
Kentwood, Highway 38—Engine or lead car only .....	35	35
Tangipahoa, La. Hwy. No. 440—Engine or lead car only .....	45	45
Amite, Oak Street—Engine or lead car only .....	40	30
Independence, Fourth Street—Engine or lead car only .....	35	35
Hammond, Coleman Street and Roberts Street—Engine or lead car only .....	30	30
Ponchatoula, West Pine Street—Engine or lead car only .....	25	25
Manchac Bridge, Mile 874.6, movable center span only .....	25	25
Spillway Bridge, MP 891-893 .....	60	50
Orleans Jct.—L&A Crossing .....	50	40
<b>BOGALUSA DISTRICT</b>		
Between Mile 110 plus 2640 ft. and Mile 113 plus 2640 ft., south of Whitebluff .....	—	10
<b>SHORE LINE DISTRICT</b>		
LaCombe—Bridge NA-44.28 .....	—	10
Hwy. 190, Mile NA-54—engine or lead car only .....	—	10
Covington—Between depot and wye .....	—	10
Covington—Columbia St.—engine or lead car only .....	—	5
Covington—State Highway 21—engine or lead car only .....	—	10
<b>BOGUE CHITTO DISTRICT</b>		
Franklinton to Tylertown .....	—	15
<b>SLIDELL DISTRICT</b>		
Sun—La. Hwy. 16, engine or lead car only .....	—	25

## SPECIAL INSTRUCTIONS

101(a) (contd.)

Maximum authorized speed for trailer-on-flat car/auto trains is 60 MPH McComb to New Orleans except when operated with locomotives of lower maximum authorized speed.

Freight trains must not be operated in speed 13 to 20 MPH except in acceleration or deceleration, except between Franklinton and Tylertown, where maximum permissible speed is 15 MPH.

Trains handling short wheel base ore cars must not exceed a speed of 30 MPH, except trains handling these cars in assigned sand and gravel service between Poydras Yard and Kentwood must not exceed speed of 40 MPH.

Trains handling sand or gravel from gravel pits on McComb or Bogue Chitto Districts must not exceed 40 MPH.

Trains handling pulpwood between McComb and New Orleans must not exceed speed of 40 MPH.

Clinton District trains are restricted to one unit. Fernwood District trains are restricted to one unit of the following: ICG 600 & 800 and FCG 900 series units.

Enginemen will avoid working power on engines while crossing over Bridge NA 44.28 over Bayou LaCombe. Brakes should not be applied when engines are on bridge except in case of emergency.

All trains handling loaded pulpwood cars will reduce speed to 10 MPH until all pulpwood cars have passed over the following Bridges:

Bridge 11.8 – Comite River, located 2.2 miles west of Denham Springs.

Bridge 29.0 – Hog Branch, located 1.8 miles east of Doyle.

Bridge 38.6 – Natalbany River, located 2.2 miles east of Albany.

Following are maximum authorized speeds on engines and certain specialized equipment. Where timetable district speeds are lower, the lower speed will govern:

All switch, road switch, and transfer engines . . . . . 45 MPH

All other freight engines . . . . . 65 MPH

Amtrak passenger units . . . . . 79 MPH

Revolving machinery on its own wheels (must have boom trailing, when practical) . . . . . 25 MPH

*(Note: This applies to both revenue and non-revenue equipment and includes the following previously described equipment: wrecking derricks, hoisting derricks, wrecking cranes, derricks, cranes, locomotive cranes, eight-wheel locomotive cranes, pivoted machinery and rotating machinery.)*

Fixed cab pile drivers (boom either leading or trailing) . . . . . 25 MPH

Air dump cars (must be handled in trains performing local work) . . . . . 25 MPH

Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work) . . . . . 25 MPH

*(Note: This includes following previously described equipment: ditchers, Jordan spreader-ditchers, and Jordan spreader-ditcher-snowplows.)*

Maxson Scale Test Car, ICG-100119, (may be handled anywhere in freight train) . . . . . 45 MPH

Other Scale Test Cars (must be handled on rear of train next ahead of the caboose and in trains performing local work) . . . . . 30 MPH

Diesel engines moving through water (must not exceed three inches over top of rail) . . . . . 3 MPH

Ore cars with wheel base of 20 ft. or less (measured between truck centers) . . . . . 30 MPH

Before making a back-up movement, shoving cars or taking slack (movement of engine consist only excluded), the leading units must be isolated such that there will be power from only three units pushing against the train. If dead units are on the rear of the powered units, they should be considered as cars in the train as far as this rule is concerned.

Diesel truck transfer cars . . . . . 45 MPH

Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:  
 (when loaded) . . . . . 30 MPH  
 (when empty) . . . . . 40 MPH

Cars containing panel rail . . . . . 30 MPH

Cars containing lead slabs of 2,000 pounds or heavier . . . . . 40 MPH

36 inch (or larger) pipe on flat cars . . . . . 30 MPH

This does not supersede any instructions that may exist covering any equipment not listed above.

In automatic block system and CTC or TCS territory, on both single and multiple track, speed of trains or engines is restricted as follows:

25 MPH for: (a) one diesel unit  
 (b) two diesel units  
 (c) one diesel unit and one car

45 MPH for: (a) one diesel unit and two cars  
 (b) two diesel units and one car  
 (c) three diesel units

101(b). On Baton Rouge, Hammond, Woodville, Clinton, Bogalusa, Slidell, Shore Line and Bogue Chitto Districts, Maintenance of Way Dept. yellow rectangular sign (Maintenance of Way Rule 10(g)) will be located one mile in advance of point where reduction in speed is required.

Yellow rectangular signs encountered on the Woodville, Clinton and Fernwood Districts will indicate a speed of 5 MPH unless otherwise provided.

103(d). In the state of Mississippi the first paragraph of Operating Department Rule 103(d) is revised to read as follows:

“Cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public grade crossing not protected by gates, the crossing must be protected by a member of the crew. Switching cars over such crossings shall be on signals of a member of the crew at the crossing.”

## SPECIAL INSTRUCTIONS

### 104. Normal Position of Switches:

Hammond .....	For McComb District
Baton Rouge Jct. ....	For Baton Rouge District
Ethel .....	For Vicksburg District
Slaughter .....	For Vicksburg District
M.P. Jct. ....	For Vicksburg District
Rio .....	For Bogue Chitto District

The north switch of crossover leading from northward main track to L&A interchange at Southport, must be kept lined for L&A lead at all times after being used.

Switches leading to the old north and south main tracks at the end of NOUPT tracks will be left lined and locked for the old northward main track when not in use.

Industry switches in Harahan (Elmwood Industrial Park) must be kept lined for lead at all times after being used.

Switch at north end of track 1-A, North Baton Rouge, must be kept lined for track 1-A when not in use.

### 109. Bulletin Boards:

McComb .....	T & E Locker Room
Hammond .....	T & E Locker Room
New Orleans—NOUPT 2nd floor — Conductors and trainmen's locker room.	
NOUPT Enginemen's register and bulletin room.	

Mays Yard .....	{ Conductors Register Room South end Yard Office Engine house
-----------------	---

Sty Dox .....	Locker Room
---------------	-------------

North Baton Rouge .....	{ South switch shanty Engine house Yard Office
-------------------------	--

Reserve .....	Depot
Good Hope .....	Depot
Geismar .....	Depot
Old Geismar .....	Depot
Zee .....	Depot

Jackson, Miss. ....	{ Capitol Yard Office Capitol Yard Roundhouse
---------------------	--

Bogalusa .....	{ Yard Office Depot
----------------	------------------------

111(e). Chicago Train Detector Center has radio communication ability with trains passing the detectors at Arcola, Manchac, Lockhart and Belmont.

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels, or dragging equipment by the communicators at the Chicago Train Detector Center with the engineers of the concerned trains, the following instructions will govern:

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

**TRAIN DETECTOR CONTROL CENTER:** This is the Chicago Train Detector Center calling the northbound (or southbound) train passing (station named), detector. Stop your train. You have a (*hot box, loose wheel, or dragging equipment*).

**TRAIN ENGINEER RESPONSE:** This is the engineer on (train number), passing (station named), detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, **CHICAGO TRAIN DETECTOR CENTER** will reply: I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

**CHICAGO TRAIN DETECTOR CENTER:** This is Chicago Train Detector Center calling engineer on (train number).

**ENGINEER REPLY:** This is engineer on (train number).

**CHICAGO TRAIN DETECTOR CENTER:** Engineer on (train number), you have a (*hot box, loose wheel, dragging equipment*) located (#) cars from your (*lead engine or caboose*) on the (*north, east, south, west*) rail. It is the (*lead or trailing*) truck, (*lead or trailing*) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e., timetable direction north or south, identify rails as east or west, timetable direction east or west, identify rails as north or south).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record of stops may be maintained.

Crews unable to contact the dispatcher after inspection of their train at Arcola and Lockhart, must report this information to operator at Hammond.

Crews unable to contact dispatcher after inspection of their train at Manchac must report this information to operator at Manchac.

Crews unable to contact the dispatcher after inspection of their train at Belmont must report this information to operator at Geismar.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

Train crews will be notified when hot box detectors are out of service and will make careful running inspection of their trains. When two consecutive detectors are out of service, crews must

## SPECIAL INSTRUCTIONS

111(c) (contd.)

stop their train in the vicinity of the last inoperative detector and make an on-the-ground visual inspection of both sides of train.

All trains originating at Geismar, Louisiana, operating eastward via Hammond District will when notified that hot box detector located near Mile LZ-17.1, or 2.2 miles west of Walker, Louisiana, is out of service, stop their train in the vicinity of the hot box detector and make an on-the-ground visual inspection of both sides of train.

### M-151. Two Main Tracks:

Southport to Sty Dox (Upper Belt). McComb to Oliver, and Skip to crossover at Hickory Street, and East Bridge to Southport Jct.

Between Skip and/or Orleans Jct. and Mays Yard, between Mays Yard and crossover at Hickory Street, and between East Bridge and Southport Jct., on southward main, trains and engines may move against the current of traffic when interlocking signal or home signal at Skip, Orleans Jct., Mays Yard, crossover at Hickory Street, East Bridge and/or Southport Jct., indicates "proceed" and the route is properly lined. General Yardmaster at Mays Yard will authorize such movement and will issue instructions to operator-leverman concerned, and before authorizing such movement, he must know that all overdue opposing first class trains have passed and there is no opposing movement. Operator-leverman must establish manual block between interlocking stations. Rule 93 must be observed.

215. Northward and southward trains may leave McComb without a clearance, but must secure a clearance at South Yard.

Conductors and Engineers on northward trains changing crews at McComb will deliver clearances and all train orders received at South Yard to connecting outbound Conductor and Engineer.

Northward trains may leave New Orleans, Sty Dox, Southport Jct. and Orleans Jct. without a clearance, but must secure clearance before leaving Mays Yard.

Southern Pacific trains will not be required to secure clearance on Illinois Central Gulf track.

Southward trains may leave Orleans Jct., Southport Jct. and East Bridge without a clearance.

Eastward Hammond District trains leaving Sharp will get their clearance at North Baton Rouge.

Southward Baton Rouge District trains leaving University will get their clearance at North Baton Rouge.

Trains may leave M. P. Junction without a clearance, but must secure a clearance before leaving North Baton Rouge.

Bogalusa District trains originating at Capitol Yard will receive clearance at East Jackson. Before leaving Capitol Yard conductors will receive verbal release from operator at East Jackson.

251. On northward main track between Skip and East Bridge, southward main track between Skip and crossover at Hickory Street, between East Bridge and Southport Jct., and between McComb and Oliver, trains will run with reference to other trains in the same direction by block signals whose indication will supersede the superiority of trains. Extras will keep advised of and avoid delay to first class trains.

261. Manually controlled block signals will govern the movement of trains on main track between M.P. Jct. and North Baton Rouge without requiring the use of train orders and, unless otherwise provided, their indications supersede time-table superiority, but do not dispense with the use or observance of

261. (contd.)

other signals whenever or wherever they may be required. Junction switch at M.P. Jct. is a dual control switch, controlled by operator at North Baton Rouge. When a train or engine is stopped by a stop signal at M.P. Jct., trainman must contact operator at North Baton Rouge and be governed by provisions of Rules 608 and 277(a).

265. Northward Home signal governing northward movement on main track over drawbridge at Manchac is located to the left side of main track.

Southward Home signal on northward main track at Oliver, southward home signal on siding at south Manchac, northward home signal on siding at north Frenier and northward home signal on southward main track at Skip are located to the left side of track.

Southward Block Signal L-4197, at Welcome, is located to left side of track.

### 279. Electric Locked Switches:

Location	Operated By
La. Power & Light Co., Vicknair, La.	Yardmen and Trainmen
Ponchatoula, old northward main, both ends	Yardmen and Trainmen
Ponchatoula, La. Cypress Lumber Co.	Yardmen and Trainmen

Instructions governing operation of these electric locked switches are posted inside lock door.

290-292. Trains and/or engines moving southward on northward main track at Orleans Jct., Hickory St. and East Bridge Jct. will observe dwarf signals at these locations in accord with Operating Department Rules 290 and 292, as these signals display only one aspect at a time.

505. Automatic block system territory extends from McComb to Oliver, Skip to crossover at Hickory Street and East Bridge to Southport Jct., on southward main, and Skip to crossover at Hickory Street on northward main. Main track from crossover at Hickory Street to East Bridge is automatic block system territory, signaled for northward movement only.

Between MP 361 and switch at north end of track 1-A, North Baton Rouge.

Between Baton Rouge, Mile 366.7, and Orleans Jct.

509. All trains and engines will move at YARD SPEED between the north end of Burnside siding and the south end of Old Geismar siding when block signals display an Approach or Proceed indication. When a train or engine is stopped by a Stop indication displayed at the north end of Burnside siding, or at the south end of Old Geismar siding, conductor or engineer will communicate with the operator at Geismar who will have authority to permit train or engine to proceed as prescribed by Rule 509.

509-607-98. Mile 442.6 (Baton Rouge District - L&A Crossing - Frellsen, La.) When train or engine is stopped by Stop indication at this crossing and there is no conflicting L&A train or engine movement evident and derails on the L&A tracks are in the derailling position, Rule 509 must be complied with, and movement over the crossing may then be made on hand signal given by trainman at the crossing.

## SPECIAL INSTRUCTIONS

512. Switch indicators are located on the Upper and Lower Belt Lines and in the vicinity of Sty Dox and must be operated by trainmen, as follows:

At ICG switch crossover track between ICG southward main track and NO PBRR northward main track 40-ft. south of Nashville Avenue.

At ICG switch crossover track between ICG northward main track and NO PBRR southward main track north of Napoleon Avenue.

At north switch and derails of north lead track serving Warehouse 32, leading from ICG northward main track and crossing NO PBRR main tracks at Louisiana Avenue.

At south switch and derail of south lead track serving Warehouse 32, leading from ICG northward main track and crossing NO PBRR main tracks south of Louisiana Avenue.

At ICG switch crossover track between ICG northward main track and NO PBRR southward main track south of Louisiana Avenue.

### OPERATING INSTRUCTIONS FOR SWITCH INDICATORS

1. Operate push button located on front of case to light indicator.
2. If "Block Clear" indication is displayed, the switch must be immediately lined for movement.
3. If switch, for any reason, is not immediately lined for movement, the push button must again be operated to ascertain indication before operating switch.
4. If "Block Occupied" indication is displayed and no conflicting train and engine movement is evident, wait three minutes and proceed at REDUCED SPEED in accordance with Rule M-152 (See Rule 99).

Movement from Old Geismar siding and Mt. Airy siding to main track will be in accordance with Rules 512 and 513 and instructions posted near switch indicator on side of relay house.

513. Rule 513 is suspended for trains entering the McComb District from the Hammond District. All trains and engines approaching Hammond Jct. switch to southward main track and crossover switches from southward to northward main tracks of McComb District must approach these switches prepared to stop, regardless of block signal indication.

525-536. Centralized traffic control in service between: Oliver and Skip — controlled by operator at Mays Yard. East Bridge and Southport Junction on East Track — controlled by operator-leverman at East Bridge.

The following switches are not equipped with electric locks.

New Orleans District:  
K&B Whsc., 1000' north of MP 908.  
L&A Interchange, both ends, between MP 908-909

McComb District:  
Southern Tupelo Lumber Co., MP 862 plus 3181'

#### 560. Spring Switches:

Location	Normal Position
Mays Yard — 325 feet north of East Bridge	For north lead

#### 560. Spring Switches (contd.)

Location	Normal Position
Southport — End of Upper Belt two main tracks	For southward Upper Belt main track
Baton Rouge Jct. — East end of Wye	For north leg of Wye
Baton Rouge — South end of outbound lead	For main track

605. Manual interlockings at Orleans Jct., and at the north end of Mays Yard inbound lead, and at outbound lead crossover, are handled by operator at Mays Yard.

When a train or engine is stopped by a Stop signal at Orleans Jct. or at the north end of Mays Yard, trainman must contact operator at Mays Yard and be governed by the provisions of Rule 608. Switches at inbound lead and at outbound lead crossover, north end of Mays Yard, are dual control switches, controlled by operator at Mays Yard. To operate these switches by hand, be governed by the provisions of Rule 277(a).

Interlockings at East Bridge and Southport Junction are designated manual interlockings. When a train or engine is stopped at any interlocking signal at East Bridge or Southport, a member of the crew must contact control station and be governed by provisions of Rule 608.

Trains and engines from NOUPT tracks intending to use Rogan's Crossover at Southport Junction enroute to Upper Belt must notify operator-leverman Southport Junction before departing from Poydras Yard Junction.

Facing point switch for Goodyear lead is on northward main track 210 feet south of the crossing of Upper Belt two main tracks and the NOPBRR south of Jefferson Highway. Train and engine movements to and from Goodyear lead will be made according to signal indications as follows:

Top Light	Bottom Light	Indication	Route Lined
Red	Red	Stop	
Yellow	Red	Slow Approach	Via Main Track
Red	Yellow	Restricting	To Goodyear lead

Southward dwarf signal on Goodyear lead is 125 feet in advance of switch. Indications displayed will be in accordance with Rules 290 and 292. Switch will be operated by operator-leverman, Southport Jct. Engine foreman must contact operator-leverman at Southport Jct. for instructions.

610. Automatic Interlockings:  
(Lower Belt), Harmony St., NOPBRR  
(Upper Belt), Jefferson Ave., NOPBRR

809. When an engine is left unattended, the hand brake must be applied.

1200. Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical, should be handled next to the units handling the train. Crew should observe dead units closely for indication of sticking brakes and sliding wheels.

1201. Between McComb and Southport Junction, for passenger trains only, the definition of "Restricted Speed" is amended to read as follows: "Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH."

## SPECIAL INSTRUCTIONS

1202. When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

1203. The following restrictions are placed showing maximum gross weight for 4-axle cars permitted by districts:

Woodville . . . . .	Slaughter to Zee . . . . .	263,000
	Exception: Cars longer than 51' . . .	315,000
	Zee to Woodville . . . . .	240,000
Fernwood . . . . .	Fernwood to Kokomo . . . . .	220,000
Shore Line . . . . .	N. Slidell to Covington . . . . .	220,000
Bogue Chitto . . . . .	Rio to Tylertown . . . . .	177,000

1204. Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor any thing attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

### HAZARDOUS MATERIALS

1205.

1. Switch lists given to switching crews will plainly indicate all of the cars containing "EXPLOSIVES," "FLAMMABLE POISONOUS GAS," "POISONOUS GAS," "RADIOACTIVE MATERIAL," or "FLAMMABLE COMPRESSED GAS."
2. Cars (including TOFC) loaded with "EXPLOSIVES," "FLAMMABLE POISONOUS GAS," "POISONOUS GAS," "FLAMMABLE COMPRESSED GAS," or "RADIOACTIVE MATERIAL" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "EXPLOSIVES," "FLAMMABLE POISONOUS GAS," "POISONOUS GAS," "FLAMMABLE COMPRESSED GAS," or "RADIOACTIVE MATERIAL," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

### HYDROCYANIC ACID, FLAMMABLE POISONOUS GAS

1206. The following will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car.

#### HAZARDS:

HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

#### SPECIAL PRECAUTIONS:

In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the *upwind side*. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. *If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning.* If the car is not actually involved in a fire, **IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS.** A derailed HCN tank car shall not be rerailed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

#### NOTIFICATION:

In the event of wreck, derailment, leakage, or other problem involving a HCN tank car, call the following number:

CHEMTREC  
800-424-9300

#### SWITCHING:

Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.



an ICG Industries company

### HOW TO USE THIS CHART

- To determine where a placarded car can be placed in a freight or mixed train follow these steps:
  - Determine the type of placard that is applied to the car.
  - Refer to column 2 on chart and locate same placard wording.
  - Follow horizontally across chart and note which vertical columns apply.
  - The symbol "X" indicates wording at top that applies.
  - See footnotes for explanation of reference marks.

## POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

1 TYPE OF CAR	2 PLACARD APPLIED ON CAR	3 RESTRICTIONS	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
			MUST NOT BE PLACED NEXT TO:																		
			CAR PLACARDED																		
ANY CARS (Inc. flat cars carrying tankers or containers)	"EXPLOSIVES"		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
TANK CAR	"DANGEROUS"			X		X		X		X		X		X		X		X		X	
OTHER THAN TANK CAR	DANGEROUS"																				
TANK CAR	"POISON GAS"			X		X		X		X		X		X		X		X		X	
OTHER THAN TANK CAR	"POISON GAS"																				
TANK CAR	"FLAMMABLE POISON GAS"			X		X		X		X		X		X		X		X		X	
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"																				
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"																				
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"			X																	
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"			X																	
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"			X																	
EMPTY TANK	"DANGEROUS EMPTY"			X																	

#### FOOTNOTES

- Permanent end bulkhead flats, piggyback and container flats, tri-level and bi-level cars, and any other flat top specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (see Column 21).
- Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".
- Except when train consists only of placarded loaded tank cars.
- Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

REV. OCTOBER 1974

## 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 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 of weight of locomotive.

Factor	19	10	18	18
	McComb to New Orleans	New Orleans to McComb	Between Mays Yard and N Bat. Rouge	Between N. Bat. Rouge and Hammond
Engine H. P.				
600	—	—	3500	3500
1200	10600	7950	6400	6400
1500	10800	4900	8000	8000
1750	11000	8100	9500	9500

Note — GP40 diesel units develops 2100 HP for tonnage rating purposes.

Factor	5
	Clinton and Woodville Districts
Engine Horse Power	
600	1400
1500	3000

**BE SURE TO WORK SAFELY TODAY**