

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.
 E. E. Edmonds . . . Transp. Assistant 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.

3

Effective 12:01 A.M.

SUNDAY, APRIL 25, 1976

Superseding
LOUISIANA DIVISION
TIME TABLE NO. 2

Dated October 26, 1975

FOR THE GOVERNMENT OF EMPLOYEES ONLY

I. B. HALL, Chief Transportation Officer
R. K. OSTERDOCK, General Manager—Transportation
J. E. MOSS, Superintendent—Transportation

Southward

BATON ROUGE DISTRICT

Northward

| SECOND CLASS | | Siding Capacity | | Mile Posts | TIME TABLE NO. 3 Effective April 25, 1976 | Miles from New Orleans | SECOND CLASS | |
|--------------|------------------|-----------------|----------------------|------------|--|---------------------------|--------------|------------------|
| 73 | 97 | Feet | Cars with Eng. | | | | 74 | 96 |
| Dispatch | Local Freight | | | | | | Dispatch | Local Freight |
| Daily | Daily | | | | | | | |
| | | | | 362.5 | 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 | 86 | 369.2 | UNIVERSITY 11.3 | 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 | 89.2 | 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 | 405.2 | CONVENT 5.0 | 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 | 198 | 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 95 | | 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 | 11.5 L | 12 15AM | L 1 15PM |
| | | | | | See N. O. District | | Daily | Daily |
| | | | | 448.6 C | MAYS YARD | 7.9 | | |

Westward

Hammond District

Eastward

| SECOND CLASS | | Siding Capacity | | Mile Posts | TIME TABLE NO. 3 Effective April 25, 1976 | 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 9.3 | 7.4 | | |
| | | | | 27.1 | DOYLE 4.6 | 16.6 | | |
| 5 50 | 3 20 74 | 6050 | 110 | 20.8 | CORBIN 6.8 | 23.2 | 1 00 | 3 20 71 |
| | | | | 14.0 | DENHAM SPRINGS 6.1 | 29.7 | | |
| A 6 30AM | A 4 01AM | | | 7.9 | SHARP 7.9 | 36.8 L | 12 30AM | L 2 50AM |
| | | | | 0.0 | BATON ROUGE JCT. | 43.7 | | |
| | | | | | | | Daily | Daily |

Southward—CLINTON DISTRICT—Northward

| Mile Posts | | TIME TABLE NO. 3 Effective April 25, 1976 | Miles from Clinton | |
|------------|-----|--|-----------------------|-------|
| | | STATIONS | | |
| ..... | 8.3 | CLINTON | 0.0 | ..... |
| ..... | 0.0 | ETHEL | 8.3 | ..... |

Southward—WOODVILLE DISTRICT—Northward

| Mile Posts | | TIME TABLE NO. 3 Effective April 25, 1976 | Miles from Woodville | |
|------------|------|--|-------------------------|-------|
| | | STATIONS | | |
| ..... | 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. 3 Effective April 25, 1976 | MILES From Fernwood | EASTWARD | |
|----------|-------|----------------------|--|------------------------|----------|-------|
| | | | STATIONS | | | |
| ..... | ..... | 0 | Kokomo | 31.9 | ..... | ..... |
| ..... | ..... | 9.6 | Davo | 22.3 | ..... | ..... |
| ..... | ..... | 11.6 | I. C. G. R. R. Crossing | 20.3 | ..... | ..... |
| ..... | ..... | 11.6 | Tylertown | 20.3 | ..... | ..... |
| ..... | ..... | 16.2 | Mesa | 15.7 | ..... | ..... |
| ..... | ..... | 19.1 | Kioto | 12.8 | ..... | ..... |
| ..... | ..... | 20.9 | Vaughns | 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. 3 Effective April 25, 1976 | | Miles from Capitol Yard | | | | |
|--|--|--|-----------------|----------------------|--|--|--------------------|----------------------------|-------|--|--|--|
| | | | Feet | Cars with Eng. | | STATIONS | | | | | | |
| | | | 4510 | 82 |  | ..... | CAPITOL YARD | 0.0 | | | | |
| | | | | | | YARD | ..... | 1.2 | | | | |
| | | | | | | YARD | C..... | EAST JACKSON | 1.2 | | | |
| | | | | | | | | 5.3 | | | | |
| | | | | | | | | ELTON | 6.5 | | | |
| | | | 4950 | 90 |  | ..... | 10.8 | | | | | |
| | | | | | | | | ROSEMARY | 17.3 | | | |
| | | | | | | | | 5.5 | | | | |
| | | | | | | | | GATESVILLE | 22.8 | | | |
| | | | | | | | | 4.0 | | | | |
| | | | 4950 | 90 |  | ..... | HOPEWELL | 26.8 | | | | |
| | | | | | | | | 6.5 | | | | |
| | | | | | | | | GEORGETOWN | 33.3 | | | |
| | | | | | | | | 5.4 | | | | |
| | | | | | | | | ROCKPORT | 38.7 | | | |
| | | | 4950 | 90 |  | ..... | 4.5 | | | | | |
| | | | | | | | | OMA | 43.2 | | | |
| | | | | | | | | 5.3 | | | | |
| | | | | | | | | WANILLA | 48.5 | | | |
| | | | | | | | | 6.8 | | | | |
| | | | 4950 | 90 |  | ..... | MONTICELLO | 55.3 | | | | |
| | | | | | | | | 16.7 | | | | |
| | | | | | | | | WHITEBLUFF | 72.0 | | | |
| | | | | | | | | 4.9 | | | | |
| | | | | | | | | MORGANTOWN | 76.9 | | | |
| | | | 4950 | 90 |  | ..... | 6.1 | | | | | |
| | | | | | | | | FOXWORTH | 83.0 | | | |
| | | | | | | | | 5.7 | | | | |
| | | | | | | | | CHERAW | 88.7 | | | |
| | | | | | | | | 8.4 | | | | |
| | | | 4950 | 90 |  | ..... | SANDYHOOK | 97.1 | | | | |
| | | | | | | | | 5.5 | | | | |
| | | | | | | | | ANGIE | 102.6 | | | |
| | | | | | | | | 4.9 | | | | |
| | | | | | | | | VARNADO | 107.5 | | | |
| | | | 4950 | 90 |  | ..... | 9.1 | | | | | |
| | | | | | | | C..... | BOGALUSA | 116.6 | | | |

SLIDELL DISTRICT

SOUTHWARD

NORTHWARD

| | | | Siding Capacity | TIME TABLE NO. 3 Effective April 25, 1976 | | 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. 3 Effective April 25, 1976 | | Miles from Bogalusa | | | |
|-------|-------|-------|-----------------|--|---------------------|------------------------|-------|-------|-------|
| | | | | STATIONS | | | | | |
| ..... | ..... | ..... | YARD | ..... | NORTH SLIDELL | 35.2 | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | 9.2 |  | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | LACOMBE | 44.4 | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | 8.3 |  | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | MANDEVILLE | 52.7 | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | 8.7 |  | ..... | ..... | ..... |
| ..... | ..... | ..... | YARD | | ABITA SPRINGS | 61.4 | ..... | ..... | ..... |
| ..... | ..... | ..... |  |  | 3.7 |  | ..... | ..... | ..... |
| ..... | ..... | ..... | YARD | | COVINGTON | 65.1 | ..... | ..... | ..... |

BOGUE CHITTO DISTRICT

SOUTHWARD

NORTHWARD

| | | | Siding Capacity | TIME TABLE NO. 3 Effective April 25, 1976 | | 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. Jurisdiction of Louisiana Division officers extends to MP 287 on the Vicksburg District, and to Mile 806 (North Yard Limit Sign at McComb) on the Canton District, and to Mile 135-27 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 | |
| Capitol Yard | |
| | |
| | { Operators' Office Operators' Office Operators' Office South Yard Office Yard Office Yard Office |

When Standard Clock is not available, Standard Time may be obtained by dialing company phone Extension 471 at New Orleans.

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—(Trains may register by Register Ticket)
- Mays Yard—Operators Office (Trains may register by Register Ticket)
- 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. Yard Limits:

- Hammond { Hammond District—Extend to MP 32.
McComb District—Extend to Oliver.
- New Orleans—Extend to Skip
- McComb—Extend to MP 81 1/2.
- 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
- Capitol Yard, Bogalusa Dist.—Extend to Mile 135-27
- Bogalusa—Extend Mile 75 plus 3168 ft. to Mile 68.0
- Foxworth

93. (contd.)

- 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 control operator, 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 control operator at Southport Jct., and knowing the way is clear.

Trains or engines must not enter the long crossover Southport from the north end until control operator, 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.

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

- Vanilla, (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 | |
| Between | | |
| M.P. Jct. and Orleans Jct. | 40 | 40 |
| Baton Rouge Jct. and Hammond | — | 40 |
| Skip and Southport Jct. | 60 | 40 |
| Southport Jct. and Levee Yard | 25 | 25 |
| Slaughter and Zee | — | 25 |
| Zee and Woodville | — | 10 |
| Ethel and Clinton | — | 10 |
| McComb and Skip | 79 | 60 |
| Capitol Yard and Slidell | — | 35 |
| North Slidell and Covington | — | 25 |
| Rio and Franklinton | — | 25 |
| Franklinton and Tylertown | — | 15 |
| 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 |
| 101(a). Lower Speeds | | |
| NEW ORLEANS DISTRICT | | |
| Kenner—Grade Crossings from Hanson St. to 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 |
| BATON ROUGE DISTRICT | | |
| 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 | |
| HAMMOND DISTRICT | | |
| Curve—Mile 43.7 | — | 10 |
| Hammond—Grade crossings from Pecan St. to N. West R.R. Ave., engine or lead car only | — | 10 |
| West Hammond—Grade Crossings from U.S. Hwy. 51 to Crapanzano Road, engine or lead car only | — | 25 |
| 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 |
| 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 |
| WOODVILLE DISTRICT | | |
| Curves—Mile 8.2 to MP 9 | — | 10 |
| McCOMB DISTRICT | | |
| 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, All Crossings, Engine or lead car only | 25 | 25 |
| Manchac Bridge, Mile 874.6, movable center span only | 45 | 25 |
| Spillway Bridge, MP 891-893 | 60 | 50 |
| Orleans Jct.—L&A Crossing | 50 | 40 |
| BOGALUSA DISTRICT | | |
| Between Mile 110 plus 2640 ft. and Mile 113 plus 2640 ft., south of Whitebluff | — | 10 |
| Bridge N. 123-08 | — | 10 |
| SHORE LINE DISTRICT | | |
| 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 |
| SLIDELL DISTRICT | | |
| 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.

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.

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

Bridge LZ-11.8 — Comite Road, located 2.2 miles west of Denham Springs.

Bridge LZ-29.0 — Hog Branch, located 1.8 miles east of Doyle.

Bridge LZ-38.6 — Natalbany River, located 2.2 miles east of Albany.

Bridge N-60-12 — Bogue Chitto River, about 1 mile south of Sun, La.

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 |
| 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 |
| 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 |

| | |
|---|--------|
| 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 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 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.”

Trains and engines be prepared to stop for highway traffic at U.S. Hwy. 61 grade crossing at Argue, La., Mile 19.3.

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.

SPECIAL INSTRUCTIONS

104 (contd.)

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

Capitol Yard { Yard Office
 Engine House

Bogalusa Yard Office

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 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

SPECIAL INSTRUCTIONS

M-151 (contd.)

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 control operator concerned, and before authorizing such movement, he must know that all overdue opposing first class trains have passed and there is no opposing movement. Control operator 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 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

265 (contd.)

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.

The following intermediate signals on the Baton Rouge District are located to the left side of track:

Southward Signals:

| | | | |
|--------|--------|--------|--------|
| L-3677 | L-3755 | L-4257 | L-4349 |
| L-3695 | L-3775 | L-4275 | L-4363 |
| L-3715 | L-3793 | L-4295 | L-4383 |
| L-3735 | L-4197 | L-4317 | L-4403 |

Northward Signal:

L-4334

279. Electric Locked Switches:

Location

Ponchatoula, old northward main,
both ends

Ponchatoula, La. Cypress Lumber Co.

Operated By

Yardmen and Trainmen

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 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 derailing position, movement over the crossing may then be made on hand signal given by trainmen at the crossing, and train or engine may proceed at RESTRICTED SPEED to the next signal.

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.

SPECIAL INSTRUCTIONS

512 (contd.)

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 Whse., 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 |
| 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 |

608. 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 control operator 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 control operator, Southport Jct. Engine foreman must contact control operator at Southport Jct. for instructions.

610. Automatic Interlockings:

(Lower Belt), Harmony St., NOPBRR

(Upper Belt), Jefferson Ave., NOPBRR

805. 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.

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.

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.

Movement over Track No. 4 in Bunge Elevator, Destrehan, is restricted to single unit operation.

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.

SPECIAL INSTRUCTIONS

1200 (contd.)

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.

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."

1202. The following restrictions are placed showing maximum gross weight for 4-axle cars permitted by districts:

| | | |
|------------------------|-----------------------------------|---------|
| Woodville | Slaughter to Zee | 263,000 |
| | 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 |

1203. 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

1204.

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

1205. 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.



Illinois Central Gulf Railroad
an IC 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

MUST NOT BE PLACED NEXT TO:

| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|--|-----------------------------------|--|--|---|---|------------------------|---------------------------------------|--|-----------------|-------------------|-------------|-----------|-----------|---|-------------------------|---|
| WHEN TRAIN LENGTH PERMITS | | WHEN TRAIN LENGTH DOES NOT PERMIT | | WHEN IN TRAIN CLASSIFIED SERVICE | WHEN IN PICK-UP AND/OR SERVICE | CAR PLACARDED | | | | | | | | | | | |
| Must Not Be Nearer Than 18h From Engine Or Occupied Caboose | Must Not Be Nearer Than 6th From Engine, Occupied Caboose Or Passenger Car | Must Be Near Middle Of Train | Must Not Be Nearer Than 2nd From Engine, Occupied Caboose Or Passenger Car | Must Be Near Middle Of Block But Not Nearer Than 6th From Engine Or Occupied Caboose | Must Be Nearer Than 2nd Car From Engine Or Occupied Caboose | Must Not Be Nearer Than 2nd Car From Engine Or Occupied Caboose | Occupied C A B O O S E | Occupied Passenger Or Combination Car | Occupied Car With Live Animals And Attendant | E X L O S V E S | D A N G E R O U S | P O I S O N | Flammable | Dangerous | Any Car, Piggyback, Container, Other Unit Having Automatic Refrigeration Or Heating | Any Loaded Flat Car (1) | Open Top Car When Loading Protrudes Beyond Car Ends Or When Loading Above Car Ends Is Liable To Shift |
| X | X | X | X | X | X | X | X ⁽²⁾ | X ⁽²⁾ | X | X | X | X | X | X | X | X | X |
| X | X | X | X | X | X | X | X ⁽³⁾ | X ⁽³⁾ | X | X | X | X | X | X | X ⁽⁴⁾ | X | X |
| X | X | X | X | X | X | X | X ⁽⁴⁾ | X ⁽⁴⁾ | X | X | X | X | X | X | X ⁽⁴⁾ | X | X |
| X | X | X | X | X | X | X | X ⁽⁴⁾ | X ⁽⁴⁾ | X | X | X | X | X | X | X ⁽⁴⁾ | X | X |
| X | X | X | X | X | X | X | X ⁽⁴⁾ | X ⁽⁴⁾ | X | X | X | X | X | X | X ⁽⁴⁾ | X | X |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

FOOTNOTES

- Permanent end bulkhead flats, piggyback and container flats, tri-level and bi-level cars, and any other flat car 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 a lighted heater, such occupied car must be next behind engine car "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 |

“WHAT IS SAFETY?”

What is safety? The dictionary defines SAFETY as “Freedom from danger, injury, or damage; security.” It just goes to show you that you can’t learn everything from books! What then, is safety?

SAFETY is looking both ways before crossing the tracks.

SAFETY is stepping OVER a rail, not on it.

SAFETY is an observation of ground conditions before getting on or off an engine or car.

SAFETY is looking in the direction of movement.

SAFETY is turning an angle cock before separating air hoses.

SAFETY is a secure hand grip when climbing up or down ladders.

SAFETY is positioning your feet and body properly to throw a switch.

SAFETY is knowing that the way is clear before setting equipment or machinery in motion.

SAFETY is respect for and compliance with the safety rules.

SAFETY is a word of caution and advice to a fellow employee when you observe an unsafe practice.

SAFETY is courtesy, SAFETY is thoughtfulness, SAFETY is consideration, SAFETY is made, not bought!

SAFETY IS YOU!

Now, on the other hand, suppose we consider what safety is not.

SAFETY is not a hard hat, but it is the intelligence and concern which motivates you to wear one.

SAFETY is not a pair of steel toed shoes; it is the common sense habit of wearing adequate foot wear.

SAFETY is not the best safety glasses that money can buy, but it is the care and wisdom with which those glasses are worn whenever and wherever there is the slightest hazard to the eyes.

SAFETY is not a set of statistics, for statistics are only a measure of our safety performance; it is working in a safe manner whether or not our supervisor is present.

SAFETY is not something we can leave for the other guy to do something about; it is the concern for men and families which we all share.

To a degree at least, I have mentioned what safety is, and what safety is not. I have only to remind you of the rewards of safety. They are health, happiness, security, a child’s love . . . and life itself.

BE SURE TO WORK SAFELY TODAY