

### Jefferson Ave. and Harmony St. Automatic Interlocking

Normal position of governing signal is **Stop**. Signals governing route through interlocking limits should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit and signals do not clear, send member of crew to crossing to ascertain conditions. If train is not observed on intersecting route or standing on approach circuit or moving away from interlocking station, member of crew will unlock box marked "**N.O. P.B. Release**", turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume **Proceed** position. If home signal fails to assume proceed position, train must be governed by Rule 663, paragraph (c).

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped.

#### Whistle Code—West Bridge Jct.

Movement to passenger main tracks toward Avondale from any point.....	o —
Movement to Mississippi River Bridge from any point.....	oo —
Movement to T&NO RR freight yard Avondale from any point.....	— o — o
Movement to TP-MP T. RR freight yard from any point.....	— —
Movement toward Westwego from any point.....	— o —
Movement to Public Belt RR freight yard Avondale from any point.....	o — o —
Movement to Enginehouse lead from any point.....	o — o
Movement toward Algiers from any point....	— o —

#### Whistle Code—East Bridge Jct.

Movement to Mississippi River Bridge from IC RR Main Track.....	o o o o
Movement to Mississippi River Bridge from any other point.....	— o
Movement to T&NO RR East Bridge Junction yard from IC RR main track and to or from NOT Co. connection.....	o o o
Movement to T&NO RR East Bridge Junction yard from any other point.....	— o — o
Movement to Public Belt RR East Bridge Junction yard from any point.....	o — o —
Movement to Y&MV RR main track from any point.....	—
Movement to Public Belt RR eastward main track toward Race or Poydras Streets from any point.....	— — o
Movement to Public Belt RR westward main track toward Race or Poydras Streets from any point.....	o — o

#### Whistle Code—Southport

Movement to or from East Bridge Junction..	—
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# SAFETY FIRST

## NEW ORLEANS PUBLIC BELT RAILROAD OF THE CITY OF NEW ORLEANS

# EMPLOYEES' TIME TABLE No. 22

## Effective Oct. 2, 1949

AT 12:01 A. M. CENTRAL TIME

For the Information and Government of  
Employees Only.

The Railway Company Reserves the Right  
to Vary Therefrom as Circumstances  
may Require.

E. J. GARLAND  
General Manager

J. O. KIRSCHENHEUTER  
Supt. Transportation

#### Location of Telephones

West Br. Jct.....S-P	West Home Signals, Southport Interlocking-P
West RR Abutment....P	West of Lampert Jct....P
W. App. Bent 120-W...P	East of Lampert Jct....P
W. App. Bent 78-W....P	L&A Int. Office.....S-P
W. App. Bent 35-W....P	Gen'l Hood Switch (Cherokee St.).....P
W. App. Bent 1-W....P	East of Walnut St.....P
Pier 2.....P	West of State St.....P
E. App. Bent 1-E.....P	Jefferson Ave.....S
E. App. Bent 75-E....P	Dufossat St.
E. App. Bent 120-E....P	(yard office).....S-P
Central Ave.....P	Engine Terminal....S-P
East Bridge Tower....S-P	West of Harmony St.
West of Severn Ave....P	Crossings.....S
East of Severn Ave....P	Harmony St.....P
Tool House, Claib. Dr...P	Race St. Jct.....S
East of Labarre Road...P	
Deckbar Ave.....P	

**Note**—S. denotes Southern Bell Telephone; P denotes PB RR private phone. A working code is located on the inside of each PB RR telephone box.

#### Flagging on Running Tracks

Yard cuts or engines stopped on running tracks downstream from Race Street Junction must be protected by flag, unless yardmaster arranges to protect in some other way and instructs the crew accordingly in each case.

**Note**—In last line of Rule 704 delete "by government" and substitute "be governed".

**Rule 280**—Automatic Block or Interlocking Signals are located at the right of and adjacent to the track which they govern when viewed in the direction of traffic.



**WESTWARD FIRST CLASS**

T&NO 5	T&NO 3	T&NO 7	T&NO 1	T&P 21	T&P 27
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				8 17 PM	7 02 AM
				8 20	7 05
				8 25	7 08
				8 28	7 11
				8 30	7 13
				8 33	7 14
				8 37	7 17
				8 43	7 22
				8 45	7 24
11 16 PM	9 16 PM	9 01 AM	11 16 AM	8 50 PM	7 29 AM
11 33 PM	9 33 PM	9 18 AM	11 33 AM	9 07 PM	7 45 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
5	3	7	1	21	27

Miles From Race Street Junction

A. B. S.

**TIME TABLE No. 22**  
EFFECTIVE 12:01 A.M.  
October 2nd, 1949

STATIONS	
	RACE STREET JUNCTION
	0.8
	JACKSON AVENUE
	1.0
	HARMONY STREET
	1.1
	NAPOLEON AVENUE
	0.6
	DUFOSSAT STREET (Public Grain Elevator)
	0.3
	JEFFERSON AVENUE
	1.5
	WALNUT STREET
	2.3
	LAMPERT JUNCTION
	0.5
	SOUTHPORT
	2.2
	EAST BRIDGE JUNCTION
	5.1
	WEST BRIDGE JUNCTION

Double Track

Two Single Tracks

**EASTWARD FIRST CLASS**

T&P 22	T&P 28	T&NO 4	T&NO 6	T&NO 8	T&NO 2
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
7 15 AM	8 18 PM				
7 12	8 14				
7 09	8 10				
7 06	8 07				
7 04	8 05				
7 03	8 04				
7 00	8 01				
6 55	7 56				
6 53	7 54				
6 48 AM	7 49 PM	7 10 AM	6 25 AM	6 55 PM	8 35 PM
6 32 AM	7 33 PM	6 52 AM	6 07 AM	6 37 PM	8 17 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
22	28	4	6	8	2

Time at West Bridge Jct. and East Bridge Jct. applies at Interlocking Towers; time at Race Street Jct. applies at crossover switches to TP-MP Terminal RR yard; time at all other stations applies at Station signs.

**SPECIAL INSTRUCTIONS**

**Switch Tenders**

Switch tenders located at Race Street Jct. Westward T&P and MoP trains, TP-MP terminal yard cuts, or engines must not foul New Orleans Public Belt main tracks at Race Street Jct. until switches have been properly lined for movement and proceed signal with green flag or green light received from switch tender.

Westward T&NO RR trains, yard cuts, or engines and New Orleans Public Belt RR yard cuts and/or engines will not pass Race Street Jct. until switches are properly lined and proceed signal with green flag or green light received from switch tender.

**Electric Switch Locks**

All hand throw switches between Lampert Junction and East Bridge Junction are locked with electric locks controlled by towerman, East Bridge Junction.

A train, yard cut and/or engine must not enter a main track or cross from one main track to another at a hand throw switch between Lampert Jct. and East Bridge Jct. without permission from the towerman, East Bridge Jct. This permission must specify the track or tracks to be used, direction of movement to be made, and between what points. When permission is given under this rule by telephone, the conductor or engine foreman must repeat to towerman the track or tracks to be used, in what direction and between what points, and receive the response, "O.K." and the time with towerman's initials before permission is acted on.

To operate an electric locked hand throw switch for a movement to a main track or to crossover to another main track, train or enginemen will unlock electric lock case, open door, and when "Unlocked" indication appears, throw release crank inside of case from right to extreme left, after which switch may be operated in the usual manner. After lining switches for movement, the employee operating the switch must remain adjacent to switches, and the movement must not be made or main tracks fouled until three (3) minutes after switches have been lined.

To operate an electric locked switch for a movement from main track to a yard track, call towerman, East Bridge Jct., to release electric lock, then operate electric lock as above, after which switch may be operated in the usual manner. Movement from main track to yard track may be made immediately after switch is lined.

After movement over an electric locked switch has been completed, switch must be restored to normal position, release crank returned from left to right hand position, door closed and locked with switch lock.

**Bulletin Boards**

Located at: Engine Terminal  
Claiborne Sub-Station

**Employee in Charge Bridge Operations**

Train Director located at East Bridge Jct. Tower is designated "employee in charge" of Mississippi River Bridge Operations (See Rule 709).

**Claim Agent**

Mr. Warren Poncet, Magnolia 3031, Extension 12, residence 5013 South Tonti Street, CHestnut 7136.

**Company Surgeon**

Dr. Joseph C. Menendez, 3535 Canal Street, GALvez 7855—Night and holidays call FRanklin 4141.

**L&N RR Crossing between Toulouse and St. Louis Sts.**  
The L&N RR crossing between Toulouse and St. Louis Sts. must be protected by a member of the crew preceding engine or cars on the ground and flagging over the crossing.

**Maximum Speeds**

Mississippi River Bridge & Steel Approaches:.....20 MPH  
East Bridge Junction to Napoleon Ave:  
Road Engines and Diesel Engines.....30 MPH  
Other trains, yard cuts and engines backing up...25 MPH  
Napoleon Ave. to Race St. Jct.....20 MPH  
Race St. Jct. to north of Florida Ave.....15 MPH  
All trains, engines with or without cars, and yard cuts must not exceed speed 15 MPH through Interlockings, Crossovers, Junctions, curves and other diverging routes.

**Railroad Grade Crossings**

Miles from Race St. Jct.	Location	Intersecting RR	Notes
1.6	Harmony St.	IC RR	Automatic Interlocking
1.8	Louisiana Ave.	IC RR	Not protected
2.3	Gen'l Taylor St.	IC RR	Not protected
3.3	Dufossat St.	IC RR	Not protected
3.6	Jefferson Ave.	IC RR	Automatic Interlocking
7.4	Lampert Jct.	IC RR	Interlocked from Southport Tower
7.8 to 8.1 6 crossings	Jefferson Hwy. to West Leg RR Wye	IC RR & L&A Ry.	Interlocked from Southport Tower
8.7	Deckbar Ave.	IC RR	Interlocked
9.5 2 crossings	Severn Ave.	IC RR	Interlocked

**Interlockings**

West Bridge Junction Tower:	Controls signals and switches at West Bridge Jct.
East Bridge Junction Tower:	Controls signals and switches at East Bridge Jct.
Southport Tower:	Controls signals and switches from West leg of IC RR Wye track crossing to Lampert Jct.
Jefferson Ave:	Automatic interlocking controls signals at IC RR crossing.
Harmony St.:	Automatic interlocking controls signals at IC RR crossing.