

RULE 10-I

Oral authorization and acknowledgements, between foreman and engineers, for trains to pass red "Conditional Stop" signs, must be worded in the following forms:

FOREMAN'S RESPONSE

THIS IS SP FOREMAN _____
AT MP _____ CALLING SP (TRAIN NO.) _____.
(AFTER ENGINEER ANSWERS GIVING PROPER IDENTIFICATION)

THIS IS SP FOREMAN _____ IN
CHARGE OF WORK BETWEEN MP _____ AND MP
_____ SP TRAIN ORDER NO. _____
WE ARE IN THE CLEAR AND YOU MAY
PROCEED PAST THE RED CONDITIONAL STOP
SIGN AND THROUGH THE LIMITS OF THE
ORDER AT _____ MPH, REPEAT _____ MPH*.

ENGINEER'S RESPONSE

THIS IS ENGINEER OF SP TRAIN NO. _____
I MAY PROCEED PAST THE RED CONDITIONAL
STOP SIGN AND THROUGH THE LIMITS OF
ORDER NO. _____ BETWEEN MP _____ AND
MP _____ AT _____ MPH*, REPEAT _____ MPH*.

FOREMAN MUST ACKNOWLEDGE ENGINEER'S RESPONSE AS FOLLOWS:

SP TRAIN ORDER NO. _____, BETWEEN
MP _____ AND MP _____, _____ MPH* OK.

*WHERE NO SPEED RESTRICTION IS
REQUIRED, FOREMAN WILL TELL ENGINEER
"AT MAXIMUM AUTHORIZED SPEED".

WHEN FORM Y TRAIN ORDER IS USED IN
MULTIPLE MAIN TRACK TERRITORY WHERE
TRAINS MAY OPERATE IN EITHER DIRECTION,
FOREMAN'S ORAL AUTHORIZATION MUST
INDICATE THE MAIN TRACK ON WHICH MOVE-
MENT IS AUTHORIZED.

Southern Pacific Transportation Company



LAFAYETTE DIVISION TIMETABLE

1

EFFECTIVE SUNDAY, OCTOBER 31, 1982
AT 12:01 A.M.
CENTRAL STANDARD TIME

W. J. LACY,
Vice President-Transportation.

R. D. BREDENBERG,
General Manager.

L. G. SIMPSON,
*Assistant Vice President-
Operations Planning and Control.*

H. D. FISHER,
Superintendent.

W. L. MARTIN,
J. W. BOUDREAUX,
D. J. DOYLE,
Assistant Superintendents.

TERMINAL SUPERINTENDENTS

F. L. CLIFTON Beaumont
 C. F. HALEY Baytown
 J. E. GROTHER New Orleans

TRAINMASTERS

C. W. MARLEY Beaumont
 D. F. DAWSON Beaumont
 J. W. REED Beaumont
 I. M. COMMER Lake Charles
 R. DUPLCHAIN Lafayette
 N. J. LeGLUE New Orleans
 R. L. PODAWILTZ New Orleans

ROAD FOREMEN OF ENGINES

G. W. STOKES, Jr. Beaumont
 J. R. WALDRIP New Orleans

ASSISTANT TERMINAL SUPERINTENDENT

T. J. EARLE New Orleans

ASSISTANT TRAINMASTERS

G. R. GRACIN Baytown
 R. M. WARFIELD Lake Charles
 T. J. PRICE Lafayette
 W. P. LAMAR, SR. Morgan City
 P. A. LOBELLO New Orleans

MANAGER OF DISPATCHING OPERATIONS

E. L. HORD Houston

ASSISTANT MANAGER OF DISPATCHING OPERATIONS

R. W. TABB Lafayette
 B. L. BALDWIN Houston
 F. J. SIEMS Houston

SP — AMTRAK

R. B. LUTTON, Trainmaster San Antonio
 T. R. MALISH, Trainmaster San Antonio
 J. W. WILSHIRE, Trainmaster Oakland
 L. L. LAPORTE, Assistant Trainmaster Oakland
 I. YOUNG JR, Trainmaster Los Angeles
 W. E. MOFFETT, Trainmaster Los Angeles
 G. M. TODD, Trainmaster Los Angeles

CHIEF TRAIN DISPATCHERS

R. W. REGAN Lafayette
 J. J. MORRISSEY Lafayette

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Lafayette Subdiv.
 Avondale Subdiv.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	10	27.7
—	54	66.6	1	26	41.9	2	15	26.7
—	55	65.5	1	28	40.9	2	24	25.0
—	56	64.2	1	30	40.0	2	30	24.0
—	57	63.2	1	32	39.1	2	45	21.8
—	58	62.6	1	34	38.3	3	—	20.0
—	59	61.0	1	36	37.5	3	30	17.1
1	—	60.0	1	38	36.8	4	—	15.0
1	02	58.0	1	40	36.0	5	—	12.0
1	04	56.2	1	42	35.3	6	—	10.0
1	06	54.2	1	44	34.6			

All Subdivis.

LAFAYETTE SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
2 Psgr	Lafayette Line		1 Psgr
Lv. Sun Tues Fri	Mile Post	Station Number	Ar. Mon Wed Sat
AM 10.25	1.2	HOUSTON BK PQ	76100 PM 10.15
10.40	357.4	TO-R ENGLEWOOD BK IYPQ	76103 9.28
	356.8	TOWER 87	79007
	355.2	MESA CROSSOVER	
10.44	353.0	DAWES	79010 9.17
10.47	349.9	13174 FAUNA	79014 9.13
	347.3	HATCHERY	
10.51	345.4	2504 SHELDON PQ	79018 9.08
10.56	340.7	12500 CROSBY	79024 9.02
11.09	326.8	12950 TO-R DAYTON BK IYPQ	79039 8.49
11.15	320.8	3481 LIBERTY	79207 8.43
11.19	317.6	10500 AMES	79211 8.39
11.23	313.4	3123 RAYWOOD	79216 8.35
11.27	308.3	11643 DEVERS	79221 8.30
11.34	299.5	12500 COTTON CREEK	8.23
AM 11.39	293.0	11500 TO CHINA KP	79239 8.15
PM 12.05	280.2	11800 TO-R BEAUMONT BK IYPQ	79250 8.00
	277.0	TOWER 31	79505
12.24	271.7	10800 TO CONNELL KIPQ	79507 7.39
12.34	260.5	10175 FRANCIS	79521 7.29
12.38	257.9	TO ORANGE SIDING KBP	79523 7.26
12.40	256.6	ORANGE	79530 7.23
12.50	251.4	N13209 Yd Lmts TO-R ECHO BK PQ	90000 7.14
1.00	241.7	2207 VINTON	90021 7.03
1.05	236.5	2869 EDGERLY	90027 6.57
1.11	230.7	10500 BRIMSTONE	90034 6.51
1.21	224.0	10500 LOCKMOOR SIDING	90045 6.42
s1.45	218.8	LAKE CHARLES IP	90200 s6.32
1.48	217.2	11400 TO-R LAKE CHARLES YARD BK IYPQ	90250 6.25
2.00	207.2	3501 IOWA	90611 6.14
2.12	195.3	1237 WELSH P	90624 6.02
2.16	191.4	9947 ROANOKE	90631 5.58
2.22	185.2	3055 Yd Lmts TO JENNINGS PQ	90637 5.52
2.28	180.1	2284 MERMENEAU P	90642 5.46
2.33	174.8	4420 Yd Lmts MIDLAND Y	91000 5.41
2.42	166.5	3227 TO CROWLEY IP	91320 5.33
2.45	164.9	10690 CROWLEY SIDING	91340 5.31
2.51	160.0	2277 RAYNE	91345 5.26
2.56	155.1	2567 DUSON	91351 5.21
3.01	149.7	2656 SCOTT	91358 5.16
3.05 PM	147.1	Yd Lmts TO-R LAFAYETTE YARD BK IYPQ	91362 5.11 PM
Ar. Sun Tue Fri		(215.9)	Lv. Mon Wed Sat
2			1

RULE 5. Echo: Time applies at Station Sign.

LAFAYETTE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
HOUSTON and LAFAYETTE	70	65
Exceptions:		
1.1 and 360.7	10 10	242.00* and 241.50* 40 40
360.7 and 357.1	30 20	229.4* and 226.7* 25 25
357.1 and 356.7	30 20	222.9 and 220.7 40 40
357.1 and 356.7	30 20	220.7 and 220.6 25 25
356.7 and 353.0	50 50	220.6 and 219.7 40 40
356.7 and 353.0	50 50	219.7 and 217.8 20 20
353.0 and 352.7	50 50	217.8* and 217.7* 10 10
345.0 and 342.2	50 40	217.7 and 217.5 20 20
327.6* and 326.2*	30 30	217.5 and 216.4 40 40
326.2 and 322.3	60 40	207.2* and 206.5* 45 45
322.3* and 319.9*	30 30	205.2 and 205.2 50 50
285.1* and 276.9	20 20	195.6* and 194.4* 25 25
K.C.S. MP 766 (Turnout South Main Track)	5 5	185.5 and 183.9 25 25
276.9 and 275.6	50 40	180.4 and 180.3 20 20
259.4 and 253.3	30 25	167.6 and 165.8 30 30
253.3 and 249.9	35 35	160.8* and 159.3* 45 45
249.9 and 247.5	50 40	148.6 and 143.0 25 25

① No. 1 Track ② No. 2 Track

Eastward freight trains arriving Lafayette Yard must not exceed 10 MPH by yard office so visual inspection of train can be made.

RULE 10-J. Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted:

- a. AVLAT, AVBAT, FLOAT and LAAVT are authorized to operate at Freight Train Speed.
- b. AVLAY is authorized to operate at freight train speed not exceeding 55 MPH.
- c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.
- Exception: without dynamic brake in operation, must operate at freight train speed not exceeding 55 MPH.
- d. Other freight trains may be authorized by train dispatcher to operate at Freight Train Speed.
- e. Trains not covered in items a, b, c or d will operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS

AVBAT, AVLAT, FLOAT	2.5
AVLAY, LAAVT	2.0
All trains — Rockland Branch	2.0
All other trains	1.3

(Refer to A.B. Rule 65)

SPEED ON OTHER THAN MAIN TRACK: MPH

Turnouts and Crossovers between Tower 87 and Dawes	25
Crossovers between MP 282.4 and KCS. MP 766.7	20
Exception: crossover MP 280.6	10
Crossovers between KCS MP 766.7 and KCS MP 766.0	5
No. 1 Track, Lafayette Yard, from east switch to Sunbeam Lane	25
Harbor, Lake Charles Harbor Spur	25
Sidings, Crosby Ames, Devers, Cotton Creek, China, Connell, Francis, Roanoke, Lockmoor Siding and South Siding Echo	25
U. S. Steel Lead (Baytown Branch)	20
Locomotive Maintenance Facility Tracks	
Beaumont, Inside Track No. 338 and Outside Track No. 339; Lake Charles Yard, Track No. 7 (No. 60) and No. 8 (No. 602); Lafayette Yard, Engine Holding Track (No. 601); Middle Track (No. 602) and Sandhouse Track (No. 603)	5
Orange siding, new lead in field track	5
Lake Charles yard No. 1 track over M.P. Crossing	5
Jennings, house track	5
Lafayette Yard rip tracks, caboose track and stock pen	5
East and west leg of wye track Prosser	5
Track scale Gulf Spencer Plant	5
All other tracks, Lafayette Subdivision	10

LAFAYETTE SUBDIVISION

EAST-WARD	STATIONS				WEST-WARD
THIRD CLASS					THIRD CLASS
102 A. & N.R. Freight					101 A. & N.R. Freight
Leave Daily	Mile Post	Rockland Branch		Station Number	Arrive Daily
AM 8.45	118.2	TO-R	LUFKIN ^{1.9} BKYPQ	78200	AM 11.20
8.55	120.4	Yd Lmts	PROSSER ^{2.5} IP	78404	11.10
9.20	5.0	Yd Lmts	HERTY ^{3.5}	79490	10.55
9.35 AM	132.1	R	DUNAGAN ^{47.5}	79487	9.45 AM
	84.6	R	WOODVILLE ^{27.26}	79461	
	57.34	Yd Lmts	PINE ^{2.74}		
	54.6	R	KOUNTZE ^{14.5}	79430	
	40.1	Yard Limits	LOEB JCT. P	79412	
MOVEMENTS BETWEEN SANTA FE JCT. AND LOEB JCT. VIA ATSF RY. See Rule 812.					
	30.5	Yard Limits	SANTA FE JCT. 1.3	79405	
	280.2	TO-R	BEAUMONT ¹¹⁸⁰⁰ BKIYPQ	79250	
Arrive Daily			(110.7)		Leave Daily
102					101

RULE 5. Time at Loeb Jct. applies at junction with A.T.&S.F. Ry. Co.

EAST-WARD	STATIONS				WEST-WARD
Mile Post	Sabine Branch				Station Number
280.2	11800 Yard Limits TO-R	BEAUMONT ^{18.5}	BKIYPQ	79250	
12.7	Yard Limits	WEST PORT ARTHUR	Y	79360	
		(18.5)			
Baytown Branch					
22.2	Yard Limits	R	BAYTOWN ^{6.2} BKPQ	79130	
16.0			ELDON ^{3.0}	79118	
13.0			MONT BELVIEU ^{13.0}	79115	
0.0		TO-R	DAYTON ¹³¹³⁰ BKIPQ	79039	
		(22.2)			
Lake Arthur Branch					
217.2	11400 Yard Limits TO-R	LAKE CHARLES YARD ^{35.3}	BKIYPQ	90250	
33.4		LAKE ARTHUR		90545	
		(35.3)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ROCKLAND BRANCH	ALL TRAINS
PROSSER AND LOEB JCT.		30
Exceptions:	Exceptions:	
Prosser and 132.1	53.6 and 53.3	10
104.3 and 103.9	40.1 and 40.2	10
92.0 and 89.6		10
SABINE BRANCH		
BEAUMONT and WEST PORT ARTHUR		25
Exceptions:	Exceptions:	
30.2 and 25.7	21.5 and 12.7	10
BAYTOWN BRANCH		
BAYTOWN and DAYTON		20
Exceptions:	Exceptions:	
24.7 and 23.0	2.3 and 0.0	10
LAKE ARTHUR BRANCH		
MALLARD JCT. and LAKE ARTHUR		10

LAFAYETTE SUBDIVISION

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Lafayette Line					
331.9	Audrey	79031	220.9	West Lake	90050
297.9	Nome	79239	215.3	Mallard Jct.	90410
284.0	Amelia	79245	213.0	Chloe	90605
276.4	Korl	79506	205.5	Iowa Jct. (M.P. Conn.)	90617
265.5	Bobsher	79514	201.4	Lacassine	91305
263.0	Tulane	79517	172.6	Estherwood	91310
231.5	Stegall	90032	171.9	Tortue	91310
228.4	Sulphur	90037	Baytown Branch		
222.8	Lockmoor	90045	5.23	East Baytown*	79119

* East Baytown is station on Cedar Point Industrial Spur.

Sabine Branch					
25.5	Guffey	79305	16.0	Port Acres	79351
25.5	Chaison*	79320	14.0	Williams	79354
21.3	Viterbo	79347	3.1	Port Arthur	79380

* Chaison is on spur 3.3 miles from Guffey.

** Port Arthur is on spur 3.1 miles from West Port Arthur.

Rockland Branch					
129.3	Buck Creek	79484	87.6	Doucette	79463
126.9	Huntington	79482	72.7	Warren	79454
114.3	Zavalla	79478	64.8	Village Mills	79450
109.2	Dolan	79475	Lake Arthur Branch		
94.1	Colmesneil	79466	215.3	Mallard Jct.	90410
			4.1	Harbor	90510

SPECIAL INSTRUCTIONS

For movements within terminal limits Houston, also see Special Instructions, Houston Terminals, Houston Division.

Trains on the Rockland Branch will be governed by special instructions of Houston Division, Shreveport Subdivision as to movements between Lufkin and Prosser.

RULE P. Impaired Side Clearance:

MP	Description	MP	Description
343.8	Bridge	180.2	Drawbridge
322.0	Bridge	163.1	Overpass
KCS 766.4	Hotbox detector	146.0	Bridge
KCS 765.1	Hotbox detector	Rockland Branch	
250.0	Bridge	103.9	Bridge
220.6	Drawbridge	Lake Arthur Branch	
205.5	Overpass	3.1	Gate Mast
186.2	Overpass	19.8	Drawbridge

RULE 5. Siding Beaumont is first track south of main track No. 2.

Siding Lake Charles Yard is first track south of main track.

Siding Crowley is first track south of main track.

RULE 10-H. Exceptions: On the Lake Arthur, Baytown and Sabine Branches, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions: On the Lake Arthur, Baytown and Sabine Branches, the explosion of a torpedo requires movement at restricted speed for one mile from point where torpedo was exploded.

RULE 20 and 21. Rockland Branch trains will display signals between Santa Fe Jct. and Loeb Jct. according to designation on Rockland Branch.

S.P. trains between Beaumont and Tower 31 will display classification lights authorized on S.P.

RULE 26-B. William, MP 14.0 Sabine Branch: Special light type signal installed on loading shed and new platform at Arco Polymers Inc., Tracks 1064, 1065 and 1066. Display of red aspect indicates loading platforms are in lowered position and cars must not be coupled into nor moved while light illuminated. When loading platforms are in raised position, light is extinguished; however, before coupling into cars inspection must be made to insure loading equipment is clear.

Special light type signal installed at tank loading racks, Tracks 1061, 1063 and 1067. Display of red aspect indicates tank cars connected and cars must not be coupled into or moved while light is illuminated.

LAFAYETTE SUBDIVISION

Lockmoor: Signal lights located above track at entrance to City Services Coke loading spur displays either flashing red or green. When signal displays flashing red track must not be entered. Track may be entered when signal displays green.

RULE 31. Lake Charles: City ordinance prohibits sounding of engine whistle except where there is imminent danger of an accident. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

RULE 82-A. Eastward first-class trains originating at Houston may assume the schedule, as instructed by train dispatcher or yardmaster, without clearance, but must obtain clearance bearing OK, Time and Initials of Chief Train Dispatcher before leaving Englewood.

Eastward first-class trains and extra passenger trains operating through Lafayette Yard must obtain clearance and train orders at Lafayette Yard; such clearance and train orders to be delivered to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Rockland Branch extra trains originating at Prosser must obtain clearance and train orders from train-order office at Lufkin.

Crew arriving Dunagan on No. 102 may assume the schedule of No. 101 and leave without a clearance.

RULE 83. Eastward trains may identify westward trains between Houston and Dawes to be applied at end of two main tracks.

Inferior trains may identify superior trains on two main tracks between Langham Road and K.C.S. MP C-766 Beaumont, to be applied at end of two main tracks and at Connell.

RULE 83-A. At following stations, only trains indicated will register:

Englewood	Trains originating or terminating.
Dayton	Trains originating or terminating.
Beaumont	Trains originating or terminating.
Woodville	Trains directed by train order.
Kountze	Trains directed by train order.
Lake Charles Yard	Trains originating or terminating.
Iowa Jct.	Trains directed by train order.
Lufkin	Trains originating or terminating. Conductors of trains originating or terminating at Prosser will register at Lufkin and indicate arrival or departure time which applies at Prosser, by showing "Prosser" in parentheses above time.

Dunagan: Train register will be checked by engineer when Conductor is not present at head end of train.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Englewood	All trains.
Dayton	Trains originating or terminating.
Echo	First-class trains and extra passenger trains.
Lafayette Yard	First-class trains and extra passenger trains.

Trains originating or terminating Beaumont will register by ticket leaving with yard clerk, who will deliver to train-order operator via pneumatic tube; except eastward trains from Rockland Branch and westward extra trains terminating will throw off register ticket at train-order office.

Unless directed by train order to do so, extra trains originating or terminating at Dunagan need not register. Conductor will fill out register ticket and deliver to train-order operator at Lufkin.

RULE 93. Location of yard limits:

Houston (Lafayette Line)	352.7
351.0 Sheldon	342.5
330.1 Dayton-Liberty-Ames (Lafayette Line)	317.0
22.2 Dayton-Baytown (Baytown Branch)	
286.8 Beaumont (Lafayette Line)	275.6
Beaumont (Sabine Branch)	23.4
45.5 Beaumont (Rockland Branch)	

LAFAYETTE SUBDIVISION

59.5 Pine-Kountze	53.0
266.0 Orange-Francis	254.6
253.4 Echo	249.8
117.2 Lufkin (Houston Division)	120.8
Lufkin (Rockland Branch)	2.7
4.1 Herty	6.8
7.9 Dunagan	130.0
85.5 Woodville	84.0
13.3 Port Arthur-West Port Arthur	
225.6 Lake Charles Yard (Lafayette Line)	214.5
Lake Charles Yard (Lake Arthur Branch)	4.8
187.0 Jennings	183.4
176.4 Midland (Lafayette Line)	171.2
168.7 Crowley	163.6
148.7 Lafayette Yard	143.0

Beaumont: Between Santa Fe Jct. and Beaumont, and between South Street and Crockett Street, Beaumont, there is no main track. Between these points all tracks are yard tracks.

RULE 98. Railroad crossings at grade not interlocked NORMAL POSITION OF GATES AT CROSSING

Location	Normal Position
Rockland Branch	
Kountze MP 54.6	A.T.&S.F.

Lake Arthur Branch	
MP 3.1, east of Mallard Jct.	S.P.
MP 3.7, east of Mallard Jct.	M.P.

Drawbridges Not Interlocked

Bayou Lacassine, MP 19.89, Lake Arthur Branch.

RULE 99. Exceptions: On the Sabine Branch when protection by flagman is required by this rule, distances specified for placement of torpedoes and flag protection will be one-half and one mile from train being protected.

RULE 99-C. Will apply on Sabine and Rockland Branches.

RULE 103. For train, engine and switching movements over following crossings, a member of crew must take position at crossing to afford warning:

Dawes	Houston Lighting & Power Spur	U.S. Highway 90
Liberty	Sand Pit Spur	U.S. Highway 90
Baytown	Main	Pine
Baytown	Main	Carnegie
Baytown	Main	Martin King
Baytown	Main and Pruitt Team	Pruitt
Baytown	Main	Gulf
Baytown	Main	Pearce
Baytown	Main	Texas
Baytown	Main and House	Defee
Baytown	Main	Sterling
Baytown	Main	James
Baytown	Main	Fayle
Baytown	Main	Dyer
Baytown	Main	Hafer Street
Orange	Chemical Row Lead	Western Ave.
Port Arthur	Old Main Track	Thomas Boulevard
Port Arthur	Old Main Track	Sixteenth Street
Port Arthur	K.C.S. Transfer	Tx. Highway 87
Sulphur	Old Siding over Huntington Street crossing	
West Lake	Spur leading to Mathieson Chemical Plant over old U. S. Highway 90	
Jennings	Foster Spur, U. S. Highway 90	
Crowley	Parkerson Ave. (Ice House Track)	
Port Arthur	Texaco Refinery	West Gate Crossing

Iowa: Within the city limits of Iowa, cars must be left 300 feet from center line of crossing account city ordinance. Rail in siding marked with white paint to show 300-foot clearance.

Orange: In making switching moves to the DuPont Plant engine or cars should be stopped clear of road crossing near entrance of the plant before proceeding.

Listed below are locations and tracks where movements do not actuate automatic crossing warning signals. When movements are made over these crossings on tracks listed, member of crew must take position at crossing to afford warning to vehicular traffic:

LAFAYETTE SUBDIVISION

Lafayette Line		
Dayton	Main Street	House Track
Liberty	San Jacinto Street	North Industrial Track
Liberty	Travis Street	House Track
Liberty	Main Street	House Track
Liberty	Bowie Street	Siding
Devers	Road Crossing	House Track
Duson	La. 95	Siding and House Track

Rockland Branch

Colmesneil	Road Crossing	Spur
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Eldon: Dwarf-type signal located south side of Rice Farm Road within U. S. Steel Plant and is inter-connected with crossing protection device. Signal will display red or green aspect. When flasher light signals protecting vehicular traffic begin functioning, signal will display green aspect.

When signal displays red aspect, member of crew must take position at crossing to afford warning to traffic while movement is being made.

Lake Arthur: Main track ends at MP 33.3.

RULE 208. Fourth paragraph does not apply to westward trains at Dayton, China and Beaumont, or to eastward trains at Lake Charles Yard. When train-order signal remains in stop position and has not been operated as prescribed by Rule 211, train may proceed without stopping, but must not pass fouling point of switch at which an opposing train may enter siding until it is known train orders received do not restrict train at that station.

RULE 211. Roanoke-Jennings: When Form "N" train order is held by operator, eastward trains restricted at Roanoke upon receiving authority from operator Jennings under Rule 211 (c) may proceed on main track to train-order office to receive orders.

Crowley Siding-Crowley: When Form "N" train order is held by operator, westward trains restricted at Crowley Siding upon receiving authority from operator Crowley under Rule 211, (b) or (c), may proceed on main track to train-order office to receive orders.

RULE 221. Following are train-order offices only as indicated:

Englewood	Eastward trains
Orange Siding	Trains originating
Joint S.P. and M.P.	Light type train-order signal located adjacent to Passenger Station, Beaumont.
	Top unit governs S.P. trains.
	Lower unit governs M.P. trains only.

Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Lake Charles Yard	On Train Order Signal	Westward
Jennings	Signal 1844	Westward

RULE S-240. Applies at following locations:

Territory	Register location
MP 4.75 and Lake Arthur (Lake Arthur Branch)	Lake Charles Yard

RULE 306. Block signals with "P" plates:

Signal	Protection	Signal
P-3292	Spring switch, west end siding, Dayton	
P-3084	Spring switches, Devers	P-3065
P-2948	Spring switches, China	
	(East switch, China)	P-SA
P-1	Spring Switch South Street ATSF Connection	
P-2614	Spring switches, Francis	P-1
P-2320	Spring switches, Brimstone	P-2299
	Spring switch, east end siding, Lake Charles Yard	P-2155
P-1924	Spring switches, Roanoke	P-1905
P-1756	Spring switch, west end siding, Midland	
P-1660	Spring switches, Crowley Siding	P-1639
P-1482	Spring switch, west end yard, Lafayette Yard	

LAFAYETTE SUBDIVISION

RULE 516. Overlap posts

West Lake	MP 220.9	governing westward trains
Lake Charles Yard	MP 216.0	governing eastward trains
Chloe	MP 212.3	governing westward trains

RULE 538. Spring switches equipped with facing point locks

Location	Normal Position	
Dayton	West end siding	Main Track
Devers	West and east end siding	Main Track
China	West and east end siding	Main Track
Francis	West and east end siding	Main Track
Brimstone	West and east end siding	Main Track
Lake Charles Yard	East end siding	Main Track
Roanoke	West and east end siding	Main Track
Midland	West end siding	Main Track
Crowley Siding	West and east end siding	Main Track
Lafayette Yard	West end yard	Main Track

RULE 606. Tower 87—Fauna: Interlocking limits on two main tracks extend from eastward interlocking signals at Tower 87 MP 357.0, to westward interlocking signals at fouling point west end siding Fauna MP 350.88.

Two Main Tracks between Tower 87 and Dawes are designated as follows:

Main Track No. 1 — North Track.

Main Track No. 2 — South Track.

Signals and dual Control Switches controlled by S.P. operator at Union Station RTC office.

Dayton: East switch of siding is dual control switch; switch and signals controlled by operator located in train-order office.

Beaumont-Connell: Two main tracks between Langham Road MP 282.4 and K.C.S. MP 766.0:

Signals and dual control switches between Wall Street K.C.S. MP 766.7 and east end siding Connell are controlled by K.C.S. Control Tower.

Signals and dual control switches between Langham Road MP 282.4 and Wall Street and between South Street and Crockett Street are controlled by Operator Tower 74.

Movements between Tower 74 and Wall St. is over M.P. trackage and between Wall St. and Tower 31 is over K.C.S. trackage. (Refer to Rule 812).

(K.C.S. Crossing) Port Arthur MP 1.1: No operator on duty. Normally lined for K.C.S. Push-button controller and instructions for operation located at crossing.

Sabine River MP 250.2: Governs movement over Sabine River Drawbridge.

(K.C.S. Crossing) Lockmoor MP 222.8: No operator on duty. Normally lined for S.P.

(K.C.S. Crossing) West Lake MP 221.2: No operator on duty. Normally lined for S.P.

When signal displays stop indication and no train or engine approaching on conflicting route, member of crew may operate Key-Release by inserting switch key and turning SLOWLY one complete turn to right. If signal does not clear after time release has functioned, Rule 663(c) will govern.

Calcasieu River MP 220.9: Governs movement over Calcasieu River Drawbridge.

(M.P. Crossing) Lake Charles Yard MP 217.97: No operator on duty. Normally lined for S.P.

Mermentau River MP 180.3: Governs movement over Mermentau River Drawbridge.

(M.P. Crossing) MP 167.6: No operator on duty. Normally lined for S.P.

Lafayette Yard: East switch of yard track No. 1 is dual control; switch and signals controlled by operator in train order office.

RULE 680. M.P. Crossing MP 259.3 Lafayette Line.
M.P. Crossing MP 205.3 Lafayette Line.

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RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Authorizes and requires movement as follows
M	Westward "SA"	
	Signal East End China	Proceed on main track to west end of siding.
S	Westward "SA"	
	Signal East End China	Enter siding.
M	2948	Proceed on main track to east end of siding.
S	2948	Enter siding
M	3292	Proceed on main track to East end of siding.
S	3292	Enter siding.

RULE 760. Beaumont and China: CTC in effect on Main Track between Eastward absolute signals MP 292.7 (China) and Eastward interlocking signals MP 282.4 (Beaumont).

Signals controlled by S.P. operator Beaumont (Tower 74), acting upon authority of train dispatcher.

Interlocking signals out of siding, South Main and North Main tracks at Beaumont govern westward movements into CTC at MP 282.4. Applicable interlocking rules will apply within interlocking and CTC rules will apply within CTC portion of block beyond the interlocking limits. When signals display stop indication, trains or engines must receive the following authority before proceeding:

- (a) M.P. Interlocking operator under provisions of Rule 663.
- (b) S.P. Operator, Beaumont, under provisions of Rule 776.

RULE 812. A. & N. R. RR.: Trains and engines using tracks of Angelina and Neches River Railroad between Prosser and Dunagan will be governed by Rules and Regulations of the Transportation Department of the Southern Pacific Transportation Company, its Lafayette Division timetable, timetable bulletins and by train orders issued over initials of Chief Train Dispatcher of that division.

Beaumont: Trains and engines operating on M.P. tracks between Tower 74 and Wall St. will be governed by Southern Pacific Rules and Regulations of the Transportation Department and Lafayette Div. Timetable.

Trains and engines operating on K.C.S. tracks between Wall St. and Tower 31 will be governed by Lafayette Div. Timetable and Southern Pacific Rules and Regulations of the Transportation Department as modified below.

Rule 11 will not apply. The following will govern: When an unattended burning fusee is found on or near the track, train must stop and extinguish fusee then proceed at restricted speed for not less than 1 mile.

RULE 93. Between Wall St. and Tower 31 all trains and engines must move at RESTRICTED SPEED.

Beaumont - Loeb Jct. Trains operating on ATSF tracks between Beaumont and Loeb Jct will be governed by current ATSF Southern Division Timetable, Lafayette Div. Timetable, Southern Pacific Transportation Company Rules and Regulations of the Transp. Dept. and the following modifications:

1. Rules 10-G, 10-H and 10-I will not apply. The following will govern.

Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where Form U train orders require trains to stop. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and machines fouling track, not exceeding 10 miles per hour,

LAFAYETTE SUBDIVISION

for a distance of two miles or until rear of train has passed a temporary resume speed signal.

Temporary stop signals (red flag, disc or light) will be displayed at locations where trains must stop as required by Form U, Example (A), train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

When temporary stop signals are displayed, and train does not have a Form U, Example (A), train order, train must stop and not proceed until authorized by proper authority.

When temporary slow, stop or resume speed signals are displayed, and train has no train order or special instructions concerning reason for their display, the conductor will notify the train dispatcher as promptly as possible and make a wire report to the trainmaster.

When a series of locations requiring reduced speeds are so closely spaced that the resume speed signal will overlap a temporary slow signal, a temporary slow signal will be placed in advance of each location. Only one resume speed signal will be placed at the leaving end of the last location.

Train Order Form U.

Stop and Speed Limit Orders

A. Eight naught one 8 01 AM until five naught one 5 01 PM between 15 poles west of MP 10 and MP 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

Trains and engines must stop, and not pass, temporary stop signal until notified by foreman or supervisor in charge that track is passable. The foreman or supervisor in charge must specify the speed permitted through the limits specified.

B. Eight naught one 8 01 AM until five naught one 5 01 PM approach (gang No. _____) between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

2. Rule 10-J will not apply. The following will govern.

Permanent slow signs, yellow with numerals, will be located not less than 2,500 feet (when practicable) in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains. Where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed sign.

There may be more than one permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

3. Rule 11 will not apply. The following will govern.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train must then proceed at restricted speed for one mile.

RULE 827. Location of Dragging and/or derailed equipment detectors. Lafayette Line: MP 347.1, 337.3, 312.5, 303.4, 296.6, 274.9, 273.9, 263.6, 256.1, 246.6, 226.8, 183.3, 175.5 and

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153.1. Rockland Branch: MP 45.4, 51.3, 61.0, 70.0, 80.3, 92.0, 103.0, 111.9 and 120.3. Baytown Branch: MP 8.6 and 13.7.

HOT BOX DETECTORS

MP	Type	Direction	MP	Type	Direction
351.3	D⊙	Westward	245.7	C	Both
312.3	C	Both	228.1	C	Both
288.3	C	Both	210.0	C	Both
KCS 766.4	C⊙	Both	177.4	C	Both
KCS 765.1	C⊙	Both	153.1	C	Both
273.9	C	Both	26.8	D⊙	Westward
256.1	C	Both	(Sabine Br)		

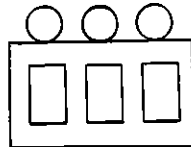
- ① Recorder located at Englewood.
- ② Recorder located at Beaumont.
- ③ When hot bearing is detected, appropriate indicator light will illuminate and a high pitched beep tone will be transmitted via radio. Upon hearing beep tone or when any indicator light is illuminated, indicating a hot box, reduce speed to 10 MPH without applying air brakes. After caboose has passed the detector site, stop and make walking inspection of train as indicated.

The required inspection when hot box detection is activated are the same as those listed under Rule 827-All Subdivisions except for the following.



One Hot Box on each side of train. The first hot box occurred at the indicated number of axles from the rear of the train. Determine which side has the first hot box. To locate the second hot box, inspect opposite side of the train from the indicated axle location to the rear of the train.

Hot box detector is also equipped with a oversize and dragging equipment detector. When an oversize load and/or dragging equipment is detected a red light will illuminate below numerical display board and a high pitched 30 second continuous tone will be transmitted via radio. When this signal is sounded or red light is illuminated train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.



Dragging Equipment Indicator (Red)

Detectors equipped with the oversize load detector feature will have an integrity light on top of one of the support poles. If this light is not illuminated the load detector is not operational and K.C.S. Control Tower must be notified, however, it will not be necessary to stop the train unless an alarm is received.

When the oversize load detector is activated or tripped, K.C.S. Control Tower must be notified in order to arrange for the detector to be reset.

This installation will not clear a man on side of car.

RULE 827-A. "K" trains must have train inspection made before leaving Pine, for Westward trains, or Dolan, for Eastward trains. Roll-by inspection by crew or other train crews will satisfy inspection requirements.

RULE 872. Will not apply at Prosser and Lafayette Yard when engine consist remains intact.

MISCELLANEOUS

1. MOVEMENT OF PASSENGER TRAINS

Passenger trains are to be given preference over freight trains and are restricted to main track and following sidings:

Fauna	China	Lake Charles Yard
Crosby	Connell	Roanoke
Dayton	Francis	Jennings
Ames	South Siding Echo	Midland
Devers	North Siding Echo	Crowley Siding
Cotton Creek	Brimstone	Lockmoor Siding

EXCEPTIONS:

Passenger trains may operate on No. 1 track Lafayette Yard and Lake Charles Yard when directed to do so by Yardmaster.

AVONDALE SUBDIVISION

EAST-WARD FIRST CLASS	STATIONS				WEST-WARD FIRST CLASS
2 Psgr	Avondale Line				1 Psgr
Lv. Sun Tues Fri	Mile Post	Station Number	Ar. Mon Wed Sat		
PM 3.05	147.1	TO-R LAFAYETTE YARD BKIYPQ	91362	PM 5.11	
s 3.40	144.5	2885 R LAFAYETTE BKP	91700	s 5.06	
3.47	140.8	6411 ELKS P	91804	4.53	
3.51	138.4	1666 Yd Lmts BROUSSARD P	91806	4.50	
3.57	132.1	8127 CADE P	91815	4.44	
4.04	126.1	6633 TO-R WEST TOWER IPQ	91821	4.38	
s 4.15	125.6	NEW IBERIA BKYP	91840	s 4.36	
4.35	112.5	6084 JEANERETTE SIDING P	92043	4.14	
4.42	105.1	10611 TO BALDWIN BKYP	92050	4.07	
4.47	101.0	FRANKLIN P	92240	4.02	
4.54	95.6	9917 BAYOU SALE P	92270	3.57	
5.10	81.8	8749 BERWICK P	92416	3.42	
5.14	80.1	TO-R MORGAN CITY BKYP	92419	3.38	
5.26	71.2	3157 URSA P	92437	3.26	
s 5.55	55.0	7760 Yd Lmts TO SCHRIEVER BKYP	92455	s 3.11	
6.14	40.2	10828 Yd Lmts TO RACELAND JCT. BKYP	92712	2.55	
6.26	31.6	2477 DES ALLEMANS P	92810	2.45	
6.36	24.2	5068 Yd Lmts BOUTTE P	92826	2.38	
6.41	18.9	9762 SALIX IP	92833	2.33	
6.49	11.3	TO-R AVONDALE BKIYPQ	92840	2.26	
6.52 PM	10.5	WEST BRIDGE JCT. IPQ	92872	2.23 PM	
TIME AT NEW ORLEANS UNION PASSENGER STATION AND EAST BRIDGE JCT. FOR INFORMATION ONLY. SEE CURRENT TIMETABLES AND RULES OF OPERATING DEPARTMENTS FOR MOVEMENTS AS FOLLOWS: NOUPT RAILROAD BETWEEN SOUTHPORT AND NOUPT STATION; I.C.G.R.R. BETWEEN EAST BRIDGE JCT. AND SOUTHPORT; AND NEW ORLEANS PUBLIC BELT RAILROAD BETWEEN WEST BRIDGE JCT. AND EAST BRIDGE JCT.					
PM 7.08		5.3 EAST BRIDGE JCT. PQ	92874	PM 2.08	
s 8.05 PM		R NEW ORLEANS UPT STATION BKYP	92900	1.55 PM	
Ar. Sun Tues Fri		(136.9)		Lv. Mon Wed Sat	
2				1	

RULE 5: Morgan City time applies at Signals 796 and 797.

BETWEEN	PSGR	FRT
LAFAYETTE YARD AND WEST BRIDGE JCT.	70	65

Exceptions:	Exceptions:
148.6 and 143.0 25 25	79.1 and 77.8* 35 35
138.7* and 137.9* 40 25	77.8* and 75.9* 40 40
126.7* and 123.0* 15 15	73.4 and 73.3 35 35
115.2* and 113.3* 25 25	51.7 and 51.6 35 35
104.1 and 104.0 35 35	32.1 and 32.0 35 35
101.6* and 100.9* 25 25	14.6 and 12.3 30 30
80.8 and 79.1 25 25	12.3 and 10.5 35 35

* **RULE 10-J.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

AVONDALE SUBDIVISION

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted:

a. AVLAT, AVBAT, FLOAT and LAAVT are authorized to operate at Freight Train Speed.

b. AVLAY is authorized to operate at freight train speed not exceeding 55 MPH.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: without dynamic brake in operation, must operate at freight train speed not exceeding 55 MPH.

d. Other freight trains may be authorized by train dispatcher to operate at Freight Train Speed.

e. Trains not covered in items a, b, c or d must operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

***MAXIMUM HORSEPOWER PER TON RATIOS:**

AVBAT, AVLAT, FLOAT	2.5
AVLAY, LAAVT	2.0
All other trains	1.3

(Refer to A.B. Rule 65)

* Will not apply on Mississippi River Bridge

SPEED ON OTHER THAN MAIN TRACK:

Sidings Cade, Bayou Sale, Raceland Jct., and Salix	25
No. 1 Track Lafayette Yard, from east switch to Sunbeam Lane	25
Rip Tracks, Caboose Track and Stock Pen, Lafayette Yard	5
Locomotive maintenance facility tracks Lafayette Yard: Engine holding track (No. 601), Middle track (No. 602) Sandhouse track (No. 603)	5
Patoutville Spur, MP 116.20	5
All Yard Tracks, Baldwin	5
Ashland Chemical, all tracks (Cypremort Branch)	5
Ramos Spur, MP 74.40	5
New track, House, north and storage tracks, Schriever	5
Wye track, Raceland Jct.	5
Texaco Spur, Vallier MP 28.4	5
Locomotive maintenance facility tracks, Avondale: East Turntable lead (No. 600), Wrecker Track (No. 602) Tie-up tracks off west turntable lead (Nos. 603, 604 and 605) Sandhouse track	5
Levert Spur (St. Martinville Branch)	5
Supreme Sugar Refinery tracks (Napoleonville Branch)	5
All other Tracks, Avondale Subdivision	10

AVONDALE SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Cypremort Branch		Station Number
18.8	Yd Lmts	WEEKS 18.8	92135
0.0	10611 Yd Lmts TO-R	BALDWIN	BKPO 92050
(18.8)			

Midland Branch

30.0	2050 Yd Lmts	KAPLAN 8.5	P	91127
21.5	1600 Yd Lmts	ABBEVILLE 8.6	P	91138
14.9	1000 Yd Lmts	ERATH 9.5		91152
5.4	Yard Limits	I. & V. JUNCTION 0.6		91906
4.8		DAVIDS 4.8	Y	91904
0.0	Yard Limits	NEW IBERIA 0.5	BKYP	91840
126.1		6633 TO-R WEST TOWER	IPQ	91821
(30.5)				

Youngsville Branch

33.1	Yard Limits	YOUNGVILLE 12.6		91935
20.5		DAVIDS 2.1	Y	91904
18.4		PESSON		91917
(14.7)				

Salt Mine Branch

5.4	Yard Limits	I. & V. JUNCTION 4.4		91906
9.8		SALT MINE		91914
(4.4)				

Lockport Branch

9.9	Yard Limits	LOCKPORT 9.9	P	92729
0.0	10828 Yd Lmts	RACELAND JCT.	BKPO	92712
(9.9)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	CYPREMORT BRANCH	ALL TRAINS
WEEKS and BALDWIN		25

Exception: 14.9 and 18.8		10
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MIDLAND BRANCH

KAPLAN and NEW IBERIA	25
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Exceptions:		Exceptions:	
31.0 and 16.2	10	5.4 and 5.3	15
16.2 and 5.4	20	5.3 and 0.0	20

YOUNGVILLE BRANCH

YOUNGVILLE and PESSON	10
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SALT MINE BRANCH

I & V JUNCTION and SALT MINE	10
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LOCKPORT BRANCH

Lockport to Raceland Jct.	10
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Exceptions:		Exceptions:	
5.0 and 0.0	5	13.7 and 8.5	5

AVONDALE SUBDIVISION

EAST-WARD Mile Post	STATIONS		WEST-WARD Station Number
	Alexandria Branch		
85.1	Yard Limits	TO-R ALEXANDRIA 0.8 BP	91680
84.3		S. P. JUNCTION	
SEE M.P.R.R. COMPANY'S CURRENT TIMETABLE SPECIAL INSTRUCTIONS AND RULES FOR TRAIN MOVEMENTS BETWEEN CHENEYVILLE AND S.P. JUNCTION.			
60.1		CHENEYVILLE 38.2 P	91660
21.9	Yard Limits	OPELOUSAS 1.1 IP	91630
20.8		2656 OPELOUSAS SIDING 20.3	91627
0.5	Yard Limits	ALEX JCT.	91370
(85.1)			

St. Martinville Branch

5.7		ST. MARTINVILLE 20.9 P	91730
0.3	Yard Limits	B-R JCT.	91368
(20.9)			

Houma Branch

14.5	Yard Limits	HOUMA 14.5 P	92519
0.0	7760 Yd Lmts	SCHRIEVER BKPQ	92455
(14.5)			

Napoleonville Branch

55.0	Yard Limits	SCHRIEVER 4.1 BKPQ	92455
3.2		NAPOLEONVILLE JCT. 11.6	92605
14.8		SUPREME 0.4	92627
15.2		END OF TRACK	
(16.1)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN ALEXANDRIA BRANCH ALL TRAINS

ALEX JCT. and CHENEYVILLE 25

Exceptions: Exceptions:
60.1 and 48.0 10 38.0 and 0.5 10

ST. MARTINVILLE BRANCH

St. Martinville to B-R Jct. 20

Exceptions: Exceptions:
BR Jct. and MP 7.7, Breaux 16.5 and 13.0 10
Bridge 10 13.0 and 7.0 5
19.4 and 16.5 5 7.0 and 6.0 10

HOUMA BRANCH

Schriever and Houma 25

Exceptions: Exceptions:
0.0 and 0.4 10 13.7 and 14.6 10

NAPOLEONVILLE BRANCH

Schriever and MP 15.3 25

Exceptions:
4.5 and 2.0 10

Opelousas: 20 MPH between interlocking signals M.P. Crossings.

AVONDALE SUBDIVISION

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Avondale Line					
145.3	Alex Jct.	91370	95.7	North Bend	92330
145.1	B-R Jct.	91700	86.8	Patterson	92409
137.0	Billeaud	91808	74.4	Ramos	92429
130.0	Ara	91817	73.3	Boeuf	92434
120.9	Olivier	92007	69.2	Zacarter	92440
116.2	Patoutville	92012	64.5	Donner	92445
114.2	Jeanerette	92020	28.4	Vallier	92815
101.7	Sterling Junction	92210	27.6	Paradis	92821
97.9	Garden City	92265	1.3	Algiers	92898
95.7	Cabot	92320			

NOTE: North Bend is on spur 4.3 miles from Bayou Sale.
Cabot is on spur 4.4 miles from Bayou Sale
Algiers is on spur 9.2 miles from West Bridge Jct.

Cypremort Branch

18.2	Gajan	92134	8.2	Glencoe	92110
14.9	Cypremort	92125	5.8	Achee	92067
13.1	United	92119	3.2	Caffery	92220
12.3	Ivanhoe	92117	1.6	Sterling	92215
11.1	Florence	92115			

NOTE: Sterling and Caffery are stations on spur 2.0 and 3.2 miles, respectively, from Sterling Junction within Yard Limits Baldwin-Bayou Sale.

Midland Branch

26.5	Nunez	91131	15.9	West Erath	91149
20.0	Youngs	91141	12.2	Delcambre	91158
18.3	Grosse Isle	91145			

Salt Mine Branch

9.4	Avery	91912	6.2	Emma	91908
9.1	McIlhenny	91910	2.1	Brannon	91902

Youngsville Branch

28.5	Lozes	91928			
Alexandria Branch					
53.2	Carboco	91648	22.7	Lansom	91634
51.9	Eola	91646	19.2	Veltin	91623
32.4	Beggs	91639	13.3	Sunset	91617
27.6	Washington	91637	7.1	Carencro	91611

St. Martinville Branch

6.3	Anse LaButte	91708	8.1	Levert	91725
18.7	Breaux Bridge	91711			

Houma Branch

17.0	Colley	92525	12.7	Southdown Siding	92515
13.4	Southdown	92517			

NOTE: Colley is on spur 2.5 Miles from Houma.

Napoleonville Branch

3.8	Thibodaux	92610	5.5	Leighton	92617
4.4	Naquin	92613	12.0	Labadieville	92624

NOTE: Thibodaux is on spur 0.6 Mile from Napoleonville Jct.

Lockport Branch

13.7	Jay	92740	1.9	Raceland	92718
5.5	Mathews	92725	1.4	Godchaux	92715

NOTE: Jay is on spur 3.8 Miles from Lockport.

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearance

MP	Description	MP	Description
80.4	Drawbridge	32.0	Drawbridge
77.4	Overpass	9.6	Building
73.3	Drawbridge		

RULE 10-H. Exceptions: On the St. Martinville, Midland, Youngsville, Salt Mine, Cypremort, Napoleonville, Houma, Lockport and Alexandria Branches, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions: On the St. Martinville, Midland, Youngsville, Salt Mine, Cypremort, Napoleonville, Houma, Lockport and Alexandria Branches, the explosion of a torpedo requires movement at restricted speed for one mile from point where torpedo was exploded.

RULE 20, 20-A, 21, 82-A and 83-B. Westward trains leaving New Orleans UPT Station will display identification signals for train for which crew is ordered and need not obtain clearance at West Bridge Jct. but must obtain clearance bearing OK, time and initials of Chief Train Dispatcher before leaving Avondale.

AVONDALE SUBDIVISION

Westward trains with crews operating through Avondale will display identification signals for which crew is ordered, unless otherwise instructed by train-order operator, Avondale, and conductor will prepare register ticket accordingly.

Eastward trains will display signals from West Bridge Jct. to New Orleans UPT Station according to designation on Avondale Subdivision.

RULE 26-B. North Bend — Columbian Carbon Company Plant: Special light type signal installed at switch to tracks Nos. 1 and 2, protects movable platform across these tracks. Switch located on light support must be turned on to illuminate light. If platform is raised, light will display green aspect, and track may be entered. If light does not burn when switch is turned on, loading foreman must be contacted for permission to enter tracks.

Cabot — Cabot Corporation Plant: Special light type signal protecting hopper track installed on shed at bin No. 1. When light displays red aspect, track must not be entered or cars disturbed, without first obtaining permission from loading foreman. When light displays green aspect, track may be entered without permission of loading foreman.

Boutte — Monsanto Chemical Company Plant: Tracks 2A, 2B, 3, 5A, 5B, 9A, 9B, 10A and 10B protected by special light type signals (in addition to derails).

When signal displays red aspect track must not be entered. When signal displays yellow aspect track may be entered only with permission of loading foreman. In addition it must be known that derails are in position for movement.

RULES S-71, 97, 99: Trains between New Iberia and I. & V. Jct. may operate without train order or timetable authority and without superiority of trains. Between these points, trains may occupy main track without flag protection to the rear and all trains must move at restricted speed expecting to find main track occupied.

RULE 82-A. Eastward first-class trains and extra passenger trains operating through Lafayette Yard must obtain clearance and train orders at Lafayette Yard; such clearance and train orders to be delivered to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Conductor and engineer of westward first-class trains and extra passenger trains will deliver all train orders and instructions held to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Westward trains originating at Alex Jct. operating to Alexandria will obtain S.P. and M.P. train orders and clearances from Operator, Lafayette Yard.

RULE 83-A. At following stations, only trains indicated will register:

- Lafayette First class and extra passenger trains.
- West Tower Trains originating and terminating.
- Morgan City Trains originating or terminating.

Trains operating to or from New Orleans UPT Station must register on NOUPT Train Register at that station.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

- Lafayette Yard First-class trains.
- West Tower Trains originating and terminating.
- Avondale First-class trains and trains with crews operated through Avondale.

Midland Branch eastward trains arriving West Tower may register by ticket, leaving same with waybills at New Iberia Freight Station.

AVONDALE SUBDIVISION

RULE 93. Location of yard limits:

148.69	Lafayette Yard	142.99
4.02	Lafayette Yard (Alexandria Branch)	
3.17	Lafayette Yard (St. Martinville Branch)	
139.00	Broussard	136.69
128.77	New Iberia (Avondale Line)	121.07
	Kaplan	29.71
22.37	Abbeville	20.39
17.00	Erath	14.50
5.77	I. & V. Junction-Davids (Youngsville Branch) (Salt Mine Branch)	4.35
2.14	New Iberia (Midland Branch)	
108.00	Baldwin-Bayou Sale	94.80
1.10	Baldwin (Cypremort Branch) Weeks	17.00
82.76	Morgan City	74.00
56.54	Schriever (Avondale Line)	53.02
3.00	Schriever (Houma Branch) Schriever (Napoleonville Branch)	1.39
42.70	Raceland Jct. (Avondale Line)	39.52
1.98	Raceland Jct. (Lockport Branch)	
29.56	Vallier MP 28.40 Boutte	22.66
17.77	Avondale	
53.47	Eola	51.38
24.97	Opelousas	18.00
	Houma-Southdown Siding	12.18
	Lockport	8.50

RULE 98. Railroad crossings at grade not interlocked

Location	
Avondale Line	
M.P. Crossing	0.5 mile west of Sterling (Sterling Junction-Sterling Spur) ... See Note.
Alexandria Branch	
MP 52.2 (M.P.)	See Note.
St. Martinville Branch	
Lafayette	MP 0.57 (Lafayette Distributors Spur) #
	MP 0.58 (Old Alexandria Branch Main) #
Breaux Bridge	MP 19.2 #
# Trains or engines may proceed prepared to stop short of crossing. If no movement is seen on intersecting track movement may proceed without stopping. Also applies to movements crossing St. Martinville Branch at these locations.	
Youngsville Branch	
MP 24.1, west of Davids (M.P. Crossing)	See Note
Algiers Spur	
MP 2.3 (M.P. Crossing)	See Note

NOTE: Crossing protected by "Stop" signs.

DRAWBRIDGES NOT INTERLOCKED

Houma Branch	
Intracoastal Canal, MP 14.8	
St. Martinville Branch	
Bayou Teche, MP 8.0	Levert Sugar Co. Spur.
Midland Branch	
Bayou Vermilion, MP 21.47, 0.1 mile west of Abbeville.#	
Bayou Carlin, MP 11.89, 0.4 mile east of Delcambre.#	
# Gates protecting drawbridges 21.47 and 11.89. Normal position is for water traffic. "STOP" signs are displayed in advance of gates. Movement must not be made until it has been determined running rails on each end of bridge are in place or proceed signal received from bridgetender.	

AVONDALE SUBDIVISION

RULE 99. Exceptions: On the Alexandria and Cypremort Branches, when protection by flagman is required by this rule, distances specified for placement of torpedoes and flag protection will be one-half and one mile from train being protected.

RULE 99-C. Will apply on Cypremort Branch and between Alex Jct and Cheneyville on Alexandria Branch.

RULE 103. For train, engine and switching movements over following crossings, a member of crew must take position at crossing to afford warning:

Avondale Line

New Iberia	La. State Highway 182
Olivier (spur)	La. State Highway 182
Jeanerette (spur)	La. State Highway 182
Garden City (spur)	La. State Highway 182
Pelican State Lime Company	
Spur MP 74.4	U.S. Highway 90

Alexandria Branch

Opelousas	Grolee and Guidry Streets west of Freight Station; Bellevue and Cherry Streets east of Freight Station.
Alexandria	Third Street and Main Street crossings.

Napoleonville Branch

Thibodaux	Saint Mary Street Crossing
Napoleonville Jct.	Street and Highway Crossings

Baldwin-Cypremort Road: Movements from Cypremort Branch must not enter this crossing unless gates are down or a member of crew has taken position at crossing to afford warning to vehicular traffic.

RULE 104. Houma: Normal position of switch to Ashland extension is for Ashland extension.

Schriever: Normal position for No. 1 crossover switch east end siding is to be lined for siding instead of Napoleonville Branch.

RULE 104-D. Boutte (Monsanto Chemical Plant), drops must not be made inside plant.

RULE 105. Weeks: Main track ends at MP 18.4.

Salt Mine: Main track ends at MP 9.5.

RULE 208. Fourth paragraph will not apply to westward trains at West Tower. Train order restricting movement of a westward train at that station may be delivered while train is moving but operator must not clear interlocking signal at leaving end of siding until train has stopped or restriction has expired.

RULE 211. Berwick-Morgan City: When Form "N" train order is held by operator, eastward trains restricted at Berwick upon receiving verbal authority from operator Morgan City, under Rule 211-C may proceed on main track to train-order office to receive orders.

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Morgan City	Signal 792	Westward
Baldwin	Signal 1075	Eastward
Raceland Jct.	Signal 421	Eastward

Avondale is train-order office only for westward trains.

AVONDALE SUBDIVISION

RULE S-240. Applies at following locations:

Territory	Register location
MP 3.0 and Houma (Houma Branch)	Schriever
MP 1.4 and end of track MP 15.2 (Napoleonville Branch)	Schriever
MP 1.9 and Lockport (Lockport Branch)	MP 1.9
MP 5.8 and Kaplan (Midland Branch)	New Iberia
MP 3.2 and St. Martinville (St. Martinville Branch)	Lafayette Yard

RULE 306. Block Signals with "P" plates.

Eastward	Protection	Westward
P-1326	Spring switches, Cade	P-1309
P-1074	Spring switches, Baldwin	P-1053
P-1020	Barricade Protector MP 100.9 Franklin	P-1007
P- 980	Spring switches, Bayou Sale	P- 957
P- 826	Spring switches, Berwick	P- 809
P- SA	Vehicular, high load detector, MP 51.7 Bayou Lafourche ..	P- SA
P- 422	Spring switches, Raceland Jct.	P- 401
P- 202	Spring switches, Salix	P- 183

Special Signals — Morgan City: Unit for display of flashing white light is installed on south side of Signal Bridge 797. This signal may display a flashing white light in each direction when a train is occupying west approach between ABS 835 west of siding Berwick, and Fourth Street, Morgan City. Normal indication dark.

The only purpose of display of flashing white light is to give information to yard crews that a train is approaching from the west.

Display or non-display of flashing white light does not relieve trainmen and enginemen from compliance with Rule 81-A before entering or fouling main track and will confer no authority for movement of train or engine.

RULE 538. Spring switches equipped with facing point locks are located as follows:

Location	Normal Position	
Cade	West and east end siding	Main track
Baldwin	West and east end siding	Main track
Bayou Sale	West and east end siding	Main track
Berwick	West end siding	Main track
Raceland Jct.	West and east end siding	Main track
Salix	West and east end siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position	
Berwick	East end siding	Main track

RULE 606. Lafayette Yard: East switch of Yard Track No. 1 is dual control; switch and signals controlled by operator in train order office.

West Tower: Interlocking limits on main track extend from signal located 12 feet west of west switch of siding (MP 127.6) to signals on both tracks located 275 feet east of M.P. Crossing (MP 126.1); and on other than main track, from dwarf signal near fouling point west end of siding to connection with main track and from dwarf signal near fouling point east end of siding to signals located on both tracks 275 feet east of M.P. Crossing.

Charenton Canal MP 104.1: Governs movement over Charenton Canal Drawbridge.

Atchafalaya River MP 80.5: Governs movement over Atchafalaya River Drawbridge.

Trains stopping at Berwick or Morgan City must stop so that no part of drawbridge interlocking limits will be fouled. The circuit must at all times be left clear so that draw span can be opened. Westward trains stopping to do work must clear Signal 810.

Boeuf MP 73.3: Governs movement over Bayou Boeuf Drawbridge.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

Cars placarded:	Cars placarded:	Cars placarded:	Any loaded placarded tank cars:	Any empty placarded tank cars:	Placarded loaded cars other than tank cars:	Cars placarded:

RESTRICTIONS

Must not be nearer than the sixth car from the engine occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	X	X		X			NO RESTRICTIONS
MUST NOT BE NEXT TO:							
Engine, occupied caboose or passenger car	X	X	X	X	X		
Car occupied by guard or escort	X(1)	X(1)		X(1)			
Loaded plain flat car	X	X		X			
Loaded bulkhead flat car	X(2)	X(2)		X(2)			
Loaded TOFC/COFC flat car	X(3)	X		X(4)			
Car loaded with vehicles	X	X		X(5)			
Open top car with shiftable load	X(2)	X(2)		X(2)			
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
Car placarded EXPLOSIVES A		X	X	X		X	
Car placarded POISON GAS	X		X	X		X	
Car placarded RADIOACTIVE	X	X		X		X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

TANK CAR LOAD OF FLAMMABLE GAS



RED PLACARD WITH
NUMBER 2 FLAMMABLE GAS

HOW TO DISTINGUISH TANK CARS
PLACARDED FLAMMABLE GAS, FROM
FLAMMABLE, FROM COMBUSTIBLE
USING THE NUMBERED PLACARDS

USE SINGLE DIGIT NUMBER AT
BOTTOM TO TELL FLAMMABLE GAS FROM
FLAMMABLE LIQUID



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS

AVONDALE SUBDIVISION

Lafourche MP 51.6: Governs movement over Bayou Lafourche Drawbridge.

Des Allemands MP 32.5: Governs movement over Bayou Des Allemands Drawbridge.

Salix—Avondale: Interlocking limits on main track extend from eastward interlocking signals at fouling point east end of siding Salix MP 18.4 to westward interlocking signals at west end of Avondale yard MP 12.0.

Interlocking signals, switches and derrails governing entrance to and movements on connection track with M.P. RR. to serve American Cyanamid Company and which opens off east end of Cyanamid Spur run-around track at MP 16.8 are controlled by operator of the M.P. at Avondale.

Harvey Canal MP 4.47 (Algiers Spur): governs movement over Harvey Canal Drawbridge.

RULE 680. Opelousas: MP 22.1 M.P. Crossings.

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Authorizes and requires movements as follows
M	1074	Proceed on main track to East end siding.
S	1074	Enter siding.
M	1053	Proceed on main track to West end siding.
S	1053	Enter siding.
M	826	Proceed on main track to East end of siding.
S	826	Enter siding.
M	809	Proceed on main track to West end of siding.
S	809	Enter siding.
M	556	Proceed on main track to east end of siding.
S	556	Enter siding.
M	541	Proceed on main track to west end of siding.
S	541	Enter siding.
M	422	Proceed on main track to east end siding.
S	422	Enter siding.
M	401	Proceed on main track to west end siding.
S	401	Enter siding.
M	202	Proceed on main track to beginning of interlocking.
S	202	Enter siding.
M	183	Proceed on main track to west end of siding.
S	183	Enter siding.

RULE 740. Avondale: Limits extend between MP 12.4 and MP 10.5.

RULE 744. Avondale: When an absolute signal displays stop indication, train or engine must stop. After stopping, if no movement is seen or heard approaching, train or engine may proceed through limits of APB at restricted speed. Movement may pass automatic block signals displaying stop indication within the limits without stopping and may resume prescribed speed when rear of train or engine passes block signal displaying other than a red aspect.

When westward absolute signal at MP 10.5 displays red aspect, train or engine may proceed at restricted speed without stopping to enter yard track when switch is lined and route is clear to fouling point of switch.

Where no absolute signal governs entrance to main track, movement may be made as provided in Rules 81-A.

Automatic Crossing Gate: Avondale. Eastward movements after stopping for A-PB Signal MP 12.4 must know that automatic crossing gates are down or member of crew has taken position at crossing to afford warning to vehicular traffic before entering Avondale Garden Rd. Crossing.

RULE 812. M.P. Company's rules require conductors to call the M.P. dispatcher from S.P. Junction (Alexandria Branch) to secure permission to enter M.P. main track.

Rule 827. Location of Dragging and/or Derailed Equipment Detectors. MP 138.9, 110.0, 99.2, 84.9, 76.1, 67.0, 59.8, 48.5, 34.1 and 26.5.

High and/or Wide Load Detectors located at MP 83.9 and 77.3.

AVONDALE SUBDIVISION

HOT BOX DETECTORS

MP	Type	Direction
138.9	C	Both
110.0	C	Both
76.1	C	Both
36.1	C	Both
3.8 (Alexandria Br)	D*	Eastward

* Recorder located at Lafayette Yard

RULE 868. Unless otherwise authorized, only cars destined for Patoutville Spur are allowed on this spur.

RULE 872. Will not apply at Lafayette Yard and Lafayette when engine consist remains intact.

AIR BRAKE RULES

RULE 58.L. On yard engines handling transfer trains using dynamic brakes, before entering or leaving turnout or crossover on descending grade, Mississippi River Bridge, dynamic braking force must be reduced to one-half of the maximum amperes, 500 feet before engine reaches and 1500 feet after passing through turnout or crossover, and if necessary, automatic brakes applied sufficiently so that speed of 15 MPH or allowable speed will not be exceeded until entire movement is clear of turnout or crossover.

Transfer trains using pusher engine must be stopped on descending grade clear of signal governing movements through turnout or crossover where pusher engine will be detached.

MISCELLANEOUS

1. Movement of Passenger Trains:

Passenger trains are to be given preference over freight trains and are restricted to main track and following sidings:

Elks	Baldwin	Raceland Jct.
Cade	Bayou Sale	Boutte
West Tower	Berwick	Salix
Jeanerette Siding	Schriever	

EXCEPTIONS:

Passenger trains may operate on No. 1 track Lafayette Yard and No. 40 Track Avondale when directed to do so by Yardmaster.

2. Operation Over Mississippi River Bridge:

Trains and transfer cuts exceeding 7,500 tons going over Mississippi River Bridge must have helper engine. Maximum helper horsepower and placement is governed by New Orleans Public Belt Operating Rules.

Road engine will not exceed 16,000 horsepower and 18 axles of dynamic braking.

Trains must not be powered with less than 1.25 horsepower per ton or more than 2.25 horsepower per ton. If necessary to isolate or shut down locomotive(s) to meet maximum horsepower requirements, the tonnage of the isolated locomotives must be added to train tonnage.

If more than 5,000 tons, train acceleration must be kept low, not to exceed 5 MPH, per minute, while any portion of train is ascending Mississippi River Bridge.

ALL SUBDIVISIONS

SPECIAL INSTRUCTIONS

RULE 1 and 3. Standard Time may be obtained from Houston telephone extensions 6098, 6069 or 6083.

RULE S-72. Eastward trains are superior to trains of the same class in the opposite direction.

RULE 505. Where automatic protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release of 3 minutes* has functioned, after which signal should display proceed indication if block is clear.

* Exception: West and east end siding Francis and west end Lafayette Yard -7 minutes

RULE 825. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

RULE 827. Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on hot box detector house on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

When a revolving red beacon light is observed prior to engine passing detector location, train may proceed without stopping for inspection. Report must be made to train dispatcher promptly.

HOT BOX DETECTORS

Each hot box detector has a white light continuously illuminated on track side of detector instrument house. When a hot bearing is detected, the white light will start flashing. When flashing light is observed, train must be stopped promptly and inspection made to locate hot bearing(s).

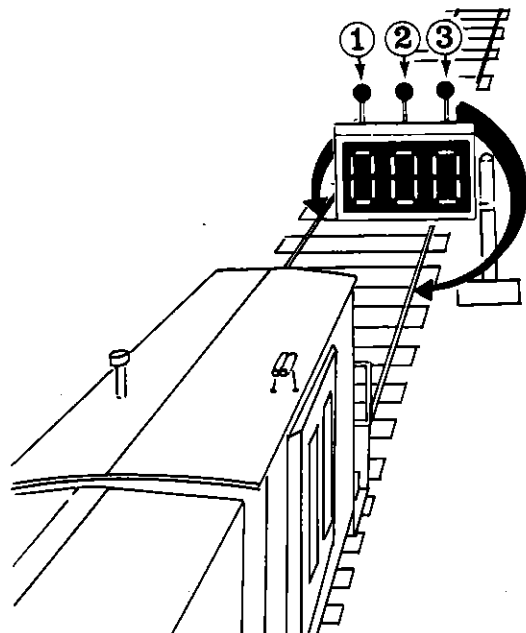
The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- a. If employees other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.
- b. If the monitor display board on a Type C detector displays "000" after train has passed scanner location.
- c. If personnel at location of recorder of a Type D detector advises it is safe to proceed to terminal.

The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection at another location provided it is no more than 10 miles in advance of or beyond detector site.

ALL SUBDIVISIONS

TYPE C: NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS.



The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ①②③ are normally dark, but when a hot bearing is detected, lights ① (right side of train) or ② (left side of train) will immediately display a flashing white light to identify the side of train on which the hot bearing was detected.

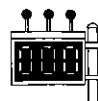
When an additional hot bearing is detected, the center indicator light ③ will also commence flashing. To assist in locating hot bearing, the detector will count the number of axles from the first hot bearing detected to the rear of train. Two seconds after train has passed the detector, the numerical board will illuminate and display the accumulated axle count for 90 seconds.

ALL SUBDIVISIONS

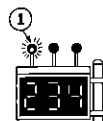
The following are the various displays possible as would be viewed looking back from rear of train and the corresponding required train inspection:

DISPLAY

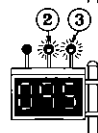
REQUIRED INSPECTION



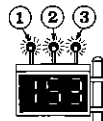
No inspection required



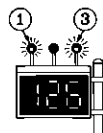
Inspect for one hot bearing on the 234th axle from rear of train on side indicated. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on **BOTH SIDES**.



Inspect for two or more hot bearings from rear of train to and including the 095th axle on indicated side. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on **BOTH SIDES**.



Inspect for two or more hot bearings from rear of train to and including the 153rd axle on **BOTH SIDES**. If hot bearing is not found on indicated axle, inspect all bearings on car indicated as well as five cars ahead on **BOTH SIDES**.



Inspect for two hot bearings on each side of the 126th axle from rear of train. If hot bearings are not located on indicated axle, all bearings of car indicated as well as five cars ahead and behind must be inspected on **BOTH SIDES**.

TYPE D: REMOTE READOUT AT TERMINAL

When white light is flashing on instrument house, train must be stopped promptly and crew member must contact personnel at location of recorder to determine location of hot bearing to be inspected. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on both sides.

Personnel at recorder may authorize train to proceed to terminal without making inspection.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Crew members must have in their possession a tempilstik, if available, when making ANY walking inspection of train.

Passenger cars with bearings located behind the wheels (Amfleet equipment) will not permit the use of tempilstik. Hot bearing on these cars will be indicated by strong odor (stink) from built-in heat indicator.

When a roller bearing car experiences two hot box detector actuations and overheated journal cannot be found, car must be set out. Connecting crew, if any, must be notified by incoming crew of any roller bearing car experiencing a hot box actuation and car was not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

A box car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movement except preparatory to and during unloading or loading.

ALL SUBDIVISIONS

When making walking inspection of a CWR train carrying a full or partial load, the following items must be inspected:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

HAZARDOUS MATERIALS

RULE 827-A.

Unless specifically authorized by Superintendent, "K" trains excluding locomotives must not exceed 8,000 feet, except:

Between Englewood and West Bridge Jct. must not exceed 10,000 feet, and;

On Rockland Branch must not exceed 8,000 tons or 8,000 feet in length.

RULE 874. Enginemen must specifically look for defects in Shock Absorber on locomotives equipped with HTC Trucks:

What To Do in Case Defect is Noted:

1. Reduce train speed to not over 50 miles per hour.
2. Notify Dispatcher of defective condition.
3. Enter defect on Form CS 2326 for correction.

AIR BRAKE RULES

RULE 9. The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700 - 75799	SP 354000 - 354749	SP 491000 - 491059
SSW 78500 - 78599	SP 463500 - 464899	SP 492000 - 492039
SP 333500 - 334399	SP 467500 - 467549	SP 500604
SP 337500 - 337599	SP 480000 - 480193	SP 590000 - 590099
SP 345000 - 345699		

The following series of cars are equipped with empty-load brake system, which has automatic change-over feature proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP 323000 - 323239	SP 354750 - 355299	SP 481000 - 481149
SP 329310 - 329359	SP 463337	SP 590100 - 590131
SP 329620 - 329629	SP 463486	SP 595500 - 595624
SP 337600 - 337699	SP 464900 - 467049	

RULE 14. Unless otherwise restricted maximum tonnage to be handled behind engines with helpers entrained:

TERRITORY	Road Engine	Helper Engine
All main tracks	10,000	8,500

RULE 24-E. Applies at Beaumont, Lafayette Yard and Avondale.

RULE 24-G. Will apply at Echo, Lafayette Yard and Prosser.

RULE 33. Unless otherwise restricted, trains may operate at maximum speed permitted by "TOPS" ID symbol provided:

1. Tons per axle of operative dynamic brake does not exceed 350 tons; and
2. Total cars in train, tons per operative brake and the number of mechanical refrigerator cars (TOPS CODE; "RML or RM") meet the requirements of the following table:

ALL SUBDIVISIONS

TONS PER OPERATIVE BRAKE FOR ENTIRE TRAIN				
	80 + to 85	85 + to 90	90 + to 95	95 + to 100
Total Length of Train in Cars	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required
40 or less	None	None	None	None
41-45	None	None	None	3
46-50	None	None	4	8
51-55	None	5	10	16
56-60	7	14	26	32
61-65	14	28	35	43
66-70	30	38	45	53
71-75	39	48	55	63
76-80	48	56	64	72
81-85	58	66	74	82
86-90	67	76	85	
91-95	77	86		
96-100	87			

Trains that do not qualify under the above table may operate at speed specified in following table not exceeding maximum speed allowed by "TOPS" ID symbol provided:

1. Tons per axle of operative dynamic brake does not exceed 500 tons; and
2. Total cars in train, and tons per operative brake meet the requirements of the following table:

(This table is only to be used to compute allowed speeds above 45 MPH.)

Number Of Cars In Train	TONS PER OPERATIVE BRAKE			
	80 + to 85	85 + to 90	90 + to 95	95 + to 100
1 to 40	speed sign speed	speed sign speed	speed sign speed	speed sign speed
41 to 45	speed sign speed	speed sign speed	speed sign speed	speed sign -5 MPH
46 to 50	speed sign speed	speed sign speed	speed sign -5 MPH	speed sign -10 MPH
51 to 55	speed sign speed	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH
56 to 60	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH
61 to 65	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH	
66 to 70	speed sign -15 MPH	speed sign -20 MPH		
71 to 75	speed sign -20 MPH			

RULE 49. Not more than 10 units operative or inoperative may be entrained on head end of any train.

MISCELLANEOUS

1. SPEED RESTRICTIONS FOR TRAINS

a. Trains identified with multiple TOPS train identification symbols (example AVLAY/AVBAT 24) are authorized to operate at the highest maximum authorized speed permitted for any symbol within the train identity. Speed restrictions on empties, cars containing hazardous materials, and restricted cars are still applicable in determining maximum authorized speed.

b. When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

2. SPEED RESTRICTIONS FOR LOCOMOTIVE:

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASS	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
SP-SSW					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	261
@1100	65	ES408		51,750	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
@1600-1611	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASS	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
2868-2899	70	ES418	ST	63,250	253
2961-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4153	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EP623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6901-6921	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
7200-7201	70	EF435	EF	69,500	278
7230-7231	70	EF435	EF	69,500	278
7300-7399	70	EF630	EF	102,750	411
7400-7599	70	EF632	EF	98,500	394
7600-7607	70	EF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419
7930-7936	70	GF630	ET	104,750	419
7940-7963	70	EF430	EF	69,500	278
8230-8299	70	EF630	EF	97,750	391
8300-8341	70	EF630	EF	102,500	410
8350-8391	70	EF630	EF	102,500	410
8489-8573	70	EF630	EF	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
9157-9404	70	EF636	EF	102,750	411
9500-9504	70	EF642	ET	103,250	413
AMTRAK:					
200-360	70	EP430A		63,500	254
361-390	70	EP430A		64,750	259
700-724	70	GP630A		96,500	386
CR ENGINES:					
1967-2023	70	GF423			
2100-2112	70	EP420			
2168-2249	70	EF423			
2250-2399	70	EF425			
2500-2685	70	GF425			
2700-2788	70	GF423			
2822-2823	70	GF428			
2830-2889	70	GF430			
2890-2970	70	GF433			
3000-3385	70	EF430			
3620-3692	70	EF425			
6000-6051	70	EF625			
6066-6239	70	EF636			
6240-6357	70	EF630			
6358-6499	70	EF630			
6500-6519	70	GF625			
6520-6534	70	GF628			
6535-6539	70	GF630			
6540-6578	70	GF633			
6579-6583	70	GF630			
6587-6599	70	GF636			
6654-6666	50	EF636			
6700-6718	70	GF623			
6900-6924	70	EF618			
6925-6959	70	EF620			
7000-7483	70	EF418			
7496-7559	70	EF418			
7656-8281	70	EF420			
L&N:					
501-545	70	EF418		61,750	247
900-904	70	EF418		61,750	247
910-914	70	AF418		62,750	251
950-959	70	AF418		62,750	251
1000-1079	70	EF423		63,000	252
1100-1128	70	EF425		65,250	261
1200-1224	70	EF625		93,250	373
1225-1258	70	EF630		96,250	385
1259-1278	50	EF630		96,750	387
1279-1294	70	EF625		95,500	390
1330-1335	70	AF420		63,750	255
1350-1378	70	AF420		63,750	255
1425-1435	70	AF630		97,700	391
1470-1498	70	GF630		104,850	419
1500-1527	70	GF625		92,250	369
1529-1530	70	GF625		92,250	369
1532	70	GF625		92,250	369
1528, 1531, 1533	70	GF628		103,000	412
1534-1582	70	GF630		92,250	369
1600-1626	70	GF425		67,250	269
2500-2502	70	GF428		67,250	269
2503-2509	70	GF630		82,250	369
2700-2824	70	GF423		67,250	269
3000-3029	70	EF430		66,250	265
3554-3613	50	EF630		66,250	265

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLASS	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
4000-4144	70	EF420		67,000	268
5115-5129	70	GF423		67,250	269
6011-6050	70	EF420		67,000	268
7000-7035	70	GF630		96,250	385
7513-7523	70	AF628		97,700	391
#8000-8039	70	EF630		96,250	385
MoPAC:					
2002-2334	70	EF420		65,750	263
2550-2564	70	EF425		63,250	253
2600-2616	70	EF420		65,750	263
2965-2999	70	GF630		98,500	394
3000-3089	70	EF630		93,750	375
#3090-3321	70	EF630		98,000	392
3500-3529	70	EF435		83,400	278
4500-4684	70	GF423		67,500	266
#6000-6073	70	EF630		98,000	392
SOU:					
210-214	70	EF425		63,250	253
215-223	70	EF625		94,000	376
2525-2643	70	EF423		62,750	251
2645-2715	70	EF425		64,500	258
2716-2822	70	EF420		63,250	253
2823-2886	70	EF420		62,250	249
3000-3099	70	EF625		95,500	382
3100-3169	70	EF636		98,750	395
3170-3200	70	EF630		94,750	379
3201-3287	50	EF630		93,750	375
3288-3328	70	EF630		93,750	375
3800-3804	70	GF630		98,500	394
3805-3814	70	GF633		99,250	397
3815-3820	70	GF436		70,000	280
3900-3969	70	GF423		64,500	259
3970-4023	70	GF423		65,250	261
4600-4605	70	EF426		63,750	255
5000-5256	70	EF420		69,250	277
7000-7092	70	EF435		64,250	257
SCL:					
250-392	70	GF418		61,750	247
550-559	70	EF420		67,000	268
700-1002	56	EF415		62,250	249
1063-1065	56	EF418		61,250	245
1309-1343	56	EF423		62,500	250
1400-1415	56	EF425		65,250	261
1500-1635	59	EF430		66,250	265
1640-1656	59	EF430		66,500	266
1700-1718	60	GF430		66,250	265
1720-1747	67	GF633		66,750	267
1748-1855	60	GF436		67,750	271
1900-1970	61	EF625		93,250	373
2000-2044	66	EF636		98,000	392
2045-2059	71	EF636		96,750	387
2121-2124	67	GF630		92,250	369
5100-5114	62	GF423		67,250	269
5140-5154	70	GF423		66,750	267
6000-6050	70	EF420		66,000	264
7016-7031	68	GF630		96,250	385
#8040-8066	71	EF630		96,250	385

Equipped with HTC trucks and truck snubbers.

① RCE Master.

② RCE Remote.

③ Mother. ④ Mate.

@ Locomotives not equipped with alignment control couplers.

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by a train order. The train order must include the speed and weight of the locomotive as well as its starting tractive effort if it is to be operative in the train.

Unless otherwise notified in writing or verified by a Mechanical Department employee, a locomotive that does not appear in these tables must be considered as a locomotive that is NOT equipped with alignment control couplers.

Engines 8800-9404 may only be operated between Englewood and West Bridge Jct.

Except:

Engines 8800-9156 may be operated between Beaumont and Prosser when authorized by Train Order Reading "You are authorized to operate with units in your consist."

ALL SUBDIVISIONS

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Scale test cars		
WO-2, SPMW 5868, SSW 99203 (must be handled next to caboose)	30	30
Relief outfits with steam derrick	45*	25*
Locomotive Crane-Piledrivers		
SPMW 4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 96405:		
With boom in place, either end forward ①	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35

* On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted.

① When moving in train with boom in place, operator must be on board.

Unless specifically authorized, all relief outfit cranes, locomotive cranes and pile drivers must not operate over routes having maximum load limits of less than 263,000 lbs.; and must observe all restrictions applying to cars weighing over 210,000 lbs.

MAXIMUM SPEED PERMITTED WITH RELIEF CRANES

Location	Main Track
SP MW 7140 El Paso	45
SP MW 5846 Sanderson	45
SP MW 5848 Lafayette	35
SSW MW 96006 Pine Bluff	45
SP MW 7113 Houston	35

On curves where speed is 45 MPH or less speed must be reduced to 5 MPH less than shown on speed signs.

Relief outfits, with boom forward, are restricted to 20 MPH.

4. OTHER SPEED RESTRICTIONS	MPH
Trains handling hazardous material listed in Rule 827-A	55
Engines operated from other than lead locomotive in direction of movement	20
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling pipe loaded on 89 ft. flat cars	55
Trains handling empty PC 598500-598999, CR 598500-598999	45
Loaded Continuous Welded Rail (CWR) Trains	45*
Trains handling empties, except cabooses	55

* Loaded CWR trains must be handled separately from other trains.

5. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER

(a) On Train AVLAT and trains on the Rockland Branch any car measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train.

Trains and engines with cars between Avondale and East Bridge Jct. in excess of 7500 tons must not have any cars measuring less than 42 feet in length coupled to a car longer than 73 feet in length within the first 40 cars behind engine.

(b) The following restriction will apply on the Rockland Branch and to trains HOSOY and HOLNY:

When the tonnage of any train including local or road switcher exceeds 4,000 tons, each of the first five cars behind engine must weigh 50 tons or more.

This restriction will not apply:

1. Where there are less than 20 loaded cars in train.

ALL SUBDIVISIONS

2. When there are not 5 loaded cars in train weighing 50 tons or more.

(c) The following restriction will apply on the Rockland Branch only:

Trains having over 9,000 tons must not have any car weighing less than 60 tons in the head 2/5 of total train tonnage excluding road and helper engines.

Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of trains operating on Rockland Branch.

(d) It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when making up or changing consist of train. The following are requirements governing train makeup:

1. Trains consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.
2. Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by Division Officer or Chief Train Dispatcher.

3. Train mass profile graph should be used to monitor train makeup when available.

4. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Train Dispatcher for instruction.

(e) Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

6. DOUBLE STACK ARTICULATED CARS (ID5, ID3):

A. They are to be positioned on headend of train when loaded.

B. They are to be considered the equivalent of three (3) cars when:

1. Determining tons per operative brake;
2. Train tonnage requires the first five cars behind engine to weigh 50 tons or more;
3. Considering maximum load limit.

C. Series SP513302 to SP513343 are to be considered the equivalent of five cars and SP513301 the equivalent of three cars when determining proper position in train of placarded cars containing hazardous materials.

7. LOAD LIMIT: (car and contents):

Other than Branches	315,000 pounds
Branches	315,000 pounds

Exceptions:

Lake Arthur Branch between MP 4.1 and Lake Arthur	210,000 pounds
Alexandria Branch between Cheneyville and Opelousas	251,000 pounds
Kaplan and I. & V. Jct.	251,000 pounds
Youngsville Branch	251,000 pounds
Houma Branch	283,000 pounds
Napoleonville Branch	251,000 pounds
St. Martinville Branch between:	
Lafayette Yard and Breaux Bridge	251,000 pounds
#Breaux Bridge and St. Martinville	230,000 pounds

Unless authorized by Superintendent, heavier loads will not be handled.

Maximum load limit on spur between Patoutville and Patoutville Sugar Refinery must not exceed 251,000 pounds gross load.

#Loads of more than 169,000 lbs. not to exceed 230,000 lbs. must be spaced not less than two empty cars from engine or any load. Speed must not exceed 6 MPH over Drawbridge 8.1 serving Levert St. John Sugar Mill (Levert Spur).

Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 axle cars when load limit of car is not exceeded.

Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 axle cars, with a maximum of 3 cars coupled together, when load limit of cars is not exceeded.

ALL SUBDIVISIONS

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Scale test cars		
WO-2, SPMW 5868, SSW 99203 (must be handled next to caboose)	30	30
Relief outfits with steam derrick	45*	25*
Locomotive Crane-Piledrivers		
SPMW 4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 96405:		
With boom in place, either end forward ⊙	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35

* On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted.

⊙ When moving in train with boom in place, operator must be on board.

Unless specifically authorized, all relief outfit cranes, locomotive cranes and pile drivers must not operate over routes having maximum load limits of less than 263,000 lbs.; and must observe all restrictions applying to cars weighing over 210,000 lbs.

MAXIMUM SPEED PERMITTED WITH RELIEF CRANES

Location	Main Track
SP MW 7140 El Paso	45
SP MW 5846 Sanderson	45
SP MW 5848 Lafayette	35
SSW MW 96006 Pine Bluff	45
SP MW 7113 Houston	35

On curves where speed is 45 MPH or less speed must be reduced to 5 MPH less than shown on speed signs.

Relief outfits, with boom forward, are restricted to 20 MPH.

4. OTHER SPEED RESTRICTIONS	MPH
Trains handling hazardous material listed in Rule 827-A ...	55
Engines operated from other than lead locomotive in direction of movement	20
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling pipe loaded on 89 ft. flat cars	55
Trains handling empty PC 598500-598999, CR 598500-598999	45
Loaded Continuous Welded Rail (CWR) Trains	45*
Trains handling empties, except cabooses	55

* Loaded CWR trains must be handled separately from other trains.

5. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER

(a) On Train AVLAT and trains on the Rockland Branch any car measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train.

Trains and engines with cars between Avondale and East Bridge Jct. in excess of 7500 tons must not have any cars measuring less than 42 feet in length coupled to a car longer than 73 feet in length within the first 40 cars behind engine.

(b) The following restriction will apply on the Rockland Branch and to trains HOSOY and HOLNY:

When the tonnage of any train including local or road switcher exceeds 4,000 tons, each of the first five cars behind engine must weigh 50 tons or more.

This restriction will not apply:

1. Where there are less than 20 loaded cars in train.

ALL SUBDIVISIONS

2. When there are not 5 loaded cars in train weighing 50 tons or more.

(c) The following restriction will apply on the Rockland Branch only:

Trains having over 9,000 tons must not have any car weighing less than 60 tons in the head 2/5 of total train tonnage excluding road and helper engines.

Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of trains operating on Rockland Branch.

(d) It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when making up or changing consist of train. The following are requirements governing train makeup:

1. Trains consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.
2. Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by Division Officer or Chief Train Dispatcher.
3. Train mass profile graph should be used to monitor train makeup when available.
4. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Train Dispatcher for instruction.

(e) Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

6. DOUBLE STACK ARTICULATED CARS (ID5, ID3):

- A. They are to be positioned on headend of train when loaded.
- B. They are to be considered the equivalent of three (3) cars when:

1. Determining tons per operative brake;
2. Train tonnage requires the first five cars behind engine to weigh 50 tons or more;
3. Considering maximum load limit.

C. Series SP513302 to SP513343 are to be considered the equivalent of five cars and SP513301 the equivalent of three cars when determining proper position in train of placarded cars containing hazardous materials.

7. LOAD LIMIT: (car and contents):

Other than Branches	315,000 pounds
Branches	315,000 pounds

Exceptions:

Lake Arthur Branch between MP 4.1 and Lake Arthur	210,000 pounds
Alexandria Branch between Cheneyville and Opelousas	251,000 pounds
Kaplan and I. & V. Jct.	251,000 pounds
Youngsville Branch	251,000 pounds
Houma Branch	283,000 pounds
Napoleonville Branch	251,000 pounds
St. Martinville Branch between:	
Lafayette Yard and Breaux Bridge	251,000 pounds
#Breaux Bridge and St. Martinville	230,000 pounds

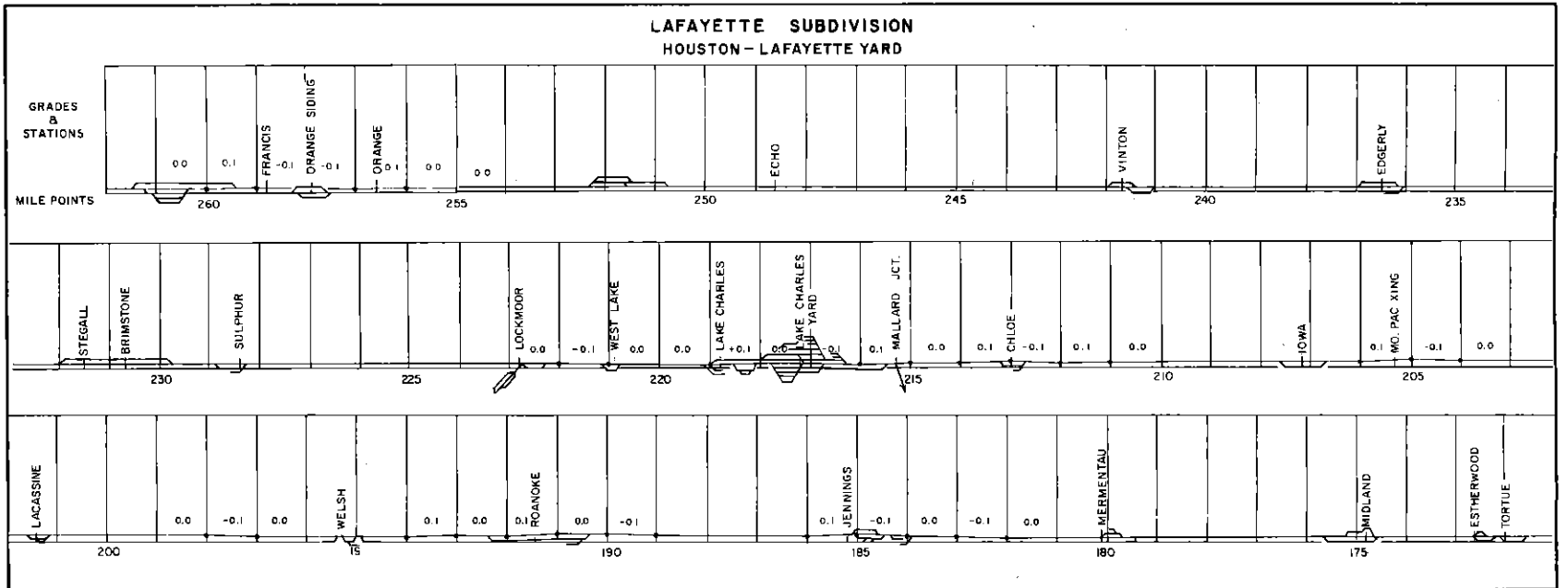
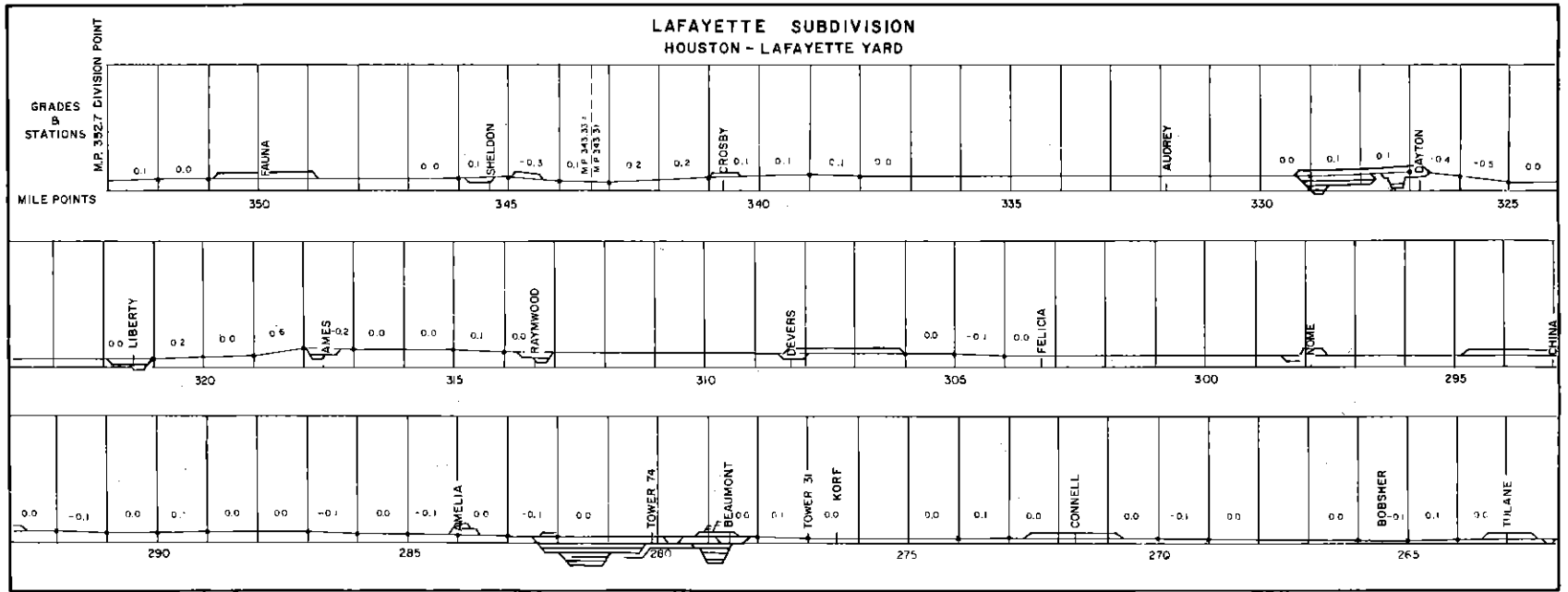
Unless authorized by Superintendent, heavier loads will not be handled.

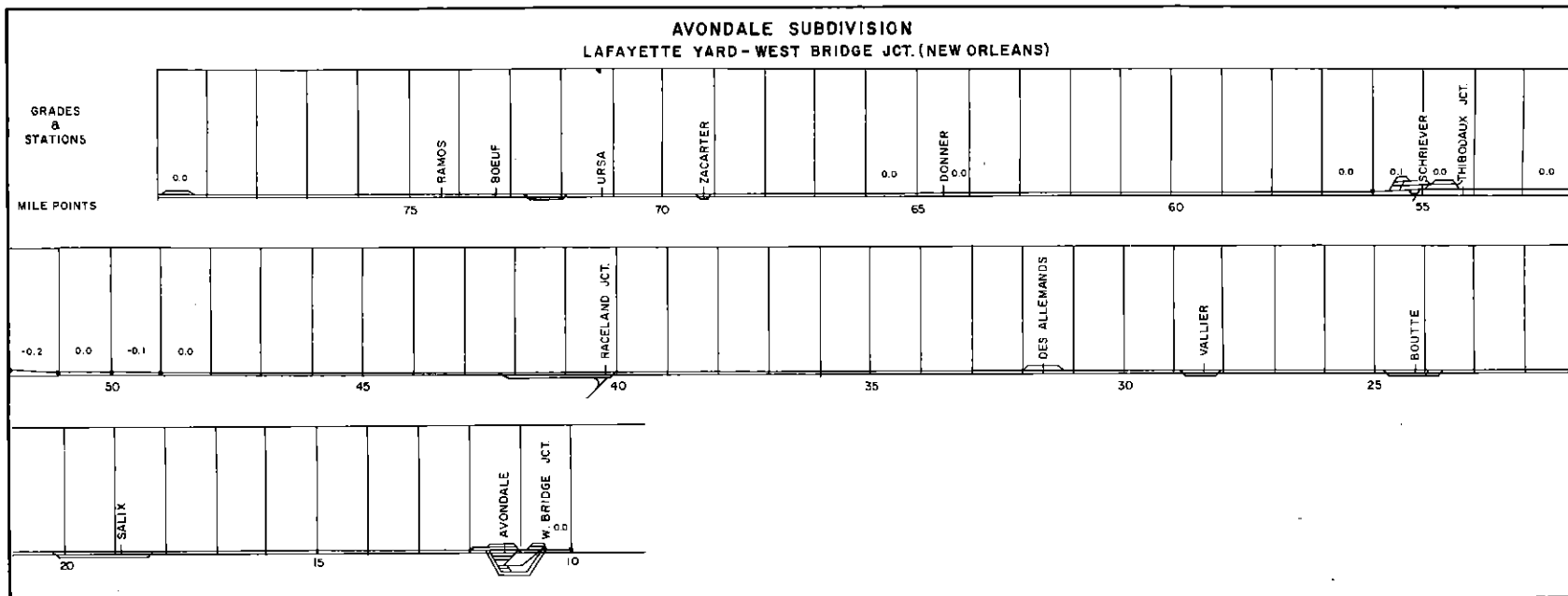
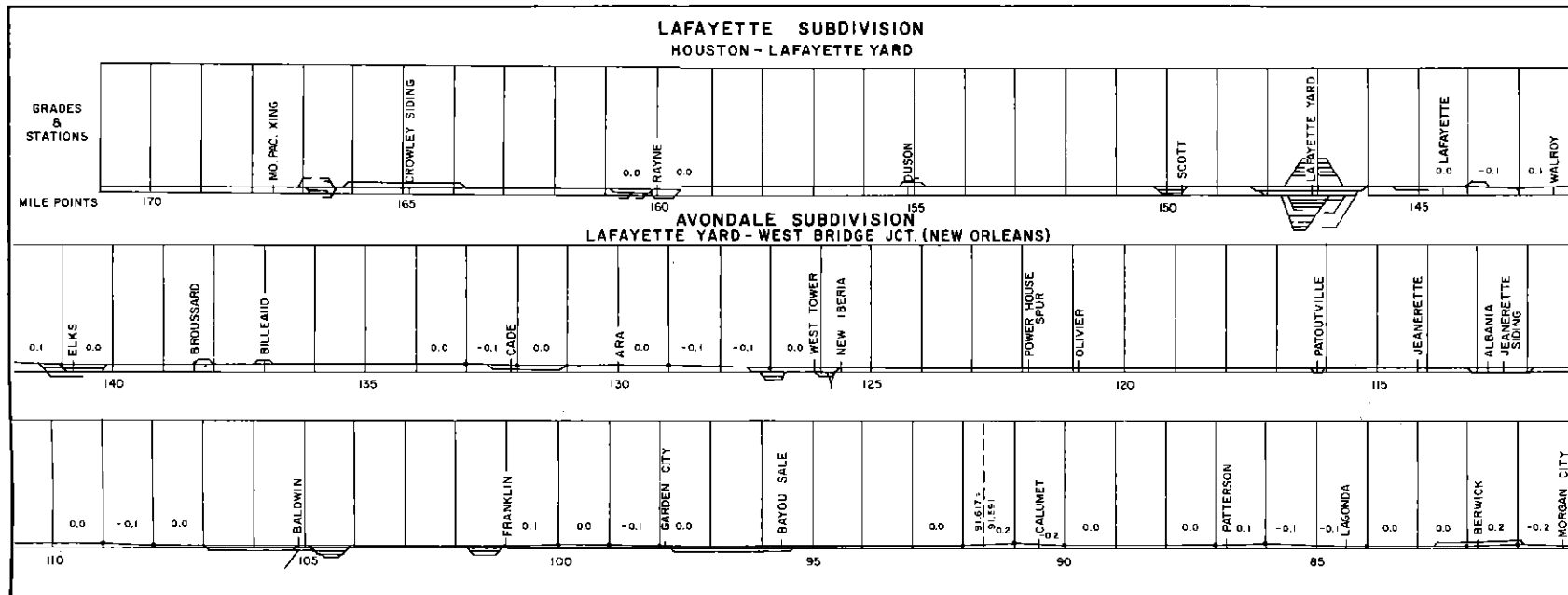
Maximum load limit on spur between Patoutville and Patoutville Sugar Refinery must not exceed 251,000 pounds gross load.

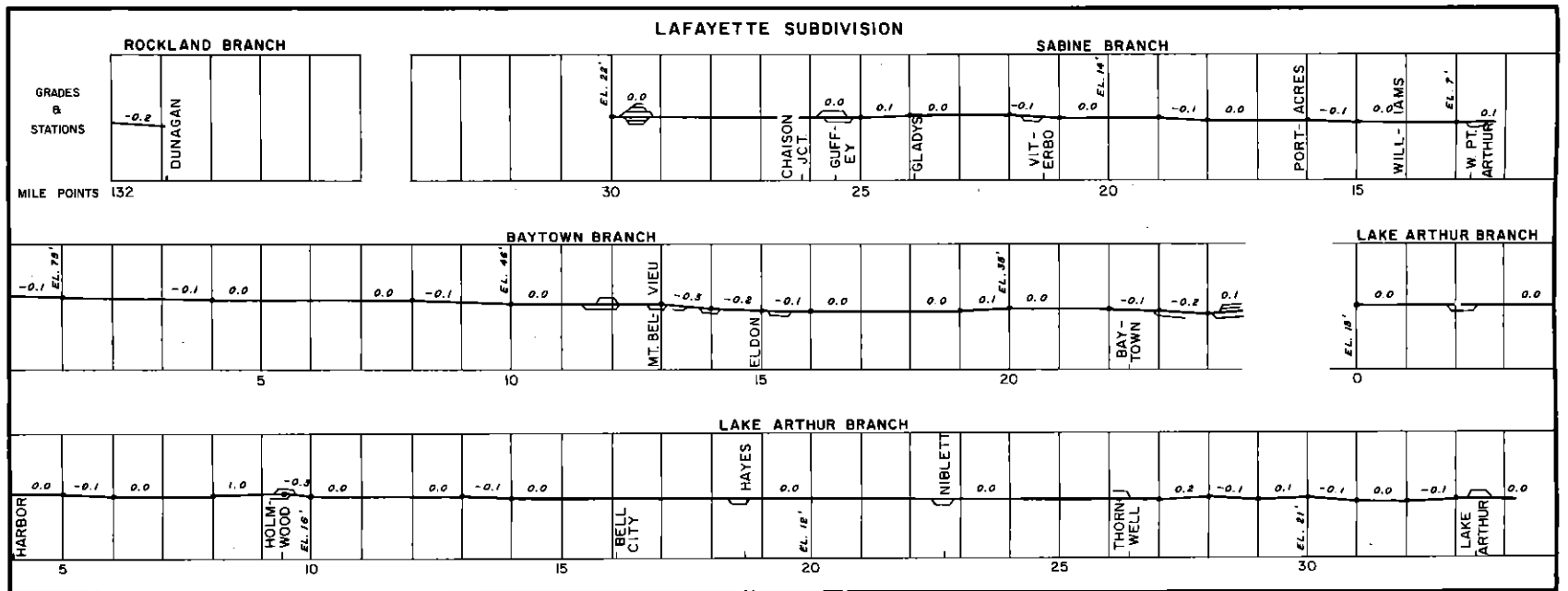
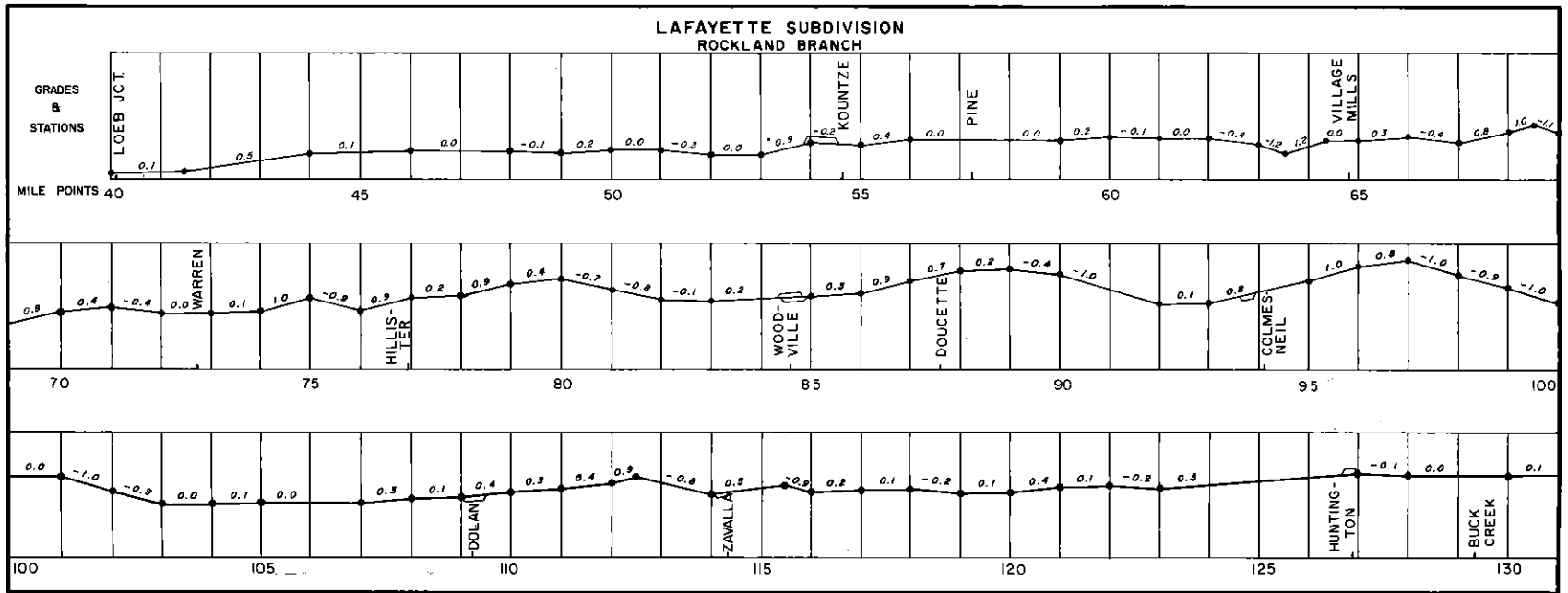
#Loads of more than 169,000 lbs. not to exceed 230,000 lbs. must be spaced not less than two empty cars from engine or any load. Speed must not exceed 6 MPH over Drawbridge 8.1 serving Levert St. John Sugar Mill (Levert Spur).

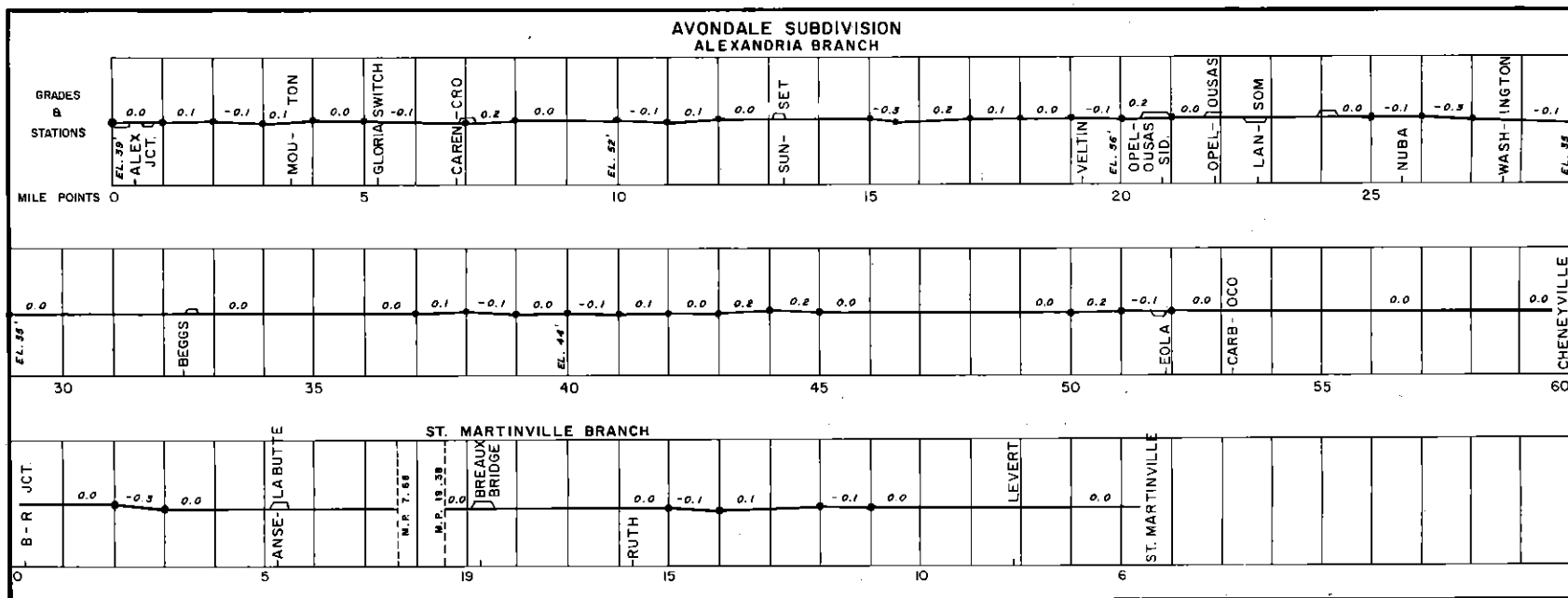
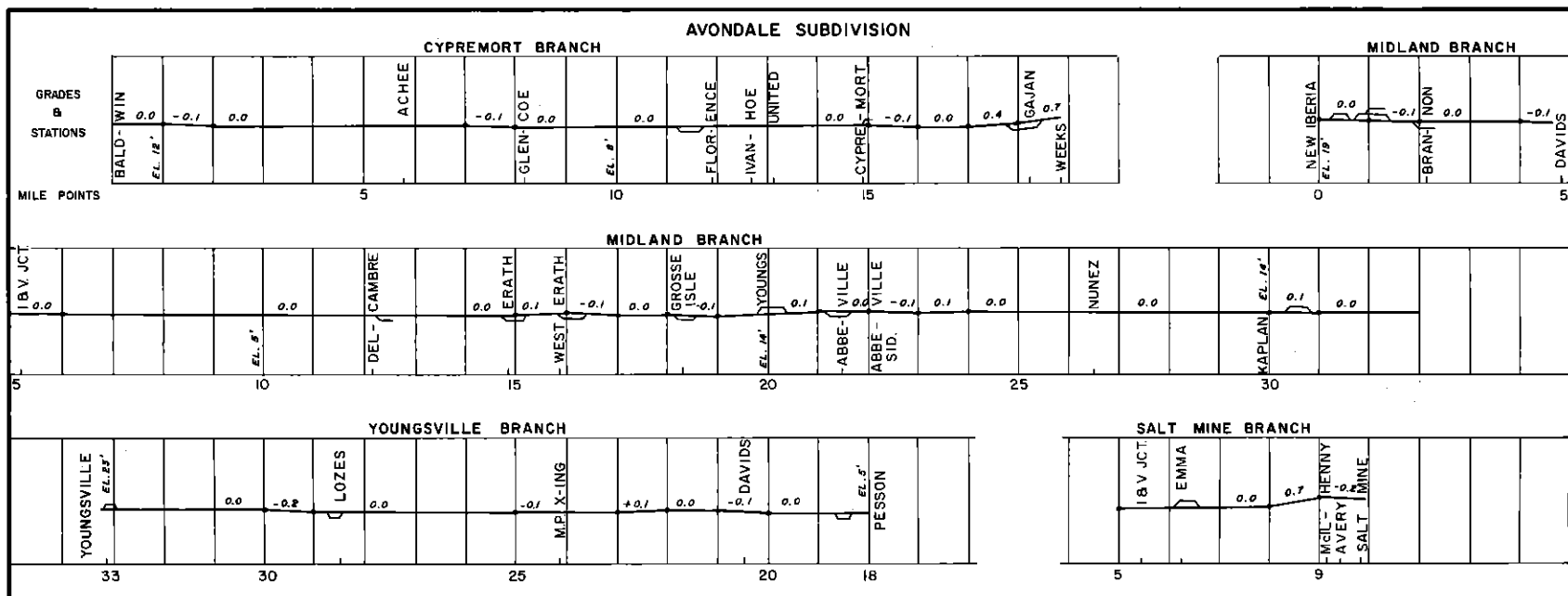
Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 axle cars when load limit of car is not exceeded.

Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 axle cars, with a maximum of 3 cars coupled together, when load limit of cars is not exceeded.









AVONDALE SUBDIVISION															
HOUMA BRANCH															
GRADES & STATIONS	SCHRIEVER														
	0.0	-0.1			0.0					0.0					
	EL. 17'									EL. 13'					
MILE POINTS	0				5					10				15	
NAPOLEONVILLE BRANCH															
THIBOD. EL. 16'															
	0.0									0.0					
	EL. 14'														
MILE POINTS	0				5					10				15	
LOCKPORT BRANCH															
RACELAND JCT. EL. 7'															
	0.0									0.0				0.0	
	EL. 9'														
MILE POINTS	0									5				10	

