DIVISION OFFICERS

S. J. MASSEY, JR., Superintendent.....New Orleans, La.

W. R. BEVAN, Train Master.....New Orleans, La.

W. L. ELLIOTT, Asst. Train Master.....New Orleans, La.

A. K. ELLZEY, Chief Dispatcher.....Jackson, Miss.

L. P. HUTCHINSON, Asst. Chief Dispatcher....Jackson, Miss.

W. R. HEIRTZLER, Chief Dispatcher,.....Vicksburg, Miss.

S. A. SNIDER, Asst. Chief Dispatcher.....Vicksburg, Miss.

SPEED TABLE

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

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

Illinois Central
RAILROAD

NEW ORLEANS TERMINAL DIVISION

TIME TABLE No.

50

Taking Effect at 12:01 a. m.,

SUNDAY, APRIL 30, 1950

Superseding Time Table No. 49

Dated January 15, 1950

FOR THE GOVERNMENT OF EMPLOYES ONLY

C. F. DUGGAN, Vice-President.
S. F. LYNCH, General Manager.
C. J. FITZPATRICK, Gen. Supt. of Transportation.
R. L. TOOKER, Supt. Transportation.
S. J. MASSEY, JR., Superintendent

PEERLESS PRINTING CO., NEW ORLEANS

SOUTHWARD

Sidings, Standing Room Cars with Engine	Miles from Chicago	TIME TABLE No. 50 Taking Effect April 30, 1950 STATIONS	FIRST CLASS								
			107	35		105	5	25	111	3	
			S. P. No. 6	Gulf C'st Lines No. 10		S. P. No. 4	The Panama Limited	Southern Express	S. P. No. 2	The Louisiane	
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	
....	901	..O.....ORLEANS JCT.....	.....	L 6 40AM	.....	.....	L 8 55AM	L 11 00AM	.....	L 6 50PM	.....
		1.0									
....	902	.....KENNER.....25	.....	6 42	.....	.....	8 57	s 11 02	.....	6 52	.....
		2 6									
....	904	..O..... MAYS YARD	.....	6 46	.....	.....	9 01	f 11 08	.....	6 56	.....
		2.0									
....	906	.....EAST BRIDGE TOWER.....	L 6 25AM	6 49	.....	L 7 10AM	9 04	11 11	L 3 35PM	6 58	.....
		2 2									
....	908	.....SOUTHPORT TOWER	6 27	6 52	.....	7 12	9 07	11 13	3 37	7 01	.....
		1.3									
....	910	.....CARROLLTON.....10	s 6 33	s 6 56	.....	s 7 18	s 9 11	s 11 17	s 3 43	s 7 05	.....
		0.9									
....	911	.....POYDRAS JCT.....	6 38	7 00	.....	7 23	9 13	11 22	3 48	7 10	.....
		1.6									
....	912	..... NEW ORLEANS.....10	A 6 45AM	A 7 10AM	.....	A 7 30AM	A 9 30AM	A 11 30AM	A 4 00PM	A 7 15PM	.....

SOUTHWARD—Continued

Sidings, Standing Room Cars with Engine	Miles from Chicago	TIME TABLE No. 50 Taking Effect April 30, 1950 STATIONS	FIRST CLASS								
			113	37		1					
			S. P. No. 8	Gulf C'st Lines No. 4		City of New Orleans					
			Daily	Daily		Daily					
....	901	..O.....ORLEANS JCT.....	.....	L 7 10PM	.....	L 11 25PM	.....	.....	.....	.....	.....
		1.0									
....	902	.....KENNER.....25	.....	7 12	.....	11 27	.....	.....	.....	.....	.....
		2.6									
....	904	..O..... MAYS YARD	.....	7 16	.....	11 31	.....	.....	.....	.....	.....
		2.0									
....	906	.....EAST BRIDGE TOWER.....	L 6 55PM	7 19	.....	11 34	.....	.....	.....	.....	.....
		2 2									
....	908	.....SOUTHPORT TOWER.....	6 59	7 22	.....	11 37	.....	.....	.....	.....	.....
		1.3									
....	910	.....CARROLLTON.....10	s 7 07	s 7 26	.....	s 11 41	.....	.....	.....	.....	.....
		0.9									
....	911	.....POYDRAS JCT.....	7 13	7 30	.....	11 43	.....	.....	.....	.....	.....
		1.6									
....	912	..... NEW ORLEANS.....10	A 7 30PM	A 7 35PM	.....	A 11 55PM	.....	.....	.....	.....	.....

NORTHWARD

Siding, Standing, Room Cars with Engine	Miles from New Orleans	TIME TABLE No. 50 Taking Effect April 30, 1950 STATIONS	FIRST CLASS 2 City of New Orleans	34 Gulf C'st Lines No. 3		112 S. P. No. 7	106 S. P. No. 1	6 The Panama Limited	22	26 Northern Express	
...	11.5	C. ORLEANS JCT.	A 8 17AM	A 8 32AM	.....	.....	.....	A 4 32PM	A 5 55PM	A 8 55PM	.....
		1.0									
...	10.5	KENNER 25	8 15	8 30	.....	.....	.....	4 30	s 5 51	8 53	.....
		2.6									
...	8.0	C. MAYS YARD	8 12	8 27	.....	.....	.....	4 27	f 5 47	8 49	.....
		2.0									
...	6.0	EAST BRIDGE TOWER	8 10	8 24	.....	A 9 01AM	A 11 16AM	4 25	5 44	8 45	.....
		2.2									
...	3.8	SOUTHPORT TOWER	8 08	8 21	.....	8 58	11 13	4 23	5 41	8 41	.....
		1.2									
...	2.5	CARROLLTON 10	s 8 06	s 8 17	.....	s 8 54	s 11 09	s 4 21	s 5 37	s 8 37	.....
		1.0									
...	1.6	POYDRAS JCT.	8 04	8 15	.....	8 50	11 05	4 19	5 35	8 35	.....
		1.6									
...	...	NEW ORLEANS 10	L 8 00AM	L 8 10AM	.....	L 8 45AM	L 11 00AM	L 4 15PM	L 5 30PM	L 8 30PM	.....
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	

NORTHWARD—Continued

Siding, Standing, Room Cars with Engine	Miles from New Orleans	TIME TABLE No. 50 Taking Effect April 30, 1950 STATIONS	FIRST CLASS 114 S. P. No. 3	38 Gulf C'st Lines No. 9		108 S. P. No. 5					
...	11.5	C. ORLEANS JCT.	.....	A 10 12PM	.....	.....	.....	.....	.....	.....	.....
		1.0									
...	10.5	KENNER 25	.....	10 10	.....	.....	.....	.....	.....	.....	.....
		2.6									
...	8.0	C. MAYS YARD	.....	10 07	.....	.....	.....	.....	.....	.....	.....
		2.0									
...	6.0	EAST BRIDGE TOWER	A 9 16PM	10 04	.....	A 11 16PM	.....	.....	.....	.....	.....
		2.2									
...	3.6	SOUTHPORT TOWER	9 13	10 01	.....	11 13	.....	.....	.....	.....	.....
		1.2									
...	2.5	CARROLLTON 10	s 9 09	s 9 57	.....	s 11 09	.....	.....	.....	.....	.....
		1.0									
...	1.6	POYDRAS JCT.	9 05	9 55	.....	11 05	.....	.....	.....	.....	.....
		1.6									
...	...	NEW ORLEANS 10	L 9 00PM	L 9 50PM	.....	L 11 00PM	.....	.....	.....	.....	.....
			Daily	Daily		Daily					

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

New Orleans, stationmaster's office.
Government yard, general foreman's office.
Mays Yard, telegraph office.

10 (g). Maintenance of Way Department slow flags will be placed a minimum distance of one mile from point where reduced speed is required.

14. Following code of whistle signals will be used in calling for interlocking signals.

Orleans Junction:

Baton Rouge District trains —— 0

East Bridge Junction:

For main line	——
For Bridge main line	o o o o
For S. P. yard	o o o
For N. O. T. Co. from S. P. yard	o o o
For N. O. T. Co. from south main	o o o
For N. O. T. Co. from Mays yard	o o o
For Mays yard	o o ——

Southport Junction:

To enter crossover from northward main line to Upper Belt	——	——	——
To enter north leg "wye" from southward main line to Upper Belt	——	——	——

21 (a) Between New Orleans and Orleans Jct. the display of white flags and white lights may be omitted on all extra trains, except passenger extras.

83. Train Registers:

Orleans Junction Mays yard, telegraph office.
New Orleans, stationmaster's office.

Trains may register at Orleans Junction and Mays yard by form 905.

83 (a) Northward trains may leave New Orleans without a clearance, but must obtain clearance before leaving Mays Yard.

Southern Pacific trains will be governed accordingly between New Orleans and East Bridge Tower.

Southward trains may leave Orleans Junction, and East Bridge Tower without a clearance.

93. Yards:

New Orleans yard limit extends to Orleans Junction.

Trains or engines leaving end of double track at Southport, will be governed by signal indication of fixed signal 230-ft. south of spring switch, at end of Upper Belt double track, Southport, except trains moving over south leg of Wye or trains not completing movement through interlocking plant, must stop and communicate with signalman, Southport Jct., before movement is made to ascertain route is clear and given his authority to proceed. Telephone located in office at Southport. This does not relieve trainmen of operating in accordance with Rule No. 99. When movement is made over south leg of Wye it must not be started until south leg of Wye switch is properly lined, this to minimize interference to traffic, Jefferson Highway.

Switch crews switching Southport Yard and on Great Southern Box Company lead, must not permit fouling of north leg of Wye or Upper Belt main line without communicating with signalman at Southport Jct., and knowing the way is clear. Telephone located near Great Southern Box Company switch on north leg of Wye and in office at Southport. This does not relieve trainmen of operating in accordance with Rule 99.

Trains or engines must not enter the long crossover Southport from the northward end until the signalman, Southport Junction, has been communicated with and the route ascertained to be clear. Telephone located near northward end long crossover.

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

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

98. **Railroad Crossings Not Interlocked.** Trains and engines must stop at railroad crossings as follows, unless otherwise provided:

Between Monroe and Leonidas Streets, (Upper Belt)	PBRR trains
Dufossat Street (Upper Belt)	PBRR trains
Jena and Cadiz Streets (Upper Belt)	PBRR trains
General Taylor Street (Stuyvesant Docks)	PBRR trains
Toledano Street (Lower Belt)	PBRR trains
Washington Avenue (Lower Belt)	PBRR trains
Celeste Street (Lower Belt)	PBRR trains
Euterpe Street (Lower Belt)	TP-MPT trains
Thalia Street Wharf (Levee Yard)	PBRR trains
Calliope Street (Levee Yard)	PBRR trains
Old Four (Levee Yard)	SPRR trains

Tracks from Thalia Fruit Wharf are constructed with very sharp curvatures. Buildings erected between Thalia Fruit Wharf and main tracks Public Belt Railroad prevent approaching trains, Public Belt Railroad, from being seen. Before crossing Public Belt Railroad tracks, trains and engines must be preceded by a member of the switch crew, who must not give proceed signal unless the tracks of the Public Belt Railroad are seen to be clear.

Engines working Calliope Wharf must not cross L. & N., Public Belt or Old No. 4 crossings, Levee Yard, without first being preceded by a member of train crew, who must not give proceed signal unless the tracks of these three crossings are known to be clear.

Crews using Old No. 4 track, Levee Yard, must not cross without first being preceded by a member of train crew, who must not give proceed signal unless the track leading into Calliope Wharf, and P.B.R.R. track leading to Sou. Pac. yard are known to be clear.

Trains and engines departing from yard tracks, north end, Government Yard, must be preceded by a flagman, and signal must not be given to proceed unless southward main track is known to be clear.

If a northward train or engine using long crossover, Southport, is stopped by fixed signal, movement must not be made until signal displays approach or proceed indication, or until communicating with signalman East Bridge Tower, to ascertain that no train is approaching on northward main track, that the route is clear and authority is given by signalman to proceed.

Before using short crossover to northward main track, trains or engines must communicate with signalman at East Bridge Tower, ascertaining if any movement is in progress on northward main track and that the way is clear before proceeding.

98(a).

Poydras Junction ..... I. C. R. R.
Gates against Poydras Main Line.
South of New Basin Bridge (gates) ... L. & A. R. R.
Terpsichore Street (Lower Belt) ..... TP-MPT
(Gate against ICRR.). Illinois Central crews must restore gates to normal position after completing movement over crossing.

99. Extract from Laws of Louisiana:
When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety, before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

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

TERRITORY OR LOCATION	Passenger train with diesel eng. and passenger eng. with passenger train, light or caboose	Improved mikado engine with passenger or express train, light or with caboose	Banana, dispatch local or mixed train with passenger or improved mikado engine	Other freight engines with train, light or with caboose	Eight wheel loco. cranes	Derricks and engines without trucks and engines backing up with or without cars
	MILES PER HOUR					
Between Orleans Junction and New Orleans	60	45	45	40	30	25
Lower Belt: Between Race Street and Louisiana Avenue	20	20	20	20	20	20
Upper Belt: Between Napoleon Avenue and Southport yard	25	25	25	25	25	25
Southport: Between switches north leg of wye	15	15	15	15	15	15
Diverging routes, through crossovers, junctions, and siding switches.						
No. 15 Crossovers and turnouts: Orleans Jct—switch to Baton Rouge District; Orleans Jct—south crossover interlocking plant; Mays Yard—freight switch, north of Little Farms crossing; Mays Yard crossover to north main, north end; Mays Yard—crossover switches, south main, north end; Southport—spring switch, north end long crossover	25	25	25	25	25	25
On straight track at spring switches when springing points	40	40	40	40	30	25
East Bridge—crossover from north main to south main	10	10	10	10	10	10
Through turnouts at other locations	15	15	15	15	10	10
101 (b). Lower Speeds:						
East Bridge—south main at tower	25	25	25	25	25	25
Upper Belt—Southport—spring switch, end of double track	10	10	10	10	10	10
Curve on southward main line between MP 452.48 to 452.87 that begins 1600 feet south of Protection Levee	45	45	45	40	25	25
Curve on southward main line between MP 453.6 and 453.8, approaching Jefferson Davis Parkway	15	15	15	15	15	15
Curve on northward main line at Poydras Junction railroad crossing	15	15	15	15	15	15
Union Station tracks, New Orleans	5	5	5	5	5	5

When freight cars, not equipped with passenger trucks, are handled in passenger trains maximum speed of dispatch trains for class of engine handling the train, must not be exceeded.

99-102. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediatey stop and will not proceed unti it has been ascertained that track is unobstructed and safe.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of rules 99 and 102.

INSTRUCTIONS GOVERNING OPERATION AND USE OF MARS REAR END OSCILLATING RED LIGHT

Use of the rear end oscillating red light does not in any way relieve train and enginemen from complying with rules 99 and 102.

Light is installed in the roof above rear door of observation cars in streamlined trains.

A selector switch and detailed instructions concerning operation of light are located in electric locker inside of car.

A pilot light marked "Mars Light," located in door of electric locker, is provided to indicate whenever the Mars Light is operating.

When selector switch is in the "On Auto" position light operates automatically when speed is below approximately 18 miles per hour or train is stopped.

Conductors and trainmen on trains equipped with the Mars Light must become familiar with its operation and use and comply with the following instructions:

Selector switch in control box shall be placed in the "On Auto" position at all times—day and night—except as outlined in last paragraph, conditions "A", "B", "C", and "D", or in case of failure of axle generator, or automatic control, in which case selector switch shall be used to manually turn light "on" and "off."

Before departure from originating station it is the duty of flagman to see that light functions when selector switch is in automatic and manual positions. He must know, upon departure from originating station, or any intermediate station, where position of control of selector switch might have been changed, that selector switch is set for automatic control.

If automatic control feature, or axle generator, fails light will burn continuously regardless of speed. In such event light must be operated manually with selector switch.

While pilot light, when lit, indicates light is burning, flagman must make frequent inspections to determine if light is burning and functioning properly.

If both Mars Light and pilot light fail to burn, fuses must be checked.

Mars Lights use a 250-watt 32-volt locomotive headlight bulb. Spare bulb will be carried in rack in electric locker. A burned out bulb must be reported by the conductor to next servicing point where bulb can be replaced.

In multiple track territory, while light is displayed on a preceding train, engineman on a following train on same track, observing the light, must stop a safe distance before light is reached. Engineman on a following train, on an adjacent track, must reduce speed and be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass.

Mars Light must be extinguished under the following conditions: (A) While train is standing in the clear at originating or terminating stations. (B) While switching is being performed from rear of train. (C) While train is clear of main track on siding and until a train to be met or passed has gone; after which light must again be placed in operation before entering main track. (D) When cars equipped with this light are not the rear cars.

103. Man must be stationed on rear car of each train or cut of cars using main track, or moving from one yard to another, and the balance of the crew distributed over the train or cut of cars in position to insure signals being conveyed over the entire train or cut of cars.

109. **Bulletin Boards:**

Union Station	– Stationmaster's office
	– Classers Press
Government yard	– Yard office
	– Engine house
Poydras Yard	– Yard office
Mays Yard	– Telegraph office
	– North end yard office
	– South end yard office
	– Engine house
Stuyvesant Docks	– Yard office
	– Engine house
Levee Yard	– Yard office

D-151. **Two Tracks:**

Orleans Junction to New Orleans.

Southport to Stuyvesant Docks. (Upper Belt).

Louisiana Avenue to Levee Yard. (Lower Belt).

Note: Between Louisiana Avenue and Levee Yard, traffic is reversed and movements must keep to left.

251. On northward and southward main tracks between Orleans Jct. and New Orleans, block signal indications supersede time table superiority without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

This does not relieve train and enginemen from being governed by the provisions of Rule 99.

261. Remote control installation at north end Mays Yard is handled by operator at Mays yard.

When two indication color light signal located on mast of southward home signal 400 ft. north of north crossover, Mays Yard, indicates stop, a train is approaching on southward main track.

When three indication color light signal located on mast of northward home signal 600 ft. south of MP 904 indicates stop, a train is approaching on northward track.

Two indication dwarf signal located south of crossover switch between southward and northward main governs northward train movement through crossover to signal 9022.

When three indication color light signal located 500 ft. north of crossover, south end, Mays Yard, indicates stop, a train is approaching on southward main track.

505. Automatic block system territory extends from Orleans Junction to South Claiborne Ave.

512-513. Electric switch indicators are located on the Upper and Lower Belt Lines and in the vicinity of Stuyvesant Docks and must be operated by trainmen, as follows:

At switch and derail on industry track serving the N. O. Furniture Company leading from IC northward main track north of Dufossat Street and crossing main tracks of NO PBRR.

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

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

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

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

OPERATING INSTRUCTIONS FOR ELECTRIC SWITCH INDICATORS.

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

535. Spring Switches:

Location	Normal Position
Mays Yard - 325 feet north of East Bridge Tower.	For North lead.
Poydras - North end of South Wye Poydras Main Line.	For North Leg of Wye.
Poydras. North leg of wye Poydras Junction.	For northward main track.
Southport. North end of Long Crossover.	For northward main track.
Southport. End of Upper Belt double track.	For southward Upper Belt main.

At end of Upper Belt, double track, Southport, location of spring switch is indicated by reflector sign, 1500-feet in advance of facing point switch and trains and engines must approach prepared to stop unless signal at switch indicates proceed.

When a southward train is stopped by fixed signal indicating the position of switch, end of Upper Belt double track the stop must be made north of Jefferson Highway, and the switch must be examined to know that it is properly lined before using. When a northward train is stopped by fixed signal, movement must not be made until approach indication is displayed, or until after communicating with signalman, Southport Jct., ascertain if route is clear and obtain authority to proceed.

Trains or engines using north leg of wye, Poydras Jct., to northward main line, will be governed by home block signal, located on wye track, 228 feet from point of spring switch. Color light dwarf signal, located 21 feet north of spring switch, governing southward movements will indicate point protection only.

605. Trains or engines from the south intending to use crossover from northward main line to Upper Belt must notify signalman, Southport, before departing from Poydras Junction.

If a train or engine using crossover, Southport Junction, is stopped after clearing derail, and before reaching double track on Upper Belt, they must communicate with signalman, Southport - Telephone located at home signal north leg of wye.

672. Automatic Interlocked Crossings:

Harmony St., P. B. R. R. (Lower Belt).
Jefferson Ave. P. B. R. R. (Upper Belt).

1200. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instruotions:

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

1201. When reduced speed orders are required to be issued on the New Orleans Terminal, Jackson or Vicksburg dispatchers will issue order to their respective trains.

1202. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1203. Gate indicator signals governing train and engine movements are located on both main lines, as follows:

South Claiborne Avenue
South Broad Street
Washington Avenue
Jefferson Davis Parkway
Carrollton Avenue

When red aspect is displayed, trains and engines must stop and then proceed over crossing at restricted speed, looking out for vehicular traffic.

When green aspect is displayed, trains and engines may proceed over crossing.