

Claim Agent

Mr. F. E. Heath, 524-5761; residence 513 Soniat Avenue, 737-9936.

Company Surgeons

Drs. Houston, Roy, Faust and Ewin, 912-13-16 Union Street, 561-1051; Night and Holidays call 945-4141. 3640 Houma Blvd., 456-9014.

For Eye Treatments:—

Drs. Diaz and Antony, 3600 Prytania Street, 891-2822; If no answer call 529-1722.

Jefferson Ave. and Harmony St. Automatic Interlocking

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

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

Crossing with NOT Co. at Florida Ave. and France St.

Engines, trains and yard cuts must stop before crossing N. O. Terminal Company tracks at Florida Avenue and France Street. The stop on the river side of the crossing must be made on the river side of paved roadways in Florida Avenue.

Road Crossing — France Road and Florida Ave.

All crossings over France Road and all crossings over roadways of Florida Avenue on river and lake side of Florida Avenue Canal must be protected by a member of the yard crew preceding the engine, train or yard cut on the ground and flagging over the crossing. At crossings where flasher lights are installed flagging as above is not required.

Florida Avenue — Industrial Canal Bridge

At Florida Avenue-Industrial Canal Drawbridge, approaching trains and engines will blow one long sound (same as Rule 14 (m), and must stop at stop board and not proceed until drawbridge is in proper position, and the way is known to be clear. Trainmen, prior to crossing, must inspect both sets of Conley joints, one pair at each end of lift span. Trainmen must obtain OK from Bridge Tender before proceeding across bridge.

**France Road Interlocking
(L & N RR and Industrial Canal)**

Controls signals and switches at L&N-PB Crossings, France Road.

Whistle Code — France Road Interlocking

Movement in either direction, Main Line. 0 - 0
Movement in or out of La. Materials' Switch 0 - 0

L&N Industrial Canal Bridge Interlocking

Controls signals and switches for movements across L&N Industrial Canal Bridge.

Whistle Code — Industrial Canal Bridge Interlocking

Movements in either direction between West Side of Canal and Industries on East Side of Canal, north of L&N RR - - 0

Movements in either direction between West Side of Canal and L&N — Gentilly Yard or Gentilly Branch Track 0 0 -

Automatic telephone on pole near Standard Brands Switch — dial 37 for tower.

NEW ORLEANS PUBLIC BELT RAILROAD

EMPLOYEES' TIME TABLE No. 47

Effective January 1, 1982

AT 12:01 A.M. CENTRAL TIME

- P. A. Webb, Jr., General Manager
- M. Dumas, Ass't. Gen'l Manager & Secretary Treasurer
- C. J. Dugas, General Superintendent
- H. C. Lewis, Supt. Mech. Dept.
- A. A. Armond, General Car Foreman
- D. D. Childress, Mgr. Eng. & Maint.
- R. A. Lubrano, Jr., Track Supervisor
- J. G. Cantrell, Bridge Supervisor
- J. A. Estay, Ass't. to Bridge Supervisor
- S. S. Arnoult, Ass't. Bridge Supervisor
- F. E. Heath, Mgr. Purchases & Claims

Use of metal cutting torches on steel structure of Mississippi River Bridge and Approaches is prohibited unless protected by personnel from bridge maintenance crew.

During working hours call Administration Building 733-6684.

During other hours call:

- Bridge Supervisor J. G. Cantrell 466-6645
- Assistant Bridge Supervisors
- S. S. Arnoult 0-626-7650
- Assistant to Bridge Supervisor
- J. A. Estay 737-4034

Location of Telephones

- | | |
|-------------------------------|---------------------------------|
| West Br. Jct S-P | Central Ave. S-P |
| West RR Abutment P | East Bridge Tower S-P |
| W. App. Bent 121W P | West of Severn Ave. P |
| W. App. Bent 80-W P | West Home Signals, |
| W. App. Bent 1-W P | Southport Interlocking .. P |
| Pier 2 P | |
| E. App. Bent 1-E P | Octavia St. S |
| E. App. Bent 64-E P | Engine Terminal S |
| | Race St. Jct. S |

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

- West Bridge Tower 436-4641
- East Bridge Tower 733-6886
- Central Ave., Motor Car House 733-9467

Maximum Speeds

- Mississippi River Bridge & Steel Approaches: 20 MPH
- East Bridge Junction to Walnut St.: 20 MPH
- Walnut St. to Race St. Jct. 20 MPH
- Race St. Jct. to Lake Pontchartrain 15 MPH

All trains, engines with or without cars, and yard cuts must not exceed speed 15 MPH through Interlockings, Crossovers, Junctions, curves and other diverging routes.

TIME TABLE No. 47	
WESTWARD EFFECTIVE 12:01 A.M. EASTWARD	
STATIONS	
.0	RACE STREET JUNCTION
0.8	JACKSON AVENUE
1.6	HARMONY STREET
2.7	NAPOLEON AVENUE
3.3	DUFOSAT STREET (Public Grain Elevator)
3.6	JEFFERSON AVENUE
5.1	WALNUT STREET
7.4	LAMPERT JUNCTION
7.9	SOUTHPORT
10.1	EAST BRIDGE JUNCTION
15.2	WEST BRIDGE JUNCTION

Railroad Grade Crossings

Miles from Race St. Jct.	Location	Intersecting RR	Notes
1.6	Harmony St.	IC RR	Automatic Interlocking
1.8	Louisiana Ave.	IC RR	Not protected
3.6	Jefferson Ave.	IC RR	Automatic Interlocking
7.4	Lampert Jct.	IC RR	Interlocked from Southport Tower
7.8 to 8.1	Jefferson Hwy. to West Leg IC RR Wye	IC RR & L & A Ry.	Interlocked from Southport Tower

Interlockings

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

**SPECIAL INSTRUCTIONS
RACE STREET JUNCTION**

Trains and yard cuts must approach Race St. Jct. With Caution prepared to stop and expecting to find track occupied.

Electric Switch Locks

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

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

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

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

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

Whistle Code—West Bridge Jct.

Movement to passenger main tracks toward Avondale from any point	0 -
Movement to Mississippi River Bridge from any point	0 0 -
Movement to S. P. freight yard Avondale from any point	- 0 - 0
Movement to TP-MP T. RR freight yard from any point	- -
Movement toward Westwego from any point	- 0 -
Movement to Public Belt R R freight yard Avondale from any point	0 - 0 -
Movement to Enginehouse lead from any point	0 - 0
Movement toward Algiers from any point	- 0 -

Whistle Code—East Bridge Jct.

Movement to Mississippi River Bridge from IC RR Main Track	0 0 0 0
Movement to Mississippi River Bridge from any other point	- 0
Movement to S. P. East Bridge Junction yard from IC RR main track and to or from NOT Co. connection	0 0 0
Movement to S. P. East Bridge Junction yard from any other point	- 0 - 0
Movement to Public Belt RR East Bridge Junction yard from any point	0 - 0 -
Movement to Y&MV RR main track from any point	- -
Movement to Public Belt RR eastward main track toward Race or Poydras Streets from any points	- - 0
Movement to Public Belt RR westward main track toward Race or Poydras Street from any point	0 - 0

Whistle Code—Southport

Movement to or from East Bridge Junction	-
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Bulletin Boards

- Located at:
 - Engine Terminal
 - Claiborne Sub-Station

Employee in Charge Bridge Operations

Towerman-Director located at West Bridge Junction Tower is designated "employee in charge" of Mississippi River Bridge operations. (See Rule 709).