

**DO IT THE SAFE WAY  
OR DON'T DO IT**

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M. A. ROUNTREE..... Beaumont  
T. J. EARLE..... Lake Charles  
C. N. McMURREY..... Lafayette  
W. P. FAUCHEUX..... New Orleans  
J. L. SPRINGFIELD..... New Orleans

**ASSISTANT TRAINMASTERS**

W. F. LANFORD..... Baytown  
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J. C. DICKERSON..... New Orleans

**GENERAL YARDMASTER**

C. J. CORDILLA..... New Orleans

**ROAD FOREMEN OF ENGINES**

J. S. DENNIS..... Beaumont  
F. V. LANDRY..... Lafayette

**ASSISTANT ROAD FOREMAN OF ENGINES**

R. Q. LEWIS..... Lafayette

**SENIOR CHIEF TRAIN DISPATCHERS**

L. F. McCLARD..... Houston  
F. J. SIEMS..... Houston  
E. L. HORD..... Houston

**CHIEF TRAIN DISPATCHER**

W. R. WHITTINGTON..... Houston

**TERMINAL SUPERINTENDENT**

R. L. CONNER..... New Orleans

**SOUTHERN PACIFIC  
TRANSPORTATION  
COMPANY**



**LAFAYETTE DIVISION  
TIMETABLE**

**128**

**EFFECTIVE SUNDAY, APRIL 24, 1977  
AT 12:01 A. M.  
CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

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**R. L. KING,**  
*Vice President and General Manager.*  
**W. J. LACY,**  
**J. D. RAMSEY,**  
*Regional Operations Managers.*  
**C. T. BABERS,**  
*Assistant General Manager.*  
**J. J. WILLIS,**  
*Asst. Vice President - Transportation.*  
**J. W. BREEN,**  
*Manager of Operations  
Planning and Control.*  
**D. J. BROWN,**  
*Superintendent of Transportation.*  
**E. F. WINTERROWD,**  
*Superintendent.*  
**L. L. PHIPPS,**  
**J. W. BOUDREAUX,**  
*Asst. Superintendents.*

*Timetable 127 eff 31 Oct 1976  
129 30 Oct 1977*



LAFAYETTE DIVISION TIMETABLE NO. 128, APRIL 24, 1977

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LAFAYETTE SUBDIVISION

EASTWARD						Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD					
THIRD CLASS		SECOND CLASS			FIRST CLASS				FIRST CLASS	SECOND CLASS			THIRD CLASS	
68	58	48	244	242	2				1	47	243	241	57	69
Local Freight	Local Freight	Freight	Freight	Freight	Psg.					Local Freight	Local Freight			
Lv. Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.			Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Tues., Thur., Sat.	
					AM 10.20	1.1	A-R HOUSTON BKQP	76102	PM 9.25					
AM 7.00		PM 5.30	AM 11.30	AM 4.30		357.4	5.0 BKIPQ TO-R ENGLEWOOD	76100		AM 6.40	AM 9.30	PM 3.30	AM 11.05	
7.10		5.35	11.40	4.40	10.36	356.8	0.6 IPQ TO-R TOWER 87	79007	8.49	6.30	9.10	3.15	10.56	
7.59		5.45	11.55	4.55	10.46	349.9	10735 6.9 IP FAUNA	79014	8.37	6.16	8.59	3.03	10.46	
8.53		5.51	12.05	5.05	10.52	345.4	2504 Yd Lmts 4.5 P SHELDON	79018	8.31	6.07	8.53	2.50	10.29	
9.01		5.57	12.15	5.15	11.00	340.7	2488 4.7 P CROSBY	79024	8.23	6.01	8.45	2.40	10.01	
10.10		6.15	12.45	5.40	11.16	326.8	13130 Yd Lmts 13.9 BKIPQ TO-R DAYTON	79039	8.08	5.40	8.25	2.20	9.40	
10.25		6.27	12.55	5.47	11.24	320.8	3481 Yd Lmts 6.0 P LIBERTY	79207	7.56	5.23	8.13	2.06	8.40	
10.40		6.33	1.01	5.52	11.30	317.6	2545 3.2 P AMES	79211	7.50	5.16	8.08	1.59	8.25	
10.47		6.40	1.11	6.01	11.36	313.4	3123 4.2 P RAYWOOD	79216	7.44	5.09	8.02	1.53	8.15	
11.00		6.48	1.18	6.10	11.45	308.3	11643 5.1 P TO DEVERS	79221	7.37	5.02	7.55	1.45	8.05	
11.15		7.05	1.31	6.24	11.58	297.9	2248 10.4 P NOME	79232	7.23	4.47	7.40	1.31	7.50	
AM 11.30		7.15	1.42	6.31	12.05	293.0	3156 4.9 P CHINA	79239	7.15	4.40	7.30	1.20	7.35	
12.05 PM		7.35	2.05	7.05	12.40	280.2	11800 12.8 BKIPQ TO-R BEAUMONT	79250	s 6.55	4.20	7.05	12.40	7.10 AM	
						277.0	3.2 IP TOWER 31	79505						
		8.00	2.35	7.34	1.01	271.7	10800 5.3 IP CONNELL	79507	6.15	3.31	6.40	12.16 PM		
		8.20	2.55	7.59	1.18	257.9	TO 13.8 BP ORANGE SIDING	79523	5.56	3.13	6.23	11.59 AM		
					1.22	256.6	1.4 ORANGE	79530	5.51					
		8.35	3.15	8.10	1.34	251.4	7589 Yd Lmts 5.2 BKIPQ TO-R ECHO	90000	5.40	3.01	6.10	11.35		
		8.49	3.35	8.25	1.46	241.7	2207 9.7 VINTON	90021	5.27	2.44	5.57	11.10		
		8.56	3.45	8.35	1.53	236.5	2869 5.2 P EDGERLY	90027	5.20	2.36	5.50	11.03		
		9.03	3.54	8.45	2.02	230.7	9478 5.8 P BRIMSTONE	90034	5.12	2.28	5.42	10.55		
		9.14	4.10	8.59	2.12	222.8	7.9 IP LOCKMOOR	90045	5.00	2.13	5.30	10.40		
					s 2.30	218.8	4.0 IP LAKE CHARLES	90200	s 4.50					
AM 6.00		9.45	4.34	9.45	2.34	217.2	TO-R 11400 1.6 BKIPQ LAKE CHARLES YARD	90250	4.34	2.03	5.20	10.30	AM 10.55	
						215.3	2.4 P MALLARD JCT.	90410						
		6.20	9.59	5.00	10.10	207.2	3501 8.1 IOWA	90611	4.23	1.42	5.03	10.10	10.35	
		6.44	10.06	5.09	10.18	201.4	2090 5.8 P LACASSINE	90617	4.17	1.34	4.55	9.55	10.18	
		7.00	10.14	5.23	10.28	195.3	1237 6.1 P WELSH	90624	4.11	1.25	4.45	9.44	10.01	
		7.10	10.20	5.33	10.35	191.4	9947 3.9 P ROANOKE	90631	4.07	1.19	4.40	9.38	9.38	
		7.30	10.30	5.45	10.45	185.2	3055 Yd Lmts 6.2 PQ TO JENNINGS	90637	4.00	1.10	4.28	9.30	9.20	
		7.50	10.40	5.55	10.55	180.1	2284 5.1 P MERMENAU	90642	3.54	1.02	4.20	9.20	8.35	
		8.23	10.49	6.05	11.03	174.8	4420 Yd Lmts 5.3 YP TO MIDLAND	91000	3.49	12.55	4.12	9.13	8.23	
		8.59	11.02	6.20	11.15	166.5	3227 8.3 IP TO CROWLEY	91320	3.39	12.42	4.01	8.59	7.38	
		9.26	11.05	6.25	11.19	164.9	10690 1.6 P CROWLEY SIDING	91340	3.36	12.39	3.59	8.54	7.15	
		9.56	11.23	6.35	11.27	160.0	2277 4.9 P RAYNE	91345	3.31	12.28	3.50	8.44	6.55	
		10.11	11.30	6.45	11.35	155.1	2557 4.9 P DUSON	91351	3.28	12.21	3.43	8.36	6.35	
		10.20	11.37	6.55	11.42	149.7	2656 5.4 SCOTT	91358	3.18	12.15	3.36	8.30	6.27	
AM 10.35		11.50	7.10	11.59	3.55	147.1	Yd Lmts 2.6 BKYPQ TO-R LAFAYETTE YARD	91362	3.15 PM	12.05 AM	3.30 AM	8.20 AM	6.10 AM	
Ar. Mon., Wed., Fri.	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.		(215.9)		Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Tues., Thur., Sat.
68	58	48	244	242	2		ADDITIONAL STATIONS See Page 3		1	47	243	241	57	69



# LAFAYETTE DIVISION TIMETABLE NO. 128, APRIL 24, 1977

## LAFAYETTE SUBDIVISION

EAST- WARD	BAYTOWN BRANCH	WEST- WARD	EAST- WARD	SABINE BRANCH	WEST- WARD
Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number
22.2	Yd Lmts TO-R <b>BAYTOWN</b> BKPO	79130			
16.0	Yd Lmts R <b>ELDON</b> 6.2	79118	280.2	11800 Yd Lmts TO-R <b>BEAUMONT</b> BKIYPO	79250
0.0	13130 Yd Lmts TO-R <b>DAYTON</b> BKIPQ 16.0	79039	12.7	Yd Lmts <b>WEST PORT ARTHUR</b> 18.5	79360
	(22.2)			(18.5)	

EASTWARD			Mile Post Location	ROCKLAND BRANCH	Station Number	WESTWARD		
THIRD CLASS		A. & N.R. Freight				Local Freight	THIRD CLASS	
102	160						101	159
Leave Daily	Lv. Tues., Thur., Sat.	Arrive Daily	Ar. Mon., Wed., Fri.	STATIONS SIDING CAPACITIES AND FACILITIES				
AM 8.45	AM 6.00	AM 11.20	AM 11.55	TO-R <b>LUFKIN</b> BKYPQ	78200			
8.55	6.10	11.10	11.45	Yd Lmts R <b>PROSSER</b> 1.9 ABS IP	78404			
9.20	6.20	10.55	11.35	Yd Lmts <b>HERTY</b> 2.5	79490			
9.35 AM	6.30	9.45 AM	11.10	Yd Lmts R <b>DUNAGAN</b> 3.5	79487			
	8.50		8.50	2283 R <b>WOODVILLE</b> 47.5	79461			
	10.30		7.15	2305 R <b>KOUNTZE</b> 30.0	79430			
	11.00 AM		6.40 AM	14.5 R <b>LOEB JCT.</b> P	79412			

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Lafayette Line</b>			
15-W	353.2	Dawes	79010
33-E	331.9	Audrey (spur)	79031
41	303.3	Felicia (spur)	79226
E Yard Limits	284.0	Amelia	79245
17	276.4	Korf (spur)	79506
14	265.5	Bobsher	79514
23-E	263.0	Tulane	79517
11-E	258.8	Francis (spur)	79521
38	231.5	Stegall (spur)	90032
20	228.4	Sulphur	90037
50	220.9	West Lake	90050
W	213.0	Chloe	90605
24	205.5	Iowa Jct. (M. P. Conn.)	91305
41	172.6	Estherwood	91305
	171.9	Tortue	91310
<b>Baytown Branch</b>			
18	13.0	Mont Belvieu	79115
	5.23	East Baytown	79119

NOTE: East Baytown is station on Cedar Point Industrial Spur.

SEE Special Instructions, Rule 812, for train movements between Santa Fe Jct. and Loeb Jct.

	AM 11.30	30.5	Yd Lmts <b>SANTA FE JCT.</b> BKIYPO	79405	AM 6.05
	PM 12.15	280.2	11800 TO-R <b>BEAUMONT</b> 1.3 BKIYPO	79250	AM 6.00
Arrive Daily	Ar. Tues., Thur., Sat.		(110.7)	Leave Daily	Lv. Mon., Wed., Fri.
<b>102</b>	<b>160</b>			<b>101</b>	<b>159</b>

Sabine Branch			
	Mile Post	NAME	Station Number
40	25.5	Guffey	79305
	25.5	Chaison	79320
6-W	23.9	Gladys (spur)	79342
15	21.3	Viterbo (spur)	79347
11-E	16.0	Port Acres (spur)	79351
73-W	14.0	Williams (spur)	79354
Yd. Limits	3.1	Port Arthur	79380

NOTE: Chaison is on spur track 3.3 miles from Guffey.

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

EAST- WARD	LAKE ARTHUR BRANCH	WEST- WARD
Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number
217.2	11400 Yard Limits TO-R <b>LAKE CHARLES YARD</b> BKIYPO	90250
33.4	35.3 <b>LAKE ARTHUR</b>	90545
	(35.3)	

Rockland Branch			
	Mile Post	NAME	Station Number
W	129.3	Buck Creek (spur)	79484
10	126.9	Huntington	79482
15	114.3	Zavalla	79478
33	109.2	Dolan	79475
17	94.1	Colmesneil	79466
8-W	87.6	Doucette (spur)	79463
12-W	76.9	Hillister (spur)	79457
15	72.7	Warren	79454
17-W	64.8	Village Mills (spur)	79450
<b>Lake Arthur Branch</b>			
Yard Limits P	215.3	Mallard Jct.	90410
E Yard Limits	4.1	Harbor (spur)	90510
22	9.5	Holmwood	90515
9-W	16.1	Bell City (spur)	90525
17	18.7	Hayes	90528
16-W	22.7	Niblett (spur)	90533
20-E	26.4	Thornwell (spur)	90538



# LAFAYETTE DIVISION TIMETABLE NO. 128, APRIL 24, 1977

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## LAFAYETTE SUBDIVISION

EASTWARD		Mile Post Location	MIDLAND BRANCH		Station Number	WESTWARD	
THIRD CLASS	SECOND CLASS		STATIONS			SECOND CLASS	
520	528		SIDING CAPACITIES AND FACILITIES			519	527
Freight	Local Freight				Freight	Local Freight	
Lv. Daily Ex. Sun.	Lv. Tues., Thur., Sat.				Ar. Daily Ex. Sun.	Ar. Mon., Wed., Fri.	
	AM	79.4	Yd Lmts R	BY P	91230	PM	
	8.00		EUNICE			1.50	
	8.36	67.0	750 12.4		91213	1.10	
	9.30	56.4	4420 Yd Lmts TO	Y P	91000	12.40 PM	
	10.05	45.3	11.1	P	91112	11.50 AM	
	11.05	30.0	2050 Yd Lmts	P	91127	11.05	
	AM 11.30	21.5	1600 Yd Lmts TO	P	91138	10.30	
	PM 12.10	14.9	1000 Yd Lmts		91152	9.50	
AM 10.00	1.10	5.4	Yd Limits R	Y	91906	AM 6.20	
		4.8	I. & V. JUNCTION		91904		
		0.0	0.6	BKYP	91840	6.05	
10.20	1.25		DAVIDS		6.00 AM	8.35	
10.25 AM	1.30 PM	126.1	Yd Limits 6633 TO-R	IPQ	91821	8.30 AM	
Ar. Daily Ex. Sun.	Ar. Tues., Thur., Sat.		0.5			Lv. Daily Ex. Sun.	
			WEST TOWER			Lv. Mon., Wed., Fri.	
			(79.9)				
<b>520</b>	<b>528</b>				<b>519</b>	<b>527</b>	

RULE S-72. Exception: No. 527 is superior to No. 528.

EASTWARD	YOUNGVILLE BRANCH		WESTWARD
Mile Post Location	STATIONS		
	SIDING CAPACITIES AND FACILITIES		Station Number
33.1	YOUNGVILLE	Y	91935
20.5	12.6 DAVIDS		91904
18.4	2.1 PESSION		91917
	(14.7)		

EASTWARD	SALT MINE BRANCH		WESTWARD
Mile Post Location	STATIONS		
	SIDING CAPACITIES AND FACILITIES		Station Number
5.4	I. & V. JUNCTION		91906
9.8	4.4 SALT MINE		91914
	(4.4)		

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Midland Branch</b>			
27-E.....	60.1	Egan.....(spur)	91205
8-W.....	52.4	Morse.....(spur)	91105
10-E.....	26.5	Nunez.....(spur)	91131
15.....	20.0	Youngs.....	91141
19.....	18.3	Grosse Isle.....	91145
23-E..... Yard Limits	15.9	West Erath.....(spur)	91149
14.....	12.2	Delcambre.....	91158
<b>Salt Mine Branch</b>			
8.....	9.4	Avery.....	91912
15-W.....	9.1	McIlhenny.....(spur)	91910
15.....	6.2	Emma.....	91908
15-E.....	2.1	Brannon.....(spur)	91902
<b>Youngville Branch</b>			
17-E.....	28.5	Lozes.....(spur)	91928



# LAFAYETTE DIVISION TIMETABLE NO. 128, APRIL 24, 1977

## AVONDALE SUBDIVISION

EASTWARD						Mile Post Location	STATIONS	Station Number	WESTWARD							
THIRD CLASS	SECOND CLASS				FIRST CLASS				1	SECOND CLASS				THIRD CLASS		
56	240	244	242	48	2				Pgrr.	241	47	239	243	55		
Local Freight	Freight	Freight	Freight	Freight	Psgr.				Ar. Mon., Wed., Fri.	Freight	Freight	Freight	Freight	Local Freight		
Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.	Automatic Block Signal System	SIDING CAPACITIES AND FACILITIES	Station Number	Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.		
AM 6.00	PM 8.30	PM 8.10	PM 12.30	AM 12.30	PM 3.55		147.1		TO-R LAFAYETTE YARD 2885 2.6 R LAFAYETTE	91362	PM 3.15	AM 8.00	PM 10.50	PM 11.40	AM 1.30	AM 10.55
6.10	8.40	8.20	12.40	12.40	s 4.15		144.5		6411 3.7 ELKS	91700	s 3.10	7.46	10.41	11.30	1.20	10.45
6.42	8.50	8.26	12.45	12.45	4.22		140.8		1666 Yd Lmts 2.4 BROUSSARD	91804	2.51	7.41	10.36	11.20	1.15	10.35
6.50	8.55	8.31	12.50	12.50	4.27	138.4	8127 6.3 CADE	91806	2.48	7.37	10.31	11.15	1.10	10.15		
7.05	9.05	8.39	12.58	1.01	4.34	132.1	6633 6.0 TO-R WEST TOWER	91815	2.43	7.30	10.21	11.05	1.01	9.50		
7.23	9.29	8.49	1.07	1.10	4.42	126.1	Yd Lmts 0.5 NEW IBERIA	91821	2.37	7.23	10.10	10.55	12.53	9.20		
					s 4.52	125.6	6084 13.1 JEANERETTE SIDING	91840	s 2.35							
8.20	9.49	9.09	1.28	1.30	5.12	112.5	10611 7.4 TO BALDWIN	92043	2.14	7.04	9.49	10.35	12.24	8.20		
9.15	10.25	9.18	1.39	1.40	5.22	105.1	Yd Lmts 4.1 FRANKLIN	92050	2.05	6.55	9.18	10.25	12.13 AM	8.00		
					5.27	101.0	6112 Yd Lmts 5.4 TO BAYOU SALE	92240	2.02							
9.57	10.45	9.29	1.57	1.55	5.35	95.6	8749 13.8 BERWICK	92270	1.57	6.42	8.52	10.04	11.58 PM	7.00		
10.25	11.05	9.49	2.14	2.11	5.50	81.8	Yd Lmts 1.7 TO-R MORGAN CITY	92416	1.43	6.27	8.30	9.49	11.41	6.27		
10.45 AM	11.09	9.53	2.17	2.14	5.53	80.1	3495 8.9 URSA	92419	1.40	6.25	8.25	9.43	11.38	6.15 AM		
	11.25	10.03	2.44	2.25	6.04	71.2	7760 Yd Lmts 16.2 TO SCHRIEVER	92437	1.30	6.15	8.13	9.30	11.25			
	11.48	10.26	3.04	2.45	s 6.30	55.0	10828 Yd Lmts 14.8 TO RACELAND JCT.	92455	s 1.13	5.57	7.50	9.10	11.05			
	12.05	10.45	3.25	3.04	6.47	40.2	2477 8.6 DES ALLEMANDS	92712	12.57	5.40	7.27	8.50	10.45			
	12.20	11.01	3.40	3.15	6.57	31.6	5068 Yd Lmts 7.4 BOUTTE	92810	12.45	5.29	7.15	8.35	10.30			
	12.35	11.10	3.52	3.28	7.05	24.2	5780 5.3 SALIX	92826	12.37	5.20	7.05	8.25	10.20			
	1.00	11.17	3.59	3.35	7.10	18.9	Yd Lmts 7.6 TO-R AVONDALE	92833	12.31	5.10	6.45	8.10	10.10			
	1.25 AM	11.30 PM	4.10 PM	3.50 AM	7.19	11.3	Yd Lmts 0.8 WEST BRIDGE JCT.	92840	12.24	5.00 AM	6.30 PM	8.00 PM	10.00 PM			
					7.21 PM	10.5		92872	12.19 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. and between East Bridge Jct. and Cotton Warehouse.

					PM 7.37	5.3	EAST BRIDGE JCT.	92874	PM 12.03					
					s 8.30 PM	5.8	NEW ORLEANS UPT STATION	92900	11.50 AM					
Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.	(138.9)			Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.
56	240	244	242	48	2			1	241	47	239	243	55	

EASTWARD					Mile Post Location	CYPREMORT BRANCH	Station Number	WESTWARD	
SECOND CLASS								405	407
408	406							Freight	Freight
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.							Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.
PM 2.55	AM 8.30				18.8	Yd Lmts R WEEKS	92135	AM 6.25	PM 3.25
4.50 PM	10.15 AM				0.0	10611 Yd Lmts 18.8 TO-R BALDWIN	92050	4.30 AM	1.30 PM
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.				(18.8)			Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.
408	406							405	407

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

ADDITIONAL STATIONS

See Page 6.

RULE S-72. Exceptions: No. 405 is superior to Nos. 406 and 408. No. 407 is superior to No. 408.



# LAFAYETTE DIVISION TIMETABLE NO. 128, APRIL 24, 1977

6

## AVONDALE SUBDIVISION

EAST-WARD	ALEXANDRIA BRANCH				WEST-WARD	
SECOND CLASS	STATIONS				SECOND CLASS	
840 Freight	Mile Post Location	SIDING CAPACITIES AND FACILITIES		Station Number	841 Freight	
Leave Daily					Arrive Daily	
AM 8.00	85.1	Yard Limits	TO-R ALEXANDRIA	BP	91680	PM 12.50
8.05 AM	84.3		0.8			12.45 PM
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.						
AM 8.50	60.1	Yard Limits	TO CHENEYVILLE	P	91660	PM 12.05
10.20	21.9		38.2	OPELOUSAS	IP	91630
10.25	20.8	Yard Limits	2656 OPELOUSAS SIDING	P	91627	10.25
			1.1			
11.25 AM	0.5	Yard Limits	20.3 ALEX JCT.		91370	
147.1			1.8	TO-R LAFAYETTE YARD	BKYPQ	91362
Arrive Daily			(86.9)			Leave Daily
<b>840</b>						<b>841</b>

EAST-WARD	ST. MARTINVILLE BRANCH				WEST-WARD
Mile Post Location	STATIONS				Station Number
	SIDING CAPACITIES AND FACILITIES				
5.7	ST. MARTINVILLE				P 91730
0.3	Yard Limits	20.9	B-R JCT.		91368
147.1		2.0	TO-R LAFAYETTE YARD		BKYPQ 91362
(22.9)					
<b>HOUMA BRANCH</b>					
14.5	Yd Lmts	HOUMA			P 92519
0.0	7760 Yd Lmts	SCHRIEVER			BKYPQ 92455
(14.5)					
<b>NAPOLEONVILLE BRANCH</b>					
55.0	7760 Yd Lmts	SCHRIEVER			BKYPQ 92455
3.2		4.1	NAPOLEONVILLE JCT.		92605
20.3		17.1	ELM HALL JCT.		92641
(21.2)					
<b>LOCKPORT BRANCH</b>					
9.9	Yd Lmts	LOCKPORT			P 92729
0.0	10828 Yd Lmts	RACELAND JCT.			BYPQ 92712
(9.9)					

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
<b>Avondale Line</b>			
Yard Limits	145.3	Alex Jet	91370
Yard Limits	145.1	B-R Jet	91700
36 Yard Limits	137.0	Billeaud	91808
6-E	130.04	Ara	91817
15-W	120.9	Olivier	92007
17	116.2	Patoutville	92012
	114.2	Jeanerette	92020
	109.98	N.I.&N. Jct.	
Yard Limits	101.7	Sterling Junction	92210
32	97.9	Garden City	92265
	95.7	Cabot	92320
	95.7	North Bend	92330
5-W	86.8	Patterson	92409
27-E	84.4	Lagonda	92412
E	74.4	Ramos	92429
	73.3	Boeuf	92434
	69.2	Zacarter	92440
13-E	64.5	Donner	92445
Yard Limits	54.2	Thibodaux Jet	92460
66 Yd. Limits	28.4	Vallier	92815
	27.6	Paradis	92821
Yard Limits	1.3	Algiers	92898

NOTE: North Bend is on spur 4.3 miles from Bayou Sale.  
Cabot is on spur 4.4 miles from Bayou Sale.

Cypremort Branch			
15-W Yd. Limits	18.2	Gajan	92134
7-E	14.9	Cypremort	92125
45-W	13.1	United	92119
9-W	12.3	Ivanhoe	92117
21	11.1	Florence	92115
15-W	8.2	Gencee	92110
11-W	5.8	Achee	92067
	3.2	Caffery	92220
	1.6	Sterling	92215

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

Alexandria Branch			
14-W Yard Limits	53.2	Carboco	91648
15 Yd. Limits	51.9	Eola	91646
14	32.4	Beggs	91639
8	27.6	Washington	91637
34	22.7	Lansom	91634
9-E	19.2	Veltin	91623
12	13.3	Sunset	91617
34	7.1	Carencro	91611
<b>St. Martinville Branch</b>			
40	5.3	Anse LaButte	91708
15	18.7	Breaux Bridge	91711
40-W	8.1	Levert	91725
7-W	15.7	Ruth	91715
<b>Houma Branch</b>			
18	17.0	Colley	92525
35-E Yard Limits	13.4	Southdown	92517
53 Yard Limits	12.7	Southdown Siding	92515

NOTE: Colley is on spur 2.5 Miles from Houma.

Napoleonville Branch			
Yard Limits	54.2	Thibodaux Jet	92460
	3.8	Thibodaux	92610
13	4.4	Naquin	92613
17-W	5.5	Leighton	92617
30	12.0	Labadieville	92624
75-E	14.8	Supreme	92627
14	22.9	Glenwood	92655

NOTE: Thibodaux is on spur 0.6 mile from Napoleonville Jet.  
Glenwood is on spur 2.6 Miles from Elm Hall Jet.

Lockport Branch			
16	13.7	Jay	92740
33	5.5	Mathews	92725
Yard Limits	1.9	Raceland	92718
Yard Limits	1.4	Godchaux	92715

NOTE: Jay is on spur 3.8 Miles from Lockport.



**RULE A.** Current Rules and Regulations of Transportation Department were effective October 31, 1976.

**RULE C.** First paragraph will not become effective until further notice.

#### DEFINITIONS

##### HOLIDAYS:

New Year's Day, January 1.  
 Washington's Birthday, Third Monday in February.  
 Decoration Day, Last Monday in May.  
 Independence Day, July 4.  
 Labor Day, First Monday in September.  
 Veterans' Day, Fourth Monday in October.  
 Thanksgiving Day, Fourth Thursday in November.  
 Christmas Day, December 25.

**Note. ADD:** Flammable Compressed Gas (FCG) also applies to Flammable Gas (FG).

**RULE 1.** Standard Time may be obtained from Houston telephone extension 411 by employe charged with the duty of maintaining standard clock with correct time.

##### RULE 3.

When conductors and engineers tie up at a point where there is no standard clock, time may be obtained from Houston telephone extension 411. At train-order offices and interlockings where there is no standard clock, operators may obtain standard time from Houston telephone extension 411.

**RULE 21.** Trains handling loads of excess dimensions covered by train order must be identified within CTC, Interlocking limits and on double track.

**RULE S-72.** Eastward trains are superior to trains of the same class in the opposite direction, except as shown on Pages 4 and 5.

##### RULE 81-A. Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

**RULE 81-A.** Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

**RULE 98.** At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

**RULE 103.** Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within five minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that train is ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably

possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than five minutes unless no vehicle or pedestrian is waiting at the crossing.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

**RULE 104-D.** Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

**RULE 201 and 221-A.** Train orders will be issued by authority and over the initials of Senior Chief Train Dispatcher L. F. McClard. OK'd clearances must bear initials of Senior Chief Train Dispatcher L. F. McClard.

**RULE S-244.** At locations where movement of extra trains are authorized by use of train register, all lines of each page of the train register must be used and filled in before turning and starting a new page.

#### AUTOMATIC BLOCK SIGNAL SYSTEM

**RULE 505.** Where automatic signal 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 operated, after which signal should display proceed indication if block is clear.

##### RULE 508. Is revised to read:

Except as provided in Rules 509, 663 or 744, when an automatic block signal governing movement ON SINGLE TRACK WITHIN YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

(a) When a preceding train is seen in the block and intervening track is seen to be clear.

(b) When view of track is clear to end of second block.

(c) When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

#### LETTER-TYPE INDICATORS

**RULE 705.** For information concerning letter-type indicators in connection with Hot Box Detectors and their appurtenances refer to Rule 827, ALL SUBDIVISIONS.



## GENERAL REGULATIONS

**RULE 812.** Section entitled "Safety Rules," pages II through II-12, and portion of section entitled "Emergency Procedures" on pages III-4 through III-6, contained in Amtrak's Manual of Instructions for Conductors and Trainmen in Amtrak Service, do not apply to employes of Southern Pacific Transportation Company.

**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.

Many new cars are equipped with truck mounted brakes. The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine that hand brake has been released.

**RULE 827.** Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is INDICATION OF OVERHEATING.

When trains are stopped by Hot Box Detectors, Dragging and/or Derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead a sufficient distance to permit inspection.

When an overheated journal is found, the following procedures must be followed before moving the car for set out:

- a. Cut out brakes on car with overheated journal, if practicable, to prevent journal seizure and subsequent failure. Brakes are to be cut back in after car is set out and before train crew departs.
- b. Use Texaco hot box coolant sticks in plain bearing journal boxes, if needed, to prevent further overheating when moving to set out point (see instructions on coolant wrapper).

## DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where 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 dragging/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly in accordance with Air Brake Rule 5 Section D and make inspection of train and track, advising train dispatcher of conditions found.

ROLLER BEARINGS  
LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hotbox detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

## HOT BOX DETECTORS

Three basic types of Hot Box Detectors are utilized. Crew members are to be familiar with the types and locations of these detectors.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

TYPE A: RULE 705. LETTER "H" INDICATOR  
WITH DIGITAL READ OUT

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing it not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

Unless entire train has been previously inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

1. No count shown on readout locator.
2. Red light below readout marked "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping, speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

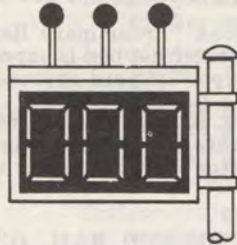
TYPE C: MONITOR DISPLAY BOARD WITH  
INDICATOR LIGHTS

A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector, the display board



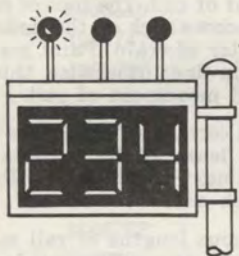
will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.

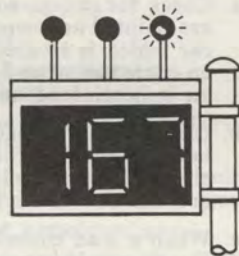


REAR OF TRAIN PASSES DETECTOR SITE. "000" DISPLAYED INDICATING NO HOT BOXES DETECTED.

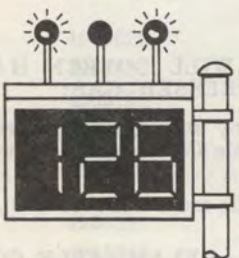
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:



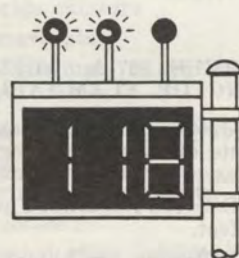
ONE HOT BOX ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (234) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



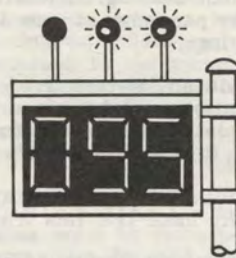
ONE HOT BOX ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (167) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



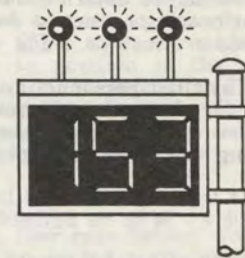
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.

**LEGEND**

UNILLUMINATED

FLASHING

INDICATOR LAMP



As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

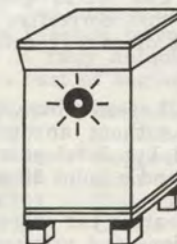
When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out 90 seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

**TYPE D: REMOTE READOUT BY RECORDER AT TERMINAL**



INSTRUMENT HOUSE

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly and when means of communication is available, crew member must contact personnel at location



of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal. Location will be given as number of cars from caboose and location of journal from trailing end of car right or left: 1, 2, 3, 4 such as "R-3".

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found inspect all bearings of indicated car as well as all bearings of five cars on either side.

#### CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

For roller bearing cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

#### REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager Amtrak, San Francisco, when an Amtrak passenger train is involved.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

**NOTE:** Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention.

If a roller bearing car experiences three successive hot box detector activations, it must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

#### CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator car, or high-side gondola car must be positioned on each end of train as a buffer car during all movement except preparatory to and during unloading.

In addition to other requirements of this rule, when a train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown 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.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened, and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

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.

#### RULE 827-A. FOLLOWING WILL GOVERN HANDLING OF FLAMMABLE COMPRESSED GAS:

Unless specifically authorized by superintendent, trains or cuts of cars containing Flammable Compressed Gas must not exceed 8,000 feet, except:

Between Englewood and Avondale must not exceed 10,000 feet.

Following are shipping names of FLAMMABLE COMPRESSED GAS:

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (butadiene from alcohol)
4905704	Butadiene, inhibited (butadiene from petroleum)



Standard Transportation Classification Code	Shipping Name
4905703	Butadiene, inhibited (butadiene, impure, for further refining)
4905706	Butane
4905706	Liquefied petroleum gas (butane)
4905702	Butane (butane, impure, for further refining)
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, n.o.s. (dispersant gases nec. flammable)
4905748	Compressed gases, n.o.s. (isobutene)
4905775	Compressed gases, n.o.s. (refrigerants, nec, liquid, flammable)
4905713	Cyclopropane
4905716	Difluorethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)
4905780	Liquefied petroleum gas (pitnsch gas))
4905758	Methylacetylene - propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride - methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydros
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochlorethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas, helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from tank cars containing Flammable Compressed Gas.

**RULE 829.** In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail train, the CWR train must also be inspected to determine rails are in position in the roller racks, that ends of continuous rails are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

**RULE 834.** Loaded multi-level cars in other than solid trains must be entrained at least four cars behind working locomotives in road movement; also loaded multi-level cars must not be entrained next to hopper, gondola or tank cars loaded with stone, gravel, sand, lime, coal, soda ash, chemicals etc., subject to wind, vapor, or fumes action on adjacent cars, nor placed next to empty cars previously loaded with such commodities. Loaded multi-level cars must not be entrained next to open-top loads of lumber, poles, steel, etc., when lading extends beyond top of car.

**RULE 874.** Forward brakeman on freight trains will ride the lead unit when a seat is available.

**AIR BRAKE RULES**

**RULE 3.** A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

**RULE 9.** The following series of cars are equipped with ABEL brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty:

SSW 75700 - 75799	Gondolas
SSW 78500 - 78599	Hoppers (Open Top)
SP 333500 - 334399	Gondolas
SP 337500 - 337599	Gondolas
SP 345000 - 345699	Gondolas
SP 354000 - 354749	Gondolas
SP 463500 - 464899	Hoppers (Open Top)
SP 467500 - 467549	Hoppers (Open Top)
SP 480000 - 480193	Hoppers (Open Top)
SP 491000 - 491059	Hoppers (Covered)
SP 492000 - 492039	Hoppers (Covered)
SP 500604	Flat Car
SP 590000 - 590099	Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic change-over feature to provide 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 337600 - 337699	Gondolas
SP 354750 - 355299	Gondolas
SP 463337 - 463486	Hoppers (Open Top)
SP 464000 - 465699	Hoppers (Open Top)
SP 590100 - 590131	Flat Cars (Anode)
SP 595500 - 595624	Cradle Flats

**RULE 21.** Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster, who will see that members of the crew are notified in advance.



**RULE 27. First paragraph is revised to read:**

Refer to Rule 102 of the Rules and Regulations of the Transportation Department regarding procedures when a train or engine with a cut of cars, in motion, on main track or siding has an emergency application of air brakes.

**MISCELLANEOUS**

**1. HELPER SERVICE**

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF 420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF 636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
DP 40P-2	EP430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

**A. Rule for entraining when only one helper engine:**

- (1) Helper engine consisting of not more than two six-axle operating units totalling 179,000 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.
- (2) Helper engine that does not qualify under (1) must be entrained as near as practicable to shove  $\frac{1}{3}$  and pull  $\frac{2}{3}$  of tonnage handled by helper engine.

**B. Rule for entraining more than one helper engine:**

- (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove  $\frac{1}{3}$  and pull  $\frac{2}{3}$  of tonnage handled.
- (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove  $\frac{1}{2}$  and pull  $\frac{1}{2}$  of tonnage handled by the swing helper.

C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6.

When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

**UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:**

**TERRITORY**

All main lines.....10,000

**UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:**

**TERRITORY**

All main lines..... 8,500

G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

- (1) Divide the road horsepower by the proper tonnage, as indicated by the chart, to determine the HP/T factor for the road engine.



- (2) Subtract the proper grade tonnage in (1) from the total tonnage.
- (3) Divide the helper horsepower by the amount determined in (2) to determine helper HP/T factor.
- (4) If the road HP/T factor is equal to or less than the helper HP/T factor, entrain the helper as follows:

EXAMPLE:

Train: 42 loads, 87 empties = 5756 tons.  
 Four-unit road engine (2GF630, 1-EF623, 1-EF625).  
 Three-unit helper engine (2-EF623, 1-EF630).  
 Total road horsepower      10800  
 Total helper horsepower    7600  
 Total horsepower            18400

- (1) Divide total horsepower by tonnage =  

$$\frac{18400}{5756} = 3.196 \text{ HP/T}$$
- (2) Divide road horsepower by HP/T factor =  

$$\frac{10800}{3.196} = 3379 \text{ tons}$$

Road engine will handle 3379 tons
- (3) Divide helper horsepower by HP/T factor =  

$$\frac{7600}{3.196} = 2377 \text{ tons}$$
- (4) To determine  $\frac{1}{3}$  of helper tonnage divide  

$$\frac{2377}{3} = 792 \text{ tons}$$

Helper engine will shove 792 tons.
- (5) To determine  $\frac{2}{3}$  of helper tonnage multiply 792 x 2 = 1584 tons  
 Helper engine will pull 1584 tons.
- (6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.
- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:
  - (a) Reduce tonnage or
  - (b) Relocate helper in compliance with instructions. (Item D under General) or,
  - (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

EXAMPLE:

Train: 170 loads, 2 empties = 13,980 tons  
 Three-unit road (1-EF630, 1-EF636, 1-GF633)  
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)  
 Two unit rear helper (1-EF618, 1-EF630)

Total road horsepower      9900  
 Total swing helper horsepower    13500  
 Total rear helper horsepower    4800  
 Total horsepower            28200

- (1) Divide total horsepower by tonnage =  

$$\frac{28200}{13980} = 2.017 \text{ HP/T}$$
- (2) Divide road horsepower by HP/T factor =  

$$\frac{9900}{2.017} = 4908 \text{ tons}$$

Road engine will handle 4908 tons
- (3) Divide swing helper horsepower by HP/T factor =  

$$\frac{13500}{2.017} = 6693 \text{ tons}$$

Swing helper will handle 6693 tons (total)
- (4) To determine  $\frac{1}{3}$  of swing helper tonnage =  

$$\frac{6693}{3} = 2231 \text{ tons}$$

Swing helper will shove 2231 tons
- (5) To determine  $\frac{2}{3}$  of swing helper tonnage =  
 2231 x 2 = 4462 tons  
 Swing helper will pull 4462 tons
- (6) Divide rear helper horsepower by HP/T factor =  

$$\frac{4800}{2.017} = 2380 \text{ tons}$$

Rear helper will handle 2380 tons (total)
- (7) To determine  $\frac{1}{3}$  of rear helper tonnage =  

$$\frac{2380}{3} = 793 \text{ tons}$$

Rear helper will shove 793 tons
- (8) To determine  $\frac{2}{3}$  of rear helper tonnage =  
 793 x 2 = 1586 tons  
 Rear helper will pull 1586 tons.

GENERAL

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES 415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than the shove  $\frac{1}{3}$ , pull  $\frac{2}{3}$  location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper.



**2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER**

(a) Following series of USAX or DODX cars are restricted to movement on rear of train and behind any helper engines:

- 38016 thru 38666 and
- 39095 thru 39199

Restricted cars will be indicated on conductor's train list at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

(b) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.

In addition empty tank cars under 35 feet outside length will be entrained within 20 rear cars of train. Either the Train Mass Profile (graph), conductors train list and/or switch list furnished crew members will identify a car measuring less than 35 feet over coupler pulling faces with letter "S", Tank cars with the letters "TS". Cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L".

**3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:**

E F 4 15 A C 01

Denotes Order of Purchase for Units of same Classification.

Denotes Ownership if other than SPT Co.:  
C = SSW Ownership.

E = SP Equipment Co. owned, leased to SPT Co.

S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab;  
B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

**4. SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

**MAXIMUM SPEED AND LENGTH OF ENGINES**  
(Between Pulling Faces of Couplers)

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
AS 600.....	1000-1002.....	70	70
ES 406.....	1004.....	45	44
ES 408.....	1100-1128.....	65	44

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
ES 408B...	1150-1153.....	65	44
ES 409.....	1190-1199.....	65	44
AS 409.....	1200-1281.....	60	45
ES 410.....	1300-1337.....	65	44
ES 615.....	1400-1442.....	70	61
ES 412.....	2250-2316.....	65	44
AS 415.....	2400-2409.....	65	54
ES 415.....	2450-2689.....	65	45
ES 415.....	2690-2759.....	65	48
AS 418.....	2900-2903; 2905-2936.....	70	57
AS 618.....	2951-2970.....	70	58
ES 620.....	2971-2976.....	50	69
EP 418.....	3001-3002; 3004-3010.....	70	56
AS 624.....	3100-3102.....	25*	67
AS 628.....	3110-3136.....	25*	69
AS 630.....	3140-3153.....	25*	69
EP 418.....	3186-3196.....	70	56
EP 430.....	3197-3199.....	70	63
EP 636.....	3200-3209.....	70	71
EF 418.....	3300-3869.....	70	56
EF 618.....	3870.....	70	61
EF 418.....	3871-3872.....	70	56
EF 618.....	3873-3875.....	70	61
EF 418.....	3877-3879.....	70	56
EF 618.....	3880-3964.....	70	61
AS 420.....	4000-4009.....	70	57
EF 420.....	4030-4153; 4500-4553; 4560-4576.....	70	56
EF 618.....	4300-4451.....	70	61
EF 620.....	4700-4724.....	70	61
EF 423.....	5000-5037.....	70	56
GS 407.....	5100-5109.....	55	37
EF 623.....	5300-5325.....	70	66
EF 425.....	6300-6303.....	70	56
EF 425.....	6500-6681.....	70	56
GF 425.....	6700-6767; 6800-6865.....	70	60
EF 625.....	6900-6953.....	70	61
GF 428.....	7025-7028.....	70	60
GF 628.....	7150-7159.....	70	67
EF 430.....	7600-7607.....	70	59
GF 630.....	7900-7936.....	70	67
EF 630.....	8300-8306; 8350-8356.....	50	71
EF 630.....	8400-8488.....	70	66
GF 633.....	8585-8796.....	70	67
EF 636.....	8800-9156.....	70	66
EF 636.....	9157-9404.....	50	71
EF 642.....	9500-9505.....	50	71
EF 850B.....	9900-9902.....	70	88
GF 850.....	9950-9952.....	70	84
<b>AMTRAK ENGINES:</b>			
EP 415 A..	Model F7, 110-123.....	79	51
EP 430 A..	Model F 40 PH, 200-229.....	70	56
EP 630 A..	Model SDP 40 F, 500-649.....	70	72
GP 630 A..	Model P 30 CH, 700-724.....	70	72
<b>BN ENGINES:</b>			
EF 418.....	1700-1980.....	70	56
EF 418.....	1990-1998.....	70	56
EF 420.....	2001-2071.....	70	56
EF 420.....	2072-2109.....	70	59
EF 423.....	2200-2251.....	70	56
EF 425.....	2500-2545.....	70	56
EF 430.....	3000-3039.....	70	59
AF 424.....	4240-4246.....	70	59
AF 425.....	4252-4264.....	70	59
AF 636.....	4360-4369.....	70	70
GF 620.....	5200-5208.....	70	67
GF 630.....	5300-5394.....	70	67
GF 425.....	5400-5429.....	70	56
GF 428.....	5450-5465.....	70	60
GF 430.....	5470-5484.....	70	60



Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
GF 625	5600-5641	70	65
GF 628	5650-5677	70	67
GF 633	5700-5765	70	67
GF 630	5800-5839	70	67
GF 630	5900-5944	70	67
EF 618	6100-6206	70	61
EF 624	6240-6255	70	61
EF 630	6300-6334	70	66
EF 630	6376-6385	50	71
EP 630	6394-6399	70	66
EF 636	6400-6567	70	66
EF 636	6592-6599	70	71
EF 630	6700-6752	50	71
EF 630	6800-6836	50	71
EF 630	6900-6928	50	71
<b><u>B&amp;O/C&amp;O ENGINES:</u></b>			
EF 430	GM-50	70	59
EF 618	1830-1840	70	61
EF 430	1977	70	59
EF 423	3000-3046	70	56
GF 630	3300-3312	70	67
EF 425	3500-3584	70	56
EF 430	3684-3799	70	59
EF 420	3800-3899	70	59
EF 423	3900-3919	70	59
EF 430	4000-4261	70	59
EF 420	4800-4829	70	59
EF 418	5901-6260	70	56
EF 418	6425-6683	70	56
EF 423	6900-6976	70	56
EF 618	7300-7318	70	61
EF 625	7400-7440	70	61
EF 630	7445-7496	70	66
EF 630	7500-7536	70	66
EF 630	7550-7594	70	66
EF 630	7597-7599	70	66
EF 630	7600-7619	50	71
GF 425	8100-8137	70	60
GF 430	8200-8234	70	60
<b><u>CR ENGINES:</u></b>			
EF 420	2100-2112	70	56
EF 423	2168-2249	70	56
EF 425	2250-2399	70	56
GF 425	2500-2685	70	60
GF 423	2700-2788	70	60
GF 428	2822-2823	70	60
GF 430	2830-2889	70	60
GF 423	2890-2970	70	60
EF 430	3000-3279	70	59
EF 425	3620-3692	70	56
EF 625	6000-6051	70	61
EF 636	6066-6239	70	66
EF 630	6240-6357	70	66
GF 625	6500-6519	70	65
GF 628	6520-6534	70	67
GF 630	6535-6539	70	67
GF 633	6540-6578	70	67
GF 630	6579-6583	70	67
GF 636	6587-6599	70	60
EF 636	6654-6666	50	71
GF 623	6700-6718	70	67
EF 618	6900-6924	70	61
EF 620	6925-6959	70	66
EF 418	7000-7483	70	56
EF 418	7496-7559	70	56
EF 420	7656-8162	70	59
<b><u>C&amp;S ENGINES:</u></b>			
EF 636	868-874	70	66
EF 630	875-887	70	66
GF 630	890-893	70	67

Classification	Engine Numbers	Maximum Speed Except#	Length (Feet)
EF 630	900-925	50	71
EF 630	950-959	50	71
<b><u>L&amp;N ENGINES:</u></b>			
EF 418	501-545	70	56
EF 418	900-904	70	56
AF 418	910-914	70	60
AF 418	950-959	70	57
EF 423	1000-1060	70	56
EF 425	1100-1128	70	56
EF 625	1200-1220	70	61
EF 630	1225-1258	70	66
EF 630	1259-1278	50	71
GF 630	1470-1499	70	67
GF 625	1500-1525	70	60
GF 628	1527-1533	70	65
GF 630	1534-1582	70	67
GF 425	1600-1626	70	60
GF 428	2500-2504	70	60
GF 430	2505-2509	70	60
GF 423	2701-2772	70	60
GF 423	2800-2824	70	60
EF 430	3000-3029	70	59
EF 630	3554-3583	50	71
EF 420	4000-4099	70	59
<b><u>NW ENGINES:</u></b>			
EF 425	200-239	70	56
EF 428	500-521	70	56
EF 423	522-565	70	56
EF 418	620-962	70	56
EF 425	1300-1328	70	56
EF 430	1329-1388	70	59
EF 625	1500-1579	70	61
EF 630	1580-1624	70	66
EF 630	1625-1652	50	71
EF 636	1700-1814	70	66
GF 428	1900-1929	70	60
GF 430	1930-1964	70	60
EF 418	2448-2534	70	56
EF 418	2700-2709	70	56
EF 418	2800-2814	70	56
EF 423	2900-2909	70	56
EF 425	2910-2918	70	56
EF 418	3484-3495	70	56
EF 420	4100-4159	70	59
EF 630	6073-6138	50	71
GF 630	8000-8002	70	67
GF 430	8465-8539	70	60
<b><u>RI ENGINES:</u></b>			
GF 433	190-199	70	60
GF 425	200-238	70	60
GF 428	240-281	70	60
GF 433	285-299	70	60
EF 425	300-333	70	56
EF 430	340-396	70	59
EF 418	1312-1353	70	56
EF 420	4300-4355	70	56
EF 418	4550-4559	70	56
GF 630	4582-4589	70	67
EF 430	4700-4719	70	59
EF 630	4790-4799	50	71
<b><u>SCL ENGINES:</u></b>			
GF 418	250-392	70	55
EF 420	500-555	70	59
EF 415	700-1002	70	56
EF 418	1003-1055	70	56
EF418	1063-1065	70	56
AF 418	1202-1211	70	57
AF 420	1212-1239	70	60
AF 430	1275-1277	70	63
EF 423	1300-1343	70	56



Classification	Engine Numbers	Maximum Speed Except*	Length (Feet)
EF 425....	1400-1415.....	70	56
EF 430....	1500-1635.....	70	59
EF 430....	1640-1656.....	70	59
GF 430....	1700-1718.....	70	60
GF 436....	1720-1855.....	70	60
EF 625....	1900-1970.....	70	61
EF 636....	2000-2044.....	70	66
EF 636....	2045-2059.....	50	71
GF 630....	2121-2124.....	70	67
AF 630....	2200-2213.....	70	70
<b>SOU ENGINES:</b>			
EF 425....	210-214.....	70	56
EF 625....	215-224.....	70	61
EF 423....	2525-2644.....	70	56
EF 425....	2645-2715.....	70	56
EF 420....	2716-2822.....	70	59
EF 420....	2823-2886.....	70	59
EF 625....	3000-3099.....	70	61
EF 636....	3100-3169.....	70	66
EF 630....	3170-3200.....	70	66
EF 630....	3201-3254.....	50	71
GF 630....	3800-3804.....	70	67
GF 633....	3805-3814.....	70	67
EF 420....	5000-5171.....	70	59

Engines handled dead must not exceed speed shown in table.

# When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

\* May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

Any locomotive not listed in these tables is not to be operated in trains unless authorized by train order indicating maximum permissible speed for locomotive which is then subject to any further restrictions imposed by the timetable or otherwise.

**5. MOVEMENT OF LOCOMOTIVES**

**RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS**

- AS415, AS420, ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable, be MU'd in accordance with rules. These engines are equipped with dynamic brake wire.
- When necessary to entrain the following class engines
 

ES406	ES409	ES410	ES412	AS420
AS407	AS409	ES412	ES412E	
ES408	ES410E	FS412	ES415*	
ES408B	AS410	GS407	AS415	

Placement in train will be as follows:

- Foreign line engines not equipped with alignment control are to be considered in above listings.
- Engines moved dead in train must be prepared for such movement.
- These engines may be moved on the head end of train, provided train does not exceed 800 tons.
- On trains of more than 800 tons, these engines must be moved not less than 5 cars nor more than 10 cars ahead of rear of train and behind any helper engine.

e. Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.

- When only AS415, AS420, ES412 and ES415\* units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and on line units must be located adjacent to the train.
- One AS415, AS420, ES412 and ES415\* unit may be MU'd on the head end of one road unit.
- When a train being handled by a single unit road engine where no dynamic braking is required or reverse movements will be made, a single AS415, AS420, ES412 and ES415\* unit may be placed next to the train.
- When operating with mixed engine consist, where dynamic braking is required, not more than two AS415, AS420, ES415\* and following ES412 units will be used:
 

2266	2279	2286
2271	2282	2287
2272	2283	2288
2275	2284	
2276	2285	
- If one unit is used it will be placed as second unit in engine consist.
- If two units are used, they will be placed as second unit and third units in engine consist.
- A road unit must be coupled against the train.
- If necessary to make a reverse move with cars or train, lead unit must be isolated.
- If necessary to operate with more than two AS415, AS420, ES412 and ES415\* class units in consist (including pick up of units from outlying points), these units must be placed in the lead. If reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.
- Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

**ENGINES EQUIPPED WITH ALIGNMENT CONTROL COUPLERS**

\* Class ES415, Nos. 2680-2759 are equipped with alignment control couplers in buff and may be MU'd in Engine consist without regard to location. These engines may be moved dead on the head end of train.

1. Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 2.

**INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS**

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.



Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

With the coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head of train.

Class ES415, Nos. 2450-2679 are equipped with hinged coupler stops.

**PREPARATION OF AIR EQUIPMENT  
FOR MOVEMENT DEAD IN TRAIN**

**ALL UNITS:** Reduce main reservoir pressure to 25 lbs. above zero.

Cut in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

**IN ADDITION:**

24 RL equipment:

Close brake pipe cut out cock and place the dual ported cut out cock in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

**6 SL or 14 EL Equipment.**

Close the brake pipe cut out cock, or place the rotair valve or 3 position brake pipe cut out cock in dead position.

**26 L Equipment.**

Place the brake pipe cut off valve in cut-out position.

Place the dual ported cut out cock in open or cut in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

6. Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

7. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

8. When unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

9. Not more than ten diesel units in operation may be used on head end of any freight train.

10. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speeds.

11. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Timetable Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

12. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

13. When setting out bad order cars enroute, when necessary, head portion of train, together with bad order car, must be taken to the nearest set out point in direction of movement, bad order car set out, engine detached and head portion of train left at set out point, when practicable. Rear portion of train is then be brought to set out point and head and rear portions of train coupled together.

14. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

15. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads.....	55	25
Scale test cars.....	40**	30
except SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick.....	45*	25*
Locomotive Crane/Pile Drivers SPMW 6603 & 6604		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	55	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end forward①.....	25*	15*
With boom disconnected, heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	40	25



MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT		MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
SPMW 4027	SPMW 5870		
4088	5874		
4091	5899		
5437	6601		
5479	6602		
5595	SSW 96404		
5852	NWPMW 31		
With boom in place, either end forward①.....		25*	15*
With boom disconnected, heavy end forward.....		45	25
boom end forward.....		20*	15*
Steam pile driver SPMW 4053.....		35	25*
Jordan Spreaders:			
Running backward.....		25	20
Moving forward (prepared for travel).....		35	35

\*This speed must not be exceeded and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

\*\*Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 55 MPH.

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

Unless specifically authorized, all relief outfit cranes and the following locomotive cranes and pile drivers SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs.

Relief outfits with boom forward are restricted to 20 MPH.

SPMW 5479, 5499 and 5497 are restricted to 45 MPH.

Locomotive Crane Pile Drivers SPMW 4088, 5479, 5852, 5899, SSW 96404 and SSW 96405 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Maximum speed permitted with relief outfits with relief cranes SP MW 7110, 7140, 5846, 5850, SSW MW 96005 and SSW MW 96006 is 45 MPH on main track, Tower 87 to Avondale. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

16. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose.....	65	
Passenger trains with caboose.....	65	
PC 598500-PC 598999 (Gondolas).....		55
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....		55
Trains handling pipe loaded on 89 ft. cars.....		55

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.

NOTE: Light engines, or engine with caboose only, are authorized to operate at Column 1 speeds not exceeding 55

MPH, except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

17. REPEATER AIR CARS (RAC) SP 260 THRU 266

The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

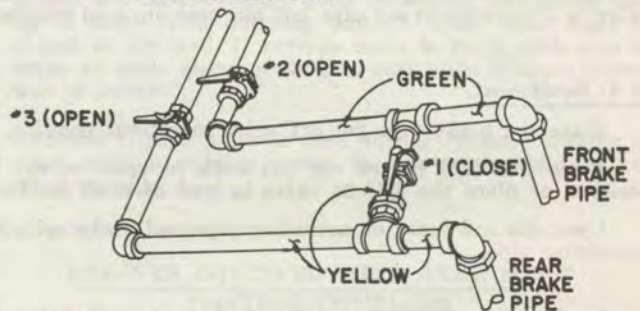
A. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN TO USE REPEATER CAR AIR EQUIPMENT.

1. Place as near to center of train as makeup will permit.
2. THE RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.

The angle cock on the unused brake pipe on each end of the car must be closed.

3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

TO REPEATER UNIT



Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

4. The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

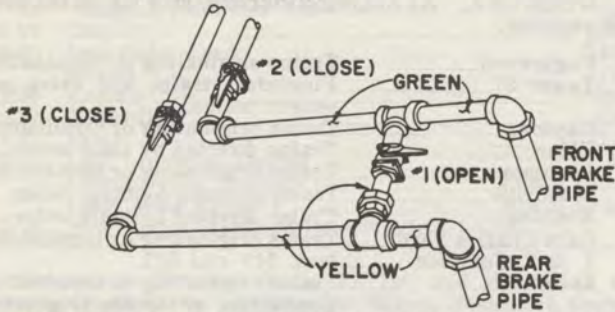
B. PROCEDURE FOR CUTTING THE RAC CAR OUT OF TRAIN.

1. Close the repeater relay cutout cocks Nos. 2 and 3.



2. Open the brake pipe bypass cock No. 1 — All located inside of car.
3. The car diesel engine and compressor are to remain running except during layover time.

**TO REPEATER UNIT**



**C. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN WHEN REPEATER CAR AIR EQUIPMENT IS NOT TO BE USED.**

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1 — All located inside the car.
3. Forward brake pipe must be coupled to portion of the train to which the road engine is attached. Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

**D. TRAIN OPERATION OF REPEATER AIR CARS.**

1. With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
2. All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
3. If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3

and opening the brake pipe bypass cock No. 1 — All located inside car. This provides for normal train operation without the repeater relay equipment operating.

4. If yard air is used to charge the train, it must be cut in ahead of the repeater air car.
5. The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
6. During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.

**E. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.**

1. The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
2. In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
3. If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
4. If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
5. Train must be immediately secured before determining reason for main reservoir air depletion.

**F. SETTING RAC CAR OUT OF TRAIN.**

1. If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

**SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION**

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

Trains of the Rockland Branch will be governed by current timetable and special instructions of Houston Division as to movements between Lufkin and Prosser.

**BEAUMONT:** Two main tracks extend between Langham Road and K.C.S. MP C-766. For movements between Langham Road and Connell, see Pages 25 and 26.

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
343.77	East of Sheldon	San Jacinto River Bridge	Overhead & Side
321.93	West of Liberty	Trinity River Bridge	Overhead & Side
250.00	Echo	Sabine River Bridge	Overhead & Side
220.6	West Lake	Drawbridge 220.62	Overhead & Side
218.8	Lake Charles	Depot Umbrella Shed	Overhead & Side
205.5	East of Iowa	Highway Overpass	Overhead & Side
186.2	West of Jennings	Highway Overpass	Overhead & Side
180.2	Mermentau	Drawbridge 180.26	Side
163.1	East of Crowley Siding	Highway Overpass	Overhead & Side
146.0	Lafayette Yard	Signal Bridge 1460	Side
<b>Rockland Branch</b>			
103.92	East of Dolan	Neches River Bridge	Overhead & Side
<b>Lake Arthur Branch</b>			
3.1	M.P. Crossing	Gate Mast	Side
19.8	East of Hayes	Drawbridge 19.89	Side

**Midland Branch**

57.7 West of Midland.....Bridge 57.73.....Side

**Salt Mine Branch**

9.6 Salt Mine.....Buildings.....Overhead & Side

**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. EXCEPTION:**

Lake Arthur, Midland, Youngsville, Salt Mine, Baytown and Sabine Branches.

When a yellow flag is required it will be displayed one-half mile from point of restriction.

**RULE 15. EXCEPTIONS:**

Lake Arthur, Midland, Youngsville, Salt Mine, 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 or green signals authorized on S.P..

**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 S-71:** Between Prosser and Lufkin there is no superiority of trains on main track and between these points trains and engines must move with caution.

**RULE 82-A.** Eastward first-class trains originating at Houston may assume the schedule or section, as ordered, displaying signals if required, as instructed by train dispatcher or yardmaster, without clearance, but must obtain clearance bearing OK, Time and Initials of Senior Chief Train Dispatcher before leaving Tower 87.

Trains originating Beaumont may receive clearance and train orders at yard office. Westward trains via China, except first class, may receive clearance and train orders at yard office. Clearance and train orders will be sent via pneumatic tube by train-order operator.

K.C.S. and M.P. train orders, clearances, or requirements of train register Rules will not be required between Beaumont and Tower 31.

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.

S.P. clearance and register Rules will not apply to M.P. westward trains leaving Beaumont at Langham Road on M.P. trackage or M.P. eastward trains leaving Tower 31 on K.C.S. trackage.

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.

Crew arriving I.&V. Junction on No. 519 may assume the schedule of No. 520 and leave without a clearance.

Crew ordered for, or assigned to No. 528, may assume schedule and leave Eunice without a clearance.

Trains operating on Lake Arthur Branch may leave Lake Charles Yard without obtaining clearance.

**RULE 82-A, 95, 96, 220 and 221-A.** A clearance authorizing a regular train including sections received at Englewood, Tower 87, or Lafayette Yard, does not authorize movement beyond Echo.

Regular trains including sections may be authorized at Echo by a clearance bearing green signals or no signals as the case may be which must bear OK'd time and initials of the Senior Chief Train Dispatcher or wire failure as prescribed by Rule 221-A.

Regular trains including sections must not leave Echo until the schedule or sections of corresponding number has arrived or a copy of the annulment of such schedule or sections up to the originating station has been received. Third paragraph of Rule 220 will not apply.

**RULE 83.** Eastward trains may identify westward trains between Houston and Tower 87 to be applied at end of two main tracks. Rule 14(k) will apply.

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 14 (k) will apply.

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

Englewood.....	Trains originating or terminating.
Tower 87.....	First-class trains and extra passenger trains.
Dayton.....	Trains originating or terminating.
Eldon.....	Trains directed by train order.
Beaumont.....	Trains originating or terminating.
Woodville.....	Trains directed by train order.
Kountze.....	Trains directed by train order.
Lake Charles Yard.....	Trains originating or terminating.
I. & V. Junction.....	Nos. 519 and 527.
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 parenthesis above time.
Prosser.....	Trains directed by train order.

**Dunagan:** Train register located in A.&N.R. telephone booth.

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

Tower 87.....	First-class trains and extra passenger 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.

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

**RULE 93.** Yard limits are established at the following locations:

West MP	East MP	
	Houston (Lafayette Line).....	352.70
351.00	Sheldon.....	342.50
330.10	Dayton (Lafayette Line).....	325.17
3.43	Dayton (Baytown Branch).....	
322.50	Liberty.....	320.00
283.05	Beaumont (Lafayette Line).....	275.62
	Beaumont (Sabine Branch).....	23.44
262.00	Orange.....	254.64
253.36	Echo.....	249.84
	Baytown.....	21.92
17.75	Eldon.....	12.00
117.16	Lufkin (Houston Division).....	120.84
	Lufkin (Rockland Branch).....	2.73
3.48	Herty.....	5.71
7.87	Dunagan.....	131.57
13.29	Port Arthur-West Port Arthur.....	



West MP		East MP
223.60	Lake Charles Yard (Lafayette Line)	214.54
	Lake Charles Yard (Lake Arthur Branch)	4.75
187.04	Jennings	183.41
176.41	Midland (Lafayette Line)	171.19
57.42	Midland (Midland Branch)	55.15
168.67	Crowley	163.57
148.69	Lafayette Yard	142.99
	Eunice	77.85
31.36	Kaplan	29.71
22.37	Abbeville	20.39
14.5	Erath	17.00
5.77	I.&V. Junction-Davids	4.35
	(Youngsville Branch)	End of Branch
	(Salt Mine Branch)	End of Branch
2.14	New Iberia (Midland Branch)	

**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. All movements must be made with caution in accordance with Rules and Regulations and Special Instructions governing movements on other than main track.

**Lake Charles Yard:** Trains moving on main track between Lake Charles Yard and Mallard Jct., in either direction, will be governed by block signals, indications of which will supersede the superiority of trains. When signals indicate stop, movements will be made in accordance with Rules 81-A, 508, 509 or 512 as the case may be.

**RULE 95.** Sections of eastward first-class trains may be authorized at Tower 87 by clearance bearing words "Green signals" or "No signals".

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

**NORMAL POSITION OF GATES AT CROSSINGS**

Location	Normal Position
<b>Rockland Branch</b>	
Kountze MP 54.6	A.T.&S.F.

<b>Lake Arthur Branch</b>	
MP 3.1, east of Mallard Jct.	S.P.
MP 3.7, east of Mallard Jct.	M.P.

<b>Midland Branch</b>	
Eunice MP 80.0	*M.P.
Davids MP 4.8#	Midland Branch

\*If gate is locked and M.P. movement is seen to be stopped, or after waiting three (3) minutes for movement to come into view, time release pushbutton may be operated and gate will unlock in approximately five minutes. Indicator provided at gate to show occupancy of train on approach circuit of M.P..

# Trains and engines must approach with caution and when gate is set against Youngsville Branch movements, Midland Branch movements may be made without stopping, not exceeding 10 MPH until crossing is covered.

<b>Youngsville Branch</b>	
MP 24.1, west of Davids	See Note
Davids MP 4.8	Midland Branch

NOTE: Crossing protected by "Stop" signs.

**DRAWBRIDGES NOT INTERLOCKED**

Bayou Lacassine, MP 19.89, Lake Arthur Branch.  
 \*Bayou Plaquemine, MP 57.73 between Midland and Iota.  
 Bayou Vermillion, MP 21.47, 0.1 mile west of Abbeville.  
 Bayou Carlin, MP 11.89, 0.4 mile east of Delcambre.  
 \*Gates installed protecting drawbridge 57.73. Normal position for rail traffic. Trains must approach drawbridge 57.73 with caution, prepared to stop before reaching gates. If gates in normal position movements may be made without stopping not exceeding 10 MPH. If gates against rail traffic movements must not be made until it has been determined that bridge is in proper position and running rails on each end of bridge are in place.

**RULE 99. EXCEPTION:**

Baytown, Sabine and Midland 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:**

Sabine Branch and between I. & V. Junction and Eunice (Midland Branch).

**RULE 103.** For train, engine and switching movements over following crossings, a member of crew must take position at crossing to afford warning to traffic while movement is being made:

Dawes	Houston Lighting & Power Spur	U.S. Highway 90
Liberty	Sand Pit Spur	U.S. Highway 90
Orange	Chemical Row Lead	Western Ave.
Port Arthur	Old Main Track	Thomas Boulevard
Port Arthur	Old Main Track	Sixteenth Street
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)	

**Midland Branch**

Gueydan	Republic Rice Mill, State Highway 14
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**Port Arthur:** Trains and engines must approach west gate road crossing leading into Texaco Refinery with caution. For all switching movements over this crossing member of crew must take position at crossing to afford warning to traffic while movement is being made.

**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 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	South Industrial Track

**Rockland Branch**

Zavalla	State Highway	Team Track
Colmesneil Road Crossing		Spur



**AUTOMATIC CROSSING GATES**

Following crossing equipped with gates. Crews of trains or engines making stop, reverse movements, switching movements, or from yard track over crossings, must know that gates are down or flag protection provided for vehicular traffic before entering crossing:

Station	Location
*Dayton	State Highway 321
*Baytown	Airhart Drive
Kountze	State Highway 326
**Lake Charles	Kirkman Street
Jennings	Main Street
Crowley	Avenue F

\*To facilitate switching moves over these crossings Key Release devices are located near gates. Before entering crossing if gates are not down, gates must be lowered manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to the right which will lower gates for one minute.

\*\*MAIN TRACK: Time out circuits located 350 feet from crossing. Cars must not be left within 350 feet of crossing.

\*\*NORTH TRACK: Approach circuits located 500 feet either side of crossing. Cars must not be left within 500 feet of crossing.

\*\*SOUTH TRACKS: Tracks not equipped with approach circuits for westward movement.

Engines, with or without cars, making movements on any of these tracks approaching Kirkman Street must not enter crossing unless gate is down or warning afforded.

**Beaumont:**

Langham Road equipped with automatic crossing gates. Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Crockett Street crossing is equipped with gates, flasher and bell warning signals. These signals are not controlled by approach circuits. Warning signals will not operate for movement until leading wheels have passed insulated joints (painted yellow) immediately each side of crossing, or by operating KEY CONTROL. Trains and engines must stop short of insulated joints, and before movement over crossing is commenced, member of crew must insert switch key in either of four boxes marked "KEY CONTROL" located on both sides of the tracks and both sides of the crossing, making one complete turn, SLOWLY, which operates flasher and bell signals for 60 seconds. If train or engine movement does not occupy crossing circuit within 60 seconds, KEY CONTROL must again be operated.

**West Lake:** Crossing Signals have been installed at Columbia Southern crossing, Rose Bluff. To operate depress push button in box located in front of yard office. Signals will continue to operate until crossing is occupied. Procedure must be repeated once crossing is cleared and warning is again required.

**Lake Charles:** Bunker Road, MP 215.8. To facilitate switching moves in siding over crossing, KEY RELEASE device is located on south side of gate mechanism housing located on south side of track. Before entering crossing if gates are not operating they may be started manually by inserting switch key in KEY RELEASE and turn SLOWLY one complete turn to the right which will cause gates to operate for one minute.

When switching movements are made in siding over crossing crew must know that gates are down or flag protection provided for vehicular traffic before entering crossing.

**Automatic Flashing Crossing Signal:** Equipped with Key-Release feature located as follows:

Station	Location
Welsh	State Highway 99
Midland	State Highway 91
Rayne	Adams Street
Rayne	Polk Street
Eldon (Cedar Point Industrial Spur)	F.M. 565
Warren MP 72.7	State Highway 1943
West Port Arthur	State Highway 87

To facilitate switching moves over these crossings Key-Release devices are located near flashing light signals. Before entering crossing if flashing light signals are not flashing they may be started manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to right which will cause flashing light to operate one minute.

**Eldon:** Dwarf-type signal installed south side of Rice Farm Road within U. S. Steel Plant. Signal is inter-connected with crossing protection device, and will display red 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.

**Eldon:** Engines must not operate over track scale inside J. M. Huber Corporation plant.

**RULE 104.** Normal position of rigid switches at junctions:

Station	Normal Position
Loeb Jct.	A.T.&S.F.
Dunagan	A.&N.R. RR.
Mallard Jct.	Lake Arthur Branch
Midland	Midland Branch
Dauids	Midland Branch
Dauids	Youngsville Branch
I.&V. Junction	Midland Branch

**Lake Arthur:** Switch targets from initial switch MP 33.34 to end of main track are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

**Salt Mine:** Switch targets from initial switch MP 9.57 to end of main track are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

**RULE 105.** Cars may be left on sidings Sheldon, Kountze and Woodville without permission from or notice to Chief Train Dispatcher.

**RULE 208.** Fourth paragraph does not apply at Echo, or to westward trains at Dayton 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 221.** Following are train-order offices only as indicated:

Englewood	Trains originating
Tower 87	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 and will display flashing Red or flashing Green.

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

Station	Location	Direction
Lake Charles Yard	On train-order signal	Westward

No. 528 must obtain clearance at Midland regardless of the indication displayed by train-order signal. Other Midland Branch trains must obtain clearance at Midland when train-order operator on duty.

Light will not be displayed in train-order signal at Abbeville, except when train-order operator on duty.

**RULE S-240. Movement of Trains By Staff System.**

Applies at following locations:

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

**RULE 306.** Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3510	Spring switches, Fauna	P-3487
P-3292	Spring switch, west end siding, Dayton	
P-3084	Spring switches, Devers	P-3065
	Spring switch, east end yard, Lufkin	P-1203
P-2524	Spring switches, Echo	P-2507
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	

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

Location of Key-Releases	Time-Release
Fauna —East end siding	3 mins.
Dayton —West end siding	3 mins.
Devers —West and east end siding	3 mins.
Lufkin —East end yard	3 mins.
Echo —West and east end siding	3 mins.
Brimstone —West and east end siding	3 mins.
Lake Charles Yard —East end siding	3 mins.
Roanoke —West and east end siding	3 mins.
Midland —West end siding	3 mins.
Crowley Siding —West and east end siding	3 mins.
Lafayette Yard —West end yard	3 mins.

Electric Switch locks are located as follows:

Prosser: West end of two tracks connecting with A.&N.R. RR.. Time required for lock to function — 3 mins..

Mallard Jct..

**RULE 516.** Overlap posts are located as follows:

Brimstone	MP 230.70	governing eastward trains
West Lake	MP 220.90	governing westward trains
Lake Charles Yard	MP 216.01	governing eastward trains
Chloe	MP 212.27	governing westward trains
Scott	MP 149.85	governing eastward trains
Lafayette Yard	MP 147.44	governing westward trains

**RULE 538. SPRING SWITCHES**

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

Location	Normal Position
Fauna	West and east end siding Main Track
Dayton	West end siding Main Track
Devers	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

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

Location	Normal Position
Echo	—West and east end siding Main Track
Lufkin	—East end yard Main Track

**RULE 605. INTERLOCKING**

**Tower 87—Fauna:** Interlocking limits on main track extend from eastward interlocking signals at fouling point, end of two main tracks west of Tower 87 MP 355.2, to westward interlocking signals at fouling point west end of siding Fauna MP 350.1. Interlocking limits on other than main track are indicated by interlocking signals.

Dual control switch equipped with crank located at west end crossover, MP 355, Englewood.

Dual control switch equipped with selector lever and hand-throw lever located at east end crossover, MP 355, Englewood.

Spurs at MP 351.65, MP 353.23 and MP 352.57 are equipped with electric switch locks.

Telephones for communication with operator are located in vicinity of each outlying interlocking signal and electric switch lock boxes.

**Dayton:** East switch of siding power operated; switch and signals controlled by operator located in train-order office.

Langham Road MP 282.4 (Beaumont) and Connell MP 270.6: Refer page 24 under Miscellaneous.

**K.C.S. Crossing:** On spur between Guffey and Chaison, 1.84 miles east of Guffey, no operator on duty. Normally lined for K.C.S.

**(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 222.81:** No operator on duty. Normally lined for S.P..

Button release for making reverse movement on S.P. after forward movement has been made through interlocking limits and before reaching end of control circuit is located in box stencilled "S.P.", equipped with switch lock, on pipe stand, north side of S.P. main track, near crossing.

For proper display of signal indication for making reverse movement, button release must be depressed. Instructions posted inside of box door.

**(K.C.S. Crossing) West Lake MP 221.24:** 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



**SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION**

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.

(K.C.S. Crossing) Lake Charles MP 219.10: No operator on duty; normally lined for S.P. main track movement. Hand-operated switch with pipe connected derail to Ball Park Track opens within interlocking limits; dwarf signal located at fouling point. Block indicator located at switch.

(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 167.57: No operator on duty. Normally lined for S.P..

West Tower: See special instructions Avondale Subdivision.

**RULE 680. AUTOMATIC INTERLOCKING**

M.P. Crossing MP 259.3 Lafayette Line.

M.P. Crossing MP 205.28 Lafayette Line.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	2524	Echo	Proceed on main track to east end siding.
S	2524	Echo	Enter siding.
M	2507	Echo	Proceed on main track to west end siding.
S	2507	Echo	Enter siding.

**HOT BOX DETECTORS**

**RULE 827.**

**TYPE A.** Hot box detector system in service at following locations:

MP 256.1 Between Orange and Echo

MP 245.7 Between Echo and Vinton

Illum. Letter	Mile Post	Approaching	Location of Readout
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**EASTWARD TRAINS**

H	253.7	Echo	Near Train-Order Office, Echo.
W	257.2	Orange.	

**WESTWARD TRAINS**

*H	248.3	Echo	Near Train-Order Office, Echo.
W	244.7	Echo.	

\*When letter "H" is illuminated, trains must stop and inspect train before passing over drawbridge 250.20, Sabine River, Echo.

At Echo, outbound crew will make read-out of information on hot bearing panel. If no outbound crew on duty, inbound crew will make read-out.

**RULE 827. Location and type detector system as follows:**

MP	Location	Type	Location of Type D Recorder At Mechanical Facility	Direction
351.3	East of Englewood	D	Englewood	Westward
312.3	East of Raywood	C	Beaumont	Eastward and Westward
273.9	East of Beaumont	D		Westward
288.3	West of Beaumont	D	Beaumont	Eastward
26.8	(Sabine Branch) East of Beaumont	D	Beaumont	Westward
224.4	West of Lake Charles Yard	D	Lake Charles Yard	Eastward
210.0	East of Lake Charles Yard	D	Lake Charles Yard	Westward
177.4	Mermentau - Midland	C	Lafayette Yard	Eastward and Westward
153.1	West of Lafayette Yard	D		Eastward

(Refer to "Hot Box Detectors", All Subdivisions)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detectors installed at following locations:

Mile Post	Location
<b>Lafayette Line</b>	
315.5	Between Ames and Raywood
309.5	Between Raywood and Devers
253.7	Between Orange and Echo
246.6	Between Echo and Vinton
225.8	Between Brimstone and Lockmoor
175.5	Between Midland and Mermentau
<b>Baytown Branch</b>	
8.62	Between Dayton and Eldon
12.66	Between Dayton and Eldon

**RULE 812. Beaumont:** A.T.&S.F. Railway Company rules require that a member of crew on Rockland Branch trains secure permission from Control Operator, Beaumont before fouling or entering A.T.&S.F. main tracks at Loeb Jct., or Santa Fe Jct. and for movement on main track between these points.

Trains operating on A.T.&S.F. Track between Santa Fe Jct. and Loeb Jct. will be governed by current A.T.&S.F. Southern Division Timetable.

Southern Pacific Transportation Company Rules and Regulations of the Transportation Department and Timetable Bulletins will apply except as modified below:

1. 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 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 (1), 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 (1), train order, train must stop and not proceed until authorized by proper authority.

## 2. Form U, Stop and Speed Limit Train Orders.

- (1) Eight naught one 8 01 A M until five naught one 5 01 P M between 15 poles west of M P 10 and M P 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.

- (2) Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No. \_\_\_\_\_) between 15 poles west of M P 10 and M P 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.

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 Senior Chief Train Dispatcher of that division.

**RULE 827.** Eastward trains handling Cotton Belt-Beaumont connection must stop and train inspection made before leaving Dolan, MP 109.2.

Westward trains handling Beaumont-Cotton Belt connection must stop and train inspection made before leaving Village Mills, MP 64.8 and MP 103.

**RULE 827-A.** At Echo, trains handling flammable compressed gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

**RULE 872.** When crew is changed at Lafayette Yard and Lafayette, but consist remains intact, enginemen will consider engines as being supplied with fuel and sand.

**AIR BRAKE RULE 24-E.** Applies at Beaumont and Lafayette Yard.

**AIR BRAKE RULE 24-G.** Applies at Echo and Lafayette Yard.

## MISCELLANEOUS

### 1. BETWEEN LANGHAM ROAD BEAUMONT AND CONNELL

Two main tracks between Langham Road MP 282.4 and end of two main tracks K.C.S. MP C-766 designated as follows:

Main Track No. 1	.....	North Track
Main Track No. 2	.....	South Track

Main Tracks Nos. 1 and 2 are signalled for movements in either direction.

Single track between end of Two Main Tracks K.C.S. MP C-766 and governing westward control signal east end siding Connell. Signals and dual control switches between Wall Street and Westward control signal east end siding Connell controlled by K.C.S. Control Operator.

Between South Street and Crockett Street track is signalled for movement in either direction. Signals and dual control switches between Langham Road MP 282.4 and Wall Street and between South Street and Crockett Street controlled by M.P. Control Operator.

Movements between Langham Road MP 282.4 and Beaumont, South Street and Crockett Street and between eastward control signals Tower 31 and westward control signal east end siding Connell will be governed by Rule 605 thru 670.

When switching is to be done over dual control switches in South Track at West End Siding, Beaumont, Rules 608, 765 and 765-A will apply, and selector lever on West Switch of Siding, Beaumont, must be placed in hand position, which will automatically lock the switches of the two crossovers.

Interlocking signal near South Street governing westward movements on S.P. Trackage—equipped with triangular plate bearing letter "P" and when stop indication is displayed trains in addition to complying with Rule 663 must also comply with Rules 306 and 535.

Spring switch located near South Street A.T.&S.F. Connection. Normal position for S.P..

Telephones located in vicinity of each signal for communicating with Control Operator.

Movements through crossovers and turnouts must not exceed 15 MPH.

Movements between Interstate Highway 10 overpass and Wall Street must not exceed 20 MPH.

Movements between Wall Street and Tower 31 must run at restricted speed not exceeding 20 MPH.

Movements through connecting track Tower 31 must not exceed 20 MPH.

**Connell and Korf:** Control Operator must be contacted to release electric switch lock at hand operated switch.

Crossing MP 279.2 with A.T.&S.F. and S.P. equipped with gate. Normal position lined for A.T.&S.F. and S.P. between South Street and Crockett Street. Gate equipped with electric lock. Control Operator must be contacted to release electric lock before gate can be operated, then be governed by instructions posted at gate.

When signals do not display desired indication and cause is not apparent member of crew must immediately communicate with Control Operator.

Movements between Beaumont and Tower 31 will be made in accordance with signal indication which supersedes the superiority of trains. Movements will be governed by Southern Pacific Transportation Company Rules and Regulations of the Transportation Department except the following Uniform Code of Operating Rules of the M.P. and K.C.S. Operating Rules will apply:



## SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION

## Signal System in effect between Beaumont and Tower 31:

Aspect	Name	Indication
Green or Green over Red	Clear	Proceed
Red over Green or Red over Green over Red	Diverging Clear	Proceed on diverging route at prescribed speed through turnout.
Yellow or Yellow over Red or Yellow over Red over Red	Approach	Proceed immediately reducing speed 20 MPH or slower if necessary prepared to stop before leading wheels pass next signal.
Red over Yellow or Red over Yellow over Red	Diverging Approach	Proceed via diverging route not exceeding 20 MPH through turnout prepared to stop before leading wheels pass next signal.
Lunar or Lunar over Red or Red over Lunar or Red over Red over Lunar	Low	Proceed at low speed to next signal or where signal governs movement onto non-signalled track until entire train is thru the turnout.
Red over Red or Red over Red over Red	Stop	Stop

When signal displays stop indication and cause is not apparent, member of crew must immediately communicate with Control Operator, and upon advice "there are no opposing trains in block", movement may be made at low speed to the next signal, after examination of switch points are made and found to fit up properly.

Restricted Speed—Proceed prepared to stop short of a train, engine, obstruction or switch not properly lined.

Low Speed—A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

Absolute Signal—A block or interlocking signal designated by "A" marker, or by the absence of a number plate.

Fusee—When an unattended burning fusee is found burning on or near the track, train must stop and extinguish fusee then proceed at restricted speed for one-half mile.

Within yard limits of K.C.S., trains and engines must not exceed restricted speed and main track may be used without protecting against first and inferior class, extra trains and engines.

2. Sheldon: Pulpwood that is shifted and creates an impairment destined to Southland Paper Company must not be set out in siding at Sheldon or Crosby or runaround at Southland Paper Company.

Cars with shifted loads must be set out towards Southland Paper Company's plant on riverside, or house track, Crosby.

Entrance to Southland Paper Company's plant protected by gates equipped with railroad locks and crews must close and lock gates after performing switching in plant.

3. Bobsher: Gulf States Utilities Company lead has gate south of Round Bunch Road which must be left closed and locked when work completed.

4. Orange: Special light type signal which may display red or green aspect installed approximately 90 feet inside plant entrance at Firestone Tire and Rubber Company. Display of red aspect indicates an emergency condition and plant must not be entered, and plant representative must be

contacted. Display of green aspect indicates normal condition exists and plant may be entered. Absence of light must be regarded same as red aspect and crew should contact Plant Protection Department for clearance to enter operating area. If, after entering plant, an emergency condition arises, crew will be governed by instructions of plant representative.

5. Orange: Movements over track scales Gulf Spencer Plant, Chemical Row, must not exceed five (5) MPH. Air brakes must not be set while cars are moving over scales.

6. 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.

7. Port Arthur: Revolving red light installed by Texas Company, Port Arthur, on pole at main entrance east end Southern Pacific Yard.

Switch to light is located on gate post near Guard House, West Gate. Southern Pacific crews who will move cars east of road crossing at Guard House must start light operating before cars are handled into tracks east of crossing. After movements are completed, light must be cut off.

When light is operating, Texas Company employes will not kick or shove cars into tracks until Southern Pacific employes are notified.

8. Crowley: All classes of engines except single "F" or "S" class units must not operate beyond Parkerson Ave. on Horn Track.

## 9. Load limit (car and contents):

Cars gross weight in excess of limits shown must not be handled between the points named:

BETWEEN	Maximum Load Limits
Houston and Lafayette	300,000
Baytown and Dayton	300,000
Lufkin and Beaumont	300,000###
Guffey and Chaison	300,000
Beaumont and Port Arthur	300,000
Mallard Jct. and Lake Arthur	210,000
Eunice and Midland	251,000*
Midland and I. & V. Junction	251,000
I. & V. Junction and New Iberia	300,000
Salt Mine and I. & V. Junction	300,000
Youngsville and Pesson	251,000

Where maximum load limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 526,000 lbs. may be handled on 8 (eight) axle tank cars with a maximum of 3 (three) tank cars coupled together when load limit of car is not exceeded.

Where Maximum Load Limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 395,000 lbs. may be handled on 6 (six) axle tank cars when load limit of car is not exceeded.

Where Maximum Load Limit shown is 300,000 lbs., gross loads of 315,000 lbs. may be handled on 4 (four) axle tank cars when load limit of car is not exceeded.

\*When cars with gross weight of more than 210,000 lbs. are handled, speed of trains must not exceed 15 MPH over bridges 56.70, 57.46 and 57.73.

###Unless otherwise restricted maximum speed of trains handling cars with gross weight in excess of 281,000 lbs. over Neches River Bridge 103.92, is 10 MPH.



###Where Maximum Load Limit shown is 300,000 lbs., or 263,000 lbs. gross loads of 395,000 lbs. may be handled on 6 (six) axle tank cars when load limit of car is not exceeded.

###Where Maximum Load Limit shown is 300,000 lbs., gross loads of 315,000 lbs. may be handled on 4 (four) axle tank cars when load limit of car is not exceeded.

10. Rockland Branch: When average weight of cars in trains, other than locals or switchers, is more than sixty tons per car, do not handle any cars which weigh less than fifty tons within five cars of engine.

11. Trains handling loaded tank cars 33 feet in length, 10,000 gallons capacity, must not exceed speed of 15 MPH on the following branches:

Baytown Branch (Between MP 13 and Baytown)	Lake Arthur Branch Midland Branch Youngsville Branch Salt Mine Branch
Rockland Branch (Between MP 114 and Prosser)	

12. West Lake: 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.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 14, 15 and 16 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on pages 17 and 18 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by Timetable Bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Houston to Lafayette:					Lafayette to Houston:				
1.10 to 356.80..			30*	30*	147.10 to 148.60..			25	25
356.80 to 354.00..			25	25	148.60 to 159.30..			70	55
354.00 to 352.90..			50	50	159.30 to 160.30..			30*	30*
352.90 to 344.20..			70	55	160.30 to 165.80..			70	55
344.20 to 343.30..			35	35	165.80 to 167.30..			30*	30*
343.30 to 327.60..			70	55	167.30 to 180.26..			55	55
327.60 to 324.20..			30*	30*	180.26 to 180.36..			20	20
324.20 to 322.30..			60	40	180.36 to 183.10..			70	55
322.30 to 319.90..			30*	30*	183.10 to 187.10..			25*	25*
319.90 to 309.00..			60	40	187.10 to 193.50..			70	55
309.00 to 298.00..			70	55	193.50 to 196.00..			25*	25*
298.00 to 285.10..			50	40	196.00 to 205.20..			70	55
285.10 to 282.50..			20*	20*	205.20 to 205.70..			50	50
282.50 to 280.10..			20	20	205.70 to 207.70..			45*	45*
280.10 to 278.00..			10	10	207.70 to 215.25..			70	55
278.00 to 276.90..			20	20	215.25 to 217.50..			40	40
Main Tracks #2 & #1					217.50 to 219.70..			20*	20*
276.90 to 275.70..			50	40	219.70 to 220.62..			40	40
275.70 to 259.50..			70	55	220.62 to 220.73..			25	25
259.50 to 258.60..			35	35	220.73 to 222.85..			40	40
258.60 to 253.30..			15*	15*	222.85 to 227.90..			70	55
253.30 to 249.95..			35	35	227.90 to 229.50..			25*	25*
249.95 to 242.90..			50	40	229.50 to 240.20..			50	40
242.90 to 240.20..			25*	25*	240.20 to 242.90..			25*	25*
240.20 to 229.50..			50	40	242.90 to 249.95..			50	40
229.50 to 227.90..			25*	25*	249.95 to 253.30..			35	35
227.90 to 222.85..			70	55	253.30 to 258.60..			15*	15*
					258.60 to 259.50..			35	35

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
222.85 to 220.73..			40	40	259.50 to 275.70..			70	55
220.73 to 220.62..			25	25	275.70 to 276.90..			50	40
220.62 to 219.70..			40	40	Main Tracks #1 & #2				
219.70 to 217.50..			20*	20*	276.90 to 278.00..			20	20
217.50 to 215.25..			40	40	278.00 to 280.10..			10	10
215.25 to 207.70..			70	55	280.10 to 282.50..			20	20
207.70 to 205.70..			45*	45*	282.50 to 285.10..			20*	20*
205.70 to 205.20..			50	50	285.10 to 298.00..			50	40
205.20 to 196.00..			70	55	298.00 to 309.00..			70	55
196.00 to 193.50..			25*	25*	309.00 to 319.90..			60	40
193.50 to 187.10..			70	55	319.90 to 322.30..			30*	30*
187.10 to 183.10..			25*	25*	322.30 to 324.20..			60	40
183.10 to 180.36..			70	55	324.20 to 327.60..			30*	30*
180.36 to 180.26..			20	20	327.60 to 343.30..			70	55
180.26 to 167.30..			55	55	343.30 to 344.20..			35	35
167.30 to 165.80..			30*	30*	344.20 to 352.90..			70	55
165.80 to 160.30..			70	55	352.90 to 354.00..			50	50
160.30 to 159.30..			30*	30*	354.00 to 356.80..			25	25
159.30 to 148.60..			70	55	356.80 to 1.10..			30*	30*
148.60 to 147.10..			25	25					

\* City Ordinance: Speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

EASTWARD			ALL TRAINS	WESTWARD			ALL TRAINS
MP	MP	Column:	1	MP	MP	Column:	1
Baytown to Dayton:				Dayton to Baytown:			
24.6 to 13.0.....			10	0.0 to 13.0.....			25
13.0 to 0.0.....			25	13.0 to 24.6.....			10
Beaumont to West Port Arthur:				West Port Arthur to Beaumont:			
Beaumont to 25.5.....			15	12.7 to 19.25.....			10
25.5 to 19.25.....			20	19.25 to 25.5.....			20
19.25 to 12.17.....			10	25.5 to Beaumont.....			15
Prosser to Loeb Jct.:				Loeb Jct. to Prosser:			
Prosser to 114.80			10	Loeb Jct. to 89.6.....			30
114.80 to 92.0.....			30	89.6 to 92.0.....			10
92.0 to 89.6.....			10	92.0 to 114.80.....			30
89.6 to Loeb Jct.....			30	114.80 to Prosser.....			10
Mallard Jct. to End of Branch:				End of Branch to Mallard Jct.:			
			10				10
Eunice to New Iberia:				New Iberia to Eunice:			
79.4 to 22.0.....			20	0.0 to 1.25.....			10
22.0 to 7.44.....			10	1.25 to 7.44.....			20
7.44 to 1.25.....			20	7.44 to 22.0.....			10
1.25 to 0.0.....			10	22.0 to 79.4.....			20
I. & V. Jct. to Salt Mine				Salt Mine to I. & V. Jct.			
			10				10
Youngsville to Pesson:				Pesson to Youngsville:			
33.1 to 28.4.....			20	18.4 to 28.4.....			10
28.4 to 18.4.....			10	28.4 to 33.1.....			20

Trains handling cars containing flammable compressed gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed, and must not exceed 30 MPH through Iowa, between MP 205.7 and 207.7.



**SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION**

**SPEED RESTRICTIONS**

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Though sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	10
Except: Harbor, Lake Charles Harbor Spur.....	25

25 MPH through turnout between No. 2 Main Track and Single Track, Tower 87.

45 MPH over M.P. Crossing MP 259.3 west of Orange Siding.

Lake Charles: Trains and engines must approach Hodges Street (first crossing east of station) and Kirkman Street

(third crossing east of station) with caution expecting to find vehicles stopped on track account traffic light.

10 MPH entering Shattuck Street crossing until engine or cars have covered crossing; 20 MPH until caboose of train covers crossing.

Trains and engines must not exceed speed shown over drawbridges as follows:

Location	MPH
<b>Lafayette Line</b>	
Sabine River, MP 250.00.....	35
Calcasieu River, MP 220.62.....	35
Mermentau River, MP 180.26.....	20
<b>Midland Branch</b>	
Bayou Plaquemine, MP 57.73.....	10
Bayou Vermillion, MP 21.47.....	10
Bayou Carlin, MP 11.89.....	10

**SPECIAL INSTRUCTIONS—AVONDALE SUBDIVISION**

**RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description	Type
80.4	Morgan City.....	Drawbridge 80.46.....	Overhead & Side
77.4	East of Morgan City.....	Highway Overpass.....	Overhead & Side
73.3	West of Ursa.....	Drawbridge 73.31.....	Side
32.0	Des Allemands.....	Drawbridge 32.05.....	Side

**RULE 10-H. EXCEPTION:**

St. Martinville, Cyremont, 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:**

St. Martinville, Cyremont, 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 OK'd by Senior Chief Train Dispatcher before leaving Avondale.

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 81, 81-A and 512.** Trains and engines must contact train dispatcher before fouling main track at Garden City MP 97.9, Sterling Junction MP 101.7, N.I.&N. Jct. MP 109.98 and Olivier MP 120.9.

**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 operating through Lafayette Yard will deliver all train orders and instructions held to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Crew arriving Weeks on No. 405 may assume the schedule of No. 406 and crew arriving Weeks on No. 407 may assume the schedule of No. 408 and leave without a clearance.

Trains operating on Lockport Branch may leave Raceland Jct. without obtaining clearance. Trains operating on Houma and Napoleonville Branches may leave Schriever without obtaining clearance. Trains operating on St. Martinville Branch may leave Lafayette Yard without obtaining clearance.

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

Lafayette.....	First class and extra passenger trains.
West Tower.....	Trains originating and terminating on Avondale Subdivision.
N.I.&N. Jct. MP 109.98.....	Trains directed by train order.
Garden City MP 97.9.....	Trains directed by train order.
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.

**RULE 93.** Yard limits are established at the following locations:

West MP		East MP
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
108.00	Baldwin-Franklin.....	100.23
1.10	Baldwin (Cyremort Branch).....	
	Weeks.....	17.00



West MP		East MP
97.50	Bayou Sale	94.80
82.76	Morgan City	77.00
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	27.90
24.97	Boutte	22.66
17.77	Avondale	
53.47	Eola	51.38
24.97	Opelousas	18.00
	Houma-Southdown Siding	12.18
	Lockport	8.50

Trains moving on main track between Lafayette Yard and B-R Jct., in either direction, will be governed by block signals, indications of which will supersede the superiority of trains. When signals indicate stop, movements will be made in accordance with Rules 81-A, 508, 509 or 512 as the case may be.

Time release located on Block Signal 1453 governing movements from Alexandria Branch, and on Block Signal 1451 governing movements from St. Martinville Branch. After complying with provisions of Rule 81-A and switch is lined for movement, if signal does not immediately display proceed indication, train must wait three (3) minutes, after which signal will display yellow aspect if no train or engine is occupying block.

**RULE 95.** Sections of westward first-class trains may be authorized at Avondale by clearance bearing the words "Green signals" or "No signals".

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED**

Station		
<b>Avondale Line</b>		
Olivier, MP 120.80	Orange Grove Ref.	See Note.
Jeanerette, MP 113.90	Provost Lumber Co.	See Note.
Jeanerette, MP 113.70	Jefferys Spur	See Note.
M.P. Crossing	0.5 mile west of Sterling (Sterling Junction-Sterling Spur)	See Note.

<b>Alexandria Branch</b>		
MP 52.2 (M.P.)		See Note.

<b>St. Martinville Branch</b>		
Breaux Bridge	MP 19.2	See Note.

NOTE: Crossings protected by "Stop" Signs.

**DRAWBRIDGES NOT INTERLOCKED**

<b>Houma Branch</b>		
Intracoastal Canal,	MP 14.82	
<b>St. Martinville Branch</b>		
Bayou Teche,	MP 8.0	Levert Sugar Co. Spur.

**RULE 99. EXCEPTION:**  
Alexandria and Cypremont 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 Cypremont Branch and between Opelousas and Cheneyville (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 to traffic while movement is being made:

<b>Avondale Line</b>	
New Iberia	La. State Highway 182
Power House Spur (New Iberia)	La. State Highway 182
Olivier (spur)	La. State Highway 182
Jeanerette (spur)	La. State Highway 182
Sterling Junction (Sterling spur)	U. S. Highway 90
Garden City (spur)	U. S. Highway 90
Lagonda (spur)	U. S. Highway 90
Morgan City	Federal Avenue
Pelican State Lime Company Spur MP 74.43	U. S. Highway 90

<b>Alexandria Branch</b>	
Opelousas	Grolee and Guidry Streets west of Freight Station; Bellevue and Cherry Streets east of Freight Station.
Alexandria	Third Street crossing.

<b>Houma Branch</b>	
Schriever	State Highway 20

<b>Napoleonville Branch</b>	
Thibodaux	Saint Mary Street Crossing
Napoleonville Jct.	Street and Highway Crossings

**Automatic Crossing Gates:** Following crossings protected by gates with control circuits located within short distance of crossing. Crews of trains or engines making stop, reverse movements, switching movements, or from yard tracks over crossing, must know that gates are down or flag protection provided for vehicular traffic before entering crossing:

Station	Location
Lafayette	Jefferson Street
Lafayette	Mudd Avenue
New Iberia	Center Street
Jeanerette	Canal Street
Zacarter	U. S. Highway 90
Schriever	Main Project Road

**Lafayette—La. Highway 182 (Carencro Crossing):** Eastward movements from main track or Track No. 1 after stopping for automatic block signals east end Lafayette Yard must not enter Carencro Crossing until it is known that automatic crossing gates are down for movement or flag protection is provided.

**Lafayette—LeRosen Street:** Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Control circuits for gates on City Track and Trappey Lead are located 50 ft. each side of crossing.

Key control located on west side of crossing, north side of main track, has been provided for lowering gates to protect switching movements on main track.

**Lafayette—Johnston Street:** Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Eastward movements on main track stopping within 70 feet west of Johnston Street must proceed slowly until gates are down. White marker post has been placed south side of main track 70 feet west of Johnston Street for use by engine-men when making stop on eastward passenger trains.

Time-out circuit has been provided on siding, and is located 100 feet west of Johnston Street. Cars must not be left standing on siding between time-out circuit and fouling point east end of siding.



## SPECIAL INSTRUCTIONS—AVONDALE SUBDIVISION

Baldwin—State Highway 83: Switching movements must not enter this crossing unless gates are down or flag protection provided nor exceed 12 MPH on main track or siding approaching this crossing and cars must not be left between Signal 1052 and relay box 330 feet west of crossing.

Movements from Cypremort Branch must not enter this crossing unless gates are down or flag protection provided.

Key-Releases are located near each gate for use to lower gates when necessary.

Automatic Flashing Crossing Signals: Equipped with Key-Release feature are located as follows:

Station	Location
Lafayette	Simcoe Street
Bayou Sale	State Highway 317

To facilitate switching moves over these crossings, Key-Release device is located near flashing light signals. Before entering crossing if flashing light signals are not flashing they may be started manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to right which will cause flashing lights to operate for one minute.

St. Martinville State Highway 31

Control circuit extends from derail 50 feet east of crossing to point 100 feet west of crossing. Signals are actuated when derail is lined for movement. If signal not operating member of crew must provide flag protection for vehicular traffic.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Station	Normal Position
S.P. Junction	T.&P. T.&P.
Cheneyville	T.&P. T.&P.
Alex Jct.	Alexandria Branch Avondale Line
B-R Jct.	St. Martinville Branch Avondale Line
N.I.&N. Jct.	Avondale Line Avondale Line
MP 109.98	Avondale Line Avondale Line
Schriever	Houma Branch Avondale Line
Napoleonville Jct.	Thibodaux Spur Napoleonville Branch

Boutte: Normal position of switches within Monsanto Chemical Company Plant is for lead track.

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

RULE 104-A. Weeks: Switch targets from initial switch MP 18.43 to end of main track are yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

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

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, 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 1069	Eastward
Raceland Jct.	Signal 421	Eastward

Avondale is train-order office only for westward trains.

Cheneyville is an S.P. train-order office for eastward trains only. Joint S.P.-T.P. light-type train-order signal located directly opposite depot on south side of track will not be designated by letters "TO" on mast. When flashing red light is displayed it indicates "Stop", when flashing green light is displayed it indicates "Proceed". Operator must advise train dispatcher that train-order signal is displaying "Stop" indication for eastward trains before copying train order for a train in that direction.

RULE S-240. Movement of Trains By Staff System. Applies at following locations:

Territory	Register location
MP 3.00 and Houma (Houma Branch)	Schriever
MP 1.39 and Elm Hall Jct. (Napoleonville Branch)	Schriever
MP 1.98 and Lockport (Lockport Branch)	Raceland Jct.
MP 3.17 and St. Martinville (St. Martinville Branch)	Lafayette Yard

RULE 306. Following block signals, equipped with triangular plate bearing letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, east end yard, Lafayette Yard	P-1459*
P-1326	Spring switches, Cade	P-1309
P-1132	Spring switches, Jeanerette Siding	P-1119
P-1074	Spring switches, Baldwin	P-1053
P-968	Spring switches, Bayou Sale	P-957
P-826	Spring switches, Berwick	P-809
P-422	Spring switches, Raceland Jct.	P-401
	Spring switch, east end siding, Salix	P-183
P-A	Spring switches, Avondale	P-A

\* When signal displays stop indication and applicable rule(s) requires a westward train to stop, the train must stop clear of La. Highway 182 (Carencro Crossing) until Rule 306 is applied.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time Release
Lafayette Yard east end yard	3 mins.
Cade west and east end siding	3 mins.
Jeanerette Siding west and east end siding	3 mins.
Baldwin west and east end siding	3 mins.
Bayou Sale west and east end siding	3 mins.
Berwick west and east end siding	3 mins.
Raceland Jct. west and east end siding	3 mins.

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 80 or Rule 81-A before entering or fouling main track and will confer no authority for movement of train or engine.

**RULE 516.** Overlap post located as follows:

Elks..... MP 141.18..... governing eastward trains

**RULE 538. SPRING SWITCHES**

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

Location	Normal Position
Cade..... West and east end siding	Main track
Jeanerette Siding..... 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..... East end siding	Main track

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

Location	Normal Position
Lafayette Yard..... East end yard	Main track
Berwick..... East end siding	Main track
Avondale..... West and east end yard	Main track

**RULE 605. INTERLOCKING**

**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.

Hand-operated switch from M.P. connection to main track is equipped with electric switch lock controlled by operator. Interlocking signal at fouling point governs movement to main track.

**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.

**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.

Electric switch locks are located as follows:

Cyanamid spur, MP 16.8..... Both ends of run-around track.

Telephones for communication with operators are located in vicinity of each interlocking signal and electric switch lock-box.

**Cyanamid Spur MP 16.8:** Interlocking signals, switches and derails governing entrance to and movements on connection track with M.P. R.R. 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. R.R. at Avondale.

Telephone for communication with operator is located on east side of concrete instrument house at M.P. main track switch; door is equipped with S.P. switch lock.

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

**RULE 680. AUTOMATIC INTERLOCKING**

Opelousas: MP 22.1 M.P. R.R. Crossings.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movements as follows
M.....	196.....	Salix.....	Proceed on main track to beginning of interlocking.
S.....	196.....	Salix.....	Enter siding.
M.....	183.....	Salix.....	Proceed on main track to west end of siding.
S.....	183.....	Salix.....	Enter siding.

**HOT BOX DETECTORS**

**RULE 827.** Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder At Mechanical Facility	Direction
138.9	East of Lafayette Yard.....	D	Lafayette Yard	Westward
3.8	(Alexandria Branch) West of Lafayette Yard.....	D	Lafayette Yard	Eastward
110.0	Jeanerette Siding - Baldwin.....	C		Eastward and Westward
76.1	Morgan City - Ursa.....	C		
36.1	Raceland Jct. - Des Allemands.....	C		

(Refer to "Hot Box Detectors", All Subdivisions)

**DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS**

Detector	Indicator	Location
MP 76.1	MP 76.1	Between Morgan City and Ursa
MP 34.1	MP 34.1	MP 34.1 Between Raceland Jct. and Des Allemands
		MP 33.1 Between Raceland Jct. and Des Allemands
		MP 32.2 Between Raceland Jct. and Des Allemands
MP 110.0	MP 110.0	Between Jeanerette Siding and Baldwin

**RULE 740. ABSOLUTE-PERMISSIVE BLOCK**

**Between MP 12.4 and MP 10.5, Avondale:**

Absolute signals at MP 12.4, MP 11.3 and MP 10.6 govern eastward movement.

Absolute signals at MP 10.5 and MP 11.3 govern westward movement.

When absolute signal indicates stop, movement will be made in accordance with Rule 507.



**SPECIAL INSTRUCTIONS—AVONDALE SUBDIVISION**

Where no absolute signal governs entrance to main track, movement may be made as provided in Rules 81-A and 512.

Electric Switch Locks located as follows:

Avondale.....Switch to freight station tracks.

**Automatic Crossing Gate: Avondale.** Eastward movements after stopping for A-PB Signal MP 12.4 must know that automatic crossing gates are down or flag protection provided for vehicular traffic before entering Joe Louis Crossing.

**RULE 812.** M.P. R.R. Company's rules require conductors to call the M.P. R.R. dispatcher from S.P. Junction to secure permission to enter M.P. main track.

**RULE 872.** When crew is changed at Lafayette Yard and Lafayette, but consist remains intact, enginemen will consider engines as being supplied with water, fuel, sand and other supplies.

**AIR BRAKE RULES**

**RULE 2-H, 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.

**AIR BRAKE RULE 24-E.** Applies at Avondale.

**MISCELLANEOUS**

1. Location of telephones not shown on schedule page:

- Atchafalaya River Drawbridge
- MP 66.5
- MP 46.5
- MP 35.8
- MP 21.0

2. **Ruth:** MP 15.7, St. Martinville Branch, gates equipped with switch lock over spur track must be closed and locked after use.

3. Lockport Branch main track between Raceland Jct. and switch to track leading to Raceland and Field Track up to crossover may be used by all classes of engines.

4. **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.

5. **North Bend—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.

6. **Boutte—Monsanto Chemical Company Plant**

Loading tracks numbers 1, 2A, 2B, 3, 4, 5, 5A, 5B, 6A, 6B, 6C, 6D, 7, 9, 9A, 9B, 10, 10A and 10B protected by derails located in vicinity of light type signals. Derails not affected by operation of light type signals. Loading foreman must be contacted to remove derails when necessary to perform switching on these tracks.

Tracks 2A, 2B, 3, 5A, 5B, 9A, 9B, 10A and 10B protected by special light type signals (in addition to derails on tracks 1, 2A, 2B, 3, 4, 5, 5A, 5B, 6A, 6B, 6C, 6D, 7, 9, 9A, 9B, 10, 10A and 10B) which may display yellow or red aspect.

When signal displays red aspect track must not be entered. When signal displays yellow aspect tracks may be entered only with permission of loading foreman.

Absence of light or signal must be regarded same as red aspect.

7. **Engines listed must not operate on tracks shown below:**

Class of Engine	Restricted Track
ES 415, EP 415 A & B,	
EF 418, ES 615 Elks.....	Long extension beyond clearance point.
" Cade.....	House Track.
" New Iberia.....	House Track back of freight station, Bayou Track beyond east end of freight platform.
" Franklin.....	Refinery Spur.
" Garden City.....	All tracks, except main track.
" Cabot.....	Spur.
" Lagonda.....	Spur beyond clearance point.
" Morgan City.....	Track 6 or Curve Track.
" Vallier.....	Texaco Spur beyond clearance point.
All engines..... Ivanhoe.....	Beyond clearance point of track serving Texaco. Cars will be considered placed when left on spur leading from main track.
" Houma.....	Under shed at Dupont Wholesale Grocery Company.
All engines..... Pelican State Lime Co. Spur MP 74.43.....	Beyond buildings on these tracks.

**NOTE:** Restrictions on ES 415 and EF 418 Class engines listed above pertain to multiple units only, and do not restrict this class engine when operating as a single unit.

8. **Load limit (car and contents):**

Cars gross weight in excess of limits shown must not be handled between the points named:

BETWEEN	Maximum Load Limits
Lafayette and Avondale.....	300,000
Avondale and Algiers.....	300,000
Cheneyville and Opelousas.....	251,000
Opelousas and Lafayette Yard.....	300,000
Sterling and Caffery.....	300,000
Sterling Junction and Sterling.....	300,000
Weeks and Baldwin.....	300,000
Houma and Schriever.....	263,000
Thibodaux Jct. and Glenwood.....	251,000
Colley and Houma.....	210,000
Jay and Raceland Jct.....	300,000
Lafayette Yard and Breaux Bridge.....	251,000
Breaux Bridge and St. Martinville.....	230,000##

Where maximum load limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 526,000 lbs. may be handled on eight (8) axle tank cars with a maximum of three (3) tank cars coupled together when load limit of car is not exceeded.



Where Maximum Load Limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 395,000 lbs. may be handled on six (6) axle tank cars when load limit of car is not exceeded.

Where Maximum Load Limit shown is 300,000 lbs., gross loads of 315,000 lbs. may be handled on four (4) axle tank cars when load limit of car is not exceeded.

##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.

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

9. Trains handling loaded tank cars 33 feet in length, 10,000 gallons capacity, must not exceed speed of 15 MPH on the following branches:

- |                        |                      |
|------------------------|----------------------|
| Cypremort Branch       | Houma Branch         |
| Alexandria Branch      | Napoleonville Branch |
| St. Martinville Branch | Lockport Branch      |

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on pages 14, 15 and 16 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 17 and 18 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by Timetable Bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
Lafayette Yard to Avondale:					Avondale to Lafayette Yard:				
147.10 to 143.00..	25*	25*	25*	25*	10.50 to 12.25..	35	35	35	35
143.00 to 138.70..	70	55	70	55	12.25 to 14.60..	60	40	60	40
138.70 to 137.90..	40*	25*	40*	25*	14.60 to 29.00..	70	55	70	55
137.90 to 126.70..	70	55	70	55	29.00 to 32.05..	60	40	60	40
126.70 to 123.00..	15*	15*	15*	15*	32.05 to 32.13..	35	35	35	35
123.00 to 120.00..	70	55	70	55	32.13 to 42.00..	70	55	70	55
120.00 to 115.20..	50	50	50	50	42.00 to 51.63..	50	40	50	40
115.20 to 113.30..	25*	25*	25*	25*	51.63 to 51.70..	35	35	35	35
113.30 to 110.00..	50	50	50	50	51.70 to 73.00..	70	55	70	55
110.00 to 104.14..	60	40	60	40	73.00 to 73.43..	35	35	35	35
104.14 to 104.00..	35	35	35	35	73.43 to 75.92..	70	55	70	55
104.00 to 101.60..	60	40	60	40	75.92 to 77.78..	40	40	40	40
101.60 to 100.90..	25*	25*	25*	25*	77.78 to 79.10..	35	35	35	35
100.90 to 97.00..	60	40	60	40	79.10 to 79.70..	30	30	30	30
97.00 to 80.00..	70	55	70	55	79.70 to 80.80..	25*	25*	25*	25*
80.80 to 79.70..	25*	25*	25*	25*	80.80 to 97.00..	70	55	70	55
79.70 to 79.10..	30	30	30	30	97.00 to 100.90..	60	40	60	40
79.10 to 77.78..	35	35	35	35	100.90 to 101.60..	25*	25*	25*	25*
77.78 to 75.92..	40	40	40	40	101.60 to 104.00..	60	40	60	40
75.92 to 73.43..	70	55	70	55	104.00 to 104.14..	35	35	35	35
73.43 to 73.00..	35	35	35	35	104.14 to 110.00..	60	40	60	40
73.00 to 51.70..	70	55	70	55	110.00 to 113.30..	50	50	50	50
51.70 to 51.63..	35	35	35	35	113.30 to 115.20..	25*	25*	25*	25*
51.63 to 42.00..	50	40	50	40	115.20 to 120.00..	50	50	50	50
42.00 to 32.13..	70	55	70	55	120.00 to 123.00..	70	55	70	55
32.13 to 32.05..	35	35	35	35	123.00 to 126.70..	15*	15*	15*	15*
32.05 to 29.00..	60	40	60	40	126.70 to 137.90..	70	55	70	55
29.00 to 14.60..	70	55	70	55	137.90 to 138.70..	40*	25*	40*	25*
14.60 to 12.25..	60	40	60	40	138.70 to 143.00..	70	55	70	55
12.25 to 10.50..	35	35	35	35	143.00 to 147.10..	25*	25*	25*	25*

\* City Ordinance: Speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

EASTWARD			ALL TRAINS	WESTWARD			ALL TRAINS	
MP	MP	Column:	1	MP	MP	Column:	1	
Weeks to Baldwin:				10	Baldwin to Weeks:			
Cheneyville to Alex Jct.					Alex Jct. to Cheneyville			
60.1 to 51.24.....			10	0.0 to 32.0.....			25	
51.24 to 38.0.....			25	32.0 to 38.0.....			10	
38.0 to 32.0.....			10	38.0 to 51.24.....			25	
32.0 to 0.0.....			25	51.24 to 60.1.....			10	
St. Martinville to B-R Jct.:					B-R Jct. to St. Martinville:			
End of Branch to 5.7...			10	B-R Jct. to 5.7.....			25	
5.7 to B-R Jct.....			25	5.7 to End of Branch...			10	
End of Branch (Houma) to Schriever				10	Schriever to End of Branch (Houma)			
Schriever to End of Branch (Elm Hall Jct.)				10	End of Branch (Elm Hall Jct.) to Schriever			
End of Branch (Lockport) to Raceland Jct.				10	Raceland Jct. to End of Branch (Lockport)			

SPEED RESTRICTIONS

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers, and turnouts.....	10
except:	
Southdown Sugar Co. Spur, MP 13.3 (Houma Branch) .....	6
Texaco Spur, Vallier MP 28.4.....	5

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

Trains handling cars containing flammable compressed gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.



## RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Houston and Echo	Baytown and Sabine Branches	Beaumont and Warren	Warren to Colmesneil	Doucette to Warren	Lufkin to Dunagan	MP 103 to Lufkin	Colmesneil to MP 103	MP 103 to MP 97.0	Dunagan to MP 103	MP 97.0 to Doucette	Echo and Avondale	Lake Arthur Branch
1100—1153; 1190—1281.....	1750	2700	2700	1440	1440	1440	1440	1000	1000	1550	1140	2700	2700
1300—1337; 1904.....	2050	2640	2640	1685	1685	1685	1685	1175	1825	1340	2640	2640	2640
1792—1842.....	2325	3500	3500	1940	1940	1940	1940	1350	1350	2075	1530	3500	3500
2250—2316; 2350—2394.....	2460	3500	3500	2030	2030	2030	2030	1425	1425	2200	1615	3500	3500
2400—2409; 2450—2759.....	3600	4550	4540	2980	2980	2980	2980	2100	2100	3215	2380	4540	4540
2900—2936.....	3231	4512	4512	2667	2667	1808	1808	1808	1808	2126	2126	4512	4512
2952—2976.....	5795	7315	7315	4795	4795	4795	4795	3380	3380	5175	3836	7315	7315
3021—3035; 3100—3102.....	5615	7260	7260	4760	4760	4760	4760	3355	3355	5125	3825	6480	6480
3200—3209.....	8640	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	10900	—
3300—3818; 3186—3187; 3001—3010; 1400—1442.....	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300
3827—3964; 4300—4451.....	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300
4000—4009; 4030—4141.....	4800	6057	6057	3971	3971	3976	3976	2800	2800	4286	3127	6057	6057
5000—5017.....	5395	6940	6940	4550	4550	4550	4550	3205	3205	4910	3640	6810	6810
5300—5325.....	5520	6940	6940	4450	4450	4450	4450	3205	3205	4910	3640	6965	—
6500—6681; 6700—6767; 6800.....	6250	7570	7570	6570	6570	6570	6570	5250	5250	4650	4760	7570	7570
6900—6928; 6950—6953.....	6250	7525	7525	4930	4930	4930	4930	3475	3475	5325	3945	7570	—
7025—7028; 7150—7159; 7900—7936.....	6720	8480	8480	5560	5560	5560	5560	3920	3920	6000	4450	8480	8480
7600—7607; 8300—8488; 3197—3199.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9065	9060
8585—8796.....	8640	9960	9960	6530	6530	6530	6530	4605	4605	7050	5225	10900	—
8800—9409.....	12010	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	15160	—
9500—9505.....	10080	12000	12000	8340	8340	8340	8340	5880	5880	9000	6670	12000	—
9900—9902; 9950—9952.....	9620	12000	12000	9900	9900	9900	9900	6980	6980	10685	7920	12135	—
3110—3136; 3140—3153#.....	—	—	—	—	—	—	—	—	—	—	—	—	—

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

#Engines 3110 to 3136 and 3140 to 3153 are restricted from road service, but may be handled "dead in tow" or "dead in consist" at freight train speeds, except engines 3116, 3123, 3124, 3125 and 3126 are restricted to 25 MPH.



## RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Lafayette Yard and Opelousas	Opelousas and Cheneyville	Lafayette Yard and Breaux Bridge	Breaux Bridge and St. Martinville	Pesson and Youngsville	Midland and Eunice	I. & V. Junction and Midland	I. & V. Junction and Salt Mine	New Iberia and I. & V. Junction	Baldwin and Weeks	Houma and Colley, MP 17.0	Schriever and Houma	Napoleonville Br. and Lockport Br. Inc. Jay
1100—1153; 1190—1281	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
1300—1337; 1904	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640
1792—1842	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
2250—2316; 2350—2394	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
2400—2409; 2450—2759	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540
2900—2936	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512
2952—2976	7315	—	—	—	—	—	—	7315	7315	7315	—	—	—
3021—3035; 3100—3102	6480	—	—	—	—	—	—	6480	6480	6480	—	—	—
3200—3209	10900	—	—	—	—	—	—	10900	10900	10900	—	—	—
3300—3818; 3186—3187; 3001—3010; 1400—1442	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300
3827—3964; 4300—4451	5300	—	—	—	—	—	—	5300	5300	5300	—	—	—
4000—4009; 4030—4141	6057	6057	—	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057
5000—5017	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810
5300—5325	6965	—	—	—	—	—	—	6965	6965	6965	—	—	—
6500—6681; 6700—6767; 6800	7570	7570	7570	7570	②7570	7570	7570	7570	7570	7570	7570	7570	7570
6900—6928; 6950—6953	7570	—	—	—	—	—	—	7570	7570	7570	—	—	—
7025—7028; 7150—7159; 7900—7936	8480	8480	8480	8480	①8480	8480	8480	8480	8480	8480	8480	8480	8480
7600—7607; 8300—8488; 3197—3199	9065	9065	9065	—	①9065	9065	9065	9065	9065	9065	9065	9065	9065
8585—8796	10900	—	—	—	—	—	—	10900	10900	10900	—	—	—
8800—9409	15160	—	—	—	—	—	—	15160	15160	15160	—	—	—
9500—9505	12000	—	—	—	—	—	—	12000	12000	12000	—	—	—
9900—9902; 9950—9952	12135	—	—	—	—	—	—	12135	12135	12135	—	—	—
3110—3136; 3140—3153#	—	—	—	—	—	—	—	—	—	—	—	—	—

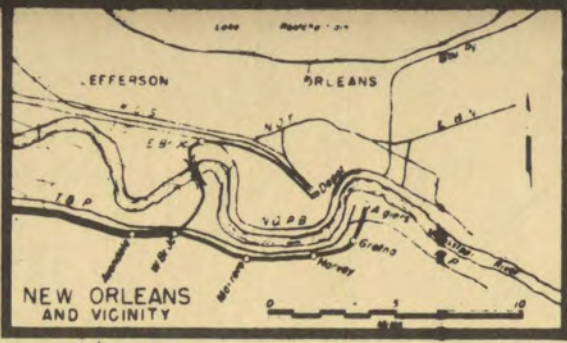
ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Engines listed to operate between Houma and Colley may also operate on Southdown Spur MP 13.3.

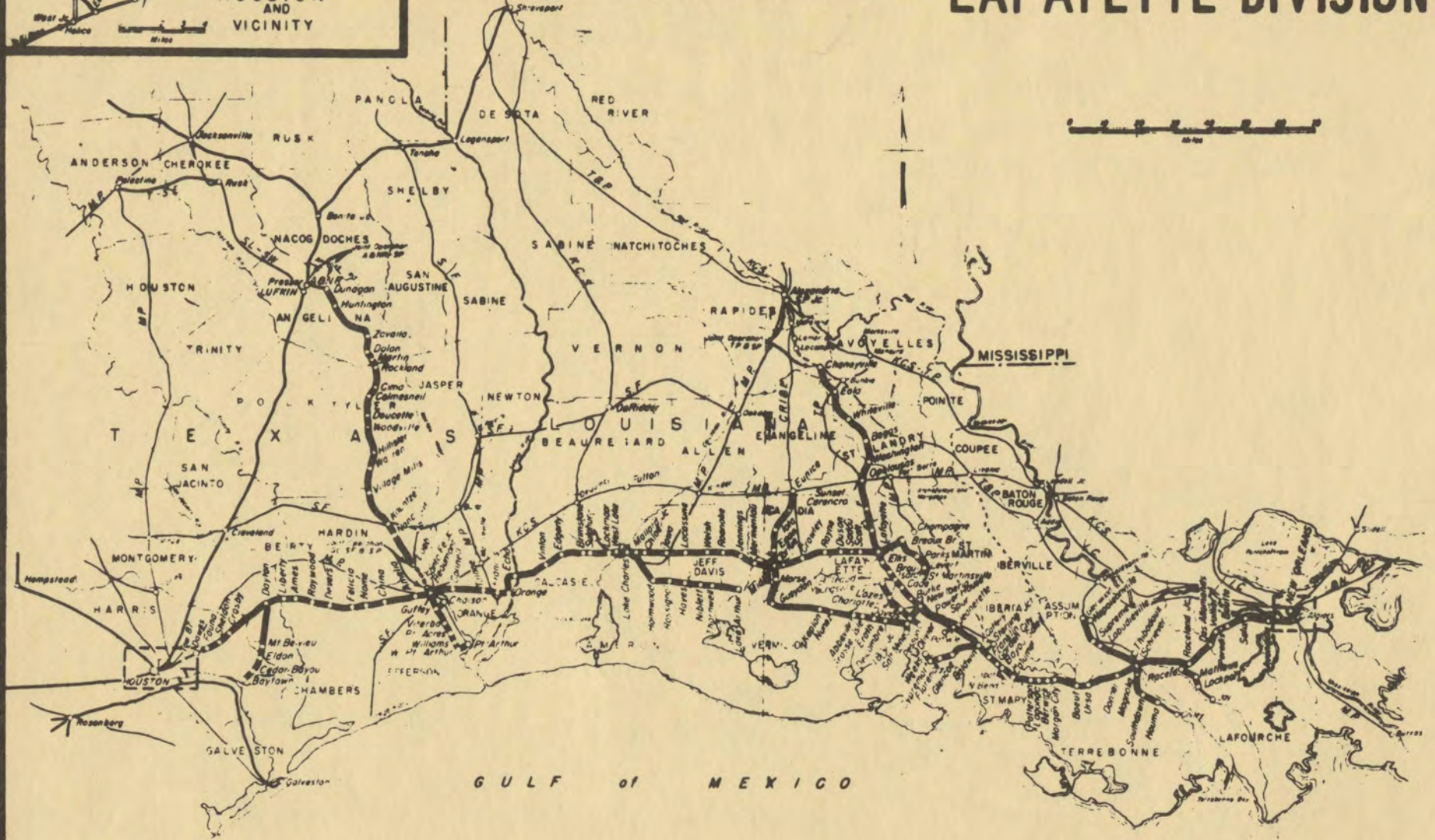
- ① Restricted to 20 MPH.  
 ② Engines 6700 to 6767 restricted to 20 MPH.

#Engines 3110 to 3136 and 3140 to 3153 are restricted from road service, but may be handled "dead in tow" or "dead in consist" at freight train speeds, except engines 3116, 3123, 3124, 3125 and 3126 are restricted to 25 MPH.





# MAP OF THE LAFAYETTE DIVISION





**RULE 10-I**

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

"SP FOREMAN . . . . AT MP . . . . CALLING SP (Train No.) . . . ."

(After train answers giving his identification (i.e.) SP Train . . . .

**Foreman's Response**

"THIS IS SP FOREMAN . . . . IN CHARGE OF THE 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 ORDER AT . . . . MPH, REPEAT . . . . MPH"\*

**Engineer's Response**

"THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . BETWEEN MP . . . . AND MP . . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

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

\*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

**Foreman's Response**

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

**Engineer's Response**

"THIS IS ENGINEER SP TRAIN . . . . I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . ON TRACK . . . . BETWEEN MP . . . . AND MP . . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ON TRACK . . . . BETWEEN MP . . . . AND MP . . . . . MPH OK."

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6