

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

**New Orleans
Terminal Company**

TIME TABLE No.

60

Effective 3:00 A. M. (Central Time)

SATURDAY, DECEMBER 16, 1939

FOR THE GOVERNMENT OF EMPLOYES ONLY

CLARK HUNGERFORD - - - - - General Manager
L. M. TRIPPLETTE - - General Superintendent Transportation
C. P. CHAMBERS - - - - - Superintendent

CHALMETTE TO NEW ORLEANS—SOUTHBOUND

Miles from New Orleans	TIME TABLE No. 60 EFFECTIVE SAT., DEC. 16, 1939	Minimum time in minutes between stations	FIRST CLASS					
			41 N O & N E No. 41	1 G M & N No. 1	43 N O & N E No. 43			
STATIONS		Passenger	Daily		Daily	Daily		
			A. M.		A. M.	P. M.		
13.89	Lv.... CHALMETTE ....P (Louisiana Southern Crossing)							
	1.82							
12.07	.... TERMINAL SLIP ...P (Louisiana Southern Crossing)							
	2.75							
9.32	.... JOURDAN AVENUE							
	1.52							
7.67	.... TERMINAL JUNCTION.P (End of Double Track)		6 38		9 58	5 08		
	0.59	1						
7.21	.... L. & N. CROSSING ..P		5					
	3.57							
3.64	.... EAST CITY SWITCH		6 46		10 07	5 16		
	0.43	1						
3.21	.... WEST WYE		6 47		10 08	5 17		
	(Bernadotte Yard)							
	1.09							
2.12	.... SCOTT STREET ....P (Cross Over)							
	2.12	11	7 00		10 20	5 30		
0	Ar... NEW ORLEANS ....N (Canal Street)		A. M.		A. M.	P. M.		
		Passenger	Daily		Daily	Daily		
			41		1	43		

NEW ORLEANS TO CHALMETTE—NORTHBOUND

Miles from New Orleans	TIME TABLE No. 60 EFFECTIVE SAT., DEC. 16, 1939	Minimum time in minutes between stations	FIRST CLASS					
			44 N O & N E No. 44	2 G M & N No. 2	42 N O & N E No. 42			
STATIONS		Passenger	Daily		Daily	Daily		
			A. M.		P. M.	P. M.		
13.89	Ar.... CHALMETTE ....P (Louisiana Southern Crossing)							
	1.82							
12.07	.... TERMINAL SLIP ...P (Louisiana Southern Crossing)							
	2.75							
9.32	.... JOURDAN AVENUE							
	1.52							
7.67	.... TERMINAL JUNCTION.P (End of Double Track)		9 20		6 21	9 23		
	0.59	1						
7.21	.... L. & N. CROSSING ..P		5					
	3.57							
3.64	.... EAST CITY SWITCH		9 13		6 14	9 14		
	0.43	1						
3.21	.... WEST WYE		9 12		6 12	9 13		
	1.09							
2.12	.... SCOTT STREET ....P (Cross Over)							
0	Lv... NEW ORLEANS ....N (Canal Street)		11		6 00	9 00		
			A. M.		P. M.	P. M.		
		Passenger	Daily		Daily	Daily		
			44		2	42		
			(N. O. T. Co.)					

SPECIAL INSTRUCTIONS

3

ALL REGULAR NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION, IN ACCORDANCE WITH GENERAL RULE 72.

DOUBLE TRACK RULES

1. Double track extends from New Orleans (Canal Street) to Terminal Junction. All trains will use right hand track.

2. Trains or engines may move with the current of traffic on double track without train orders. Extras may run ahead of second class trains without orders between Canal Street and Terminal Junction.

3. Double track must not be used in reverse direction by any trains or engines, including work extras or yard engines, except by train order or under proper protection according to Rule 99; the Terminal Trainmaster at New Orleans may authorize such movements when necessary to use double track as single track, by first protecting the movement by flagman with proper signals.

4. Before a train crosses over on double track, or before it enters or occupies the main track, it must be properly protected by flag in both directions, unless otherwise directed.

When a train stops or is delayed under circumstances in which it may be overtaken by another train, it must be protected according to Rule 99.

5. First class trains entering Terminal track displaying signals for a following section must display such signals to the end of the run.

6. Trains or engines must not pass between another train and a platform at which it is receiving or discharging passengers; they must not proceed until it is known the way is clear.

7. Trainmen must see that car doors are not swinging or other obstructions on cars before entering double track.

8. The normal position of main track switches at West Wye connection is set and locked against the Shrewsbury connection. All southbound trains or engines from Shrewsbury must stop before reaching this point and not proceed until switches are right, the way known to be clear, the dwarf signal indicates proceed and lighted fusee placed on south main line.

Southbound trains from Terminal Junction must approach this point under control, but may proceed if the way is seen to be clear and the semaphore signal north of the switch indicates proceed.

Northbound trains moving from direction of Bernadotte Yard toward Shrewsbury must stop before using the crossover at West Wye connection and not proceed until all switches are right and the way is known to be clear.

At New Basin end of the Wye the normal position of the switch will be set and locked for east leg of Wye.

9. Upper quadrant automatic block signal, 194.1 near Press Junction and lower quadrant dwarf automatic signal, 7.6, near Terminal Junction will govern the movement of trains and engines from the southbound main track of the N. O. & N. E. road at Press Junction to the southbound main track of the New Orleans Terminal at Terminal Junction, and from the northbound main track of the New Orleans Terminal at Terminal Junction to the northbound main track of the N. O. & N. E. road at Press Junction.

Before making this movement all trains or engines must stop at the stop board and may proceed if the signal is in proceed position, switches properly set, way is known to be clear and proceed hand signal is received from the employee handling the switch; otherwise the movement must be properly protected by flagman.

10. Do not head Mikado, Mountain and Pacific type engines from North to South or from South to North main track on Conti Street cross over.

11. Where grade crossings are not protected, trains or engines moving on double track or thru yard tracks will cover grade crossing with engine or cars about time train, engine or cars clears grade crossing on opposite track, must come to a full stop on near side of crossing, unless the way is seen or known to be clear.

SPECIAL INSTRUCTIONS

1. When handling cuts of cars from Public Belt and T. & N. O. R. R. Interchange in back-up movements back-up hose must be used and handled in accordance with Rule 8.

2. Foremen on all yard engines and Hostlers handling engines which terminate at Terminal Junction, New Orleans Stock Yards and Slip Junction—must report their arrival by telephone.

3. When transmitting or repeating train orders by telephone, train numbers, time and station names must be pronounced, then spelled.

4. First class trains must obtain Clearance Card Form 603 before leaving New Orleans (Canal Street).

5. The engine bell must be rung when an engine is about to move an while approaching and passing public crossings and while moving through cities or towns.

The whistle must be sounded at all places where required by rule or by law.

The unnecessary use of either the whistle or the bell is prohibited.

Signal for Highway Grade Crossing:

— (2 seconds duration each) 0 0 (1 second duration each).

6. The whistle must not be sounded while passing a passenger train except to prevent accident.

7. Proper report must be made of all accidents or personal injuries no later than the time the crew ties up and mailed to the Superintendent promptly. Necessary wire or telephone report must be made immediately.

8. When making a back-up movement with passenger trains or cuts of cars, the conductor or foreman must be on forward end of leading car to control the movement with back-up hose and give proper signals.

9. Cars left standing on main track, side tracks, yard tracks, or other tracks, must be clear of Street, Highway or Private crossings at least 5 feet; hand brakes must be set sufficient to hold them and the wheels blocked if necessary, to prevent cars being moved. This is especially necessary when cars are left on inclined tracks. When cars are pushed by an engine hand brakes must be applied on the leading cars, sufficient to hold the slack.

10. Trains or engines must not exceed fifteen (15) miles per hour on twelve degree connection track between N. O. & N. E. road and Terminal tracks at Terminal Junction; they must not exceed eight (8) miles per hour when entering or leaving sidings or when moving through cross-overs or turn-outs.

11. The normal position of main track switches is set and locked for the main track.

Indications main track switches, by day white target, by night green light, when set for main track; by day red target, by night red light, when set for side track.

At end of double track, by day white target, by night green light, when set for current of traffic; by day red target, by night red light, when set against current of traffic.

12. Switches and derails must be left in proper position after having been used. Conductors and Foremen are responsible for the position of switches used by them and their trainmen, except where switch tenders are stationed.

Enginemen must know that switches are in proper position before entering or leaving sidings or other tracks and when train is clear of main track the engineman, when practicable, must see that the switches near the engine are properly set.

The normal position of a main track switch is set and locked for the main track and employees must not unlock it or stand within twenty (20) feet of it while a train is approaching or passing; when practicable or safe the must take position on opposite side of track.

A switch must not be left open for a following train unless in charge of trainman of such train.

Unless otherwise provided the normal position of cross-over switches set at each end for the straight line.

13. Should it be found necessary for a trainman, a switchman, or another employee to go under or between any cars or engines whether they be in a train, handled by yard engine, or detached, whether on main track, yard track or any other track, he must, before going under or between the cars or engines, notify all members of the crew and take such other steps as may be necessary to avoid the possibility of accident occurring to him or others while under or between the cars or engines.

14. Proper test of air brake, steam heat and other appliances must be made before a train starts; a running test of the air brakes must be made within one thousand (1,000) feet after the train leaves the initial station.

15. Trains or engines must run under control when moving through sidings or yard tracks, expecting to find them occupied. Cars on side tracks whether in yards or at stations must stand clear of all other track.

Passenger trains handling freight equipment will not exceed freight train speed.

16. Before coupling to cars, a trainman must first go to the end of the cars and give proper signal.

(N. O. T. C.)

SPECIAL INSTRUCTIONS—Continued

When switching or moving cars over a public highway or other crossing at grade, a member of the crew must be stationed at the crossing to protect the movement; when pushing cars ahead of the engine a member of the crew must be stationed on the forward end of the leading car with proper signals.

The movement of trains or engines over street crossings must be made with caution and every precaution taken to avoid accident.

17. When necessary to disturb cars that are being loaded or unloaded, notice must first be given to persons in or about the cars that are to be moved; cars so moved must be returned to the same position as found.

18. Within yard limits the main track may be used without protecting against yard engine, second and inferior class trains. Yard engines, second and inferior class extra trains or engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. When the view is obstructed additional precautions must be taken. In case of accident, the responsibility will rest with the approaching train.

Yard engines or extras may move without train orders between Terminal Junction and Chalmette, or West Wye and Shrewsbury, under the supervision of the Terminal Trainmaster.

19. Extras may run ahead of second class trains without orders but must not delay them.

20. Trains and yard engines must approach railroad crossings at grade, drawbridges and ends of double track under control and except where protected by interlocked signals, must stop within two hundred (200) feet of and before passing them, and not proceed until signal to do so is received, switches are properly set and the way is known to be clear.

Interlocked

Bayou St. John.....	Mile 5.2	(Bascule Bridge)
L. & N. R. R. Crossing.....	Mile 7.2	

Not Interlocked

New Basin Canal.....	Mile 3.1 (A)	(Bascule Bridge)
New Basin Canal.....	Mile 3.1 (A)	(Street Ry. Crossing)
Shrewsbury Junction.....	Mile 0.5 (A)	(L. & A. Crossing)
Terminal Junction.....	Mile 7.7	(N. O. & N. E. R. R. Passenger Connection)
Terminal Junction.....	Mile 7.8	(N. O. & N. E. R. R. Crossing)
N. O. Public Belt Crossing..	Mile 8.8	
Industrial Canal.....	Mile 9.2	(Bascule Bridge)
Terminal Slip.....	Mile 13.0	(L. & A. Sou. Ry. Crossing)
Chalmette.....	Mile 14.0	(L. & A. Sou. Ry. Crossing)

21. Trains must not exceed twenty-five (25) miles per hour over interlocked crossings and twelve (12) miles per hour over draw bridges; trains or engines must not exceed eight (8) miles per hour entering or leaving sidings or moving through crossovers or turn-outs.

22. At New Basin Canal, New Orleans Public Service Crossing—All trains, yard engines and engines may proceed without stopping when Safety Gates are protecting the crossing, Drawbridge in proper position, and the way is known to be clear. At Public Belt R. R. crossings all trains, yard engines and engines must be properly protected by trainman preceding the train or engine over the crossing; proper stop must be made.

At Industrial Canal Mile 9, all trains and engines will stop and not proceed until draw bridge is in proper position, the way is known to be clear and proper signal is received from trainman preceding train or engine.

23. The normal position of main track switch Shrewsbury Junction L. & A. Connection, is set and locked for straight track, I. C. Connection.

24. In accordance with city ordinances trains must not use less than six (6) minutes between New Orleans (Canal Street) and Broad Street (10 miles per hour) and six (6) minutes between Broad Street and City Park Crossing (20 miles per hour).

All trains and engines must not exceed six (6) miles per hour over Gentilly Crossing and when crossing flagmen are not on duty at Marais, Scott and Cortez Streets, and stop at Alexander Street when crossing flagman not on duty and not proceed until signal to do so is received, and crossing properly protected by Trainman with red light by night and red flag by day.

Must stop at Metairie and Shrewsbury road crossings, and not proceed until signal to do so is received and crossing properly protected by Trainman with red flag by day and red light by night.

Trains must not exceed twenty (20) miles per hour between West Wye and Broad Street.

Yard engines will not exceed twenty (20) miles per hour between Terminal Junction and Chalmette.

25. The Engineman and Fireman must always be on the lookout ahead, and when person, animal, or other obstruction appears upon the road, the alarm whistle must be sounded, the brakes applied, and every possible means employed to stop the train and prevent an accident. Especial care must be used when approaching highway crossings or street railway crossings.

26. Upon approaching a station the bell must be rung or the whistle sounded at a distance of one mile, and continue ringing bell or sounding whistle at short intervals until it has reached the depot or station; and on leaving a station the bell must be rung or the whistle sounded until the train starts, and at intervals until it has left the corporate limits.

27. Trains in the same direction must keep not less than five (5) minutes apart; towerman at L. & N. crossing must block trains (5) minutes apart with the home signal; at New Basin bridge-tender will block trains five (5) minutes apart with bridge semaphore.

At meeting point between trains of different classes the inferior train must take siding and clear the superior train at least five (5) minutes.

28. Trains or engines must approach cross-overs or junctions under control expecting to find main track occupied.

During foggy or stormy weather, all trains must run with caution, especially when approaching and passing public highways or street railway crossings, or at other places where "SAFETY" may require it—proper whistle signals must be sounded.

This does not relieve train or enginemen from proper protection of trains according to Rule 99.

29. Employees of other roads, when using tracks of the New Orleans Terminal will be governed by its time table, rules and regulations.

30. The following signals will be displayed to indicate the rear of the train:

By day unlighted marker lamps; by night marker lamps displaying yellow lights to the front and sides and red lights to the rear, except when the train turns out to be passed by another train and is clear of the main track, when yellow lights must be displayed to the front, side and rear.

A train running against the current of traffic on double track must display on the rear by night lights showing yellow to the front and side, yellow to the rear next to the other main track, and red to the rear on the opposite side.

31. Trains or Engines must not obstruct street or highway crossings for a longer period than absolutely necessary, and crews must familiarize themselves with and observe ordinances of cities or towns limiting obstructions or the rate of speed. When opening street crossings they must clear the width of the street. Before recoupling, a trainman must be stationed at the crossing to protect the movement.

32. Equipment from engines must be returned before the engine is moved to some other point. Enginemen must know that all equipment has been returned, before leaving.

33. Switches on track scales must be set for dead track except when in use over the scales. Engines must not run over track scales.

34. The concrete columns at Broad Street Pumping Station will not clear man on the side of car on the switching lead.

35. Yard engines or other extras may move between Terminal Junction and Chalmette, or between West Wye and Shrewsbury without train orders, such movements to be made in the manner prescribed by Yard Limit Rule 1S.

36. Locations of telephones that may be used by train and yardmen: Chalmette, Slip Junction, Terminal Junction, L. & N. N. O. T. Tower, New Basin Bridge, Shrewsbury Junction, Cortez Street Yard Office and East City Switch.

37. When N. O. G. N., or N. O. & N. E. first class trains are late the Dispatchers of N. O. & N. E. will address run late orders to the Terminal Train Master through Telegraph office at Passenger Station or Press Street.

38. Running switches of cars containing live stock is prohibited.

39. Engines engaged in yard switching are not required to have air-brakes in operation other than on the engine, but when making a running (N. O. T. Co.)

SPECIAL INSTRUCTIONS—Continued

movement on main track or when moving cars from yard to yard and main track is used or interchange in Press Street Yard, not less than 100 per cent of cars on the cars must be in operation, which is required by law.

40. When a train on double track makes a sudden stop, or an emergency stop especially one for which the reason is not known by the engine crew, the employees on the head end of the train must also immediately send a flagman with proper signals to stop trains which may be approaching on the opposite track, which must not proceed until the way is known to be clear.

This in order to protect the approaching train from hazard of accident due to possible derailment or possible shifting of lumber or other commodities by reason of the sudden stop.

The engineman will be responsible for having proper protection given under such conditions, and the conductor will also be responsible for having proper protection given in both directions.

When a train is rounding a curve the employees on the train must observe whether lumber or other obstructions are projecting from the cars which might strike structures or switchstands, or which might cause hazard of accident to other trains.

In such cases they must immediately stop the train and take necessary action for proper protection.

Towermen, Crossing Flagmen, Sectionmen, Bridgemen and others must observe passing trains and if train is not intact or in good order, or if any irregularity is noticed, give stop signal or take such other proper action as may be necessary to bring it to the attention of the train crew and engine crew; failing to do this, the operator must notify the train dispatcher and also notify the operator at the next open telegraph office in advance.

41. A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution prepared to stop short of train or obstruction. A fusee must not be extinguished if its location indicates it may be protecting another running track.

A fusee is an additional night signal and should not be used in day time except in emergency or when day flagging signals cannot be seen.

42. The explosion of one torpedo is a signal to stop; the explosion of two not more than thirty (30) feet apart is a signal to reduce speed and lookout for stop signal.

43. All regular first class trains will stop at City Park Avenue passenger station.

44. Newspapers and periodicals must not be read while on duty.

45. "S. S." signs are located adjacent to spring switches, and will also, when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

STATION NUMBERS.

Chalmette.....	1
Louisiana Southern Connection.....	3
Long Siding.....	6
Terminal Slip.....	7
Three Oaks, Am. Sugar Ref. Co., Brooklyn Cooperage Co., and Ford Motor Co.....	8
New Orleans Stock Yards.....	11
N. O. G. N. Connection.....	12
Jourdin Ave., Pumping Station.....	19
Press Street Yard.....	20
Terminal Junction Yard.....	21
Central Power Station.....	22
L. & N. Connection.....	23
Terminal Oil Mill.....	24
Milam Morgan Co.....	26
Public Belt Connection.....	29
Bernadotte Yard.....	31
Basin Yard.....	32
Atlas Powder Spur.....	35
Metsirie Switch.....	38
East City.....	41
West Wye.....	42
T. & N. O. Connection.....	50
L. & A. R. R. Connection.....	51
I. C. Connection.....	57
Ponchartrain Lbr. Co.....	58
T. & N. O. Connection—East Bridge Junction.....	59

INTERLOCKING SIGNALS.

Semaphore signals operated in connection with interlocking switches govern the movement of trains for which the switches are set. The indications are as follows:

Lower Quadrant Semaphore Signals.

Home Signals—

Arm horizontal—indicated at } Stop,
night by a red light.

Arm inclined — indicated at } Proceed.
night by a green light.

Distant Signals—

Arm horizontal—indicated at } Caution: Proceed under control to home
night by a yellow light. } signal governing distant signal.

Arm inclined — indicated at } Proceed.
night by a green light.

DWARF SIGNALS.

Arm horizontal—indicated at } Stop,
night by a purple light.

Arm inclined — indicated at } Caution: Proceed with caution.
night by a yellow light.

Upper Quadrant Semaphore Signals.

Home Signals—

Arm horizontal—indicated at } Stop.
night by a red light.

Arm inclined at angle of 45 } degrees—indicated at night } Caution: Proceed under control to next
by a yellow light. } home signal.

Arm vertical — indicated at } Proceed.
night by a green light.

DWARF SIGNALS.

Arm horizontal—indicated at } Stop.
night by a purple light.

Arm inclined at angle of 45 } degrees—indicated at night } Caution: Proceed with caution.
by a yellow light.

Arm vertical — indicated at } Proceed.
night by a green light.

The signals will be supported on a separate mast for each track. So far as practicable they will be placed either over the right hand rail or upon the right of and adjoining the track which they govern and in the same order, whether supported by a signal bridge over the track, by putting two or more masts on one post with brackets, or by using separate masts from the ground. The governing arm will be located on right hand side of mast.

If there be more than one arm on a mast, the upper arm will indicate the normal speed route and the lower arm diverging routes.

Dwarf Signals may indicate diverging routes or reverse movements.

When interlocking machinery is inoperative or for any reason the home signal governing the movement of trains through the limits of interlocking plant cannot be changed to "proceed" position, a train may, after making proper stop before passing the home signal, proceed through the limits of the interlocker provided "proceed" signal is given from the track by yellow low flag by day or yellow light by night by the towerman, who must know before giving such signal that switches are properly set and conflicting routes are protected.

Train and enginemen are reminded that although the distant signal indicates the position of home signal, the home signal may assume the stop position after the distant signal has given the "proceed" indication and while the train is between the distant and home signal. For this reason train and enginemen must be on the alert, prepared to stop if the home signal indicates "stop" before passing it.

Trains may use double track in reverse direction within the limits of an interlocking plant when proper proceed signal governing such movement is received.

WATER STATIONS.

Bernadotte Yard (Scott Street). Basin Yard (Tonti Street). Terminal Junction. Chalmette Slip. Press Street.

(N. O. T. Co.)

SPECIAL INSTRUCTIONS—Concluded

TRAIN REGISTERS, BULLETIN BOOKS AND STANDARD CLOCKS.

Train registers and Bulletin Books are located in Telegraph Office at Terminal Passenger Station, Yard Office Cortez Street, (Bulletin Book only), Yard Office Terminal Junction, Press Street north and south end Yard Office, Yard Office Terminal Slip, New Orleans Stock Yards, L & N. N. O. T. Tower Office (Train Register only), and Yard Office Shrewsbury Junction.

All first class trains will register at L. & N. Tower by register ticket.

All Inbound freight trains will register by register ticket L. & N. Tower, Press Street North End Yard Office and Carrollton Ave

Standard clocks are located in Telegraph Office at Terminal Passenger Station and North End Yard Office at Press Street.

YARD LIMITS.

Yard limits extend over all parts of New Orleans Terminal, New Orleans (Canal Street) to Chalmette, and from West Wye to Shrewsbury.

Yard limits are indicated by Yard Limit boards located 2336 feet north of L. & N.—N. O. & N. E. Crossing.

Extra trains will not exceed 20 miles per hour.

RAILROAD COMMISSION OF LOUISIANA—FLAGGING RULES

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

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

The recall of a flagman is the most critical period and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, when other conditions require it, the flagman will increase the distance. When a train is flagged the engineman must obtain a thorough explanation of the cause, stopping if necessary.

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

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at night or when day flagging signals cannot be seen, to insure safety of the leading train.

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

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

The above rules must be observed by all employees and such other precautions taken as may be necessary to insure proper protection of trains, engines or cars.

A fusee is to be used only as an additional night flagging signal; it must not be used otherwise except in real emergency or when day flagging signal cannot be seen.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

A. R. Crebbin, Oculist New Orleans, La.
Maison Blanche Bldg.

W. P. Bradburn New Orleans, La.
Muir Bradburn Office, 3503 Prytania St.
Telephone, Uptown, 0416.

VETERINARIANS

F. R. Butz, Chief Veterinarian Cincinnati, O.
B. E. Green Hattiesburg, Miss.
F. B. Ford New Orleans, La.

LIVE STOCK AGENTS

M. G. Ware, General Freight Claim Agent Chattanooga, Tenn.

HOSPITALS

Touro Infirmary New Orleans, La.

WATCH INSPECTORS

Wm. Frantz & Co., 129 Carondelet St. New Orleans, La.

LOAD LIMITS

The weight of Engines and Cars is limited on the New Orleans Terminal Company as follows:

KIND	Type	Total Weight
Mountain	4-8-2	274,000 lbs.
Mikado	2-8-2	210,000 lbs.
Pacific	4-6-2	235,000 lbs.
Consolidation	2-8-0	217,800 lbs.
Ten Wheel Engines	4-6-0	184,600 lbs.
Yard Engines	0-6-0	(a) 155,100 lbs.
Derrick		170,000 lbs.
Loaded Cars		180,000 lbs.

(a) Speed restricted to 20 miles per hour.

NOTES

P—Telephone.

N—Day and Night Telegraph Stations.

(N. O. T. Co.)

SPECIAL INSTRUCTIONS

3

ALL REGULAR NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION, IN ACCORDANCE WITH GENERAL RULE 72.

DOUBLE TRACK RULES

1. Double track extends from New Orleans (Canal Street) to Terminal Junction. All trains will use right hand track.
2. Trains or engines may move with the current of traffic on double track without train orders. Extras may run ahead of second class trains without orders between Canal Street and Terminal Junction.
3. Double track must not be used in reverse direction by any trains or engines, including work extras or yard engines, except by train order or under proper protection according to Rule 99; the Terminal Trainmaster at New Orleans may authorize such movements when necessary to use double track as single track, by first protecting the movement by flagman signals.

1939

Southern Railway System
New Orleans Terminal Company Time Table No. 60

Effective 3:00 A. M. (Central Time)

SATURDAY, DECEMBER 16, 1939

Signed

Superintendent:

I have this day received

1. When handling cuts or ~~cross~~ Interchange in back-up movements back-up nose ~~must~~ be used and handled in accordance with Rule 8.
2. Foremen on all yard engines and Hostlers handling engines which terminate at Terminal Junction, New Orleans Stock Yards and Slip Junction—must report their arrival by telephone.
3. When transmitting or repeating train orders by telephone, train numbers, time and station names must be pronounced, then spelled.
4. First class trains must obtain Clearance Card Form 603 before leaving New Orleans (Canal Street).

5. The engine bell must be rung when an engine is about to move and while approaching and passing public crossings and while moving through cities or towns.

The whistle must be sounded at all places where required by rule or by law.

The unnecessary use of either the whistle or the bell is prohibited.

Signal for Highway Grade Crossing:

(2 seconds duration each) 0 0 (1 second duration each).

6. The whistle must not be sounded while passing a passenger train except to prevent accident.

7. Proper report must be made of all accidents or personal injuries not later than the time the crew ties up and mailed to the Superintendent promptly. Necessary wire or telephone report must be made immediately.

8. When making a back-up movement with passenger trains or cuts of cars, the conductor or foreman must be on forward end of leading car to control the movement with back-up hose and give proper signals.

9. Cars left standing on main track, side tracks, yard tracks, or other tracks, must be clear of Street, Highway or Private crossings at least 50 feet; hand brakes must be set sufficient to hold them and the wheels blocked if necessary, to prevent cars being moved. This is especially necessary when cars are left on inclined tracks. When cars are pushed by an engine hand brakes must be applied on the leading cars, sufficient to hold the slack.

10. Trains or engines must not exceed fifteen (15) miles per hour on twelve degree connection track between N. O. & N. E. road and Terminal tracks at Terminal Junction; they must not exceed eight (8) miles per hour when entering or leaving sidings or when moving through cross-overs or turn-outs.

11. The normal position of main track switches is set and locked for the main track.

Indications main track switches, by day white target, by night green light, when set for main track; by day red target, by night red light, when set for side track.

At end of double track, by day white target, by night green light, when set for current of traffic; by day red target, by night red light, when set against current of traffic.

12. Switches and derails must be left in proper position after having been used. Conductors and Foremen are responsible for the position of switches used by them and their trainmen, except where switch tenders are stationed.

Enginemen must know that switches are in proper position before entering or leaving sidings or other tracks and when train is clear of main track the engineman, when practicable, must see that the switches near the engine are properly set.

The normal position of a main track switch is set and locked for the main track and employees must not unlock it or stand within twenty (20) feet of it while a train is approaching or passing; when practicable or safe they must take position on opposite side of track.

A switch must not be left open for a following train unless in charge of a trainman of such train.

Unless otherwise provided the normal position of cross-over switches is set at each end for the straight line.

13. Should it be found necessary for a trainman, a switchman, or any other employee to go under or between any cars or engines whether they be in a train, handled by yard engine, or detached, whether on main track, yard track or any other track, he must, before going under or between the cars or engines, notify all members of the crew and take such other steps as may be necessary to avoid the possibility of accident occurring to him or others while under or between the cars or engines.

14. Proper test of air brake, steam heat and other appliances must be made before a train starts; a running test of the air brakes must be made within one thousand (1,000) feet after the train leaves the initial station.

15. Trains or engines must run under control when moving through sidings or yard tracks, expecting to find them occupied. Cars on side tracks whether in yards or at stations must stand clear of all other tracks.

Passenger trains handling freight equipment will not exceed freight train speed.

16. Before coupling to cars, a trainman must first go to the end of the cars and give proper signal.

(N. O. T. Co.)