



NEW ORLEANS & GULF COAST RAILWAY COMPANY

A RIO GRANDE PACIFIC CORPORATION COMPANY

TIMETABLE NO. 302

Effective 00:01 AM Central Standard Time

January 15, 2018

R. D. Bertel

Chief Executive Officer

R. L. Bach

President and Chief Operating Officer

M. E. Agee

General Manager

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STATEMENT OF SAFETY POLICY

It is the policy of New Orleans & Gulf Coast Railway that its operations be conducted in a safe manner. As an integral part of this policy, the management of the railroad believes that:

All injuries can be prevented.

We are committed to provide a safe work environment for all employees.

Employees of all levels are accountable for their own safety and the safety of their co-workers, preventing injuries and accidents, and displaying safe work behavior.

No job is so important and no service so urgent that we cannot take time to perform all work safely.

EMPLOYEE DAILY SAFETY COMMITMENT

I understand that everything I do involves risk. It is my responsibility to assure that I use every means available to me to minimize the risk before proceeding with the job.

As I begin my work today, I need to remind myself of my commitment to personal safety and the safety of my co-workers.

I must ensure that I clearly understand the work to be done and what each of my team members will be doing by performing a good job briefing prior to beginning my duties.

I understand and will adhere to all applicable rules and procedures.

When I am unsure of how my actions will affect the safety of others or myself, I will STOP until I am sure.

I know that returning home today after my tour of duty in good health is the number one priority for myself, my family and loved ones, and I realize the same is true for my fellow co-workers.

I will work efficiently, smart, and never jeopardize my safety or that of others for any reason.

I will make this a SAFE and PRODUCTIVE day!

MANAGEMENT TEAM

Michael Agee

General Manager

Kurt Nastasi

Manager of Train Operations

Marc Ordoyne

Manager of Train Operations

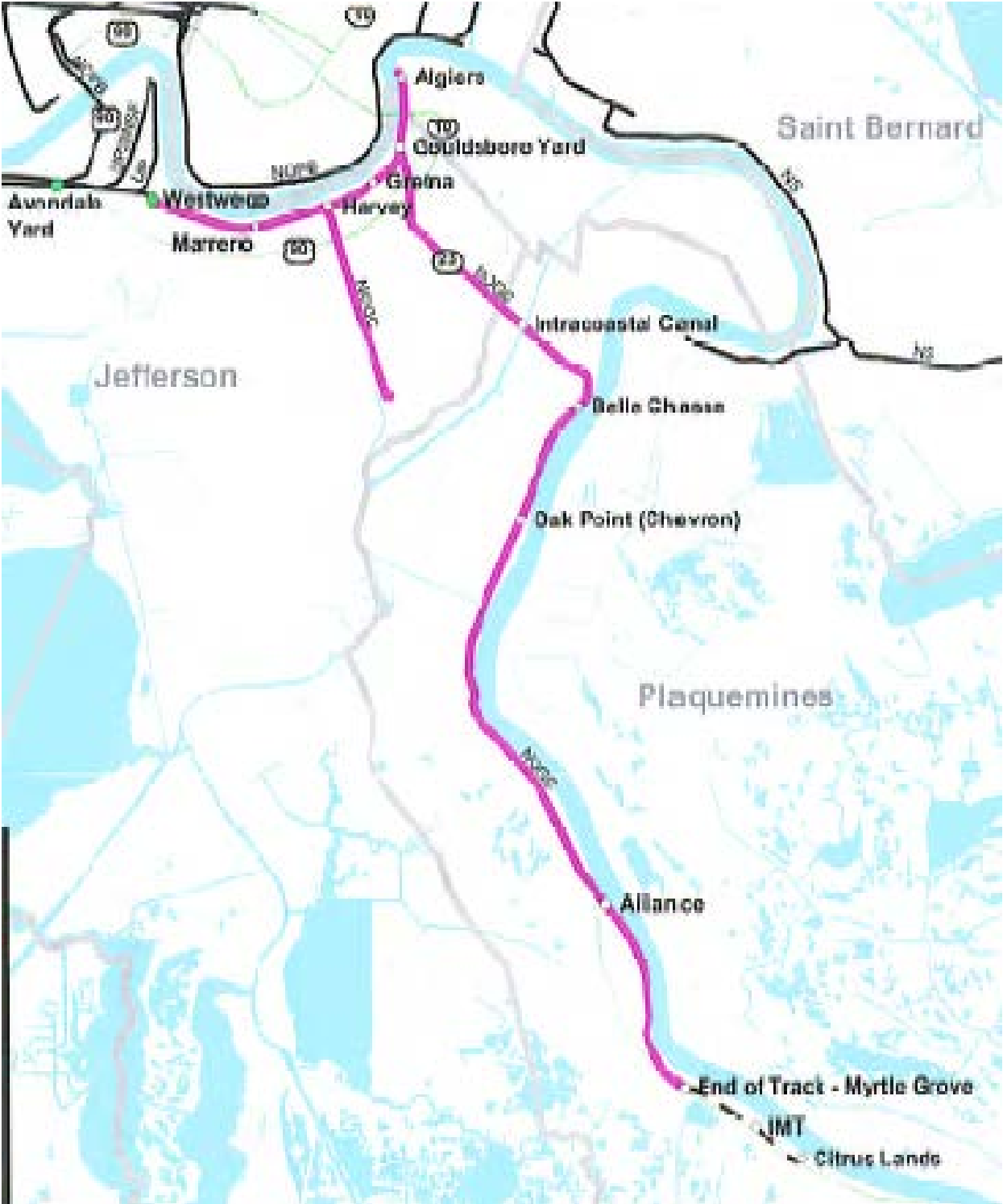
Johnny Hydes

Manager of Track and Structures

Tyra Raschke

Office Administrator & Customer Liaison

MAP



Belle Chasse Subdivision
(southward reading down)

Subdivision Special Instructions

Mile Post	Station (Distance Between)	Station Number
0.0	<i>Start-of-Track</i> (0.5)	BC 0000
0.5	Algiers Jct. (0.5)	BC 0005
1.0	Gouldsboro (1.1)	BC 0010
2.1	Kurt (3.9)	BC 0021
6.0	Fort St. Leon (0.6)	BC 0060
6.6	Intercostal Canal Bridge (2.0)	BC 0066
8.6	Ferry Curve (1.4)	BC 0086
10.0	Belle Chasse (2.0)	BC 0100
12.0	Oak Point (3.5)	BC 0120
13.2	Cedar Grove (1.2)	BC0132
15.5	Jesuits Bend (5.0)	BC 0155
20.5	Orange Grove Jct. (1.0)	BC 0205
21.5	Alliance (1.5)	BC 0215
23.0	Myrtle Grove (1.0)	BC 0230
24.0	<i>End-of-Track</i>	BC 0240

<u>Track Classifications:</u>	
Main Track	Class I
Other Than Main Track	Class I

<u>Restricted Limits (rule 6.14):</u> MP 1.0 – MP 23.0

<u>Other Than Main Track (rule 6.28):</u> MP 0.0 – MP 1.0 MP 23.0 – MP 24.0 All Yard Tracks, Industry Tracks & Leads

<u>Maximum Speeds:</u>	
Main Track	10 MPH
Other Than Main Track	5 MPH

<u>Maximum Ruling Grade:</u>	0.56%
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<u>Flagging Distance:</u>	1 Mile
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<u>Radio Channels:</u>	1 (Alt Repeater) 2 (Alt Repeater) 3 (035035) 4 (059059) 5 (080080)
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<u>Wye Tracks:</u>	None
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<u>Miscellaneous:</u> Do not operate 6-axle locomotives at any location unless authorized by the General Manager. Normal position of Intercostal Canal Bridge is for waterway navigation. Operating instructions posted in bridge house. Kicking cars or allowing cars to roll free on main track is prohibited except within Gouldsboro yard and Belle Chasse yard. Train consist, length, and horsepower per trailing ton ratings will be determined by the General Manager. Contact RGPC Engineering Department to receive instructions prior to movement of excessive dimension loads (GCOR 1.36).

<u>Maximum Gross Weight:</u>	143 Tons
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Westwego Subdivision
(westward reading down)

Mile Post	Station (Distance Between)	Station Number
1.5	Algiers Jct. (0.4)	WW015
1.9	Gouldsboro (1.4)	WW019
3.3	North Gretna (0.8)	WW033
3.5	Crompton (0.7)	WW035
4.2	Rathborne (0.2)	WW042
4.4	Harvey Canal Bridge (0.6)	WW044
5.0	Kinder Morgan (2.5)	WW050
6.0	Harvey Yard (2.0)	WW060
8.0	Westwego Jct. (Begin UPRR)	WW080

Subdivision Special Instructions

Track Classifications:

Main Track	Class I
Other Than Main Track	Class I

Restricted Limits (rule 6.14):

MP 1.9 – MP 8.0

Other Than Main Track (rule 6.28):

MP 1.5 – MP 1.9
All Yard Tracks, Industry Tracks & Leads

Maximum Speeds:

Main Track	10 MPH
Other Than Main Track	5 MPH
Eastward out of Track #130	3 MPH
Westward out of Harvey Yard Tracks	3 MPH

Maximum Ruling Grade:

MP 1.5 – MP 1.9	1.00%
MP 1.9 – MP 8.0	0.18%

Flagging Distance:

1 Mile

Radio Channels:

1 (Alt Repeater)
2 (Alt Repeater)
3 (035035)
5 (080080)
6 (020020 - UPRR road)
7 (024024 - UPRR yard)

Wye Tracks:

Westwego Yard UPRR

Miscellaneous:

All trackage west of MP 8.0 governed by UPRR Timetable and Special Instructions. All movements under authority of UPRR Avondale yardmaster only.

Make all switching movements into and out of Kinder Morgan track #798 from main track only.

Normal position of Harvey Canal Bridge is for waterway navigation. Operating instructions posted in bridge house.

Fixed derails located both ends of Harvey Canal Bridge.

			<p>Fixed derails located both ends of Harvey yard.</p> <p>Harvey Yard gates must be immediately locked after entering and exiting except in emergency circumstances.</p> <p>Kicking cars or allowing cars to roll free on main track is prohibited except within Gouldsboro Yard and Harvey Yard.</p> <p>Do not operate 6-axle locomotives at any location unless authorized by the General Manager.</p> <p>Train consist, length, and horsepower per trailing ton ratings will be determined by the General Manager.</p> <p>Contact RGPC Engineering Department to receive instructions prior to movement of excessive dimension loads (GCOR 1.36).</p>
			<p><u>Maximum Gross Weight:</u> 143 Tons</p>

MISCELLANEOUS SPECIAL INSTRUCTIONS

Governing Authority for Conduct of Operations

Each employee covered by the Federal Hours of Service Act, each employee who operates on-track equipment, each employee engaged in the maintenance of track or bridges, each employee engaged in the maintenance of locomotives or other rolling stock, or other employees whose duties may require them to foul any track, shall provide themselves with their own copy of the rules and instructions applicable to their assigned duties, and shall keep those that apply to their duties available at all times while on-duty.

Refer to the RGPC System Special Instructions or current System General Order for a complete list of the current rules and instructions.

Information Board and Standard Clock Locations

Belle Chasse Office

Harvey Bridge Office

Reporting Trespassers or Unsafe Motorists

Whenever trespassers are observed on company property or train movements encounter a near miss at a public or private road crossing, employees are required to report the incident to the proper authority immediately by the first available means of communication. Initial notification is to be made to the manager on-duty. The manager will make the proper notification to law enforcement personnel and other company managers, as well as establishing a written record of the incident. When a manager is not on-duty, notification is to be made directly to law enforcement personnel and other company managers.

Road Crossing Conditions

All employees are responsible for monitoring the condition of all road crossings, particularly:

- Signage
- Crossing Surface
- Gates and Lights
- Impaired visibility due to vegetation, track material, or equipment on the railroad right-of-way or adjacent track(s).

Immediately report any condition that does not comply with rules and/or standards.

Whenever any of the following conditions exists, a 5 MPH speed restriction will apply for all movements over the affected crossing:

- Vegetation on the right-of-way that obstructs the view of the crossing.
- Vegetation that obstructs the view of the warning signs or signals on railroad property.
- Material placed on the right-of-way that obstructs the view of the crossing.
- Broken cross buck posts.
- Missing/damaged cross buck signs, multi-track number plates, stop signs, yield signs, whistle posts.

Note – Signs are considered damaged if they no longer fulfill their intended function.

Note – 5 MPH speed restriction applies until lead locomotive completely occupies crossing.

Note – When the crossing is protected by a properly equipped flagman, the 5 MPH speed restriction will not apply.

All employees must immediately report malfunctioning automatic crossing warning devices to the manager on duty. The manager will immediately forward the information to the dispatcher and signal maintainer.

Electrically Activated Highway Grade Crossing Signals - Indicator Lights

When white light is visible it indicates power is on. If white light is not lighted, signals are operating off standby batteries. Continued operation on batteries can affect signal operation and cause an activation failure (dark signals). Some locations have 2 additional indicator lights. Yellow light will flash on and off when signals are operating. Normally no red light is visible. If red light is lighted, grade crossing signals are not functional and no activation of the signals will occur. If a grade crossing signal failure is observed, report failure immediately to the proper authority.

Operating Between Stations

When operating between stations:

- A minimum of two (2) train crew members must occupy the control compartment of the lead locomotive when the crew consists of three (3) or more members.
- Train crew members utilizing company vehicles are required to remain within radio range of the lead locomotive at all times and must make frequent inspections of their train, reporting the results of the inspection to the engineer as soon as possible after the inspection is complete.

Response to Red Flags or Fusees

In addition to complying with the applicable rules associated with “red flags” or “fusees”, when red flags or fusees are encountered, every effort must be made to notify other crew members and to establish radio communication with the Employee-In-Charge of the red flag or fusee. Delays associated with complying with red flags or fusees must be properly reported to the Supervisor.

Locomotive Information

Unit Number	Type	HP	Fuel Capacity
NOGC 915	GP-38-3	2000	3600
NOGC 1009	GP 38-3	2000	3600
NOGC 1011	GP 38-3	2000	3600
NOGC 1015	GP 38-3	2000	3600
NOGC 1021	GP 38-3	2000	3600
NOGC 1023	GP 38-3	2000	3600
NOGC 1036	GP 38-3	2000	3600
NOGC 1038	SW 1500	1500	1000
NOGC 1039	SW 1500	1500	1000
NOGC 1229	SW 1500	1500	1000
NOGC 3875	GP 38-3	2000	3600
NOGC 3876	GP 38-3	2000	3600

Locomotive Fuel Readings

Engineers must report the following when taking charge of a locomotive or locomotive consist:

- Any locomotives with less than 1000 gallons of fuel.
- Any locomotive with low oil levels.

Locomotive Servicing Track Area

The Locomotive Servicing Track Area located in Belle Chasse Yard is under the exclusive control of mechanical department personnel when Blue Signal Protection is established. All movements made within the protected area must be under the direction of the authorized person in charge.

Two-way derails with blue signals have been installed in the Belle Chasse Yard. One derail is located in track 184 and another is located in track 185. When both derail and blue signals are in the “on and up position” and the crossover switch for track 184 and 185 is locked for straight track movement, the Locomotive Servicing Track Area will encompass that portion of track 184 and 185 (both of which are within the derails) and track 186.

Designated Office Smoking Areas

Smoking is only permitted within 10 feet of the Belle Chasse crew office front entrance and Harvey Office east front staircase. Provided smoking urns must be utilized for discarding cigarette butts.

New Track Assignments

SUBDIVISION	LOCATION	NEW TRACK ASSIGNMENT
Westwego	Harvey Yard <i>Main Track</i>	100
Westwego	Harvey Yard <i>West of crossover to Klein Street</i>	101
Westwego	Harvey Yard <i>Yard Track</i>	102
Westwego	Harvey Yard <i>Yard Track</i>	103
Westwego	Harvey Yard <i>East of crossover to Marrero Rd.</i>	104
Westwego	Gretna (MP 3.3) <i>Main Track</i>	330
Westwego	Crompton (MP 3.5) <i>Main Track</i>	350
Westwego	Rathborne (MP 4.2) <i>Main Track</i>	420
Westwego	Westwego <i>Main Track</i>	600
Belle Chasse	Fort St. Leon (MP 6.1) <i>Main Track</i>	601
Belle Chasse	Ferry Curve (MP 8.7) <i>Main Track</i>	870
Belle Chasse	Cedar Grove (MP 13.2) <i>Main Track</i>	132
Belle Chasse	Jesuits Bend (MP 15.5) <i>Main Track</i>	155
Belle Chasse	Orange Grove (MP 20.5) <i>Main Track</i>	205
Belle Chasse	Alliance (MP 21.5) <i>Main Track</i>	215
Belle Chasse	Myrtle Grove (MP 23.0) <i>Main Track</i>	230

Unit Grain Train Interchange

Procedures for delivery of loaded unit grain trains:

- Provide an accurate train list to the Customer Service Department.
- Complete the Class I air brake test certificate and place in the control compartment of the lead locomotive.

- EOT devices received from the UPRR on inbound trains are to remain with the train and are to be delivered back to interchange on the same train. 2-way EOT device must be armed and have a sufficiently charged battery.
- Notify Supervisor of any known condition that may delay the train after interchange.
- Provide a Train Information Document in the control compartment of the lead locomotive for the UPRR crew.

COMPANY CONTACTS

Railroad Dispatcher	682-703-8509	Customer Service	817-731-7187
Michael Agee General Manager	682-321-0009	Tyra Raschke Office Administrator & Customer Liaison	504-347-8237 Ext. 2002
Kurt Nastasi Manager Train Operations	504-919-3213	Marc Ordoyne Manager Train Operations	504-644-0034
Johnny Hydes Manager Track & Structures	504-458-1075	Tom Clarke Signal Maintainer	817-676-2793
Mechanical Office	504-347-8237 Ext. 2013	Ted Munch Bridge Contractor	504-442-1199
Harvey Office (Fax)	504-347-3436	RGPC Corporate Office	817-737-5885
Richard Bertel Chief Executive Officer	817-737-5885 Ext. 3101	Robert Bach President & Chief Operating Officer	817-737-5885 Ext. 3125
Mitch Harris Director Safety, Training, & Regulatory Compliance	208-861-7590	Tracy Ulm Chief Mechanical Officer	504-912-5553
Sam Kaiser Security Coordinator	817-713-6555	UPRR Avondale M.Y.O.	504-343-1202
UPRR Avondale Tower	504-342-3604	UPRR West Bridge Jct.	504-342-3635
UPRR Avondale Mechanical Shop	504-342-3785	UPRR Avondale Diesel Shop	504-342-3786

COMPANY CONTACTS

FIRE, POLICE, & MEDICAL	911	RAILROAD DISPATCHER	682-703-8505
National Response Center (FRA/NTSB)	800-424-0201	CHEMTREC (Hazmat spills)	800-424-9300
Louisiana State Hazmat Hotline	877-925-6595	Louisiana State Security & Emergency Preparedness	225-925-6536 225-925-6636
UPRR Hazmat Response Team	800-424-9300	Eagle-SWS Hazmat Response Services	877-742-4215
Hulcher Services	800-637-5471	Marine Safety Office	504-365-2390
U.S. Coast Guard Bridges	504-671-2128 504-589-6225	Army Corps of Engineers	504-862-1102
Louisiana State Police	504-471-2775 800-964-8076	Louisiana Department of Environmental Quality	504-736-7716
Gretna Police (Traffic)	504-366-4374	Jefferson Parish Sheriff	504-364-5300
Gretna Public Works	504-363-1579	Jefferson Parish Emergency Operations Center	504-349-5360
Plaquemines Parish Sheriff	504-394-0649	Westwego City Maintenance	504-341-3424
Plaquemines Parish Office of Emergency Preparedness	504-297-2477	New Orleans Public Works	504-658-8151 504-658-8152
Chevron Security (Gate 3)	504-391-6100	Blackwater	504-340-3000
Phillips66	504-656-3708	CHS	5041-656-2212
Apec	504-367-8090	Packard Pipe	504-392-9986
Port Cargo	504-891-9494	Hunting	504-348-3011
IMTT	504-463-2458	Vertex	504-349-7214

CHARTS & TABLES

DISTANCE CONVERSION	
FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9
5,280	1.0

SPEED

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min	Sec		Min	Sec		Min	Sec	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

WIND CHILL

In using the table below, values of wind chill below -10 are considered bitterly cold. Values of wind chill below -20 are extremely cold – human flesh will begin to freeze within one minute.

Wind	Temperature												
	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25
5	32	27	22	16	11	6	0	-5	-10	-15	-21	-26	-31
10	22	16	10	3	-3	-9	-15	-22	-27	-34	-40	-46	-52
15	16	9	2	-5	-11	-18	-25	-31	-38	-45	-51	-58	-65
20	12	4	-3	-10	-17	-24	-31	-39	-46	-53	-60	-67	-74
25	8	1	-7	-15	-22	-29	-36	-44	-51	-59	-66	-74	-81
30	6	-2	-10	-18	-25	-33	-41	-49	-56	-64	-71	-79	-86
35	4	-4	-12	-20	-27	-35	-43	-52	-58	-67	-74	-82	-92
40	3	-5	-13	-21	-29	-37	-45	-53	-60	-69	-76	-84	-92

Winds speeds above 40 MPH have little additional chilling effect.

HEAT INDEX

Heat Index	Effects on Human Body
130 or above	Heat stroke highly likely with continued exposure
105 to 130	Heat stroke likely with prolonged exposure
90 to 105	Heat stroke possible with prolonged exposure

Relative Humidity	Air Temperature										
	70	75	80	85	90	95	100	105	110	115	120
30	67	73	78	84	90	96	104	113	123	135	148
35	67	73	79	85	91	98	107	118	130	143	
40	68	74	79	86	93	101	110	123	137	151	
45	68	74	80	87	95	104	115	129	143		
50	69	75	81	88	96	107	120	135	150		
55	69	75	81	89	98	110	126	142			
60	70	76	82	90	100	114	132	149			
65	70	76	83	91	102	119	138				
70	70	77	85	93	106	124	144				
75	70	77	86	95	109	130					
80	71	78	86	97	113	136					
85	71	78	87	99	117						
90	71	79	88	102	122						
95	71	79	89	105							
100	72	80	91	108							