

ILLINOIS CENTRAL GULF RAILROAD COMPANY
SOUTHERN DIVISION

Meridian, Mississippi

September 28, 1982

TRAINMASTER'S NOTICE #126A

TO: ALL CONCERNED

I feel certain that all of you are aware that the ICG Railroad representative recently had a meeting with Conoco representatives regarding switching operations and derailments within the Conoco plant. As a result of this meeting the following guidelines are to be placed in effect immediately:

1. A speed restriction not to exceed 10 MPH will be observed on the Monroe Lead and all tracks inside the Conoco Complex.
2. All pushing or shoving movements must have an employee on the end of the cut of cars involved in these movements. (Refer to, Operating Rule 103 & 103C.)
3. Before exiting plant at the completion of your switching, a handbrake must be properly secured on the south car in each track. VC spotted for unloading must have properly secured handbrake on each car.
4. Cars that are presently setting on straight part of scale track must be picked up and set toward rail crossings. Weighing is to be done toward straight track only. When weighing is complete, cars that were removed from straight track must be returned to straight before leaving the plant.

J. M. Jennings
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Trainmaster

cc: Mr. Jim Stark

Bulletin Boards - Aberdeen