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**SAFETY PAYS IF
YOU'RE CAREFUL**

**.... YOU PAY
IF YOU'RE NOT**

LOUISVILLE & NASHVILLE RAILROAD COMPANY

MONTGOMERY, NEW ORLEANS AND PENSACOLA DIVISION

TIME TABLE No.

26

TAKES EFFECT

SUNDAY, APRIL 16, 1944

AT 12:01 A. M., CENTRAL STANDARD TIME

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

W. E. SMITH,
Vice President and
General Manager

R. C. PARSONS,
Assistant Vice President and
Assistant General Manager

L. L. MORTON,
Assistant Vice President and
Assistant General Manager

J. G. METCALFE,
Superintendent of
Transportation

D. E. BEATTY,
Superintendent

B. H. HARBIN,
Assistant Superintendent
M. & N. O. Division

W. T. WELCH,
Assistant Superintendent
Pensacola Division

SUB-DIVISIONS

Between Montgomery and Sibert, Inc.—Foley Branch.
 Between Sibert and New Orleans.
 Between Flomaton and Pensacola.
 Between Pensacola and Chattahoochee.
 Between Flomaton and Myrtlewood including branches.
 Between Georgiana and Graceville including Duvall—Crestview Branch.

DOUBLE TRACK TERRITORY

Between Montgomery and Catoma.
 Between Welka and Miles.
 Between a point 200 ft. north of Eslava St., Mobile, and Georgia St., Choctaw.
 Between Higgins and LaFayette St., New Orleans.

AUTOMATIC BLOCK SIGNALS

Between Montgomery and Sibert, Texas St., Choctaw and Claiborne St., New Orleans.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS BY BLOCK SIGNALS, ISSUED MAY 10, 1942

Effective between Sibert and Montgomery.
 A signal indication of RED over YELLOW at the entrance to a siding is a "RESTRICTING" signal as per Rule No. 290, and not a "MEDIUM APPROACH" signal as per Rule No. 286.
 Dwarf signal indications at ends of sidings between Aladocks and Montgomery.

Green.....	Indication.....	Proceed
	Name.....	Clear
Yellow.....	Indication.....	Prepare to stop at next signal
	Name.....	Approach
Red.....	Indication.....	Stop
	Name.....	Stop

**INSTRUCTIONS REGARDING SPECIAL SIGNALS
BAY MINETTE AND GEORGIANA SIDINGS**

Special dwarf signals will govern movements through the sidings at Bay Minette and Georgiana, and over crossovers connecting from siding to main track.

Normally the signal will show a red light over a yellow light. When this indication is displayed, trains will pass it for a continuous movement through the siding at restricted speed.

An illuminated "S" displayed over the red light will indicate to a train to stop and operate crossover switches by hand for crossover movement to the main track. After switches are thrown for crossover movement, when the route is clear, the signal will display a yellow light which will authorize the train to proceed via crossover and main track prepared to stop at next signal.

Main track switches of the crossovers are equipped with electric locks and in operating the switches by hand, these will have to be operated in accordance with Instructions Covering Operation of Electric Switch Locks. The display of the illuminated "S" will be the train controller's permission to enter main track.

REGULATIONS GOVERNING THE USE OF UNION CONTINUOUS AUTOMATIC TRAIN STOP, M. & N. O. DIVISION, JAN. 1, 1943

Employees concerned in the movements of locomotives in Union Continuous Automatic Train Stop territory must have and keep in their possession and be governed by Regulations Governing Use of Union Continuous Automatic Train Stop, dated January 1, 1943.

Automatic train stop territory is in effect for Southward trains from Texas Street, Choctaw, to Claiborne Street, New Orleans; and Northward trains between Claiborne Street, New Orleans, and a point 550 feet North of GM&O Crossing, Choctaw, which points are marked by Automatic Train Stop signs.

SPRING SWITCHES

Location	Normal Position
Catoma, end of double track.....	For Northward main track.
McGehees, North Switch, east siding and South Switch, west siding.....	For main track.
Letohatchie, North Switch, east siding, and South Switch, west siding.....	For main track.
Calhoun, North Switch, east siding, and South Switch, west siding.....	For main track.
Wilcox, South Switch, east siding, and North Switch, west siding.....	For main track.
Evergreen, North Switch, east siding, and South Switch, west siding.....	For main track.
Castleberry, North Switch, west siding, and South Switch, east siding.....	For main track.
Welka, end of double track.....	For Southward main track.

SPRING SWITCHES—Continued

Location	Normal Position
Flomaton, South end crossover from Southward main track to Northward main track on Escambia Bridge.....	For movement to Northward main track.
Flomaton, North end crossover from Southward main track to Northward main track on Escambia Bridge.....	For Northward main track.
Flomaton, North end of yard, North Switch.....	For Southward main track.
Flomaton, South end of yard in Southward main track.....	For Southward main track.
Miles, end of double track.....	For Northward main track.
Hurricane, North Switch, west siding, South Switch, east siding.....	For main track.
Aladocks, North Switch, drill track.....	For main track.
Choctaw, South end double track.....	For Northward main track.
Theodore, North and South Switches, passing siding.....	For main track.
St. Elmo, North and South Switches, passing siding.....	For main track.
Missals, North end of passing siding....	For main track.
Orange Grove, South Switch, passing siding.....	For main track.
Pascagoula, North Switch, west siding, and South Switch, east siding.....	For main track.
Biloxi, North Switch, west siding.....	For main track.
Keesler Field, South Switch, passing siding.....	For main track.
Gulfport, North and South Switches, east siding.....	For main track.
Bay St. Louis, North Switch, west siding.	For main track.
Claiborne, North Switch, passing siding.	For main track.
Lake Catherine, South and North Switches, passing siding.....	For main track.
Saltmarsh, North and South Switches, passing siding.....	For main track.
Chef Menteur, North and South Switches, passing siding.....	For main track.
Borgue, North and South Switches, passing siding.....	For main track.
Higgins, end of double track.....	For Southward main track.

When a signal governing over a facing point spring switch displays a Stop or a Stop and Proceed indication, the switch must be inspected and known to be in safe condition before train is permitted to pass over it.

STANDARD CLOCKS

Montgomery—S. & N. Yard.	Gentilly—Train-order Office.
Montgomery—Union Station.	New Orleans—Train-order Office.
Georgiana—Train-order Office.	New Orleans—Julia Street.
Flomaton—Train-order Office.	Selma—Passenger Station.
Bay Minette—Train-order Office.	Selma—Yard Office.
Sibert—Train-order Office.	Pensacola—Yard Office.
Mobile—Dispatcher's Office.	Pensacola—Dispatcher's Office.
Mobile—Gov't St. Train-order Office.	Crestview—Train-order Office.
Graceville—Train-order Office.	Chipley—Train-order Office.
Foley—Train-order Office.	Chattahoochee—Train-order Office.
Ocean Springs—Train-order Office.	Myrtlewood—Train-order Office.
Bay St. Louis—Train-order Office.	

YARD LIMITS

Montgomery	Gulfport	Geneva	Camden
Georgiana (A.&F.)	Bay St. Louis	Graceville	Nadawah-Camden
Flomaton	Gentilly-New Orleans	Lockhart-Floral	Jct.
Bay Minette (Foley Br.)	McKenzie	Loxley	Goulding-Pensacola
Sibert-Mobile-Choctaw	Red Level	Summerdale	Crestview
Biloxi-Keesler Field	Andalusia	Foley	Chipley
	Opp-Duvall	Myrtlewood	Chattahoochee
	Samson	Selma	

Second class and inferior trains occupying the main track within the yard limits at Loxley, Robertsedale, Summerdale, Foley, McKenzie, Red Level, Andalusia, Opp, Duvall, Samson, Geneva, Graceville, Floral-Lockhart, will not be required, even though the view is obscured, to protect against second class or inferior trains. Second class and inferior trains and engines will move within the yard limits at stations named prepared to stop short of any obstruction.

BULLETIN BOARDS

Montgomery—S. & N. Yard.
Montgomery—Roundhouse.
Montgomery—Union Station.
Montgomery—Engineers' Wash
Room.
Georgiana—Train-order Office.
Flomaton—Train-order Office.
Bay Minette—Train-order Office.
Sibert—Yard Office.
Sibert—Roundhouse.
Mobile—Passenger Station.
Opp—Train-order Office.
Graceville—Train-order Office.
Foley—Train-order Office.
Ocean Springs—Train-order Office.
Bay St. Louis—Train-order Office.

Gentilly—Train-order Office.
Gentilly—Roundhouse.
New Orleans—Train-order Office.
New Orleans—Julia St. Yard Office.
New Orleans—Roundhouse.
Myrtlewood—Train-order Office.
Selma—Yard Office.
Selma—Passenger Station.
Pensacola—Dispatcher's Office.
Pensacola—Yard Office.
Pensacola—Roundhouse.
Pensacola—Baggage Room.
Crestview—Train-order Office.
Chipley—Train-order Office.
Chattahoochee—Train-order Office.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES
in miles per hour

Between	Passenger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
Montgomery and Gentilly.....	*60	45	30
Gentilly and New Orleans.....	45	25	25
Georgiana and Graceville (including Florala Branch).....	40	35	25
Bay Minette and Foley.....	40	40	25
Flomaton and Pensacola.....	60	45	30
Pensacola and Pace Jct.....	40	40	25
Pace Jct. and Chattahoochee...	50	40	30
Selma and Flomaton.....	40	30	25
Selma and Myrtlewood.....	35	35	25
Camden and Yellow River Branches	30	30	25
Vredenburgh Branch	20	20	20

*70 when handled by K Class or Diesel engines.

Through turnouts and crossovers.....	15
On single track between Pensacola and Goulding.....	20
Over drawbridges	15
Engines run backwards on Branches.....	15
Over railroad crossings.... { Passenger	35
{ Freight	25
Over G&SI crossing, Gulfport.....	20
Between Home signals, Linden, Ala., Frisco R. R. Crossing.....	20
Freight engines in passenger service:	
J3, J4	50
J1, J1a, J2, J2a, H29a.....	45
H25, H25a, H25b, H27, H27a, H27b, H28, H28a, H29.....	40
All other freight engines	35
Maximum allowable speed H29a Class Engine in freight service.....	45
All other H Class Engines in freight service.....	40

All trains and engines must consume not less than 5 minutes between Beauregard and Government Sts. and not exceed speed of 10 miles per hour between Government and Charleston Streets, Mobile, and close look-out must be maintained on each side of engine for street traffic.

Trains and engines must consume at least six minutes between Girod St. and Pontchartrain Junction, and four minutes between Pontchartrain Junction and Claiborne St., New Orleans.

All second class and inferior trains will approach both ends of "Y" at Duvall at restricted speed, looking out for Florala Branch trains.

H-25a class engines double-headed, Bridge 17, Pea River, Mile AF609.	15
H-29 Class Engines, Bridge 17, Pea River, Mile AF609.	10

Passenger trains must use not less than ten minutes between Pensacola and Goulding.

TRAIN REGISTERS

Location	For	Register by Card Form 230
S. & N. Yard, Montgomery	All Trains	All trains.
Union Sta., Montgomery	First Class Trains	
Georgiana	All trains originating or terminating	
Flomaton	All Trains	
Bay Minette	All Foley Branch Trains	

TRAIN REGISTERS—Continued

Location	For	Register by Card Form 230
Sibert train order office.	All Trains.	All trains.
Mobile.	All First Class Trains.	
Ocean Springs.	All Trains.	All through trains.
Bay St. Louis.	All Trains.	All through trains.
Gentilly.	All Trains.	All through trains.
Canal St., New Orleans	All Trains.	
Foley.	All Trains.	
Opp.	All Trains.	
Graceville.	All Trains.	
Duval.	All Trains.	A. & F. and Florala Br.
Myrtlewood.	All Trains.	
Selma.	All Trains.	
Western Junction.	All Trains.	
Nadawah.	All Trains.	
Camden.	All Trains.	
Corduroy.	All Trains.	First Class Trains.
Pensacola Dispatcher's Office.	First Class Trains.	
Pensacola Yard.	Second Class and Inferior Trains.	
Crestview.	All Trains.	All through trains.
Chipley.	All Trains.	All through trains.
Chattahoochee.	All Trains.	

M & M Sub-Division trains will not be required to check the register at Flomaton.

Trains will not be required to check the register at Sibert.

Through trains will not be required to check register at Gentilly.

Through trains will be required to check the Train Register at Bay St. Louis and Chipley only against superior trains originating or terminating at these points.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
381 feet north of mile post 489	G. M. & O.	Interlocking.
¼ mile south of Flomaton	Alger Sull'n Lbr. Co.	Interlocking.
South End Sibert Yards	A. S. D.	Flagman.
850 feet North Beauregard St., Mobile	G. M. & O.	Flagman.
Beauregard St., Mobile	Southern	Flagman.
Lawrence St., Mobile	G. M. & O.	Interlocking.
Gulfport	G. & S. I.	Interlocking.
Double Track, New Orleans	N. O. & N. E.	Interlocking.
Double Track, New Orleans	N. O. T. Co.	Interlocking.
Andalusia	C. of G.	Stop Boards.
¼ mile north of Lockhart	Jackson Lumber Co.	Stop Boards.
Linden	Frisco	Interlocking.
Mile RS 742	Southern	Stop Boards.
Mile RS 721	Southern	Stop Boards.
Mile R 719	Southern	Stop Boards.
Century	Escambia	Interlocking.
Cottondale	A. & St. A. B.	Stop Boards.

At crossings where Stop Boards are located all trains and engines must come to full stop at stop boards and see that track is clear before proceeding over crossing.

Trains must not obstruct crossings except while in motion.

TRAIN-ORDER OFFICES

"D" offices will be open from 8 A. M. to 5 P. M., "NO" offices from 8 P. M. to 5 A. M., "NC" offices during the hours designated in this time table.

Offices shown below will be open during the hours named:

Station	Week Days	Sundays
Theodore.....	7:55 A. M. to 11:55 P. M....	7:55 A. M. to 11:55 P. M.
Kreole	8:00 A. M. to 4:00 P. M....	8:00 A. M. to 4:00 P. M.
	6:00 P. M. to 2:00 A. M....	6:00 P. M. to 2:00 A. M.

MONTGOMERY AND SIBERT—SOUTHWARD

SECOND CLASS							FIRST CLASS							Distance from Louisville	TIME TABLE No. 25. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time.	
17	15	65	13	67	11	19	99	37		25	1	5	35	33		
Freight	Freight	Local Freight	Freight	Local Freight	Freight	Local Freight	Pan- American	The Crescent		Mail and Express	Atlantic	Passenger	Passenger	The Piedmont		
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily		Daily	Daily	Daily	Daily	Daily		
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	A. M.		
6.40	12.40	7.10	5.40		12.40		10.48	1.15		10.50	10.35	2.15	12.30	12.05	488.20	L MONTGOMERY N
7.00	1.00	7.30	6.15		1.05		10.56	1.24		11.00	10.45	2.25	12.40	12.15	492.69	CATOMA E
7.10	1.10	7.40	6.40 ³⁸		1.15		11.01	1.30		11.05	10.50	2.32	12.48	12.22	497.25	McGEHEES E
7.20	1.25	7.55	6.55		1.25		11.08	1.37		11.12 ⁴⁴	10.57 ⁴⁴	2.42	12.55	12.30	503.90	TYSON E
7.35	1.41 ³⁷	8.15	7.10		1.54 ³⁴		11.13	1.41 ¹⁹		11.17	11.02	2.53	1.02	12.35	508.56	LETOHATCHIE E
7.45	2.00	8.30	7.25		2.15		11.19	1.47		11.24	11.09	3.04	1.09	12.43	515.22	CALHOUN E
8.05	2.15	9.00 ⁴⁴	7.35		2.30		11.26	1.54		11.33	11.17	3.15 ³⁸	1.18	12.52	520.43	FORT DEPOSIT E
8.15	2.30	9.15	7.50		2.40		11.32	2.00		11.40	11.23	3.25	1.26 ³⁴	12.59	525.80	SEARCY E
8.30	3.35 ⁴	11.00	8.25 ⁴⁴		2.53 ³⁶		11.40	2.10		11.55	11.33	4.00 ³⁸	1.40	1.14 ³⁴	532.13	GREENVILLE E
8.55	3.50	11.15	8.50		3.40 ³⁸		11.49	2.19		12.06	11.42	4.15	1.55	1.27	540.89	BOLLING E
9.15	4.30 ⁴ 4.40 ²⁸	11.45	9.15	5.45	3.55		11.56	2.26		12.20	11.54	4.45	2.12 ³⁸	1.37	547.30	GEORGIANA E
9.35	4.55		9.35	6.10	4.15		12.04	2.35 ⁴		12.30	12.02	5.00	2.22	1.45	554.61	GARLAND E
9.55	5.05		9.50 ⁴⁸	6.25	4.30		12.12	2.45		12.38	12.09	5.14 ³⁸	2.32	1.53 ³⁸	560.58	WILCOX E
10.25	5.25		10.20	7.00	5.00 ³⁸		12.22 ³⁴	2.55		12.55	12.22	5.40	2.56 ³⁸	2.10	568.55	EVERGREEN E
10.50	6.00		10.50	8.00 ⁴⁴	6.00 ⁴		12.33	3.05		1.08	12.32	6.00 ¹¹	3.10	2.22	579.13	CASTLEBERRY E
11.10	6.20		11.15	8.20	6.25		12.41	3.13		1.18	12.39	6.15	3.20	2.36 ³⁸	586.92	KIRKLAND E
11.20	6.40		11.35	9.30	6.50 ⁴⁸		12.49	3.20 ⁴		1.27 ⁴	12.47	6.25	3.30	2.45	593.38	BREWTON E
11.42 ³⁴	6.55		11.45	9.40	7.00		12.56 ³⁵	3.28 ²⁶		1.35	12.53	6.40 ⁴⁴	3.40	2.55	598.00	KEEGO E
11.59	7.15		12.00	10.10	7.30		1.05	3.26		1.40	12.59 ⁶	6.50	3.50	3.05	604.42	WELKA E
12.10	7.30		12.15	10.30	7.45		1.20	3.45		1.50	1.10	7.00	4.00	3.20	607.03	FLOMATON NE
12.25	7.45		12.30		8.00	5.20	1.40	3.58		2.10	1.25	7.20	4.20	3.40		
12.35	8.00		12.45		8.15	5.30	1.50	4.08		2.15	1.30	7.30	4.30	3.50	609.17	MILES E
12.50	8.30		12.55		8.35 ²⁰	5.45	1.58	4.16		2.25 ⁴	1.38	7.40	4.40	3.58	613.79	WAWBEEK E
1.26 ³⁸	8.55		1.10		9.00	6.50 ²⁰	2.09	4.28		2.35 ²⁵	1.48	7.50 ²⁰	4.50	4.07	621.54	ATMORE E
1.45	9.25		1.25		9.25	7.15	2.20	4.43		2.55	2.03 ⁴	8.05	5.00	4.20	630.03	PERDIDO E
1.55	9.45		1.33		9.40	7.25	2.25	4.50		3.05	2.13 ²⁵	8.15	5.07	4.25	634.29	DYAS E
2.35 ³⁸	10.10 ³⁴		1.47 ⁴ 2.00 ³⁸		10.05	8.35 ⁵	2.35 ³⁸ 17	5.05		3.20	2.30	8.35 ¹⁹	5.20	4.40	642.40	BAY MINETTE E
3.20	11.15 ³⁶		2.20		10.25	9.05	2.46	5.20		3.35	2.40	8.47	5.35 ²⁰	4.51	650.65	HURRICANE E
3.40	11.30		2.35		10.46 ⁴	9.25	3.02	5.35		3.50	2.55	9.00	5.50	5.03 ²⁰	657.66	NENEMOOSHA E
3.47	11.45		2.50		11.00	9.35	3.10	5.40		3.57	3.05	9.10	6.00	5.10	660.28	AKKA E
4.00	11.59		3.05		11.30	9.45	3.20	5.50		4.07	3.15	9.20	6.10	5.25	664.33	SIBERT N
A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.		
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily		Daily	Daily	Daily	Daily	Daily		
17	15	65	13	67	11	19	99	37		25	1	5	35	33		

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

SIBERT AND MONTGOMERY—NORTHWARD

TIME TABLE No. 26. Takes effect Sunday, April 16, 1944 at 12:01 a. m. Central Standard Time.			One Capacity of Passing Sidings based on 44 feet per car.	FIRST CLASS						SECOND CLASS						
STATIONS		98		38	6	4	26		34	36	20	66	64			
		Pan- American		The Crescent	Passenger	Asulenn	Asulenn		The Piedmont	Passenger	Local Freight	Local Freight	Local Freight			
		Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday			
		A. M.		A. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.			
MONTGOMERY	N	Yard	5.10	7.00	5.00	6.00	6.10		2.30	4.30			12.10			
4.49 CATOMA	E		4.53	6.45	4.43	5.45	5.55		2.15	4.05			11.45			
4.56 McGEHEES	E	E72 W79	4.48	6.40 ¹³	4.35	5.40	5.50		2.09	3.55			11.35			
6.55 TYSON	E	69	4.42	6.31	f 4.25	5.33	5.43		2.00	3.45			11.12 ²⁵ 10.52 ¹			
4.66 LETOHATCHIE	E	E72 W68	4.37	6.26	s 4.15	5.28	5.38		1.54 ¹¹	3.35			10.40			
6.66 CALHOUN	E	E69 W69	4.27	6.18	s 4.05	5.20	5.30		1.44	3.25			9.40			
5.31 FORT DEPOSIT	E	74	4.17	6.10	s 3.55	5.11	5.21		1.35	3.15 ⁵			9.00 ²⁵			
5.37 SEARCY	E	97	4.10	6.03	f 3.45	5.03	5.13		1.26 ³⁵	3.03			8.40			
6.33 GREENVILLE	E	E100 W93	4.00 ⁵	s 5.55	s 3.35 ¹⁵	4.55	s 5.05		s 1.14 ³⁵	s 2.53 ¹¹			8.25 ¹³			
8.76 BOLLING	E	67	3.40 ¹¹	5.40	s 3.10	4.40	4.50		12.58	2.30			6.25			
6.41 GEORGIANA	E	148	3.30	5.31	s 2.55	s 4.30 ¹⁵	s 4.40 ¹⁵		12.50	2.12 ³⁵		11.30	6.00			
7.31 GARLAND	E	74	3.20	5.22	s 2.35 ¹⁷	4.15	4.25		12.40	2.02		10.35				
5.97 WILCOX	E	E68 W68	3.10	5.14 ⁵	f 2.25	4.08	4.18		12.32	1.53 ³³		9.50 ¹³				
7.97 EVERGREEN	E	E69 W68	2.56 ³⁵	5.00 ¹¹	s 2.10	s 3.55	s 4.05		12.22 ²⁵	1.38		9.00				
10.58 CASTLEBERRY	E	E80 W95	2.44	4.45	s 1.50	3.40	3.52		12.07	1.24		8.00 ²⁷				
7.79 KIRKLAND	E	89	2.36 ³³	4.34	f 1.38	3.30	3.44		11.57	1.14		7.15				
6.46 BREWTON	E	80	2.29	4.25	s 1.27 ²⁵	s 3.20 ²⁷	s 3.36		11.49	1.03		6.50 ¹¹				
4.63 KEEGO	E	89	2.24	4.18	f 1.10	3.09	3.23 ²⁷		11.42 ¹⁷	12.56 ²⁹		6.40 ⁵				
6.43 WELKA	E		2.18	4.10	12.59 ¹	3.03	3.22		11.35	12.49		5.40				
2.61 FLOMATON	NE	Yard	2.10	4.00	12.50	2.55	3.15		11.25	12.40	9.00	5.30				
2.14 MILES	E		1.50	s 3.40	s 12.25	s 2.40	s 2.55		s 11.05	s 12.20						
4.62 WAWBEEK	E	90	1.40	3.27	12.16	2.32	2.49		10.58	12.10	8.50					
7.75 ATMORE	E	75	1.34	3.20	f 12.10	2.25 ²⁵	2.43		10.50	12.05	8.35 ¹¹					
5.49 PERDIDO	E	102	1.26 ¹⁷	3.08	s 11.55	s 2.15	s 2.35 ²⁵		s 10.40	f 11.55	7.50 ⁵ 6.50 ¹³					
4.26 DYAS	E	73	1.16	2.55	s 11.37	2.03 ¹	2.22		10.25	11.45	6.30					
8.11 BAY MINETTE	E	165	1.11	2.48	f 11.27	1.57	2.13 ¹		10.20	11.40	6.20					
8.26 HURRICANE	E	E77 W76	1.01	2.35 ²⁵ 11	s 11.15	s 1.47 ¹³	s 2.00 ¹³		s 10.10 ¹³	f 11.30	6.00					
7.01 NENEMOOSHA	E	68	12.47	2.23	s 10.59	1.30	1.41		9.53	11.15 ¹⁵	5.35 ¹⁵					
2.62 AKKA	E	77	12.32	2.12	10.46 ¹¹	1.16	1.26		9.38	11.00	5.03 ³³					
4.05 SIBERT	N	40	12.27	2.06	10.40	1.11	1.21		9.32	10.55	4.40					
			12.20	2.00	10.30	1.05	1.15		9.25	10.45	4.30					
			A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.			
			Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday			
			98	38	6	4	26		34	36	20	66	64			

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

SIBERT AND NEW ORLEANS—SOUTHWARD

SECOND CLASS						FIRST CLASS									Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time		
87	85	83	49	43	81	37	25	1		5	35	33	9	99		STATIONS		
Freight	Freight	Freight	Local Freight	Local Freight	Freight	The Crescent	Mail and Express	Atlantic		Passenger	Passenger	The Piedmont	Passenger	Pan- American				
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	A. M.				
7.00	1.45	7.00		5.20	12.50	5.50	4.12	3.15		9.20	6.10	5.30		3.20	664.33	L	SIBERT N	
						6.05	4.25	3.30		9.35	6.30	5.45		3.35		2.34	MOBILE N	
7.15	1.50	7.15		5.30	1.00	6.20	4.40	3.45		10.05		6.00		3.50	666.67			
7.20	1.55	7.20		5.40	1.10 ³⁴ 1.45 ⁸⁵	6.25	4.45	3.50 ⁸⁴		10.10		6.05		3.55	667.71		CHOCTAW NE	
																5.09		
7.30	2.10	7.45 ⁸²		6.13 ²²	2.15	6.31	4.54	3.58		10.18		6.13 ⁴³		4.03	672.80		NAVCO E	
																7.04		
8.05 ⁸³	2.20	8.00		6.30	2.30	6.40	5.05	4.07		10.30 ⁴⁴		6.22		4.11	679.84		THEODORE NCE	
																6.04		
8.20 ³⁴	2.35 ⁸⁴	8.30		7.00 ⁸²	2.45	6.45	5.11	4.14		10.40		6.29		4.18	685.88		SAINT ELMO NE	
8.45	2.45	8.45		7.20	2.55	6.51	5.18	4.20		10.49		6.35 ⁸²		4.25	691.44		GRAND BAY DE	
																5.56		
8.50	2.55	9.00 ⁴⁴		7.30	3.02	6.55 ⁸⁶	5.23	4.24		10.55		6.39		4.29	695.45		MISSALA E	
8.57	3.03	9.10		8.00 ⁴⁴	3.10	7.00	5.28	4.29		11.00		6.43		4.33	699.50		ORANGE GROVE E	
9.02	3.10	9.15		8.30	3.16	7.03	5.31	4.32		11.04		6.45		4.36	702.11		KREOLE NCE	
																4.59		
9.10	3.25	9.30		9.20	3.25	7.10 ⁸	5.45	4.40		11.20		6.55 ⁴⁴		4.45	706.70		PASCAGOULA NE	
9.20	3.35	9.40 ⁴³		9.40 ⁸³	3.35	7.16	5.53 ⁸⁸	4.48		11.27 ⁴		7.02		4.52	709.99		GAUTIER DE	
																6.67		
9.30	3.45	9.50		11.00	3.45	7.23	6.00	4.54		11.36 ²⁶		7.09		5.00 ⁸²	716.66		FONTAINEBLEAU E	
9.50	4.05	10.10	6.10	11.15 ⁴	4.00	7.30 ³⁴	6.12 ⁹	5.04 ⁸⁸		11.52		7.26	6.00	5.11	723.02		OCEAN SPRINGS NE	
																6.36		
10.19 ⁹⁸	4.20	10.25 ⁴⁸	7.06		4.15 ⁸²	7.37	6.33	5.20		12.25 ³⁴		7.40	6.10	5.23	727.04		BILOXI NE	
																4.02		
10.35	4.22	10.27	7.30		4.17	7.40 ¹⁸	6.36	5.22		12.30		7.42	6.13	5.25	728.60		KEESLER FIELD DE	
																1.56		
10.45	4.30 ⁸⁶	10.33	7.44 ³³		4.30	7.43	6.40	5.25		12.35		7.44 ⁴³	6.18	5.28	731.59		BEAUVOIR E	
																2.99		
10.47	4.32	10.36	7.57		4.32	7.45	6.42	5.28		12.40		7.46	6.20	5.30	733.01		EDGEWATER PARK	
10.55 ⁸⁸	4.38	10.42 ⁴ 11.02 ²⁵	8.10		4.40	7.49	6.57 ³⁴	5.31 ⁸		12.45		7.51	6.24	5.34	736.01		MISSISSIPPI CITY DE	
																3.00		
11.01	4.48	11.23 ⁸⁴	9.30 ⁴³		4.50	7.54	7.01	5.35		12.50		7.55	6.30	5.38	739.51		GULFPORT NE	
																3.50		
11.17 ³⁸	5.01 ⁸	11.30	10.20 ⁴ 10.40 ²⁰		5.00	8.05	7.12 ¹²	5.45		1.20		8.08	6.39	5.50	743.12		LONG BEACH DE	
																3.61		
11.40	5.35	11.40	11.00 ⁸⁴		5.15	8.13	7.23	5.53		1.35		8.14	6.48	5.58	748.91		PASS CHRISTIAN NE	
																5.79		
11.50	5.40	11.45	11.15		5.20	8.17	7.26	5.57		1.42		8.17 ⁴³	6.55	6.02	751.85		HENDERSON'S POINT E	
12.10	5.55	12.05	11.30		5.35	8.27	7.38	6.07		1.57		8.35	7.06	6.15	754.55		BAY ST. LOUIS NE	
																2.94		
12.15	6.00	12.10			5.40	8.31	7.41	6.12 ³⁴		2.02		8.38	7.10	6.18	756.13		NICHOLSON AVENUE E	
12.20	6.10 ³⁴	12.20			5.45	8.35	7.45	6.21		2.10		8.42	7.17	6.22	758.39		WAVELAND E	
																1.58		
12.30	6.28 ¹⁰	12.30			5.52	8.40	7.49	6.28 ¹⁸ 6.55 ⁸⁵		2.22		8.46	7.22	6.27	761.83		LAKESHORE E	
																2.26		
12.40	6.44	12.40			6.00	8.47	7.56	6.38		2.40		8.52	7.30	6.33	767.10		CLAIBORNE E	
																3.44		
12.50	7.06	12.50			6.10	9.00 ⁸⁸	8.02	6.46		2.50 ⁸⁶		9.00	7.38	6.39	770.46		ENGLISH LOOKOUT NE	
12.55	7.15	12.55			6.15	9.05 ⁸⁸	8.05	6.50		2.55		9.03 ⁸⁴	7.41	6.42	773.33		NORTHSIDE E	
																2.87		
1.05	7.25	1.05			6.25	9.08	8.13	7.00		3.10		9.10	7.49	6.49	776.37		RIGOLETS E	
1.15	7.35	1.15			6.35	9.15	8.18	7.07		3.20		9.17 ⁴	7.56	6.55	781.08		LAKE CATHERINE NE	
																3.04		
1.25	7.50	1.22			6.41	9.21	8.25 ⁸⁸	7.13		3.26		9.26 ²⁶	8.01	7.00	784.30		SALT MARSH E	
																4.71		
1.30	8.10 ⁸⁸	1.30			6.46	9.26	8.33 ⁸⁸	7.17		3.36 ⁸		9.30	8.06	7.04	787.13		CHEF MENTEUR E	
1.45 ⁸²	8.22 ⁸⁸ 8.40 ²⁵	1.45 ⁸⁶			7.10 ⁸⁸	9.32	8.40 ⁸⁵	7.23		3.42		9.37	8.10 ⁸⁴	7.10 ⁸¹	790.24		BORGNE E	
																3.22		
2.00	8.50	1.55			7.20	9.38	8.45	7.27		3.46		9.41	8.15	7.14	793.79		HIGGINS NE	
																2.83		
2.15	9.10	2.15			7.45	9.48	8.56	7.35		3.56		9.51	8.22	7.21	800.43		GENTILLY NE	
																6.64		
						9.58	9.06	7.44		4.05		10.01	8.30	7.31	804.10		MIRO STREET	
						10.15	9.25	8.00 ⁸⁸		4.20		10.15	8.45 ²⁸	7.45	806.44		NEW ORLEANS NE	
																3.34		
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		P. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily				
87	85	83	49	43	81	37	25	1		5	35	33	9	99				

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

NEW ORLEANS AND SIBERT-NORTHWARD

TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time.		Car Capacity of Passing sidings based on 44 feet per car.	FIRST CLASS									SECOND CLASS					
			6	4	26	8	34	10	36	98	38	82	44	48	84	86	88
			Passenger	Amalean	Amalean	Passenger	The Piedmont	Passenger	Passenger	Pan- American	The Crescent	Freight	Local Freight	Local Freight	Freight	Freight	Freight
			Daily	Daily	Daily	Daily ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily
STATIONS			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
SIBERT	N	40	10.30	1.00	1.15		9.20		10.40	12.20	2.00	8.30	11.45		4.15	9.00	2.20
MOBILE	N		10.20	12.50	1.05		9.10		10.30	12.10	1.50	8.05	11.25		3.55	8.50	2.05
CHOCTAW	NE	89		12.35	12.50	8.45	8.55			11.55	1.30						
NAVCO	E	71		12.25	12.40	8.25	8.44			11.43	1.19 ⁸⁷	8.00	11.20		3.60 ¹	8.35	1.45 ⁸⁷
THEODORE	NCE	72		12.17	12.32	f 8.15	8.34			11.36	1.12	7.45 ⁸³	11.05		3.10	8.20	1.35
SAINT ELMO	NE	152		12.10	12.25	f 8.05 ⁸⁷	8.27			11.28	1.05	7.20	10.30 ⁵		2.50	8.05 ⁸⁷	1.25
GRAND BAY	DE	64		12.03	12.18	s 7.55	8.20 ⁸⁷			11.21	12.59	7.00 ⁴³	9.45		2.35 ⁸³	7.25	1.12
MISSALA	E	70		11.57	12.12	s 7.44	8.14			11.16	12.53	6.35 ³³	9.30		2.25	7.10	1.00
ORANGE GROVE	E	87		11.53	12.08	7.33	8.09			11.09	12.46 ⁸⁰	6.07	9.00 ⁸¹		2.10	6.55 ³⁷	12.46 ³⁸
KREOLE	NCE			11.49	12.04	f 7.25	8.04			11.04	12.40	5.45	8.00 ⁴³		2.00	6.30	12.20
PASCAGOULA	NE	E72 W84		11.46	12.01	s 7.20	8.01			11.01	12.36	5.35	7.20		1.50	6.20	12.15
GAUTIER	DE	103		s 11.36	s 11.51	s 7.10 ³⁷	f 7.56			f 10.54	s 12.28	5.25	6.55 ³³		1.35	6.10	12.05
FONTAINEBLEAU	E	72		11.27 ⁵	11.42	f 6.40	7.45			10.43	12.17	5.15	6.00		1.15	5.53 ²⁵	11.55
OCEAN SPRINGS	NE	E73 W71		11.21	11.36 ⁵	f 6.30	7.38			10.36	12.11	5.00 ⁸⁸	5.50		12.55	5.33	11.45
BILOXI	NE	E81 W160		s 11.15 ⁴³	s 11.30	s 6.12 ²⁵	s 7.30 ³⁷	8.15		s 10.29	12.05	4.40	5.40	11.00	12.40	5.04 ¹	11.30
KEESLER FIELD	DE	71		s 11.05	s 11.20	s 6.00	7.12	s 7.50		s 10.19 ⁸⁷	s 11.55	4.15 ⁸¹		10.25 ⁸³	12.25 ⁵	4.45	11.15
BEAUVOIR	E	71		10.55	11.10	5.43	7.05	7.40 ³⁷		10.11	11.43	4.13		9.55	11.45	4.40	11.10
EDGEWATER PARK				10.52	11.07	5.40	7.02	7.35		10.08	11.41	4.05		9.50	11.40	4.30 ⁸⁵	11.05
MISSISSIPPI CITY	DE	71		10.50	11.05	f 5.38	7.00	f 7.33		10.05	11.39	4.03		9.48	11.38	4.28	11.03
GULFPORT	NE	E117 W31		10.47 ⁸²	11.02 ⁸³	f 5.31 ¹	6.57 ²⁵	f 7.26		10.03	11.37	3.55		9.40	11.30	4.15	10.55 ⁸⁷
LONG BEACH	DE	78		s 10.40	s 10.55	s 5.21	6.52	s 7.20		s 9.57	s 11.32	3.45		9.30 ⁴⁶	11.23 ⁸³	4.05	10.45
PASS CHRISTIAN	NE	71		10.25 ⁴⁸	10.40 ⁴⁹	s 5.01 ⁸⁵	6.43	f 7.12 ²⁵		9.47	11.17 ⁸⁷	3.35		8.40	11.12	3.50	10.35
HENDERSON'S POINTE	E	42		s 10.17	s 10.32	s 4.54	6.36	s 7.04		f 9.40	11.12	3.25		8.30	11.00 ⁴⁸	3.40	10.25
BAY ST. LOUIS	NE	E59 W61		10.10	10.25	f 4.47	6.30	f 6.57		9.35	11.06	3.20		8.17 ³³	10.42	3.35	10.12
NICHOLSON AVENUE	E	95		s 10.02	s 10.17	s 4.40	s 6.20	s 6.50		s 9.28	s 10.58	3.10		8.00	10.27	3.25	9.55
WAVELAND	E	58		9.55	10.10	f 4.33	6.12 ¹	f 6.42		9.21	10.52	2.57			10.17	3.17	9.45
LAKESHORE	E	71		9.52 ⁸⁴	10.07 ⁸⁴	s 4.28	6.10 ⁸⁵	s 6.35		9.17	10.49	2.52			10.07 ²⁶	3.13	9.40
CLAIBORNE	E	85													9.45 ⁴		
ENGLISH LOOKOUT	NE	71		9.46	10.01	f 4.20	6.05	6.28 ¹		9.11	10.45	2.45			9.35	3.07	9.33
NORTH SIDE	E	73		9.40	9.55	f 4.12	5.59	6.22		9.05	10.39	2.38			9.25	3.00	9.25
RIGOLETS	E	47		9.34	9.49	f 4.06	5.52	6.17		9.00 ³⁷	10.33	2.28			9.15	2.50 ⁵	9.10
LAKE CATHERINE	NE	111		9.31	9.46	4.01	5.48	6.13		8.51	10.30	2.23			9.03 ³³	2.40	9.05 ³⁷
SALT MARSH	E	104		9.25	9.40	f 3.54	5.41	6.07		8.46 ⁸⁸	10.23	2.13			8.40	2.20	8.46 ⁹⁸
CHEF MENTEUR	E	90		9.17 ³³	9.32	f 3.46	5.35	6.02		8.41	10.17	2.06			8.31	2.10	8.30
BORGNE	E	103															
HIGGINS	NE			9.11	9.26 ²³	3.40	5.28	5.58		8.37	10.13	2.00			8.23	2.00	8.25 ²⁵
GENTILLY	NE	Yard		9.06	9.21	f 3.36 ⁵	5.24	5.55		8.33 ²⁵	10.09	1.55			8.17	1.55	8.10 ⁸⁵
MIRO STREET				9.01	9.16	3.30	5.17	5.50		8.27 ⁸⁵	10.02	1.45 ⁸⁷			8.10 ¹	1.45 ⁸³	7.55
L NEW ORLEANS	NE			8.57	9.13	3.26	5.13	f 5.46		8.23	9.57	1.35			8.00	1.35	7.40
				8.49	9.04	3.15	5.03	5.38		8.15	9.49	1.15			7.35	1.15	7.15
				8.39	8.54	3.10	4.54	5.30		8.05	9.40						
				8.30	8.45 ⁹	3.00	4.45	5.20		7.55 ¹	9.30						
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily
			6	4	26	8	34	10	36	98	38	82	44	48	84	86	88

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

FLOMATON, PENSACOLA AND CHATTAHOOCHEE—SOUTHWARD

SECOND CLASS

FIRST CLASS

														Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time.	
45	43	91	41	93		51		5	1	3	STATIONS					
Freight	Freight	Local Freight	Freight	Local Freight		Freight		Passenger	Passenger	Passenger						
Daily	Daily	Daily ex. Sun.	Daily	Tues., Thur. and Sat.		Daily		Daily	Daily	Daily						
P. M.	A. M.	A. M.	P. M.	A. M.		A. M.		P. M.	P. M.	A. M.						
					9.00		6.30		4.05	2.00	4.50	607.03	L FLOMATON NE			
					9.15		6.45		4.12	2.11	4.58	609.09	2.06 CENTURY NCE			
					9.25		6.55		4.16	2.25	5.04	612.36	3.27 BLUFF SPRINGS E			
					9.40		7.10		4.21	2.35	5.11	617.40	5.04 McDAVID E			
					9.55		7.30		4.28	2.43	5.19	623.52	6.13 PINE BARREN E			
					10.14		7.50		4.32	2.50	5.27	627.29	8.17 MOLINO NCE			
					10.35		8.05		4.37	2.57	5.35	631.87	4.55 QUINTETTE E			
					10.50		8.20		4.41	3.04	5.41	635.76	3.90 CANTONMENT NE			
					11.05		8.45		4.50	3.15	5.51	643.97	8.21 OLIVE E			
					11.20		9.00		4.55	3.20	6.00	648.19	4.23 GOULDING E			
					11.40		9.20		5.05	3.30	6.10		2.52 PENSACOLA N			
	4.45	8.15	5.00		12.45					5.45	7.05	659.78	4.57 RED BLUFF E			
	4.55	8.25	5.08		12.55					5.53	7.13	654.00	5.02 YNIESTRA E			
	5.05	8.43	5.20		1.05					6.03	7.20	658.57	4.07 PACE JUNCTION E			
	5.25	9.05	5.40		1.25					6.15	7.31	663.59	2.62 GALT CITY E			
	5.35	9.15	5.48		1.35					6.21	7.36	667.66	10.10 MILTON N			
	5.40	9.30	6.20		1.45					6.31	7.42	670.26	8.78 HAROLD E			
	6.05	9.55	6.45		2.10					6.48	7.58	680.36	3.45 HOLTS NE			
	6.20	10.10	7.00		2.25					7.00	8.08	689.14	5.09 GALLIVER E			
	6.25	10.18	7.05		2.31					7.05	8.11	691.59	4.21 MILLIGAN E			
	6.35	10.28	7.20		2.40					7.18	8.18	696.68	8.97 CRESTVIEW N			
	7.05	10.55	8.00		3.05					7.40	8.43	700.89	7.05 DEER LAND E			
	7.25	11.15	8.18		3.25					7.52	8.55	709.86	6.57 MOSSY HEAD NCE			
	7.40	11.25	8.30		3.40					8.00	9.04	716.88	7.06 MAVIS E			
	8.08	11.40	8.45		4.10					8.08	9.13	723.94	5.77 DE FUNIAK SPGS. N			
	8.30	11.50	9.05		4.23					8.20	9.25	729.71	4.68 ARGYLE E			
	8.40	12.01	9.15		4.31					8.30	9.31	734.39	6.57 PONCE DE LEON NCE			
	8.50	12.15	9.40		4.41					8.40	9.40	741.26	6.49 WESTVILLE E			
	9.05	12.25	10.00		4.49					8.52	9.49	747.74	5.51 CARYVILLE NC			
	9.15	12.31	10.22		5.00					8.58	9.54	750.25	5.13 BONIFAY NCE			
	9.30	12.46	10.35		5.25					9.10	10.09	758.37	8.86 CHIPLEY NE			
	10.05	1.10	11.00		5.50	7.30				9.30	10.29	767.23	9.43 COTTONDALE N			
	10.25	1.30			6.10	8.00				10.10	11.00	776.65	4.13 LIME ROCK E			
	10.35	1.40			6.20	8.10				10.16	11.06	780.79	4.92 MARIANNA N			
	10.42	1.50			6.28	8.30				10.22	11.12	785.90	3.06 SESA E			
	10.48	1.55			6.32	8.57				10.36	11.26	788.96	7.63 CYPRESS NCE			
	11.05	2.10			6.45	9.12				10.48	11.36	796.59	2.87 GRAND RIDGE E			
	11.15	2.17			6.53	9.22				10.58	11.41	799.96	5.95 SNEADS E			
	11.25	2.30			7.05	9.35				11.10	11.50	805.91	5.64 CHATTAHOOCHEE N			
	11.55	2.50			7.20	10.00				11.30	12.10	811.45				
	P. M.	P. M.	A. M.		A. M.	A. M.		A. M.		P. M.	P. M.	P. M.				
	Daily	Daily	Daily ex. Sunday		Daily	Tues., Thur. and Sat.		Daily		Daily	Daily	Daily				
	45	43	91		41	93		51		5	1	3				

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

CHATTAHOOCHEE, PENSACOLA AND FLOMATON—NORTHWARD

TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time		Our Capacity of Passing Seafish based on 44 feet per int.	FIRST CLASS				SECOND CLASS							
			6	4	2		52		40	90	92	42	44	
			Passenger	Passenger	Passenger		Freight		Freight	Local Freight	Local Freight	Freight	Freight	
			Daily	Daily	Daily		Daily		Daily	Daily ex. Sunday	Mon., Wed. and Fri.	Daily	Daily	
STATIONS			P. M.	P. M.	P. M.		A. M.		A. M.	A. M.	A. M.	P. M.	P. M.	
FLOMATON NE	Yard		12.30	2.40	11.05		6.20					7.25		
2.06 CENTURY NCE	45		12.17	2.30	10.49		6.10					7.10		
3.27 BLUFF SPRINGS E	45		12.09	2.25	10.42		6.00					7.00		
5.04 McDAVID E	75		12.02	2.20	10.34		5.50					6.45		
6.12 PINE BARREN E	37		11.51	2.13	10.22		5.35					6.30		
3.77 MOLINO NCE	79		11.40	2.05	10.14 ⁴¹		5.27 ³					6.20		
4.58 QUINETTE E	32		11.34	1.59	10.06		4.57					6.10		
3.90 CANTONMENT NE	74		11.28	1.55	10.00		4.50					6.00		
8.21 OLIVE E	75		11.17	1.46	9.51		4.30					5.40		
4.22 GOULDING E	Yard		11.10	1.40	9.45		4.20					5.30		
3.59 PENSACOLA N	Yard		11.00	1.30 9.00	9.35 8.45		4.00		7.30	11.45		5.15 3.10	10.45	
3.22 RED BLUFF E	35			8.50	8.33				7.13 ³	11.30		2.50	10.32	
4.07 YNIESTRA E	25			8.43 ⁴³	8.25				7.00	11.20		2.40	10.22	
5.03 PACE JUNCTION E	46			8.31	8.13				6.40	11.00		2.20	10.02	
4.07 GALT CITY E	19			8.25	8.06				6.30	10.50		2.10	9.55	
2.62 MILTON N	45			8.15	7.58				6.20 ⁴¹	10.45		2.00	9.47	
10.10 HAROLD E	46			7.58 ³	7.43				6.00	10.25		1.35	9.32	
8.78 HOLTS NE	45			7.40	7.33				5.45	10.10 ⁴³		1.17	9.20	
2.45 GALLIVER E	46			7.30	7.28				5.40	9.55		1.10	9.15	
5.09 MILLIGAN E	40			7.20 ⁴¹	7.18 ¹				5.25	9.40		12.50	9.03	
4.21 CRESTVIEW N	81			7.10	7.05 ⁴⁵				5.15	9.30		12.40	8.55	
8.97 DEERLAND E	46			6.45	6.41				4.45	8.55 ³		12.10	8.28	
7.02 MOSSY HEAD NCE	45			6.35	6.33				4.30	8.30 ⁴¹		11.55	8.18	
7.06 MAVIS E	46			6.25	6.24				4.10 ⁴¹	8.15		11.40 ⁴³	8.08 ¹	
5.77 DE FUNIAK SPGS. N	40			6.15	6.11				3.45	8.00		11.20	7.40	
4.68 ARGYLE E	41			6.08	6.05				3.35	7.45		11.05	7.25	
6.57 PONCE DE LEON NCE	31			5.55	5.54				3.20	7.30		10.45	7.05	
6.49 WESTVILLE E	41			5.43	5.45				3.00	7.10		10.35	6.50	
2.51 CARYVILLE NC	20			5.35	5.40				2.50	7.00		10.22 ⁴¹	6.40	
5.12 BONIFAY NCE	46			5.25 ⁴¹	5.30				2.30	6.45		10.09 ³	6.20	
5.86 CHIPLEY NE	40			4.45	5.05				2.15	6.30	9.30	9.50	6.00	
9.43 COTTONDALE N	64			4.16	4.45				1.50		9.00	9.25	5.30	
4.13 LIME ROCK E	46			4.10	4.39				1.40		8.45	9.15	5.10	
4.92 MARIANNA N	25			4.02	4.30				1.20		8.30	9.05	5.00	
3.06 SESA E	50			3.50	4.18				1.12		8.25	8.57 ⁴³	4.52	
7.63 CYPRESS NCE	46			3.40	4.08				1.00		8.10	8.45	4.30	
3.37 GRAND RIDGE E	17			3.32	4.02				12.45		8.00	8.30	4.20	
5.95 SNEADS E	39			3.22	3.52				12.20		7.45	8.15	4.05	
5.54 CHATTAHOOCHEE N L	Yard			3.10	3.40				12.05		7.30	8.00	3.50	
			A. M.	A. M.	P. M.		A. M.		A. M.	A. M.	A. M.	A. M.	P. M.	
			Daily	Daily	Daily		Daily		Daily	Daily ex. Sunday	Mon., Wed. and Fri.	Daily	Daily	
			6	4	2		52		40	90	92	42	44	

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

Southward								FLOMATON, SELMA AND MYRTLEWOOD										Northward			
SECOND CLASS				FIRST CLASS				Distance from Laurieville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time.		Our Capacity of Passenger Seating based on 44 feet per car.	FIRST CLASS				SECOND CLASS					
57	49	29	55	65	63	1	61					64	60	4	62	56	48	54	26		
Freight	Freight	Mixed	Local Freight	W. of A. Local	W. of A. Mixed	Passenger	W. of A. Mixed					W. of A. Local	W. of A. Mixed	Passenger	W. of A. Mixed	Freight	Freight	Local Freight	Mixed		
Daily	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily		
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	STATIONS			P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.			
8.30		9.45						780.01	L MYRTLEWOOD NC	29					8.30			7.30			
9.15		10.20						770.34	LINDEN NC	29					7.50			6.50			
9.30		10.40						763.28	HUGO	15					7.35			6.35			
9.45		10.50						759.56	THOMASTON NC	29					7.25			6.25			
10.00		11.00						754.53	CONSUL	14					7.10			6.10			
10.10		11.15						748.27	CENTRAL MILLS	31					6.55			5.56			
10.30		11.35						739.39	MARTIN	18					6.35			5.35			
10.40		11.45						735.68	ORRVILLE	29					6.25			5.25			
10.50		11.52						732.44	HAZEN	18					6.12			5.12			
11.00		11.58						729.43	BELOIT	14					6.05			5.05			
11.30		12.30	6.30	4.10	3.50	8.30	8.00	719.32	SELMA YARD N Passenger Station NC	Yard	2.05	2.45	7.30	8.45	5.30		2.55	4.30			
			6.42	4.20	4.05	8.40	8.15	716.34	WESTERN JUNCTION		1.45	2.25	7.14	8.24			2.40				
			6.54			8.52		710.31	SARDIS	16			7.00				2.25				
			6.59			8.57		707.96	BERLIN	27			6.54				2.20				
			7.13			9.11		701.00	PLEASANT HILL	20			6.41				2.05				
			7.25			9.23		695.27	MINTERS NC	20			6.29				1.50				
			7.35			9.33		690.06	SNOW HILL	25			6.18				1.35				
			7.45			9.43		684.89	ALLENTON	14			6.08				1.21				
			7.56			9.51		681.38	PINE APPLE NC	11			6.02				1.10				
			8.14			10.03		675.24	McWILLIAMS NC	30			5.49				12.52				
	12.15		8.27			10.11		670.93	CAMDEN JUNCTION				5.41			10.28	12.37				
	12.25 ⁵¹		8.40			10.15 ⁴⁸		670.27	NADAWAH	30			5.39			10.25 ¹ 9.00	12.35 ⁴⁸ 11.05				
	12.35		8.50 ⁴⁸			10.23		666.20	CORDUROY NC	60			5.30			8.50 ⁵⁵	10.50				
	12.43		9.03			10.30 ⁵⁴		662.37	BEATRICE NC	28			5.21			8.34	10.30 ¹				
	1.03		9.30			10.45		655.24	TUNNEL SPRINGS	15			5.08			8.17	10.15				
	1.06		9.44			10.48		654.06	JAVAN	29			5.06			8.13	10.12				
	1.12		9.48			10.54		651.09	PETERMAN NC	30			5.01			8.07	10.06				
	1.20		9.58 ⁵⁴			11.05		646.71	MONROETON	28			4.51			7.58	9.58 ⁵⁵				
	1.30		10.10			11.14		642.66	DREWRY	32			4.42			7.50	9.50				
	1.36		10.15			11.20		640.04	MOUS	16			4.38			7.44	9.44				
	1.45		10.23			11.28		636.96	REPTON NC	20			4.33			7.38	9.38				
	1.59		10.40			11.40		630.07	DEER RANGE	27			4.22			7.24	9.24				
	2.14		11.00			11.52		622.63	WALLACE	26			4.11			7.10	9.10				
	2.26		11.15			12.02		616.58	HAMMAC	16			4.01			6.58	8.58				
	2.34		11.25			12.08		612.71	OSAKA	15			3.55			6.50	8.50				
	2.44		11.35			12.17		607.70	ESCAMBIA JUNCTION				3.45			6.40	8.40				
	2.55		11.45			12.25		607.03	FLOMATON NL	Yard			3.40			6.30	8.30				
P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.				P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.			
Daily	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily			
57	49	29	55	65	63	1	61				64	60	4	62	56	48	54	26			

Regular Southward trains are superior to trains of the same class moving in the opposite direction.

GEORGIANA AND GRACEVILLE**Southward****Northward**

2nd CLASS			Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time	Our Capacity of Passing Stalls based on 44 feet per car.	FIRST CLASS		
21	31	27				28	22	32
Local Freight	Local Freight	Passenger				Passenger	Local Freight	Local Freight
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily ex. Sunday				Daily ex. Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday
A. M.	A. M.	A. M.		STATIONS		P. M.	P. M.	P. M.
5.30	5.30	7.10	547.30	L GEORGIANA	N 32	2.30	1.00	1.00
5.50	5.50	7.24	556.15	McKENZIE	D 24	2.05	12.30	12.30
6.05	6.05	7.33	560.74	BROOKS	16	1.56	12.10	12.10
6.35	6.35	7.48	568.37	RED LEVEL	D 21	1.40	11.50	11.50
6.55	6.55	8.01	574.71	RIVER FALLS	6	1.26	11.30	11.30
7.30	7.30	8.19	579.93	ANDALUSIA	D 43	1.15	11.00	11.00
7.45	7.45	8.29	585.87	SANFORD	25	1.02	10.00	10.00
8.10 ²⁷	8.10 ²⁷	8.50 ²¹	594.87	OPP	D 23	12.45	9.00 ²¹	9.00 ²¹
9.05 ³²	9.05 ³²							
9.15	9.15	8.55 ²²	595.67	DUVALL		12.38	8.55 ²⁷	8.55 ²⁷
	9.40	9.05	602.12	KINSTON	24	12.27		8.00
	10.00	9.21	609.51	PERA	25	12.10		7.40
	10.40	9.29	612.54	SAMSON	D 27	12.05		7.15
	11.42 ²⁸	9.55	624.71	GENEVA	D 22	11.42 ³¹		6.45
	12.05	10.10	632.85	BLACK	10	11.28		6.05
	12.20	10.20	638.96	ESTO	6	11.16		5.50
	12.30	10.25	640.72	NOMA	24	11.12		5.45
	1.00	10.40	647.43	GRACEVILLE	DL 34	11.00		5.30
A. M.	P. M.	A. M.				A. M.	A. M.	A. M.
Tuesday Thursday Saturday	Monday Wednesday Friday	Daily ex. Sunday				Daily ex. Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday
21	31	27				28	22	32

CAMDEN JCT. AND CAMDEN**Southward****Northward**

2nd CLASS			Distance from Louisville	TIME TABLE No. 28. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time	Our Capacity of Passing Stalls based on 44 feet per car.	2nd CLASS		
49						48		
Mixed						Mixed		
Daily ex. Sunday						Daily ex. Sunday		
A. M.				STATIONS		A. M.		
11.40	687.16	L	CAMDEN	D 29	11.02			
11.50	682.10		ESTELLE	15	10.52			
12.01	677.73		NEENAH	15	10.42			
12.15	670.93		CAMDEN JUNCTION	L 30	10.28			
P. M.						A. M.		
Daily ex. Sunday						Daily ex. Sunday		
49						48		

DUVALL AND CRESTVIEW**Southward****Northward**

SECOND CLASS			Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time	Our Capacity of Passing Stalls based on 44 feet per car.	SECOND CLASS		
21						22		
Local Freight						Local Freight		
Tuesday Thursday Saturday						Monday Wednesday Friday		
A. M.				STATIONS		A. M.		
9.15	595.67	L	DUVALL			8.30		
9.45	603.21		GREEN BAY		25	8.00		
10.40	615.65		LOCKHART	D 35	7.35			
11.30	617.24		FLORALA	D 31	7.00			
12.05	627.17		LAUREL HILL		29	6.15		
12.30	637.08		GARDEN CITY		31	5.50		
1.00	643.67		CRESTVIEW	NL 25	5.30			
P. M.						A. M.		
Tuesday Thursday Saturday						Monday Wednesday Friday		
21						22		

BAY MINETTE AND FOLEY**Southward****Northward**

SECOND CLASS			Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time	Our Capacity of Passing Stalls based on 44 feet per car.	SECOND CLASS		
41						40		
Mixed						Mixed		
Daily ex. Sunday						Daily ex. Sunday		
P. M.				STATIONS		P. M.		
3.40	642.40	L	BAY MINETTE	N 78	12.25			
4.05	652.74		STAPLETON	71	11.50			
4.30	661.52		LOXLEY	D 77	11.30			
4.50	666.83		ROBERTSDALE	D 41	11.10			
5.10	671.43		SUMMERDALE	D 87	10.50			
5.30	677.38		FOLEY	DL 71	10.30			
P. M.						A. M.		
Daily ex. Sunday						Daily ex. Sunday		
41						40		

CORDUROY AND VREDENBURGH**Southward****Northward**

SECOND CLASS			Distance from Louisville	TIME TABLE No. 26. Takes effect Sunday, April 16, 1944, at 12:01 a. m. Central Standard Time	Our Capacity of Passing Stalls based on 44 feet per car.	SECOND CLASS		
59						58		
Local Freight						Local Freight		
Daily ex. Sunday						Daily ex. Sunday		
A. M.				STATIONS		A. M.		
10.00	674.35	L	VREDENBURGH			9.25		
10.35	666.20		CORDUROY	NCL 60	9.00			
A. M.						A. M.		
Daily ex. Sunday						Daily ex. Sunday		
59						58		

TRAIN-ORDER OFFICES—Continued

Station	Week Days	Sundays
McKenzie	7:00 A. M. to 12:00 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Red Level	7:00 A. M. to 12:00 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Myrtlewood	8:00 A. M. to 4:00 P. M. 7:00 P. M. to 3:00 A. M.	8:00 A. M. to 4:00 P. M. 7:00 P. M. to 3:00 A. M.
Linden	8:30 A. M. to 12 Noon 1:00 P. M. to 5:30 P. M.	Closed.
Thomaston	8:30 A. M. to 12:00 Noon 1:00 P. M. to 5:30 P. M.	Closed.
Selma Pass. Station	7:30 A. M. to 11:30 A. M. 12:30 P. M. to 4:30 P. M.	7:30 A. M. to 11:30 A. M. 12:30 P. M. to 4:30 P. M.
Minters	8:00 A. M. to 12 Noon 1:00 P. M. to 5:00 P. M.	Closed.
Pine Apple	8:30 A. M. to 12 Noon 1:00 P. M. to 5:30 P. M.	Closed.
McWilliams	8:00 A. M. to 12 Noon 1:00 P. M. to 5:00 P. M.	Closed.
Corduroy	8:30 A. M. to 12:30 P. M. 1:30 P. M. to 5:30 P. M.	Closed.
Beatrice	8:30 A. M. to 12 Noon 1:00 P. M. to 5:30 P. M.	Closed.
Peterman	8:00 A. M. to 12:30 P. M. 1:30 P. M. to 5:00 P. M.	Closed.
Repton	8:30 A. M. to 12:00 Noon 1:00 P. M. to 5:30 P. M.	Closed.
Century	5:00 A. M. to 9:00 P. M.	5:00 A. M. to 9:00 P. M.
Molino	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.
Mossy Head	7:00 A. M. to 3:00 P. M.	7:00 A. M. to 3:00 P. M.
Ponce deLeon	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.
Caryville	8:00 A. M. to 4:00 P. M. 11:00 P. M. to 7:00 A. M.	8:00 A. M. to 4:00 P. M. 11:00 P. M. to 7:00 A. M.
Bonifay	7:00 A. M. to 11:00 P. M.	7:00 A. M. to 11:00 P. M.
Cypress	8:30 A. M. to 12 Noon 1:00 P. M. to 5:30 P. M.	8:30 A. M. to 12:00 Noon 1:00 P. M. to 5:30 P. M.

Andalusia, Opp, Samson, Geneva, Graceville, Lockhart, Florala, Loxley, Robertsedale, Summerdale, Foley, and Camden, closed on Sunday.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

An Act of the Legislature of the State of Mississippi taking effect May 1st, 1924 (Section 1), requires in the case of every train that the engine bell be rung or the whistle blown at a distance of at least three hundred yards from the crossing of any highway or municipal street, that the bell shall be kept ringing or the whistle kept blowing continuously until the crossing is passed and provides (Section 4) that every person, company or corporation violating the provision of this Act shall be guilty of a misdemeanor subject to a fine of not more than Fifty Dollars (\$50.00) or imprisonment of not more than thirty days, or both, in the discretion of the court.

Trains and engines will approach Southern Pacific crossings at Esplanade St. and in the vicinity of St. Ann St., New Orleans, with their trains and engines at restricted speed, prepared to stop before reaching same, if found to be occupied by Southern Pacific switch engines and cars.

City ordinances restrict speed of trains as follows:

Fort Deposit..... 15 miles per hour.

Georgiana, between freight house and second street crossing north of station..... 25 miles per hour.

Evergreen, three grade crossings south of Overhead Bridge..... 25 miles per hour.

Brewton..... 6 miles per hour forward.
4 miles per hour backward.

Atmore..... 15 miles per hour.

Robertsedale—Between passing track switches..... 8 miles per hour.

New Orleans over Franklin Ave. Crossing..... 20 miles per hour.

DeFuniak Springs between 4th and 11th Streets..... 15 miles per hour.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS—Continued

Ordinances of the City of Pensacola require all trains and engines to come to full stop at Ninth Avenue crossing on Wright Street, and send flagman ahead before proceeding over crossing. Switch engines will flag all Street intersections on Tarragona Street between Belmont and Main Streets.

Ordinances of the City of Selma prohibit crossing of any street intersection at a greater speed than eight (8) miles per hour and no locomotive, car, or train of cars shall pass over Water Avenue, Alabama Avenue, Selma Avenue, Broad Street, Range Street and Lapsley Street, also highway crossing known as Farrell Crossing, located just west of Buckeye Mill without being preceded at least 20 feet by a flagman with red flag by day and lighted lantern by night.

Ordinances of the City of Chipley prohibit trains, engines or cars to be run or operated across, through or over any of the streets of that city at a greater speed than 15 miles per hour.

SUPERIORITY OF TRAINS

Superior Train	Superior To	Requirements
No. 32	No. 21	Duval to Opp.
No. 22	No. 31	Duval to Opp.
No. 40	No. 41	Foley to Bay Minette.
No. 4	No. 1	Pensacola to Flomaton.
No. 52	No. 51	Pensacola to Flomaton.
No. 58	No. 59	Corduroy to Vredenburgh.
No. 48	No. 49	Nadawah to Camden.
Nos. 48 and 54	Nos. 49 and 55	Flomaton to Nadawah.
No. 4	No. 65	Western Jet. to Selma.
Nos. 60 and 62	Nos. 61, 63 and 65	Western Junction to Selma.
No. 64	Nos. 61 and 65	Western Junction to Selma.
No. 56	No. 29	Selma to Myrtlewood.
No. 26	No. 57	Selma to Myrtlewood.

Unless otherwise directed by Train-order, the following trains will not protect against following extra trains between points shown.

Nos. 56, 29, 26 and 57 between Selma and Myrtlewood.

Nos. 54 and 55 between Flomaton and Western Junction.

Nos. 58 and 59 between Vredenburgh and Corduroy.

Nos. 81 and 82 between Georgiana and Graceville.

Nos. 21 and 22 between Georgiana and Crestview.

Nos. 48 and 49 between Flomaton and Camden.

Under these instructions, extra trains, including Work Extras, must not follow regular trains named between points specified, except under protection, until they are informed by Train-order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Montgomery	Union passenger station for passenger trains. S. & N. yard for freight trains.
Flomaton	Northward trains: At spring switch north end of yard. Southward trains: At crossover switch located in northward main track about 10 feet south of Houston Street.
Sibert	Passing siding for passenger trains. Yard for freight trains.
Gentilly	At scale house opposite yard office.
New Orleans	Canal Street passenger station for passenger trains.
Goulding	North end of old double track.
Pensacola	Passenger station for passenger trains. P. & A. yard for freight trains.
Selma	Passenger station for passenger and mixed trains. W. of A. yard for freight trains.

At Sibert, the point of entrance for northward freight trains is the cross-over switch from the main track to the south drill track located just south of Alabama State Docks Terminal Railway crossing.

The point of entrance for southward freight trains is through the cross-over from main track to north drill track just south of Three Mile Creek bridge.

Passing siding located east of the yard office will be used in meeting passenger trains, at Sibert.

At Choctaw, trains and engines having to take passing siding will use cross-over switches at north end located between Palmetto and Charleston Streets, and cross-over switches at south end located just north and south of Conception Street, and will protect movements against current of traffic as required by Transportation Rules.

USE OF PASSING SIDINGS

Trains having to take siding to be met or passed by other trains at stations where there are two passing sidings will use passing sidings as shown below, unless otherwise directed by train order:

Station	Siding	Class or Direction of Trains
Pascagoula.....	East.....	Southward
	West.....	Northward
Ocean Springs.....	East.....	Southward
	West.....	Northward
Biloxi.....	East.....	Southward
	West.....	Northward
Gulfport.....	East.....	2nd class or inferior
	West.....	1st class
Bay St. Louis.....	East.....	Northward
	West.....	Southward

CLEARANCE OF TRAINS

Trains	Stations	Requirements
All Northward		
First Class.....	Mobile.....	Clearance Form "A" Not Required.
All Northward.....	Sibert.....	Clearance Form "A".
All Southward.....	Sibert.....	Clearance Form "A" Not Required.
All Southward		
First Class.....	Mobile.....	Clearance Form "A".
Southward Second		
Class and in-		
ferior trains.....	Choctaw.....	Clearance Form "A".
	Ocean Springs.....	
All trains.....	Flomaton.....	Clearance Form "A".
	Floral.....	

Extra trains may be created in territory where Rules Governing Opposing and Following Movements by Block Signals, Issued May 10, 1942, are effective, through the use of Clearance Form A. The operator will show on the Clearance Form A, in the space provided for "Number" the word "Extra" followed by the number of the engine and direction of movement. Extra trains so created will proceed as extras to end of territory in which Rules Governing Opposing and Following Movements by Block Signals, Issued May 10, 1942, are effective, unless destination or turning point is intermediate. In no case will an extra so created proceed beyond the territory in which Rules Governing Opposing and Following Movements by Block Signals, Issued May 10, 1942, are effective.

Trains filling schedules shown below will proceed on schedules indicated, without Clearance Form "A":

Schedule Arriving	At Station	Proceed As
No. 58.....	Vredenburgh.....	No. 59
No. 31.....	Graceville.....	No. 32

STOPS FOR PASSENGERS

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
M. & N. O. Sub-divisions:	
No. 1.....	Canoe, Perdido, Theodore, St. Elmo and Waveland to let off pay passengers from beyond Montgomery and from Pensacola and beyond.
Nos. 1, 4 and 26...	Edgewater Park and Henderson's Point, only to pick up and let off revenue passengers to or from New Orleans, Montgomery, Pensacola and beyond.
No. 4.....	Lake Catherine, Rigolets and Waveland, to let off revenue passengers from New Orleans.
No. 5.....	Wald, Chapman, Dunham, Owassa, Pollard, Canoe, Nokomis, Carney, Carpenter, Aladocks, Irvington, Pecan, West Pass Christian, Clermont Harbor, and Ansley.
No. 6.....	Aladocks, Carpenter, Carney, Nokomis, Canoe, Pollard, Owassa, Dunham, Chapman, and Wald.
No. 8.....	St. Claude Ave., New Orleans, Ansley, Clermont Harbor, West Pass Christian, Pecan, and Irvington.
No. 9.....	West Pass Christian, Coleman Ave., Clermont Harbor, Ansley, and St. Claude Ave., New Orleans.
No. 10.....	Clermont Harbor, Coleman Ave., and West Pass Christian.
No. 10.....	On Saturday Chef Menteur, Lake Catherine, Rigolets, English Lookout, Baldwin Lodge, Claiborne and Ansley.
Nos. 27 and 28...	Rhodes, Shreve, South, Cawthon, Babbie, Poley, Estothel, Lowery, Marl, Lytle, Thurston, Highnote, and Eleanor.

STOPS FOR PASSENGERS—Continued**M. & N. O. Sub-divisions—Continued**

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
No. 33.....	Georgiana, Evergreen, Brewton, Edgewater Park, Pass Christian and Henderson's Point, to leave pay passengers from scheduled stops of Piedmont Limited on West Point Route and from Atlanta and beyond.
No. 34.....	Pass Christian, Gulfport and Biloxi, to take pay passengers for scheduled stops of Piedmont Limited on West Point Route and for Atlanta and beyond.
No. 37.....	Brewton and Evergreen to let off revenue passengers from Mobile, Pensacola and beyond and pick up revenue passengers for Atlanta and beyond.
No. 38.....	Greenville, Georgiana, Evergreen, Brewton, Atmore, Bay Minette, Ocean Springs, Edgewater Park, Pass Christian and Henderson's Point, to leave pay passengers from scheduled stops of The Crescent on West Point Route and from Atlanta and beyond.
Nos. 40 and 41...	Henderson's Point, Pass Christian, Edgewater Park, Ocean Springs, Bay Minette, Atmore, Brewton, Evergreen and Georgiana, to take pay passengers for scheduled stops of The Crescent on West Point Route and for Atlanta and beyond.
No. 98.....	Telco.
No. 99.....	Waveland to let off revenue passengers from New Orleans, Henderson's Point, Long Beach and Edgewater Park to let off revenue passengers from New Orleans, and pick up revenue passengers for Mobile and beyond.
	Saturday nights at Chef Menteur, Lake Catherine, Rigolets and English Lookout to let off revenue passengers from New Orleans.
	Greenville to pick up revenue passengers for Birmingham and beyond.
	Greenville to let off revenue passengers from Birmingham or beyond.
	Pascagoula, Biloxi, Edgewater Park, Gulfport and Henderson's Point, to let off revenue passengers from Montgomery and beyond and from Pensacola and beyond.
	Pascagoula, Biloxi, Gulfport and Waveland to pick up revenue passengers for New Orleans.

Pensacola Sub-division:

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
Nos. 1 and 4.....	Kings, Swink, McBrydes, Ruthven and Gull Point.
No. 4.....	Molino for revenue passengers for Mobile and beyond.
No. 4.....	Molino and Century for revenue passengers for Montgomery and beyond.
No. 5.....	Molino for revenue passengers from Mobile and South.
No. 2.....	Cantonment for passengers to Mobile, Montgomery and points beyond, and Ponce de Leon for revenue passengers.
Nos. 2 and 3.....	Barth.
Nos. 1 and 6.....	Barth, Cottage Hill, Gonzalez.
Nos. 26 and 29...	Blalock, Corleys, Loboco and Anopia.

SPECIAL MOVEMENTS

Southern Alabama trains will use the M. & M. main track between Flomaton and Escambia Junction under protection. M. & M. trains must approach Escambia Junction at restricted speed, expecting to find Southern Alabama trains occupying the main track.

All trains and engines moving either on Main or yard tracks between S. & N. yard office and Bell street overhead Bridge Montgomery, will proceed at restricted speed, expecting to find tracks occupied.

All trains (including first class) and engines using either main track in yard limits at Flomaton, will move at restricted speed.

Manual Block is in effect between Sibert and Eslava St., Mobile. Movements will be made in accordance with instructions contained in Asst. Supt. B. B. O. M. & M. 115 and N. O. & M. 95, May 24th, 1943.

Movement of all engines and trains on tracks between Ninth Avenue and Belmont Street, and between Ninth Avenue and P. & A. Yards, Pensacola, where engines are put on and taken off trains must be made at restricted speed and with extreme caution over all street crossings.

The Old Southward Main track is now used as single track between Goulding and Pensacola.

The Old Northward Main track between Goulding and Pensacola is used by Yard Engines and Trains. That part of this track between Gadsden-Cervantes Streets Crossover and the North switch of Old Northward Main will be known as Goulding Passing siding, and all trains and

engines using this track must move at restricted speed expecting to find it occupied.

The Normal position of North switch to Gadsden-Cervantes St. Crossover will be for movements over old Northward Main track.

All trains and engines will approach and move within yard limits, Chattahoochee, prepared to stop, unless the track is seen or known to be clear.

No. 48 and 49 will perform mixed service between Nadawah and Camden Junction.

AIR BRAKES

Not less than 85 per cent of all air brakes in train must be operative. Engine and tender to be figured as two cars and caboose as one car.

DRAWBRIDGES

Location	Mile	Protection
Tensas River	652	Interlocking.....Attendant
Mobile River	654	Interlocking.....Attendant
Bayou Sara	659	Interlocking.....Attendant
Chickasaw Bogue	664	Interlocking.....Attendant
Three Mile Creek	665	Interlocking.....Attendant
Pascagoula River	707	Interlocking.....Attendant
Biloxi Bay	725	Interlocking—with Smash-Boards.....Attendant
Bay St. Louis	753	Interlocking.....Attendant
Pearl River	769	Interlocking.....Attendant
Rigolets	776	Interlocking.....Attendant
Chef Menteur	788	Interlocking.....Attendant
Industrial Canal	802	Interlocking.....Attendant
Alabama River	R719	Emergency.....Unattended
Escambia Bay	K661	Hand signals.....Attendant
Blackwater River	K671	Hand signals.....Attendant
Choctawhatchee River	K750	Emergency.....Unattended
Apalachicola River	K810	Hand signals.....Attendant

DRAWBRIDGE RULES, M. & M. AND N. O. & M. SUB-DIVISIONS

Trains must approach drawbridges at a speed that will enable them to stop before reaching Home signal of draw span and will look for Stop signals at end of draw, even if interlocking signals are in Proceed position.

When Home signal changes from Stop to Proceed, cab light of Automatic Train-stop System will change from red to green, but engineman must actually see the Home signal change and must not accept the cab light indication as a signal to proceed.

Smash-Board Signals are attached to the Home signal mast at Biloxi. The Smash-Board is a long semaphore arm, which will, in normal position, be suspended over right hand running rail at a height of eleven feet above the rail. When route is clear, the Smash-Board will be in vertical position, operated in upper left-hand quadrant. The Stop or horizontal position of Home and Smash-Board Signals is indicated by red light, and the Proceed or vertical position by green light. The interlocking is so arranged that the Smash-Board arm must be raised to the vertical position before the Home Signal can be cleared. Engines or trains must not pass the signal, without permission from the drawtender, until both arms are cleared.

If it becomes necessary to use hand signals on account of the Home Signals being inoperative, yellow flags by day and yellow lights by night shall be used to signal trains to proceed over the drawbridges.

In case of Home Signals being inoperative at Industrial Canal drawbridge, trains will be governed by Call-on Signals and in case Call-on Signals are inoperative, trains will be governed by hand signals the same as at other drawbridges.

DRAWBRIDGE RULES, PENSACOLA SUB-DIVISION

Trains must approach drawbridges at Escambia Bay, Blackwater river and Apalachicola river at a speed that will enable them to stop before reaching draw span and will look for Stop hand signals at end of draw.

Red flags by day and red lights by night will be displayed at the ends of the fixed span adjoining the draw span, and shall not be removed until the draw is safe for the passage of trains, and until trains shall have approached so that the engineman can see the red signal removed. A Proceed signal shall be given by the drawtender by using yellow flag by day and yellow light by night. Engineman will answer signal before crossing the draw span.

Boards restricting speed are located 2,000 feet north and 2,000 feet south of drawbridge at Escambia Bay, Blackwater river and Apalachicola river. Before reaching Board enginemen must call for signal from drawtender and reduce speed so as to be prepared to stop if Stop signal at end of draw span is not removed.

In case red signals are not displayed at ends of the draw span, enginemen must be governed by Rule 27, and must know the drawbridge is in proper position before proceeding, reporting same to the Superintendent.

There is no drawtender located at Alabama river and Choctawhatchee river bridges. When it is necessary to turn the draw, it will be handled by designated employees and before opening the draw they will place restricted speed signals at the proper distance and a red flag by day and a red light by night at each end of the bridge and will not remove these signals until the drawbridge is locked in position for trains to pass.

MNO&P DIV.—TONNAGE RATING OF ENGINES

Class of Engines	Normal	Car Limit	Class of Engines	Normal	Car Limit
Montgomery and Sibert			Georgiana to Andalusia		
J3.....	2080	65	H23, H25.....	700	35
J4.....	2400	65	H27a.....	950	40
			H29.....	1225	50
Sibert and New Orleans			Andalusia to Graceville		
H29A.....	3000	65	H23, H25.....	1000	35
			H27a.....	1250	40
			H29.....	1750	65
Graceville to River Falls			Selma to Snow Hill		
H23, H25.....	1000	35	H23.....	1000	40
H27a.....	1250	40	K2, K6.....	900	40
H29.....	1750	65			
River Falls to McKenzie			Snow Hill to Corduroy		
H23, H25.....	850	35	H23.....	1500	40
H27a.....	1100	40	K2, K6.....	1400	40
H29.....	1500	50			
McKenzie to Georgiana			Corduroy to Mous		
H23, H25.....	1050	35	H23.....	1000	40
H27a.....	1300	40	K2, K6.....	900	40
H29.....	1825	65			
Opp to Florida			Mous to Flomaton		
H23, H25.....	1000	35	H23.....	1300	40
H27a.....	1250	40	K2, K6.....	1200	40
H29.....	1750	65			
Florida to Opp			Pensacola to Milton		
H23, H25.....	1075	35	H23, H25, K6.....	1350	40
H27a.....	1325	40	K2a.....	1250	40
H29.....	1875	65			
Bay Minette and Foley			Milton to Crestview		
H23, H25.....	1250	40	K2a.....	1000	40
J3.....	2400	65	H23, H25, K6.....	1100	40
J4.....	2700	65			
Flomaton to Pensacola			Crestview to Deerland		
H23.....	1500	75	K2a.....	1100	40
J3.....	2800	75	H23, H25, K6.....	1200	40
J4.....	3300	75			
Pensacola to Flomaton			Deerland to Chattahoochee		
H23.....	1280	75	H23, H25, K6.....	1300	40
J3.....	2650	75	K2a.....	1250	40
J4.....	3000	75			
Flomaton to Selma			Chattahoochee to Galliver		
H23.....	1000	40	H23, H25, K6.....	1100	40
			K2a.....	1000	40
Selma and Myrtlewood			Galliver to Pensacola		
H23, H25.....	1000	35	H23, H25, K6.....	1350	40
H25a.....	1200	35	K2a.....	1250	40
H27b.....	1300	35			
			Florida to Crestview		
			H23.....	1100	35
			H29.....	1925	65
			Crestview to Florida		
			H23.....	1200	40
			H29.....	2100	65

NOTE:

Twenty-five tons more or less will be considered full tonnage.

Tonnage of unweighed loads will be estimated as follows:

Cars of 100,000 lbs. capacity, except lumber and tar wood	65 tons.
Cars of 100,000 lbs. capacity, lumber and tar wood	60 tons.
Cars of 80,000 lbs. capacity	60 tons.
Cars of 60,000 lbs. capacity	50 tons.

SYMBOL FREIGHT TRAIN SCHEDULES
(These schedules do not confer any time table authority)

BETWEEN MONTGOMERY AND GENTILLY

SOUTHWARD		NORTHWARD	
LN-3	LN-1	STATIONS	LN-2 LN-4
(1) PM.	(1) AM.		(1) AM. (1) PM.
2:30	6:30	Montgomery	9:30 10:00
8:00	12:01	Flomaton	2:15 1:30
8:30	12:30	Flomaton	1:45 1:00
12:30	4:30	Sibert	9:45 10:00
2:30	6:30	Sibert	8:00 8:30
2:30	6:30	Gentilly	9:30 10:00
PM.	AM.		AM. PM.

BETWEEN MONTGOMERY AND CHATTAHOOCHEE

SOUTHWARD		NORTHWARD	
PD-3	PA-1	STATIONS	PA-4 PD-2
(1) PM.	(1) PM.		(1) AM. (1) AM.
4:00		Montgomery	 8:30
11:30		Flomaton	 11:00
12:01		Flomaton	 10:30
4:00	9:30	Pensacola	5:00 8:30
.....	9:30	Chattahoochee	5:00
AM.	AM.		PM. PM.

BETWEEN SIBERT AND PENSACOLA

SOUTHWARD		NORTHWARD	
PD-1	STATIONS	PD-4	
(1) AM.		(1) PM.	
10:30	Sibert	8:30	
1:30	Flomaton	9:30	
2:00	Flomaton	9:00	
5:30	Pensacola	7:00	
PM.		AM.	

(1) Daily, (2) Daily ex. Sunday

MONTGOMERY, NEW ORLEANS AND PENSACOLA DIVISION

E. E. SULLIVAN,
Train Master
M&M Sub Div'n.
Mobile, Ala.

B. C. McCLANAHAN,
Train Master,
NO&M Sub. Div.
Mobile, Ala.

J. P. TURPIN,
Train Master,
Pensacola, Sub. Div.
Pensacola, Fla.

W. P. GLOVER,
Term. Train Master,
Montgomery, Ala.

F. H. BERRY,
Term. Train Master,
New Orleans, La.

C. B. MATTHEWS,
Asst. Train Master,
M&M Sub Div'n.
Mobile, Ala.

R. R. MAYHALL,
Asst. Train Master,
NO&M Sub. Div.
Mobile, Ala.

F. J. KEARLEY,
Chief Train Dispatcher,
M&N.O. Sub. Div.
Mobile, Ala.

M. F. JACKSON,
Night Chief Train Dispatcher,
M&N.O. Sub. Div.
Mobile, Ala.

W. O. HOLLOWAY,
Night Chief Train Dispatcher,
Pensacola Sub. Div.
Pensacola, Fla.

F. J. WRIGHT,
Traveling Engineer,
M&M Sub-Division,
Montgomery, Ala.

J. M. DEVINNEY,
Traveling Engineer,
M&M Sub-Division,
Montgomery, Ala.

A. Z. SAVAGE,
Traveling Engineer,
NO&M Sub-Division,
Mobile, Ala.

H. M. MINSHEW,
Traveling Engineer,
NO&M Sub-Division,
Mobile, Ala.

J. C. BRYAN,
Traveling Engineer,
Pensacola Sub-Div.,
Pensacola, Fla.

LIST OF SURGEONS.**DISTRICT SURGEONS**

Dr. W. W. McGEHEE,
Montgomery, Ala.
Dr. J. R. PENTON, Ass't,
Montgomery, Ala.
Dr. G. G. OSWALT, Mobile, Ala.
Dr. W. D. NOBLES,
Pensacola, Fla.
Dr. S. P. ALDERSON, Miami, Fla.
Dr. W. F. HARPER,
Selma, Ala.

OCULISTS

Dr. B. F. HOLDING,
Montgomery, Ala.
Dr. JOHN C. O'GWYNN,
Mobile, Ala.
Dr. J. G. SANDERS, Ass't,
Mobile, Ala.
Dr. ALEX R. CREBBIN,
New Orleans, La.
Dr. J. N. McLANE,
Pensacola, Fla.
Dr. A. C. Carter, Ass't,
Pensacola, Fla.
Dr. EUGENE CALLOWAY,
Selma, Ala.

LOCAL SURGEONS

Dr. W. E. LEE,
Fort Deposit, Ala.
Drs. L. V. VERNON and AUBREY
STABLER, Greenville, Ala.
Dr. JAMES E. KENDRICK,
Ass't, Greenville, Ala.
Dr. J. C. JOHNSTON,
Chapman, Ala.
Dr. E. L. STALLWORTH,
Evergreen, Ala.
Dr. A. F. HOLLEY,
Brewton, Ala.
Dr. W. L. ABERNETHY,
Flomaton, Ala.
Dr. J. O. LIENBY, Atmore, Ala.
Dr. J. C. McLEOD,
Bay Minette, Ala.
Dr. C. L. RUTHERFORD,
Mobile, Ala.
Dr. L. W. HOLLIS,
Mobile, Ala.
Dr. W. R. KELL,
Pascagoula, Miss.
Dr. J. N. LOCKHARD,
Pascagoula, Miss.
Dr. W. J. WEATHERFORD, Ass't,
Pascagoula, Miss.
Dr. FRANK O. SCHMIDT,
Ocean Springs, Miss.
Dr. B. Z. WELCH, Biloxi, Miss.

LOCAL SURGEONS**—Continued.**

Dr. R. W. BURNETT, Ass't,
Biloxi, Miss.
Drs. C. A. and W. P. SHEELY,
Gulfport, Miss.
Dr. Cummings H. McCall, Acting
Gulfport, Miss.
Dr. D. G. RAFFERTY,
Pass Christian, Miss.
Dr. C. L. HORTON,
Bay St. Louis, Miss.
Drs. BRADBURN, BRADBURN,
CHRISTMAN, and COHEN,
New Orleans, La.
Dr. L. D. PARKER,
Andalusia, Ala.
Dr. J. C. HURST, Opp, Ala.
Dr. J. W. BEASLEY,
Geneva, Ala.
Dr. R. L. MILLER,
Graceville, Fla.
Dr. R. H. STANLEY,
Foley, Ala.
Dr. J. S. TURBERVILLE,
Century, Fla.
Dr. C. A. BORN,
Pensacola, Fla.
Dr. J. B. TURNER, Milton, Fla.
Dr. R. E. ENZOR,
Crestview, Fla.

LOCAL SURGEONS**—Continued**

Dr. E. L. HUGGINS,
De Funiak Springs, Fla.
Dr. H. A. STEPHENS,
Ponce de Leon, Fla.
Dr. L. H. PAUL, Bonifay, Fla.
Dr. C. D. WHITAKER,
Marianna, Fla.
Dr. A. M. O'HARA, Sneds, Fla.
Dr. B. F. BARNES,
Chattahoochee, Fla.
Dr. FERRIN YOUNG,
Florala, Ala.
Dr. WM. E. ELHERT,
Selma, Ala.
Dr. JAMES KENAN, Selma, Ala.
Dr. W. R. CARTER, Repton, Ala.
Dr. J. J. DAILEY,
Tunnel Springs, Ala.
Dr. J. P. JONES, Camden, Ala.
Dr. E. G. BURSON,
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