

INDEX

	Page
MONTGOMERY AND SIBERT:	
Schedules only	3, 4
SIBERT AND NEW ORLEANS:	
Schedules only	5, 6
CHATTAHOOCHEE, PENSACOLA AND FLOMATON:	
Schedules only	7, 8
FLOMATON, SELMA AND MYRTLEWOOD:	
Schedules only	9
GEORGIANA AND GRACEVILLE:	
Schedules only	10
DUVALL AND CRESTVIEW:	
Schedules only	10
CAMDEN JUNCTION AND CAMDEN:	
Schedules only	10
BAY MINETTE AND FOLEY:	
Schedules only	10
CORDUROY AND VREDENBURGH:	
Schedules only	10
SPECIAL INSTRUCTIONS	1, 2, 11, 12, 13, 14
SURGEONS AND OCULISTS.....	14
MAP	Back Cover

LOUISVILLE & NASHVILLE RAILROAD COMPANY

MONTGOMERY, NEW ORLEANS AND PENSACOLA DIVISION

TIME TABLE No.

47

TAKES EFFECT

SUNDAY, APRIL 29, 1951

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

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

R. C. PARSONS,
General Manager

C. D. LOVE,
Ass't General Mgr.

T. D. WILLIAMS,
Supt. of Transportation

M. R. BLACK,
Superintendent

E. E. SULLIVAN,
Assistant Superintendent

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 Esalava St., Mobile, and Georgia St., Choctaw.
 Between Michoud and LaFayette St., New Orleans.

AUTOMATIC BLOCK SIGNALS

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

OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

Rules 261 to 263, inclusive, and 525 to 531, inclusive, are effective between Catoma and Welka, and between Miles and Sibert (Main Track).

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.

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

Name of Siding	End Located	Normal Position
Montgomery, Germe (Outbound yard lead).	North	For main track
Montgomery (crossover from S&NA yard to main)	South	For main track
Montgomery	End of double track	For southward main track
Catoma	End of double track	For northward main track
McGehees (east siding) ..	North	For main track
McGehees (west siding) ..	South	For main track
Calhoun (east siding)	North	For main track
Calhoun (west siding)	South	For main track
Evergreen (east siding) ..	North	For main track
Evergreen (west siding) ..	South	For main track
Castleberry (east siding) ..	South	For main track
Castleberry (west siding) ..	North	For main track
Welka	End of double track	For southward main track

SPRING SWITCHES—Continued

Name of Siding	End Located	Normal Position
Flomaton (at Escambia Jet. on Southern Alabama Sub-division) ...	In southward M&M Sub-division main track	For M&M main track
Flomaton (crossover from southward main track to northward main track on Escambia Bridge) ..	North South	For northward main track For crossover
Flomaton (lead from yard)	North	For northward siding
Flomaton (southward siding)	South	For northward siding
Flomaton	South end of yard in southward main track	For the yard
Flomaton (South end of yard. Crossover from northward main track to southward main track)	North	For southward main track
Miles	End of double track	For northward main track
Choctaw	South end of double track	For northward main track
Navco	South	For main track
Theodore	Both	For main track
St. Elmo	Both	For main track
Missala	North	For main track
Orange Grove	Both	For main track
Pascagoula (west siding) ..	North	For main track
Pascagoula (east siding) ..	South	For main track
Gautier	Both	For main track
Ocean Springs (west siding) ..	North	For main track
Ocean Springs (east siding) ..	South	For main track
Biloxi (west siding)	North	For main track
Keesler Field	South	For main track
Gulfport (east siding) ...	Both	For main track
Long Beach	Both	For main track
Nicholson Ave.	South	For main track
Claiborne	Both	For main track
Northside	Both	For main track
Lake Catherine	Both	For main track
Chef Menteur	Both	For main track
Borgue	Both	For main track
Michoud	End of double track	For southward main track
Gentilly (drill track)	North	For northward main track

Trains moving against the current of traffic will approach all spring switches at restricted speed and be governed by the indication of electric switch targets at such switches. When target indicates STOP, 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.
 Montgomery—Union Station.
 Georgiana—Train-order Office.
 Flomaton—Train-order Office.
 Bay Minette—Train-order Office.
 North Sibert.
 Mobile—Dispatcher's Office.
 Mobile—Gov't St. Train-order Office.
 Graceville—Train-order Office.
 Foley—Train-order Office.
 Ocean Springs—Train-order Office.

Gentilly—Train-order Office.
 New Orleans—Train-order Office.
 New Orleans—Julia Street.
 Selma—Passenger Station.
 Selma—Yard Office.
 Pensacola—Yard Office.
 Pensacola Passenger Station, Train Order Office.
 Crestview—Train-order Office.
 Chattahoochee—Train-order Office.
 Myrtlewood—Train-order Office.

YARD LIMITS

Montgomery	Gentilly-New Orleans	Steelwood	Beatrice
Georgiana (A.&F.)	McKenzie	Loxley	Peterman
Flomaton	Red Level	Robertsdale	Monroeton
Bay Minette (Foley Br.)	Andalusia	Summerdale	M.&R. Jet.
Sibert-Mobile	Opp-Duvall	Foley	Repton
Choctaw	Samson	Myrtlewood	Wallace
Ocean Springs	Geneva	Selma	Goulding-Pensacola
Biloxi-Keesler Field	Graceville	Camden	Crestview
Gulfport	Lockhart	Nadawah-Camden	Chipley
Bay St. Louis	Florida	Jet.	Chattahoochee
		Corduroy	

YARD LIMITS—Continued.

Second class and inferior trains occupying the main track within the yard limits at Steelwood, Loxley, Robertsdale, Summerdale, Foley, McKenzie, Red Level, Andalusia, Opp-Duval, Samson, Geneva, Graceville, Florala-Lockhart, Corduroy, Beatrice, Peterman, Monroeton-M&R Jet., Repton and Wallace 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.
Flomaton—Enginemen's Wash Room.

Bay Minette—Train-order Office.
Sibert—Yard Office.

Sibert—Roundhouse.
Mobile—Enginemen's Wash Room.
Mobile—Conductors' and Trainmen's Room.

Graceville—Train-order Office.

Foley—Train-order Office.
Ocean Springs—Train-order Office.
Gentilly—Train-order Office.
Gentilly—Roundhouse.
New Orleans—Train-order Office.
New Orleans—Julia St. Yard Office.
New Orleans—Roundhouse.
Selma—Yard Office.
Selma—Shops.
Pensacola Passenger Station, Train-order Office.
Pensacola—Yard Office.
Pensacola—Roundhouse.
Pensacola—Baggage Room.
Chattahoochee—Baggage Room.

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.....	55	45	30
Pensacola and Pace Jet.....	40	40	25
Pace Jet and Chattahoochee.....	55	40	30
Selma and Flomaton.....	40	35	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.

**50 when handled by road Diesel engines.

Trailing movement through turnouts at ends of double track, Catoma, Welka, Miles and Michoud..... 20

Through other turnouts and crossovers..... 15

On single track between Pensacola and Goulding..... 20

Over drawbridges..... 15

Engines run backwards on Branches..... 15

Freight engines in passenger service:

J3, J4, J4a..... 50

All other freight engines..... 35

All H Class engines in freight service..... 40

All trains and engines must consume not less than 5 minutes between Beauregard and Government Sta. 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.

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

TRAIN REGISTERS

Location	For	Register by Card Form 230
S. & N. Yard, Montgomery.....	All Trains.....	
Union Sta., Montgomery.....	First Class Trains.....	
Georgiana.....	All trains originating or terminating.....	
Flomaton.....	All trains originating or terminating.....	
Bay Minette.....	All Foley Branch Trains.....	
North Sibert.....	All Trains.....	All trains.
Mobile.....	All First Class Trains.....	
Ocean Springs.....	All Trains.....	All trains except those originating or terminating at Ocean Springs.
Gentilly.....	All Trains.....	All trains except those originating or terminating at Gentilly.

TRAIN REGISTERS—Continued

Location	For	Register by Card Form 230
Canal St., New Orleans.....	All Trains.....	
Foley.....	All Trains.....	
Opp.....	All Trains.....	
Graceville.....	All Trains.....	
Myrtlewood.....	All Trains.....	
Selma.....	All Trains.....	
Western Junction.....	All Trains.....	
Nadawah.....	All Trains.....	
Camden.....	All Trains.....	
Corduroy.....	All Trains.....	
Pensacola Passenger Station—Train-order Office.....	All first class, Second class and inferior trains departing.....	Second class and inferior trains arriving.
Crestview.....	All Trains.....	All trains except those originating or terminating at Crestview.
Chattahoochee.....	All Trains.....	

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

Only trains originating at Gentilly will be required to check the train register at that point.

Trains not originating at Ocean Springs or Crestview will only be required to check the train register against superior trains originating or terminating at those points.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
381 feet north of mile post 489.....	G. M. & O.....	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. L.....	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.
Linden.....	Frisco.....	Interlocking.
Mile RS 740.....	Southern.....	Stop Boards.
Mile RS 720.....	Southern.....	Stop Boards.
Mile R 719.....	Southern.....	Stop Boards.
Cottontale.....	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.

Be governed by the following instructions regarding interlocking plant at crossing of Frisco and L&N tracks, Linden, Alabama:

Interlocking rules will govern, except when home signal displays stop indication train will stop short of signal, trainman will go to crossing, and, if no Frisco train is approaching the crossing, or if no Frisco train is standing inside signal limits, trainman will unlock iron relay box locked with an L&N switch lock, turn the knob on hand release to the right as far as possible, and then release it. Frisco home signal should then display stop indication immediately, then after release has operated two minutes, L&N home signal should display proceed indication.

If the L&N home signal fails to display proceed indication after this operation, and if Frisco home signal is displaying stop indication, train will then proceed over crossing by signal from trainman at the crossing.

In case the Frisco home signal should remain in proceed indication, movement of train over the crossing must be protected by a flagman in both directions.

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
Kreole.....	8:00 A. M. to 8:00 P. M....	Closed.
Pass Christian.....	3:30 P. M. to 11:30 P. M....	Closed.
New Orleans.....	7:30 A. M. to 11:30 P. M....	7:30 A. M. to 11:30 P. M.

(Continued on page 11)

MONTGOMERY AND SIBERT—SOUTHWARD

SECOND CLASS								FIRST CLASS							Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time		
71	75	73	65	67	19	33	99	37	1	5	7							
Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	The Piedmont	The Pan- American	The Crescent	Azalean	The Humming Bird	Passenger							
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	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.	STATIONS						
7.30	3.00	7.00	6.45			11.10	10.40	12.45	10.50	8.10	3.45	488.20	L	MONTGOMERY	N			
7.55	3.25	7.25	7.15			11.20	10.50	12.54	11.00	8.18	3.55	492.69		CATOMA	E			
8.05	3.38	7.35 ⁶⁵	7.35 ⁷³			11.27	10.55	1.00	11.07 ⁶⁴	8.23	4.02	497.25		McGEHEES	E			
8.15	3.55 ⁸	7.45	7.55			11.34	11.03	1.06	11.14	8.29	4.10	503.90		TYSON	E			
8.22 ⁷⁴	4.03	7.52	8.33 ⁵ ₇₆			11.39	11.10	1.10	11.19	8.33 ⁶⁵ ₇₆	4.19	508.56		LETOHATCHIE	E			
8.31	4.12	8.01	9.15			11.46	11.16	1.16	11.25	8.39	4.28	515.22		CALHOUN	E			
8.46	4.32 ⁴	8.16 ⁷⁶	9.34 ⁷²			11.53	11.23	1.23	11.32	8.46	4.38 ⁹⁸	520.43		FORT DEPOSIT	E			
8.53	4.49 ⁶	8.23	9.44 ⁶⁴			11.59	11.29	1.29	11.38	8.52	4.48	525.80		SEARCY	E			
9.03	5.00	8.33 ⁶⁴	10.30			12.09	11.38	1.37	11.51	8.58 ⁷² ₆₄	5.10	532.13		GREENVILLE	E			
9.15	5.12	8.45 ⁷²	11.10			12.24 ³⁴	11.47	1.46	12.01	9.06	5.20	540.89		BOLLING	E			
9.25	5.20	8.55	11.40	6.05		12.30	11.54	1.53	12.15	9.12	5.55 ³⁸	547.30		GEORGIANA	E			
9.35	5.30	9.05		6.15		12.37	12.01 ³⁴	2.01 ⁸	12.24	9.19	6.05	554.61		GARLAND	E			
9.43	5.39	9.13		6.56 ⁷⁶		12.45	12.13	2.08	12.31	9.26	6.15	560.58		WILCOX	E			
9.57	5.50	9.34 ⁵ ₆₆		7.49 ⁷²		12.57	12.25	2.17	12.45	9.34 ⁷³ ₆₆	6.35 ⁷⁶	568.55		EVERGREEN	E			
10.11	6.05 ⁷⁴	9.49		8.10 ⁶⁶		1.08	12.38	2.27	12.57	9.44	6.50	579.13		CASTLEBERRY	E			
10.25	6.17	10.01		8.25		1.16	12.48	2.35	1.06 ⁸	9.51	7.00	586.92		KIRKLAND	E			
10.37	6.26	10.09		9.57 ⁵		1.25	12.58	2.42	1.15	9.57 ⁶⁷	7.07 ⁷² ₆₆	593.38		BREWTON	E			
10.54 ³⁴	6.34	10.15		10.05		1.31	1.06	2.48 ⁴	1.22	10.02	7.25	598.00		KEEGO	E			
11.05	6.43	10.24		10.11		1.38	1.16	2.54	1.29	10.08	7.35	604.42		WELKA	E			
11.12	6.53	10.30		10.20	5.20	1.55	1.30	3.00	1.45	10.14	7.50	607.03		FLOMATON	E			
11.22	7.03	10.35				2.15	1.50	3.07	2.00		8.00							
11.30	7.10	10.50			5.30	2.20 ⁵⁸	2.00	3.12 ⁶	2.06 ⁴	10.19	8.05	609.17		MILES	E			
11.42	7.25	11.02			6.12 ⁷²	2.28	2.08 ⁹⁸	3.19	2.14	10.25	8.14	613.79		WAWBEEK	E			
11.52	7.35	11.08			6.50	2.38	2.15	3.26	2.23	10.32	8.25 ²⁰	621.54		ATMORE	E			
12.07	7.49	11.32 ⁸			7.15 ²⁰	2.50	2.25	3.36	2.35	10.42	8.42	630.03		PERDIDO	E			
12.15	7.55	11.45			7.25	2.55	2.29	3.40	2.46 ⁶	10.46	8.48	634.29		DYAS	E			
12.30	8.07	12.01			8.48	3.03	2.37	3.49	2.58	10.54	9.08	642.40		BAY MINETTE	E			
12.45	8.19	12.20			9.05	3.18 ³⁸	2.46	3.59 ⁷⁴	3.08	11.03 ⁸	9.20	650.65		HURRICANE	E			
1.16 ⁹⁸	8.39	12.48 ⁴			9.20	3.30 ⁷⁶	2.57 ⁷⁶	4.10	3.19	11.15	9.35	657.66		NENEMOOSHA	E			
1.30	9.02 ³⁴	1.05			9.30	3.40	3.01 ³⁸	4.14	3.23 ⁷⁴	11.20	9.40	660.28		AKKA	E			
2.00	9.30	1.30			9.40	3.55	3.07	4.20	3.29	11.25	9.48	664.33		SIBERT	N			
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.							
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily							
71	75	73	65	67	19	33	99	37	1	5	7							

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

SIBERT AND MONTGOMERY—NORTHWARD

TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time		STATIONS	Car Capacity of Siding based on 44 feet per car	FIRST CLASS						SECOND CLASS								
				98	38	8	4	6		34	76	72	20	66	64	74		
				The Pan-American	The Crescent	Passenger	Azalean	Humming Bird		The Piedmont	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Fast Freight		
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily		
				A. M.	A. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			
MONTGOMERY		N	Yard	5.35	7.20	4.30	5.25	5.30		2.00	9.30	10.45			12.10	9.30		
4.49 CATOMA		E		5.15	6.59	4.15	5.07	5.23		1.36	9.06	10.24			11.45	8.55		
4.56 McGEHEES		E	E74 W80	5.08	6.54	4.07	5.01	5.19		1.30	8.58	10.16			11.07 ¹	8.45		
6.65 TYSON		E	70	5.00	6.47	3.55 ⁷⁵	4.53	5.13		1.22	8.46	10.04			10.45	8.35		
4.66 LETOHATCHIE		E	129	4.54	6.43	3.45	4.48	5.09		1.16	8.33 ⁶⁵ ₅	9.56			10.30	8.22 ⁷¹		
6.66 CALHOUN		E	E69 W69	4.46	6.36	3.30	4.40	5.02		1.08	8.24	9.44			10.05	8.08		
5.21 FORT DEPOSIT		E	75	4.38 ⁷	6.29	3.20	4.32 ⁷⁵	4.55		1.01	8.16 ⁷³	9.34 ⁶⁵			9.54	7.55		
5.37 SEARCY		E	96	4.31	6.22	3.05	4.24	4.49 ⁷⁵		12.52	8.00	9.20			9.44 ⁶⁵	7.43		
6.33 GREENVILLE		E	E101 W93	4.20	6.15	2.55	4.16	4.42		12.40	7.47 ⁶⁴	8.58 ⁶⁴ ₅			9.00 ⁷² ₅ 7.45 ⁷⁶ ₇₃	7.30		
8.76 BOLLING		E	67	4.08	6.05	2.37	4.04	4.33		12.24 ³³	7.34	8.45 ⁷³			6.25	7.16		
6.41 GEORGIANA		E	145	4.00	5.55 ⁷	2.25	3.57	4.27		12.15	7.25	8.25	11.30		6.05	7.06		
7.31 GARLAND		E	74	3.51	5.46	2.01 ³⁷	3.47	4.20		12.01 ⁹⁹	7.08	8.12	10.45			6.54		
5.97 WILCOX		E	131	3.42	5.37	1.45	3.40	4.13		11.49	6.56 ⁶⁷	8.00	9.55			6.42		
7.97 EVERGREEN		E	E70 W87	3.32	5.25	1.33	3.29	4.05		11.34	6.35 ⁷	7.49 ⁶⁷	9.34 ⁵ ₇₃			6.27		
10.58 CASTLEBERRY		E	E80 W96	3.18	5.15	1.18	3.15	3.54		11.20	6.18	7.34	8.10 ⁶⁷			6.05 ⁷⁵		
7.79 KIRKLAND		E	89	3.09	5.07	1.06 ¹	3.06	3.46		11.11	6.07	7.22	7.40			5.52		
8.46 BREWTON		E	126	3.02	5.00	12.55	2.58	3.40		11.02	5.57	7.07 ⁷ ₆₆	7.07 ⁷ ₇₂			5.43		
4.62 KEEGO		E	89	2.55	4.54	12.47	2.48 ³⁷	3.34		10.54 ⁷¹	5.49	6.52	6.20			5.36		
6.42 WELKA		E		2.48	4.47	12.37	2.40	3.27		10.45	5.40	6.43	6.00			5.27		
2.61 FLOMATON		E	Yard	2.40 2.25	4.40 4.20	12.30 12.15	2.33 2.18	3.20		10.30 10.15	5.31 5.21	6.35 6.27	9.30	5.45		5.20 5.10		
2.14 MILES		E		2.15 ³³	4.10	12.05	2.06 ¹	3.12 ³⁷		10.10	5.13	6.19	9.10			5.02		
4.62 WAWBEEK		E	89	2.08 ⁹⁹	4.03	11.59	2.00	3.06		10.04	5.06	6.12 ¹⁹	9.00			4.55		
7.75 ATMORE		E	76	2.00	3.55	11.47	1.50	2.58		9.55	4.55	6.01	8.25 ⁷			4.44		
8.49 PERDIDO		E	103	1.51	3.45	11.32 ⁷³	1.36	2.50		9.45	4.42	5.48	7.15 ¹⁹			4.32		
4.26 DYAS		E	72	1.47	3.38	11.26	1.31	2.46 ¹		9.40	4.20	5.42	7.00			4.26		
8.11 BAY MINETTE		E	163	1.38	3.29	11.16	1.20	2.38		9.31	4.05	5.30	6.30			4.15		
8.25 HURRICANE		E	125	1.29	3.18 ³³	11.03 ⁵	1.03	2.29		9.19	3.45	5.03	6.00			3.59 ³⁷		
7.01 NENEMOOSHA		E	68	1.16 ⁷¹	3.05 ⁷⁶	10.51	12.48 ⁷³	2.18		9.07	3.30 ³³ 2.52 ⁹⁹ ₃₈	4.28	5.14			3.35		
2.62 AKKA		E	77	1.11	3.01 ⁹⁹	10.46	12.43	2.14		9.02 ⁷⁵	2.40	4.22	5.00			3.23 ¹		
4.05 SIBERT		N	32	1.05	2.55	10.40	12.35	2.08		8.55	2.30	4.05	4.45			3.00		
				A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily		
				98	38	8	4	6		34	76	72	20	66	64	74		

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. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time		
77	75	73	43	49	71	37	1		5	7	9	33	99	STATIONS				
Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	The Crescent	Azalean		Humming Bird	Passenger	Passenger	The Piedmont	The Pan- American					
Daily P. M.	Daily P. M.	Daily A. M.	Daily ex. Sunday A. M.	Daily ex. Sunday A. M.	Daily A. M.	Daily P. M.	Daily P. M.		Daily A. M.	Daily A. M.	Daily ex. Sunday A. M.	Daily A. M.	Daily A. M.					
10.30	3.35	10.40 ⁸	5.40	5.30	3.00 ⁷²	4.20	3.29		11.25 ⁴⁴	9.48		3.55	3.07	664.33	L	SIBERT	N	
						4.30	3.40		11.40	10.05		4.10	3.25			2.34	MOBILE	N
10.45	4.00	10.55	5.55	5.50	3.15	4.40	3.55		11.55	10.35		4.25	3.45	666.67				
10.50	4.05	11.00 ⁴⁴	6.00	5.55	3.20	4.45	4.00		11.59 ⁴	10.40		4.30	3.50	667.71		1.04	CHOCTAW	E
11.00	4.13	11.08	6.20	6.02	3.28	4.51	4.07		12.05	10.48 ⁴⁴		4.37	3.57	672.80		5.09	NAVCO	E
11.12	4.23	11.20	6.40	6.12	3.40	4.58 ⁷⁶	4.14		12.12 ⁷⁴	10.59		4.44	4.04	679.84		7.04	THEODORE	DE
11.23	4.32 ⁷⁶	11.34 ⁴	7.00	6.21	4.10 ⁸⁹	5.04	4.20 ⁷⁶		12.18	11.10		4.50	4.10 ⁷¹	685.88		6.04	SAINT ELMO	NE
																5.56		
11.31	4.40	11.55 ⁷⁴	7.20	6.29	4.30	5.09	4.26		12.23	11.20		4.56	4.16	691.44		4.01	GRAND BAY	DE
11.37	4.46	12.15	7.30	6.35	4.40	5.13	4.31		12.27	11.25 ⁴		5.00	4.20	695.45		4.05	MISSALA	E
11.52 ⁸⁸	5.17 ³⁷	12.31 ⁵	8.05 ⁴⁴	6.41	5.04 ³³	5.17 ⁷⁵	4.35		12.31 ⁷³	11.38 ⁷⁴		5.04 ⁷¹	4.24	699.50		2.81	ORANGE GROVE	E
12.01	5.25	12.45	8.30	6.46	5.15	5.20	4.38		12.34	11.43		5.07	4.27	702.11		4.59	KREOLE	NCE
12.11	5.42 ¹⁴	1.05 ⁶	9.20	6.53 ⁴⁴	5.25	5.26	4.45		12.38	11.55		5.18	4.34	706.70			PASCAGOULA	NE
12.20	6.00	1.20 ⁴⁸	9.40	7.00	5.35	5.32 ¹⁴	4.51		12.43	12.05		5.24	4.40	709.99		3.29	GAUTIER	DE
12.30 ⁷²	6.35 ¹⁰	1.35	10.20 ⁷⁴	7.09	5.55 ⁴⁴	5.38	4.57		12.52 ⁶	12.14		5.30	4.46	716.66		6.67	FONTAINEBLEAU	E
																6.36		
12.45	6.46	1.50	10.35	7.20	6.05	5.45	5.05 ¹⁴		12.58	12.26 ⁴⁸	6.20	5.40	4.52	723.02		4.02	OCEAN SPRINGS	NE
	1.03 ³⁸	7.06 ³⁴	2.10		8.30	6.19	5.55	5.17	1.07	12.37 ⁶	6.30	5.50	5.02	727.04			BILOXI	NE
1.09	7.20 ¹²	2.15		8.40	6.23	5.58 ¹⁰	5.20		1.09	12.50	6.33	5.55	5.05	728.60		1.56	KEESLER FIELD	E
1.14	7.25	2.24 ⁷⁶		8.50	6.28	6.01	5.23		1.12	12.54	6.36	5.58	5.08	731.59		2.99	BEAUVOIR	E
1.17	7.29	2.30		9.00	6.30	6.03	5.26		1.14	12.59	6.38	6.00	5.10	733.01		1.42	EDGEWATER PARK	
1.22	7.35	2.40		9.20 ⁷⁴	6.42 ⁹	6.07	5.30		1.17	1.05	6.42 ⁷¹	6.03	5.14	736.01		3.00	MISSISSIPPI CITY	E
1.30	7.41	3.00		10.10 ⁴	6.50	6.11	5.34 ¹⁰		1.21	1.11	6.45	6.13	5.18	739.51		3.50	GULFPORT	NE
1.38	7.47	3.15		10.30	6.55	6.16	5.40		1.25 ⁷	1.25 ⁵	6.51	6.18	5.24	743.12		3.81	LONG BEACH	DE
1.47	7.55	3.25		11.00	7.05	6.22	5.47		1.30 ⁷⁶	1.33 ⁷⁶	6.58	6.25	5.30	748.91		5.79	PASS CHRISTIAN	NCE
1.52	8.00	3.30		11.15	7.10	6.27 ³⁴	5.51		1.33	1.38	7.04	6.29	5.33	751.85		2.94	HENDERSON'S POINT	E
																2.70		
2.02	8.10	3.45 ¹⁴		12.02 ⁶	7.25 ⁷⁴	6.34 ¹²	6.00		1.40	1.52	7.13 ⁷⁴	6.39	5.43	754.55			BAY ST. LOUIS	NE
2.07	8.13	4.00		12.10	7.30 ⁴⁸	6.39	6.05		1.43	1.56	7.17	6.42	5.46	756.13		1.58	NICHOLSON AVENUE	E
																2.26		
2.11	8.18	4.10		12.20	7.40	6.42	6.12 ³⁴		1.46	2.02	7.23 ⁴⁸	6.45	5.49	758.39			WAVELAND	E
2.16	8.24	4.20		12.55 ⁷⁶	7.45	6.46	6.17 ¹²		1.50	2.07	7.28	6.49 ⁷⁴	5.52	761.83		3.44	LAKESHORE	E
																5.27		
2.23	8.32	4.37 ¹⁰		1.10	7.55	6.52	6.24		1.55	2.20	7.34	6.55 ⁴⁸	5.58	767.10		6.23	CLAIBORNE	E
2.34	8.44	4.50		1.20	8.10	7.02	6.33		2.03	2.33	7.43	7.02	6.05 ⁷⁴	773.33		6.23	NORTHSIDE	E
2.41	8.52	5.03		1.30	8.25	7.08	6.39		2.10	2.40	7.49	7.08	6.12 ⁴⁸	776.37		3.04	RIGOLETS	NE
																4.71		
2.49	9.00	5.13		1.40	8.35	7.14	6.45		2.15	2.51 ¹⁴	7.55	7.13	6.18	781.08			LAKE CATHERINE	E
2.59	9.12	5.23		1.58	8.54 ⁴	7.20	6.52		2.24	3.01	8.04	7.20	6.25	787.13		6.05	CHEF MENTEUR	E
																3.11		
3.05	9.29 ⁸⁸	5.30 ³⁴		2.10	9.05	7.25	6.57		2.28	3.06	8.08	7.24	6.31	790.24		3.55	BORGNE	E
3.15	9.45 ⁷²	5.37 ¹²		2.15	9.20	7.29	7.01		2.32 ¹⁴	3.11	8.12	7.28	6.35	793.79		6.64	MICHOUD	E
4.00	10.15	6.15		2.30	10.00	7.37	7.10		2.39	3.19	8.20	7.35	6.42	800.43			GENTILLY	NE
						7.45	7.18		2.50	3.30	8.30	7.46	6.53	804.10		3.67	MIRO STREET	
						7.55	7.30		3.10	3.45	8.40	8.05	7.10	806.44		2.34	NEW ORLEANS	NCE
	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily					
	77	75	73	43	49	71	37	1	5	7	9	33	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. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time		STATIONS	Car Capacity of Stations based on 44 seats per car	FIRST CLASS										SECOND CLASS				
				8	4	6	14	10		34	12	98	38	74	48	44	76	72
				Passenger	Azalean	Humming Bird	Passenger	Passenger		The Piedmont	Passenger	Pan- American	The Crescent	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight
				Daily	Daily	Daily	Saturday Only	Daily ex. Saturday		Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
				A. M.	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.
		SIBERT	N	32	10.40 ⁷³	12.35	2.08			8.55		1.05	2.55	1.30	2.45	11.20 ⁵	5.50	3.00 ⁷¹
		2 34 MOBILE	N		10.30	12.25	1.58			8.45		12.55	2.45	12.40	2.30	11.10	5.35	2.50
		1 04 CHOCTAW	E	97		12.10	1.48	7.05	8.20	8.30		12.40	2.30					
		5 09 NAVCO	E	72		11.59 ⁵	1.45	6.48	8.10	8.22		12.29	2.21	12.34	2.25	11.00 ⁷³	5.30	2.45
		7 04 THEODORE	DE	71		11.47	1.39	6.38	8.00	8.16		12.20	2.16	12.24	2.18	10.48 ⁷	5.15	2.30
		6 04 SAINT ELMO	NE	152		11.40	1.32	6.28	7.50	8.09		12.13	2.09	12.12 ⁵	2.06	10.05	4.58 ³⁷	2.20
		5 58 GRAND BAY	DE	63		11.34 ⁷³	1.26	6.18	7.38	8.03		12.07	2.03 ⁷²	12.03	1.58	9.35	4.32 ⁷⁵ 4.15 ¹	2.03 ³⁸
		4 01 MISSALA	E	68		11.29	1.21	6.08	7.30	7.56		12.01	1.57	11.55 ⁷³	1.50	9.05	4.00	1.35
		4 05 ORANGE GROVE	E	87		11.25 ⁷	1.17	6.01	7.22	7.50		11.56	1.52	11.48	1.44	8.35	3.50	1.22
		2 61 KREOLE	DE			11.21	1.13	5.56	7.16	7.46		11.52 ⁷⁷	1.48	11.38 ⁷	1.38	8.05 ⁴³	3.40	1.15
		4 59				11.19	1.10	5.50	7.10	7.43		11.49	1.45	11.27	1.35	7.40	3.35	1.10
		PASCAGOULA	NE	E71 W84		11.11 ⁷⁴	1.05 ⁷³	5.42 ⁷⁵	7.00	7.37		11.43	1.39	11.11 ⁴	1.25	6.53 ⁴⁹	3.25	12.59
		3 29 GAUTIER	DE	102		10.59	1.00	5.32 ³⁷	6.45	7.31		11.34	1.27	10.35	1.20 ⁷³	6.30	3.14	12.45
		6 57 FONTAINESLEAU	E	72		10.53	12.52 ⁴⁸ 5	5.13	6.35 ⁷⁵	7.24		11.27	1.20	10.20 ⁴³	12.52 ⁶ 5	5.55 ⁷¹	3.04	12.30 ⁷⁷
		6 36																
		OCEAN SPRINGS	NE	E71 W70		10.45	12.46	5.05 ¹	6.25	7.17	7.35	11.20	1.13	10.05	12.26 ⁷	5.45	2.49	12.15
		4 02 BILOXI	NE	E62 W158		10.33	12.37 ⁷	4.53	6.10	7.06 ⁷⁵	7.25	11.10	1.03 ⁷⁷	9.45	12.01		2.34	11.59
		1 56 KEESLER FIELD	E	72		10.24	12.35	4.41	5.58 ³⁷	7.01	7.20 ⁷⁵	10.59	12.55	9.35	11.40		2.29	11.53
		2 59 BEAUVOIR	E	72		10.21	12.32	4.37	5.51	6.58	7.18	10.56	12.52	9.30	11.15		2.24 ⁷³	11.48
		1 42 EDGEWATER PARK				10.19	12.30	4.34	5.48	6.56	7.16	10.54	12.50	9.26	11.10		2.21	11.45
		3 00 MISSISSIPPI CITY	E	72		10.15	12.27	4.28	5.42	6.52	7.12	10.50	12.47	9.20 ⁴⁹	10.55		2.15	11.40
		3 50 GULFPORT	NE	E118 W30		10.10 ⁴⁹ 48	12.22	4.21	5.34 ¹	6.46	7.05	10.45	12.42	9.10	10.10 ⁴ 49		2.06	11.33
		3 61 LONG BEACH	DE	79		10.00	12.17	4.10	5.24	6.38	6.58	10.33	12.32	8.55	9.52		1.50	11.25
		5 79 PASS CHRISTIAN	NCE	72		9.54	12.11	4.00	5.16	6.31	6.49	10.27	12.26	8.40	9.40		1.35 ⁵ 1.25 ⁷	11.15
		2 94 HENDERSON'S POINT	E	43		9.47	12.08	3.53	5.10	6.27 ³⁷	6.40	10.23	12.23	8.30	9.20		1.19	11.10
		2 70																
		BAY ST. LOUIS	NE	E59 W63		9.40	12.02 ⁴⁹	3.45 ⁷³	5.03	6.20	6.34 ³⁷	10.17	12.16	7.25 ⁹ 7.05 ⁷¹	9.00		1.11	10.59
		1 58 NICHOLSON AVENUE	E	94		9.35	12.00	3.36	4.56	6.15	6.28	10.12	12.12	7.00	7.30 ⁷¹		1.05	10.50
		2 28																
		WAVELAND	E	56		9.33	11.58	3.32	4.51	6.12 ¹	6.23	10.09	12.10	6.55	7.23 ⁹		1.01	10.46
		3 44 LAKESHORE	E	72		9.28	11.55	3.22	4.44	6.08	6.17 ¹	10.05	12.07	6.49 ³³	7.08		12.55 ⁴⁹	10.41
		5 27 CLAIBORNE	E	86		9.23	11.50	3.13	4.37 ⁷³	6.02	6.10	10.00	12.02	6.34	6.55 ³³		12.47	10.34
		6 23 NORTHSIDE	E	71		9.14	11.42	3.04	4.26	5.54	6.03	9.52	11.53	6.05 ⁹⁹	6.30		12.37	10.24
		3 04 RIGOLETS	NE	51		9.09	11.37	2.59	4.21	5.48	5.58	9.46	11.47	5.51	6.12 ⁹⁹		12.27	10.17
		4 71 LAKE CATHERINE	E	111		9.02	11.33	2.51 ⁷	4.13	5.42	5.53	9.41	11.42	5.43	5.54		12.19	10.09
		6 05 CHEF MENTEUR	E	90		8.54 ⁷¹	11.27	2.43	4.05	5.35	5.47	9.34	11.35	5.30	5.41		12.09	9.59
		3 11 BORGNE	E	102		8.49	11.22	2.37	3.59	5.30 ⁷³	5.42	9.29 ⁷⁵	11.29	5.23	5.33		12.01	9.53
		3 55 MICHOU	E			8.44	11.18	2.32 ⁵	3.55	5.25	5.37 ⁷³	9.24	11.25	5.15	5.25		11.50	9.45 ⁷⁵
		6 64 GENTILLY	NE	Yard		8.36	11.10	2.18	3.47	5.16	5.30	9.16	11.15	5.00	5.10		11.30	9.30
		3 67 MIRO STREET				8.28	11.03	2.10	3.39	5.08	5.23	9.09	11.08					
		2 34 NEW ORLEANS	NCE			8.20	10.55	2.00	3.30	5.00	5.15	9.00	11.00					
						A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
						Daily	Daily	Daily	Saturday Only	Daily ex. Saturday		Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily
						8	4	6	14	10		34	12	98	38	74	48	72

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

SECOND CLASS

45	93	23	41	51
Freight	Local Freight	Local Freight	Fast Freight	Local Freight
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday
P. M.	A. M.	A. M.	P. M.	A. M.

FIRST CLASS

61	65	63
The Gulf Wind	Passenger	Passenger
Daily	Daily	Daily
P. M.	P. M.	A. M.

Distance from Louisville

TIME TABLE
No. 47
Takes effect Sunday,
April 29, 1951, at
12:01 a. m. Central
Standard Time

STATIONS

			7.30	6.00				10.30	3.30	4.30	607.03
			7.38	6.10				10.37	3.36	4.38	609.09
			7.45	6.25				10.41	3.42	4.44 ⁵⁰	612.36
			7.54	6.45				10.47	3.49	4.52	617.40
			8.05	6.57				10.54	3.56	5.01	623.52
			8.13	7.10				10.58	4.05	5.10	627.29
			8.23	7.25				11.03	4.10	5.18	631.87
			8.54 ⁶²	7.35				11.08	4.17	5.25	635.76
			9.15	8.10				11.17	4.27	5.35	643.97
			9.25	8.40				11.22	4.32	5.40	648.19
5.30	4.00	2.00	9.45 12.45	9.00				11.29 11.39	4.45 ⁴⁶	5.50 6.30	650.78
5.55	4.15	2.20	1.05					11.52		6.45 ²⁴	658.57
6.15	4.31	2.36	1.20					12.01 ⁶⁰		6.57	663.59
6.25	4.41	2.46	1.28					12.06		7.03	667.66
6.44 ⁶²	4.47	3.05	1.35					12.09		7.10	670.26
7.09	5.10 ²⁴	3.30	1.55					12.21		7.25	680.36
7.24	5.25	3.45	2.09					12.31		7.37	689.14
7.34	5.32	3.52	2.14					12.34		7.42	691.59
7.50	5.42	4.05	2.24					12.41		7.50	696.68
8.30 ⁴⁴	6.20	4.20 ²⁴	2.39					12.52		8.05	700.89
8.48	6.40		2.59					1.03		8.16	709.86
9.02	6.51		3.10					1.11		8.24	716.88
9.14	7.08		3.21					1.19		8.32	723.94
9.29	7.30		3.31					1.28		8.45	729.71
9.38	7.55		3.39					1.34		8.55	734.39
9.48	8.15		3.49					1.42		9.05 ³⁴	741.26
10.08 ⁶⁰	8.45 ³⁴		3.59					1.50		9.15	747.74
10.19	8.53		4.05					1.55		9.25	750.25
10.34	9.40 ⁶³		4.20					2.04		9.40 ³¹	758.37
10.49	10.45 ⁴⁶		4.40					2.16		9.55	767.23
11.25	11.01		5.30					2.28		10.20 ⁴⁶	776.65
11.35	11.15		5.40					2.33		10.27	780.79
11.45	11.40		5.48 ³⁴					2.39		10.35	785.90
11.55	12.15		5.54					2.48		10.45	788.96
12.15	12.30		6.25					2.58		10.57	796.59
12.25	12.50		6.35					3.02		11.08	799.96
12.50	1.15		6.50					3.09		11.20	805.91
1.30	1.35		7.30					3.25		11.40	811.45
A. M.	P. M.	A. M.	A. M.	A. M.				A. M.	P. M.	A. M.	
Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily	Daily	Daily	
45	93	23	41	51				61	65	63	

L	FLOMATON	NE
	2.06	
	CENTURY	NCE
	3.27	
	BLUFF SPRINGS	E
	5.04	
	McDAVID	E
	6.12	
	PINE BARREN	E
	3.77	
	MOLINO	DE
	4.58	
	QUINETTE	E
	3.90	
	CANTONMENT	NCE
	8.21	
	OLIVE	E
	4.22	
	GOULDING	E
	2.59	
	PENSACOLA	N
	7.79	
	YNIESTRA	E
	5.02	
	PACE JUNCTION	E
	4.07	
	GALT CITY	E
	2.62	
	MILTON	NCE
	10.10	
	HAROLD	E
	8.78	
	HOLTS	E
	2.45	
	GALLIVER	E
	5.09	
	MILLIGAN	E
	4.21	
	CRESTVIEW	N
	8.97	
	DEER LAND	E
	7.02	
	MOSSY HEAD	E
	7.06	
	MAVIS	E
	5.77	
	DE FUNIAK SPGS.	NCE
	4.68	
	ARGYLE	E
	6.87	
	PONCE DE LEON	DE
	6.49	
	WESTVILLE	E
	2.51	
	CARYVILLE	DE
	8.12	
	BONIFAY	NCE
	8.88	
	CHIPLEY	NE
	9.42	
	COTTONDALE	E
	4.13	
	LIME ROCK	E
	4.92	
	MARIANNA	N
	3.08	
	SESA	E
	7.63	
	CYPRESS	DE
	3.37	
	GRAND RIDGE	E
	5.95	
	SNEADS	E
	5.54	
	CHATTAHOOCHEE	N

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

CHATTAHOOCHEE, PENSACOLA AND FLOMATON—NORTHWARD

TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time		Car Capacity of sidings based on 44 feet per car	FIRST CLASS			SECOND CLASS									
			64	62	60	50	24	94	46	44					
			Passenger	Passenger	The Gulf Wind	Local Freight	Local Freight	Local Freight	Freight	Fast Freight					
			Daily P. M.	Daily P. M.	Daily A. M.	Daily ex. Sunday A. M.	Daily ex. Monday A. M.	Daily P. M.	Daily P. M.	Daily P. M.					
STATIONS															
FLOMATON	NE	Yard	1.50	9.45	1.40	5.30			7.00						
2.06															
CENTURY	NCE	45	1.37	9.33	1.32	5.00			6.45						
3.27															
BLUFF SPRINGS	E	45	1.31	9.26	1.28	4.44 ⁵³			6.30						
5.04															
McDAVID	E	75	1.26	9.19	1.22	4.15			6.20						
6.12															
PINE BARREN	E	37	1.17	9.10	1.15	3.55			6.05						
3.77															
MOLINO	DE	89	1.11	9.05	1.11	3.40			5.55						
4.58															
QUINETTE	E	32	1.02	8.59	1.06	3.15			5.40						
3.90															
CANTONMENT	NCE	74	12.57	8.54 ⁴¹	1.01	3.00			5.25						
8.21															
OLIVE	E	75	12.45	8.44	12.52	2.30			5.05						
4.22															
GOULDING	E	Yard	12.39	8.38	12.47	2.20			4.55						
2.59															
PENSACOLA	N	Yard	12.30	8.30 7.45	12.40 12.30	2.00		7.15 1.40	4.45 ⁵³ 4.00	11.30					
7.79															
YNIESTRA	E	25		7.15	12.13			6.45 ⁵³	1.15	3.40	10.55				
5.02															
PACE JUNCTION	E	46		7.00	12.01 ⁶¹			6.20	12.55	3.20	10.20				
4.07															
GALT CITY	E	19		6.51	11.52			6.00	12.45	3.05	10.10				
2.82															
MILTON	NCE	45		6.44 ⁴⁵	11.48			5.45	12.30	2.55	9.50				
10.10															
HAROLD	E	46		6.29	11.35			5.10 ⁵³	12.05	2.35	9.25				
8.78															
HOLTS	E	45		6.19	11.25			4.55	11.50	2.15	9.10				
2.45															
GALLIVER	E	46		6.14	11.22			4.45	11.40	2.05	9.00				
5.09															
MILLIGAN	E	40		6.06	11.15			4.30	11.20	1.45	8.50				
4.21															
CRESTVIEW	N	81		5.58	11.09			4.20 ²³	11.10	1.35	8.30 ⁴⁵				
8.97															
DEER LAND	E	46		5.43	10.54				10.30	1.07	8.12				
7.02															
MOSSY HEAD	E	45		5.34	10.45				10.10	12.52	8.00				
7.08															
MAVIS	E	46		5.25	10.37				9.55	12.37	7.47				
5.77															
DE FUNIAK SPGS.	NCE	40		5.11	10.30				9.45	12.27	7.35				
4.68															
ARGYLE	E	41		5.03	10.24				9.20	12.17	7.25				
6.87															
PONCE DE LEON	DE	31		4.53	10.16				9.05 ⁵³	11.57	7.12				
6.49															
WESTVILLE	E	41		4.43	10.08 ⁴⁵				8.45 ⁵³	11.45	7.00				
2.51															
CARYVILLE	DE	20		4.37	10.03				8.25	11.35	6.50				
8.12															
BONIFAY	NCE	46		4.26	9.54				7.55	11.20	6.35				
8.86															
CHIPLEY	NE	40		4.01	9.44				7.30	10.45 ⁵³	6.15				
8.42															
COTTONDALE	E	64		3.43	9.32				6.45	10.20 ⁵³	5.35				
4.13															
LIME ROCK	E	46		3.38	9.27				6.15	9.45	5.25				
4.82															
MARIANNA	N	25		3.31	9.22				5.48 ⁴¹	9.30	5.15				
3.06															
SESA	E	50		3.21	9.15				5.38	8.55	4.50				
7.63															
CYPRESS	DE	46		3.12	9.07				5.25	8.40	4.35				
3.37															
GRAND RIDGE	E	17		3.06	9.02				5.05	8.30	4.25				
5.95															
SNEADS	E	39		2.58	8.55				4.55	8.20	4.15				
5.54															
L CHATTAHOOCHEE	N	Yard		2.45	8.45				4.30	8.00	4.00				
			P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	P. M.				
			Daily	Daily	Daily	Daily ex. Sunday		Daily ex. Monday	Daily	Daily	Daily				
			64	62	60	50		24	94	46	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							Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time			Car Capacity of Stations based on 44 feet per car	SECOND CLASS						
43	41	39	29	53	67	55		26	52	54		66	44	40	42			
W. of A. Freight	W. of A. Mixed	W. of A. Mixed	Freight	Local Freight	Mixed	Local Freight		Freight	Local Freight	Local Freight		Mixed	W. of A. Freight	W. of A. Mixed	W. of A. Mixed			
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday		Daily	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily			
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	STATIONS			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.		
			8.30		9.45		780.01	L	MYRTLEWOOD	D	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		5.55				
			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		12	6.12		5.12				
			11.00		11.58		729.43		BELOIT		14	6.05		5.05				
10.15	3.30	7.15	11.30		12.30	6.30	719.32		SELMA YARD	NC	Yard	5.30		3.00	4.30	4.10		
10.25	3.45	7.30				6.42	716.34		Passenger Station	NC					2.40	9.30		
						6.55	710.31		WESTERN JUNCTION					2.44	3.50	9.10		
						7.01	707.96		SARDIS		16			2.31				
						7.16	701.00		BERLIN		10			2.25				
						7.29	695.27		PLEASANT HILL		20			2.10				
						7.40	690.06		MINTERS	NC	20			1.55				
						7.52	684.89		SNOW HILL		25			1.40				
						8.01	681.38		ALLENTON		14			1.26				
						8.14	675.24		PINE APPLE	D	11			1.15				
						8.23	670.93		McWILLIAMS	NC	30			12.55				
				11.55		8.26	670.27		CAMDEN JUNCTION				10.00	12.45				
				12.40 ⁵⁴					NADAWAH		30		9.35	12.40 ⁵³				
				12.50		8.35	666.20				60		9.15	10.52				
				12.58		8.50 ⁵²	662.37		CORDUROY	D	28		8.50 ⁵⁵	10.44				
				1.18		9.05	655.24		BEATRICE	NC	15		8.33	10.31				
				1.27		9.15	651.09		TUNNEL SPRINGS		30		8.24	10.14				
				1.36		9.25	646.71		PETERMAN	NC	28		8.15	10.03				
				1.45		9.55 ⁵⁴	642.66		MONROETON		32		8.05	9.55 ⁵⁵				
				1.57		10.15	636.96		DREWRY		20		7.49	9.42				
				2.06		10.30	630.07		REPTON	NC	27		7.35	9.28				
				2.21		10.50	622.63		DEER RANGE		26		7.20	9.13				
				2.34		11.05	616.58		WALLACE	NC	16		7.04	8.59				
				2.42		11.15	612.61		HAMMAC		15		6.55	8.50				
				2.55		11.25	607.70		OSAKA				6.40	8.40				
				3.00		11.35	607.03		ESCAMBIA JUNCTION				6.30	8.30				
									FLOMATON	NL	Yard							
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.		
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily		
43	41	39	29	53	67	55				26	52	54	66	44	40	42		

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

GEORGIANA AND GRACEVILLE										DUVALL AND CRESTVIEW									
Southward					Northward					Southward					Northward				
SECOND CLASS			Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS			Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS							
21	31					22	32	21				22							
Local Freight	Local Freight					Local Freight	Local Freight	Local Freight				Local Freight							
Daily ex. Monday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Monday				Daily ex. Sunday							
A. M.	A. M.					A. M.	P. M.	A. M.				P. M.							
	5.30		547.30	L GEORGIANA N C	32			1.00	12.55	595.67	L	DUVALL		7.10					
	5.50		556.15	McKENZIE N C	24			12.30	2.10	617.24		FLORALA N C	31	6.10					
	6.05		560.74	BROOKS	16			12.10	2.40	627.17		LAUREL HILL	29	5.50					
	6.35		568.37	RED LEVEL N C	21			11.50	3.10	637.08		GARDEN CITY	31	5.30					
	6.55		574.71	RIVER FALLS	6			11.30	3.40	643.67		CRESTVIEW N L		5.00					
	7.30		579.93	ANDALUSIA D	43			11.00	A. M.					A. M.					
12.45	8.55 ³²		594.87	OPP D	23			7.20	Daily ex. Monday					Daily ex. Sunday					
									21					22					
	9.15		595.67	DUVALL				8.30	BAY MINETTE AND FOLEY										
	9.40		602.12	KINSTON	24			8.00	Southward Northward										
	10.50		612.54	SAMSON D	20			7.15	Second Class	Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car	Second Class						
	11.32		624.71	GENEVA N C	22			6.45	35				36						
	12.05		632.86	BLACK	10			6.05	Local Freight				Local Freight						
	12.20		638.96	ESTO	6			5.50	Daily ex. Sunday				Daily ex. Sunday						
	12.30		640.72	NOMA	24			5.45	P. M.				P. M.						
	1.00		647.43	GRACEVILLE NC L	34			5.30	Daily ex. Sunday					Daily ex. Sunday					
A. M.	P. M.							A. M.	P. M.					P. M.					
Daily ex. Monday	Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday					
21	31							22	32					36					

CAMDEN JCT. AND CAMDEN										CORDUROY AND VREDENBURGH									
Southward					Northward					Southward					Northward				
SECOND CLASS			Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS			Distance from Louisville	TIME TABLE No. 47 Takes effect Sunday, April 29, 1951, at 12:01 a. m. Central Standard Time	Car Capacity of Sidings based on 44 feet per car	SECOND CLASS							
161	160					161	160					161	160						
Mixed	Mixed					Mixed	Mixed					Mixed	Mixed						
Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday						
A. M.	A. M.					A. M.	A. M.					A. M.	A. M.						
11.10	687.16	L	CAMDEN NC	29	10.40				10.00	674.35	L	VREDENBURGH		9.25					
11.30	682.10		ESTELLE	15	10.20				10.35	666.20		CORDUROY N C L	60	9.00					
11.40	677.73		NEENAH	15	10.15				A. M.					A. M.					
11.55	670.93		CAMDEN JUNCTION L	30	10.00				Daily ex. Sunday					Daily ex. Sunday					
P. M.									57					56					
Daily ex. Sunday																			
161																			

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

TRAIN-ORDER OFFICES—Continued from page 2.

Station	Week Days	Sundays
Georgiana.....	6:00 A. M. to 10:00 P. M.	6:00 A. M. to 10:00 P. M.
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.
Geneva.....	6:00 A. M. to 3:00 P. M.	Closed.
Graceville	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Floralda.....	7:00 A. M. to 11:30 A. M. 12:30 P. M. to 4:00 P. M.	Closed.
Robertsdale	8:00 A. M. to 9:00 P. M.	Closed.
Linden	7:30 A. M. to 12 Noon 1:00 P. M. to 4:30 P. M.	Closed.
Thomaston	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Selma Yard.....	2:30 P. M. to 10:30 P. M. 11:30 P. M. to 7:30 A. M.	2:30 P. M. to 10:30 P. M. 11:30 P. M. to 7:30 A. M.
Selma Pass. Station	6:45 A. M. to 11:30 A. M. 12:30 P. M. to 3:45 P. M.	6:45 A. M. to 11:30 A. M. 12:30 P. M. to 3:45 P. M.
Minters	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	Closed.
McWilliams	7:30 A. M. to 12 Noon 1:00 P. M. to 4:30 P. M.	Closed.
Camden.....	7:00 A. M. to 11:30 A. M. 12:30 P. M. to 4:00 P. M.	Closed.
Beatrice	7:00 A. M. to 12 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Peterman	7:30 A. M. to 12 Noon 1:00 P. M. to 4:30 P. M.	Closed.
Repton	7:30 A. M. to 12 Noon 1:00 P. M. to 4:30 P. M.	Closed.
Wallace.....	7:00 A. M. to 12:00 Noon 1:00 P. M. to 4:00 P. M.	Closed.
Century	8:30 A. M. to 12:30 P. M. 1:30 P. M. to 5:30 P. M.	Closed.
Cantonment.....	8:00 A. M. to 12 Midnight	Closed.
Milton.....	6:30 A. M. to 10:30 P. M.	6:30 A. M. to 10:30 P. M.
DeFuniak Springs	7:00 A. M. to 11:00 P. M.	7:00 A. M. to 3:00 P. M.
Bonifay	7:30 A. M. to 10:30 P. M.	Closed.

Grand Bay, Theodora, Kreole, Gautier, Andalusia, Opp, Samson, Geneva, Floralda, Loxley, Summerdale, Foley, Pine Apple, Corduroy, Molino, Cantonment, Ponce de Leon, Caryville and Cypress closed on Sunday.

TRAIN-ORDER SIGNAL INDICATIONS

Train order-manual block signal, with light indications, both day and night, located on north end of train shed at Government street, Mobile, will govern southward second class and inferior trains moving on main track. Enginemen will not call for or acknowledge this signal, and will not be required to see it change as specified in Rule 221-A.

Train order signal located just north scale house, Gentilly, is for government of trains originating at New Orleans.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

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
Robertsdale (between siding 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
Bonifay	15 miles per hour
Chipley	15 miles per hour
Marianna	15 miles per hour

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.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

—Continued

Switch engines will flag all street intersections on Tarragona street between Belmont and Main streets, Pensacola.

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, Lapsley street, and highway crossing known as Farrell Crossing (located just west of Buck-eye Mill) without being preceded at least twenty (20) feet by a flagman with red flag by day and lighted lantern by night.

SUPERIORITY OF TRAINS

Superior Train	Superior To	Requirements
No. 32.....	No. 31.....	Graceville to Andalusia
No. 36.....	No. 35.....	Foley to Bay Minette.
No. 50.....	No. 51.....	Pensacola to Flomaton.
No. 46.....	No. 41.....	Pensacola to Flomaton.
No. 56	No. 57	Corduroy to Vredenburgh.
No. 160	No. 161	Camden Jet. to Camden.
No. 52 and 54....	No. 53 and 55....	Flomaton to Nadawah.
No. 40 and 44....	No. 39 and 41....	Western Jet. to Selma.
No. 26	No. 67	Selma to Myrtlewood.
No. 66	No. 29	Selma to Myrtlewood.

Unless otherwise directed by train orders, the following trains will not protect against following extra trains between points shown:

No. 26, 29, 66 and 67 between Selma and Myrtlewood.

No. 54 and 55 between Flomaton and Western Jet.

No. 56 and 57 between Corduroy and Vredenburgh.

No. 31 and 32 between Georgiana and Graceville.

No. 21 and 22 between Crestview and Opp.

No. 52 and 53 between Flomaton and Camden Jet.

No. 160 and 161 between Camden Jet. 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	Passenger station for first class trains.
Flomaton	Passenger station for first class trains.
Sibert	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	At crossover at south end of Goulding Yard.
Pensacola	Passenger Station first class trains. P. & A. Yard Second Class and Inferior 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.

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

At Choctaw, trains and engines having to take 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 SIDINGS

Trains having to take siding to be met or passed by other trains at stations where there are two sidings will use sidings as shown below,

USE OF SIDINGS—Continued

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 ...	North Sibert ...	Clearance Form "A".
Southward Second		
Class and in-		
ferior trains ...	South Sibert	Clearance Form "A".
All Southward		
First Class	Mobile	Clearance Form "A".
No. 55.....	Corduroy	Clearance Form "A".

Extra trains may be created by authority of the Train Dispatcher at Montgomery, Sibert or intermediate points through the use of Clearance Form A. Operators will show on the Clearance Form A in 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, if Southward to Sibert unless destination or turning point is intermediate, and if Northward to Montgomery unless destination or turning point is intermediate.

Work Extras may be created by authority of the Train Dispatcher in territory between Montgomery and Sibert through the use of Clearance Form A. Operators will show on the Clearance Form A in the space provided for "Number" the words "Wk. Ex." followed by the number of the engine. Work Extras so created will proceed as directed, but in no case will they proceed outside of the Montgomery-Sibert territory, unless authorized by train orders.

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

Schedule Arriving	At Station	Proceed As
No. 56.....	Vredenburgh	No. 57
No. 31.....	Graceville	No. 32
No. 22.....	Opp.....	No. 21
No. 66.....	Myrtlewood.....	No. 29
No. 52.....	Camden Jet.....	No. 160
No. 161.....	Camden Jet.....	No. 53
No. 35.....	Foley.....	No. 36

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.
	Edgewater Park to let off revenue passengers from Montgomery, Pensacola and beyond, and pick up for New Orleans.
No. 4.....	Lake Catherine, Rigolets, Waveland and Edgewater Park to let off revenue passengers from New Orleans. Edgewater Park to pick up revenue passengers for Montgomery, Pensacola and beyond.
Nos. 5 and 6....	Pascagoula, Biloxi and Gulfport to pick up or let off revenue passengers from or to Mobile or New Orleans, or beyond.
Nos. 7, 10 and 14.	Baldwin Lodge to pick up and discharge revenue passengers from and to New Orleans.
No. 7.....	Wald, Chapman, Owassa, Pollard, Canoe, Nokomis, Carpenter, Aladocks, Irvington, West Pass Christian, Clermont Harbor, Ansley, and English Lookout.
No. 8.....	Aladocks, Carpenter, Nokomis, Canoe, Pollard, Owassa, Chapman, and Wald.
No. 9.....	West Pass Christian, Coleman Avenue, Clermont Harbor, Ansley, Baldwin Lodge, English Lookout and St. Claude Ave., New Orleans.

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. 10.....	St. Claude Ave., New Orleans, English Lookout, Ansley, Clermont Harbor, West Pass Christian and Irvington.
	St. Claude Ave., New Orleans, Clermont Harbor, Coleman Avenue, and West Pass Christian.
No. 12.....	On Saturdays Chef Menteur, Lake Catherine, Rigolets, English Lookout, Baldwin Lodge, Clalborne and Ansley. On Fridays at Rigolets to let off revenue passengers from New Orleans.
No. 14.....	St. Claude Avenue, New Orleans, English Lookout, Ansley, Clermont Harbor, Coleman Avenue, West Pass Christian and Irvington.
	Georgiana, Evergreen and Brewton to let off or pick up revenue passengers from or to Montgomery, Pensacola or Mobile, or beyond. Edgewater Park and Pass Christian to leave revenue passengers from scheduled stops of Piedmont Limited on West Point Route and from Atlanta and beyond. Sundays only at Pass Christian to pick up passengers for New Orleans.
No. 33.....	
	Bay St. Louis, Pass Christian, Gulfport, Biloxi and Ocean Springs to pick up passengers for Montgomery or beyond, or Pensacola or beyond.
No. 34.....	Brewton, Evergreen and Georgiana to let off or pick up revenue passengers from or to Mobile, Pensacola or Montgomery, or beyond.
	Brewton to let off revenue passengers from Washington, D. C., or beyond.
No. 37.....	Pascagoula, Biloxi, Gulfport and Bay St. Louis to leave pay passengers from Montgomery or Pensacola or beyond.
	Greenville to let off or pick up revenue passengers from or to Mobile or Montgomery, or beyond.
Nos. 37 and 38...	Evergreen and Bay Minette to let off or pick up revenue passengers to or from Atlanta or beyond. Edgewater Park to let off or pick up revenue passengers to or from Washington, D. C., or beyond.
No. 38.....	Bay St. Louis, Gulfport, Biloxi and Pascagoula to leave pay passengers from New Orleans, and to pick up pay passengers for Montgomery or Pensacola or beyond.
	Waveland to let off revenue passengers from New Orleans. Long Beach and Edgewater Park to let off revenue passengers from New Orleans, and pick up revenue passengers for Mobile and beyond.
No. 98.....	Greenville to pick up revenue passengers for Birmingham and beyond.
	Greenville to let off revenue passengers from Birmingham or beyond.
No. 99.....	Pascagoula, Biloxi, Edgewater Park, and Gulfport to let off revenue passengers from Montgomery and beyond and from Pensacola and beyond.
	Pascagoula 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
No. 63.....	Gull Point for revenue passengers.
No. 62.....	Cantonment to let off or pick up revenue passengers.
Nos. 62 and 63...	Barth.
Nos. 67 and 66...	Blalock, Corleys, Loboco and Anopia.

SPECIAL MOVEMENTS

Between Montgomery and Catoma and between Welka and Miles trains running with the current of traffic will be governed by interlocking and automatic block signals, running ahead of overdue superior trains.

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.

SPECIAL MOVEMENTS—Continued

Trains carrying passengers may occupy either main track between the coal chute and Houston Street crossing (at freight house) at Flomaton without protecting as required by Rule 93 (a).

Between Welka and Miles when Form 446 is used to authorize a train to pass a signal displaying "Stop" indication, it will be issued by the Train Dispatcher through the Operator at Flomaton, and whenever such a movement is to be made over a controlled power operated switch, such switch must first be placed on hand operation and after the movement is completed the control selector lever must be restored to position marked "Power" and secured with a switch lock.

Manual Block is in effect between Sibert and Ealava St., Mobile. Movements will be made in accordance with instructions contained in Asst. Supt. B. B. O., M&M-18, NO&M-23, February 25, 1948.

Northward trains leaving Gentilly yard will use the drill track instead of the crossover just north of the scale house. This is spring switch and the normal indication of the dwarf signal is proceed at restricted speed for northward trains leaving the yard. The dwarf signal will indicate stop when a train is on the northward main between a point just north of the south crossovers located just north of Industrial Canal and northward signal 7992 at the north end of the yard.

Between Gentilly and Julia street, New Orleans, yard engines, with or without cars, may, when authorized by the yardmaster, or his representative, at Gentilly or Julia street, enter the main track and proceed, running with the current of traffic and ahead of overdue first-class trains, being governed by automatic signals.

Southward first-class trains will not be required to protect rear of train after making final stop at relief point under the passenger train shed at Canal Street, New Orleans.

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.

All trains and engines will move at restricted speed between Mile Post 804 and Julia Street, New Orleans, Louisiana.

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 drill track, formerly known as old northward main, between Goulding Yard and Pensacola is used by yard engines and trains. Trains and engines using this drill track will move at restricted speed expecting to find it occupied.

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.

Nos. 52 and 53 will perform mixed service between Nadawah and Camden Junction.

Between 7:00 A.M. and 5:00 P.M., daily, except Saturday and Sunday, section men and bridge men on the Myrtlewood Branch, Camden Branch, Vredenburg Branch, Florida Branch, and Yellow River Branch will only protect against regularly scheduled trains. When an extra train is operated on any of these branches between 7:00 A.M. and 5:00 P.M., Saturday and Sunday excepted, it will be preceded by a motor car to notify section men, bridge men, and others concerned, of the operation of the extra train. The train dispatcher, when issuing orders to extra trains on these branches during above hours, will add the following to the order:

"Motor car is preceding you to notify section men, bridge men and others of extra train following."

If train order issued to extra train on branches above mentioned does not contain this information, attention of train dispatcher must be called to the matter.

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 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, 8:00 a. m. to 4:00 p. m.; unattended 4:00 p. m. to 8:00 a. m.

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 engine-man must actually see the Home signal change and must not accept the cab light indication as a signal to proceed.

The following signals are both interlocking and block signals, and both Automatic Block System and Interlocking Rules will govern in connection therewith:

Southward Home Signal and Southward Dwarf Signal, Bayou Sara drawbridge, Mile 659

Southward Home Signal, Chickasaw Bogue Drawbridge, Mile 664

Northward Home Signal and Northward Dwarf Signal, Chickasaw Bogue drawbridge, Mile 664

Northward Home Signal and Northward Dwarf Signal, Three Mile Creek drawbridge, Mile 665

Southward Home Signal No. 7061, Pascagoula drawbridge

Southward Home Signal No. 7871, Chef Menteur drawbridge

At other interlocking home signals at drawbridges on the M. & M. and N. O. & M. sub-divisions, the requirements of Rule 509 (A) will not apply.

Attention is especially directed to Transportation Department Rules 509 (A) 628, 629 and 663.

Yellow flags by day and yellow lights by night (instead of hand signals as prescribed in Rules 628, 629 and 663) will be used for signaling trains to proceed over drawbridges, when proper indication cannot be displayed by interlocking signals.

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 and Blackwater River, and between the hours of 8:00 a. m. and 4:00 p. m. 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.

A red flag by day or red light by night will be displayed in center of track at center of draw span, except, if the draw is safe for the passage of trains, the red signal will be removed on the approach of a train and when engineer is close enough to see the signal removed; such approaching train will then be given a proceed signal with yellow flag by day or yellow light by night by the drawtender, and engineer will acknowledge the signal before entering onto the draw span. Before the draw span is opened the drawtender will place a red flag by day or red light by night in the middle of the track at the end of the fixed span on each side of 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, and between the hours of 4:00 p. m. and 8:00 a. m. Apalachicola 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			McKenzie to Georgiana		
J-4.....	2650	..	H-27a.....	1300	..
J-3.....	2300	..	J-3.....	2200	..
F-7 (2-unit)	4500	..	Opp to Florala		
Sibert to Atmore			H-27a.....	1250	..
S-2.....	1000	..	J-3.....	2000	..
Atmore to Flomaton			Florala to Opp		
S-2.....	1300	..	H-27a.....	1325	..
Flomaton to Bay Minette			J-3.....	2000	..
S-2.....	1000	..	Florala to Crestview		
Bay Minette to Sibert			J-3.....	2000	..
S-2.....	1300	..	Crestview to Florala		
Sibert and New Orleans			J-3.....	2200	..
J-3.....	3850	85	Bay Minette and Foley		
Georgiana to Andalusia			J-3.....	2400	..
H-27a.....	950	..	J-4.....	2700	..
J-3.....	1500	..	Flomaton and Myrtlewood		
Andalusia to Graceville			J-3.....	2000	..
H-27a.....	1250	..	K-2a, K-6.....	900	..
J-3.....	2000	..	Flomaton to Cantonment		
Graceville to River Falls			K-2a, K-6.....	1500	..
H-27a.....	1250	..	H-27a.....	1750	..
J-3.....	2000	..	H-27b.....	1800	..
River Falls to McKenzie			J-3.....	2800	..
H-27a.....	1100	..	J-4.....	3300	..
J-3.....	1800	..	FP-7a.....	2520	..

MNO&P DIV.—TONNAGE RATING OF ENGINES

Class of Engines	Normal	Car Limit	Class of Engines	Normal	Car Limit
Cantonment to Pensacola			Milton to Deerland		
K-2a, K-6.....	1900	..	H-27a.....	1350	..
H-27a.....	2150	..	H-27b.....	1400	..
H-27b.....	2300	..	J-3.....	1975	..
J-3.....	3200	..	K-2a, K-6.....	1100	..
J-4.....	3700	..	FP-7a.....	1775	..
FP-7a.....	2880	..	Deerland to Chattahoochee		
Pensacola to Flomaton			H-27a.....	1500	..
K-2a, K-6.....	1280	..	H-27b.....	1550	..
H-27a.....	1530	..	J-3.....	2775	..
H-27b.....	1580	..	K-2a, K-6.....	1300	..
J-3.....	2650	..	FP-7a.....	2500	..
J-4.....	3000	..	Chattahoochee to Galloway		
FP-7a.....	2385	..	H-27a.....	1300	..
Pensacola to Milton			H-27b.....	1350	..
K-2a, K-6.....	1350	..	J-3.....	2020	..
H-27a.....	1600	..	K-2a, K-6.....	1100	..
H-27b.....	1650	..	FP-7a.....	1820	..
J-3.....	2442	..	Galloway to Pensacola		
FP-7a.....	2200	..	H-27a.....	1600	..
			H-27b.....	1650	..
			K-2a, K-6.....	1350	..
			J-3.....	2442	..
			FP-7a.....	2200	..

NOTE: A variation of 35 tons is permissible in loading trains handled by one or more J or larger class engines; 20 tons in loading trains handled by one or more smaller than J class engines. 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.

MONTGOMERY, NEW ORLEANS AND PENSACOLA DIVISION

J. W. LOVELL,
Train Master,
M.N.O.&P. Div.
Mobile, Ala.

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

C. B. MATTHEWS,
Term. Train Master,
New Orleans, La.

G. A. PAYNE,
Asst. Train Master,
M.N.O.&P. Div.
Pensacola, Fla.

R. R. MAYHALL,
Asst. Train Master,
M.N.O.&P. Div.
Mobile, Ala.

R. B. ROY,
Asst. Train Master,
M.N.O.&P. Div.
Mobile, Ala.

F. A. GREEN,
Asst. Train Master,
M.N.O.&P. Div.
Mobile, Ala.

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

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

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

E. F. MINDER,
Traveling Engineer,
Pensacola Sub-Division,
Pensacola, Fla.

LIST OF SURGEONS.

DISTRICT SURGEONS

Dr. J. R. PENTON,
Montgomery, Ala.
Dr. G. G. OSWALT, Mobile, Ala.
Dr. W. D. NOBLES,
Pensacola, Fla.
Dr. W. F. HARPER,
Selma, Ala.

OCULISTS

Dr. J. ALLEN JONES,
Montgomery, Ala.
Dr. C. A. THIGPEN, Consulting,
Montgomery, Ala.
Dr. J. C. O'GWYNN, JR.,
Dr. J. G. SANDERS, Asst.,
Mobile, Ala.
SMITH-CLARK EYE CLINIC,
New Orleans, La.
Dr. LAWRENCE B. FARRIOR,
Pensacola, Fla.
Dr. JOHN L. FARRIOR,
Assistant
Pensacola, Fla.
Dr. EUGENE CALLOWAY,
Selma, Ala.

LOCAL SURGEONS

Dr. FRANKLIN JACKSON, JR.,
Dr. J. R. PENTON, JR.,
Montgomery, Ala.
Dr. L. V. STABLER,
Dr. VERNON STABLER,
Dr. AUBREY A. STABLER,
Dr. J. E. KENDRICK, Asst.,
Greenville, Ala.
Dr. J. C. JOHNSTON,
Chapman, Ala.
Dr. T. A. MELTON,
Georgiana, Ala.
Dr. R. W. STALLWORTH,
Evergreen, Ala.
Dr. A. F. HOLLEY,
Brewton, Ala.
Dr. W. L. ABERNETHY,
Flomaton, Ala.
Dr. A. J. TREHERNE,
Atmore, Ala.
Dr. J. C. McLEOD,
Bay Minette, Ala.
Dr. GUY C. OSWALT,
Dr. CLYDE C. ROUSE,
Dr. J. LESLIE TAYLOR,
Mobile, Ala.
Dr. W. H. KELL,
Dr. W. J. WEATHERFORD,
Dr. J. N. LOCKARD,
Pascagoula, Miss.
Dr. FRANK O. SCHMIDT,
Ocean Springs, Miss.
Dr. B. Z. WELCH, Biloxi, Miss.

LOCAL SURGEONS

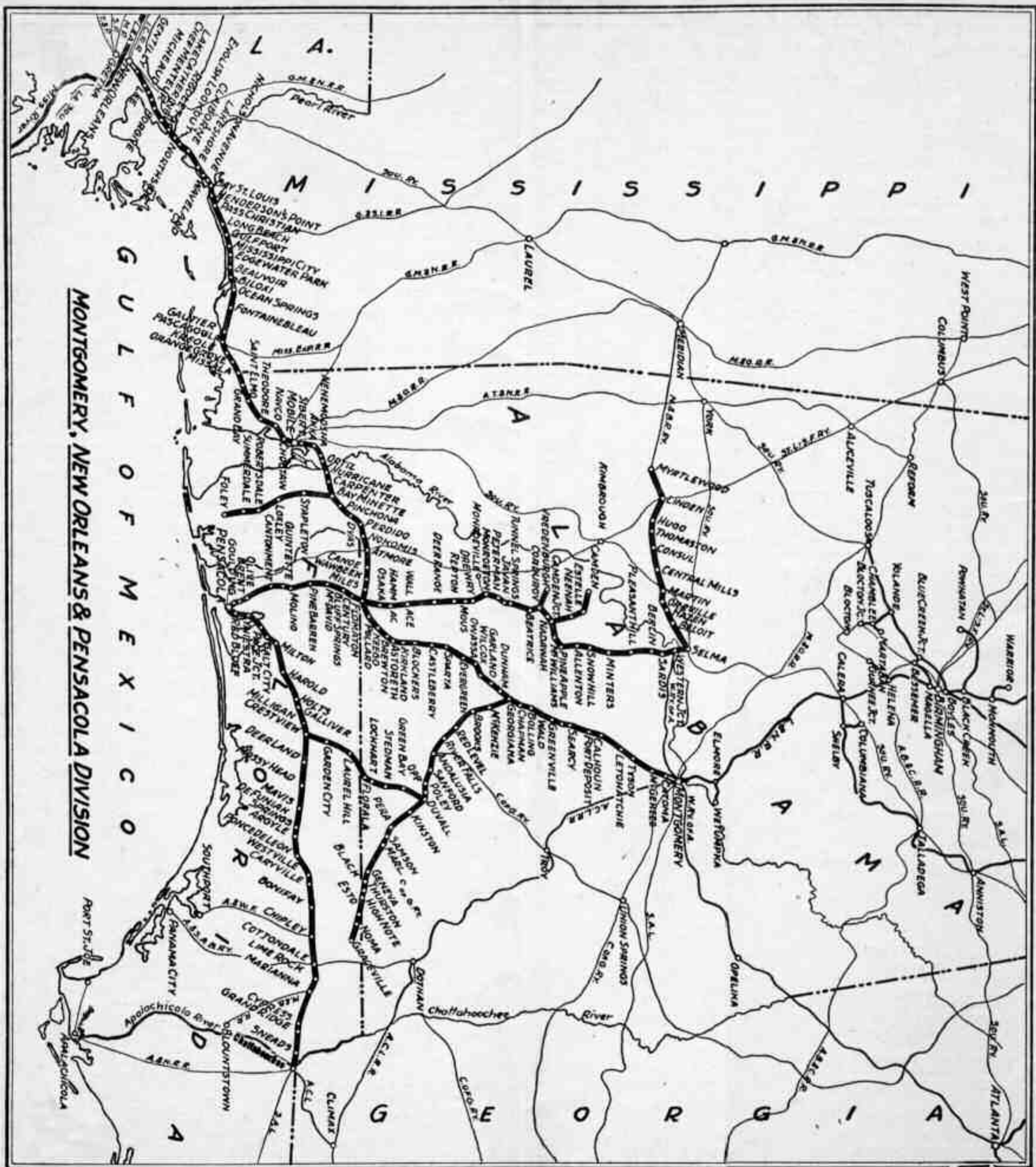
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Dr. R. W. BURNETT, Asst.,
Biloxi, Miss.
Dr. WALLACE P. SHEELY,
Dr. CUMMINGS H. McCALL, Asst.,
Gulfport, Miss.
Dr. WESLEY W. LAKE,
Pass Christian, Miss.
Dr. A. P. SMITH,
Bay St. Louis, Miss.
Dr. MUIR BRADBURN,
Dr. W. P. BRADBURN,
Dr. HYMEN L. COHEN,
Dr. R. J. CHRISTMAN,
Dr. W. R. BREWSTER,
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. W. C. HOLMES,
Foley, Ala.
Dr. JOSEPH L. TURBerville,
Dr. JOHN K. TURBerville,
Century, Fla.
Dr. W. E. TUGWELL,
Pensacola, Fla.
Dr. J. B. TURNER, Milton, Fla.
Dr. R. E. ENZOR,
Crestview, Fla.

LOCAL SURGEONS

—Continued

Dr. E. L. HUGGINS,
De Funak Springs, Fla.
Dr. H. A. STEPHENS,
Ponce de Leon, Fla.
Dr. L. H. PAUL, Bonifay, Fla.
Dr. GEO. W. CARTER,
Chipley, Fla.
Dr. C. D. WHITAKER,
Marianna, Fla.
Dr. A. M. O'HARA, Sneads, Fla.
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Dr. JAMES KENAN, Selma, Ala.
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Dr. J. J. DAILEY,
Tunnel Springs, Ala.
Dr. J. P. JONES, Camden, Ala.
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Thomaston, Ala.
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MONTGOMERY, NEW ORLEANS & PENSACOLA DIVISION