

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

NEW ORLEANS AND MOBILE DIVISION.

No. 115.

TIME TABLE

No. 115.

TAKES EFFECT

SUNDAY, MAY 25, 1913, AT 12:01 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD

B. M. STARKS,
GENERAL MANAGER.

C. B. PHELPS,
SUPT. TRANSPORTATION.

CHAS. MARSHALL,
SUPERINTENDENT.

JOHN BOSE,
ASS'T. SUPERINTENDENT.

SOUTH BOUND

BETWEEN MOBILE AND NEW ORLEANS

		SECOND CLASS							FIRST CLASS									Minimum Time in Minutes bet. Stations for South-bound Freight Trains	Number of Stations from Mobile	TIME TABLE	
		87	73	71	85	75	81	83	13	1	11	5	15	9	7	37	3			No. 115	
		Freight	Fast Freight	Fast Freight	Freight	Fast Freight	Local Freight	Local Freight	Coast Accom.	Limited	Coast Excursion	Express	Summer Coast	N. O. Accom.	Coast Limited	N.Y.&N.O. Limited	Fast Line			In Effect Sunday, May 25, 1913, at 12.01 a. m.	
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	STATIONS			
									5.00PM	4.10PM		1.45PM		6.45AM		3.33AM	2.50AM	5	670	L. MOBILE N.	
									5.04	4.23		1.49		6.49		3.37	2.54		.70	CHARLESTON STREET	
		11.00PM	10.28PM ¹⁰	7.05PM	9.10AM ¹⁴	7.35AM	4.50AM		5.05 ⁷⁴	4.24		1.50 ⁸²		6.51		3.38	2.55	2	671	1.07 CHOCTAW N.	
																		10	675	4.96 NESHOTA	
		11.20	10.45	7.25	9.26	7.53	5.10		F 5.15	4.34 ⁷⁴		2.00		F 7.00		3.49 ⁷²	3.05	5	676	6.24 VENETIA NOE	
		11.50PM ³²	11.10	7.45 ⁸⁰	9.45	8.11	5.37		\$ 5.30	4.44		\$ 2.12		\$ 7.11		3.59	3.15 ⁷²	15	683	13.16 THEODORE DE	
		12.20AM	11.41 ³⁸	8.15 ⁷⁸	10.05 ⁸⁸	8.35 ¹⁴	6.00		\$ 5.45	4.54		\$ 2.26		\$ 7.23		4.09	3.25	15	689	19.20 SAINT ELMO N.	
		12.57 ²	11.59PM	8.30	10.21	8.48	6.22		\$ 5.55	5.02		\$ 2.35		\$ 7.32		4.17	3.33	14	694	24.75 GRAND BAY DE	
		1.08	12.10AM	8.40	10.31	8.58	6.35		6.01	5.07		2.41		7.38		4.22	3.38	10	698	28.78 MISSALA E.	
		1.25	12.42 ²	9.20 ¹⁰	10.50 ¹⁰	9.05 ⁸⁸	7.05		\$ 6.10 ⁸⁰	5.13		\$ 2.50 ⁷⁴		\$ 7.44		4.28	3.43	9	702	32.78 ORANGE GROVE DE	
		1.32	12.49	9.27	11.05	9.12	7.15		\$ 6.15	5.18		F 2.55		F 7.50 ¹⁴		4.31	3.47	6	705	35.43 LAINE E.	
		1.50 ⁷²	1.06 ¹	9.40 ¹	11.32 ¹	9.25 ¹	7.39 ¹		\$ 6.25 ¹	5.23 ⁸⁰		\$ 3.04 ¹		\$ 7.56 ⁸¹		4.38 ¹	3.55 ¹	12	710	40.02 PASCAGOULA N.	
		1.55 ¹	1.10 ¹	9.43 ¹	11.37 ¹	9.30 ¹	8.20 ¹		6.28 ¹	5.27 ¹		3.08 ¹		7.59 ¹		4.41 ¹	3.59 ¹	13	710	40.02 PASCAGOULA N.	
		2.05	1.30 ⁷²	9.53	11.50AM	9.40 ⁸²	8.36		\$ 6.35 ⁷⁸	5.33		\$ 3.17		\$ 8.08 ⁸⁸		4.49	4.07	16	713	43.32 GAUTIER DE	
		2.25	1.50	10.10	12.12PM	10.10 ⁶	9.03 ⁸²		F 6.40	5.43		F 3.30		F 8.19		4.59	4.17	16	720	49.99 FONTAINEBLEAU E.	
		2.45	2.05	10.36 ³⁸	12.33	10.26	9.35		\$ 6.55	5.53 ⁷⁸	4.30PM	\$ 3.43	2.55PM	\$ 8.31 ⁸²	6.00AM	5.08	4.29	15	726	56.35 OCEAN SPRINGS N.	
		3.00	2.15	10.50	12.46	10.42 ¹²	9.50 ⁶		\$ 7.05	6.03 ⁸	4.40	\$ 3.55 ⁸⁶	3.04	\$ 8.40	6.09	5.17	4.40	12	730	60.37 BILOXI N.	
		3.15	2.24	11.03	1.00 ⁷⁴	11.15	10.47 ⁴		F 7.15	6.13	F 4.52	F 4.05	F 3.12	F 8.50	F 6.17 ⁸⁶	5.25	4.50	11	735	65.09 BEAUVOIR E.	
		3.30	2.36	11.25 ²	1.15	11.30	11.10		\$ 7.23	6.20	\$ 5.05 ⁷⁸	4.13	\$ 3.20 ⁸⁶	\$ 8.59	\$ 6.25	5.31	F 4.58	8	739	69.38 MISSISSIPPI CITY DE	
		3.55	2.45	11.40	1.25	11.40 ⁸¹	11.40AM ⁷⁵		\$ 7.30	6.29	\$ 5.13	4.22	\$ 3.27	\$ 9.06	\$ 6.33 ¹⁴	5.40 ⁸⁸	5.06	8	742	72.84 GULFPORT N.	
		4.06	2.55	11.59PM ⁷²	1.40 ¹⁰	11.52AM	12.27PM ⁷⁴		\$ 7.39 ¹⁰	6.37	\$ 5.21	4.30 ⁷⁸	\$ 3.34	\$ 9.15 ⁶	F 6.43	5.48 ⁸²	5.14 ⁸⁸	8	746	76.45 LONG BEACH DE	
		4.21	3.10	12.30AM	2.02	12.10PM ⁷⁴	12.58		\$ 7.56	6.45	\$ 5.37	4.38	\$ 3.44	\$ 9.28	\$ 7.00	6.01	5.25 ⁸²	14	752	82.25 PASS CHRISTIAN N.	
		4.31 ⁸⁸	3.17	12.45	2.15	12.20	1.20 ¹⁰		F 8.05	6.54	F 5.44	F 4.43	F 3.50	F 9.35 ¹²	7.06	6.07 ¹⁴	5.30	10	755	85.39 HENDERSON'S POINT E.	
		4.39 ¹	3.25 ¹	12.59 ¹	2.25 ¹	12.28 ¹	2.00PM	9.58AM ⁴	8.15PM	7.01 ¹	\$ 5.50 ¹	\$ 4.49 ¹	\$ 3.56 ⁷⁸	\$ 9.41 ¹	\$ 7.12 ¹	6.12 ¹	5.36 ¹	10	757	87.91 BAY ST. LOUIS N.	
		4.43 ¹	3.30 ¹	1.05 ¹	2.30 ⁸⁰	12.31 ¹				8.15PM	7.05 ¹⁰	5.54 ¹	4.52 ⁸	3.59 ¹	9.44 ¹	7.16 ¹	5.39 ¹	5	759	89.92 NICHOLSON AVENUE E.	
		4.49	3.37	1.15	2.37	12.45				7.10	\$ 6.00	F 5.00	F 4.03	F 9.53 ⁴	\$ 7.22	6.20	5.43	4	761	91.71 WAVELAND E.	
		4.55	3.50 ⁸⁸	1.20	2.44	1.01 ¹⁶				7.13	\$ 6.04	\$ 5.05	F 4.07	\$ 9.59	\$ 7.26	6.23	5.46	8	765	95.16 LAKESHORE DE	
		5.05	4.00	1.33	2.57	1.16				7.18	\$ 6.12	\$ 5.14	\$ 4.14	\$ 10.08	F 7.32	6.29	5.53	13	770	100.51 CLAIBORNE NOE	
		5.20	4.15	1.51	3.15 ⁷⁸	1.40 ⁸⁶				7.25	F 6.20	F 5.26	F 4.30 ⁸	\$ 10.21	7.40	6.37	6.01	10	773	103.80 DUNBAR DE	
		5.30	4.25	2.04	3.25	1.52				7.31	\$ 6.28 ¹⁰	\$ 5.36	\$ 4.36	\$ 10.29	\$ 7.47 ⁸⁴	6.43	6.10	17	779	109.57 RIGOLETS DE	
		5.55	4.40	2.24	3.45	2.10				7.40	F 6.43	\$ 5.50	\$ 4.46	\$ 10.43 ⁷⁴	F 7.57 ⁶	6.52	6.21	12	784	114.39 LAKE CATHERINE NOE	
		6.17	4.55	2.45 ⁸⁰	4.08 ⁸	2.30 ⁷⁸				7.46	F 6.57	\$ 6.06 ¹⁰	F 4.54	F 10.51	8.04	7.00 ⁸⁴	6.30	15	790	120.44 CHEF MENTEUR DE	
		6.41 ³	5.11	3.05	4.35	2.50				7.54	\$ 7.12	\$ 6.17	\$ 5.04	\$ 11.02	8.12	7.09	6.41 ⁸⁴	16	797	127.09 MICHEAUD NOE	
		7.19 ³⁷	5.28	3.25	4.59	3.10				8.04	7.28	F 6.29	F 5.16	F 11.14	8.23	7.19 ⁸⁷	6.55	10	801	131.06 LEE E.	
		7.50 ¹²	5.45 ⁸⁴	3.40	5.23 ¹⁸	3.22				8.10	7.37	F 6.35	F 5.23 ⁸⁵	F 11.23	8.29	7.26	7.05 ⁶	6	805	133.72 END DOUBLE TRACK N.	
		8.05 ⁴	6.00	3.50	5.36 ¹⁰	3.30 ⁸				8.15 ³⁸	7.44 ³⁸	6.40	5.31 ¹⁰	11.29 ¹⁰	8.33 ⁴	7.31 ¹²	7.11	4	808	135.23 GENTILLY	
		8.25	6.30	4.28	6.25	4.05				8.25	\$ 8.00	\$ 6.55	\$ 5.40	\$ 11.45	\$ 8.45	7.45	7.20	9	809	138.69 PONTCHARTRAIN JCT.	
		8.40AM	6.45AM	4.45AM	6.45PM	4.15PM				8.30PM	8.05PM	7.00PM	5.45PM	11.50AM	8.50AM	7.50AM	7.25AM	5	809	139.72 CANAL STREET NC.	
																		2	809	140.36 A. NEW ORLEANS N.	

Regular North-bound trains are superior to trains of the same class moving in the opposite direction when running in accordance with General Rule No. 72.

BETWEEN NEW ORLEANS AND MOBILE

NORTH BOUND

TIME TABLE		Distance between stations.	Car Capacity of Passenger Sledge, based on 40 feet per car.	Minimum Time in Minutes between Stations for North-bound Freight Trains.	FIRST CLASS										SECOND CLASS							
NO. 115 In Effect Sunday, May 25, 1913, at 12.01 a. m.					14 Coast Accom.	6 Express	12 Coast Excursion	4 Limited	16 Summer Coast	8 Coast Limited	10 Mobile Accom.	38 N.Y.&N.O. Limited	2 Fast Line	88 Freight	82 Local Freight	84 Local Freight	74 Fast Freight	86 Freight	78 Fast Freight	72 Fast Freight		
STATIONS		Daily	Daily	Sunday Only	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily					
A	MOBILE	N	0.81		9.15AM	11.59AM		12.45PM			10.30PM	12.15AM	1.45AM									
	CHARLESTON STREET		0.70		9.11	11.55		12.40			10.25	12.10	1.40									
	CHOCTAW	N	0.37	5	9.10 ⁸⁵	11.54		12.39			10.23 ⁷³	12.09AM	1.38									
	NESHOTA		3.89	10										11.05AM	1.50PM ⁸⁵		5.00PM ⁷³	9.10PM	9.35PM	4.20AM		
	VENETIA	NOE	1.28	80	F 8.58	11.43		12.30			F 10.13	11.59PM	1.27		10.45	1.10		4.34 ⁷	8.32	9.13	3.49 ³⁷	
	THEODORE	DE	6.92	53	S 8.46	11.30		12.20			S 10.00	11.50 ⁸⁷	1.17		10.25	12.45		4.05	7.45 ⁷¹	8.40	3.15 ³	
	SAINT ELMO	N	6.04	74	S 8.35 ⁷⁵	11.17		12.12 ⁸²			S 9.45	11.41 ⁷³	1.09		10.05 ⁸⁵	12.12PM ⁴		3.40	7.15	8.15 ⁷¹	2.48	
	GRAND BAY	DE	5.55	71	S 8.20	11.07		12.02PM			S 9.35	11.30	12.57 ⁸⁷		9.40	11.37AM		3.23	6.45	7.53	2.30	
	MISSALA	E	4.03	80	S 8.08	10.50		11.55AM			S 9.27	11.23	12.49		9.22	11.15		3.05	6.20	7.37	2.19	
	ORANGE GROVE	DE	4.00	64	S 7.58	10.50 ⁷²		11.49			S 9.20 ⁷¹	11.17	12.42 ⁷³		9.05 ⁷⁵	10.50 ⁶		2.50 ⁵	6.10 ⁷³	7.25	2.10	
	LAINE	E	2.65	31	S 7.50 ⁹	10.45		11.45			F 9.15	11.13	12.37		8.50	10.30		2.85	5.40	7.17	2.02	
	PASCAGOULA	N	4.59	80N 75N S	S 7.39 ⁸¹	10.36 ⁸¹		11.37 ⁸⁵			S 9.05 ⁸¹	11.05 ⁸¹	12.29 ⁸¹		8.30 ⁸¹	10.15 ⁸¹		2.20 ⁸¹	5.28 ⁸¹	7.02 ⁸¹	1.50 ⁸⁷	
	GAUTIER	DE	3.30	39	S 7.28	10.25		11.26			S 8.52	10.54	12.19		8.20 ⁸¹	10.00 ⁸¹		2.15 ⁸¹	5.23 ⁸¹	6.57 ⁸¹	1.45 ⁸¹	
	FONTAINEBLEAU	E	6.67	80	F 7.17	10.10 ⁷⁶		11.18			F 8.40	10.45	12.10AM		7.30	9.03 ⁸¹		1.45	4.45	6.13	1.13	
	OCEAN SPRINGS	N	6.36	80	S 7.07 ⁸⁸	10.00	10.52AM	11.07	2.25PM	6.15PM	S 8.30	10.36 ⁷⁴	11.59PM		7.07 ¹⁴	8.31 ⁸		1.26	4.15	5.53 ⁷	12.57	
	BILOXI	N	4.02	74N 74S	S 6.58	9.50 ⁸¹	10.42 ⁷⁵	10.57 ⁷⁵	2.15	6.03 ⁷	S 8.18	10.29	11.45		6.40	8.00 ⁸¹		1.16	3.55 ⁵	5.25	12.45	
	BEAUVOIR	E	4.72	42 S	F 6.50	9.39	10.26	10.47 ⁸¹	F 2.03	F 5.49	F 8.07	10.20	11.35		6.17 ⁷	7.30 ⁸¹		1.00 ⁸⁵	3.36	5.20	12.31	
	MISSISSIPPI CITY	DE	4.24	36 35	S 6.41	9.31	10.13	10.41	S 1.59	S 5.39	S 7.58	10.13	11.25 ⁷¹		5.55	6.50		12.49	3.20 ¹⁵	5.05 ⁷¹	12.20	
	GULFPORT	N	3.51	37N 33 S	S 6.33 ⁸²	9.24	10.07	10.33	S 1.48	S 5.30	S 7.48	10.06	11.15		5.40 ³⁷	6.33 ⁷⁴		12.39	3.05	4.45	12.09AM	
	LONG BEACH	DE	3.61	71	S 6.25	9.15 ⁹	9.58	10.25	S 1.40 ⁸⁵	F 5.21	S 7.39 ¹³	10.00	11.07		5.14 ³	5.48 ³⁷		12.27 ⁸¹	2.55	4.30 ⁵	11.59PM ⁷¹	
	PASS CHRISTIAN	N	5.80	73	S 6.14	9.01	9.43	10.14	S 1.27	S 5.09	S 7.25	9.50	10.56		4.43	5.25 ³		12.10 ⁷⁵	2.41	4.10	11.45	
	HENDERSON'S POINT	E	3.14	47	F 6.07 ³⁷	8.54	9.35 ⁹	10.08	F 1.20 ⁸¹	5.02	F 7.16	9.45	10.50		4.31 ⁸⁷	5.01		12.01 PM	2.33	4.02	11.34	
	BAY ST. LOUIS	N	2.52	70N 63 S	6.00AM	8.47 ⁹	9.29 ⁹	10.02 ⁸	1.14 ⁸	4.56 ⁸	7.09 ⁸	9.39 ⁸	10.44 ⁸		4.15 ⁸	4.50AM	9.10AM	11.50 AM	2.25 ⁸⁸	3.56 ⁷⁵	11.22 ⁸	
	NICHOLSON AVENUE	E	2.01	106		8.44 ⁸	9.26 ⁸	9.58 ⁸³	1.11 ⁸	4.52 ⁸	7.05 ⁸	9.36 ⁸	10.40 ⁸		4.02 ⁸			11.45 ⁸	2.20 ⁸	3.50 ⁸	11.18 ⁸	
	WAVELAND	E	1.79	36		8.38	9.17	9.53 ⁸	F 1.05	S 4.46	S 6.58	9.31	10.34		3.55			8.59	11.39	2.13	3.44	11.06
	LAKESHORE	DE	3.45	80		8.35	9.11	9.50	S 1.01 ⁷⁶	S 4.42	S 6.55	9.28	10.31		3.50 ⁷³			8.55	11.34	2.06	3.40	11.00
	CLAIBORNE	NOE	5.35	60		8.29 ⁸⁴	9.02	9.45	12.55	4.37	S 6.45	9.22	10.25		3.35			8.29 ⁶	11.24	1.56	3.30	10.52
	DUNBAR	DE	3.29	80		8.16	8.49	9.38	12.44	4.30 ¹⁵	F 6.35	9.14	10.16		3.23			8.00	11.07	1.40 ⁷⁵	3.15 ⁸⁵	10.40
	RIGOLETS	DE	5.77	58		8.09	8.41	9.32	12.37	S 4.24	S 6.28 ¹¹	9.08	10.09		3.14			7.47 ⁷	10.57 ⁸⁹	1.30	3.05	10.28
	LAKE CATHERINE	NOE	4.82	61		7.57 ⁷	8.30	9.23	12.27	4.15	S 6.16	8.58	9.58		2.58			7.17	10.43 ⁹	1.15	2.49	10.12
	CHEF MENTEUR	DE	6.05	63		7.42	8.20	9.16	12.19	4.08 ¹⁵	F 6.06 ⁶	8.51	9.50 ⁷²		2.45 ⁷¹			8.00	11.07	1.03	2.30 ⁷⁵	9.50 ²
	MICHEAUD	NOE	6.65	81		7.32	8.08	9.07	12.09PM ⁸³	4.00	S 5.55	8.42	9.39		2.20			6.41 ³	10.00	12.47	2.17	9.19
	LEE	E	3.97	67		7.19 ³⁷	7.57	8.57	11.56AM	3.51	F 5.43	8.30	9.28		2.09			5.56	9.42	12.30 ⁸³	2.00	9.02
	END DOUBLE TRACK	N	2.66	6		7.05 ³	7.50 ⁸⁷	8.51	11.50	3.45	F 5.36 ⁸⁵	8.22	9.20		1.59			5.45 ⁷³	9.31	12.17	1.50	8.50
	GENTILLY		1.51	4		7.00	7.45 ³⁷	8.45 ⁷	11.45 ⁹	3.40 ⁷⁵	5.31 ¹⁶	8.17 ¹¹	9.15		1.50			5.25	9.25	12.07PM ⁹	1.40 ⁸³	8.40 ¹
	PONTCHARTRAIN JCT		3.46	9																		
	CANAL STREET	NC	1.03	5		6.50	7.35	8.35	11.35	S 3.30	S 5.29	8.05	9.05		1.37			5.15	9.07	11.47AM	1.27	8.22
L	NEW ORLEANS	N	0.64	2		6.45AM	7.30AM	8.30AM	11.30AM	3.25PM	5.15PM	8.00PM	9.00PM		1.30AM			5.05AM	9.00AM	11.40AM	1.20PM	8.15PM

Regular North-bound trains are superior to trains of the same class moving in the opposite direction when running in accordance with General Rule No. 72.

SPECIAL INSTRUCTIONS.

No. 7 is superior to Nos. 6 and 14.
Other second class trains will let Nos. 71, 72, 73, 74, 75, 78, 85, 86, 87 and 88 by without delay.

The double track at New Orleans extends from 1.51 miles north of Gentilly station to Lafayette street. South-bound passenger trains must enter the right hand track at End Double Track; south-bound freight trains will enter Gentilly yard through the cross-over switch at the south end of the north switching lead and cross over to the south-bound track through cross-over switch at the south end of the south switching lead, under protection against north-bound trains. North-bound trains will sound one blast of the whistle, in case it is not proper to pass out on single track.

The double track at Mobile extends from the south end of platform of passenger station at Government street to Charleston Street.

Full faced type are shown at End Double Track, as a precautionary measure and to indicate that the opposing train is scheduled to be met on the double track.

The cross-over switch north of north water crane is the point of entrance to passing track for south-bound trains, the south switch of the north passing track is the point of entrance to the passing track for north-bound trains and the new track south of the station designated as south passing track, is to be used as an auxiliary track at Bay St. Louis.

South-bound freight trains having to take siding at Pascagoula, Biloxi and Gulfport will head in the north end of passing track on the east side of main track; passenger trains will use the old passing track.

The cross-over switch at south end of north switching lead, track No. 1 and south switching lead at Gentilly Yard will be used as passing track and must be kept clear of cars for that purpose.

The siding at Laine is a joint passing and business track, and when used, cars thereon must be replaced where found.

PASSENGER TRAIN STOPS, ON SIGNAL.

No. 3 will stop at way stations to put off passengers originating north of Montgomery.

No. 1 will stop on signal at Mississippi City to let off passengers from Mobile or to take on passengers for New Orleans.

No. 3 will stop on signal at Rigolets, Lake Catherine and Chef Menteur on Monday.

Nos. 5 and 6 will stop on signal at Irvington, Pecan, Sea Shore Camp Ground, DeBuys, Bordeaux, Ansley, Fig Orchard and Baldwin Lodge.

Nos. 5 and 11 will stop at Claiborne street, New Orleans, to let off passengers.

Nos. 7 and 8 will stop on signal at Oak Street, Gill's Avenue, Sea Shore Camp Ground, Heartsease, DeBuys, East Pass Christian, Menge Avenue and West Pass Christian.

No. 8 will stop at Chef Menteur, Lake Catherine and Rigolets on Saturday to let off passengers from New Orleans.

Nos. 9, 10, 13, 14, 15 and 16 will stop on signal at Mann, Padgett, Irvington, Pecan, Hilda, Oak Street, Gill's Avenue, Sea Shore Camp Ground, Heartsease, DeBuys, White Harbor, East Pass Christian, Menge Avenue, West Pass Christian, Bordeaux, Fig Orchard, Ansley, Baldwin Lodge, Viavant and Claiborne street, New Orleans.

No. 13 will stop on signal at Washington Avenue, Mobile.

Nos. 11 and 12 will stop on signal at Oak Street, Gill's Avenue, Sea Shore Camp Ground, Heartsease, DeBuys, White Harbor, Menge Avenue, West Pass Christian, Bordeaux, Ansley and Baldwin Lodge.

Nos. 37 and 38 will stop on signal at Pascagoula, Ocean Springs, Biloxi, Gulfport, Pass Christian and Bay St. Louis to let off or take on passengers from and for Mobile or New Orleans.

SPEED OF TRAINS.

The maximum speed allowed first-class trains is sixty miles per hour, freight trains thirty-five miles per hour, local freight and work trains thirty miles per hour.

Trains will use full schedule time between Government and Charleston streets, Mobile.

South-bound passenger trains must not exceed a speed of 30 miles per hour, while entering south-bound track at End Double Track.

Trains and engines must consume at least 6 minutes between Girod street and Pontchartrain Junction, and 5 minutes between Pontchartrain Junction and Claiborne street, New Orleans.

LOCATION OF STANDARD CLOCKS, BULLETIN BOARDS, TRAIN REGISTERS AND YARD LIMITS.

Bulletin boards are placed at Superintendent's and Canal street offices, New Orleans, train-order offices Mobile, Choctaw and Ocean Springs; and in round houses at New Orleans and Mobile.

The Clocks in the dispatcher's office at Mobile, and train-order offices at Mobile, Choctaw, Ocean Springs and New Orleans are standard clocks.

Trains must register in the books provided for that purpose at Mobile, Choctaw, Ocean Springs, Bay St. Louis and New Orleans. Nos. 1, 2, 3, 4, 5, 6, 9, 10, 13, 14, 37 and 38 will not register at Ocean Springs and Choctaw, but conductors of these trains must deliver card, Form 92, to operator. Operator must see that trains are correctly registered.

First class trains must register at Canal street train-order office at New Orleans, and conductors will deliver card, Form 92, to operator, to be taken to Girod street office and registered there by him.

Yard Limits—Yard limits at Mobile, Pascagoula, Ocean Springs, Biloxi, Gulfport, Bay St. Louis and New Orleans are designated by standard yard limit boards.

For the purpose of additional Protection to cross-over movements between Gentilly Yard and South-bound Main Track, a fixed signal—normal position, clear, is located on engineman's side of North-bound main line, about 500 feet north of N. O. & N. E. tower and in connection with this fixed signal two indicators, one by the South-bound main line cross-over switch stand and the other between the North-bound main line cross-over switch stand and the south drill track switch stand.

When a North-bound train reaches the fixed signal about 500 feet north of the N. O. & N. E. tower it goes to caution position and the indicators go to danger.

When any one of the three switches are set for the cross-over or drill track, the indicators go to danger and the fixed signal to caution indication. The indicators and fixed signal will not return to normal (clear) indication until switches have been lined to normal position and train or cars have moved beyond clearance points.

North-bound trains finding the fixed signal at caution will approach expecting to find cross-over or south drill switches open and North-bound main track obstructed.

This does not permit trains and yard engines to obstruct North-bound main line, in crossing over or switching without proper protection as required by rules and special instructions.

South-bound trains and yard engines must not obstruct North-bound main track in crossing over or switching while indicators stand at danger indicating that a North-bound train is approaching until the train has passed or it has been ascertained that the signals are out of order.

Except between the hours of 7 P. M. and 7 A. M., on Elysian Fields street, between Claiborne and Decatur streets, New Orleans, all engines will sound the whistle for the crossing of Southern Pacific tracks between Elysian Fields street and Barracks street; the whistle should be sounded softly. Except as herein ordered, the whistle must not be used in the streets unless to prevent accident. Trains and engines will approach these crossings under control, and must not attempt to pass until signaled to do so by flagman, stationed at that point.

Yard engines must not exceed a speed of six miles per hour on the streets and levee.

Yard engines must not exceed a speed of six miles per hour on the streets and levee.

DRAW BRIDGES.

Enginemen will at all times when approaching semaphore signal at drawbridges give four short blasts of the whistle, having train under control. Change of the semaphore signal from stop to proceed, made in view of the engineman, indicates that the drawbridge is in position for the passage of train. In case of failure of operation of signal as indicated herein, enginemen must know that the drawbridge is in proper position before proceeding.

The maximum speed of trains over drawbridges must not exceed fifteen miles per hour, until the entire train has cleared.

Drawtenders must display the proper signals, and must not change the signal from stop to proceed until they know that enginemen can plainly see the change made. Drawtenders must report to the Superintendent any violation of these rules.

RULES GOVERNING THE HANDLING OF TRAINS WITH AIR BRAKES.

All efficient air-brake cars in freight trains should be coupled together, with brakes out in and operated. Not less than 85 per cent of the cars in such trains must have their air brakes used and operated by the engineer of the locomotive drawing the train.

NUMBER OF CARS REQUIRED WITH OPERATIVE BRAKES IN TRAINS OF VARIOUS LENGTHS:

1 to 6	All.
7 to 13	All except 1.
14 to 19	All except 2.
20 to 26	All except 3.
27 to 33	All except 4.
34 to 39	All except 5.
40 to 46	All except 8.
47 to 52	All except 7.

When two or more engines are coupled to a train, the main reservoirs of all engines must be coupled together and all the brakes connected through to and operated from the head engine.

When stops are made on grades, either on main track or siding, hand brakes must be used to assist in preventing train from moving.

In regulating the speed of train and in making service stops the engineman must, before applying the air, be particular to observe that the train has not parted. The trainmen must be at their posts to give the necessary signals and assistance if needed.

If a train should part between air-brake cars, the engineman will immediately, as soon as discovered, shut off steam and move the brake valve to lap position. If parting occurs between non-air-brake cars, Rule 101 must be observed.

TRAIN-ORDER OFFICES.

Unless otherwise directed "D" offices will be open from 7:00 A. M. to 7:00 P. M., "NO" offices from 7:00 P. M. to 7:00 A. M.; "NC" offices will be closed during the period named below, unless otherwise advised:

Canal Street,	6:55 A. M. to 7:15 A. M.;	9:00 A. M. to 11:15 A. M.
	12:05 P. M. to 2:15 P. M.;	3:30 P. M. to 4:45 P. M.
	5:25 P. M. to 7:30 P. M.;	9:30 P. M. to 8:15 A. M.

ADDITIONAL EMERGENCY TELEPHONE STATIONS.

The letter "E" shown opposite non train-order stations, and affixed to letters indicating train order offices on face of time table, denotes emergency telephone stations. Trainmen must post themselves as to the location of all emergency telephones, and observe the instructions governing the use of the telephone in train and message service.

COLOR SIGNALS AS PRESCRIBED BY RULE 10 HAVE BEEN CHANGED TO INDICATE AS FOLLOWS:

COLOR.	INDICATION.
Red	Stop.
Yellow	Caution and for delivery of "19" order.
Green	Clear—proceed. And as prescribed by Rules 19 and 20.
Green and Yellow combined	Flag stop for passengers and freight See Rule 28.
White	As prescribed by Rules 12, 17, 17(a), 18, 19(a), 21, 24, 24(b) and 33(a).

Blue.....Car Repairers' signal. See Rule 28.

Train Order Signal will Indicate:

Red	For stop "31" order.
Yellow	For delivery "19" order.
Green	For proceed.

Block and Interlocking Signals will Indicate:

Red	For stop.
Yellow	For caution.
Green	For clear.

Main Track Switches will Indicate:

Green	When set for normal position.
Red	When set for siding.

Inside Track Switches Will Indicate:

Green	When set for normal position.
Yellow	When set for diverging track.

Derail Switches will Indicate:

Green	When set for trains to pass.
Yellow	When set to derail.

WATER AND FUEL STATIONS.

Choctaw, St. Elmo, Pascagoula, Ocean Springs, Mississippi City, Bay St. Louis, Lake Catherine, Ponchartrain Junction and New Orleans.

Bay St. Louis and Pascagoula water stations are regular stops for all first class trains.

All water stations are regular stopping places for second and inferior class trains.

The coal bin at Bay St. Louis is a regular stopping place for all trains. All trains will approach the coal bin under control, expecting to find the main track occupied.

LIST OF SURGEONS.

Dr. F. M. Inge, Mobile; Dr. W. A. Cox, Pascagoula; Dr. O. L. Bailey, Ocean Springs; Dr. E. C. Parker, Gulfport; Dr. E. W. Manar, Bay St. Louis; Dr. Fred Turney, Rigolets; Dr. F. W. Parham and Dr. E. Denegre Martin, New Orleans.

BUSINESS TRACKS BETWEEN STATIONS.

Mile	NAME	Car Capacity	End Connected
673	Sulphur Springs	4	North
673	National Mosaic Flooring Co.	17	Both
685	Padgett	2	North
687	Irvington	7	Both
700	Pecan	8	North
707	Biltless Turpentine Co.	2	Both
716	Hilda	2	Both
727	Ica House Spur	9	North
729	Oak Street	14	Both
741	Elberon	10	South
759	Sand Pit Spur	93	North
763	Bordeaux	8	Both
766	Fink and Roberts	11	North
768	Ansley	9	Both

CHAS. MARSHALL,
Superintendent.

JOHN BOSE,
Asst. Superintendent.

T. B. TURNER,
Master of Trains.

T. J. McCARTHY,
Asst. Master of Trains.

C. A. BENNING,
Chief Train Dispatcher.