

**SOUTHERN RAILWAY SYSTEM**

**WESTERN LINES**

**NEW ORLEANS &  
NORTHEASTERN RAILROAD**

**TIME TABLE No.**

**56**

**Effective 3:00 A. M. (Central Time)**

**SATURDAY, DECEMBER 16, 1939**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

CLARK HUNTERFORD - - - - - General Manager  
L. M. TRIPPLETTE - - - General Superintendent Transportation  
E. L. KEISTER - - - - - Superintendent  
A. M. TIPTON - - - - - Asst. Superintendent

## BETWEEN MERIDIAN AND PICAYUNE

SOUTHBOUND FIRST CLASS				Capacity of Trucks in Cars	Station Nos.	Miles from Meridian	TIME TABLE No. 56 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations	NORTHBOUND FIRST CLASS				
Y.&M.V. 2 Daily	Y.&M.V. 201 Daily	43 Daily	41 Daily				Other Tracks	Sidings	Passenger	44 Daily	42 Daily	Y.&M.V. 202 Daily	Y.&M.V. 204 Daily	
P. M. 2 15	A. M. 2 50	A. M. 11 40	A. M. 1 20	.....	630	.....	Lv.	Ar.	.....	P. M. 2 25	A. M. 2 45	A. M. 2 25	P. M. 5 45	
12 19	2 54	11 44	1 24	Yard	631	1.2	WTCY SHOPS	..... N	.....	2 18	2 37	2 05	5 40	
12 21	2 56	11 46	1 26	Yard	632	2.0	SOUTH END D'BLE TRACK	.....	.....	2 16	2 35	2 02	5 37	
P. M.	A. M.	11 51	1 32	7	69 630	5.5	..... ARUNDEL	.....	.....	2 11	2 30	A. M.	P. M.	
		11 54	1 35	15	73 630	8.2	..... SAVOY	.....	.....	2 06	2 26	.....	.....	
		11 59	1 40	6	68 643	11.8	..... BASIC	.....	.....	2 00	2 21	.....	.....	
		11 05 PM	1 47	68	49 647	16.6	..... ENTERPRISE	.....	.....	1 53	2 14	.....	.....	
		12 12	1 54	20	101 651	21.0	..... WAUTUBBEE	.....	.....	1 46	2 08	.....	.....	
		12 21	2 01	42	37	26.6	..... PACHUTA	.....	.....	1 38	2 01	41	.....	
						3.9			5					
		12 27	2 07	10	68 681	30.5	W.... BARNETT	.....	.....	1 30	1 51	.....	.....	
		12 36	b 2 14	31	98 666	35.9	..... VOSSBURG	.... D	5 1/2	s 1 23	1 44	.....	.....	
		12 42	2 19	103	69 670	39.6	.... HEIDELBERG	.....	4	f 1 16	1 38	.....	.....	
		12 49	2 24	0	68 674	44.0	.... MARKWALD	.....	4 1/2	1 10	1 33	.....	.....	
		12 54	2 28	51	71 678	47.5	W. SANDERSVILLE	.....	3 1/2	f 1 05	1 28	.....	.....	
		12 59	2 32	24	76 081	50.8	.... HAWKES	.....	6	12 59	43	1 23	.....	
		8 1 07	s 2 42	150	52 687	56.4	.... LAUREL	.... N	4	s 12 51	s 1 15	.....	.....	
						9.8								
		1 13	2 47	52	0	69 691	60.2	.... WALTERS	.....	.....	12 45	1 05	.....	.....
		s 1 18	s 2 52	56	69 694	63.7	.... ELLISVILLE	.... D	3 1/2	s 12 40	s 1 00	.....	.....	
		1 27	2 59	5	58 699	69.0	.... TAWANTA	.....	5 1/2	12 32	12 52	.....	.....	
		f 1 33	3 04	29	68 703	72.7	.... MOSELLE	.....	4	f 12 27	12 46	.....	.....	
		1 39	3 10	85	58 708	77.4	.... EASTABUCHE	.....	4 1/2	12 21	12 38	.....	.....	
		1 45	3 15	6	75 712	81.4	.... DRAGON	.....	4	12 16	61	12 33	.....	
		s 2 00	64	3 35	Yard	85.3	WCYHATTIESBURGN	.....	6	s 12 10 PM	s 12 27	.....	.....	
						5.6			7					
		2 10	3 45	22	68 721	90.9	.... RICHBURG	.....	5 1/2	11 54	12 08	.....	.....	
		2 17	3 52	12	82 727	96.4	.... OKAHOLA	.....	8	11 48	12 02 AM	.....	.....	
		s 2 25	s 4 00	56	76 732	101.6	.... PURVIS	.... D	5 1/2	s 11 42	s 11 54	.....	.....	
		2 32	4 07	54	67 737	106.8	.... TALOWAH	.....	7	11 35	11 47	.....	.....	
		s 2 41	s 4 15	106	105 742	112.4	.... LUMBERTON	.... D	6	s 11 27	s 11 38	53	.....	
		2 50	4 24	80	84 748	118.1	W... HILLSDALE	.....	7 1/2	11 19	11 30	.....	.....	
						7.0								
		s 3 03	s 4 36	49	62 755	125.1	.... POPLARVILLE	.... D	6 1/2	s 11 10	s 11 20	.....	.....	
		3 12	4 43	15	49 762	131.6	W.... DERBY	.....	4	11 00	64	11 12	.....	
		3 18	4 49	15	69 766	135.5	.... TYLER	.....	3 1/2	10 55	11 05	.....	.....	
		f 3 24	4 54	6	37 760	139.0	.... McNEIL	.....	3 1/2	f 10 49	11 00	.....	.....	
		f 3 30	4 59	47	82 773	142.5	.... CARRIERRE	.....	3 1/2	f 10 44	10 55	.....	.....	
		s 3 40	s 5 12	Yard	779	149.0	WY.. PICAYUNE	.... D	6 1/2	s 10 34	s 10 45	.....	.....	
P. M.	A. M.	P. M.	A. M.				Ar.	Lv.		A. M.	P. M.	A. M.	P. M.	
Daily 2^	Daily	Daily 201	Daily 43							Daily 44	Daily 42	Daily 202	Daily 204	
							(N. O. & N. E.)							

## BETWEEN MERIDIAN AND PICAYUNE

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SOUTHBOUND				Capacity of Tracks in Cars	Station Nos.	Miles from Meridian	TIME TABLE No. 56 EFFECTIVE DECEMBER 16, 1939	Minimum time in minutes between stations	NORTHBOUND			
THIRD CLASS	SECOND CLASS	53	51						52	54	62	64
63	61	Daily	Daily	Other Tracks	Sliding	Freight	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.
		A. M.	P. M.				630	.....	A. M.	A. M.	A. M.	
		6 30	7 00	2 15	Yard		631	1.2	.....	5 25	10 05	9 10
		6 32	7 02	2 16 44	Yard		632	2.0	WTCY SHOPS.....N	4 50	9 33	8 50
		6 42	7 12	2 25	7	69	633	5.5	SOUTH END D'BLE TRACK	7	9 25	8 35
		6 48	7 17	2 29	15	73	639	8.2	..... ARUNDEL	4	9 18	8 30
		6 56	7 22	2 35	6	68	643	11.8	..... SAVOY	6	8 08	8 20
		7 10	7 32	2 44	68	49	647	16.6	..... BASIC	4 30	8 55	8 05
		7 21	7 44	2 52	20	101	651	21.0	..... ENTERPRISE	4 20	8 40	7 50
		7 35 62	7 56	3 00	37	48	657	26.6	..... WAUTUBBEE	7	8 26	7 35 61
									..... PACHUTA	8		
									3.9	7		
		8 07 54	8 06	3 08	10	68	661	30.5	W.... BARNETT	3 50	8 07 61	7 20
		8 30	8 19	3 17	31	98	666	35.9	..... VOSSBURG ..D	3 41	7 56	7 05
		8 50	8 26	3 24	103	69	670	39.6	.... HEIDELBERG	6	3 32	7 45
		9 10	8 34	3 31	0	68	674	44.0	.... MARKWALD	7	3 24	6 30
		9 30	8 46	3 38	51	71	678	47.5	W. SANDERSVILLE	5	3 17	7 22
		9 45	8 53	3 44	24	76	681	50.8	.... HAWKES	5	3 11	6 05
		10 15	9 05	3 55	150	52	687	56.4	.... LAUREL ....N	9	6 00	5 50
									3.8	6		
		10 25	9 15	4 02	0	69	691	60.2	.... WALTERS	6	2 47 41	6 43
		10 50	9 24	4 09	56	69	694	63.7	.... ELLISVILLE ..D	8	6 35	5 25
		11 10	9 36	4 18	5	58	699	69.0	.... TAWANTA	6	2 24	6 20
		11 30	9 44	4 25	29	68	703	72.7	.... MOSELLE	7	6 05	5 00
		11 56	9 52	4 33	35	58	708	77.4	.... EASTABUCHE	6	5 55	4 50
A. M.		12 16 44	10 00	4 40	6	75	712	81.4	.... DRAGON	7	5 45	4 40
		5 00 54	12 30	10 25	5 05	Yard	715	85.3	WCYHATTIESBURGN	9	4 30	P. M.
									5.6			
		5 15	P. M.	10 45	5 30	22	721	90.9	.... RICHBURG	9	1 21	4 52
		5 25		10 57	5 38	12	727	96.4	.... OKAHOLA	8	1 12	4 42
		5 40		11 10	5 50	56	732	101.6	.... PURVIS ..D	8	1 02	4 32
		5 50		11 20	5 59	16	737	106.8	.... TALOWAH	9	12 52	4 07 41
		6 05		11 38 42	6 08	106	742	112.4	.... LUMBERTON ..D	9	12 41	3 49
		6 20		11 53	6 18	80	748	118.1	.... HILLSDALE	11	12 30	3 33
									7.0			
		6 45		12 15 52	6 31	49	755	125.1	.... POPLARVILLE ..D	10	12 15 53	3 15
		7 00		12 32	6 42	15	762	131.6	W.... DERBY	6	11 56	2 57
		7 10		12 40	6 50	15	766	135.5	.... TYLER	5	11 49	2 45
		7 20		12 48	7 00	6	769	139.0	.... MCNEIL	6	11 42	2 36
		7 30		12 56	7 10	47	773	142.5	.... CARRIERE	10	11 35	2 26
		8 00		1 10	7 30	Yard	779	149.0	WY..PICAYUNE...D	11 15	2 10	10 05
A. M.				A. M.	P. M.				Ar.	P. M.	A. M.	
Ex. Sun.	Ex. Sun.	Daily	Daily	53	51					Freight	Daily	Daily
63	61									52	54	62
												64

(N. O. &amp; N. E.)

## **PICAYUNE TO NEW ORLEANS—SOUTHBOUND**

Capacity of Tracks in Cars		Station Nos.	Miles from Meridian	TIME TABLE No. 56 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations	FIRST CLASS			SECOND CLASS			THIRD CLASS			
Old Tracks	Sidings			STATIONS			Passenger	Freight	41 Daily	G M & N 1 Daily	43 Daily	G M & N 133 Daily	53 Daily	51 Daily	63 Ex. Sun.	
Yard	779	149.0	WY.. PICAYUNE ... D	Lv			A. M.			P. M.		A. M.	P. M.	A. M.		
120	106	783 152.6	... NICHOLSON .. D	3.6			4	6	5 12	.....	.....	3 40	.....	1 10	7 30	
	98	786 155.9	... MURREE, LA.	3.3			3 1/2	5	5 20	.....	.....	3 47	.....	1 20	7 40	
30	103	790 160.1	... PEARL RIVER	4.2			8	8	5 26	.....	.....	3 54	.....	1 32 54	7 50	
105	101	797 167.3	WY.. SLIDELL .... N	7.2			7 1/2	11	5 33	.....	A. M.	4 02	A. M.	1 45	8 35	
8	116	802 172.2	... NORTH SHORE	4.9			5	8	5 45	.....	9 15	8 4 15	1 25 54	2 00	8 20	
0		178.2	... "X" TOWER	5.0			15	20	5 53	.....	9 21	f 4 23	1 35	2 15	8 30	
37		808 178.6	... SOUTH POINT	0.4			1/2	1	6 08	.....	9 36 44	4 38	1 55	2 40	8 55	
				5.5			5 1/2	9	6 09	.....	.....	f 4 39	.....	.....	10 50	
32		814 184.1	... LITTLE WOODS	7.6					6 18	.....	9 43	f 4 47	2 07	3 00	9 15	
17		821 191.7	... SEABROOK	8.5			8 1/2	11	6 29	.....	9 53	5 01	2 20	3 15	9 40	
0		824 194.1	... PRESS JUNCTION	1.5			4	6	6 37	.....	9 57	5 07	2 50	3 30	10 05	
Yard		826 195.6	WYPRESS STREET N.O	0.3					.....	.....	.....	.....	3 55	11 05	11 35	
Yard		194.4	WTTERMINAL JUNC.	7.7			1		6 38	.....	9 58	5 08	.....	.....	.....	
Yard		832 202.1	WTTC NEW ORLEANS N	1.5			19		7 00	.....	10 20	5 30	.....	.....	.....	
			Canal Street	Ar					A. M.		A. M.	A. M.	A. M.	A. M.		
							Passenger	Freight	Daily 41		Daily 1	Daily 43	Daily 133	Daily 53	Daily 51	Ex. Sun. 63

## NEW ORLEANS TO PICAYUNE—NORTHBOUND

Capacity of Tracks in Cars		Station No.	Miles from Meridian	TIME TABLE No. 56 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations	FIRST CLASS			SECOND CLASS			THIRD CLASS			
Other Tracks	Sidings			STATIONS			Passenger	Freight	44 Daily	2 Daily	42 Daily	52 Daily	134 Daily	54 Daily	64 Ex. Sun.	
Yard		779	149.0	WY.. PICAYUNE	Ar				A. M. 4	10 34		P. M. 10 45		A. M. 1 50	A. M. 9 45	
120	106	783	152.6	... NICHOLSON	D	3.6			6	10 25		11 15		1 39	8 15 63	
	98	786	155.9	... MURREE, LA.		3.3			3½	10 21		11 03		1 32 53	7 45	
30	103	790	160.1	... PEARL RIVER		4.2			6	10 14		10 28	10 57	P. M. 1 15	7 30	
105	101	797	167.3	WY.. SLIDELL	N	7.2			7½	10 05	63	10 47	P. M. 11 40	1 00 133	7 15	
8	116	802	172.2	... NORTH SHORE		4.9			5	9 59		10 22	10 24	12 45	7 05	
0		...	178.2	... "X" TOWER		8.0			15	20		10 12	11 30	12 20	6 45	
37		808	178.6	... SOUTH POINT		0.4			½	9 44	1	9 47	10 02	11 07		
						6.5			5½	9		9 46				
32	Double Track	814	184.1	... LITTLE WOODS						f 9 36		9 39	9 51	10 55	12 05 AM	6 30
17		821	191.7	... SEABROOK		7.6			2½	11		6 27	9 29	9 39	10 43	6 12
0		824	194.1	... PRESS JUNCTION		3.5			4	6		6 22	9 24	9 24 42	10 35	6 05
Yard		826	195.6	WYPPRESS STREET	N.O.	1.5						9 10		11 30	6 00	
Yard		...	194.4	W TERMINAL JUNC.		0.8			1	9 20		6 21	9 23			
Yard		832	202.1	WTTC NEW ORLEANS	N	7.7			19			6 00	9 00	P. M.	P. M.	A. M.
				Canal Street Lv								P. M.	P. M.	P. M.		
				(N. O. & N. E.)					Passenger	Freight	Daily	Daily	Daily	Daily	Ex. Sun.	
									44		2	42	52	134	54	64

**SPECIAL INSTRUCTIONS**  
CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

5

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.

1. The Special Instructions do not relieve employes from proper protection of the train according to Rule 99.

A train must receive a clearance card before leaving its initial station. All trains must receive a clearance card at Hattiesburg.

Trains leaving New Orleans or Press Street when no operator on duty, and trains leaving from G. M. & N. yard must receive a clearance card or train order at N. O. & N. E.-L. & N. Tower.

**2. BULLETIN BOARDS AND SPECIAL ORDER BOOKS**  
(Rules 1142 and 1302)

Meridian, Slidell,  
Shops, Press Street,  
Hattiesburg, New Orleans.

3. TRAIN REGISTERS. (Rules 83, 222 and 1143)  
Meridian, Slidell, L. & N.-N.O. & N.E.  
Shops, New Orleans, Tower,  
Hattiesburg. Press Street,

Operators at Shops will register all first-class trains. First class trains will throw off form 721 at Shops. Northbound first class trains will register by form 721 at Slidell.

Trains leaving from New Orleans, also trains leaving from Press Street when operator is on duty, and all southbound trains will register at N. O. & N. E.-L. & N. Tower by Form 721.

4. STANDARD CLOCKS. (Rule 3)

Meridian, Slidell, L. & N.-N.O. & N.E.  
Shops, New Orleans, Tower,  
Hattiesburg, Press Street.

5. RAILROAD CROSSINGS AT GRADE. (Rules 98, 601 to 683)  
Interlocked —

Laurel ..... G. M. & N. R. R.  
Mile Post 193.5 (Near Press Jct.) L. & N. R. R.

Not Interlocked —

Meridian ..... M. & O. R. R.  
Hattiesburg ..... Miss. Central R. R.  
Hattiesburg ..... G. & S. I. R. R.

Passenger trains must not exceed thirty (30) miles per hour, other trains twenty-five (25) miles per hour, over interlocked railroad crossings.

6. JUNCTIONS. (Rules 98, 601 to 683)

Slidell ..... G. M. & N. R. R.

7. ENDS OF DOUBLE TRACK. (Rules 98, 601 to 683)  
Meridian ..... Yard Crossover, Fertilizer Plant, Mile Post 1.8.

"X" Tower ..... Press Junction.  
Terminal Junction ..... New Orleans (Canal St.).

Upper quadrant automatic block signal, 194.1 near Press Junction and lower quadrant dwarf automatic signal, 7.6, near Terminal Junction will govern the movement of trains and engines from the southbound main track of the N. O. & N. E. road at Press Junction to the southbound main track of the New Orleans Terminal at Terminal Junction, and from the northbound main track of the New Orleans Terminal at Terminal Junction to the northbound main track of the N. O. & N. E. road at Press Junction.

Before making this movement all trains or engines must stop at the stop board and may proceed if the signal is in proceed position, switches properly set, way is known to be clear and proceed hand signal is received from the employee handling the switch; otherwise the movement must be properly protected by flagman.

8. DRAWBRIDGES (Rules 98, 601 to 683)

Mile Post 159.4—West Pearl River—Interlocked.  
Mile Post 173.3—Lake Pontchartrain—Interlocked.  
Mile Post 176.6—Lake Pontchartrain—Interlocked.  
Mile Post 190.6—Industrial Canal—Interlocked.

9. DOUBLE TRACK (Rules 151 to 153)

Double track extends from:  
New Orleans (Canal Street) to Terminal Junction.

Press Junction to "X" Tower.

Trains or Engines using double track in reverse direction must approach all facing point spring switches under control.

Yard Cross-over, Mile Post 1.8 (South end double track).  
to Meridian Passenger Station.

Y. & M. V. northbound first class trains will not be required to get a clearance card at south end of double track, M. P. 1.8.

Northbound freight trains will use southbound main track from south end double track M. P. 1.8 to entrance to Y. & M. V. yard track No. 1 at M. P. 1.4. All southbound trains must approach the entrance to track No. 1 under control expecting to find main track occupied and must stop and not proceed until the way is seen to be clear. In case of accident the responsibility will rest with the southbound train.

Normal position double track junction switches, not interlocked, are set and locked as follows: Yard Cross-over (Meridian) M. P. 1.8, Northbound main track; "X" Tower, Southbound track; Press Junction, Northbound track; Terminal Junction, Southbound track.

10. YARD LIMITS (Rule 93)

Meridian,	Hattiesburg,	Air Port,
Shops,	Picayune,	M. P. 190.3,
Laurel,	Slidell,	New Orleans.

11. THE LAW PROVIDES THAT TRAINS WILL NOT EXCEED A SPEED OF THIRTY (30) MILES PER HOUR THROUGH A PART OF THE CORPORATE LIMITS OF THE TOWNS IN MISSISSIPPI AND SIX (6) MILES PER HOUR IN LOUISIANA AS SHOWN BELOW:

Meridian,	Sandersville,	Purvis,	Pearl River,
Enterprise,	Laurel,	Lumberton,	Slidell,
Pachuta,	Ellisville,	Poplarville,	New Orleans.
Heidelberg,	Hattiesburg,	Picayune,	

In Mississippi the bell must be rung or the whistle sounded at least 300 yards before reaching any road crossing and continue ringing the bell or sounding the whistle until the engine has stopped or passes the crossing.

In Mississippi flying switches are prohibited and it is forbidden to back a train into a passenger station at greater speed than three (3) miles per hour or without having the train preceded by a man at a distance of not less than 20 nor more than 40 feet from it.

12. SPEED RESTRICTIONS.

West Pearl River MP 159.4, Lake Pontchartrain (2) MP 173.3 and MP 176.6 and Industrial Canal MP 190.6 drawbridges—Trains must not exceed 12 miles per hour over these bridges.

Passenger trains must not exceed speed of twenty-five (25) miles per hour on Lake Pontchartrain Trestle and must use not less than fifteen (15) minutes between North Shore and "X" Tower; other trains must not exceed speed of twenty (20) miles per hour on Lake Pontchartrain Trestle and must use not less than twenty (20) minutes between North Shore and "X" Tower.

Trains or engines must not exceed fifteen (15) miles per hour over main track turnouts leading to passenger station north and south of Laurel and Hattiesburg, also at the end of double track "X" Tower; they must not exceed eight miles an hour when entering or leaving sidings or when moving through crossovers or turnouts.

Trains or engines must not exceed fifteen (15) miles per hour on 12-degree connection track between Press Junction and Terminal Junction.

Engines and cars must not exceed 15 miles per hour over Bowie Creek Bridge 85.5H, Hattiesburg.

Trains handling Steam Derricks, Pile Drivers, Ditching Machines, Steam Shovels and Revolving Cranes must not exceed 25 miles per hour.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

(N. O. & N. E.)

## SPECIAL INSTRUCTIONS—Continued

An engine in tow must be, when practicable handled, next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station. Passenger trains handling freight equipment will not exceed freight train speed.

## 13. AUTOMATIC BLOCK (Rules 561 to 520)

Automatic Block Signal rules and train control are effective between Mile Post 2.3 (south end, Meridian Yard) and L. & N. Crossing New Orleans M. P. 193.5 (near Press Street Junction), except through Hattiesburg Yard Mile Post 84.8 to Mile Post 85.7.

## 14. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

## 15. INTERLOCKING SIGNALS (Rules 601 to 683)

At the following interlocking plants, the signals governing the movement of trains on the main track or from siding to main track or for reverse movement from double track to single track, in addition to being interlocking signals are block signals:

Mile Post 56.1—(near Laurel)—G. M. & N. R. R.

## SPRING SWITCHES INSTALLED

Enterprise	.....	North Switch
Wautubbee	.....	North Switch
Pachuta	.....	North Switch
Barnett	.....	North Switch
Vossburg	.....	North and South Switch
Heidelberg	.....	North Switch
Markwald	.....	South Switch
Ellisville	.....	North and South Switch
Tawanta	.....	North and South Switch
Moselle	.....	North Switch
Hattiesburg	.....	South Switch
Richburg	.....	North and South Switch
Purvis	.....	North Switch
Lumberton	.....	North and South Switch
Hillsdale	.....	North and South Switch
Poplarville	.....	North and South Switch
Tyler	.....	North and South Switch
Carriere	.....	North and South Switch
Slidell	.....	South Switch—GM&N Main track
North Shore	.....	South Switch
X Tower	.....	End of Double track
West Wye Crossover	.....	Two (NOTCo)

"S S" signs are located adjacent to spring switches, and will also when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

Mile Post 159.4—(West Pearl River)—Drawbridge.

Interlocked Southbound home signal located just north of G. M. & N. crossing at Laurel, Miss., is also automatic block signal No. 561. This signal protects the crossing and the main line track to automatic signal No. 571. When it is in the stop position, trains after coming to a stop when way through interlocking is known to be clear and upon receiving proper hand signal from Towerman (Rule 663) may, without flagging proceed under control to the next signal expecting to find train in the block, broken rail, obstruction or switch not properly set.

## 16. HOURS TRAIN ORDER OFFICES

Day offices from 8:00 o'clock a. m. until 5:00 p. m., unless otherwise provided.

Ellisville, Purvis, Poplarville and Picayune closed as train order offices but may be used while agents are on duty, if necessary.

N. O. & N. E. L. & N. Tower, M. P. 193.5, day and night.

New Orleans from 6:00 a. m. to 10:00 p. m.

Press Street from 8:00 p. m. to 5:00 a. m.

Train order offices closed on Sundays as follows:

Nicholson,

Vossburg open 12:15 p. m. to 2:15 p. m.

Lumberton open 9:00 a. m. to 11:00 a. m.

17. Employees of the Gulf, Mobile and Northern Railroad or other railroads, when using the tracks of the New Orleans & Northeastern Railroad, will be governed by its time tables, rules and regulations.

18. All trains using the tracks of the New Orleans Terminal or the Meridian Terminal will be governed by their rules and regulations; employees will also obey orders and signals from their watchmen, yardmen or other authorized employees when approaching or using their yard tracks or other tracks.

## 19. ENTRANCE SWITCH TO SIDINGS (Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding.

When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

LOUISIANA PUBLIC SERVICE COMMISSION  
FLAGGING RULE

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of the train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place.

A sufficient distance to insure protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a). Between sunset and sunrise the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b). Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c). When a flagman is sent out with specified instructions affecting the movement of trains, such instructions must be in writing.

(d). When a flagman is sent to a station on a train he will ride on the engine, and engineman must stop and let him off at the first switch.

The above rules must be observed by employees and such other precautions taken as may be necessary to insure proper protection of trains, engines or cars.

(N. O. & N. E.)

# SPECIAL INSTRUCTIONS—Concluded

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## LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

### SOUTHBOUND

BETWEEN	Mikado 22in.x28in. Cylinder	Consolidated 22in.x30in. Cylinder Superheated	Consolidated 24in.x30in. Cylinder
Meridian to Laurel.....	1500	1700	1850
Laurel to Hattiesburg....	1700	1900	2050
Hattiesburg to Picayune.	1500	1700	1850
Picayune to New Orleans.	3000	4000	4400

### NORTHBOUND

New Orleans to Picayune.	3600	4000	4400
Picayune to Meridian....	1575	1750	2000

The above rating is based on maximum grade and may be increased over certain parts of the line when necessary.

When engines are pronounced incapable of pulling the rating, written explanation from enginemen will be sent by wire to the Chief Dispatcher. Conductor will make a written report upon arrival at Terminal.

**WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES.**

Train No.	Wait at	For	Time
41	Meridian	A. G. S. No. 41	Indefinitely.
43	Meridian	A. G. S. No. 43	Indefinitely.
42	New Orleans	Southern Pacific Texas & Pacific Gulf Coast Lines	15 minutes for 1 to 5 pay passengers; 30 minutes for 5 or more pay passengers destined to points north of Meridian.
44	New Orleans	Southern Pacific Texas & Pacific Gulf Coast Lines	30 minutes for 1 or more passengers destined to points north of Meridian.

### DIVISION OFFICERS

C. H. BUCHANAN, Chief Dispatcher ..... Birmingham, Ala.  
L. F. HILL, Dispatcher ..... Hattiesburg, Miss.  
W. A. STEPHENSON, Dispatcher ..... Hattiesburg, Miss.  
M. D. NELSON, Dispatcher ..... Hattiesburg, Miss.  
P. M. SPIERS, Dispatcher ..... Hattiesburg, Miss.

### THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

W. W. Reynolds ..... Meridian, Miss.  
Rott. L. Donald, Asst. Surgeon ..... Meridian, Miss.  
K. T. Klein, Assistant Surgeon ..... Meridian, Miss.  
H. L. Arnold, Oculist ..... Meridian, Miss.  
C. P. Mosby, Oculist ..... Meridian, Miss.  
J. S. Gunn ..... Pachuta, Miss.  
H. G. McCormick ..... Laurel, Miss.  
A. J. Carter ..... Ellisville, Miss.  
Thomas R. Beech ..... Ellisville, Miss.  
W. W. Crawford ..... Hattiesburg, Miss.  
H. Grady Cook, Assistant Surgeon ..... Hattiesburg, Miss.  
J. P. Culpepper, Jr., Asst. Surgeon ..... Hattiesburg, Miss.  
L. L. Polk ..... Purvis, Miss.  
H. B. Cowart ..... Poplarville, Miss.  
J. Ira Woodward ..... Picayune, Miss.  
F. R. Singleton ..... Slidell, La.  
A. R. Crebbin, Oculist. { New Orleans, La.  
Maison Blanche Bldg.  
Bradburn & Bradburn. { New Orleans, La.  
R. J. Christman. { Office, 3515 Prytania St.  
Telephone, Uptown 0416.

### VETERINARIANS

F. R. Butz, Chief Veterinarian ..... Cincinnati, O.  
B. E. Green ..... Hattiesburg, Miss.  
F. B. Ford ..... New Orleans, La.

### LIVE STOCK AGENT

M. G. Ware, General Freight Claim Agent, Chattanooga, Tenn.

### HOSPITALS

Meridian Sanitarium ..... Meridian, Miss.  
South Mississippi Infirmary ..... Hattiesburg, Miss.  
Touro Infirmary ..... New Orleans, La.

### WATCH INSPECTORS

Wm. Frantz & Co., 2116 Fifth Street ..... Meridian, Miss.  
Scott Jewelry Co. ..... Laurel, Miss.  
Sarphie Jewelry Co. ..... Hattiesburg, Miss.  
A. C. Clay (GM&N Employees) ..... Bogalusa, La.  
Wm. Frantz & Co., 129 Carondelet St. ..... New Orleans, La.

### LOAD LIMITS

The weight of Engines and Cars is limited as follows, between Meridian and New Orleans:

KIND	Type	Total Weight
Mountain.....	4-8-2	274,000 lbs.
Mikado.....	2-8-2	210,000 lbs.
Pacific.....	4-6-2	235,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Derrick.....		170,000 lbs.
Derrick.....		(a) 224,100 lbs.
Yard.....	0-6-0	145,000 lbs.
Loaded Cars.....		180,000 lbs.

Coupled engines may be operated.

Note—Between Meridian and North Shore of Lake Pontchartrain Trestle loaded cars not exceeding a gross weight of 210,000 lbs. may be handled but must not go on to Lake Trestle.

(a) Derricks weighing over 170,000 pounds but not over 224,100 pounds must be spaced from engines and loads by cars each weighing not to exceed 60,000 pounds.

Hattiesburg, Bowie Creek Bridge MP 85.5H, Gravel Pit siding.

Cars, gross weight ..... 169,000 lbs.

Engines—Consolidation 2-8-0

Weight on drivers ..... 165,000 lbs.

Total weight ..... 184,000 lbs.

10 Wheel 4-6-0

Weight on drivers ..... 150,300 lbs.

Total weight ..... 192,300 lbs.

6 Wheel 0-6-0 Switch Engines ..... 141,200 lbs.

### BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMN

Name	Mile Post	Sta. No.
Alene .....	70.4	700
Petal .....	83.7	714
Bon Hommie .....	88.0	718
Seneca .....	109.7	740
*Orvisburg .....	120.7	751
Millard .....	134.3	765
LaRow .....	144.3	774
*Ozona .....	145.0	775
Richardson .....	146.7	777
*Benton .....	154.9	785
*Honey Island .....	156.8	787
St. Joe .....	162.5	793
Edgelake .....	187.6	818
Airport .....	190.3	820

\*Stations marked (\*) have no business or team tracks.

### NOTES

Flag stop to receive or discharge passengers:  
Nos. 43 and 44—Millard.

#### CONDITIONAL STOPS

(b) No. 41—Vossburg to discharge pay passengers from points north of Meridian.

(j) No. 42—North Shore on Saturdays to discharge pay passengers from New Orleans.

No. 43 will discharge pay passengers at stations south of Hattiesburg, received at stations north of Hattiesburg.

All passenger trains will stop at City Park Avenue station.

(N. O. & N. E.)