SOUTHERN RAILWAY SYSTEM

LINES WEST

(SOUTHWESTERN DISTRICT)

NEW ORLEANS & NORTHEASTERN RAILROAD

Time Table No. 3

EFFECTIVE 12:01 A. M. (CENTRAL TIME) SUNDAY, OCTOBER 21, 1917

FOR THE GOVERNMENT OF EMPLOYES ONLY

HORACE BAKER,	W. S. ANDREWS,	W. T. CALDWELL,	A. A. WOODS,
General Manager	General Superintendent of Transportation	General Superintendent	Superintendent

HAUSER PRINTING COMPANY, NEW ORLEANS.

Freight Trains will Carry Messengers in Charge of Live Stock and Bananas when Waybills are so endorsed and they are provided with proper transportation.

REGISTER STATIONS.

MERIDIAN — SHOPS — HATTIESBURG — PICAYUNE — SLIDELL — TERMINAL JUNCTION — CANAL STREET

The Operators at Shops and Terminal Junction will register all first-class trains.

TRAIN MASTERS AND CHIEF DISPATCHERS.

R. C. REID, Trainmaster,
Hattiesburg, Miss.

L. W. McCANTS, Assistant Trainmaster,
Poplarville, Miss.

J. O. ARMISTEAD, Chief Dispatcher,
New Orleans, La.

H. L. KIRTLEY, Assistant Chief Dispatcher,
New Orleans, La.

STANDARD TIME.

Dispatcher's Office	New Orleans
Telegraph Office	Terminal Junction
" "	Slidell
" "	Picayune
" "	Hattiesburg
" "	Shops
" "	Meridian Terminal Station

WATER STATIONS.

Water stations are located as follows:

Shops, Enterprise, Barnett, Sandersville, Ellisville, Hattiesburg, Okahola, Talowah, Hillsdale, Derby, Picayune, Slidell. New Orleans

TELEGRAPH STATIONS.

"D" Day Telegraph Station.
"N" Day and Night Telegraph Station.
"NO" Night Only Telegraph Station.

Office Hours—Day Offices from 7 o'clock a. m. until 6 p. m., and Night Offices from 7 p. m. until 6 a. m., unless otherwise provided.

Telegraph Station at "X" Tower is open from 3:30 p. m. to 9:30 a. m.

Telegraph Stations at Nicholson and Pearl River are open from 6:00 a. m. to 5:00 p. m.

The Train Order Signal Lamps must be lighted before dark and kept burning until daylight.

LIST OF SURGEONS.

At or near dividing line of districts, Local Surgeons may be summoned from either direction.

NORTHERN DISTRICT		SOUTHERN DISTRICT	
SURGEON.	RESIDENCE.	SURGEON.	RESIDENCE.
W. W. REYNOLDS	Meridian, Miss.	C. W. BUFKIN	Hattiesburg, Miss.
H. S. GULLY	Meridian, Miss.	W. W. CRAWFORD	Hattiesburg, Miss.
J. M. GUTHRIE, Oculist	Meridian, Miss.	L. L. POLK	Purvis, Miss.
J. S. GUNN	Pachuta, Miss.	R. W. THOMPSON	Lumberton, Miss.
H. G. McCORMICK	Laurel, Miss.	L. C. ROUSE	Poplarville, Miss.
A. J. CARTER	Ellisville, Miss.	J. IRA WOODWARD	Picayune, Miss.
		F. R. SINGLETON	Slidell, La.
		VICTOR C. SMITH, Oculist	New Orleans, La. Maison Blanche Bldg.
		E. DENEGRE MARTIN	New Orleans, La. Office, 3515 Prytania St. (Telephone Uptown 416.)

VETERINARY SURGEONS—BEN LEIGH, Meridian, Miss.; E. E. GREEN, Hattiesburg, Miss.; F. B. FORD, New Orleans, La.

BUSINESS TRACKS OR STATIONS NOT SHOWN IN STATION COLUMN.

NAME	MILE LOCATION	STATION NO.	BETWEEN	NAME	MILE LOCATION	STATION NO.	BETWEEN	NAME	MILE LOCATION	STATION NO.	BETWEEN
Bullard	10.1	640	Savoy and Basic	Hemlock	100.7	731	Okahola and Purvis	Tate	140.1	770	McNeil and Carriere
Beatrice	24.4	654	Wautubbee and Pachuta	Hanford	104.1	734	Purvis and Talowah	Ozona	145.0	775	Carriere and Richardson
Haney	44.9	675	Heidelberg and Sandersville	Harmon	105.2	735	Purvis and Talowah	Levis	154.4	784	Nicholson and Pearl River
Errata	49.5	680	Sandersville and Hawkes	Seneca	109.7	740	Talowah and Lumberton	Benton	154.9	785	Nicholson and Pearl River
Windom	71.2	701	Tawanta and Moselle	Piotona	111.1	741	Talowah and Lumberton	Honey Island	156.8	786	Nicholson and Pearl River
Albertson	73.5	704	Moselle and Eastabuchie	Red Top	115.1	745	Lumberton and Hillsdale	St. Joe	162.5	793	Pearl River and Slidell
Spruce	78.5	709	Eastabuchie and Dragon	Willman	123.0	753	Orvisburg and Poplarville	Alton	163.6	794	Pearl River and Slidell
Petal	83.7	714	Dragon and Hattiesburg	Nortac	128.5	759	Poplarville and Derby	Salmens	168.0	798	Slidell and North Shore
Bon Homme	88.0	718	Hattiesburg and Richburg	Glade	128.5	760	Poplarville and Derby.	Guzman	169.6	799	Slidell and North Shore
Mango	93.9	724	Richburg and Okahola	Millard	134.3	765	Derby and Tyler	Citrus	187.6	818	Little Woods and Seabrook

SPECIAL INSTRUCTIONS—CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

B1. The speed of a passenger train will ordinarily be that of its schedule, but in case of delay, may be so moderately increased as in the judgment of the engineer and conductor will be safe and prudent, due consideration always being given to condition of track, weather, and circumstances, bearing in mind that SAFETY must be the first consideration, except that passenger trains must not exceed speed of forty-five miles per hour; freight trains must not exceed speed of thirty miles per hour, at any point; these speeds must not be attained except where the track is straight and known to be in first-class condition. Speed of passenger trains must be reduced when approaching and rounding curves and must be further reduced before reaching and when passing over track that, by reason of bad weather or other causes, is not in condition for high speed, whether or not the causes referred to are mentioned in other time table rules, which must be observed.

The speed of extra trains, when not otherwise specified, will conform to that of regular trains of similar lading.

Except when necessary to do so road engines should not be run backward. The speed of engines running backward, with or without cars, must not exceed fifteen miles per hour.

Trains or engines must not exceed eight (8) miles per hour entering or leaving sidings or moving through cross-overs or turn-outs.

B2. Should it be found necessary for a trainman, a switchman, or any other employe to go under or between any cars or engines, whether they be in a train, handled by yard engine, or detached, whether on main track, yard track or any other track, he must, before going under or between the cars or engines, notify other members of the crew and take such other steps as may be necessary to avoid the possibility of accident occurring to him or others while under or between the cars or engines.

B3. A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it is ascertained whether all trains due, which are superior or of the same class, have arrived or left.

B4. Conductors must show their orders to the flagman, and enginemen must show their orders to the forward brakeman and fireman, and know that they understand them.

B5. Extras may run ahead of third-class trains without orders, but must not delay them.

B6. Train orders must be written in prescribed form and handled strictly in accordance with the rules.

B7. The following form of train order is authorized:

Example: "No. one 1 will meet No. six 6 at Cedar Grove, No. two 2 at Burnside and pass No. five 5 at Sloan's Valley."

B8. Regular trains will be designated in train orders by their numbers written in words and figures, as "No. ten 10" or "Second No. ten 10," adding engine numbers, when known; extra trains by engine numbers, as "extra 798," with the direction, "north" or "south"; time in the body of order must be written in words and duplicated in figures.

NOTE—Figures must not be surrounded by brackets, circles or other characters, but appear plainly without accompanying marks.

B9. "19" train orders must not be sent to a train the superiority of which is thereby restricted, except that "19" orders may be issued to both trains when making meeting point, provided copy of order is first addressed and issued to operator at meeting point, receipt of which he must acknowledge, further provided that the orders are delivered to each train at least one or more stations before reaching the meeting point, otherwise a "31" train order must be issued to the superior train in all cases; "middle order" placed with the operator at meeting point must be regarded as a holding order for trains in both directions named therein, copy of which must be delivered by the operator to the Conductor and Engineman of each train, who will be governed by such orders the same as if they were addressed to them.

B10. Enginemen are not required to sign "31" train orders except when acting as conductors; a conductor must sign "31" train orders addressed to him after reading them aloud to the operator and must personally deliver them to the Engineman, who must read them aloud to the Conductor, check the numbers with the clearance card and sign the receipt.

B11. Engine numbers are shown on the head light of engines.

B11½. The following signals will be displayed to indicate the rear of the train:

By day two green flags and in addition by night two marker lamps displaying green lights to the front and sides and red lights to the rear, except when the train turns out to be passed by another train and is clear of the main track, when green lights must be displayed to the front, side and rear.

Unlighted marker lamps by day will indicate the same as green flags.

B12. A fixed signal must be used at each train order office which shall indicate "stop" at all times when there is an operator on duty except when changed to "proceed" to allow trains for which there are no orders to pass; this change must be made in view of the Engineman of approaching train, after which the train order signal shall not be changed until the rear of the train has passed two hundred (200) feet beyond the signal, when it must again be placed at "stop."

B13. When a train order signal indicates "stop" trains must not proceed without a train order, if any, and a clearance card Form 3976 Revised properly filled out.

B14. Train order signals govern the movement of trains on main track only, and a train which passes a train order signal at an open telegraph office, while on a siding or yard track, must receive a clearance card, Form 3976 Revised, before proceeding even though the signal should be changed to "proceed."

B15. Until train orders received at any telegraph office have been properly delivered to trains to which they are addressed, train order signal must not be changed to "proceed" for any other train running in the same direction, to pass; such trains must stop and not proceed until clearance card issued by the operator showing that there are no train orders for them, is received.

B16. After a train order signal has been changed to "proceed" for a train the operator must not acknowledge receipt of a train order for that train until it has been stopped, the Conductor has signed the order and the operator knows that the Engineman is held.

B17. On arrival at meeting point, whether fixed by schedule or train order, Conductors must, after properly disposing of their trains, report promptly at the telegraph or telephone office for orders, if trains to be met have not arrived.

B18. When a train which is to hold the main track is first to arrive at a meeting point, switch must be properly set for the approaching train to take siding.

B19. When a train order specifies that a certain train shall take siding at a meeting or passing point, the superseding order must also specify which train shall take siding.

B20. At meeting points between extras, the southbound extra will take siding unless otherwise instructed by train order.

B21. A train taking siding at meeting point must, unless otherwise directed, head in at first passing track switch.

B22. When two passing tracks are opposite each other, parallel, and about the same length, trains taking siding will use the right-hand track unless otherwise directed.

B23. When a train has to back out of a siding, the flagman must go sufficient distance to the rear to insure full protection.

B24. When a train backs into clear on a siding the Engineman also must see that the switch is properly set for the main track.

B25. The whistle must not be sounded while passing a passenger train except to prevent accident.

B26. The engine bell must be rung before starting a train or engine. The whistle must be sounded at all whistling posts.

B27. A train must not leave its initial station on any district without a movement order or a clearance card Form 3976 Revised properly filled out.

B29. Trains or engines must run under control when entering or moving through sidings or yard tracks, expecting to find them occupied.

B30. Cars on side tracks, whether in yards or at stations, must stand clear of all other tracks.

B31. When switching or shoving cars over a street or other crossing at grade a member of the crew must be at the crossing and ride the forward end of the preceding car over it to protect persons who may wish to cross.

B32. In switching, when it is necessary to disturb cars that are being loaded or unloaded, notice must first be given to persons in or about the cars that are to be moved; when the cars are so moved they must be returned to the same position as found.

B33. When freight trains are to pass through stations without stopping, Conductors will give "proceed" signal from rear of train immediately after station whistle is sounded; unless the Engineman receives signal to "proceed" train must be stopped at stations.

B34. When practicable to avoid it, a train must not be allowed to stand on a curve between stations.

B36. Cars left standing on main track, side tracks, yard tracks or other tracks must be secured by having sufficient number of hand brakes set on them to prevent cars being moved until brakes are released; this is especially necessary when cars are left standing on an inclined track.

B37. Employes must keep not less than one hundred feet away from Switch Stands when trains are approaching or passing. Conductors and Enginemen of trains on sidings must not permit an employe to proceed towards the switch, for the purpose of opening it, until the expected train or trains have passed. The Conductor is responsible for proper supervision of the handling of main track switches by members of his crew; the Engineman also is responsible for requiring the members of the crew to keep away from the main track switch stand under the conditions named when the train is on the siding with the engine near the switch stand, so far as he can reasonably do so consistent with his other duties.

This rule is not intended to prevent the proper performance of other duties by Conductors or trainmen but only to insure the safe and proper handling of main track switches.

B38. When making a back-up movement the conductor must be on forward end of leading car to control the movement and to give proper signals.

B39. Trains which should collect pouches from mail cranes will, when running on any other than their regular track, stop to exchange mails.

B40. The reading of newspapers, books or periodicals by enginemen, trainmen, signalmen, watchmen or crossing flagmen while on duty is prohibited.

B41. Agents will record in conspicuous place on way bills date and hour stock is loaded and conductors must transmit this information to Chief Dispatcher by telegraph.

B42. Telegraph office hours, unless otherwise designated: Days, 7 a. m. to 6 p. m.; nights, 7 p. m. to 6 a. m.

B43. Employes of the New Orleans Great 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.

B44. All trains using the tracks of the New Orleans Terminal Co. or the Meridian Terminal Co. will be governed by their rules and regulations; employes will also obey orders and signals from their watchmen, yardmen or other authorized employes when approaching or using their yard tracks or other tracks.

B45. Rule 10 of the book of rules is hereby changed and the color signal indications will be as follows:

Green (instead of white)—Proceed.
Yellow (instead of green)—Caution.

B46. Unless some form of block signals is in operation, trains in the same direction must keep at least ten (10) minutes apart, except when closing up at meeting points or at stations; operators must not give proceed signal to a train until at least ten minutes after the departure of the last preceding train.

B47. Proper test of air brakes, steam heat and other appliances must be made before a train starts; a running test of the air brakes must be made within one thousand (1000) feet after the train leaves the initial station, or where the train line has been broken.

B48. A train finding a fusee burning on or near the track must stop and extinguish the fusee; it may then proceed prepared to stop short of train or obstruction.

RAILWAY CROSSINGS AND INTERLOCKING STATIONS.

Trains must approach railroad crossings at grade, junctions, drawbridges and the ends of double track, under control, and except where protected by interlocking signals, must stop within one hundred feet of and before passing them, and not proceed until signal to do so is received, switches are known to be properly set and the way clear.

Interlocked—

Mile 56.1 (near Laurel)—G. M. & N. R. R.
Mile 63.7 (Ellisville)—Laurel Light & Railway Co.
Mile 95.9 (near Okahola)—Tatum Lumber Co.
Mile 112.1 (near Lumberton)—G. & S. I. R. R.
Mile 159.4 (West Pearl River)—Drawbridge.
Mile 173.3 (Lake Pontchartrain)—Drawbridge.
Mile 176.7 (Lake Pontchartrain)—Drawbridge.
Mile 193.5 (near Press Jct.)—L. & N. R. R. Crossing.

Not Interlocked—

Mile 84.9 (near Hattiesburg)—Mississippi Central R. R.
Mile 85.4 (near Hattiesburg)—G. & S. I. R. R.
Mile 178.2 ("X" Tower)—Double Track Jct.
Mile 194.1 (Press Jct.)—Double Track Jct.
Mile 194.4 (Terminal Jct.)—Double Track Jct.

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

Trains or engines must approach the following places under control, prepared to stop, but if way is clear, switches properly set and proper proceed signal is received, they may proceed under control without stopping:

Mile 178.2 ("X" Tower)—Double Track Jct.

FLAG STATIONS.

Trains numbers 5 and 6 will stop on signal at Beatrice, Haney, Errata, Petal and Hanford.

Trains numbers 7 and 8 will stop on signal at Beatrice, Haney, Errata, Tawanta and Petal.

Trains numbers 5, 6, 8 and 9 will stop on signal at Seneca, Red Top, Nortac, Millard, Ozona, Levis, Benton, Honey Island, Alton, Guzman and Citrus.

Trains numbers 10 and 11 will stop on signal at Benton, Honey Island, Alton, Guzman and Citrus.

No. 1 will stop on signal at Vossburg to discharge passengers from points north of Meridian.

No. 3 will stop on signal at Moselle to receive passengers destined to New Orleans or points beyond.

MERIDIAN TO PICAYUNE—SOUTHBOUND
TIME TABLE No. 3, EFFECTIVE OCTOBER 21, 1917

THIRD CLASS			SECOND CLASS			Telegraph Stations	Station		STATIONS	Miles from Meridian	Capacity Passing Tracks Cars	FIRST CLASS					
21 Daily Ex. Sun.	23 Daily Ex. Sun.	29 Daily	53 Daily	51 Daily	55 Daily		Calls	No.				7 Daily	3 Daily	11 Sunday Only	5 Daily	1 Daily	9 Daily
A. M. Leave	A. M. Leave	A. M. Leave	P. M Leave	P. M. Leave	A. M Leave							P. M. Leave	P. M. Leave	P.M. Leave	A. M. Leave	A. M. Leave	A. M. Leave
						N	H	630	MERIDIAN			6.00	3.10		7.15	3.35	
7.30 5		12.20 8	10.30	2.30 22 4	11.25 56	N	JC	631	1.2 SHOPS	1.2	Yard	6.05	3.15		7.20 21	3.40	
7.48		12.38	10.43	2.45	11.38			636	4.3 ARUNDEL	5.5	69	f 6.16	3.22		f 7.32	3.49	
7.58		12.49	10.50	2.53	11.47			639	2.7 SAVOY	8.2	73	f 6.23	3.26		f 7.38	3.53	
8.15 30		1.07 2	11.01	3.02	12.04 PM6			643	3.8 BASIC	11.8	68	f 6.30	3.31		f 7.45	3.58	
8.47 52		1.28	11.18	3.13	12.22	N	N	647	4.8 ENTERPRISE	16.6	85	s 6.42	f 3.38		s 7.57 30	4.06	
9.05		1.47	11.40 8	3.27	12.34 22			651	4.4 WAUTUBBEE	21.0	101	f 6.52	3.46		f 8.07	4.13	
9.35		2.08	11.54	3.41	12.50	D	Q	657	5.8 PACHUTA	26.6	47	s 7.04	3.54		s 8.18 52	4.22 54	
9.57 56		2.23	12.03 AM	4.00 3	1.15 4	D	B	661	3.9 BARNETT	30.5	68	f 7.14	4.00 51		f 8.27	4.28	
10.20		2.46	12.30 2	4.30	1.39	N	D	666	5.4 VOSSBURG	35.9	98	s 7.25	s 4.09		s 8.38	4.37	
10.40 22		2.59	12.42	4.39	1.50	D	QN	670	3.7 HEIDELBERG	39.6	69	s 7.33	4.15		s 8.46	4.43	
10.56 6		3.20 54	12.57	4.49	2.03			674	4.4 MARKWALD	44.0	68	7.41	4.23		8.55	4.49	
11.15		3.31	1.10	4.58	2.13	D	F	678	3.5 SANDERSVILLE	47.5	71	s 7.48	4.28		s 9.03 56	4.55	
11.30		3.42	1.20	5.06	2.22			681	3.3 HAWKES	50.8	75	f 7.56	4.33		f 9.12	5.01	
12.32 PM 4		4.00	1.40	5.20	2.38	N	KI	687	5.8 LAUREL	56.4	Yard	s 8.12	s 4.43		s 9.22 22	s 5.11	
12.47		4.13	1.52	5.29	2.48			691	3.8 WALTERS	60.2	69	8.18	4.50		9.31	5.19 30	
1.07		4.24	2.15 54	5.38	2.59	D	RX	694	3.5 ELLISVILLE	63.7	E 69 W 63	s 8.25	s 4.56		s 9.38	s 5.24	
1.27		4.42 30	2.34	5.50	3.14			699	5.3 TAWANTA	69.0	62	f 8.37	5.05		f 9.50	5.32 52	
1.42		5.08 52	2.44	5.59	3.25	N	K	703	3.7 MOSELLE	72.7	68	s 8.47	5.11		s 9.59 6	5.38	
1.56		5.21	2.57	6.10	3.38	D	BD	708	4.7 EASTABUCHIE	77.4	58	s 8.58	5.18		s 10.08	5.46	
2.10		5.33	3.07	6.20	3.49			712	4.0 DRAGON	81.4	74	9.06	5.24		10.16	5.53	
2.30	9.30 6	5.45 1 6.30 56	3.20 30 4.00 52	6.30 7.00	4.00 4.20	N	RD	715	3.9 HATTIESBURG	85.3	Yard	9.15 8	5.30 6.35		10.25 12.25 PM4	5.59 29 6.05 56	4.00 52 53
	10.05	6.55	4.35	7.25	4.40			721	5.6 RICHBURG	90.9	68		5.45		f 12.37	6.17	f 4.11
	10.20	7.15	4.50	7.40	4.59			727	5.5 OKAHOLA	96.4	82		5.53		f 12.48	6.26	f 4.21
	11.15 4	7.40	5.20 56	8.05	5.17	N	S	732	5.2 PURVIS	101.6	70		s 6.02		s 1.00	s 6.35	s 4.31
	11.40	8.00	5.35	8.28 8	5.34			737	5.2 TALOWAH	106.8	67		6.11		f 1.11 24	6.44	f 4.41
	12.15 PM24	8.28 6	5.50	8.50	5.54	N	J	742	5.6 LUMBERTON	112.4	106		s 6.20		s 1.23	s 6.54	s 4.52 56
	12.50	8.49	6.07	9.10	6.10	D	HD	748	5.7 HILLSDALE	118.1	84		6.29		f 1.34	7.04	f 5.04
	1.05	8.59	6.13	9.18	6.17	D	BG	751	2.8 ORVISBURG	120.7	35		6.34		s 1.40	7.09	f 5.09
	1.48 5	9.15	6.25	9.53 2	6.42 3	N	MA	755	4.4 POPLARVILLE	125.1	60		s 6.42 55		s 1.48 23	s 7.17	s 5.18
	2.32	9.33 24	6.43	10.18 54	7.07	NO	DY	762	6.5 DERBY	131.6	48		6.51		f 2.03	7.28	f 5.30
	3.00	9.43	6.55	10.30	7.24 8			766	3.9 TYLER	135.5	69		6.57		2.12	7.36 6	5.38
	3.22	9.53	7.05	10.40	7.36	D	MC	769	3.5 McNEIL	139.0	37		7.02		s 2.18	7.42	s 5.45
	3.45	10.10 4	7.19 6	10.50 30	7.48	D	CN	773	3.5 CARRIERE	142.5	86		f 7.08 8	4.45	s 2.27	7.48	s 5.52
	4.15	10.27	7.31	11.01	8.01			777	4.2 RICHARDSON	146.7	57		7.15	f 4.55	f 2.35	7.55	f 6.01
	4.30	10.35	7.38 1 24	11.08	8.10 54	N	C	779	2.3 PICAYUNE	149.0	Yard		7.19	5.00	2.40	8.00 24 53	6.06
P. M. Arrive Daily Ex. Sun.	P. M. Arrive Daily Ex. Sun.	A. M. Arrive Daily	A. M. Arrive Daily	P. M. Arrive Daily	P. M. Arrive Daily							P. M. Arrive Daily	P. M. Arrive Daily	P.M. Arrive Sunday Only	P. M. Arrive Daily	A. M. Arrive Daily	A. M. Arrive Daily
21	23	29	53	51	55							7	3	11	5	1	9

ALL NORTHBOUND Trains are SUPERIOR to Trains of the SAME CLASS in the opposite direction, in accordance with General Rule No. 81.

NORTHBOUND—PICAYUNE TO MERIDIAN
TIME TABLE No. 3, EFFECTIVE OCTOBER 21, 1917

FIRST CLASS						Capacity Passing Tracks Cars	Miles from Meridian	STATIONS	Stations		Telegraph Stations	SECOND CLASS			THIRD CLASS		
6 Daily	10 Sunday Only	4 Daily	8 Daily	2 Daily				No.	Calls		54 Daily Ex. Mon.	52 Daily	56 Daily	24 Daily Ex. Sun.	22 Daily Ex. Sun.	30 Daily
P. M. Arrive	A. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive							A. M. Arrive	A. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive	A. M. Arrive
12.30		2.05	12.25	1.30			MERIDIAN	630	H	N						
12.25		2.00 51	12.20 29	1.25	Yard	1.2	1.2 SHOPS	631	JC	N	5.45	9.30	11.25 55		2.30 51	8.55
f 12.16		1.53	f 12.11	1.17	69	5.5	4.3 ARUNDEL	636			5.28	9.17	11.08		2.07	8.35
f 12.11		1.49 22	f 12.06AM	1.12	73	8.2	2.7 SAVOY	639			5.21	9.09	11.01		1.49 4	8.25
f 12.04PM55		1.44	f 12.00	1.07 29	68	11.8	3.8 BASIC	643			5.11	9.01	10.52		1.20	8.15 21
s 11.55		1.36	s 11.49	12.59	85	16.6	4.8 ENTERPRISE	647	N	N	4.56	8.47 21	10.38		1.05	7.57 5
f 11.46		1.29	f 11.40 53	12.52	101	21.0	4.4 WAUTUBBEE	651			4.44	8.34	10.25		12.34PM55	7.38
s 11.34		1.21	s 11.28	12.43	47	26.6	5.8 PACHUTA	657	Q	D	4.22 1	8.18 5	10.10		11.55	7.20
f 11.26 22		1.15 55	f 11.20	12.37	68	30.5	3.9 BARNETT	661	B	D	4.04	8.00	9.57 21		11.26 6	7.05
s 11.15		s 1.06	s 11.08	12.30 53	98	35.9	5.4 VOSSBURG	666	D	N	3.45	7.38	9.38		11.00	6.48
s 11.06		1.00	s 11.00	12.24	69	39.6	3.7 HEIDELBERG	670	QN	D	3.32	7.22	9.27		10.40 21	6.30
10.56 21		12.52	10.50	12.17	68	44.0	4.4 MARKWALD	674			3.20 29	7.07	9.14		10.25	6.17
s 10.50		12.47	s 10.43	12.12	71	47.5	3.5 SANDERSVILLE	678	F	D	3.09	6.54	9.03 5		10.10	6.05
f 10.44		12.42	f 10.36	12.07AM	75	50.8	3.3 HAWKES	681			2.59	6.42	8.48		9.50	5.54
s 10.32		s 12.32 21	s 10.25	s 11.57	Yard	56.4	5.8 LAUREL	687	KI	N	2.42	6.25	8.30		9.22 5	5.35
10.23		12.26	10.15	11.48	69	60.2	3.8 WALTERS	691			2.27	6.05	8.13		8.55	5.19 1
s 10.17		s 12.21	s 10.07	s 11.42	E 69 W 63	63.7	3.5 ELLISVILLE	694	RX	D	2.15 53	5.48	7.57		8.40	4.58
f 10.06		12.13	f 9.55	11.33	62	69.0	5.3 TAWANTA	699			2.00	5.32 1	7.40		8.15	4.42 29
s 9.59 5		12.07PM	s 9.47	11.27	68	72.7	3.7 MOSELLE	703	K	N	1.47	5.08 29	7.28		7.55	4.18
s 9.50		12.00	s 9.38	11.20	58	77.4	4.7 EASTABUCHIE	708	BD	D	1.32	4.50	7.14		7.30	3.59
9.43		11.53	9.29	11.14	74	81.4	4.0 DRAGON	712			1.18	4.38	7.02		7.15	3.47
9.35 9.30 23		11.47 11.42 5	9.20 9.15 7	11.08 11.03	Yard	85.3	3.9 HATTIESBURG	715	RD	N	1.05 12.35	4.25 53 9 3.55	6.50 29 22 1 6.00	3.30	7.00 56	3.30 53 2.45
f 9.17		11.32	f 9.03	10.53	68	90.9	5.6 RICHBURG	721			12.18	3.40	5.46	3.00		2.28
f 9.04		11.23	f 8.50	10.44	82	96.4	5.5 OKAHOLA	727			12.04 AM	3.21	5.32	2.25		2.10
s 8.53		s 11.15 23	s 8.40	s 10.35	70	101.6	5.2 PURVIS	732	S	N	11.50	3.05	5.20 53	1.50		1.50
f 8.41		11.06	f 8.28 51	10.25	67	106.8	5.2 TALOWAH	737			11.33	2.48	5.07	1.11 5		1.25
s 8.28 29		s 10.58	s 8.15	s 10.15	106	112.4	5.6 LUMBERTON	742	J	N	11.17	2.30	4.52 9	12.30 12.10PM23		1.00
f 8.15		10.47	f 8.03	10.05	84	118.1	5.7 HILLSDALE	748	HD	D	11.00	2.12	4.25	11.50		12.28
s 8.08		10.43	f 7.58	10.00	35	120.7	2.6 ORVISBURG	751	BG	D	10.50	2.04	4.15	11.05		12.19
s 7.59		s 10.36 24	s 7.48	s 9.53 51	60	125.1	4.4 POPLARVILLE	755	MA	N	10.37	1.50	3.59	10.36 4		12.04AM
f 7.44		10.26	f 7.33	9.42	48	131.6	6.5 DERBY	762	DY	NO	10.18 51	1.31	3.35	9.33 29		11.37
7.36 1		10.20	7.24 55	9.36	69	135.5	3.9 TYLER	766			10.06	1.20	3.21	9.10		11.20
s 7.27		10.15	s 7.17	9.31	37	139.0	3.5 McNEIL	769	MC	D	9.55	1.11	3.09	8.55		11.05
s 7.19 53	9.30	10.10 29	s 7.08 3	9.26	86	142.5	3.5 CARRIERE	773	CN	D	9.45	1.00	2.57	8.40		10.50 51
f 7.10	f 9.20	10.03	f 6.56	9.19 54	57	146.7	4.2 RICHARDSON	777			9.19 2	12.46	2.38	8.10		10.24
7.05	9.14	9.59	6.50	9.14	Yard	149.0	2.3 PICAYUNE	779	C	N	8.55 55	12.35	2.32	8.00 53 1		10.15
A. M. Leave Daily	A. M. Leave Sunday Only	A. M. Leave Daily	P. M. Leave Daily	P. M. Leave Daily							P. M. Leave Daily Ex. Sun.	A. M. Leave Daily	A. M. Leave Daily	A. M. Leave Daily Ex. Sun	A. M. Leave Daily Ex. Sun.	P. M. Leave Daily
6	10	4	8	2							54	52	56	24	22	30

ALL NORTHBOUND Trains are SUPERIOR to Trains of the SAME CLASS in the opposite direction, in accordance with General Rule No. 81.

PICAYUNE TO NEW ORLEANS—SOUTHBOUND

TIME TABLE No. 3, EFFECTIVE OCTOBER 21, 1917

THIRD CLASS	SECOND CLASS				Telegraph Stations	Stations		STATIONS	Miles from Meridian	Capacity Passing Tracks Cars	FIRST CLASS								
25 Dy. Ex. Sun.	55 Daily	53 Daily	51 Daily	181 Dy. Ex. Mon. N. O. G. N.		Calls	No.				3 Daily	175 Sunday Only N. O. G. N.	11 Sun. Only	171 Daily Ex. Sun. N. O. G. N.	5 Daily	177 Sun. Only N. O. G. N.	1 Daily	173 Dy. Ex. Sun. N. O. G. N.	9 Daily
A. M. Leave	P. M. Leave	A. M Leave	P. M. Leave	A. M. Leave							P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	P. M. Leave	A. M. Leave	A. M. Leave	A. M. Leave	A. M. Leave
7.00 6	8.44 54	8.00 1	11.45		N	C	779	**PICAYUNE**	149.0	Yard	7.24		5.25		2.45 26		8.00 53		6.11
7.12	9.03 2	8.18	12.02 AM52		D	G	783	3.6 **NICHOLSON**	152.6	74	7.30		s 5.32		s 2.53		8.07		s 6.20
7.55	9.23	8 44 10	12.30		D	W	790	7.5 **PEARL RIVER**	160.1	52	7.42 54		s 5.48		s 3.09		8.18		s 6.37 6
8.28 172/1	9.45	9.26 4	1.00 56	2.00	N	SI	797	7.2 **SLIDELL**	167.3	Yard	s 7.53	6.50	s 6.05 8	4.40	s 3.23	9.05 176	s 8.28 10/25/172	7.35	s 6.52
9.18 4	10.05 182	9.50	1.20	2.17			802	4.9 **NORTH SHORE**	172.2	61	8.02	7.04 178	f 6.16	4.48	f 3.33	9.18 4	8.37 176	7.43	f 7.00
9.45	10.34 52	10.25	1.50	2.43		X		6.0 **"X" TOWER**	178.2	DOUBLE TRACK	8.17 2	7.20	6.31	5.03 174	3.48	9.34	8.52	7.58 172	7.15
							808	0.4 **SOUTH POINT**	178.6				f 6.32		f 3.49				f 7.16
9.58	10.50	10.45	2.05	3.03			814	5.5 **LITTLE WOODS**	184.1		8.26	7.30	f 6.43	5.12	f 3.59	9.45	9.01	8.07	f 7.27
10.20	11.15	11.10	2.27	3.30			822	7.8 **SEABROOK**	191.9		8.38	7.43	f 6.57	5.27	f 4.13	9.58	9.13	8.18	f 7.42
10.28	11.23	11.20	2.35	3.37			824	2.2 **PRESS JUNCTION**	194.1		8.42 182	7.47	7.02	5.32	4.17	10.02	9.17	8.22	7.47
10.35 26	11.30 56	11.30		3.45			826	1.5 **NEW ORLEANS** PRESS STREET	195.6	Yard									
			2.40		N	CD		0.3 **TERMINAL JUNCT.**	194.4	Yard	8.43	7.48 2	7.03	5.33	4.18	10.03	9.18	8.23	7.48
			3.10					5.6 **SCOTT STREET** CROSSOVER	200.0	Yard									
					N	A	832	2.1 **NEW ORLEANS,** CANAL STREET	202.1	Yard	9.05	8.10	7.25	5.55	4.40	10.25	9.40	8.45	8.10
A. M. Arrive Dy. Ex. Sun.	P. M. Arrive Daily	A. M. Arrive Daily	A. M. Arrive Daily	A. M. Arrive Dy. Ex. Mon.							P. M. Arrive Daily	P. M. Arrive Sunday Only	P. M. Arrive Sun. Only	P. M. Arrive Daily Ex. Sun.	P. M. Arrive Daily	A. M. Arrive Sun. Only	A. M. Arrive Daily	A. M. Arrive Dy. Ex. Sun.	A. M. Arrive Daily
25	55	53	51	181							3	175	11	171	5	177	1	173	9

ALL NORTHBOUND Trains are SUPERIOR to Trains of the SAME CLASS in the opposite direction, in accordance with General Rule No. 81.

NORTHBOUND—NEW ORLEANS TO PICAYUNE

TIME TABLE No. 3, EFFECTIVE OCTOBER 21, 1917

FIRST CLASS									Capacity Passing Tracks Cars	Miles from Meridian	STATIONS	Telegraph Stations	Stations		SECOND CLASS				THIRD CLASS
6 Daily	172 Daily Ex. Sun. N. O. G. N.	10 Sun. Only	176 Sun. Only N. O. G. N.	4 Daily	174 Dy. Ex. Sun. N. O. G. N.	8 Daily	178 Sunday Only N. O. G. N.	2 Daily					No.	Calls	54 Daily Ex. Sun.	182 Daily Ex. Sun. N. O. G. N.	52 Daily	56 Daily	26 Dy. Ex. Sun.
A. M. Arrive	A. M. Arrive	A. M. Arrive	A. M. Arrive	A. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive	P. M. Arrive							P. M. Arrive	P. M. Arrive	A. M. Arrive	A. M. Arrive	P. M. Arrive
7.00 25		9.09		9.54		6.44		9.09	Yard	149.0	**PICAYUNE**	N	779	C	8.30 55		12.15	2.05	2.35 5
											3.8								
s 6.53		s 9.00		9.48		s 6.37		9.03 55	74	152.6	**NICHOLSON**	D	783	G	8.10		12.02 AM 51	1.52	2.15
											7.5								
s 6.37 9		s 8.44 53		9.37		s 6.21		8.52	52	160.1	**PEARL RIVER**	D	790	W	7.42 3		11.40	1.30	1.35
											7.2								
s 6.22	8.20 25 1	s 8.28 1	8.48 177	s 9.26 53	5.31	s 6.05 11	7.14	s 8.41	Yard	167.3	**SLIDELL**	N	797	SI	7.13	10.20	11.20	1.00 51	1.00
											4.9								
f 6.11	8.13	f 8.18	8.37 1	9.18 177 25	5.23	f 5.54	7.04 175	8.33	61	172.2	**NORTH SHORE**		802		6.55	10.05 55	11.03	12.45	12.20 PM
											6.0								
5.56	7.58 173	8.03	8.21	9.03	5.08 171	5.39	6.48	8.18 3		178.2	**"X" TOWER**			X	6.29	9.38	10.36 55	12.19	11.55
											0.4								
f 5.55		f 8.02				f 5.38			DOUBLE TRACK	178.6	**SOUTH POINT**		808						
											5.5								
f 5.44	7.48	f 7.52	8.11	8.54	4.59	f 5.28	6.39	8.09		184.1	**LITTLE WOODS**		814		6.07	9.18	10.15	12.04 AM	11.40
											7.8								
f 5.27	7.33	f 7.37	7.57	8.42	4.47	f 5.13	6.27	7.57		191.9	**SEABROOK**		822		5.45	8.54	9.55	11.44	11.15
											2.2								
5.23	7.28	7.33	7.53	8.38	4.43	5.08	6.23	7.53		194.1	**PRESS JUNCTION**		824		5.38	8.47 3	9.47	11.37	11.07
											1.5								
									Yard	195.6	**NEW ORLEANS** PRESS STREET		826		5.30	8.40		11.30 55	11.00 25
											0.3								
5.22	7.27	7.32	7.52	8.37	4.42	5.07	6.22	7.52 175	Yard	194.4	**TERMINAL JUNCT.**	N		CD			9.45		
											5.6								
									Yard	200.0	**SCOTT STREET** CROSSOVER						9.15		
											2.1								
5.00	7.05	7.10	7.30	8.15	4.20	4.45	6.00	7.30	Yard	202.1	**NEW ORLEANS** CANAL STREET	N	832	A					
A. M. Leave Daily	A. M. Leave Daily Ex. Sun.	A. M. Leave Sun. Only	A. M. Leave Sun. Only	A. M. Leave Daily	P. M. Leave Dy. Ex. Sun.	P. M. Leave Daily	P. M. Leave Sunday Only	P. M. Leave Daily							P. M. Leave Daily Ex. Sun.	P. M. Leave Daily Ex. Sun.	P. M. Leave Daily	P. M. Leave Daily	A. M. Leave Dy. Ex. Sun.
6	172	10	176	4	174	8	178	2							54	182	52	56	26

ALL NORTHBOUND Trains are SUPERIOR to Trains of the SAME CLASS in the opposite direction, in accordance with General Rule No. 81.

SPECIAL RULES

DOUBLE TRACK RULES.

Double Track extends as follows:

From Meridian Passenger Station to Yard Cross-over near Fertilizer Plant (Mile 2.0)	2.0 miles
From "X" Tower (Mile 178.2) to Press Junction	15.9 miles
From Terminal Jct. to New Orleans (Canal St.)	7.7 miles
Total	25.6 miles

All trains and engines will use right-hand track. Normal position double track junction switches, not interlocked, are set and locked as follows: Yard Cross-over (Meridian), Northbound main track; "X" Tower, Southbound track; Press Junction, Southbound track; Terminal Junction, Northbound track. Train and enginemen will be held responsible for their proper handling, unless switch tenders are in charge.

When a train crosses over on double track it must be properly protected by flag in both directions. A train must not pass between another train and the platform at which it is receiving or discharging passengers.

Trains or engines may run on double track without train orders.

Double track must not be used in reverse direction by any trains or engines, including work extras or yard engines, except by train order or under proper protection according to Rule 99.

A train entering double track holding orders to meet an opposing train at end of double track may proceed, meeting the opposing train on double track, unless otherwise directed by train order; if the opposing train is using double track in reverse direction other trains must be properly notified by train order.

Trains meeting at ends of double track, by time table or train order, will meet at double track junction unless otherwise directed.

If a train should part while in motion, the train-parted signal must also be given to trains on the other track. A train on other track receiving this signal must stop, and then proceed with caution until the detached portion of the train has been passed.

When a train breaks down, so it may obstruct the opposite track, trains on the other track must also be properly flagged.

Trains displaying signals for a following section must also exchange prescribed signals with all trains met or passed on the opposite track.

Third Class trains may run ahead of Second Class trains, and Extras may run ahead of Second and Third Class trains on double track.

Upper quadrant automatic block signal 194.1 near Press Junction and lower quadrant dwarf automatic block 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 Company at Terminal Junction, and from the northbound main track of the New Orleans Terminal Company 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 employe handling the switch; otherwise the movement must be properly protected by flagman.

The above rules do not relieve train and enginemen from responsibility of proper protection of train according to Rule 99, nor the observance of rules governing the use of automatic electric Block Signals.

INTERLOCKED SIGNALS.

56. Semaphore signals operated in connection with interlocking switches govern the movement of trains for which the switches are set. The indications are the same as shown in Rule 44 on page 9.

57. The signals will be supported on a separate mast for each track. So far as practicable they will be placed either over the right-hand rail or upon the right of and adjoining the track which they govern and in the same order, whether supported by a signal bridge over the track, by putting two or more masts on one post with brackets, or by using separate masts from the ground. The governing arm will be on the right-hand side of the mast.

58. If there be more than one arm on a mast, the upper arm will indicate normal speed route and the lower arm diverging routes.

59. When interlocking machinery is inoperative or for any reason the home signal governing the movement of trains through the limits of the interlocking plant cannot be changed to "proceed" position, a train may, after making proper stop before passing home signal, proceed through the limits of the interlocker provided "proceed" signal is given from the track by green flag by day or green light by night by the towerman, who must know before giving such signal that the switches are properly set and conflicting routes are protected.

60. 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 95.9 (near Okahola)—Tatum Lumber Co.
Mile 112.1 (near Lumberton)—G. and S. I. R. R .
Mile 159.4 (West Pearl River)—Drawbridge.

"Proceed" hand signals given by the towerman on the track at above interlocking plants by a green flag by day or a green light by night, as provided in time table Interlocker Rule 59, have reference to the interlocking plant only and must not be accepted as authority to enter the block, which movement is governed by Block Signal Rule 46(a) or 46(b).

61. Train and Enginemen are reminded that although the distant signal indicates the position of the home signal, the home signal may assume the "stop" position after the distant signal has given the "proceed" indication, and while the train is between the distant and home signals. For this reason train and enginemen must be on the alert, prepared to stop if the home signal indicates "stop" before passing it.

62. Engineers must not use sand while engine is passing over interlocking devices.

YARD LIMITS, WATER AND COAL STATIONS.

Second and inferior class and extra trains, following sections of first-class trains, or first-class trains when following other first-class trains, must approach water or coal stations under control, expecting to find the main track occupied; this does not relieve men in charge of trains occupying main track at such places from properly protecting trains by flag.

Second and inferior class and extra trains must approach and run through yard limits at Meridian, Shops, Laurel, Hattiesburg, Picayune, Slidell, Terminal Jct. and New Orleans under control, expecting to find the main track occupied; in case of accident, the responsibility will rest with approaching trains; yard engines must run under control at all times; following sections of first-class trains must approach and run through yard limits above mentioned under control; second and inferior class or extra trains or yard engines must not occupy the main track in yard limits or elsewhere on the time of first-class trains, except by train order.

It is further expected and required of men in charge of trains or cars occupying main track within yard limits that they protect them during fogs, storms, or other bad conditions, as well as where the curvature is sharp and view is thereby obstructed, and they will be held responsible if they fail to exercise reasonable precaution in thus protecting their train under circumstances such as are indicated herein.

While to a certain extent this divides responsibility, it will not in any way relieve approaching trains from responsibility as provided in special instructions above referred to.

INCORPORATED CITIES AND TOWNS.

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

The speed of trains or engines must not exceed six miles per hour within the corporate limits of any city or town.

Upon approaching any station the bell must be rung or the whistle sounded at a distance of one mile and continue ringing the bell or sounding the whistle at short intervals until it has reached the depot or station; and on leaving a station the bell must be rung or the whistle sounded until the train starts and at intervals until the train has left the corporate limits.

The Engineman and Fireman must always be on the lookout ahead, and when person, animal or other obstruction appears upon the road, at any place, the alarm whistle must be sounded, the brakes applied, and every possible means employed to stop the train and prevent an accident.

ROAD CROSSINGS.

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 an hour or without having the train preceded by a man at a distance of not less than 20 feet nor more than 40 feet from it.

99. 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 full 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 full 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 there 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 specific instructions affecting the rights 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.

TIME TABLES.

Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table shall retain its orders and take the schedule of the train of the same number on the new time-table; a train of the new time-table, which has not the same number on preceding time-table, shall not run on any district until it is due to start from its initial station on that district after the time-table takes effect.

SPEED AND CARE OVER BRIDGES OR OTHER PLACES.

Lake Pontchartrain and West Pearl River Drawbridges—Fixed slow speed signals restrict speed, all trains under control, prepared to stop before passing home signals. Trains must not exceed 12 miles per hour over these bridges.

Trains or engines must not exceed twenty (20) miles per hour on 12-degree connection track between N. O. & N. E. Road and N. O. T. Co. Tracks at Terminal Jct.

Slow boards of "diamond" shape, where used, indicate restricted speed for trains as follows:

Two Sets of Figures—Upper figures speed limit for passenger trains.
Lower figures speed limit for freight trains.

One Set of Figures—Speed limit for all trains.

No Figures Shown—All trains under control.

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.

Passenger trains must not exceed 15 miles per hour in Meridian yard limits.

BLOCK SIGNAL RULES

Blocks—Definitions.

BLOCK—A length of track of defined limits, the use of which by trains is governed by block signals.

BLOCK STATION.—A place from which block signals are operated.

BLOCK SIGNAL.—A fixed signal governing the use of a block.

HOME BLOCK SIGNAL.—A fixed signal at the entrance of a block to govern trains in entering and using said block.

DISTANT BLOCK SIGNAL.—A fixed signal used in connection with a home block signal to regulate the approach thereto.

BLOCK SYSTEM.—A series of consecutive blocks.

AUTOMATIC BLOCK SYSTEM.—A block system in which the signals are operated by electric, pneumatic, or other agencies controlled by a train or by certain conditions affecting the use of the block.

Automatic Block System.

42. The home block signal indicates the block limit.

43. Signals governing movement of trains will be located, when practicable, on right-hand side of track as seen from approaching trains, and the governing arm will be located on right-hand side of the mast.

44. The indications of Signals are as follows:

LOWER QUADRANT SEMAPHORE SIGNALS.

Home Signals Arm horizontal—indicated at night by a red light.	Stop.
Arm inclined—indicated at night by a green light.	Proceed.
Distant Signals Arm horizontal—indicated at night by a yellow light.	CAUTION: Proceed under control to home signal governing distant signal.
Arm inclined—indicated at night by a green light.	Proceed.

UPPER QUADRANT SEMAPHORE SIGNALS.

Home Signals Arm horizontal—indicated at night by a red light.	Stop.
Arm inclined at angle of 45 degrees—indicated at night by a yellow light.	CAUTION: Proceed under control to next home signal.
Arm vertical—indicated at night by a green light.	Proceed.
Distant Signals Arm inclined at angle of 45 degrees — indicated at night by a yellow light.	CAUTION: Proceed under control to the home signal governing the distant signal.
Arm vertical—indicated at night by a green light.	Proceed.
Disc Home Signals (When used)	Red: Stop. Green: Proceed.
Disc Distant Signals (When used)	Yellow: Caution—Proceed under control to the home signal governing the distant signal. Green: Proceed.

45. When the home signal indicates proceed before the train enters the block, it may proceed.

46(a). On single track if the home signal indicates stop, the train must stop before entering block, and, except as provided in Rule 53, must send a flagman in advance immediately, wait five minutes after flagman has started, then proceed under control, following flagman at safe distance, until it reaches the next block signal.

46(b). On double track when home signal indicates stop, the train must stop before entering the block and then proceed under control until it reaches the next block signal.

47. If a train or car is in the block, a car on side track not clear of main track, a rail removed or broken, or a switch open, the signal will indicate "stop" and the flagman that is sent in advance, also the train and engineman, must watch carefully and use all necessary precaution to prevent accident to the train from any of these causes.

48. When trains have orders to meet within the limits of a block, the train to take siding may pass the block signal at "stop" immediately preceding the meeting point after coming to a stop, and then proceeding under control to the nearest switch of the siding where opposing train is to be met.

49(a). Automatic block signals do not relieve employes of the duty of properly protecting trains by flag in accordance with Rule 99.

49(b). A back-up movement must not be made depending on automatic block signals to protect it.

50. When there is more than one engine on a train, two short sounds of the leading engine's whistle will be given to inform the engineman of the second engine that the signal indicates "proceed," and the engineman of the second engine will answer by two short sounds of the whistle. If the leading engineman fails to give the signal, the engineman on the second engine must stop the train and ascertain the cause.

51. The block signal circuit extends to the clearance posts in siding and side tracks, and where any part of a train does not clear the circuit, proper protection must be given.

NOTE—Conductors and enginemen must report to the Superintendent from the first open telegraph station any signal not working properly. Signals must be observed by flagman after train passes them, and any irregularity must be reported by telegraph to the Superitendent, giving number of signal.

52. Bell annunciators or miniature signal indicators, in connection with electric signal circuits, are placed at switches of some passing tracks or cross-overs. When the bell rings or the miniature signal indicates Stop it announces the approach of trains on the main track. In the event of these devices not working properly, it indicates that the block signals are not working, and trains will be governed by Rule No. 46 of rules governing the electric block signals; trains or engines must stand clear of bell or indicator circuit so the employe who is to handle the switch may receive proper information from these devices; they do not relieve Train or Enginemen of responsibility of proper protection of the train before opening the switch and before occupying the main track.

53. When a flagman is at a block signal with instructions to take a following train through a block or with proper instructions on Form 4504, a train so stopped and instructed may, if no other reason exists for holding it, pass the block signal in stop position and proceed to the next block signal under control. A train must not pass a block signal indicating "stop" depending on flagman placed on preceding train to protect it.

Signals are numbered with reference to the mile on which they are located.

SOUTHBOUND SIGNALS.		NORTHBOUND SIGNALS.	
61-9	124-1	63-8	125-4
63-3	124-7	64-4	126-0
63-9	125-3	64-8	127-8
64-5	126-7	65-8	129-4
65-3	129-1	67-0	131-4
66-7	130-7	68-8	131-8
68-1	131-3	69-2	132-4
68-7	131-9	69-6	133-8
69-1	133-5	71-4	135-2
70-9	134-7	72-6	135-8
71-9	135-1	73-2	136-2
72-7	135-7	74-0	137-8
73-3	137-1	75-6	138-6
74-9	138-3	77-2	139-2
76-5	138-7	77-8	139-8
77-3	139-3	86-6	140-8
85-7	140-3	87-2	142-2
86-5	**141-7**	88-6	143-0
87-7	142-3	89-8	143-4
89-3	143-1	90-8	144-8
90-3	144-5	91-4	146-6
90-9	146-1	92-2	147-2
91-5	146-7	94-2	147-6
93-5	147-1	96-0	148-2
95-5	147-9	96-4	148-8
95-9	148-5	97-0	149-6
96-3	148-9	97-8	150-2
97-1	149-5	99-4	151-2
98-5	150-9	100-6	152-4
100-3	151-9	101-2	152-8
100-7	152-3	101-8	153-6
101-3	152-9	102-4	156-2
101-9	155-5	103-8	159-4
103-5	158-9	104-8	159-6
104-5	159-3	106-2	159-8
105-7	159-5	106-8	160-2
106-1	160-1	107-2	160-8
106-9	160-7	109-2	161-4
108-7	163-3	110-2	163-8
109-7	165-9	112-2	166-2
111-5	166-3	112-6	167-4
111-9	167-5	113-0	168-2
112-5	169-5	113-4	169-8
113-1	171-1	114-4	171-6
113-9	171-5	115-4	172-2
114-9	172-1	116-6	172-6
116-1	174-9	117-4	175-4
117-1	177-7	118-2	178-2
117-5	178-1	118-6	180-6
118-1	180-5	119-6	182-6
119-1	182-5	120-4	184-8
119-9	184-7	120-8	186-8
120-3	186-7	121-2	189-2
120-7	189-1	122-4	191-2
121-9	191-1	123-8	193-2
123-1		124-8	