

LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

MOBILE AND MONTGOMERY DIVISION.

No. 1.

TIME TABLE.

No. 1.

To Take Effect at 7:30 A. M., Sunday September 25th, 1887.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

—
CENTRAL TIME STANDARD.
—

J. T. HARAHAN,
General Manager.

C. E. EVANS,
Sup't Transportation.

B. C. EPPERSON,
Superintendent.

SOUTH BOUND.

BETWEEN MOBILE AND MONTGOMERY.

NORTH BOUND.

THIRD CLASS.		SECOND CLASS.				FIRST CLASS.			Minimum Time Bet. Stations for South Bound Freight Trains.	Number of Stations.	Distance from Montgomery.	TIME TABLE No. 1.			Distance Between Stations.	Clearance Length of Sidings in Feet.	Minimum Time Bet. Stations for North Bound Freight Trains.	FIRST CLASS.		SECOND CLASS.				THIRD CLASS.				
9	7	71	15	13	11	3	1	STATIONS.										2	4	12	14	16	72	8	10			
LOCAL FREIGHT.	LOCAL FREIGHT.	FAST FREIGHT.	PASS. & FREIGHT.		FAST FREIGHT.	FAST LINE.	FAST MAIL.											FAST LINE.	FAST MAIL.	PASS. and FRT.	FREIGHT.		FAST FREIGHT.	LOCAL FREIGHT.	LOCAL FREIGHT.			
DAILY EX. SUN.	DAILY EX. SUN.	DAILY.	DAILY.		DAILY.	DAILY.	DAILY.											DAILY.	DAILY.	DAILY.	DAILY.		DAILY.	DAILY EX. SUN.	DAILY EX. SUN.			
	6.35 AM	8.00AM	5.16PM		10.50PM	7.30PM	7.30 AM		490		Dp	Montgomery	N. Ar		2	7.20 AM	7.55 PM		6.00 AM	10.45 PM		5.15 PM	5.50 PM					
	6.38 ..	8.05 ..	5.18 ..		10.53 ..	7.32 ..	7.32 ..	3	491	0.4		M. & M. Shops	D.	0.4	8	7.18 ..	7.53 ..		5.57 ..	10.42 ..		5.10 ..	5.45 ..					
	7.10 ..	8.16 ..	5.30 ..		11.07 ..	7.45 ..	7.40 ..	8	495	4.5		Catoma		4.1	1612	10	7.10 ..	7.45 ..		5.45 ..	10.26 ..		4.59 ..	5.30 ..				
	7.28 ..	8.32 ..	5.45 ..		11.22 ..	7.53 ..	7.50 ..	10	500	9.5		McGehee's		5.0	1050	12	7.02 ..	7.35 ..		5.28 ..	10.10 ..		4.43 ..	5.10 ..				
	8.04 ..	8.57 ..	6.07 ..		11.45PM	8.08 ..	8.04 ..	12	506	16.0		Morganville		6.5	1650	9	7.47 ..	7.23 ..		5.03 ..	9.47 ..		4.20 ..	4.40 ..				
	8.31 ..	9.14 ..	6.24 ..		12.05AM	8.19 ..	8.14 ..	9	511	20.7		Letohatchie	N.	4.7	936	13	8.37 ..	7.13 ..		4.46 ..	9.28 ..		4.02 ..	4.20 ..				
	9.06 ..	9.38 ..	7.00 ..		12.28 ..	8.33 ..	8.27 ..	13	518	27.6		Calhoun	D.	6.9	1831	10	8.25 ..	7.00 ..		4.24 ..	9.05 ..		3.38 ..	3.50 ..				
	9.34 ..	9.56 ..	7.17 ..		12.48 ..	8.45 ..	8.38 ..	10	523	32.6		Fort Deposit	D.	5.0	1010	10	8.13 ..	6.47 ..		4.05 ..	8.45 ..		3.20 ..	3.20 ..				
	10.15 ..	10.15 ..	7.35 ..		1.08 ..	8.56 ..	8.47 ..	10	528	37.7		Searoy's		5.1	1620	13	6.03 ..	6.36 ..		3.47 ..	8.18 ..		3.00 ..	2.37 ..				
	10.50 ..	10.38 ..	7.58 ..		1.32 ..	9.10 ..	9.00 ..	13	534	44.3		Greenville	N.	6.6	1150 } 1220 }	16	5.50 ..	6.20 ..		3.25 ..	7.58 ..		2.35 ..	2.03 ..				
	11.34 AM	11.09 ..	8.30 ..		2.03 ..	9.27 ..	9.17 ..	16	543	52.7		Bolling		8.4	1220 } 1030 }	13	5.32 ..	5.58 ..		2.55 ..	7.27 ..		2.05 ..	1.17 ..				
	12.08 PM	11.33 ..	8.55 ..		2.30 ..	9.42 ..	9.30 ..	13	550	59.6		Georgiana	D.	6.9	727 } 727 }	5	5.17 ..	5.42 ..		2.30 ..	7.05 ..		1.38 ..	12.42 ..				
	12.25 ..	11.45 ..	9.05 ..		2.40 ..	9.49 ..	9.35 ..	5	552	62.0		Dunham's		2.4	3500	10	5.10 ..	5.36 ..		2.20 ..	6.54 ..		1.28 ..	12.25 PM 11.45 AM				
	1.10 ..	11.59AM	9.21 ..		2.57 ..	9.58 ..	9.44 ..	10	557	67.0		Garland	D.	5.0	1850	18	5.01 ..	5.29 ..		2.01 ..	6.38 ..		1.10 ..	11.00 ..				
	2.05 ..	12.35PM	9.57 ..		3.35 ..	10.18 ..	10.02 ..	18	566	76.3		Gravella		9.3	1687	9	4.42 ..	5.10 ..		1.25 ..	6.05 ..		12.35 ..	10.02 ..				
	2.30 ..	12.53 ..	10.27 ..		3.52 ..	10.27 ..	10.11 ..	9	571	80.8		Evergreen	N.	4.5	1150 } 750 }	9	4.32 ..	5.01 ..		1.06 ..	5.50 ..		12.15 PM	9.25 ..				
	2.55 ..	1.10 ..	10.50 ..		4.22 ..	10.38 ..	10.21 ..	9	576	85.6		Sparta		4.8	837	11	4.22 ..	4.52 ..		12.46 ..	5.33 ..		11.55 AM	9.00 ..				
	3.27 ..	1.33 ..	11.15 ..		4.46 ..	10.50 ..	10.32 ..	11	581	91.4		Castleberry	D.	5.8	1916	15	4.10 ..	4.40 ..		12.23 AM	5.13 ..		11.27 ..	8.25 ..				
	4.25 } 4.45 }	2.05 ..	11.50 PM		5.18 ..	11.07 ..	10.49 ..	15	589	99.1		Kirkland		7.7	1490	13	3.55 ..	4.25 ..		11.50 PM	4.45 ..		10.49 ..	7.40 ..				
	5.13 ..	2.30 ..	12.15 AM		5.44 ..	11.21 ..	11.02 ..	13	596	105.8		Brewton	N.	6.7	1000 } 1790 }	16	3.42 ..	4.13 ..		11.21 ..	4.25 ..		10.15 ..	7.00 ..				
	5.45 ..	3.02 ..	12.42 ..		6.15 ..	11.38 ..	11.18 ..	16	604	113.8		Pollard	D.	8.0	1610	11	3.27 ..	3.57 ..		10.38 ..	4.02 ..		9.45 ..	6.15 ..				
11.55 AM	6.10 PM	3.25 PM 3.40 PM	1.05 AM 1.20 AM		6.40 AM 6.55 AM	11.50 PM 12.05 AM	11.30 AM 11.35 AM	11	609	119.3	Ar Dp	Flomaton	N. Dp Ar	5.5	3015	5	3.15 AM 3.05 AM	3.45 PM 3.40 PM		10.15 PM 10.00 PM	3.45 PM 3.10 PM		9.25 AM 9.05 AM	5.50 AM	11.15 AM			
12.05 PM		3.54 ..	1.30 ..		7.05 ..	12.09 ..	11.40 ..	5	611	121.4		Miles'		2.1	1031	15	3.00 ..	3.35 ..		9.51 ..	3.00 ..		8.55 ..		11.02 ..			
12.37 ..		4.21 ..	2.00 ..		7.38 ..	12.23 ..	11.56AM	15	619	129.0		Canoe		7.6	1690	9	2.45 ..	3.19 ..		9.25 ..	2.33 ..		8.20 ..		10.23 ..			
1.00 ..		4.38 ..	2.35 ..		8.00 ..	12.33 ..	12.05PM	9	624	133.7		Williams'	D.	4.7	2093 } 240 }	17	2.35 ..	3.09 ..		9.09 ..	2.15 ..		8.00 ..		9.58 ..			
1.40 ..		5.10 ..	3.03 ..		8.31 ..	12.50 ..	12.22 ..	17	632	142.2		Perdido		8.5	1875	10	2.18 ..	2.51 ..		8.37 ..	1.40 ..		7.27 ..		9.10 ..			
2.42 ..		5.28 ..	3.18 ..		8.47 ..	12.59 ..	12.32 ..	10	637	147.2		Dyas' Creek		5.0	1350	14	2.10 ..	2.42 ..		8.20 ..	1.23 ..		7.10 ..		8.47 ..			
3.17 ..		5.58 ..	3.47 ..		9.15 ..	1.16 ..	12.50 ..	14	644	154.4		Bay Minette	N.	7.2	1949 } 1820 }	16	1.53 ..	2.23 ..		7.50 ..	12.50 ..		6.39 ..		8.10 ..			
3.52 ..		6.27 ..	4.14 ..		9.43 ..	1.32 ..	1.06 ..	16	652	162.7		Hurricane Bayou		8.9	1008 } 2144 }	1	1.37 ..	2.07 ..		7.22 ..	12.02 ..		6.09 ..		7.38 ..			
3.55 ..		6.30 ..	4.16 ..		9.45 ..	1.35 ..	1.07 ..	1	653	163.2		Tensas		0.5	790	11	1.35 ..	2.06 ..		7.20 ..	12.01 PM		6.07 ..		7.35 ..			
4.25 ..		6.53 ..	4.38 ..		10.08 ..	1.52 ..	1.21 ..	11	659	169.0		Bayou Sara		5.8	1710	13	1.22 ..	1.51 ..		6.55 ..	11.30 AM		5.43 ..		7.07 ..			
4.50 ..		7.25 ..	4.58 ..		10.30 ..	2.06 ..	1.37 ..	13	665	175.5		Magazine Point		6.5	805	9	1.07 ..	1.37 ..		6.32 ..	11.04 ..		5.20 ..		6.43 ..			
5.05 PM		7.40 PM	5.09 AM		10.40 AM	2.15 AM	11.50 PM	9	670	180.0	Ar	Mobile	N. Dp	4.5			1.00 AM	1.25 PM		6.20 PM	10.50 AM		5.10 AM		6.30 AM			
9	7	71	15	13	11	3	1											2	4	12	14	16	72	8	10			
DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY		DAILY	DAILY	DAILY											DAILY.	DAILY.	DAILY.	DAILY.		DAILY.	DAILY EX. SUN.	DAILY EX. SUN.			

"D" Day Train, Order Office.

"N" Day and Night Train, Order Office.

All regular north-bound trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

BETWEEN PINE APPLE AND SELMA.

TRAINS SOUTH.				TRAINS NORTH.					
FIRST CLASS.		Number of Stations.	Distance from Selma.	TIME TABLE No. 1.		Distance between Stations.	Clearance length of Sidings in Feet.	FIRST CLASS.	
	49 MIXED.			STATIONS.				50 MIXED.	
	DAILY EX. SUN.							DAILY EX. SUN.	
.....	2.55 P. M.	O 540	.....	Dp.....Selma.....D..Ar	.....	.....	.....	10.07 A. M.	.....
.....			5	Brick Yard.....	5	.....	.....		.....
.....	3.25 ..	O 530	10	Gulf Junction.....	5	.....	.....	9.35 ..	.....
.....	4.06 ..	P 539	18	Berlin.....	8	.....	.....	9.00 ..	.....
.....	4.45 ..	" 548	27	Pleasant Hill.....	9	.....	.....	8.22 ..	.....
.....	5.05 ..	" 553	32	Minters.....	5	.....	.....	8.00 ..	.....
.....	5.26 ..	" 558	37	Snow Hill.....D..	5	.....	.....	7.40 ..	.....
.....	5.47 ..	" 553	42	Allenton.....	5	.....	.....	7.20 ..	.....
.....	6.10 P. M.	" 568	47	Ar.....Pine Apple.....D..Dp	5	.....	.....	7.00 A. M.	.....
	DAILY EX. SUN.							DAILY EX. SUN.	
	49							50	

" D " Day Telegraph Offices.

All regular north bound trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

Full-Faced Type indicate Meeting and Passing Points.

No. 1 has full face type at Morganville for No. 7; at Gravella for No. 8; at Kirkland for No. 72; at Flomaton for No. 10; at Bay Minette for No. 14; at Magazine Point for No. 4.

No. 2 has full face type at Tensas for No. 3; at Williams' for No. 15; at Sparta for No. 11; at Catoma for No. 7.

No. 3 has full face type at Catoma for No. 4; at Fort Deposit for No. 14; at Evergreen for No. 15; at Brewton for No. 12; at Tensas for No. 2.

No. 4 has full face type at Magazine Point for No. 1; at Dyas' Creek for No. 9; at Flomaton for No. 71 and No. 14; at Kirkland for No. 7; at Calhoun for No. 15; at Catoma for No. 3.

No. 7 has full face type at Catoma for No. 2; at Morganville for No. 1; at Searcy's for No. 71; at Dunham's for No. 8; at Garland for No. 72; at Kirkland for No. 4 and No. 14.

No. 8 has full face type at Pollard for No. 11; at Gravella for No. 1; at Dunham's for No. 7 and No. 71; at Searcy's for No. 72; at Catoma for No. 15.

No. 9 has full face type at Perdido for No. 14; at Dyas' Creek for No. 4.

No. 10 has full faced type at Dyas' Creek for No. 11; at Flomaton for No. 1.

No. 11 has full face type at Georgiana for No. 12; at Sparta for No. 2; at Pollard for No. 8; at Williams' for No. 72; at Dyas' Creek for No. 10.

No. 12 has full face type at Bayou Sara for No. 71; at Brewton for No. 3; at Kirkland for No. 15; at Georgiana for No. 12.

No. 15 has full face type at Catoma for No. 8; at Calhoun for No. 4; at Greenville for No. 14; at Evergreen for No. 3; at Kirkland for No. 12; at Williams' for No. 2.

No. 14 has full face type at Bay Minette for No. 1; at Perdido Bay for No. 9; at Flomaton for No. 4 and No. 71; at Kirkland for No. 7; at Greenville for No. 15; at Fort Deposit for No. 3.

No. 71 has full face type at Searcy's for No. 7; at Dunham's for No. 8; at Gravella for No. 72; at Flomaton for No. 4 and No. 14; at Bayou Sara for No. 12.

No. 72 has full face type at Williams' for No. 11; at Kirkland for No. 1; at Gravella for No. 71; at Garland for No. 7; at Fort Deposit for No. 8.

W. G. SALA,
Master of Trains.

W. J. HAYLOW,
Chief Train Dispatcher.

SPECIAL INSTRUCTIONS.

At all schedule meeting stations and at meeting stations made by time orders for trains of the same class, the train having the right of track will, if the train to be met has not arrived, wait **THREE** minutes beyond its schedule leaving time, or the time stated by the order, and then proceed, keeping **THREE** minutes behind its schedule time, until the expected train is met.

Until detained **THIRTY** minutes **LOCAL** freight trains, doing work at stations where the rear of the train can be plainly seen by a train moving in the same direction at a distance of at least one-half mile, are not required to send flagman back with danger signal as provided in General Rule No. 97.

Following sections of first-class Trains, and all inferior class Trains, including extras, must approach Stations under control, expecting to find main track occupied. This does not excuse Trains from flagging, as per Rules Nos. 96 to 99 inclusive, when detained at a Station.

A train which has fallen back and is running on the time of another train of the same class, as provided in Rule 106, must, at all points where stops are made or in case it is not making running time, be promptly protected by danger signals as per Rule 99.

Greenville, Castleberry and Williams Tank are regular stops for first-class trains, and all water stations are regular stops for second and inferior class trains.

Chapman's, Forest, Wilson's, Carney's and Dolives are flag stations for Trains Nos. 1 and 4, and Chapmans and Forest, for No. 15, and Carpenter's, Carney's, Wilson's, and Dolives for No. 12 and 71.

Train No. 15 will carry passengers between Montgomery and Evergreen, and Trains No. 12 and 71 between Mobile and Flomaton.

Trains must not exceed 6 miles per hour through Commerce Street, Mobile.

All south bound trains must come to a full stop at Escambia Junction, one half mile north of Flomaton.

Pensacola & Selma Division Trains will be permitted to run between Flomaton and Escambia Junction under protection of danger signals.

The maximum speed of First-class Trains is sixty miles per hour, or one mile in one minute.

The clearance length of mill sidings not shown on Time Table are Forest 875 feet, Chapmans 570 feet, Sims and Baziers 225 feet, Alco 2150 feet, E. L. Co. 433 ft., Walkers 620 ft., McCoys 608 feet, Wilsons 281 ft., Carneys 1212 feet, Dolives 65 ft.

Yard Limits—Montgomery yard, from yard board south of M. & M. shops to trestle north of Union Passenger Station. Flomaton yard from yard board south of Escambia bridge, to yard board south of south switch. All trains must approach yard limits under control, and run carefully through the limits, expecting to find the main track occupied. This will not relieve yard men from using all possible precaution to protect themselves. They must know what trains are expected and let them pass without delay.

The clocks in offices at Montgomery, Flomaton and Mobile are standard clocks.

Trains on double track, in either direction, must keep to the right, except on Double track from W. R. R. Junction to Union Passenger Station at Montgomery where all trains will take the left-hand track.

All north bound trains must come to a full stop at Western R. R. Junction at the end of double track at Montgomery, and all trains must come to a full stop at Mobile and Ohio crossing at Mobile, and know that the way is clear before proceeding.

Conductors and Engineers must examine Bulletin Boards at Montgomery, Flomaton and Mobile daily.

DRAWBRIDGE SIGNALS AND RULES.

- (1.) A Signal Post is erected one-half mile from each Drawbridge, and Enginemen will, at all times when approaching Drawbridges, give four (4) short blasts of the whistle when opposite the Signal Post. A Stop Post is erected at each Bridge.
- (2.) A Danger Signal is displayed in the center of each Draw Span, inside of the span at all times, except when removed for passage of trains.
Enginemen of all Trains must approach Drawbridges with their trains under control, and must not pass the Stop Signal Post until the Danger Signal is removed, and the Safety Signal displayed, which must be done in their view. In case of failure to display these signals, as herein directed, Enginemen must be governed by Rule 65, and must know that the Draw is in proper position before proceeding.
- (3.) Draw Tenders must display the proper signals, as provided in the foregoing rules, and must not attempt to change the signal, from danger to safety, until they know that the Enginemen can plainly see the change made. Draw Tenders must Report to the Superintendent any violation of these rules.