

THE SANDHOUSE

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Special Issue:
"Train Dispatching," by Jerry Lachaussee

Introducing Jerry Lachaussee
by David Price

Jerry Lachaussee began his railroad career just after graduation from Pascagoula High School in 1959. By that time he had been taking train photos for five years and had spent most of his spare time at the depot studying under friendly agent/operators.

His career began in an age where telegraphy was still employed, though it was largely superseded by the telephone. Thus, Jerry became one of the last generation to learn and use railroad telegraphy. His next several years were spent working in most of the depots and train order offices of the Louisville & Nashville Railroad from New Orleans to Mobile. This included an early stint at the lonely railroad outpost of Rigolets in the middle of the Louisiana marsh with access only by rail or boat.

Promoted at the early age of twenty-four to train dispatcher in the Mobile office, Jerry was one of the youngest to hold this important position. The dispatcher was (and is) arguably the key decision maker in day-to-day rail operations. It was the dispatcher who decided which trains would run and when. Then, he was responsible for every movement of trains or maintenance vehicles over the mainline of his territory. A dispatcher had to know everything about the railroad and its employees, including the location and length of every passing track, every signal, every switch, the details of every industrial or yard track, the capabilities and quirks of every train service or other operating employee, the rating and ability of every locomotive, and the tonnage that could be handled under all weather conditions over every part of the line. In addition, the dispatcher had to know every operating rule and be an authority on the proper interpretation of each. His word was law to every operating employee, and his decisions effected what they did and when and could keep them safe or cause delay, damage, or even death. The dispatcher's day was a constant series of decisions and communication governing the movement of traffic, as many as fifty or more trains, over as much as five hundred miles of trackage. If there was a "hot seat" in railroading, this was it, but train crews often called the train dispatcher by the derogatory term "delayer."

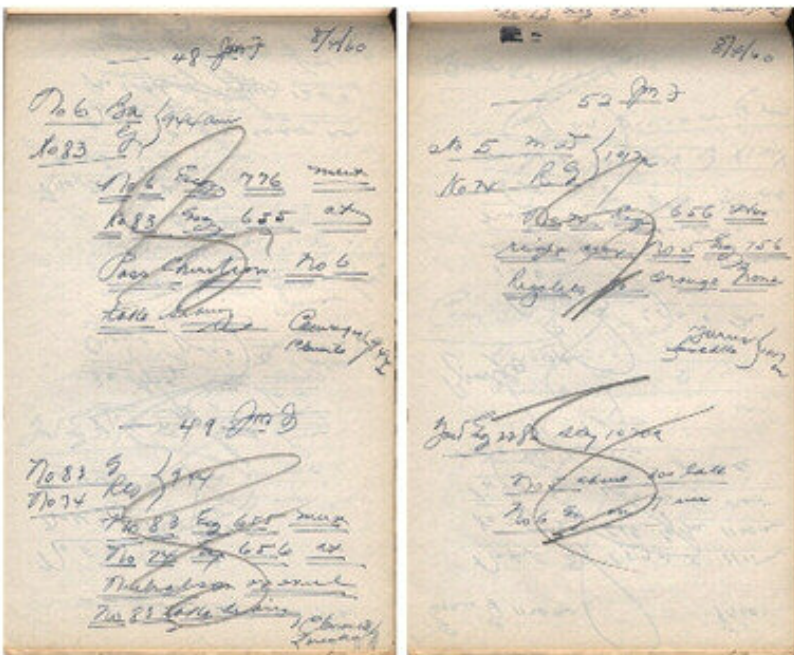
Jerry worked in the Mobile offices until those offices were closed, and moved to the new CSX dispatching center in Jacksonville, Florida. After thirty-seven years as a dispatcher, Jerry retired on February 28, 2002 and moved with his family to Wiggins, Mississippi. At the end of his career, Jerry Lachaussee was given that rare and singular honor of having a place on the railroad named for him to perpetuate the memory of a noble career. Thus, today we find "Lachaussee" on the operating timetable and signs labeling a busy mainline passing siding. His name will thus be remembered, even if newer crew members know it as "How the hell do you pronounce that?"

The SANDHOUSE
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It came as both a surprise and a humbling experience three months into my retirement that we were requested to join with some of the CSXT Mobile Division officials at a dinner, then the next day traveling to the south end of a new 11,000-foot siding that was being placed in service. This extends from MP 561.7 to MP 563.8, between Wilcox and Owassa, and was named Lachaussee. Surrounding my wife and I at the ribbon-cutting are officials and co-workers, left to right: L. Washington, Trainmaster-NO&M; Jimmy Johnson, Ballast Regulator Operator; R. B. Elliott, Roadmaster-NO&M; R. A. Williams, Roadmaster-M&M; S. C. Robinson, Roadmaster-M&M; Bob Frulla, Atlanta Division General Manager; D. R. Long, Surfacing Gang Foreman; Barbara Lachaussee; M. A. Murray, Ass't Trainmaster-Sibert; J. G. Lachaussee; D. D. Wiggins, Ass't Roadmaster-M&M, J. D. Black, Terminal Manager-Sibert; Donnie Turner, Chief Train Dispatcher, Mobile Division-Jacksonville; E. T. Holder, MofW Foreman-M&M; R. D. Jackson, Trainmaster-M&M; and N. S. Ward, Tamper Operator-M&M. Russell Stephenson Photography



Excerpts from dispatchers' train order books, ca. 1960. These were written in ink as they were transmitted, underlined when they were repeated, then completed with each operator's name and station. Pencil marks are through orders which have been fulfilled, superseded or annulled. At the time of these orders, CTC had progressed as far south as Orange Grove. First trick dispatcher John M. Fitzsimmons (JMF), a World War II Kentucky transplant, worked the consolidated M&M-NO&M Sub-Divisions from 1960-1964. The illegible name beginning with "L" is the author's, while he was working the Agency at Rigolets.



L&N Dispatchers' Office, Mobile, Ala., 1943. Increased traffic during World War II placed such a strain on the L&N's main lines that dispatching districts were split for the duration. Here, dispatcher Charles G. Coburn works second trick on the NO&M Sub-Division between Sibert and Ocean Springs; across his desk out of view is dispatcher George A. Merriwether, who is working the Ocean Springs to New Orleans segment. Coburn is writing an order in his train order book while transmitting it to operators on the road; on giving the Chief Train Dispatcher's initials, the recipients will immediately repeat the order to him and if correct, he will give a "complete" time. The trainsheet is spread upon his desktop; transfer and bulletin train order books are at the far left corner. Company-approved pocket watch is in its holder; the dispatcher must compare time with the standard clock on the wall before taking over. Inkwell beside it will be dipped into many times during a shift. Triangular-shaped box on bottom right is a telegraph resonator in which the sounder is mounted. Western Electric 60-System telephone apparatus is in use here; the horn transmitter is plugged into a jackbox attached to the side of the desk; the ringing key is the tall case behind the inkwell, with nine offices' code keys within easy reach. A loudspeaker is attached to the folding gate on the left side.

L&NRR Photo, J. G. Lachaussee Collection

COVER PHOTO

On August 20, 1957, local freight No. 44 has just delivered to the MSE at Pascagoula and has pulled just north of South Pascagoula Street with GP-7 #551 and caboose #42. Brakeman L. I. Black is walking beside the engine toward the switch to an open yard track to pull their caboose through.

TRAIN DISPATCHING

By J. G. Lachaussee

Photographs by the author unless otherwise credited



More than 150 years have elapsed since American railroads first began operation of more than one train on a given stretch of single track. Early on, in an effort to inject safety and efficiency into their operations, railroads contrived the first operating rules. Comparatively, at first they were simple but became progressively more complicated as traffic increased, and there was no coordinated effort to produce uniform rules on the various roads.

In the late 1880's, the industry began pooling their hard-won knowledge and experience to produce the best possible set of operating rules that would be available to all roads. Heretofore, rules inadequacy, to one degree or another, had been the cause of accidents, hence the observation that many were "written in blood." Employees governed by these rules were conductors and trainmen, enginemen, train dispatchers, operators, and anyone else who was directly involved with the movement of trains.

As the railroads laid track across the country, depot buildings were constructed at various locations, many often resulting in industry and increases in population. Often the mayors of towns on the line or other trustworthy individuals were enlisted to meet the public. These agents would handle freight and passenger business and protect the company's monies and other interests.

Meanwhile, by the time of the Civil War, the telegraph had come of age, and the railroads used it to transmit and receive messages among the stations on a sub-division. More importantly, it began to be used to dispatch trains, which required a train dispatcher and Morse qualified operators at the various stations who would receive orders for delivery to trains, transmit OS ["On-Sheet"] reports of passage of trains, and a myriad of associated tasks. Therefore, dependable communication became a necessity to train dispatching.

179-4-1
Louisville and Nashville Railroad Company
CLEARANCE FORM
L. R. Capers
J. R. Capers
57
ONE
57
Capers

FORM 19
LOUISVILLE & NASHVILLE RAILROAD COMPANY
TRAIN ORDER NO. 57
57
Apr 26
1912
TO C. AND E. Extra 1355 North
TO C. AND E.
TO C. AND E. J. R. Capers
TO C. AND E.
Extra 1355 North has
right over No 7
291 Gueppah
Ocean Springs
J. R. Capers
11:00am
Capers

Ticket Agent-Operator J. R. Capers at Gulfport hooped up this order to Extra 1355 North, giving them right over No. 7, a first-class schedule, as far as Ocean Springs. This "right of track" order is good only as far as the south switch at Ocean Springs; however, if on arrival, there is still time to go north of Ocean Springs, then the Extra may advance, but must respect No. 7's schedule.

Even though the telephone was introduced not long after the turn of the 20th Century as the preferred means of communication, the ensuing 50 years saw the Morse wires still being maintained for use. In those days, train dispatchers were always required to be Morse-qualified and a fair amount of jobs on the road required Morse-qualified operators, so dispatchers normally were promoted from telegraphers' ranks.

The L&N Railroad began installing Western Electric's two wire 60 System telephones in 1910; the last segments being on the south end of the road in 1915-1916. While the telegraph wires were removed from the main line in 1962, the MNO&P Division's branch lines retained the Morse wires until they were damaged during Hurricane Camille in August, 1969, at which time they were officially retired. L&N showed little interest in radio until it began equipping locomotives and cabooses with it in early 1954. This didn't spread into the realm of dispatching at Mobile until 1965; division coverage wasn't affected until several years later.

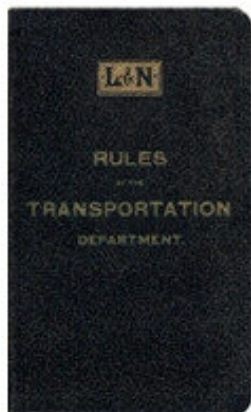


At Biloxi in 1943, Second Trick Operator G. W. "Pops" Raymond copies "19" train order from the dispatcher. During this difficult time the NO&M dispatching district was divided at Ocean Springs. It was through dedication and unerring effort of all who participated during World War II that traffic was moved safely and efficiently.

USA-AF Photo, J. G. Lachaussee Coll.

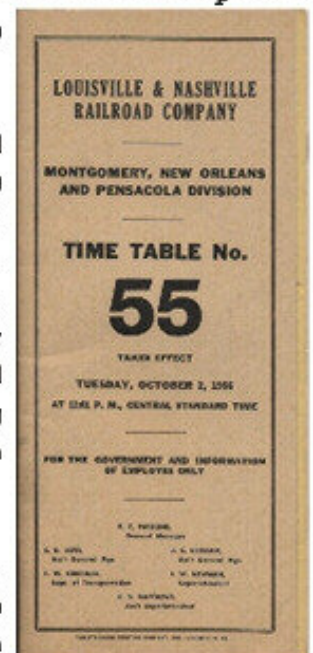
The foregoing is a brief insight into L&N's communication history. Other roads upgraded earlier to more sophisticated systems; Illinois Central being one of the first, having centralized all dispatching in Chicago in 1962, and Southern combining some offices utilizing their new microwave telephone system in 1966.

In the latter 19th Century, timetable-train order operation was adopted on most large roads. This was based on a system of superiority of trains established by the timetable, a document which also provided special instructions pertaining to aspects of the operation peculiar to a division. These mandates superseded any rules with which they may have conflicted.



For the better part of the 20th Century, railroad operating rulebooks were small hardback issues containing 75-100 pages, and the timetable could be folded to fit in one's back pocket. Due to dramatic societal changes in the recent three decades, along with centralization of authority and combination of divisions, these documents evolved into large volumes. Along with other paraphernalia required by the FRA, such as a hazmat booklet and safety rules, the whole works is held together by a sizeable ring binder, stored in a niche in one's grip or a place of prominence in the dispatchers' office.

The timetable of a sub division displayed the various schedules, designated which direction was superior [such as "Southward trains are superior to trains of the same class moving in the opposite direction"]; numbered the schedules in





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First trick operator Alma W. Craig hands up orders to the fireman of No. 6, the Humming Bird, which is making its momentary stop at Pascagoula, on August 23, 1957, and stands ready to deliver the conductor's set.



either odd or even [such as odd for southward, even for northward], and established classes [such as first, second, third, and so on – as applied to passenger and freight trains]. Operating rules provided that trains are made superior by "right, class and direction," class and direction being conferred by timetable, right being conferred by train order. By the same token, a train being cleared from a terminal must observe the [1] number, [2] class, [3] day of leaving, [4] direction, [5] route, [6] initial station, and [7] terminal station. Of course, [5] route on a single track non diverging line would be disregarded. In addition, a train operating as a regular schedule must not leave any station in advance of the leaving time for that station. Where only one time is shown, it is considered as the leaving time.

The operating rulebook contained hundreds of rules for the governance of trains with respect to each other, and all employees directly involved in the movement of trains, most especially train and engine crews, train dispatchers and operators, were required to be fully conversant with the rulebook, bulletins and special instructions. Moreover, a certified pocket watch, inspected monthly and an annual examination on the rules were obligatory.

In timetable-train order days, the dispatcher presided over a sub-division, often in addition being responsible for a branchline or two, depending on traffic patterns. On the L&N, during the steam and early diesel eras, sidings were of capacity to chamber 45-65 car freight trains; most larger stations had two of them, and they were spaced not more than 5 to 8 miles apart. This ample facility allowed for minimum delay to passenger trains and afforded local freights a place to clear the main track while switching. Operators and Agents on the line-of-road acted as the dispatcher's eyes and ears, so to speak, keeping him advised of events as they occurred. In retrospect, it was during this era that traffic moved more smoothly than ever.

Operators in terminals would "order" trains from the dispatcher about two hours beforehand to determine if he could handle them, then when the information came available, he would furnish the calls [train number, time called and on duty, conductor's and engineer's names, engine numbers] for the dispatcher to enter upon the trainsheet. Before trains could leave their initial terminal, the operator would have to "clear" them on the dispatcher's authority, with Clearance Form "A" and whatever orders that were addressed to each.

On each successive trainsheet, begun sometime before midnight, would be penned a facsimile of



L&N Gentilly, La., Operators' Office, Oct. 15, 1959. Telephone and telegraph apparatus are evident on the desk; carbon-filled train order blanks are in the pigeon hole caddy, and Remington billing typewriter is ready for service. Sit down, take a deep breath of stagnant cigar smoke, listen to the Geep outside kicking cars and answer the dispatcher's bell!

the timetable; train numbers being entered as they appeared therein, with a few spaces between to accommodate sections or extras. Another portion of the sheet was reserved for "unusual occurrences," where descriptions of accidents or any deviation of duty might have caused delay or was the basis for extra pay for crews. Another section was for 2-hour call figures furnished terminals, and from those terminals he kept a record of the weather every 6 hours. Train delays furnished by conductors were penned on the back of the trainsheet. He issued the necessary train orders a sufficient time in advance to avoid train delay, often worked two or more hours "ahead," which called for the ability to "see into the future," and kept a written record of "OS," and other pertinent information. A sub-division "lineup" was issued early each weekday morning for the benefit of MofW forces, and at other times when requested.

With the open dispatcher's telephone circuit, he was constantly being questioned relative to location/estimated arrival times of trains, trainmen at various locations furnishing info he might desire or stating problems that needed to be solved, all the while listening for anyone in an emergency situation. While he may never have driven a spike with a maul, he still had to know everyone's job, what it involved and how long it took to perform it, including switching. In addition, he had to have a keen understanding and working knowledge of all of the directives in the operating rulebook, for he was occasionally called upon by his peers to explain them. As may

be surmised from the foregoing, the dispatcher was a busy individual, to say the least.

On his "working file," kept handy on a nearby clip was any number of messages which affected dispatching. These could be any of the following and more:

- [1] Request for a work train, for which the dispatcher had to issue the necessary train orders.
- [2] Message for a local to "brass" a hotbox at a given location; speed restriction handling, etc.
- [3] Message to handle more than one section of a passenger train.
- [4] Message detailing trackwork to be performed and slow orders to be issued.
- [5] Message detailing any signal or track changes, to be carried on train order until BBO issued.
- [6] Message stating extra stops for passenger trains to make in handling revenue groups or to entrain/detrain deadheads.
- [7] Message stating locomotives to be picked up or set out on road.
- [8] Message stating any irregular work or unanticipated delay to any train.

When a dispatcher was relieved, he penned into his transfer book the train order numbers not yet executed, pertinent messages and other important information and had to see that his relief signed it before he departed. Progress of all trains and prevailing conditions would be conveyed to the relieving dispatcher, who, after he checked the bulletin board for any recent issues, signed the trainsheet and began his trick. For a dispatcher to discharge his duties in a safe and efficient manner, it was required that he be intimately familiar with the sub-division[s] over which he presided. This entailed knowing the distance between stations, grades, running times, location of depots and train order signals especially with reference to sidings, siding capacities, drawbridges, etc.

Without the intervention of the dispatcher by issuance of train orders, trains on the road running simply by timetable authority would soon have the line tied up. Therefore, he was kept busy setting up meets and issuing "helping" orders to inferior trains, many in the form of "run lates," "wait orders," or "right of track." After each issuance, the operators would respond in the order addressed and repeat them. If deemed correct, a "complete" time would be given, and the operators would be responsible for delivery. Enroute, crews were constantly vigilant in observing all signals, but particularly the train order signals at open stations along the line. If an operator held orders for an approaching train, he must have first set his semaphore train order signal to "19," the arm of which rested at 45 degrees, and displayed a yellow light. When the train came close and called for the board, the crew could see that they had to secure Clearance Form "A" and any train orders or messages



Saint Elmo Second Trick Operator C. C. Williams poses at the train order semaphore levers in 1953. "Warm Morning" coal heater is on left; telegraph desk with spacious train order caddy is on right. Saint Elmo, "on top of the hill," was a water station in steam days, and in addition to being an Agency, remained a heavy train order job 'round the clock until advent of CTC.

J. G. Lachaussee Coll.

addressed to them before passing. On lines having automatic block signals, such as the NO&M after 1927, L&N did not use "31" orders, only "19's," which were handed on and picked up at speed.

NO&M stations at Pascagoula, Ocean Springs, Biloxi, Gulfport, Bay St. Louis and Rigolets were equipped with annunciators, which warned of approaching trains. These would alarm at two points and the operator would report these to the dispatcher, which enabled him to pinpoint a train's location.



GRS Control Machine of the Stanley to Berwick, Ohio, CTC installation on the NYC

continuously, making record of each time a signal was cleared or cancelled, and each time an "OS" circuit was occupied or vacated. Telephone and telegraph apparatus was provided for communication. Controlled signals were established as being "absolute," meaning they could not be passed while displaying a "stop" indication without permission of the train dispatcher. This system eliminated the requirement for operators to copy and deliver movement orders; the trains operating solely by signal aspect.

In CTC territory, MofW occupied the main track and/or sidings on a standard blocking authority instead of by the traditional "lineup of trains." Repeated by the employee securing it, written record was made and signals in the model board were disabled by blocking plugs. So far, so good, as pertains to safety and efficiency.

In the ensuing 50 years, many CTC installations were made in the United States, but movement by timetable-train order was still relied upon as the accepted method on non-CTC segments. By the late 1970's, many lineside stations had been closed and passenger service handled by Amtrak was minimal. As communications had improved considerably, and being cost-prohibitive to install CTC on a number of lines, a new cheap system designed to replace timetable-train order operation was devised. It became known variously as "dispatcher's manual block," then "direct traffic control," both of which utilized established blocks in the field; and later "track warrant," in which the dispatcher could grant authority to and from whatever points he desired. This system was fraught with problems from the outset and was further complicated in 1984, when cabooses were eliminated.

This mode of operation, which would have been well-suited for branchlines with little traffic, was

Before radios became commonplace, crews members relied on hand and whistle signals to communicate between themselves and other crews; the manner of such signals given being prescribed by the rulebook. Classification signals, engine numbers, and other details were acknowledged in this way.

The first installation of a new operating system known as Centralized Traffic Control was on the New York Central at Fostoria, Ohio, encompassing the 40 miles between Stanley and Berwick, Ohio, in 1927. These machines featured a model board of the territory controlled, and a desktop in which an electric graph ran



Second trick dispatcher Frank Simmons is sitting at the new GRS CTC console at Mobile in 1943. This machine controlled Flomaton to Sibert on the M&M Sub-Division. Stations on the board include (left to right) Miles, Wawbeek, Canoe, Atmore, Perdido, Dyas, Bay Minette, Hurricane, Nenemoosha, Akka, Aladocks and Three Mile Creek. Device in center of desk is electric graph which automatically keeps up with signalling and track occupancy. Assistant Superintendent B. H. Harbin and fellow dispatcher D. L. Laxton, working the NO&M Sub-Division, look on.

L&N RR Photo, J. G. Lachaussee Coll.

adopted on the L&N in mid 1978. However, its use was extended to all non CTC lines, regardless of traffic density. It was on this premise that Mobile Division Dispatchers Donald H. Dean and I began to design and build a "manual block visual aid board" for the PD-P&A Sub-Divisions on our own time. This implement, when used with the accompanying few instructions, would simulate trains and hi-rail track authorities much as the CTC machine with colored lights and warning buzzers. On completion, the management allowed for it to be installed and used; one official took it to the Suggestion Board, drawing the largest award ever and it was presented to us by the president. Later, the basics were applied to computer models which were incorporated into the new CADS being designed by CSXT-US&S for Jacksonville.

Centralization of dispatching functions, including control of most interlockings was all the rage by the late 1980's as technology progressed, bringing about improved communications and signal systems.

Jacksonville Centralized Dispatching Office [JCDO], opened in 1988, was state-of-the-art CADS, in which dispatchers, chief dispatchers, power coordinators and other officials worked in a darkened atmosphere with track patterns displayed on the wall. Signal, dispatching functions, communications screens and intercom were mounted in each console, with a large keyboard designed to facilitate all dispatching chores. The setup was impressive enough that heads of state and their staffs toured the facility on occasion.

The mere centralization of many offices located all over the eastern United States opened the proverbial "can of worms." Dispatchers, formerly required to be intimately knowledgeable of their territory were often found to be totally unfamiliar with jobs in the center. And to cap it all off, some couldn't type very well.

The industry has always been a dangerous business. Safe operation is essential; many lives and equipment worth millions of dollars is at stake. Dispatching in the 1990's was radically different than before, and the following added duties often infringed on one's ability to manage a territory:

[1] Communicating a string of car numbers, waybill information, including hazmat, etc., to trains account the computer system failed to generate consist and waybills on them.

[2] Calling cabs or other transportation for "doglawed" crews.

[3] Stopping trains at roads where the crossing protection devices allegedly failed.

[4] Calling trains to notify them of slow orders issued after they were cleared; use of proper form and radio procedure required.

[5] Calling trains in a 100-mile radius of an approaching storm to tell them that the weather is threatening.

After 14 years in the Center, I retired, declining further promotion several times and having served as Agent-Operator, Telegrapher for 10 years, and Train Dispatcher for 37 years.

H-29a Engine #1344 poses for her portrait at Montgomery, Ala., on August 31, 1947. Twenty-eight 1300-series 2-8-0's were ATS-equipped and assigned to NO&M service, including this loco, between 1937 and January, 1949.

F. E. Ardrey Photo



Anonymously, the following prose was written many years ago, mimicking the Good Book, but reiterating "who's the boss," and how one may be afflicted for non compliance:

A Reading From The Book Of Dispatcher

Lo and verily I say unto you, for I am the authority and protection, the seer of all and knower of all. For my eyes search only for truth and my ears hear only the words of purity and sanctity.

And ye shall take comfort in my pen and train order book and my train sheet shall guide you to green pastures and still waters. Ye shall communicate to me in confidence, knowing that I am the true and chosen way. For I am the proper authority and as I giveth, so shall I taketh away, and thy path shall be safe and my commandments shall be in words understandable to all and directed only to those who are to execute them.

And may those who choose to deliver thoughts and words that are not pure and founded in truth, understand that it will be my will to smite thee for an eternity in a siding without food, water, and communication, and that thy loved ones and pets shall become but memories.

SOURCES:

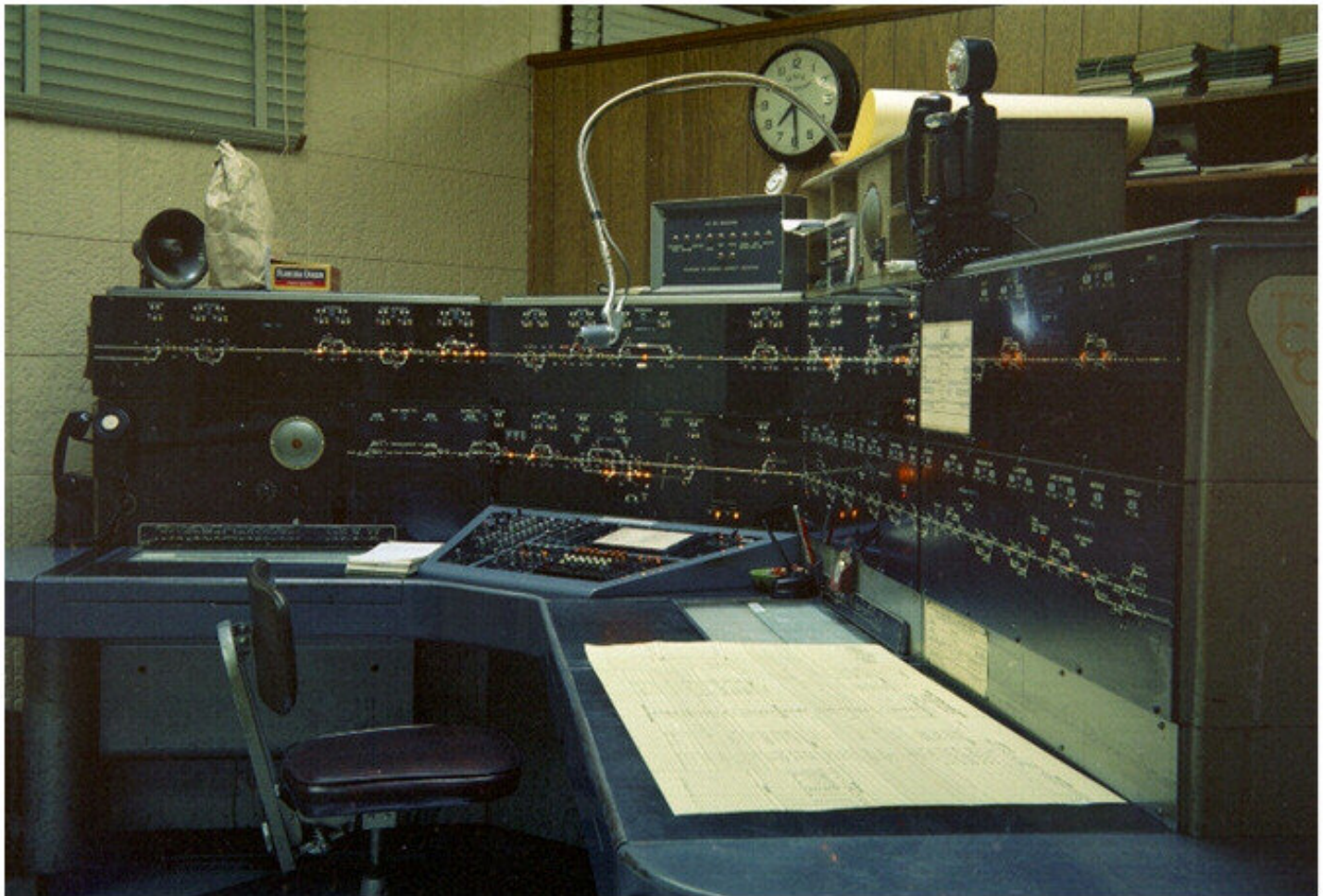
Rights Of Trains, H. W. Foreman, 1904; rev. by Peter Josseland, 1951

General Railway Signal Company, Bulletin #169, March, 1938

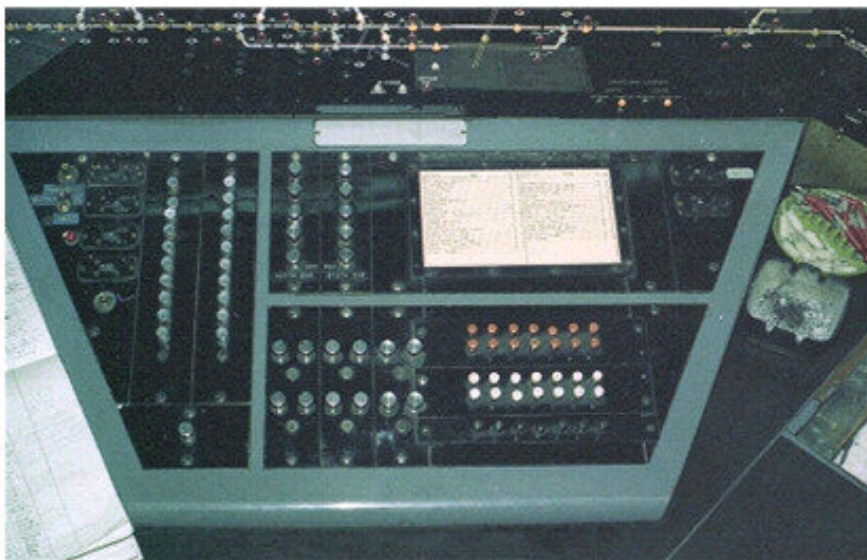
J-3 Mikado #1504 shown here resting between assignments at Sibert, Ala., shops, was one of 27 of her class which were ATS-equipped and assigned to the NO&M in January, 1949. She had the distinction of being the last steam loco to operate on the NO&M. New FP-7A shares the track with her on August 26, 1951.

***E. M. Kahn Photo,
J. G. Lachaussee Coll.***

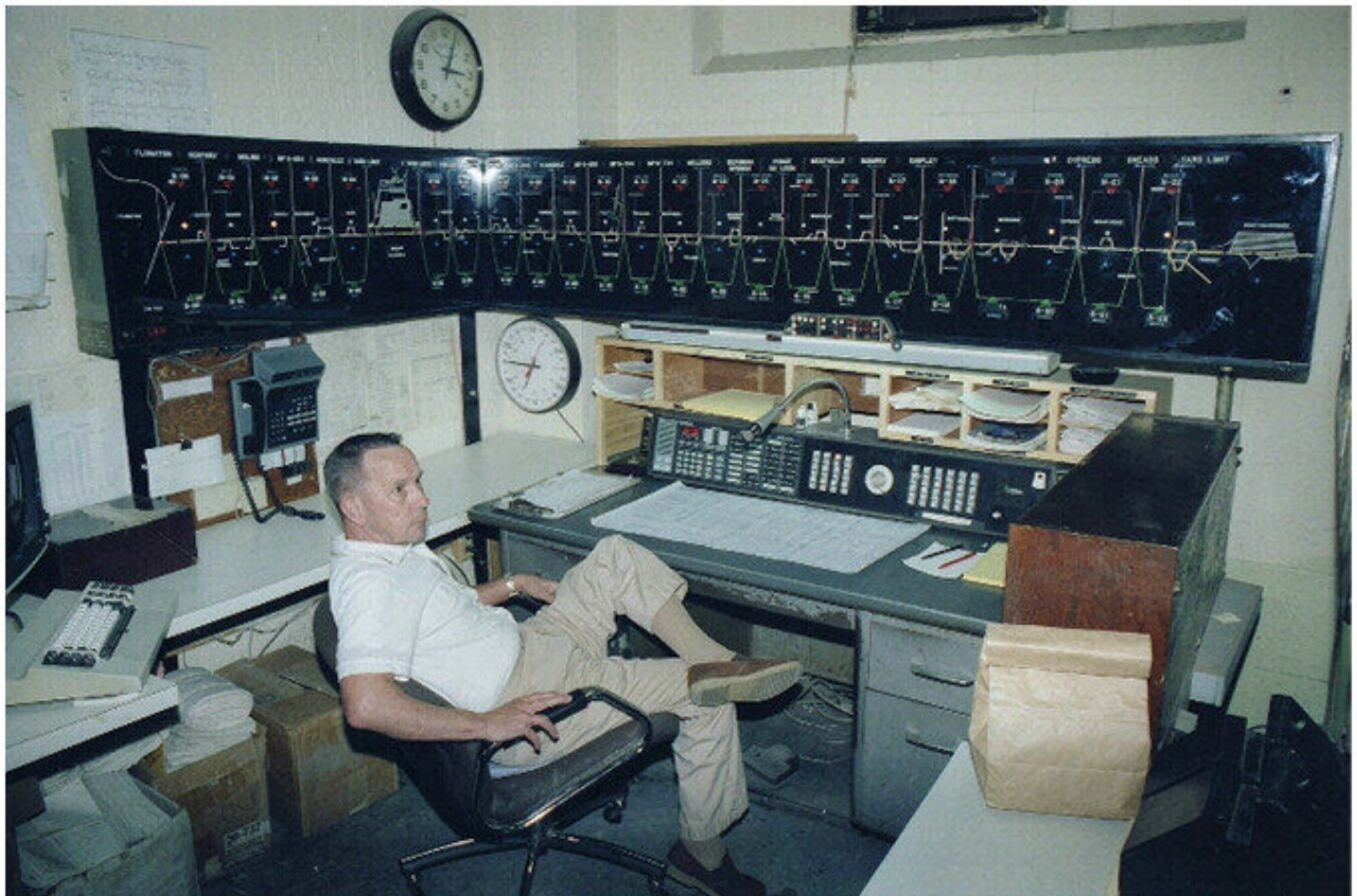




L&N CTC Machine, Mobile, Ala., February 5, 1975. This machine, placed in service in 1960, consisted of US&S, GRS and Modern Industries components. It replaced older GRS equipment formerly in the Georgiana, Ala., office [Montgomery – Flomaton], and Mobile, Ala., office [Flomaton – Sibert], and accommodated the new NO&M installation, then underway. It featured a double-tiered track panel, and a selector system whereby the dispatcher could manipulate all of the CTC functions from a small panel instead of individual levers for each station.



Centralized panel for CTC and communications on the above machine, photographed on November 15, 1975. Double row of buttons on left were for selecting the various CTC control stations; switches and signals were manipulated with the twelve buttons near the center; those above related to hotbox machine alarms, GM&O crossing [Choctaw] howler formerly used to alert their switching crews to clear the main track; and others to select signal code lines in case of failure. Toggle switches at top left and top right patched telephone lines; multi-buttoned apparatus on right was Western Electric 62-A selector key for ringing stations and radios.



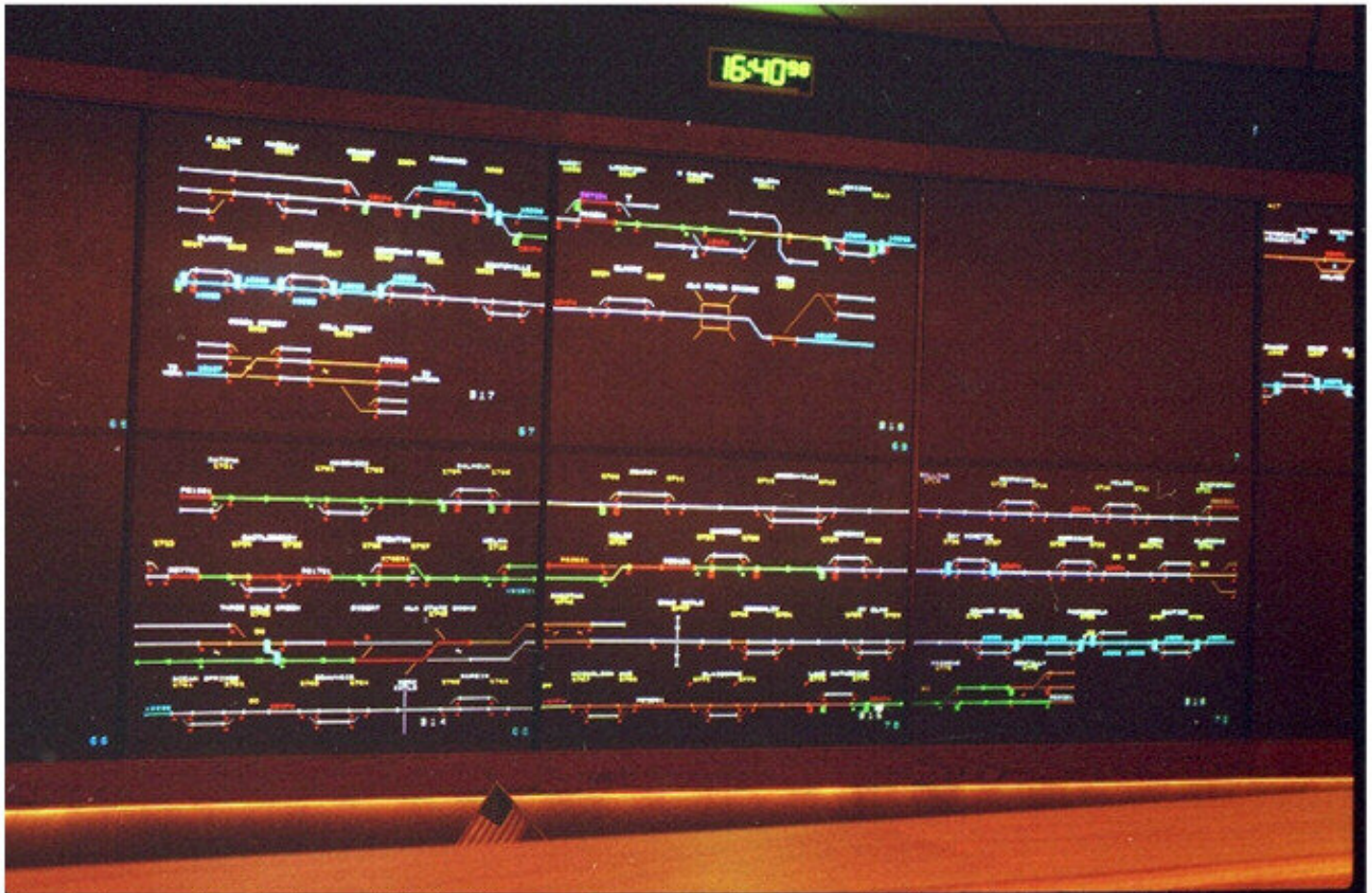
Mobile Dispatcher J. A. Enfinger, working second trick on the PD-P&A/WofA-A&WP districts in 1988, is shown with the manual block board built for use on the Florida sub-divisions as a safety device.



Second Trick Train Dispatcher J. G. Lachaussee copies bulletin and flagging orders for the next day on the M&NO Sub-Divisions, listens for the Brewton Switcher working Container Corp'n plant and any of the several drawtenders on the line. Otherwise, he has the Mobile Office to himself, covering three positions on this Independence Day, 1984.



Agent-Operator Robert L. Williams, Saint Elmo, Ala., hoops a message to the crew of Train No. 43 on September 25, 1962. Installation of CTC encompassed his station in 1960, and the train order signal was removed. Thereafter, crews' receipt of necessary messages was taken via Clearance Form A, hooped by the operator using a yellow flag as a signal. Flag was dropped on ground after use and may be seen behind him.



Birmingham – New Orleans Sub-Divisions, projected to the screens in front of the console show the entire territory. Train ID's are similar to those seen in air traffic controller's computer models; white trackage/train ID's denote those which have been turned over to the computer for its own handling; those in brown are "manual," for the dispatcher's handling; green signifies "pseudo," for a train clear of the main and sidings. Blue denotes hi-rail authority to occupy the track. Green track denotes cleared signals; yellow for those not cleared, and red for track occupancy.



Dispatcher J. G. Lachaussee, formerly of the L&N's Mobile Dispatchers' Office, is working second trick in the new Jacksonville Centralized Dispatching Office in 1990. His console controls CSXT [formerly L&N] trackage between Birmingham, Ala., and New Orleans, La.



Train No. 1, the Azalean, is at Gulfport on August 18, 1938, with K-2a Engine 179. Continuing their program of protecting main lines with automatic block signals, L&N responded to an order by the Interstate Commerce Commission by overlaying the NO&M installation with Automatic Train Stop [ATS]. This project was completed in February, 1927. On steam locomotives, the ATS mechanism was usually mounted atop the boiler to the right of center. C. W. Witbeck Photo, Kahn-Lachaussee Collection

FORM 19	LOUISVILLE & NASHVILLE RAILROAD COMPANY	FORM 19
TRAIN ORDER NO.	74	DATE April 23, 1960
TO 1037	FROM St. Louis	
<p>1037 Eng 757 is operating without automatic train stop Production St. Louis to Mor. 1 to Town</p>		
<p>Complete 4/26/60</p>		

NO&M Train Order No. 74, April 23, 1960 – On ICC mandate, this order was issued to all trains on the NO&M notifying them when a train was operating with ATS cut out. If the electrician cutting the ATS in at an originating station was unable to test the equipment or if it was inoperative, the dispatcher was notified and an order similar to the one at left would be issued. Likewise, if an engineer on the road experienced trouble with the ATS and found it necessary to cut it out, he would file a message to that effect at the first open office.

<

A timetable - train order
sampler follows.



Fourth 38, Engines 670-754, carrying no signals for a following section, waits for the conductor's highball at the old Canal Street Station in New Orleans on June 15, 1952.

**E. M. Kahn Photo,
J. G. Lachaussee Coll.**



SIBERT AND NEW ORLEANS—SOUTHWARD

SECOND CLASS				FIRST CLASS						Distance from Louisville	TIME TABLE		
71	83	43	75	1	37	5	9	33	99		No. 55		
Fast Freight	Fast Freight	Local Freight	Freight	Azalea	The Crescent	Humming Bird	Passenger	The Piedmont	The Pan-Americas		Takes effect Tuesday, October 2, 1956, at 12:01 p. m. Central Standard Time		
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily		STATIONS		
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
6.15	5.30	5.00	2.45 ¹⁸	3.15	2.57	11.35		3.55	3.03	664.33	L	SIBERT	N
				3.35	3.10	11.50		4.10	3.20 ²⁵			MOBILE	N
6.30	5.45	5.15	3.00	3.55	3.20	12.00 ⁴		4.30	3.40	666.67		1.04	
6.35	5.55	5.20	3.20	3.58	3.23	12.03		4.33	3.43	667.71		CHOCTAW	E
6.50	6.05 ⁷⁴	5.35	3.28	4.04	3.29	12.09		4.39	3.49	672.80		6.03	
7.05	6.20	5.50 ⁷⁴	3.40	4.11	3.36	12.16		4.46	3.56	679.84		7.04	
7.30	6.30	6.05	4.02 ¹⁹	4.17	3.42	12.22 ¹⁴		4.52	4.02 ²⁵	685.88		THEODORE	DE
												8.04	
7.40	6.40	6.15	4.30	4.23	3.47	12.27		4.58	4.07	691.44		SAINT ELMO	NE
7.48	6.50	6.25	4.40	4.27	3.51	12.31		5.02	4.11	695.45		5.56	
												GRAND BAY	DE
7.55	7.00 ⁴³	7.00 ⁸³	5.06 ⁷⁴	4.31	3.55	12.35		5.06 ⁷⁴	4.14	699.50		4.01	
7.58	7.10	7.15	5.15	4.34	3.58	12.38		5.09	4.17	702.11		MISSALA	E
												4.05	
8.04 ¹⁴	7.18	8.30	5.23	4.41	4.03	12.44 ⁴		5.16	4.24	706.70		ORANGE GROVE	E
8.12	7.25	8.15 ⁴⁴	5.30	4.46	4.07	12.50		5.21	4.29 ⁷⁴	709.99		2.61	
												KREOLE	NCE
												4.59	
8.36	7.50	10.05	5.55	4.59	4.19	1.02	6.10	5.33	4.41	723.02		PASCAGOULA	NE
												3.29	
8.51	8.10 ⁴⁴	10.32 ⁴	6.07	5.12	4.28	1.12	6.20	5.45	4.51	727.04		GAUTIER	E
												13.03	
9.01	8.21	11.45	6.26 ⁹	5.18	4.33	1.17	6.26 ²⁵	5.50	4.56	731.59		OCEAN SPRINGS	NE
9.05	8.24	11.50	6.30	5.20	4.36	1.19	6.28	5.52	4.58	733.01		4.02	
9.11	8.30	12.09 ⁶	6.42	5.22	4.39	1.22	6.32	5.55	5.01	736.01		BILOXI	NE
												4.53	
9.30 ⁷²	8.40	1.00	6.50	5.26	4.43	1.26	6.35	6.00	5.05	739.51		BEAUVOIR	E
9.36	8.48		6.55	5.35	4.48	1.31	6.41	6.08	5.10	743.12		1.42	
												EDGEWATER PARK	
9.46	8.58		7.14	5.43	4.53	1.37	6.48	6.15	5.16	748.91		3.00	
												MISSISSIPPI CITY	E
9.50	9.05		7.19	5.47	4.56	1.40	6.54	6.18	5.19	751.85		3.50	
												GULFPORT	NE
10.05	9.20		7.30	5.57	5.02	1.47	7.03	6.27	5.29	754.55		3.91	
10.19 ¹⁸	9.38 ⁴		7.35	5.59	5.04	1.49	7.07	6.29	5.31	756.13		LONG BEACH	E
												5.79	
10.39	9.55		7.55	6.15 ¹²	5.14	1.59	7.24	6.40	5.43	767.10		PASS CHRISTIAN	NCE
												2.94	
10.50	10.05		8.10	6.32 ¹⁴	5.20	2.07	7.33	6.48	5.52	773.33		HENDERSON'S POINT	E
												2.70	
11.00	10.15		8.25	6.38	5.25	2.12	7.39	6.54	5.57	776.37		2.94	
11.15 ²⁶	10.25		8.35	6.44	5.30	2.17	7.45	6.59	6.02	781.08		1.58	
												NICHOLSON AVENUE	E
11.37 ²⁸	10.45		8.57 ⁴	6.55	5.41	2.27	7.58	7.09	6.13	790.24		10.97	
												CLAIBORNE	E
11.50	10.55		9.20	7.00	5.45 ¹²	2.31	8.02	7.13	6.18	793.79		6.23	
												NORTHSIDE	E
12.10	11.15		10.00	7.10	6.00	2.40	8.10	7.20	6.30	800.43		3.04	
												RIGOLETS	NCE
												4.71	
												LAKE CATHERINE	E
												9.16	
												BORGNE	E
												3.55	
												MICHOD	E
												6.64	
												GENTILLY	NE
												2.32	
												N. O. N. E. TOWER	NE
												1.00	
												N. O. T. JCT.	E
												7.65	
												NEW ORLEANS	
A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily				
71	83	43	75	1	37	5	9	33	99				

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

Louisville & Nashville - Montgomery, New Orleans & Pensacola Division Employees Timetable No. 55, taking effect October 2, 1956. These pages are of the New Orleans & Mobile [NO&M] Sub-Division portion, representing the typical layout of timetable sheets. ETT's consist of [1] timetables and [2] special instructions. Officials on the division level had large boards replicating the timetable, upon which they plotted newly-planned schedules with stringlines and pins. After being satisfied of the practicality and correctness of their work, a draft was made at the printer and forwarded to the chief transportation officer in Louisville, who would authorize it for publication. The chief clerk to the superintendent kept a New Time Table File [NTTF] in which all proposed changes were kept for the next issuance of an ETT and these would be incorporated into the special instructions.

NEW ORLEANS AND SIBERT—NORTHWARD

TIME TABLE No. 66 Takes effect Tuesday, October 2, 1966, at 12:01 p. m. Central Standard Time		STATIONS	Or Quantity of Stock as at last run out	FIRST CLASS						SECOND CLASS				
				4	6	12	34	98	38	74	44	72	76	
				Alzine	Hamming Bird	Passenger Daily ex. Sunday	The Piedmont	Pas- American	The Crescent	Freight	Local Freight	Fast Freight	Fast Freight	
				Daily P. M.	Daily P. M.	Daily ex. Sunday P. M.	Daily P. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily ex. Sunday P. M.	Daily A. M.	Daily A. M.	
	N	32	12.23	1.48		9.18	1.05	2.45 ⁷⁵			6.45	1.30	12.30	3.45
	N		12.15	1.40		9.10	12.55	2.35			6.30	1.00	12.00	3.20 ⁶⁹
			11.59 ⁵	1.30		8.55	12.35	2.25						
	E	Yard	11.45	1.25		8.43	12.23	2.12			6.15	12.53	11.45	3.05
	E	72	11.40	1.19		8.38	12.18	2.02			6.05 ⁶³	12.43	11.35	2.54
	DE	71	11.30	1.12		8.31	12.12	1.54			5.50 ⁶³	12.33	11.24	2.44
	NE	152	11.24	1.06		8.25	12.06	1.47			5.30	12.22 ⁵	11.16	2.34
	DE	63	11.19	1.01		8.20	12.00	1.40			5.22	11.51	11.08	2.24
	E	68	11.14	12.57		8.16	11.55	1.35			5.12	11.40	10.58	2.17
	E	87	11.10	12.53		8.12	11.51	1.31			5.08 ⁷⁵	11.30	10.51	2.10
	NCE		11.07	12.50		8.09	11.48	1.28			4.49	11.20	10.47	2.05
	NE	E71 W84	11.01 ⁶⁴	12.44 ⁵		8.04 ⁷	11.43	1.23			4.39	11.01 ⁴	10.41	1.55
	E	175	10.55	12.40		7.58	11.34	1.18			4.29 ⁶⁰	9.15 ⁶³	10.31	1.45
	NE	E71 W70	10.42	12.28	7.35	7.45	11.20	1.05			4.10	8.40	10.06	1.20
	NE	F62 W243	10.32 ⁶³	12.20	7.21	7.35	11.10	12.55			4.00	8.10 ⁶³	9.52	1.10
	E	72	10.20	12.14	7.15	7.27	10.58	12.47			3.50	7.30	9.42	1.01
	E		10.18	12.12	7.13	7.25	10.56	12.45			3.45	7.25	9.40	12.59
	E	72	10.15	12.09 ⁶³	7.09	7.22	10.53	12.42			3.40	7.15	9.36	12.54
	NE	118	10.05	12.04	7.03	7.18	10.48	12.37			3.30	7.00	9.30 ⁷⁵	12.47
	E	79	9.55	12.00	6.57	7.13	10.40	12.32			3.20		9.17	12.40
	NCE	72	9.49	11.55	6.50	7.06	10.34	12.26			3.05		9.08	12.30
	E	43	9.46	11.52	6.44	7.01	10.30	12.23 ⁷⁵			2.55		9.02	12.23 ⁶⁸
	NE	63	9.40	11.47	6.37	6.52	10.24	12.17			2.45		8.55	12.10
	E	175	9.38 ⁶³	11.45	6.35	6.50	10.19 ⁷	12.15			2.40		8.52	12.05
	E	86	9.25	11.35	6.15 ¹	6.40	10.07	12.05			2.20		8.37	11.45
	E	71	9.18	11.28	6.09	6.32 ¹	9.59	11.57			2.05		8.29	11.30
	NCE		9.12	11.23	6.05	6.26	9.53	11.52			1.55		8.22	11.23
	E	171	9.07	11.18	6.00	6.20	9.48	11.47			1.45		8.15	11.15 ¹
	E	102	8.57 ⁷⁵	11.09	5.50	6.10	9.39	11.37 ⁷¹			1.30		8.00	10.50
	E		8.53	11.05	5.45 ⁷⁷	6.05	9.35	11.33			1.20		7.50	10.30
	NE	Yard	8.46	10.58	5.38	5.58	9.28	11.26			1.00		7.30	10.00
	NE		8.40	10.50	5.35	5.50	9.22	11.20						
	E		8.38	10.48	5.33	5.48	9.20	11.18						
			8.20	10.30	5.15	5.30	9.00	11.00						
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.
			Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily			Daily	Daily ex. Sunday	Daily	Daily
			4	6	12	34	98	38			74	44	72	76

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

Figures between stations represent distance in miles between stations; measured between offices or center of sidings if office not present. "Distance from Louisville" is stated in miles and hundredths; from this is derived the station number. Pascagoula, for instance, is in the 707th mile and is station No. 707. On the right is shown "N" for continuous, "D" for day, "NC" for non-continuous train order offices, and "E" for emergency, the latter a holdover from earlier times when the telephones were first installed. Siding capacity for each station is provided based on 44 feet per car, standard in those days, and times shown in bold in the tables are where schedules meet or pass one another.



While this photo was made two years after completion of Centralized Traffic Control on the NO&M, even so, it illustrates doubleheading diesel locomotives in the days prior to installation of nose M. U. in L&N's "A" units. In cases where train orders were to be delivered to doubleheaded trains [steam or diesel], the dispatcher would have the operator make the requisite number of copies, to be delivered to both head-end crews. Here, No. 37, Engines 672-510-772-760, has made station stop just short of Frederic Street at Pascagoula on July 17, 1963. Extra crew on Engine 672 governs speed and air brakes; regular Engineer T. B. "T-Bone" Hinton peers at the photographer from Engine 772.

LOUISVILLE & NASHVILLE RAILROAD COMPANY

STATION: DATE: TIME: No.

TO ENGINEER TRAIN
TRAIN REGISTER SHOWS

NUMBER	SECTION	SIGNALS CARRIED	NO. OF ENGINE	ARRIVED	DEPARTED
768	Way	Way	Way	Way	Way
37	Way	Way	Way	Way	Way
37	Way	Way	Way	Way	Way
37	Way	Way	Way	Way	Way

Way 7-15-63-43 R. P. Gideon CONDUCTOR

Check Of Register Form [left] was used by conductors to list the record of all overdue trains from the register book maintained at originating stations; a copy for himself and one for the engineer. This one was prepared by Conductor R. P. Gideon on No. 44 at Gulfport on July 14, 1956.

Typical "Lineup Of Trains" [right] carbon-copied on 5"x8" message paper, was issued to All Concerned each weekday morning by the train dispatcher for Maintenance of Way employees to be governed by. If requested, he would issue additional such information during the day. In automatic block signal territory, indicators were provided at signal masts to show block occupancy in the second block ahead and behind for MofW use. Those occupying the track usually did so with a motorcar and had two or more employees who could quickly place it on a setoff in an emergency.

Mobile, Ala Dec 17th 1961

To All Concerned

Line up at 6:05 AM

No 49 Eng 688 called for 5:00 AM not out
 No 71 Eng 661 regular 71 called for 7:45 AM
 No 43 Eng 659 called for 7:00 AM
 No 44 Eng 662 called for 8:00 AM
 No 74 Eng 665 regular 64 called for 8:15 AM
 No 48 Eng 6:05 called for 9:00 AM
 No 9 Eng 680 on time
 First 99 Eng 271 runs 1 hour and 00 mins late to Gentilly
 Second 99 Eng 280 runs 5 hours late to Gentilly
 First 33 Eng 266 runs 2 hours and 15 mins late to Gentilly
 Second 33 Eng 280 runs 4 hours and 35 mins late to Gentilly
 Work extra 1515 left Albert 5:47 AM limits 4:30 AM to 7:30 AM
 between Choctaw and Ocean Springs



On a Summer morning in 1954, Work Extra 653, with a string of slag hoppers to unload, is crossing Market Street in the East Siding at Pascagoula to let trains by. Work Extras are created by the train dispatcher, who authorizes the time allowed and the stations between which it may operate. A Work Extra may run back and forth within limits performing MofW work, clearing the main track for any schedules according to the rules, unless otherwise provided for by the dispatcher.

LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 39
 DATE: May 14 1956
 FROM: St. Louis
 TO: St. Elmo
 Eng 551 Works Extra To St. Elmo 0 cars and
 until 7:40 am facty pm between
 Bay St Louis & Pascagoula
 protecting against Second Class
 trains Not protecting against
 Extra trains
 39K
 Com. 151026 M. Chesley

NO&M Train Order No. 39, May 14, 1956 - Standard train order creating a Work Extra; items of necessity are the engine number, time allotted and limits. It further states "protecting against second class trains not protecting against extra trains." This simply means that [1] The work train will work on the main track until second class trains show up and are flagged, and [2] The work train will not protect against any extra trains. The work train clears the main track for first class trains according to the rules.

LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 32
 DATE: March 15 1951
 FROM: Pascagoula
 TO: Charleston
 No 76 Eng 1514 run ahead
 of No 38 Eng 775
 Pascagoula to Charleston
 39K
 Com. 1576 M. Chesley

NO&M Train Order No. 40, Dec. 20, 1951 - Directing a first-class train to pass an Extra at a designated point. The probable reason for this order is that diesel locomotives for freight service had just been introduced on the NO&M, and were undoubtedly hauling a hundred or more cars. Rather than chancing the crew taking the train uphill to Saint Elmo, the next long siding, the dispatcher chose to make the pass at Orange Grove. This is pure conjecture; it could be that other trains were involved and Orange Grove was the only logical place for this to occur.

LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 40
 DATE: Dec 20 1951
 FROM: Extra 658 north
 TO: No 38
 No 38 Eng 778 Pass
 Extra 658 north at
 Orange Grove
 39K
 Com. 1576 M. Chesley

NO&M Train Order No. 32, March 15, 1951 - This order directs a second-class train, No. 76, to run ahead of a first-class train, No. 38, which they would normally be required to clear the time of, between two points, in this case, all the way to double track within Mobile terminal.



CNX-14, Christmas mail train running as Second 33 on December 14, 1958, is carrying green signals signifying a following section of the schedule. First 33 was the Gulf Wind connection; Third 33, several hours late, was the Piedmont Ltd. The mail train is ready to go after having swapped a load for an empty on the Old Team Track. Entire delay: 12 minutes.

FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY TRAIN ORDER NO. 33 Dec 19 51

TO: First 98
FROM: Second 98
AT: Pascagoula

Emp 770 and 300 Reverse position to First and Second 98 Pascagoula to Mobile

APPROVED: [Signature] 12:30 pm [Signature]

NO&M Train Order No. 33, Dec. 19, 1951 - Due to late arrival of inbound passenger diesels standing for No. 98, the NCX Christmas mail train, usually operated as Second 98, got away from Canal Street Station as First 98, with K-4 Pacific #220. As the mail train set out and picked up at Gulfport, Biloxi and Pascagoula, the regular connection caught them at Pascagoula and the dispatcher reversed their positions. First 98 was already in the West Siding in order to switch at the north end of the House Track.

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FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY TRAIN ORDER NO. 42 March 15 51

TO: No 75
FROM: Pascagoula

No 75 Emp 1538 meet
No 72 Emp 1591 at
Gautier
No 75 take siding

APPROVED: [Signature] 12:30 pm [Signature]

>

NO&M Train Order No. 42, March 15, 1951 - Straight meet order, in this instance between two second-class trains, directing the superior [by direction] train to take siding. Without this addition, the inferior train would take siding; it's up to the dispatcher's discretion as to where the trains will meet and which will take siding.

NO&M Train Order No. 43, March 25, 1951 - This order supersedes a previous order directing an Extra North and No. 71 to meet at Gautier. For the inferior train to be directed to take siding indicates that it had previously held a right of track order against the regular schedule.

Train orders are in effect until fulfilled, superseded, annulled, or become void. The latter term was added in later years when MofW flagging orders were used, which stated time, but orders may become void merely because they apply to schedules which are in effect for twelve hours. The key to this is the date of the order.

FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY TRAIN ORDER NO. 43 March 25 51

TO: No 71
FROM: Pascagoula

Extra 1527 North meet
No 71 Emp 1515 at
Gautier instead of
Gautier
Extra 1527 North take siding

APPROVED: [Signature] 12:30 pm [Signature]

No. 44, holding a right of track order similar to No. 51, below, has made Pascagoula for No. 43 and is clear of the main in the Moss Point Track in July, 1956.



FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 51
 DATE: April 19, 1956
 TO: No 70, 75 and 83
 FROM: Biloxi
 BY: J. H. [Signature]
 No 44 Eng 550 has right over No 70 Eng 604 and 75 Eng 660 just past to Biloxi and over No 43 Eng 550 just past to Pascagoula No 9 has departed Ocean Springs
 JHK
 MADE [Signature] 10410 [Signature] [Signature]

NO&M Train Order No. 51, Apr. 19, 1956 - The usual right of track order issued for No. 44 to be advanced to Biloxi to meet Nos. 75 and 83 while they switched in clear of main track; then to Pascagoula for No. 43, the usual meeting point. If Nos. 75 and/or 83 fall down, the dispatcher can change it at either Biloxi or Ocean Springs. "No 9 has departed Ocean Springs" [after it left] is given to all southward inferior trains before reaching Ocean Springs to avoid stopping to check the train register.

FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 65
 DATE: Aug 9, 1956
 TO: No 74
 FROM: Biloxi
 BY: [Signature]
 No 83 Eng 661 wait at Ocean Springs until 1130 Eleven Thirty A.M. for No 74 Eng 660
 JHK
 MADE [Signature] 10410 [Signature] [Signature]

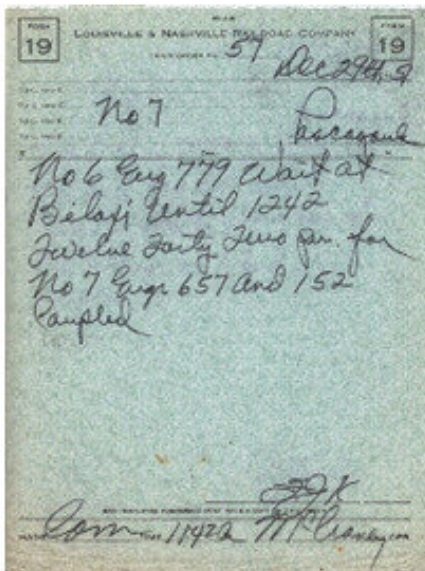
NO&M Train Order No. 58, Feb. 6, 1956 - The dispatcher has issued this wait order to No. 4, using every possible minute to help No. 43 make Pascagoula for them. If unable to do so, No. 43 must utilize the house track and mill spur at Kreole to clear.

FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 58
 DATE: Feb 6, 1956
 TO: No 43
 FROM: Kreole
 BY: [Signature]
 No 4 Eng 778 wait at West Side of Pascagoula until 1122 Eleven Twenty Two AM for No 43 Eng 550
 JHK
 MADE [Signature] 10410 [Signature] [Signature]

NO&M Train Order No. 65, Aug. 9, 1956 - Second-class train of superior direction is given wait to advance opposing train of same class in inferior direction. No. 74, the "short cars," is in clear at Biloxi doing station work; has option of staying in clear for No. 83, or running to Ocean Springs if able to do so on the wait.



On May 22, 1954, the brakeman of local freight No. 43, Engine 660, has just thrown the north switch to West Siding at Pascagoula, and the train has begun moving. The operator downtown knows that the train "in the red" on the annunciator is No. 43 and will record its arrival in the OS Book when the alarm ceases. This is a spring switch, identified in the timetable special instructions and on the switchstand with a black "S" on white paddle. Dwarf signal is spring switch indicator; any malfunction at the switch defaults to red on the indicator, preceded by a red block signal.



NO&M Train Order No. 57, Dec. 29, 1951 – No. 6, the Humming Bird, carrying no head-end cars and making only momentary stops enroute, has been issued right of track over No. 7, a slow local performing baggage, mail and express chores at the larger stations. If No. 6 is a few minutes late, as in this case, the dispatcher issues a wait order for No. 7 in case they can use it. If No. 7 makes Biloxi on the wait, they are required to head in the first siding switch, which is the East Siding, north of the depot. Note: No. 7 is doubleheaded with a nearly-new FP-7A and K-2a Pacific #152. In the mid-1940's, a change in power assignment brought K-5's to the NO&M and relegated the older 100-series Pacifics to service on the Pensacola Sub-Division. Here, the 152 is being ferried to New Orleans to provide steam for parked Sugar Bowl specials' Pullmans. Non-ATS-equipped #195 was also used.

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Clattering over frog at switch to Navy Track, No. 74, Engine 669, has just cleared in the East Siding at Pascagoula at 9:45am, and First 83, Engine 665, having sustained an unusual delay of ten minutes, has begun moving on the main line. Pulpwood in No. 74's train is consigned to International Paper Company at Kreole, Miss. The date is Christmas Eve, 1955.





After a seven minute delay waiting on the East Pascagoula River Draw to close, Extra 672 South begins to pull away from the depot on January 2, 1959. While stopped, a crew member stepped off the engine and obtained his orders. For overflow traffic, if the dispatcher had advance notice, he had the option of making such train a section of another, such as "First 83," and "Second 83," but he may also have run them as an "Extra." Sections of regular schedules each shared like authority.

LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 74
 DATE: May 18 1956
 FROM: [unclear] 658
 TO: [unclear]
 NOs 37 & 1 Due to Leave
 Mobile May 18th are annulled
 Make to NOME Lower

NO&M Train Order No. 74, May 18, 1956 – Due to a portion of the Biloxi Bay Bridge having been destroyed by fire, the dispatcher issues annulments of schedules of first-class trains Nos. 37 and 1, so that inferior trains [in this case, Work Extra 658 and No. 44] may disregard their schedules. Schedules are in effect for 12 hours at any given place.

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LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 103
 DATE: Sep 25 1948
 FROM: [unclear]
 TO: Gulfport
 No 48 Eng 1352 meet
 No 49 Eng 1355 at
 Long Beach No 48
 gets this at Long
 Beach

NO&M Train Order No. 82, March 20, 1951 – Wait order on No. 4 for southbound fast freight. This order has "X" response [Rule 212], which provides for operator copying order for superior train to execute by responding "X - Pascagoula - NQ," instead of repeating the order first. "NQ" was the operator's telegraphic wire sign. The purpose of this is to allow the operator copying order for the inferior train to repeat first and clear that train when the time element is critical.

LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 82
 DATE: March 20 1951
 FROM: No 4
 TO: Pascagoula
 No 4 eng 754 wait
 at Saban Elmo until
 1155 eleven fifty
 fine am for second
 thing 271

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^

NO&M Train Order No. 103, Sept. 25, 1948 – Straight meet between second-class freight trains, issued to one of them at the point of restriction. No. 48 may have been in the clear switching and the conductor was in the office; if not, the Agent-Operator was required to flag the train down before delivering the order. [Rule 221-a [3]]

At 2:50pm on a cool February 6, 1954, No. 44, Engine 652, has just arrived at Pascagoula, stopping in the West Siding clear of Pascagoula Street, adjacent to the section foreman's house. The crew picked up their orders passing the depot and departed an hour later after performing switching chores. Two and a half year-old FP-7A is about in as-delivered condition.



LOUISVILLE & NASHVILLE RAILROAD COMPANY
 TRAIN ORDER NO. 83
 DATE: Dec 28th 51
 FROM: No. 1
 TO: Pascagoula
 No. 1 to meet
 First 34 Eng 271 and
 Second 34 Eng 772 at
 Paschristian and
 No. 12 Eng 660 at
 cross over west siding
 Bay St Louis.
 No. 1 take siding at
 Paschristian.
 Completed H. H. [Signature]

The time is 3:11pm, on January 27, 1957, and fast freight No. 74 has just passed the depot at Pascagoula with Engines 664-656 and 124 cars. Conductor O. H. Rush, having observed the train order semaphore and any signal given by the operator who inspected his train as it passed, is crossing to the left side of his caboose to watch his train on the inside of the curve ahead. Caboose #180, freshly shopped, is replacing #679, which will be refurbished, radio-equipped and renumbered at Radnor. Customarily, crews were afforded a round trip with both old and new assigned cabs to allow for transfer of gear.

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NO&M Train Order No. 83, Dec. 28, 1951 - Meet order between No. 1 and First 34, Second 34 and No. 12, directing No. 1 to take siding for First and Second 34. At Bay St. Louis, the crossover to West Siding is located just north of the station, so No. 12 entrains and detains passengers at the platform, then heads through the crossover into the West Siding to meet No. 1.





Station switching finished on August 6, 1957, No. 43, Engine 552, is in the Semmes Track at Pascagoula and is ready to follow No. 1, Engines 759-671. As usual, No. 43 had extensive work to do here; arrived at 10:25am, and departed at 4:55pm, eleven minutes behind No. 1. While in the clear, they met and let pass Nos. 5, 37, 44, 4 and 6. Train could not leave without being cleared; conductor periodically checked with the operator for any helping orders on superior trains, in case the main track was needed to perform work.



On July 2, 1954, Extra 665 North, the "short cars" train, pulled into the East Siding at Pascagoula and stopped at Market Street to avoid cutting the crossing. Here, the train was delayed 2 hours 19 minutes meeting Nos. 83 and 43, and letting No. 4 by. They then proceeded to Kreole, where the main track would have to be held while delivering cars to International Paper Company on the MSE Interchange. If a freight train was called to depart a terminal earlier than the schedule time to leave, or if it was close enough that they might catch the schedule, they usually would be operated "Extra." An "Extra" train is one that is not authorized by the timetable, and therefore has no "class."



After superior trains have passed, No. 44, Engine 664, has occupied the main track with class "A" boxcars for canned goods loading to be spotted at Coast Fisheries warehouse on the City Spur. Flagman has acquired backup hose with whistle attached from storage in the baggageroom and will climb atop rear car to protect the movement. Brakeman will line switches and give signal, on January 21, 1957. Conductor W. W. "Nipper" Dixon is standing near express building behind pedestrian who is walking toward the camera.

No. 44, Engine 550, having completed switching at Pascagoula, has proceeded to the north end of the West Siding and will leave through a spring switch after the Humming Birds have met. No. 5, visible in background, is in the south end of the East Siding; No. 6 is leaving the station downtown.



While the crews have lunch at Callahan's café, GP-7's of local freights Nos. 43, Engine 551, and 44, Engine 552, idle just north of Magnolia Street crossing on September 7, 1957. Typically, both these trains spent hours at Pascagoula switching and servicing industries; each time one of them was reported arriving, the dispatcher would instruct the operator "say when ready," requiring the train order semaphore governing movement to be set on "19." Either of the locals needing to use the main track in switching movements did so respecting the time of superior trains, and usually had a message from the dispatcher to "not delay fast freights Nos. ____."



Second 71, with J-3 Engine 1514, is in the East Siding at Gulfport just south of the station performing switching. Note IC private car on spur.

**E. M. Kahn Photo,
J. G. Lachaussee Coll.**



It's July 8, 1951, and fast freight No. 76 is leaving Julia Street Yard in New Orleans cab light enroute Gentilly, 6 miles distant, to pick up their train. On caboose #64's rear porch are conductor and flagman in position to receive hand signals from employees that they may pass. In addition to being the conductor's office and "home away from home," caboose is equipped with rear-end protection equipment, such as flags, lanterns, fusees and torpedoes. Under the bunks, knuckles, airhoses, airhose wrench, and chains are stowed, as well as cooling compound to "dope" hotboxes with. Working air gauge, enabling rear-end crew to determine pressure maintained from engine, backup hose with whistle attached, and rear-end markers are also required before leaving.

E. M. Kahn Photo, J. G. Lachaussee Coll.