

**ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS**

No. 105 will stop on signal at Holly Springs, Sulligent and Carbon Hill to discharge revenue passengers from Memphis and beyond and receive revenue passengers for Birmingham and beyond.

No. 106 will stop on signal at Carbon Hill, Sulligent and Holly Springs to discharge revenue passengers from Birmingham and beyond and receive revenue passengers for Memphis and beyond.

Nos. 107 and 108 will stop on signal at Mineral Wells, Victoria, Blue Springs and Greenwood Springs.

**SURGEONS**

The following Surgeons of the Frisco Employee's Hospital Association are authorized Surgeons.

**GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI**

Vencel W. Hollo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
W. D. Schierman, M. D.	Attending Physician
James C. Redington, Jr., M. D.	Attending Physician
Robert H. Ramsey, M. D.	Attending Physician
Hugh C. Crowell, M. D.	Attending Physician and Dispensary Surgeon
Robert C. Hoppe, M. D.	Dispensary Surgeon
Gus J. Furla, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

**SPRINGFIELD, MISSOURI**

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
John W. Williams, M. D.	Oculist
R. B. Stewart, M. D.	Oculist

R. T. Dabbs, M. D. (L) Aberdeen	R. A. Smith, M. D. (LE) Monroeville
B. O. Moore, M. D. (DE) Amory	R. E. Shands, M. D. (LE) New Albany
John A. Murfee, M. D. (DE) Amory	Wm. S. Moore, M. D. (L) Olive Branch
W. H. Stockton, M. D. (DE) Amory	C. J. Heinberg, M. D. (O) Pensacola
Robert K. Wilson, M. D. (L) Aliceville	S. G. Kennedy, Jr., M. D. (DE) Pensacola
B. C. Maxwell, M. D. (L) Atmore	C. E. Miller, M. D. (L) Pensacola
Wood S. Herren, M. D. (DI) Birmingham	M. V. Green, M. D. (L) Potts Camp
William S. Armour, M. D. (CI) Birmingham	W. L. Nixon, M. D. (L) Sulligent
David A. McCoy, M. D. (O) Birmingham	W. H. Wright, M. D. (L) Sulligent
H. J. Smith, Jr., M. D. (DE) Birmingham	A. J. Stacy, Jr., M. D. (L) Tupelo
A. W. Davidson, M. D. (L) Bessemer	H. J. Kellum, Sr., M. D. (O) Tupelo
D. R. Moore, M. D. (L) Byhalia	Malcolm S. Moore, M. D. (L) Tupelo
G. W. Keith, M. D. (L) Carbon Hill	Ora Nell Moore, M. D. (CS) Tupelo
J. H. Holleman, M. D. (LE) Columbus	H. J. Kellum, Jr., M. D. (CI) Tupelo
George H. Weaver, M. D. (L) Cordova	W. C. Kellum, M. D. (CS) Tupelo
F. S. Whitfield, Jr., M. D. (L) Demopolis	A. S. Kellum, M. D. (CS) Tupelo
Boyce L. Hanks, M. D. (L) Frisco City	E. W. Couch, M. D. (L) Winfield
Thomas E. Merritt, M. D. (L) Graysville	M. C. Hollis, M. D. (L) Winfield
R. C. Christopher, M. D. (L) Guntersville	
H. S. Phillips, M. D. (LE) Holly Springs	
A. C. Jackson, M. D. (L) Jasper	
Robert J. Schlitt, M. D. (L) Jasper	
Walter Fudge, M. D. (L) Kimbrough	
G. N. Williams, M. D. (L) Linden	
T. H. Gaillard, M. D. (LE) Magnolia	
J. Don Johnson, M. D. (DE) Memphis	
James E. Wilson, M. D. (O) Memphis	
E. A. Canada, M. D. (DE) Memphis	

- D—Division Surgeon
- L—Local Surgeon
- O—Oculist
- DE—Division Examining Surgeon
- ADE—Asst. Division Examining Surgeon
- LE—Local Examining Surgeon
- DI—Division Internist
- CI—Consulting Internist
- CS—Consulting Surgeon

**St. Louis-San Francisco  
Railway Company**

**SOUTHERN DIVISION**

**TIME TABLE**

**No.**

**43B**

**EFFECTIVE**

**Sunday, October 28, 1962**

**at 12:01 A. M.**

**Central Standard Time**

**SUPERSEDING PREVIOUS TIME TABLES**

**FOR EMPLOYEES ONLY**

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

**J. F. CHRISTIAN**  
Superintendent

## A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

# SPECIAL INSTRUCTIONS

## 1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Tennessee Yard is register station for originating or terminating trains only.  
Extra trains and sections of trains will be authorized by clearance at Birmingham.

## 2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

Illinois Central trains will use main track between south siding switch at Tours and north storage track switch at Holly Springs.

Trains will use Southern Railway tracks between 10th Avenue and Birmingham Terminal Station and be governed by rules and instructions of that line.

AT&N trains will use main track between MP R-679-23 and MP R-680-2 Aliceville and Frisco house track.

Southern Railway trains will use main track between south wye switch and Southern Railway interchange track switch Demopolis.

Southern Railway trains will use main track between yard limit boards Kimbrough.

## 3. MAXIMUM SPEED.

	MPH	
	Psgr.	Freight
Between Memphis and Winfield .....	70	50
Except regular connections of trains 131, 133, 135 and 138 .....		55
Between Winfield and Cordova .....	65	50
Except regular connections of trains 131, 133, 135 and 138 .....		55
Between Cordova and Birmingham .....	65	50
Columbus and Pensacola Subdivisions		
Between Amory and MP R-647.....	45	45
MP R-647 R-680.....	40	40
R-680 R-750.....	45	45
R-750 R-759.....	30	30
R-759 R-765.....	45	45
R-765 R-799.....	40	40
R-799 and Pensacola.....	45	45
Empire and Bessemer Branches.....	20	20
Brilliant Branch { Tangent track .....	25	25
{ Curves .....	20	20

## 4. SPEED RESTRICTIONS.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment..... 45

### Tupelo Subdivision:

First class trains move at restricted speed between Shelco and Main Street, Memphis, on both tracks expecting to find main track occupied. Either track between these points may be used without protection against first class trains.

Memphis, on curves Central Station tracks.....	15	15
Memphis, through Union Station interlocking.....	8	8
Between Main Street and Union Railway Crossing Mile C-485.9 .....	20	20
Between Union Railway Crossing Mile C-485.9 and Nonco..	30	30
Between Main Street and Nonco over street crossings.....	20	20
Nonco, through turnout .....	30	30
Demo, through turnout .....	50	50
Between MP C-491-15 and MP C-494-21 on east track.....	50	50

Speed of 25 MPH is authorized through turnouts at each end of controlled sidings Tupelo Subdivision, south end Tennessee Yard MP C-497-7, MP C-497-30, and at north end of Amory MP C-610-7.

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgr.	Frt.
Curves between MP C-512 and MP C-520-24.....	60	
C-520-24 C-521-1 .....	55	45
C-521-1 C-522-25.....	60	
C-522-25 C-523-3 .....	55	45
C-523-3 C-525-19.....	60	
C-525-19 C-525-27.....	55	45
C-525-27 C-528-5 .....	60	
Engine of trains passing MP C-527-15.....	20	20
Holly Springs, over Illinois Central crossing.....	10	10
Between MP C-528-14 and MP C-528-32 until engine through these limits .....	20	20
Curves between MP C-528-33 and MP C-529-7 .....	60	
C-529-7 C-530-22.....	55	45
C-530-22 C-534-21.....	60	
C-534-21 C-537-18.....	55	45
C-537-18 C-539 .....	60	
C-550-11 C-550-24.....	65	
Engine of southward trains passing MP C-560-21.....		45
Curves between MP C-561-11 and MP C-561-23.....	65	
New Albany, engines stopped between MP C-562-12 and MP C-562-18, until engine or lead car over Highland Street crossing .....	5	5
Between MP C-562-12 and MP C-562-24 until engine through these limits .....	20	20
Curves between MP C-562-24 and MP C-570 .....	55	45
C-570 C-572-11.....	65	
C-572-14 C-572-31.....	55	45
C-572-31 C-573-27.....	65	
C-573-27 C-574 .....	55	45
C-574 C-575-6 .....	65	
Between.....MP C-575-6 and MP C-575-25.....	60	
Curves between MP C-575-25 and MP C-586-15.....	65	
C-586-15 C-586-27.....	55	45
C-586-27 C-587-16.....	65	
Between MP C-587-16 and MP C-588-21 until engine through these limits .....	20	20
Tupelo, over GM&O Crossing .....	30	30
Curves between MP C-588-21 and MP C-611 .....	65	
Bigbee Spur .....		10
Between MP C-610-21 and MP C-610-32 until engine through these limits .....	20	20
First class trains move at restricted speed between MP C-610-10 and MP C-612-11 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Birmingham Subdivision:</b>		
First class trains move at restricted speed between MP C-610-10 and MP C-612-11 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Speed of 25 MPH is authorized through turnouts Colsub and at each end of controlled sidings Birmingham Subdiv., except at following locations where speed of 15 MPH through turnout will be observed:		
Jasper, North end Frisco siding.		
Dora, North end siding.		

(Continued on page 10)

**SOUTHWARD**

**SOUTHERN DIVISION — TUPELO SUBDIVISION**

SECOND CLASS				Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS		
131	235	133	135				105 Kansas City-Florida Special	107 The Sunnyland	
Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	
				484.4	MEMPHIS (CENTRAL STATION)	DN	A M 10 40	P M 10 45	
					0.5 MAIN STREET	ABS			
				485.9	2.0 UNION RY. CR.			10 46	10 51
				486.5	0.6 UNION RY. CR.				
				490.5	4.0 NONCO			10 56	11 01
				491.5	1.0 DEMO	DN	10 57	11 02	
P M 2 45	A M 11 10	A M 4 35	A M 1 00	496.4	4.9 TENNESSEE YARD TENN. (CAPLEVILLE)			11 02	f 11 07
				501.7	5.3 OLIVE BRANCH, MISS.		D		s 11 17
				511.9	10.2 BYHALIA		D	11 16	s 11 33
				519.8	7.7 RED BANKS			f 11 43	
				527.5	7.9 TOURS	P			
				528.3	0.8 I. C. CROSSING				
				528.6	0.3 HOLLY SPRINGS	D	11 34	s 11 58	
				541.0	12.4 POTTS CAMP	D	11 48	s 12 15	
				548.2	7.2 HICKORY FLAT	D		s 12 24	
				554.5	6.3 MYRTLE			s 12 33	
				561.5	7.0 PECK	CTC			
				562.3	0.8 G. M. & O. CR.				
				562.3	0.0 NEW ALBANY		D	P M s 12 11	s 12 47
				571.3	9.0 REESE		P	12 22	12 58
				577.3	6.0 SHERMAN	D		s 1 09	
				581.7	4.4 BELDEN		12 32	f 1 17	
				588.2	6.5 TUPELO	DN	s 12 45	s 1 46	
				588.2	0.0 G. M. & O. CR.				
				592.0	3.8 PLANTERSVILLE		12 49	f 1 53	
				600.3	8.3 NETTLETON	D		s 2 02	
				602.7	2.4 ARJAY		12 58	2 10 <sup>108</sup>	
5 45 P M	P M 3 40 P M	8 00 A M	5 00 A M	611.2	8.5 AMORY	DN	s 1 10 P M	s 2 20 A M	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(126.8) (114.8)		Arrive Daily	Arrive Daily	
<b>131</b>	<b>235</b>	<b>133</b>	<b>135</b>				<b>105</b>	<b>107</b>	

Northward trains are superior to southward trains of the same class.

- W. B. McCaffrey.....Superintendent Terminals, Memphis, Tenn.
- K. E. Richardson.....Terminal Trainmaster, Memphis, Tenn.
- D. L. Patton.....Terminal Trainmaster, Memphis, Tenn.
- C. W. Williamson.....Terminal Trainmaster, Memphis, Tenn.
- R. L. Lipscomb.....Assistant Trainmaster-General Agent, Memphis, Tenn.
- T. D. Wages.....Superintendent Terminals, Birmingham, Ala.
- S. E. Zielmann.....Assistant Superintendent Terminals, Birmingham, Ala.
- Enos Gaines, Jr.....Terminal Trainmaster, Birmingham, Ala.
- E. E. Keeton.....Assistant Terminal Trainmaster, Birmingham, Ala.
- R. L. Akins.....Assistant Superintendent, Amory, Miss.
- B. C. Davidson.....Assistant Superintendent, Amory, Miss.
- E. A. Osborne.....Assistant Superintendent, Pensacola, Fla.
- C. L. Lucas.....Road Foreman of Equipment, Birmingham, Ala.
- M. M. Brower.....Road Foreman of Equipment, Memphis, Tenn.
- J. R. Kolb.....Chief Dispatcher, Amory, Miss.

**SOUTHERN DIVISION — TUPELO SUBDIVISION**

**NORTHWARD**

FIRST CLASS				Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Strl. Clock, Bulletin	SECOND CLASS			
	<b>106</b> Kansas City-Florida Special	<b>108</b> The Sunnyland				Stiding	Other		<b>136</b>	<b>236</b>	<b>138</b>	<b>134</b>
	Arrive Daily	Arrive Daily		C484	<b>MEMPHIS (CENTRAL STATION)</b>	YARD	GR CB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	<b>PM</b> s 6 30	<b>AM</b> s 6 00			0.5 MAIN STREET	Interlocking						
	5 48	5 33		C486	2.0 UNION RY. CR.							
					0.6 UNION RY. CR.	GATE						
	5 36	5 23		C490	4.0 NONCO							
	5 34	5 22		C491	1.0 DEMO							
	5 28	f 5 14		C496	4.9 <b>TENNESSEE YARD TENN. (CAPLEVILLE)</b>	YARD	OGR TCB	<b>PM</b> 2 30	<b>PM</b> 5 15	<b>PM</b> 5 30	<b>AM</b> 4 00	
	5 23	s 5 04		C502	5.3 OLIVE BRANCH, MISS.		93	<b>PM</b>			<b>AM</b>	
	5 11	s 4 46		C512	10.2 BYHALIA	132	29					
		f 4 32		C520	7.7 RED BANKS		10					
				C528	7.9 TOURS	111	95					
					0.8 I. C. CROSSING	Interlocking		Y				
	4 50	s 4 17		C529	0.3 HOLLY SPRINGS		72					
	4 35	s 3 56		C541	12.4 POTTS CAMP	124	50					
	4 28	s 3 45		C548	7.2 HICKORY FLAT		22					
	4 22	s 3 36		C555	6.3 MYRTLE	62	16					
				C561	7.0 PECK	125	3					
					0.8 G. M. & O. CR.	Interlocking						
	s 4 14	s 3 26		C562	0.0 NEW ALBANY		184	GR				
	4 02	3 07		C571	9.0 REESE	141						
	3 55	s 2 58		C577	6.0 SHERMAN		81					
	3 51	f 2 50		C582	4.4 BELDEN	138	3					
	s 3 44	s 2 40		C588	6.5 TUPELO	97	YARD	Y				
					0.0 G. M. & O. CR.	Interlocking						
	3 30	f 2 25		C592	3.8 PLANTERSVILLE	132	3					
		f 2 15		C600	8.3 NETTLETON		103					
	3 20	<b>2 10</b> <sup>107</sup>		C603	2.4 ARJAY	130						
	3 10 <b>PM</b>	1 50 <b>AM</b>		C611	8.5 <b>AMORY</b>	YARD	OGR TYCB	<b>9 30 AM</b>	<b>12 30 PM</b>	<b>2 35 PM</b>	<b>11 00 PM</b>	
	Leave Daily	Leave Daily			(126.8) (114.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	<b>106</b>	<b>108</b>						<b>136</b>	<b>236</b>	<b>138</b>	<b>134</b>	

Northward trains are superior to southward trains of the same class.

**17. TONNAGE RATING OF ENGINES BY CLASS.**

**SOUTHWARD**

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Tennessee Yard to New Albany.....	1430	950	1610	1430	2150	2365	2485
New Albany to Reese .....	1190	790	1335	1190	1750	1925	2020
Reese to Amory .....	2000	1330	2250	2000	3000	3300	3465
Amory to Jasper .....	1175	780	1320	1175	1725	1900	1995
Jasper to Thomas Yard .....	900	600	1010	900	1360	1500	1575
Bergens to Sumiton .....				875	1300		
Sumiton to Sipsey .....				2375	3500		
Amory to Magnolia .....	2200	1330	2475	2200	3300	3630	3810
Magnolia to Mexia .....	1175	780	1320	1175	1725	1900	1995
Mexia to Atmore .....	1175	1100	1320	1175	2250	2475	2610
Atmore to Pensacola .....	1330	885	1495	1330	2000	2200	2310

**NORTHWARD**

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Thomas Yard to Dora .....	1020	680	1145	1020	1525	1680	1765
Dora to Winfield .....	1175	780	1320	1175	1725	1900	1995
Winfield to Amory .....	1220	815	1370	1220	1825	2010	2110
Amory to Sherman .....	2000	1330	2250	2000	3000	3300	3465
Sherman to Potts Camp .....	1390	925	1510	1390	2050	2255	2365
Potts Camp to Holly Springs .....	1175	780	1320	1175	1725	1900	1995
Holly Springs to Tennessee Yard.....	1430	950	1610	1430	2150	2365	2485
Sipsey to DeBardeleben .....				2000	3000		
DeBardeleben to Sumiton .....				1225	1850		
Sumiton to Bergens .....				3125	4700		
Pensacola to Atmore .....	1330	885	1495	1330	2000	2200	2310
Atmore to Magnolia .....	1500	1000	1685	1500	2250	2475	2610
Magnolia to Amory .....	2200	1425	2475	2200	3300	3630	3810

**SOUTHWARD**

**SOUTHERN DIVISION — BIRMINGHAM SUBDIVISION**

SECOND CLASS						Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS										
1375 I. C. Freight	131	1377 I. C. Freight	1345 I. C. Freight	133	135				107 The Sunnyland	1309 I. C. Passenger	105 Kansas City-Florida Special	1353 I. C. Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily														
	PM 6 00			AM 8 00	AM 5 00	611.2	AMORY	ABS	DN	AM 2 45		PM 1 20							
						612.3	COLSUB												
						620.6	JUDGE (QUINCY)				2 59		1 31						
						628.9	GATMAN, MISS.				f 3 11		1 40						
						634.9	SULLIGENT, ALA.			D	s 3 21		1 47						
						641.9	BEAVERTON			P	f 3 31		1 53						
						648.5	GUIN			D	s 3 42		1 59						
						655.4	WINFIELD			D	s 3 56		s 2 08 <sup>108</sup>						
						660.3	GLEN ALLEN			D	f 4 04		2 18						
						668.9	ELDRIDGE			D	f 4 16		2 27						
						674.8	CARBON HILL			D	s 4 29		2 35						
						682.8	TOWNLEY			D	f 4 40		2 44						
						693.7	N. A. CROSSING												
PM 11 59		PM 3 15	PM 1 45			693.8	JASPER		CTC	DN	s 5 05	AM 6 48	s 3 01	PM 8 55					
						698.0	ALMA					5 11 <sup>1352</sup>		3 07					
						701.5	CORDOVA			D	s 5 19		3 12						
						703.5	BENOIT				5 22		3 15						
						707.4	DORA			D	s 5 33		3 21						
						712.5	QUINTON				f 5 42		3 27						
						714.9	PALOS			P	f 5 47		3 31						
						717.3	LINDBERGH						3 35						
						722.1	ADAMSVILLE			D	f 6 03		3 44						
						725.0	OAKWOOD				6 09		3 48	9 52 <sup>108</sup>					
						729.1	L. & N. CROSSING SOU. CROSSING B. S. CROSSING												
						729.3	PRATT CITY			D	6 16	7 45	3 54	9 58					
						730.6	VILLAGE CREEK				6 18	7 47	3 56	10 00					
						731.1	THOMAS JCT.				6 19	7 48	3 57	10 01					
						733.4	B. S. CROSSING												
						733.4	F. Y. JCT.		DN	6 25	7 54	4 02	10 07						
						734.8	BIRMINGHAM		DN	6 45 AM	8 05 AM	4 25 PM	10 20 PM						
						731.1	THOMAS JCT.												
						731.3	B. S. CROSSING												
AM 2 00 AM	10 00 PM	5 00 PM	3 30 PM	PM 12 30 PM	9 00 AM	732.1	THOMAS YARD		DN										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.6) (120.9)			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
<b>1375</b>	<b>131</b>	<b>1377</b>	<b>1345</b>	<b>133</b>	<b>135</b>					<b>107</b>	<b>1309</b>	<b>105</b>	<b>1353</b>						

Northward trains are superior to southward trains of the same class.

**SOUTHERN DIVISION — BIRMINGHAM SUBDIVISION**

**NORTHWARD**

FIRST CLASS				Station Number	STATIONS	Track Capacity		Fuel, Water Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS						
108 The Sunnyland	1310 I. C. Passenger	106 Kansas City-Florida Special	1352 I. C. Passenger			Siding	Other		1372 I. C. Freight	136	138	1376 I. C. Freight	1374 I. C. Freight	134	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
AM 1 20		PM 3 00		C611	<b>AMORY</b> 1.1	ABS	YA	RD	OGR TYCB		AM 9 00	PM 2 35			PM 11 00
				C612	COLSUB 8.3										
		2 44		C621	JUDGE (QUINCY) 8.3		82	15							
f12 42		2 35		C629	GATMAN, MISS. 6.0		124	14							
s12 33		2 29		C635	SULLIGENT, ALA. 7.0		61	94							
f12 19		2 22		C642	BEAVERTON 6.8		123	17							
s12 09		2 16		C649	GUIN 6.9		64	83							
s11 56		s 2 08 <sup>105</sup>		C655	WINFIELD 4.9		123	122	Y						
f11 46				C660	GLEN ALLEN 8.6		61	39							
f11 34		1 46		C669	ELDRIDGE 5.9		98	21							
s11 24		1 38		C675	CARBON HILL 8.0		150	YARD	GR Y						
f11 10		1 29		C683	TOWNLEY 10.9		123	9							
					N. A. CROSSING 0.1		Interlocking								
s10 49	PM 8 15	s 1 14	AM 5 18	C694	JASPER 4.2		82	146	C	AM 5 10			PM 3 30	PM 8 45	
		1 08	5 11 <sup>107</sup>	C698	ALMA 3.5		117								
s10 38		1 04		C702	CORDOVA 2.0		82	170							
		1 01		C704	BENOIT 3.9		118								
s10 27		12 55		C707	DORA 5.1		98	YARD	RYCB						
f10 18		12 49		C713	QUINTON 2.4		123	8							
f10 13		12 45		C715	PALOS 2.4		62	17							
		12 41		C717	LINDBERGH 4.8		64								
f 9 58		12 32		C722	ADAMSVILLE 2.9		128	9							
9 52 <sup>133</sup>		12 28		C725	OAKWOOD 4.1		77								
					L. & N. CROSSING SOU. CROSSING B. S. CROSSING 0.2		Interlocking								
9 45		12 22	4 20	C729	PRATT CITY 1.3		65	149							
9 44	7 15	12 20	4 18	C730	VILLAGE CREEK 0.5		91								
9 43	7 14	12 19	4 17	C731	THOMAS JCT. 2.3										
					B. S. CROSSING 0.0										
9 36	7 08	12 12	4 11	C734	F. Y. JCT. 1.4										
9 30 PM	7 00 PM	12 05 PM	4 05 AM	C735	<b>BIRMINGHAM</b>		YA	RD	CB						
				C731	THOMAS JCT. 0.2										
					B. S. CROSSING 0.8										
				C732	<b>THOMAS YARD</b>		YA	RD	OGR TCB						
Leave Daily	Leave Daily	Leave Daily	Leave Daily		(123.6) (120.9)					3 30 AM	5 00 AM	12 01 PM	1 30 PM	7 00 PM	8 00 PM
<b>108</b>	<b>1310</b>	<b>106</b>	<b>1352</b>							<b>1372</b>	<b>136</b>	<b>138</b>	<b>1376</b>	<b>1374</b>	<b>134</b>

Northward trains are superior to southward trains of the same class.





**SOUTHWARD**

**SOUTHERN DIVISION — PENSACOLA SUBDIVISION**

**NORTHWARD**

SECOND CLASS		Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	
235	236					Siding	Other		235	236
Leave Daily	Arrive Daily	Miles								
P M 11 40		764.3	2S	MAGNOLIA	R764	YA	RD	GR YCB		A M 3 30
A M 12 10		774.0	D	9.7 KIMBROUGH	R774	43	112			2 51
		774.0		0.0 SOUTHERN CROSSING	Interlocking					
12 30		785.3	P	11.3 SHEPPARD	R785	103				2 31
12 43		792.7		7.4 STILLINGS	R792	51				2 19
		793.4	D	0.7 HYBART	R793	24	14			
1 08		804.7	P	11.3 PRYOR	R804	76	19			1 59
		814.2	D	9.5 FOUNTAIN	R814		59			1 42
1 36 <sup>236</sup>		816.8		2.6 LIMESTONE	R817	59				1 36 <sup>235</sup>
		826.2	D	9.4 MEXIA	R826	29	59	Y		1 03
2 01		830.5	D	4.3 FRISCO CITY	R830	76	30			12 56
2 12		837.8		7.3 GOODWAY	R838	63	20			12 46
2 29		846.9	D	9.1 HUXFORD	R847	48	89			12 33
2 39		852.5		5.6 McCULLOUGH	R853	76	8			12 25
		859.7		7.2 FREEMANVILLE	R860	26	7			
3 09		862.8	D	3.1 ATMORE, ALA.	R863	62	305			12 10
3 19		868.8		8.0 PINE, FLA.	R869	75	10			A M 11 46
3 28		873.0		4.2 WALNUT HILL	R873	77	18			11 40
3 38		880.7	P	7.7 McKINNON	R881	62	11			11 28
3 48		887.4		6.7 BARRINEAU PARK	R888		37			11 17
4 13		898.7	P	11.3 NORTH PENSACOLA	R898	56	YARD			10 59
4 55 A M		915.0	2S	16.3 PENYARD	R915	YA	RD	OGR TCB		10 00 P M
		916.5		1.5 PENSACOLA	R916					
Arrive Daily				(150.7) (152.2)						Leave Daily
235										236

Northward trains are superior to southward trains of the same class.

**EMPIRE BRANCH — BIRMINGHAM SUBDIVISION**  
SOUTHWARD NORTHWARD

**BESSEMER BRANCH — BIRMINGHAM SUBDIVISION**  
SOUTHWARD NORTHWARD

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Service Rendered By Extras
	Miles						
	707.4	D	DORA	C707	YARD	CBY	
	708.1		0.7 BERGENS	N708	YARD	Y	
	711.8		3.7 LORTON	N712	53		
	712.4		0.6 SUMITON	N712A	26		
	715.3		2.9 DRUMMOND	N715	12		
	717.0	D	1.7 DEBARDELEBEN	N717	YARD	Y	
	722.2		5.2 SIPSEY	N722	YARD		
			(14.8)				

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Service Rendered By Extras
	Miles						
	729.3	D	PRATT CITY	C729	149		
	730.5		1.2 ENSLEY	N730	216		
	730.7		0.2 B. S. CROSSING				
	732.3		1.6 SOUTHERN CROSSING				
	736.6		4.3 WOODWARD	N737	44		
	736.6		0.0 WOODWARD FUR. CRS.				
	739.4		2.8 L. & N. CROSSING				
	740.1		0.7 BESSEMER	N740	108		
	740.3		0.2 BESSEMER B. S. CONN.	N741			
			(11.0)				

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Engine of northward trains passing MP C-613-26.....		50
Curves between MP C-614-1 and MP C-624-25.....	60	50
Engine of southward trains passing MP C-619-5 .....		50
Curves between MP C-624-25 and MP C-624-32.....	50	45
Sulligent, Vernon and Elm Streets.....	55	50
Nos. 105 and 106, Guin daily except Sunday to dispatch U. S. Mail .....	50	
Curves between MP C-649-4 and MP C-650-7 .....	60	50
C-654-12           C-667-20.....	55	50
C-667-20           C-668-7 .....	45	40
C-668-7           C-688-26.....	55	50
C-688-26           C-688-33.....	45	40
C-688-33           C-692-17.....	55	50
C-692-17           C-694-4 .....	45	40
C-694-4           C-701-18.....	55	50
Engine of northward trains passing MP C-694-30.....		30
Engine of southward trains passing MP C-701-18.....		35
Curves between MP C-701-18 and MP C-703-30.....	45	45
Over Warrior River Bridge C-702.5:		
(Steam Engines) .....	30	30
(Diesel Engines) .....	45	45
Curves between MP C-703-30 and MP C-707-38.....	35	30
C-707-38           C-712-19.....	50	45
C-712-19           C-712-27.....	40	40
C-712-27           C-714-3 .....	55	45
C-714-3           C-715-6 .....	45	40
C-715-6           C-718-12.....	30	30
Over Little Warrior River Bridge C-715.4.....	30	30
Curves between MP C-718-12 and MP C-720-44.....	35	35
Northward trains MP C-722 to MP C-718-30 when over 50 per cent of cars exceed 85 tons per car.....		30
Curves between MP C-720-44 and MP C-721-43.....	30	30
C-721-43           C-724-24.....	40	40
C-724-24           C-724-35.....	35	35
C-724-35           C-731-35.....	45	40
Between MP C-729-10 and MP C-730, until engine through these limits .....	20	20
Curves between MP C-731-35 and MP C-733-6 .....	40	40
Until engine or lead car over street crossings:		
Between MP C-728-4 and MP C-733-6.....	20	20
Trains move at restricted speed, not exceeding 10 MPH, between MP C-733-6 and Birmingham Terminal Station, Billy Goat Hill-10th Avenue route. Main track between these points may be used without protection against first class trains.		
<b>Columbus Subdivision:</b>		
Speed of 25 MPH is authorized through turnouts Colsub. Ore handled in other than box cars, over 10 cars in train.....		30
Until engine or lead car over following crossings:		
C&G                   Columbus		
GM&O                  Columbus		
AGS                   Boligee		
Southern              Demopolis		
L&N                   Linden .....	20	20
Between A. S. Jct. and Aberdeen (Maple St.).....		15
Curves between MP R-622-20 and MP R-623-5.....	35	35
Over Tombigbee River Bridge RN-623.9.....		10
Airport Spur .....		15
Between MP R-647-29 and MP R-648-7 until engine through these limits .....	20	20
Whitbury Spur .....		15
Over Warrior River Bridge R-728.9:		
Over steel spans .....	15	15
Over approaches .....	25	25
Demopolis, until engine over crossings between MP R-730-29 and MP R-731-14.....	25	25

## 4. SPEED RESTRICTIONS (Continued).

	SOUTHERN	
	Psg.	Freight
<b>Pensacola Subdivision:</b>		
Until engine over Southern Crossing Mile R-774.0 .....	20	20
Curves between MP R-777-12 and MP R-777-18.....	25	25
Alabama River Bridge R-783.7:		
Over steel spans .....	20	20
Curves between MP R-796-11 and MP R-797-9 .....	35	35
R-809-21           R-810 .....	25	25
R-812-11           R-821-29.....	35	35
R-823-6           R-825-11.....	35	35
R-886-1           R-897-18.....	35	35
Over lift span Bayou Chico Bridge, Pensacola .....	4	4

## 5. OTHER SPEED RESTRICTIONS.

	MPH		
	Tangent	Curves	
<b>Circus Trains:</b>			
Between Memphis and Birmingham .....	35	25	
Between Amory and Pensacola .....	25	20	
Branch Lines .....	15	10	
<b>Trains Handling:</b>			
Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:			
*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing move- ment of 100-ton derricks.			
Tupelo, Birmingham, Columbus and Pensacola Subdivisions:		30	
Branch Lines: .....		15	
Revenue equipment of this type will be handled on written in- structions of Chief Dispatcher.			
Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:			
Tupelo, Birmingham, Columbus and Pensacola Subdivisions:		30	
Branch Lines: .....		15	
Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.			
Loaded cars equipped with arch bar trucks.....		45	
Triple loads on curves except where further restricted.....		35	
Special type ore cars less than 24 feet in length.....	{ Loaded	25	
	{ Empty	35	
Pulpwood loaded on rack cars, Pensacola Sub.....		40	
Movement of Frisco derricks (wreckers) is authorized as follows:			
	100 Ton or Lighter Derricks	160 Ton Derricks 99024 99029	250 Ton Derricks 99021 99022 99025
	MPH	MPH	MPH
Tupelo Subdiv. ....	35	35	45
<b>Birmingham Subdiv.</b>			
Amory to Cordova .....	35	35	45
Cordova to Birmingham .....	30	30	45
Brilliant Branch: (Winfield to Brookside).....	15	No	No
Empire Branch: (Dora to Sipsy) .....	15	No	No
Bessemer Branch: (Pratt City to Bessemer).....	15	No	No
<b>Columbus Subdiv.</b>			
(A. S. Jct. to Aberdeen) .....	10	No	No
Bridge RN-623.9 .....	5	No	No
Note: Over Bridge RN-623.9 separate 100 ton der- rerrick from engine by 2 cars not exceeding 100,000 pounds gross weight.			
Pensacola Subdiv. ....	30	No	No

**6. SWITCH LIGHTS.**

No switch lights Empire, Bessemer and Brilliant Branches.

**7. BLOCK SIGNALS.**

ABS—Main Street interlocking to MP C-490-12  
 CTC—MP C-490-12 to MP C-610-10  
 ABS—MP C-610-10 to MP C-612-11  
 CTC—MP C-612-11 to MP C-733-7

**8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.**

Between Main Street and Nonco movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

Two main tracks between Demo and Tennessee Yard are signaled for traffic in both directions and designated as East and West track.

**LOCATION OF SPRING SWITCHES:**

MP C-483-37.....Northward main track  
 MP C-489-19.....Southward main track  
 Tupelo.....North end siding  
 Amory.....MP C-612-8 and MP C-612-9  
 Birmingham.....9th Ave. and 13th St.  
   9th Ave. and 12th St.

Spring switch leading from northward main track to north wye, Central Station, Memphis, normal position lined for north wye and displaying yellow indication.

Trains using industry tracks at MP C-559-3 and MP C-659-23 must have a portion of its train occupying main track or leave the main track switch open while using such track.

"STOP" signals located near MP C-733-30 9th and 10th Avenue route will govern northward moves.

Movement of trains between "STOP" signal located at 12th Avenue, North and "STOP" signal located at 20th Avenue North, Norwood Hill Line, will be governed by signal indication controlled by operator North Birmingham Tower.

B. S. Crossing Mile C-733.4 protected by "STOP" signals. Rule 662 governs.

**9. INTERLOCKINGS.**

"STOP" signal governs movement of southward trains and overhead color light signal governs movement of northward trains on main tracks over SL-SF Railway crossing (Kansas Street) at MP C-483-25. In addition southward trains must receive a hand proceed signal with yellow flag or yellow light from operator-switchtender at Kentucky Street before proceeding over Kansas Street crossing. If signals governing movements over this crossing do not display proceed indication, be governed by instructions of operator-switchtender.

Train movements over Union Railway crossing at Kentucky Street will be governed by hand signal with yellow flag or yellow light. Northward trains must receive this hand signal before passing Florida Street.

Color light signal protects crossing with I. C. Ry., Mile C-483.8, south of Central Station, operated by switchtender. Trains stop for crossing and proceed when color light signal displays proceed indication or on instructions from switchtender.

**CTC—AUTOMATIC**

(After communicating with dispatcher be governed by Rules 663 and 664.)

L&N, Sou., BS Crossing.....Mile C-729.1

**AUTOMATIC (Rules 663 and 664)**

I. C. crossing .....Mile C-528.3  
 G. M. & O. crossing.....C-562.3  
 C. & G. crossing .....R-647.3  
 G. M. & O. crossing .....R-648.8  
 A. G. S. crossing .....R-708.2  
 Southern Ry. crossing .....R-731.0  
 L. & N. crossing.....R-748.7  
 Southern Ry. crossing.....R-774.0

**10. CROSSING GATES (Rules 98 and 98(a)).**

Union Ry., crossing.....Mile C-486.5 Normal position against Union Ry.  
 AT&N crossing .....R-680.2 Normal position against AT&N.

**11. LOCATION OF YARD LIMITS.**

Shelco to Nonco	Bessemer Branch	Magnolia
Amory	Birmingham	Kimrough
Brilliant Branch	Columbus	Atmore
Empire Branch	Aliceville	North Pensacola to Pensacola

**12. DRAWBRIDGES.**

Warrior River Bridge, R-728.9.

Alabama River Bridge, R-783.7.

Bayou Chico Bridge, Pensacola.

Trains will be governed by colorlight signal protecting drawbridge Warrior River R-728.9. If signal at stop indication, communicate with bridge watchman and be governed by his instructions.

Trains will stop and receive proceed signal before moving over Bayou Chico Bridge, Pensacola.

**13. AUXILIARY LINES (Rule 14, W and X).**

Colsub—Columbus Subdivision

Winfield—Brilliant Branch

Dora—Empire Branch

Pratt City—Bessemer Branch

**14. INSTRUCTIONS RELATING TO DIESEL OPERATION.**

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

4 units—All RD-SW units—isolate rear unit.

5 units—1 road—1 RD-SW—3 road—isolate two rear units.

6 units—All road units—isolate rear unit.

6 units—1 road—1 RD-SW—4 road—isolate three rear units.

**HANDLING ENGINES IN TRAINS.**

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

#### 14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued).

##### MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- \*4 RD-SW units
- \*1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- \*1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- \*\*1 Road—3 RD-SW units—1 Road
- \*1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- \*2 Road—2 RD-SW units—1 Road
- \*3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- \*6 Road units (except units 800 to 807, incl.)
- \*\*1 Road—1 RD-SW—4 Road

units.

NOTE: Term "road" refers to EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Alco road switcher units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

#### 15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

#### 15. GENERAL INSTRUCTIONS (Continued).

Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restriction required.

#### CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Regular connections of trains 131, 133, 134, 135 and 138 will not handle triple loads and will not handle cars restricted to speed below maximum.

Train movements, except main track movements, over public crossing protected by automatic crossing signals, must be protected from ground position unless signals are operating.

Train movements over the following crossings will be protected by member of crew from ground position:

Winfield: U. S. Highway 78.

Airport, U. S. Highway 45.

Green Tree: U. S. Highway 80 (Alabama Highway 8).

Pensacola: 'G', 'I', 'L' and 'M' Streets, Pace Blvd., Barrancas Ave., Pensacola Country Club and West end Bayou Chico Bridge. When night signals required, a lighted red fusee must also be displayed on each side of track. When flasher signals become inoperative at Pace Blvd. or Barrancas Ave., crossing will be protected by flagman on each side of track.

North Pensacola: Roadway between Alabama Mill crossing, north end of No. 1 Mill loading dock (Florida side); and crossing north end wood storage yard.

Tennessee Yard: Inbound train and transfers will enter track as displayed by track indicator. If no track number displayed, communicate with yardmaster for instructions.

## 15. GENERAL INSTRUCTIONS (Continued).

Trains must not enter, leave or foul sidings at Tours, Carbon Hill and Dora except on proceed signal indication or by authority of dispatcher.

Employs working on Warrior River bridge at Coyle will watch closely and use the walkway on the outside of the rails keeping close look-out for obstructions. Do not walk between the rails on the portion of the bridge where coal is unloaded through hopper.

Split switch derail on Empire Branch main track at MP N-719-19 must be left open when not in use.

Train Men must not release hand brakes in Thomas Yard until engine is attached and train line charged.

## TRACK RESTRICTIONS

Potts Camp	—Engines must not be moved onto coal chute pit.
Tupelo	—Engines other than Yard or Road Switchers must not use track serving National Springs Corporation.
Sulligent	—Crews will not operate south beyond north end of scales nor will cars be placed south of scales on Oil Mill track.
Carbon Hill	—Engines will not be moved onto coal chute pit.
Moss McCormack	—Cars may be shoved beyond tipple on south track only.

## 19. (BLANK).

## 20. PERMISSIBLE LOAD LIMIT.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Memphis to Birmingham.....	*251,000	69.0
Amory to Aliceville.....	*251,000	53.8
A. S. Jct. to Aberdeen .....	169,000	37.5**
Aliceville to Pensacola.....	210,000	53.8
Winfield to Brookside.....	210,000	45
Bergens to DeBardeleben.....	*251,000	53.8
DeBardeleben to Sipsey .....	210,000	50
Pratt City to Bessemer.....	*251,000	53.8
Birmingham Belt.....	*251,000	53.8
Bayou Chico Bridge, Bay Shore Line, Pensacola .....	210,000	50

\*Except cars shorter than 35 feet to be limited to 210,000 pounds.

\*\*Diesel engines bridge class 39.5 or less authorized between A. S. Jct. and Aberdeen (Maple Street), except diesel yard switchers, 200 series will not be moved on or over bridge RN-623.9.

OK to handle USNX cars between Aliceville and Pensacola, weighing more than 210,000 pounds provided the gross weight of such cars does not exceed 225,000 pounds. Such cars moving over Bayou Chico Bridge and Bay Shore Line, Pensacola, must have between these cars and between such cars and the engine, one car or more weighing not to exceed 169,000 pounds.

## 21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American R. R. Time Service Co., General Time Inspector.....	St. Louis, Mo.
Gene Lott Jeweler.....	550 S. Main St., Memphis, Tenn.
Martin Repair Service.....	Tupelo, Miss.
Roberts Jewelry Co.....	Amory, Miss.
Giddens Jewelry Co.....	Arkadelpiha Rd. & Finley Ave., Birmingham, Ala.
Frank Joyce .....	Terminal Station, Birmingham, Ala.
Kay Jewelers.....	212 N. 20th St., Birmingham, Ala.
H. B. Earle .....	Atmore, Ala.
Gahlenbeck Jewelry Co.....	1601 N. 14th Ave., Pensacola, Fla.
Greene's Jewelers .....	2514 W. Cervantes, Pensacola, Fla.

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Tupelo Sub-Division:	Mile	Car Capacity	Station No.	End Connection
Mineral Wells.....	499.0	2	C-499	South
Miller.....	506.3	41	C-506	Both
Victoria.....	516.2	8	C-516	South
Waites.....	534.6	13	C-535	North
Smalco.....	557.1	8	C-557	North
Shari.....	559.7	94	C-559	Both
Glenfield.....	560.4	4	C-560	North
Blue Springs.....	573.6	24	C-574	North
Bigbee.....	608.6	202	C-608	Both
<b>Birmingham Sub-Division:</b>				
Greenwood Springs.....	624.7	12	C-625	North
Crews.....	638.2	13	C-638	South
Bazemore.....	663.0	51	C-663	Both
Kansas.....	673.4	Platform	C-673	
Moss-McCormack.....	683.5	29	C-683-A	North
Hillard.....	687.2	25	C-687	South
New Jagger.....	688.1	18	C-688	North
Ronald.....	694.1	12	C-695	North
<b>Empire Branch:</b>				
Coyle.....	720.0	48	N-720-A	North
<b>Bessemer Branch:</b>				
Fairfield.....	732.4	11	N-732	South
U. S. C. I. P. Co.....	738.4	100	N-739	North
Robertstown.....	739.4	40		Both
<b>Columbus Sub-Division:</b>				
Becker.....	614.8	6	R-615	North
Troup.....	633.5	6	R-634	North
Airport.....	638.9	3 Miles	R-639	North
Whitbury.....	652.9	240	R-653	Both
West Greene.....	694.8	19	R-695	Both
Stokley.....	735.2	41	R-735	Both
Green Tree.....	735.6	9 Miles	R-736	North
Jefferson.....	745.0	9	R-745	Both
Octagon.....	756.2	14	R-756	Both
<b>Pensacola Sub-Division:</b>				
Sham.....	780.0	3	R-780	North
Coy.....	786.5	11	R-786	Both
Asahel.....	789.4	5	R-789	North
Keith.....	807.3	11	R-807	South
West Monroeville.....	821.1	10	R-821	South
Megargel.....	834.8	12	R-835	South
Vocation.....	842.8	7	R-843	North
Koppers.....	844.9	110	R-845	Both
Poarch.....	856.8	8	R-856	South
Mikes.....	861.8	9	R-862	South
T. J. Moss Tie Co.....	865.7	31	R-866	North
Ipsco.....	903.6	5	R-904	South
Ensley.....	906.3	11	R-906	South
Edge.....	907.0	82	R-907	Both
Power.....	909.8	1	R-910	North

## 16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—237		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
800—807	U-25	FRT.	52	No	70	41.7	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

**ALERT TODAY . . .  
ALIVE TOMORROW**

## 22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{ 51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Baggage	101	79		"	359	69	
"	106	78		"	360	68	
"	134	78		"	362—365	72	
"	135	78		"	367	74	
Mail & Baggage	201	68		"	368	71	
"	202—204	71		"	369	66	
"	205	68		"	370	73	
"	206 & 208	71		"	371	75	
"	209	72		"	372	74	
"	210—212	70		"	373—374	76	
"	214	68		"	375	70	
"	216	69		"	376	73	
"	217	73		"	378—379	76	
"	218—225	71		"	380—390	67	
"	251—252	55		"	393	58	
Baggage	304	66		"	394	65	
"	306 & 309	61		"	395	66	
"	312	67		"	412	68	
"	315	62		"	425—439	69	
"	322	59		"	440	75	
"	325	61		"	441—443	66	
"	333	61		"	444—445	68	
"	336	69		"	450—451	35	
"	337 & 339	70		Non-working Baggage	452—464	34	102
"	341	76		Box-Express	465—469	23	
"	342	70		Dining Car	638		97
"	343	71		"	640		99
"	344	73		"	641		68
"	346	70		"	650		84
"	348	69		Coach	751—757		80
"	349	61		"	759		82
				"	761		82
				"	762		79
				"	765—770		82
				"	771		81
				"	772—775		81
				Coach	1053—1060		84
				"	1062		83
				"	—1064		81
				"	1068		83
				"	1071—1074		81
				"	1081—1085		81

## 22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096		64	Coach-Lge.-Buffet	1650—1652		65
Coach	1102 & 1103		81	Postal	2041 & 2043		58
"	1107—1108		82	"	2045		69
"	1203		82	"	2049		74
"	1206		79	"	2050		65
"	1207—1208		82	Storage Mail-De Luxe	2054		60
"	1209—1211		78	Coach	Wichita		83
"	1213		78	"	Enid		90
"	1250—1258		64	"	Ft. Smith		87
"	1259		68	"	Okmulgee		80
Sleeper-Observation				"	Joplin		82
Lounge	1350		66	Lounge-Diner	Kan. City		104
"	1401—1402		102	"	Birm'ham		103
Sleeper	1450—1466		69	"	Memphis		105
Cafe-Lounge	1506		109	"	Saint Louis		94
Diner-Lounge				Business Car	S. Francisco		115
Observation	1550 & 1551		68	"	Tennessee		109
Buffet	1601—1603		85	"	Missouri		107
Buffet-Lge.	Glendale		89	"	Springfield		109
				"	Alabama		106
				"	Oklahoma		110
				"	Kansas		105

## 23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

## 24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

\* Diesel Electric.

Mr. L. W. Menk  
President  
Frisco Railway  
St. Louis, Mo.

A-1