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SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

LOUISVILLE & NASHVILLE RAILROAD COMPANY

BIRMINGHAM DIVISION

TIME-TABLE No.

9

TAKES EFFECT

SUNDAY, NOVEMBER 14, 1971

AT 12:01 A.M., CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice-Pres.—Operations

S. P. STRICKLAND,
Chief Trans. Officer

K. C. DUFFORD,
General Mgr.—Sou. Region

C. W. ASHBY,
Superintendent

G. H. MOORE, JR.
Asst Superintendent

C. S. BLACK,
Superintendent — Terminals

SPECIAL INSTRUCTIONS

SUBDIVISIONS

NASHVILLE—Between Nashville and Decatur, via Lewisburg, including branches, and between Brentwood and Athens Jct., via Columbia, including branches.

SOUTH AND NORTH ALABAMA—Between Decatur and Montgomery including branches.

BIRMINGHAM MINERAL—Between points in Birmingham Mineral territory.

ALABAMA MINERAL—Between Boyles and Talladega Springs, including branches.

TWO OR MORE TRACKS

- Between Nashville and Brentwood.
- Between Decatur and South Oakworth.
- Between New Castle and Black Creek.
- Between Boyles and Graces.
- Between Hardy and Longview.
- Between S&N Yard and Montgomery.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System rules (Rules 505 through 515, inclusive) are effective between:

- Nashville and Brentwood, except interlocking.
- Decatur Jct. and South Oakworth, except interlocking.
- New Castle and Graces, except interlocking.
- Moragne and Attalla, except interlocking.

Rules D-251, D-252, D-253 and D-254 are effective between:

- Nashville and Brentwood, except interlocking.
- Decatur and South Oakworth, except interlocking.
- Mary Lee and South Alice on Southward Main Track, except interlocking.
- Graces and Mary Lee on Northward Main Track, except interlocking.
- FY Tower and Boyles on Northward Main Track, except interlocking.

- S&N Yard and Montgomery, except interlocking.

Rules 261, 262, and 263 are effective between:

- Decatur Jct. and Decatur, except interlocking.
- New Castle and Boyles, except interlocking.
- Boyles and Mary Lee on Southward Main Track, except interlocking.
- South Alice and Graces on Southward Main Track, except interlocking.
- Mary Lee and FY Tower on Northward Main Track, except interlocking.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System rules (Rules 550 through 575, inclusive) are effective between:

- Brentwood and Decatur Jct., via Lewisburg, except interlocking.
- South Oakworth and New Castle, except interlocking.
- Graces and S&N Yard, except interlocking.

A train entering main track through switch equipped with electric lock on "unlocked" indication, as prescribed by Rule 558 of Rules of the Operating Department, must proceed at Restricted Speed to the next block signal displaying an indication permitting the train to proceed at a speed more favorable than Restricted Speed.

Where Normal Speed is more than twenty (20) miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave main track occupied by engine or cars, or main track switch open.

INTERLOCKING

Interlocking Rules are effective:

Nashville-Radnor:

- Church Street
- South End
- Oak Street
- Vine Hill
- Blackman Lane
- Birmingham Div. Frt. Departure
- Radnor Receiving Yard
- Brentwood

Decatur Jct.

Decatur

Birmingham-Boyles:

- Black Creek
- Bowl Yard
- AX Tower
- FY Tower

Birmingham-Boyles (continued)

- Mary Lee
- E. Birmingham (Southern)
- Birmingham (10th Ave.)
- Birmingham (32nd Street)
- Birmingham (15th Street)
- South Alice
- Magella
- Vinita
- North Birmingham
- Calera
- Warrior River (Cain Creek Branch)
- Pratt City
- Attalla
- Wellington
- Mile AM-482 (North of Talladega)

STANDARD CLOCKS

- Nashville—Union Station Register Office.
- Nashville—Kayne Ave. Yard Office.
- Radnor—"RA" Train Order Office and Enginemen's Washroom.
- Columbia Wye—Train Order Office.
- Mt. Pleasant—Train Order Office.
- Florence—Agent's Office.
- Oakworth—Yard Office.
- Cullman—Agent's Office.
- Boyles—Main Yard Office, Roundhouse, Bowl Yard Office, South Yard Office.
- Birmingham—Yardmaster's Office.
- Calera—Agent's Office.
- S&N Yard—Yard Office.
- Tuscaloosa—Agent's Office, GM&O Dispatcher's Office.
- Bessemer—Agent's Office.
- Ensley—Agent's Office.
- Storage Yard—Agent's Office.
- Shops—Agent's Office.
- Sylacauga—Agent's Office.
- Guntersville—Agent's Office.

APPLICATION OF SCHEDULE

Station	Time Applies
Brentwood	End of Double Track.

TRAIN ORDER OFFICES

Stations	Hours Train Order Offices Open	Days Train Order Offices Closed
Vine Hill	Continuous	
Radnor	Continuous	
Franklin	7:30 A.M. to 4:30 P.M.	Saturday and Sunday.
Columbia Wye	Continuous	
Mt. Pleasant	{ 7:59 A.M. to 3:59 P.M. } { 11:30 P.M. to 7:30 A.M. }	Sunday 7:59 A.M. to 3:59 P.M.
Lawrenceburg	{ 8:00 A.M. to 12:01 P.M. } { 1:01 P.M. to 5:00 P.M. }	Saturday and Sunday.
Florence	{ 6:30 A.M. to 12:30 P.M. } { 1:30 P.M. to 3:30 P.M. }	Sunday.
Pulaski	8:00 A.M. to 5:00 P.M.	Saturday and Sunday.
Oakworth	5:30 P.M. to 1:30 A.M.	
Boyles	Continuous	
Gate City Tower	Continuous	
S&N Yard	Continuous	
Ensley	3:00 P.M. to 11:00 P.M.	
Blue Creek Jct.	Continuous—(except)	Saturday 3:30 P.M. to 3:30 P.M. Sunday 11:30 P.M. to 7:30 A.M. Monday
Tuscaloosa	7:00 A.M. to 4:00 P.M.	
Oneonta	8:00 A.M. to 5:00 P.M.	Saturday and Sunday.
Storage Yard	Continuous	
Shops	{ 6:00 A.M. to 2:00 P.M. } { 5:00 P.M. to 1:00 A.M. }	Saturday and Sunday.
Sylacauga	6:30 A.M. to 5:00 P.M.	Saturday and Sunday.
Guntersville	{ 7:00 A.M. to 8:30 P.M. } Monday thru Friday { 7:00 A.M. to 3:00 P.M. } { Saturday }	Sunday.
Humoro	7:30 A.M. to 4:30 P.M.	Sunday.

Train-Order office at Humoro is for Northward trains operating on Cain Creek Branch only.

Train-order office Oakworth is for trains originating at Oakworth.

The following Train Order Offices are not equipped with Train Order signals as required by Rule 221:

Vine Hill	Sylacauga	Blue Creek Jct.
Radnor	Boyles	Tuscaloosa
Mt. Pleasant	Gate City Tower	Storage Yard
Florence	S&N Yard	Shops
Oakworth	Ensley	Guntersville

SOUTHWARD—NASHVILLE AND BIRMINGHAM

SECOND-CLASS													FIRST-CLASS		Overtime from Louisville	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time	
			399	373	347	335	371	337	375	341	393	379		315			
			Freight	Fast Freight	Local Freight	Freight	Fast Freight	Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight		The South Wind			
			Daily ex Sat.	Daily	Daily ex Sat.	Daily	Daily	Daily ex Sat.	Daily	Daily	Daily	Daily		Daily			
			P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.			
													10.45	186.50	L	NASHVILLE	
			9.00				4.00	11.00	8.00			2.00	12.01			2.82	RADNOR O
			9.20					11.26							196.90	4.00	BRENTWOOD
															200.90		MORAN
															211.04		McDANIEL
															221.33		HOLTS CORNER
															231.28		ANES
															239.56		LEWISBURG
															247.00		CORNERSVILLE
															261.37		WOODROW
															268.04		WHEELERTON
															275.64		ARDMORE
															285.22		CAREY
															289.96		ATHENS JCT
															295.40		ATHENS
															304.48		HARRIS
														1.05	307.19		DECATUR
							6.00								309.19		OAKWORTH O
															310.06	.87	SO. OAKWORTH
															321.42	15.86	HARTSELLE
															336.98	2.48	HOLMES GAP
															339.46		CULLMAN
															350.89	11.43	HANCEVILLE
															364.40	13.51	NYOTA
															381.86	17.46	NEWCASTLE
				8.30	8.00	10.30	11.00 12.30		3.00 4.00	5.00	9.30	7.00 8.00			386.83	4.79	BOYLES O
														3.05	391.52	4.69	A BIRMINGHAM Passenger Station
			P. M.	P. M.	P.M.	P. M.	A. M.	A. M.	P. M.	A.M.	A. M.	A. M.		P. M.			
			Daily ex Sat.	Daily	Daily ex Sat.	Daily	Daily	Daily ex Sat.	Daily	Daily	Daily	Daily		Daily			
			399	373	347	335	371	337	375	341	393	379		315			

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

BIRMINGHAM AND NASHVILLE—NORTHWARD

TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity of Stations based on 55' seat height (including aisle)	FIRST-CLASS		SECOND-CLASS											
			316	370	374	394	376	336	340	398	334	372	348			
			The South Wind	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Local Freight	Freight	Freight	Freight	Fast Freight	Local Freight		
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday		
STATIONS		P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
A	NASHVILLE		6.40													
	2.82 RADNOR	O Yard		4.30	6.00	11.00	12.40		4.20		2.30					
	7.58 BRENTWOOD	EDT					12.26		4.10							
	4.00 MORAN	101														
	10.14 McDANIEL	110														
	10.29 HOLTS CORNER	138														
	9.95 ANES	71														
	8.28 LEWISBURG	119														
	7.44 CORNERSVILLE	121														
	14.37 WOODROW	111														
	6.67 WHEELERTON	63														
	7.60 ARDMORE	120														
	9.58 CAREY	66														
	4.74 ATHENS JCT	57														
	2.33 ATHENS	219														
	9.08 HARRIS	212														
	2.71 DECATUR	EDT	4.15													
	2.00 OAKWORTH	O Yard								10.30						
	.87 SO. OAKWORTH	EDT														
	11.36 HARTSELLE	209														
	15.56 HOLMES GAP	209														
	2.48 CULLMAN															
	11.43 HANCEVILLE	222														
	13.51 NYOTA	210														
	17.46 NEWCASTLE	EDT														
	4.79 BOYLES	O Yard		4.00	10.00 4.30	11.00	4.00 11.00		12.30		6.00	7.30 11.30	11.00			
L	BIRMINGHAM E Passenger Station		2.20													
			P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.			
			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday			
			316	370	374	394	376	336	340	398	334	372	348			

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

MONTGOMERY AND BIRMINGHAM—NORTHWARD

TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity of Seating based on 55 feet per car (including engine and caboose).	FIRST-CLASS		SECOND-CLASS												
			316	370	374	340	368	372	376	348							
			The South Wind	Fast Freight	Fast Freight	Local Freight	G. M. & O. Freight	Fast Freight	Fast Freight	Local Freight							
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday							
STATIONS		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.							
A	BIRMINGHAM Passenger Station 3.11	2.10	3.40	4.10	11.50	7.20	11.10	10.50	9.30								
	MAGELLA 2.43	Branch				7.00											
	GRACES 6.08	E D T															
	PARKWOOD 9.47	223							8.00								
	HARDY 5.52	E D T															
	LONGVIEW 6.32	E D T															
	CALERA 11.83	195															
	JEMISON 10.50	206															
	CLANTON 6.05	132															
	COOPERS 6.58	143															
	MOUNTAIN CREEK 8.88	97															
	DEATSVILLE 7.04	192															
	ELMORE 9.24	100															
	VERA 1.00																
	GERMO 1.08																
	S AND N YARD O 1.23	Yard		12.01	12.20	4.10		7.30	6.30								
L	MONTGOMERY	12.10															
		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.							
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday							
		316	370	374	340	368	372	376	348								

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

SOUTHWARD—BRENTWOOD AND NORTH ATHENS—NORTHWARD

SECOND-CLASS				From Lynchburg	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity at Stations Based on 55 feet per car (including engine and caboose)	SECOND-CLASS			
399	337	333	331		332	330		336	398		
Freight	Freight	Freight	Freight		Freight	Freight		Freight	Freight		
Daily ex. Sat.	Daily ex. Sat.	Daily	Daily		Daily	Daily		Daily ex. Sunday	Daily ex. Sunday		
P. M.	A. M.	A. M.	A. M.	STATIONS		A. M.	P. M.	P. M.	P. M.		
	9.20	11.26		196.90	L BRENTWOOD	A			12.26	4.10	
					5.00						
	9.30	11.36		201.90	MALLORYS	38			12.16	4.00	
					3.25						
	9.40	12.06 ³³⁶		205.15	FRANKLIN	O 23			12.06 ³³⁷	3.50	
					3.51						
	9.50	12.14	9.05	208.66	PARRY	36	8.40		11.57	3.40	
					9.64						
	10.10	12.34	9.25	218.30	SPRING HILL	113	8.20		11.37	3.20	
					4.35						
	10.19	12.43	9.34	222.65	CARTERS CREEK	47	8.00		11.22	3.10	
					5.82						
				228.47	GODWIN						
					1.93						
	10.35	12.59	9.51	230.40	NATCO	130	7.45		11.00	2.50	
					1.00						
	10.38	1.02	9.53	231.40	COLUMBIA WYE	O Wye	7.40	1.20	10.55	2.35	
					1.13						
			8.00	232.53	COLUMBIA	Yard		1.15			
					9.35						
				241.88	PLEASANT GROVE						
					5.96						
			8.30	247.84	DODSONS	30		12.35			
					2.06						
				249.90	LYNNVILLE						
					11.95						
				261.85	WALES						
					4.00						
			9.40	265.85	PULASKI	O 30		11.45			
					6.53						
				272.38	ASPEN HILL						
					5.04						
				277.42	PROSPECT						
					2.63						
				280.05	VETO						
					5.22						
				285.27	ELKMONT						
					7.75						
			10.30	293.02	A ATHENS JCT.	L 36		10.45			
	P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	A. M.	P. M.	
	Daily ex. Sat.	Daily ex. Sat.	Daily	Daily			Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	
	399	337	333	331			332	330	336	398	

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

SOUTHWARD—COLUMBIA AND SHEFFIELD—NORTHWARD

THIRD CLASS		SECOND-CLASS					Distance from Lawville	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			Car Capacity at Stations based on 65 feet per car (including engine and caboose).	SECOND-CLASS				THIRD CLASS	
357	353	399	359	337	333	358		336	332	398		350	354				
Freight	Freight	Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight		Freight	Freight				
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sat.	Daily ex. Sat.	Daily ex. Sat.	Daily	Daily ex. Sunday		Daily ex. Sunday	Daily	Daily ex. Sunday		Daily ex. Sunday	Daily ex. Sunday				
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.					A. M.	P. M.						
			9.30			232.53	L	COLUMBIA	A	YARD	1.10						
			10.38	9.40	1.02	233.13		COLUMBIA WYE	O		12.55	10.55	7.40	2.35			
7.30	11.00		10.44	9.50	1.12	237.71		SIGLO		Branch Wye	12.45	10.45	7.30	2.25	5.15	3.00	
						238.69		ASHWOOD									
7.50	11.20		11.00		1.54 ³⁹⁸	243.34		MT. PLEASANT	O	YARD		10.30		1.54 ³³⁷	5.00	2.45	
						249.00		ROCKDALE									
			11.35		2.30	254.85		SUMMERTOWN		24		9.15		1.19			
						262.80		ETHRIDGE									
			12.05		3.10	268.53		LAWRENCEBURG	O	28		8.40		12.48			
			12.15		3.30	272.33		NUCARBON		25		8.30		12.38			
						274.65		LEOMA									
						282.45		LORETTO									
						293.00		IRON CITY									
						304.85		JACKSONBURG									
			2.40		5.20	311.30	A	FLORENCE	O L	YARD		7.00		11.15			
						312.30		FURNACE JCT.									
						315.15		SHEFFIELD JCT.									
						316.38		SHEFFIELD									
P. M.	A. M.		A. M.	P. M.	P. M.	A. M.					A. M.	A. M.	A. M.	A. M.		A. M.	P. M.
Daily ex. Sunday	Daily ex. Sunday		Daily ex. Sat.	Daily ex. Sat.	Daily ex. Sat.	Daily					Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday		Daily ex. Sunday	Daily ex. Sunday
357	353		399	359	337	333					358	336	332	398		350	354

Southward

SIGLO AND MONSANTO

Northward

Second-Class					Distance from Lawville	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			Car Capacity at Stations based on 65 feet per car (including engine and caboose).	Second-Class			
359	355	333	351	358		352	332	356					
Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight					
Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday		Daily ex. Sunday	Daily	Daily ex. Sunday					
P. M.	P. M.	A. M.	A. M.										
	9.50	3.00	10.03	5.15	237.71	L	SIGLO	A	Wye	12.45	10.30	11.20	7.30
	10.05	3.15	10.15	5.30	240.84		ARMOUR JCT.		Branch	12.30	10.15	11.10	7.15
	10.15	3.30	10.30	5.45	244.13	A	MONSANTO	L		12.15	10.00	10.55	7.00
	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	A. M.	P. M.
	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday
	359	355	333	351						358	352	332	356

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

MAGELLA AND TUSCALOOSA

Southward			Northward				
SECOND-CLASS			SECOND-CLASS				
361	367	Distance from Lanesville	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			368	362
Freight	G.M.&O. Freight		Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	G.M.&O. Freight	Freight	Daily	Daily
Daily	Daily			A. M.	P. M.		
P. M.	A. M.			STATIONS			A. M.
	8.20	394.63	L	MAGELLA	A		7.00
4.30	8.50	403.40		BESSEMER	Yard		6.19 11.00
4.40	9.05	404.38		BLUE CREEK JCT.	O	Wye	6.15 10.55
5.25	9.55	413.75		ADGER	59		5.35 9.45
5.45	10.45	421.54		YOLANDE	Branch		5.15 9.25
6.05	11.00	427.54		DUDLEY	63		4.52 9.05
7.05	11.45	444.98		HOLT JUNCTION	Branch		4.11 8.05
	11.59	447.37	A	TUSCALOOSA	OL	Yard	4.00
P. M.	A. M.						A. M. P. M.
Daily	Daily						Daily Daily
361	367						368 362

SHOPS AND GANTT'S JUNCTION

Southward			Northward						
Second Class			Second Class						
347	345	343	TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			364	344	348	
Local Freight	Local Freight	Local Freight	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	Local Freight	Local Freight	Local Freight	Daily ex. Sunday	Daily ex. Sunday	
Daily ex. Sat.	Daily ex. Sunday	Sunday Only		Sunday Only	Daily ex. Sunday	Daily ex. Sunday	A. M.	P. M.	P. M.
P. M.	A. M.	A. M.		STATIONS			A. M.	P. M.	P. M.
	7.30	8.30	L	SHOPS	OA		9.50	1.30	
	7.53	8.50		COLDWATER			9.30	12.50	
	8.08			MUNFORD				12.25	
10.15	9.00			TALLADEGA				11.45 6.30	
11.30	10.00			SYLACAUGA	O			10.45 3.30	
11.45	10.20		A	GANTT'S JUNCTION	L			10.25 3.00	
P. M.	A. M.	A. M.					A. M.	A. M. P. M.	
Daily ex. Sat.	Daily ex. Sunday	Sunday Only					Sunday Only	Daily ex. Sunday Daily ex. Sunday	
347	345	343					364	344 348	

BOYLES AND BLUE CREEK JCT.

Southward			Northward								
SECOND CLASS			SECOND CLASS								
TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time								
Distance from Lanesville	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Lanesville	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Lanesville					
							387.81	L	BOYLES	OA	Yard
							392.70		THOMAS		
395.50		ENSLEY	O	Yard							
401.40		COLLINS		Yard							
403.80	A	BLUE CREEK JCT.	OL	Wye							

BOYLES AND MAXINE

Southward			Northward					
THIRD CLASS			SECOND CLASS					
TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time					
Distance from Lanesville	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Lanesville	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Lanesville		
							349	346
							Freight	Freight
Daily ex. Sunday	Daily ex. Sunday	A. M.	Daily ex. Sunday	Daily ex. Sunday	A. M.			
		414.83			MAXINE			
		411.81			PRACO			
		404.79			MEDIA			
9.00		399.36	L	VULCAN	A	Branch 6.00		
9.10		397.50		CHETOPA		Branch 5.55		
9.25		390.48		MINERAL SPRINGS	42	5.30		
9.45		384.21		HUMORO	O	Branch 5.11		
9.50		384.00	A	BOYLES	OL	Yard 5.00		
A. M.						A. M.		

GUNTERSVILLE AND MORAGNE

Southward			Northward							
Second Class			Second Class							
TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			TIME TABLE No. 9 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time							
Distance from Gunter's Landing	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Gunter's Landing	Car Capacity of Sidings based on 55 feet per car (including engine and caboose).	STATIONS	Distance from Gunter's Landing				
							369	339	338	360
							Freight	Freight	Freight	Freight
Daily ex. Sat.	Sunday Only	Sunday Only	Daily ex. Sat.	Daily ex. Saturday	P. M.	A. M.				
9.30	9.00	.94	L	GUNTERSVILLE	OA	Yard 1.00 2.00				
9.50	9.20	7.11		LANE		12.40 1.32				
10.00	9.30	11.25		ALBERTVILLE		12.30 1.20				
10.20	9.50	16.52		BOAZ		12.10 1.05				
11 10	10.30	29.97	A	MORAGNE	L	11.30 12.15				
P. M.	A. M.					A. M. A. M.				

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

SPECIAL INSTRUCTIONS—Continued from page 1

SUPERIORITY OF TRAINS

Superior Trains	Superior To	Requirements
No. 332.....	No. 337.....	Siglo to Columbia Wye
No. 356.....	No. 359.....	Monsanto to Siglo
No. 358.....	No. 333.....	Monsanto to Columbia Wye
No. 332.....	No. 355.....	Monsanto to Siglo
No. 358.....	No. 351.....	Monsanto to Siglo
No. 352.....	No. 355.....	Monsanto to Siglo
GM&O No. 368....	GM&O No. 367....	Tuscaloosa to Magella
No. 344.....	No. 347.....	Gantt's Jct. to Talladega
No. 348.....	No. 347.....	Gantt's Jct. to Talladega

REGISTER STATIONS

Location	For	Register by Card Form 230
Nashville: Union Station..	First-class trains.....	
Kayne Ave. Yard Office....	Trains originating or terminating.....	
Radnor: "RA" train order office....	Southward second-class and inferior trains.....	Northward second-class and inferior trains
Columbia Wye...	All trains.....	All trains
Athens Jct.	All N&D Trains.....	All N&D Trains.....
Oakworth.....	Trains originating or terminating.....	
Boyles (Main Yard Office).....	All second-class and inferior trains.....	All inbound second-class and inferior trains
Birmingham....	First-class trains, second- class and inferior trains originating or terminat- ing.....	GM&O Nos. 368, 367
S&N Yard.....	All trains.....	First-class trains
Montgomery....	First-class trains.....	
Siglo.....	All trains.....	
Monsanto (telephone booth north end of Mo- Intyre Track)	All trains.....	
Mt. Pleasant (Train-order Office).....	All trains.....	
Florence.....	All trains.....	
Magella.....	GM&O No. 368.....	GM&O No. 368
Blue Creek Jct....	All trains.....	GM&O Nos. 368, 367
Holt Jct.....	All trains.....	GM&O Nos. 368, 367
Tuscaloosa.....	All trains.....	GM&O No. 367
Ensley.....	Trains originating or terminating.....	
Chetopa.....	All trains.....	All trains
Storage Yard....	All trains.....	
Shops.....	All trains.....	
Gantt's Jct.....	All trains.....	
Talladega.....	Nos. 344 and 348.....	Nos. 344 and 348
Guntersville.....	All trains.....	

Northward Nashville (via Columbia) Sub-division second-class and inferior trains will call operator at "RA" office from automatic telephone located on outside of car checkers building south end of receiving yard, Radnor, and furnish operator register of their train, giving same information shown on register card, Form 230.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
All southward trains..	Vine Hill.....	Clearance Form A
First-class trains and Southward SCL trains except SCL No. 509.....	Birmingham (Gate City Tower).....	Clearance Form A
Northward First-class trains.....	S&N Yard.....	Clearance Form A
All trains.....	Mt. Pleasant....	Clearance Form A during hours train-order office is open
All trains.....	Storage Yard...	Clearance Form A
All trains.....	Blue Creek Jct..	Clearance Form A during hours train-order office is open

Northward first-class trains will depart Birmingham on schedule and receive Clearance Form A at Gate City Tower Train-Order Office.

Seaboard Coast Line northward trains using L&N tracks between South Parkwood and Boyles are required to obtain L&N Train Orders and/or Clearance Form A before departure from Manchester, Ga.

Seaboard Coast Line train No. 509 must secure SCL Train Orders and/or SCL Clearance Form A at Train Order Office, Gate City Tower, 10th Ave. Birmingham, governing movement over SCL trackage south of Elyton yards. Movements of SCL trains Nos. 508 and 509 between Elyton yards and Boyles will be made on authority of L&N Yardmaster or his representative.

Northward first-class trains originating at Montgomery may leave without Clearance Form A, but must receive Clearance Form A at S&N Yard.

No. 347 departing Boyles to Gantt's Jct. via SCL trackage at Parkwood is required to obtain SCL train orders and/or SCL Clearance Form A at Train Order Office, Gate City Tower, governing movement over SCL trackage, and on arrival at Talladega will proceed as No. 347 without Clearance Form A.

No. 348 departing Gantt's Jct. to Boyles via SCL trackage at Talladega is required to obtain SCL Train orders and/or SCL Clearance Form A at Train Order Office, Sylacauga governing movement over SCL trackage, and on arrival at Parkwood will proceed as No. 348 without Clearance Form A.

Trains filling schedules shown below will proceed on schedule indicated without Clearance Form A, except when train-order office open.

Schedule Arriving	At Station	Proceed As
No. 350.....	Siglo.....	No. 351 to Monsanto
No. 352.....	Siglo.....	No. 353 to Mt. Pleasant
No. 354.....	Siglo.....	No. 355 to Monsanto
No. 356.....	Siglo.....	No. 357 to Mt. Pleasant
No. 333.....	Monsanto.....	No. 332 to Siglo
No. 359.....	Monsanto.....	No. 358
No. 351.....	Monsanto.....	No. 352 to Siglo
No. 355.....	Monsanto.....	No. 356 to Siglo
No. 346.....	Vulcan.....	No. 349
No. 343.....	Coldwater.....	No. 364
No. 345.....	Gantt's Junction.....	No. 344
No. 361.....	Holt Junction.....	No. 362
No. 331.....	Athens Jct.....	No. 330

No. 369 and No. 339 will depart Guntersville and proceed on their schedule without Clearance Form A.

On Sunday No. 343 will depart Shops and proceed on its schedule without Clearance Form A.

GM&O No. 368 will proceed on schedule of GM&O No. 367 at Birmingham without Clearance Form A.

YARD LIMITS

Nashville	Decatur	Duncan	Alabama City
Radnor	Oakworth	Thomas—North	Gadsden
Franklin	Boyles	Birmingham	Goodyear
Columbia-Natco-Godwin	Birmingham	Ensley	Wellington
Siglo-Ashwood	Elmore	Collins	Anniston
Mt. Pleasant	(Wetumpka Branch)	Bessemer	Talladega
Lawrenceburg	S&N Yard	Dolohah	Sylacauga
Florence	Montgomery	Holt Jct.—Tuscaloosa	Gantt's Jct.
Sheffield	Mineral Springs	Tarrant	Boaz
Pulaski	Chetopa	Ketona	Albertville
Athens Jct.	Praco	Attalla	Guntersville

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Florence(a)	Southern.....	Gate.
Florence	I.M.C.—Southern.....	Stop Boards.
Sheffield	Southern.....	Stop Boards.
Decatur, Southward track	Southern.....	Interlocking Signals.
Boyles	Mary Lee.....	Interlocking Signals.
East Birmingham(b)	Southern.....	Interlocking Signals.
East Birmingham	C. of Ga.....	Interlocking Signals.
Birmingham (31st St.)	Birmingham Belt.....	Stop Boards.
Birmingham (32nd St.)	Birmingham Belt.....	Interlocking Signals.
Birmingham (27th St.)(c)	Southern.....	Gate and Flagman.
Birmingham (13th St.)	Southern-A.G.S.....	Interlocking Signals.
Calera	Southern.....	Interlocking Signals.
Warrior River, Cain Creek Branch(d)	Southern.....	Interlocking Signals.
Boyles (Huntsville Branch No. 1)	Mary Lee.....	Stop Boards.
Vinita	Birmingham Belt.....	Interlocking Signals.
Vinita	Southern.....	Interlocking Signals.
North Birmingham (Graves Branch)	Birmingham Belt.....	Stop Boards.
North Birmingham	Southern.....	Interlocking Signals.
Acipco(e)	Southern.....	Gate.
Thomas(h)	Birmingham Southern.....	Gate.
Pratt City	Frisco.....	Interlocking Signals.
Ensley	Frisco.....	Stop Boards.
Ensley	Birmingham Southern.....	Stop Boards.
Ensley	Birmingham Slag.....	Stop Boards.
Wylam	Southern.....	Stop Boards.
Fairfield(j)	Federal Barge Line.....	Gate.
Fairfield (Harbison Walker)(i)	Birmingham Southern.....	Gate.
Westfield	Birmingham Southern.....	Stop Boards.
Collins	Woodward Iron Co.....	Stop Boards.
Mile LB 403	Birmingham Southern.....	Stop Boards.
Bessemer Shop	Southern.....	Stop Boards.
Blue Creek Jct., Hunts Br. No. 1	Southern.....	Stop Boards.
Blue Creek Jct., Blue Creek Extension	Southern.....	Stop Boards.
Bessemer	SCL.....	Stop Boards.
Holt	Gulf States Paper Corpn.....	Stop Boards.
Attalla	A.G.S.....	Interlocking Signals.
Storage Yard	Southern.....	Stop Boards.
Wellington	SCL.....	Interlocking Signals.
Shops(e)	Southern (Pipe Shop Lead).....	Gate.
Anniston (20th St.)	Southern.....	Stop Boards.
Anniston (12th St.)	Southern.....	Stop Boards.
Anniston (11th St.)(f)	Southern.....	Gate—Electric Lock.
Anniston (Monsanto Chemical Co.)(e)	Southern.....	Gate.
G. P. Junction(f)	Southern.....	Gate—Electric Lock.
Mile AM 432 (north of Talladega)(g)	SCL.....	Interlocking Signals & Derails.
Sylacauga	C. of Ga.....	Stop Boards.

- (a) Florence: Southern..... } Normal position of crossing gate is locked against movements on Southern Railway. If the crossing gate is in normal position and track clear, trains may proceed without stopping.
- (b) East Birmingham: Southern..... } Rule 672 governs when signal is in Stop position.
- (c) Birmingham, 27th Street: Southern..... } Crossing gate operated by flagman; protects movements over crossing on both railroads. L&N trains or engines must know that the gate is in proper position, and receive Proceed green hand signal before moving over the crossing. In the absence of designated signal, trains or engines must stop before fouling crossing.
- (d) Warrior River: Cain Creek Branch: Southern..... } Normal position of interlocking signals are against movements of L&N tracks. Movements are made by pushing button marked "CLEAR" which will cause the signal governing L&N movement to display a proceed indication. Before pushing the "CLEAR" button, the light inside the push button control box must be observed. The light must be lighted indicating that there are no Southern trains in the circuit before "CLEAR" button is pushed.
- (e) Acipco: Southern (Pipe Shop Lead)..... Anniston: (Monsanto Chem. Co.): Southern..... } The normal position of the crossing gate is against movements on Southern tracks. If the crossing gate is in normal position and track clear, trains or engines may proceed without stopping.
- (f) Anniston, 11th St.: G. P. Junction: Southern..... } The normal position of the crossing gate is against movement on L&N track. Trains or engines must stop before fouling crossing. Gate is protected by an electric lock which will be approach-locked when a train is approaching on the Southern tracks.
- (g) Mile AM432 SCL..... } Normal position of interlocking signals and derailleurs are against movements on L&N tracks. The plant is operated by Trainman of crew using the crossing.
- (h) Thomas Birmingham Southern..... } The normal position of the crossing gate is against movements on Birmingham Southern tracks. If the crossing gate is in normal position and track clear, train or engines may proceed without stopping.
- (i) Fairfield (Harbison-Walker) Birmingham Southern..... } The normal position of the crossing gate is against movement on L&N track. Trains or engines must stop clear of gate, after which if no Birmingham Southern train or engine is approaching, gate must be fastened across Birmingham Southern track and proceed over the crossing. Gate must be locked in normal position after movement is completed.
- (j) Fairfield (Federal Barge Line)..... } Normal position of gate is for movement on L&N main track. If the crossing gate is in normal position and track clear, trains may proceed without stopping.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Decatur (end of double track) (Sou. Ry.)	North	For southward main.
Germo (outbound yard lead)	North	For main track.
S. & N. Yard (end of double track)	North	For southward main.
S. & N. Yard (North Yard lead)	South	For northward main.
S. & N. Yard (Procter St. Crossover)	North	For cross-over.
S. & N. Yard (Procter St. Crossover)	South	For southward main.
Attalla	L. & N. Jct.	Southward Main.
O'Connor Branch	Junction	For Main Track.

BULLETIN BOARDS

Nashville—Union Station Register Office.	Birmingham—Enginemen's Wash-room and 18th street Yard Office.
Nashville—Kayne Ave. Yard Office.	Calera—Agent's Office.
Radnor—Enginemen's Washroom and Bowl Office.	S&N Yard—Yard Office and Roundhouse.
Columbia—Enginemen's Wash-room.	Montgomery—Conductor's Wash-room.
Mt. Pleasant—Enginemen's Wash-room.	Blue Creek Jct.—Train Order Office.
Florence—Enginemen's Wash-room.	Tuscaloosa—Train Order Office and GM&O Dispatcher's Office and Enginemen's Washroom.
Oakworth—Yard Office and Enginemen's Washroom.	Storage Yard—Train Order Office and Enginemen's Washroom.
Cullman—Agent's Office.	Shops—Yard Office.
Boyles—Main Yard Office, Bowl Office, Conductors' and Enginemen's Washroom at Roundhouse.	Sylacauga—Agent's Office.
	Guntersville—Agent's Office.

HOT BOX DETECTOR SYSTEM

Between Brentwood and S&N Yard, via Lewisburg;

Hot Box Indicators	Approach Indicators	Direction
North Lewisburg	Signal 2361	Southward
South Lewisburg	Signal 2422	Northward
Signal 3402	Signal 3432	Northward
South Hanceville	North Hanceville	Southward
South Calera	North Calera	Southward
North Mountain Creek	Signal 4622	Northward

Hot Box Detectors are located on Mile 377, New Castle, for Southward Trains, and Mile 396, Spaulding, for Northward Trains. Hot Box indications received by Operators Gate City Tower, 10th Ave., Birmingham. When hot box indication is received by operator at Gate City Tower from detectors at either Spaulding or New Castle, operator will take such action as necessary to stop train for inspection.

A rotating beacon light, located on mast extended above bungalow at hot box detector, Wesoda, Alabama, located 950 feet south of Mile Post 346, will be illuminated when overheated journal is detected on passing train.

When illuminated, crews must carefully inspect train during travel between this location and Hot Box Indicator and, if hot journal observed, train must stop immediately for further inspection.

If the beacon light is illuminated as train passes, and Approach Indicator (flashing white light) or Hot Box "(Hot Box)" Indicator are not functioning, train must stop at Hot Box Indicator for inspection of entire train, before proceeding.

SPEED RESTRICTIONS

Normal Speed Between	Passenger	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy cars
Brentwood and S&N Yard (via Lewisburg)	70	50	30
Brentwood and Athens Jct. (via Columbia)			
		30	30

SPEED RESTRICTIONS (Continued)

EXCEPTIONS (Continued)	Passenger	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy cars
Columbia and Ashwood		35	30
Ashwood and Florence		25	25
Magella and Tuscaloosa		25	20
Boyles and Bessemer (via Ensley)		25	20
Humoro and NC 411		25	20
NC 411 and Maxine		10	10
Boyles and Gantt's Jct. (via Anniston)		35	30
Gantt's Jct. and Mile Post AM-444.9		25	10
Calera and Mile Post AM-441.8		25	10
Guntersville and Moragne		30	20
EXCEPTIONS:			
Church St. and South End Tower—Nashville	10	10	10
South End Tower and Oak St.—Nashville	15	15	10
Oak St. and Birmingham Division Freight Departure Interlocking	50	30	25
Birmingham Division Freight Departure Interlocking Plant, Radnor, and Mile Post 196	50	40	25
All Switches entering Receiving Yard—Radnor		10	10
Nashville Sub-Division Branches except		20	15
Battlefield Branch		10	10
Belfast Branch		10	10
Temple Branch		5	5
Wetumpka and Warrior Branches		20	15
Holt Branch		20	15
Sayre Branch		5	5
Gate City and Banner Branches		15	10
Self Creek and Black Diamond Branches		10	10
Graystone, Gantt's Quarry and Columbiana Branches		15	10

Southern Railway Crossing 13th Street, Birmingham, Ala.	20
Trains handling scale test cars	25
Over Tennessee River Drawbridge, Decatur	10
Over Tennessee River Drawbridge, Florence	10
Over Bridge 17-B, Mile 232.3, School St., Columbia	10
Over Bridge 17-C, Mile 232.6, Main St., Columbia	10
Over Coosa River Drawbridge, Gadsden	15
Through turnouts and crossovers, except where otherwise indicated by speed limit boards	15

Through turnouts, power switches located at Athens, Harris, south switch Oakworth, Hartselle, Holmes Gap, Hanceville, Nyota, Parkwood, Calera and end of double track New Castle, Black Creek, Boyles, Graces, Hardy, Longview..... 25

Normal speed for piggyback trains operating between Nashville and Montgomery when train consists of piggyback and auto cars only is sixty (60) miles per hour. If other equipment is in consist normal speed for freight trains must be observed. On track where speed is reduced to less than normal speed due to curves or other conditions, the speed applicable to freight trains must be observed by the piggyback trains.

GM&O trains must not exceed ten (10) miles per hour between Mile Post LK-422 and Mile Post LK-427.

CITY ORDINANCES RESTRICT SPEED OF TRAINS AS FOLLOWS:

Name of City	Requirements
Athens	25 miles per hour.
Franklin	10 miles per hour passing passenger station.
Columbia	6 miles per hour over Galloway Street.
Lynnville	{ 25 miles per hour northward { 4:00 a.m. to 9:00 p.m. 15 miles per hour southward }

Continued on Page 13

CITY ORDINANCES RESTRICT SPEED OF TRAINS AS FOLLOWS:

Continued from Page 12

Name of City	Requirements
Pulaski	15 miles per hour.
Lawrenceburg	10 miles per hour.
Sheffield	25 miles per hour.
Florence	20 miles per hour Rickwood Road crossing.
Hartselle	40 miles per hour, street crossings north and south of passenger station.
Cullman	20 miles per hour over 9th Street. 30 miles per hour, all other crossings.
Birmingham	15 miles per hour, Vanderbilt Road and Tenth Avenue street crossings.
Helena	50 miles per hour, street or road crossings.
Calera	40 miles per hour, street or road crossings.
Columbiana	15 miles per hour.
Thorsby	30 miles per hour, Franklin, Concordia, Jones and Dakota Streets.
Clanton	20 miles per hour over Second Street.
Bessemer	6 miles per hour, Third, Fifth, and Eighth Avenues.
Acipco	10 miles per hour, street crossings.
Tarrant	10 miles per hour, street or road crossings.
Oneonta	8 miles per hour, street or road crossings.
Talladega	15 miles per hour, street or road crossings.
Sylacauga	10 miles per hour, street or road crossings.
Boaz	10 miles per hour, Main and Mann Streets.

SPECIAL MOVEMENTS

Title 48, Sections 170-171 of the Code of Alabama reads in part as follows:

"DUTY AS TO RAILROAD CROSSING: When the tracks of two railroads cross each other at grade, engineers and conductors must cause the trains of which they are in charge to come to a full stop within one hundred feet of such crossing, and not proceed until they know the way to be clear, the train on the railroad having the older right of way being entitled to cross first; but the provisions of this section shall not be applicable where crossings of such roads are regulated by interlocking crossing or derailing switches, or other safety appliances of like kind to prevent collisions at crossings, nor where a flagman or watchman is stationed at such crossings, and such flagman or watchman signals that the train may cross in safety."

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

Attention is called to Tennessee State Law, Section 2628 of the Code, reading in part as follows:

"Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals till it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts, and at intervals till it has left the corporate limits.

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal or other obstruction appears upon the road the alarm whistle shall be sounded, the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns:

Nashville	Columbia	Chapel Hill	Lawrenceburg
Franklin	Lynnville	Lewisburg	Loretto
Spring Hill	Pulaski	Cornersville	St. Joseph
		Mt. Pleasant	Iron City

Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point one mile from the City Limits on either side of the city or town there is a "CW" post. The whistle should be sounded—one long blast as the engine is passing the "CW" post. The engine bell should be ringing from the time the engine passes the "CW" post until the station is reached, if the train stops, it must again be started before the train leaves the station and rung continuously until the train passes out of the city limits. If the train does not stop at the station the bell must be rung continuously from the "CW" post until the train passes out of the city limits on the opposite side of the city.

Title 48, Sections 170-171 of the Code of Alabama reads in part as follows:

"Enginemen on locomotives must blow the whistle or ring the bell at least one quarter of mile before reaching any public road crossing or any regular station or stopping place on such railroad and continue to blow the whistle or ring the bell at short intervals until it has passed such crossing or reached such station or stopping place. He must also blow the whistle or ring the bell immediately before and at the time of leaving such station or stopping place, and also immediately before entering any curve crossed by a public road crossing where he cannot see one quarter of a mile ahead. He must also blow whistle or ring the bell at short intervals on entering into or while moving within or passing through any village, town, or city."

THE FOLLOWING CITY ORDINANCES MUST BE OBSERVED

Name of City	Requirements
Birmingham	Whistle must not be blown within corporate limits, except as a necessary signal of danger.
Attalla	
Gadsden	
Talladega	
Anniston	Prohibits blowing of whistle or ringing of bell more than six times in any one day, except when necessary to give proper signals.
Decatur.....	Prohibits blocking of crossing at Moulton Street in excess of 10 minutes.
Clanton	Prohibits any engine running within city limits recklessly and at a speed that will endanger property, lives or limb of any person.
Anniston	
Gadsden	
Attalla.....	
Sylacauga	Trains and engines making back-up movements over street, avenue, or alley crossings must place flagman on crossing with a red flag by day and red light by night to protect movement.

Trains and engines must protect movements over street and highway crossings as follows:

- Carters Creek Pike (Battlefield Branch).
- Jackson Highway (Battlefield Branch).
- Huntsville Road, Florence.
- Atlanta and Montgomery Avenues, Sheffield.
- Belt Line, Decatur-Oakworth.
- Bee Line Highway, West Cullman.
- Vanderbilt Road, Tallapoosa Street (Gate City Branch).
- 1st Avenue, North, Woodlawn (Gate City Branch).
- 1st Avenue, South, Woodlawn (Gate City Branch).
- Madrid Ave., Gate City Branch.
- 24th and 27th Streets, North Birmingham.
- 5th Avenue, Bessemer.
- Highway 150, Reader's Gap Branch, Mile LP 405.
- Greensboro Avenue, Tuscaloosa.
- Montgomery Highway, Longview No. 2; Freight House Lead, Calera; Hill Track and Fruit Growers Spur, Thorsby; and Rocket Spur, Lomax.
- Broadway Street, Main Street, Norton Ave., and Third Street, Sylacauga.
- Court Street, East Street, and Johnson Street, Talladega.
- Broad Street, Gadsden.
- Birmingham Highway (Self Creek and Graystone Branches).
- Pole Cat Road crossing, Gunter'sville.
- Highways 50, and 31-A and by-pass and industrial road, Lewisburg-Belfast spur.
- Southward trains on the Cain Creek Branch must approach road

crossing at grade at Stouts Road under control, and in the event this crossing is occupied by vehicular traffic, must be prepared to stop short of such obstruction.

LOCOMOTIVE RESTRICTIONS

Locomotives will not clear loading tipples at Bradford, Monaco, Wilco, Dallas, Battlefield, Kleeco, Bufford, Darks Mill, Wye at Mt. Pleasant, loading chute at Verlie Lime Plant, TVA tippie and tippie at Monsanto Plant on Battlefield Branch, tracks inside Monsanto Company plant north of old Granulated Slag Plant or south of No. 2 Washer Plant, loading ramps at Talladega Cotton Factory's Wehad-kee and North Street plants, Talladega, Ala.

Engines in series 1200, 1400, 1500 and 1700 must not be used on industrial tracks or branch lines unless such movement is authorized by the Chief Dispatcher's office.

Locomotives 301 thru 304 are U-33 GE locomotives, rated 3600 H.P. These units cannot make trailing movements through spring switches or automatic switches without first having these switches aligned by hand for these trailing movements.

OAKWORTH-DECATUR

Main tracks will not be used by yard engines between Decatur and South Oakworth except on authority of Train Dispatcher, Birmingham. When such authority is granted for use of main track, Rule 513 will not apply.

Northward trains with consist of 65 or more cars must not pass Automatic Block Signal No. 3082, located at Second Street, Decatur, except when signal displays a "Clear" indication. If this block signal does not display "Clear" indication, call operator at Decatur or Oakworth for instructions.

All trains will move at Restricted Speed between Decatur Jct. and Decatur.

When southward first-class trains are standing at passenger station Decatur, Alabama, northward freight trains must stop clear of street crossing just south of passenger depot until the first-class trains depart.

COLUMBIA YARD

The main track switch at Columbia Wye to the NF&S Branch will be left normal for movement to the NF&S Branch. Trains operating on the main track must stop and line this switch for through movements on the main track, and restore switch to normal position after use.

Trains to and from the north, enroute to and from the NF&S Branch will use the North leg of Wye as NF&S main track.

STORAGE YARD

All tracks between L&N Jct. and Southern crossing south end of Storage Yard are designated as yard tracks. Trains clearing or meeting between these points will use tracks designated by the Yardmaster or his representative.

TALLADEGA

L&N trains moving from L&N to SCL Railroad at Talladega en route Boyles will cut engines off from train after stopping train short of road crossings on Chinneby Spur, and run engines to telephone near switch to north leg of wye in order to contact SCL train dispatcher. Permission should be obtained from the SCL dispatcher to open SCL main track switch, and leave open while engines return for train. This procedure should be followed to avoid blocking street crossings and stopping train on heavy grade.

DRAWBRIDGES

Location	Mile	Protection
‡Tennessee River (Decatur).....	306	Interlocking signals Attendant
‡Tennessee River (Florence).....	A313	Interlocking signals Attendant
Alabama River (Jackson's Lake).....	484	(Emergency) Unattended
Coosa River (Gadsden).....	AM539	(Emergency) Unattended

‡Southern Ry. Property.

Engines heavier than 198,000 lbs. are not permitted on, and no engines may be double headed over any portion of Tennessee River bridge, Florence.

There is no drawtender at Alabama River Bridge, Jackson's Lake or at Coosa River Bridge, Gadsden. When it is necessary to turn the draw it will be handled by employees of the Maintenance of Way Department, and before opening the draw they will display restricted signals at the proper distance and STOP signals at each end of the bridge, and will not remove these signals until the drawbridge is locked in position for trains to pass.

Automatic block signals are located 6943 feet north and 4749 feet south of the Alabama River Bridge, and are connected with the bridge. A train, finding these signals in STOP position, must ascertain if the draw is in proper position before attempting to pass over same.

USE OF DERAILS ON BRANCHES AND INDUSTRIAL SPURS

Train orders will not be required for operation on the following branches and industrial spurs:

Location	Name of Branch or Spur
Elmore	Wetumpka Branch.
Yolande	Blue Creek Extension—Yolande to Chamblee.
Holt Jct.	Holt Branch.
Palmers	Self Creek Branch.
Mattawana	Graystone Branch.
Gantt's Jct.	Gantt's Jct. and Mile AM-444.9
Shelby	Columbiana Branch.
Calera	Calera and Mile AM-441.8
Chetopa	Banner Branch.
Trafford	Temple Branch.
Monmouth	Warrior Branch.
Vulcan	Sayre Mines.
Chian	Black Diamond.
Armour Jct.	Armour Branch.
Boyles	Gate City Branch.
Lewisburg.....	Belfast Branch.

Derails will be located on the main tracks of these branches at the clearance point of junction with the main track. The following exceptions to the requirements of Rule 104(d) are made.

Derails located at main line junction points of branches, listed above, will be kept set in normal position at all times, except when the branches are occupied by trains. When derails are in normal position (set to derail) it will indicate that no train is on the branch and that movements may be made to the branch.

When the derail is set and locked off of the track, it will indicate that a train is occupying such branch and no other train movement may be made unless protected in accordance with Rule No. 99.

Movements over other Branches not shown on Time Table or Special Instructions may be made, but must be protected by leaving Flagman at Junction Point.

MISCELLANEOUS

Trains will be permitted to depart their initial station ahead of the time they are called to depart so long as the departure time is after on duty time of the crew.

In issuing line-ups, dispatchers will use on duty times of the crews and not call times.

The following is supplement to Operating Department Rule 40(b):

A train finding a Conditional Stop Track sign properly displayed when such train does not hold an effective Form W Train Order requiring train to stop at that location as prescribed by Rule 40(b), must immediately stop, and after stopping, must make effort to contact either the train dispatcher or the maintenance foreman, or both, in an effort to determine whether there is or should be a Form W Train Order in effect. If unable to contact either the maintenance foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the Engineer must advise the train dispatcher of the conditions and be governed by his instructions.

Operating Rule 104(b) is changed to read as follows:

104(b) A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear.

A train must not foul other tracks until the normal route is seen to be clear.

Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position.

Trains between Moragne and L&N Junction will be governed by the following rules and instructions:

1. Within the limits of this Automatic Block Signal System, trains will be governed by block signals whose indications supersede the superiority of trains.

2. Northward trains will not foul end of Double Track at L&N Jct., unless "Approach" indication is displayed by Attalla Interlocking Signal.

3. If signal at Attalla or Moragne indicates "Stop" for more than ten (10) minutes, train may proceed through the block at Restricted Speed, preceded by proper flag protection.

4. While within this block main track must be occupied continuously or the main track switch left open.

Account inoperative distant signal located 397 feet north of Mile Post 117 between Attalla and Storage Yard for the Attalla Interlocking Plant, and distant signal located 537 feet south of Mile Post 114 on the Guntersville Branch for the Absolute Block Signal at Moragne, trains must not exceed a speed of twenty (20) miles per hour between these points. Where such speed restriction is further reduced by track speed signs or other causes, such additional speed restrictions must be observed.

Account short approach circuits of grade crossing protection at Decatur-Oakworth, trains running against current of traffic between Oakworth and Decatur must not exceed a speed of fifteen (15) miles per hour.

Unless otherwise directed by train order the following trains will not protect against following extra trains between points shown:

Nos. 337 and 336 between Nucarbon and Florence.
 Nos. 363 and 342 between Gadsden and Shops.
 Nos. 343 and 364 between Shops and Coldwater.
 Nos. 345 and 344 between Shops and Gantt's Jct.
 Nos. 348 and 347 between Talladega and Gantt's Jct.
 Nos. 331 and 330 between Columbia and Athens Jct.
 Nos. 339, 369, 360 and 338 between Guntersville and Moragne.

Under these instructions, extra trains must not follow regular trains named between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

Extra trains operating through Automatic Block Signal Systems to or from C.T.C. Limits between Graces and Boyles, Boyles and New Castle, South Oakworth and Decatur Jct. and Brentwood and Nashville will not be required to display signals as provided for by Operating Department Rule No. 21.

Unless otherwise provided, extra trains arriving Ensley, Alabama will use the main track.

Maintenance of Way boarding cars and work equipment must be restricted to movement in local freight service only, next to cabooses, unless otherwise instructed.

Northward freight trains moving between Longview and Hardy (via Alabaster) will stop short of the main road crossing in Alabaster, unless instructed to the contrary by radio or otherwise, and call the Chief Dispatcher at Birmingham, collect, for instructions before blocking crossings at Alabaster.

The switches at the South Leg of Wye, Guntersville; L&N main track to Chinneby Spur, Talladega; Blue Creek Jct.; Swan Creek Jct., Mt. Pleasant; south switch No. 1 track and north and south switches of Long Siding, Florence, will be left as last used. Trains will ascertain position of switches before using same.

Trains between Decatur and Decatur Jct., between Furnace Jct. and Sheffield Jct., will be governed by the rules and instructions of the Southern Railway System.

Trains picking up cars on line of road that have previously been set out account hot box and repaired will not exceed five (5) miles per hour for a distance of five (5) miles from the point where car is picked up. Cars picked up must be placed in train either near the engine or caboose where it can be readily seen by members of the crews, and a close watch must be maintained so that appropriate action can be taken in the event the journal again becomes overheated.

Trains handling units of welded rail must not exceed forty (40) miles per hour, and must be handled near the head end of the train, in no case more than ten cars from the pulling locomotives.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed. These instructions do not apply to loaded chip wood cars in Series 31000 and 32054.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable.

BIRMINGHAM DIVISION

C. E. EDWARDS,
Trainmaster,
Columbia, Tenn.

D. G. CATLIN,
Trainmaster,
Birmingham, Ala.

T. L. WILLIAMS,
Trainmaster,
Birmingham, Ala.

O. M. RYAN,
Ass't Trainmaster,
Gadsden, Ala.

D. R. HUTSON,
Ass't Trainmaster,
Columbia, Tenn.

J. S. TORO,
Ass't Trainmaster
Birmingham, Ala.

T. A. KENNEDY,
Traveling Engineer—
Ass't Trainmaster,
Birmingham, Ala.

R. R. HARVEY,
Traveling Engineer—
Ass't Trainmaster,
Nashville, Tenn.

W. W. BEAVERS,
Traveling Engineer—
Ass't Trainmaster,
Birmingham, Ala.

J. C. OAKS,
Chief Dispatcher,
Birmingham, Ala.

BIRMINGHAM TERMINALS

C. S. BLACK,
Superintendent—Terminals.

M. G. SANFORD,
Ass't Superintendent.

S. B. GOOCH,
Trainmaster.

P. A. WILLIAMS,
Trainmaster.

J. G. ZABEL,
Trainmaster.

W. P. NELSON,
Ass't Trainmaster.

L. G. MULINIX, JR.,
Ass't Trainmaster.

F. A. NECAISE,
Ass't Trainmaster.

NASHVILLE TERMINALS

J. B. SELLERS,
Superintendent.

G. D. McCALL,
Superintendent—Terminals.

W. T. STILL,
Trainmaster.

H. B. MARTIN,
Trainmaster.

W. R. WEBB,
Trainmaster.

L. K. McCORMICK,
Trainmaster.

R. L. HONEYCUTT,
Trainmaster.

L. W. DICKSON,
Trainmaster.

T. E. HATTAWAY,
Ass't Trainmaster.

D. C. WILLIAMS,
Ass't Trainmaster.

MONTGOMERY TERMINALS

I. L. BELL,
Superintendent.

J. P. PRITCHETT,
Ass't Superintendent.

W. K. CLEGHORN,
Ass't Trainmaster.

W. P. O'CONNOR,
Ass't Trainmaster.

W. P. SKILLERN,
Ass't Trainmaster.

R. L. RAMBO,
Ass't Trainmaster.

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. A. J. Sutherland	Nashville, Tenn.	Dr. T. V. Magruder (Associate).....	Birmingham, Ala.
Dr. Frank C. Wilson.....	Birmingham, Ala.	Dr. John L. Branch.....	Montgomery, Ala.

OCULISTS

Drs. Lyle, Driver, Rowe.....	Nashville, Tenn.	Dr. Don Turnbull (Assistant).....	Birmingham, Ala.
Dr. Ralph Costoff.....	Columbia, Tenn.	Dr. W. C. Robertson.....	Gadsden, Ala.
Dr. David A. McCoy.....	Birmingham, Ala.	Dr. John Allen Jones.....	Montgomery, Ala.
Dr. George W. Gibbins.....	Anniston, Ala.		

LOCAL SURGEONS

Dr. J. C. Pennington, Jr.....	Nashville, Tenn.	Dr. Thomas V. Magruder.....	Birmingham, Ala.
Dr. Kenneth Classon.....	Nashville, Tenn.	Dr. Frank C. Wilson, Jr.....	Birmingham, Ala.
Dr. J. O. Walker.....	Franklin, Tenn.	Dr. Charles Wilson.....	Birmingham, Ala.
Dr. David B. Andrews.....	Columbia, Tenn.	Dr. W. C. Duke.....	Siluria, Ala.
Dr. A. M. Langa (Associate).....	Columbia, Tenn.	Dr. W. E. Stinson.....	Siluria, Ala.
Dr. J. O. Williams.....	Mt. Pleasant, Tenn.	Dr. Wm. S. Mitchell.....	Calera, Ala.
Dr. B. E. Taylor.....	Lawrenceburg, Tenn.	Dr. Joe Hall Johnson.....	Clanton, Ala.
Dr. A. A. Jackson.....	Florence, Ala.	Dr. J. E. Dunn.....	Wetumpka, Ala.
Dr. W. H. Blake, Jr.....	Sheffield, Ala.	Dr. J. M. Barnes.....	Montgomery, Ala.
Dr. W. H. Blake, III.....	Sheffield, Ala.	Dr. A. W. Davidson.....	Bessemer, Ala.
Dr. Wm. K. Owen.....	Pulaaski, Tenn.	Dr. Maxwell Moody.....	Tuscaloosa, Ala.
Dr. J. O. Belue.....	Athens, Ala.	Dr. Henry Herrod.....	Tuscaloosa, Ala.
Dr. J. C. Leonard.....	Lewisburg, Tenn.	Dr. Eugene W. Gordon.....	Oneonta, Ala.
Dr. John M. Chenault.....	Decatur, Ala.	Dr. Hugh Gray.....	Anniston, Ala.
Dr. S. B. Chenault.....	Decatur, Ala.	Dr. T. C. Donald, Jr.....	Anniston, Ala.
Dr. E. M. Chenault.....	Decatur, Ala.	Dr. C. L. Salter.....	Talladega, Ala.
Dr. Harold Blanton.....	Hartselle, Ala.	Dr. French H. Craddock.....	Sylacauga, Ala.
Dr. R. B. Dodson.....	Cullman, Ala.	Dr. French H. Craddock, Jr.....	Sylacauga, Ala.
Dr. B. F. Williford.....	Cullman, Ala.	Dr. Paul D. Nickerson.....	Sylacauga, Ala.
Dr. John Sherrill.....	Birmingham, Ala.		

ORTHOPEDIC SURGEON

Dr. A. Brant Lipscomb.....Nashville, Tenn.

TERMINAL SPECIAL INSTRUCTIONS

NASHVILLE TERMINAL

TWO OR MORE TRACKS

- Between Maplewood and Church Street
- Between Maplewood and North Radnor (Radnor Cut-off)
- Between Church Street and Shops
- Between South End and Terminal Limits Atlanta Division
- Between South End and Terminal Limits Birmingham Division

NOTE: Single track over Cumberland River Drawbridge and single track over Cumberland River Bridge (Radnor Cut-off).

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:

- Maplewood and Nashville except interlocking
- Maplewood and Radnor except interlocking
- Radnor and Brentwood except interlocking
- Nashville and Fourth Ave. except interlocking
- Shops and Radnor except interlocking

Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supercedes time-table superiority of trains.

Rules 21 and 21(a) will not apply.

INTERLOCKING

Maplewood	South End
Church Street	A-2
Oak Street	Blackman Lane
Vine Hill	Radnor Receiving Yard
Birmingham Divn. Frt. Departure	Cumberland River Bridge
North Radnor	(Radnor Cut-off)
11th Avenue	Shops
Cumberland River Drawbridge	

STANDARD CLOCKS

Nashville	—Union Station Register Office
	Kayne Ave. Yard Office
Radnor	—“RA” Train Order Office
	Enginemen’s Washroom

TRAIN ORDER OFFICES

Church Street Tower	—continuous
South End Tower	—continuous
Vine Hill Tower	—continuous
Radnor	—continuous

REGISTER STATIONS

Nashville	—Union Station Register Office
	Kayne Avenue Yard Office
Radnor	—RA Train Order Office

CLEARANCE OF TRAINS

All Birmingham Division, Louisville Division, Evansville Division, Atlanta Division, and Nashville Division trains originating at Union Station, or Kayne Ave. Yard may leave without Clearance Form A, but must receive Clearance Form A as follows:

- Birmingham Division trains receive Clearance Form A at Vine Hill
- Louisville Division trains receive Clearance Form A at Amqui
- Evansville Division trains receive Clearance Form A at Amqui
- Atlanta Division trains receive Clearance Form A at South End Tower
- Nashville Division trains receive Clearance Form A at Church St. Tower

Before leaving Union Station or Kayne Ave. Yard, conductors will ascertain from Operators what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union station or Kayne Ave. Yard.

SPRING SWITCHES

Location	Normal Position
Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track	For Radnor Cut-off, northward main track
North end of Cumberland River Bridge, Radnor Cut-off (North end of single track gauntlet)	For northward main track
South end of Cumberland River Bridge, Radnor Cut-off (South end of single track gauntlet)	For southward main track

BULLETIN BOARDS

Nashville	—Union Station Register Office
	Kayne Ave. Yard Office
Radnor	—Enginemen’s Washroom
	Bowl Office

SPEED RESTRICTIONS:

Normal Speed (in Miles per hour)	Pagr.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Wrecking Outfits and other top-heavy Cars.
Between Shops Interlocking and 8th Avenue Bridge via Kayne Avenue Yard	20	20	
Between Cedar Street and 8th Avenue Bridge via passenger station	10	10	
Between Southend Tower and Oak Street	15	15	
Between Oak Street and Birmingham Division Freight Departure Interlocking Plant	50	30	
Through crossover, Craighead		20	
Between crossover, Craighead, and Main Office, Radnor		30	
Main Office, Radnor, to receiving yard		10	
Between North Radnor interlocking and 8th Avenue Bridge		15	
Through crossovers and turnouts (except Craighead) Passenger	15	10	
Between Maplewood and Foster Street	50	25	
Between Foster Street and Cumberland River Drawbridge	25	25	
Over Cumberland River Drawbridge	15	15	
Across 2nd and 3rd Avenue Grade Crossings	10	10	
Between 3rd Avenue and Church Street	15	15	
Between Fourth Avenue and South End Tower	20	15	
Between Maplewood and CR Bridge, Radnor Freight cut-off		40	25
Across CR Bridge, Radnor cut-off		15	15
Between CR Bridge, Radnor cut-off, and Radnor		40	25

SPECIAL MOVEMENTS

1. When signals governing movements on Cumberland River bridge (Radnor Cut-off) are found indicating STOP, operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.
2. The movement of trains against the current of traffic between

interlockings listed below will be made only on written instructions from the terminal trainmaster of the Nashville Terminal or his representative:

Maplewood and CR Drawbridge, except movements from the south end of East Nashville yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.
Maplewood and Radnor (Radnor cut-off)

3. The movement of trains against the current of traffic between C Yard, Drawbridge, and Church Street, South End and Oak Street, will be made on signal indication and such movements protected by Interlocking Operators.

4. Movements from Louisville end Eighth Avenue Wye to absolute Signal at north end of double track, Cumberland River Drawbridge, will be made on verbal authority of Operator, Cumberland River Drawbridge.

5. All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at restricted speed except between Oak Street and Brentwood.

6. Movements from the Maplewood Wye to the southbound main on the Radnor Cut-off will not be made until permission is obtained from the operator at Amqui. Before using the hand-throw crossover located just south of Maplewood Wye and between the north- and southbound mains on Radnor Cut-off, permission will be obtained from the operator at Amqui.

Movements from the Maplewood Wye to the northbound passenger main will not be made until permission is obtained from the operator at Cumberland River Drawbridge.

Before using the hand-throw crossover located just south of Maplewood Wye, and between the north- and southbound passenger mains, permission will be obtained from the operator at Amqui, in addition to the operator at Cumberland River Drawbridge.

7. In the event means of communication fail, Rule 99 to be complied with.

8. All switches of pocket tracks in Receiving Yard, Radnor, must be restored to normal position immediately after movements over them are completed.

9. Trains move on left-hand main track between Cumberland River Bridge (Radnor Cut-Off) and Radnor.

10. Dwarf colorlight information signals located on West Nashville lead, alongside "New Yard" or Location 517 track No. 1 at north and south end of this track are information indicators only, their purpose to let crews know there are no conflicting movements between these lights.

The use of the above information light does not in any way affect the application of Rule No. 93 through this area.

BIRMINGHAM—BOYLES TERMINALS

Circuits operating crossing gates at Vanderbilt Road Crossing must not be fouled unnecessarily.

All trains moving against the current of traffic and out of the yard Mary Lee over Vanderbilt Road will allow the gates to come down before proceeding over the crossing.

SCL trains must receive proper instructions from Yardmaster or his representative before departing Boyles.

All trains must approach crossovers at north and south ends of

Birmingham passenger station at Yard Speed and stop before fouling crossover, unless the switches are in proper position and the crossover not in use. Rule 513 does not apply at these points.

Southward trains will not pass passenger station Birmingham when there are southward passenger trains standing in the passenger station except when authorized by the Yardmaster or his representative.

ENGINE WHISTLE SIGNALS CALLING FOR ROUTES: 15th STREET INTERLOCKING PLANT, BIRMINGHAM—

Southward:

To No. 1 Alice Track1 short sound.
To No. 2 Alice Track1 short, 1 long sound.
To South Alice set-out track2 short sounds.
To S.C.L. and B.S. connections.....3 short sounds.
To Main Track4 short sounds.

Northward:

To 18th St. Yard2 short sounds.
To Passenger lead3 short sounds.
To Main Track4 short sounds.
In reverse movement from one main track to the other main track in either direction..5 short sounds.

The following will govern with respect to handling of train orders for southward first-class trains originating at Birmingham:

Conductors arriving Birmingham on southward first class trains will receive two sets of orders at Gate City Train Order office and before departure from Birmingham will deliver one set of orders to the outbound Engineer, getting receipt on Clearance Form A.

First-class trains and Seaboard Coast Line southward trains must approach Gate City Tower prepared to stop clear of 10th Avenue if Form 31, Train Order signal, is displayed.

On movements to the Joint Terminal at East Thomas, Alabama, the following street crossings have been designated by Birmingham City Code (Sec. 34-193) as through streets and must be flagged from a ground position using a red flag by day and a red light by night because these crossings do not have Automatic Warning Devices.

All crossings along Ninth Avenue North from 15th to 28th Streets inclusive.

24th, 25th, and 26th Streets North on 23rd Avenue North, outbound main track from the Joint Terminal.

24th, 25th, and 26th Streets North on 24th Avenue North, inbound main track to the Joint Terminal, East Thomas, Alabama.

27th Avenue Crossing just south of Vinita on movements to and from Frisco.

MONTGOMERY TERMINAL

Between S&N Yard and GM&O Interlocking, all trains must move at "Yard Speed" regardless of an "Approach" or "Proceed" indication of a block signal. Rule 513 does not apply within this territory.

Crews of passenger trains moving into or out of Union Station will be responsible for handling all switches connected with their movement. Inbound passenger trains will contact the yardmaster as to station track to be used.

First Class trains will not exceed a speed of 40 miles per hour on the main tracks between the Yard Board north end of the Montgomery Yard and Montgomery Union Station.

TONNAGE RATINGS

Special instructions governing locomotive overload short time rating must be observed.
 These tonnage ratings are based on maximum grades and may be

increased over certain parts of the Division, when necessary, by authority of the Chief Dispatcher. Any variation from normal tonnage ratings will be made only on authority of the Chief Dispatcher.

	U28C-U25C-U30C-C628 C630-SD35-SDP35-SD40	GP30-GP35-GP38 GP40-U23B-U25B-U28B C420-U30B-U33	F7A-F7B-F9A-F9B-FP7A GP9-GP18-RS2-RS3 GP7-C418
S&NA & LD			
Southward			
Radnor to Wheelerton	4350	3190	2900
Wheelerton to Ardmore	2700	1980	1800
Ardmore to Wilhites	2550	1870	1700
Wilhites to Holmes Gap	2100	1540	1400
Holmes Gap to Boyles	4200	3080	2800
Boyles to S&N Yard	3375	2475	2250
Northward			
S&N Yard to Calera	2800	2000	1500
Calera to Boyles	2800	2000	1700
Boyles to Wilhites	3375	2475	2255
Wilhites to Radnor	3975	2915	2650
N&D — NF&S			
Radnor to Rockdale	2550	1870	1700
Rockdale to Florence	1725	1265	1150
Columbia to Elkmont		1540	1400
Elkmont to Athens		2200	2000
Athens to Columbia		1650	1500
Columbia to Radnor	2700	1980	1800
Florence to St. Joseph	1725	1265	1150
St. Joseph to Summertown	2055	1500	1870
Summertown to Columbia	2700	1980	1800
Siglo to Monsanto		1650	1500
Monsanto to Armour Jct.		880	800
Armour Jct. to Siglo		1980	1800
Birmingham Mineral			
Boyles to Maxine		1320	1200
Maxine to Mineral Springs		1760	1600
Mineral Springs to Boyles		1870	1700
Boyles to Bessemer (via Enaley)	4050	2970	2700
Magella to Bessemer	3495	2570	2335
Bessemer to Dudley	1950	1430	1300
Dudley to Tuscaloosa	2775	2035	1850
Tuscaloosa to Yolande	1950	1430	1300
Johns to Bessemer	2880	2110	1920
Bessemer to Magella	2400	1980	1800
Bessemer to Boyles	4425	3245	2950
Alabama Mineral			
Boyles to Palmers	2700	1980	1800
Palmers to Altoona	2370	1780	1575
Altoona to Wellington	2585	1895	1725
Wellington to Shops	2370	1730	1575
Shops to Calera		1980	1800
Calera to Sylacauga		2090	1900
Sylacauga to Shops		1980	1800
Shops to Gadsden	2075	1520	1385
(Note: 715 tons additional Rock Springs to Gadsden)			
Gadsden to Altoona	1950	1430	1300
Altoona to Palmers	2960	2170	1975
Palmers to Boyles	3480	2555	2325
Guntersville to Lane		935	850
Lane to Albertville		1430	1300
Albertville to Gadsden		1980	1800
Gadsden to Littleton		1925	1750
Littleton to Mountainboro		935	850
Mountainboro to Guntersville		1840	1675

Tonnage ratings are for one unit Diesel engine. When more than one unit is used in consist, each unit will take its own rating. Switch engines used in consist with other Diesel engines will not be given any tonnage.

Tonnage of unweighed loads will be estimated as follows:

Coal hoppers and gondolas, 100,000 capacity, loaded with ore, slag or coal80 tons

Coal hoppers and gondolas, 100,000 capacity, loaded with coke55 tons

Coal hoppers and gondolas, 140,000 capacity, loaded with ore, slag or coal100 tons

Coal hoppers and gondolas, 140,000 capacity, loaded with coke75 tons

Maximum weight of Freight cars permitted to be Handled:

BIRMINGHAM DIVISION	Gr. Weight 4-Axle Car Pounds	Maximum Axle Load Pounds
Nashville to Columbia	263,000	65,750
Nashville to Lewisburg to Athens to Decatur	263,000	65,750
Decatur to Boyles to Montgomery	263,000	65,750
Columbia to Mt. Pleasant to Florence	263,000	65,750
Century Branch, Siglo to Monsanto	263,000	65,750
Temple Branch, Trafford to Thermal	263,000	65,750
Wetumpka Branch, Elmore to Wetumpka	263,000	65,750
Huntsville Branch No. 1, Boyles to Blue Creek Jct. to Bessemer	263,000	65,750
Blue Creek Ext., Blue Creek Jct. to Yolande North Branch, Magella to Bessemer	263,000	65,750
Dudley Branch, Yolande to Brookwood	263,000	65,750
Birmingham & Tuscaloosa R.R., Brookwood to Tuscaloosa	263,000	65,750
Holt Branch, Holt Jct. to Holt	263,000	65,750
Black Diamond Branch, Chinn to Black Diamond	263,000	65,750
Dolcito Branch, Tarrant to Dolcito	263,000	65,750
Graystone Branch, Mattawana to Graystone..	263,000	65,750
Gate City Branch, Boyles to Ruffner No. 2....	263,000	65,750
Huntsville Branch, No. 2, Boyles to Moragne	263,000	65,750
Moragne to Attalla to Gadsden to Anniston.	263,000	65,750
Guntersville Branch, Attalla to Guntersville..	263,000	65,750
Columbia to Wales to Athens	251,000	62,750
Decatur Belt	251,000	62,750
Cain Creek Branch, Black Creek to Maxine..	251,000	62,750
Banner Branch, Chetopa to Granlin	251,000	62,750
Sayre Branch, Vulcan to Sayre Mines	251,000	62,750
Self Creek Branch, Palmers to Bradford	220,000	55,000
Coffee Creek Branch, Chamblee to Martaban	220,000	55,000
Warrior Branch, Monmouth to Kimberly	220,000	55,000
Talladega to Gantt's Junction	220,000	55,000
(E) Gantt's Junction to Talladega Springs ..	200,000	50,000
(E) Anniston to Talladega	200,000	50,000
(E) Calera to Avery	200,000	50,000
(E) Shelby to Columbiana	200,000	50,000
Lumberton Branch, Gantt's Junction to Gantt's Quarry	200,000	50,000
Blue Creek Ext., Yolande to Blockton Junction	150,000	44,250
(F) Florence to Sheffield	177,000	37,500

(E) BIRMINGHAM DIVISION: Calera to Avery, Anniston to Talladega, Gantt's Junction to Talladega Springs and Shelby to Columbiana. Cars of 210,000 pounds gross weight may be handled if preceded by 1 car and followed by 1 car, each not exceeding 100,000 pounds gross weight.

(F) BIRMINGHAM DIVISION: Florence to Sheffield. Cars of 170,000 pounds gross weight may be handled if preceded by 1 car and followed by 1 car, each not exceeding 100,000 pounds gross weight or cars of 200,000 pounds gross weight having truck centers not less than 25'3" if preceded by 1 car and followed by 1 car, each not exceeding 46,000 pounds gross weight.

All weights given above are for 4 AXLE FREIGHT CARS, two or more coupled together. Gross weight is the maximum gross weight of car and lading.

Weights of 177,000 pounds and under apply to cars 32 feet long in train.

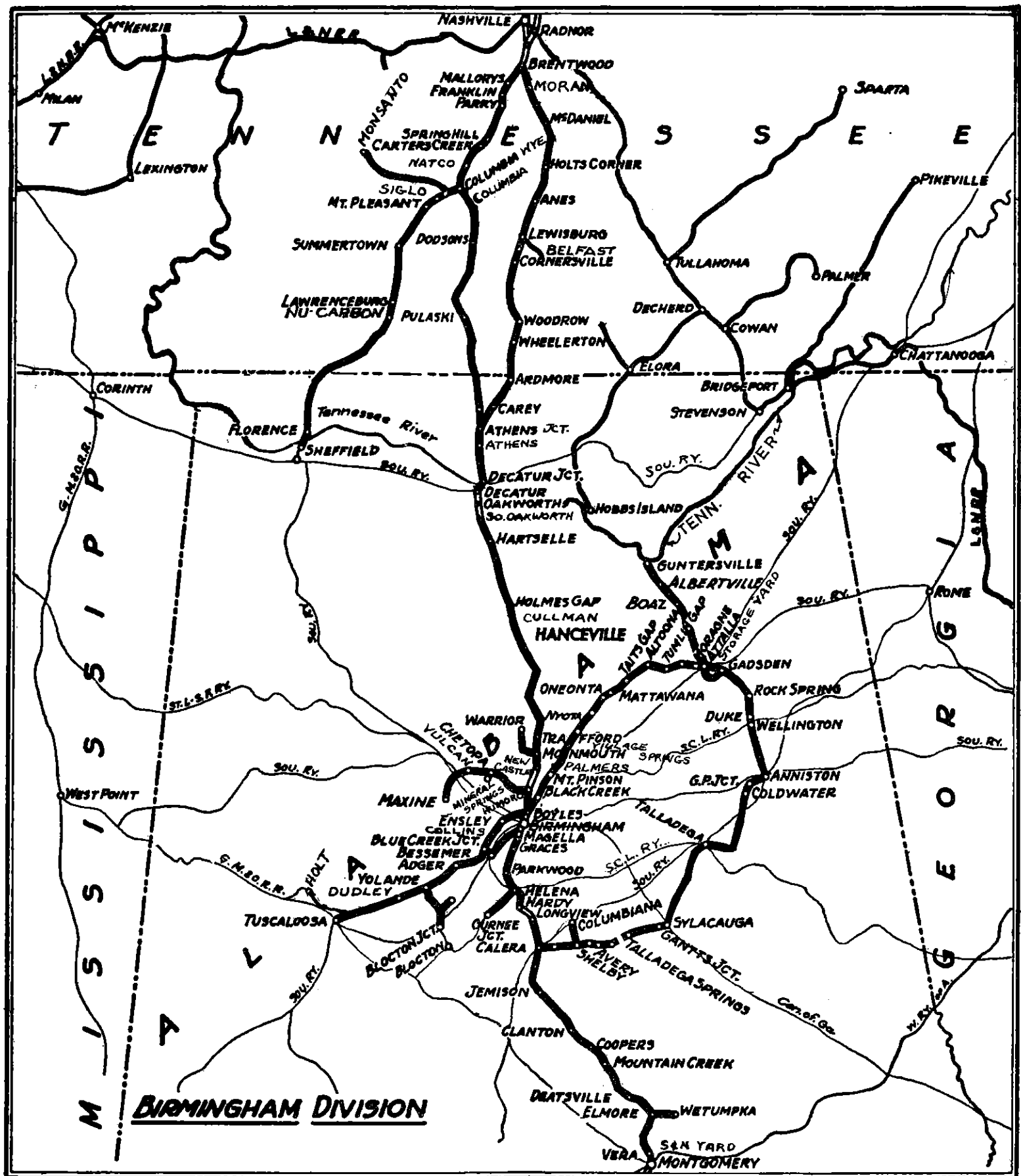
Weights in excess of 177,000 pounds up to and including 224,000 pounds, apply to cars 42 feet long in train.

Weights over 224,000 pounds apply to cars 47'6" long in train. These cars shall have a minimum length over strikers of 45 feet with minimum distance of 5 feet no inches from truck center to striker and minimum axle spacing in trucks of 5 feet 8 inches.

Cars shorter than 47 feet 6 inches, 42 feet or 32 feet reduce the respective allowed gross weights in proportion to the length. When it is necessary to run heavier cars than shown above over a portion of this division, authority must be obtained from the Chief Dispatcher.

EXCEPTIONS

MCPX 23000-23001-23022-23026-23033 6-axle tank cars having a loaded gross weight of 394,500 pounds between Monsanto, Siglo, Tennessee, Branch and connections at Louisville, Cincinnati, and St. Louis. Between these points each six-axle tank car must be placed between two light cars with gross weight of not more than 70,000 pounds each. Speed restrictions: 20 miles per hour Monsanto to Columbia Wye, and 30 miles per hour Columbia Wye to Brentwood.



BIRMINGHAM DIVISION