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# LOUISVILLE & NASHVILLE RAILROAD COMPANY

## BIRMINGHAM DIVISION

### TIME-TABLE No.

# 13

TAKES EFFECT

SUNDAY, APRIL 29, 1973

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

FOR THE GOVERNMENT AND INFORMATION  
FOR EMPLOYEES ONLY

**D. D. STRENCH,**  
Vice-President — Operation

**S. P. STRICKLAND,**  
Chief Trans. Officer

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

**C. W. ASHBY,**  
Superintendent

**G. H. MOORE, JR.**  
Ass't. Superintendent

**C. S. BLACK,**  
Superintendent — Terminals

## SPECIAL INSTRUCTIONS

### BULLETIN BOARDS

Franklin—Agent's Office	Calera—Agent's Office
Columbia—Enginemen's Washroom	S&N Yard—Yard Office and Roundhouse
Mt. Pleasant—Enginemen's Washroom	Montgomery—Conductor's Washroom
Lawrenceburg—Agent's Office	Blue Creek Jct.—Train Order Office
Florence—Enginemen's Washroom	Tuscaloosa—ICG Dispatcher's Office
Lewisburg—Agent's Office	Holt Jct.—Enginemen's Washroom
Oakworth—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
Birmingham—Enginemen's Washroom and 18th street Yard Office	Guntersville—Agent's Office

### SUB-DIVISIONS

**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

### STANDARD CLOCKS

Columbia Wye—Train Order Office	Calera—Agent's Office
Mt. Pleasant—Train Order Office	S&N Yard—Yard Office
Florence—Agent's Office	Tuscaloosa—ICG Dispatcher's Office
Oakworth—Yard Office	Holt Jct.—Agent's Office
Cullman—Agent's Office	Bessemer—Agent's Office
Boyles—Main Yard Office, Roundhouse, Bowl Yard Office, South Yard Office	Ensley—Agent's Office
Birmingham—Yardmaster'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

Station	Hours Train Order Offices Open	Days Train Order Offices Closed
Franklin.....	7:30 A.M. to 4:30 P.M.....	Sunday.
Columbia Wye.....	Continuous.....	
Mt. Pleasant*.....	8:00 A.M. to 11:59 P.M.....	Saturday and Sunday 4:00 P.M. to 11:59 P.M.
Lawrenceburg.....	7:00 A.M. to 12:01 P.M. 1:01 P.M. to 4:00 P.M.....	Saturday and Sunday.
Florence*.....	6:30 A.M. to 2:30 P.M..... 3:30 P.M. to 11:30 P.M.....	Sunday.
Pulaski.....	8:00 A.M. to 5:00 P.M.....	Saturday and Sunday.
Oakworth*.....	8:00 A.M. to 4:00 P.M..... 8:00 P.M. to 4:00 A.M.....	Saturday 4:00 A.M. to 8:00 A.M. Monday
Boyles*.....	Continuous.....	
Gate City Tower*.....	Continuous.....	
S&N Yard*.....	Continuous.....	
Ensley*.....	3:00 P.M. to 11:00 P.M.....	Saturday 3:00 P.M. to 3:00 P.M. Sunday Sunday 11:00 P.M. to 7:00 A.M. Monday
Blue Creek Jct.*...	Continuous—(except)	
Holt Jct.*.....	8:00 A.M. to 5:00 P.M.....	Sunday
Storage Yard*.....	Continuous..... 7:00 A.M. to 3:00 P.M. Monday	
Shops*.....	6:00 A.M. to 3:00 P.M. Tuesday thru Friday 6:00 A.M., to 2:00 P.M. Saturday 6:30 A.M. to 2:30 P.M. Monday	Sunday.
Sylacauga*.....	6:30 A.M., to 6:30 P.M. Tuesday thru Friday 10:30 A.M. to 6:30 P.M. Saturday 7:00 A.M. to 8:30 P.M. Monday thru Friday	Sunday.
Guntersville*.....	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.

\*Train Order Office not equipped with Train Order signals as required by Rule 221.

(Continued on page 10)

## SOUTHWARD

## NASHVILLE AND BIRMINGHAM

SECOND CLASS												FIRST CLASS	Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time
327	355	399	373	347	335	337	375	393	371	379	315	The Floridian		
Piggyback	Freight	Freight	Fast Freight	Local Freight	Freight	Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Daily		
Daily P.M.	Daily ex. Sunday P.M.	Daily ex. Sat. P.M.	Daily P.M.	Daily ex. Sat. P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.		
10.30		8.50										9.05	186.50	L NASHVILLE 2.82
	9.10					11.00	8.00	7.00	5.00	2.30				RADNOR 0 7.58
	9.30	9.20				11.26							196.90	BRENTWOOD 4.00
													200.90	MORAN 10.14
													211.04	McDANIEL 10.29
													221.33	HOLTS CORNER 9.95
													231.28	ANES 8.28
													239.56	LEWISBURG 7.44
													247.00	CORNSVILLE 14.37
													261.37	WOODROW 6.67
													268.04	WHEELERTON 7.60
													275.64	ARDMORE 9.58
													285.22	CAREY 4.74
													289.96	ATHENS JCT. 2.33
													295.40	ATHENS 9.08
													304.48	HARRIS 2.71
												s11.10	307.19	DECATUR 2.00
					6.00								309.19	OAKWORTH 0 .87
													310.06	SO. OAKWORTH 11.36
													321.42	HARTSELLE 15.56
													336.98	HOLMES GAP 2.48
													339.46	CULLMAN 11.43
													350.89	HANCEVILLE 13.51
													364.40	NYOTA 17.46
													381.86	NEWCASTLE 4.79
4.00			8.30	8.00	10.30		3.00 4.00	2.30	11.30 7.30	8.30 9.30			386.83	BOYLES 0 4.69
												1.25	391.52	A BIRMINGHAM Passenger Station
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.			
Daily	Daily ex. Sunday	Daily ex. Sat.	Daily	Daily ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
327	355	399	373	347	335	337	375	393	371	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. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time		Car Capacity of Staircars based on 55 feet per car (including engine and cabs)	FIRST CLASS	SECOND CLASS												
			316	356	370	376	374	398	392	336	326	334	372	394	348	
			The Floridian	Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight	Freight	Piggyback	Freight	Fast Freight	Fast Freight	Local Freight	
			Daily	Daily ex. Monday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	
STATIONS			P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	
<b>A</b>	<b>NASHVILLE</b> 2.82		5.50							4.30	12.01					
	<b>RADNOR</b> 0 Yard 7.58			2.20			5.30	12.40	7.30				2.30	6.00		
	<b>BRENTWOOD</b> 4.00	EDT		2.00				12.26		4.10						
	<b>MORAN</b> 10.14	101														
	<b>McDANIEL</b> 10.29	110														
	<b>HOLTS CORNER</b> 9.95	138														
	<b>ANES</b> 8.28	71														
	<b>LEWISBURG</b> 7.44	119														
	<b>CORNSVILLE</b> 14.37	121														
	<b>WOODROW</b> 6.67	111														
	<b>WHEELERTON</b> 7.60	63														
	<b>ARDMORE</b> 9.58	120														
	<b>CAREY</b> 4.74	66														
	<b>ATHENS JCT.</b> 2.33	57														
	<b>ATHENS</b> 9.08	219														
	<b>HARRIS</b> 2.71	212														
	<b>DECATUR</b> 2.00	EDT	s3.10													
	<b>OAKWORTH</b> 0 Yard .87												10.30			
	<b>SO. OAKWORTH</b> 11.36	EDT														
	<b>HARTSELLE</b> 15.56	209														
	<b>HOLMES GAP</b> 2.48	209														
	<b>CULLMAN</b> 11.43															
	<b>HANCEVILLE</b> 13.51	222														
	<b>NYOTA</b> 17.46	210														
	<b>NEWCASTLE</b> 4.79	EDT														
	<b>BOYLES</b> 0 Yard 4.69				2.00	3.00	11.30 6.30		1.00		6.00		6.05	7.30 12.30	11.00	11.00
<b>L</b>	<b>BIRMINGHAM</b> Passenger Station		1.15													
			P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			Daily	Daily ex. Monday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday
			316	356	370	376	374	398	392	336	326	334	372	394	348	

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

## SOUTHWARD

## BIRMINGHAM AND MONTGOMERY

SECOND CLASS						FIRST CLASS		Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	
	373	347	375	367	379	371	315			
	Fast Freight	Local Freight	Fast Freight	ICG Freight	Fast Freight	Fast Freight	The Floridian			
	Daily P.M.	Daily ex. Sat. P.M.	Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily P.M.			
	8.50	8.20	4.20	12.05	9.50	7.50		1.35	391.52	L BIRMINGHAM Passenger Station 3.11
				12.15					394.63	MAGELLA 2.43
									397.06	GRACES 6.08
		8.40							403.14	PARKWOOD 9.47
									412.61	HARDY 5.52
									418.13	LONGVIEW 6.32
									423.81	CALERA 11.63
									436.60	JEMISON 10.50
									447.10	CLANTON 6.05
									453.15	COOPERS 6.58
									459.73	MOUNTAIN CREEK 8.88
									468.61	DEATSVILLE 7.04
									475.65	ELMORE 9.24
									484.89	VERA 1.00
									485.89	GERMO 1.08
	12.30		9.00		3.30	11.00			486.97	S AND N YARD 0 1.23
								3.45	488.20	A MONTGOMERY
	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		P.M.		
	Daily	Daily ex. Sat.	Daily	Daily	Daily	Daily		Daily		
	373	347	375	367	379	371		315		

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

## MONTGOMERY AND BIRMINGHAM

NORTHWARD

TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and caboose)	FIRST CLASS		SECOND CLASS									
		316		374	372	368	348	370	376				
		The Floridian		Fast Freight	Fast Freight	I.C.G. Freight	Local Freight	Fast Freight	Fast Freight				
		Daily P.M.		Daily A.M.	Daily P.M.	Daily A.M.	Daily ex. Sunday P.M.	Daily A.M.	Daily A.M.				
<b>A BIRMINGHAM</b> Passenger Station 3.11		1.05		6.10	12.10	11.05	9.30	1.40	2.40				
<b>MAGELLA</b> 2.43	Branch					10.45							
<b>GRACES</b> 6.08	EDT												
<b>PARKWOOD</b> 9.47	223						8.00						
<b>HARDY</b> 5.52	EDT												
<b>LONGVIEW</b> 6.32	EDT												
<b>CALERA</b> 11.63	195												
<b>JEMISON</b> 10.50	206												
<b>CLANTON</b> 6.05	132												
<b>COOPERS</b> 6.58	143												
<b>MOUNTAIN CREEK</b> 8.89	97												
<b>DEATSVILLE</b> 7.04	192												
<b>ELMORE</b> 9.24	100												
<b>VERA</b> 1.00													
<b>GERMO</b> 1.08													
<b>S AND N YARD O</b> 1.23	Yard			2.30	8.00			9.00	11.00				
<b>L MONTGOMERY</b>		11.05											
		A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.				
		Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily				
		316		374	372	368	348	370	376				

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

## SOUTHWARD

## BRENTWOOD AND NORTH ATHENS

## NORTHWARD

SECOND CLASS						Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and caboose)	SECOND CLASS					
355	399	357	337	333	331				332	398	330	336	354	356
Freight	Freight	Freight	Freight	Freight	Freight				Freight	Freight	Freight	Freight	Freight	Freight
Daily ex. Sunday	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily				Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Monday
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	STATIONS		P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
9.30	9.20		11.26			196.90	L BRENTWOOD A			12.26		4.10		2.00
9.40	9.30		11.36			201.90	MALLORYS	38		12.16		4.00		1.50
9.50	9.40	4.00	12.06 <sup>398</sup>	8.00		205.15	FRANKLIN O	23	12.20	12.06 <sup>397</sup>		3.50	8.45	1.40
10.00	9.50	4.25	12.14 <sup>332</sup>	8.25		208.66	PARRY		12.14 <sup>337</sup>	11.57		3.40	8.35	1.30
10.20	10.10	4.45	12.34	8.45		218.30	SPRING HILL	113	11.57	11.37		3.20	8.15	1.10
10.30	10.19	4.55	12.43	8.55		222.65	CARTERS CREEK	47	11.47	11.22		3.10	8.05	1.00
						228.47	GODWIN							
10.47	10.35	5.10	12.59	9.10		230.40	NATCO		11.35	11.00		2.50	7.45	12.45
10.50	10.38	5.15	1.02	9.15	9.00	231.40	COLUMBIA WYE O	Wye	11.30	10.55	12.40	2.35	7.40	12.40
					9.10	232.53	COLUMBIA	Yard			12.35			
						241.88	PLEASANT GROVE							
					9.40	247.84	DODSONS	30			11.40			
						249.90	LYNNVILLE							
						261.85	WALES							
					10.50 <sup>330</sup>	265.85	PULASKI O	30			10.50 <sup>331</sup>			
						272.38	ASPEN HILL							
						277.42	PROSPECT							
						280.05	VETO							
						285.27	ELKMONT							
					11.40	293.02	A ATHENS JCT. L	36			9.50			
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
Daily ex. Sunday	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily				Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Monday
355	399	357	337	333	331				332	398	330	336	354	356

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 Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Stairs based on 55 feet per car (including engine and cabs) (and cabs)	SECOND CLASS					THIRD CLASS
	353	399	359	357	337				333	358	398	332	336	
Freight	Freight	Freight	Freight	Freight	Freight				Freight	Freight	Freight	Freight	Freight	Freight
Daily	Daily ex. Sat.	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily
A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		STATIONS		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
		9.30				232.53	L COLUMBIA A	Yard	1.10					
	10.38	9.40	5.15	1.02	9.15	233.13	COLUMBIA WYE O		12.55	10.55	11.30	2.35	7.40	
11.00	10.44	9.50	5.25	1.12	9.25	237.71	SIGLO	Branch Wye	12.45	10.45	11.20	2.25	7.30	5.15
						238.69	ASHWOOD							
11.20	11.00			1.54		243.34	MT. PLEASANT O	Yard		10.30		2.00		5.00
						249.00	ROCKDALE							
						254.85	SUMMERTOWN	24						
						262.80	ETHRIDGE							
						268.53	LAWRENCEBURG O	28						
						272.33	NUCARBON	25						
						274.65	LEOMA							
						282.45	LORETTO							
						293.00	IRON CITY							
						304.85	JACKSONBURG							
						311.30	A FLORENCE O L	Yard						
						312.30	FURNACE JCT.							
						315.15	SHEFFIELD JCT.							
						316.38	SHEFFIELD							
A.M.	P.M.	P.M.	P.M.	P.M.	A.M.				A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
Daily	Daily ex. Sat.	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily
353	399	359	357	337	333				358	398	332	336	354	350

## SOUTHWARD

## SIGLO AND MONSANTO

## NORTHWARD

THIRD CLASS	SECOND CLASS					Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Stairs based on 55 feet per car (including engine and cabs) (and cabs)	SECOND CLASS					THIRD CLASS
	353	399	359	357	337				333	358	398	332	336	
Freight	Freight	Freight	Freight	Freight	Freight				Freight	Freight	Freight	Freight	Freight	Freight
Daily	Daily ex. Sat.	Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily
A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		STATIONS		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
						237.71	L SIGLO A	Wye						
						240.84	ARMOUR JCT.	Branch						
						244.13	A MONSANTO L							

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



## SOUTHWARD

## BOYLES AND SHOPS

## NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 85 feet per car (including engine and caboose)	SECOND CLASS				
369	301	363	365	366				342	302	360		
Freight	Freight	Freight	Freight	Freight				Freight	Freight	Freight		
Daily ex. Sat. P.M.	Daily P.M.	Daily ex. Sunday A.M.	Daily A.M.	Daily P.M.				Daily ex. Sunday A.M.	Daily A.M.	Daily ex. Saturday P.M.		
					STATIONS							
		6.00		6.00	388.35	L BOYLES O A .86	Yard	12.25		12.30		
		6.10		6.10	389.21	LARDONA 2.32	Wye	12.16		12.18		
					391.53	KETONA 7.25						
		6.35		6.35	398.78	MT. PINSON 4.10	66	11.55		11.55		
		6.44		6.44	402.88	PALMERS 2.80	Branch	11.46		11.46		
		6.50		6.50	405.48	VILLAGE SPRINGS 16.07	41	11.40		11.40		
		7.23		7.23	419.53	MATTAWANA 1.64	61 Branch	11.07		11.07		
		7.28		7.28	421.17	ONEONTA 5.68	74	10.57		10.57		
		7.43		7.43	426.85	TAITS GAP 5.41	47	10.45		10.45		
		7.54		7.54	432.26	ALTOONA 6.25	64	10.34		10.34		
		8.08		8.08	438.51	TUMLIN GAP 6.81	41	10.19		10.19		
		8.22		8.22	445.32	IVALEE 2.55		10.05		10.05		
	9.40	8.30		8.30	447.87 545.87	MORAGNE 1.58		9.58		9.58	5.20	
	9.53 <sup>302</sup>	8.38		8.38	544.73	L. & N. JUNCTION 1.86		9.53		9.53 <sup>369</sup>	5.10	
	10.10	8.45	5.00	8.45	542.43	STORAGE YARD O 2.93	Yard	9.45	9.30	9.45	5.00	
			5.39		539.49	GADSDEN 3.40	Yard			9.21		
			5.47		536.09	ORD 2.94				9.13		
					533.15	GLENCOE 2.29						
			6.01		530.86	ROCK SPRING 2.03	37			8.59		
			6.06		528.83	LANEY 5.83				8.54		
			6.19		523.00	WELLINGTON 3.69	34			8.41		
			6.35		519.31	ALEXANDRIA 8.45				8.25		
			6.55		510.86	A SHOPS O L	Yard			8.00		
	P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	
	Daily ex. Saturday	Daily	Daily ex. Sunday	Daily				Daily	Daily ex. Sunday	Daily	Daily ex. Saturday	
	369	301	363	365				366	342	302	360	

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

MAGELLA AND TUSCALOOSA						
SOUTHWARD			NORTHWARD			
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and cabooses)	SECOND CLASS	
361	367				368	362
Freight	I. C. G. Freight				I. C. G. Freight	Freight
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
A.M.	P.M.	STATIONS		A.M.	A.M.	
	12.15	394.63	L MAGELLA A		10.45	
	12.45	403.40	BESSEMER	Yard	10.05	
12.10	12.55	404.38	BLUE CREEK JCT. O	Wye	10.00 6.05	
12.55	1.25	413.75	ADGER	59	9.32 5.15	
1.15	1.45	421.54	YOLANDE	Branch	9.12 4.55	
1.35	2.05	427.54	DUDLEY	63	8.52 4.35	
2.35	3.05	444.98	HOLT JUNCTION O	Branch	8.11 3.35	
	3.20	447.37	A TUSCALOOSA L	Yard	8.00	
A.M.	P.M.				A.M.	A.M.
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
361	367				368	362

BOYLES AND BLUE CREEK JCT.						
SOUTHWARD			NORTHWARD			
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and cabooses)	SECOND CLASS	
361	367				368	362
Freight	I. C. G. Freight				I. C. G. Freight	Freight
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
A.M.	P.M.	STATIONS		A.M.	A.M.	
		387.81	L BOYLES O A	Yard		
		392.70	THOMAS			
		395.50	ENSLEY O	Yard		
		401.40	COLLINS	Yard		
		403.80	A BLUE CR. JCT. O L	Wye		

BOYLES AND MAXINE						
SOUTHWARD			NORTHWARD			
THIRD CLASS		Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and cabooses)	SECOND CLASS	
349	346				Freight	Freight
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
A.M.	A.M.				A.M.	A.M.
		414.83	MAXINE			
		411.81	PRACO			
		404.79	MEDIA			
	8.00	399.36	L VULCAN A	Branch	5.00	
	8.10	397.50	CHETOPA	Branch	4.55	
	8.25	390.48	MINERAL SPRINGS	42	4.30	
	8.45	384.21	HUMORO O	Branch	4.11	
	8.50	384.00	A BOYLES O L	Yard	4.00	
A.M.	A.M.				A.M.	

SHOPS AND GANTT'S JUNCTION						
SOUTHWARD			NORTHWARD			
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and cabooses)	SECOND CLASS	
347	343				364	348
Local Freight	Local Freight				Local Freight	Local Freight
Daily ex. Sat.	Sunday Only				Sunday Only	Daily ex. Sunday
P.M.	A.M.	STATIONS		A.M.	P.M.	
	8.30		L SHOPS O A		9.50	
	8.50		COLDWATER		9.30	
			MUNFORD			
10.15			TALLADEGA		6.30	
11.30			SYLACAUGA O		3.30	
11.45			A GANTT'S JCT. L		3.00	
P.M.	A.M.				A.M.	P.M.
Daily ex. Sat.	Sunday Only				Sunday Only	Daily ex. Sunday
347	343				364	348

GUNTERSVILLE AND MORAGNE							
SOUTHWARD			NORTHWARD				
SECOND CLASS		Distance from Gunter's Landing	TIME-TABLE No. 13 Takes effect Sunday April 29, 1973 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car (including engine and cabooses)	SECOND CLASS		
369	339				338	360	
Freight	Freight				Freight	Freight	
Daily ex. Sat.	Daily				Daily	Daily ex. Sat.	
P.M.	A.M.	STATIONS		A.M.	P.M.		
	8.00	5.00	.94	L GUNTERSVILLE O A	Yard	7.30 7.05	
	8.20	5.20	7.11	LANE		7.10 6.37	
	8.30	5.30	11.25	ALBERTVILLE		7.00 6.25	
	8.50		16.52	BOAZ		6.10	
	9.40		29.97	A MORAGNE L		5.20	
P.M.	A.M.					A.M.	P.M.

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

## SPECIAL INSTRUCTIONS — Continued

## EXCEPTION TO RULE 21

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.

## EXCEPTION TO 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.

## EXCEPTIONS TO RULE S-71

Superior Trains	Superior To	Requirements
No. 332.....	No. 357.....	Siglo to Franklin
No. 332.....	No. 337.....	Siglo to Columbia Wye
No. 354.....	No. 359.....	Siglo to Columbia Wye
No. 358.....	No. 333.....	Siglo to Columbia Wye
ICG No. 368.....	ICG No. 367.....	Tuscaloosa to Magella
No. 348.....	No. 347.....	Gantt's Jct. to Talladega
No. 360.....	No. 339.....	Albertville to Guntersville

## REGISTER STATIONS

Location	For	Register by Card Form 230
Nashville: Union Station..... Kayne Ave. Yard Office.....	First-class trains..... Trains originating or terminating .....	
Radnor: "RA" train order office.....	Second-class and inferior trains.....	Northward second-class and inferior trains
Franklin.....	Trains originating or terminating.....	
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

## REGISTER STATIONS — Continued

Location	For	Register By Card Form 230
Birmingham.....	First-class trains, second class and inferior trains originating or terminating .....	ICG Nos. 368, 367
S&N Yard.....	All trains.....	First-class trains
Montgomery.....	First-class trains.....	
Siglo.....	All trains.....	
Mt. Pleasant (Train-order Office) .....	All trains.....	
Florence.....	All trains.....	
Magella.....	ICG No. 368.....	ICG No. 368
Blue Creek Jct.....	All trains.....	ICG Nos. 368, 367
Holt Jct.....	All trains.....	ICG Nos. 368, 367
Ensley.....	Trains originating or terminating.....	
Chetopa.....	All trains.....	All trains
Storage Yard.....	All trains.....	
Shops.....	All trains.....	
Wellington.....	All trains.....	
Gantt's Jct.....	All trains.....	
Talladega.....	No. 348.....	No. 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.

## SPECIAL INSTRUCTIONS — Continued

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.

Trains before departing Storage Yard to Junta, Ga. (Cartersville), via SCL at Wellington, Ala. must obtain SCL Clearance Form A and/or train orders governing movement over SCL trackage.

Trains before departing Junta, Ga. must obtain SCL Clearance Form A and/or train orders governing movement over SCL trackage westward and, in addition, must obtain L&N Clearance Form A and/or train orders for movement over L&N trackage from Wellington.

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. 353
No. 333.....	Siglo .....	No. 332
No. 359.....	Siglo .....	No. 358
No. 357.....	Siglo .....	No. 354
No. 346.....	Vulcan.....	No. 349
No. 343.....	Coldwater.....	No. 364
No. 360.....	Guntersville.....	No. 369
No. 361.....	Holt Junction.....	No. 362
No. 339.....	Albertville.....	No. 338
No. 368.....	Birmingham.....	No. 367

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

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

Trains originating Tuscaloosa may leave without Clearance Form A but must receive Clearance Form A at Holt Junction.

## YARD LIMITS

## Nashville Sub-Division:

Nashville-Radnor  
Franklin  
Columbia-Natco-Godwin  
Siglo-Ashwood-Monsanto  
Mt. Pleasant

Lawrenceburg  
Florence  
Sheffield  
Pulaski  
Athens Jct.

## S&amp;NA Sub-Division:

Decatur-Oakworth  
Boyles-Birmingham

Elmore (Wetumpka Branch)  
S&N Yard-Montgomery

## Birmingham Mineral Sub-Division:

Mineral Springs  
Chetopa  
Praco  
Duncan  
Thomas-North Birmingham

Ensley  
Collins  
Bessemer  
Dolohah  
Holt Jct. - Tuscaloosa

## Alabama Mineral Sub-Division:

Tarrant  
Ketona  
Attalla-Alabama City-Gadsden-  
Goodyear  
Wellington  
Anniston

Talladega  
Sylacauga  
Gantt's Jct.  
Boaz  
Albertville  
Guntersville

## 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.

## SPECIAL INSTRUCTIONS — Continued

## RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Florence .....(a)	Southern.....	Gate
Florence .....	I.M.C.—Southern.....	Stop Boards
Boyles .....	Mary Lee.....	Interlocking
East Birmingham ..(b)	Southern.....	Automatic Interlocking
Birmingham (31st St.)..	Birmingham Belt.....	Stop Boards
Birmingham (32nd St.) .....(c)	Birmingham Belt.....	Automatic Interlocking
Birmingham (27th St.) .....(d)	Southern.....	Gate and Flagman
Birmingham (13th St.)	Southern-A.G.S.....	Interlocking
Calera .....(c)	Southern.....	Automatic Interlocking
Warrior River, Cain Creek Branch .....(e)	Southern.....	Automatic Interlocking
Boyles (Huntsville Branch No. 1) .....	Mary Lee.....	Stop Boards
Vinita .....(b)	Birmingham Belt.....	Automatic Interlocking
Vinita .....(b)	Southern.....	Automatic Interlocking
North Birmingham (Graves Branch) .....	Birmingham Belt.....	Stop Boards
North Birmingham (c)	Southern.....	Automatic Interlocking
Acipo .....(a)	Southern.....	Gate
Thomas .....(a)	Birmingham Southern.....	Gate
Pratt City .....(c)	Frisco.....	Automatic Interlocking
Ensley .....	Frisco .....	Stop Boards
Ensley .....	Birmingham Southern.....	Stop Boards
Ensley .....	Birmingham Slag.....	Stop Boards
Wylam .....	Southern.....	Stop Boards
Fairfield .....(a)	Federal Barge Line..	Gate
Fairfield (Harbison Walker) .....(f)	Birmingham Southern.....	Gate

## RAILROAD CROSSINGS AT GRADE — Continued

		Protection
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 Corp.....	Stop Boards
Attalla .....(b)	A.G.S.....	Automatic Interlocking
Storage Yard .....	Southern.....	Stop Boards
Wellington .....(g)	SCL.....	Automatic Interlocking
Shops .....(a)	Southern (Pipe Shop Lead).....	Gate
Anniston (20th St.).....	Southern.....	Stop Boards
Anniston (12th St.).....	Southern.....	Stop Boards
Anniston (11th St.) (h)	Southern.....	Gate—Electric Lock
Anniston (Monsanto Chemical Co.) .....(a)	Southern.....	Gate
G. P. Junction .....(h)	Southern.....	Gate—Electric Lock
Sylacauga .....(i)	C. of Ga.....	Gate—Electric Lock

(a)..... { Normal position of gate is for movement on L&N track. If the crossing gate is in normal position and track clear, trains may proceed without stopping.

(b)..... { Rule 672 governs when signal is in Stop position.  
East Birmingham — No time release.  
Attalla — 5 minute time release.  
Vinitia — 2 minute time release.

**SPECIAL INSTRUCTIONS — Continued****RAILROAD CROSSINGS AT GRADE — Continued**

- (c)..... When signal is in Stop position the time release case marked L&N will be opened. If the light is not illuminated, it indicates an opposing signal is clear. If the light is illuminated, it indicates opposing signals are displaying Stop. Rule 672 will apply.
- Time Release — Birmingham (32nd St.) 43 seconds.  
Calera 6 minutes.  
Pratt City — 4 minutes and 30 seconds.  
North Birmingham — 4 minutes.
- (d)..... 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.
- (e)..... 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.
- (f)..... 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.
- (g)..... If signal displays Stop for through movement, Rule 672 applies. Use middle control — 6-minute time release. For return movement (when part of train has been left on opposite approach) use top control which should cause signal to display an indication Proceed at Restricted Speed. For a reverse movement (when former approach has not been left occupied) the bottom control box should be opened. This will expose two slots to facilitate an L&N switch key. If the train is to move north, the key should be inserted in the "N" slot and turned. For south movement use "S" slot. This will cause the signal to display a Proceed indication.

**RAILROAD CROSSINGS AT GRADE — Continued**

- (h)..... 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.
- (i)..... The normal position of the crossing gate is against movement on L & N track. Gate is equipped with electric lock. Gate must not be moved until L & N crew has followed following operating procedure.
1. When green light is illuminated in box, L&N crew may remove the padlock, gate should unlock, and gate then be moved to obstruct CofGa. track. After gate is positioned and locked against CofGa. track L&N movement may proceed across railroad crossing.
  2. If the red light is illuminated on the indicator box, or if the indication lights are not burning, the following steps must be taken by L&N crew.
    - (1) Contact CofGa. operator to obtain permission to operate time release and authority for movement across the crossing.
    - (2) After permission is granted crew will remove padlock and press the push button. This will set stop signals against CofGa. trains.
    - (3) After time runs out, lock will indicate unlock and crew may then position gate against CofGa. Restore padlock to lock gate in reverse position.
    - (4) Following L&N movement, L&N crew must return gate to its normal position and lock gate in this position.

**EXCEPTION TO RULE 99**

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

- Nos. 363 and 342 between Gadsden and Shops
- Nos. 343 and 364 between Shops and Coldwater.
- Nos. 348 and 347 between Talladega and Gantt's Jct.
- Nos. 331 and 330 between Columbia and Athens Jct.
- Nos. 369 and 360 between Guntersville and Moragne
- Nos. 339 and 338 between Guntersville and Albertville

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.

**EXCEPTION TO RULE 104 (a)**

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; McIntyre switch at north end of Monsanto main track, Century Branch, will be left as last used.

**RULE 104 (b) IS CHANGED TO READ AS FOLLOWS:**

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.

## SPECIAL INSTRUCTIONS — Continued

EXCEPTION TO RULE 104 (d).  
DERAILS ON INDUSTRIAL SPURS AND BRANCHES

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
Palmer.....	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
Chinn.....	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.

## 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 (Proctor St. Crossover) .....	North.....	For cross-over
S. & N. Yard (Proctor St. Crossover) .....	South.....	For southward main
Attalla.....	L. & N. Jct.	Southward Main
O'Connor Branch.....	Junction.	For Main Track

## 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
Speigener (Mile 472.4)		Bi-directional
Strasburg (Mile 442.1)		Bi-directional
Longview (Mile 418.5)		Bi-directional

Hot Box Detector is located on Mile 377, New Castle, for Southward Trains. Hot Box indication received by Operators Gate City Tower, 10th Ave., Birmingham. When hot box indication is received by operator at Gate City Tower from detector at 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 Mt. Pleasant.....		40	30
Columbia and Athens Jct.....		30	30
Mt. Pleasant 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 Anniston.....		35	30
Anniston and Gantt's Jct.....		25	20
Gantt's Jct. and Mile Post AM-444.9 .....		25	10
Calera and Mile Post AM-441.8.....		25	10
Guntersville and Moragne.....		25	20
Nashville Sub-Division			
Branches except Battlefield Branch.....		20	15
Belfast Branch.....		10	10
		10	10

**SPECIAL INSTRUCTIONS — Continued**

**SPEED RESTRICTIONS — Continued**

Normal Speed Between	Psg.	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Out- fits and other Top-Heavy Cars
Temple Branch.....		5	5
Wetumpka Branch.....		20	15
Warrior Branch.....		10	10
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

**LOCATION OF SPEED RESTRICTIONS  
PROTECTED BY SPEED LIMIT SIGNS**

MPH			MPH		
Mile Location Between	Pass.	Frt.	Mile Location Between	Pass.	Frt.
<b>Brentwood to Athens</b>					
BA 203.6 to 203.9 .....	60	45	A 309.4 Richwood Road at Florence .....		20
BA 205.7 to 205.9 .....	60	50	A 313.0 to 314.0 over Southern Rwy. Bridge .....		10
BA 213.4 to 213.8 .....	60	50	<b>Siglo to Monsanto</b>		
BA 239.5 at Lewisburg Depot ....	50	40	AV 237.6 to AV 242.5..		10
BA 243.9 to 244.3 .....	60	50	<b>Boyles to Storage Yard-Gadsden</b>		
BA 247.8 to 248.8 .....	60	45	Tarrant Street Crossings .....		10
BA 250.6 to 254.2 .....	60	45	Oneonta Street Crossings .....		8
BA 256.5 to 259.9 .....	60	45	LE 437.3 to LE 438.1..		10
BA 265.5 to 268.4 .....	60	45	LE 444.5 to LE 446.0..		25
BA 268.4 to 275.2 .....	50	45	LE 447.6 to LE 448.3..		10
<b>Brentwood to Columbia</b>					
205.3 at Franklin Depot .....		10	<b>Guntersville to Moragne</b>		
232.2 at Galloway St. in Columbia .....		6	AG 89.0 to AG 92.0..		10
<b>Columbia to Athens</b>					
233.0 to 242.0 .....		25	Boaz Main and Mann St. ....		10
242.0 to 242.5 .....		10	AG 107.9 to AG 108.0..		10
242.5 to 250.0 .....		25	AG 109.9 to AG 110.0..		10
250.0 to 250.6 .....		10	AG 110.8 to AG 111.2..		10
250.6 to 255.0 .....		25	<b>Calera to AM 441.8</b>		
265.3 at Pulaski .....		15	AM 432.8 to AM 433.6 .....		10
273.8 to 274.7 Lesters Tunnel .....		10	<b>Columbia to Sheffield</b>		
Athens .....		25	A 232.9 to 233.3 around Columbia Wye .....		10
<b>Columbia to Sheffield</b>					
A 232.9 to 233.3 around Columbia Wye .....		10	A 267.5 to 269.0 through Lawrenceburg .....		10
A 267.5 to 269.0 through Lawrenceburg .....		10	A 295.0 to 299.0 .....		10
A 295.0 to 299.0 .....		10			

**SPEED RESTRICTIONS — Continued**

MPH			MPH		
Mile Location Between	Pass.	Frt.	Mile Location Between	Pass.	Frt.
<b>AM 444.9 to Storage Yard Gadsden</b>					
AM 448.2 to AM 449.4 .....		10	414.7 to 415.2 .....	50	45
AM 452.0 to AM 452.6 .....		10	416.4 to 416.7 .....	60	45
Sylacauga Street and Road Crossings .....		10	417.5 to 418.1 .....	60	45
AM 477.0 to AM 477.3 .....		20	423.1 to 423.8 .....	55	45
Talladega Street and Road Crossings .....		15	<b>Road Crossings Calera,</b>		
AM 490.5 to AM 491.0 .....		25	Ala. ....	40	40
AM 497.0 to AM 499.0 .....		25	425.5 to 426.1 .....	60	45
AM 499.0 to AM 499.3 .....		10	429.0 to 430.0 .....	45	40
AM 510.4 to AM 511.2 (Pass Main) .....		20	<b>Thorsby, Ala., Franklin, Concordia, Jones and Dakota Streets .....</b>		
AM 526.4 to AM 526.6 .....		20	440.1 to 440.4 .....	60	45
AM 529.0 to AM 529.3 (Tunnel) .....		20	443.0 to 443.2 .....	60	45
AM 538.4 to AM 538.9 (Coosa River) .....		10	446.4 to 446.8 .....	45	35
<b>Magella to Blue Creek Jct.</b>					
Bessemer to Third, Fifth and Eighth Aves....		6	<b>Second Street Clanton,</b>		
<b>Boyles to Blue Creek Jct.</b>					
via Ensley ACIPCO to Street Crossings .....		10	Ala. ....	20	20
<b>Blue Creek Jct. to Tuscaloosa</b>					
LC 407.2 to LC 411.0..		20	448.2 to 449.9 .....	55	45
LK 422.0 to LK 427-0 ICG Trains .....		10	451.1 to 452.1 .....	45	40
TM 440.5 to TM 440.7- Bridge Hurricane Creek .....		10	455.8 to 459.4 .....	45	40
<b>Black Creek to Maxine</b>					
NC 392.5 to NC 392.8 Bridge No. 10 .....		10	459.4 to 463.0 .....	40	30
NC 399.0 to NC 399.2 Bridge No. 22 .....		10	464.3 to 466.0 .....	60	45
NC 411.0 to NC 415.0 .....		10	468.7 to 468.9 .....	60	45
<b>Boyles to MP 485 — S&amp;NA</b>					
388.5 Vanderbilt Crossing .....		15	475.8 to 476.3 .....	60	45
392.0 Southern Crossing 13th St. ....		20	481.6 to 481.9 .....	60	45
392.8 to 397.0 .....		60	483.6 to 484.8 .....	55	45
397.0 to 398.1 .....		45	<b>Athens to Boyles</b>		
400.1 to 400.6 .....		45	Athens .....	25	25
402.2 to 402.7 .....		60	<b>306.5 Tennessee River</b>		
404.4 to 405.8 .....		40	Bridge .....	10	10
405.8 to 410.1 .....		45	316.7 to 320.2 .....	60	45
411.0 to 411.2 .....		60	<b>Hartselle Street Crossings</b>		
412.5 to 417.5 NBM .....		45	North and South of Pass. Sta. ....	40	40
<b>Black Creek to Maxine</b>					
NC 392.5 to NC 392.8 Bridge No. 10 .....		10	328.2 to 328.8 .....	60	45
NC 399.0 to NC 399.2 Bridge No. 22 .....		10	330.5 to 331.5 .....	45	40
NC 411.0 to NC 415.0 .....		10	331.5 to 334.2 .....	40	35
<b>Boyles to MP 485 — S&amp;NA</b>					
388.5 Vanderbilt Crossing .....		15	334.2 to 335.0 .....	45	35
392.0 Southern Crossing 13th St. ....		20	335.0 to 336.3 .....	60	50
392.8 to 397.0 .....		60	337.8 to 338.6 .....	45	40
397.0 to 398.1 .....		45	338.6 to 341.0 .....	60	50
400.1 to 400.6 .....		45	<b>Cullman to Ninth Street</b>		
402.2 to 402.7 .....		60	Crossing .....	20	20
404.4 to 405.8 .....		40	<b>All Other Street</b>		
405.8 to 410.1 .....		45	Crossings .....	30	30
411.0 to 411.2 .....		60	343.5 to 343.8 .....	60	45
412.5 to 417.5 NBM .....		45	344.9 to 345.4 .....	60	45
<b>Black Creek to Maxine</b>					
NC 392.5 to NC 392.8 Bridge No. 10 .....		10	348.6 to 349.0 .....	60	50
NC 399.0 to NC 399.2 Bridge No. 22 .....		10	349.9 to 350.2 .....	60	50
NC 411.0 to NC 415.0 .....		10	353.0 to 354.6 .....	55	45
<b>Boyles to MP 485 — S&amp;NA</b>					
388.5 Vanderbilt Crossing .....		15	354.6 to 357.0 .....	45	40
392.0 Southern Crossing 13th St. ....		20	358.5 to 363.1 .....	45	40
392.8 to 397.0 .....		60	365.2 to 369.7 .....	45	40
397.0 to 398.1 .....		45	372.9 to 374.6 .....	60	50
400.1 to 400.6 .....		45	374.6 to 376.8 .....	45	40
402.2 to 402.7 .....		60	378.5 to 380.5 .....	45	40
404.4 to 405.8 .....		40	380.5 to 382.5 .....	60	45
405.8 to 410.1 .....		45	382.5 to 383.8 .....	50	45
411.0 to 411.2 .....		60	383.8 to 384.7 .....	45	30
412.5 to 417.5 NBM .....		45	384.7 to 384.8 .....	20	20
<b>Black Creek to Maxine</b>					
NC 392.5 to NC 392.8 Bridge No. 10 .....		10	384.8 to 386.2 .....	45	30
NC 399.0 to NC 399.2 Bridge No. 22 .....		10	386.8 to 387.2 .....	30	30
NC 411.0 to NC 415.0 .....		10			



**SPECIAL INSTRUCTIONS — Continued****EXCEPTIONS TO NORMAL SPEED**

MPH

Trains handling scale test cars .....	25
Over Bridge 17-B, Mile 232.3, School St., Columbia .....	10
Over Bridge 17-C, Mile 232.6, Main St., Columbia .....	10
Through turnouts and crossovers, except where otherwise indicated by speed limit signs .....	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.

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.

Trains must not exceed five (5) miles per hour on side track at Gaird, Ala.

Trains must not exceed thirty (30) miles per hour approaching the northward distant signal at Brentwood, Tennessee on the N&D.

Trains must not exceed ten (10) miles per hour over the north leg of the wye at Siglo, Tennessee.

Trains must not exceed five (5) miles per hour from Pump track switch to middle crossover, Monsanto main track.

**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.

**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.

**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

Mary Lee

E. Birmingham (Southern)

Birmingham (32nd Street)

Birmingham (13th Street)

South Alice

Magella

Vinita

North Birmingham

Calera

Warrior River (Cain Creek

Branch)

Pratt City

Attalla

Wellington

## SPECIAL INSTRUCTIONS — Continued

## MAXIMUM ALLOWABLE GROSS WEIGHT

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 .....	263,000	65,750
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 Gray- stone .....	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 Gunters- ville .....	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
Caffee Creek Branch, Chamblee to Marta- ban .....	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 .....	177,000	37,500
(F) Florence to Sheffield .....	150,000	44,250

(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 thru 23036 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.

CITY ORDINANCES, AND REGULATIONS,  
OTHER THAN MAXIMUM SPEED OF TRAINS

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.

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

## SPECIAL INSTRUCTIONS — Continued

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."

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.  
Broad Street, Gadsden.  
Birmingham Highway (Self Creek and Graystone Branches).  
Pole Cat Road crossing, Guntersville.  
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.

## CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

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 { 15 miles per hour southward } 9:00 p.m.
Pulaski.....	15 miles per hour.
Lawrenceburg.....	10 miles per hour.
Sheffield.....	25 miles per hour.
Florence.....	20 miles per hour Rickwood Road crossing.

## CITY ORDINANCES MAXIMUM SPEED OF TRAINS — Continued

Name of City	Requirements
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.
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.

## MISCELLANEOUS SPECIAL INSTRUCTIONS

Trains between Parkwood and Talladega, between Wellington and Cartersville will be governed by rules, time-table and instructions of the Seaboard Coastline Railroad.

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.

Maintenance of Way boarding cars and work equipment must be restricted to movement in local freight service only, next to caboose, 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 dispatcher at Birmingham for instructions before blocking crossings at Alabaster.

## 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.

## 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.

## MISCELLANEOUS SPECIAL INSTRUCTIONS — Continued

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.

## STORAGE YARD MORAGNE

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.

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.

## 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.

## 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 tipple and tipple 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 Wehadkee 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.

## SIDE TRACKS — NASHVILLE SUB-DIVISION

Station	Mile	Capacity 55 Ft. Cars	Switch Leads
Monoco, Tenn.....	BA 199	Yard	Both ends
Benhill, Tenn.....	BA 203	3	North end
College Grove, Tenn.....	BA 215	12	Both ends
Allisona, Tenn.....	BA 218	5	South end
Chapel Hill, Tenn.....	BA 227	4	North end
Diana, Tenn.....	BA 253	3	North end
Frankewing, Tenn.....	BA 259	3	North end
Delrose, Tenn.....	BA 266	4	North end
Tanner, Ala.....	299	5	North end
Harris, Ala.....	304	7	South end
Parry, Tenn.....	208	80	Both ends
Pleasant Grove, Tenn.....	242	36	Both ends
Lynville, Tenn.....	250	13	North end
Milky Way, Tenn.....	256	14	Both ends
Wales, Tenn.....	261	6	Both ends
New Wales, Tenn.....	262	26	North end
Aspen Hill, Tenn.....	273	21	Both ends
Veto, Tenn.....	280	15	Both ends
Elkmont, Tenn.....	286	30	Both ends
Ashwood, Tenn.....	A 239	50	Both ends
Ethridge, Tenn.....	A 263	23	Both ends
Leoma, Tenn.....	A 275	2	North end
Loretto, Tenn.....	A 283	30	Both ends
St. Joseph, Tenn.....	A 288	3	North end
Iron City, Tenn.....	A 293	12	Both ends
Jacksonburg, Ala.....	A 305	28	Both ends

## SIDE TRACKS — S&amp;NA SUB-DIVISION

Station	Mile	Capacity 55 Ft. Cars	Switch Leads
Falkville, Ala.....	326	22	Both ends
Vinemont, Ala.....	335	9	North end
Phelan, Ala.....	344	5	South end
White City, Ala.....	347	6	North end
Hanceville, Ala.....	350	5	North end
Garden City, Ala.....	354	60	Both ends
Bangor, Ala.....	356	10	North end
Hayden, Ala.....	363	6	South end
Trafford, Ala.....	368	75	Both ends
Monmouth, Ala.....	375	14	South end
New Castle, Ala.....	381	9	North end
Graces, Ala.....	397	35	Both ends
Oxmoor, Ala.....	399	32	Both ends
Helena, Ala.....	410	100	Both ends
Hardy, Ala.....	413	30	Both ends
Siluria, Ala.....	415	6	South end
Longview, Ala.....	418	70	Both ends
Varnons, Ala.....	423	117	Both ends
Thorsby, Ala.....	438	15	Both ends
Verbena, Ala.....	457	18	Both ends
Wadsworth, Ala.....	463	6	South end
Deatsville, Ala.....	470	12	Both ends
Speigener, Ala.....	473	21	South end
Coosada, Ala.....	480	30	Both ends

## SIDE TRACKS — BIRMINGHAM MINERAL SUB-DIVISION

Station	Mile	Capacity 55 Ft. Cars	Switch Leads
Thomas, Ala.....	LB 393	72	Both ends
Nelro, Ala.....	LB 400	41	Both ends
Chinn, Ala.....	LC 410	22	Both ends
Valley Creek, Ala.....	LC 412	31	Both ends
Yolande, Ala.....	LC 421	28	Both ends
Shiras, Ala.....	TM 438	43	Both ends
Holt Jct., Ala.....	TM 445	34	Both ends
New Duncan, Ala.....	L 396	9	Both ends
Duncan, Ala.....	L 398	11	Both ends
Divide, Ala.....	NC 395	20	Both ends
Media, Ala.....	NC 405	15	South end

## SIDE TRACKS — ALABAMA MINERAL SUB-DIVISION

Station	Mile	Capacity 55 Ft. Cars	Switch Leads
Palmers, Ala.....	LE 403	15	Both ends
Remlap, Ala.....	LE 410	3	North end
Ivalee, Ala.....	LE 446	34	Both ends
Ord, Ala.....	AM 537	34	Both ends
Gaird, Ala.....	AM 535	58	Both ends
Glencoe, Ala.....	AM 534	15	North end
Laney, Ala.....	AM 529	11	South end
Reads Mill, Ala.....	AM 527	6	Both ends
Alexandria, Ala.....	AM 520	19	Both ends
Coldwater, Ala.....	AM 501	25	Both ends
Bemiston, Ala.....	AM 478	20	Both ends
Rendalia, Ala.....	AM 471	23	South end
Sycamore, Ala.....	AM 465	30	Both ends
Lane, Ala.....	AG 92	9	Both ends
Albertville, Ala.....	AG 96	16	Both ends
Boaz, Ala.....	AG 102	30	Both ends
Mountainboro, Ala.....	AG 106	10	Both ends

## 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 supersedes 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 (Radnor Cut-off)
North Radnor	Shops
11th Avenue	
Cumberland River Drawbridge	

## STANDARD CLOCKS

Nashville	—Conductors and Engineers Waiting Room
	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
- \*Station not equipped with train order signal.

## REGISTER STATIONS

Nashville	—Conductors and Engineers Waiting Room
	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	—Conductors and Engineers Waiting Room
	Kayne Ave. Yard Office
Radnor	—Enginemen’s Washroom
	Bowl Office

## SPECIAL INSTRUCTIONS — Continued

## SPEED RESTRICTIONS:

Normal Speed (in Miles per hour)	Psg.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, 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	
Church St. and South End Tower—Nashville .....	10	10	10
Between Southend Tower and Oak Street .....	15	15	
Between Oak Street and Birmingham Division Freight Departure Interlocking Plant.....	50	30	
Birmingham Division Freight Departure Interlocking Plant, Radnor, and Mile Post 196.....	50	40	25
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	
Between north end, Cumberland River Drawbridge, and South End Tower .....	10	10	
On long lead, south end, Kayne Avenue Yard, approaching Fogg Street .....	6	6	
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

Engines and cars must not exceed 10 miles per hour on Front Street lead and other tracks in Front Street District.

Engines and cars must not exceed 10 miles per hour on tracks in Departure (C) Yard, Radnor.

## 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 interlocking listed below will be made only on written instructions from the Superintendent 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 CR 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-thrown 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-thrown 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.

11. Interlocking signal located approximately 2,760 feet north of Mile Post 190 governing northward movements on southward main track at Vine Hill Interlocking may display a yellow over green over red aspect. The name of the indication conveyed by this aspect is "Approach Medium", and trains will be governed by Rule 282.

Interlocking signal located approximately 350 feet south of Mile Post 194 governing northward movements on northward main track at Radnor Receiving Yard Interlocking may display a yellow over green over red aspect. The name of the indication conveyed by this aspect is "Approach Medium", and trains will be governed by Rule 282.

## MISCELLANEOUS SPECIAL INSTRUCTIONS — Continued

### 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: 13th STREET INTERLOCKING PLANT, BIRMINGHAM—

#### Southward:

To No. 1 Alice Track.....	1 short sound.
To No. 2 Alice Track.....	1 short, 1 long sound
To South Alice set-out track.....	2 short sounds.
To S.C.L. and B.S. connections.....	3 short sounds.
To Main Track.....	4 short sounds.

#### Northward:

To 18th St. Yard.....	2 short sounds.
To Passenger lead.....	3 short sounds.
To Main Track.....	4 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.

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 ICG 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.

## 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	48	70	0	52

**BIRMINGHAM DIVISION**

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

**T. A. KENNEDY,**  
Road Foreman of Engines  
Ass't. Trainmaster,  
Birmingham, Ala.

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

**R. R. HARVEY,**  
Road Foreman of Engines  
Ass't. Trainmaster,  
Nashville, Tenn.

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

**W. W. BEAVERS,**  
Road Foreman of Engines  
Ass't. Trainmaster,  
Birmingham, Ala.

**J. R. VIERLING,**  
Ass't. Trainmaster,  
Birmingham, Ala.

**G. F. BURKE,**  
Chief Dispatcher,  
Birmingham, Ala.

**BIRMINGHAM TERMINALS**

**C. S. BLACK,**  
Superintendent—Terminals

**P. A. WILLIAMS,**  
Ass't. Superintendent

**S. B. GOOCH,**  
Trainmaster

**M. G. SANFORD,**  
Trainmaster

**G. W. BUSBY,**  
Trainmaster

**J. G. ZABEL,**  
Trainmaster

**W. P. NELSON,**  
Ass't. Trainmaster

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

**F. A. NECAISE,**  
Ass't. Trainmaster

**W. G. BELL,**  
Ass't. Trainmaster

**J. S. TORO,**  
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

**C. W. ALLEN,**  
Ass't. Trainmaster

**W. R. ELLIS,**  
Ass't. Trainmaster

**J. R. COPPINGER,**  
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

**L. W. DAVIS,**  
Ass't. Trainmaster

**R. L. RAMBO,**  
Ass't. Trainmaster

**LIST OF SURGEONS****DISTRICT SURGEONS**

Dr. A. J. Sutherland .....Nashville, Tenn.      Dr. John L. Branch .....Montgomery, Ala.  
Dr. T. V. Magruder .....Birmingham, 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. Rex Harris .....Birmingham, Ala.  
Dr. Kenneth Classon .....Nashville, Tenn.      Dr. W. C. Duke .....Siluria, Ala.  
Dr. J. O. Walker .....Franklin, Tenn.      Dr. Wm. S. Mitchell .....Calera, Ala.  
Dr. David B. Andrews .....Columbia, Tenn.      Dr. Joe Hall Johnson .....Clanton, Ala.  
Dr. A. M. Langa (Associate) .....Columbia, Tenn.      Dr. J. E. Dunn .....Wetumpka, Ala.  
Dr. J. O. Williams .....Mt. Pleasant, Tenn.      Dr. J. M. Barnes .....Montgomery, Ala.  
Dr. B. E. Taylor .....Lawrenceburg, Tenn.      Dr. A. W. Davidson .....Bessemer, Ala.  
Dr. A. A. Jackson .....Florence, Ala.      Dr. Maxwell Moody .....Tuscaloosa, Ala.  
Dr. W. H. Blake, Jr. ....Sheffield, Ala.      Dr. Henry Herrod .....Tuscaloosa, Ala.  
Dr. W. H. Blake, III .....Sheffield, Ala.      Dr. Eugene W. Gordon .....Oneonta, Ala.  
Dr. Wm. K. Owen .....Pulaski, Tenn.      Dr. Hoyt G. Lumpkin .....Attalla, Ala.  
Dr. J. O. Belue .....Athens, Ala.      Dr. Joe W. Denson .....Gadsden, Ala.  
Dr. J. C. Leonard .....Lewisburg, Tenn.      Dr. Lucian Newman, Jr. ....Gadsden, Ala.  
Dr. John M. Chenault .....Decatur, Ala.      Dr. John H. Campbell .....Gadsden, Ala.  
Dr. S. B. Chenault .....Decatur, Ala.      Dr. C. L. Salter .....Talladega, Ala.  
Dr. E. M. Chenault .....Decatur, Ala.      Dr. French H. Craddock .....Sylacauga, Ala.  
Dr. Harold Blanton .....Hartselle, Ala.      Dr. French H. Craddock, Jr. ....Sylacauga, Ala.  
Dr. R. B. Dodson .....Cullman, Ala.      Dr. Paul D. Nickerson .....Sylacauga, Ala.  
Dr. William Tarpley .....Birmingham, Ala.

**ORTHOPEDIC SURGEON**

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



## 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 neces-

sary, 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 1200-1400-1500-1700	GP30-GP35-GP38-GP40-U23B U25B-U28B-C420-U30B-U33 1000-1100-1300-1600- 2500-3000-4000	F7A-F7B-F9A-F9B-FP7A GP9-GP18-RS2-RS3-GP7-C418 100-200-300-400-500- 600-700-800-900-5000
<b>S&amp;NA &amp; LD</b>			
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
<b>N&amp;D — NF&amp;S</b>			
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	1370
Summertown to Columbia.....	2700	1980	1800
Siglo to Monsanto.....		1650	1500
Monsanto to Armour Jct.....		880	800
Armour Jct. to Siglo.....		1980	1800
<b>Birmingham Mineral</b>			
Boyles to Maxine.....		1320	1200
Maxine to Mineral Springs.....		1760	1600
Mineral Springs to Boyles.....		1870	1700
Boyles to Bessemer (via Ensley).....	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
<b>Alabama Mineral</b>			
Boyles to Palmers.....	2700	1980	1800
Palmers to Altoona.....	2370	1730	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 coal .....80 tons

Coal hoppers and gondolas, 100,000 capacity, loaded with coke .....55 tons  
 Coal hoppers and gondolas, 140,000 capacity, loaded with ore, slag or coal .....100 tons  
 Coal hoppers and gondolas, 140,000 capacity, loaded with coke .....75 tons

