



R. D. RUSHLOW
19070

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**LOUISVILLE & NASHVILLE
RAILROAD COMPANY**

SAFETY  **FIRST**

MOBILE DIVISION

TIME-TABLE No.

10

TAKES EFFECT

SUNDAY, FEBRUARY 24, 1980

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

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

K. C. DUFFORD

Vice-President — Operations

J. I. ADAMS

Asst. Vice-President — Operations

W. E. GILSTRAP

Asst. Vice-President — Transportation

J. B. SELLERS

Superintendent

D. R. HUTSON

Assistant Superintendent

DIVISION SPECIAL INSTRUCTIONS

BULLETIN BOARDS

M&M

S&N Yard—Switchman's
Locker Room—North Yard
S&N Yard—Yard Office
S&N Yard—Switchman's
Locker Room—Proctor
Street
S&N Yard—Engineer's
Washroom
Georgiana—Agent's Office
Brewton—Agent's Office
Flomaton—Agent's Office
Bay Minette—Agent's Office
Sibert—Yard Office
Sibert—Engineer's
Washroom
Goulding—Yard Office
Goulding—Engineer's
Washroom
Opp—Agent's Office

NO&M

Sibert—Yard Office
Sibert—Engineer's
Washroom

Pascagoula—Agent's Office
Gentilly—Yard Office
Gentilly—Engineer's
Washroom

PD-P&A

Montgomery—S&N Yard
Office
Montgomery—Engineer's
Washroom
Flomaton—Agent's Office
Sibert—Yard Office
Sibert—Engineer's
Washroom
Goulding—Yard Office
Goulding—Engineer's
Washroom
Crestview—Agent's Office
Chattahoochee—Yard Office

SOUTHERN ALABAMA

Flomaton—Agent's Office
Selma—Agent's Office
Beatrice—Agent's Office

SUB-DIVISIONS

M&M, between Montgomery and Sibert, including branches.
NO&M, between Sibert and Gentilly, including branches.
PD-P&A, between Flomaton and Chattahoochee, including branches.
Southern Alabama, between Flomaton and Myrtlewood, including
branches.

TWO OR MORE TRACKS

Between S&N Yard and Catoma.
Between Welka and Miles.
Between the south switch of siding Gentilly and N. O. T. Jct., New
Orleans, La.

STANDARD CLOCKS

M&M

S&N Yard — Yard Office
S&N Yard — Engineer's
Washroom
Georgiana — Agent's Office
Opp — Agent's Office
Brewton — Agent's Office
Flomaton — Agent's Office
Bay Minette — Agent's Office
Sibert — Yard Office
Sibert — Engineer's Washroom

NO&M

Sibert — Yard Office
Sibert — Engineer's Washroom

Pascagoula — Agent's Office
Gentilly — Yard Office
Gentilly — Engineer's
Washroom

PD-P&A

Flomaton — Agent's Office
Goulding — Yard Office
Crestview — Agent's Office
Chattahoochee — Yard Office

SOUTHERN ALABAMA

Flomaton — Agent's Office
Selma — Agent's Office

TRAIN-ORDER OFFICES

Station	Hours Office Open	Days Office Closed
*S&N Yard	Continuous	
*Georgiana	7:00 A.M. to 4:00 P.M.	Sunday
*Bay Minette	7:00 A.M. to 11:30 A.M. 12:30 P.M. to 4:00 P.M.	Sat. & Sun.
*Sibert	Continuous	
Andalusia	7:30 A.M. to 12:00 Noon 1:00 P.M. to 4:30 P.M.	Sat. & Sun.
Opp	7:00 A.M. to 12:00 Noon 1:00 P.M. to 4:00 P.M.	Sat. & Sun.
Geneva	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	Sat. & Sun.
*Graceville	8:30 A.M. to 12:00 Noon 1:00 P.M. to 5:30 P.M.	Sat. & Sun.
*Robertsdale	8:30 A.M. to 12:30 P.M. 1:30 P.M. to 5:30 P.M.	Sat. & Sun.
*Foley	8:30 A.M. to 12:30 P.M. 1:30 P.M. to 5:30 P.M.	Sat. & Sun.
*Gentilly	Continuous	
*Flomaton	Continuous	
*Goulding	Continuous	
*Chattahoochee	Continuous	
Peterman	8:00 A.M. to 11:45 A.M. 12:45 P.M. to 5:00 P.M.	Sat. & Sun.
Beatrice	7:00 A.M. to 12:15 P.M. 1:15 P.M. to 4:00 P.M.	Sat. & Sun.
*Camden	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	Sat. & Sun.
*Selma	Continuous	

*—Indicates train-order office not equipped with train-order signal as re-
quired by Rule 221.

MINIMUM FLAGGING DISTANCE

Where Normal Speed is twenty-five (25) miles per hour or less, the
prescribed minimum distance is one (1) mile, except between Georgiana and
Graceville the prescribed minimum distance is one and one-half (1½) miles.

Where Normal Speed is more than twenty-five (25) miles per hour, the
prescribed minimum distance is one and one-half (1½) miles.

Continued on page 9

SOUTHWARD

S&N YARD AND SIBERT

SECOND CLASS								M.P. Locations	Type of Operation	TIME-TABLE No. 10 Takes effect Sunday February 24, 1980 at 12:01 a.m. Central Standard Time
413	405	465	479	415	401	441	471			
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight			
Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.			
L 8.00		L 6.00	L 2.00	L 9.00		L 5.00	L 3.00	488.20	See Note 1	S&N YARD 0 4.49
								492.69		CATOMA 4.56
								497.25		McGEHEES 17.00
								514.44		CALHOUN 6.18
								520.43		FORT DEPOSIT 5.58
								526.01		SEARCY 6.34
								532.35		GREENVILLE 8.54
								540.89		BOLLING 7.29
								548.18		GEORGIANA 12.68
								560.86		WILCOX 7.97
								568.83		EVERGREEN 11.24
								580.07		CASTLEBERRY 13.31
								593.38		BREWTON 11.04
								604.42		WELKA 2.61
	L 10.20	A 10.30			L 9.30			607.03		FLOMATON 2.14
								609.17		MILES 4.62
								613.79		WAWBEEK 7.75
								621.54		ATMORE 4.40
								625.90		NOKOMIS 16.57
								642.40		BAY MINETTE 8.25
								650.65	HURRICANE 9.63	
								660.28	AKKA 4.05	
A 4.00	A 1.00		A 9.00	A 3.30	A 11.59	A 12.30	A 9.00	664.33	SIBERT 0	
A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
413	405	465	479	415	401	441	471			

Note 1: Rules D-251, D-252, D-253, D-254 are effective between Welka and Miles, except interlocking and on Northward Main Track between South Flomaton and Miles. Rules 261, 262, 263 are effective between South Flomaton and Miles on Northward Main Track.

S&N YARD AND SIBERT

NORTHWARD

TIME-TABLE No. 10 Takes effect Sunday February 24, 1980 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS							
		414	406	440	470	402	412	464	472
		Fast Freight	Fast Freight	Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
S&N YARD 0	Yard	A 8.00		A 5.00	A 6.00		A 1.00	A 1.15	A 3.00
CATOMA 4.56									
McGEHEES 17.00	125								
CALHOUN 6.18	175								
FORT DEPOSIT 5.58	60								
SEARCY 6.34	186								
GREENVILLE 8.54	74								
BOLLING 7.29	53								
GEORGIANA 12.68	181								
WILCOX 7.97	104								
EVERGREEN 11.24	56								
CASTLEBERRY 13.31	181								
BREWTON 11.04	100								
WELKA 2.61									
FLOMATON 2.14	Yard		A 10.00		A 5.55		L 8.40		
MILES 4.62									
WAWBEEK 7.75	71								
ATMORE 4.40									
NOKOMIS 16.57	181								
BAY MINETTE 8.25	130								
HURRICANE 9.63	181								
AKKA 4.05	61								
SIBERT 0	Yard	L 1.00	L 7.00	L 10.00	L 11.00	L 3.00	L 6.00		L 8.00
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		414	406	440	470	402	412	464	472

SOUTHWARD **SIBERT AND GENTILLY** **NORTHWARD**

SECOND CLASS						M.P. Locations	Type of Operation	TIME-TABLE No. 10 Takes effect Sunday February 24, 1980 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS						
479	415	401	471	445	405					406	444	470	402	472	414	
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight					Fast Freight	Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	
Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.					
^L 10.00	^L 3.30	^L 11.59	^L 9.00	^L 4.00	^L 2.00	664.33		SIBERT 6.46	O	Yard	^A 6.30	^A 8.30	^A 10.00	^A 3.00	^A 7.30	^A 12.30
						670.79		BROOKLEY 15.09		189						
						685.88		SAINT ELMO 13.62		160						
						699.50		ORANGE GROVE 7.20		160						
						706.70		PASCAGOULA 3.29								
				^A 6.00		709.99		GAUTIER 13.03		140		^L 7.00				
						723.02		OCEAN SPRINGS 4.02		63						
						727.04		BILOXI 4.55								
						731.59		BEAUVOIR 7.92		147						
						739.51		GULFPORT 6.58								
						746.09		HARBIN 8.46		164						
						754.55		BAY ST. LOUIS 1.58								
						756.13		NICHOLSON AVE. 10.97		157						
						767.10		CLAIBORNE 13.98		164						
						781.08		LAKE CATHERINE 12.71		136						
						793.79		MICHOUD 6.54		571						
^A 2.30	^A 9.30	^A 4.30	^A 2.45		^A 7.30	800.43		GENTILLY O	O	Yard	^L 12.30		^L 5.00	^L 10.30	^L 3.00	^L 7.30
A.M.	P.M.	P.M.	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	Daily	Daily	Daily
479	415	401	471	445	405						406	444	470	402	472	414

SOUTHWARD **FLOMATON, GOULDING AND CHATTAHOOCHEE** **NORTHWARD**

SECOND CLASS						M.P. Locations	Type of Operation	TIME-TABLE No. 10 Takes effect Sunday February 24, 1980 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS						
465	403	461	407	447	449					400	404	446	462	464	448	
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Freight					Fast Freight	Fast Freight	Freight	Fast Freight	Fast Freight	Freight	
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Saturday					Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.					
^L 10.35	^L 5.55		^L 10.00			607.03		FLOMATON 2.06	O	Yard	^A 9.30	^A 6.30		^A 10.20	^A 8.30	
						609.09		CENTURY 3.27		36						
						612.36		BLUFF SPRINGS 5.04		36						
						617.40		McDAVID 9.89		60						
						627.29		MOLINO 8.47		71						
						635.76		CANTONMENT 2.63		59						
						638.39		GONZALEZ 9.80		106						
^A 12.50	^A 7.30	^L 10.30	^A 12.01	^L 6.00	^L 5.00	648.19		GOULDING 10.38	O	Yard	^L 8.00	^L 5.00	^A 11.00	^L 9.00	^L 6.00	^A 5.00
	^L 10.30	^L 10.30	^L 1.30			658.57		YNIESTRA 4.72		20	^A 6.00	^A 1.40		^A 6.00		
						663.29		PACE 0.49		36			^L 10.30			
						663.78		BAYCHEM 6.48		Wye						
						670.26		MILTON 10.93		36						
						681.19		FLORIDALE 10.40		200						
						691.59		GALLIVER 9.30		36						
						700.89		CRESTVIEW 8.97		64						
						709.86		DEERLAND 7.02		36						
						716.88		MOSSY HEAD 7.06		46						
						723.94		MAVIS 5.77		Wye						
						729.71		DE FUNIAK SPGS 4.68		49						
						734.39		ARGYLE 6.87		32						
						741.26		PONCE DE LEON 6.49		24						
						747.74		WESTVILLE 19.49		32						
						767.23		CHIPLEY 9.42		204						
						776.65		COTTONDALE 9.05		51						
						785.90		MARIANNA 10.69								
						796.59		CYPRESS 3.37		36						
						799.96		GRAND RIDGE 8.67		13						
						808.63		BOYKIN 2.82		49						
	^A 5.15	^A 5.00	^A 8.10		^A 1.00	811.45		CHATTAHOOCHEE O	O	Yard	^L 12.15	^L 6.30		^L 11.00		^L 8.30
A.M.	A.M.	P.M.	P.M.	A.M.	P.M.						A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Saturday						Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday
465	403	461	407	447	449						400	404	446	462	464	448

SOUTHWARD FLOMATON, SELMA AND MYRTLEWOOD NORTHWARD

Table with columns for Second Class (439, 469, 433, 435), M.P. Locations, Type of Operation, Time-Table No. 10, Car Capacity of Sidings, and Second Class (430, 432, 468, 438). Includes stations like Myrtlewood, Linden, Thomaston, Selma, Camden Junction, and Floamaton.

Regular southward trains are superior to trains of the same class moving in the opposite direction except No. 432 superior to No. 433 Floamaton to Peterman; No. 468 superior to No. 469 Selma to Myrtlewood; No. 438 superior to No. 439 Selma to Myrtlewood.

GEORGIANA AND GRACEVILLE SOUTHWARD NORTHWARD

Table with columns for Second Class (459, 451), M.P. Locations, Type of Operation, Time-Table No. 10, Car Capacity of Sidings, and Second Class (452, 450). Includes stations like Georgiana, McKenzie, Red Level, Andalusia, Opp, Duvall, Kinston, Samson, Geneva, Noma, and Graceville.

CAMDEN JCT. AND CAMDEN SOUTHWARD NORTHWARD

Table with columns for Third Class (437), M.P. Locations, Type of Operation, Time-Table No. 10, Car Capacity of Sidings, and Second Class (436). Includes stations like Camden, Estelle, Neenah, and Camden Jct.

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

DRAWBRIDGES

Location	Mile	Protection
Tensas River (Note 1)	652	CTC/Interlocking 8:00 a.m. to 12 midnight. Emergency — Unattended 12 midnight to 8:00 a.m.
Mobile River	654	Interlocking Attendant
Bayou Sara	659	Interlocking 6:00 a.m. to 10:00 p.m. Emergency — Unattended 10:00 p.m. to 6:00 a.m.
Chicksabogue (Note 1)	664	CTC/Interlocking Attendant
Three Mile Creek (Note 1)	665	CTC/Interlocking Attendant
Pascagoula River	707	Interlocking Attendant
Biloxi Bay	725	Interlocking Attendant
Bay St. Louis	753	Interlocking Attendant
Pearl River	769	Interlocking Attendant
Rigolets	776	Interlocking Attendant
Chef Menteur	788	Interlocking Attendant
Industrial Canal	802	Interlocking Attendant
Alabama River (Note 2)	R 719	Emergency Unattended
Escambia Bay (Note 3)	K 661	Hand signals Attendant
Blackwater River (Note 3)	K 671	Hand signals Attendant
Apalachicola River (Note 3)	K 810	Hand signals Attendant

Note 1. When Absolute Block/Interlocking signal indicates "Stop", in addition to securing permission of train dispatcher to pass such signal, as prescribed by Rule 552/629, no part of train may be moved on to bridge until proceed signal, Rule 12C, is received from Drawbridge Tender with yellow flag by day and yellow light by night or verbal permission is received from Drawbridge Tender that bridge is in safe condition for movement of train. Bridge Tenders must not give such proceed signal until satisfied that bridge is in condition for safe movement of train.

Note 2. There is no drawtender located at Alabama River bridge. When it is necessary to turn the draw, it will be handled by designated employes and before opening the draw they will place Track Speed signs indicating Restricted Speed at the proper distance and a red flag by day and a red light by night at each end of the bridge and will not remove these signals until the drawbridge is locked in position for trains to pass.

Note 3. Trains must approach these drawbridges at a speed that will enable them to stop before reaching draw span and will look for stop signal at end of draw.

A red flag by day or red light by night will be displayed in center of track at center of draw span, except, if the draw is safe for the passage of trains, the red signal will be removed on the approach of a train and when engineer is close enough to see the signal removed. Such approaching train will then be given a proceed signal with yellow flag by day or yellow light by night by the drawtender, and engineer will acknowledge the signal before entering onto the draw span. Before reaching draw span engineer must call for signal from drawtender and reduce speed so as to be prepared to stop if stop signal at end of draw span is not removed.

In case red signals are not displayed at ends of the draw span, enginemen must be governed by Rule 27, and must know the drawbridge is in proper position before proceeding, reporting same to the Superintendent.

EXCEPTION TO RULE 99

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

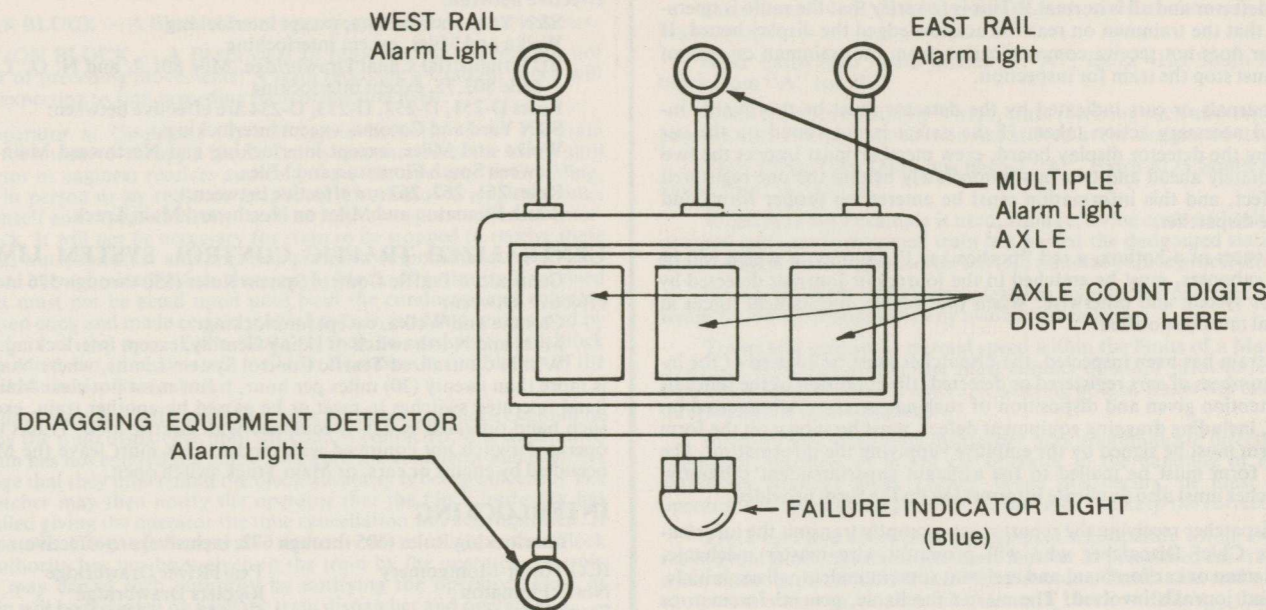
- Nos. 451 and 452 between Georgiana and Opp.
- Nos. 459 and 450 between Opp and Graceville.
- Nos. 455 and 456 between Bay Minette and Foley.
- Nos. 466 and 467 between Crestview and Florala.
- Nos. 432 and 433 between Flomaton and Peterman.
- Nos. 430 and 435 between Flomaton and Western Jct.
- Nos. 436 and 437 between Camden Jct. and Camden.
- Nos. 438 and 439 between Selma and Myrtlewood.
- Nos. 468 and 469 between Selma and Myrtlewood.

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.

SPRING SWITCHES

Location	End Located	Normal Position
S&N Yard, Germa (Outbound yard lead)	North	For Main Track
S&N Yard (Yard Office)		For Southward Main Track
S&N Yard (Crossover from S&N Yard to Northward Main)	South	For Northward Main Track
S&N Yard (Crossover from Northward to Southward Main Tracks)	North	For Crossover
S&N Yard (Crossover from Northward to Southward Main Tracks)	South	For Southward Main Track
Catoma		For Northward Main Track
Welka		For Southward Main Track
Flomaton (at Escambia Jct. on Southern Alabama Sub-division)	In southward M&M Sub-division Main Track	For M&M Main Track
Goulding (Crossover between East Track and Main Track, just south Fairfield Drive overpass)	North end Crossover	For Crossover
	South end Crossover	For Crossover
Pensacola (East Track)	South end at Gadsden St.	For East Track

DEFECT DETECTOR DISPLAY BOARD



DEFECT DETECTOR SYSTEMS

Defect Detector Systems equipped with a bi-directional display board type hotbox detector will be in service at points designated by Time-Table or Bulletin Board Order. A detector system may also be equipped with a dragging equipment detector and wide load detector. On detectors so equipped, a wide load detector system will indicate a wide load. If a wide detection is made on either the east or west side of the train, the respective alarm light on top of the display board will immediately begin to flash, inspection must then be made for hotbox and/or wide load.

As a train approaches the detector location, the engineer must alert trainmen on rear of train via radio, on trains so equipped, that the defect detector is being approached. Trainman on rear must immediately acknowledge the engineer's transmission. This will serve as an operational check of the radio system and will alert trainman on rear to go to rear of caboose, on trains equipped with caboose, to be prepared to record the necessary information after rear of train has passed the display board. On trains without a caboose, trainman will take a position as near the rear of train as practicable for this purpose.

If, due to radio failure or other reasons, trainmen on rear are not alerted by engineer as outlined herein, such trainmen are not relieved of their responsibility to observe the display board and take action as required.

After train has passed the detector site, and if one defect has been detected, the bi-directional display board is automatically actuated to indicate the location of the defect, in terms of axle count from the defect to the rear of the train, and will remain on for approximately 20 seconds. In addition, one of the three alarm lights on top of the detector, or an alarm light beneath the detector, on detector systems so equipped, will be illuminated.

If no defects are detected, the display board will indicate "000" and alarm lights on top or beneath the display board will not be illuminated. If the display board is dark, the train must be stopped immediately and entire train inspected for defects.

If a hotbox is detected on east (or west) side of the train, the east (or

west) alarm light on top of the display board immediately starts flashing. The flashing center light and the flashing east (or west) light means that more than one hotbox has been detected on the east (or west) side of the train. When the center light is not flashing, but the east and west lights are flashing, it indicates that a hotbox on both sides of the train has been detected. The flashing of all three alarm lights signifies that one or more hotboxes have been detected on both sides of the train.

On detectors so equipped, an additional alarm light unit is mounted beneath the display board and when flashing, indicates a dragging equipment defect.

A blue rotating light mounted directly beneath the display board will become illuminated in the event that the detector has failed to inspect the train properly. If this failure light (blue beacon) is illuminated, trainman on rear of train must advise engineer to stop train and the entire train must be visually inspected for defects.

Account of a delay time in the failure indication system, it is possible to have "000" displayed on the board and a failure momentarily not indicated. Trainman must observe display board for a failure indication until it is out of sight.

Unless no defects are indicated trainman on rear of train must notify engineer to stop the train immediately for inspection of the defect(s). Information, exactly as it appears on the display board, must be recorded immediately on the proper form.

Do not overlook any 6- or 8-wheel trucks when locating hotbox which has been detected. Consist must not be used for this purpose. It will be necessary that both sides of car detected be checked when the dragging equipment light is flashing, but when no top alarm light is flashing.

When more than one defect is detected, only the first defect detected will be indicated on the display board. It will then be necessary to make a visual inspection of train between the location indicated and the rear of the train, on either side, or on both sides, of the train as indicated by the flashing lights, to locate the additional defect(s).

A trainman on rear of train must communicate via radio with the engineer immediately after passing the detector, regardless of whether or not an alarm indication is displayed on the display board. Example: "Just passed the defect detector and all is normal." This is to verify that the radio is operational and that the trainman on rear has acknowledged the display board. If the engineer does not receive communication from the trainman on rear of train, he must stop the train for inspection.

The journals or cars indicated by the detector must be thoroughly inspected and necessary action taken. If the defect is not found on the car registered by the detector display board, crew member must inspect the two cars immediately ahead and two cars immediately behind the one registered for the defect, and this information must be entered on proper form, and given to the dispatcher.

In all cases of a hotbox, a red "hotbox tag," a supply of which will be kept in all cabooses, must be attached to the journal or journals detected by the detector system and otherwise. When practicable, mechanical forces at the terminal must be notified.

After train has been inspected, the dispatcher must be advised of the initials and numbers of cars registered or detected, the condition of the journals or cars, attention given and disposition of such car or cars. All required information, including dragging equipment defect, must be shown on the form and the form must be signed by the employe supplying the information. The completed form must be mailed to the assistant superintendent promptly. The dispatcher must also duplicate information on the form provided.

The dispatcher receiving the report must promptly transmit the information to the Chief Dispatcher who will promptly wire master mechanic, general foreman or car foreman, and assistant superintendent, all car initials, numbers and journals involved. The master mechanic, general foreman or car foreman will advise the assistant superintendent the results of any inspection.

A defect detector system cannot function accurately if train stops or moves slower than five (5) miles per hour over a detector and, should this occur, it will be necessary to stop and manually inspect entire train.

In Centralized Traffic Control System limits, the dispatcher will receive an indication on his board if a defect has been detected. Dispatcher should immediately notify the train crew by radio that the defect has been detected so train can be preparing to stop.

Outside Centralized Traffic Control System limits, there is installed on the front of the detector bungalow a commercial power outage indication light which is illuminated. This light must be observed by crew members, and if the light is out the dispatcher must be notified immediately.

On defect detectors indicating dragging equipment only, a blue rotating beacon will become activated when dragging equipment is detected, train then must be stopped immediately and inspected for dragging equipment.

Defect detector systems are located as follows:

M.P. Locations	M.P. Locations
MP 522.1	MP 749.0
MP 554.0	MP 778.7
MP 586.8	MP K-622.8*
MP 616.1	MP K-677.4*
MP 634.7*	MP K-712.0*
MP 696.5*	MP K-744.3*
MP 719.2	MP K-772.8*

* — Indicates Wide Load and/or Dragging Equipment Systems in operation.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

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

- S&N Yard and Catoma, except interlocking.
- Welka and Miles, except interlocking.
- EDT Industrial Canal Drawbridge, Mile 801.2, and N. O. T. Junction, Mile 803.75, except interlocking.
- Rules D-251, D-252, D-253, D-254 are effective between: S&N Yard and Catoma, except interlocking.
- Welka and Miles, except interlocking and Northward Main Track between South Flomaton and Miles.
- Rules 261, 262, 263 are effective between: South Flomaton and Miles on Northward Main Track.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Rules (550 through 576 inclusive) are effective between:

- Catoma and Welka, except interlocking.
- Miles and North switch of siding Gentilly, except interlocking.
- Within Centralized Traffic Control System Limits, 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 the Main Track occupied by engine or cars, or Main Track switch open.

INTERLOCKING

Interlocking Rules (605 through 672, inclusive) are effective:

- | | |
|-----------------------------|--|
| ICG Tower-Montgomery | Pearl River Drawbridge |
| North Flomaton | Rigolets Drawbridge |
| South Flomaton | Chef Menteur Drawbridge |
| Tensas River Drawbridge | Industrial Canal Drawbridge |
| Mobile River Drawbridge | Press Street Route, New Orleans, N. O. T. Co.* and N. O. N. E. (Chalmette Connection) Railroad Crossing* |
| Bayou Sara Drawbridge | N. O. P. B. Junction* |
| Chicksabogue Drawbridge | N. O. & N. E. Tower |
| Three Mile Creek Drawbridge | N. O. T. Junction* |
| TRRASD Connection-Sibert | S. L. S. F. Crossing-Linden, AL* |
| ICG Crossing-Lawrence | Southern Ry. Crossing-MP RS-740* |
| Street, Mobile* | |
| Pascagoula River Drawbridge | |
| ICG Crossing-Gulfport* | |

* Automatic interlocking. When a train is stopped at such an interlocking and no movement is evident on the conflicting route, be governed by posted instructions and by Rule 672.

RULES OF MANUAL BLOCK SYSTEM

MANUAL BLOCK SYSTEM — A system wherein the use of each block is governed by the verbal authority of the train dispatcher and such verbal authority supersedes the superiority of trains, but does not dispense with the use or the observance of other signals and of train orders whenever and wherever they may be required. The blocks within a Manual Block System will be established by Time-Table or Bulletin Board Order. The limits designated for each block will be identical for both southward and northward trains. If a block is to terminate at a siding the end of the block will always be designated between the switches of the siding at the clearance point at either end of the siding that is selected. A sign reading Manual Block Limit will be placed at the designated limits of each block, and may be placed on either side of main track. The absence of the Manual Block Limit sign will not affect the limits of the block that has been established by Bulletin Board Order or Time-Table.

The train dispatcher must be advised in advance of any known condition that will delay a train or prevent it from making normal speed.

Except as otherwise provided in the first paragraph of the definition of Manual Block System all Operating Rules, including Block Signal Rules, re-

main in force. Note: Where yard limit signs are located within the Manual Block System, Rule 93 applies.

The following is the type of block authority that will be used:

- CLEAR BLOCK** — A Block clear of opposing or preceding movements.
- CAUTION BLOCK** — A Block clear of opposing movements but not clear of preceding movements. A train receiving a Caution Block will run expecting to find preceding train protecting itself.

The operator at Goulding, FL will secure authority from the train dispatcher for a train to occupy a block. Trains must not enter the block until the conductor or engineer receives authority from the operator at Goulding, FL, either in person or by radio or telephone. Conductor or engineer must identify himself and repeat authority received from the operator before entering the block. It will not be necessary for train to be stopped to receive these instructions, but conductor and engineer are both responsible for knowing authority has been obtained before entering the block. If authority is received by radio, it must not be acted upon until both the conductor and engineer have a written copy and made certain that it has been read and understood by other members of the crew. Form S&RC-11 will be used to record block authority granted and conductor will mail to trainmaster at completion of the trip all block authority forms used.

After having authorized a train to enter a block such authority cannot be cancelled by the train dispatcher until the train is contacted, it is determined that the train has not entered the block, and both the conductor and engineer acknowledge that they understand the block authority is being cancelled. The train dispatcher may then notify the operator that the block authority has been cancelled giving the operator the time cancellation was accomplished. If a train dispatcher has given the operator authority for a train to enter a block and this authority has not been given to the train by the operator the train dispatcher may cancel such authority by notifying the operator. Time of cancellation will be recorded by both the train dispatcher and operator.

Reverse movements may be made when relief from rear end flag protection has been granted by the train dispatcher. If such relief has not been granted, reverse movement may be made under flag protection as required by Rule 99. Train dispatcher may relieve a train from providing rear end flag protection when such flag protection would otherwise be required.

When relief from rear end flag protection has been granted, no following train may be allowed to enter that block. If necessary to cancel such relief, the train dispatcher must inform conductor and engineer that he intends to cancel relief from rear end flag protection. Conductor and engineer must acknowledge their understanding that the relief from flag protection is being cancelled and that they must thereafter provide full protection for their train as required by Rule 99.

Within a Manual Block System an extra train may be created and run without train orders on authority of the train dispatcher. Except as provided herein, a train must not leave its initial station without a Clearance Form A. Within Manual Block Limits where the initial station is not a register station, a train may leave such station after receiving block authority, without a Clearance Form A unless so required by Rule 221.

Train orders except Form W (Conditional Stop Track Sign), Form X (Speed Restricting or Other Restrictive Conditions) and Form Q (Issuance of New Time-Table) will not be required within the limits of Manual Block System.

After train clears the block that has been authorized, conductor or engineer will report "Clear" to the operator. If a train clears the main track at an intermediate point within the block, "Clear" will be reported when switch has been secured in normal position. Trains must not re-enter the block after reporting "Clear" until authority is again secured from the operator.

Trains or engines must not enter a block at an intermediate point without first securing block authority.

If any part of a train overruns the limits of a manual block, train must be protected in advance. Conductor or engineer must communicate with the dispatcher and advise him of such occurrence.

The train dispatcher may clear a train for more than one block at a time. He may also instruct a train to clear the main track at an intermediate point within a block.

Conditional block authority may be authorized as shown in the following examples:

After Extra 3165 North arrives at "A", Extra 4125 South has a clear block from "A" to "B".

When the above example is used, train receiving such authority must not proceed until the first named train has arrived at the designated station.

After Extra 3165 South has passed "A", Extra 4125 South has a clear block from "A" to "B".

When the above example is used, train receiving such authority must not proceed until the first named train has passed the designated station, and in non-signalled territory must wait ten (10) minutes before proceeding.

In case of failure of communications, conductor or engineer must attempt to contact operator by any available means.

Trains will operate at normal speed within the limits of a Manual Block System. Conductor or engineer must contact operator prior to reaching the next block for authority to enter. At meeting points, trains will take siding as directed by the train dispatcher.

In emergency situations dispatcher may communicate directly with the conductor, engineer or motor car operator in the handling of movements within the Manual Block Limits. When this occurs, he must notify the operator of any handling given so the operator can keep the correct record.

Track cars and other hi-rail equipment will operate within the limits of the Manual Block System in the same manner as prescribed for trains, except when under protection of Form W train order. Track cars and other hi-rail equipment must not be allowed to enter a block to follow a train that has been relieved from providing rear end flag protection. No opposing or following train will be allowed into a block while it is occupied by track car or hi-rail equipment.

Both the train dispatcher and operator will maintain permanent written record pertinent to the handling of any movement within all blocks, including train or track car identity, block limits, type, and time block authorized, time block cleared, initials or name of operator, dispatcher or train crewman that receives or transmits block information.

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Channels
S&N Yard	Continuous	Road Yard Car Inspector SCL
Greenville	8:00 A.M. to 5:00 P.M. Closed Sat. & Sun.	Road
Georgiana	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Brewton	6:00 A.M. to 11:00 P.M.	Road
Flomaton	Continuous	Road Yard
Bay Minette	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Loxley	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Robertsdale	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road

BASE AND WAYSIDE RADIO STATIONS — Continued

Location	Hours	Channels
Foley	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Mobile River Drawbridge	Continuous	Road
Sibert	Continuous	Road Yard Car Inspector TRRASD
Three Mile Creek Drawbridge	Continuous	Road
Mobile Dispatcher's Office	Continuous	Division Coverage
Pascagoula	Continuous	Road Yard
Pascagoula River Drawbridge	Continuous	Road
Biloxi Bay Drawbridge	Continuous	Road
Biloxi	8:00 A.M. to 5:00 P.M. Closed Sat. & Sun.	Road
Bay St. Louis Drawbridge	Continuous	Road
Bay St. Louis	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Rigolets	Continuous	Road
Gentilly	Continuous	Road Yard Car Inspector
Industrial Canal	Continuous	Road Yard
N. O. & N. E. Tower	Continuous	Road Yard
Peterman	8:00 A.M. to 5:00 P.M. Closed Sat. & Sun.	Road
Beatrice	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Camden	8:00 A.M. to 5:00 P.M. Closed Sat. & Sun.	Road
Selma	Continuous	Road W of A
Linden	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Flomaton	Continuous	Road Yard
Cantonment	2:00 P.M. to 10:00 P.M.	Road
Goulding	Continuous	Road Yard Car Inspector
Escambia Bay Drawbridge	Continuous	Road
Crestview	7:59 A.M. to 3:59 P.M. Closed Sat. & Sun.	Road
DeFuniak Springs	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Chiplely	7:00 A.M. to 4:00 P.M. Closed Sat. & Sun.	Road
Cottdale	5:30 P.M. to 1:30 A.M. Closed Sat. & Sun.	Road
Apalachicola River Drawbridge	Continuous	Road SCL
Chattahoochee	Continuous	Road SCL

EQUIPMENT AND CARS RESTRICTED

Company Oil Service cars in series 40917-40942 must be handled in local freight service not more than four (4) cars ahead of the caboose.

Cars in series 40966-40987 are equipped with six (6) 100-ton capacity axles and, when loaded, have a gross weight of 350,000 lbs. Because of their heavy weight, these cars must be handled near head end of train.

It is permissible for all types of cars with a minimum length of forty (40) feet to move between piggyback flats and/or auto rack cars. When moving cars shorter than forty (40) feet between two piggyback cars and/or auto rack cars, two cars must be used.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Trains picking up cars on line of road that have previously been set out account hotbox and repaired will not exceed five (5) miles per hour for the first ten (10) minutes, then gradually increase the speed during the next ten (10) minutes to twenty-five (25) miles per hour and this twenty-five (25) miles per hour must not be exceeded during the trip to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they 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.

All scale test cars, including L&N 41498 through 41504 are restricted to a maximum speed of twenty-five (25) miles per hour, and must be handled next to caboose in local freight trains only.

Trains handling units of welded rail must not exceed forty (40) miles per hour.

Six (6) axle Diesel Units must not exceed ten (10) miles per hour through all turnouts and crossovers, except at end of Two or More Tracks, and turnouts at ends of controlled sidings.

These units must be kept off team, house and industrial tracks.

If necessary to fill out and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his locomotives.

MISCELLANEOUS SPECIAL INSTRUCTIONS

It is permissible for trains to depart their initial station ahead of the time they were called to depart so long as the departure time is after the on-duty time of the crew, if not otherwise restricted.

Train dispatchers in issuing lineups will use on-duty time of crews and not call times.

Trains of a division or railroad running over another division or railroad are subject to the rules and special instructions of that division or railroad and all concerned must provide themselves with a copy of such rules and special instructions and a current Time-Table.

Engine number need not be shown on Clearance Form A addressed to a regular train.

Unauthorized blocking of safety pedal on locomotives is prohibited. If any safety appliance becomes inoperative on locomotive and it is necessary to be cut out, engineer must report it on the work report stating the reason for cutting out these safety devices.

At meeting points, trains will stop with locomotive at least five hundred (500) feet from clearance point, except when necessary to move nearer to the clearance point in order to clear siding at rear of train.

Empty TOFC/COFC or pedestal flat, or any other empty car over eighty (80) feet in length, will not be placed in the first five (5) cars of any train longer than fifty (50) cars. These instructions do not apply to solid piggyback trains. The definition of an empty car or flat, including TOFC/COFC or

pedestal flat, is one without any lading, trailers or containers, either loaded or empty on them. When adding cars on line of road, the inside length stenciled on the side of the car, plus five (5) feet, will be used to govern the length of the car.

No car less than forty (40) feet over the couplers pulling faces will be coupled to cars eighty (80) feet or longer over the coupler pulling faces, except cabooses used on the rear of the train only.

When trains are standing for a sufficient length of time to permit inspection from the ground such ground inspection must be made by trainmen from both sides of train.

Following is explanation of key design for the verticle columns on each "schedule" page titled "Type Operation":

Centralized Traffic Control,

Manual Block (Automatic Block Signals),

Manual Block (No Automatic Block Signals),

Automatic Block — Single Track (Time-Table/Train Order),

Non Block — Single Track (Time-Table/Train Order),

Automatic Block — Double Track (Rule D-251),

Non CTC — Double Track (Rule 261),

SPEED RESTRICTIONS

Location	Speed (Miles per Hour)
H&R Industrial Spur	10
Catoma Industrial Spur	10
Brookley Industrial Complex	10
Theodore Industrial Complex	10
Bayou Casotte Industrial Spur	10
Watts Industrial Spur	10
Port Bienville Railroad	10
Through turnout North End Michoud	20
Michoud Siding	20
Trains handling pulp/stumpwood on Pearl River Drawbridge	30
Track 21, Standard Oil Co. Bayou Casotte	5
Chemstrand Spur	10
Baychem Industrial Spur	10
Through turnout to East Track, Gadsden Street, Pensacola	20
M&R Industrial Spur	10
Vrededburgh-Hybart Industrial Spur	10
Wye at Myrtlewood	5

LOCATION OF SPEED RESTRICTIONS PROTECTED BY SPEED LIMIT SIGNS

M.P. Location	Speed (Miles per Hour)
485.0 to 486.9	40
486.9 to 488.9	20
492.6 to 492.7 (Southward Only)	30
515.8 to 533.5	40
554.4 to 569.0	40
569.0 to 570.9	45
603.3 to 603.4	30
605.7 to 607.6	20
607.6 to 608.4	30
608.4 to 609.4 (Southward Only)	30
608.4 to 609.4 (Northward Only)	40
609.4 to 612.4	40
624.8 to 630.1	45
641.4 to 641.7	45
644.5 to 663.9	40
663.9 to 665.2	20
AF 589.5 to AF 589.7	30
AF 608.9 to AF 609.0	10
665.2 to 666.0	20
666.0 to 668.5	25
705.2 to 706.8	30
706.8 to 707.3	40
722.0 to 723.6	40
723.6 to 725.1	25
725.1 to 738.1	40
738.1 to 739.4	30
739.4 to 739.8	25
739.8 to 761.8	40
768.7 to 768.8	45
774.5 to 775.4	40
787.2 to 787.3	45
799.2 to 803.7	20
R 607.7 to R 609.4	10
R 656.9 to R 657.3	10
CB 670.9 to CB 671.1	10
R 718.5 to R 719.0	15
RS 720.3 to RS 721.6	20
K 606.8 to K 607.5	15
K 646.4 to K 651.0	20
K 651.0 to K 657.4	35
K 657.4 to K 659.5	30
K 659.5 to K661.8	15
K 661.8 to K 662.5	40
K 670.5 to K 670.6	15
K 670.6 to K 671.6	40
K 692.6 to K 696.5	40
K 696.5 to K 698.5	35
K 698.5 to K 702.0	30
K 702.0 to K 706.8	40
K 728.8 to K 752.3	40
K 761.0 to K 777.0	35
K 777.0 to K 790.0	25
K 795.0 to K 809.6	25
K 809.6 to K 810.7	15
YR 643.1 to YR 643.4	15
Through crossovers and turnouts unless otherwise provided	15

**LOCOMOTIVE TONNAGE RATINGS
MOBILE DIVISION**

UNIT NOS.	Between S & N Yard & Sibert	Between Sibert & Gentilly	Flomaton To Cantonment	Cantonment To Pensacola	Pensacola To Milton	Milton To Deerland	Deerland To Chattahoochee	Chattahoochee To Galliver
400-490	1900	3250	2375	2700	2075	1650	2375	1725
501-959	2250	3800	2800	3175	2450	1950	2800	2025
1000-1070	2500	4225	3100	3525	2700	2175	3100	2250
1101-1115	2575	4325	3175	3625	2775	2225	3175	2325
1116-1128	2600	4400	3225	3675	2800	2250	3225	2350
1200-1224	3200	5400	3950	4500	3450	2750	3950	2875
1225-1228	3700	6250	4600	5225	4025	3175	4600	3350
1229-1278	3800	6400	4700	5350	4125	3250	4700	3425
1279-1297	3200	5400	3950	4500	3450	2750	3950	2875
1300-1335	2575	4325	3175	3625	2775	2225	3175	2325
1351-1378	2500	4250	3100	3525	2700	2150	3100	2250
1400-1435	3200	5400	3950	4500	3450	2750	3950	2875
1470-1498	3775	6375	4675	5325	4100	3250	4675	3400
1500-1533	3200	5400	3950	4500	3450	2750	3950	2875
1534-1582	3775	6375	4675	5325	4100	3250	4675	3400
1600-1626	2500	4225	3100	3525	2700	2175	3100	2250
2500-2707	2700	4550	3350	3800	2950	2325	3350	2450
2708-2824	2500	4225	3100	3525	2700	2175	3100	2250
3000-3009	2600	4400	3225	3675	2800	2250	3225	2350
3010-3029	2575	4325	3175	3625	2775	2225	3175	2325
3554-3613	3800	6400	4700	5350	4125	3250	4700	3425
4000-4144	2575	4325	3175	3625	2775	2225	3175	2325
4225-4234	1900	3250	2375	2700	2075	1650	2375	1725
4500-4504	2525	4250	3125	3550	2725	2200	3125	2250
5030-5039	1900	3250	2375	2700	2075	1650	2375	1700
5115-5129	2500	4225	3100	3525	2700	2175	3100	2250
6011-6044	2575	4325	3175	3625	2775	2225	3175	2325
7000-7051	3850	6500	4775	5425	4200	3300	4775	3475
7514-7523	3200	5400	3950	4500	3450	2750	3950	2875
8000-8086	3850	6500	4775	5425	4200	3300	4775	3475

**LOCOMOTIVE TONNAGE RATINGS
MOBILE DIVISION**

Galliver To Pensacola	Pensacola To Flomaton	Between Bay Minette & Foley	Georgiana To Andalusia	Andalusia To Graceville	Graceville To Georgiana	Between Crestview & Florala	Between Flomaton & Myrtlewood	UNIT NOS.
2075	2225	2025	1250	1700	1525	1850	1700	400-490
2450	2625	2375	1475	2000	1800	2200	2000	501-959
2700	2925	2650	1650	2225	2000	2450	2225	1000-1070
2775	3000	2725	1700	2300	2050	2500	2300	1101-1115
2800	3050	2775	1725	2325	2100	2525	2325	1116-1128
3450	3725	3375	—	—	—	—	—	1200-1224
4025	4350	3925	—	—	—	—	—	1225-1228
4125	4425	4025	—	—	—	—	—	1229-1278
3450	3750	3400	1700	—	—	—	—	1279-1297
2775	3000	2725	—	2300	2050	2500	2300	1300-1335
2700	2925	2650	1650	2225	2000	2450	2225	1351-1378
3450	3725	3400	—	—	—	—	—	1400-1435
4100	4425	4000	—	—	—	—	—	1470-1498
3450	3725	3375	—	—	—	—	—	1500-1533
4100	4425	4000	—	—	—	—	—	1534-1582
2700	2925	2650	1650	2225	2000	2450	2225	1600-1626
2950	3150	2875	1800	2425	2150	2625	2425	2500-2707
2700	2925	2650	1650	2225	2000	2450	2225	2708-2824
2800	3050	2775	1725	2325	2100	2525	2325	3000-3009
2775	3000	2725	1700	2300	2050	2500	2300	3010-3029
4125	4425	4025	—	—	—	—	—	3554-3613
2775	3000	2725	1700	2300	2050	2500	2300	4000-4144
2075	2225	2025	1250	1700	1525	1850	1700	4225-4234
2725	2950	2675	—	—	—	—	—	4500-4504
2075	2225	2025	1250	1700	1525	1850	1700	5030-5039
2700	2925	2650	1650	2225	2000	2450	2225	5115-5129
2775	3000	2725	1700	2300	2050	2500	2300	6011-6044
4200	4500	4100	—	—	—	—	—	7000-7051
3450	3750	3400	—	—	—	—	—	7514-7523
4200	4500	4100	—	—	—	—	—	8000-8086

**NORMAL SPEED AND GROSS WEIGHT RESTRICTIONS
RESTRICTED SPEED (MPH) AS SHOWN FOR CERTAIN EQUIPMENT**

Line	Line Capacity (lbs.)	Normal Speed Frt.	Engs.	Wrecker Nos.	Pile Driver Locomotive Cranes Ditchers and Other Top Heavy Equipment
S&N Yard and North Gentilly	263,000	50	.....	40	30
North Gentilly and N. O. T. Jct.	263,000	20	.....	20	20
Georgiana and Graceville	251,000	35	Barred	25*	25
Bay Minette and Foley	263,000	25	Barred	25	25
Flomaton and Goulding	263,000	49	.....	40	30
Goulding and Pace	263,000	49	.....	40**	25
Pace and Chattahoochee	263,000	49	.....	40	30
Flomaton and Corduroy	263,000	25	Barred	25	25
Corduroy and Selma	263,000	35	Barred	25	25
Selma and Myrtlewood	263,000	25	Barred	25	25
Camden Branch	263,000	25	Barred	25	25
Yellow River Branch	251,000	25	Barred	25	25
M & R Branch	224,000	10	Barred	10***	10

The two wreckers may be handled when preceded and followed by a car forty-two (42) feet in length and weighing less than 70,000 pounds, with speed restrictions as follows:

*Restrict speed to ten (10) MPH over Br. 17, Mile AF 608.9 and Br. 19, Mile AF 625.5.

**Restrict speed to ten (10) MPH over Br. 7, Mile K 660.

***Restrict speed to five (5) MPH over Roadway U.P., Mile BM-646.3

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

Weights up to and including 224,000 pounds apply to cars thirty-eight (38) feet long in train.

Weights over 224,000 pounds apply to cars forty-three (43) feet ten (10) inches long in train.

Cars shorter than forty-three (43) feet ten (10) inches, or thirty-eight (38) 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.

LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES

950- 959	2500 Series	4100 Series
1058-1060	2700 Series except	5100 Series
1116-1128	2700-2707	6000 Series
1200 Series	2800 Series	7000 Series
1351-1376	3000 Series	7513-7523
1400 Series	3500 Series	8000 Series
1500 Series except	3600 Series	
1518-1525	4000 Series	

LOCOMOTIVES EQUIPPED WITH ALIGNMENT CONTROL DRAFT GEAR — DYNAMIC BRAKES CAN BE USED WITH THESE UNITS

900- 904	1300-1335	1600-1626
1000-1057	1377-1388	2700-2707
1100-1115	1518-1525	4500-4504

QUOTATIONS FROM STATE STATUTES

The following excerpts from state statutes, as indicated, are provided for information. Where L&N requirements are more strict, they should be observed:

Louisiana — "Every railroad company . . . shall cause the bell to be rung or the whistle to be blown at the distance of at least three hundred yards from the place where the railroad crosses over any highway or municipal street, and the bell shall be kept ringing or the whistle shall be kept blowing continuously until the crossing is passed."

Mississippi — "Every railroad company . . . shall cause the bell to be rung or the whistle or horn to be blown at the distance of at least three hundred yards from the place where the railroad crosses over any public highway or municipal street. The bell shall be kept ringing continuously or the whistle or horn shall be kept blowing at repeated intervals until said crossing is passed."

Alabama — "The engineer or other person operating a locomotive on any railroad, must blow the horn or whistle or ring the bell; (a) at least one-fourth (1/4) of a mile before reaching any public road crossing, or any regular station or stopping place on such railroad and continue with such signal at short intervals, until such crossing or such station or stopping place has been passed; (b) immediately before, and at the time of leaving a station or stopping place; and also immediately before entering any curve crossed by a public road, not marked in accordance with Section 37-2-80, Code of Alabama 1975, where he cannot see at least one-quarter (1/4) of a mile ahead, and must approach and pass such unmarked crossing at such speed as to prevent an accident in the event of an obstruction at the crossing; (c) at short intervals, on entering into or while moving within or passing through any village, town or city. He must also, on perceiving any obstruction on the track, use all means within power, known to skillful engineers, such as applying brakes in order to stop the train."

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

City ordinances restrict speed of trains as follows:

Fort Deposit	15 miles per hour
Georgiana (between freight house and second street crossing north of station)	25 miles per hour
Evergreen (between Highway 31 crossing and Bellville Street crossing. After all crossings have been blocked, trains may resume normal speed.	15 miles per hour
Brewton (between McLellan Street, second crossing north of depot and Mildred Street, third crossing south of depot)	20 miles per hour
Atmore	25 miles per hour
Bay Minette (on street crossings between Hoile Avenue and Dobson Avenue)	25 miles per hour
Mobile (between Riviere de Chien Road and including Duvall Street)	35 miles per hour
Mobile (on street crossings between Lawrence Street and Aladocks)	25 miles per hour
Robertsdale (between siding switches)	8 miles per hour
Pascagoula	30 miles per hour
Ocean Springs	30 miles per hour
Biloxi (between Oak Street and Mile Post 733.6 DeBuys Road)	25 miles per hour
Gulfport (between Mile Post 733.6 and Mile Post 741.5)	30 miles per hour
Long Beach	40 miles per hour
Pass Christian (between Holliday Dr. and Boisdore Ave.)	30 miles per hour
Bay St. Louis	30 miles per hour
Waveland	35 miles per hour
DeFuniak Springs (between 4th and 11th Streets)	15 miles per hour
Ponce de Leon	25 miles per hour
Bonifay	15 miles per hour
ChIPLEY	15 miles per hour
Marianna	15 miles per hour
Sneads	12 miles per hour

No locomotive or train shall pass over any street crossing in the city of Selma at a speed greater than twenty (20) miles per hour, and except when an approved signaling device is in operation, no locomotive, car or train shall pass over the following street crossings without being preceded at least twenty (20) feet by a trainman with a red flag by day and a lighted lantern by night: Water Avenue, Alabama Avenue, and Selma Avenue.

It shall be unlawful to cause or permit any locomotive, railroad car or train to stand on crossing or otherwise block any street, avenue or highway within the limits of the Town of Flomaton, Alabama for period longer than fifteen (15) minutes.

It shall be unlawful for any train or any part thereof to obstruct in any manner any railroad crossing within the city limits of Ocean Springs, Mississippi, so as to prohibit or restrict the movement of automotive vehicular traffic for a period of time in excess of five (5) minutes, and each and every five (5) minutes of time in excess of the time allotted shall constitute a separate offense.

SPECIAL INSTRUCTIONS SUB-DIVISIONS

M&M SUB-DIVISION

Trains will not exceed five (5) miles per hour on Nos. 1 and 2 SLSF Interchange Tracks, Atmore, Alabama.

NO&M SUB-DIVISION

Loaded 38 feet, one inch long 100-ton aggregate hopper cars, including VULX 9109-9190 and Sou 100300-102099 and Sou 100300-102099 and 103300-103999 must not be handled over Bridge 11, Mile Post 706.8 and Bridge 10, Mile Post 724.5.

PD-P&A SUB-DIVISION

Manual Block System on the PD-P&A Sub-Division between Flomaton, Alabama and Chattahoochee, Florida consists of fifteen (15) Blocks, as follows:

Between south yard limit sign Flomaton Mile Post K-609.1 and clearance point south end of siding Molino.

Between clearance point south end of siding Molino and clearance point south end of siding Gonzalez.

Between clearance point south end of siding Gonzalez and north yard limit sign Goulding Mile Post K-645.0.

Between south yard limit sign Goulding Mile Post K-652.1 and clearance point south end siding Pace.

Between clearance point south end of siding Pace and Mile Post K-666.0.

Between Mile Post K-666.0 and clearance point south end of siding Floridale.

Between clearance point south end of siding Floridale and north yard limit sign Crestview Mile Post K-700.2.

Between south yard limit sign Crestview Mile Post K-701.4 and Mile Post K-714.0.

Between Mile Post K-714.0 and Mile Post K-719.0

Between Mile Post K-719.0 and clearance point south end siding DeFuniak Springs.

Between clearance point south end siding DeFuniak Springs and clearance point south end siding Westville.

Between clearance point south end siding Westville and clearance point south end siding Chipley.

Between clearance point south end siding Chipley and clearance point south end siding Cottondale.

Between clearance point south end siding Cottondale and clearance point south end siding Cypress.

Between clearance point south end siding Cypress and north yard limit sign Boykin Mile Post K-808.0

When clearing main track on either leg of wye at Bay Chem and Mossy Head for meeting or passing of trains, a trainman must be stationed at main track switch and at crotch of wye switch when re-entering main track to observe train movement over these switches.

SPECIAL INSTRUCTIONS TERMINALS

AT MONTGOMERY

Between S&N Yard and ICG interlocking all trains must move at Restricted Speed regardless of an "Approach" or "Clear" aspect of a block signal.

Rule 513 does not apply within this territory.

AT FLOMATON

All movements against the current of traffic between Miles and South Flomaton and between North Flomaton and Welka will be made on verbal instructions and protection of interlocking operator Flomaton after confering with train dispatcher.

Switches between Welka and Miles must not be hand operated until permission to do so has been granted by operator at Flomaton, or, if communication has failed, when movement is protected as prescribed by Rule 99.

Rule 513 does not apply within these areas.

Switch on PD side to wye at Flomaton will be left lined and locked for south leg of wye.

AT GENTILLY-NEW ORLEANS

All train movements over the Press Street Route, between N. O. & N. E. Tower, Mile 803, and Calliope Street, New Orleans, will be made at Restricted Speed.

Six (6) axle locomotives may be operated on Press Street Route, between N. O. & N. E. Tower and Canal Street, not to exceed ten (10) miles per hour. Trains will not exceed ten (10) miles per hour on scale track, Gentilly.

BETWEEN SOUTH SWITCH SIDING GENTILLY AND N. O. T. JUNCTION, NEW ORLEANS, LOUISIANA

Southward and Northward movements against the current of traffic between south switch siding Gentilly and N. O. T. Junction will be made on verbal instruction and protection of the interlocking operator at N. O. & N. E. Tower as authorized by trainmaster, yardmaster or their representative.

INSTRUCTIONS REGARDING MOVEMENTS ON MICHOD SIDING

Trains will not enter or re-occupy Michoud siding without receiving proper signal indication or authority of the train dispatcher.

INSTRUCTIONS REGARDING MOVEMENTS BETWEEN N. O. T. JUNCTION AND NEW ORLEANS UNION PASSENGER TERMINAL, NEW ORLEANS

Movements between N. O. T. Junction and New Orleans Union Passenger Station will be governed by the Rules and Special Instructions of the Southern Ry. (N. O. T. Co.) and the New Orleans Union Passenger Terminal Co.

AT GOULDING — PENSACOLA

Northward trains arriving Pensacola will, unless otherwise instructed by Chief Dispatcher or yardmaster, move over East track between Gadsden Street and Goulding.

Southward trains departing Goulding, unless otherwise instructed by Chief Dispatcher or yardmaster, will move over the main track between Goulding and Gadsden Street, Pensacola.

Goulding is an initial and/or terminal station for trains operating on through schedules between Flomaton and Chattahoochee.

Southward trains will not depart Goulding and Northbound trains will not pass North Escambia Mile Post K-659.5 until authorized to do so by operator at Goulding by radio, telephone or in person.

OTHER TRACKS

Station	Mile Post Location	Capacity in 55-foot Cars	Switch
Southmont	493.3	100	North
Farm Bureau	495.4	129	South
Letahatchee	509.0	100	Both
Century Step	530.5	5	South
Chapman	544.0	74	Both
Garland	554.8	35	South
Owassa	564.4	40	South
Container	596.0	75	Both
Keego	598.0	85	Both
Pollard	601.2	10	North
Canoe	616.3	20	North
Masland	623.4	10	South
Perdido	630.0	65	Both
Dyas	634.1	2	North
Alpine	648.2	10	South
Nenemoosha	657.2	35	North
Navco	673.0	70	Both
Theodore	680.0	18	Both

Station	Mile Post Location	Capacity in 55-foot Cars	Switch
Grand Bay	682.0	28	Both
Quinn	712.3	10	South
Fontaine Bleau	716.5	15	North
Blossman	720.7	15	South
Keesler Field	728.7	100	South
Mississippi City	736.0	5	Both
Veterans Hospital	737.0	8	Both
Longbeach	743.0	15	Both
Pass Christian	749.0	50	Both
Hancock County Spur	749.2	100	North
Waveland	759.0	25	Both
Lake Shore	762.0	14	Both
Port Bienville	764.1	75	North
Ansley	765.0	19	North
Northside	773.0	66	Both
Rigolets	777.0	50	Both
Chef Menteur	787.0	35	Both
Recovery No. 1	791.7	5	North
Stella	K 633.0	25	South
Gulf Power Spur	K 640.8	20	North
CIT Warehouse	K 641.2	20	South
Olive	K 644.0	20	Both
Laura Point	K 659.5	30	South
South Escambia	K 661.7	6	North
Goulding Warehouse	K 667.4	10	South
Galt City	K 668.0	18	Both
Bagdad Jct.	K 670.0	10	Both
Milton Gas Track	K 672.7	3	South
Harold	K 680.0	12	Both
Louisiana Pacific	K 693.2	20	North
Milligan	K 696.2	8	North
Deerland	K 709.5	30	North
Texaco Track	K 730.5	10	South
Henco	K 732.4	7	South
Caryville	K 750.0	22	Both
Bonifay	K 759.0	60	North
Dixie Lily	K 765.2	10	South
Hulaw	K 765.5	9	North
Pyrofax Gas	K 784.3	6	North
Monsanto	K 784.4	10	South
Fairgrounds	K 784.7	20	South
Sneeds	K 805.7	16	Both
Osaka	R 613.0	20	Both
Ruthven	R 679.4	12	South
Pineapple	R 682.0	30	Both
Sardis	R 711.0	30	Both
Hazen	RS 732.0	12	Both
Martin	RS 739.0	15	Both
Central Mills	RS 748.0	18	Both
Hugo	RS 762.6	12	Both
Hammermill Paper	RS 767.2	11	North
Woodchips Inc.	RS 767.2	13	North
Georgiana Pole Yard	AF 549.1	6	South
River Falls	AF 575.0	5	South
Dixon Mills	AF 575.5	30	South
Chembond	AF 575.6	7	North
Container	AF 576.1	12	North
Cawthon	AF 577.0	4	South
Cold Storage Track	AF 581.3	7	North
Sanford	AF 585.7	4	North
Babbie	AF 590.5	8	South
J. M. C.	AF 601.3	3	North
Samson Industrial Park	AF 614.0	20	North
Independent Woodyard	AF 622.4	4	North
Independent Woodyard	AF 622.4	5	South
Benson Cold Storage	AF 623.2	3	South
Benson Warehouse	AF 623.4	7	South

SYSTEM OFFICERS

I. L. BELL

General Manager — Transportation

R. L. GRIMES

Assistant General Manager — Transportation

C. E. FREEMAN

General Superintendent Terminals — System

W. P. SKILLERN

Assistant General Superintendent Terminals — System

W. A. RICE

General Road Foreman of Engines

H. L. ENDICOTT

General Superintendent Safety and Rules Compliance

D. G. CATLIN

Assistant General Superintendent Safety and Rules Compliance

G. T. BREUNIG

Superintendent Safety

M. S. WOMACK

Superintendent Rules

MOBILE DIVISION OFFICERS

A. L. LUCAS

Office Trainmaster
Mobile, AL

J. N. ETHERIDGE

Chief Dispatcher
Mobile, AL

C. W. GOODEN

Trainmaster
Mobile, AL

R. T. JOHNSON

Road Foreman of Engines
Mobile, AL

G. E. ANDERSON

Road Foreman of Engines
Mobile, AL

P. E. STRINGFELLOW

Asst. Trainmaster—
Safety Supervisor
Mobile, AL

B. R. ADAMS

Asst. Trainmaster—
Safety Supervisor
Mobile, AL

J. P. PRITCHETT

Superintendent—Terminal
Montgomery, AL

W. K. CLEGHORN

Term. Trainmaster
Montgomery, AL

W. P. O'CONNOR

Asst. Trainmaster
Montgomery, AL

R. L. RAMBO

Asst. Trainmaster
Montgomery, AL

E. E. CLEMMONS

Asst. Trainmaster
Montgomery, AL

R. H. HICKS

Asst. Trainmaster
Montgomery, AL

D. C. CARTER

Asst. Trainmaster—Agent
Montgomery, AL

HUGH JUSTICE

Asst. Superintendent—Terminal
Sibert, AL

J. H. COWLING

Terminal Trainmaster
Sibert, AL

G. W. POWELL

Asst. Trainmaster
Sibert, AL

L. J. JONES

Asst. Trainmaster
Sibert, AL

J. A. HARLOW

Asst. Trainmaster
Sibert, AL

J. R. CLEMENT

Asst. Trainmaster—Agent
Sibert, AL

F. W. HOPPER

Trainmaster
Flomaton, AL

D. M. ZURKA

Asst. Trainmaster—Agent
Flomaton, AL

R. W. SLIDER

Asst. Trainmaster
Flomaton, AL

J. W. LALLY

Asst. Superintendent—Terminal
Gentilly, LA

J. B. NOBLE

Term. Trainmaster
Gentilly, LA

T. W. BASS

Asst. Trainmaster
Gentilly, LA

T. C. JAMES

Asst. Trainmaster
Gentilly, LA

R. D. JACKSON

Asst. Trainmaster
Gentilly, LA

R. L. WILSON

Asst. Trainmaster—Agent
Gentilly, LA

J. J. WILLIAMS

Trainmaster—Agent
Pascagoula, MS

J. D. BLACK

Asst. Trainmaster
Pascagoula, MS

G. L. VAUGHN

Asst. Trainmaster
Pascagoula, MS.

H. F. BROWN

Trainmaster
Pensacola, FL

B. F. HYLER

Term. Trainmaster
Pensacola, FL

L. O. GUNTER

Asst. Trainmaster
Gentilly, FL

P. R. NELSON

Road Foreman of Engines
Pensacola, FL

C. W. WALKER

Asst. Trainmaster—Agent
Pensacola, FL

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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

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

3	RESTRICTIONS	PLACARD APPLIED ON CAR																			
		ANY CARS (i.e., flat car, container, trailer or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	OTHER THAN TANK CAR	COMBUSTIBLE										
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.	✓	✓																		
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓																		
6	LOADED FLATCAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	①	✓	✓	✓				②												
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓	✓				✓												
8	ENGINE	✓	✓	✓	✓	✓	✓	✓	✓												
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓	③	③	③	✓	✓	✓	④	✓	✓										
10	OCCUPIED CABOOSE	✓	③	③	③	✓	✓	✓													
11	OCCUPIED GUARD CAR	✓	③	③	③				✓												
12	UNDEVELOPED FILM							✓													
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓	✓				✓												
14	A CAR CONTAINING LIGHTED HEATERS, STOVES OR LANTERNS.	✓	✓	✓	✓				✓												
15	EXPLOSIVES A		✓	✓	✓	✓	✓	✓	✓												
16	POISON GAS	✓				✓	✓	✓	✓												
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓	✓	✓													
18	RADIOACTIVE	✓	✓	✓	✓				✓	✓											

MUST NOT BE PLACED NEXT TO CAR PLACARDED

FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 174.87.

SWITCHING PLACARDED CARS



CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"

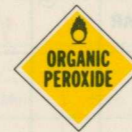
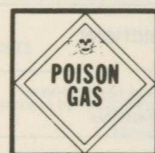
Must be separated from engine by at least one Non-placarded car.
 Must not be cut off while in motion.
 Must not be struck by any car moving under its own momentum.
 Must not be coupled to with any more force than necessary to make coupling.
 Must have doors closed before moving.
 Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.



DOT 112A 114A
 Tank cars without
 head shields

Flat cars carrying placarded trailers or containers
 Placarded flat cars carrying trailers or containers
 Cars placarded poison gas
 DOT 112A and 114A tank cars without head shields
 placarded flammable gas

Must not be cut off while in motion
 Must not be struck by any car moving under its own momentum
 Must not be coupled to with any more force than necessary to make coupling



Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.
 A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a loaded placarded car or a draft containing a loaded placarded car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.
 These restrictions do not apply to cars placarded combustible.

PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There are no switching restrictions.

Required Background for "Poison Gas-EMPTY"

