

ALABAMA DIVISION OFFICERS

| | |
|--|------------------|
| A. M. DICKERSON, Superintendent | Meridian, Ms. |
| M. E. CORZINE, Asst. Superintendent | Jackson, Tn. |
| L. H. MANERANN, Asst. Superintendent | Tuscaloosa, Al. |
| W. R. WARDLOW, Asst. Superintendent | Mobile, Al. |
| L. R. ABERNATHY, Terminal Superintendent | Mobile, Al. |
| L. E. DOWDY, Trainmaster | Louisville, Ms. |
| J. C. GEARHART, Trainmaster | Corinth, Ms. |
| L. F. YOUNG, Trainmaster | Birmingham, Al. |
| W. C. COOPER, Trainmaster | Jackson, Ms. |
| D. F. JONES, Trainmaster | Meridian, Ms. |
| K. E. STOCKTON, Terminal Trainmaster | Meridian, Ms. |
| M. J. PREHN, Terminal Trainmaster | Jackson, Tn. |
| J. M. JENNINGS, Asst. Trainmaster | Jackson, Tn. |
| J. D. FLY, Asst. Trainmaster | Jackson, Tn. |
| E. D. WYATT, Asst. Trainmaster | Jackson, Tn. |
| H. J. PAGE, Asst. Trainmaster | Jackson, Tn. |
| J. F. ELLIS, Asst. Trainmaster | Jackson, Tn. |
| D. E. AUSTIN, Asst. Trainmaster | Jackson, Tn. |
| M. E. CASE, Asst. Trainmaster | Corinth, Ms. |
| T. R. McBEE, Asst. Trainmaster | Corinth, Ms. |
| F. L. ROGERS, Asst. Trainmaster | Corinth, Ms. |
| A. F. MASSING, Asst. Trainmaster | Okolona, Ms. |
| J. J. BURNS, Asst. Trainmaster | Louisville, Ms. |
| W. L. BUSH, Asst. Trainmaster | Tuscaloosa, Al. |
| E. G. HARDIN, Asst. Trainmaster | Tuscaloosa, Al. |
| G. T. ROBBINS, Asst. Trainmaster | Tuscaloosa, Al. |
| H. H. BUSH, Asst. Trainmaster | Montgomery, Al. |
| V. S. DEES, Asst. Trainmaster | Montgomery, Al. |
| T. J. BENNETT, Asst. Trainmaster | Montgomery, Al. |
| G. D. FIKES, Asst. Trainmaster | Artesia, Ms. |
| J. W. DAVIS, Asst. Trainmaster | Artesia, Ms. |
| G. N. FISHER, Asst. Trainmaster | Meridian, Ms. |
| J. M. MURCHISON, Asst. Trainmaster | Meridian, Ms. |
| E. BEASLEY, Asst. Trainmaster | Meridian, Ms. |
| J. U. DAVIDSON, Asst. Trainmaster | Meridian, Ms. |
| J. A. COATS, Asst. Trainmaster | Laurel, Ms. |
| H. W. SPENCE, Asst. Trainmaster | Laurel, Ms. |
| N. M. SESSUMS, Asst. Trainmaster | Union, Ms. |
| B. L. MARTIN, Asst. Trainmaster | Mobile, Al. |
| T. F. UTROSKA, Asst. Trainmaster | Mobile, Al. |
| M. T. HARRIS, Asst. Trainmaster | Mobile, Al. |
| W. W. WILSON, Traveling Engineer | Tuscaloosa, Al. |
| L. M. BURNS, Traveling Engineer | Jackson, Tn. |
| J. C. BURCHAM, Traveling Engineer | Meridian, Ms. |
| C. W. RICHARDSON, Chief Train Dispatcher | Murphysboro, Il. |
| H. E. FREEMAN, Chief Train Dispatcher | New Albany, Ms. |
| B. H. PHILLIPS, Chief Train Dispatcher | Tuscaloosa, Al. |

BE ALERT! BE SAFE!

WHO
WHAT
WHERE
WHEN
WHY



AT HOME
AND
ON THE JOB

Practice

**SAFETY FIRST
ALWAYS**

SPEED TABLES

This is not for authorized speed but for information only.

| Seconds per Mile | Miles per Hour | Seconds per Mile | Miles per Hour |
|------------------------|----------------------|------------------------|----------------------|
| 46 | 79 | 80 | 45 |
| 48 | 75 | 90 | 40 |
| 52 | 70 | 103 | 35 |
| 55 | 65 | 120 | 30 |
| 60 | 60 | 144 | 25 |
| 65 | 55 | 180 | 20 |
| 72 | 50 | 240 | 15 |

Illinois Central Gulf Railroad



ALABAMA DIVISION TIMETABLE No.

1

Taking Effect at 12:01 A.M.
SUNDAY, JULY 28, 1974

Superseding

Northern Division Timetable No. 46
Dated December 17, 1967

Gulf Division Timetable No. 1
Dated May 31, 1970

Southern Division Timetable No. 11
Dated July 23, 1967

of the

Former Gulf, Mobile & Ohio Railroad
and Superseding

St. Louis Division Timetable No. 4
Dated April 30, 1972

of the Former Illinois Central Railroad

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. L. WILLIAMS, Chief Transportation Officer
R. K. OSTERDOCK, General Superintendent - Terminals
I. B. HALL, General Superintendent - Transportation
J. E. MOSS, Superintendent - Transportation

| SECOND CLASS | | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles From Jackson | SECOND CLASS | | | |
|--------------------|-----------|-----------|--------------------|----------------------|------|------------|--|-----------------------|--------------|----------|--------------------|--------------------|
| 75 | 29 | 31 | 77 | Feet Cars 55 Foot | 74 | | | | 30 | 28 | 72 | |
| CB-9 | SGE | SLX | SE-1 | | | | | | BC-4 | WLX | SEK | BF-2 |
| | | | | | Yard | 386.06 | JACKSON | 0.00 | | | | |
| Daily | Daily | Daily | Daily | | | | St. Louis Division | | | | | |
| | L 3 01 PM | L 11 30AM | | | Yard | 384.26 | C ISELIN | 1.80 | | A 5 50AM | A 10 01AM | |
| | 3 03 | 11 33 | | | | 383.36 | 0.90 ISELIN JCT. | 2.70 | | 5 45 | 9 45 | |
| L 7 20PM | | | L 8 01AM | | Yard | C 473.0 | C FROGMOOR | 1.7 | A 4 50AM | | | A 8 01PM |
| 7 35 | 3 08 | 11 38 | 8 10 | | | 381.81 | C PERRY | 4.25 | 4 37 | 5 41 | 9 41 | 7 45 |
| 7 44 ⁷² | 3 10 | 11 40 | 8 12 | 3864 | 65 | 381.21 | 0.60 FOX | 4.85 | 4 36 | 5 40 | 9 40 | 7 44 ⁷⁵ |
| 7 55 | 3 32 | 11 52 | 8 25 | 7180 | 125 | 374.71 | 6.50 PINSON | 11.35 | 4 22 | 5 30 | 9 25 | 7 32 |
| 8 08 | 3 43 | 12 02PM | 8 35 | 4220 | 72 | 368.88 | 5.83 HENDERSON | 17.18 | 4 11 | 5 20 | 9 15 | 7 21 |
| 8 19 | 3 55 | 12 14 | 8 52 ²⁰ | 9593 | 169 | 362.44 | 6.44 FINGER | 23.62 | 3 59 | 5 09 | 8 52 ⁷⁷ | 7 10 |
| 8 39 | 4 15 | 12 35 | 9 10 | 4715 | 81 | 352.64 | 9.80 BETHEL SPRINGS | 33.42 | 3 45 | 4 53 | 8 20 | 6 54 |
| 9 01 | 4 25 | 12 43 | 9 20 | 6654 | 116 | 347.95 | 4.69 D SELMER | 38.11 | 3 36 | 4 45 | 8 10 | 6 46 |
| 9 29 | 4 40 | 1 05 | 9 35 | 7970 | 140 | 340.79 | 7.16 RAMER | 45.27 | 3 22 | 4 30 | 7 55 | 6 35 |
| A 9 45PM | 5 01 | 1 25 | A 10 01AM | | | 330.51 | 10.25 C RUSLOR JCT. | 55.55 | L 3 05AM | 4 10 | 7 35 | L 6 15PM |
| | 6 05 | 2 10 | | | Yard | 328.85 | 1.66 CORINTH | 57.21 | | 4 06 | 7 30 | |
| | 6 16 | 2 21 | | 3938 | 66 | 323.57 | 5.28 JOBES | 62.49 | | 3 55 | 6 21 | |
| | 6 30 | 2 35 | | 8042 | 141 | 316.67 | 6.90 RIENZI | 69.39 | | 3 40 | 6 07 | |
| | 6 47 | 2 52 | | 3132 | 52 | 308.57 | 8.10 D BOONEVILLE | 77.49 | | 3 10 | 5 50 | |
| | 7 10 | 3 15 | | 4133 | 70 | 297.40 | 11.17 BALDWYN | 88.66 | | 2 45 | 5 20 | |
| | 7 30 | 3 35 | | 8038 | 141 | 287.53 | 9.87 SALTILLO | 98.53 | | 2 25 | 4 59 | |
| | 8 45 | 3 55 | | | Yard | 279.00 | 8.53 D TUPELO | 107.06 | | 2 05 | 4 25 | |
| | 9 05 | 4 15 | | 5799 | 100 | 271.53 | 7.47 GLEN | 114.53 | | 1 50 | 3 55 | |
| | A 9 35 PM | A 4 45PM | | | Yard | 261.43 | 10.10 C OKOLONA | 124.63 | | L 1 30AM | L 3 30AM | |
| | | | | | | | | | Daily | Daily | Daily | Daily |

Southward

BIRMINGHAM DISTRICT

Northward

3

| SECOND CLASS | | Siding Capacity | | Miles Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles from Haleyville | SECOND CLASS | |
|--------------|-----------|----------------------|------|-------------|--|--------------------------|--------------|----------|
| 75 | 77 | Feet Cars 55 Foot | Yard | | | | 74 | 72 |
| CB-9 | SE-1 | | | | | BC-4 | BF-2 | |
| Daily | Daily | | | | | | | |
| L 9 45PM | L 10 01AM | | | 0.0 | C..... RUSLOR JCT. | 79.9 | A 3 05AM | A 6 15PM |
| 9 47 | 10 02 | 5971 | 103 | .6 | 6 ROCK | 79.3 | 3 03 | 6 12 |
| 9 49 | 10 04 | | Yard | 1.5 | 9 CORINTH | 78.4 | 3 01 | 6 10 |
| 9 57 | 10 12 | 4619 | 79 | 7.8 | 6.3 ELLINGTON | 72.1 | 2 53 | 6 02 |
| | | | | 14.9 | 7.1 LEEDY | 65.0 | | |
| 10 13 | 10 34 | 3471 | 58 | 20.3 | 5.4 HOLCUT | 59.6 | 2 39 | 5 46 |
| | | | | 26.1 | 5.8 PADEN | 53.8 | | |
| | | | | 28.7 | 2.6 TISHOMINGO | 51.2 | | |
| 10 27 | 10 58 | 7287 | 127 | 31.3 | 2.6 NEIL | 48.6 | 2 27 | 5 26 |
| | | | | 33.9 | 2.6 DENNIS | 46.0 | | |
| | | | | 37.5 | 3.6 BELMONT | 42.4 | | |
| 10 42 | 11 14 | 4604 | 79 | 43.5 | 6.0 RED BAY | 36.4 | 2 10 | 5 02 |
| | | | | 50.3 | 6.8 VINA | 29.6 | | |
| 10 58 | 11 30 | 4300 | 73 | 54.4 | 4.1 ATWOOD | 25.5 | 1 57 | 4 47 |
| | | | | 59.6 | 5.2 HODGES | 20.3 | | |
| 11 15 | 11 47 | 7388 | 129 | 66.9 | 7.3 HACKLEBURG | 13.0 | 1 40 | 4 30 |
| A 11 45PM | A 12 15PM | | Yard | 79.9 | 13.0 C..... HALEYVILLE | 0.0 | L 1 20AM | L 4 10PM |
| | | | | | SOUTHERN RAILWAY | | Daily | Daily |
| A 1 30AM | A 4 50PM | | | 175.1 | 40.5 C..... JASPER | 40.5 | L 12 30AM | L 2 30PM |
| L 1 55AM | L 5 00PM | | | | FRISCO RAILROAD | | A 12 25AM | A 2 25PM |
| | | | | | 41.9 C..... BIRMINGHAM | 82.4 | L 11 30PM | L 1 30PM |

Southward

ARTESIA DISTRICT

Northward

| SECOND CLASS | | | Siding Capacity | | Miles Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles from Okolona | SECOND CLASS | | | |
|---------------------|----------|---------------------|-----------------|--------------|-------------|--|-----------------------|--------------|---------------------|--------------------|---------------------|
| 29 | 31 | 333 | Feet | Cars 55 Foot | | | | 332 | 30 | 28 | |
| SGE | SLX | Dispatch | | | | | | Dispatch | WLX | SEK | |
| Daily | Daily | Daily | | | | | | | | | |
| L 8 40PM | L 7 20PM | | | Yard | 261.43 | C | OKOLONA | 0.00 | | A 11 20PM | A 2 10AM |
| 8 56 | 7 36 | | 3764 | 63 | 253.77 | | 7.66 | 7.66 | | 10 55 | 1 46 |
| 9 12 | 7 54 | | 4840 | 83 | 245.74 | | 8.03 | 15.69 | | 10 38 | 1 29 |
| 9 22 | 8 05 | | 8446 | 148 | 241.34 | | 4.40 | 20.09 | | 10 28 | 1 19 |
| 9 40 | 8 25 | | | Yard | 232.45 | D | WEST POINT | 28.98 | | 10 10 | 1 01 |
| 9 58 ³⁰ | 8 42 | | 4158 | 70 | 227.04 | | 5.41 | 34.39 | | 9 58 ²⁰ | 12 47 |
| 10 05 | 8 52 | | | | 224.12 | | 2.92 | 37.31 | | 9 50 | 12 40 |
| 10 20 | | | | | | | 4.86 | | | | 12 30 AM |
| 11 20 ²⁰ | A 9 05PM | L 2 10AM | | Yard | 219.26 | C | ARTESIA | 42.17 | A 4 55AM | L 9 40PM | 11 20 ²⁰ |
| 11 37 | | 2 26 | | | 211.12 | | 8.14 | 50.31 | 4 37 | | 11 03 |
| 11 48 | | 2 36 | | | 206.02 | | 5.10 | 55.41 | 4 23 | | 10 54 |
| 12 05AM | | 2 53 | 3141 | 52 | 197.78 | | 8.24 | 63.65 | 4 06 | | 10 37 |
| 12 25 | | 3 12 | 3583 | 60 | 188.25 | | 9.53 | 73.18 | 3 47 | | 10 18 |
| 12 36 | | 3 35 ³³² | 7834 | 137 | 182.50 | | 5.75 | 78.93 | 3 35 ³³³ | | 10 06 |
| 12 49 | | 3 48 | 3213 | 53 | 176.23 | | 6.27 | 85.20 | 3 22 | | 9 53 |
| 1 04 | | 4 03 | 5112 | 88 | 168.92 | | 7.31 | 92.51 | 3 07 | | 9 38 |
| 1 11 | | 4 09 | | | 165.99 | | 2.93 | 95.44 | 3 01 | | 9 32 |
| 1 37 | | 4 35 | 5065 | 87 | 153.31 | | 12.68 | 108.12 | 2 35 | | 9 16 |
| 2 08 ³³² | | 5 02 | 5257 | 90 | 140.08 | | 13.23 | 121.35 | 2 08 ²⁰ | | 8 45 |
| A 2 20AM | | A 5 15AM | | Yard | 135.27 | C | MERIDIAN | 126.16 | L 1 45AM | | L 8 30PM |
| | | | | | | | | | Daily | Daily | Daily |

Southward

MONTGOMERY DISTRICT

Northward

5

| SECOND CLASS | | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles from Montgomery | SECOND CLASS | | |
|----------------------|-----------|----------------------|------|------------|--|--------------------------|--------------------|---------------------|------------------|
| 31 | 133 | Feet Cars 55 Foot | Yard | | | | 30 | 132 | 122 |
| SLX | Dispatch | | | WLX | Dispatch | Local | | | |
| Daily | Daily | | | | | | | | |
| L 9 01PM | L 5 15AM | | Yard | 0.00 | C..... ARTESIA | 181.67 | A 9 40PM | A 1 50AM | A 9 50 AM |
| 9 25 ³⁰ | 5 29 | 4223 | 72 | 6.32 | 6.32 BENTOAK | 175.35 | 9 25 ³¹ | 1 35 | 9 31 |
| 9 40 | 5 45 | | Yard | 14.02 | 7.70 COLUMBUS | 167.65 | 9 01 | 1 18 | L 9 10 AM |
| 9 58 | 6 03 | 3135 | 52 | 22.75 | 8.73 McCRARY | 158.92 | 8 42 | 1 02 | |
| 10 10 | 6 15 | | | 28.48 | 5.73 ETHELSVILLE | 153.19 | 8 30 | 12 44 | |
| 10 16 | 6 21 | 4801 | 82 | 31.22 | 2.74 GARMON | 150.45 | 8 24 | 12 32 | |
| 10 33 | 6 28 | | | 34.67 | 3.45 McSHAN | 147.00 | 8 17 | 12 26 | |
| 10 50 | 6 45 | 4532 | 77 | 42.98 | 8.31 REFORM | 138.69 | 8 01 | 12 19 | |
| 11 06 | 7 01 | | | 50.75 | 7.77 GORDO | 130.92 | 7 44 | 12 02AM | |
| 11 23 | 7 19 | | | 59.03 | 8.28 ELROD | 122.64 | 7 28 | 11 48 | |
| 11 30 | 7 25 | | | 61.95 | 2.92 BUHL | 119.72 | 7 22 | 11 42 | |
| 11 36 ¹⁹² | 7 26 | 5124 | 88 | 62.28 | 0.33 KAHLMUS | 119.39 | 7 16 | 11 36 ³¹ | |
| 11 57 | 7 50 | | | 72.50 | 10.22 NORTHPORT | 109.17 | 6 55 | 10 55 | |
| 12 40 AM | 8 40 | | Yard | 74.18 | C..... 1.68 TUSCALOOSA | 107.49 | 6 50 | 10 50 | |
| 12 53 | 8 53 | 3863 | 65 | 80.65 | 6.47 STOKES | 101.02 | 6 04 | 10 04 | |
| 1 10 | 9 11 | 4606 | 79 | 89.17 | 8.52 PHALIN | 92.50 | 5 46 | 9 46 | |
| 1 22 | 9 23 | | | 95.02 | 5.85 PEARSON | 86.65 | 5 34 | 9 34 | |
| 1 35 | 9 36 | 4806 | 82 | 101.47 | 6.45 EOLINE | 80.20 | 5 21 | 9 21 | |
| 1 47 | 9 48 | | | 107.45 | 5.98 BRENT | 74.22 | 5 09 | 9 09 | |
| 1 52 | 9 52 | 4639 | 79 | 109.36 | 1.91 CENTREVILLE | 72.31 | 5 05 | 9 05 | |
| 2 20 | 10 20 | | | 122.54 | 13.18 LAWLEY | 59.13 | 4 38 | 8 38 | |
| 2 36 | 10 36 | 3854 | 65 | 130.53 | 7.99 MAPLESVILLE | 51.14 | 4 22 | 8 22 | |
| 3 02 | 11 02 | | | 143.44 | 12.91 MULBERRY | 38.23 | 3 55 | 7 55 | |
| 3 16 | 11 16 | 4468 | 76 | 150.13 | 6.69 VIDA | 31.54 | 3 41 | 7 41 | |
| 3 39 | 11 39 | 4945 | 85 | 161.16 | 11.03 BOOTH | 20.51 | 3 20 | 7 20 | |
| 3 52 | 11 53 | | | 167.48 | 6.32 PRATTVILLE | 14.19 | 3 07 | 7 07 | |
| 3 58 | 11 59 | 4892 | 84 | 170.06 | 2.58 DOSTER | 11.61 | 3 01 | 7 01 | |
| 4 01 | 12 01PM | | | 171.00 | 0.94 UC JCT. | 10.67 | 2 59 | 6 59 | |
| 4 10 | 12 11 | | | 175.35 | 4.35 HUNTER | 6.32 | 2 45 | 6 45 | |
| A 4 30AM | A 12 30PM | | Yard | 180.14 | 4.79 WEST END YARD | 1.53 | L 2 30PM | L 6 30PM | |
| | | | Yard | 181.67 | C..... 1.53 MONTGOMERY | 0.00 | | | |
| | | | | | | | Daily | Daily | Except Sunday |

| SECOND CLASS | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles From Louisville | SECOND CLASS | | | |
|-------------------------------|---------|---------------------|-----------------|--------------|------------|--|--------------------------|--------------|---------------------|---------|---------------------------------|
| 95 | 33 | 41 | Feet | Cars 55 Foot | | | | 40 | 32 | 94 | |
| Local | SJ-3 | LG-1 | | | | | | GL-2 | JS-2 | Local | |
| Monday Wednesday Friday | Daily | Daily | | | | | | | | | |
| | L3 30PM | L12 01PM | | Yard | 220.7 | C | LOUISVILLE | 0.0 | A1 25PM | A8 45PM | |
| | 3 50 | 12 20 | 2763 | 45 | 211.8 | | 8.9 NOXAPATER | 8.9 | 1 05 | 8 15 | |
| | 4 05 | 12 45 ⁰⁰ | 3959 | 67 | 206.1 | | 5.7 STALLO | 14.6 | 12 45 ⁴¹ | 8 01 | |
| | 4 15 | 12 55 | | | 201.4 | | 4.7 BURNSIDE | 19.3 | 12 25 | 7 50 | |
| | 4 30 | 1 07 | 4534 | 77 | 195.5 | D | 5.9 PHILADELPHIA | 25.2 | 12 10 PM | 7 38 | |
| | 4 47 | 1 25 | 7262 | 127 | 187.3 | | 8.2 McDONALD | 33.4 | 11 50 | 7 20 | |
| | 5 01 | 1 35 | 5403 | 93 | 182.6 | | 4.7 HILL TRACK | 38.1 | 11 40 | 7 10 | |
| L11 35 ⁰⁰ AM | A5 10PM | 1 40 | | Yard | 180.8 | C | 1.8 UNION | 39.9 | 11 35 ⁵⁵ | L7 01PM | A8 59AM |
| 11 55 | | 2 01 | | | 175.6 | | 5.2 STRATTON | 45.1 | 11 20 | | 8 40 |
| 12 15PM | | 2 15 | | | 171.0 | | 4.6 DECATUR | 49.7 | 11 05 | | 8 25 |
| 12 35 | | 2 20 | 4007 | 68 | 169.4 | | 1.6 JEFF | 51.3 | 10 59 | | 8 20 |
| A12 59PM | | 2 40 | | Yard | 161.9 | D | 7.5 NEWTON | 58.8 | 10 40 | | L8 01AM |
| | | 2 59 | | | 153.9 | | 8.0 ROBERTS | 66.8 | 10 20 | | |
| | | 3 20 | | | 146.6 | | 7.3 MONTROSE | 74.1 | 9 55 | | |
| | | 3 35 | | | 142.4 | | 4.2 LOUIN | 78.3 | 9 40 | | |
| | | 3 55 | | | 135.4 | D | 7.0 BAY SPRINGS | 85.3 | 9 20 | | |
| | | 4 25 | 2769 | 45 | 127.0 | | 8.4 STRINGER | 93.7 | 8 50 | | |
| | | A5 15PM | | Yard | 110.8 | C | 16.2 LAUREL | 109.9 | L8 01AM | | |
| | | | | | | | | | Daily | Daily | Tuesday Thursday Saturday |

Southward

EVANSTON DISTRICT

Northward

9

| SECOND CLASS | | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles from Laurel | SECOND CLASS | |
|-------------------------------|-----------|----------------------|------|------------|--|----------------------|--------------|---------------------------------|
| 97 | 41 | Feet Cars 55 Foot | Yard | | | | 40 | 96 |
| Local | LG-1 | | | | | CL-2 | Local | |
| Monday Wednesday Friday | Daily | | | | | | | |
| L 8 01AM | L 12 45AM | | Yard | 110.8 | C..... LAUREL | 0.0 | A 12 40AM | A 2 01PM |
| 8 30 | 1 05 | | | 102.3 | 8.5 LANHAM | 8.5 | 12 20AM | 1 40 |
| 8 50 | 1 30 | | | 93.7 | 8.6 OVETT | 17.1 | 11 55 | 1 15 |
| 9 05 | 1 45 | | | 88.5 | 5.2 RHODES | 22.3 | 11 40 | 12 59 |
| 9 25 | 2 01 | | | 81.8 | 6.7 RIGHTON | 29.0 | 11 20 | 12 40 |
| 9 45 | 2 20 | 6589 | 115 | 74.4 | 7.4 CARMICHAEL | 36.4 | 11 01 | 12 20 |
| 10 45 | 2 33 | | Yard | 69.1 | 5.3 D..... BEAUMONT | 41.7 | 10 15 | 12 01PM |
| 11 40 | 2 51 | | | 61.7 | 7.4 McLAIN | 49.1 | 9 55 | 11 01 |
| 11 55 | 3 05 | | | 56.0 | 5.7 LEAF | 54.8 | 9 40 | 10 36 |
| 12 15PM | 3 25 | | | 49.7 | 6.3 MERRILL | 61.1 | 9 20 | 10 16 |
| 12 21 | 3 30 | 3803 | 64 | 48.6 | 1.1 CLOY | 62.2 | 9 15 | 10 10 |
| 12 30 | 3 40 | | | 46.4 | 2.2 BEXLEY | 64.4 | 9 05 | 10 01 |
| A 1 01PM | 4 05 | | | 39.7 | 6.7 LUCEDALE | 71.1 | 8 37 | L 9 30AM |
| | 4 30 | | Yard | 37.8 | 1.9 D..... EVANSTON | 73.0 | 8 30 | |
| | 4 50 | | | 31.7 | 6.1 SHIPMAN | 79.1 | 8 10 | |
| | 5 10 | | | 23.4 | 8.3 WILMER | 87.4 | 7 50 | |
| | 5 30 | 4027 | 68 | 16.4 | 7.0 SEMMES | 94.4 | 7 30 | |
| | 5 45 | | | 11.3 | 5.1 ORCHARD | 99.5 | 7 15 | |
| | 6 01 | | Yard | 6.3 | 5.0 BELT JCT. | 104.5 | 6 59 | |
| | A 6 30AM | | Yard | 0.0 | 6.3 C..... MOBILE | 110.8 | L 6 30PM | |
| | | | | | | | Daily | Tuesday Thursday Saturday |

Westward

PEARL RIVER DISTRICT

Eastward

| SECOND CLASS | | | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles From Capitol Yard | SECOND CLASS | | |
|---------------------------------|----------|---------------------|-----------------|--------------|------------|--|----------------------------|---------------------|---------------------|-------------------------------|
| 95 | 33 | 333 | Feet | Cars 55 Foot | | | | 332 | 32 | 94 |
| Local | SJ-3 | MJ-1 | | | | | JM-2 | JS-2 | Local | |
| Tuesday Thursday Saturday | Daily | Daily | | | | | | | | |
| | | L12 01PM | | Yard | N0.0 | C MERIDIAN | 105.1 | A6 35PM | | |
| | | 12 20 | | | N3.2 | 3.2 BROCKTON | 101.9 | 6 05 | | |
| | | 12 40 | | | N11.5 | 8.3 MOSELEY | 93.6 | 5 45 | | |
| | | 12 50 | | | N14.1 | 2.6 SCHAMBERVILLE | 91.0 | 5 35 | | |
| | | 1 10 | | | N18.0 | 3.9 DUFFEE | 87.1 | 5 20 | | |
| | | 1 25 | | | N21.9 | 3.9 PERDUE | 83.2 | 5 05 | | |
| | | 1 40 | | | N25.0 | 3.1 LITTLE ROCK | 80.1 | 4 45 | | |
| L 11 25AM | L7 30PM | 4 25 ³³² | | Yard | A0.0 | 7.1 C UNION | 73.0 | 4 25 ³³³ | A6 15PM | A9 10AM |
| 11 45 | 7 50 | 4 45 | 6415 | 111 | A9.8 | 9.8 KITCHENER | 63.2 | 3 01 | 5 55 | 8 50 |
| 11 55 | 8 10 | 4 55 | | | A12.7 | 2.9 SEBASTOPOL | 60.3 | 2 50 | 5 35 | 8 35 |
| 12 10PM | 8 25 | 5 20 ³² | 4130 | 79 | A20.2 | 7.5 EXLEY | 52.8 | 2 35 | 5 20 ³³³ | 8 20 |
| 12 15 | 8 30 | 5 25 | | | A21.9 | 1.7 WALNUT GROVE | 51.1 | 2 30 | 5 15 | 8 15 |
| 12 35 | 8 45 | 5 40 | | | A26.9 | 5.0 TUSCOLA | 46.1 | 2 17 | 5 01 | 8 01 |
| 12 55 | 9 01 | 5 55 | | | A32.1 | 5.2 LENA | 40.9 | 2 06 | 4 45 | 7 45 |
| 1 15 | 9 20 | 6 10 | 4126 | 79 | A39.0 | 6.9 LUDLOW | 34.0 | 1 52 | 4 30 | 7 30 |
| 1 35 ³³² | 9 40 | 6 30 | 3718 | 62 | A47.4 | 8.4 GUY | 25.6 | 1 35 ³³³ | 4 10 | 7 10 |
| 1 50 | 9 55 | 6 45 | | | A52.6 | 5.2 GOSHEN SPRINGS | 20.4 | 1 05 | 3 55 | 6 55 |
| 2 10 | 10 10 | 7 01 | | | A58.9 | 6.3 FANNIN | 14.1 | 12 50 | 3 40 | 6 40 |
| 2 30 | 10 30 | 7 17 | | | A66.7 | 7.8 LUCKNEY | 6.3 | 12 25 | 3 15 | 6 25 |
| 2 40 | 10 40 | 7 25 | 3584 | 60 | A69.0 | 2.3 WELLS | 4.0 | 12 15 | 3 05 | 6 15 |
| A2 59PM | A10 50PM | A7 45PM | | Yard | A73.0 | 4.0 CAPITOL YARD | 0.0 | L12 01PM | L2 50PM | L6 01AM |
| | | | | | | | | Daily | Daily | Monday Wednesday Friday |

Southward

DYERSBURG DISTRICT

Northward

11

| Feet | Siding Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles From Dyersberg |
|------|-----------------|------|------------|--|-------------------------|
| | 55 Foot | Cars | | | |
| | | Yard | 53.2 | C..... DYERSBURG | 0.0 |
| | | | 42.6 | 10.6 TIGRETT | 10.6 |
| | | | 39.7 | 2.9 FRIENDSHIP | 13.5 |
| | | | 34.4 | 5.3 CROCKETT MILLS | 18.8 |
| | | | 27.8 | 6.6 ALAMO | 25.4 |
| | | | 22.1 | 5.7 BELLS | 31.1 |
| | | | 16.3 | 5.8 ROBERTS | 36.9 |
| | | Yard | 5.5 | 10.8 POPLAR STREET | 47.7 |
| | | Yard | 2.7 | 2.8 BEMIS | 50.5 |

Southward

WARRIOR DISTRICT

Northward

| Feet | Sidings Capacity | | Mile Posts | TIMETABLE NO. 1 Taking Effect July 28, 1974 STATIONS | Miles From Fox |
|------|------------------|------|------------|--|-------------------|
| | 55 Foot | Cars | | | |
| | | | 8.12 | FOX | 0.00 |
| | | | 5.96 | 2.16 HOLT | 2.16 |
| | | | 2.90 | 3.06 HOLT JCT. | 5.22 |
| | | Yard | 0.00 | 2.90 TUSCALOOSA | 8.12 |

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride on side of cars and they must familiarize themselves with location of such structures.

N. Limits of Supervision of the Alabama Division at Jackson, Tn. extend to Yard Limit sign on Cairo District at Mile 469.5; Union City District at Mile 388.5; and the Jackson District at MP 474.

2. STANDARD CLOCKS:

| | |
|-------------------------------------|--|
| Jackson Tn. (Caller's Office) | Mobile (Yard Office and Roundhouse) |
| Frogmoor (Yard Office) | Meridian |
| Iselin (Yard Office and Roundhouse) | Capitol Yard |
| Haleyville | Tuscaloosa (Train Dispatcher's Office) |
| Corinth | Artesia |
| Birmingham (ICG Yard Office) | West End Yard (Yard Office) |
| Okolona | New Albany |
| Louisville | Laurel |

S71. Regular northward and eastward trains are superior to regular trains of the same class in the opposite direction.

83. TRAIN REGISTERS:

| | | | |
|------------|--------------|---------------|--|
| Iselin | Union | Mobile | } For Trains Originating and Terminating |
| Frogmoor | Meridian | West End Yard | |
| Okolona | Capitol Yard | Beaumont | |
| Artesia | Laurel | Lucedale | |
| Louisville | Tuscaloosa | Waynesboro | |
| Haleyville | Birmingham | | |

86. Unless otherwise provided, northward trains taking siding at Iselin will head in at the south switch, and southward trains taking siding at Iselin will head in through the crossover just north of Magnolia St. Northward trains leaving Iselin to meet an opposing train in Jackson Yard will not pass Madison St. until the opposing train arrives.

93. YARD LIMITS:

| | | | |
|--------------|------------|--------------|--------------|
| Jackson, Tn. | Waynesboro | New Albany | Newton |
| Corinth | Mobile | Middleton | Laurel |
| Tupelo | Haleyville | Mathiston | Beaumont |
| Okolona | Columbus | Ackerman | Lucedale |
| West Point | Tuscaloosa | Louisville | Evanston |
| Artesia | Holt | Philadelphia | Jackson, Ms. |
| Meridian | Montgomery | Union | |

98. RAILROAD CROSSINGS NOT INTERLOCKED:

| | |
|--------------|---|
| Jackson, Tn. | L&N (Dyersburg District) |
| Bemis | ICG (Jackson District & Dyersburg District) |
| Mobile | SOU |

98.(a). RAILROAD CROSSINGS PROTECTED BY GATES:

| | | |
|-----------|-----|--|
| Bells | L&N | Normal position for L&N |
| Mathiston | ICG | No normal position (New Albany and Columbus District) |
| Columbus | ICG | Normal position for Montgomery District (Montgomery and Columbus District) |
| Newton | ICG | No normal position (Newton and Meridian District) |

101. SPEED RESTRICTIONS: Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed:

| TERRITORY OR LOCATION | Freight Trains with GP Type Engines | All Trains with Switcher or Transfer Engines | Trains Handling Revolving Machinery on Own Wheels |
|--|--|--|--|
| | Miles Per Hour | | |
| Between: | | | |
| Jackson, Tn. & Perry-Bemis | 25 | 25 | 25 |
| Perry and Ruslor Jct. | 40 | 40 | 25 |
| Ruslor Jct. and Haleyville | 60 | 45 | 25 |
| Ruslor Jct. and Mobile | 30 | 30 | 25 |
| Artesia and Montgomery | 30 | 30 | 25 |
| Tuscaloosa and Fox | 10 | 10 | 10 |
| Bemis and Union | 30 | 30 | 25 |
| Union and Mobile | 25 | 25 | 25 |
| Iselin and Dyersburg | 25 | 25 | 10 |
| Meridian and Union | 25 | 25 | 10 |
| Union and Capitol Yard | 30 | 30 | 25 |
| 101(a). LOWER SPEEDS: | | | |
| | Miles Per Hour | | |
| Through turnouts unless otherwise authorized | 10 | 10 | 10 |
| NEW ALBANY DISTRICT | | | |
| Ripley—all street crossings | 25 | 25 | 25 |
| New Albany — All Street Crossings | 10 | 10 | 10 |

| TERRITORY OR LOCATION | Freight Trains with GP Type Engines | All Trains with Switcher or Transfer Engines | Trains Handling Revolving Machinery on own wheels |
|---|--|--|--|
| 101.(a). Lower Speeds (Cont'd): | Miles Per Hour | | |
| DYERSBURG DISTRICT | | | |
| Highway crossing Route 20 between Alamo & Bells | 5 | 5 | 5 |
| OKOLONA DISTRICT | | | |
| Selmer—Highway Crossing, Route 45 | 30 | 30 | 25 |
| BIRMINGHAM DISTRICT | | | |
| Ruslor Jct. to Mile 8.2 | 50 | 45 | 25 |
| MP 15 to Mile 30.7 | 50 | 45 | 25 |
| Curves MP 44 to MP 60 | 50 | 45 | 25 |
| Curves Mile 67.5 to MP 80 | 50 | 45 | 25 |
| Curves MP 80 | 40 | 40 | 25 |
| Grade Crossing Mile 59.6 | 50 | 45 | 25 |
| Brush Creek Bridge 71-2 | 20 | 20 | 20 |
| Curve Mile 71.4 | 40 | 40 | 25 |
| Mile 73.6 account slide | 10 | 10 | 10 |
| MONTGOMERY DISTRICT | | | |
| Mile 117.2 to Mile 117.8 | 10 | 10 | 10 |
| Curve Mile 123.7 | 10 | 10 | 10 |
| Bridge—Tombigbee River, Columbus to SLSF Crossing | 10 | 10 | 10 |
| Bridge—Warrior River, Tuscaloosa | 10 | 10 | 10 |
| Bridge 108.97 | 10 | 10 | 10 |
| Bridge—Alabama River, Montgomery | 10 | 10 | 10 |
| ARTESIA DISTRICT | | | |
| Bridge 227.8 (trains handling loaded woodracks and cars of pipe) | 10 | 10 | 10 |
| MOBILE DISTRICT | | | |
| Bridges 69.2; 94.9; 107.07; 122.3 (trains handling loaded woodracks and cars of pipe) | 10 | 10 | 10 |
| PEARL RIVER DISTRICT | | | |
| Bridge 71.6—Pearl River, Jackson, Ms. | 10 | 10 | 10 |
| EVANSTON DISTRICT | | | |
| Bridges 50.2 and 70.1 | 10 | 10 | 10 |

In ABS or CTC, on both single and multiple track, speed of trains or engines is restricted as follows:

- 25 MPH for: a) one diesel unit
b) two diesel units, or
c) one diesel unit and one car.

- 45 MPH for: a) one diesel unit and two cars
b) two diesel units and one car, or
c) three diesel units.

Speed on any track other than main track must not exceed 10 MPH.

Freight Trains must not be operated at speeds between 13 and 20 MPH except in acceleration or deceleration.

Maximum permissible speed for diesel units is as follows:

- All switchers, road switchers and transfer engines 45 MPH
All other freight engines 65 MPH
(the above speeds shown are not authorized operating speeds)

Diesel engines moving through water (must not exceed three (3) inches over top of rail) 3 MPH

Diesel truck transfer car 45 MPH

Revolving machinery on its own wheels (must have boom trailing when practical) 25 MPH

Fixed cab pile drivers with boom leading or trailing 25 MPH

Air dump cars (must be handled in trains performing local work) 25 MPH

Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work) 25 MPH

Scale test cars (must be handled on rear of train next ahead of caboose and in trains performing local work) 30 MPH

Ore cars with wheel base of 20 feet or less (measured between truck centers) 30 MPH

Welded rail flat cars must be handled on rear of train when moving and must not exceed when loaded 30 MPH

when empty 40 MPH

Cars containing panel rail 30 MPH

Cars containing lead slabs of 2000 pounds or heavier 40 MPH

36 inch (or larger) pipe on flat cars 30 MPH

Derricks 66400, 66403, 66405 and 66408 must be separated by at least three (3) empty cars from engine or other loaded cars at Bridge 108.98 and Bridge 173.84 on the Montgomery District. Derrick 66405 must be separated by at least two (2) cars from engine over Bridges 50.2, 70.1 and 109.6, and must not exceed 10 MPH over Bridge 109.6 on Evanston District. Derricks 66400, 66405 and 66408 must not be operated north of Roberts on the Dyersburg District.

Trains or engines will not exceed speed shown until entire train or cut has passed over crossing listed below:

101.(a). Lower Speeds (Cont'd):

| | | |
|--------------|---------------------|--------|
| Jackson, Tn. | ICG (Union Station) | 20 MPH |
| Corinth | SOU | 20 MPH |
| Tupelo | SLSF | 20 MPH |
| West Point | ICG (2) | 20 MPH |
| Meridian | SOU | 20 MPH |
| Tuscaloosa | SOU | 20 MPH |
| Maplesville | SOU | 25 MPH |
| Columbus | SLSF | 20 MPH |
| Mobile | L&N | 10 MPH |
| New Albany | SLSF | 10 MPH |
| Mathiston | ICG | 20 MPH |
| Newton | ICG | 20 MPH |

104. NORMAL POSITION OF SWITCHES:

Iselin—south end—for yard lead.

Frogmoor—for Okolona District.

Jackson Thoroughfare Track—All switches, except spring switch at south end, must be lined for this track.

Mobile { Frascati—north end house track to middle track—for house track.
Standard Oil & St. Joseph St. area—for Southern Railway switching lead.

104.(h). Switch point derail at clearance point on Union Camp track is pipe-connected to and operated by the dual control switch at UC Jct.

109. BULLETIN BOARDS:

Jackson, Tn. (Caller's Office)
Iselin (Yard Office & Roundhouse)
Frogmoor (Yard Office)
Corinth
Tupelo
Okolona
Artesia
Meridian (Yard Office, Engine House — 26th Ave.)
Waynesboro
Mobile (Beauregard & Frascati Yard Offices, Engine House)
Haleyville
Tuscaloosa (Register Room, 15th St. Shanty, Yardmen's Wash & Locker Room)
West End Yard
New Albany (Register Room)
Louisville
Laurel
Capitol Yard
Birmingham

111.(e) Chicago Train Detector Center has radio communication with trains passing HBD Scanners located at Ellington and Hodges, Mississippi. When a hot box, loose wheel, or dragging equipment is detected by the HBD Scanner, the communicator in Chicago will communicate with the crew of the appropriate train in the following manner:

TRAIN DETECTOR CONTROL CENTER: This is the Chicago Train Detector Center calling the northbound (or southbound) train passing (station named) detector. Stop your train. You have a (hot box, loose wheel, or dragging equipment).

TRAIN ENGINEER RESPONSE: This is the engineer on (train number _____) passing (station named) detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, **CHICAGO TRAIN DETECTOR CENTER** will reply: I will give you location of the car after your train is stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

CHICAGO TRAIN DETECTOR CENTER: This is Chicago Train Detector Center calling engineer on (train number).

ENGINEER REPLY: This is engineer on (train number).

CHICAGO TRAIN DETECTOR CENTER: Engineer on (train number), you have a (hot box, loose wheel, dragging equipment) located (#) cars from your (lead engine or caboose) on the (north, east, south, west) rail. It is the (lead or trailing) truck, (lead or trailing) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, i.e., timetable direction north or south, identify rails as east or west; timetable direction east or west, identify rails as north or south.

An on the ground thermal inspection must be made by a member of the crew. If a defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of the train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any).

If defect is not found, report must be made to connecting crew so that it may be kept under observation, or report made to yard forces at final terminal.

HOT BOX DETECTORS NOT MONITORED BY CHICAGO DETECTOR CENTER, ARE LOCATED ON THE FOLLOWING DISTRICTS:

| | |
|----------------------|------------------|
| New Albany District | Okolona District |
| Sherwood | McNairy |
| Houlka | |
| Hornsby | |
| Newton District | Artesia District |
| Burnside | Shuqulak |
| Pearl River District | Porterville |
| Lena | |
| Montgomery District | Mobile District |
| Ethelsville | Quitman |
| Gordo | State Line |
| Eoline | Citronelle |
| Vida | |

Crews not hearing from hot box detector readout office within four (4) minutes after passing any of the hot box detector locations, must stop their train and examine same for hot box or dragging equipment.

215. Trains must secure a clearance before leaving Union, Artesia, New Albany and Tuscaloosa.

Trains may leave Capitol Yard without clearance, but must secure same at East Jackson.

Trains may leave Bemis without clearance, but must secure same at Iselin.

Trains may leave West End Yard without clearance, but must secure same at Montgomery.

505. ABS extends from Frogmoor to Perry, Iselin Jct. to Ruslor Jct., and from Ruslor Jct. to Haleyville. At Meridian, ABS extends from MP 0 to MILE 0.4 for movement on the Southern Railway Main Tracks.

525. CTC is in effect between UC Jct. and Mile 175.8 on the Montgomery District with control station at Tuscaloosa.

528.(a). When home signal at UC Jct. or at Mile 175.8 conveys Stop indication and communication is not available with control operator, a member of the crew may operate key release (located on home signal) in accordance with posted instruction. If signal continues to convey Stop indication after the expiration of four minutes and no conflicting movement is evident, train or engine must be moved forward until leading wheels are one hundred feet past the Stop signal, wait ten minutes, and may then proceed at RESTRICTED SPEED to the next signal conveying an indication permitting a speed more favorable than RESTRICTED SPEED, or through the entire limits of CTC if there is no other signal. Rule 277 must be complied with at UC Jct.

536. The main track switches at Hunter, Al. are not equipped with electric locks and must not be used by trains or engines for the purpose of clearing another train. When trains or engines use these tracks to set out, pick up, or do switching, part of train must be left on main track or switch left open.

560. SPRING SWITCHES:

Jackson, Tn.—for Main Track (Union Station)

*Jackson, Tn. — for Thoroughfare Track (Main Street)

*Frogmoor — for Main Track

Selmer—south end siding—for Main Track—a semaphore switch indicator equipped with switch key release box is located at spring switch.

*Neil — both ends siding — for Main Track

*Red Bay — both ends siding — for Main Track

*Atwood — south end siding — for Main Track

*Hackleburg — both ends siding — for Main Track

Meridian — for Southern Railway North Main Track (north of 27th Ave.)

(*) — Equipped with lunar white marker.

Movement through spring switches equipped with key operated time release in ABS, single track, will be governed as follows:

If signal displays STOP, and it is known route ahead on Main Track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in release box mounted on signal case or instrument case near dwarf signal, turn key clockwise, and remove key after five (5) seconds from release box. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, as shown in instructions, located by key release, Rule 509 will govern.

608. MANUAL INTERLOCKINGS:

| | |
|-------------|------------|
| Iselin Jct. | Tupelo |
| Middleton | New Albany |
| Laurel | |

The interlocking at New Albany will operate automatically between the hours of 11:00 AM and 1:00 PM and between 4:00 PM and 7:00 AM. The interlocking at Tupelo will operate automatically between the hours of 11:00 PM and 7:00 AM. During the hours the interlockings at these points are operating automatically, crews will be governed by Rule 610.

610. AUTOMATIC INTERLOCKINGS:

| | |
|------------------------------|---|
| Jackson, Tn. (Union Station) | ICG |
| | Cairo District — Union City District |
| Jackson, Tn. (Bemis Cutoff) | ICG |
| | Okolona District — New Albany District |
| Corinth | SOU |
| Ackerman | ICG |
| | New Albany District — Aberdeen District |
| West Point (2) | ICG |

610. Automatic Interlockings (Cont'd):

Aberdeen District — Columbus District
Artesia District

| | |
|-------------------|------|
| Meridian | SOU |
| Tuscaloosa | SOU |
| Maplesville | SOU |
| Columbus | SLSF |
| Mobile (Frascati) | L&N |

1200. Federal Rail Administration Order No. 3 requires that cars used in transporting Class A Explosives not equipped with non-sparking brake shoes and also equipment with continuous steel sub-floor or metal spark shields must be inspected by train crew members or carmen, where available, under the following conditions:

1. Where the train and engine crews are changed.
2. The first point practical after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
3. The first point practical after an emergency application of the automatic air brakes.

The inspection required must be conducted to determine that:

1. The air brakes released.
2. There is no evidence of fire.
3. There is no evidence of overheating of brake shoes, wheel rims, wheel treads or journals.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released. If any evidence of overheating of any component of a car is discovered or the suspension system or draft gear assembly of a car is found to be in unsuitable condition for service, such cars should be set out from train.

1201. Whenever locomotives are left unattended, the brake valve should be placed in running position and hand brake set. Enginemen taking charge of engines that have been standing unattended will see that hand brakes are released properly before engine is moved. Trainmen and/or Yardmen who couple into or move unattended engines must also check hand brakes to see that they are properly released before moving.

1202. Dead diesel units may be handled anywhere in the first twenty (20) cars of a train, and when practical, should be handled next to the units handling the train. Crew members should observe dead units closely for indication of sticking brakes and sliding wheels.

1203. When a locomotive is to be cut off a freight train, or train is to be separated, enginemen will make a twenty pound brake pipe reduction. When the reduction has been made, the engineer will give one short blast of the whistle to inform the train crew they may close the angle cocks and cut off the locomotive or cars. Sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

1204. Six (6) axle diesel units must not be operated on the Division, except between Jackson, Tn. and Ruslor Jct., and on the Birmingham District.

1205. Maximum weight of cars is 263,000 pounds on the Alabama Division, with the following exceptions:

Dyersburg District — 177,000 pounds.

Montgomery District — The maximum of 263,000 pounds applies when the coupled length of the car is not shorter than 47 feet 6 inches.

1206. In that part of the Operating Rules of the Illinois Central Gulf Railroad, which became effective July 1, 1974, where title of Superintendent of Transportation is used in the new rule book and on Train Order Form No. 19, it is changed to "Chief Train Dispatcher" for the Alabama Division, with the exception of the Birmingham District.