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SPEED TABLE

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

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

LOUISVILLE & NASHVILLE RAILROAD COMPANY

MOBILE DIVISION

TIME TABLE No.

7

TAKES EFFECT

SUNDAY, MAY 16, 1971

AT 12:01 A.M. CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice President — Operation

K. C. DUFFORD,
General Mgr.

S. P. STRICKLAND,
Chief Trans. Officer

W. T. DUDLEY,
Superintendent

C. B. MATTHEWS,
Ass't Superintendent

T. J. DUNCAN,
Ass't Superintendent

J. P. PRITCHETT,
Ass't Superintendent Montgomery Terminal

SPECIAL INSTRUCTIONS**SUB-DIVISIONS**

- Between Montgomery and Sibert, Inc.—Foley Branch.
- Between Sibert and New Orleans.
- Between Flomaton and Goulding.
- Between Goulding and Chattahoochee including Crestview—Florala Branch.
- Between Flomaton and Myrtlewood including branches.
- Between Georgiana and Graceville including Duval—Florala Branch.

DOUBLE TRACK TERRITORY

- Between S&NA Yard Montgomery and Catoma.
- Between Welka and Miles.
- Between Government Street and Pillams Street, Mobile.
- Between the south switch of siding Gentilly and N.O.T. Jet., New Orleans, La.
- Between the above points, Rules D251, D252, D253, D254 are effective, except between Government Street and Pillams Street, Mobile.
- Trains moving with the current of traffic between Government Street and Pillams Street, Mobile, will proceed ahead of overdue superior trains.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:

- S&N Yard (Montgomery) and Catoma
- Welka and Miles
- Texas Street and Pillams Street—Mobile
- The south switch of siding Gentilly and N.O.T. Junction, New Orleans, La.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Rules are effective between:

- Catoma and Welka
- Miles and Sibert
- South end of double track Mobile and South switch of siding Gentilly.

A train entering main track, through switch equipped with electric lock on "Unlocked" indication as prescribed by Rule 558, at the following locations:

Catoma—Mile 493	Evergreen
Letohatchie	Brewton—Container Corp.
Greenville	Keego
Chapman	Atmore
Owassa	Sibert
	Ferdido

must proceed at Restricted Speed to the next block signal displaying an indication permitting the train to proceed at a speed more favorable than Restricted Speed.

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

INTERLOCKING

Interlocking Rules are effective:

GM&O Tower—Montgomery	G&SI Crossing—Gulfport
Flomaton	Bay St. Louis Drawbridge
Tensas River Drawbridge	Pearl River Drawbridge
Mobile River Drawbridge	Rigolets Drawbridge
Bayou Sara Drawbridge	Chef Menteur Drawbridge
Chicksabogue Drawbridge	Industrial Canal Drawbridge
Three Mile Creek Drawbridge	NO&NE Junction
GM&O Crossing—Lawrence	N.O.T. Junction
Street, Mobile	N.O.P.B. Junction
E. Pascagoula River Drawbridge	Linden, Ala.
Biloxi Bay Drawbridge	Southern Ry., RS-740

MANUAL BLOCK

Manual Block is effective between South Sibert and north end of double track Government Street, Mobile.

Train movement may be made in this Manual Block territory on authority of block operators and without regard to superior trains.

Southward trains must obtain authority to enter Manual Block territory at Manual Block Office South Sibert by Clearance Form A endorsed: "Block".

Northward trains must obtain authority to enter Manual Block territory at Manual Block Office Government Street, Mobile by Clearance Form A endorsed: "Block".

Through yard engine movements between South Sibert and Government Street, Mobile, will be authorized to move in this Manual Block territory in the same manner as trains are authorized to use the block.

Other yard movements may occupy the track in this Manual Block territory without securing authority from block operator. Yardmen must know what trains are expected and let them pass without delay.

Trains must move at Yard Speed in this Manual Block territory, expecting to find yard movements occupying main track.

A train may be permitted to enter the Manual Block following a preceding train after five (5) minutes.

Block operators at Government Street, Mobile and South Sibert must record all movements within this Manual Block territory, and must not authorize any trains to occupy block until it has been ascertained that the block is clear of opposing movements.

Southward M&M trains arriving Sibert under conditions making it necessary to pass Block Office located at South Sibert, for the purpose of doubling train over, permission to pass this point can be obtained via radio communication from Block operator.

Southward NO&M trains originating at Sibert will be governed by the above when necessary to double train out of yard. Block card will be obtained in the usual manner before departure.

STANDARD CLOCKS

Montgomery—S&N Yard.	Sibert—Engineers' Wash Room.
Montgomery—Union Station.	Mobile—Gov't St. Train-order Office.
Georgiana—Train-order Office.	Pascagoula—Train-order Office.
Opp—Train-order Office.	Gentilly—Yard Office.
Flomaton—Train-order Office.	Gentilly—Engineers' Wash Room.
Bay Minette—Train-order Office.	Goulding—Train-order Office.
Foley—Train-order Office.	Chattahoochee—Train-order Office.
South Sibert—Block Office.	Selma—Yard Office.
Mobile—Dispatcher's Office.	

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Montgomery.....	S&N Yard for second-class and inferior trains.
Flomaton.....	Train yard for second-class and inferior trains.
Sibert.....	Yard for second-class and inferior trains.
Goulding.....	Train yard.
Selma.....	W. of A. yard for all trains.

At Sibert, the point of entrance for northward trains is the cross-over switch from the main track to the south drill track located just south of Alabama State Docks Terminal Railway crossing.

At Goulding, the point of entrance for all southward trains is the north switch.

SPECIAL INSTRUCTIONS—Continued**TRAIN-ORDER OFFICES**

Station	Hours Office Open	Days Office Closed
*S&N Yard, Montgomery	Continuous	
*Georgiana	7:00 A.M. to 4:00 P.M....	Sunday
*Flomaton	Continuous	
*Bay Minette	7:30 A.M. to 4:30 P.M....	Sunday
*South Sibert	Continuous	
*Mobile	Continuous	
*NO&NE Tower ..	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.
Loxley	7:00 A.M. to 12:00 Noon. 1:00 P.M. to 4:00 P.M....	Sat. & Sun.
Robertsdale	7:00 A.M. to 12:00 Noon. 1:00 P.M. to 4:00 P.M....	Sat. & Sun.
*Foley	7:00 A.M. to 12:00 Noon. 1:00 P.M. to 4:00 P.M....	Sat. & Sun.
Linden	7:00 A.M. to 12:00 Noon. 1:00 P.M. to 4:00 P.M....	Sat. & Sun.
*Selma	6:00 A.M. to 2:00 P.M. 5:00 P.M. to 1:00 A.M....	
Beatrice	7:00 A.M. to 12:15 P.M.... 1:15 P.M. to 4:00 P.M....	Sat. & Sun.
Peterman	8:00 A.M. to 11:45 A.M. 12:45 P.M. to 5:00 P.M....	Sat. & Sun.
Cantonment	7:00 A.M. to 3:00 P.M.... 5:00 P.M. to 1:00 A.M....	1:00 A.M. until 5:00 P.M. Sunday
*Goulding	Continuous	
Milton	7:00 A.M. to 11:30 A.M.... 12:30 P.M. to 4:00 P.M....	Sat. & Sun.
Crestview	8:30 A.M. to 4:30 P.M..... 10:00 P.M. to 6:00 A.M.....	
DeFuniak Springs...	7:00 A.M. to 11:30 A.M.... 12:30 P.M. to 4:00 P.M....	
Chipley	7:00 A.M. to 11:30 A.M.... 12:30 P.M. to 4:00 P.M....	
Cottondale	5:00 P.M. to 1:00 A.M....	
Marianna	8:00 A.M. to 12:00 Noon... 1:00 P.M. to 5:00 P.M.....	
*Chattahoochee ...	Continuous	

*—Denotes train-order office not equipped with Fixed Signal.

SUPERIORITY OF TRAINS

Superior Train	Superior To	Requirements
No. 432.....	No. 433.....	Flomaton to Corduroy
No. 468.....	No. 469.....	Selma to Myrtlewood
No. 438.....	No. 439.....	Selma to Myrtlewood
Nos. 462, 448, and 458.....	No. 447.....	Baychem to Goulding
No. 436.....	No. 437.....	Camden Jct. to Camden
No. 466.....	No. 467.....	Crestview to Florida

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

Nos. 468 and 469 between Selma and Myrtlewood.
Nos. 438 and 439 between Selma and Myrtlewood.
Nos. 430 and 435 between Flomaton and Western Jct.
Nos. 451 and 452 between Georgiana and Opp.
Nos. 459 and 450 between Opp and Graceville.
Nos. 453 and 454 between Opp and Florida.
Nos. 432 and 433 between Flomaton and Corduroy.
Nos. 455 and 456 between Bay Minette and Foley.
Nos. 436 and 437 between Camden Jct. and Camden.
Nos. 466 and 467 between Crestview and Florida.

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.

REGISTER STATIONS

Location	For	Register by Card Form 230
S. & N. Yard, Montgomery	All Trains	First Class Trains.
Union Sta., Montgomery	First Class Trains.....	
Georgiana	All A & F Branch Trains.....	
Flomaton	All trains originating or terminating	No. 464.
Bay Minette	All Foley Branch Trains	
Sibert Yard Office.....	All trains originating or terminating	
Mobile	All First Class Trains..	
Pascagoula	All trains originating or terminating	
Gentilly	All trains originating or terminating	
Union Station, New Orleans	All Trains	
Foley	All Trains	
Opp	All Trains	
Graceville	All Trains	
Myrtlewood	All Trains	
Selma	All Trains	
Camden	All Trains	
Camden Jct.....	All Trains	
Corduroy	All Trains	
Goulding Train Order Office	All Trains	
Baychem	Nos. 403, 449, 457, 461 and 447.....	Throw register card in box as train passes.
Crestview	All Trains	All trains between the hours of 8:30 A.M. to 4:30 P.M. and 10:00 P.M. to 6:00 A.M. except trains originating and terminating. Trains other than those originating are not required to check register at Crestview.
Chattahoochee	All Trains	

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SOUTHWARD—MONTGOMERY AND SIBERT—NORTHWARD

SECOND CLASS							Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Stations based on 55 feet per car.	SECOND CLASS						
479	465	463	471	441	473	401				402	472	460	470	440	474	464
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight	Fast Freight				Fast Freight	Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight	Fast Freight
Daily	Daily	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.		P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.		
4.00	6.00		7.00	5.00	2.30		488.20	L MONTGOMERY OA	Yard		8.15		2.00	9.30	12.30	1.15
							492.69	4.49 CATOMA	E.D.T.							
							497.25	4.56 McGEHEES	125							
							514.44	17.00 CALHOUN	175							
							520.43	6.18 FORT DEPOSIT	60							
							526.01	5.58 SEARCY	186							
							532.35	6.34 GREENVILLE	74							
							540.89	8.54 BOLLING	53							
							548.18	7.29 GEORGIANA O	181							
							560.86	12.68 WILCOX	104							
							568.83	7.97 EVERGREEN	56							
							580.07	11.24 CASTLEBERRY	181							
							593.38	13.31 BREWTON	100							
							604.42	11.04 WELKA	E.D.T.							
	10.30	2.35				9.30	607.03	2.61 FLOMATON O	Yard	5.30		8.00				8.40
							609.17	2.14 MILES	E.D.T.							
							613.79	4.62 WAWBEEK	71							
							621.54	7.75 ATMORE								
							625.90	4.40 NOKOMIS	181							
							642.40	16.57 BAY MINETTE O	130							
							650.65	8.25 HURRICANE	181							
							660.28	9.63 AKKA	61							
12.01		5.05	1.30	12.30	8.30	11.59	664.33	4.05 SIBERT OL	Yard	3.00	2.00	6.00	8.00	2.00	6.30	
A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.				P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily
479	465	463	471	441	473	401				402	472	460	470	440	474	464

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

SOUTHWARD—FLOMATON, GOULDING AND CHATTAHOOCHEE—NORTHWARD

SECOND CLASS					FIRST CLASS		Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Stidger based on 65 feet per car	FIRST CLASS		SECOND CLASS				
461	465	457	447	449		403				400		448	446	458	464	462
Fast Freight	Fast Freight	Freight	Freight	Freight		Fast Freight				Fast Freight		Freight	Freight	Freight	Fast Freight	Fast Freight
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturday		Daily				Daily		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
P. M.	P. M.	A. M.	A. M.	A. M.		P. M.	A. M.		P. M.	A. M.	P. M.	P. M.	P. M.			
11.15	10.35					5.55	607.03	L	FLOMATON OA	Yard	9.30			8.30	11.05	
11.25	10.55 ⁴⁶²					6.00	609.09		2.06 CENTURY	36	9.20			8.08	10.55 ⁴⁶⁵	
11.35	11.12					6.05	612.36		3.27 BLUFF SPRINGS	36	9.10			8.00	10.45	
11.45	11.22					6.15	617.40		5.04 McDAVID	60	9.00			7.50	10.35	
12.05	11.42					6.35	627.29		8.89 MOLINO	71	8.42			7.35	10.15	
12.35	12.15					7.00 ⁴⁶⁰	635.76		8.47 CANTONMENT O	59	8.26			7.00 ⁴⁰³	9.55	
12.41	12.30					7.10	638.39		2.83 GONZALEZ	91	8.20			6.20	9.50	
1.05 3.45	12.50	8.00	6.00	5.00 ⁴⁰⁰		7.30 10.30	648.19		9.80 GOULDING O	Yard	8.00 5.00 ⁴⁴⁹	12.15	11.40	3.40	6.00	9.30 8.00
4.30 ⁴⁰⁰		8.38	6.40	5.35		11.10	658.57		10.38 YNIESTRA	20	4.30 ⁴⁶¹	11.15	11.00	2.57		7.25
4.50		8.50	7.00	5.52		11.35	663.29		4.72 PACE	36	4.06	10.50	10.42	2.44		7.04
4.52		8.52	7.05	5.54		11.37	663.78		0.49 BAYCHEM	Wye	4.04	10.48	10.30	2.42		7.02
5.02		9.05		6.19		11.52	670.26		6.48 MILTON O	36	3.49	10.33		2.17		6.49
5.22		9.25		6.40		12.27	680.36		10.10 HAROLD	36	3.29	10.12		1.56		6.29
5.35		9.41		6.56		12.45	689.14		8.78 HOLTS	36	3.15	9.55		1.40		6.15
5.40		9.45 ⁴⁴⁸		7.02		12.50	691.59		2.45 GALLIVER	36	3.10	9.45 ⁴⁵⁷		1.34		6.10
6.00		10.15		7.26		1.10	700.89		9.30 CRESTVIEW O	64	2.50	9.25		1.10		5.50
6.20				7.51		1.30	709.86		8.97 DEER LAND	36	2.30	9.09				5.30
6.32				8.02		1.45	716.88		7.02 MOSSY HEAD	46	2.15	8.53				5.18
6.44				8.23 ⁴⁴⁸		2.00 ⁴⁰⁰	723.94		7.06 MAVIS	36	2.00 ⁴⁰³	8.23 ⁴⁴⁹				5.06
6.55				8.42		2.10	729.71		5.77 DE FUNIAK SPGS O	32	1.40	8.10				4.57
7.05				8.59		2.20	734.39		4.68 ARGYLE	32	1.30	8.03				4.47
7.18				9.20		2.33	741.26		6.87 PONCE DE LEON	24	1.02	7.43				4.32
7.30 ⁴⁴⁸				9.40		2.45	747.74		6.49 WESTVILLE	32	12.50	7.30 ⁴⁶¹				4.20
7.50				10.05		3.05	758.37		10.63 BONIFAY	36	12.30	7.07				4.00
8.05				10.15		3.20	767.23		8.86 CHIPLEY O	61	12.15	6.47				3.20
8.30				10.36		3.45	776.65		9.42 COTTONDALE O	51	11.50	6.15				2.50
8.40				11.06		3.55	780.79		4.13 LIME ROCK	36	11.40	5.57				2.40
8.50				11.16		4.05	785.90		4.92 MARIANNA O		11.27	5.47				2.25
8.56				11.36		4.11	788.96		3.06 SESA	40	11.21	5.42				2.20
9.10				11.50		4.25	796.59		7.63 CYPRESS	36	11.06	5.20				2.06
9.16				11.59		4.31	799.96		3.37 GRAND RIDGE	13	11.00	5.12				2.00
9.31				12.15		4.46 ⁴⁴⁸	808.63		8.67 BOYKIN	49	10.45	4.46 ⁴⁰³				1.45
10.00				1.00		5.15	811.45	A	2.82 CHATTAHOOCHEE OL	Yard	10.30	4.30				1.30
A. M.	A. M.	A. M.	A. M.	P. M.		A. M.					P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Saturday		Daily					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
461	465	457	447	449		403					400	448	446	458	464	462

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

SOUTHWARD—FLOMATON, SELMA AND MYRTLEWOOD—NORTHWARD

THIRD CLASS		SECOND CLASS				Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time		Our Capacity of Stations based on 65 feet per car.	SECOND CLASS					
43	41	439	469	433	435		430	432		468	438	42	40		
W. of A. Freight	W. of A. Freight	Freight	Freight	Freight	Freight		Freight	Freight		Freight	Freight	W. of A. Freight	W. of A. Freight		
Daily ex. Sat.	Daily	Daily ex. Sat.	Daily	Daily ex. Sunday	Daily ex. Sunday		Daily ex. Sat.	Daily ex. Sunday		Daily	Daily ex. Sat.	Daily	Daily ex. Sat.		
P.M.	A.M.	A. M.	P. M.	A. M.	A. M.	STATIONS			A. M.	A. M.	P.M.	A. M.	A.M.	P.M.	
		11.55	10.15			780.01	L MYRTLEWOOD	A 23			9.30	11.10			
		12.25	10.45			770.34	9.67 LINDEN	O 23			8.55	10.27			
		1.00	11.20			759.56	10.78 THOMASTON	23			8.30	10.00			
		2.00	12.15			735.68	23.88 ORRVILLE	23			7.40	9.10			
7.00	5.00	3.00	1.15		5.00	719.32	16.36 SELMA	O Yard	10.30		7.00	8.30	4.00	6.00	
7.10	5.10				5.06	716.34	2.98 WESTERN JUNCTION		10.02				3.35	5.35	
					5.35	701.00	15.34 PLEASANT HILL	16	9.30						
					5.45	695.27	5.73 MINTERS	16	9.15						
					5.54	690.06	5.21 SNOW HILL	20	9.05						
					6.20	675.24	14.82 McWILLIAMS	24	8.20						
					6.35	670.93	8.00 CAMDEN JUNCTION	Wye	8.06						
					8.03 ⁴³⁰	670.27	0.66 NADAWAH	24	8.03 ⁴³⁵						
				9.00	8.23	666.20	4.07 CORDUROY	48	7.55	7.23					
				9.20	8.43	662.37	3.83 BEATRICE	O 22	7.45	7.13					
				9.47	9.10	651.09	11.28 PETERMAN	O 24	7.18	6.46					
				9.57	9.20	646.71	4.38 MONROETON	22	7.10	6.38					
				10.06	9.29	642.66	4.05 DREWRY	25	7.03	6.31					
				10.16	9.39	636.96	5.70 REPTON	16	6.53	6.21					
				10.29	9.52	630.07	6.89 DEER RANGE	21	6.41	6.13					
				10.44	10.07	622.63	7.44 WALLACE	20	6.28	6.01					
				10.57	10.20	616.58	6.05 HAMMAC	12	6.17	5.50					
				11.20	10.40	607.03	9.55 FLOMATON	OL Yard	6.00	5.30					
P.M.	A.M.	P. M.	A. M.	A. M.	A. M.				A. M.	A. M.	P.M.	A. M.	A.M.	P.M.	
Daily ex. Sat.	Daily	Daily ex. Sat.	Daily	Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sat.	Daily ex. Sunday	Daily	Daily ex. Sat.	Daily	Daily ex. Sat.	
43	41	439	469	433	435				430	432	468	438	42	40	

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

GEORGIANA AND GRACEVILLE										DUVALL AND FLORALA									
Southward					Northward					Southward					Northward				
SECOND CLASS			Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS			Second Class	Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS			Second Class			
453	459	451				452	450	454					454						
Freight	Freight	Freight				Freight	Freight	Freight					Freight						
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday						
A. M.	P. M.	A. M.	STATIONS			A. M.	P. M.	A. M.	A. M.	STATIONS			A. M.						
		5.30	547.30	L GEORGIANA O A	Yard	11.00													
		5.50	556.15	McKENZIE	19	10.30													
		6.05	560.74	BROOKS	12	10.20													
		6.35	568.37	RED LEVEL	16	10.05													
		7.30	579.93	ANDALUSIA	O 34	9.30													
		8.30	594.87	OPP	O 18	9.00	8.00	9.00											
5.30	2.00																		
6.00	2.10		595.67	DUVALL			7.40	8.45											
			602.12	KINSTON	19		7.20												
			612.54	SAMSON	16		7.00												
			624.71	GENEVA	O 17		6.30												
			632.86	BLACK	8		5.56												
			640.72	NOMA	19		5.42												
			647.43	GRACEVILLE	O L 27		5.30												
A. M.	P. M.	A. M.				A. M.	P. M.	A. M.											
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday											
453	459	451				452	450	454											

CAMDEN JCT. AND CAMDEN										FLORALA AND CRESTVIEW									
Southward					Northward					Southward					Northward				
SECOND CLASS			Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS			Second Class	Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS			Second Class			
437						436							466						
Freight						Freight							Freight						
Daily ex. Sunday						Daily ex. Sunday							Daily ex. Sunday						
A. M.			STATIONS			A. M.			A. M.	STATIONS			A. M.						
		7.25	687.16	L CAMDEN	A 23	7.10													
		7.36	682.10	ESTELLE	12	6.59													
		7.45	677.73	NEENAH	12	6.50													
		8.00	670.93	CAMDEN JUNCTION	L 24	6.35													
A. M.						A. M.													
Daily ex. Sunday						Daily ex. Sunday													
437						436													

BAY MINETTE AND FOLEY									
Southward					Northward				
SECOND CLASS			Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS			Second Class
453						456			
Freight						Freight			
Daily ex. Sunday						Daily ex. Sunday			
A. M.			STATIONS			A. M.			
		12.30	642.40	L BAY MINETTE O A	62	4.00			
		12.55	652.74	STAPLETON	56	3.35			
		1.10	661.52	LOXLEY	O 61	3.20			
		1.25	666.83	ROBERTSDALE	O 32	3.05			
		1.45	671.43	SUMMERDALE	69	2.45			
		2.00	677.38	FOLEY	O L 56	2.30			
P. M.						P. M.			
Daily						Daily			
453						456			

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

SPECIAL INSTRUCTIONS—Continued from page 2
CLEARANCE OF TRAINS

Trains	Stations	Requirements
Nos. 459, 453.....	Opp.....	Clearance Form A Not Required.
No. 455.....	Bay Minette.....	Clearance Form A Not Required.
No. 451.....	Georgiana.....	Clearance Form A Not Required.
Nos. 41, 43.....	Selma.....	Clearance Form A Not Required.

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

Trains filling schedules shown below will proceed on schedules indicated, without Clearance Form A:

Schedule Arriving	At Station	Proceed As
No. 459.....	Graceville.....	No. 450
No. 453.....	Florala.....	No. 454
No. 468.....	Myrtlewood.....	No. 469
No. 438.....	Myrtlewood.....	No. 439
No. 451.....	Opp.....	No. 452
No. 455.....	Foley.....	No. 456
No. 432.....	Corduoy.....	No. 433
No. 435.....	Camden Jct.....	No. 436
No. 436.....	Camden.....	No. 437
No. 437.....	Camden Jct.....	No. 435
No. 447.....	Baychem.....	No. 446
No. 457.....	Crestview.....	No. 466
No. 466.....	Florala.....	No. 467
No. 467.....	Crestview.....	No. 458
W of A Ry. No. 43.....	Western Jct.....	No. 42
W of A Ry. No. 41.....	Western Jct.....	No. 40

YARD LIMITS

Montgomery	Graceville	Camden	Cantonment
Georgiana (A.&F.)	Lockhart	Nadawah-Camden	Goulding-Pensacola
Flomaton	Florala	Jct.	Pace
Bay Minette	Loxley	Hybart	Milton
(Foley Br.)	Robertsdale	Corduoy	Crestview
Sibert-Mobile	Summerdale	Beatrice	Defuniak Spgs.
Gentilly-New	Foley	Peterman	Cottondale
Orleans	Myrtlewood	Monroeton-	Chipley
Andalusia	Selma-Western	M.&R. Jct.	Marianna
Opp-Duval	Junction	Repton	Chattahoochee
Geneva		Wallace	

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
South End Sibert Yards.....	A. S. D.....	Flagman.
850 feet North Beauregard St., Mobile.....	G. M. & O.....	Flagman.
Beauregard St., Mobile.....	Southern.....	Flagman.
Lawrence St., Mobile.....	G. M. & O.....	Interlocking.
Gulfport.....	G. & S. I.....	Interlocking.
Double Track, New Orleans.....	N.O.P.B. Railroad.....	Interlocking.
Double Track, New Orleans.....	N. O. & N. E.....	Interlocking.
Mile 804.....	N. O. T. Co.....	Interlocking.
Andalusia.....	C. of G.....	Stop Boards.
Linden.....	Frisco.....	Interlocking.
Mile RS 740.....	Southern.....	Interlocking.
Mile R 719.....	Southern.....	Crossing Gate.
Cottondale.....	A. & St. A. B.....	Stop Boards.

Be governed by the following instructions regarding interlocking plant at crossing of Southern and L&N tracks, Mile RS-740.

Interlocking rules will govern except when Absolute signal displays Stop indication train will stop short of signal, trainman will go to the crossing, or if no Southern train is standing inside signal limits, trainman will unlock iron box located on side of instrument house and stencilled L&N and locked with L&N switch lock, turn the knob on hand release to the right as far as possible, and then release it. Southern Absolute signals should immediately display Stop indication. Then after release has operated 3½ minutes L&N Absolute signal should display proceed indication. If L&N Absolute signal fails to display proceed indication after this operation, and if Southern Absolute signal is displaying Stop indication, train will then proceed over cross-

RAILROAD CROSSINGS AT GRADE—Continued

ing by signal from trainman at the crossing. In case the Southern Absolute signal should fail to display Stop indication, movement of the train over the crossing must be protected by a flagman in both directions.

Located to right of hand release box will be an information light that will burn red when no Southern train is approaching and will be extinguished when Southern train is in the approach.

Be governed by the following instructions regarding interlocking plant at crossing of Frisco and L&N tracks, Linden, Alabama.

Interlocking rules will govern, except when Absolute signal displays Stop indication train will stop short of signal, trainman will go to crossing, and, if no Frisco train is approaching the crossing, or if no Frisco train is standing inside signal limits, trainman will unlock iron relay box locked with an L&N switch lock, turn the knob on hand release to the right as far as possible, and then release it. Frisco Absolute signal should then display Stop indication immediately, then after release has operated two minutes, L&N Absolute signal should display proceed indication.

If the L&N Absolute signal fails to display proceed indication after this operation, and if Frisco Absolute signal is displaying Stop indication, train will then proceed over crossing by signal from trainman at the crossing.

In case the Frisco Absolute signal should remain in proceed indication, movement of train over the crossing must be protected by a flagman in both directions.

Be governed by the following instructions regarding crossing gate at railroad crossing at grade located on Mile R-719, approximately 200 feet south of Water Street at Selma, Ala., over which our Southern Alabama trains operate into and out of Selma.

The crossing gate will be set normally for operation over said crossing by Western Railway's trains. When a Southern Railway train desires to pass over said crossing, the crew or designated member thereof shall ascertain whether a Western train is near or about to pass over said crossing, and if the crossing may be safely used, Southern's train crew or the designated member thereof shall set the said gate against Western's trains. After Southern's train has cleared the crossing, Southern's train crew or the designated member thereof shall promptly reset the said gate against Southern's trains. It is expressly stipulated, however, that trains of Western will approach the crossing under control prepared to stop should the gate be set against Western.

When Absolute Block CTC signals governing southward or northward movements over GM&O Railroad crossing at grade at Lawrence St., Mobile, indicates Stop, trains, in addition to securing authority from train dispatcher to pass such signal indicating Stop, as prescribed by Rule 552, must protect against conflicting movements on GM&O Railroad tracks before moving on to crossing.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Montgomery, Germo (Outbound yard lead)	North	For main track
Montgomery.....	End of double track	For southward main track
Montgomery (crossover from S&NA Yard to Northward Main).....	South	For northward main track
Montgomery (crossover from Northward to Southbound Main tracks).....	North	For Crossover
Montgomery (crossover from Northward to Southward Main tracks).....	South	For southward main track
Catoma.....	End of double track	For northward main track
Welka.....	End of double track	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

SPECIAL INSTRUCTIONS—Continued

SPRING SWITCHES—Continued

Name of Siding	End Located	Normal Position
Flomaton (crossover from southward main track to northward main track on Escambia Bridge).....	North	For northward main track
	South	For crossover
Flomaton (lead from yard)	North	For northward siding
Flomaton (southward siding).....	South	For northward siding
Flomaton.....	South end of yard in southward main track	For the yard
Flomaton (South end of yard. Crossover from northward main track to southward main track).....	North	For southward main track
Miles.....	End of double track	For northward main track
Mobile.....	North end of double track	For southward main track
Goulding (crossover between east track and Main Track, just south Fairfield Drive Highway)	North end crossover	For crossover
Pensacola (East track).....	South end crossover	For main track
	South end at 17th Ave.	For east track

Trains moving against the current of traffic will approach all spring switches at Restricted Speed and be governed by the indication of electric switch targets at such switches.

BULLETIN BOARDS

M&M
 Montgomery—S&N Yard
 Montgomery—Roundhouse
 Montgomery—Union Station
 Montgomery—Enginemen's Washroom
 Greenville—Agent's Office
 Georgiana—Agent's Office
 Brewton—Agent's Office
 Flomaton—Train Order Office
 Bay Minette—Waiting Room
 Sibert—Yard Office
 Sibert—Roundhouse
 Goulding—Train Order Office
 Goulding—Enginemen's Washroom
 Opp—Train Order Office
 Foley—Train Order Office

NO&M
 Sibert—Yard Office
 Sibert—Roundhouse

Mobile—Enginemen's Washroom
 Mobile—Conductors' and Trainmen's Room
 Pascagoula—Agent's Office
 Gentilly—Yard Office
 Gentilly—Enginemen's Washroom

PD
 Montgomery—S&N Yard
 Montgomery—Roundhouse
 Montgomery—Union Station
 Montgomery—Enginemen's Washroom
 Flomaton—Train Order Office
 Sibert—Yard Office
 Sibert—Roundhouse
 Selma—Yard Office
 Selma—Shops
 Goulding—Train Order Office
 Goulding—Enginemen's Washroom
 Chattahoochee—Register Room
 Opp—Train Order Office

HOT BOX DETECTOR SYSTEM

Hot Box Detector Systems are in service between Montgomery and New Orleans at the following locations:

Hot Box Indicator	Hot Box Approach Indicator	For
South switch Searcy Siding 2,370 feet north of north switch	North Switch Searcy Siding	Southward trains
Evergreen siding ..	2500 feet north of M.P. 567	Southward trains
*North switch Bay Minette Siding	1000 feet south of M.P. 638	Southward trains
*South switch Orange Grove Siding Rigolets.....	North switch Orange Grove Siding On mast M.P. 778.7.....	Southward trains Northward and Southward trains
*3800 feet north M.P. 692 at Grand Bay, Alabama	On mast of Northward signal 6932	Northward trains
South switch Perdido, Ala., side track	156 feet north M.P. 633	Northward trains

(*—Wide Load Detector System in operation at points indicated by asterisk above.)

SPEED RESTRICTIONS

NORMAL SPEED OF TRAINS
in miles per hour

Between	Passenger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
Montgomery and Gentilly.....	70	50	30
Gentilly and N.O.T. Jet., New Orleans	45	25	25
Georgiana and Graceville (including Florida Branch)	40	35	25
Bay Minette and Foley.....	25	25	25
Flomaton and Pensacola	50	35	30
Pensacola and Pace	40	40	25
Pace and Chattahoochee.....	55	40	30
Selma and Flomaton.....	30	35	25
Selma and Myrtlewood.....	30	30	25
Camden and Yellow River Branches	30	30	25
Vredenburgh Ind. Spur.....	20	20	20
M&R Ind. Spur	15	15	15
Baychem Industrial Spur.....	15	15	15
Chemstrand Industrial Spur...	10	10	10

EXCEPTIONS

Trailing movement through turnouts at ends of double track, Catoma, Welka, and Miles 30
 Through turnout at north end Michoud siding..... 30
 Through other turnouts and crossovers..... 15
 Over G. & S. I. crossing Gulfport, Miss..... 20
 Southern Railway crossing Mile RS 740..... 15
 On single track between 14th Ave., Pensacola, and MP K-646, Brent, Fla. 15
 Choctawhatchie River Draw Bridge, Mile K-750..... 40
 Tensas River Drawbridge, Mile 652..... 45
 Mobile River Drawbridge, Mile 654..... 45
 Bayou Sara Drawbridge, Mile 659..... 45
 Chickasaw Bogue Drawbridge, Mile 664..... 45
 Pascagoula River, Mile 707..... 30
 Biloxi Drawbridge, Mile 725 to 723.8 30
 Bay St. Louis Drawbridge Mile 753..... 45
 Pearl River, Mile 769..... 45
 Trains handling pulp/stumpwood will not exceed thirty (30) mph on Pearl River Draw
 Rigolets Drawbridge, Mile 776..... 45
 Chef Menteur, Mile 788..... 45
 Over other drawbridges 15

All trains must consume not less than 5 minutes between Beauregard and Government Streets and not exceed 10 miles per hour between Government and Charleston Streets, Mobile, and close lookout must be maintained on each side of engine for street traffic.

Trains handling L&N Scale test cars must not exceed twenty-five

SPECIAL INSTRUCTIONS—Continued

(25) miles per hour and in addition, such cars must be handled in local freight only, immediately ahead of the caboose.

Trains handling units of welded rail must not exceed forty (40) miles per hour and in addition such cars must be handled on head end of train not more than 10 cars from pulling locomotives. Welded rail should be confined to other than fast freights.

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

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

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	15 miles per hour
Bay Minette—Street crossings between Holle Avenue and Dobson Avenue	25 miles per hour
Mobile—Between Hurtel and Beauregard Sts. ..	30 miles per hour
Pascagoula	30 miles per hour
Ocean Springs	45 miles per hour
Biloxi (between Oak Street and Mile Post 733.6 DeBuys Road)	40 miles per hour
Gulfport (between Mile Post 733.6 and Mile Post 741.5)	30 miles per hour
Pass Christian (between Holliday Dr. and Boisdore Ave.)	30 miles per hour
Bay St. Louis	30 miles per hour
Robertsdale (between siding switches)	8 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

All trains operating on the main track over Fairfield Drive Crossing near Goulding will approach and enter the crossing at a speed not exceeding fifteen (15) miles per hour.

Northward trains using main track between 17th Ave. and Goulding will approach Alcaniz and Hayne Street crossing at a speed not to exceed five (5) miles per hour.

Trains operating on yard tracks into and out of Goulding Yard will approach and enter Fairfield Drive Crossing at a speed not exceeding five (5) 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.

Ordinances of the City of Pensacola require that flagman precede train and engine movements over Fourteenth Avenue and flag such crossings.

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

"Enginemen on locomotives must blow the whistle or ring the bell

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

No railway crossing within the boundaries of the Town of Ponce de Leon, Florida, shall be closed for over fifteen (15) minutes.

Road crossings within 500 feet of Ponce de Leon depot shall not be closed over five (5) minutes without letting traffic pass.

All trains will not exceed twenty (20) miles per hour over North and South approaches to Escambia Bay Bridge No. 7.

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

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

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

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

**MAXIMUM GROSS WEIGHTS ALLOWABLE
MONTGOMERY, NEW ORLEANS & PENSACOLA DIVISION**

Any loads exceeding maximum weight at any point, must not be handled in train without specific authority of Chief Transportation Office.

	Gr. Weight 4-Axle Car Pounds	Maximum Axle Load Pounds
Montgomery to Gentilly to N.O.T. Junction	263,000	65,750
Flomaton to Pensacola	263,000	65,750
Foley Branch, Bay Minette to Foley	263,000	65,750
Flomaton to Selma	263,000	65,750
Camden Br., Camden Jct. to Camden	263,000	65,750
Vredenburg Branch	263,000	65,750
Pensacola to Crestview to Chattahoochee	263,000	65,750
Myrtlewood Branch, Selma to Myrtlewood	263,000	65,750
Ala. & Florida Branch, Georgiana to Graceville ..	251,000	62,750
Florala Branch, Opp to Florala	251,000	62,750
Yellow River Br., Florala to Crestview	251,000	62,750
Ship Yard Spur as Pascagoula	251,000	62,750
Manistee & Repton R.R., Monroeton Jct. to Monroeville	224,000	56,000

OPEN TOP HOPPERS IN CONSIST

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than 40 miles per hour, the lower speed must be observed. Loaded chipwood cars, series LN 31000-32054 excluded.

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

SPECIAL MOVEMENTS

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40 (b), must immediately stop and, after stopping, must make effort to contact

SPECIAL MOVEMENTS—Continued

either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

Extra trains operating between the following points will not be required to display white flags and white lights as provided by Rule 21:

S&N Yard (Montgomery) and Catoma

Welka and Miles

Sibert and Mobile

South switch Siding Gentilly and N.O.T. Junction, New Orleans

AT MONTGOMERY

Between S&N yard and GM&O interlocking all trains must move at Yard Speed regardless of an Approach or Proceed indication of a block signal.

Rule 513 does not apply within this territory.

AT SIBERT—MOBILE

Second class and inferior trains may occupy main track between Three Mile Creek and South Sibert on instructions of the yardmaster or his representative.

Between South Sibert and GM&O Interlocking, all trains must move at Yard Speed regardless of an "Approach" or "Proceed" indication of a block signal.

Rule 513 does not apply within this territory.

AT GENTILLY—NEW ORLEANS

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

Trains using the Press Street Route, New Orleans, must come to a complete stop at Stop Boards located 200 feet from the G.M.&O. Railroad Crossing, located 850 feet north of Florida Avenue, and see that track is clear before proceeding over Crossing.

Automatic interlocking plant on Press Street Route, New Orleans, located in vicinity of Florida Avenue will govern movement over the N.O.T. Railroad Crossing and the N.O.N.E. (Chalmette Connection) Railroad Crossing. If the signals are found displaying stop indication and the interlocking plant is not occupied by a train or engine, the push button located near the signal should be operated. If, after waiting two (2) minutes from release of push button, the indication of the signal does not change authorizing movement through the plant, the train or engine may proceed through the interlocking plant when preceded by flagman to protect movement over N.O.T. and N.O.N.E. Railroad Crossings.

Trains using the Press Street Route, New Orleans, will approach the New Orleans Public Belt Railroad Crossing located at Esplanade Street at Restricted Speed and prepared to stop clear of same if found to be occupied by engine or cars.

Trains using the Press Street Route, New Orleans, will approach the Southern Pacific Railroad crossing located in the vicinity of St. Ann Street at Restricted Speed and prepared to stop clear of same if found to be occupied by engine or cars.

Trains will not exceed ten (10) miles per hour on scale track, Gentilly Yard.

Train speed from North Gentilly to South Gentilly must not exceed twenty (20) miles per hour in accordance with Department of Transportation Section 236.410.

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

Southward movements against the current of traffic between south switch siding Gentilly and N.O.T. Junction will be made on verbal instructions, and protection, of the trainmaster, yardmaster, or their representative.

Northward movements against the current of traffic between N.O.T. Junction and N.O.&N.E. Tower will be made on instructions and protection of the trainmaster, yardmaster, or their representative. Before proceeding northward trains should receive written authority from the

operator at N.O.T. Junction. Northward movements against the current of traffic between N.O.&N.E. Tower and south switch siding Gentilly, will be made as authorized by train order.

Between Industrial Canal Draw Bridge and end of Double Track, Gentilly, all trains must move at Yard Speed regardless of an Approach or Proceed indication of a block signal.

Rule 513 does not apply within this territory.

INSTRUCTIONS REGARDING MOVEMENTS ON MICHLOUD 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 Seventeenth Avenue and Goulding.

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

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

DRAWBRIDGES

Location	Mile	Protection
Tensas River	652	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.
Chickasaw Bogue	664	Interlocking Attendant
Three Mile Creek	665	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	R719	Emergency Unattended
Escambia Bay	K661	Hand signals Attendant
Blackwater River	K671	Hand signals Attendant
Choctawhatchee River	K750	Emergency Unattended
Apalachicola River	K810	Hand signals Attendant

SPECIAL MOVEMENTS—Continued

At the following locations when CTC Signal indicates Stop, in addition to securing permission of train dispatcher to pass such signal, as prescribed by Rule 552, 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.

Southward Absolute Block Signal and Southward Dwarf Signal, Tensas River Drawbridge, Mile 652 (South switch Hurricane siding with repeat signal North end Tensas River Drawbridge).

Southward Absolute Block Signal, Chickasaw Bogue Drawbridge, Mile 664.

Northward Absolute Block Signal and Northward Dwarf Signal, Chickasaw Bogue Drawbridge, Mile 664.

Southward Absolute Block Signal and Southward Dwarf Signal, Three Mile Creek Drawbridge, Mile 665.

Northward Absolute Block Signal and Northward Dwarf Signal, Three Mile Creek Drawbridge, Mile 665.

SPECIAL MOVEMENTS—Continued

DRAWBRIDGE RULES, PENSACOLA SUB-DIVISION

Trains must approach drawbridges at Escambia Bay, Blackwater River, and Apalachicola River, at a speed that will enable them to stop before reaching draw span and will look for stop hand signals 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 the draw span is opened the drawtender will place a red flag by day or red light by night in the middle of the track at the end of the fixed span on each side of the draw span.

Boards restricting speed are located 2,000 feet north and 2,000 feet south of drawbridge at Escambia Bay, Blackwater river and Apalachicola river. Before reaching Board enginemen 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 draw-bridge is in proper position before proceeding, reporting same to the Superintendent.

There is no drawtender located at Alabama River and Choctaw-hatchee River bridges. When it is necessary to turn the draw, it will be handled by designated employees and before opening the draw they will place restricted speed signals 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.

INDUSTRIAL SPURS:

Chemstrand Spur, Gonzalez, Fla.
M. & R. Spur, M. & R. Junction
Vredenburgh Spur, Corduroy, Ala.
Baychem Spur, Baychem, Fla.
Bayou Casotte Spur, Bayou Casotte, Miss.

MOBILE DIVISION

W. P. O'CONNOR, Asst. Trainmaster, Montgomery, Ala.	R. G. MOSELEY, Trainmaster, Montgomery, Ala.	J. W. HENDERSON, Term. Trainmaster, Mobile, Ala.	E. R. CORNWELL, Trainmaster, Mobile, Ala.	C. E. FREEMAN, Term. Trainmaster, New Orleans, La.	B. F. ELLIS, Asst. Traveling Engr. Montgomery, Ala.	E. O. HULAN, Trainmaster, Pensacola, Fla.
W. K. CLEGHORN, Asst. Trainmaster, Montgomery, Ala.	M. R. PUGH, Asst. Trainmaster, Mobile, Ala.	L. E. BROWN, Asst. Trainmaster, Mobile, Ala.	R. C. PATTON, Asst. Trainmaster, Mobile, Ala.	F. W. HOPPER, Asst. Trainmaster New Orleans, La.	J. N. ETHERIDGE, Chief Dispatcher, Mobile, Ala.	R. T. WHITE, Asst. Trainmaster, Traveling Engineer, Pensacola, Fla.
R. L. RAMBO, Asst. Trainmaster, Montgomery, Ala.	R. T. JOHNSON, Asst. Trainmaster, Traveling Engineer, Mobile, Ala.	J. E. MANN, Asst. Trainmaster, Mobile, Ala.	P. E. STRINGFELLOW, Asst. Trainmaster, Traveling Engineer, Mobile, Ala.	J. W. LALLY, Asst. Trainmaster, New Orleans, La.		
	HUGH JUSTICE, Asst. Trainmaster, Mobile, Ala.		W. J. McCRANEY, Asst. Trainmaster—Agent, Pascagoula, Miss.		H. F. BROWN, Asst. Trainmaster—Agent, Pensacola, Fla.	

LIST OF SURGEONS

DISTRICT SURGEONS	LOCAL SURGEONS —Continued	LOCAL SURGEONS —Continued	LOCAL SURGEONS —Continued
Dr. JOHN L. BRANCH Montgomery, Ala.	Dr. HARRY GLAZER Montgomery, Ala.	Dr. E. L. BOLTON Dr. R. W. BURNETT Dr. HARRY J. SCHMIDT Dr. B. Z. WELCH Biloxi, Miss.	Dr. W. E. TUGWELL Dr. W. R. RUNDLES Dr. NOEL C. MELLEN Dr. ETHAN V. RUBEN Pensacola, Fla.
Drs. OSWALT and ROUSE Mobile, Ala.	Dr. R. P. GRIFFIN Ft. Deposit, Ala.	Dr. WALLACE P. SHEELY Dr. BEDFORD F. FLOYD Dr. ARCHIBALD C. HEWES Dr. CHARLES N. FLOYD Dr. GRIFFIN BLAND Gulfport, Miss.	Dr. HIRAM MELVIN Milton, Fla.
DR. F. I. NICOLLE New Orleans, La.	Dr. P. A. STABLER Dr. E. VERNON STABLER Dr. AUBREY A. STABLER Greenville, Ala.	Dr. GEORGE W. BYRNE Pass Christian, Miss.	Dr. R. E. ENZOR Crestview, Fla.
OCULISTS	Dr. K. L. HOLLIS Georgiana, Ala.	Dr. W. L. McFARLAND Bay St. Louis, Miss.	Dr. HOWARD F. CURRIE Dr. C. J. ROEHM Dr. E. L. HUGGINS De Funiak Springs, Fla.
Dr. J. ALLEN JONES Montgomery, Ala.	Dr. R. W. STALLWORTH Evergreen, Ala.	Dr. R. J. CHRISTMAN Dr. H. SOBOLOFF, Orthopedist Dr. W. P. BRADBURN III New Orleans, La.	Dr. JAMES T. COOK Dr. RICHARD SCHULZ Dr. SARAH SCHULZ Marianna, Fla.
Dr. J. C. O'GWYNN, JR. Dr. GAYLE T. JOHNSON Dr. JOHN K. LINGO Dr. D. J. MULLER Dr. H. D. SOMMER Dr. PHILLIP P. GILCHRIST Dr. HENRY M. DISMUKES Mobile, Ala.	Dr. A. F. HOLLEY Dr. E. L. STRANDELL Brewton, Ala.		Dr. J. E. THOMPSON Chattahoochee, Fla.
VICTOR C. SMITH MEMORIAL EYE CLINIC New Orleans, La.	Dr. R. H. ROSE Flomaton, Ala.	Dr. L. L. PARKER Dr. L. D. PARKER Andalusia, Ala.	Dr. J. F. HOLLEY Florala, Ala.
Dr. JOHN L. FARRIOR Dr. LAWRENCE B. FARRIOR Pensacola, Fla.	Dr. D. W. DAVIS, JR. Bay Minette, Ala.	Dr. A. B. LEE Opp, Ala.	Dr. JULIAN HOWELL Dr. W. E. EHLERT Selma, Ala.
Dr. EUGENE CALLAWAY, SR. Dr. EUGENE CALLAWAY, JR. Selma, Ala.	Dr. CLYDE C. ROUSE Mobile, Ala.	Dr. R. L. MILLER Graceville, Fla.	Dr. WOODROW W. EDDINS Monroeville, Ala.
Dr. R. D. CRAWFORD Dothan, Ala.	Dr. C. D. WHIGHAM Dr. W. J. WEATHERFORD Pascagoula, Miss.	Dr. JOHN E. FOSTER Foley, Ala.	Dr. J. P. JONES Camden, Ala.
LOCAL SURGEONS	Dr. FRANK O. SCHMIDT Ocean Springs, Miss.		Dr. C. J. STALLWORTH Thomaston, Ala.
Dr. J. M. BARNES Montgomery, Ala.			

MOBILE DIV.—TONNAGE RATING OF ENGINES

Class of Engines	Normal	Class of Engines	Normal
Montgomery & Sibert		Opp to Crestview	
FP-7A	2025	FP-7A	1800
Group #1	2250	Group #1	2000
Group #2	2475	Group #2	2200
Group #3	3375		
Sibert & Gentilly		Crestview to Florala	
FP-7A	3465	FP-7A	1980
Group #1	3850	Group #1	2200
Group #2	4235	Group #2	2420
Group #3	5775		
Georgiana to Andalusia		Florala to Opp	
FP-7A	1350	FP-7A	1800
Group #1	1500	Group #1	2000
Group #2	1650	Group #2	2200
Andalusia to Graceville		Bay Minetto & Foley	
FP-7A	1800	FP-7A	2160
Group #1	2000	Group #1	2400
Group #2	2200	Group #2	2640
		Group #3	3600
Graceville to Georgiana		Flomaton to Myrtlewood	
FP-7A	1620	FP-7A	1800
Group #1	1800	Group #1	2000
Group #2	1980	Group #2	2200

MOBILE DIV.—TONNAGE RATING OF ENGINES—Continued

Class of Engines	Normal	Class of Engines	Normal
Flomaton to Cantonment		Deerland to Chattahoochee	
FP-7A	2520	FP-7A	2500
Group #1	2800	Group #1	2775
Group #2	3080	Group #2	3052
Group #3	4200		
Cantonment to Pensacola		Chattahoochee to Galliver	
FP-7A	2880	FP-7A	1820
Group #1	3200	Group #1	2020
Group #2	3520	Group #2	2222
Group #3	4800		
Pensacola to Flomaton		Galliver to Pensacola	
FP-7A	2385	FP-7A	2200
Group #1	2650	Group #1	2442
Group #2	2915	Group #2	2686
Group #3	3975		
Pensacola to Milton		Milton to Deerland	
FP-7A	2200	FP-7A	1775
Group #1	2442	Group #1	1975
Group #2	2686	Group #2	2172

LOCOMOTIVE CLASS

Group No. 1	Group No. 2	Group No. 3
EMD—GP-7, GP-7N, GP-9, F-9A, F-9B, F-7A, F-7B, GP-18 Alco —RS-3, FA-2	EMD—GP-30, GP-35, GP-40 GE —U-25-B, U-28-B, U-30-B Alco —C-420	EMD—SD-35, SDP-35, SD-40 GE —U-25-C, U-28-C Alco —C-628, C-630

NOTE: Tonnage of unweighed loads will be estimated as follows:
 Cars of 140,000 lbs. capacity, pulpwood.....100 tons
 Cars of 100,000 lbs. capacity, lumber and tar wood..... 60 tons
 Cars of 100,000 lbs. capacity, pulpwood..... 85 tons

Cars of 100,000 lbs. capacity, except lumber, tarwood,
 and pulpwood 65 tons
 Cars of 80,000 lbs. capacity, except pulpwood..... 60 tons
 Cars of 80,000 lbs. capacity, pulpwood..... 70 tons

