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REMEMBER

EVERY employe who contacts the public—whether he be the executive through his utterances as to policy, a ticket agent, a local freight agent, a traffic solicitor, train conductor, claim agent, letter writer, he who uses or answers the telephone, yard foreman or switchman, or any other employe—is, to the person he is immediately serving, "THE RAILROAD COMPANY."

It is what we do and the way we do it, or what we fail to do, that determines what the public think of our Railroad—whether they like it or not, whether their patronage goes to it, or to its competitor, and whether fair treatment will be accorded in laws and regulations.


President

**LOUISVILLE & NASHVILLE
RAILROAD COMPANY**

**BIRMINGHAM
DIVISION**

TIME TABLE No.

206

TAKES EFFECT

SUNDAY, SEPTEMBER 26, 1948

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

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY**

R. C. PARSONS,
General Manager.

C. D. LOVE,
Asst. General Mgr.

J. G. METCALFE,
Supt. of Transportation.

F. W. KIRCHNER,
Superintendent.

J. R. PARSONS,
Asst. Superintendent.

SPECIAL INSTRUCTIONS

SUBDIVISIONS

- Between Nashville and Oakworth via Lewisburg, including branches Nashville).
- Between Oakworth and Birmingham, including Temple and Warrior branches (Decatur).
- Between Birmingham and Montgomery, including Acton and Wetumpka branches (Montgomery).
- Between points in Birmingham Mineral Territory (Birmingham Mineral).
- Between F. Y. Tower and Calera via Anniston, including branches (Alabama Mineral).

DOUBLE TRACK TERRITORY

- Between Nashville and Brentwood.
- Between North Athens and Decatur Junction.
- Between Decatur and Calera.
- Between a point 750 feet south of S. & N. Yard Office and Montgomery.

AUTOMATIC BLOCK SIGNALS

- Between Mayten and a point 300 feet south of Mile Post 340 via Lewisburg.
- Lester Tunnel.
- 22nd Street Birmingham on Southward track, and between 15th Street Birmingham and Montgomery.

OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

Rules 261 to 263, inclusive, and 525 to 531, inclusive, are effective between Brentwood and south switch of north crossover at North Athens via Lewisburg (Main track).

A signal indicating RED over YELLOW at the entrance to a siding is a "RESTRICTING" signal as per Rule No. 290, and not a "MEDIUM-APPROACH" signal as per Rule No. 286.

DWARF SIGNAL INDICATION BETWEEN BRENTWOOD AND NORTH ATHENS VIA LEWISBURG, AT NORTH SWITCH HOLMES GAP, AT SOUTH SWITCH HARDY AND AT NORTH SWITCH LONGVIEW

Green.....	Indication.....	Proceed.
	Name.....	Clear.
Yellow.....	Indication.....	Prepare to stop at next signal.
	Name.....	Approach.
Red.....	Indication.....	Stop.
	Name.....	Stop.

The dwarf signals governing movements against the current of traffic north and south of the north cross-over at North Athens displaying yellow indication are "RESTRICTING" signals as per Rule No. 290.

YARD LIMITS

Athens	Decatur	Calera	Tuscaloosa	Ketona
Franklin	Oakworth	Elmore	Collins	Attalla
Columbia	Boyles	(Wetumpka)	Easley	Alabama City
Pulaski	Birmingham	(H&B)	Thomas	Gadsden
North Athens	Tacona (South	S. & N. Yard	North	Gadsden
(N. & D. Branch)	ward track	Montgomery	Birmingham	Wellington
Siglo	and H. & B.	Bessemer	Mineral Springs	Anniston
Mt. Pleasant	Branch)	Valley	Chetopa	Talladega
Lawrenceburg	Helena	Creek	Colta	Sylacauga
Florence	(Southward	Johns	Praco	
Sheffield	track and	Yolande	Tarrant	
	H. & B.	Holt Jct.		
	Branch)	Holt		

BULLETIN BOARDS

Nashville—Train Master's Office.	Office; Conductor's room; Enginemen's Washrooms.
Ardmore—Crews' quarters.	
Columbia—Train-order Office.	Calera—Train-order Office.
Mt. Pleasant—Yard Office; Enginemen's Washrooms.	S. & N. Yard—Yard Office; Round House.
Florence—Train-order Office.	Montgomery—Train-order Office.
Oakworth—Yard Office; Enginemen's Washrooms.	Bessemer Shop—Train-order Office.
Middle Yard—Yard Office; Round House.	Helena (H&B)—Train-order Office.
Birmingham — Train Master's	Gadsden—Train-order Office.
	Enginemen's Washrooms.
	Shops—Yard Office; Round House.

STANDARD CLOCKS

- Columbia—Train-order Office.
- Mt. Pleasant—Train-order Office.
- Florence—Train-order Office.
- Oakworth—Yard Office.
- Middle Yard—Yard Office.
- Birmingham—Train-order Office.
- Helena—Train-order Office.
- Calera—Train-order Office.

- S. & N. Yard—Yard Office.
- Montgomery—Train-order Office.
- Bessemer—Agent's Office.
- Bessemer Shop—Train-order Office.
- Tuscaloosa—Train-order Office.
- Gadsden—Train-order Office.
- Shops—Yard Office.

ELECTRIC SWITCH LOCKS

- Black Creek.....South Switch, West Siding.
- Tacona.....Southward Track to H. & B. Branch.
- Longview.....North Switch, Southward Track.

SPRING SWITCHES

Name of Siding	End Locked	Normal Position
Brentwood (cross-over).....	North.....	For northward main.
	South.....	For cross-over.
Brentwood (end of double track)....	South.....	For northward main.
Columbia (N. P. & S. Main).....	North.....	For N. & D. Siding.
Columbia Wye (North leg).....	North.....	For main track.
Mt. Pleasant (wye).....	Three.....	For right-hand tracks.
Sheffield (wye).....	East.....	For north leg of wye.
North Athens (end of double track)..	North.....	For southward main.
Decatur Jct. (end of double track)..	South.....	For northward main.
Decatur (end of double track) (Sen. Ry.)	North.....	For southward main.
Holmes Gap.....	North.....	For northward main.
A. X. Tower (cross-over).....	South.....	For northward main.
A. X. Tower (southward inbound yard lead).....	North.....	For southward inbound yard lead.
A. X. Tower (northward outbound yard lead).....	North.....	For northward main.
Boyles (Huntsville Branch No. 1)....	North.....	For southward main.
Boyles (east roundhouse lead).....	North.....	For main track.
Calera (end of double track).....	South.....	For northward main.
Minooka.....	Both.....	For main track.
Wessington.....	Both.....	For main track.
Jemison (East Siding).....	Both.....	For main track.
Jemison (West Siding).....	Both.....	For main track.
Strasburg.....	Both.....	For main track.
Lomax.....	Both.....	For main track.
Clanton (West Siding).....	Both.....	For main track.
Clanton (East Siding).....	Both.....	For main track.
Falskte.....	Both.....	For main track.
Coopers (East Siding).....	South.....	For main track.
Coopers (West Siding).....	North.....	For main track.
Mountain Creek.....	Both.....	For main track.
Wadsworth.....	Both.....	For main track.
Baldwin.....	North.....	For main track.
Deatsville (West Siding).....	South.....	For main track.
Deatsville (East Siding).....	Both.....	For main track.
Elmore.....	North.....	For main track.
Coosada.....	Both.....	For main track.
Germa (outbound yard lead).....	North.....	For main track.
S. & N. Yard (North Yard lead).....	South.....	For main track.
S. & N. Yard (end of double track)..	North.....	For southward main.

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. When target indicates STOP, the switch must be inspected and known to be in safe condition before train is permitted to pass over it.

USE OF SIDINGS

Station	Siding	Direction of Trains
Jemison.....	East.....	Southward
	West.....	Northward
Clanton.....	East.....	Southward
	West.....	Northward
Coopers.....	East.....	Southward
	West.....	Northward
Deatsville.....	East.....	Northward
	West.....	Southward

Trains taking siding at Franklin will use east track opposite depot unless otherwise instructed.

Trains taking siding at Iron City will use the West Point Branch.

SUPERIORITY OF TRAINS

Superior Trains	Superior to	Requirements
Nos. 1, 4, 5, 6, 15, 16, 25, 29.....	Nos. 46 and 47.....	Rule 86 applies.

Continued on page 15.

SOUTHWARD—NASHVILLE AND OAKWORTH

SECOND CLASS							FIRST CLASS						Distance from Louisville	TIME TABLE				
77	37	73	51	71	33	23		7	5	15	99	3		1	No. 206.			
Freight	Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Local Freight		Pennsylv	The Hunting Bird	The South Wind	The Pan- American	Pennsylv		The Ashtab	Takes effect September 26, 1948, at 12:01 A. M.			
Daily P. M.	Daily P. M.	Daily P. M.	Daily ex. Sunday P. M.	Daily A. M.	Daily ex. Sunday A. M.	Daily ex. Sunday A. M.		Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily A. M.		Daily A. M.	STATIONS			
								10.25	8.22	5.37	8.55	8.35	2.25	186.00	L	NASHVILLE	N	
9.30	9.20	5.80	12.20	7.15	5.45	5.30											RADNOR	
9.35	9.25	5.85	12.25	7.20	5.55	5.35		10.38	8.32	5.48	4.05	8.48	2.37	192.50			MAYTON N E N. & D. 4.05 L. D. 5.10	
9.55	9.45 ³⁰	5.45	12.45	7.30	6.05	5.45		10.48	8.38	5.54	4.13	8.56	2.43	197.50			BRENTWOOD E 8.28	
10.05		5.58 ¹⁵		7.43		5.55			8.42	5.58 ¹⁵	4.17		2.47	200.90			MORAN E 10.14	
10.30 ¹⁵		6.13		8.01		6.11			8.51	6.07	4.27		2.53	211.04			McDANIEL E 9.25	
11.01 ⁴		6.28		8.16		6.28			9.00	6.16	4.36		3.07	220.99			HOLTS CORNER E 10.29	
11.20		6.43		8.31		6.42			9.09	6.25	4.46		3.17	231.23			ANES E 8.28	
11.31		6.55		8.43		7.04			9.16	6.33	4.57		3.34 ¹⁵	239.56			LEWISBURG E 7.44	
11.45		7.05		8.55 ¹⁵		7.20			9.23	6.40	5.05		3.43	247.00			CORNEYSVILLE E 5.44	
11.53		7.13		9.03		7.40			9.28 ¹⁵	6.46	5.12		3.49	252.44			DIANA 5.53	
12.11 ⁴		7.25		9.15		7.55 ¹⁵			9.37	6.55	5.21		3.59	261.37			WOODROW E 6.67	
12.25		7.34		9.25		8.10			9.43	7.01	5.28		4.05	268.04			WHEELERTON E 7.40	
12.55		7.53		9.45 ¹⁵		8.30			9.51	7.10	5.37		4.17	275.64			ARDMORE E 9.28	
1.10		8.08 ¹⁵		10.00		9.10 ¹⁵			10.01 ⁴	7.18	5.46		4.23	285.22			CAREY E 4.74	
1.20		8.15		10.07 ²⁵	12.55	10.07 ¹⁵			1.07	10.05	7.23	5.51	12.03	4.31	289.94			NORTH ATHENS N E .71
									1.50	10.07	7.28	5.57	12.14	4.42	290.67			ATHENS E 5.01
1.35		8.25		10.17	1.10	10.30			1.57	10.12	7.31	6.03	12.21	4.49	295.68			TANNER E 7.23
1.50		8.35		10.27	1.20	10.45			2.05 ¹⁵	10.19	7.38	6.10	12.29	4.56	302.91			DECATUR JUNCTION E 1.18
2.00 ¹⁵		8.45		10.35	1.30	10.55			2.10 2.45	10.25	7.43	6.19	12.50	5.12	304.09			DECATUR N 2.00
2.10		8.55		10.45	1.40	11.00			2.50	10.29	7.46	6.24	12.55	5.17	306.09	A	OAKWORTH	N E
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.					
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily	Daily	Daily	Daily	Daily					
77	37	73	51	71	33	23		7	5	15	99	3	1					

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

OAKWORTH AND NASHVILLE-NORTHWARD

TIME TABLE No. 200. Takes effect September 20, 1948, at 12:01 A. M.		Our Capacity at Stations Based on 14 first per car (including engine and baggage).	FIRST CLASS						SECOND CLASS							
			8	98	16	2	6	4	78	34	24	74	50	72	36	
			Passenger	The Pen- American	The South Wind	Passenger	The Humming Bird	The Assize	Freight	Local Freight	Local Freight	Fast Freight	Local Freight	Fast Freight	Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	
STATIONS			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
A	NASHVILLE	N	6.10	12.40	1.10	7.20	11.45	1.55								
	RADNOR								9.30	2.50	11.20	1.30	3.05	12.30	10.00	
	MAYTON	N E	5.50	12.23	12.53	7.00	11.23	1.35	5.15	2.45	11.15	12.32	3.00	11.30	9.50	
	N. & D. 4.03 L. D. 5.15															
	BRENTWOOD	E	5.48	12.16	12.47	6.53	11.22	1.29	5.05	2.35	11.00	12.22	2.50	11.30	9.40	
	3.35															
	MORAN	E	127	12.12	12.44		11.19	1.23	4.55		10.50	12.12		11.00		
	10.14															
	McDANIEL	E	138	12.03	12.35		11.10	1.12	4.30		10.30	11.47		10.30		
	9.10															
	HOLTS CORNER	E	96	11.52	12.26		11.01	1.03	4.10		10.04	11.27		10.11		
	10.29															
	ANES	E	90	11.43	12.17		10.53	12.52	3.50		9.35	11.07		9.57		
	8.28															
	LEWISBURG	E	150	11.32	12.09		10.44	12.42	3.34		9.17	10.50		9.45		
	7.44															
	CORNERVILLE	E	150	11.21	12.02		10.37	12.27	3.15		8.55	10.34		9.36		
	5.44															
	DIANA	E	85	11.15	11.57		10.32	12.21	3.05		8.15	10.25		9.25		
	8.32															
	WOODROW	E	127	11.06	11.48		10.24	12.11	2.50		7.55	10.10		8.50		
	6.47															
	WHEELERTON	E	78	10.59	11.42		10.18	12.04	2.40		7.40	10.00		8.47		
	7.03															
	ARDMORE	E	149	10.50	11.33		10.09	11.55	2.25		7.25	9.45		8.29		
	9.03															
	CAREY	E	83	10.40	11.24		10.01	11.44	2.05		7.10	9.10		8.08		
	6.74															
	NORTH ATHENS	N E	73	2.33	10.34	11.19	3.46	9.57	1.55	6.03	7.00	9.00		7.40		
	.71															
	ATHENS	E		2.30	10.31	11.16	3.43	9.54								
	5.01															
	TANNER	E		2.13	10.24	11.11	3.30	9.49	1.35	5.47	6.30	8.44		7.24		
	7.23															
	DECATUR JUNCTION	E		2.05	10.16	11.04	3.20	9.42	1.20	5.37	6.17	8.32		7.12		
	1.15															
	DECATUR	N		2.00	10.11	10.59	3.15	9.37	1.10	5.30	6.10	8.25		7.05		
	2.00															
L	OAKWORTH	N E		1.30	9.58	10.56	2.55	9.32	1.00	5.20	6.00	8.15		6.55		
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	
				8	98	16	2	6	4	78	34	24	74	50	72	36

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

SOUTHWARD—BRENTWOOD AND NORTH ATHENS—NORTHWARD

SECOND CLASS			FIRST CLASS		Distance from Louisville	TIME TABLE No. 206. Takes effect September 20, 1948, at 12:01 A. M.		Car Capacity of Stations based on 44 feet per car (including engine and equipment).	FIRST CLASS		SECOND CLASS			
37	51	33	7	3		8	2		34	50	36			
Freight	Local Freight	Local Freight	Passenger	Passenger		Passenger	Passenger		Local Freight	Local Freight	Freight			
Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily		Daily	Daily		Daily ex. Sunday	Daily ex. Sunday	Daily			
P. M.	P. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.				
9.40 ²⁰	12.45	6.05		10.46	8.56	196.90	L BRENTWOOD A		5.48	6.53		2.35	2.50	9.40 ²⁰
9.50	12.55	6.15		10.54	9.04	201.90	MALLOYS E	44	5.35	6.46		2.20	2.35	9.15
10.00	1.15	6.25		11.00	9.13	206.15	FRANKLIN N E	28	5.29	6.40		2.10	2.25	9.05
10.10	1.25	6.35		11.07	9.21	208.66	PARRY E	47	5.18	6.29		1.55	2.08	8.50
10.21	1.40 ²⁴	6.48		11.16	9.30	214.71	THOMPSONS E	48	f 5.10	f 6.20		1.40 ²¹	1.55	8.35
10.29	1.47 ²⁴	6.54		11.23	9.37	218.30	SPRING HILL E	47	f 5.03	f 6.13		1.35	1.47 ²¹	8.25
10.37	1.55	7.02		11.30	9.45	222.65	CARTERS CREEK E	55	4.55	f 6.04		1.20	1.30	8.10
10.47	2.07	7.12		11.38	9.53	228.47	GODWIN E	34	4.48	5.54		1.05	1.15	7.55
10.55	2.17	7.20		11.42	9.57	231.40	COLUMBIA WYE N E	Wye	4.43	5.50		12.51	1.05	7.45
		7.50		11.58	10.15	232.53	COLUMBIA NC E	Yard	4.40	5.45		12.45		
		8.05		12.03	10.20	235.73	PERCO JOT. E	Branch	4.15	5.28		12.15		
		8.25		12.12	10.29	241.88	PLEASANT GROVE E	42	f 4.08	f 5.19		11.55		
		8.45		12.22	10.39	247.84	DODSONS E	34	3.55	5.10		11.40		
		9.00		12.26	10.43	249.90	LYNNVILLE NC E		f 3.48	5.03		11.25		
		9.15		12.31	10.49 ²⁴	253.55	BUFORDS E	35	3.42	f 4.57		10.49 ¹		
		9.25		12.37	10.54	257.50	RIVERSBURG E		f 3.36	4.51		10.25		
		9.55 ¹⁴		12.45	11.02	261.85	WALES D E	25	3.27	4.44		9.55 ¹⁴		
		11.15 ¹⁴		12.53	11.15 ²⁴	265.85	PULASKI D E	34	3.17	4.31		7.50		
		11.35		1.03	11.25	272.88	ASPEN HILL E	27	3.08	f 4.23		7.25		
		11.50		f 1.12	11.35	277.42	PROSPECT E	27	f 2.59	4.13		7.10		
		11.57		f 1.17	11.41	280.05	VETO E	17	f 2.54	f 4.03		7.05		
		12.20		1.23	11.50	285.27	ELEMONT D E	49	f 2.45	4.00		6.28		
		12.35		1.31	11.56	288.76	HAYS MILL E		2.39	f 3.53		6.18		
		12.55		1.37	12.03	293.02	A NORTH ATHENS N E L	45	2.33	3.46		6.03		
P. M.	P. M.	P. M.		A. M.	P. M.				A. M.	P. M.		A. M.	P. M.	P. M.
Daily	Daily ex. Sunday	Daily ex. Sunday		Daily	Daily				Daily	Daily		Daily ex. Sunday	Daily ex. Sunday	Daily
37	51	33		7	3				8	2		34	50	36

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

SOUTHWARD—COLUMBIA AND SHEFFIELD—NORTHWARD

Third Class		SECOND CLASS				1st Class	Distance from Louisville	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.	Our Capacity of Seating Based on 44 feet per car (including engine and caboose).	1st Class		SECOND CLASS				
135	133	37	39	51	57	11				12	38	58	132	134	50	36
Freight	Freight	Freight	Freight	Local Freight	Local Freight	Passenger				Passenger	Freight	Local Freight	Freight	Freight	Local Freight	Freight
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily				Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	STATIONS		P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
						10.35	222.55 L COLUMBIA NC A		5.15							
		11.30		2.30		10.41	228.18 COLUMBIA WYE NE		5.05					1.05	7.35	
11.23	9.20	11.40		2.35		10.49	237.71 SIGLO NC E		4.57			6.30	8.40	12.50	7.25	
11.33	9.25	11.45		2.40		10.53	238.60 ASHWOOD E 32		4.55			6.15	8.25	12.45	7.20	
11.45	9.35	12.30	9.30	2.55	5.30	11.05	243.34 MT. PLEASANT NE Yard		4.46	5.00	10.40	6.00	8.10	12.30	7.10	
		12.50	9.50		5.50	11.16	249.00 ROCKDALE NC E 37		4.30	4.45	10.25				6.05	
		1.10	10.20		6.10	11.34	254.85 SUMMERTOWN E 27		4.20	4.20	9.52				5.53	
		1.30	10.40		6.30	11.49	262.80 ETHRIDGE E 51		4.04	4.15	9.37				5.37	
		1.55	10.55		6.55	12.01	268.53 LAWRENCEBURG NC E 33		3.54	4.00	9.25				5.27	
		2.05	11.10		7.30	12.18	272.33 DUNN E 29		3.44	3.55	8.20				5.19	
		2.15	11.15		8.10 ⁴⁵	12.23	274.65 LEOMA D E 8		3.39	3.45	8.10 ⁴⁷				5.14	
		2.28	11.22		8.20	12.28	277.40 SPRINGERS E 8		3.34	3.40	7.50				5.08	
		2.35	11.35		8.45	12.39	282.45 LORETTO D E 29		3.24	3.25	7.35				4.59	
		2.50	11.45		9.00	12.49	287.40 ST. JOSEPH E 20		3.13	3.16	7.10				4.50	
		3.05 ³⁰	12.00		9.25	12.59	293.00 IRON CITY NC E 24		2.57	3.05 ³⁷	6.50				4.39	
		3.20	12.15		9.45	1.08	296.80 FRUITTON E 16		2.45	2.46	6.31				4.31	
		3.33	12.25		9.55	1.15	299.65 BIG CUT E 10		2.39	2.40	6.25				4.25	
		3.45	12.35		10.20	1.25	304.85 JACKSONBURG E 25		2.29	2.30	6.15				4.15	
		4.10	1.00		11.00	1.45	311.30 FLORENCE NC E Yard		2.10	2.00	6.00				4.00	
							312.30 FURNACE JCT.									
							315.15 SHEFFIELD JCT.									
							316.35 A SHEFFIELD L									
A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.			P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	
135	133	37	39	51	57	11			12	38	58	132	134	50	36	

Southward SIGLO AND MONSANTO Northward

Third Class		Distance from Louisville	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.	Our Capacity of Seating Based on 44 feet per car (including engine and caboose).	Second Class	
135	133				132	134
Freight	Freight				Freight	Freight
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
A. M.	A. M.		STATIONS		A. M.	A. M.
	8.30	244.13 L	MONSANTO A		7.00	
	10.55	240.84	ARMOUR JCT.		6.45	8.55
	11.10	237.71 A	SIGLO NC E L		6.30	8.40
A. M.	A. M.				A. M.	A. M.
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
135	133				132	134

Southward ARMOUR JUNCTION AND ARMOUR Northward

Third Class		Distance from Louisville	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.	Our Capacity of Seating Based on 44 feet per car (including engine and caboose).	Second Class	
135					134	
Freight					Freight	
Daily ex. Sunday					Daily ex. Sunday	
A. M.			STATIONS		A. M.	
	10.45	242.13 L	ARMOUR A		9.05	
	10.55	240.84 A	ARMOUR JCT. L		8.55	
	A. M.				A. M.	
Daily ex. Sunday					Daily ex. Sunday	
135					134	

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

SOUTHWARD—OAKWORTH AND FY TOWER

SECOND CLASS								FIRST CLASS						Distance from Louisville via N. & W.	TIME TABLE No. 206. Takes effect September 28, 1948, at 12:01 A. M.			
155	153	151	157	73	71	31	77		5	15	99	3	1				7	
Freight	Freight	Freight	Freight	Fast Freight	Fast Freight	Local Freight	Freight		The Humming Bird	The South Wind	The Pan-American	Passenger	The Aniston				Passenger	
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Monday	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily				Daily	
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
				9.10	11.00	6.25	3.10		10.20	7.46	6.24	1.00	5.17	3.00	809.15	L	OAKWORTH	NE
				9.30	11.10	6.40	3.25		10.30	7.51	6.29	f 1.07	5.22	3.06	813.49		FLINT	E
				9.33	11.22	7.00	3.40		10.40	7.58	6.36	* 1.19	f 5.34	* 3.22	820.56		HARTSELLE	E
				9.40	11.30	7.30	3.50		10.44	8.03	6.41	* 1.27	5.41	f 3.29	825.44		FAKELVILLE	DE
				9.50	11.38	7.50	4.00		10.48	8.07	6.45	f 1.35	5.46	3.35	829.45		WILHITES	E
				10.05	11.55	8.15	4.30		10.55	8.14	6.55	1.50	5.56	3.47	835.25		HOLMES GAP	E
				10.15	12.05	9.28	4.38		10.59	8.19	7.02	* 2.04	* 6.07	* 4.10	838.89		CULLMAN	NE
				10.25	12.15	10.16	4.50		11.06	8.26	7.10	2.11	6.14	4.18	845.83		WESODA	E
				10.36	12.26	10.45	5.00		11.12	8.33	7.18	* 2.27	6.22	* 4.33	853.48		GARDEN CITY	DE
				10.46	12.36	11.10	5.10		11.18	8.40	7.25	f 2.40	6.30	f 4.48	859.46		BLOUNT SPRINGS	E
				10.58	12.48	11.40	5.25		11.27	8.49	7.35	* 2.58	6.40	f 5.05	863.15		TRAFFORD	NCE
				11.09	12.57	11.55	5.34		11.33	8.55	7.41	f 3.03	6.47	f 5.14	873.94		MONMOUTH	E
				11.14	1.02	12.10	5.40		11.37	8.59	7.45	3.13	6.52	5.19	877.64		MORLAM	E
10.30	8.30	10.55	12.25	11.24	1.12	12.40	5.50		11.44	9.06	7.53	f 3.25	7.00	5.30	883.94		BLACK CREEK	NE
10.30	8.40	11.05	12.35	11.30	1.20	12.55	6.00		11.47	9.10	7.57	3.29	7.04	5.34	886.83		AX TOWER	E
10.35	8.50	11.15	12.40	1.45	2.15	1.00	9.30								887.76		MIDDLE YARD	E
									11.49	9.12	7.59	3.31	7.06	5.36	888.02	A	FY TOWER	
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Monday	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily	Daily				
155	153	151	157	73	71	31	77		5	15	99	3	1	7				

SOUTHWARD—FY TOWER AND BIRMINGHAM

SECOND CLASS							FIRST CLASS						Distance from Louisville via N. & W.	TIME TABLE No. 206. Takes effect September 28, 1948, at 12:01 A. M.				
19	71	29	21	27	73	17		5	15	99	47	3				1	7	
Freight	Fast Freight	Freight	Local Freight	Freight	Fast Freight	Freight		The Humming Bird	The South Wind	The Pan-American	Passenger	Passenger				The Aniston	Passenger	
Daily	Daily	Daily	Daily ex. Sunday	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.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
5.45	2.45	11.30	5.20	5.35	2.15	12.10		11.49	9.12	7.59	5.38	3.31	7.06	5.36	888.02	L	FY TOWER	
								11.50	9.18	8.00	f 5.39	f 3.33	7.07	5.37	888.51		BOYLES	E
6.00	2.57	11.45	5.35	5.30	2.27	12.25		12.03	9.23	8.15	5.50	3.45	7.20	5.50	891.52	A	BIRMINGHAM	N
																	Passenger Station.	
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
19	71	29	21	27	73	17		5	15	99	47	3	1	7				

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

FY TOWER AND OAKWORTH—NORTHWARD

TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.	STATIONS	Car Capacity of stations based on 44 feet per car (including engine and tender)	FIRST CLASS						SECOND CLASS								
			98	16	2	6	4	8	74	32	72	78	150	152	154	156	
			The Pan-American	The South Wind	Passenger	The Humming Bird	The Arabian	Passenger	Fast Freight	Local Freight	Fast Freight	Freight	Freight	Freight	Freight	Freight	Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
				A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.		
A	OAKWORTH N E		9:58	10:56	2:50	9:30	10:57	1:35		8:00	13:30	6:40	12:10				
	FLINT E		9:52	10:51	/ 2:42	9:28	10:51	1:18		7:50	13:05	6:30	11:58				
	HARTSELLE E 91		9:45	10:44	* 2:33	9:21	/10:44	* 1:07		7:40	11:45	6:20	11:48				
	PALEVILLE D E 36		9:39	10:38	* 2:21	9:15	10:38	/12:56		7:30	11:30	6:10	11:38				
	WILHITES E 825		9:35	10:34	/ 2:11	9:12	10:34	12:50		7:25	11:00	6:05	11:30				
	HOLMES GAP E 795 95 N		9:28	10:27 ¹⁰	2:01	9:05	10:27	12:42		7:15	10:27 ¹⁰	5:55	11:20				
	CULLMAN N E 69		9:20 ¹⁰	10:21	* 1:53	9:00	*10:20	*12:35		7:05	9:30 ¹⁰	5:45	11:10				
	WESODA E 98		9:13	10:14	1:37	8:53	10:09	12:16		6:52	7:35	5:32	10:55				
	GARDEN CITY D E 87		9:05	10:06	* 1:22	8:45	10:00	/12:05		6:38	7:20	5:18	10:40				
	BLOUNT SPRINGS E		8:58	10:00	/ 1:09	8:40	9:53	/11:57		6:30	7:00	5:10	10:30				
	TRAFFORD N C E 98		8:48	9:51	*12:52	8:31	9:43	/11:42		6:18	6:45	4:58	10:15				
	MONMOUTH E Branch		8:42	9:45	/12:40	8:25	9:35	/11:32		6:10	6:25	4:50	10:05				
	MORLAM E		8:37	9:41	12:35	8:21	9:32	11:27		6:05	6:30	4:45	10:00				
	BLACK CREEK N E 87E 43W		8:29	9:35	/12:25	8:15	9:25	11:20		5:55	6:20	4:35	9:50	5:20	7:15	3:15	6:50
	AX TOWER E		8:25	9:31	12:21	8:11	9:21	11:16		5:50	6:15	4:30	9:40	5:10	7:05	3:05	6:40
	MIDDLE YARD N									5:45	6:00	4:25	9:30	5:00	7:00	3:00	6:35
L	FY TOWER		8:23	9:29	12:19	8:10	9:19	11:14									
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
			98	16	2	6	4	8		74	32	72	78	150	152	154	156

BIRMINGHAM AND FY TOWER—NORTHWARD

TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.	STATIONS	Car Capacity of stations based on 44 feet per car (including engine and tender)	FIRST CLASS						SECOND CLASS									
			98	46	16	2	6	4	8	28	74	18	20	22	72	76		
			The Pan-American	Passenger	The South Wind	Passenger	The Humming Bird	The Arabian	Passenger	Freight	Fast Freight	Freight	Freight	Local Freight	Fast Freight	Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily		
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
A	FY TOWER		8:23	8:34	9:29	12:19	8:10	9:19	11:14									
	BOYLES E Branch		8:22	/ 8:33	9:28	/12:18	8:09	9:18	11:13		1:40	5:00	5:10	11:10	1:15	3:40	7:30	
L	BIRMINGHAM N Passenger Station.		8:15	8:25	9:22	12:10	8:02	9:10	11:05		1:30	4:00	4:30	10:55	1:00	2:10	4:25	
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	
			98	46	16	2	6	4	8		28	74	18	20	22	72	76	

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

SOUTHWARD—BIRMINGHAM AND MONTGOMERY

SECOND CLASS							FIRST CLASS					Distances from Louisville	TIME TABLE		
19	71	29	21	27	73	17		15	99	3	1		5	No. 200.	
Freight	Fast Freight	Freight	Local Freight	Freight	Fast Freight	Freight		The South Wind	The Pan-American	Passenger	The Arabian		The Humming Bird	Takes effect September 28, 1948, at 12:01 A. M.	
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily		Daily	Daily	Daily	Daily		Daily	STATIONS	
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	A. M.			
6.00	8.00	11.45	5.45	5.30	2.30	12.25		9.30	8.35	4.05	7.45	12.09	391.58	L	BIRMINGHAM N Passenger Station
6.15	8.10	11.57	6.10	5.50	2.40	12.40		9.37	8.43	f 4.12	7.52	12.15	394.63		MAGELLA E
6.25	8.17	12.04	6.20	6.00	2.47	12.50		9.41	8.48	f 4.19	7.57	12.19	398.42		OXMOOR E
6.35	8.26	12.18	6.35	6.10	2.56	1.10		9.47	8.55	f 4.29	8.03	12.24	404.25		PARKWOOD E
6.45	8.32	12.19	6.45	6.16	3.02	1.20		9.51	9.00	4.35	8.07	12.28	408.20		TACOA
6.55	8.35	12.22	6.50	6.20	3.05	1.30		9.53	9.02	* 4.39	f 8.10	12.29	409.25		HELENA NC E
7.05	8.42	12.28	7.25	6.28	3.12	1.40		9.57	9.07	4.47	8.16	12.33	412.94		HARDY E
7.15	8.55	12.39	8.00	6.42	3.25	1.55		10.03	9.14	f 5.01	8.25	12.39	417.65		LONGVIEW DE
7.23	4.15	12.51	8.20 ¹⁸ 8.45 ¹	7.40 ¹⁸	3.45	2.20		10.11	9.23	* 5.13	* 8.43 ²¹	12.43	424.97		CALERA NE
7.44	4.22	12.53 ²¹	9.20 ²⁸	7.18	3.52	2.28 ²⁴		10.16	9.28	f 5.25	8.50	12.51	428.83		MINOOKA E
8.20	4.31	1.07	9.37	7.25	4.01	2.51 ¹⁸		10.21	9.33	f 5.30	8.55	12.55	432.21		WESSINGTON E
8.35	4.42	1.15	10.00 ⁷	7.35	4.12	3.05		10.26 ²⁴	9.38	* 5.37	9.09 ²⁴	12.59	435.85		JEMISON NE
8.48	4.48	1.22	10.10 ²⁷	7.42	4.18	3.16		10.30	9.43	5.48	9.05	1.03	439.84		STRASBURG E
8.50	4.53	1.29	10.17	7.48	4.23	3.21		10.34	9.47	f 5.53	9.09	1.07	443.80		LOMAX E
9.05	4.58	1.34	10.35	7.54	4.28	3.30		10.39	9.52 ²²	* 6.01	* 9.14 ²²	1.10	448.89		CLANTON NE
9.15	5.03	1.40	10.45	8.08 ¹⁴ 8.24 ²⁴	4.33	3.40		10.43	9.56	f 6.07	9.18	1.14	450.81		FALAKTO E
9.23 ¹⁸	5.08	1.45	11.00	8.15	4.38	3.45		10.47	10.00	f 6.12	9.22 ²	1.17	453.82		COOPERS E
9.30	5.12	1.49	11.12	8.20	4.42	3.49		10.50	10.03	* 6.18	9.25	1.20	456.33		VERENA E
9.45	5.19	1.55	11.35	8.30	4.49	3.54		10.54	10.07	f 6.24	9.29	1.24	459.88		MOUNTAIN CREEK NE
9.50	5.24	2.00 ¹⁹	11.45	8.40	4.54	4.00		10.58	10.11	f 6.37 ⁶	9.33	1.28 ²⁴	463.35		WADSWORTH E
9.55	5.29	2.05	11.53 ²²	8.50 ⁷	4.59	4.08		11.01	10.14	6.42	9.36	1.31	466.36		BALDWIN E
10.17 ²³	5.33	2.09	12.05	9.00	5.03	4.15		11.04	10.17 ¹⁸	* 6.54 ⁶	f 9.40	1.34 ²⁴	469.18		DEATSVILLE NE
10.25	5.38	2.14	12.15	9.05	5.08	4.23		11.07	10.20	f 7.00	9.44	1.37	472.39		SPEIGENER E
10.30	5.43	2.19	12.25	9.10	5.13	4.30		11.11	10.23	* 7.10	f 9.51	1.40	475.65		ELMORE NC E
10.37	5.48	2.24	12.40	9.17	5.18	4.35		11.15	10.27	f 7.15	9.55	1.43	479.32		COOSADA E
10.40	5.51	2.27	12.45	9.21	5.21	4.38		11.17	10.29	f 7.18	9.57	1.45	481.31		PRATTVILLE JCT. E
10.45	5.54	2.31	12.50	9.25	5.24	4.42		11.19	10.31	f 7.20	9.59	1.47	483.20		JACKSON'S LAKE E
10.55	6.00	2.40	1.00 ¹⁹	9.35	5.30	5.00		11.22	10.34	7.23	10.02	1.49	485.29		VERA E
								11.23	10.35	7.24	10.03	1.50	485.89		GERMO E
								11.24	10.36	7.25	10.04	1.51	486.87		S. AND N. YARD N
								11.30	10.45	7.35	10.10	2.00	488.30	A	MONTGOMERY N
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily			
19	71	29	21	27	73	17		15	99	3	1	5			

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

MONTGOMERY AND BIRMINGHAM—NORTHWARD

TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.		Car Capacity of stations based on 44 seats per car (including engine and reduction).	FIRST CLASS					SECOND CLASS							
			98	16	2	6	4	74	18	22	20	72	76	28	
STATIONS			The Pan-American	The South Wind	Passenger	The Humming Bird	The Azalea	Fast Freight	Freight	Local Freight	Freight	Fast Freight	Freight	Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	
			A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	
A	BIRMINGHAM	N	7.55	9.15	11.50	7.55	8.45	4.00	4.20	1.00	10.55	2.10	4.25	1.20	
	Passenger Station														
	MAGELLA	E	Branch	7.45	9.05	11.39	7.47	8.34	3.44	4.10	12.45	10.40	2.00	4.15	1.00
	OXMOOR	E	51	7.41	9.03	11.29	7.43	8.29	3.36	4.02	12.35	10.30	1.50	4.05	12.50
	PARKWOOD	E		7.34	8.56	11.19	7.38	8.22	3.28	3.52	12.20	10.20	1.40	3.53	12.35
	TACOA		Branch	7.29	8.52	11.10	7.34	8.16	3.18	3.44	12.10	10.08	1.32	3.43	12.20
	HELENA	NCE	Yard	7.28	8.51	11.09	7.33	8.15	3.14	3.41	12.05	10.05	1.30	3.40	12.15
	HARDY	E	43	7.24	8.47	10.57	7.29	8.10	2.52	3.28	11.52	9.55	1.24	3.35	12.05
	LONGVIEW	DE	53	7.19	8.42	10.35	7.24	8.04	2.45	3.25	11.35	9.45	1.17	3.25	11.55
	CALERA	NE	Yard	7.09 ¹¹	8.34 ¹¹	10.22	7.16	7.54	2.34	3.10	11.20	9.30	1.05	3.15	11.15
	MINOOKA	E	93	7.05	8.30	10.09	7.12	7.44 ¹¹	2.28 ¹¹	3.00	11.05	9.20 ¹¹	12.59 ¹¹	3.08	10.50
	WESSINGTON	E	77	7.02	8.27	10.05	7.09	7.41	2.23	2.51 ¹¹	10.55	9.05	12.53	3.03	10.35
	JEMISON	NE	82E 75W	6.59	8.23	10.00 ¹¹	7.06	7.37	2.17	2.38	10.30	9.00 ¹¹	12.47	2.58	10.26 ¹¹
	STRASSBURG	E	112	6.55	8.19	9.51	7.02	7.32	2.11	2.32	10.10 ¹¹	8.28	12.41	2.50	10.07
	LOMAX	E	78	6.51	8.15	9.46 ¹¹	6.58	7.28	2.05	2.25	9.46 ¹¹	8.30	12.35	2.41	10.00
	CLANTON	NE	61E 61W	6.47	8.12	9.41	6.54	7.22	2.00	2.20	9.25 ¹¹ 8.39	8.24	12.30	2.35	9.52 ¹¹
	FALAKTO	E	85	6.42	8.08 ¹¹ 8.27	9.26	6.50	7.16	1.54	2.15	8.06 ¹¹ 8.21	8.05 ¹¹ 8.16	12.24	2.25	9.29
	COOPERS	E	81E 73W	6.38	8.04	9.23 ¹¹	6.47	7.12	1.47	2.10	7.40	7.50	12.17	2.20	9.23 ¹¹
	VERBENA	E	43	6.35	8.01	9.18	6.44	7.09	1.43	2.06	7.33	7.43	12.13	2.16	9.18
	MOUNTAIN CREEK	NE	90	6.31	7.57	9.03	6.41	7.05	1.33	2.01	7.28	7.38	12.08	2.10	9.11
	WADSWORTH	E	80	6.26	7.53	8.55	6.37 ¹¹	7.00	1.28 ¹¹	1.50	7.10	7.28	11.59	2.00 ¹¹	8.56
	BALDWIN	E	79	6.22	7.50	8.50 ¹¹	6.34	6.57	1.08	1.45	7.05	7.20	11.53 ¹¹	1.40	8.50
	DEATSVILLE	NE	83W 83E	6.19	7.47	8.45	6.31	6.54 ¹¹	1.04	1.34 ¹¹	7.00	7.15	11.49	1.35	8.40
	SPEIGENER	E	40	6.16	7.44	8.39	6.28	6.51	12.50	1.15	6.58	7.05	11.44	1.30	8.32
	ELMORE	NCE	116	6.12	7.41	8.30	6.25	6.47	12.54	1.09	6.45	6.56	11.39	1.24	8.25
	COOSADA	E	79	6.08	7.37	8.19	6.22	6.43	12.48	1.03	6.35	6.50	11.33	1.18	8.18
	PRATTVILLE JCT.	E	Wye	6.05	7.35	8.15	6.20	6.41	12.44	1.00	6.25	6.45	11.29	1.14	8.13
	JACKSON'S LAKE	E	70	6.04	7.33	8.11	6.18	6.39	12.40	12.55	6.10	6.41	11.25	1.10	8.10
	VERA	E		6.01	7.30	8.07	6.16	6.36	12.35	12.50	6.04	6.25	11.20	1.04 ¹¹	8.06
	GERMO	E		6.00	7.29	8.06	6.15	6.35	12.33	12.45	6.03	6.25	11.18	1.03	8.05
	S. AND N. YARD	N		5.53 ¹¹	7.23	8.04	6.14	6.33	12.30	12.40	6.00 ¹¹	6.20	11.15	1.00	8.00
L	MONTGOMERY	N		5.55	7.25	8.00	6.11	6.30							
				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily
				98	16	2	6	4	74	18	22	20	72	76	28

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

Southward MIDDLE YARD AND BESSEMER Northward

Distance from Lancaster	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.		Car Capacity of Seating based on 44 feet per car (including engine and caboose).	Second Class	
	STATIONS			124	Freight
				Daily	
				P. M.	
387.81	L	MIDDLE YARD N A	Yard	10.30	
		1.10			
389.40		VINITA E	Branch	10.10	
		0.44			
390.04		NORTH BIRMINGHAM E	48	10.00	
		2.40			
392.70		THOMAS N E	70	9.45	
		2.30			
395.50		ENSLEY NC E	114	9.35	
		4.60			
400.10		NELRO	51	9.15	
		1.30			
401.40		COLLINS E	Yard	9.00	
		2.11			
408.51		BESSEMER SHOP N E		8.50	
		0.39			
408.80		BLUE CREEK JUNCTION	Wye	8.35	
		0.85			
404.09	A	BESSEMER L	Yard		
				P. M.	
				Daily	
				124	

Southward MONMOUTH AND WARRIOR Northward

Distance from Lancaster	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.		Car Capacity of Seating based on 44 feet per car (including engine and caboose).
	STATIONS		
388.55	L	WARRIOR E A	Yard
		3.09	
390.46		KIMBERLY E	
		1.85	
378.61		MORRIS	37
		4.57	
373.94	A	MONMOUTH E L	

Southward ELMORE AND WETUMPKA Northward

Second Class 67	Distance from Lancaster	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.		Car Capacity of Seating based on 44 feet per car (including engine and caboose).	Second Class 68
		STATIONS			
Freight					Freight
Daily ex. Sunday					Daily ex. Sunday
A. M.					A. M.
7.30	475.65	L	ELMORE NC E A	Yard	9.00
			5.10		
7.50	481.85	A	WETUMPKA NC L	Yard	8.40
A. M.					A. M.
Daily ex. Sunday					Daily ex. Sunday
67					68

SOUTHWARD—BLACK CREEK AND POWHATAN—NORTHWARD

SECOND CLASS				Distance from Louisa	TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.	Car Capacity of sleeping berths on 44 feet per car (including engine and caboose).	SECOND CLASS					
157	155	153	151				150	152	154	156		
Freight	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	Daily ex. Sunday		
P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.			
				414.85	L POWHATAN	EA						
10.00	7.45	11.30	8.30	411.81	PRACO	NE	Wye	7.30	9.45	5.15	9.00	
10.10	8.00	11.45	8.45	409.00	AMBATO		Branch	7.05	9.25	5.00	8.40	
10.20	8.10	11.55	8.55	408.57	GAMMA		Yard	7.00	9.20	4.55	8.35	
10.30	8.30 ^{III}	12.30	9.05 ^{III}	408.22	COLTA	E	19	6.50	9.05 ^{III}	4.50	8.30 ^{III}	
10.50	8.35	12.45	9.20	404.79	MEDIA	E	35	6.30	8.35	4.30	8.05	
11.15	9.00	1.10	9.45	399.39	VULCAN	E	Branch	6.10	8.01	4.05	7.45	
11.25	9.10	1.25	9.55	397.50	CHETOPA	NCE	Branch	6.05	7.55	4.00	7.40	
11.45	9.35	1.45	10.15	394.84	DIVIDE	E	28	5.55	7.45	3.45	7.30	
12.01	9.55	2.00	10.30	390.48	MINERAL SPRING	NCE	55	5.40	7.35	3.35	7.15	
12.11	10.05	2.15	10.40	388.83	RIDGELAND	E	19	5.30	7.25	3.25	7.00	
12.21	10.15	2.25	10.50	384.21	HUMORO	NC	Branch	5.21	7.16	3.16	6.51	
12.25	10.30	2.30	10.55	384.00	A BLACK CREEK	NL		5.20	7.15	3.15	6.50	
	A. M.	P. M.	P. M.					A. M.	A. M.	P. M.	P. M.	
	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	
157	155	153	151					150	152	154	156	

Southward **HELENA AND GURNEE JUNCTION** Northward

Distance from Louisa	TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.	Car Capacity of sleeping berths on 44 feet per car (including engine and caboose).	STATIONS	
418.52	L GURNEE JCT.	NC A		
410.31	ROBUCK		10	
408.52	TACOA NORTH WYE			
409.40	A HELENA	NC E L		

Southward **CHETOPA AND GRANLIN** Northward

Distance from Louisa	TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.	Car Capacity of sleeping berths on 44 feet per car (including engine and caboose).	STATIONS	
400.57	L GRANLIN	A	Branch	
400.12	BLUFFVIEW		18	
397.50	A CHETOPA	NCE L	47	

SOUTHWARD—MAGELLA AND TUSCALOOSA—NORTHWARD

SECOND CLASS					Fares from Lancetta	TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.		Our Capacity of Seating based on 44 feet per car (including engine and caboose).	SECOND CLASS				
		123	121						122	124			
		Freight	Freight				Freight	Freight					
		Daily ex. Sunday	Daily				Daily ex. Sunday	Daily					
		A. M.	A. M.				P. M.	P. M.					
				12.05	394.62 L	MAGELLA	EA						
				12.40	402.64	BRICK YARD JCT.	E	Wye					
				12.50	408.40	BESSEMER	E	Yard					
				9.30	404.38	BLUE CREEK JCT.		Wye	12.30	8.35			
				9.50	408.03	McADORY	E	Brush	12.10	8.20			
				10.33	410.34	CHINN	E	26	11.54	8.12			
				10.40	412.28	VALLEY CREEK	E	35	11.47	8.05			
				10.50	413.75	ADGER	E	31	11.40	7.55			
				11.30 ⁰³	415.33	JOHNS	D E	34	11.30 ⁰³ 10.10	7.45			
				12.01	418.14	CONNELLSVILLE JCT.	E	13	9.42	7.15			
				12.10	421.54	YOLANDE NO	E	47	9.32	7.00			
				12.40	429.67	BROOKWOOD	E	29	9.07	6.30			
				2.05	444.96	HOLT JUNCTION	E	16 Brush	8.30	5.30 4.00			
				2.20	447.37	A TUSCALOOSA NC	EL	Yard	8.00	3.30			
		P. M.	A. M.						A. M.	P. M.			
		Daily ex. Sunday	Daily						Daily ex. Sunday	Daily			
		123	121						122	124			

Southward CHAMBLEE AND MARTABAN Northward

		TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.		Our Capacity of Seating based on 44 feet per car (including engine and caboose).
		STATIONS		
	438.37 L	CHAMBLEE	E A	18
	429.01	CAFFEE JUNCTION		
	429.77 A	MARTABAN	L	

Southward YOLANDE AND BLOCTON JCT. Northward

		TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.		Our Capacity of Seating based on 44 feet per car (including engine and caboose).
		STATIONS		
	421.54 L	YOLANDE NO	E A	47
	422.80	ABERNANT	E	
	428.27	CHAMBLEE	E	Brush 18
	430.39	EDWARD'S WYE		Wye
	430.93 A	BLOCTON JCT.	L	

SOUTHWARD—FY TOWER AND SHOPS—NORTHWARD

SECOND CLASS					FIRST CLASS		TIME TABLE No. 206. Takes effect September 23, 1948, at 12:01 A. M.	STATIONS	Car Capacity of coaches based on 44 feet per car (including engine and caboose).	FIRST CLASS		SECOND CLASS				
55	191	87	91	93		85				86		92	192	90	56	94
Freight	Local Freight	Freight	Local Freight	Freight		Passenger				Passenger		Local Freight	Local Freight	Freight	Freight	Freight
Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily		Daily				Daily		Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily
P. M.	P. M.	A. M.	A. M.	A. M.		A. M.			P. M.		P. M.	P. M.	P. M.	A. M.		
						8.34	388.06	L	FY TOWER	A	5.38					
3.25		10.10	7.00	12.10		8.40	388.35		MIDDLE YARD	N	5.35	12.20	6.35	10.55	2.25	
3.33		10.18	7.10	12.20		8.44	389.21		LARDONA	Wye	5.28	12.05	6.25	10.45	2.07	
3.43		10.30	7.25	12.30		8.50	391.53		KETONA	E	5.22	11.59	6.15	10.36	1.58	
3.56		10.45	7.40	12.45		9.02	396.70		MT. PINSON	E	5.11	11.45	6.00	10.23	1.45	
4.05		10.55	7.50	12.54		9.12	402.88		PALMERS	E	5.03	11.35	5.45	10.13	1.38	
4.10		11.00	7.55	1.00		9.18	405.48		VILLAGE SPRINGS	E	4.58	11.30	5.40	10.08	1.33	
4.16		11.07	8.05	1.07		9.24	409.21		REMLAP	E	4.52	11.25	5.30	10.00	1.25	
4.45 ^M		11.14 ^N	8.15	1.15 ^M		9.30	413.34		INLAND	E	4.45 ^M	11.14 ^N	5.22	9.50	1.15 ^M	
5.05 ^M		11.38	8.40	1.40		9.41	419.58		MATTAWANA NC	E	4.33 ^M	10.40	5.05 ^M 4.25 ^M	9.25	12.50	
5.12		11.45	9.00	1.43		9.50	421.17		ONEONTA	D E	4.29	10.10	4.15	9.23	12.45	
5.18		11.53	9.10	1.50		9.56 ^N	423.42		CHAMPION	E	4.21	9.56 ^M	4.10	9.18	12.40	
5.24		12.00	9.20 ^N	2.03		10.02	426.68		TAITS GAP	E	4.15	9.50 ^M	4.00	9.10	12.32	
5.35		12.10	9.30 ^N	2.14		10.10 ^N	432.26		ALTOONA NC	E	4.05	9.05	3.50	9.00	12.20	
5.50		12.23	10.40	2.29		10.24	438.51		TUMLIN GAP	E	3.51	8.45	3.30	8.45	12.05	
6.05		12.36	11.00	2.42		10.36	445.32		IVALKE	E	3.37	8.26	3.05	8.20	11.40	
6.15		12.46	11.15	2.52		10.43	447.87 545.87		MORAGNE		3.32	8.10	2.40	8.10	11.30	
6.25		12.51	11.30	2.57		10.51	544.51		ATTALLA N E	30	3.25	8.00	2.30	7.55	11.20	
6.27		12.53	11.32	2.59		10.53	544.73		L. & N. JUNCTION		3.15	7.58	2.29	7.53	11.18	
6.35		1.10	11.40	3.08		10.56	542.43		STORAGE YARD	E	3.10	7.25	2.20	7.45	11.10	
						10.58	541.54		ALABAMA CITY		3.07					
6.55	2.00	1.20	12.10	3.30		11.08	539.49		GADSDEN N E	Yard	3.00	7.00	1.00	2.00	7.30	
						11.11	539.08		FOURTH STREET (Gadsden)		2.43					
	2.15			3.40		11.15	536.09		OND	E	2.42		12.01		10.30	
	2.38 ^M			3.55		11.24	532.15		GLENCOE	E	2.38 ^M		11.40		10.20	
	3.01			4.00		11.28 ^M	530.88		ROCK SPRING	E	2.33		11.28 ^M		10.12	
	3.12			4.05		11.32	528.88		LANEY	E	2.30		11.00		10.05	
	3.30			4.25		11.46	523.00		WELLINGTON N E	40	2.20		10.40		9.40	
	3.40			4.35		11.53	519.31		ALEXANDRIA	E	2.13		10.20		9.16	
	3.50			4.45		12.01	514.65		LEATHERWOOD	E	2.05		10.10		9.08	
	4.10			5.00		12.08	510.86	A	SHOPS NC L	Yard	1.57		10.00		9.00	
P. M.	P. M.	P. M.	P. M.	A. M.		P. M.					P. M.	A. M.	A. M.	P. M.	P. M.	
Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily		Daily					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	
55	191	87	91	93		85					86	92	192	90	56	

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

SOUTHWARD—SHOPS AND CALERA—NORTHWARD

SECOND CLASS			FIRST CLASS			Distance from Louisville	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.			Our Capacity of Seating based on 44 feet per car (including engine and caboose).	FIRST CLASS			SECOND CLASS							
	53				85																
	Local Freight				Passenger																
	Daily ex. Sunday				Daily																
	A. M.				P. M.																
	8.30				12.15	510.00	L	SHOPS NC A	Yard	1.50										8.10	
					12.20			ANNISTON D	9	1.45											
					12.35	600.00				1.35											
	8.38				12.43	608.10		G. P. JUNCTION E		1.27										8.00	
	8.53				12.53	601.75		COLDWATER E	19	1.15										2.45	
	9.08				1.05 ¹⁴	625.00		MUNFORD D E	26	1.05 ¹⁴										2.30	
	9.28				1.17	633.20		IRONATON E	20	12.50										8.10	
	9.50				1.40 ¹⁴	630.20		TALLADEGA D E	27	12.32										1.40 ¹⁴	
	11.00							BEMISTON E	13	12.17										12.58	
	11.40				1.45	677.00		RENDALIA E	31	12.05 ¹⁴										12.45	
	12.05 ¹⁴				1.57	670.95		SYCAMORE D E	33	11.55										12.30 ¹⁴	
	12.30 ¹⁴				2.07	664.99															
	1.00				2.25	657.50		SYLACAUGA D E	18	11.37 ¹⁴										11.37 ¹⁴	
	1.20				2.30	654.00		GANTT'S JUNCTION D E	14	11.32										9.30	
	1.35				2.40	649.27		FAYETTEVILLE E	25	11.20										9.10	
	1.45				2.45	645.45		TALLADEGA SPGS. E	23	11.15										9.00	
	1.55				2.55	642.85		IDA E		11.10										8.55	
	2.15				3.03	636.25		AVERY E	39	10.57										8.40	
	2.30				3.10	635.54		SHELBY	Branch	10.55										8.25 7.20	
	2.35				3.20	630.04		SPRINGS JUNCTION E	10	10.45										7.00	
	2.50				3.30	624.98	A	CALERA N L	Yard	10.35										6.45	
	P. M.				P. M.					A. M.										A. M.	
	Daily ex. Sunday				Daily					Daily										Daily ex. Sunday	
	53				85					86										54	

SOUTHWARD—SHELBY AND COLUMBIANA—NORTHWARD

SECOND CLASS			Distance from Louisville	TIME TABLE No. 206. Takes effect September 26, 1948, at 12:01 A. M.			Our Capacity of Seating based on 44 feet per car (including engine and caboose).	SECOND CLASS			
	253					254					
	Local Freight					Local Freight					
	Daily ex. Sunday				Daily ex. Sunday						
	A. M.				A. M.						
	7.30		635.54	L	SHELBY A					8.35	
	7.55		640.09	A	COLUMBIANA L	Yard				8.10	
	A. M.									A. M.	
	Daily ex. Sunday									Daily ex. Sunday	
	253									254	

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

(Continued from page 1.)

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour

Between	Passenger	Freight, Work and Mixed	File Drivers, Steam Locomotives, Districts, Detachments, Working Outfits, and other top-heavy cars
Mayton and S. & N. Yard (via Lewisburg).....	(a) 60	45	30
Brentwood and North Athens (N. & D. Branch).....	(b) 55	35	30
Columbia and Florence.....	40	35	30
Kleeco Jet and Kleeco.....	10	10	10
Points on other branches north of Decatur.....	20	20	15
Oakworth Yard Office and water crane.....	30		
Trafford and Thermal.....	15	15	10
Points on other branches, S. & N. A.....	20	20	15
Magella and Tuscaloosa.....	35	25	20
Yolande and Hooton Jet.....	35	25	20
Tacona and Gurnee Jet.....	35	25	20
Boyles and Bessemer (Huntsville Br. No. 1).....	35	25	20
Black Creek and Pawhatan.....	25	25	20
Points on Labuco Branch.....	5	5	5
Points on Raimond, Valley Creek, Coffee Creek, Holt and Sayre Branches.....	20	20	15
Points on Gate City, Red Gap, Getmore, Black Diamond and Banner Branches.....	15	15	10
Boyles and Anniston.....	45	35	30
Anniston and Calera.....	40	35	30
Points on Self Creek and Lehigh Branches.....	20	20	15
Points on Graystone, Gantt's Quarry and Columbian Branches.....	15	15	10
Over Tennessee River Drawbridge, Decatur.....			10
Over Tennessee River Drawbridge, Florence.....			10
Over Bridge 17-B Mile 232.3 School St. Columbia.....			10
Over Bridge 17-C Mile 232.6 Main St. Columbia.....			10
Over Alabama River Drawbridge, Jackson's Lake.....			30
Over Coosa River Drawbridge, Gadsden.....			15
Engines run backwards.....			15
Through turnouts and cross-overs, except where otherwise indicated by speed limit boards.....			15
Passenger Trains Handled by Freight Engines			
J3, J4.....			50
J1, J1a, J2, J2a.....			45
H25, H25a, H25b, H27, H27a, H27b.....			40
All other freight engines.....			35

(a) 70 when handled by K Class or Diesel engines.

(b) Diesel engines reduce speed to 50 miles per hour over bridge 23, mile 232.4.

TRAIN REGISTERS

Location	For	Register by Card, Form 230
Columbia Wye.....	All trains.....	First class trains, No. 12 at South Booth. Second class and inferior trains during hours train order office is open.
Columbis.....	All trains.....	
Peeco Jct.....	No. 2.....	No. 2.
North Athens.....	All N. & D. Branch trains	All N. & D. Branch trains.
Athens Passenger Station.....	First class trains from N. & D. Branch.....	
Siglo.....	Nos. 11, 12, 50 and Century Branch trains.....	(Nos. 11, 12, 50 and Century Branch trains.
Armour Jet.....	All trains.....	All trains.
Mt. Pleasant Yard Office.....	All trains.....	First class trains.
Swan Creek Jet.....	No. 11.....	No. 11.
Florence.....	All trains.....	
Oakworth.....	All trains.....	First class trains.
FY Tower.....	First class trains.....	First class trains.
Middle Yard.....	All trains.....	

TRAIN REGISTERS—Continued.

Location	For	Register by Card, Form 230
Birmingham Train-order Office.....	First class trains and second class and inferior trains originating and terminating at Birmingham.....	Nos. 1, 2, 3, 4, 5, 6, 8, 15, 16, 46, 98 and 99.
Hardy.....	No. 2.....	
Calera.....	All trains.....	All except Alabama Mineral trains.
Vera.....	Southward, second class and inferior trains.....	
S. & N. Yard.....	All trains.....	First class trains.
Montgomery.....	All trains.....	
Bessemer Shop.....	All trains including trains to and from Blue Creek Extension.....	
McAdery.....	No. 123.....	No. 123.
Chinn.....	No. 123.....	No. 123.
Valley Creek.....	Nos. 122, 123 and extra trains to and from Valley Creek and Getmore Branches.....	
Yolande.....	All trains.....	
Holt Jet.....	All Southward trains.....	
Tuscaloosa.....	All trains.....	
Gurnee Junction.....	All trains.....	
Helena.....	H. & B. Br. trains.....	
Chetopa.....	All trains.....	All trains.
Praco.....	All trains.....	
Lardona.....	Nos. 85 and 86.....	Nos. 85 and 86.
Mattawana.....	Nos. 85 and 87.....	Nos. 85 and 87.
Gadsden.....	All trains.....	
Goodyear.....	Nos. 85 and 86.....	Nos. 85 and 86.
Shops.....	All trains.....	First class trains.
Anniston.....	First class trains.....	
G. P. Junction.....	Nos. 85 and 86.....	Nos. 85 and 86.
Sylacuga (Avondale Mill Spur).....	No. 85 (except Sunday).....	No. 85 (except Sunday).
Sylacuga (Passenger Station).....	Nos. 85 and 86.....	Nos. 85 and 86.
Shelby.....	No. 86 (except Sunday).....	No. 86 (except Sunday).

The registration of northward trains at Mayton will indicate these trains have arrived at Brentwood.

Southward second class and inferior trains from Radnor will not be required to have the departure of southward first class trains at Brentwood when such trains are shown on the train register at Mayton.

Northward N. & D. Branch trains are relieved of checking train register at North Athens for the arrival of superior trains when such trains are shown on the train register at Athens Passenger Station. Southward first class trains from the N. & D. Branch will register at Athens Passenger Station, the time of arrival and signals displayed arriving at North Athens.

Southward second class and inferior trains are relieved of checking train register at Oakworth for the arrival and departure of first class trains when train order is received showing the arrival and departure of such trains at Oakworth and under such conditions they will register by card, Form 230 at Oakworth.

The departure of first class southward trains from Birmingham will be shown on train register at Middle Yard.

The departure of No. 85 from Lardona will be shown on train register at Middle Yard.

Enginemen, instead of conductors, of second class and inferior trains will examine train register at Calera and Hardy.

Enginemen, instead of conductors, on northward second class and inferior trains departing from Montgomery or S. & N. Yard will examine train register at Vera for overdue superior trains not shown on train register at S. & N. Yard.

The departure of No. 2 from Hardy will be shown on the train register at Calera.

Northward Cain Creek Branch trains checking the arrival of Cain Creek Branch superior trains on the train register at Middle Yard are relieved of checking arrival of such trains at Black Creek.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Lewisburg.....	(a) N. C. & St. L.....	Gates.
Florence.....	(b) Southern.....	Gate.
Florence.....	L. M. C.—Southern.....	Stop Boards.
Sheffield.....	Southern.....	Stop Boards.

RAILROAD CROSSINGS AT GRADE—Continued.

Location	Railroad	Protection
Decatur, Southward track	Southern	Interlocking Signals.
Boyles (e)	Mary Lee	Automatic Block Signals and flagman.
East Birmingham (d)	Southern	Interlocking Signals.
East Birmingham	Birmingham Electric Co.	Interlocking Signals.
East Birmingham	C. of Ga.	Interlocking Signals.
Birmingham (32nd St.) (e)	Birmingham Belt	Flagman.
Birmingham (27th St.) (f)	Southern	Gate and Flagman.
Birmingham (13th St.)	Southern-A. G. S.	Interlocking Signals—derails.
Helena (Acton Branch) (g)	A. C. L.	Gate.
Calera (h)	Southern	Gates.
Warrior River, Cain Creek Branch (i)	Southern	Interlocking Signals—derails.
Boyles (Huntsville Branch No. 1)	Mary Lee	Stop Boards.
Vinita	Birmingham Belt	Interlocking Signals.
Vinita	Southern	Interlocking Signals.
North Birmingham (Graves Branch)	Birmingham Belt	Stop Boards.
North Birmingham	Southern	Stop Boards.
Acipco (j)	Southern	Gate.
Thomas	Birmingham Southern	Stop Boards.
Pratt City	Frisco	Stop Boards.
Enley	Frisco	Stop Boards.
Enley	Birmingham Southern	Stop Boards.
Wylan	Southern	Stop Boards.
Fairfield	Warrior Southern	Stop Boards.
Fairfield (Harbison Walker)	Birmingham Southern	Stop Boards.
Westfield	Birmingham Southern	Stop Boards.
Collins	Woodward Iron Co.	Stop Boards.
Mile LB 403	Birmingham Southern	Stop Boards.
Bessemer Shop (j)	Southern	Gate.
Blue Creek Jet, Hunts Br. No. 1	Southern	Stop Boards.
Blue Creek Jet, Blue Creek Extension	Southern	Stop Boards.
Bessemer	A. C. L.	Stop Boards.
Woodward Jet	Woodward Iron Co.	Stop Boards.
Attalla	A. G. S.	Stop Boards.
Storage Yard	Southern	Stop Boards.
Wellington (k)	S. A. L.	Gate.
Shops (j)	Southern (Pipe Shop Lead)	Gate.
Anniston (20th St.)	Southern	Stop Boards.
Anniston (12th St.)	Southern	Stop Boards.
Anniston (11th St.) (l)	Southern	Gate.
Anniston (Monsanto Chemical Co.) (j)	Southern	Gate.
G. P. Junction (l)	Southern	Gate.
Mile AM 482 (north of Talladega)	A. C. L.	Stop Boards.
Talladega (Chinneby lead)	A. C. L.	Gate.
Sylacauga	C. of G.	Stop Boards.

Requirements under the above reference notes:

- (a) Lewisburg: N. C. & St. L. { For main track movement gates are interlocked with Automatic Block Signals at each end of siding. Trains using siding approach crossing expecting to find gates across L. & N. tracks and crossing occupied.
- (b) Florence: Southern { Normal position of crossing gate is locked against movements on Southern Railway. If the crossing gate is in normal position and track clear, trains may proceed without stopping.

RAILROAD CROSSING AT GRADE—Continued.

- (c) Boyles: Mary Lee { L. & N. trains or engines on main tracks will be governed by Automatic Block Signals. When the Signal indicates STOP, trains or engines after stopping and receiving a proceed yellow hand signal from the flagman at the crossing, are authorized to pass the STOP signal without obtaining Form 446 and proceed at restricted speed to the next signal.
- (d) East Birmingham: Southern { L. & N. trains or engines moving against the current of traffic on drill tracks Nos. 1 and 2 will stop clear of the crossing unless a proceed green hand signal is received from the flagman at the crossing. Rule 28 governs if proceed hand signal is not received. Mary Lee trains will approach at restricted speed and will stop clear of the derails and not proceed until the derails have been removed and a proceed red hand signal is received from the flagman at the crossing.
- (e) Birmingham, 32nd Street: Birmingham Belt { Normal position of signal is for movement over L. & N. tracks. Rule 671 governs when signal is in Stop position.
- (f) Birmingham, 27th Street: Southern { L. & N. trains or engines receiving Proceed red hand signal may move over crossing without stopping. Birmingham Belt trains or engines receiving Proceed green hand signal may move over crossing without stopping. In the absence of designated signal, trains or engines must stop before fouling crossing.
- (g) Helena (Acton Branch): A.C.L. { Crossing gate operated by flagman; protects movements over crossing on both railroads. L. & N. trains or engines must know that the gate is in proper position, and receive Proceed green hand signal before moving over the crossing. In the absence of designated signal, trains or engines must stop before fouling crossing.
- (h) Calera: Southern { The normal position of the crossing gate is against movement on L. & N. track. Trains must stop before fouling crossing, after which, if there is no A. C. L. train approaching or in hearing, the gate may be changed and train proceed over the crossing.
- (i) Warrior River: Cain Creek Branch: Southern { The normal position of the crossing gates is for movement on L. & N. tracks. L. & N. trains or engines must know that gates are in proper position and receive Proceed green hand signal before moving over the crossing. In the absence of designated signal, trains or engines must stop before fouling crossing, after which, if the gates are in normal position and crossing clear, may proceed.
- (j) Acipco: Southern Bessemer Shop: Southern Shops: Southern (Pipe Shop Lead) Anniston: (Monsanto Chem. Co.): Southern { Normal position of interlocking signals and derails is against movements on L. & N. track. The plant is operated by trainmen of crew using crossing. After signals and derails have been placed in position, train will wait 3 minutes before proceeding, but during which time, if a Southern train is approaching or in hearing, the movement must not be started until such train has come to a stop.
- (k) Wellington: S. A. L. { The normal position of the crossing gate is against movements on S. A. L. track. If the crossing gate is in normal position and the track clear, trains or engines may proceed without stopping.

RAILROAD CROSSINGS AT GRADE—Continued.

(1) Anniston, 11th Street: Southern..... G. P. Junction: Southern.....

The normal position of the crossing gate is against movement on L. & N. track. Trains or engines must stop before fouling crossing, after which, if there is no Southern train or engine approaching or in hearing, the gate may be changed and trains or engines proceed over the crossing.

Movement of switch or transfer engines over grade crossings with electric lines

At grade crossings with electric lines, not protected by gates or watchman, switch engines or transfer engines must approach such crossings at restricted speed. A switchman must be stationed on the lead foot board of engine, or on the lead car where cars are being shoved, and be in position to signal engineer in case of danger. Other members of crew must be placed in such positions that signals can be clearly and promptly passed to engineer. When switching over such crossings a switchman must be placed at crossing to protect movement over it, and such switchman shall signal when the train may cross in safety.

Section 2953 of the code of Alabama reads in part as follows:

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

TRAIN-ORDER OFFICES

“D” offices will be open from 8:00 a. m. to 5:00 p. m., “NO” offices from 8:00 p. m. to 5:00 a. m., “NC” offices during the hours designated in this time table.

Offices shown below will be open during the hours named:

Station	Week Days	Sunday
Columbia.....	8:30 a. m. to 5:30 p. m.....	8:30 a. m. to 5:30 p. m.
Lynnville.....	8:30 a. m. to 5:30 p. m.....	Closed.
Wales.....	8:00 a. m. to 5:00 p. m.....	Closed.
Pulaski.....	8:00 a. m. to 5:00 p. m.....	Closed.
Elkment.....	8:00 a. m. to 5:00 p. m.....	Closed.
Signo.....	6:00 a. m. to 3:00 p. m.....	6:00 a. m. to 3:00 p. m.
Rockdale.....	4:00 p. m. to 1:00 a. m.....	12:01 a. m. to 1:00 a. m.
Lawrenceburg....	7:00 a. m. to 4:00 p. m.....	Closed.
Leona.....	7:30 a. m. to 5:00 p. m.....	9:00 a. m. to 5:00 p. m.
Lorette.....	8:00 a. m. to 5:00 p. m.....	Closed.
Iron City.....	8:00 a. m. to 5:00 p. m.....	Closed.
Florence.....	7:30 a. m. to 4:30 p. m.....	Closed.
Florence.....	7:45 a. m. to 4:45 p. m.....	7:45 a. m. to 4:45 p. m.
Florence.....	7:00 p. m. to 4:00 a. m.....	7:00 p. m. to 4:00 a. m.
Falkville.....	8:00 a. m. to 5:00 p. m.....	Closed.
Garden City.....	8:00 a. m. to 5:00 p. m.....	Closed.
Trafford.....	6:30 a. m. to 3:30 p. m.....	Closed.
Helena.....	7:45 a. m. to 11:00 p. m.....	7:45 a. m. to 3:00 p. m.
Leadvine.....	8:00 a. m. to 5:00 p. m.....	9:30 a. m. to 11:30 a. m.
Elmore.....	7:00 a. m. to 4:00 p. m.....	Closed.
Wetumpka.....	7:30 a. m. to 4:30 p. m.....	Closed.
Humero.....	7:30 a. m. to 4:30 p. m.....	Closed.
Mineral Springs...	8:30 a. m. to 5:30 p. m.....	Closed.
Chatopa.....	7:30 a. m. to 4:30 p. m.....	Closed.
Enslay.....	3:00 p. m. to 11:00 p. m.....	Closed.
Johns.....	8:00 a. m. to 5:00 p. m.....	Closed.
Yolande.....	8:00 p. m. to 5:00 a. m.....	12:01 a. m. to 5:00 a. m.
Holt.....	8:30 a. m. to 5:30 p. m.....	Closed.
Tuscaloosa.....	8:00 a. m. to 10:00 p. m.....	Closed.
Gurace Jet.....	7:30 a. m. to 4:30 p. m.....	Closed.
Bradford.....	7:30 a. m. to 4:30 p. m.....	Closed.
Mattawana.....	3:55 p. m. to 7:55 a. m.....	12:01 a. m. to 7:55 a. m.
Mattawana.....	3:55 p. m. to 7:55 a. m.....	3:55 p. m. to 11:59 p. m.
Altoona.....	8:30 a. m. to 5:30 p. m.....	Closed.
Sheps.....	6:30 a. m. to 10:30 p. m.....	Closed.
Munford.....	8:00 a. m. to 5:00 p. m.....	Closed.
Talladega.....	8:00 a. m. to 5:00 p. m.....	11:55 a. m. to 2:55 p. m.
Sylacauga.....	8:00 a. m. to 5:00 p. m.....	Closed.
Sylacauga.....	8:00 a. m. to 5:00 p. m.....	Closed.
Gaatts Jct.....	8:00 a. m. to 5:00 p. m.....	Closed.

TRAIN-ORDER OFFICES—Continued.

Note—Franklin—Closed 7:30 a. m. Sunday to 7:30 a. m. Monday.
 Columbia Wye—Closed 11:55 p. m. Saturday to 3:55 p. m. Sunday.
 Black Creek—Closed 7:00 a. m. Sunday to 7:00 a. m. Monday.
 Prace—Closed 7:00 a. m. Sunday to 7:00 a. m. Monday.
 Thomas—Closed 11:00 p. m. Sunday to 7:00 a. m. Monday.
 Yolande—Closed 5:00 a. m. Sunday to 3:00 p. m. Monday.
 Wellington—Closed 11:00 p. m. Saturday to 7:00 a. m. Sunday.

TRAIN-ORDER SIGNAL INDICATION

For delivery of “31” train order at North Athens, the operator will display a red flag by day and a red light by night from the tower. For delivery of “19” train order a yellow flag by day and a yellow light by night will be displayed.

For delivery of “31” train order at Black Creek, the operator will display a red flag by day and a red light by night from the tower. For the delivery of “19” train order a yellow flag by day and a yellow light by night will be displayed from the tower. When no train orders are on hand for delivery a green flag by day and a green light by night will be displayed from the tower.

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

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

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

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

Subsection 3 above is applicable at the following incorporated towns:

Nashville	Columbia	Lewisburg	Lawrenceburg
Franklin	Lynnville	Cornersville	
Spring Hill	Pulaski	Mt. Pleasant	

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

Section 2662 of the Code of Alabama Reads in Part as Follows:

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

THE FOLLOWING CITY ORDINANCES MUST BE OBSERVED

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

CITY ORDINANCES RESTRICT SPEED OF TRAINS AS FOLLOWS:

Name of City	Requirements
Athens.....	6 miles per hour.
Franklin.....	10 miles per hour passing passenger station.
Columbia.....	6 miles per hour over Galloway Street.
Lynnville.....	15 miles per hour Southward } 4:00 a.m. to 9:00 p.m. 25 miles per hour Northward }
Pulaski.....	15 miles per hour.
Sheffield.....	25 miles per hour.
Hartselle.....	30 miles per hour, street crossings north and south of passenger station.
Cullman.....	30 miles per hour, Arnold Street.
Helena.....	40 miles per hour, street or road crossings.
Calera.....	20 miles per hour, street or road crossings.
Clanton.....	20 miles per hour over Second Street.
Bessemer.....	6 miles per hour, Third, Fifth and Eighth Avenues.
Acipco.....	10 miles per hour, street crossings.
Tarrant.....	10 miles per hour, street or road crossings.
Oneonta.....	8 miles per hour, street or road crossings.
Attalla.....	8 miles per hour, street or road crossings.
Sylacauga.....	10 miles per hour, street or road crossings.

Street crossing watchmen are stationed as follows:

Avenue F, Birmingham... Continuous.
24th Street, Birmingham... 6:00 a. m. to 6:00 p. m. (except Sunday).
Vanderbilt Road, Boyles... 5:00 a. m. to 11:59 p. m.
19th Street, Ensley... 12:01 p. m. to 8:30 p. m.

Trains and engines must approach these street crossings at restricted speed, and during the time crossing watchmen are on duty must not proceed, unless a proceed red hand signal is received from the crossing watchman.

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

Jackson Highway (Battlefield Branch).
Huntsville Road, Florence.
Atlanta and Montgomery Avenues, Sheffield.
Mooreville Pike (Peeco Branch)—Back-up movements.
Dixie Highway (Peeco Branch).
Bee Line Highway, West Cullman.
Vanderbilt Road, Tallapoosa Street (Gate City Branch).
1st Avenue, South, Woodlawn (Gate City Branch).
Birmingham-Atlanta Highway No. 78 (Red Gap Branch).
24th and 27th Streets, North Birmingham.
19th Street, Ensley, 8:30 p. m. to 12:01 p. m.
5th Avenue, Bessemer.
Greensboro Avenue, Tuscaloosa.
Montgomery Highway, Longview No. 2.
Freight House Lead, Calera.
Rickett Spur, Loxley.
Broadway Street, Sylacauga.
Court Street and East Street, Talladega.
Birmingham Highway (Self Creek, Lehigh and Graystone Branches).

The crossing gate at Wagon, on the Gate City Branch, must be locked across the main track when not being used by trains. Trains using this crossing must stop, throw the gate and protect crossing before using same.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Brentwood.....	N. & D. Branch trains at N. & D. Junction. Other trains at end of double track.
Columbia.....	First class trains at passenger station.
Mt. Pleasant....	First class trains at passenger station.
Oakworth.....	First class trains at water crane just north of yard office.
Hartselle.....	First class trains at passenger station.
Cullman.....	First class trains at passenger station.
Garden City....	First class trains at passenger station.
Calera.....	First class trains at passenger station.
S & N Yard.....	First class trains at end of double track.
Attalla.....	First class trains at passenger station.
Gadsden.....	First class trains at passenger station.
Wellington.....	First class trains at passenger station.
Talladega.....	First class trains at passenger station.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
All trains.....	Columbia.....	Clearance Form A during hours train order office is open.
All second class and inferior trains.....	Mt. Pleasant yard office.....	Clearance Form A.
No. 11 and 12.....	Mt. Pleasant yard office.....	Clearance Form A not required.
No. 11.....	Mt. Pleasant Depot.....	Clearance Form A 8:00 a. m. to 5:00 p. m. except Sunday.
All second class and inferior trains.....	Lynnville.....	Clearance Form A 8:30 a. m. to 5:30 p. m. except Sunday.
First class trains.....	Lynnville.....	Clearance Form A not required.
All second class and inferior trains.....	Wales.....	Clearance Form A 8:00 a. m. to 5:00 p. m. except Sunday.
First class trains.....	Wales.....	Clearance Form A not required.
Northward trains to N. & D. Branch....	North Athens....	Clearance Form A.
All southward trains... Southward first class trains.....	Decatur.....	Clearance Form A.
All trains.....	Oakworth.....	Clearance Form A not required.
All second class and inferior trains.....	Birmingham....	Clearance Form A.
First class trains.....	S. & N. Yard.....	Clearance Form A not required.
No. 85.....	Middle Yard.....	Clearance Form A.
All trains.....	Bradford.....	Clearance Form A 7:30 a. m. to 4:30 p. m. except Sunday.
All trains.....	Gadsden.....	Clearance Form A.
All second class and inferior trains.....	Shops.....	Clearance Form A.
No. 85 and 86.....	Shops.....	Clearance Form A not required.
No. 85 and 86.....	Anniston.....	Clearance Form A.
All second class and inferior trains.....	Sylacauga.....	Clearance Form A 8:00 a. m. to 5:00 p. m. except Sunday.
No. 85 and 86.....	Sylacauga.....	Clearance Form A not required.
All trains including trains to and from BlueCreek Extension	Bessemer Shop..	Clearance Form A.
All trains.....	Yelanda.....	Clearance Form A during hours train order office is open.
All trains.....	Holt.....	Clearance Form A 8:30 a. m. to 5:30 p. m. except Sunday.
All southward trains... All trains including trains to and from Powhatan.....	Humoro.....	Clearance Form A not required.
	Praco.....	Clearance Form A during hours train order office is open.

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

Trains between Merago and L. & N. Junction will be governed by the rules and instructions of the N. C. & St. L. Railway.

Trains must have train orders to operate over the following branches not shown in time table; Peeco, Sayre, Labaco, Gate City, Red Gap, Rainard, Black Diamond, Valley Creek, Getmore, Holt, Self Creek, Lehigh, Graystone and Acton. Movements over other branches not shown on time table may be made, but must be protected by leaving flagman at Junction point.

Extra trains may be started from Radnor, Mayton, Oakworth and Middle Yard for movement between Radnor and Magella via Lewisburg (not including branches) through the use of Clearance Form A, the issuance of which will be authorized by the train dispatcher. The operator will show on Clearance Form A, in the space provided for "Number" the word "Extra," followed by the engine number, the direction, and the name of the station to which the train is to be run.

Work extras may be created by authority of the train dispatcher in territory between Brentwood and North Athens (via Lewisburg) through the use of Clearance Form A. Operators will show on the Clearance Form A, in the space provided for "Number" the words "Work Extra" followed by the number of the engine. Work Extras so created will proceed as directed, but in no case will they proceed outside of the Brentwood-North Athens (via Lewisburg) territory unless authorized by train order.

CLEARANCE OF TRAINS—Continued.

Regular trains in each direction operating between Cain Creek Branch and Middle Yard, will proceed from Black Creek on same schedule, or section of schedule, as arriving, and extras will proceed as extras, without Clearance Form A.

The operator at Black Creek will not issue a Clearance Form A to a train for which he has no orders without authority from the dispatcher, even though means of communication fail (see Rule 83-D, 2nd paragraph).

Trains filling schedules shown below will proceed on schedule indicated without Clearance Form A.

Schedule Arriving	At Station	Proceed As
No. 132.....	Monsanto.....	No. 133.
No. 134.....	Armour.....	No. 135.
No. 46.....	F. Y. Tower.....	No. 55.
No. 67.....	Wetumpka.....	No. 68.
No. 253.....	Columbiana.....	No. 254.

FY Tower is the initial station for Montgomery Subdivision southward second class and inferior trains.

Boyles is the terminal for Montgomery Subdivision northward second class and inferior trains.

Southward second class and inferior trains finding the train order signal at Calera displaying "RESTRICTING" indication, must stop to receive "19" train orders or Clearance Form A. If signal is not received from the operator to move over the Southern Railway crossing, stop will be made north of the STOP board. When signal is received, the stop will be made at the train-order office.

STOPS FOR PASSENGERS

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
No. 1.....	Siluria.
Nos. 2 and 3.....	Milky Way for revenue passengers to and from Nashville and points north; Wales Passenger Station, Cedar Lake, White City and Alpha Springs for revenue passengers only; at Lacon on Sunday; Vincemont, Bangor, Nyota, Columbus, New Castle, Spaulding, Shannon, Elvira, Pelham, Keystone, Saginaw and Marbury. No. 2 at Harris. No. 3 at Harris on Sunday to discharge passengers.
No. 4.....	Armore to discharge revenue passengers from Decatur and points south; and receive revenue passengers for Nashville and points where scheduled to stop.
No. 7.....	Wales Passenger Station, Hayden, Nyota and Columbus.
No. 8.....	Nyota, Hayden, Hanceville and Wales Passenger Station. At Columbus to discharge revenue passengers from Birmingham or points south thereof.
Nos. 11 and 12.....	Sandy Hook, Brace, Busby and Blackburn.
Nos. 85 and 86.....	Greens, Banners, Turkey Creek, Armstead, Chapultepec, Pana, Bortel, Ovada, Trade School, Cobb City, Reads Mill, Duke, Mahlep, Bush, Blue Mountain, Eulata, Jenifer, McElberry, Chinsey, Woolfolk, Stockdale, Bernays, Ledbetters, Gascot, Hatfield, Okomo, Mostellers, Kewahatche, Gunnsfield, and Ozan.
Nos. 98 and 99.....	Athens to receive and discharge passengers Birmingham and beyond, or Nashville and beyond.
No. 98.....	Callman to let off revenue passengers from Birmingham or Montgomery, or points south thereof; also to take revenue passengers for Decatur and Nashville and for regularly scheduled stops of this train north of Nashville.
No. 99.....	Callman to let off revenue passengers from Decatur and Nashville and from regularly scheduled stops of this train north of Nashville; also to take revenue passengers for Birmingham or Montgomery and points south thereof.
Regular Stops	
Nos. 2 and 3.....	Hanceville, Hayden, Siluria and Thorsby.
Nos. 2 and 3.....	Lacon, except Sunday.
No. 7.....	Hanceville.
Nos. 85 and 86.....	Tarrant and Goodyear.
Reduce Speed to Discharge U. S. Mail	
No. 1.....	Twenty miles per hour passing Frankewing. Thirty miles per hour passing Chapel Hill, Cornersville and DeRose. Fifty miles per hour passing Hanceville.
No. 7.....	Twenty miles per hour passing Falkville.

SPECIAL MOVEMENTS

On Southward Track, Mayton to Brentwood, North Athens to Oakworth and Black Creek to A. X. Tower, and on Northward Track, A. X. Tower to Trafford, Decatur to North Athens and Brentwood to Mayton, trains running with the current of traffic will be governed by Interlocking and Automatic Block Signal indications and may proceed ahead of overdue superior trains.

Northward trains from the Lewisburg route having a condition which prevents them from making usual speed, receiving a "Proceed" or "Approach" signal at Brentwood Interlocking Plant, finding a passenger train from the N. & D. Branch approaching or standing at Brentwood, will stop clear of the home signal and make arrangements with the operator-signalman at Mayton for the passenger train to precede them from Brentwood.

Northward trains from the Lewisburg route, which are to make a crossover movement at Brentwood, must first secure permission from the operator-signalman at Mayton, and after crossing over to the southward track must not again foul the northward track without permission from the operator-signalman at Mayton, and then give full protection against northward movements on the northward track.

Northward trains from N. & D. Branch approaching Brentwood and finding the signals out of order, must first secure permission from the operator-signalman at Mayton before operating the power switch by hand and crossing to the northward track, and must also protect against northward movements from the Lewisburg route.

The signal at end of double track at North Athens governing northward movements applies to trains from the northward track only. Any northward train or engine using L. D. siding at North Athens must not open switch, enter upon or foul the northward track, or re-enter the northward track after having cleared it, except by authority of the train controller. The train controller must protect such movements by Stop indication of block signals in both directions. All trains or engines using this siding will immediately get in touch with the train controller.

When the lock signal governing southward movements, located just south of south switch of north crossover at North Athens, indicates STOP trains or engines will stop before fouling the switch points of the L. D. siding and call the train controller immediately for instructions.

Movements from the south end of the L. D. siding at North Athens must not be made except by authority of the train controller.

Trains or engines clearing the main track at any point within the Athens yard limits must not re-enter same until permission has been received from the operator at North Athens.

Trains clearing the main track at Tanner or Harris must not re-enter same until permission has been received from the train dispatcher.

All trains and engines, including first class trains, will move at restricted speed between Decatur Junction and Decatur.

Columbia Yard

Nos. 3 and 7 will use shed track next to passenger station. Operators will handle switches for No. 3 each day until 5:30 P. M., engineers must know that switches and dornils are in proper position before moving over them.

No. 11 will use N. & D. main track at passenger station.

First class trains taking siding at passenger station, will use the shed track next to the passenger station.

Second class and inferior N. & D. Branch trains taking siding, will use the old northward siding between Galloway Street and Main Street.

No. 11 will use the old northward siding from passenger station to wye and turn on wye.

Nos. 11 and 12 must protect against first class trains while using main track entering and leaving passenger station.

Second class and inferior trains to and from the north, en route to and from N. F. & S. Branch will use north leg of wye as main track.

MISCELLANEOUS

Nos. 11 and 12 may occupy the main track at Mt. Pleasant and Lawrenceburg passenger stations without protection as prescribed by Rules 92(a) and 99 while doing station work. All trains will approach these points at restricted speed and stop before reaching station, unless the main track is seen to be clear.

First class trains standing at station platform, Decatur, are relieved of protecting against following second class and inferior trains, but must protect against following over-due first class trains.

Southward second class and inferior trains must approach cross-over at Wilhites at restricted speed, expecting to find the helper engine using the cross-over. The helper engine may make movement from northward to southward track at this cross-over without protecting against southward second class and inferior trains as prescribed by Rule 99, clearing the time of first class trains.

Any train or engine using west siding at Black Creek must not open switch, foul or enter upon the southward track, or re-enter the southward track after having cleared it, except by authority of the operator-signalman. All trains or engines entering this siding will immediately

MISCELLANEOUS—Continued

get in communication with the operator-signalman.

Train No. 2 will operate without class from Longview to Hardy over the southward track, instead of over the northward track. This movement must be provided for by train order.

Northward trains authorized to make a movement against the current of traffic from Longview must stop in siding before fouling inside switch, line switches for the movement and not proceed until dwarf signal at north end of siding indicates PROCEED.

All trains and engines moving either on main or yard tracks between S. & N. Yard and Montgomery will proceed at restricted speed expecting to find tracks occupied.

The track between Shops and G. P. Junction that serves the passenger station at Anniston is the main track; the track between Shops and G. P. Junction, lying west of the main track, is the siding.

All first class trains will use the main track between Shops and G. P. Junction. All other trains will use the siding unless authorized by train order to use the main track.

HELPER SERVICE

For movements of helper engine between Ardmore and Wheelerton, no Clearance Form "A" or train orders are required. Markers will be displayed.

Engines assigned to helper service between Oakworth and Holmes Gap, will be operated as follows:

- (1) Obtain Clearance Form A at Oakworth.
- (2) Use schedule or right, and display classification signals of train being assisted.
- (3) Return from Holmes Gap to Wilhites without train order authority, moving with the current of traffic, clearing first class trains, and displaying markers.

AIR BRAKES

Not less than 85 per cent of all air brakes in train must be operative. Engine and tender to be figured as two cars and the caboose as one car.

USE OF RETAINING VALVES

When necessary, and upon request of engineers, a sufficient number of retaining valves will be used to control train from Holmes Gap to Wilhites and from Tumlis Gap to Ivalee. Trains must be stopped for the purpose of turning up and turning down retaining valves.

DRAWBRIDGES

Location	Mile	Protection
†Tennessee River (Decatur)...	306	Automatic Block Signals, Attendant.
‡Tennessee River (Florence)...	A313	Stop Boards Attendant.
Alabama River (Jackson's Lake).....	484	(Emergency) Unattended.
Cocosa River (Gadsden).....	AM339	(Emergency) Unattended.

†Southern Ry. property.

Trains must approach the drawbridge, Tennessee River, Florence, at restricted speed. The drawtender will display STOP signals at each end of draw span before opening draw; these signals will be removed when the draw is in proper position for passage of trains. Engines heavier than Class H20 are not permitted on, and no engines may be double headed over any portion of this bridge.

Two J-4 class or two J-4A class engines must not be double-headed over the Tennessee River Bridge, Decatur. Trains double-headed with these engines must stop and separate the engines before entering Southern Railway tracks and not recouple until entire train has cleared the Southern Railway block territory. On northward movement the lead engine will move beyond Automatic Block Signal No. 3042 north of Decatur Jet. before re-coupling in order to clear the northward signal at Decatur Junction. On southward movements the lead engine will move beyond signal 3081 north of Second Street Decatur before re-coupling. Class J-4A engines, equipped with booster must not be operated over this bridge.

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

Automatic block signals are located 995 feet north and 2300 feet south of the Alabama River Bridge, and are connected with the bridge. A train finding these signals in STOP position, must ascertain if the draw is in proper position before attempting to pass over same. Trains must approach this draw bridge at a speed that will enable them to stop before reaching the draw span and will look out for STOP hand signals

DRAWBRIDGES—Continued

at ends of the draw even if the automatic block signals are in Proceed position.

TONNAGE RATING OF ENGINES

Class of Engines	Normal	A	B	C	D
Radnor to Wheelerton:					
J4	3250	2925	2635	2370	2135
J3	2820	2540	2285	2055	1850
H29A	2600	2340	2105	1895	1705
H29, H28A	2500	2250	2025	1825	1645
Wheelerton to Ardmore:					
J4	2200	1980	1780	1600	1440
J3	1910	1720	1550	1395	1255
H29A	1600	1440	1295	1165	1050
H29, H28A	1500	1350	1215	1095	985
Ardmore to Oakworth:					
J4	4400	3960	3505	3210	2890
J3	3820	3440	3065	2785	2505
H29A	3200	2880	2590	2320	2095
H29, H28A	3000	2700	2420	2185	1965
Radnor to Rockdale:					
J4	2300	1980	1780	1600	1440
J3	1910	1720	1550	1395	1255
H27B	1200	1080	970	875	790
H27A	1125	1015	915	825	745
H27, H25B	1025	925	835	750	675
H25, H23	950	855	770	695	625
H20, H10	855	770	695	625	565
Rockdale to Florence:					
H27B	870	785	705	635	570
H27A	800	720	650	585	525
H27, H25B	730	655	590	530	475
H25A	700	630	565	510	460
H25, H23	670	605	545	490	440
H20, H10	595	535	480	430	385

(Note: 75 tons additional Summertown to Iron City)

Columbia to Elkment:

H27B	1025	925	835	750	675
H27A	970	875	790	710	640
H27, H25B	870	785	705	635	570
H25, H23	810	730	655	590	530

Elkment to Athens:

H27, H25B	1740	1565	1410	1270	1145
H25	1610	1450	1305	1175	1060

Athens to Columbia:

H27B	1025	925	835	750	675
H27A	970	875	790	710	640
H27, H25B	870	785	705	635	570
H25, H23	810	730	655	590	530
H20, H10	720	650	585	525	475

Columbia to Radnor:

J4	2300	2070	1865	1680	1510
J3	2000	1800	1600	1460	1315
H27B	1225	1105	995	895	805
H27A	1170	1055	950	855	770
H27, H25B	1070	965	870	785	705
H25, H23	1000	900	810	730	655
H20, H10	825	745	670	605	545

Florence to St. Joseph:

H27B	870	785	705	635	570
H27A	800	720	650	585	525
H27, H25B	730	655	590	530	475
H25A	700	630	565	510	460
H25, H23	670	605	545	490	440
H20, H10	595	535	480	430	385

St. Joseph to Summertown:

H27B	1070	965	870	785	705
H27A	1015	915	825	745	670
H27, H25B	915	825	745	670	605
H25A	870	785	705	635	570
H25, H23	845	760	685	615	555
H20, H10	760	685	615	555	500

TONNAGE RATING OF ENGINES—Continued

Class of Engines	Normal	A	B	C	D
Summertown to Columbia:					
J4	2900	2520	2270	2045	1840
J3	2590	2250	2025	1825	1645
H27B	1425	1285	1155	1040	935
H27A	1335	1200	1080	970	875
H27, H25B	1235	1110	1000	900	810
H25, H23	1175	1060	955	860	775
H20, H10	1090	955	860	775	700
Oakworth to Wilhites:					
J4	3250	2925	2635	2370	
J3	2820	2540	2285	2055	
H29A	2600	2340	2105	1895	
H29	2500	2250	2025	1825	
Wilhites to Holmes Gap:					
J4	1625	1465	1320	1190	
J3	1410	1270	1145	1030	
H29A	1300	1170	1055	950	
H29	1250	1125	1015	915	
Holmes Gap to Boyles:					
J4	3250	2925	2635	2370	
J3	2820	2540	2285	2055	
H29A	2600	2340	2105	1895	
H29	2500	2250	2025	1825	
Boyles to S. & N. Yard:					
J4	3000	2700	2430	2185	
J3	2600	2340	2105	1895	
H29A	2200	1980	1780	1600	
H29	2100	1890	1700	1530	
S. & N. Yard to Calera:					
J4	1975	1780	1600	1440	
J3	1710	1540	1385	1245	
H29A	1590	1350	1215	1085	
H29	1490	1290	1135	1000	
Calera to Boyles:					
J4	2275	2050	1845	1660	
J3	1975	1780	1600	1440	
H29A	1700	1530	1375	1240	
H29	1600	1440	1295	1165	
Boyles to Badmor:					
J4	3250	2925	2635	2370	
J3	2820	2540	2285	2055	
H29A	2600	2340	2105	1895	
H29	2500	2250	2025	1825	
Moansouth to Warrior:					
H27, H25B	825	745	670	605	
H25, H23	750	675	610	550	
Warrior to Moansouth:					
H27, H25B	1675	1510	1360	1225	
H25, H23	1600	1440	1295	1165	

BIRMINGHAM MINERAL

Black Creek to Mineral Springs:					
J3	1110	1000	900	810	
H27	690	610	550	495	
H25, H23	635	570	515	465	
Mineral Springs to Powhatan:					
J3	1170	1055	950	855	
H27	720	650	585	535	
H25, H23	675	610	550	495	
Powhatan to Mineral Springs:					
J3	1760	1585	1425	1285	
H27	1000	900	810	730	
H25, H23	950	855	770	695	
Mineral Springs to Black Creek:					
J3	1920	1730	1555	1400	
H27	1160	1045	940	845	
H25, H23	1110	1000	900	810	
Between Middle Yard and Red Gap Junction:					
H27	890	790	720	655	
H25, H23	750	675	610	550	

TONNAGE RATING OF ENGINES—Continued

Class of Engines	Normal	A	B	C
Middle Yard to Bessemer:				
J4	2900	2610	2350	2115
J3	2500	2250	2025	1825
H27	1600	1440	1295	1165
H25, H23	1590	1350	1215	1095
Magella to Bessemer:				
J4	2750	2475	2230	2005
J3	2590	2350	2025	1825
Bessemer to Blocton Junction—Brookwood:				
J4	1800	1620	1460	1315
J3	1350	1215	1095	985
Brookwood to Tuscaloosa:				
J3	1550	1395	1255	1130
H27	1100	990	890	800
Tuscaloosa to Yolande:				
J4	1800	1620	1460	1315
J3	1350	1215	1095	985
Blocton Junction to Yolande:				
J3	2000	1800	1620	1460
H27	1400	1200	1125	1020
Yolande to Johns:				
J4	2000	1800	1620	1460
J3	1450	1305	1175	1060
Johns to Bessemer:				
J4	2700	2430	2185	1965
J3	2110	1920	1710	1540
Bessemer to Magella:				
J4	2200	1980	1780	1600
J3	1800	1620	1460	1315
Bessemer to Middle Yard:				
J4	3600	3240	2915	2625
J3	3200	2880	2590	2330
Helena to Blocton:				
H27	830	745	670	605
H25, H23	780	700	630	565
Blocton to Seymour:				
H27	965	870	785	705
H25, H23	905	815	735	660
Seymour to Helena:				
H27	1040	935	840	755
H25, H23	975	880	790	710

ALABAMA MINERAL

Middle Yard to Palmers:				
J4	2300	2070	1865	1680
J3	2000	1800	1620	1460
H29A	1725	1550	1395	1245
Palmers to Altoona:				
J4	2660	2445	2200	1995
J3	1765	1590	1430	1285
H29A	1475	1310	1160	1030
H27	990	890	800	720
H25, H23	910	820	740	665
Altoona to Wellington:				
J4	2300	2070	1865	1680
J3	1950	1735	1580	1420
H29A	1675	1510	1360	1225
H27	1190	1070	965	870
H25, H23	1110	1000	900	810
Wellington to Shops:				
J3	1720	1560	1395	1255
H27	1140	1025	925	835
H25, H23	1090	955	860	775
Shops to Calera:				
H27	1025	925	835	750
H25, H23	950	855	770	695

TONNAGE RATING OF ENGINES—Continued

Class of Engines	Normal	A	B	C
Calera to Sylacauga:				
H27	1150	1035	900	835
H25, H23	1100	990	850	800
Sylacauga to Shops:				
H27	1050	945	850	765
H25, H23	1000	900	810	730
Shops to Gadsden:				
J3	1550	1395	1255	1130
H27	1100	990	850	800
H25, H23	1000	900	810	730
Gadsden to Tafts Gap:				
J4	1675	1510	1360	1225
J3	1450	1305	1175	1060
H29A	1300	1170	1055	950
H27	900	810	730	655
H25, H23	850	765	680	620
Tafts Gap to Palmers:				
J4	2600	2340	2105	1895
J3	2200	1980	1780	1600
H29A	1925	1830	1650	1485
H27	1225	1105	995	895
H25, H23	1125	1015	915	825
Palmers to Middle Yard:				
J4	3000	2700	2430	2155
J3	2600	2340	2105	1895
H29A	2325	2090	1880	1690
H27	1600	1440	1295	1165
H25, H23	1500	1350	1215	1095

E. H. CIVILS, JR.

Train Master,
Between Nashville Terminal
Limits and Decatur,
Nashville, Tenn.

J. E. BURNS,

Chief Train Dispatcher,
Birmingham, Ala.

W. J. TUCKER,

Train Master,
Between Decatur and
Montgomery,
Birmingham, Ala.

G. A. BAUGH,

Traveling Engineer,
Birmingham, Ala.

H. W. MILAM,

Train Master,
Birmingham Mineral,
Alabama Mineral,
Birmingham, Ala.

R. L. BIBB,

Traveling Engineer,
Nashville, Tenn.

BIRMINGHAM-BOYLES TERMINALS— SPECIAL INSTRUCTIONS

Birmingham is a terminal for passenger trains. Middle Yard is a terminal for freight trains.

Freight trains in either direction between Gate City Tower and Birmingham may follow each other five minutes instead of ten as provided by Rule 91.

S. & N. A. Decatur Subdivision freight trains will enter and leave Boyles yard via AX Tower.

S. & N. A. Montgomery Subdivision southward freight trains will leave Boyles yard via FY Tower.

S. & N. A. Montgomery Subdivision northward freight trains will enter Boyles yard via cross-over just north of Mary Lee Crossing.

Northward trains and yard cuts which are to enter the South Yard near Mary Lee Railroad Crossing at Boyles must stop short of the Automatic Block Signal just south of Vanderbilt Road Crossing until a proceed signal has been given by the herder and the movement must then be governed by the indication of the Automatic Block Signal.

Huntsville Branch No. 2 second class and inferior trains will enter and leave Boyles yard via connection at Lardena, unless otherwise instructed.

Trains must not enter or pull in yard tracks at Boyles unless signalled to do so by yard representative, or the train is preceded by a member of the crew to handle switches and locate clear track. When necessary to stop for this purpose, the stop should be made clear of the first yard switch on the lead. A switch found lined from lead to yard tracks does not indicate that track is clear for movement of train unless signal is received or handled as indicated above. The green signal displayed by the herder at Mary Lee crossing indicates clear movement over crossing and entrance to yard lead only.

Northward trains leaving yard must not exceed a speed of 15 miles per hour between a point opposite the cinder pit and AX Tower.

A variation of 35 tons is permissible in loading trains handled by one or more J or larger class engines; 20 tons in loading trains handled by one or more smaller than J class engines.

Local freight trains will be governed by Rule 1012.

The tonnage assigned in table herein is the rating for ruling grades. Where conditions are favorable Rule 1012 will govern.

Tonnage of unweighed loads will be estimated as follows:

Ore dumps, loaded with coal.....	55 tons
Ore dumps, loaded with slag.....	70 tons
Coal hoppers and gondolas, 100,000 capacity, loaded with ore, slag or coal.....	80 tons
Coal hoppers and gondolas, 100,000 capacity, loaded with coke.....	55 tons
Ore dumps, 100,000 capacity, loaded with ore and stone....	80 tons

CAR LIMIT

Between Radnor and Oakworth via Lewisburg.....	100 cars
Between Radnor and Mt. Pleasant.....	65 cars
Between Columbia and North Athens.....	45 cars
Between Mt. Pleasant and Florence.....	45 cars
Between Oakworth and FY Tower.....	80 cars
Between F. Y. Tower and S. & N. Yard.....	75 cars
Between Middle Yard and Shops.....	60 cars

Trains and engines will not exceed a speed of 5 miles per hour around curve at United States Pipe and Foundry Company's plant at North Birmingham. Slow boards are located at each end of this curve.

Trains and engines may move between FY Tower and roundhouse leads, east and west of the coal chute, Middle Yard, on the time of first class trains. First class trains must move between these points at restricted speed.

The crossing east of oil house near roundhouse, Boyles, Huntsville Branch No. 2, is protected by a gate. Trains and engines must approach this crossing at restricted speed.

Trains entering the North Yard and the O. & A. Yard at Boyles will set sufficient number of hand brakes to prevent cars getting away.

No attempt shall be made to double over from one track to another until the move has been authorized by a yard representative. The movement will be made under the instructions and supervision of the conductor.

Engines heavier than B-4 and H37-B class must not be placed on the coal trestle at Boyles Round House.

All southward movements must approach the cross-over at north end of Birmingham passenger station at restricted speed, and stop before fouling cross-over, unless the switches are in proper position and the cross-over not in use.

ENGINE WHISTLE SIGNALS CALLING FOR ROUTES:**FY TOWER INTERLOCKING PLANT—****Southward:**

To No. 1 F. Y. Drill.....	1 short sound.
To No. 2 F. Y. Drill.....	2 short sounds.
To Northward Track.....	3 short sounds.
To Southward Track.....	4 short sounds.

Northward:

To No. 1 Lead.....	1 short sound.
To No. 2 Lead.....	2 short sounds.
To Northward Track.....	4 short sounds.

ENGINE WHISTLE SIGNALS CALLING FOR ROUTES—Continued
13th STREET INTERLOCKING PLANT, BIRMINGHAM—

Southward:

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

Northward:

- To 18th St. Yard.....2 short sounds.
- To Passenger lead.....3 short sounds.
- To Main Track.....4 short sounds.
- In reverse movement from one main track to the other main track in either direction.....5 short sounds.

J. T. ALEXANDER,
 Train Master,
 Birmingham-Boyles
 Terminals,
 Boyles, Ala.

B. M. MITCHELL,
 Assistant Train Master,
 Birmingham-Boyles
 Terminals,
 Boyles, Ala.

W. E. MERRISS,
 Assistant Train Master,
 Birmingham-Boyles
 Terminals,
 Boyles, Ala.

LIST OF SURGEONS

DISTRICT SURGEONS

- EVE & EDWARDS,
 Nashville, Tenn.
- Dr. FRANK C. WILSON,
 Birmingham, Ala.
- Dr. T. V. MAGRUDER,
 (Associate), Birmingham, Ala.
- Dr. CUNNINGHAM WILSON,
 (Consulting), Birmingham, Ala.
- Dr. J. H. PENTON,
 Montgomery, Ala.

LOCAL SURGEONS

- Dr. T. C. RICE,
 Franklin, Tenn.
- Dr. J. O. WALKER,
 Franklin, Tenn.
- Dr. GEORGE C. WILLIAMSON,
 Columbia, Tenn.
- Dr. JAMES H. JONES,
 Mt. Pleasant, Tenn.
- Dr. JAMES DANLEY,
 Lawrenceburg, Tenn.
- Dr. A. A. JACKSON,
 Florence, Ala.

LOCAL SURGEONS

—Continued.

- Dr. W. H. BLAKE, JR.,
 Sheffield, Ala.
- Dr. T. F. BOOTH,
 Pulaski, Tenn.
- Dr. J. H. MAPLES,
 Elkmost, Ala.
- Dr. J. O. BELUE,
 Athens, Ala.
- Dr. N. H. CULBERTSON,
 Chapel Hill, Tenn.
- Dr. T. A. WHEAT,
 Lewisburg, Tenn.
- Dr. F. L. CHENAULT,
 Decatur, Ala.
- Dr. E. M. CHENAULT,
 Assistant, Decatur, Ala.
- Dr. JAS. A. HOWLE,
 Hartselle, Ala.
- Dr. B. B. DODSON,
 Cullman, Ala.
- Dr. LEWIS HAYS, Assistant,
 Cullman, Ala.
- Dr. JOHN SHERRILL,
 Birmingham, Ala.
- Dr. THOS. V. MAGRUDER, JR.,
 Birmingham, Ala.

LOCAL SURGEONS

—Continued.

- Dr. ROBERT F. GUTHRIE,
 Birmingham, Ala.
- Dr. J. M. BYAN,
 Helena, Ala.
- Dr. HORACE G. FRANKLIN,
 Thorsby, Ala.
- Dr. JOE HALL JOHNSON,
 Clanton, Ala.
- Dr. C. S. STROCK,
 Verbera, Ala.
- Dr. G. L. GRESHAM,
 Speigener, Ala.
- Dr. J. S. SEWELL,
 Wetumpka, Ala.
- Dr. FRANKLIN JACKSON, JR.,
 Montgomery, Ala.
- Dr. B. W. WALDROP,
 Bessemer, Ala.
- Dr. MAXWELL MOODY,
 Tuscaloosa, Ala.
- Dr. L. E. PEACOCK,
 Bletton, Ala.
- Dr. BELTON G. GRIFFIN,
 Praco, Ala.

LOCAL SURGEONS

—Continued.

- Dr. E. K. HANBY,
 Attalla, Ala.
- Dr. C. L. GUICE,
 Gadsden, Ala.
- Dr. J. O. MORGAN, Associate,
 Local Surgeon, Gadsden, Ala.
- Dr. HUGH GRAY,
 Anniston, Ala.
- Dr. C. L. SALTER,
 Talladega, Ala.
- Dr. FRENCH H. CRADDOCK,
 Sylacauga, Ala.
- Dr. PAUL NICKERSON,
 Assistant, Sylacauga, Ala.
- Dr. JAS. H. CRAWFORD,
 Columbiana, Ala.

OCULISTS

- Dr. ROBT. E. SULLIVAN,
 Nashville, Tenn.
- Dr. J. A. LIVINGSTON,
 Birmingham, Ala.
- Dr. B. C. WOODSON, Assistant,
 Birmingham, Ala.
- Dr. B. F. HOLDING,
 Montgomery, Ala.

NASHVILLE TERMINALS—SPECIAL INSTRUCTIONS

TERMINAL LIMITS

From Mile Post 180 to eleven hundred (1100) feet south of Mile Post 193.

AUTOMATIC BLOCK SIGNALS

Between Maplewood and Kayne Avenue, Nashville; between Maplewood and Kline Avenue, Radnor; between Oak Street and Mayton.

Between Cumberland River interlocking plant and Oak Street interlocking plant, between 11th Avenue interlocking plant and Oak Street interlocking plant, all semaphore interlocking signals and all color light interlocking signals between those points when showing yellow must be regarded as restricted speed indications.

INTERLOCKING PLANTS

Cumberland River Bridge, Church Street, South End Passenger Yard, Oak Street, Vine Hill and Mayton.

STANDARD CLOCKS

Union Station (train-order office); Mayton (train-order office); Middle Yard Office, Radnor; Middle Yard Office, Kayne Avenue.

YARD LIMITS

Maplewood—From Mile Post 180 to fifteen hundred fifty-four (1554) feet south of Mile Post Ba 183, Radnor Cut-off.

From Mile Post 180 to twelve hundred fifty-six (1256) feet south of Mile Post 183.

Radnor—From fifteen hundred fifty-four (1554) feet south of Mile Post Ba 183 to nine hundred three (903) feet south of Mile Post Ba 191.

East Nashville—From twelve hundred fifty-six (1256) feet south of Mile Post 183 to four hundred seventy-nine (479) feet south of Mile Post 185.

College Street—From four hundred seventy-nine (479) feet south of Mile Post 185 to seventeen hundred sixteen (1716) feet north of Mile Post 186.

Kayne Avenue—From seventeen hundred sixteen (1716) feet north of Mile Post 186 to twenty-four hundred ninety-one (2491) feet south of Mile Post 187.

South Nashville—From thirty-one hundred twenty-one (3121) feet south of Mile Post 189 to twenty-four hundred ninety-one (2491) feet south of Mile Post 187.

Mayton—From eleven hundred (1100) feet south of Mile Post 193 to thirty-one hundred twenty-one (3121) feet south of Mile Post 189, Nashville Subdivision.

From eleven hundred (1100) feet south of Mile Post 193 to nine hundred three (903) feet south of Mile Post Ba 191, Radnor Cut-off.

BULLETIN BOARDS

Train-order Office, Union Station.

Middle yard office, Kayne Avenue.

Mayton—Radnor roundhouse—Middle yard office, northbound hump office, southbound hump office, Radnor.

TRAIN REGISTERS

Location	For	Register By Card, Form 230
Nashville: Union Station.	All first class trains.
Mayton.....	All trains.....	First class trains and northward second class and inferior trains.

CLEARANCE OF TRAINS

All southward trains from Radnor will proceed from Radnor to Mayton without Clearance Form A, being governed by interlocking signals, and must secure Clearance Form A at Mayton.

RAILROAD CROSSINGS AT GRADE

Location	Name of Railroad	Protection
Vine Hill.....	Tennessee Central.....	Interlocking.
Milton.....	N. C. & St. L.....	Cabin-interlocking.

TRAIN-ORDER SIGNAL INDICATION

For delivery of "31" order at Cumberland River Drawbridge, Vine Hill and to southward trains at Mayton, in addition to STOP indication of the governing Home signal, a red flag by day and a red light by night will be displayed from the tower. For delivery of "19" order at these stations a yellow flag by day and a yellow light by night will be displayed from the tower.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour.

	Passenger	Freight Work Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
Between Maplewood and Radnor Over Shelby Park Bridge.....	40	25
Between Maplewood and Cedar St Over Cumberland River Draw Bridge.....	50	25	25
Over Second and Third Avenue Crossing.....	15	15	15
Between Cedar St. and Oak St.	15	15	15
Between Oak Street and Mayton Through turnouts and Cross-overs.....	15	10	10
Over switches entering receiving yards Radnor.....	50	25	25
	15	15	15
		10	10

SPECIAL MOVEMENTS

Between Maplewood and Mayton trains running with the current of traffic, via Nashville or via Radnor, will be governed by interlocking and automatic block signal indications and may proceed ahead of over due superior trains.

The movement of trains and engines against the current of traffic between Cumberland River Drawbridge and Maplewood, and between Maplewood and Radnor, and between Vine Hill and Mayton will be made only by written instructions of the Superintendent of the Nashville Terminals or his representative except that movements between the south end of East Nashville yards to Cumberland River Drawbridge on the northward main may be made upon permission of the operator-leverman at Cumberland River Drawbridge, and except that southward movements on northward main between Radnor and Mayton will be made on permission of the operator-leverman at Mayton Tower.

Movements of trains and engines against the current of traffic will be made as authorized by interlocking signal indications in the following territories:

Between Mayton and Radnor on the southward main only.

Between Union Station and/or Kayne Avenue yard and Vine Hill.

Between Union Station and/or Kayne Ave. yard and Cumberland River Drawbridge.

Between 8th Ave. wye and Cumberland River Drawbridge (after permission to occupy the main track has been given by the operator-leverman at Cumberland River Drawbridge).

All movements against the current of traffic or diverted movements from normal route within the Nashville Terminals' operating limits will be made at restricted speed.

Operator-levermen will be governed by instructions contained in Trainmaster's bulletin-board order No. 186, dated October 15, 1947.

Engines must not enter the main tracks from either end of the wye at Maplewood until permission has been received from the operator-signalman to do so.

Yard Crews desiring to work over main tracks between Oak Street and Vine Hill will secure permission from Signalman at Oak Street or Vine Hill and will be protected by Signalman.

DRAWBRIDGES

Location	Mile	Protection
Cumberland River.....	186	Interlocking with details...Attendant

Rules 622 and 622(a) do not apply.

When hand signals are necessary, yellow flags by day and yellow lights by night will be used. (See Rule 625.)

Engines must not be triple headed over Cumberland River Bridge.

N. L. DUNNING,
Superintendent.

M. N. PERRY,
Train Master.

C. E. MONTGOMERY,
Asst. Train Master.

W. N. WOOTEN,
Asst. Train Master.

W. C. MOORE,
Travelling Engineer.

