

NOTES

Trains No. 19 and No. 20 will stop on signal at following stations:

Wildwood	Gilbert	Woodlawn
New England	St. Clair	Avondale
Reeseville	Irondale	

Trains No. 17 and No. 18 will stop on signal at following stations:

Phoenixville	Dudley	Parker
McCalla	Crabtree	Sparkman
Kimbrel	Maxwell	McConnell
Tannehill	Kings	Smith
Green Pond	Powers	Arklet
Dowdle		

Mobile Division Trains No. 19 and No. 20 will stop on signal at Phoenixville.

"b" Stop for U. S. Mail and discharge revenue passengers from Birmingham or points beyond and receive revenue passengers for Meridian or points beyond.

"d" Stop to discharge revenue passengers from Meridian or points beyond and receive revenue passengers for Birmingham or points beyond.

"h" Stop for U. S. Mail.

"k" Stop on signal to receive or discharge revenue passengers to or from Chattanooga, Birmingham, Meridian or beyond.

"x" Stop to discharge revenue passengers from Birmingham or beyond.

"z" Stop daily except Sunday to discharge Mail.

HOURS TRAIN ORDER OFFICES

STATION	WEEK DAYS	SUNDAYS
Wauhatchie	Continuous	Same as week day.
Trenton	8:00 A.M. to 5:15 P.M.	8:30 A.M. to 10:30 A.M. 4:45 P.M. to 6:45 P.M.
Valley Head	8:00 A.M. to 5:45 P.M.	9:00 A.M. to 11:00 A.M. 4:15 P.M. to 6:15 P.M.
T. Payne	9:00 A.M. to 6:00 P.M.	Same as week day.
Millinsville	7:30 A.M. to 4:30 P.M.	7:30 A.M. to 9:30 A.M.
Attalla	Continuous	Same as week day.
Springville	7:00 A.M. to 4:00 P.M.	Closed.
Woodlawn Jct.	Continuous	Same as week day.
Burstable	Continuous	Same as week day.
Woodstock	7:00 A.M. to 4:00 P.M.	8:00 A.M. to 10:00 A.M.
Tuscaloosa	Continuous	Same as week day.
Moundville	7:00 A.M. to 4:00 P.M.	7:30 A.M. to 9:30 A.M.
Akron	11:00 P.M. to 3:00 P.M.	Same as week day.
Eutaw	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 10:00 A.M.
Bolsee	7:00 A.M. to 4:00 P.M.	Same as week day.
Livingston	7:00 A.M. to 4:00 P.M.	Same as week day.
York	12:00 M.N. to 4:00 P.M.	Same as week day.

HOLDING TRAINS FOR CONNECTIONS

No. 41—Chattanooga: Indefinitely for Knoxville Division 41.

No. 41—Birmingham: 30 minutes for Birmingham Division No. 39, for revenue passengers beyond Meridian.

No. 42—Meridian: Indefinitely for N. O. & N. E. connection; 1 hour and 30 minutes for Y. & M. V. connection.

No. 43—Chattanooga: Indefinitely for C. N. O. & T. P. No. 43.

No. 18—Birmingham: 15 minutes for Mobile Division No. 20 when revenue passengers are reported for Chattanooga or beyond.

No. 44—Meridian: Indefinitely for N. O. & N. E. No. 44.

No. 17—Chattanooga: Indefinitely for Knoxville Division No. 17.

No. 47—Birmingham: Indefinitely for Birmingham Division No. 47.

No. 48—Meridian: Indefinitely for N. O. & N. E. No. 48.

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

Alabama Great Southern Railroad

TIME TABLE No.

71

Effective 12:01 A. M. (Central Time)

TUESDAY, APRIL 1, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CLARK HUNGERFORD	- - - - -	General Manager
R. D. TOBIEN	- - - - -	Assistant General Manager
L. M. TRIPLETTE	- -	General Superintendent Transportation
Z. L. MOBLEY	- - - - -	Superintendent

BETWEEN CHATTANOOGA AND BIRMINGHAM—SOUTHBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 71 EFFECTIVE APRIL 1, 1941	FIRST CLASS				SECOND CLASS		THIRD CLASS	
Tracks	Sidings				43 Daily	19 Daily		17 Daily	41 Daily	55 Daily	51 Daily	63 Ex. Sun.
				STATIONS								
				Lv	A. M.	A. M.		A. M.	P. M.	A. M.	P. M.	A. M.
Yard	.....	335	.....	WCCHATTANOOGA N	3 20	6 00	.....	8 15 ⁵⁵	4 45	8 45 ¹⁷	7 30	4 00
.....	.....		5.2	N. C. & ST. L. JCT. N	3 32	6 12	.....	8 28	4 57	9 05	7 58	4 25
20	76	341	5.9	 WAUHATCHIE	3 33	f 6 13	.....	8 30	4 58	9 07	8 00	4 27
6	49	347	12.1	MORGANVILLE, GA. P	3 41	f 6 21	.....	8 37	5 06	9 18	8 15	4 40
13	97	353	17.9	 TRENTON ... PD	3 50	s 6 30	.....	8 43	k 5 15 ²⁰	9 30	8 26	4 55
20	51	361	25.7	... RISING FAWN . P	3 59	f 6 41	.....	8 51	5 24	9 45	8 39	5 10
13	85	366	31.0	W SULPHUR SPGS. P	4 07	f 6 49	.....	8 57	5 32 ¹⁸	10 09 ⁴²	9 08 ⁴⁴	5 25
3	102	369	33.9	.. BATTELLE, ALA. P	4 11	f 6 53	.....	9 00	5 36	10 20	9 21	5 30
.....	64	371	38.1	 KAOLIN P	4 14	f 6 56	.....	9 03	5 39	10 30	9 27	5 35
.....	94	374	38.9	 HIGH POINT . P	4 17	7 00	.....	9 07	5 42	10 40 ⁶⁴	9 33	5 40
20	49	375	40.2	... VALLEY HEAD PD	f 4 20	s 7 04	.....	9 09	f 5 44	10 45	9 39	5 50
8	49	380	45.2	 ALLEN P	4 27	f 7 10	.....	9 15	5 51	10 55	9 50	6 00
.....	137	384	49.2	 MINVALE P	4 31	7 15	.....	9 20 ⁶⁴	5 55	11 05	10 01	6 10
40	.....	386	50.7	W. FORT PAYNE . D	s 4 37	s 7 21	.....	z 9 22 ⁴²	s 6 00	11 10	10 05	6 40
13	.....	391	53.5	W... COLLBRAN ... P	4 45	f 7 28	.....	9 28	6 07	11 22	10 15	6 50
19	.....	396	61.0	... PORTERVILLE . P	4 51	f 7 34	.....	9 33	6 14	11 32	10 25	7 00
22	N62 S63	401	65.6	W. COLLINSVILLE PD	k 4 59	s 7 43 ⁶³	.....	9 38	k 6 21	11 41	10 35	7 43 ¹⁹
.....	98	406	70.1	 FLANDERS ... P	5 07	7 50 ⁶⁴	.....	9 44	6 29	11 52	10 45	8 20
15	63	410	74.6	 KEENER P	5 12	f 7 56	.....	9 49	6 34	12 01 ^{PM}	10 55	8 30
.....	60	415	79.7	 CRUDUP P	5 18	f 8 02	.....	9 54	6 40	12 11	11 05	8 55 ⁴²
Yard	215	422	87.2	WYC ATTALLA N	s 5 35	s 8 15	.....	s 10 05 ⁶³	s 6 58	12 35	11 35 ⁵⁴	10 05 ¹⁷
8	96	431	95.6	 STEELE P	5 47 ⁶⁴	f 8 31 ⁴²	.....	10 15	7 09	12 57 ⁵²	11 55	10 30
27	65	437	102.5	 WHITNEY ... P	5 56	f 8 41	.....	10 22	7 20 ⁴⁴	1 10	12 10 ^{AM}	10 45
8	91	443	108.3	 CALDWELL ... P	6 03	f 8 48	.....	10 28	7 26	1 25	12 20	11 00
25	76	450	114.9	W. SPRINGVILLE PD	6 11	s 8 58	.....	10 35	k 7 34	1 45	12 35	11 20
8	48	457	121.6	 ARGO P	6 19	f 9 08	.....	10 42	7 42	2 00	12 50	12 09 ^{PM}
16	150	464	128.6	... TRUSSVILLE ... P	6 28	f 9 17	.....	10 50	7 50	2 25 ²⁰	1 05	12 40
.....	472	136.2	...	IRONDALE JCT. P	6 37	9 26	.....	10 59	7 58	2 40	1 25	12 55
.....	475	140.0	...	WOODLAWN JCT. N	6 42	9 31	.....	11 04	8 04	2 50	1 45	1 05
Yard	478	143.0	...	WC BIRMINGHAM . N	7 00	9 40	.....	11 15	8 15	3 30	2 30	2 00
				Ar	A. M.	A. M.		A. M.	P. M.	P. M.	A. M.	P. M.
					Daily	Daily		Daily	Daily	Daily	Daily	Ex. Sun.
				(A. G. S.)	43	19		17	41	55	51	63

BETWEEN CHATTANOOGA AND BIRMINGHAM—NORTHBOUND

3

Capacity of Tracks in Cars		Station No.	Miles from Chattanooga	TIME TABLE No. 71 EFFECTIVE APRIL 1, 1941 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
Other Tracks	Sidings				42 Daily	20 Daily	18 Daily	44 Daily	52 Daily	54 Daily	64 Ex. Sun.	
				Ar.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
Yard		335		WCCHATTANOOGA N	11 00		5 50	6 25	10 05	5 00	3 15	1 00
			5.2	N. C. & ST. L. JCT. N	10 43		5 32	6 09	9 45	4 12	2 42	12 22
20	70	341	5.9	WAUHATCHIE	10 42	f 5 31	6 08	9 43	4 10	2 40	12 20	
6	49	347	12.1	MORGANVILLE, GA. P	10 33	f 5 23	5 57	9 34	4 00	2 25	12 05 PM	
13	97	353	17.9	TRENTON PD	10 25	s 5 15 41	5 50	9 25	3 50	2 14	11 50	
20	51	361	25.7	RISING FAWN P	10 16	f 5 01	5 40	9 16	3 35	1 59	11 25	
13	85	366	31.0	WSULPHUR SPGS. P	10 09 55	f 4 53	5 32 41	9 08 51	3 25	1 49	11 10	
3	102	369	33.9	BATTELLE, ALA. P	10 05	f 4 48	5 26	9 03	3 20	1 41	11 00	
	64	371	30.1	KAOLIN P	10 02	f 4 44	5 23	9 00	3 15	1 36	10 55	
	94	374	38.9	HIGH POINT P	9 59		4 40	5 20	8 57	3 08	1 31	10 40 35
20	49	375	40.2	VALLEY HEAD PD	s 9 57	s 4 38	5 18	f 8 55	3 05	1 28	10 30	
8	49	380	45.2	ALLEN P	9 50	f 4 29	5 13	8 47	2 55	1 18	10 04	
	137	384	49.2	MINVALE P	9 43 17 64	4 22	5 08	8 42	2 45	1 08	9 43 42 17	
40		386	50.7	W. FORT PAYNE D	s 9 40	s 4 19	5 06	s 8 39	2 40	1 05	9 20	
18		391	56.5	W. COLLEBRAN P	9 29	f 4 07	5 00	8 27	2 27	12 50	8 40	
19		396	61.0	PORTERVILLE P	9 22	f 4 00	4 55	8 22	2 20	12 40	8 25	
22	N62 S63	401	65.6	W. COLLINSVILLE PD	s 9 15	s 3 53	4 50	k 8 16	2 10	12 30	8 10	
	98	406	70.1	FLANDERS P	9 08	3 44	4 45	8 09	1 53	12 20	7 30 19	
15	63	410	74.6	KEENER P	9 02	f 3 38	4 40	8 04	1 48	12 01 AM	7 20	
	60	415	79.7	CRUDUP P	8 55 63	f 3 31	4 34	7 58	1 39	11 50	7 05	
Yard	215	422	87.2	WYC ATTALLA N	s 8 45	s 3 21	s 4 26	s 7 50	1 25	11 35 51	6 45	
8	96	431	95.6	STEELE P	8 31 19	f 3 07	4 14	7 28	12 57 55	11 05	5 47 43	
27	65	437	102.5	WHITNEY P	8 23	f 2 59	4 07	7 20 41	12 46	10 50	5 15	
8	91	443	108.3	CALDWELL P	8 17	f 2 52	4 00	7 13	12 37	10 35	5 03	
25	76	450	114.9	W. SPRINGVILLE PD	8 10	s 2 44	3 53	7 06	12 25	10 20	4 50	
8	48	457	121.6	ARGO P	8 03	f 2 34	3 46	6 59	12 09 PM 63	10 01	4 38	
16	150	464	128.6	TRUSSVILLE P	7 55	f 2 25 55	3 39	6 52	11 53	9 40	4 20	
		472	136.2	IRONDALE JCT. P	7 46	2 16	3 30	6 44	11 35	9 20	4 05	
		475	140.0	WOODLAWN JCT. N	7 39	2 08	3 23	6 39	11 25	9 00	3 45	
Yard		478	143.0	WC BIRMINGHAM N	7 30	2 00	3 17	6 30	11 15	8 45	3 30	
				Lv.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	
					Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
				(A. G. S.)	42	20	18	44	52	54	64	

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 71 EFFECTIVE APRIL 1, 1941	FIRST CLASS					SECOND CLASS		THIRD CLASS	
Other Tracks	Sidings				STATIONS	43 Daily	Mobile Div. 19 Daily	47 Daily	17 Daily	41 Daily	51 Daily	55 Daily	65 Ex. Sun.
				Lv.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	P. M.	A. M.
Yard		478	143.0	W-C BIRMINGHAM N	7 20	9 55		1 05	4 15	9 00	4 45	7 00	5 30
75		481	146.1	3.1 ... WEST END ... P	7 32	10 07			4 27	9 12	5 05	7 20	5 45
Yard		489	154.3	8.2 W... BESSEMER ...	7 45	10 19		1 22	4 40	9 27	5 25	8 01	5 58
	S71	492	156.0	1.7 ... BURSTALL ... N	7 50	10 25		1 24	4 43	9 31	5 30	8 05	6 01
Yard	N98 S83	507	172.3	16.3 WY WOODSTOCK PD	8 08	A. M.		1 39	5 08	9 49	6 00	8 40	6 31
10	S84	512	177.7	5.4 ... VANCE ...	8 14				5 18	9 55	6 10	8 50	6 41
			179.1	1.4 ... VANCE JCT. ... P	8 16			1 46	5 20 44	9 57	6 13 42	8 54	6 45
3	95	519	184.2	5.1 ... COALING ... P	8 23				5 30	10 04	6 23	9 02	6 55
5	70	523	186.8	2.6 ... GRIMES ... P	8 27			1 54 66	5 34	10 08	6 28	9 07	7 00
15	58	529	191.1	4.3 ... COTTONDALE ... P	8 33				5 40	10 14	6 37	9 14	7 10
	57	528	192.8	1.7 ... BOX SPRING ... P	8 36			2 00	5 44	10 17	6 40	9 17	7 15
Yard	121	533	198.4	5.8 WY TUSCALOOSA N	8 55			2 09 48	6 05	10 35	7 10	9 40	7 45
	48	539	204.2	5.8 ... ENGLEWOOD ... P	9 03 52			2 16	6 13	10 43	7 20	9 50	7 55
12	106	543	208.6	4.4 ... HULL ... P	9 09 18			2 21	6 20	10 49	7 30	10 01	8 05
28	100	548	213.1	4.5 ... MOUNDVILLE PD	9 17				6 27	10 55	7 40	10 10	8 19 52
28	74	552	217.4	4.8 ... CYPRESS ... P	9 24			2 30	6 34	11 00	7 50	10 20	8 29
	48	556	220.6	8.2 ... STEWART ... P	9 28				6 39	11 04	8 07 52	10 27	8 49 18
	82	559	223.8	8.2 WYC. AKRON ... PD	9 40 65			2 37	6 47	11 09	8 43 18	10 45	9 40 43
17	48	565	230.1	6.8 W... McCURE ... P	9 50			2 44 54	6 58	11 19	8 58	11 01	10 05 66
60	75	568	233.0	2.9 ... EUTAW ... PD	9 57 66			2 47	7 03	11 23	9 05	11 08	10 15
	54	574	239.5	6.5 ... ALLISON ... P	10 05				7 12	11 31	9 18 66	11 18	10 25
40	93	578	242.8	3.3 ... BOLIGEE ... PD	10 12			2 57	7 19	11 36 55	9 25	11 36 41	11 00
40	63	585	250.1	7.3 W.... EPES ... P	10 25			3 05	7 32	11 47	9 40	11 51	11 20
	63	590	255.0	4.9 ... PARKER ... P	10 32				7 41	11 55	9 55	12 01 AM	11 30
30	42	594	259.0	4.0 ... LIVINGSTON PD	10 39			3 14 44	7 48	12 01 AM	10 05	12 10	11 55
	48	597	262.4	8.4 ... HIXON ... P	10 44				7 53	12 05	10 12	12 16	12 05 PM
	N103		267.8	5.4 ... YORK JUNCTION P	10 50			3 24	7 59	12 12	10 22	12 26	12 15
45	S89	603	268.3	0.5 WY... YORK ... PD	10 57				8 07	12 15	10 24	12 30	12 45
22	S62	610	274.6	6.8 ... CUBA ...	11 05 51			3 31	8 18	12 24	11 05 43	12 41	1 05
20		614	278.6	4.0 ... KEWANEE, MISS ...	11 10				8 25	12 30	11 15	12 50	1 20
19	N93	618	282.7	4.1 ... TOOMSUBA ...	11 15			3 39	8 31	12 36	11 25	12 58	1 35
8		624	288.2	5.5 ... RUSSELL ... P	11 25				8 40	12 45	11 45	1 10	1 50
Yard		630	295.4	7.2 W-C MERIDIAN ... N	11 45			3 55	8 55	1 10	1 00	1 50	2 30
				Ar.	A. M.				P. M.	P. M.	P. M.	A. M.	P. M.
					Daily 43	Daily 19		Daily 47	Daily 17	Daily 41	Daily 51	Daily 55	Ex. Sun. 65
				(A. G. S.)									

5

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 71 EFFECTIVE APRIL 1, 1941	FIRST CLASS					SECOND CLASS		THIRD CLASS	
Per Track	Sidings				STATIONS	42 Daily	18 Daily		Mobile Div. 20 Daily	48 Daily	44 Daily	52 Daily	54 Daily	66 Ex. Sun.
				Ar.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Yard		478	143.0	W-C BIRMINGHAM. N	7 00	11 15		2 50	3 15	6 10	11 00	7 00	4 00
75		481	146.1	 ^{3.1} WEST END ... P	6 42	10 58		2 30	3 02	5 51	10 43	6 10	3 45
Yard		489	154.3	W... ^{8.2} BESSEMER ... S	6 29	10 44		2 17	2 53	5 40	10 31	5 55	3 30
.....	S71	492	158.0	 ^{1.7} BURSTALL ... N	6 24	10 38		2 10	2 51	5 35	10 27	5 50	3 15
Yard	N98 S83	507	172.3	WY WOODSTOCK. PD	6 05	10 15		P. M.	2 36	5 18	10 00	5 18	2 36
10	S84	512	177.7	 ^{16.3} VANCE ...	5 58	10 05	.....	.....	5 12	9 51	4 37	2 10	
.....	.....	.....	179.1	 ^{5.4} VANCE JCT. ... P	5 56	10 02	.....	.....	5 10	9 48	4 33	2 06	
3	95	519	184.2	 ^{5.1} COALING ... P	5 49	9 53	.....	.....	5 03	9 40	4 23	1 59	
5	70	523	186.8	 ^{2.8} GRIMES ... P	5 46	9 48	.....	.....	5 00	9 36	4 18	1 51	
15	58	526	191.1	... ^{4.3} COTTONDALE ... P	5 41	9 41	.....	.....	4 55	9 28	4 08	1 15	
.....	57	528	192.8	... ^{1.7} BOX SPRING ... P	5 39	9 38	.....	.....	4 53	9 25	4 05	1 00	
Yard	121	533	198.4	WY TUSCALOOSA ... S	5 28	9 30	.....	2 09	4 43	9 12	3 45	12 50 PM	
.....	48	539	204.2	 ^{5.6} ENGLEWOOD ... P	5 13	9 15	.....	1 59	4 30	9 03	3 35	11 40	
12	106	543	208.6	 ^{4.4} HULL ... P	5 07	9 09	.....	1 54	4 25	8 26	3 27	11 30	
28	100	548	213.1	... ^{4.5} MOUNDVILLE. PD	5 01	9 01	.....	.....	4 20	8 19	3 19	11 20	
28	74	552	217.4	 ^{4.8} CYPRESS ... P	4 55	8 54	.....	1 45	4 15	8 12	3 11	11 00	
32	48	556	220.6	 ^{3.2} STEWART ... P	4 50	8 49	.....	.....	4 11	8 07	3 06	10 40	
90	82	559	223.8	WYC. AKRON. ... PD	4 45	8 43	.....	1 38	4 07	8 00	3 00	10 30	
17	48	565	230.1	W... ^{6.3} McClURE ... P	4 34	8 29	.....	.....	3 56	7 33	2 44	10 05	
60	75	568	233.0	 ^{2.9} EUTAW ... PD	4 30	8 25	.....	1 27	3 52	7 28	2 29	9 57	
.....	54	574	239.5	 ^{6.5} ALLISON ... P	4 21	8 15	.....	.....	3 43	7 18	2 20	9 18	
40	93	578	242.8	 ^{3.3} BOLIGEE ... PD	4 16	8 10	.....	1 17	3 37	7 13	2 15	8 55	
40	63	585	250.1	W... ^{7.3} EPES ... P	4 05	7 57	.....	1 08	3 26	6 58	2 00	8 35	
.....	63	590	255.0	 ^{4.9} PARKER ... P	3 56	7 50	.....	.....	3 20	6 50	1 50	8 10	
30	42	594	259.0	... ^{4.0} LIVINGSTON. PD	3 49	7 44	.....	12 59	3 14	6 44	1 40	8 00	
.....	48	597	262.4	 ^{3.4} HIXON ... P	3 43	7 37	.....	.....	3 04	6 39	1 30	7 45	
.....	N103	.....	267.8	.. ^{5.4} YORK JUNCTION P	3 36	7 30	.....	12 49	2 58	6 30	1 20	7 35	
45	S89	603	268.3	WY... ^{0.5} YORK ... PD	3 35	7 28	.....	.....	2 57	6 27	1 17	7 28	
22	S62	610	274.6	 ^{6.3} CUBA ...	3 24	7 16	.....	12 42	2 47	6 15	1 07	6 45	
20	.....	614	278.6	.. ^{4.0} KEWANEE, MISS..	3 18	7 08	.....	.....	2 42	6 09	1 01	6 35	
19	N93	618	282.7	 ^{4.1} TOOMSUBA ...	3 12	7 02	.....	12 34	2 37	6 02	12 55	6 25	
8	.....	624	288.2	 ^{5.5} RUSSELL ... P	3 05	6 54	.....	.....	2 30	5 50	12 45	6 15	
Yard	.....	630	295.4	W-C MERIDIAN ... N	2 55	6 45	.....	12 20	2 20	5 30	12 30	6 00	
				Lv.	A. M.	A. M.		P. M.	P. M.	A. M.	P. M.	A. M.	
					Daily 42	Daily 18		Daily 20	Daily 48	Daily 44	Daily 52	Daily 54	Ex. Sun. 66
				(A. G. S.)									

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.

1. The Special Instructions do not relieve employes from protection of the train according to Rule 99.

2. ADDITIONAL CLEARANCE CARD STATIONS (Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station.

For Freight Trains only:

Chattanooga, East End Avenue—Southbound.
Woodlawn Junction—Northbound.
Burstall—Southbound.

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS (Rules 1142 and 1302)

Chattanooga —	Birmingham —
Terminal Station,	Terminal Station,
Engine House,	Engine House,
Citico,	Yard Office,
	Tuscaloosa,
	York.

Meridian —
Union Passenger Station,
Yard Office.
Engine House.

4. TRAIN REGISTERS (Rules 83, 222 and 1143)

Chattanooga —	Birmingham —
Terminal Station,	Terminal Station,
Citico,	Yard Office,
Meridian—	
Union Passenger Station,	Yard Office.

5. STANDARD CLOCKS (Rule 3)

Chattanooga —	Birmingham —
Terminal Station,	Terminal Station,
Engine House,	Dispatcher's Office.
Citico,	Engine House,
Attalla.	Yard Office,
	Tuscaloosa.

Meridian —
Union Passenger Station, Yard Office.

6. RAILROAD CROSSINGS AT GRADE (Rules 98, 601 to 683)

Chattanooga.....	W. & A. Ry.	} Interlocked.
	Belt R. R.	
	C.N.O. & T.P. Ry.	
	Terminal Tracks.	
Attalla.....	Missionary Ave.—C. of Ga. R.R.	
Woodlawn Junction	N. C. & St. L. R. R.	
	C. of Ga. R. R.	
Birmingham	Birmingham Division.	
	32nd St.—Belt R. R.	
	27th St.—Birmingham Division.	
	27th St.—S. A. L. R. R.	
	27th St.—S. S. S. & I. Co.	
	27th St.—L. & N. R. R.	
	14th St.—L & N RR (Interlocked)	
Powderly	B. E. Co.	
Woodward	W. I. Co.	
Bessemer	B. E. Co.	
Burstall	Mobile Division (Interlocked)	
Tuscaloosa	G. M. & O. R. R. (Interlocked)	
Boligee	St. L.-S. F. R. R. (Interlocked)	
Meridian	G. M. & O. R. R. (17th Avenue)	
	G. M. & O. R. R. (22nd Avenue)	

Trains or engines must approach crossings Central of Georgia R. R., and Birmingham Division Woodlawn Jct., crossing Birmingham Electric Co., Powderly, Mile Post 148.3 and Woodward Crossing Mile Post 152.7, under control and must stop unless way is clear, not exceeding speed as indicated by diamond boards over these crossings.

7. Between G. M. & O. Crossings Mile Post 294.8, and Meridian, passenger trains will be governed by signals from Switch Stand, and must run under control expecting to find track occupied.

8. JUNCTIONS

(Rules 98, 601 to 683)

Chattanooga (East End Av.) ..	Terminal Station,
	C. N. O. & T. P. Ry.
(Missionary Ave.)	Terminal Station.
Wauhatchie	Memphis Division (Interlocked)
Attalla	Atlanta Division.
Birmingham (27th St.)	Terminal Station.
Burstall	Mobile Division (Interlocked)
Akron	Mobile Division.
York	Mobile Division.
Meridian	Yard Tracks, Union Station.

Atlanta Division trains or engines must use passing track between junction switch and passenger station at Attalla. When necessary to use main track, they must be properly protected according to Rule 99.

9. DRAWBRIDGES

(Rules 98, 601 to 683)

Mile 229.5	Warrior River	Interlocked.
Mile 249.5	Tombigbee River	Interlocked.

10. DOUBLE TRACKS (Rules 151 to 153)

Double track extends from:

Chattanooga to Wauhatchie	5.9 miles.
Minvale to Flanders	20.9 miles.
Irondale Junction to Vance Junction	42.9 miles.
York Junction to Meridian	27.6 miles.

Normal position double track junction switches, not interlocked, are set and locked as follows:

Minvale, southbound.
Flanders, northbound.
Irondale Junction, southbound.
Vance Junction, northbound.
York Junction, southbound.

11. TRAIN MOVEMENTS (Rules 251 to 254)

Between stations specified below trains or engines will run on double track with the current of traffic by interlocking or block signals, whose indications will supersede time table superiority, but inferior trains must not delay superior trains:

Between Chattanooga and Wauhatchie.
Between Irondale Junction and Burstall.

First class trains will run under control between puzzle switches (200 ft. south of M. P. 142) and terminal station Birmingham, expecting to find main track occupied.

Between Wauhatchie and Chattanooga, movement of trains will be governed by Chattanooga Terminal Joint time table; on Chattanooga station tracks, they will be governed by its rules and regulations.

The movement of trains and engines including yard engines in reverse direction on double track on Birmingham Terminals between Woodlawn Junction and North Birmingham, North Birmingham and Finley, Woodlawn Junction and 14th Street Interlocking Plant must be made only under proper protection according to Rule 99 or under instructions from the Superintendent of the Terminal or his representative who must first protect the movement by yardmen or other employees with flagman's signal, located at the switches of the crossover or other points between which the movements are to be made. The flagman's instructions to Enginemen and Trainmen must be respected.

The movement of trains and engines over Birmingham Division Main Tracks between Woodlawn Junction and Birmingham Terminal Station will be governed by the Birmingham Division Time Table and Special Instructions.

(A. G. S.)

Movement against the current of traffic between Puzzle Switches (27th Street) and entrance to Terminal Station (2nd Avenue) may be made on signal from the switch tender at 27th Street or signal indication given by the towerman at south end of the Terminal Station.

A. G. S. trains and crews will be governed by N. O. & N. E. rules and time table instructions while operating in Meridian Joint Terminal.

Between Meridian and Shops second and inferior class trains may run ahead of first class trains. This will not relieve crews from proper protection according to Rules 93 and 99.

Third class trains may pass and run ahead of second class trains.

12. YARD LIMITS (Rule 93)

Chattanooga,	Attalla,	Phoenixville,	Akron.
Fort Payne,	Birmingham,	Woodstock,	Boligee,
Collinsville,	Bessemer,	Tuscaloosa,	York,
			Meridian.

13. ENTRANCE SWITCH TO SIDINGS (Rules 88, 89, 90)

Unless otherwise provided enter at first switch of first siding.

When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

14. SPRING SWITCHES

Station	Track	Station	Track
Chattanooga.	South switch, passenger lead—Shippo Yard.	Irondale Jct.	End double track.
Morganville.	North end passing track.	Vance Jct.	End double track.
Trenton.	North end passing track.	Coaling.	Both ends passing track.
Rising Fawn.	North end passing track.	Grimes.	Both ends passing track.
Sulphur Spgs.	Both ends passing track.	Cottontale.	South end passing track.
Battle.	Both ends passing track.	Box Springs.	Both ends passing track.
High Point.	South end passing track.	Tuscaloosa.	Both ends passing track.
Valley Head.	North end passing track.	Englewood.	South end passing track.
Allen.	South end passing track.	Hull.	Both ends passing track.
Walders.	North end passing track.	Moundville.	Both ends passing track.
	End double track.	Cypress.	Both ends passing track.
	End double track.	Akron.	Both ends passing track.
	South end passing track.	McClure.	Both ends passing track.
Keener.	Both ends passing track.	Eutaw.	Both ends passing track.
Crudup.	Both ends passing track.	Allison.	North end passing track.
Attalla.	Both ends passing track.	Boligee.	South end passing track.
Steele.	Both ends passing track.	Epas.	Both ends passing track.
Whitney.	Both ends passing track.	Parker.	Both ends passing track.
Caldwell.	Both ends passing track.	Livingston.	North end passing track.
Springville.	Both ends passing track.	Hixon.	North end passing track.
ARGO.	Both ends passing track.	York Jct.	North end passing track.
Trussville.	Both ends passing track.		End double track.

"S S" signs are located adjacent to spring switches, and will also when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

Trailing movements may be made through spring switches without opening or closing by hand, however, if necessary to stop a train or engine on a spring switch the switch must be set by hand before taking slack or reverse movement is attempted.

When any part of a train is moving through a spring switch the speed must not exceed fifteen miles per hour, except at the ends of double track where the speed must not exceed twenty miles per hour.

15. AUTOMATIC BLOCK (Rules 501 to 520, 601 to 633)

Automatic block signal rules and Train Control are effective between Chattanooga and Meridian.

At the following interlocking plants the signals governing movements of trains, in addition to being interlocking signals are automatic block signals:

Wauhatchie—Northbound and southbound signals.

14th St. Birmingham, L. & N. R. R.—Northbound and southbound signals.

Burstable—Northbound and southbound signals.

Tuscaloosa, G. M. & O. R. R.—Northbound and southbound signals.

Warrior River Drawbridge (Mile 229.5)—Northbound and southbound signals.

Boligee, St. L.-S. F. R. R.—Northbound and southbound signals.

Tombigbee River Drawbridge (Mile 249.5)—Northbound and southbound signals.

16. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

17. SPEED RESTRICTIONS (Rules 108 and 1327)

Maximum speed passenger trains hauled by passenger type steam locomotive 70 miles per hour; hauled by Diesel-Electric locomotives 80 miles per hour.

Freight trains hauled by Mikado, Diesel-Electric or passenger type locomotives, 60 miles per hour, other locomotives 40 miles per hour.

Engines without cars will not exceed the above speeds.

When passenger trains haul freight cars or when freight engines haul either freight or passenger cars maximum speed of freight trains to govern.

ADDITIONAL SPEED RESTRICTIONS

Within the corporate limits of the following towns and cities:

Chattanooga—Over Main Street and Rossville Avenue, eight miles per hour. Unless crossing flagmen are on duty or other approved signals are used to warn traffic on these streets, trains and engines before crossing them must stop and be flagged over them by a member of the crew with proper signals. After leading engine or car has cleared the crossings named, the speed may be increased not to exceed twenty miles per hour.

Trenton	...15 miles per hour.	Bessemer	.. 15 miles per hour.
Fort Payne.	30 miles per hour.	Tuscaloosa	..25 miles per hour.
Collinsville (Main Street only)	...30 miles per hour	Eutaw	10 miles per hour.
Attalla	30 miles per hour.	Epas	15 miles per hour.
Irondale	15 miles per hour.	York	10 miles per hour.
Birmingham	8 miles per hour.	Cuba	25 miles per hour.
		Meridian	.. 30 miles per hour.

Warrior River Bridge, 229.5.....15 miles per hour.

Tombigbee River Bridge, 249.5....15 miles per hour.

Trains or engines must not exceed 15 miles per hour entering or leaving sidings or moving through crossovers.

Trains handling Steam Derricks, Pile Drivers, Ditching Machines, Steam Shovels and Revolving Cranes must not exceed 25 miles per hour.

Passenger trains must not exceed thirty (30) miles per hour, other trains twenty-five (25) miles per hour over interlocked railroad crossings.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

(A. G. S.)

SPECIAL INSTRUCTIONS—Concluded

Whenever an engine is being handled in tow and such engine equipped with main rods and side rods, or with side rods only, train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be, when practicable, handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

LOAD LIMITS

The weight of engines and Cars is limited as follows:

BETWEEN CHATTANOOGA AND MERIDIAN

KIND	Type	Total Weight
Mountain.....	4-8-2	334,240 lbs.
Mikado.....	2-8-2	334,000 lbs.
Pacific.....	4-6-2	300,000 lbs.
Diesel Power Unit.....	4-6	229,800 lbs.
Diesel Power Unit.....	6-6	318,300 lbs.
Derrick.....		264,000 lbs.
Loaded Cars.....		251,000 lbs.

†Over Big Canoe Bridge 109.1 derricks must be spaced from any engine by a car weighing not over 60,000 lbs., and must not exceed 15 miles per hour.

DIVISION OFFICERS

J. G. Woodall, Supt. of Terminals.....	Chattanooga, Tenn.
R. F. Watts, Supt. of Terminals.....	Birmingham, Ala.
A. J. May, Assistant Superintendent.....	Gadsden, Ala.
W. W. Greiner, Trainmaster.....	Birmingham, Ala.
C. H. Buchanan, Chief Dispatcher.....	Birmingham, Ala.
C. S. McLarn, Dispatcher.....	Birmingham, Ala.
W. E. Mauk, Dispatcher.....	Birmingham, Ala.
F. W. Stange, Dispatcher.....	Birmingham, Ala.
J. E. Kirtley, Dispatcher.....	Birmingham, Ala.

LIST OF SURGEONS

Newell & Newell.....	Chattanooga, Tenn.
E. C. Johnston, Assistant.....	Chattanooga, Tenn.
J. M. Frere, Assistant.....	Chattanooga, Tenn.
E. Newell, Assistant.....	Chattanooga, Tenn.
Willard Steele, Oculist.....	Chattanooga, Tenn.
D. S. Middleton.....	Rising Fawn, Ga.
D. O. Wright.....	Fort Payne, Ala.
C. D. Killian, Acting.....	Fort Payne, Ala.
E. K. Hanby.....	Attalla, Ala.

LIST OF SURGEONS—Continued

C. L. Guice.....	Gadsden, Ala.
Jas. A. Watson.....	Springville, Ala.
B. S. Lester.....	Birmingham, Ala.
C. H. Ford, Assistant.....	Birmingham, Ala.
Cunningham Wilson, Consulting Surgeon.....	Birmingham, Ala.
R. C. Woodson, Oculist.....	Birmingham, Ala.
Jas. A. Livingston, Assistant Oculist.....	Birmingham, Ala.
M. C. Ragsdale.....	Bessemer, Ala.
L. E. Peacock.....	Blocton, Ala.
Maxwell Moody.....	Tuscaloosa, Ala.
J. M. Forney, Assistant Surgeon.....	Tuscaloosa, Ala.
W. Dobbs Minot.....	Eutaw, Ala.
D. H. Trice.....	Boligee, Ala.
R. S. Manley.....	Epes, Ala.
J. P. Scales.....	Livingston, Ala.
J. C. McDaniel.....	York, Ala.
W. W. Reynolds.....	Meridian, Miss.
R. L. Donald, Assistant Surgeon.....	Meridian, Miss.
K. T. Klein, Assistant Surgeon.....	Meridian, Miss.
H. L. Arnold, Oculist.....	Meridian, Miss.
C. P. Mosby, Oculist.....	Meridian, Miss.

VETERINARIANS

F. R. Butz, Chief Veterinarian.....	Cincinnati, O.
G. P. Hatchett.....	Chattanooga, Tenn.
L. J. Sadow.....	Chattanooga, Tenn.
K. U. Jones.....	Birmingham, Ala.
L. E. Beckham.....	Tuscaloosa, Ala.
E. L. Harper, Assistant.....	Tuscaloosa, Ala.

LIVE STOCK AGENTS

N. Moore, General Live Stock Agent.....	Atlanta, Ga.
M. G. Ware, General Freight Claim Agent.....	Chattanooga, Tenn.
L. Funk, Livestock Agent.....	Meridian, Miss.

HOSPITALS

Newell & Newell Hospital.....	Chattanooga, Tenn.
St. Vincent's Hospital.....	Birmingham, Ala.
Elizabeth Duncan Hospital.....	Bessemer, Ala.

WATCH INSPECTORS

A. F. Steinhoefer.....	Chattanooga, Tenn.
Jobe-Rose Jewelry Co.....	Birmingham, Ala.
Fincher & Ozmert.....	Tuscaloosa, Ala.
W. M. Frantz Jewelry Co.....	Meridian, Miss.

BUSINESS TRACKS OR STATIONS NOT SHOWN IN STATION COLUMN

Name	Mile Post Location	Name	Mile Post Location	Name	Mile Post Location	Name	Mile Post Location
*Wildwood.....	9.3	Avondale.....	140.8	Bibbville.....	174.2	Powers.....	215.8
New England.....	14.7	Mims.....	146.8	*Dowdle.....	176.1	Bermul.....	236.8
*Reeseville.....	82.0	Powderly.....	143.3	Dudley.....	181.7	*Miller.....	247.3
*Lewin.....	88.8	Phoenixville.....	149.5	Holt Junction.....	195.7	Parker.....	253.3
*Gilbert.....	98.3	Grasselli.....	150.1	Kaul Lumber Co.....	200.1	*Sparkman.....	265.5
*St. Clair.....	111.7	Woodward.....	152.7	*Crabtree.....	202.5	*McConnell.....	271.6
Williams.....	127.9	McCalla.....	160.1	*Maxwell.....	205.9	Smith.....	280.3
Irondale.....	136.8	Kimbrel.....	165.4	*Kings.....	206.2		
Gate City.....	137.8	*Tannehill.....	166.7				
Woodlawn.....	139.4	Green Pond.....	170.4				

* Stations marked thus (*) have no business or team tracks.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS,
EXCLUSIVE OF TENDER AND CABOOSE

Southbound	Light Mikado	Heavy Mikado	Northbound	Light Mikado	Heavy Mikado
Chattanooga to Birmingham.....	2000	2650	Meridian to Tuscaloosa.....	2500	3500
Birmingham to Akron.....	2100	4000	Tuscaloosa to Woodstock.....	2100	2650
Akron to York.....	2100	2700	Woodstock to Birmingham.....	2900	4000
York to Meridian.....	2100	3400	Birmingham to Attalla.....	2250	3000
			Attalla to Chattanooga.....	2500	3250

This tonnage may be increased over certain portions of the Division on Instructions of the Chief Dispatcher.

When engines are unable to handle tonnage rating written explanation will be sent by wire to the Chief Dispatcher.

(A. G. S.)