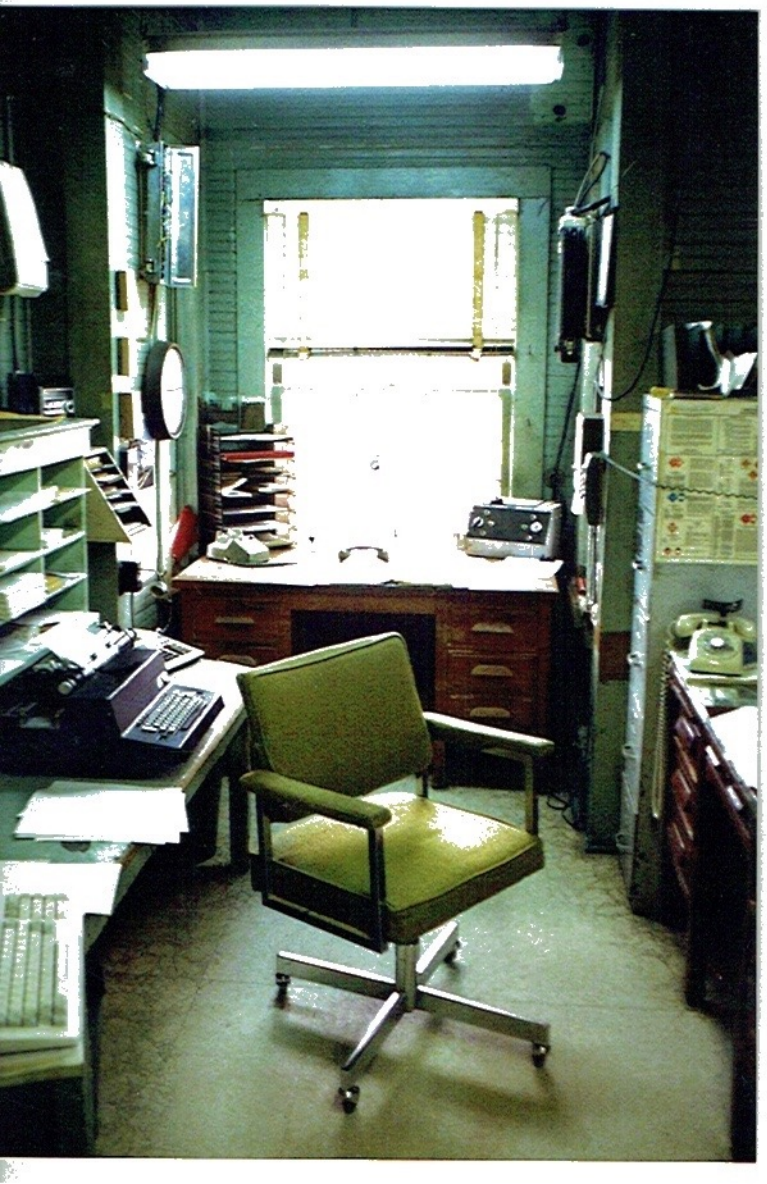
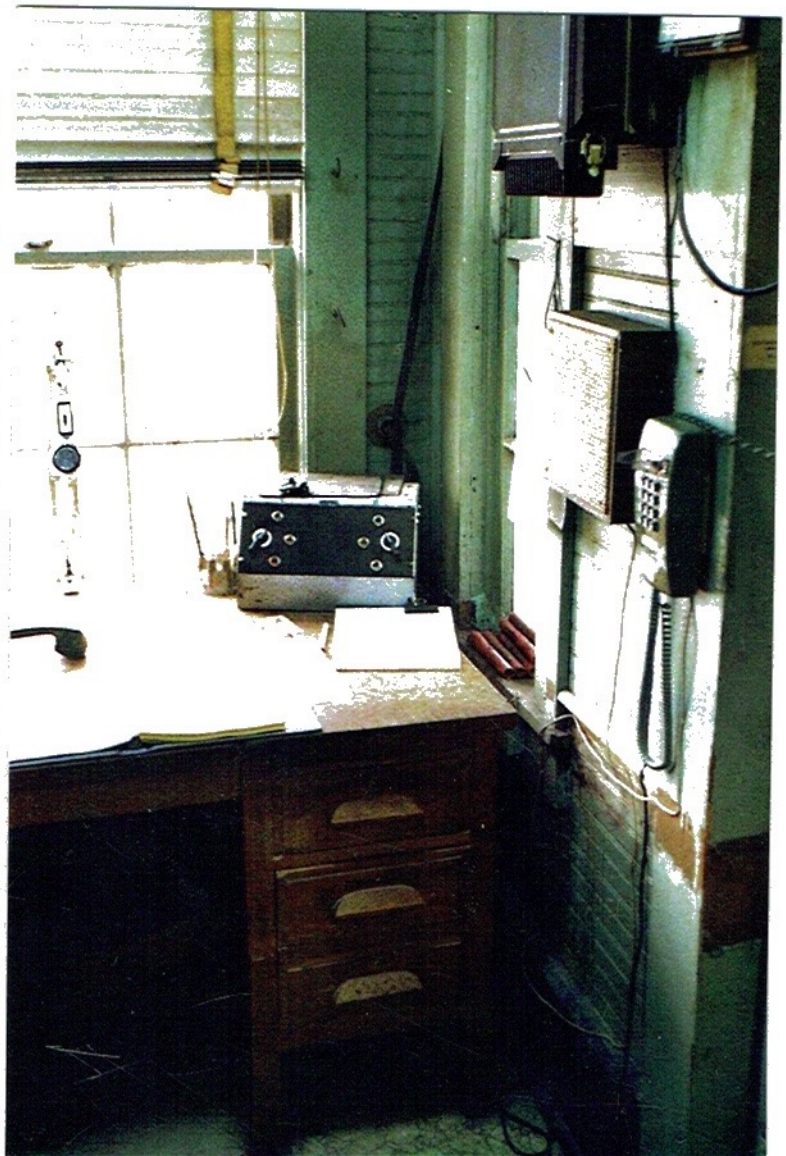
SCOTTSBORO FREIGHT DEPOT

1993





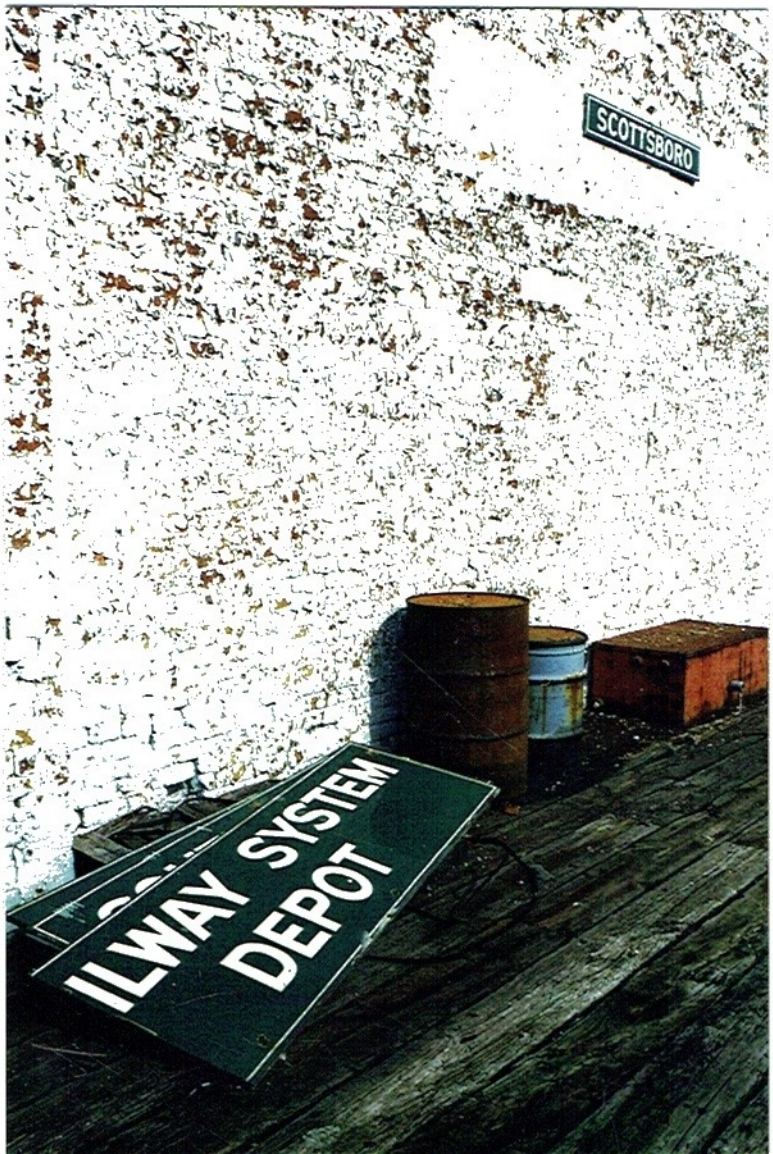
R. DANIEL PROCTOR PHOTO
Scottsboro, Ala., 1993
SR/NS station

R. DANIEL PROCTOR PHOTO

NS station
Scottsboro, Ala. 1993

R. DANIEL PROCTOR PHOTO
Scottsboro, Ala., 1993
SR/NS station

SCOTTSBORO FREIGHT DEPOT 1993



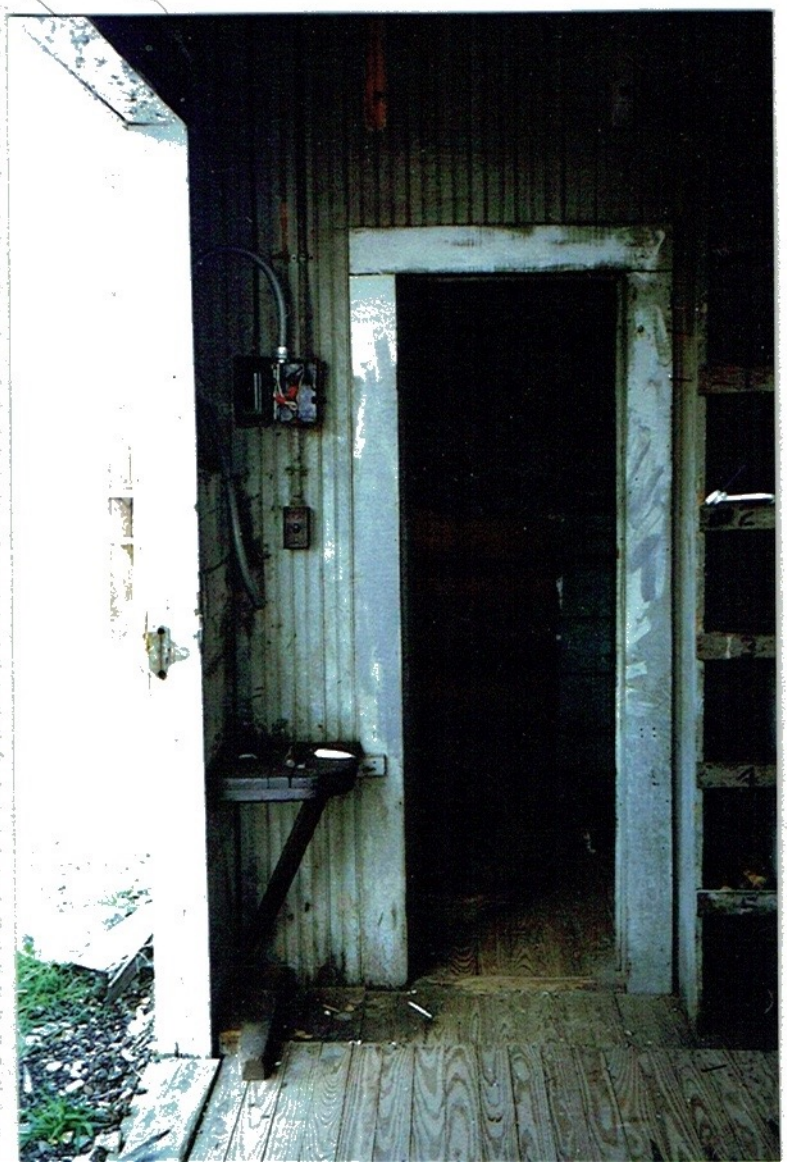
R·DANIEL PROCTOR PHOTO

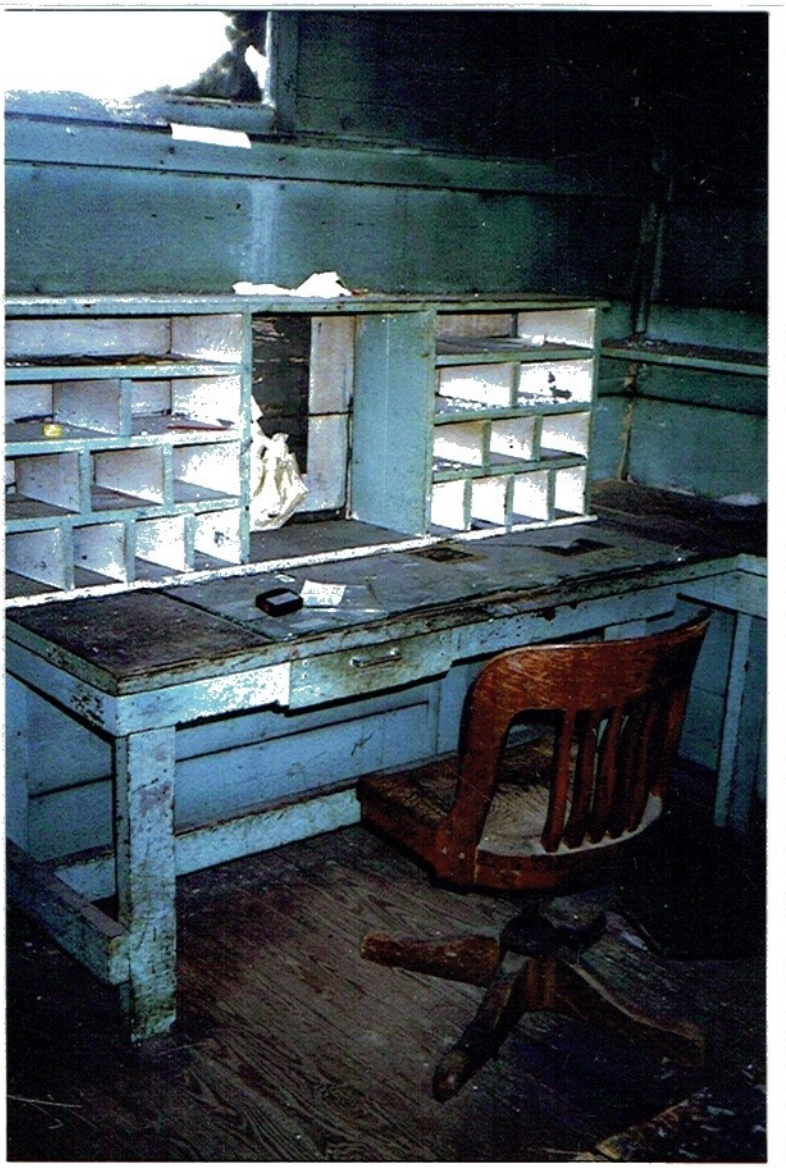
NS station Scottsboro, Ala.

R·DANIEL PROCTOR PHOTO
Scottsboro, Ala., 1993
SR/NS station

R·DANIEL PROCTOR PHOTO
SR/NS station
Scottsboro, Ala., 1993

SCOTTSBORO
SIGNALS
MAINT.
SHOP
1996





R. DANIEL PROCTOR PHOTO

Scottsboro, Ala., 1996
SR/NS signals maint. shop

R. DANIEL PROCTOR PHOTO

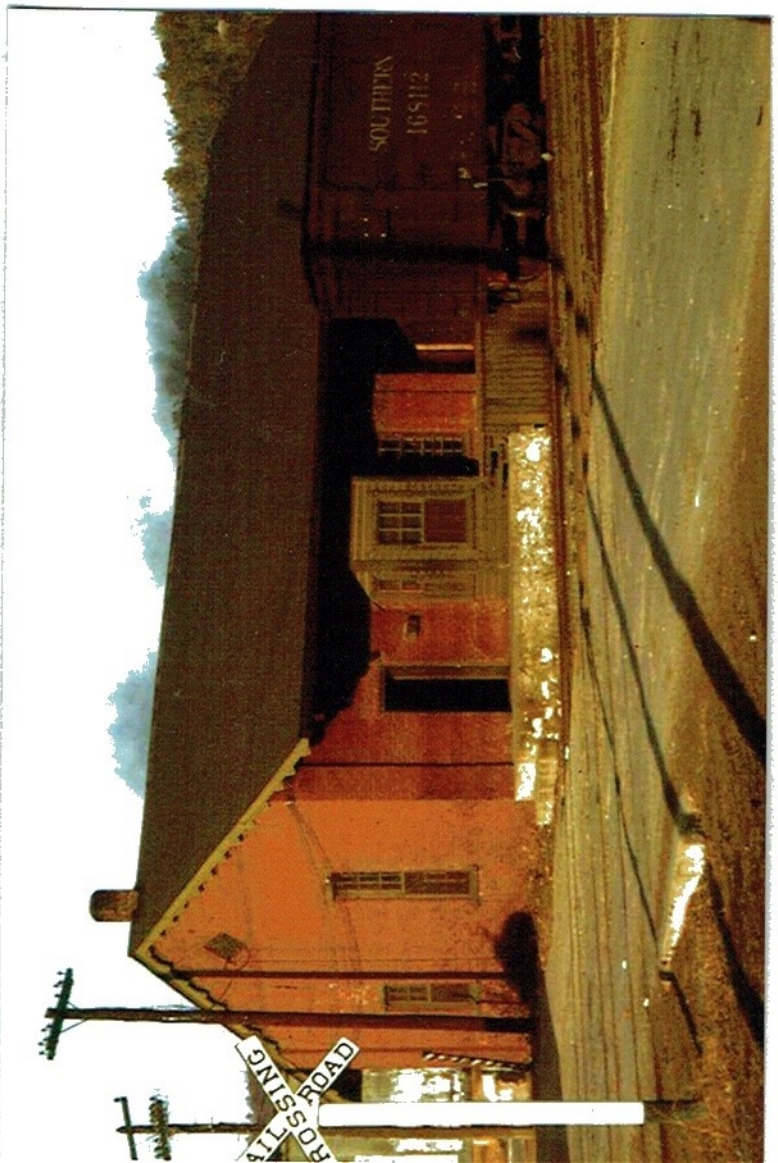
Scottsboro, Ala., 1996
SR/NS signals maint. shop

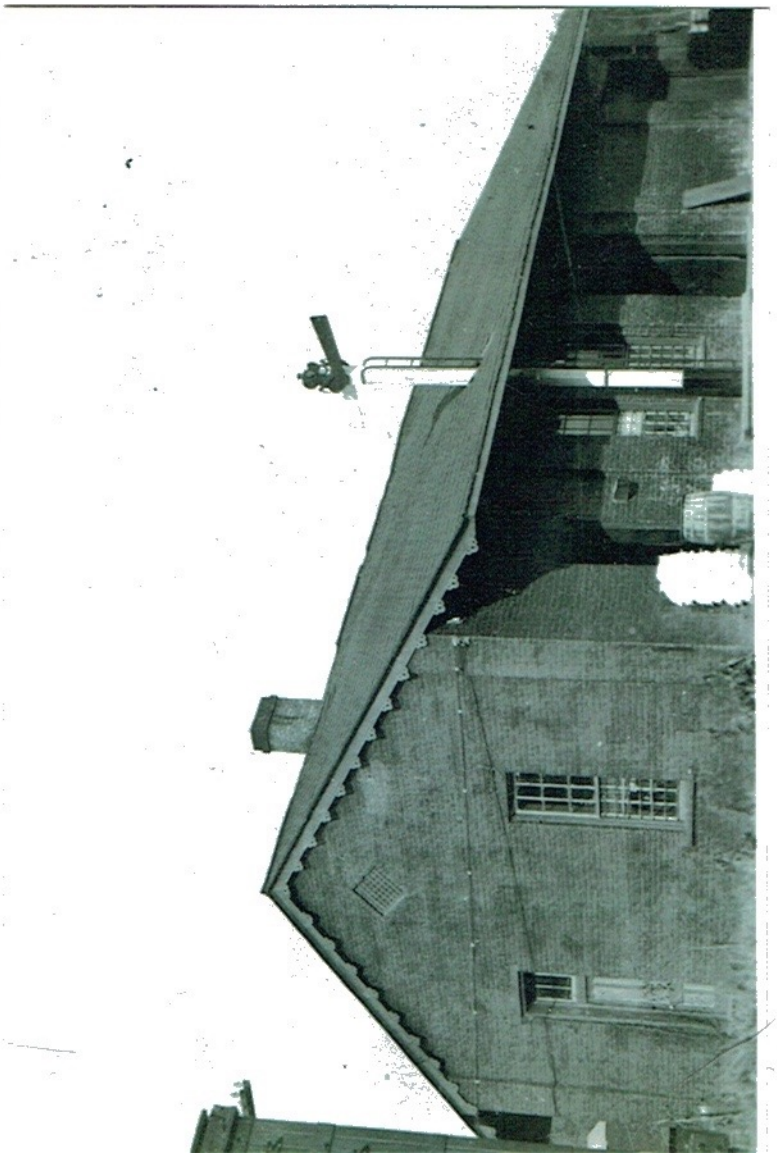
R. DANIEL PROCTOR PHOTO

SIGNALS MAINT. SHOP
SCOTTSBORO, ALA., 1996

SOUTHERN RWY./NS


# SCOTTSBORO FREIGHT DEPOT



R. DANIEL PROCTOR PHOTO
Scottsboro, Ala., 1993
SR/NS station

SCOTTSBORO, ALA.
SOU. RWY. FREIGHT DEPOT
DATE UNKNOWN

SCOTTSBORO, ALA.
SOUTHERN RAILWAY FREIGHT DEPOT
COMPLETED 1861
1917 PHOTO


SCOTTSBORO DEPOT, STOCK PEN AND PLATFORM 1951

SCOTTSBORO, ALA.

SOU. RWY. FREIGHT DEPOT AND STOCK PEN

LOOKING WEST

SEPT. 1951

SCOTTSBORO, ALA.

SOU. RWY. AUTOMOBILE AND PRODUCE PLATFORM

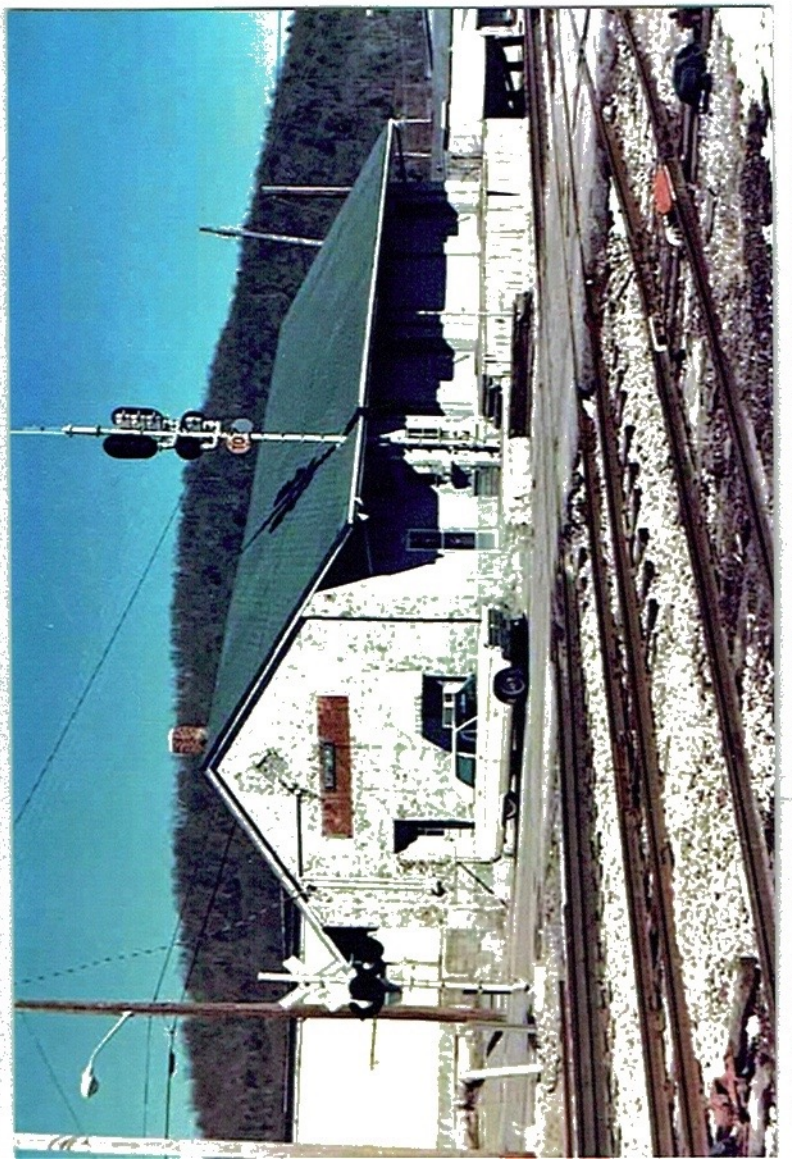
SEPT. 1951

SCOTTSBORO, ALA.

SOUTHERN RWY. FREIGHT DEPOT

SEPT. 1951


SCOTTSBORO FREIGHT DEPOT WITH TRAIN ORDER SIGNAL



SCOTTSBORO, ALA.
SOU. RWY. FREIGHT DEPOT
1975

DALE PROCTOR PHOTO

FORMER SR FREIGHT DEPOT
SCOTTSBORO, ALA.

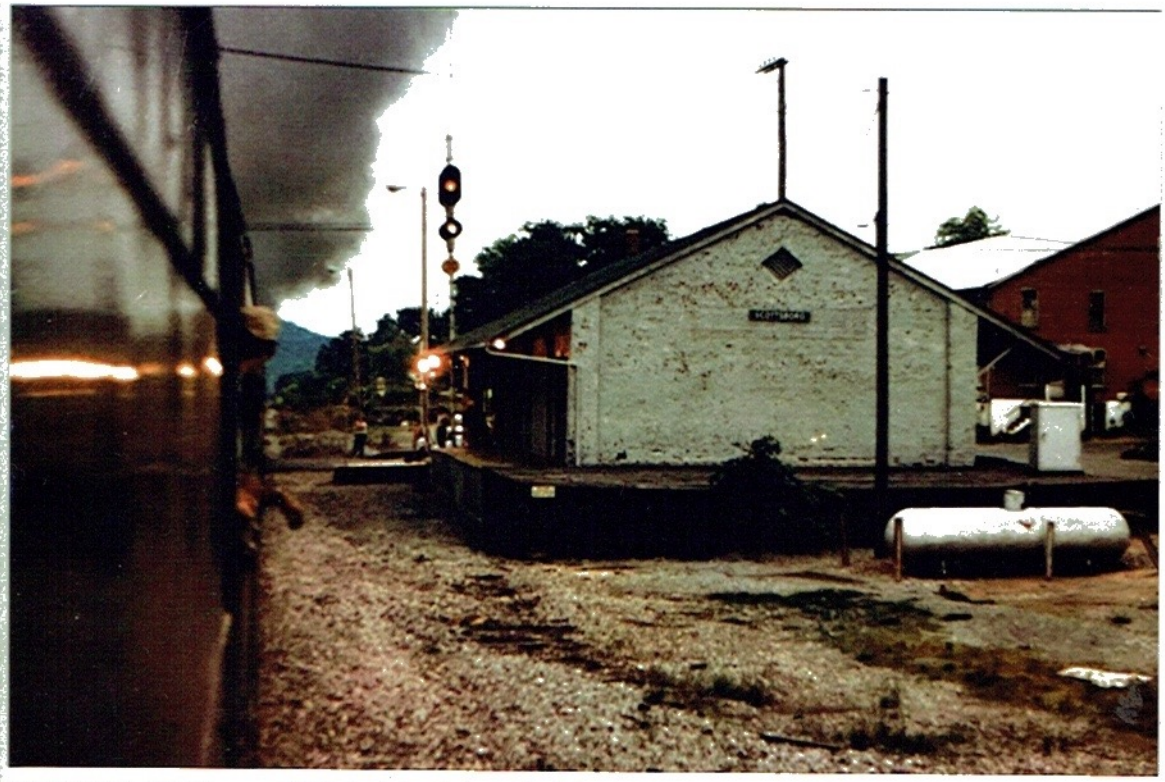
FEB. 1985

R. DANIEL PROCTOR PHOTO

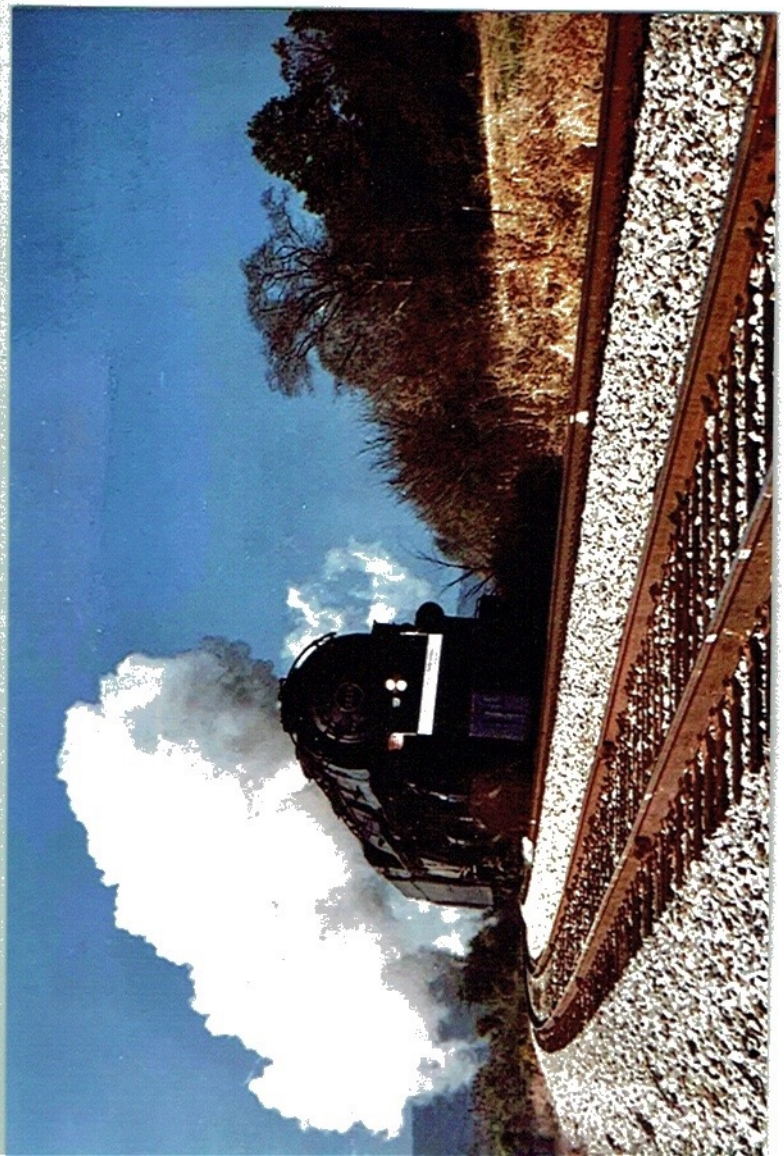
CHATTANOOGA-BOUND EXCURSION PASSES THE SCOTTSBORO, ALA., FREIGHT STATION.

SR FP7A 3497 IN THE LEAD

SEPT. 26, 1987



# STEAM TRAIN EXCURSIONS



R. DANIEL PROCTOR PHOTO

SCOTTSBORO, ALA.

WESTBOUND STEAM EXCURSION
PASSES SR FREIGHT DEPOT.

MAY 28, 1983

DALE PROCTOR PHOTO

N&W LOCO 1218 HAS ENTERED
THE MAINLINE AT MIDWAY
(WEST OF LARKINSVILLE, ALA.)
BOUND FOR CHATTANOOGA, TENN.

1991

DALE PROCTOR PHOTO

N&W STEAM LOCO 1218 BLASTS PAST
THE CIVIL WAR-ERA SCOTTSBORO DEPOT
PULLING AN EASTBOUND EXCURSION.

1991


# SCOTTSBORO NS FREIGHT TRAINS 1990s

SCOTTSBORO, ALA.

WESTBOUND LOCAL PASSES
FORMER SR FREIGHT DEPOT

1991

R. DANIEL PROCTOR PHOTO

SCOTTSBORO, ALA.

WESTBOUND NS FREIGHT TRAIN
PASSES FORMER SR FREIGHT DEPOT

SUMMER 1991

R. DANIEL PROCTOR PHOTO

NORFOLK SOUTHERN LOCO 3229
AT THE NS OFFICE/DEPOT

1990

# SCOTTSBORO TVRM STEAM EXCURSION 1990


R. DANIEL PROCTOR PHOTO

TVRM LOCO 610 APPROACHES THE SCOTTSBORO, ALA., FREIGHT DEPOT STOPPING TO TAKE WATER

HUNTSVILLE–CHATTANOOGA EXCURSION

AUG. 25, 1990

R. DANIEL PROCTOR PHOTO

SCOTTSBORO, ALA.

TVRM LOCO 610 PAUSES FOR WATER AT THE 1860S FORMER SR FREIGHT DEPOT

LOCO IS FORMER US ARMY; BLT. 1952

AUG. 25, 1990

R. DANIEL PROCTOR PHOTO

EASTBOUND PASSENGER EXCURSION PULLED BY TVRM (FORMER U.S. ARMY) STEAM LOCO 610 BUILT IN 1952. STOPPED TO TAKE WATER.

SCOTTSBORO, ALA.

AUG. 25, 1990

SCOTTSBORO
TVRM
STEAM
EXCURSION
1990


R. DANIEL PROCTOR PHOTO

TVRM LOCO 610 PAUSES FOR WATER
SCOTTSBORO, ALA.

AUG. 25, 1990

R. DANIEL PROCTOR PHOTO
SCOTTSBORO, ALA.
CHATTANOOGA-BOUND TVRM EXCURSION LED BY
FORMER US ARMY LOCO 610 PAUSES FOR
WATER AT FORMER SR FREIGHT DEPOT
AUG. 25, 1990

R. DANIEL PROCTOR PHOTO
FORMER SOU. RWY. FREIGHT DEPOT
SCOTTSBORO, ALA.
NOV. 1990

SCOTTSBORO DEPOT AT NIGHT 1991


R. DANIEL PROCTOR PHOTO

FORMER SOO. RWY. FREIGHT DEPOT
SCOTTSBORO, ALA.

SEPT. 1991

R. DANIEL PROCTOR
FORMER SR FREIGHT STATION
SEPT. 1991

R. DANIEL PROCTOR PHOTO
NS OFFICE/DEPOT
SCOTTSBORO, ALA.
1991


SCOTTSBORO DEPOT-AREA WAREHOUSES

1993

R. DANIEL PROCTOR PHOTO

SCOTTSBORO, ALA.
GLADISH WAREHOUSE

1993

SCOTTSBORO, ALA.
SCOTTSBORO WHOLESALE CO. WAREHOUSE
1993

R. DANIEL PROCTOR PHOTO

R. DANIEL PROCTOR PHOTO
SCOTTSBORO WHOLESALE CO. WAREHOUSE
1993


SCOTTSBORO
SOUTHERN
RAILWAY
CABOOSES
1990s


R. DANIEL PROCTOR

SCOTTSBORO, ALA.

THE EASTBOUND NS LOCAL
PASSES THE PASSENGER STATION SITE

APRIL 1993

R. DANIEL PROCTOR PHOTO

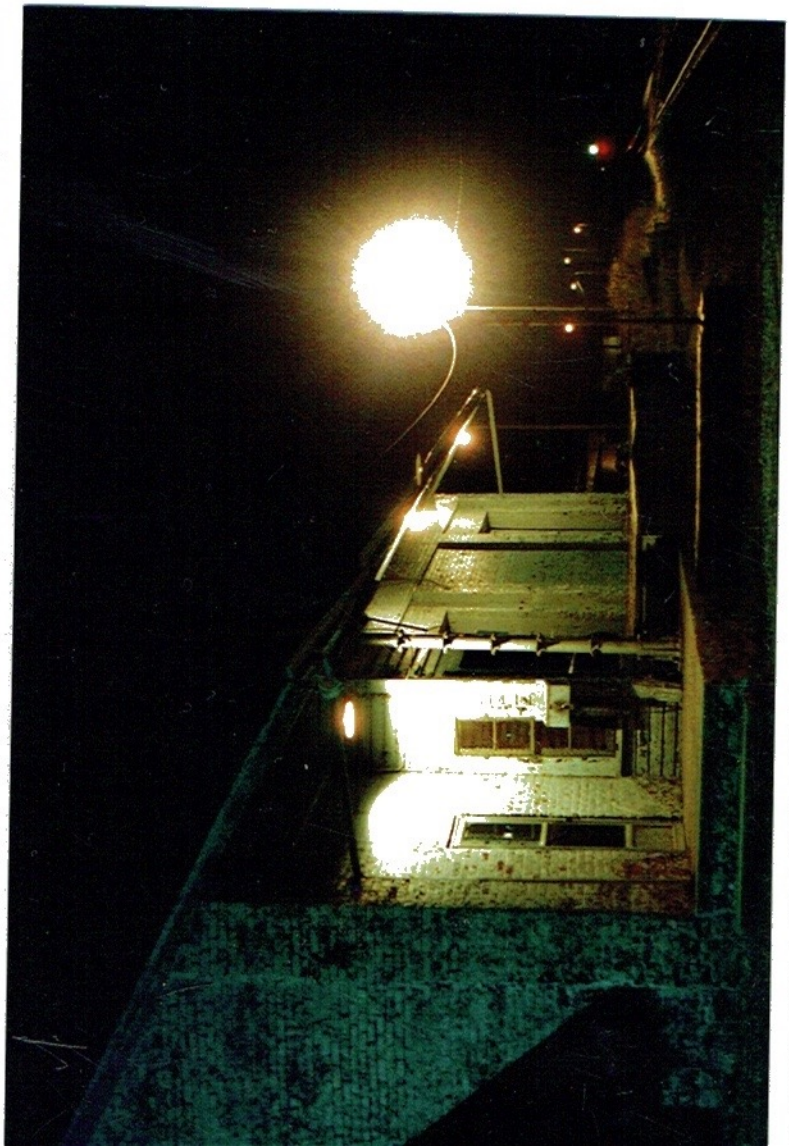
SCOTTSBORO, ALA.

EASTBOUND NS FREIGHT TRAIN PASSES
THE 1860s DEPOT, OCTOBER 1991

R. DANIEL PROCTOR PHOTO

SOUTHERN RWY. CABOOSE X558
SCOTTSBORO, ALA., 1991


SCOTTSBORO DEPOT



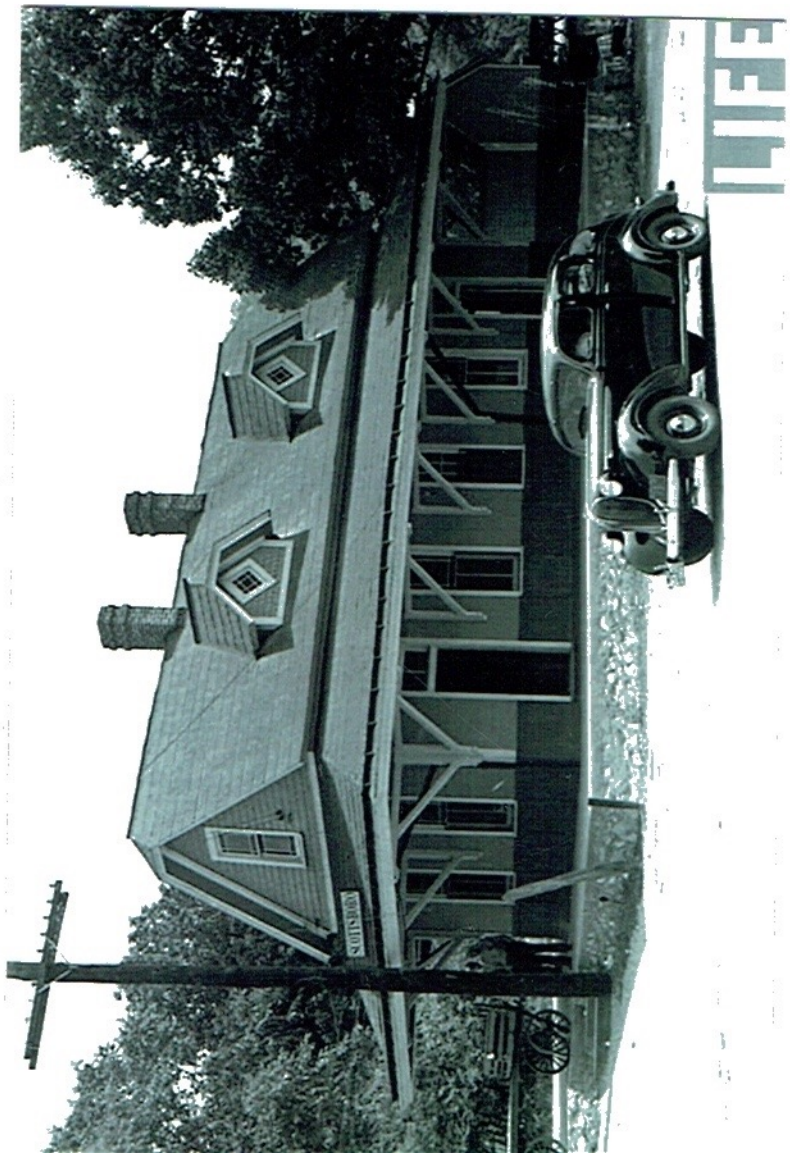
R. DANIEL PROCTOR PHOTO
WESTBOUND BNSF COAL TRAIN
FORMER SOU. RWY FREIGHT DEPOT

2019

R. DANIEL PROCTOR
SCOTTSBORO, ALA.
LOOKING EAST AT THE FREIGHT DEPOT
2012

R. DANIEL PROCTOR PHOTO
NS (FORMER M&C/SR) FREIGHT DEPOT
SCOTTSBORO, ALA.
SEPT. 1991


SCOTTSBORO
SOUTHERN
RAILWAY
PASSENGER
STATION
BLT: 1891

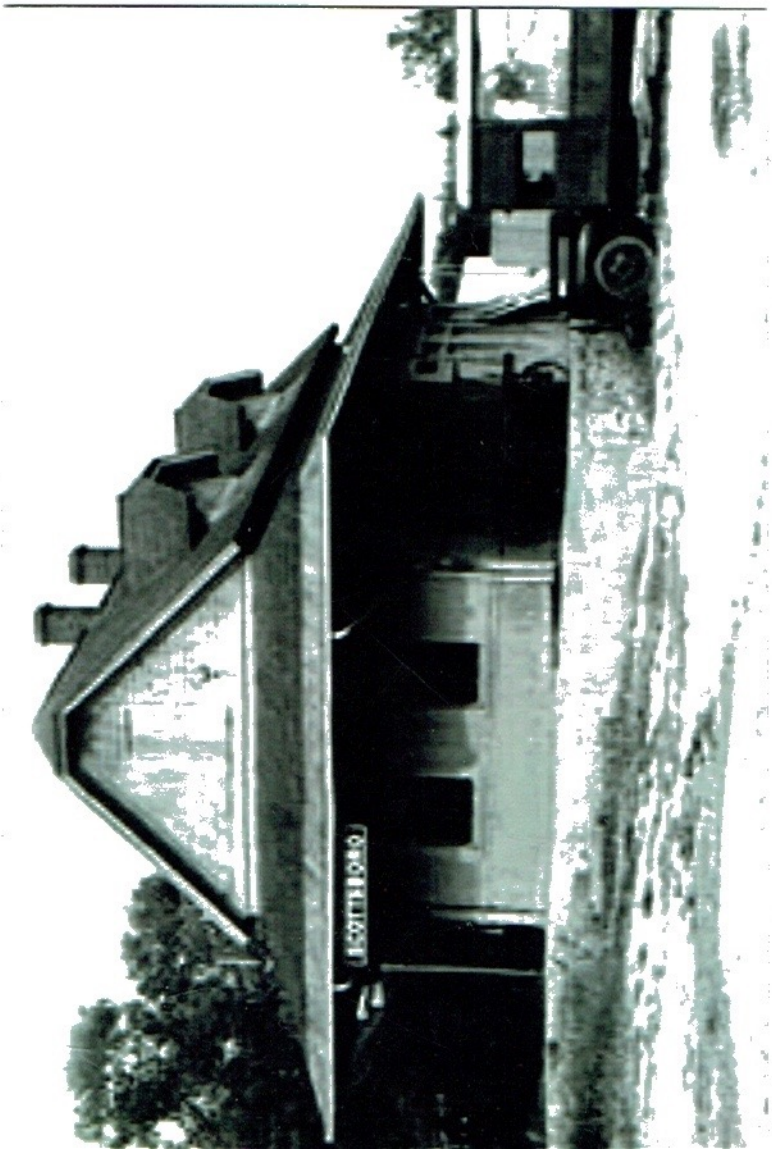



SCOTTSBORO, ALA.
SR PASSENGER STATION
1951

SCOTTSBORO, ALA.
SOU. RWY. PASSENGER STATION
ALFRED EISENSTAEDT PHOTO FOR LIFE
PHOTO ABT. 1938

LIFE Photo
SCOTTSBORO, ALA.
SR PASSENGER STATION
~~SEPT 1951~~ 1930s


# SCOTTSBORO SOUTHERN RAILWAY PASSENGER STATION

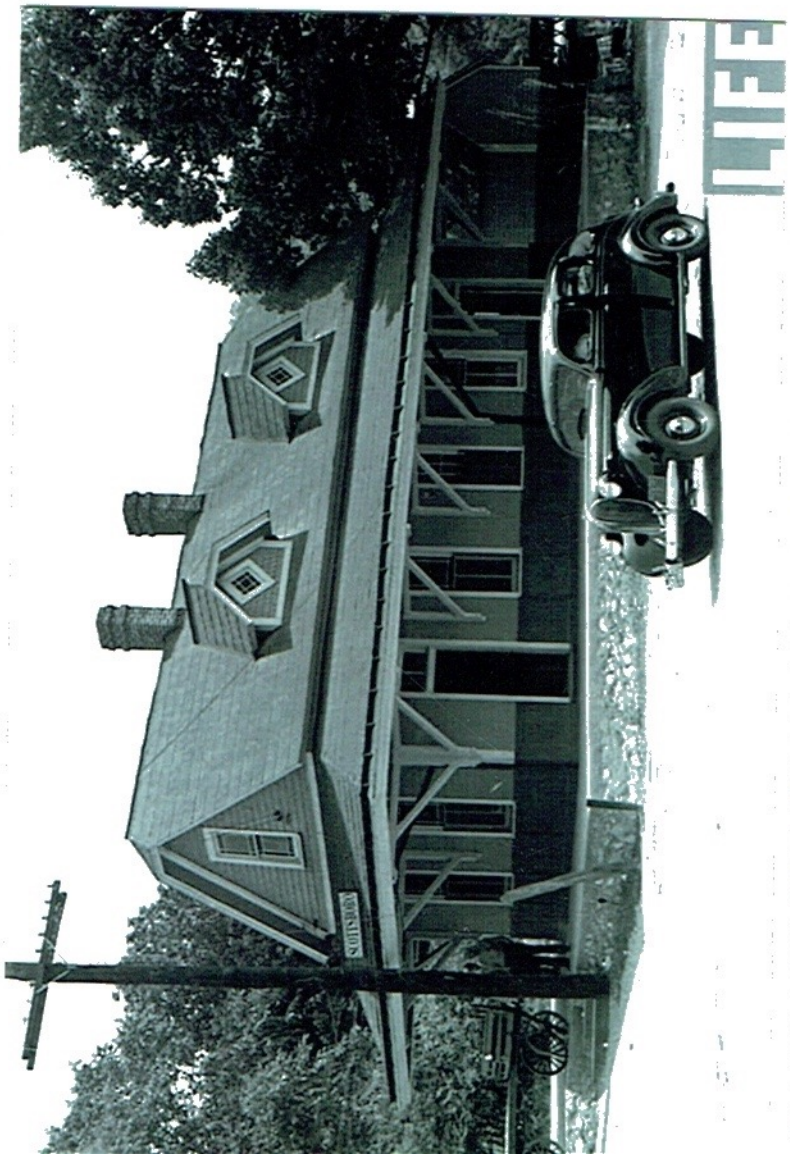
SCOTTSBORO, ALA.

SR PASSENGER STATION
SEPT. 1951

SCOTTSBORO, ALA.
1891 PASSENGER STATION
SOUTHERN RAILWAY
1917 PHOTO

SCOTTSBORO, ALA.
SR PASSENGER STATION
UNDATED PHOTO


SCOTTSBORO
SOUTHERN
RAILWAY
PASSENGER
STATION
BLT: 1891

SCOTTSBORO, ALA.
SR PASSENGER STATION
1951

SCOTTSBORO, ALA.
SOU. RWY. PASSENGER STATION
ALFRED EISENSTAEDT PHOTO FOR LIFE
PHOTO ABT. 1938

LIFE Photo

SCOTTSBORO, ALA.
SR PASSENGER STATION
~~SEPT 1951~~ 1930s


SCOTTSBORO
SOUTHERN
RAILWAY
PASSENGER
STATION


SCOTTSBORO, ALA.

SOUTHERN RWY. PASSENGER STATION

LOOKING EAST

1960s

PHOTOGRAPHER/FAMILY UNKNOWN

SCOTTSBORO, ALA.

SR PASSENGER STATION

FROM UNDATED POSTCARD

R. DANIEL PROCTOR PHOTO

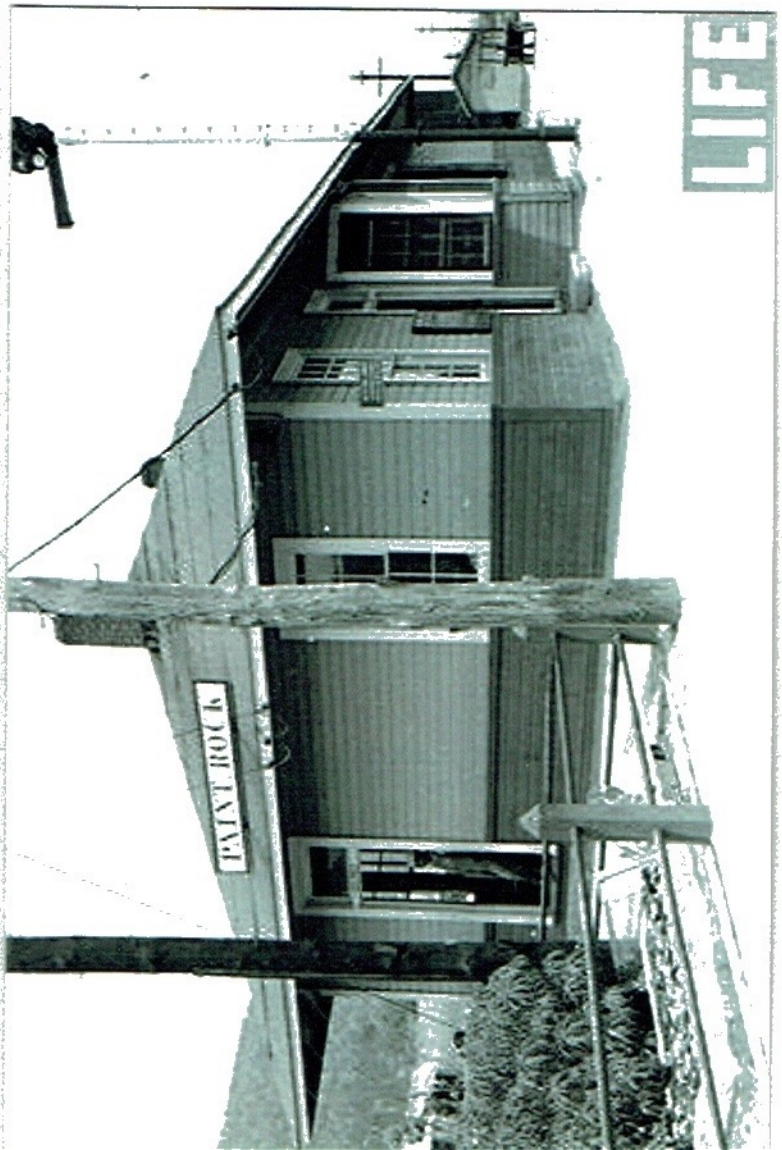
SCOTTSBORO, ALA.

RELOCATED SOU. RWY. PASSENGER STATION

1985


# PAINT ROCK

## SOUTHERN RAILWAY DEPOT




R. DANIEL PROCTOR PHOTO

PAINT ROCK, ALA.
LOOKING WEST AT DEPOT SITE

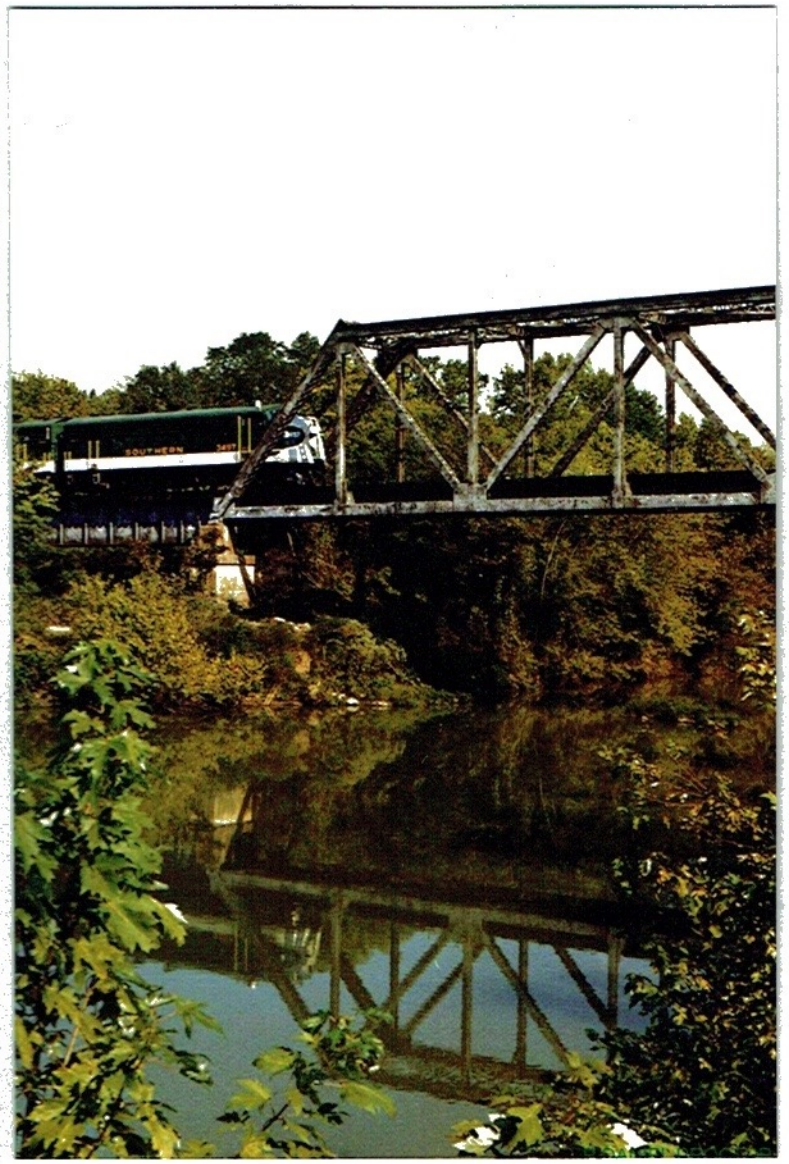
NOV. 1985

PAINT ROCK, ALA.
SOU. RWY. STATION
UNDATED (LIKELY LATE 1930s)

PAINT ROCK, ALA.
SOU. RWY. STATION
UNDATED PHOTO
(LIKELY 1950s-EARLY 1960)


# 1987

# EXCURSIONS



R. DANIEL PROCTOR PHOTO

SR FP7A 3497 LEADS AN EASTBOUND EXCURSION AT WEST END OF MIDWAY SIDING, JACKSON COUNTY, ALA.,

SEPT. 26, 1987

DALE PROCTOR PHOTO

SR FP7A 3497 LEADS AN EASTBOUND PASSENGER EXCURSION AT THE WEST END OF MIDWAY SIDING, WEST OF LARKINSVILLE

JACKSON COUNTY, ALA.

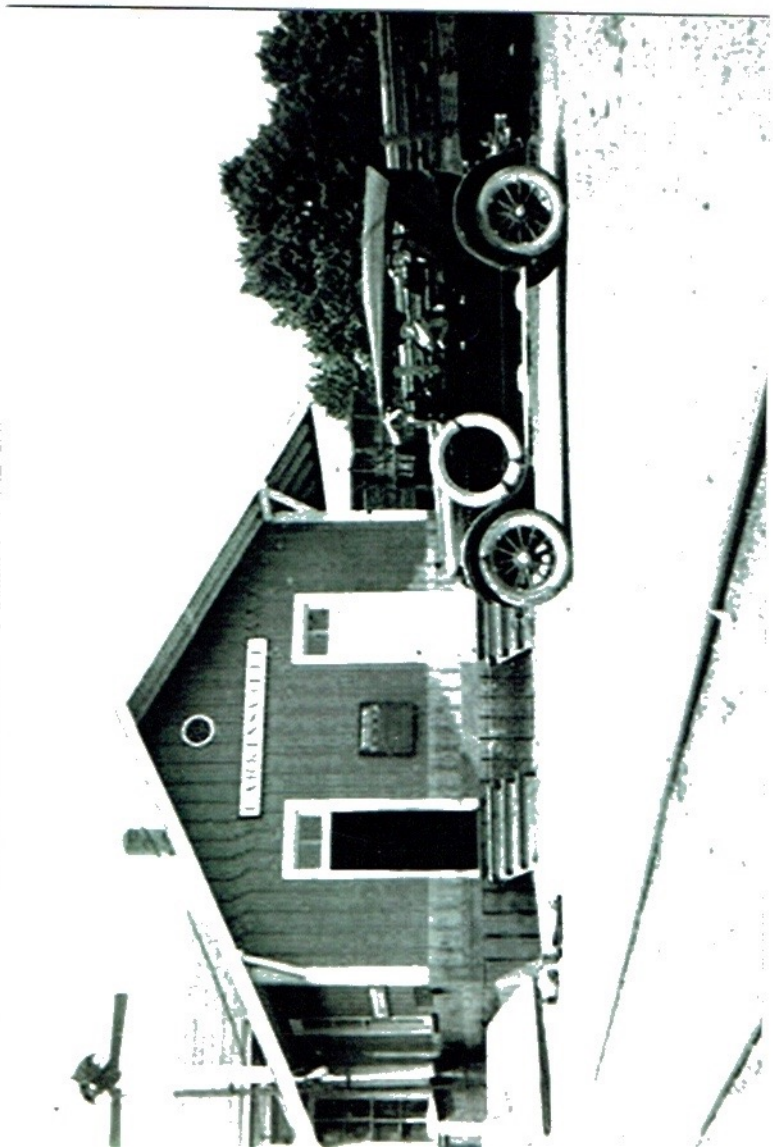
SEPT. 26, 1987

R. DANIEL PROCTOR PHOTO

CHATTANOGA -BOUND EXCURSION CROSSES THE PAINT ROCK RIVER, JACKSON COUNTY, ALA.

SEPT. 26, 1987

# LARKINSVILLE SOUTHERN RAILWAY STATION

LARKINSVILLE, ALA.

SITE OF SOU. RWY. STATION

LOOKING WEST DOWN NS TRACK

2015

LARKINSVILLE, ALA.

SOU. RWY. STATION; BUILT ABT. 1911

PHOTO: 1917

LARKINSVILLE, ALA.

SOU. RWY. STATION

PHOTO ABT. 1920


HOLLYWOOD SOUTHERN RAILWAY DEPOT AND SHED


R. DANIEL PROCTOR PHOTO

LOOKING EAST AT SITE OF
HOLLYWOOD, ALA., SOU. RWY. STATION

1986

HOLLYWOOD, ALA.
SOU. RWY. STATION; BLT. ABT. 1892

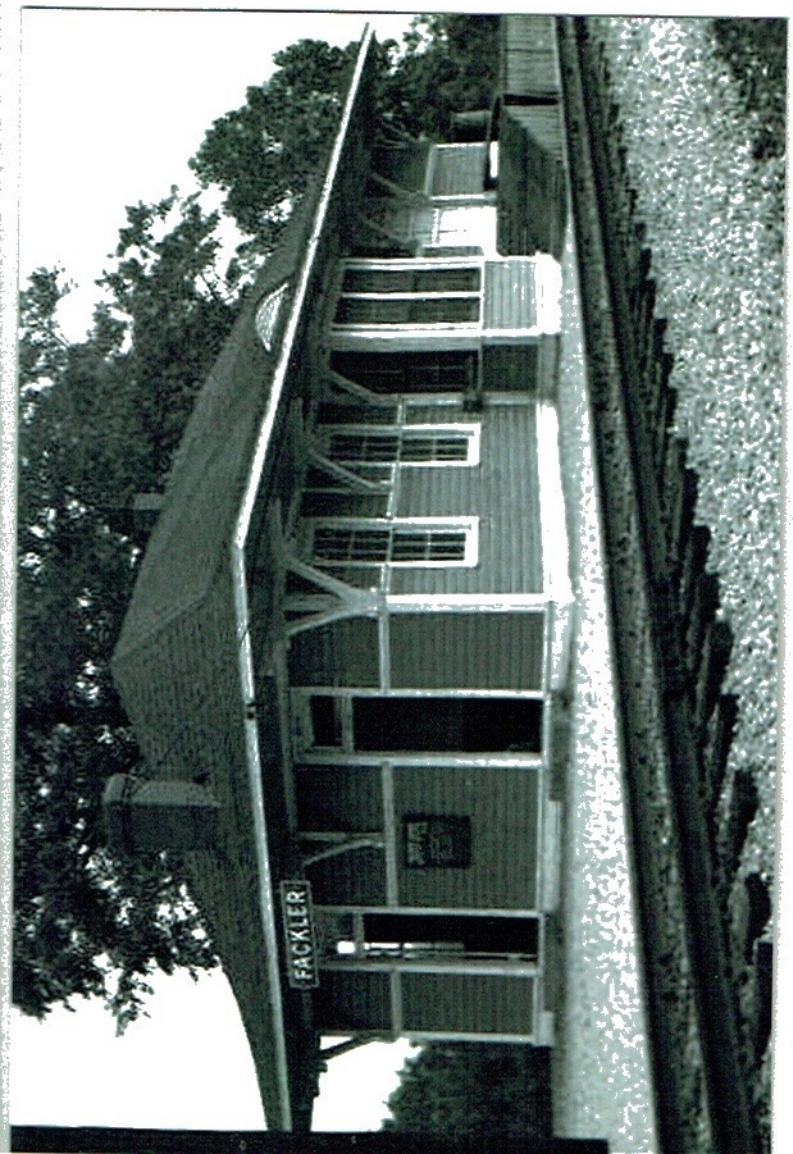
PHOTO: 1917

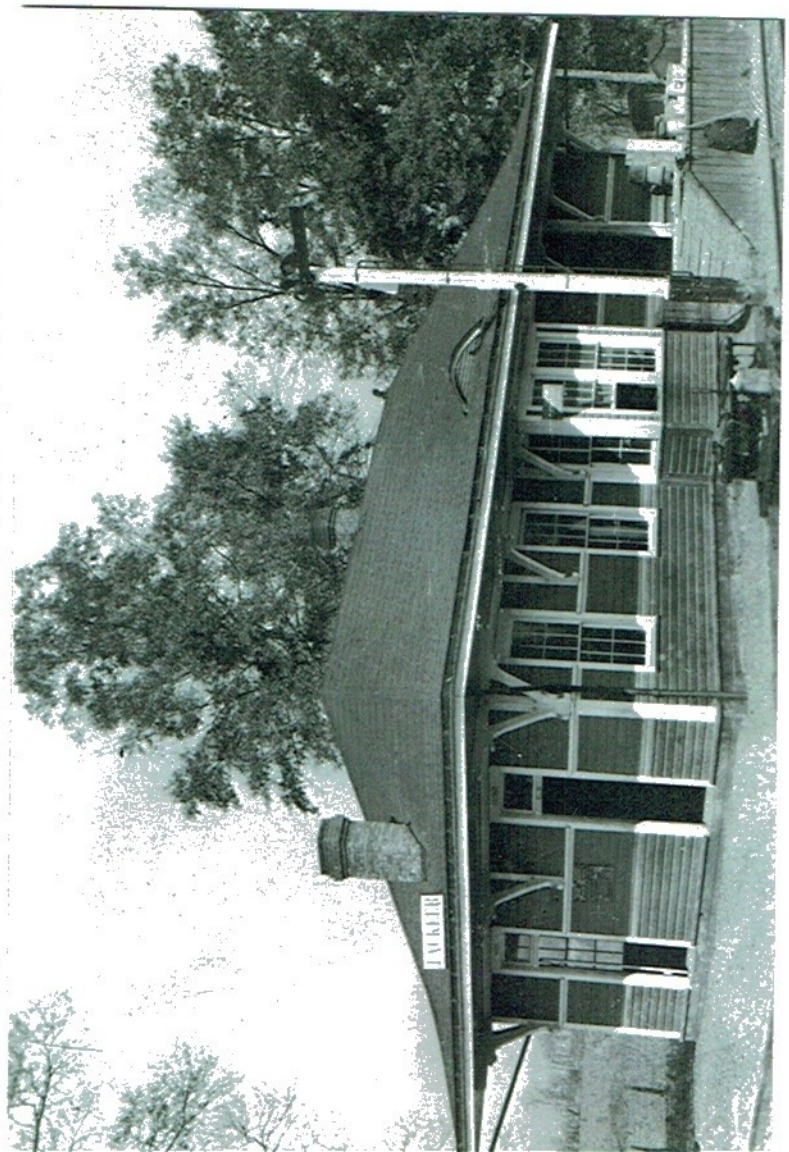
HOLLYWOOD, ALA.
SOU. RWY. PASSENGER SHED REPLACED STATION

1961 PHOTO


# LIM ROCK AND FACKLER

## SOUTHERN RAILWAY DEPOTS



LIM ROCK, ALA.
SOU. RWY. STATION
BLT. ABOUT 1911

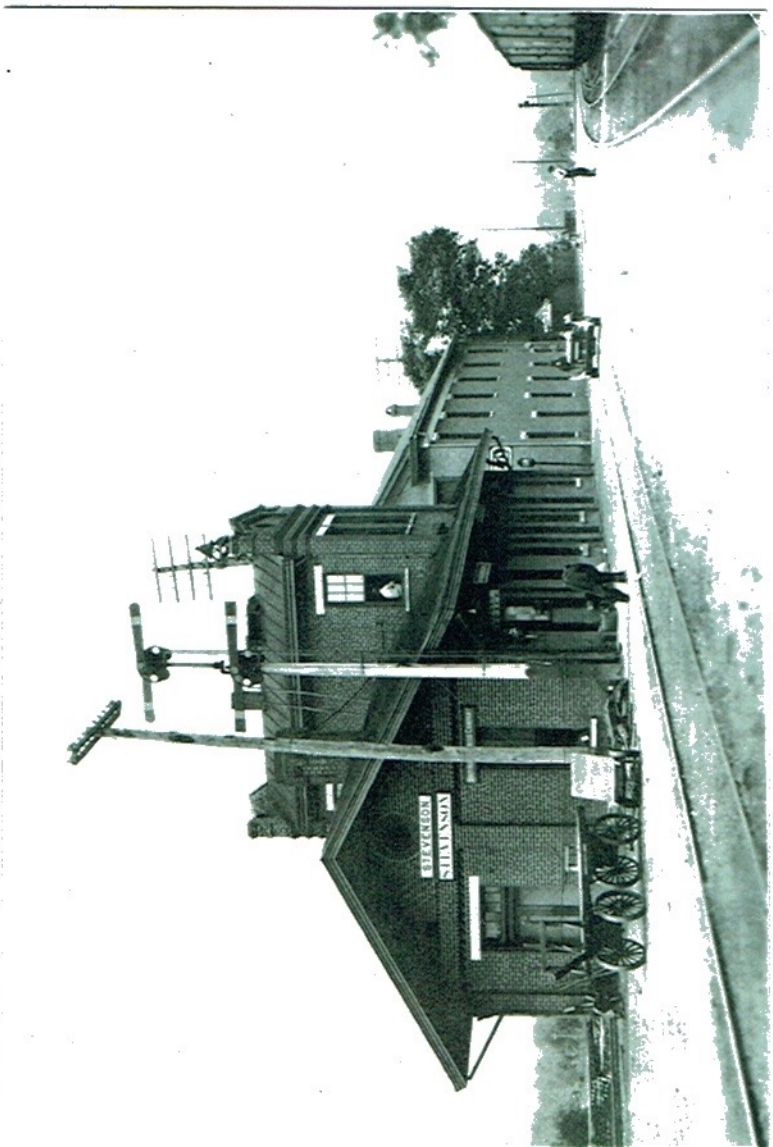
PHOTO: 1917

FACKLER, ALA.
SOU. RWY. STATION
1951

FACKLER, ALA.
SOU. RWY. STATION
BUILT ABT. 1907

PHOTO: 1917

# STEVENSON STATION AND HOTEL

R. DANIEL PROCTOR PHOTO

STEVENSON, ALA.

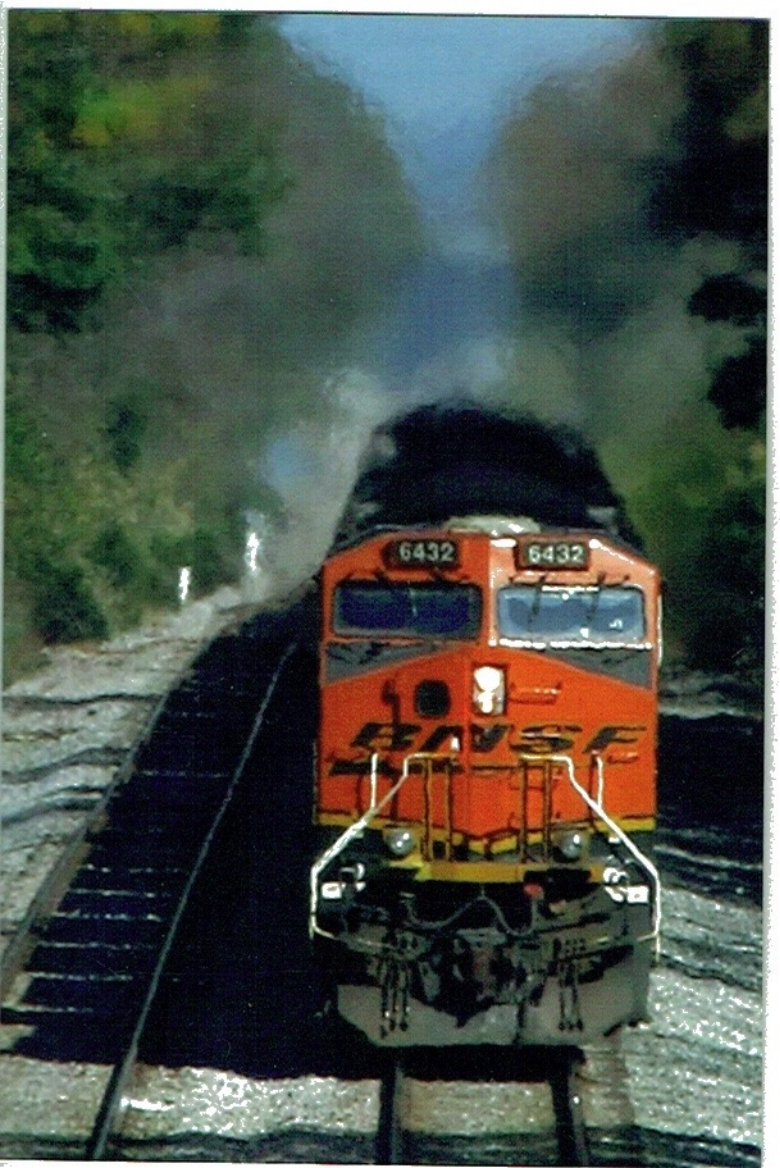
FORMER N&C, NC&STL/M&C, SR STATION
BLT. 1872

2019

STEVENSON, ALA.
1872 PASSENGER STATION & RR HOTEL
PHOTO: 1951
JOINT L&N/SR
SR TRACKS IN FOREGROUND

STEVENSON, ALA.
PASSENGER STATION & RR HOTEL
(NC&STL/SR)
1872 STATION PHOTOGRAPHED ABT. 1917


# STEVENSON SCENES




R. DANIEL PROCTOR PHOTO

STEVENSON, ALA.,
EAST/SOUTHBOUND TRAIN EAST OF TOWN
CSX TRACKAGE; NS RIGHTS; BNSF TRAIN
2015

R. DANIEL PROCTOR PHOTO

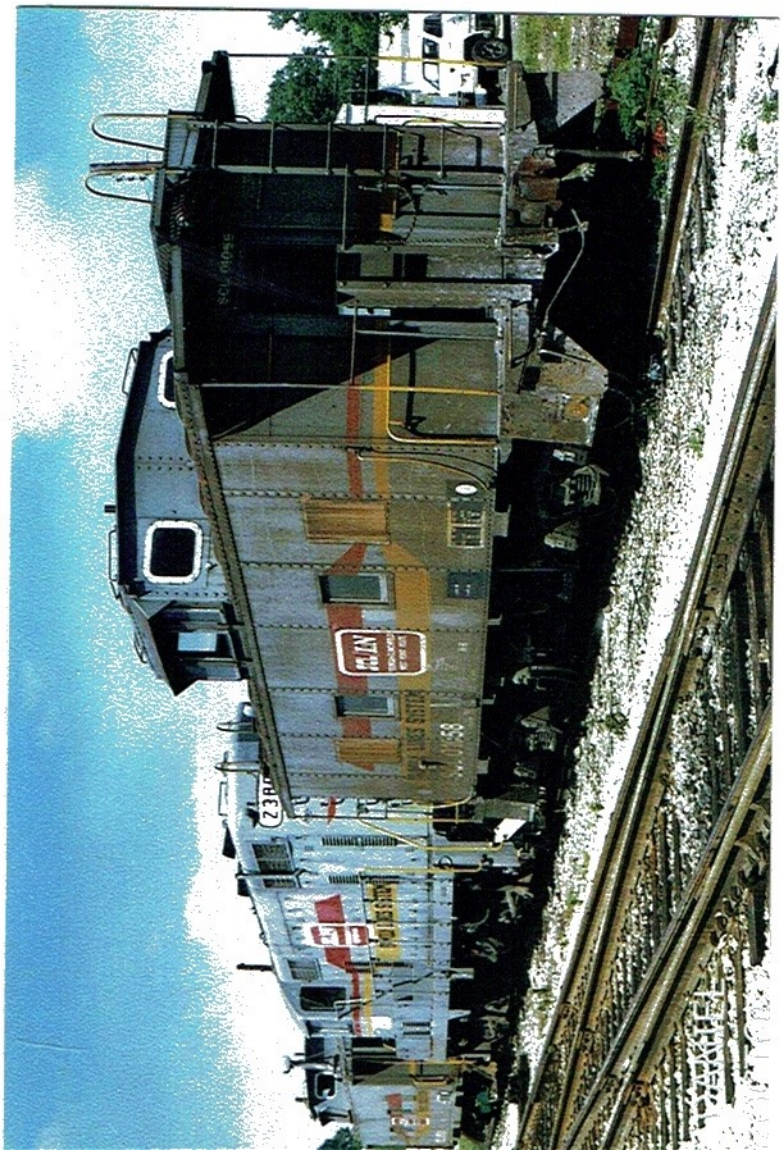
NS-CSX JUNCTION
STEVENSON, ALA.

NOV. 1985

R. DANIEL PROCTOR PHOTO
STEVENSON, ALA.

BNSF FREIGHT TRAIN
2012


# BRIDGEPORT STATION AND YARD



R. DANIEL PROCTOR PHOTO

BRIDGEPORT, ALA.

FORMER NC&StL/L&N STATION

2019

R. DANIEL PROCTOR PHOTO

FORMER NC&StL/L&N YARD

BRIDGEPORT, ALA.

MAY 1985

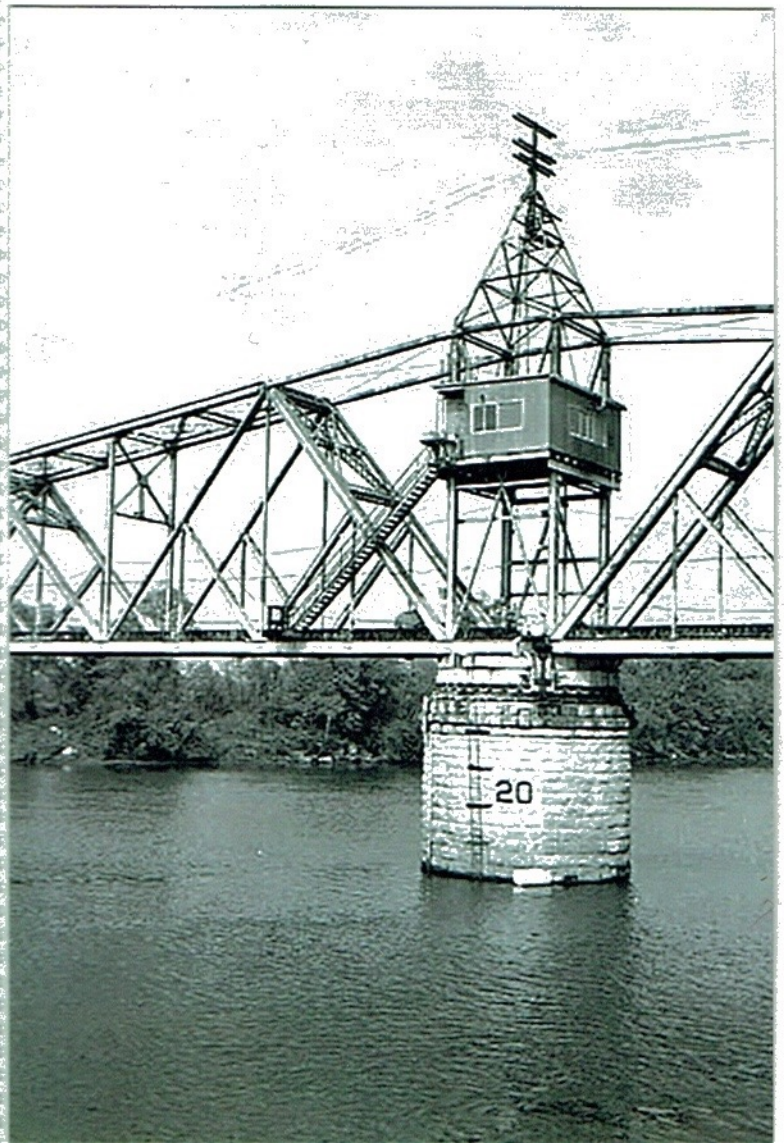
R. DANIEL PROCTOR PHOTO

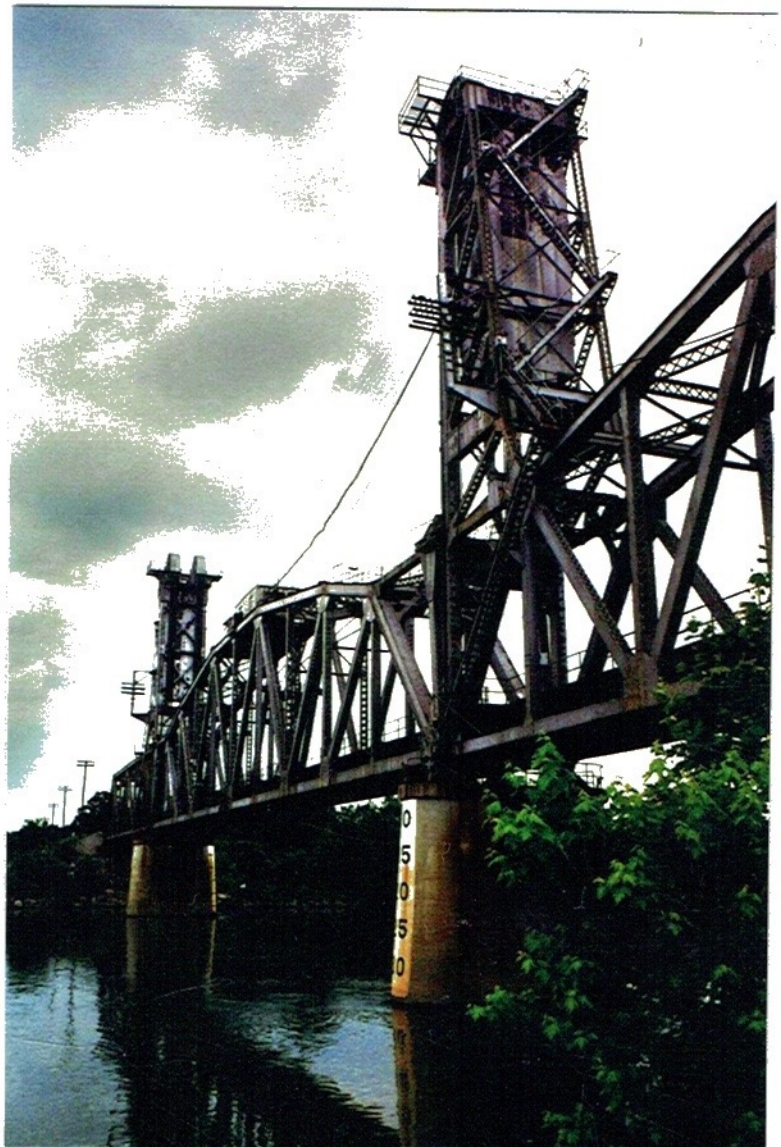
BRIDGEPORT, ALA.

FORMER NC&StL/L&N STATION
BUILT 1917

2013


# BRIDGEPORT NC&StL STATION AND BRIDGES



BRIDGEPORT, ALA.

SR FP7A 3497 (CNO&TP 6144) LEADS AN EXCURSION PAST THE 1917 NC&StL STATION

SEPT. 26, 1987

R. DANIEL PROCTOR

BRIDGEPORT, ALA.

CSX (FORMERLY L&N)

CENTER-LIFT SPAN BRIDGE OVER TENNESSEE RIVER

SEPT. 26, 1987

R. DANIEL PROCTOR PHOTO

L&N BRIDGE

BRIDGEPORT, ALA.

FORMER NC&StL

CENTER SWING SPAN BRIDGE

UNDATED PHOTO, BUT BEFORE REPLACEMENT IN 1980-81

# THE JOE WHEELER

## SOUTHERN RAILWAY PASSENGER TRAIN 1940s

BRIDGEPORT, ALA.

WESTBOUND SR PASSENGER TRAIN
JOE WHEELER HAS CROSSED
L&N'S TENNESSEE RIVER BRIDGES

1940s

SCOTTSBORO, ALA.

EASTBOUND SR PASSENGER TRAIN
JOE WHEELER PASSES THROUGH

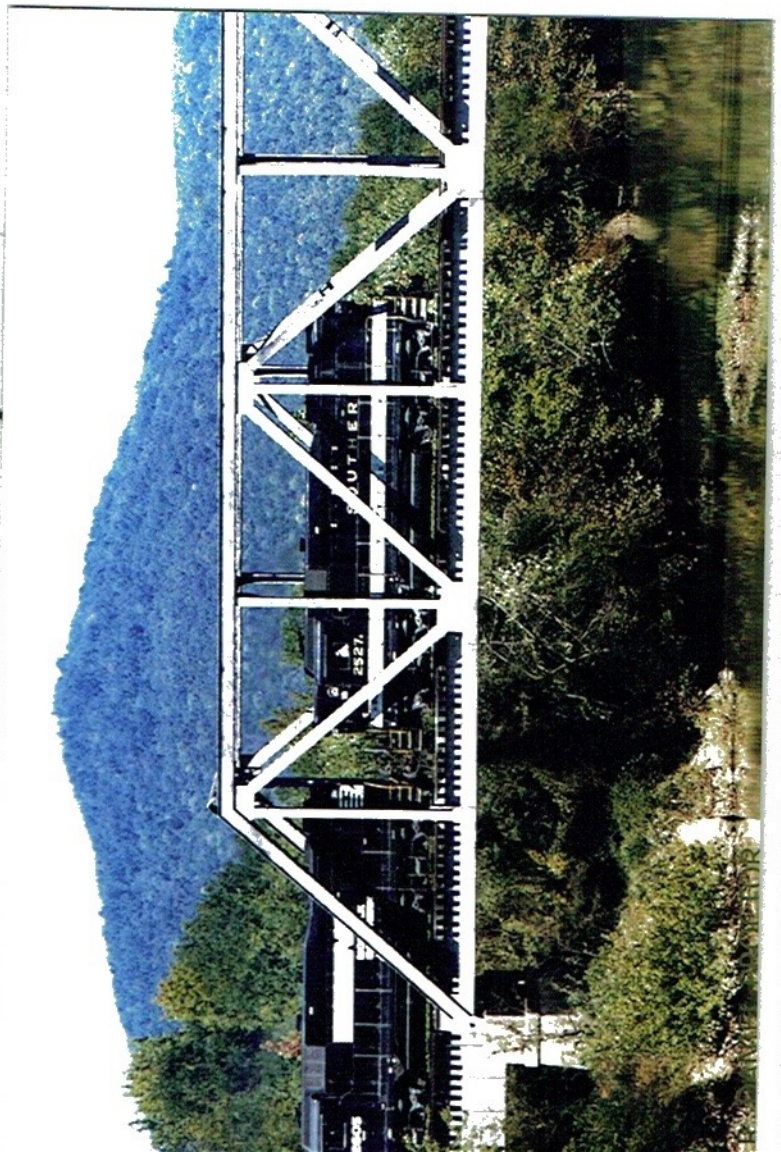
1940s

THE JOE WHEELER, EASTBOUND
SOU. RWY. PASSENGER TRAIN PAUSES AT
THE 1872 STEVENSON NC&STL/SR STATION

1940s


BASS TOWER

← 1916




BASS, JACKSON COUNTY, ALA.
NC&StL TOWER; BLT. 1887
1916 PHOTO

R. DANIEL PROCTOR PHOTO

SOU. RWY. GP30 2527 LEADS AN EASTBOUND FREIGHT TRAIN OVER THE PAINT ROCK RIVER, JACKSON COUNTY, ALA.

SUMMER 1986

R. DANIEL PROCTOR PHOTO

SCOTTSBORO, ALA.

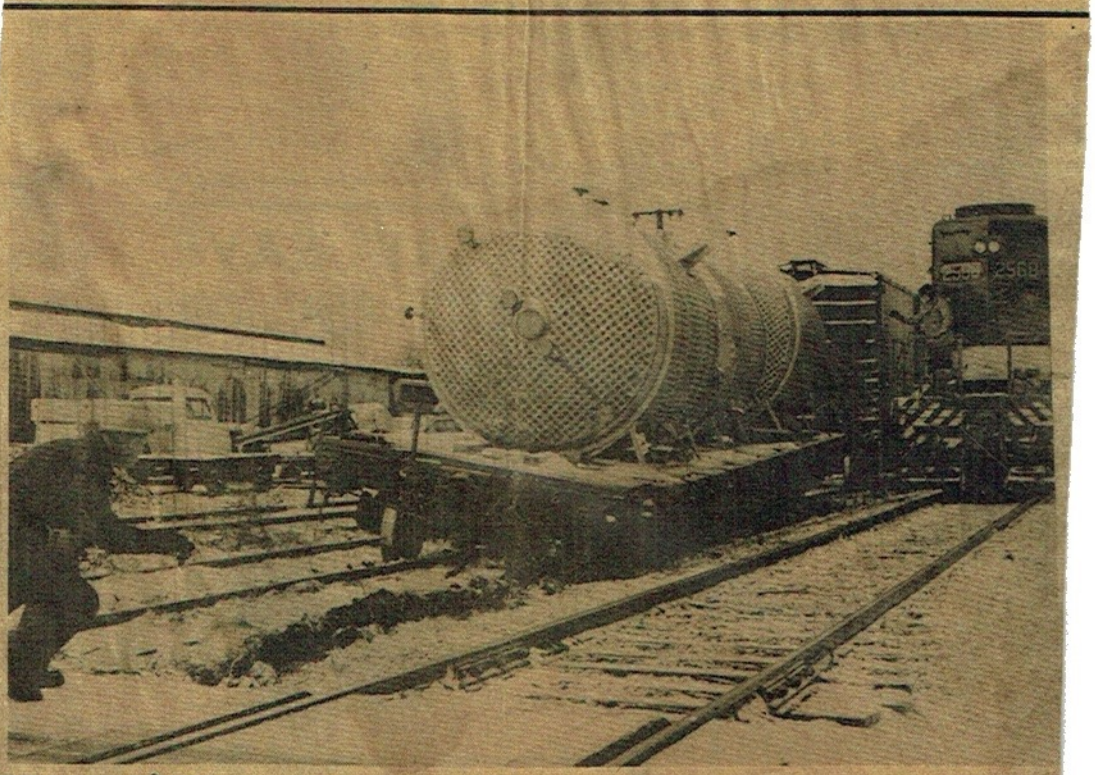
EASTBOUND NS FREIGHT PASSES THE SITE OF THE PASSENGER STATION (ON LEFT)

OCTOBER 1991


SCOTTSBORO TRAIN WRECK---This Canadian National boxcar sits atop some of the other 24 derailed cars of a Chattanooga bound Southern local freight train that was carrying a 53 car train through Scottsboro at 6:55 A.M. Friday. (Staff Photo)

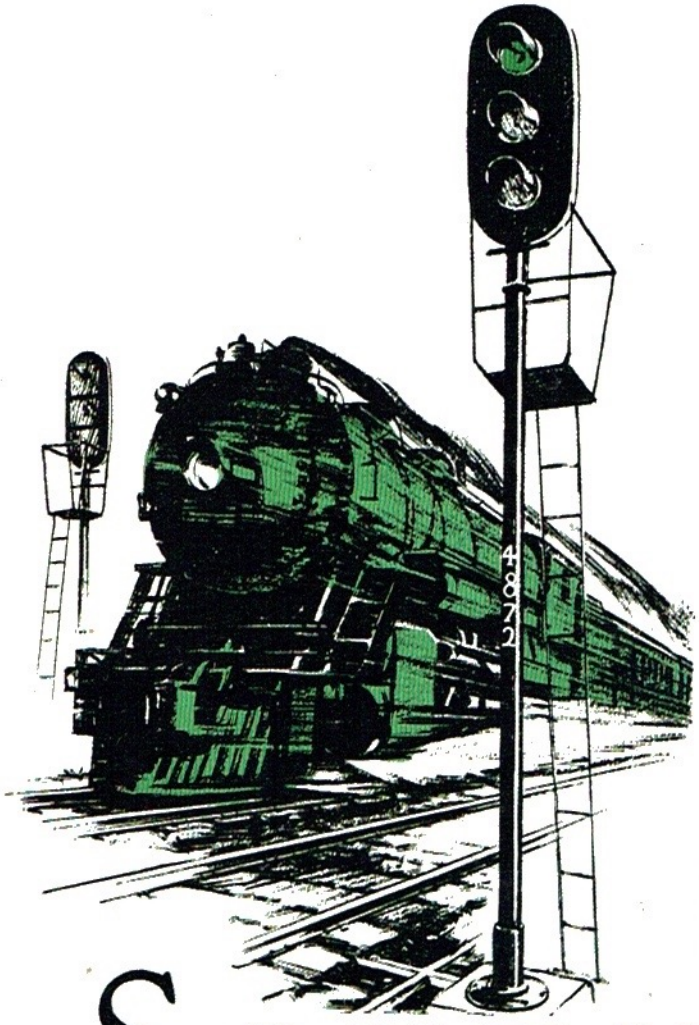
SERVING JACKSON--ALABAMA'S MOST BEAUTIFU

OUR 78th YEAR SCOTTSBORO, ALABAMA, 35768, THURSDAY, FEBRU



SLIPS OFF TRACK--This flatcar, loaded with three generators, slipped off the track Tuesday morning. A railroader said the car jumped the track after hitting an ice spot on part of the rail equipment. Here workers guide a switch engine to the scene to get the car back on the tracks. The car was back in service by Tuesday afternoon. (B&W Studios Photo)

# Sentinels of Safety



ALONG the lines of the Southern you will see these vigilant guardians.

The movement of trains on the Southern's fast passenger and high train density lines is protected and expedited by automatic train control devices as well as by electric block signals. It cost the Southern $16,000,000 to install them and the cost of maintaining and operating them exceeds $1,000,000 a year.

Yet this is but one item in the program of the Southern Railway System to provide safe and efficient transportation — a program of improvement that has been carried on steadily, at a cost of $160,000,000 during the past eight years alone.

# SOUTHERN RAILWAY SYSTEM

THE SOUTHERN SR SERVES THE SOUTH

From the Northern Gateways at Washington, Cincinnati and Louisville . . . from the Western Gateways at St. Louis and Memphis . . . to the Ocean Ports of Norfolk, Charleston, Savannah, Brunswick and Jacksonville . . . and the Gulf Ports of Mobile and New Orleans . . . the Southern Serves the South.

THE SOUTHERN SERVES THE SOUTH

16. Original about 1928 was 21 X 13 inches
Reprinted by Norfolk Southern Corporation, 1992

11-13-25 3,000 M D 21564 Form 407

Uniform Domestic Straight Bill of Lading, Adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922.

# UNIFORM STRAIGHT BILL OF LADING

(PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION)

## ORIGINAL—NOT NEGOTIABLE

Shipper's No. _____

Agent's No. _____

# SOUTHERN RAILWAY COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Coosa Ala May 17 192 6

from A. L. McMurtre

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to A. L. McMurtrie

Destination Huntsville State of Ala County of _____

Route _____

_____ (Delivering carrier) Car Initial _____ Car No. _____

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS | *WEIGHT (Subject to Correction) | CLASS OR RATE | CHECK COLUMN |
|---|---|---|---|---|
| 2 | Pax Elec Scale | | | |
| 1 | Carton " " | 225 | | |
| 2 | Pad Iron Pipe | 25 | | |

If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (*See section 7 of conditions.*)

(Signature of consignor)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ _____ to apply in prepayment of the charges on the property described hereon.

*Agent or Cashier*

Per _____

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$ _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE.—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

A. L. McMurtrie *Shipper* T. A. Pleak *Agent*

*Per* A _____ *Per* _____

*Permanent post-office address of shipper* _____

# CONTRACT TERMS AND CONDITIONS.

SEC. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SEC. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) Claims for loss, damage, or injury to property must be made in writing to the originating or delivering carrier or carriers issuing this bill of lading within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; provided that if such loss, damage, or injury was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claim shall be required as a condition precedent to recovery. Suits for loss, damage, injury, or delay shall be instituted only within two years and one day after delivery of the property, or in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed: Provided, That in case the claim on which suit is based was made in writing within six months, or nine months in case of export traffic (whether or not filing of such claim is required as a condition precedent to recovery), suit shall be instituted not later than two years and one day after notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

SEC. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier: Provided, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: Provided, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

SEC. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

SEC. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

SEC. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor shall not be liable for such charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

SEC. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

SEC. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc., and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith."

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General average shall be payable according to York-Antwerp Rules, 1890, and, as to any matter not therein provided for, according to the law and usage of the port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the ship owner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

SEC. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor

2 50M 12-41 C

Form 1686

# SOUTHERN RAILWAY COMPANY

## REPORT OF CASH FARES COLLECTED

On Train No.....

Leaving.....at.....19 .....

Arriving.....at.....19 .....

| Form | Cash Fare Receipt No. | From | To | No. Fares | Fare | Amount | | Tax | | If collection is made at less than train fare, state why |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |

Make Separate report for each train run. Enclose report and cash fare receipts issued in the same envelope with tickets collected. Show exact leaving and arriving time of train.

Punch Here

.....

Conductor.

**SOUTHERN RAILWAY COMPANY**

**REPORT OF**
**CASH FARES COLLECTED**

On Train No.....

.....19 .....

From.....To.....

.....

Conductor.

9-3-26 25M D. B. Form 748

# SOUTHERN RAILWAY SYSTEM

## "SIGNAL 9A."

NOTE.—Operators and Conductors must keep a supply of this blank on hand at all times. Operators in sending this report will only give letter before each question, and then the answer, not writing question out in full. Conductors will fill out this blank and send to nearest Telegraph Office at once after accident.

TELEGRAPHIC REPORT OF PERSONAL INJURY.

From.....Station .....19.....

To.....

A Occurred near.....Station. Ab Nearest M. P.....Ad Date.....Af Time .....M.

B Train No.....Ba Sec. No.....Bb Engines Nos.....Bf Cond'r.....Bg Eng'r.....

C Number of Cars in Train at time injury occurred? Loaded.....Ca Empty.....

| D FULL NAME | Age | Color | ADDRESS | * | NATURE OF INJURY—(Indicate right or left arm, leg, foot, etc.) |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

*In this column use P for Passenger; E for Employee. T for Trespasser; O for others.

E Disposition of injured?.....

F State circumstances briefly?.....

G If injured person on train, where?..... Ga If getting on or off train, what was condition of grab irons?..... Gb If defective, how?.....

H If struck by engine or cars, was it on road crossing?..... Ha If so, public or private?.....

Hb If not, give nearest crossing?..... Hd In front or rear?.....

Hf Road crossing signal given at proper distance?..... Hg was bell ringing?.....

I If walking on track, toward or with train?..... Ia If lying, how?.....

J Was whistle alarm sounded?..... Ja How far from person injured?.....

K What other warnings given?..... Ka Were signals or warnings recognized?.....

M By whom was person first seen?.....Ma Distance away?.....

Mb Why not sooner?.....

N Other causes of injury (briefly)?.....

O What other efforts made by any one to prevent injury?.....

P Name and address of attending physician?.....

Pa Company or private?..... Pb By whom called?.....

Q Name and address of all witnesses?.....

R What statement did injured person make as to cause of accident?.....

S Cut, fill, tunnel, bridge or trestle?..... Sa Main line or siding?..... Sb Straight or curve?.....

Sd If curve, right or left?..... Sf Level or grade?..... Sg If grade, ascending or descending?.....

U Position of Engineer? Ua Fireman?.....

U Position of Engineer?.....

Ub Conductor?..... Ud Flagman?..... Uf Brakeman?.....

V If passenger, kind of transportation?..... Va If ticket, where sold?.....

Vb Destination? ..... Vd Road issued by?.....

Vf Form..... Vg No..... Vh Date?..... Vi If pass, by whom issued?.....

Vj No.?..... Vk Good between..... and .....

Vm If cash, from.....to..... Vn Duplex No.....

W Additional facts not fully covered by above questions?.....

.....

.....

.....

.....

.....

.....

Form 749

# SOUTHERN RAILWAY SYSTEM

## Signal "9 X."

NOTE:—Operators and Conductors must keep a supply of this blank on hand at all times. Operators in sending this report will only give letters before each question, and then the answer, not writing question out in full. Conductors will fill out this blank and send to nearest Telegraph Office at once after accident.

### TELEGRAPHIC REPORT OF HIGHWAY CROSSING ACCIDENTS

From.....Station.....19.....

To.....

A Name of Crossing.....Ab Public or Private.....Ad Composition of highway.....

Af Nearest Station.....Ag Nearest M.P.....Ah Date.....Am Time.....

B Train No.....Ba Kind of train.....Bb Engine No.....Bf Speed.....Bg Engineer.....

C Cars in train.....Ca Loaded.....Cb Empty.....Cd Air brake cars in service.....Cf Total tonnage.....

D Weather condition.....Da Visibility: Good, Fair or Bad.....

E Vehicle in accident.....Eb Make.....Ed Type.....

Ef License No.....Eg Damage to Vehicle.....

F Approached on.....Fa Speed.....M.P.H. Fb Was struck, or ran into side of train?.....
(Direction—Engr's. or Fireman's side) (Give location of car in train struck)

Fc Any defective condition of vehicle contributing?.....

G Type of protection at crossing.....Ga Signals located.....Gb Were they operative?.....
(Gates—Watchman—Flashing—Stop Go—Bells—Signs) (On Engr's. or Fireman's side or both)

H Name of Driver.....Hi Owner of vehicle.....
(Age, color, residence)

I Persons injured.....
(Give name, age, color, residence and extent of injury)

.....

.....

.....

.....

J Other persons in vehicle.....
(Give name, age, color, residence)

.....

.....

K Disposition of injured?.....
(Give name of doctor or hospital)

Ka If professional service is authorized, state by whom.....

M Was driver familiar with crossing?.....Ma Was whistle signal sounded?.....Mb Bell?.....Md Both?.....

N What physical condition of driver contributed?.....Na What negligence of driver contributed?.....

O Who first saw vehicle?.....Oa At what distance?.....Ob Speed of train when vehicle first seen?.....M.P.H.....

Q Effort made to stop train?.....Qa Distance head end ran by crossing.....

R Name and address of all witnesses.....

.....

.....

S Is engine or cars disabled or damaged?.....

U Is track obstructed? If so, to what extent?.....

V What assistance is needed to clear track?.....

W Briefly describe accident.....

X Any other pertinent information.....

Signature.....

# SOUTHERN RAILWAY SYSTEM
## PASSENGER TRAIN CONDUCTORS' WHEEL REPORT

PART 2 Form 2035

Sheet No. ______

Train No. ______ From ______ To ______ Date ______ Div'n ______
Train No. ______ From ______ To ______ Date ______ Div'n ______
Train No. ______ From ______ To ______ Date ______ Div'n ______

| | INITIALS AND NUMBERS OR NAMES | | L or D.H. Pullman Line No. | Class of Service (Note) | Date of Train | Taken From Station | Left at Station | PASSENGERS HANDLED IN SLEEPERS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Reporting Conductor | Number when taken | | | | Number when Left | | | |
| | | | | | | | | | Pay | | D.H. | | Pay | | D.H. | |
| | | | | | | | | | L | U | L | U | L | U | L | U |
| 1 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 2 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 3 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 4 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 5 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 6 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 7 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 8 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 9 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 10 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 11 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 12 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 13 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 14 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 15 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 16 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |
| 17 | | | | | | | | 1st Cond'r | | | | | | | | |
| | | | | | | | | 2nd Cond'r | | | | | | | | |
| | | | | | | | | 3rd Cond'r | | | | | | | | |

FIRST CONDUCTOR (Name) _____

Train No. _____ Left _____ M Date _____ Div'n _____

Arrived at _____ M Date _____ Div'n _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Flagman _____ Pullman Conductors _____

SECOND CONDUCTOR (Name) _____

Train No. _____ Left _____ M Date _____ Div'n _____

Arrived at _____ M Date _____ Div'n _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Flagman _____ Pullman Conductors _____

THIRD CONDUCTOR (Name) _____

Train No. _____ Left _____ M Date _____ Div'n _____

Arrived at _____ M Date _____ Div'n _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Eng. No. _____ From _____ To _____ Engineman _____

Flagman _____ Pullman Conductors _____

## INSTRUCTIONS

A. Report unusual incidents during trip such as damage to equipment or persons. If detoured state cause and over what lines and junction points.

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | | | | | | | | | | | | | | | | | | | | | |
| | 1st Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 2nd Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 3rd Cond'r | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | |
| | 1st Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 2nd Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 3rd Cond'r | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | |
| | 1st Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 2nd Cond'r | | | | | | | | | | | | | | | | | | | | |
| | 3rd Cond'r | | | | | | | | | | | | | | | | | | | | |

7-16-36 12M A

Form 747

# SIGNAL "9"

Operators and Conductors must have a supply of this Blank at all times

## SOUTHERN RAILWAY SYSTEM

### Telegraphic Report of Train Accident

From _____ Station _____ 193__

To _____

State the happening fully but briefly in message form. _____

Include in the message:

The time, date and name of nearest station and nearest mile post.
Train, engine, conductor and engineman. Speed of train.
Kind of accident, and the cause; if a collision, explain block signal operation and observance Rule 99.
In cut, fill, tunnel, bridge or trestle. The weather.
Number of cars derailed, loaded (contents) or empty, extent of damage, and if badly off track.
Number of cars ahead and behind the derailed cars.
Position and condition of engine.
Extent of damage to track, bridge or Trestle.
Forces needed, from which side for best work. How long to clear track.
What is being done to clear track, and pull away rest of train?
Can trains pass through side track, or can track be built around.

Persons injured, extent of injuries, their names if known, white or colored, and if passenger, employee, trespasser or others, where taken and how cared for, and what further aid needed for them.

If in interlocking, manual block, automatic block or automatic train control territory, were the rules observed as to their operation.

Any other essential information.

Signed_____

NOTE:—Ask each person on train "Are you hurt?" Make record of reply at the time with name and address of each person.

15M 12-41 B. Co.

FORM 746

# SOUTHERN RAILWAY SYSTEM

## CONDUCTOR'S LETTER REPORT OF TRAIN ACCIDENT

_____ Station _____, 19 ___

To _____ (Supt.)

State the happening but briefly in letter form.

Include in the letter:

The time, date and name of nearest station and nearest mile post.

Train, engine; conductor and engineman. Number of loads and empties in train. Speed of train.

Kind of accident, and cause; if a collision, explain block signal operation and observance Rule 99.

In cut, fill, tunnel, bridge or trestle. The weather.

Number of cars derailed, loaded (contents) or empty, extent of damage, and if badly off track.

Extent of damage to track, bridge or trestle.

Persons injured, extent of injuries, their names if known, white or colored, and if passenger, employee, trespasser or others, where taken and how cared for, and what further aid needed for them.

If an interlocking, manual block, automatic block or automatic train control territory, were the rules observed as to their operation.

Any other essential information.

Signed _____, Conductor.

**NOTE: Ask each person on train "Are you hurt?" Make record of reply at the time with name and address of each person.**

NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN

# BLOCK CONSIST FT-2740

FORM 2259-1 (REV. 3/91) ITEM #160674

| TRAIN NUMBER | FWD YARD TRACK NO. | YARD | DATE |
|---|---|---|---|
| T8P T6 | F4 | Shett. yd. | 4-16-13 |

| TIME CALLED | DESTINATION |
|---|---|
| 600P | SCOTT, AL, |

| ENGINES | CABOOSE |
|---|---|
| 5253 4112 | X 409 |

N 2866 — EOT-4413

| 2 HEAD CAR INITIAL | 3 HEAD CAR NUMBER | 4 REAR CAR INITIAL | 5 REAR CAR NUMBER | 6 | 7 BLOCK DESTINATION | 8 LOADS | 10 EMPTY | 11 TONS |
|---|---|---|---|---|---|---|---|---|
| | | | | X | | | | |
| | | | | X | | | | |
| uTCX | 24523 | NS | 454269 | X | Robertson | 17 | 7 | 2200 |
| NW | 182548 | SOU | 574000 | X | Decatur | 9 | 4 | 1064 |
| TWX | 913368 | NLG | 5229 | X | HUNTS | 3 | 0 | 264 |
| SOU | 526656 | SOU | 526665 | X | MADIS | 2 | 0 | 220 |
| CIRR | 91027 | — | | X | CHASE | 1 | 0 | 100 |
| | | | | X | | | | |
| | | | | X | | | | |
| | | | | X | | | | |
| | | | | | TRAIN TOTAL | 32 | 11 | 3848 |

| | | | |
|---|---|---|---|
| LOADED TANKS | ☑ YES ☐ NO | OPEN-TOP HOPPERS | ☐ YES ☑ NO ☐ L ☐ E |
| HIGH & WIDE | ☐ YES ☑ NO | PROPERLY CLEARED | ☑ YES ☐ NO—Explain: |
| HAZARDOUS MATERIALS | ☑ YES ☐ NO | IF YES, SEE FORM 2259HM, AND/OR FORM 1562 | 17 FROM EN65 |
| PERISHABLES | ☐ YES ☑ NO | EMPTY B. HEAD FLATS | ☐ YES ☑ NO |
| | | EMPTY WOOD RACKS | ☐ YES ☑ NO |
| | | AIR DUMP CARS | ☐ YES ☑ NO |
| | | OTHER (DESCRIBE) | ☐ YES ☑ NO |
| CONNECTING WAYBILLS OBSERVED | ☐ YES ☐ NO | | |

REMARKS:

CLERK: R

100M 12-41 e.

Form PIC

## Southern Railway System

CONDUCTOR'S REPORT OF PASS HONORED BUT NOT LIFTED.

Train No.....  Date.....193.....

(1)..... Card Pass No.....
System Road Initials  Trip

(2) From.....to.....

(3) Favor.....

(4) Account.....
RR (Name) Bur., Govt., Assn., etc.

(5) No. Passengers Carried.....

(6) .....

Coach ( )
Pullman ( )
Condr. ( )

Conductors will see that Account for which pass issued is correctly shown. Passenger will fill in lines (1) (3) (4) and (5) and Conductor will check and fill in remainder before forwarding with ticket collections to Auditor Passenger Accounts.

**If honored in through Pullman, beyond Conductor's run, show final destination in line (6).**

Form 603
Item # 158075

## SOUTHERN RAILWAY SYSTEM

CLEARANCE CARD

2359 M. October 22 19 87

To C & E Second Trick at

I have Engineer orders for your train.

No's. 35-49-54-55-56-59-492
492-498-513-515-528-532-533-539-540

Block ..... Conductor ..... Operator

Engineer .....

NOTE—The notation "Block clear" or "Block occupied" will be used only in connection with a manual block.

**TRAIN IDENTIFICATION**

| TRAIN NO. | SUB-DIV. | TRAIN DATE |
|---|---|---|
| | | |

Manifold copies will be made for each conductor, engineer and operator, as prescribed by rules.

Form 21

## SOUTHERN RAILWAY SYSTEM

ORDER NO.....

.....194.....

To {Conductor / Engineman, Train No.....

Automatic block signals between.....and.....

(if on double track add "..... bound track.") displaying "Stop" or "Stop; then Proceed," may be passed at restricted speed without stopping, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

This order void after.....M.

.....Chief Dispatcher.

.....Conductor.  Made Complete.....M.

**MAIL THIS FORM TO CHIEF DISPATCHER WHEN FULFILLED**

# SOUTHERN RAILWAY SYSTEM

FORM (REV.

## RECORD OF TEST

C & S DEPARTMENT

AC-DC RELAYS, SLOT COILS, ELECTRIC-LOCKS,
SAFETY AND INDICATION MAGNETS, SEARCHLIGHT TYPE MECHANISMS

DIVISION _____ LOCATION & M.P. _____

CIRCUIT
DESIGNATION _____ RESIS. _____ SERIAL _____

TYPE _____ SIZE _____ MODEL _____
MARKING _____ MIN. D.A. _____

D.A. _____ P.U. _____ W _____ MAX. P.U. _____

| TEST DATE AND TESTER | | TEST VOLTS OR AMPS | | | N. OPR. LOCAL VOLTS | % D.A. | REMARKS |
|---|---|---|---|---|---|---|---|
| | | D.A. | P.U. | | | | |
| | N | | | | | | |
| | R | | | | | | |
| | N | | | | | | |
| | R | | | | | | |
| | N | | | | | | |
| | R | | | | | | |
| | N | | | | | | |
| | R | | | | | | |
| | N | | | | | | |
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| | R | | | | | | |
| | N | | | | | | |
| | R | | | | | | |
| | N | | | | | | |
| | R | | | | | | |

**REPORTING PERSONAL INJURY**
**C&S Department (Continued)**

1. **All Forces:** Call Personnel & Labor Relations Coordinator - Atlanta Microwave 1246 (Home) (404) 971-8763
2. **Construction Forces:** Call office of Senior Project Engineer - Atlanta Microwave 1232

**Maintenance Forces:** Call appropriate C&S Superintendent - Atlanta Microwave 1218

October, 1981

Cost Center # 246.00

| | | | |
|---|---|---|---|
| | | M.W. | Bell |
| Huntsville | OPR. | 423-2223 | 534-2474 |
| | | ~~Bell~~ | ~~Bell~~ M. |
| Center | OPR. | 386-8855 | 423-8855 |
| | | M.W. | Bell |
| Field | OPR. | 386-8827 | 423-8827 |
| CHIEF | | | |
| Dispatcher | Knox. | 521-1401 | |
| Coordinator | Atl. | 529-1244 | |
| TRAINMASTER | Huntsville | 423-2224 | |
| David Morgan | | 2220 | |
| E.A. HUILEMEYER | | 423-8824 | (205) 381-3906 |
| Frank | | 423-2219 | 859-1995 |
| | | | Beeper 720-3452-~~[illegible]~~ |
| Joe Pochis | | 383-0156 | At Deep leave = |

RELAY TEST

Relays: M.P. 279.9-299 M.P. 300.8-321.9

JAN ~~[illegible]~~ 1995

~~DEC [illegible]~~ 90 MARCH 1993

Solar: ~~MARCH 1991~~

~~March~~ 1993

JAN.

**REPORTING PERSONAL INJURY C&S DEPARTMENT**
**SOUTHERN RAILWAY SYSTEM**

It is your primary responsibility to perform your work safely without injury. If, however, you do have a personal injury on the job, it is also your responsibility to report it to your foreman or supervisory officer at THE TIME THE INJURY OCCURS. This applies to all injuries regardless of severity. It is the foreman's or supervisory officer's responsibility to keep a record of the incident whether or not medical attention is needed. It is also the foreman's or supervisory officer's responsibility to report any accident, requiring medical attention, by the quickest available means to those listed on the reverse side.

If you need medical attention at time of injury or decline medical attention and at a later date determine you need medical attention, you must handle it through your supervisory officer for authorization. If you determine on a weekend, holiday or vacation that you need medical attention, you must contact your supervisory officer. If your supervisor is not available, you must contact any available C&S officer before receiving medical attention.

(OVER)