

**MISSOURI PACIFIC HOSPITAL ASSOCIATION - ST. LOUIS, MO.**

**H. J. Mohler, President**

**The Names and Locations of Local and Dispensary Surgeons**

F. C. Fonde.....	Mobile, Ala.
W. R. Meeker.....	Mobile, Ala.
Selden H. Stephens.....	Mobile, Ala.
W. J. Neely.....	Mobile, Ala.
A. A. Amendola.....	Mobile, Ala.
T. D. Haas.....	Mobile, Ala.
A. M. Cowden.....	Crichton, Ala.
H. W. Gray.....	Crichton, Ala.
Chas. E. Lange.....	Prichard, Ala.
J. A. Pennington.....	Whistler, Ala.
J. H. Green.....	Whistler, Ala.
W. A. Thompson.....	Citronelle, Ala.
Max Sugar.....	State Line, Miss.
S. T. McIlwain.....	Waynesboro, Miss.
W. P. Gray.....	Waynesboro, Miss.
L. B. Merriam.....	Waynesboro, Miss.
J. A. McDevitt.....	Shubuta, Miss.
A. E. Hand.....	Shubuta, Miss.
H. C. Watkins, Jr.....	Quitman, Miss.
K. T. Klein.....	Meridian, Miss.
H. L. Rush.....	Meridian, Miss.
L. V. Rush.....	Meridian, Miss.
T. F. Middleton.....	Meridian, Miss.
R. E. L. Fowler.....	Marion, Miss.
J. L. Melvin.....	Shugulak, Miss.
C. W. Salter.....	Macon, Miss.
R. F. Hill, Jr.....	Brooksville, Miss.
T. W. Frazier.....	Crawford, Miss.
H. L. Flowers.....	Artesia, Miss.
R. B. Flowers.....	West Point, Miss.
E. K. Guinn.....	West Point, Miss.
R. G. Hendrick.....	Okolona, Miss.
J. P. Eckford.....	Okolona, Miss.
H. L. Scales.....	Starkville, Miss.
J. W. Jackson.....	Starkville, Miss.
James F. Lewis.....	Aberdeen, Miss.
A. E. Brown.....	Columbus, Miss.
V. L. Ashcraft.....	Columbus, Miss.
L. C. Davis.....	Reform, Ala.
J. L. Booth.....	Gordo, Ala.
Geo. W. Hall.....	Elrod, Ala.
Maxwell Moody, Sr.....	Northport, Ala.
Maxwell Moody, Jr.....	Tuscaloosa, Ala.
Luther Davis, Jr.....	Tuscaloosa, Ala.
H. G. Herrod, Jr.....	Tuscaloosa, Ala.
J. D. Lord.....	Tuscaloosa, Ala.
R. H. Cochran.....	Tuscaloosa, Ala.
J. B. Owings.....	Brent, Ala.
A. C. Pratt.....	Centreville, Ala.
J. L. Kincaid.....	Maplesville, Ala.
Geo. Newton.....	Prattville, Ala.
E. M. Thomas.....	Prattville, Ala.
Carney G. Laslie.....	Montgomery, Ala.
L. L. Hill, Jr.....	Montgomery, Ala.
T. B. Hubbard.....	Montgomery, Ala.
J. A. Jones.....	Montgomery, Ala.
I. R. Long.....	Montgomery, Ala.

**The Names and Locations of Veterinarians**

Guy J. Phelps.....	Local Veterinarian.....	Montgomery, Ala.
L. E. Beckham.....	Local Veterinarian.....	Tuscaloosa, Ala.
John Oliver.....	Local Veterinarian.....	Columbus, Miss.

**The Names and Locations of Watch Inspectors**

Robert E. Nelson.....	Mobile, Ala.
Joyce Jewelry Co.....	Mobile, Ala.
B. E. Harris.....	Quitman, Miss.
Myer-Schamber Jewelry Co.....	Meridian, Miss.
Mason Jewelry Store.....	Okolona, Miss.
Jacey Jewelry Store.....	Montgomery, Ala.
Fincher and Ozment.....	Tuscaloosa, Ala.
Higgins Jewelry Store.....	Columbus, Miss.
W. L. Adams.....	Artesia, Miss.

# Gulf, Mobile and Ohio R. R.

## SOUTHERN DIVISION

# TIME TABLE No. 8

**Taking Effect 12:01 A. M.  
SUNDAY JANUARY 13, 1952  
Superseding Time Table No. 7  
Dated Monday June 10, 1946**

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

**Not intended for the information of the public, nor as  
an advertisement of the time of trains. The  
Railroad reserves the right to vary  
therefrom as circumstances  
may require.**

**DESTROY ALL TIME TABLES OF PREVIOUS DATE**

**G. P. BROCK, Vice President and General Manager.  
P. B. BRIDGES, General Superintendent.  
C. E. LANHAM, Superintendent Transportation.  
R. B. McALPIN, Rules Director.  
WINSTON ST. JOHN, Superintendent.**

MERIDIAN DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect January 13, 1952		Station Numbers	FIRST CLASS			SECOND CLASS	
		STATIONS			15			31	29
					<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight
		Daily	Daily		Daily	Daily			
			W.F. Y.T.		AM		PM	PM	
Yd.	261.43	DN.....	OKOLONA.....	261	L 4 00		L 2 00	L 5 30	
			7.66						
90	253.77	D.....	EGYPT.....	254	4 10		2 20	5 50	
			8.03						
104	245.74	D.....	PRAIRIE.....	246	4 19		2 37	6 07	
			4.40						
70	241.34	TB.....	MULDON.....	242	4 24		2 45	6 15	
			8.89						
91	232.45	D.....	WEST POINT.....	233	s 4 40		3 10	6 38	
			5.41						
90	227.04	TB.....	TIBBEE.....	227	4 47		3 20	6 48	
			2.92						
50	224.12	TB.....	MAYHEW.....	224	4 50		3 28	6 54	
			4.86						
Yd.	219.26	DN.....	ARTESIA.....	219	s { 4 57 5 15		{ 3 40 4 40	{ 7 05 7 35 <sup>30</sup>	
			8.14						
52	211.12	TB.....	CRAWFORD.....	211	5 25		5 00	7 53	
			5.10						
75	206.02	D.....	BROOKSVILLE.....	206	5 31		5 10	8 09 <sup>16</sup>	
			8.24						
70	197.78	DN.....	MACON.....	198	s 5 40		5 27	8 34	
			9.53						
82	188.25	D.....	SHUOLAK.....	188	5 57		5 45	8 52	
			5.75						
112	182.50	TB.....	WAHALAK.....	183	6 03		5 57	9 04	
			6.27						
71	176.23	D.....	SCOوبا.....	176	6 11		6 14 <sup>30</sup>	9 16	
			7.31						
113	168.92	TB.....	SUCARNOCHEE.....	169	6 20		6 30	9 30	
			2.93						
23	165.99	TB.....	PORTERVILLE.....	166	6 23		6 35	9 40	
			12.68						
108	153.31	TB.....	LAUDERDALE.....	153	6 38		7 09 <sup>16</sup>	10 15	
			13.23						
119	140.08	TB.....	MARION.....	140	6 54		7 50	10 50	
			4.81						
Yd.	135.27	DN.....	MERIDIAN.....	135	A 7 05 <sup>28</sup>		A 8 15	A 11 15	
			S.W.F. X.T.		AM		PM	PM	
					15		31	29	
					Daily		Daily	Daily	

DESTROY ALL TIME TABLES OF PREVIOUS DATE

MERIDIAN DISTRICT—Northward

		TIME TABLE No. 8 In Effect January 13, 1952		FIRST CLASS			SECOND CLASS	
Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	16			28	30
				<i>The Rebel</i> Mail and Express			Manifest Freight	Manifest Freight
				Daily			Daily	Daily
				PM			PM	PM
Yd.	261.43	DN.....OKOLONA.....W.F. 7.66 Y.T.	261	A 9 40			A 12 40	A 11 00
90	253.77	D.....EGYPT..... 8.03	254	9 29			12 10	10 32
104	246.74	D.....PRAIRIE..... 4.40	246	9 20			11 50	10 15
70	241.34	TB.....MULDON..... 8.89	242	9 15			11 35	10 05
91	232.46	D.....WEST POINT.....X. 5.41	233	s 9 02			11 02	9 37
90	227.04	TB.....TIBBEE..... 2.92	227	8 50			10 49	9 22
50	224.12	TB.....MAYHEW..... 4.86	224	8 47			10 40	9 12
Yd.	219.26	DN.....ARTESIA.....S.W.F.Y. 8.14	219	s { 8 40 8 25 <sup>30</sup>			{ 10 30 9 50	{ 9 00 <sup>16</sup> 7 35 <sup>29</sup>
52	211.12	TB.....CRAWFORD..... 5.10	211	8 15			9 34	7 18
75	206.02	D.....BROOKSVILLE..... 8.24	206	8 09 <sup>29</sup>			9 24	7 08
70	197.78	DN.....MACON..... 9.53	198	s 7 59			9 09	6 53
82	188.25	D.....SHUQULAK..... 5.75	188	7 47			8 52	6 37
112	182.50	TB.....WAHALAK..... 6.27	183	7 41			8 41	6 26
71	176.23	D.....SCOوبا..... 7.31	176	7 34			8 30	6 14 <sup>37</sup>
113	168.92	TB.....SUCARNOCHEE..... 2.93	169	7 26			8 18	6 03
23	165.99	TB.....PORTERVILLE..... 12.68	166	7 23			8 10	5 55
108	153.31	TB.....LAUDERDALE..... 13.23	153	7 09 <sup>31</sup>			7 45	5 30
119	140.08	TB.....MARION..... 4.81 S.W.F.	140	6 53			7 20	5 05
Yd.	135.27	DN.....MERIDIAN.....X.T.	135	L 6 45 PM			L 7 05 <sup>15</sup> AM	L 4 50 PM
				16			28	30
				Daily			Daily	Daily

MOBILE DISTRICT—Southward

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect January 13, 1952		Station Numbers	FIRST CLASS			SECOND CLASS						
		STATIONS	S.W.F. X.Y.		15			31						
					Daily			Daily						
					Manifest Freight									
					Daily			Daily						
					AM			PM						
Yd.	135.27	DN	.....	.....	XT.	135	L	7 25	.....	.....	L	10 00	.....	.....
				5.59										
31	129.68	TB	.....	.....	OKATIBBEE	130		7 35	.....	.....		10 15	.....	.....
				9.61										
36	120.07	TB	.....	.....	ENTERPRISE	120		7 45	.....	.....		10 35	.....	.....
				3.45										
	116.62	TB	.....	.....	STONEWALL	117	s	7 50	.....	.....		10 43	.....	.....
				7.44										
123	109.18	DN	.....	.....	QUITMAN	109	s	8 04	.....	.....		11 03	.....	.....
				4.81										
51	104.37	TB	.....	.....	DE SOTO	104		8 11	.....	.....		11 13	.....	.....
				7.88										
50	96.49	D	.....	.....	SHUBUTA	96	s	8 19	.....	.....		11 28	.....	.....
				3.68										
40	92.81	TB	.....	.....	HIWANNEE	93		8 27	.....	.....		11 35	.....	.....
				4.69										
27	88.12	TB	.....	.....	BOICE	88		8 32	.....	.....		11 43	.....	.....
				4.57										
123	83.55	.....	.....	.....	STANLEY	83		8 38	.....	.....		11 53 <sup>20</sup>	.....	.....
				1.08										
44	82.47	DN	.....	.....	WAYNESBORO	82	s	8 45	.....	.....		12 01	.....	.....
				5.03										
25	77.44	TB	.....	.....	WINCHESTER	77		8 53	.....	.....		12 15	.....	.....
				3.53										
138	73.91	TB	.....	.....	ROBINSON JUNCTION	74		8 57	.....	.....		12 22	.....	.....
				3.09										
43	70.82	D	.....	.....	BUCKATUNNA	71	f	9 02	.....	.....		12 28	.....	.....
				8.19										
37	62.63	D	.....	.....	STATE LINE	63	s	9 15	.....	.....		12 45	.....	.....
				3.07										
41	59.56	TB	.....	.....	YELLOW PINE	60		9 20	.....	.....		12 52	.....	.....
				4.80										
110	54.76	TB	.....	.....	FRUITDALE	55	f	9 27	.....	.....		1 00	.....	.....
				7.28										
58	47.48	D	.....	.....	VINEGAR BEND	47	s	9 38	.....	.....		1 15	.....	.....
				3.62										
25	43.86	TB	.....	.....	DEER PARK	44	f	9 44	.....	.....		1 21	.....	.....
				5.85										
40	38.01	TB	.....	.....	DWIGHT	38		9 52	.....	.....		1 32	.....	.....
				5.50										
92	32.51	D	.....	.....	CITRONELLE	33	s	10 01	.....	.....		1 45	.....	.....
				7.12										
42	25.39	TB	.....	.....	GULF CREST	25		10 13	.....	.....		2 00	.....	.....
				6.91										
26	18.48	TB	.....	.....	CHUNCHULA	18		10 21	.....	.....		2 12	.....	.....
				4.54										
30	13.94	TB	.....	.....	OAK GROVE	14		10 27	.....	.....		2 22	.....	.....
				8.58										
62	5.36	TB	.....	.....	WHISTLER	5		10 39	.....	.....		2 40	.....	.....
				2.42										
	2.94	.....	.....	.....	PRICHARD	3	s	10 44	.....	.....		2 50	.....	.....
				2.94										
Yd.	0.00	DN	.....	.....	MOBILE	0	A	10 55 AM	.....	.....	A	3 10 AM	.....	.....
								15				31		
								Daily				Daily		



MONTGOMERY DISTRICT—Southward

		TIME TABLE No. 8 In Effect January 13, 1952		FIRST CLASS				SECOND CLASS	
Capacity of Sidings in Cars	MILES FROM ARTESIA	STATIONS	Station Numbers	115			131	129	
				Mail and Express			Manifest Freight	Manifest Freight	
				Daily			Daily	Daily	
				AM			PM	PM	
Yd.	0.00	DN.....ARTESIA.....S.W.F.Y.	219	L 5 25			L 4 45	L 8 10 <sup>116</sup>	
		6.32							
90	6.32	TB.....BENTOAK.....	B 6	5 40			5 03	8 28	
		7.70							
Yd.	14.02	D.....COLUMBUS.....X.S.Y.	B 14	s 6 01			5 28	8 53	
		8.73							
79	22.75	TB.....McCRRARY.....	B 23	6 15			5 46 <sup>130</sup>	9 10	
		5.73							
20	28.48	TB.....ETHELVILLE.....	B 28	f 6 24			6 01	9 25	
		2.74							
110	31.22	TB.....GARMON.....	B 31	6 28			6 06	9 30	
		3.45							
8	34.67	TB.....McSHAN.....	B 35	s 6 33			6 13	9 41	
		8.31							
96	42.98	D.....REFORM.....Y.	B 43	s 6 47			6 40 <sup>116</sup>	10 01	
		7.77							
36	50.75	D.....GORDO.....	B 51	s 7 01			7 00	10 21	
		8.28							
8	59.03	TB.....ELROD.....	B 59	s 7 15			7 17	10 41	
		2.92							
38	61.95	TB.....BUHL.....	B 62	f 7 19			7 24	10 50	
		0.33							
114	62.28	TB.....KAHMUS.....	B 63	7 21			7 27	10 55	
		10.22							
40	72.50	TB.....NORTHPORT.....	B 72	s 7 35			7 50	11 20	
		1.68							
Yd.	74.18	DN.....TUSCALOOSA..... {X.S. W.F. Y.T.	B 74	s { 7 42 7 55			{ 8 05 9 15	{ 11 40 12 40 <sup>128</sup>	
		6.47							
91	80.65	TB.....STOKES.....	B 81	8 06			9 35	1 00	
		6.64							
4	87.29	TB.....DUNCANVILLE.....	B 87	f 8 15			9 55	1 20	
		1.88							
105	89.17	TB.....PHALIN.....	B 89	8 18			10 00	1 25	
		5.85							
7	95.02	TB.....PEARSON.....	B 95	8 25			10 15	1 40	
		6.45							
106	101.47	TB.....EOLINE.....	B 101	8 34			10 35	1 54	
		5.98							
36	107.45	TB.....BRENT.....	B 107	s 8 43			10 50	2 06	
		1.91							
105	109.36	D.....CENTREVILLE.....	B 109	s 8 48			11 00 <sup>128</sup>	2 12	
		13.18							
33	122.54	TB.....LAWLEY.....	B 123	f 9 12			11 30	2 42	
		7.99							
93	130.53	D.....MAPLESVILLE.....X.Y.	B 131	s 9 25			11 50	3 02	
		4.90							
56	135.43	TB.....ADAMS.....	B 135	9 37			12 01	3 12	
		4.00							
22	139.43	TB.....PLETCHER.....	B 139	9 43			12 11	3 22	
		4.01							
48	143.44	TB.....MULBERRY.....	B 143	9 48			12 20	3 31	
		1.52							
18	144.96	D.....BILLINGSLEY.....	B 145	s 9 51			12 25	3 36	
		5.17							
104	150.13	TB.....VIDA.....	B 150	s 9 59			12 37	3 48	
		4.69							
16	154.82	TB.....JOFFRE.....	B 155	10 07			12 50	4 01	
		6.34							
107	161.16	TB.....BOOTH.....	B 161	10 17			1 07	4 21	
		6.32							
48	167.48	D.....PRATTVILLE.....	B 167	s 10 25			1 25	4 41	
		7.87							
25	175.35	.....HUNTER..... S.W.F.	B 175	10 42			1 45	5 10	
		4.79							
Yd.	180.14	DN....WEST END YARD....Y.T.	B 180	s 10 51 <sup>130</sup>			A 2 00	A 5 30	
		1.53							
	181.67	.....MONTGOMERY.....X.	B 181	A 11 00			AM	AM	
				AM			AM	AM	
				115			131	129	
				Daily			Daily	Daily	

MONTGOMERY DISTRICT—Northward

Capacity of Sidings in Cars		MILES FROM ARTESIA		TIME TABLE No. 8 In Effect January 13, 1952		STATIONS		Station Numbers		FIRST CLASS				SECOND CLASS			
										116				130		128	
										Mail and Express				Manifest Freight		Manifest Freight	
										Daily				Daily		Daily	
Yd.	0.00	DN		ARTESIA	S.W.F.Y.	219	A	8 10 <sup>129</sup>	PM			A	7 00	A	5 15		
	6.32	TB		BENTOAK		B 6		7 47					6 40		4 55		
Yd.	14.02	D		COLUMBUS	X.S.Y.	B 14	s	7 34					6 16		4 30		
	22.75	TB		McCRARY		B 23		7 13					5 46 <sup>131</sup>		4 00		
	28.48	TB		ETHELVILLE		B 28	f	7 05					5 31		3 45		
110	31.22	TB		GARMON		B 31		7 00					5 25		3 39		
	34.67	TB		McSHAN		B 35	s	6 55					5 17		3 30		
96	42.98	D		REFORM	Y.	B 43	s	6 40 <sup>131</sup>					4 59		3 10		
	50.75	D		GORDO		B 51	s	6 25					4 42		2 50		
	59.03	TB		ELROD		B 59	s	6 11					4 26		2 35		
	61.95	TB		BUHL		B 62	f	6 07					4 21		2 25		
114	62.28	TB		KAHLMUS		B 63		6 06					4 20		2 20		
	72.50	TB		NORTHPORT		B 72	s	5 52					4 00		1 55		
Yd.	74.18	DN		TUSCALOOSA	{X.S. W.F. Y.T.	B 74	s	5 45 5 35					3 50 3 30		1 40 12 40 <sup>129</sup>		
	80.65	TB		STOKES		B 81		5 25					3 10		12 20		
	87.29	TB		DUNCANVILLE		B 87		5 15					2 50		12 01		
105	89.17	TB		PHALIN		B 89		5 13					2 45		11 55		
	95.02	TB		PEARSON		B 95		5 06					2 34		11 45		
106	101.47	TB		EOLINE		B 101		4 56					2 14		11 30		
	107.45	TB		BRENT		B 107	s	4 46					1 57		11 15		
105	109.36	D		CENTREVILLE		B 109	s	4 41					1 52		11 00 <sup>131</sup>		
	122.54	TB		LAWLEY		B 123		4 20					1 23		10 20		
93	130.53	D		MAPLESVILLE	X.Y.	B 131	s	4 05					1 05		9 50		
	135.43	TB		ADAMS		B 135		3 57					12 50		9 23		
	139.43	TB		PLETCHER		B 139		3 51					12 40		9 13		
	143.44	TB		MULBERRY		B 143		3 45					12 30		9 03		
	144.96	D		BILLINGSLY		B 145	s	3 42					12 27		8 58		
104	150.13	TB		VIDA		B 150	s	3 31					12 15		8 46		
	154.82	TB		JOFFRE		B 155		3 25					12 04		8 35		
107	161.16	TB		BOOTH		B 161		3 14					11 47		8 20		
	167.48	D		PRATTVILLE		B 167	s	3 05					11 35		8 05		
	175.35			HUNTER		B 175		2 45					11 10		7 45		
Yd.	180.14	DN		WEST END YARD	S.W.F. Y.T.	B 180	s	2 37					L 10 55 <sup>115</sup>	L	7 30		
	181.67			MONTGOMERY	X.	B 181	L	2 30					AM		PM		
								116					130		128		
								Daily					Daily		Daily		

Capacity of Sidings In Cars		MILES FROM ARTESIA		TIME TABLE No. 8 In Effect January 13, 1952		Station Numbers	
AM	PM	AM	PM	STATIONS		AM	PM
.....	.....	0.00	0.00	DN..... ARTESIA ... S.W.F.Y.	218	.....	.....
.....	.....	4.20	4.20	4.20 ..... SESSUMS.....	E 4	.....	.....
.....	.....	5.41	5.41	5.41 ..... STATE COLLEGE.....	E 9	.....	.....
.....	.....	10.92	10.92	D..... STARKVILLE ..... T.	E 11	.....	.....

Capacity of Sidings In Cars		MILES FROM TUSCALOOSA		TIME TABLE No. 8 In Effect January 13, 1952		Station Numbers	
AM	PM	AM	PM	STATIONS		AM	PM
.....	.....	0.00	0.00	DN..... TUSCALOOSA..... S.W.F. Y.T.	B 74	.....	.....
.....	.....	2.90	2.90	2.90 ..... HOLT JUNCTION.....	BC 3	.....	.....
.....	.....	3.06	3.06	3.06 ..... HOLT.....	BC 6	.....	.....
.....	.....	8.12	8.12	8.12 ..... FOX.....	BC 8	.....	.....
.....	.....	1.00	1.00	1.00 ..... SHOOK.....	BC 9	.....	.....

.....	.....	11.18	11.18	11.18 ..... BENT.....	B 107	.....	.....
.....	.....	11.00	11.00	11.00 ..... CENTREVILLE.....	B 100	.....	.....
.....	.....	10.20	10.20	10.20 ..... LAWLEY.....	B 158	.....	.....
.....	.....	9.50	9.50	9.50 ..... MAPLESVILLE.....	X.Y. B 131	.....	.....
.....	.....	9.23	9.23	9.23 ..... ADAMS.....	B 135	.....	.....
.....	.....	9.13	9.13	9.13 ..... FLETCHER.....	B 150	.....	.....
.....	.....	9.03	9.03	9.03 ..... MULBERRY.....	B 143	.....	.....
.....	.....	8.58	8.58	8.58 ..... BILLINGBY.....	B 145	.....	.....
.....	.....	8.48	8.48	8.48 ..... VIDAL.....	B 150	.....	.....
.....	.....	8.35	8.35	8.35 ..... JOHNSON.....	B 152	.....	.....
.....	.....	8.20	8.20	8.20 ..... BOOTH.....	B 141	.....	.....
.....	.....	8.05	8.05	8.05 ..... PRATTLE.....	B 147	.....	.....
.....	.....	7.45	7.45	7.45 ..... HUNTER.....	B 175	.....	.....
.....	.....	7.30	7.30	7.30 ..... WEST END YARD.....	B 153	.....	.....
.....	.....	.....	.....	..... MONTGOMERY.....	X. B 151	.....	.....



# SPECIAL INSTRUCTIONS

## SOUTHERN DIVISION

No. 1. All trains must secure clearance before leaving Artesia and Tuscaloosa.

First-class trains will assume schedule at Montgomery without clearance.

No. 116 must secure clearance before leaving West End yard.

No. 2. Northward trains are superior to trains of the same class in the opposite direction.

Eastward trains are superior to trains of the same class in the opposite direction.

No. 3. M&BR engines using GM&O tracks at Meridian will be governed by GM&O rules and regulations.

C&G trains using GM&O tracks at West Point will be governed by GM&O rules and regulations.

Southern Railway trains using GM&O tracks at Maplesville will be governed by GM&O rules and regulations.

ACL, WofA, and L&N trains using GM&O tracks at Montgomery will be governed by GM&O rules and regulations.

No. 6. TRAIN REGISTERS:

Okolona	Mobile
Starkville	Tuscaloosa
Artesia	West End Yard
Meridian	Montgomery

Nos. 15 and 16 will leave Form 9, properly filled out, in the bill box on outside of station at Prichard for information and guidance of yard engines.

First class trains will register at West End Yard by giving operator Form 9, properly filled out, and operator will personally make entry in the register.

No. 7. YARDS:

Okolona	Columbus
West Point	Reform
Artesia	Tuscaloosa
Starkville	Brent-Fairdale-Centerville
Meridian	Maplesville
Waynesboro	Prattville
Whistler	West End Yard
Mobile	Holt

All first class trains must move with caution within the following specified limits, which are designated by triangular SI-7 boards:

Between 22nd Ave. and A-D Junction at Meridian;

Within yard limits at Artesia;

Between a point 400 feet south of mile post 233 and C&G RR crossing at West Point;

Between passenger station and AGS RR crossing at Tuscaloosa;

Between M. P. B-179 and Union Station at Montgomery.

Within the limits specified above, the main track may be used without protecting against first class trains, except that trains or engines occupying the main track therein must protect against first-class trains during fogs, storms or other unfavorable conditions.

No. 8. CONDITIONAL STOPS:

No. 15 will stop at Scooba to discharge passengers from St. Louis or E. St. Louis, or to receive passengers for Prichard or Mobile.

No. 16 will stop at Scooba to discharge passengers from Mobile or Prichard, or receive passengers for E. St. Louis and St. Louis.

Trains 115 and 116 will stop on flag at Booth Saturdays and Sundays to discharge or receive passengers.

Coker is a flag stop for trains 115 and 116.

No. 9. RAILROAD CROSSINGS:

Maximum Speed	
Passenger	Freight

Non-operative approach signals:

SL-SF—873 ft. south of M. P. B-15...	20 MPH	20 MPH
ACL—WofA—L&N—Montgomery.	20 MPH	20 MPH
AGS—One mile south of Tuscaloosa		
Southward.....	20 MPH	20 MPH

Interlocked:

AGS—One mile south of Tuscaloosa		
Northward.....	35 MPH	25 MPH

The prescribed maximum speeds must not be exceeded through interlocking limits (that is, between absolute signals), and do not relieve enginemen from complying with Rule 93 and special instructions.

Not Interlocked:

IC	—one half mile north West Point
C&G	—one half mile north West Point
Southern	—2000 feet north of passenger station, Meridian
Southern	—2500 feet south of passenger station, Meridian
Southern	—2000 feet north of passenger station, Mobile
Southern	—1000 feet north of depot Maplesville

Gates:

C&G	—600 feet south of Columbus
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No. 10. WATER STATIONS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 11. FUEL STATIONS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 12. BULLETIN BOARDS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 13. STANDARD CLOCKS:

Okolona	Columbus
Artesia	Tuscaloosa
Meridian	West End Yard
Mobile	Montgomery

No. 14. MAXIMUM SPEED RESTRICTIONS:

Between Okolona and Mile Post 6.	} Diesel-Electric:	Passenger (Absolute Maximum).....	59 MPH
		Steam Passenger.....	55 MPH
		Diesel-Electric Motor Cars.....	55 MPH
		Freight.....	40 MPH

Between Mile Post 6 and Mobile.	} Diesel Electric:	Passenger.....	50 MPH
		Steam Passenger.....	45 MPH
		Diesel-Electric Motor Cars.....	45 MPH
		Freight.....	30 MPH

Montgomery District.	} Diesel Electric:	Passenger.....	55 MPH
		Steam Passenger.....	45 MPH
		Diesel-Electric Motor Cars.....	55 MPH
		Freight.....	35 MPH

Starkville Branch.	} Passenger.....	20 MPH
		Freight.....
Warrior Branch.	} Passenger.....	30 MPH
		Freight.....

## SPECIAL INSTRUCTIONS—Continued

**Exceptions:**

- Trains using turnouts not to exceed.....15 MPH
- All trains, Alabama River Bridge, Montgomery.....10 MPH
- All trains, Warrior River Bridge, Tuscaloosa.....10 MPH
- All trains, Tombigbee River Bridge, Columbus.....10 MPH
- Handling Loaded Koppel Air Dump Cars.....25 MPH

**Steam Derricks:**

- Meridian and Mobile Districts.....25 MPH
- Montgomery District.....20 MPH
- Branch Lines.....15 MPH

Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks:

- Meridian and Mobile Districts.....25 MPH
- Montgomery District.....20 MPH
- Branch Lines.....15 MPH

Towing diesel-electric motor cars.....50 MPH

Operating or towing standard switchers.....25 MPH

Diesel-electric engines, diesel-electric motor cars, steam locomotives, and passenger cars must not be operated, either by towing or using power, through water having a greater depth over rail, or at a greater speed, than that shown in the following table:

	Depth of Water	Speed
Electro-Motive Passenger and Freight Diesel Engines.....	4"	5 MPH
Baldwin Pass. Diesel Engines.....	6"	5 MPH
Ingalls Combination Engine.....	6"	5 MPH
Alco Diesel Engines, 352, 353.....	5"	5 MPH
Alco Passenger, Freight & Switching Diesel Engines.....	4"	5 MPH
Electro-Motive Diesel Electric Motor Cars.....	4"	5 MPH
Passenger Cars with Roller Bearings.....	8"	5 MPH
Passenger Cars, Standard Friction Bearings.....	12"	5 MPH
Steam Locomotives.....	24"	3 MPH

First class trains must not exceed a speed of 30 Miles Per Hour within the yard limits of Okolona.

**All trains will observe speed restrictions indicated by Diamond Boards.**

**No. 15. WARNING:**

All employees are warned that it is dangerous to ride on tops or sides of cars, or to lean out from engines or cars while passing such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, warehouses, mail cranes, stock pens, nearby fences and telephone poles, crossing gates, cotton platforms, cottonseed houses, log derricks, piles of lumber, and similar buildings and structures.

**No. 16. EXTRACT FROM LAWS OF MISSISSIPPI:**

"It shall be unlawful to back a train of cars, or part of a train, or an engine into or along a passenger depot at a greater rate of speed than three miles an hour; and every such train, part of a train, or engine backing into or along a passenger depot, and within fifty feet thereof, shall, for at least three hundred feet before it reaches or comes opposite to such depot, be preceded by a servant of the railroad company on foot, not exceeding forty nor under twenty feet in advance, to give warning."

Southern

**SIGNALS APPROACHING HIGHWAY CROSSINGS:**

The attention of engineers and firemen is particularly directed to the laws of Mississippi and Alabama, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing.

**No. 17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:**

**MERIDIAN AND MOBILE DISTRICTS**

Station No.	Name	Mile Post	Car Capacity	Opens
51	Escatawpa.....	50.62	13	North
68	Battles.....	68.04	7	North
84	Woodward's.....	84.25	15	Double
85	Henderson.....	84.27	4	North
124	Basic City.....	123.90	15	North
145	Topton.....	144.60	8	North
147	Lockhart.....	146.79	7	North
159	Tamola.....	158.47	20	Double
162	Enondale.....	162.28	8	North
172	Electric Mills.....	171.71	12	North
175	Henley.....	174.34	6	South
197	Klines.....	196.53	10	North
250	Gibson.....	249.53	15	North

**STARKVILLE BRANCH**

E8	Turkey Creek.....	E-8.13	5	West
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**MONTGOMERY DISTRICT**

B4	Billups.....	B- 3.77	7	North
B36	Melrose.....	B- 36.10	30	North
B38	Coal Fire.....	B- 38.34	7	South
B69	Colony.....	B- 69.21	2	North
B70	Mills.....	B- 69.78	9	South
B108	Fairdale.....	B-108.69	13	Double
B113	Frost.....	B-113.19	3	North
B185	Pates.....	B-165.80	5	North
B173	McQueens.....	B-172.59	8	South
B175	Burke.....	B-174.95	17	North
B175	Trammel.....	B-175.02	5	South

**WARRIOR BRANCH**

BC4	Ala. Home Spur.....	BC-3.65	5	West
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**No. 18. AUTHORIZED DIESEL OPERATION:**

Only 2 units of the following classes of diesels may be operated in multiple between:

Artesia and Montgomery.....	280-281 290-292 880A-885A 880B-882B 1001-1012
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Following diesel units will not be operated on:

Starkville Branch.....280-281

**No. 19. DEFINITIONS:**

**MEDIUM SPEED.**—A speed not exceeding 30 miles per hour.

**RESTRICTED SPEED.**—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

**WITH CAUTION.**—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

In case of engine failure, prompt report must be made on Form 72.

**SPECIAL INSTRUCTIONS—Concluded**

**SPEED TABLE**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15	4 " 0 "	15.00

- W. R. BARR, Rules Examiner.....Tuscaloosa, Ala.
- J. T. LOVORN, Chf. Yd. Operations..... Union, Miss.
- J. J. HOEKSEMA, Supt. Terminals..... Mobile, Ala.
- I. N. HERRINGTON, Asst. Supt. Terminals..... Mobile, Ala.
- P. C. KEARNEY, Train Master..... Mobile, Ala.
- H. C. GREEN, Asst. Train Master..... Mobile, Ala.
- S. H. PARKER, Train Master..... Meridian, Miss.
- R. E. FREDRICKSON, Asst. Train Master..... Meridian, Miss.
- E. W. HALFACRE, Asst. Train Master..... Meridian, Miss.
- W. L. COOK, Train Master..... Artesia, Miss.
- C. R. STEELE, Asst. Train Master..... Artesia, Miss.
- R. C. THOMASON, Train Master..... Okolona, Miss.
- C. M. ELLIS, Train Master..... Meridian, Miss.
- S. WILSON, Chief Dispatcher..... Meridian, Miss.
- H. O. LEWIS, Asst. to Chief Dispatcher..... Meridian, Miss.
- P. K. GWIN, Night Chief Dispatcher..... Meridian, Miss.
- J. M. ELLIOTT, Dispatcher..... Meridian, Miss.
- A. E. PETERMAN, Dispatcher..... Meridian, Miss.
- W. E. ALBRIGHT, Relief Dispatcher..... Meridian, Miss.
- W. J. DRISCOLL, Train Master..... Tuscaloosa, Ala.
- P. B. SEALS, Asst. Train Master..... Tuscaloosa, Ala.
- W. C. O'DONNELL, Train Master..... Montgomery, Ala.
- E. P. LAND, Asst. Train Master..... Montgomery, Ala.
- W. F. SELPH, Train Master..... Tuscaloosa, Ala.
- W. J. BUCKINGHAM, Asst. Chf. Dispatcher... Tuscaloosa, Ala.
- L. S. HUSSEY, Dispatcher..... Tuscaloosa, Ala.
- C. H. GRAHAM, Dispatcher..... Tuscaloosa, Ala.
- R. H. PATRICK, Dispatcher..... Tuscaloosa, Ala.
- B. H. PHILLIPS, Extra Dispatcher..... Laurel, Miss.
- J. N. SANDERS,  
Gen'l. Road Foreman of Engines..... Meridian, Miss.
- B. J. ELLIS, Road Foreman of Engines..... Mobile, Ala.
- W. W. WILSON, Road Foreman of Engines.... Jackson, Tenn.

# SAFETY FIRST PRECAUTIONS

Bear in mind that **Eternal Vigilance is the price of SAFETY** and that **SAFETY** must have first consideration in the operation of this property.

**Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.**

**The time to prevent an accident is before it occurs.**

**Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.**

**Don't fail to ring bell or blow whistle at dangerous places.**

**Don't stand on end of a car without having a secure hold.**

**Don't sit on brake wheels of cars.**

**Don't stand close to pole when poling cars.**

**Don't go between cars to make a coupling.**

**Don't attempt to adjust couplers on moving cars.**

**Don't kick drawbars or open them with the feet.**

**Don't walk on frogs, switches, guard rails or interlocking machinery or connections.**

**Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.**

**Avoid coupling to or going against standing engines on or around ash-pits or inspection pit tracks, until assured no one is working on or about them.**

**When using jacks under rails, place outside if possible.**

**Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.**

**Remove motor cars from track when they are not in use.**

**Stand back at a safe distance when cars pass to avoid being struck by protruding objects.**

**Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.**

**Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.**

**Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.**

**Trainmen and other employees having to do with switching of *Rebel Coaches* must bear in mind that there is no clearance afforded between the buffers and they must stand clear of the track when coupling this equipment.**