

MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION - ST. LOUIS, MO.

C. A. Reis, President

The Names and Locations of Local Physicians

A. A. Amendola	Mobile, Ala.
G. E. Carroll	Mobile, Ala.
R. W. Cowden	Mobile, Ala.
A. C. Haas	Mobile, Ala.
C. A. Lightcap	Mobile, Ala.
E. B. Frazer	Mobile, Ala.
S. D. Garrett	Mobile, Ala.
W. T. Wright	Mobile, Ala.
F. H. DeVane (Orthopedic Surgeon)	Mobile, Ala.
A. R. Earl (Orthopedic Surgeon)	Mobile, Ala.
W. C. Hannon (Orthopedic Surgeon)	Mobile, Ala.
D. F. Sellers (EENT)	Mobile, Ala.
J. K. Lingo (EENT)	Mobile, Ala.
G. T. Johnson (EENT)	Mobile, Ala.
H. M. Dismukes (Eye Surgeon)	Mobile, Ala.
C. M. Warren (EENT)	Mobile, Ala.
J. R. Hayes (EENT)	Mobile, Ala.
J. O. Yeager (EENT)	Mobile, Ala.
J. A. Pennington	Whistler, Ala.
J. H. Greene	Whistler, Ala.
J. T. Coleman	Whistler, Ala.
J. M. Giordana	Whistler, Ala.
E. D. Morton	Prichard, Ala.
R. H. Johnson	Fairhope, Ala.
J. H. Prine	Citronelle, Ala.
W. W. Walley	Waynesboro, Miss.
L. B. Merriam	Waynesboro, Miss.
L. O. Murphy	Waynesboro, Miss.
A. P. Hand	Shubuta, Miss.
W. D. Gunn	Quitman, Miss.
H. C. Watkins, Jr.	Quitman, Miss.
J. W. Watkins	Quitman, Miss.
L. V. Rush	Meridian, Miss.
H. L. Rush	Meridian, Miss.
D. H. Moore, Sr. (Ophthalmologist)	Meridian, Miss.
D. H. Moore, Jr. (Ophthalmologist)	Meridian, Miss.
L. H. Bounds (EENT)	Meridian, Miss.
C. W. Salter	Macon, Miss.
L. B. Morris	Macon, Miss.
J. C. Ratcliff	Brooksville, Miss.
T. W. Frazier	Crawford, Miss.
R. B. Flowers	West Point, Miss.
J. E. Harris	Okolona, Miss.
R. G. Hendrick	Okolona, Miss.
J. F. Eckford	Starkville, Miss.
K. D. Laird	Starkville, Miss.
H. L. Seales	Starkville, Miss.
D. C. Strange	Starkville, Miss.
J. W. Jackson	Aberdeen, Miss.
G. S. Barnes	Columbus, Miss.
A. E. Brown	Columbus, Miss.
D. E. Staton (EENT)	Columbus, Miss.
J. W. Ballard	Gordo, Ala.
W. F. Simpson	Tuscaloosa, Ala.
O. A. Baker	Tuscaloosa, Ala.
J. F. Burnum	Tuscaloosa, Ala.
H. G. Herrod, Jr.	Tuscaloosa, Ala.
J. D. Lord, Jr.	Tuscaloosa, Ala.
Maxwell Moody, Sr.	Tuscaloosa, Ala.
Maxwell Moody, Jr.	Tuscaloosa, Ala.
J. W. O'Neal	Tuscaloosa, Ala.
K. H. Patrick	Tuscaloosa, Ala.
R. H. Donald (EENT)	Tuscaloosa, Ala.
J. H. Nelson (Ophthalmologist)	Tuscaloosa, Ala.
S. D. Davis, Jr.	Tuscaloosa, Ala.
C. L. Owings	Northport, Ala.
J. B. Owings	Brent, Ala.
W. O. Owings	Brent, Ala.
J. H. Crenshaw	Brent, Ala.
W. H. Weatherford	Centreville, Ala.
C. R. Moore	Centreville, Ala.
C. W. Moore	Clanton, Ala.
R. K. Nichols	Clanton, Ala.
L. L. Hill, Jr.	Prattville, Ala.
J. A. Jones	Montgomery, Ala.
I. R. Long	Montgomery, Ala.
J. H. Farror (EENT)	Montgomery, Ala.
D. S. Hagood (EENT)	Montgomery, Ala.
A. I. Chenoweth	Birmingham, Ala.
D. A. McCoy (EENT)	Birmingham, Ala.

The Names and Locations of Watch Inspectors

Robert E. Nelson	Mobile, Ala.
A. C. Elliott, Jr.	Quitman, Miss.
Pope Jewelry Co.	Meridian, Miss.
A. F. Massing	Okolona, Miss.
Nathan Rosen	Montgomery, Ala.
Reliable Jewelry Co.	Tuscaloosa, Ala.
M. L. Pritchard	Artesia, Miss.

Gulf, Mobile and Ohio R. R.

SOUTHERN DIVISION

TIME TABLE No. 11

Taking Effect 12:01 A. M.

SUNDAY JULY 23, 1967

Superseding Time Table No. 10

Dated October 26, 1958

**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

B. V. BODIE, Exec. Vice President & General Manager.

W. G. HARRISON, Superintendent Transportation.

R. C. THOMASON, Superintendent.

J. L. WILLETT, Rules Examiner.

MERIDIAN DISTRICT—Southward

Capacity of Sidings 50 ft. Cars	MILES FROM MOBILE	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers	SECOND CLASS			
		STATIONS			31		29	
					Manifest Freight		Manifest Freight	
					Daily		Daily	
					PM		PM	
Yd.	261.43	DN.....	OKOLONA..... T.	262	L 2 00		L 7 20	
			7.86					
77	253.77	TB.....	EGYPT.....	254	2 20		7 40	
			8.03					
99	245.74	TB.....	PRAIRIE.....	246	2 37		7 57	
			4.40					
170	241.34	TB.....	MULDON.....	242	2 45		8 05	
			8.89					
25	232.45	D.....	WEST POINT..... X.	233	3 10		8 28	
			5.41					
85	227.04	TB.....	TIBBEE.....	227	3 20		8 45	
			2.92					
23	224.12	TB.....	MAYHEW.....	224	3 28		9 00	
			4.86					
Yd.	219.26	DN.....	ARTESIA..... S.W.F.Y.	219	{ 3 40		{ 9 15 ³⁰	
			8.14		{ 4 40		{ 9 35	
49	211.12	TB.....	CRAWFORD.....	211	5 00		9 53	
			5.10					
	206.02	D.....	BROOKSVILLE.....	206	5 10		10 09	
			8.24					
65	197.78	D.....	MACON.....	196	5 27		10 34	
			9.53					
74	188.25	D.....	SHUQULAK.....	188	5 45		10 52	
			5.75					
159	182.50	TB.....	WAHALAK.....	183	5 57 ³⁰		11 04	
			8.27					
66	176.23	D.....	SCOOBA.....	176	6 14		11 16	
			7.31					
104	168.92	TB.....	SUCARNOCHEE.....	169	6 30		11 30	
			2.93					
23	165.89	TB.....	PORTERVILLE.....	166	6 35		11 40	
			12.68					
103	153.31	TB.....	LAUDERDALE.....	153	7 09		12 15	
			13.23					
107	140.08	TB.....	MARION.....	140	7 50		12 50	
			4.81					
Yd.	135.27	DN.....	MERIDIAN..... X.T.	135	A 8 15		A 1 15	
					PM		AM	
					31		29	
					Daily		Daily	

MERIDIAN DISTRICT—Northward

Capacity of Sidings 50 ft. Cars	MILES FROM MOBILE	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers	SECOND CLASS				
		STATIONS			28		30		
					Manifest Freight		Manifest Freight		
					Daily		Daily		
					PM		PM		
Yd.	281.43	DN.....	OKOLONA..... T.	262	A 12 40	.....	A 11 15	.....	.....
			7.66						
77	253.77	TB.....	EGYPT.....	254	12 10	.....	10 47	.....	.....
			8.03						
99	245.74	TB.....	PRAIRIE.....	246	11 50	.....	10 30	.....	.....
			4.40						
170	241.34	TB.....	MULDON.....	242	11 35	.....	10 20	.....	.....
			8.89						
25	232.45	D.....	WEST POINT..... X.	233	11 02	.....	9 52	.....	.....
			5.41						
85	227.04	TB.....	TIBBEE.....	227	10 49	.....	9 37	.....	.....
			2.92						
23	221.12	TB.....	MAYHEW.....	224	10 40	.....	9 27	.....	.....
			4.86						
Yd.	219.28	DN.....	ARTESIA..... S.W.F.Y.	219	10 30	.....	9 15 ²⁹	.....	.....
			8.14		9 50	.....	7 00	.....	.....
49	211 12	TB.....	CRAWFORD.....	211	9 34	.....	6 45	.....	.....
			5.10						
	206 02	D.....	BROOKSVILLE.....	206	9 24	.....	6 36	.....	.....
			8.24						
65	197 78	D.....	MACON.....	199	9 09	.....	6 22	.....	.....
			9.53						
74	188.25	D.....	SHUQLAK.....	188	8 52	.....	6 07	.....	.....
			5.75						
159	182.50	TB.....	WAHALAK.....	183	8 41	.....	5 57 ³⁷	.....	.....
			6.27						
66	176.23	D.....	SCOOPA.....	176	8 30	.....	5 47	.....	.....
			7.31						
104	168.92	TB.....	SUCARNOCHEE.....	169	8 18	.....	5 36	.....	.....
			2.93						
23	166.99	TB.....	PORTERVILLE.....	166	8 10	.....	5 30	.....	.....
			12.68						
103	153.31	TB.....	LAUDERDALE.....	153	7 45	.....	5 06	.....	.....
			13.23						
107	140.08	TB.....	MARION.....	140	7 20	.....	4 42	.....	.....
			4.81						
Yd.	135 27	DN.....	MERIDIAN..... X.T.	135	L 7 05	.....	L 4 30	.....	.....
					AM		PM		
					28		30		
					Daily		Daily		

MOBILE DISTRICT—Southward

Capacity of Sidings 50 ft. Cars	MILES FROM MOBILE	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers	SECOND CLASS								
		STATIONS			31								
					Manifest Freight								
					Daily								
		PM											
Yd.	135.27	DN.....	MERIDIAN.....X.T.	135					L 10 00				
			5.59										
30	129.68	TB.....	OKATIBBEE.....	130						10 15			
			9.61										
33	120.07	TB.....	ENTERPRISE.....	120						10 35			
			3.45										
	116.62	TB.....	STONEWALL.....Y.	117						10 43			
			7.44										
110	109.18	D.....	QUITMAN.....	109						11 03			
			4.81										
48	104.37	TB.....	DE SOTO.....	104						11 13			
			7.88										
48	96.48	D.....	SHUBUTA.....	96						11 28			
			8.37										
27	88.12	TB.....	BOICE.....	88						11 43			
			4.57										
109	83.55	.....	STANLEY.....	83						11 53 ²⁸			
			1.08										
52	82.47	D.....	WAYNESBORO.....	82						12 01			
			5.03										
25	77.44	TB.....	WINCHESTER.....	77						12 15			
			3.53										
125	73.91	TB.....	ROBINSON JUNCTION.....	74						12 22			
			3.09										
55	70.82	D.....	BUCKATUNNA.....	71						12 28			
			8.19										
37	62.69	D.....	STATE LINE.....	63						12 45			
			7.87										
99	54.76	TB.....	FRUITDALE.....	55						1 00			
			7.22										
53	47.48	TB.....	VINEGAR BEND.....	47						1 15			
			3.62										
25	43.86	TB.....	DEER PARK.....	44						1 21			
			5.85										
38	38.01	TB.....	DWIGHT.....	38						1 32			
			5.50										
83	32.51	D.....	CITRONELLE.....	33						1 45			
			14.03										
25	18.46	TB.....	CHUNCHULA.....	18						2 12			
			4.54										
31	13.94	TB.....	OAK GROVE.....	14						2 22			
			8.58										
58	5.36	TB.....	WHISTLER.....	5						2 40			
			2.42										
	2.94	.....	PRICHARD.....	3						2 50			
			2.94										
Yd.	0.00	DN.....	MOBILE.....X.Y.	1						A 3 10			
										AM			
										31			
										Daily			

MOBILE DISTRICT—Northward

Capacity of Sidings 50 ft. Cars	MILES FROM MOBILE	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers	SECOND CLASS			
		STATIONS				28		
					Manifest Freight			
					Daily			
					AM			
Yd.	135.27	DN.....	MERIDIAN.....	S.W.F. X.T.	135	A 2 20		
			5.59					
30	129.68	TB.....	OKATIBBEE.....		130	2 02		
			8.61					
33	120.07	TB.....	ENTERPRISE.....		120	1 40		
			3.45					
	116.62	TB.....	STONEWALL.....	Y.	117	1 32		
			7.44					
110	109.18	D.....	QUITMAN.....		109	1 15		
			4.81					
48	104.37	TB.....	DE SOTO.....		104	1 01		
			7.88					
48	96.49	D.....	SHUBUTA.....		96	12 45		
			8.37					
27	88.12	TB.....	BOICE.....		88	12 15		
			4.57					
109	83.55	.....	STANLEY.....		83	11 53 ³⁷		
			1.08					
52	82.47	D.....	WAYNESBORO.....		82	11 50		
			5.03					
25	77.44	TB.....	WINCHESTER.....		77	11 34		
			3.53					
125	73.91	TB.....	ROBINSON JUNCTION.....		74	11 27		
			3.09					
55	70.82	D.....	BUCKATUNNA.....		71	11 21		
			8.19					
37	82.83	D.....	STATE LINE.....		63	11 05		
			7.87					
99	54.76	TB.....	FRUITDALE.....		56	10 48		
			7.28					
53	47.48	TB.....	VINEGAR BEND.....		47	10 31		
			3.62					
25	43.88	TB.....	DEER PARK.....		44	10 23		
			5.85					
38	38.01	TB.....	DWIGHT.....		38	10 10		
			5.50					
83	32.51	D.....	CITRONELLE.....		33	9 55		
			14.03					
25	18.48	TB.....	CHUNCHULA.....		18	9 17		
			4.54					
31	13.94	TB.....	OAK GROVE.....		14	9 08		
			8.58					
58	5.36	TB.....	WHISTLER.....		5	8 51		
			2.42					
	2.94	.....	PRICHARD.....		3	8 44		
			2.94	S.W.F.				
Yd.	0.00	DN.....	MOBILE.....	X.Y.	1	L 8 30		
						PM		
						28		
						Daily		

MONTGOMERY DISTRICT—Southward

Capacity of Sidings 50 ft. Cars	MILES FROM ARTESIA	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers	SECOND CLASS			
		STATIONS			131		129	
					Manifest Freight		Manifest Freight	
				Daily		Daily		
				PM		PM		
Yd.	0.00	DN	ARTESIA . . . S.W.F.Y.	219	L 4 20		L 8 10	
			6.32					
86	6.32	TB	BENTON	3006	4 33		8 28	
			7.70					
Yd.	14.02		COLUMBUS X.S.Y.	3014	4 57		8 53	
			8.73					
72	22.75	TB	McCRARY	3023	5 18 ¹³⁰		9 10	
			5.73					
23	28.48	TB	ETHELVILLE	3028	5 43		9 25	
			2.74					
98	31.22	TB	GARMON	3031	5 49		9 30	
			3.45					
15	34.67	TB	McSHAN	3035	5 57		9 41	
			8.31					
93	42.98	D	REFORM Y.	3043	6 24		10 01	
			7.77					
35	50.75	D	GORDO	3051	6 44		10 21	
			8.28					
8	59.03	TB	ELROD	3059	7 04		10 41	
			2.92					
36	61.95	TB	BUHL	3062	7 14		10 50	
			0.33					
104	62.28	TB	KAHMUS	3063	7 18		10 55	
			10.22					
38	72.50	TB	NORTHPORT	3072	7 43		11 20	
			1.68					
Yd.	74.18	DN	TUSCALOOSA (X.S. W.F. Y.T.)	3074	{ 8 00 9 15		{ 11 40 12 40 ¹²⁸	
			6.47					
79	80.65	TB	STOKES	3081	9 35		1 00	
			6.64					
4	87.29	TB	DUNCANVILLE	3087	9 55		1 20	
			1.88					
94	89.17	TB	PHALIN	3089	10 00		1 25	
			5.85					
7	95.02	TB	PEARSON	3095	10 15		1 40	
			6.45					
98	101.47	TB	EOLINE	3101	10 35		1 54	
			5.98					
35	107.45	TB	BRENT	3107	10 50		2 06	
			1.91					
95	109.36	D	CENTREVILLE	3109	11 00 ¹²⁸		2 12	
			13.18					
32	122.64	TB	LAWLEY	3123	11 30		2 42	
			7.99					
79	130.53	D	MAPLESVILLE X.Y.	3131	11 50		3 02	
			12.91					
44	143.44	TB	MULBERRY	3143	12 20		3 31	
			1.52					
16	144.96	TB	BILLINGSLY	3145	12 25		3 36	
			5.17					
91	150.13	TB	VIDA	3150	12 37		3 48	
			4.69					
16	154.82	TB	JOFFRE	3155	12 50		4 01	
			6.34					
101	161.16	TB	BOOTH	3161	1 07		4 21	
			6.32					
42	167.48	D	PRATTVILLE	3167	1 25		4 41	
			2.58					
100	170.06		DOSTER	3170	1 30		4 46	
			5.29					
25	175.35		HUNTER	3175	1 45		5 10	
			4.79 S.W.F.					
Yd.	180.14	DN	WEST END YARD Y.T.	3180	A 2 00		A 5 30	
			1.53					
	181.67		MONTGOMERY X.	3181				
					AM		AM	
					131		129	
					Daily		Daily	

MONTGOMERY DISTRICT—Northward

Capacity of Sidings 50 ft. Cars	MILES FROM ARTESIA	TIME TABLE No. 11 In Effect July 23, 1967	STATIONS	Station Numbers	SECOND CLASS					
					130		128		122	
					Manifest Freight		Manifest Freight		Freight	
					Daily	PH	Daily	AM	Daily Ex. Sunday	AM
Yd.	0.00	DN	ARTESIA...S.W.F.Y.	219	A 6 30		A 5 15		A 9 10	
86	6.32	TB	BENTOAK	3006	6 03		4 55		8 51	
Yd.	14.02		COLUMBUS...X.S.Y.	3014	5 42		4 30		L 8 30	
72	22.75	TB	McCRARY	3023	5 18 ¹³¹		4 00			
23	28.48	TB	ETHELVILLE	3028	5 06		3 45			
98	31.22	TB	GARMON	3031	5 01		3 39			
15	34.67	TB	McSHAN	3035	4 54		3 30			
93	42.98	D	REFORM...Y.	3043	4 37		3 10			
35	50.75	D	GORDO	3051	4 22		2 50			
8	59.03	TB	ELROD	3059	4 06		2 35			
36	61.95	TB	BUHL	3062	4 01		2 25			
104	62.28	TB	KAHLMUS	3063	4 00		2 20			
38	72.50	TB	NORTHPORT	3072	3 40		1 55			
Yd.	74.18	DN	TUSCALOOSA... (X.S. W.F. Y.T.)	3074	3 30 3 10		1 40 12 40 ¹²⁹			
79	80.65	TB	STOKES	3081	2 52		12 20			
4	87.29	TB	DUNCANVILLE	3087	2 37		12 01			
94	89.17	TB	PHALIN	3089	2 33		11 55			
7	95.02	TB	PEARSON	3095	2 22		11 45			
98	101.47	TB	EOLINE	3101	2 06		11 30			
35	107.45	TB	BRENT	3107	1 53		11 15			
95	109.36	D	CENTREVILLE	3109	1 48		11 00 ¹³¹			
32	122.64	TB	LAWLEY	3123	1 21		10 20			
79	130.53	D	MAPLESVILLE...X.Y.	3131	1 05		9 50			
44	143.44	TB	MULBERRY	3143	12 30		9 03			
16	144.96	TB	BILLINGSLY	3145	12 27		8 58			
91	150.13	TB	VIDA	3150	12 15		8 46			
16	154.82	TB	JOFFRE	3155	12 04		8 35			
101	161.16	TB	BOOTH	3161	11 47		8 20			
42	167.48	D	PRATTVILLE	3167	11 35		8 05			
100	170.06		DOSTER	3170	11 25		7 59			
25	175.35		HUNTER	3175	11 10		7 45			
Yd.	180.14	DN	WEST END YARD...S.W.F. Y.T.	3180	L 10 55		L 7 30			
	181.67		MONTGOMERY...X.	3181						
					AM		PM		AM	
					130		128		122	
					Daily		Daily		Daily Ex. Sunday	

				Capacity of Sidings 50 Ft. Cars	MILES FROM TUSCALOOSA	TIME TABLE No. 11 In Effect July 23, 1967		Station Numbers					
						STATIONS							
				Yd.	0.00	DN.....TUSCALOOSA.....	S.W.F. Y.T.	3074					
				80	2.90	.....HOLT JUNCTION.....		3303				
				100	5.98	D.....HOLT.....		3306					
				65	8.12	.....FOX.....		3308				

SPECIAL INSTRUCTIONS

SOUTHERN DIVISION

No. 1. All trains must secure clearance before leaving Artesia and Tuscaloosa.
No. 122 will assume schedule at Columbus without clearance.

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

No. 4. TRAIN REGISTERS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 5. YARDS:

Okolona	Tuscaloosa
West Point	Brent-Fairdale-Centreville
Artesia	Maplesville
Meridian	Prattville
Waynesboro	West End Yard
Mobile-Belt Jct.-Whistler	Holt
Columbus	

No. 6. RAILROAD CROSSINGS:

	Maximum Speed	
	Passenger	Freight
Interlocked—Non-operative approach signals:		
SL-SF—873 ft. south of M. P. B-15..	20 MPH	20 MPH
AGS—One mile south of Tuscaloosa Southward.....	20 MPH	20 MPH
SCL—WofA—L&N—Montgomery.	20 MPH	20 MPH
Interlocked—Operative approach signals:		
IC—one half mile north West Point	20 MPH	20 MPH
C&G—one half mile north West Point.....	20 MPH	20 MPH
AGS—1000 feet south of M. P. 136..	20 MPH	20 MPH
AGS—One mile south of Tuscaloosa Northward.....	35 MPH	25 MPH
Southern—1000 feet north of depot Maplesville.....	35 MPH	25 MPH

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

Not Interlocked:

Southern—2500 feet south of M. P. 1
L&N—WofA—South end of West End Yard

Gates:

C&G—600 feet south of Columbus

No. 7. WATER STATIONS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 8. FUEL STATIONS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard

No. 9. BULLETIN BOARDS:

Okolona	Mobile
Artesia	Tuscaloosa
Meridian	West End Yard Office

No. 10. STANDARD CLOCKS:

Okolona	Tuscaloosa
Artesia	West End Yard Office
Meridian	West End Yard Tower
Mobile	

No. 11. MAXIMUM SPEED RESTRICTIONS:

Between Okolona and Mile Post 6.	} Passenger.....	55 MPH	
		Freight.....	40 MPH
Between Mile Post 6 and Mobile.	} Passenger.....	50 MPH	
		Freight.....	30 MPH
Montgomery District.	} Passenger.....	55 MPH	
		Freight, between Artesia and Tuscaloosa.....	40 MPH
		Freight, between Tuscaloosa and Montgomery.....	35 MPH
Warrior Branch.	} Passenger.....	30 MPH	
		Freight.....	25 MPH

Exceptions:

Trains using turnouts not to exceed.....	10 MPH
All trains, Mile Post 172.5 to 175.8, Montgomery District.....	20 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 Koppel Air Dump Cars.....	25 MPH
Scale Test Cars.....	25 MPH
Trains handling ore loaded in the 62,000 series hoppers between Artesia and Tuscaloosa.....	35 MPH
Trains handling Jordan Spreader, with wings properly secured and trailing.....	25 MPH
Steam Shovels, Hoisting Derricks, Pile Drivers, Locomotive Cranes, and Asphalt or similar paving plants, on own trucks, with booms properly secured and trailing:	
Meridian and Mobile Districts.....	25 MPH
Montgomery District.....	20 MPH
Branch Lines.....	15 MPH
Operating or towing standard switchers.....	25 MPH

Derricks:

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

Derrick 66400, located at Tuscaloosa; Derrick 66408, located at Meridian; and, Derrick 66405, located at Iselin, must be separated by at least 3 empty cars from engine or other loaded cars at Bridge MB 108.97 (0.4 miles north of Centreville, Alabama), and Bridge MB 173.84 (1.5 miles north of Hunter, Alabama) and must not exceed 10 MPH at Bridge MB 108.97.

Derrick 66403, located at Mobile, must be separated by at least 3 empty cars from engine or other loaded cars at Bridge MB 173.84 (1.5 miles north of Hunter, Alabama).

SPECIAL INSTRUCTIONS—Continued

Exceptions:—Continued

Diesel-electric engines 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 Freight Diesel Engines	4"	5 MPH
Alco Freight & Switching Diesel Engines	4"	5 MPH
Passenger Cars with Roller Bearings...	8"	5 MPH
Passenger Cars, Standard Friction Bearings	12"	5 MPH

All trains will observe speed restrictions indicated by Diamond Boards.

No. 12 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. 13. SIGNALS APPROACHING HIGHWAY CROSSINGS:

Attention 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. 14. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE:

MOBILE AND MERIDIAN DISTRICTS

Station No.	Name	Mile Post	Car Capacity	Opens
15	Silver Creek	14.67	30	Double
25	Gulcrest	25.39	4	South
51	Escatawpa	50.62	13	Double
68	Battles	68.04	7	South
84	Woodward's	84.25	15	Double
85	Henderson	84.27	4	North
145	Topton	144.60	8	North
147	Lockhart	146.79	15	North
159	Tamola	158.47	20	Double
162	Enondale	162.28	8	North
172	Electric Mills	171.71	12	North
197	Klines	196.53	10	North
250	Gibson	249.53	15	North

MONTGOMERY DISTRICT

Station No.	Name	Mile Post	Car Capacity	Opens
3036	Melrose	B36.10	30	North
3069	Colony	B69.21	2	North
3070	Mills	B69.78	9	South
3108	Fairdale	B108.69	18	Double
3111	Frost	B111.51	7	Wye
3112	Hornsby	B112.00	7	South
3173	McQueens	B172.59	8	South

WARRIOR BRANCH

3304	Ala. Home Spur	BC3.65	5	West
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No. 15. SIGNAL SYSTEMS AND DEFINITIONS:

TRAFFIC CONTROL SYSTEM is in effect between mile posts 171 and 175.8 on the Montgomery District with control station at Tuscaloosa. Operating Rules 525 through 540 will apply.

Within traffic control system limits, the movement of trains and engines will be governed by block signals whose indications will supersede time-table superiority of trains for both opposing and following movements.

Protection of train or engine as prescribed by Rule 99 is required, except as provided in Rule 532.

Train or engine must not enter or foul the main track, or re-enter the main track after having cleared it, except on proceed indication of absolute signal or by authority of control station.

An absolute signal displaying stop indication must not be passed until permission is obtained from control station, or if means of communications fail, a member of crew must operate emergency release located near absolute signal and wait four (4) minutes for signal to clear.

Should absolute signal fail to clear after expiration of four (4) minutes, train or engine may then proceed at restricted speed under flag protection to next signal displaying a proceed indication.

When in emergency it is necessary to operate dual control switch by hand, crews must be governed by Rule 534.

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.

No. 16. RESTRICTED DIESEL OPERATION:

The 900 class diesels must not be operated between Tuscaloosa and Montgomery, or on the Warrior Branch.

No. 17. AIR BRAKES AND HAND BRAKES:

When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

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 "	39.58
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

- L. R. ABERNATHY, Asst. Supt. Terminals..... Mobile, Ala.
- M. T. HARRIS, Trainmaster..... Mobile, Ala.
- S. WILSON, Asst. to Supt..... Meridian, Miss.
- G. N. FISCHER, Trainmaster-Agent..... Meridian, Miss.
- D. F. JONES, TM-Road Foreman of Engines... Meridian, Miss.
- H. R. JONES, Asst. Trainmaster..... Meridian, Miss.
- I. M. McKELVAIN, Asst. Trainmaster..... Meridian, Miss.
- G. D. FIKES, Trainmaster..... Artesia, Miss.
- J. P. ELLIOTT, Chief Yard Operations..... Okolona, Miss.
- A. F. MASSING, Trainmaster-Agent..... Okolona, Miss.
- W. J. DRISCOLL, Trainmaster..... Tuscaloosa, Ala.
- W. L. BUSH, Asst. Trainmaster..... Tuscaloosa, Ala.
- W. W. WILSON, Road Foreman of Engines... Tuscaloosa, Ala.
- B. H. PHILLIPS, Chief Dispatcher..... Tuscaloosa, Ala.
- L. S. HUSSEY, Dispatcher..... Tuscaloosa, Ala.
- C. H. GRAHAM, Dispatcher..... Tuscaloosa, Ala.
- R. H. PATRICK, Dispatcher..... Tuscaloosa, Ala.
- C. B. PREWITT, Dispatcher..... Tuscaloosa, Ala.
- J. L. SMITH, Extra Dispatcher..... Tuscaloosa, Ala.
- O. B. ADAMS, Extra Dispatcher..... Tuscaloosa, Ala.
- B. N. THOMASON, Extra Dispatcher..... Tuscaloosa, Ala.
- M. L. GARDNER, Trainmaster..... Montgomery, Ala.
- C. W. WILLIAMS, Asst. Trainmaster..... Montgomery, Ala.
- L. F. YOUNG, Trainmaster-Agent..... Birmingham, Ala.
- R. R. MONTGOMERY, Road Foreman of Engines. Union, Miss.
- L. M. BURNS, 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 knuckles 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 engine-motor on or around 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 trainmen 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.