

LOAD LIMITS

The Weights of Engines and Cars are limited as follows:

Between Atlanta Junction and Selma †Between Burstall and Wilton Between Gurnee Junction and Blocton

KIND	Type	Total Weight
Pacific.....	4-6-2	239,490 lbs.
Consolidation.....	2-8-0	216,500 lbs.
†Derrick.....		170,500 lbs.
Loaded Cars.....		210,000 lbs.

†Between Burstall, Wilton, Calera and Selma 2-8-2 (Mikado) engines weighing not over 292,500 lbs., Consolidation engines weighing not over 221,400 lbs., may be operated, and 241,000 lbs. capacity derrick may be handled with spacer car not over 80,000 lbs.

Between Selma and Jackson Between Selma and Demopolis

KIND	Type	Total Weight
Consolidation.....	2-8-0	216,500 lbs.
Pacific.....	4-6-2	235,000 lbs.
Derrick.....		170,500 lbs.
Loaded Cars.....		210,000 lbs.

Between Jackson and Mobile

KIND	Type	Total Weight
Consolidation.....	2-8-0	138,000 lbs.
Ten Wheel.....	4-6-0	126,500 lbs.
Six Wheel Switch Engines	0-6-0	116,000 lbs.
Derrick.....		(a) 170,000 lbs.
Loaded Cars.....		(b) 140,000 lbs.
		(c) 169,000 lbs.
		(d) 180,000 lbs.

(a) Must at all times be spaced from engines and heavy loads by at least one car weighing not to exceed 50,000 lbs. Over Tombigbee River Bridge 88.2-MB six spacer cars must be used between engine and derrick, the weight of each car next to the derrick not to exceed 50,000 lbs. and the weight of the other spacer cars not to exceed

No restrictions.

(c) One spacer car at each end, not over 103,000 lbs.; no spacer car between Marion Jct. and Akron.

(d) One spacer car at each end, not over 50,000 lbs. each.

Between York and McDowell Between Marion Junction and Akron

KIND	Type	Total Weight
Consolidation.....	2-8-0	164,800 lbs.
Ten Wheel.....	4-6-0	158,200 lbs.

Derricks and loaded cars same as shown between Jackson and Mobile.

NOTES

Flag stops to receive or discharge passengers:

All regular passenger trains:

Cunningham, Yancey, Vans Valley, Hamatite, Prior, Bluffton, Pleasant Gap, Ladiga, Piedmont Springs, Maxwellborn, Blue Mountain, Coosa, Silver Run, Bolin, Newala.

All regular passenger trains:

Genery, Oakley, Cox, Manila, Vine Hill.

Nos. 19, 20—Ryans.

All regular passenger trains:

Harrell, Marshall, Bellevue, Ellawhite, Hall Creek, Bennett.

All regular passenger trains:

Westbrook, Flatwood, Finley Crossing, Cobbville, Pouncey, Jackson Wells, Cortelyou, Sunflower, Malcolm, Movico, Chastang, Bucks, Axis, Pennsylvania, Saraland, Plateau.

All regular passenger trains:

Nave, Bates, Norman, Zimmerman, Coleman, Rosemary, Hatche, Melton, Wedgeworth, Evansville.

Trains and engines of the Mobile Division will use the tracks of other Railroads or other Divisions in accordance with their Time Table, Rules and Regulations as follows:

Between Burstall and Birmingham, A. G. S. R. R.

Between Burstall and 37th St. Yard, Birmingham Division.

Between York and Meridian, A. G. S. R. R.

Between Atlanta Jct. and Rome, Atlanta Division.

(Mobile)

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

MOBILE DIVISION

TIME TABLE No.

50

Effective 12.01 A. M. (Central Time)

SUNDAY, JUNE 5, 1938

FOR THE GOVERNMENT OF EMPLOYES ONLY

L. F. DeRAMUS - - - - - General Manager

L. M. TRIPLETTE - - - - - General Superintendent Transportation

F. W. OKIE - - - - - Superintendent

BETWEEN MARION JUNCTION AND AKRON

SOUTHBOUND TRAINS				Capacity of Tracks in Cars		Station Nos.	Miles from Selma	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938		Minimum time in minutes between stations	NORTHBOUND TRAINS	
Second Class	FIRST CLASS		Other Tracks	Sidings	STATIONS			Pass.	Fr't.		Mixed	Second Class
59 Daily		Mixed 17 Daily						Lv.	Ar.		Mixed 18 Daily	58 Daily
P. M.		A. M.									P. M.	A. M.
8 55		5 20 ¹¹⁶ ₁₆₃	75		207N	12.8	Y. MARION JCT. .D			10 17	s12 18 ²¹⁶ _{PM}	2 25
9 13		s 5 37	20		21P	19.7	HAMBURG			10 16	s11 58	2 05
9 30		s 5 56	56		28P	26.2	MARION .D			12 18	s11 40	1 50
9 45		s 6 18	13		35P	33.5	SCOTT STATION .			10 14	s11 05	1 25
10 05		s 6 35	29		41P	39.2	W... NEWBERN .D			14 21	s10 50	1 10
10 30		s 7 30	87		49P	47.9	GREENSBORO .D			13 20	s10 25	12 50
10 54		f 7 55	21		57P	56.0	SAWYERVILLE .			17 24	f10 00	12 26
11 20		8 40	15		67P	65.8	YW.. AKRON .D				9 30	12 01
P. M.		A. M.					Ar.	Lv.			A. M.	A. M.
Daily 59		Daily 17 Mixed								Pass. Fr't.	Daily 18 Mixed	Daily 58

BETWEEN GURNEE JUNCTION AND BLOCTON

SOUTHBOUND				Capacity of Tracks in Cars		Station Nos.	Miles from Wilton	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938		Minimum time in minutes between stations	NORTHBOUND	
	THIRD CLASS		Sidings	Other Tracks	STATIONS			Pass.	Fr't.		THIRD CLASS	
	L. & N. 147 Ex. Sun.	167 Ex. Sun.						Lv.	Ar.		168 Ex. Sun.	L. & N. 148 Ex. Sun.
	A. M.	A. M.									A. M.	A. M.
		7 10	78		31S	30.7	WY. BLOCTON .D			6 8	10 00	
		7 20	33		27S	27.0	TICO			2 3	9 45	
		10 10 ³⁴⁸			26S	26.3	ARDELA			1 1	9 40	9 15 ³⁴⁷
		10 15	40		25S	25.7	CADLE			3 5	9 35	9 08
		10 30	44		24S	23.7	SEYMOUR			3 4	9 20	9 01 ²⁴⁷
		10 37	54		22S	22.2	GARNSEY			3 4	9 15	8 56
		10 48	50	125	21S	20.8	MARVEL .D			2 3	9 10	8 51
		10 53	37	12	20S	20.0	ADEN			3 4	9 05	8 48
		11 00	39	40	19S	18.8	BOOTHTON .D			3 4	9 00	8 44
		11 10		53	17S	17.1	GURNEE			2 3	8 50	8 40
		11 20		45	16R	16.4	Y. GURNEE JCT. .D				8 45	8 30 ¹⁶⁷
	A. M.	A. M.					Ar.	Lv.			A. M.	A. M.
	Ex. Sun. 147 L. & N.	Ex. Sun. 167								Pass. Fr't.	Ex. Sun. 168	Ex. Sun. 148 L. & N.

BETWEEN ATLANTA JUNCTION AND WILTON

SOUTHBOUND				Capacity of Tracks in Cars		Station Nos.	Miles from Atlanta Junction	TIME TABLE No. 50		Minimum time in minutes between stations	NORTHBOUND				
FIRST CLASS				Other Tracks	Sidings			EFFECTIVE JUNE 5, 1938			STATIONS		FIRST CLASS		
			Mixed 15 Daily					Lv.	Ar.	Pass.	Fr't.	Mixed 16 Daily			
			A. M.									P. M.			
			6 30			80H		Y	ROME, GA. D			4 40			
			6 40				0.0		WC ATLANTA JUNCTION			4 26			
			f 6 46	7		3N	3.0		SIX MILE	5	6	f 4 17			
			s 7 11		68	13N	12.8		CAVE SPRING . D	15	20	s 3 55			
			f 7 22	10		18N	18.1		OREMONT	8	11	f 3 37			
			f 7 30	12		21N	20.7		ETNA	5	6	f 3 30			
			f 7 35		42	23N	22.6		TECUMSEH, ALA.	3	4	f 3 25			
			f 7 45	5		25N	24.9		W. SIDHART	4	5	f 3 18			
			s 7 52	10	26	27N	26.7		ROCK RUN . . . D	3	4	s 3 10			
			s 8 02	41		31N	31.1		SPRING GARDEN	7	9	s 2 59			
			s 8 22	34	54	36N	35.8		PIEDMONT . . . D	8	10	s 2 49			
			f 8 42		19	45N	44.6		MERRELTON	14	18	f 2 24			
			s 9 05	3	28	48N	48.2		JACKSONVILLE . D	6	8	s 2 15			
			f 9 20		45	54N	53.5		WEAVER	8	11	f 1 55			
			s10 00	Yard		61N	61.0		WCY ANNISTON . . . N	16	19	s 1 30			
			s10 15	59		63N	63.4		OXFORD	6	8	s 1 01			
			f10 35	15		71N	70.8		JENIFER	11	15	f12 40			
			f10 40	15		73N	72.8		MUNFORD	3	4	f12 35			
			f10 50	8		78N	77.7		CURRY	8	10	f12 23			
			s11 35	76	52	84N	83.8		W. TALLADEGA . . D	10	13	s12 10 PM			
			f11 45 16		34	88N	88.1		BARCLAY	7	9	f11 45 15			
			f11 55	10		93N	92.9		NOTTINGHAM	8	10	f11 35			
			f11 58	10		94N	94.2		ALPINE	2	3	f11 32			
			f12 08 PM	11		98N	97.9		KYMULGA	6	8	f11 22			
			s12 30	15	36	103N	103.2		CHILDERSBURG . D	9	11	s11 10			
			f12 41	11		108N	108.5		MALLORY	8	11	f10 56			
			s12 50	15		111N	111.5		WILSONVILLE . D	5	6	s10 50			
			f 1 05		15	117N	116.7		W. NELSON	8	11	f10 35			
			s 1 20	49		120N	120.3		COLUMBIANA . D	6	8	s10 25			
			f 1 35	10		126N	126.3		SHELBY SPRINGS	9	12	f10 10			
			s 1 50	55	44	131N	130.9		CALERA N	7	10	s10 00			
			s 2 05	25		138N	137.7		MONTEVALLO . D	10	14	s 9 40			
			s 2 30	Yard		139N	139.2		WCY. WILTON . . . D	3	4	9 30 19 52			
			P. M.					Ar.	Lv.			A. M.			
			Daily 15 Mixed							Pass.	Fr't.	Daily 16 Mixed			

(Mobile)

BETWEEN BURSTALL AND NORTH SELMA—NORTHBOUND

Capacity Other Tracks	Siding	Station Nos.	Miles from Atlanta Junction	Miles from Wilton	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938	Minimum time in minutes between stations		FIRST CLASS			SECOND CLASS		THIRD CLASS	
						Pass.	Fr't.	Mixed 16 Daily	20 Daily	52 Daily	80 Daily	82 Ex. Sun.		
					Ar.			A. M.	P. M.		P. M.	A. M.	A. M.	
		Yard		48.0	WCT BIRMINGHAM N (Passenger Station) 13				5 40					
		Yard	5SA	55.2	WCT BIRMINGHAM N (37th St. Yard) 20.2						2 25 PM	4 25		
			35R	35.0	BURSTALL N				f 5 01		11 35	2 40		
	39		34R	33.8	SARGON 5.2	2 3			4 56		11 32	2 33		
	13		29R	28.6	MORGAN 3.4	7 11			f 4 47					
	46		25R	25.2	NOMEN 2.1	4 6			4 38		11 10 51	2 03		
			23R	23.1	BAMFORD 2.8	6 8			f 4 34					
	28		20R	20.3	TURNER 3.9	6 8			f 4 28		10 45	1 45	A. M.	
	45		16R	16.4	Y. GURNEE JCT. D W 4.7	9 14			s 4 21		10 30 83	1 30	7 35	
	50		12R	11.7	STRAVEN 1.0	2 2			f 4 08		10 16	1 05	7 13	
	44		11R	10.7	LACY 1.3	2 3			4 06		10 14	1 01	7 10	
	39		9R	9.4	MAYLENE 3.7	6 8			f 4 03		10 10	12 56	7 05	
	80	38	6R	5.7	DOGWOOD 3.3	5 7			f 3 56		10 01	12 46 81	6 55	
	40		2R	2.4	ALDRICH D 2.4	4 6	A. M.		s 3 50		9 40	12 35	6 40	
Yard		139N	139 2	0.0	WCY. WILTON D 3.1	5 7	s 9 30 19 52		s 3 45		9 30 19 16	12 20 AM	6 30	
		142N	142.3		BRIERFIELD 1.7	3 4			f 3 33		8 55	11 30	A. M.	
	3	40	144N	144.0	ASHBY 5.3	8 11			f 9 04		8 50	11 25		
	56	149N	149.3		BIBB MILL 3.6	6 8			f 8 53		8 38	11 10		
	29	67	153N	152.9	RANDOLPH 8.1	12 17			f 8 45		s 3 13 15	8 30	11 00	
	31	64	161N	161.0	MAPLESVILLE D 4.1	6 9			s 8 27		s 3 01	8 00	10 34	
	13	57	165N	165.1	W. STANTON 3.9	6 8			f 8 12		f 2 54 51	7 40	10 21	
	67	169N	169.0		LESLIE 1.5	2 3			8 03		2 48	7 25	10 05	
	3	35	171N	170.5	PLANTERSVILLE D 5.2	8 11			s 7 59		s 2 46	7 22	10 01	
	5		176N	175.9	JONES 3.2	5 7			f 7 44		f 2 37	7 08		
	3	71	179N	178.9	FREMONT 4.6	7 10			f 7 37		f 2 32	7 01	9 37	
	29		184N	183.5	BURNSVILLE D 4.4	7 9			s 7 27		s 2 22	6 50	9 25	
	64		188N	187.9	BRANTLEY 3.5	6 8			f 7 18		f 2 14	6 40	9 10	
Yard		192N	191.4		WCT. NORTH SELMA N Lv.			7 10		2 06	6 30	9 00		
								A. M.	P. M.		A. M.	P. M.	A. M.	
						Pass.	Fr't.	Daily	Daily		Daily	Daily	Ex. Sun.	
					(Mobile)			16 Mixed	20		52	80	82	

BETWEEN NORTH SELMA AND YORK—SOUTHBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Atlanta Junction	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938	Minimum time in minutes between stations		FIRST CLASS						SECOND CLASS		THIRD CLASS		
Other Tracks	Sidings				Pass'r	Fr't	Mixed 17 Daily	19 Daily	Mixed 115 Ex. Sun.	Mixed 215 Sun. Only	35 Daily	Mixed 15 Daily	51 Daily	59 Daily	163 Ex. Sun.	165 Ex. Sun.	
STATIONS																	
				Lv				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
Yard	192N	191.4	WCT. NORTH SELMA . N		6	9		4 30	11 08	12 45			4 50	7 10 ¹⁶⁴	8 00		6 45
Yard	193N	194.0	SELMA D		10	14		4 45	11 15	1 00 ¹⁸			2 30	5 00	7 20	8 10	7 00 ¹⁶
6	77	199N	POTTER		5	7		4 59	A. M.	1 14 ³⁶			2 40	P. M.	7 35	8 25	7 14
	40	202N	W. LAKE LANIER		7	12		5 06		1 22 ¹⁶⁶	P. M.		2 45		7 53	8 35	A. M.
75		207N	Y. MARION JCT. D		5	7		5 20 ¹¹⁶		1 35			3 00 ³⁵	2 54 ²¹⁵	8 11	8 55	5 40 ¹⁷
19		210N	MASSILLON		8	10		A. M.		1 45			3 07	P. M.	Mixed	P. M.	P. M.
14	43	214N	BROWN		7	10				1 55			3 17				6 01
	42	218N	TAYLOE		8	10				2 05			3 27				6 15
85	49	223N	W. UNIONTOWN D		9	12				2 30			3 40				6 45
39	64	228N	FAUNSDALE D		7	9				2 45			3 52				7 01
12		232N	ALLENVILLE		6	6				2 55			4 01				7 10
26		235N	GALLION		6	8				3 01			4 07		Mixed 11		7 17
17		238N	ALFALFA		5	6				3 10			4 15		Ex. Sun.		7 26
50	64	241N	SPOCARI		7	9				3 20			4 21				7 45
100	26	243N	DEMOPOLIS D		12	15				3 35			4 30		A. M.		8 00
12	30	248N	W. McDOWELL		9	11							P. M.				A. M.
16		253N	WOODFORD		8	12											
19		258N	COATOPA		6	8											
15	46	261N	LILITA		9	13											
12		266N	CURL		8	11											
30	59	271N	WY. YORK, ALA. N														
Yard		298N	WCT. MERIDIAN, MISS. N														
				Ar				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
					Pass'r	Fr't		Daily 17	Daily 19	Ex. Sun. 115	Sun. Only 215	Daily 35	Ex. Sun. 11	Daily 51	Daily 59	Ex. Sun. 163	Ex. Sun. 165

BETWEEN ARDELA AND BELLE ELLEN

SOUTHBOUND TRAINS				NORTHBOUND TRAINS					
THIRD CLASS		Capacity of Tracks in Cars		Station Nos.	Miles from Ardela	TIME TABLE No 50 EFFECTIVE JUNE 5, 1938	Minimum time in minutes between stations	THIRD CLASS	
L. & N. 347 Ex. Sun.	367 Ex. Sun.	Other Tracks	Sidings					368 Ex. Sun.	L. & N. 348 Ex. Sun.
A. M.	A. M.					Lv.	Ar.	A. M.	A. M.
9 25 ¹⁴⁸	7 25			26S	0.0	ARDELA		7 45	10 10 ¹⁴⁷
9 35	7 35 ³⁶⁸	35		2BE	1.5	BELLE ELLEN . D	3 5	7 35 ³⁶⁷	10 03
A. M.	A. M.					Ar.	Lv.	A. M.	A. M.
Ex. Sun. 347 L. & N.	Ex. Sun. 367						Pass. Fr't.	Ex. Sun. 368	Ex. Sun. 348 L. & N.

(Mobile)

BETWEEN NORTH SELMA AND YORK—NORTHBOUND

Capacity of Tracks	Other Tracks	Siding	Station Nos.	Miles from Atlanta Junction	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938	Minimum time in minutes between stations	FIRST CLASS						SECOND CLASS	THIRD CLASS					
							Mixed 16	Mixed 116	Mixed 216	36	20	Mixed 18	58	164	166				
							Daily	Ex. Sun.	Sun. only	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.				
					Ar														
			192N	191.4	WCT. NORTH SELMA . N	2.6	6	9	7 10	6 20			2 06	1 15	3 20	7 10 ⁵¹	1 55		
			193N	194.0	SELMA D	5.4	10	14	7 00 ¹⁶⁵	6 10			1 30	2 00	1 00 ¹¹⁵	3 05	7 00	1 44	
			199N	199.4	POTTER	2.9	5	7	A. M. f 5 55				f 1 14 ¹¹⁵	P. M.	f 12 43	2 50	6 42	1 29	
			202N	202.3	W. LAKE LANIER	4.5	7	12	f 5 45				P. M. f 1 06		f 12 35	2 40	6 35	1 22 ¹¹⁵	
			207N	206.8	Y. MARION JCT. D	3.2	5	7	s 5 30 ¹⁷						20	12 20 ²¹⁶	2 25	6 20	12 58 ³⁶
			210N	210.0	MASSILLON	4.2	8	10	f 5 11				f 12 11	P. M.	Daily	P. M.	A. M.	6 05	P. M.
			214N	214.2	BROWN	4.2	7	10	f 5 01				f 12 01 ^{PM}					5 50	
			218N	218.4	TAYLOE	4.3	8	10	f 4 50				f 11 50					5 38	
			223N	222.7	W. UNIONTOWN D	5.0	9	12	s 4 40				s 11 40					5 25	
			228N	227.7	FAUNSDALE D	4.1	7	9	f 4 25				f 11 25					5 05	
			232N	231.8	ALLENVILLE	3.0	6	6	f 4 15				f 11 15					4 55	
			235N	234.8	GALLION	3.6	6	8	f 4 09				f 11 09		Mixed 12			4 48	
			238N	238.4	ALFALFA	2.7	5	6	f 4 01				f 11 01		Ex. Sun.			4 38	
			241N	241.1	SPOCARI	1.8	7	9	f 3 55				f 10 55					4 30	
			243N	242.9	DEMOPOLIS D	4.9	12	15	3 45				10 45		A. M.			4 10	
			248N	247.8	W. McDOWELL	5.1	9	11					A. M.					P. M.	
			253N	252.9	WOODFORD	4.6	8	12											
			258N	257.5	COATOPA	3.2	6	8								s 8 15			
			261N	260.7	LILITA	5.3	9	13								s 8 00			
			266N	266.0	CURL	4.5	8	11								f 7 40			
			271N	270.5	WY. YORK, ALA. N	27.1										7 25			
			298N	297.6	WCT MERIDIAN, MISS. N														
					Lv				A. M.	A. M.			A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.
					Pass'r	Fr't			Daily 16	Ex. Sun. 116			Sun. only 216	Daily 36	Ex. Sun. 12	Daily 18	Daily 58	Ex. Sun. 164	Ex. Sun. 166
									Mixed	Mixed			Mixed	Mixed	Mixed	Mixed			

BETWEEN SEYMOUR AND PIPER

SOUTHBOUND TRAINS						NORTHBOUND TRAINS							
THIRD CLASS				Capacity of Tracks in Cars		Station Nos.	Miles from Seymour	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938		Minimum time in minutes between stations	THIRD CLASS		
L. & N. 247	267	Ex. Sun.	Ex. Sun.	Other Tracks	Sidings			STATIONS	Pass.		Fr't.	268	L. & N. 248
A. M.	A. M.					Lv		Ar			A. M.	A. M.	
9 01 ¹⁴⁸	7 40				44	24S	0.0				8 15	10 10	
9 10	7 50			35		1PB	1.3		3	5	8 10	9 55	
9 15	7 55 ²⁶⁸			75		2PB	2.0		2	3	8 00 ²⁶⁷	9 45	
A. M.	A. M.					Ar		Lv			A. M.	A. M.	
Ex. Sun. 247	Ex. Sun. 267								Pass.	Fr't.	Ex. Sun. 268	Ex. Sun. 248	
L. & N.											L. & N.		

(Mobile)

BETWEEN MARION JUNCTION AND MOBILE—SOUTHBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Marion Junction	TIME TABLE No. 50 EFFECTIVE JUNE 5, 1938		Minimum time in minutes between stations	FIRST CLASS		SECOND CLASS		THIRD CLASS	
Other Tracks	Sidings			STATIONS	Pass.		Fr't.	35 Daily	51 Daily	169 Ex. Sun.	165 Ex. Sun.	
				Lv.			P. M.			A. M.	A. M.	
75		207N	0.0	Y. MARION JCT. D			2 54 ²¹⁵					7 40
	54	6MB	6.1	BOGUE CHITTO	6.1	10 13	f 3 06			8 11		7 55
13		8MB	8.2	ELEANOR	2.1	4 5	f 3 11			8 28		8 01
13		13MB	13.1	SAFFORD	4.9	8 11	f 3 21			8 34		8 15
15		17MB	17.4	ALBERTA D	4.3	7 10	s 3 31			8 49		
32		20MB	19.8	GASTONBURG	2.4	4 5	s 3 37			9 07		8 30
51		22MB	22.3	CATHERINE D	2.5	4 5	s 3 43			9 17		8 40
31		29MB	29.2	LAMISON	6.9	11 14	s 3 43			9 24		8 50
16		34MB	33.8	ARLINGTON	4.6	7 10	f 3 56			9 46		9 20
4	45	36MB	35.7	KIMBROUGH D	1.9	3 4	f 4 05			10 00		9 40
13	30	41MB	40.5	PINE HILL D	4.8	8 11	s 4 10			10 08		1001 ¹⁶⁶
37		44MB	43.7	SUNNY SOUTH	3.2	5 7	s 4 21			10 28		10 15
11		48MB	47.6	ATKINSON	3.9	6 8	s 4 29			10 38		10 55
51	56	52MB	51.9	WYTHOMASVILLE D	4.3	7 9	s 4 37			10 50		1113 ³⁶
10		55MB	55.3	RURAL	3.4	5 7	s 4 49			11 15		11 45
7		58MB	57.7	ALAMEDA	2.4	4 5	f 4 56			11 23		12 01 ^{PM}
47	34	61MB	60.6	FULTON D	2.9	5 6	f 5 01			11 30		12 10
13		63MB	62.7	DICKENSON	2.1	4 5	s 5 09			11 38		12 45
20	50	71MB	70.7	WHATLEY D	8.0	12 16	s 5 14			11 44		12 55
64	50	75MB	74.9	WCYSUGGSVILLE D	4.2	7 9	s 5 30			1205 ^{AM 52}	A. M.	1
38		81MB	80.7	WALKER SPRINGS	5.8	9 12	s 5 41			1 00		6 30
14		82MB	82.3	GLENDON	1.6	3 4	s 5 52			1 20		6 55
136		88MB	87.5	JACKSON D	5.2	9 11	f 5 57			1 25		7 05
11		91MB	91.0	CARSON	3.5	9 12	s 6 09			1 43		8 00
9		93MB	92.9	PRESTWICK	1.9	3 4	s 6 19			2 00		8 20
3	40	95MB	94.9	WAGAR D	2.0	3 4	f 6 23			2 06		8 35
	52	98MB	98.2	HORNING	3.3	5 7	f 6 28			2 12		8 57
2		102MB	102.0	TOINETTE	3.8	6 8	6 34			2 32		9 15 ³⁶
	29	108MB	108.2	McINTOSH	6.2	10 13	f 6 41			2 45		9 40
3	23	115MB	114.9	CALVERT	6.7	10 14	f 6 53			3 05		9 55 ¹⁷⁰
3	42	120MB	120.0	MT. VERNON D	5.1	8 11	s 7 06			3 30		10 20
11		128MB	128.0	SALCO	8.0	12 16	s 7 17			3 45		10 45
34	34	134MB	133.6	CREOLA	5.6	9 12	f 7 32			4 10		11 05
5	50	137MB	136.6	SATSUMA	3.0	5 6	f 7 43			4 30		11 20
35	50	143MB	143.0	CHICKASAW	6.4	10 14	f 7 50 ⁵²			4 40		11 28
Yard		148MB	148.4	WC. MOBILE N	5.4	14 16	f 8 05			5 00		11 45
				Ar.			8 30			5 40		12 30
							P. M.			A. M.		P. M.
					Pass. Fr't.		Daily			Daily		Ex. Sun.
							35			51		169
												165

(Mobile)

BETWEEN MARION JUNCTION AND MOBILE—NORTHBOUND

Capacity of Trains in Cars		Station Nos.	Miles from Marion Junction	TIME TABLE No. 50		Minimum time in minutes between stations	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				EFFECTIVE JUNE 5, 1933			36	52	166	170		
Other Tracks	Sidings			STATIONS	Pass.	Fr't.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
				Ar.			P. M.				P. M.	P. M.
		207N	0.0	Y. MARION JCT. D			s12 58 ²¹⁶		4 05		12 58 ³⁶	
	54	6MB	6.1	BOGUE CHITTO	10	13	r12 46		3 45		12 30	
		8MB	8.2	ELEANOR	4	5	r12 41		3 39		12 20	
		13MB	13.1	SAFFORD	8	11	s12 31		3 24		12 05 ^{PM}	
		17MB	17.4	ALBERTA D	7	10	s12 20		3 09		11 50	
		20MB	19.8	GASTONBURG	4	5	s12 13		2 59		11 30	
		22MB	22.3	CATHERINE D	4	5	s12 07 ^{PM}		2 51		11 10	
		29MB	29.2	LAMISON	11	14	r11 51		2 27		10 30	
		34MB	33.8	ARLINGTON	7	10	r11 42		2 12		10 05	
4	45	36MB	35.7	KIMBROUGH D	3	4	s11 38		2 06		10 01 ¹⁶⁵	
		41MB	40.5	PINE HILL D	8	11	s11 28		1 41		9 40	
		44MB	43.7	SUNNY SOUTH	5	7	s11 20		1 32		9 20	
		48MB	47.6	ATKINSON	6	8	11 13 ¹⁶⁵		1 21		9 01	
	56	52MB	51.9	WYTHOMASVILLE D	7	9	s11 04		1 06		8 45	
		55MB	55.3	RURAL	5	7	r10 54		12 50		8 15	
		58MB	57.7	ALAMEDA	4	5	r10 49		12 40		8 05	
	34	61MB	60.6	FULTON D	5	6	s10 43		12 32		7 55	
		63MB	62.7	DICKENSON	4	5	s10 38		12 26		7 40	
	50	71MB	70.7	WHATLEY D	12	16	s10 21		12 05 ^{AM 51}		7 15	P. M.
		75MB	74.9	WCYSUGGSVILLE D	7	9	s10 11		11 50		7 00	1 30
		81MB	80.7	WALKER SPRINGS	9	12	s 9 59		11 00		A. M.	12 40
		82MB	82.3	GLENDON	3	4	f 9 55		10 52			12 25
136	23	88MB	87.5	JACKSON D	9	11	s 9 45		10 35			12 05 ^{PM}
		91MB	91.0	CARSON	9	12	s 9 33		10 14			11 20
		93MB	92.9	PRESTWICK	3	4	f 9 29		10 07			11 00
	40	95MB	94.9	WAGAR D	3	4	s 9 25		10 00			10 54
		98MB	98.2	HORNING	5	7	9 15 ¹⁶⁹		9 42			10 30
	2	102MB	102.0	TOINETTE	6	8	f 9 07		9 30			10 15
	29	108MB	108.2	McINTOSH	10	13	f 8 55		9 10			9 55 ¹⁶⁹
	23	115MB	114.9	CALVERT	10	14	s 8 41		8 48			9 35
	42	120MB	120.0	MT. VERNON D	8	11	s 8 31		8 35			9 05
		128MB	128.0	SALCO	12	16	f 8 15		8 18			8 35
	34	134MB	133.6	CREOLA	9	12	f 8 05		7 59			8 15
	50	137MB	136.6	SATSUMA	5	6	s 7 58		7 50 ³⁵			8 05
	35	143MB	143.0	CHICKASAW	10	14	s 7 46		7 25			
Yard		148MB	148.4	WC. MOBILE N	14	16	7 30 ¹⁷⁰		7 00			7 35 ³⁶
				Lv.			A. M.		P. M.		A. M.	A. M.
					Pass.	Fr't.	Daily		Daily		Ex. Sun.	Ex. Sun.
							36		52		166	170

(Mobile)

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.
ALL REGULAR SOUTHBOUND Trains are superior to trains of the same class moving in the opposite direction: Between Marion Junction and Akron; Ardela and Belle Ellen; Seymour and Piper.

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

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

A train must secure a clearance card before leaving its initial station. In addition all trains must receive clearance card before leaving Anniston, Wilton, North Selma, Marion Junction and Burstall when a Telegraph Operator is on duty. All passenger trains and southbound freight trains must receive clearance card before leaving Selma during hours Telegraph Operator is on duty.

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

Rome,	Mobile,
Anniston,	York,
Wilton,	Gurnee Junction,
North Selma,	Blocton,
Selma,	Finley,
Marion Junction,	Birmingham Terminal Sta.
Suggsville,	

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

Atlanta Junction,	Ardela,
Anniston,	Gurnee Junction, (d)
Wilton,	Burstall (d),
North Selma (g),	Marion Junction,
Selma,	Demopolis,
Blocton,	Suggsville,
Belle Ellen,	Mobile,
Piper,	York,
Seymour,	Akron

(d) All trains register by ticket Form 721, during hours telegraph operator is on duty.

(g) First class trains register by ticket Form 721, during hours telegraph operator is on duty.

5. STANDARD CLOCKS (Rule 3)

Rome,	Mobile,
Anniston,	North Selma,
Wilton,	Gurnee Junction,
Selma,	

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

Maxwellborn	S. A. L. Ry.
Milepost 47.4N	S. A. L. Ry.
Anniston (2)	L. & N. R. R.
Anniston	Birmingham Division
Talladega	A. B. & C. Ry.
Calera	L. & N. R. R.
Maplesville	M. & O. R. R.
Selma (2)	L. & N. R. R.
Selma	W. of A. Ry.
Demopolis (Interlocked)	St. L. S. F. R. R.
Westbrook	L. & N. R. R.
Kimbrough	St. L. S. F. R. R.
Mechlin (Interlocked)	A. T. & N. R. R.
Chickasaw	Terminal Ry.
Plateau	M. L. & Ry. Co.
Mobile (3)	M. & O. R. R.
Burstall (Interlocked)	A. G. S. R. R.
Bessemer	B. E. Co.
Bessemer	L. & N. R. R.
Bessemer	St. L. S. F. R. R.
Blocton	W. & B. R. R.

7. JUNCTIONS (Rules 98, 601 to 683)

Atlanta Junction	Atlanta Division.
Maxwellborn	S. A. L. R. R.
Jacksonville	S. A. L. R. R.
Anniston	L. & N. R. R.
Anniston	Birmingham Division.
Talladega	A. B. & C. Ry.
Childersburg	C. of Ga. Ry.
Columbiana	L. & N. R. R.
Calera	L. & N. R. R.
Wilton	Birmingham (Rome Line)
Maplesville	M. & O. R. R.
Selma	L. & N. R. R.
Selma	W. of A. Ry.
Marion Junction	Akron (Mobile Line)
Demopolis	St. L. S. F. R. R.
Lilita	S. & C. Ry.
York	A. G. S. R. R.
York	A. T. & N. R. R.
Akron	A. G. S. R. R.
Kimbrough	St. L. S. F. R. R.
Mobile	M. & O. R. R.
Mobile	L. & N. R. R.
Mobile	G. M. & N. R. R.
Mobile	A. T. & N. R. R.
Mobile	T. R. R. Ala. State Docks.
Gurnee Junction	L. & N. R. R.
Burstall (Interlocked)	A. G. S. R. R.
Burstall	Birmingham Division.
Seymour	Piper Line
Ardela	Belle Ellen Line
Blocton	W. & B. R. R.
Blocton	L. & N. R. R.
Blocton	M. & O. R. R.

8. DRAWBRIDGES (Rules 98, 601 to 683)

Milepost 88.2 MB	Tombigbee River.
Milepost 145.7 MB	Three Mile Creek.

All trains and engines must stop before crossing drawbridges and may proceed on signal from watchman.

9. YARD LIMITS (Rule 93)

Atlanta Junction,	Alberta,
Cave Spring,	Catherine,
Rock Run,	Kimbrough,
Piedmont,	Pine Hill,
Jacksonville,	Thomasville,
Anniston,	Fulton,
Oxford,	Whatley,
Talladega,	Suggsville.
Wilsonville	Walker Springs,
Childersburg,	Jackson,
Calera,	Wagar,
Montevallo,	Mt. Vernon,
Wilton,	Mobile,
Maplesville.	Aldrich.
Plantersville	Dogwood,
Selma,	Gurnee Jet.
North Selma,	Gurnee,
Marion Junction	Anita,
Uniontown,	Boothton,
Spocari,	Aden,
Demopolis,	Marvel,
McDowell	Seymour,
Lilita,	Blocton,
York,	Burstall.
Marion,	
Newbern,	
Greensboro,	

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

Unless otherwise provided enter at first switch of first siding.

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

11. SPEED RESTRICTIONS (Rules 108 and 1152)

Piedmont.....	8 miles per hour.
Talladega (e).....	10 miles per hour.
Anniston.....	6 miles per hour.
Oxford.....	8 miles per hour.
Childersburg (d).....	20 miles per hour.
Calera (a).....	4 miles per hour.
Faunsdale.....	10 miles per hour.
Thomasville.....	10 miles per hour.
Mobile.....	8 miles per hour.
Demopolis (b).....	4 miles per hour.
Selma (c).....	8 miles per hour.

- (a) Flag Birmingham-Montgomery highway crossing when switching.
- (b) Flag Walnut Street and Strawberry Street crossing.
- (c) Flag Water, Alabama, Selma, Range, Broad and Lapsley Street Crossings, also Mechanic Street Shop Crossing.
- (d) 8 Miles per hour over street crossings.
- (e) Flag East Street and Court Street Crossings.

Engines and cars must not exceed speed indicated:

St. L. S. F. R. R. Crossing 242.N....	20 miles per hour.
Bridge 88.2 MB.....	6 miles per hour.
A. T. & N. R. R. crossing 119. MB....	20 miles per hour.
Bridge 141.2 MB.....	15 miles per hour.
L. & N. Crossing 10.1-MB.....	8 miles per hour.
Cinder cleaning points.....	15 miles per hour.

Derricks and pile drivers must not exceed speed of twenty (20) miles per hour. Steam shovels, ditching machines, pile drivers and other like equipment must be handled in local freight trains at a speed not to exceed 30 miles per hour.

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

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

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

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

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

Passenger trains handling freight equipment must not exceed freight train speed.

12. HELPING TRAINS.

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

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

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

13. LOCAL RULES

L. & N. trains using Southern Railway track between Gurnee Junction and L. & N. switch must protect in accordance with Rule 99.

L. & N. R. R. and W. of A. Ry. trains and engines use 300 feet of Mobile Division main track and cross over near Sylvan street, Selma. W. of A. Ry. passenger trains and engines use Mobile Division main track at Selma between Sylvan street and Southern Passenger Station. All trains and engines approach and pass over cross over near Sylvan street and main track between Sylvan street and Southern Passenger Station under control.

Southern Railway trains and engines must approach S. A. L. crossing at M. P. 47.4-N under control expecting to find it occupied. If crossing is clear and crossing gates set against movement of S. A. L. trains, Southern Railway trains and engines may proceed over the crossing at speed of ten miles per hour.

Schedule figures shown on page three, between Atlanta Junction and Rome, are for information only and confer no time table superiority. Mobile Division engines and trains will move between Atlanta Junction and "K" tower by block signal indication, but northbound trains must secure permission from the Operator at "K" tower, by telephone at the coal chute, to use the main track between Atlanta Junction passing track and "K" Tower.

Train No.	Wait at	For	Time
16	Anniston.....	Birmingham Div. 26	10 minutes when passengers are reported.
15	Anniston.....	Birmingham Div. 7	

Chief Dispatcher will instruct in case of unusual conditions.

DIVISION OFFICERS

W. H. BURTON, Trainmaster.....	Selma, Ala.
F. A. McPECK, Chief Dispatcher.....	Selma, Ala.
C. C. DAY, Dispatcher.....	Selma, Ala.
E. H. YORK, Dispatcher.....	Selma, Ala.
C. E. REEDY, Dispatcher.....	Selma, Ala.
A. E. TRAYLER, Dispatcher.....	Selma, Ala.
L. B. COLEMAN, Dispatcher.....	Selma, Ala.

BUSINESS TRACKS OR STATIONS NOT SHOWN IN STATION COLUMN

Between Atlanta Junction and North Selma

Location	Sta. No.	Location	Sta. No.
Cunningham.....	6.3 6N	Silver Run.....	68.5 68N
Yancey.....	8.8 9N	Coosa.....	107.0 107N
Vans Valley.....	10.7 11N	*Bolin.....	113.8 114N
Hematite.....	17.2 17N	Roberta.....	134.1 134N
Prior.....	19.7 20N	Newala.....	134.3 134N
Bluffton.....	23.5 24N	Oakley.....	146.3 146N
*Pleasant Gap.....	29.0 29N	Cox.....	155.8 156N
Ladiga.....	33.4 33N	Pickering.....	172.8 173N
*Piedmont Springs.....	39.0 39N	Vine Hill.....	174.0 174N
*Maxwellborn.....	43.4 43N	Dallas Co. Pit.....	182.3 182N
Blue Mountain....	58.2 58N	*Manila.....	187.4 187N
Ewer.....	65.6 66N		

Between Valley Creek Junction and Wilton

*Ryans.....	7.4 7R	Greenwood.....	29.3 29R
*Piney Woods.....	16.0 16R	Vulcan.....	31.0 31R
Genery.....	25.8 26R		

Between Gurnee Junction and Blocton

Anita.....	18.0 18S	Ala.-Blocton Coal Co.	29.4 29S
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Between North Selma and Meridian

Alabama Power Co.	196.5 196N	Alabama Power Co.	239.9 240N
*Harrell.....	205.4 205N	Knoxwood.....	241.8 242N
Marshall.....	211.8 212N	Short Leaf.....	244.0 244N
Bellevue.....	215.0 215N	*Hall Creek.....	249.6 250N
Ellawhite.....	221.7 222N	Bennett.....	263.9 264N

(Mobile)

SPECIAL INSTRUCTIONS—Concluded

Between Marion Junction and Mobile

Location	Sta. No.	Location	Sta. No.
*Westbrook....	9.8	10MB	Mechlin..... 119.0
Flatwood.....	26.2	26MB	*Movico..... 121.4
*Finley Crossing	46.5	46MB	Knox..... 122.0
*Cobbville.....	65.0	65MB	*Chastang..... 123.2
Pouney.....	67.3	67MB	Bucks..... 125.5
70 Mile.....	70.0	70MB	Axis..... 131.0
*Kirven.....	78.0	78MB	Pennsylvania... 135.0
Nichola.....	78.8	79MB	Old Saraland... 138.8
*Jackson Wells.	86.5	86MB	Brownlee Lbr.
Cortelyou.....	96.6	97MB	Co..... 141.0
Sunflower.....	99.5	99MB	Magazine P..... 144.0
Malcolm.....	112.8	113MB	*Plateau..... 145.0

Between Marion Junction and Akron

*Nave.....	17.9	18P	Rosemary.....	45.2	45P
*Bates.....	19.0	19P	Hatche.....	53.4	53P
*Norman.....	23.3	23P	Melton.....	54.4	54P
*Zimmerman.....	31.8	32P	Wedgeworth.....	62.1	62P
*Coleman.....	37.3	37P	Evansville.....	64.1	64P

NOTE—Stations marked thus (*) have no local or team tracks.

NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

R. E. Dixon.....	Alberta, Ala.
N. E. Sellers.....	Anniston, Ala.
M. C. Ragsdale.....	Bessemer, Ala.
B. S. Lester.....	Birmingham, Ala.
C. H. Ford (Ass't. Surgeon).....	Birmingham, Ala.
Cunningham Wilson (Const. Surgeon).....	Birmingham, Ala.
R. C. Woodson (Oculist).....	Birmingham, Ala.
Jas. A. Livingston (Ass't. Oculist).....	Birmingham, Ala.
L. E. Peacock.....	Blocton, Ala.
J. H. Crawford.....	Columbiana, Ala.
L. N. Hand.....	Demopolis, Ala.
W. T. Cocke.....	Demopolis, Ala.
D. C. Moseley.....	Faunsdale, Ala.
C. A. Poellnitz.....	Greensboro, Ala.
Jas. G. Bedsole.....	Jackson, Ala.
J. J. DuBose.....	Maplesville, Ala.
R. C. Hanna.....	Marion, Ala.
W. W. Reynolds.....	Meridian, Miss.
R. L. Donald (Ass't. Surgeon).....	Meridian, Miss.
K. T. Klein (Ass't. Surgeon).....	Meridian, Miss.
C. P. Mosby (Oculist).....	Meridian, Miss.
H. L. Arnold (Oculist).....	Meridian, Miss.
J. J. Peterson (Ass't. Surgeon).....	Mobile, Ala.

G. G. Oswalt (Ass't. Surgeon).....	Mobile, Ala.
J. C. O'Gwynn (Oculist).....	Mobile, Ala.
J. C. O'Gwynn, Jr. (Ass't. Oculist).....	Mobile, Ala.
E. G. Givhan.....	Montevallo, Ala.
D. B. Harris.....	Munford, Ala.
W. C. Tisdale.....	Mt. Vernon, Ala.
T. M. Martin.....	Plantersville, Ala.
J. H. Woolf.....	Piedmont, Ala.
P. E. Godbold.....	Pine Hill, Ala.
W. W. Harper.....	Selma, Ala.
W. F. Harper (Ass't. Surgeon).....	Selma, Ala.
James Kenan (Ass't. Surgeon).....	Selma, Ala.
Marcus Skinner (Orthopedic Surgeon).....	Selma, Ala.
Eugene Callaway (Oculist).....	Selma, Ala.
D. P. Dixon.....	Talladega, Ala.
A. L. White.....	Thomasville, Ala.
S. L. Coleman.....	Uniontown, Ala.
R. E. Shaw.....	Whately, Ala.
T. O. Smith.....	Wilsonville, Ala.
J. C. McDaniel.....	York, Ala.

LIVE STOCK AGENTS

M. G. Ware, General Freight Claim Agent.....	Chattanooga, Tenn.
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VETERINARIANS

F. R. Butz, Chief Veterinarian.....	Cincinnati, Ohio.
W. D. Staples.....	Anniston, Ala.
K. U. Jones.....	Birmingham, Ala.
Joseph Patt.....	Mobile, Ala.
J. F. Connor.....	Selma, Ala.

HOSPITALS

Garner Hospital.....	Anniston, Ala.
Elizabeth Duncan Memorial Hospital.....	Bessemer, Ala.
St. Vincent Hospital (white and colored).....	Birmingham, Ala.
Meridian Sanitarium.....	Meridian, Miss.
City Hospital (white and colored).....	Mobile, Ala.
Rome Hospital (white).....	Rome, Ga.
Baptist Hospital.....	Selma, Ala.

NAMES AND LOCATIONS OF LOCAL WATCH INSPECTORS ARE:

Gunters.....	Anniston, Ala.
P. D. D. Pendleton.....	Montevallo, Ala.
Jobe-Rose Jewelry Co.....	Birmingham, Ala.
William Frantz and Co.....	Meridian, Miss.
Webb Jewelry Co.....	Mobile, Ala.
Hardy Jewelry Co.....	Rome, Ga.
I. J. Hix.....	Selma, Ala.

Locomotive Rating in Tons of 2,000 Pounds Exclusive of Tender and Caboose

NORTH OR EASTBOUND

BETWEEN	Mikado 27" x 30"	Super- heated 22" x 30"	Consoli- dation 21" x 28"	Consoli- dation 20" x 24"
Selma—Wilton.....	1850	1550	1225	
Wilton—Valley Creek Jct.	1650	1350	1050	
Valley Creek Jct.—Finley.	2800	2500	1900	
Gurnee Jct.—Blocton.....		1500	1150	
Wilton—Rome.....		1675	1325	
Mobile—Suggsville.....			(#) 1000	
Mobile—Suggsville.....			(x) 1250	
Suggsville—Selma.....		1700	1200	825
Meridian—Uniontown.....		1700	1200	825
Uniontown—Selma.....		2300	1650	1275
Akron—Marion.....			1225	875
Marion—Selma.....			1650	1275

Note: (#) Without helper over Plateau Hill.

Note: (x) With helper over Plateau Hill.

SOUTH OR WESTBOUND

BETWEEN	Mikado 27" x 30"	Super- heated 22" x 30"	Consoli- dation 21" x 28"	Consoli- dation 20" x 24"
Finley—Valley Creek Jct.	2300	2000	1500	
Valley Creek Jct.— Gurnee Jct.....	1550	1250	900	
Gurnee Jct.—Wilton.....	1750	1450	1050	
Wilton—Randolph.....	2100	1800	1400	
Randolph—Selma.....	3100	2800	2000	
Blocton—Gurnee Jct.....		1450	1050	
Rome—Wilton.....		1650	1300	
Selma—Kimbrough.....		2150	1450	1100
Kimbrough—Thomasville.		1600	1100	750
Thomasville—Suggsville..		3300	2000	1500
Suggsville—Mobile.....				1800
Selma—Demopolis.....		2100	1400	1050
McDowell—Meridian.....			1150	775
Selma—Akron.....			1225	875

When engines are pronounced incapable of pulling their rating, written explanation will be sent by wire to Chief Dispatcher by engineer. Conductor will make written report of the fact to Trainmaster at end of trip. (Mobile)