33-01
HOWARD M. EICHSTAEDT
262 MONROE PL., MONROVIA, CALIF.

NAME AND LOCATION OF LOCAL SURGEONS.

F. M. Inge	Mobile, Ala.
E. D. Bondurant	Mobile, Ala.
J. T. Inge	Mobile, Ala.
Selden H. Stephens	Mobile, Ala.
T. D. Haas	Mobile, Ala.
R. A. Wright, Oculist	Mobile, Ala.
J. R. Armistead	Prichard, Ala.
N. S. Gay	Whistler, Ala.
H. W. Gray	Oak Grove, Ala.
Means Blewett	Citronelle, Ala.
C. D. Barkley	Yellow Pine, Ala.
S. T. McIlwain	Winchester, Miss.
J. C. Rush	Waynesboro, Miss.
W. P. Gray	Waynesboro, Miss.
J. A. McDevitt	Boice, Miss.
A. P. Hand	Shubuta, Miss.
W. C. Norris	Desoto, Miss.
H. C. Watkins	Quitman, Miss.
D. L. Harper	Stonewall, Miss.
H. S. Gully	Meridian, Miss.
K. T. Klein	Meridian, Miss.
C. P. Mosby, Oculist	Meridian, Miss.
H. L. Arnold	Meridian, Miss.
R. E. L. Fowler	Marion, Miss.
M. L. McKinnon	Lauderdale, Miss.
J. B. Mooney	Scooba, Miss.
A. M. McCarthy	Electric Mill, Miss.
J. L. Melvin	Shuqulak, Miss.
S. F. Hill	Macon, Miss.
E. M. Murphey	Macon, Miss.
J. D. Green	Brooksville, Miss.
T. W. Frazier	Crawford, Miss.
A. R. Sanders	Artesia, Miss.
F. C. Spalding	West Point, Miss.
Price Ivy	West Point, Miss.
D. F. Morgan	Okolona, Miss.
A. F. Wicks	Okolona, Miss.
J. W. Eckford	Starkville, Miss.
J. P. Ward	Aberdeen, Miss.
P. L. Fite	Columbus, Miss.
G. B. Wimberly	Reform, Ala.
L. C. Davis	Gordo, Ala.
J. L. Booth	Elrod, Ala.
Geo. W. Hall	Buhl, Ala.
S. T. Hardin	North Park, Ala.
Maxwell Moody	Tuscaloosa, Ala.
Harvey B. Searcy, Oculist	Tuscaloosa, Ala.
A. M. Walker, Oculist	Tuscaloosa, Ala.
S. C. Meigs	Centreville, Ala.
C. N. Parnell	Maplesville, Ala.
E. H. Downs	Billingsley, Ala.
James Tankersley	Prattville, Ala.
L. L. Hill	Montgomery, Ala.
R. S. Hill	Montgomery, Ala.
L. L. Hill, Jr.	Montgomery, Ala.
C. A. Thigpen, Oculist	Montgomery, Ala.
George C. Merriam	Kellerman, Ala.
L. E. Peacock	Blocton, Ala.
A. M. Cowden	Crichton, Ala.

VETERINARY SURGEONS.

W. O. Hughes	Local Veterinarian	West Point, Miss.
E. I. Keller	Local Veterinarian	Brooksville, Miss.
B. M. Leigh	Local Veterinarian	Meridian, Miss.
J. C. Edwards	Local Veterinarian	Mobile, Ala.
J. W. May	Local Veterinarian	Mobile, Ala.
W. B. Fleming	Local Veterinarian	Montgomery, Ala.
E. L. Harper	Local Veterinarian	Tuscaloosa, Ala.
L. E. Beckham	Local Veterinarian	Tuscaloosa, Ala.
John Oliver	Local Veterinarian	Columbus, Miss.

WATCH INSPECTORS.

Joyce Jewelry Co.	Mobile, Ala.
Strauss and Lerner Jewelry Co.	Meridian, Miss.
S. M. Hodges	Okolona, Miss.
Maier Jewelry Co.	Aberdeen, Miss.
The Montgomery Jewelry & Loan Co.	Montgomery, Ala.
Fincher and Ozment	Tuscaloosa, Ala.
A. J. Rombach	Columbus, Miss.
P. K. Patterson	Artesia, Miss.

J. WACHTER	Superintendent Terminals, Mobile, Ala.
R. B. McALPIN	Train Master, Meridian, Miss.
S. WILSON	Chief Dispatcher, Meridian, Miss.
P. K. GWIN	Night Chief Dispatcher, Meridian, Miss.
G. C. VESTAL	Train Master, Tuscaloosa, Ala.
C. E. BOYKIN	Chief Dispatcher, Tuscaloosa, Ala.

Mobile and Ohio Rail Road Co.

C. E. Ervin and T. M. Stevens, Receivers

SOUTHERN DIVISION

TIME TABLE No. 2

To Take Effect at 12:01 A. M.

SUNDAY, JANUARY 19, 1936

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY ALL TIME TABLES OF PREVIOUS DATE

V. J. THOMPSON, Chief Operating Officer.

J. G. MINNIECE, Superintendent Transportation.

F. M. BULLOCH, Superintendent.

CON. P. CURRAN PRINTING CO., ST. LOUIS, MO.

MERIDIAN DISTRICT—Southbound

TIME TABLE No. 2
In Effect January 19, 1936

Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS 15 DAILY	FIRST CLASS 7 DAILY	SECOND CLASS 53 DAILY	SECOND CLASS 29 DAILY	THIRD CLASS 71 DAILY EX. SUN.
				AM	PM	PM	PM	AM
800	261.43	DN OKOLONA L. W.C. Y.T.	262	9 38	2 20	12 15 8/52	5 50	6 15
		7.66						
97	253.77	D EGYPT	254	9 49	s 2 34 70	12 33	6 10	6 30
		8.03						
83	245.74	D PRAIRIE	246	10 00	s 2 50	12 49	6 28	6 45
		4.40						7 00
77	241.34	D MULDON W.Y.	242	s 10 07	s 3 01	12 57	6 36	8 20
		8.89						
110	232.45	D WEST POINT	233	s 10 24	s 3 23	1 20 70	7 02	9 10
		5.41						
74	227.04	TIBBEE	227	10 31	f 3 33	1 30	7 11	9 20
		2.92						
56	224.12	MAYHEW	224	10 35 52	s 3 40	1 35	7 17 30	9 26
		4.86						
177	219.26	DN ARTESIA W.C.Y.	219	s 10 45 8 / 10 50	s 3 54 / 4 16 16	1 45 / 2 10	7 30 / 7 45	9 40 / 10 00 52
		4.31						
8	214.95	PENNS	215	10 56	f 4 23	2 20	7 53	10 08
		3.63						
61	211.12	CRAWFORD	211	11 02	s 4 31	2 27	8 00	10 21 8
		5.10						
80	206.02	D BROOKSVILLE	206	f 11 10	s 4 42	2 38	8 10	10 40
		8.24						
76	197.78	D MACON W.	198	s 11 20 70/71	s 4 55 30	2 55	8 26	11 20 15/70
		9.53						
87	188.25	D SHUQULAK	188	f 11 34	s 5 13	3 30 16	8 45	11 50
		5.75						
60	182.50	WAHALAK	183	11 42	f 5 24	3 42	8 57	12 05
		6.27						
78	176.23	D SCOOBA	176	f 11 50	s 5 36	3 56 30	9 10	12 20
		4.52						
37	171.71	D ELECTRIC MILLS	172	f 11 56	s 5 45	4 05	9 18	12 30
		2.79						
79	168.92	D SUCARNOCHEE	169	12 01	f 5 51	4 13	9 23	12 40
		2.93						
29	165.99	PORTERVILLE	166	12 05	f 5 56	4 19	9 28	12 48
		2.36						
77	163.63	NARKEETA W.	164	12 08	f 6 01	4 25	9 35	12 56
		5.16						
34	158.47	TAMOLA	159	12 15	f 6 14	4 38	9 45	1 10
		5.16						
75	153.31	LAUDERDALE	153	12 22	s 6 24	4 49	9 55	1 20
		6.52						
40	146.79	LOCKHART	147	12 31	f 6 38	5 05	10 10	1 36
		2.19						
70	144.60	TOPTON	145	12 34	f 6 44	5 11	10 16	1 42
		4.52						
42	140.08	MARION	140	12 40	f 6 54	5 20	10 25	1 53
		4.81						
2050	135.27	DN MERIDIAN W.C.T. A.	135	12 50 PM	7 10 PM	5 45 PM	10 45 PM	2 10 16 PM
				15 DAILY	7 DAILY	53 DAILY	29 DAILY	71 DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

MERIDIAN DISTRICT—Northbound

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 2 In Effect January 19, 1936 — STATIONS	Station Numbers	FIRST CLASS 8 DAILY	FIRST CLASS 16 DAILY	SECOND CLASS 52 DAILY	SECOND CLASS 30 DAILY	THIRD CLASS 70 DAILY EX. SUN.
		A.						
		W.C.		PM	PM	PM	PM	PM
800	261.43	DN OKOLONA Y.T.	262	12 15 52/53	5 30	12 15 8/53	8 45	3 00
		7.66						
97	253.77	D EGYPT	254	s 11 59	5 17	11 40	8 25	2 34 7
		8.03						
83	245.74	D PRAIRIE	246	s 11 44	5 06	11 25	8 10	2 05
		4.40						
77	241.34	D MULDON W.Y.	242	s 11 34	s 4 59	11 15	8 02	1 45
		8.89						
110	232.45	D WEST POINT	233	s 11 16	s 4 43	10 53	7 40	1 20 53
		5.41						
74	227.04	TIBBEE	227	f 11 01	4 33	10 42	7 24	12 50
		2.92						
56	224.12	MAYHEW	224	s 10 55	4 29	10 35 15	7 17 29	12 45
		4.86						
177	219.26	DN ARTESIA W.C.Y.	219	s { 10 45 15 / 10 37	s { 4 22 / 4 16 7	{ 10 15 / 10 00 71	{ 7 05 / 5 45	{ 12 35 / 12 15
		4.31						
8	214.95	PENNS	215	f 10 28	4 10	9 50	5 30	12 05
		3.63						
61	211.12	CRAWFORD	211	s 10 21 71	4 05	9 42	5 22	11 58
		5.10						
80	206.02	D BROOKSVILLE	206	s 10 10	f 3 59	9 32	5 12	11 45
		8.24						
76	197.78	D MACON W.	198	s 9 52	s 3 47	9 15	4 55 7	11 20 15/71
		9.53						
87	188.25	D SHUQULAK	188	s 9 35	f 3 30 53	8 58	4 20	10 20
		5.75						
60	182.50	WAHALAK	183	f 9 22	3 21	8 46	4 08	9 58
		6.27						
78	176.23	D SCOOBA	176	s 9 09	f 3 13	8 35	3 56 53	9 45
		4.52						
37	171.71	D ELECTRIC MILLS	172	s 9 00	f 3 05	8 27	3 47	9 30
		2.79						
79	168.92	D SUCARNOCHEE	169	s 8 54	2 59	8 21	3 41	9 20
		2.93						
29	165.99	PORTERVILLE	166	s 8 47	2 54	8 15	3 35	9 10
		2.36						
77	163.63	NARKEETA W.	164	f 8 41	2 51	8 10	3 30	9 02
		5.16						
34	158.47	TAMOLA	159	f 8 31	2 44	7 49	3 08	8 48
		5.16						
75	153.31	LAUDERDALE	153	s 8 21	2 37	7 40	2 59	8 39
		6.52						
40	146.79	LOCKHART	147	f 8 10	2 28	7 27	2 47	8 24
		2.19						
70	144.60	TOPTON	145	f 8 06	2 25	7 22	2 42	8 18
		4.52						
42	140.08	MARION	140	f 7 57	2 18	7 13	2 33	8 08
		4.81						
2050	135.27	DN MERIDIAN W.C.T. L.	135	7 45 AM	2 10 71 PM	7 00 AM	2 20 PM	7 55 AM
				8	16	52	30	70
				DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

MOBILE DISTRICT—Southbound

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 2 In Effect January 19, 1936 — STATIONS	Station Numbers	FIRST CLASS 5 DAILY	FIRST CLASS 15 DAILY			SECOND CLASS 53 DAILY					
				AM	PM			PM					
2050	135.27	DN MERIDIAN L. W.C.T.	135	7 30	1 00			8 30					
		5.59											
36	129.68	OKATIBBEE	130	7 40	1 11			8 45					
		5.78											
12	123.90	BASIC CITY	124	f 7 49	1 19			9 00					
		3.83											
41	120.07	ENTERPRISE	120	s 7 56	1 30 16			9 08					
		3.45											
35	116.62	STONEWALL Y	117	s 8 04	f 1 37			9 15					
		7.44											
85	109.18	DN QUITMAN W	109	s 8 19	s 1 53			9 41 6					
		4.81											
57	104.37	DE SOTO	104	s 8 28	2 00			9 55					
		7.88											
56	96.49	D SHUBUTA	96	s 8 43	s 2 12			10 15					
		8.37											
33	88.12	BOICE	88	f 8 58	2 25			10 40					
		5.65											
49	82.47	DN WAYNESBORO Y	82	s 9 08	s 2 34			11 15 52					
		5.03											
29	77.44	WINCHESTER W	77	f 9 18	2 42			11 30					
		3.53											
34	73.91	ROBINSON JUNCTION	74	f 9 25	2 48			11 40					
		3.09											
46	70.82	D BUCKATUNNA	71	s 9 31	f 2 53			11 47					
		8.19											
46	62.63	D STATE LINE	63	s 9 48	f 3 07			12 10					
		3.07											
46	59.56	YELLOW PINE	60	f 9 54	3 12			12 17					
		4.80											
40	54.76	FRUITDALE	55	f 10 03	f 3 20			12 27					
		4.14											
37	50.62	ESCATAWPA	51	f 10 11	3 27			12 36					
		3.14											
63	47.48	D VINEGAR BEND	47	s 10 17	s 3 32			12 43					
		3.62											
29	43.86	DEER PARK	44	f 10 25	3 37			12 50					
		5.85											
45	38.01	DWIGHT	38	10 35	3 44			1 04					
		5.50											
98	32.51	D CITRONELLE W	33	s 10 47	s 3 52			1 25					
		7.12											
47	25.39	GULF CREST	25	f 11 00 16	4 03			1 45					
		6.91											
30	18.48	CHUNCHULA	18	f 11 13	4 14			1 59					
		4.54											
34	13.94	OAK GROVE	14	f 11 23	f 4 22			2 08					
		8.58											
68	5.36	WHISTLER W.T.	5	s 11 40	4 38			2 25					
		2.42											
	2.94	PRICHARDS	3	s 11 44	f 4 44			2 35					
	2.94	W.C.											
1500	0.00	DN MOBILE Y.T. A.	0	11 55 AM	4 55 PM			3 00 AM					
				5 DAILY	15 DAILY			53 DAILY					

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 2 In Effect January 19, 1936 STATIONS	Station Numbers	FIRST CLASS				SECOND CLASS					
				16	6			52					
				DAILY	DAILY			DAILY					
				PM	PM			AM					
2050	135.27	DN MERIDIAN W.C.T. A.	135	2 00	10 30			1 50					
		5.59											
36	129.68	OKATIBBEE	130	1 47	10 18			1 25					
		5.78											
12	123.90	BASIC CITY	124	1 38	f 10 08			1 07					
		3.83											
41	120.07	ENTERPRISE	120	1 30 15	s 10 01			12 59					
		3.45											
35	116.62	STONEWALL Y	117	f 1 23	s 9 55			12 50					
		7.44											
85	109.18	DN QUITMAN W	109	s 1 13	s 9 41 53			12 30					
		4.81											
57	104.37	DE SOTO	104	1 04	f 9 33			12 10					
		7.88											
56	96.49	D SHUBUTA	96	s 12 52	s 9 18			11 50					
		8.37											
33	88.12	BOICE	88	12 39	f 9 04			11 30					
		5.65											
49	82.47	DN WAYNESBORO Y	82	s 12 31	s 8 54			11 15 53					
		5.03											
29	77.44	WINCHESTER W	77	12 23	f 8 44			11 00					
		3.53											
34	73.91	ROBINSON JUNCTION	74	12 17	f 8 37			10 47					
		3.09											
46	70.82	D BUCKATUNNA	71	f 12 12	f 8 31			10 40					
		8.19											
46	62.63	D STATE LINE	63	f 11 59	f 8 16			10 21					
		3.07											
46	59.56	YELLOW PINE	60	11 53	f 8 10			10 14					
		4.80											
40	54.76	FRUITDALE	55	f 11 46	f 8 01			10 04					
		4.14											
37	50.62	ESCATAWPA	51	11 40	f 7 52			9 55					
		3.14											
63	47.48	D VINEGAR BEND	47	s 11 36	s 7 46			9 48					
		3.02											
29	43.86	DEER PARK	44	11 30	f 7 39			9 40					
		5.85											
45	38.01	DWIGHT	38	11 22	7 30			9 25					
		5.50											
98	32.51	D CITRONELLE W	33	s 11 14	s 7 21			9 10					
		7.12											
47	25.39	GULF CREST	25	11 00 5	f 7 05			8 40					
		6.91											
30	18.48	CHUNCHULA	18	10 49	f 6 52			8 25					
		4.54											
34	13.94	OAK GROVE	14	f 10 42	f 6 43			8 15					
		8.58											
68	5.36	WHISTLER W.T.	5	10 28	s 6 28			7 55					
		2.42											
	2.94	PRICHARDS	3	f 10 24	s 6 23			7 44					
		2.94 W.C.											
1500	0.00	DN MOBILE Y.T. L.	0	10 15	6 15			7 30					
				AM	PM			PM					
				16	6			52					
				DAILY	DAILY			DAILY					

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

MONTGOMERY DISTRICT—Southbound

Capacity of Sidings, in Cars	MILES FROM ARTESIA	TIME TABLE No. 2 In Effect January 19, 1936 — STATIONS	Station Numbers	FIRST CLASS 109 DAILY AM	115 DAILY AM	117 DAILY PM	SECOND CLASS 131 DAILY PM	129 DAILY PM
177	0.00	DN ARTESIA L. W.C.Y.	219		10 50	4 30	2 15	7 50
		6.32						
54	6.32	BENTOAK	B 6		f 11 04	f 4 43	2 32	8 06
		2.47						
30	8.79	McINTYRE	B 9		f 11 09	f 4 48	2 38	8 12
		5.23						
150	14.02	DN COLUMBUS W.Y.	B 14		s 11 20	s 5 00130	2 55	8 27
		8.73						
44	22.75	McCRARY	B 23		f 11 34	f 5 15	3 18116	8 47
		5.73						
39	28.48	D ETHELVILLE	B 28		s 11 44	s 5 26	3 35	9 02
		6.19						
46	34.67	McSHAN	B 35		f 11 54	f 5 36	4 08130	9 15
		1.59						
50	36.26	MELROSE	B 36		11 57	f 5 39	4 12	9 19
		6.72						
68	42.98	D REFORM W.Y.	B 43		s 12 11	s 5 54	4 35	9 38
		7.77						
41	50.75	D GORDO	B 51		s 12 23	s 6 06	4 55	9 55
		5.98						
22	56.73	HOLMAN	B 57		f 12 32	f 6 15	5 10	10 09
		2.30						
34	59.03	ELROD W	B 59		s 12 36	f 6 20	5 15	10 14
		2.92						
40	61.95	D BUHL	B 62		s 12 41	f 6 25	5 21	10 20
		0.33						
71	62.28	GEM	B 63		12 43	6 27	5 23	10 22
		3.93						
27	66.21	COKER	B 66		f 12 49	f 6 33	5 35	10 32
		6.29						
45	72.50	NORTHPORT	B 72		s 12 58	f 6 43	5 52	10 45
		1.68						
300	74.18	DN TUSCALOOSA W.C. Y.T.	B 74	7 00	s 1 10	6 50	6 05 7 00	10 55 11 15
		6.47						
45	80.65	STOKES	B 81	f 7 10	f 1 22116		7 20	11 34
		6.64						
35	87.29	DUNCANVILLE	B 87	f 7 21	f 1 35		7 40	11 50128
		7.73						
31	95.02	PEARSON	B 95	f 7 33	f 1 48130		8 00	12 08
		6.45						
65	101.47	D EOLINE W.Y.	B 101	s 7 44	s 2 01		8 33110	12 25
		5.98						
30	107.45	BRENT	B 107	s 7 53	s 2 12		8 50	12 39
		1.91						
41	109.36	D CENTERVILLE	B 109	s 7 57	s 2 17		8 55	12 44
		6.45						
29	115.81	TRIO	B 116	f 8 07	f 2 28		9 10	12 59
		3.32						
12	119.13	MAUD	B 119	8 15	2 36		9 24	1 12
		3.41						
32	122.54	LAWLEY W.	B 123	f 8 21	f 2 43		9 40128	1 27
		2.42						
18	124.96	SAND MOUNTAIN	B 125	f 8 26	f 2 48		9 50	1 37
		5.57						
47	130.53	D MAPLESVILLE Y.	B 131	s 8 36	s 3 00		10 15	1 51
		4.90						
62	135.43	ADAMS	B 135	f 8 44	f 3 08		10 30	2 03
		4.00						
26	139.43	PLETCHER	B 139	f 8 51	f 3 15		10 45	2 17
		4.01						
51	143.44	MULBERRY W	B 144	8 58	3 22		11 00	2 26
		1.52						
17	144.96	D BILLINGSLY	B 145	s 9 01	s 3 25		11 05	2 30
		6.24						
61	151.20	HILLSIDE	B 151	f 9 12	3 36		11 20	2 45
		3.62						
17	154.82	JOFFRE	B 155	f 9 18	f 3 42		11 30	2 54
		6.34						
49	161.16	D BOOTH W.Y.	B 161	s 9 29	s 3 54		11 50	3 09
		6.38						
17	167.54	D PRATTVILLE	B 167	s 9 40	s 4 06		12 10	3 24
		2.97						
29	170.51	DOSTERVILLE	B 170	f 9 45	f 4 11		12 20	3 32
		9.10 W.C.						
370	179.61	DN WEST END YARD T	B 180	10 02	4 28		1 00	4 30
		1.48						
51	181.09	MONTGOMERY A.	B 181	10 10116	4 35			
				AM	PM	PM	AM	AM
				109	115	117	131	129
				DAILY	DAILY	DAILY	DAILY	DAILY

All NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

Capacity of Sidings, In Cars	MILES FROM ARTESIA	TIME TABLE No. 2 In Effect January 19, 1936 — STATIONS	Station Numbers	FIRST CLASS 118 DAILY AM	116 DAILY PM		110 DAILY PM		SECOND CLASS 130 DAILY PM	128 DAILY AM		
				A.								
177	0.00	DN ARTESIA W.C.Y.	219	10 20	4 10				5 45	5 30		
		6.32										
54	6.32	BENTOAK	B 6	f 10 01	f 3 50				5 20	5 02		
		2.47										
30	8.79	McINTYRE	B 9	f 9 56	f 3 45				5 13	4 55		
		5.23										
150	14.02	DN COLUMBUS W.Y.	B 14	s 9 47	s 3 35				5 00 117	4 40		
		8.73										
44	22.75	McCRARY	B 23	f 9 30	f 3 18 131				4 35	4 05		
		5.73										
39	28.48	D ETHELVILLE	B 28	s 9 20	s 3 08				4 23	3 50		
		6.19										
46	34.67	McSHAN	B 35	s 9 09	f 2 57				4 08 131	3 31		
		1.59										
50	36.26	MELROSE	B 36	f 9 06	2 54				4 04	3 26		
		6.72										
68	42.98	D REFORM W.Y.	B 43	s 8 55	s 2 42				3 50	3 10		
		7.77										
41	50.75	D GORDO	B 51	s 8 40	s 2 27				3 34	2 30		
		5.98										
22	56.73	HOLMAN	B 57	f 8 30	f 2 17				3 22	2 10		
		2.30										
34	59.03	ELROD W.	B 59	s 8 25	s 2 12				3 17	2 01		
		2.92										
40	61.95	D BUHL	B 62	s 8 19	s 2 06				3 11	1 54		
		0.33										
71	62.28	GEM	B 63	8 17	2 04				3 09	1 52		
		3.93										
27	66.21	COKER	B 66	f 8 11	f 1 57				3 00	1 39		
		6.29										
45	72.50	NORTHPORT	B 72	s 8 01	s 1 46				2 47	1 25		
		1.68										
300	74.18	DN TUSCALOOSA W.C. Y.T.	B 74	7 55	s 1 40		9 20		{ 2 40 / 2 32	{ 1 15 / 12 30		
		6.47										
45	80.65	STOKES	B 81		f 1 22 115		f 9 08		2 17	12 10		
		6.64										
35	87.29	DUNCANVILLE	B 87		f 1 10		f 8 56		2 03	11 50 129		
		7.73										
31	95.02	PEARSON	B 95		f 12 58		f 8 44		1 48 115	11 10		
		6.45										
65	101.47	D EOLINE W.Y.	B 101		s 12 47		f 8 33 131		1 28	10 50		
		5.98										
30	107.45	BRENT	B 107		s 12 36		s 8 23		1 14	10 25		
		1.91										
41	109.36	D CENTREVILLE	B 109		s 12 32		s 8 19		1 10	10 18		
		6.45										
29	115.81	TRIO	B 116		f 12 21		f 8 09		12 57	10 04		
		3.32										
12	119.13	MAUD	B 119		12 13		8 00		12 47	9 52		
		3.41										
32	122.54	LAWLEY W.	B 123		f 12 06		f 7 54		12 40	9 40 131		
		2.42										
18	124.96	SAND MOUNTAIN	B 125		f 12 01		f 7 49		12 34	9 25		
		5.57										
47	130.53	D MAPLESVILLE Y.	B 131		s 11 50		s 7 40		12 22	9 10		
		4.90										
62	135.43	ADAMS	B 135		f 11 40		f 7 31		12 11	8 40		
		4.00										
26	139.43	PLETCHER	B 139		f 11 33		f 7 24		12 02	8 25		
		4.01										
51	143.44	MULBERRY W.	B 144		11 26		7 18		11 53	8 10		
		1.52										
17	144.96	D BILLINGSLY	B 145		s 11 23		s 7 15		11 49	8 00		
		6.24										
61	151.20	HILLSIDE	B 151		11 12		f 7 04		11 35	7 44		
		3.63										
17	154.82	JOFFRE	B 155		f 11 06		f 6 58		11 27	7 36		
		6.34										
49	161.16	D BOOTH W.Y.	B 161		s 10 55		s 6 48		11 13	7 20		
		6.38										
17	167.54	D PRATTVILLE	B 167		s 10 44		s 6 38		11 00	7 05		
		2.97										
29	170.51	DOSTERVILLE	B 170		f 10 38		f 6 33		10 54	6 53		
		9.10 W.C.										
370	179.61	DN WEST END YARD T.	B 180		10 20		6 16		10 30	6 30		
		1.48										
51	181.09	MONTGOMERY	B 181		10 15 109		6 10					
		L.		AM	AM		PM		AM	PM		
				118 DAILY	116 DAILY		110 DAILY		130 DAILY	128 DAILY		

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

TIME TABLE No. 2
In Effect January 19, 1936

THIRD CLASS 201 TUESDAYS AND FRIDAYS	Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	THIRD CLASS 202 TUESDAYS AND FRIDAYS
AM			L. A		PM
9 40	9	2.94	PRICHARDS	3	3 45
		4.21			
10 10	16	7.15	TACON	A 4	3 10
		1.18			
10 15	7	8.33	GOVERNMENT STREET	A 5	3 00
		1.13			
10 20	24	9.46	MERTZ	A 6	2 50
		2.07			
10 27	14	11.53	FARNELL	A 8	2 45
		3.61			
10 40	45	15.14	MANN Y	A 12	2 25
		3.54			
10 55	26	18.68	THEODORE	A 16	2 10
		3.20			
11 10	7	21.88	LAURENDINE	A 19	2 02
		1.67			
11 15	9	23.55	SOUTH ORCHARD	A 20	1 58
		1.00			
11 25	5	24.55	FOWL RIVER W	A 22	1 55
		4.11			
11 45	0	28.66	DELCHAMPS Y	A 26	1 40
		5.18			
12 01	6	33.84	ROLSTON	A 30	1 25
		0.64			
12 03	9	34.48	CODEN	A 31	1 23
		1.34			
12 08	50	35.82	SAN SOUCI BEACH Y	A 33	1 18
		1.25			
12 15	20	37.07	D BAYOU LA BATRE	A 34	1 15
PM			A. L.		PM
201 TUESDAYS AND FRIDAYS					202 TUESDAYS AND FRIDAYS

ALL SOUTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

Westbound — STARKVILLE BRANCH — Eastbound

FIRST CLASS				Capacity of Sidings In Cars	MILES FROM ARTESIA	TIME TABLE No. 2 In Effect January 19, 1936	Station Numbers	FIRST CLASS	
		45	43			STATIONS		44	46
		DAILY	DAILY					DAILY	DAILY
		PM	AM			L. A.		AM	PM
		4 25	10 55	177	0.00	DN ARTESIA W.C.Y.	219	10 25	3 45
					4.20				
		s 4 35	s 11 06	15	4.20	SESSUMS	E 4	s 10 12	s 3 32
					5.41				
		s 4 50	s 11 20	28	9.61	STATE COLLEGE	E 9	s 9 58	s 3 20
					1.31				
				75	10.92	D. Freight Depot	E 11		
					0.41				
		5 00	11 30		11.33	STARKVILLE T.		9 50	3 10
		PM	AM			A. L.		AM	PM
		45	43			ALL EAST-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.		44	46
		DAILY	DAILY					DAILY	DAILY

Eastbound — ABERDEEN BRANCH — Westbound

THIRD CLASS				Capacity of Sidings In Cars	MILES FROM MULDON	TIME TABLE No. 2 In Effect January 19, 1936	Station Numbers	THIRD CLASS				
			61			STATIONS		62				
			DAILY EX. SUN.					DAILY EX. SUN.				
			AM			L. A.		AM				
			7 05	80	0.00	D. MULDON W.Y.		8 15				
					8.77							
			7 35	50	8.77	D. ABERDEEN W.T.	F 9	7 45				
			AM			A. L.		AM				
			61			ALL EAST-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.		62				
			DAILY EX. SUN.					DAILY EX. SUN.				

WARRIOR BRANCH

Eastbound — Westbound

TIME TABLE No. 2
In Effect January 19, 1936

SECOND CLASS 141 DAILY EX. SUN.	Capacity of Sidings In Cars	MILES FROM TUSCALOOSA	STATIONS	Station Numbers	SECOND CLASS 140 DAILY EX. SUN.
			L. A. W.C.		
AM 7 05	300	0.00	DN TUSCALOOSA Y.T.	B 74	AM 11 00
		2.90			
	80	2.90	HOLT JUNCTION	C 3	
		3.06			
7 25	100	5.96	D HOLT	C 6	10 30
		2.16			
	65	8.12	FOX	C 8	
		13.41 W.			
	15	21.53	BURCHFIELD	C 21	
		1.29			
9 00 AM	40	22.82	KELLERMAN Y.	C 23	9 30 AM
			A. L.		
141 DAILY EX. SUN.			ALL EAST-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.		140 DAILY EX. SUN.

BLOCTON BRANCH

Eastbound — Westbound

TIME TABLE No. 2
In Effect January 19, 1936

Capacity of Sidings In Cars	MILES FROM EOLINE	STATIONS	Station Numbers
		L. A.	
65	0.00	D EOLINE W.Y.	B 101
	3.73		
25	3.73	SCOTTVILLE	D 4
	7.94		
50	11.67	T. C. & I. JUNCTION	D 12
	1.19		
25	12.86	D BLOCTON W.Y.	D 13
		A. L.	
		ALL EAST-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.	

DAWES BRANCH

Westbound — Eastbound

TIME TABLE No. 2
In Effect January 19, 1936

SECOND CLASS 311 Tuesdays and Fridays	Capacity of Sidings In Cars	MILES FROM MANN	STATIONS	Station Numbers	SECOND CLASS 312 Tuesdays and Fridays
AM			L. A.		PM
10 40	45	0.00	MANN Y.	A 12	12 05
		7.77			
11 20 AM	12	7.77	DAWES	M 8	11 30 AM
			A. L.		
311 Tuesdays and Fridays			ALL WEST-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.		312 Tuesdays and Fridays

SPECIAL INSTRUCTIONS.

MOBILE AND MERIDIAN DISTRICTS.

Maximum speed of passenger trains, with passenger locomotives, will be 55 miles per hour; when handled by Consolidated or Mikado locomotives, maximum speed will be 40 miles per hour. Maximum speed of freight trains 40 miles per hour.

Locomotives not equipped with trucks will not be operated or towed at a speed exceeding 25 miles per hour.

Derricks (wrecking) with boom ahead 25 miles per hour.

Derricks (wrecking) with boom trailing 20 miles per hour.

Steam shovels, hoisting derricks, pile drivers, locomotive cranes, and asphalt or similar paving plants, on own trucks will not be operated at a speed exceeding 25 miles per hour.

All trains must get clearance card before leaving Artesia.

No. 62 will assume its schedule at Aberdeen without clearance card.

Nos. 7 and 15 will approach Artesia yard prepared to stop within one half the range of vision, expecting to find No. 8, Montgomery District Nos. 118 or 116, or Starkville Branch train occupying main track at coal chute, or between coal chute and passenger station.

All trains of Columbus & Greenville Railroad have yard limit rights at West Point, Miss.

REGISTERING STATIONS.—Okolona, Muldon, Aberdeen, Starkville, Artesia, Meridian and Mobile. First-class trains will register at Okolona, Muldon, Artesia, Meridian and Mobile. Trains 5, 6, 15 and 16 will leave Form 9, properly dated and filled out, in the bill box on the outside of the station at Prichard for the information and guidance of yard engines and Bay Shore trains.

Yard engines and Bay Shore trains must not enter the main track at Prichard until proper check is made of Form 9 in the bill box against overdue first-class trains.

STANDARD CLOCKS.—Okolona, Artesia, Meridian and Mobile.

BULLETIN BOARDS AND BOOKS.—Okolona, Artesia, Meridian and Mobile.

RAILROAD CROSSINGS.—Illinois Central and Columbus and Greenville one-half mile north of West Point; DeKalb & Western, at Electric Mills; Southern, one-half mile north of Meridian; and Southern, approaching passenger station at Meridian; Southern, one quarter mile north of Mobile; G. M. & N., 200 feet south of Mile Post 4.

YARD LIMITS.—Okolona, Muldon, Aberdeen, West Point, Artesia, Starkville, Brooksville, Macon, Shuqulak, Sucarnochee, Narkeeta, Meridian, Quitman, Waynesboro, Winchester, Citronelle, Whistler and Mobile.

Nos. 15 and 16 will stop on signal at Rendell.

No. 5 will stop on signal at Dwight to pick up passengers or express for Mobile or beyond.

Nos. 5 and 6 will stop on signal at 8 Mile Station.

No. 6 will stop at Dwight to let off passengers from Mobile or to pick up passengers for any point.

Nos. 5 and 6 will stop on signal at Hortom, Hiwannee, Battles, Russell, Rendell and Kushla.

Nos. 7 and 8 will stop on signal at Enondale, Norman, Gurler and Gibson.

Maximum speed of passenger trains on Aberdeen and Starkville Branches will be 30 miles per hour, freight trains 25 miles per hour.

All trains, both road and yard service, will reduce speed to eight miles per hour over concrete highway crossing just north of Prichards depot, 230 feet south of Mile Post 3. Where cars are being handled ahead of locomotive, such movements must come to a stop before passing over this crossing.

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.

SPECIAL INSTRUCTIONS.

MONTGOMERY DISTRICT.

Maximum speed of passenger trains, with motors will be 45 miles per hour, passenger locomotives, 42 miles per hour; when handled by Baldwin freight locomotives, maximum speed will be 35 miles per hour; freight trains 30 miles per hour.

Locomotives not equipped with trucks will not be operated or towed at a speed exceeding 20 miles per hour.

Derricks (wrecking) with boom ahead 20 miles per hour.

Derricks (wrecking) with boom trailing 15 miles per hour.

Steam shovels, hoisting derricks, pile drivers, locomotive cranes, and asphalt or similar paving plants, on own trucks will not be operated at a speed exceeding 20 miles per hour.

All trains must get Clearance Card before leaving Tuscaloosa.

Meridian District Nos. 7 and 15 will approach Artesia yard prepared to stop within one half the range of vision, expecting to find Montgomery District Nos. 118 or 116 occupying main track at coal chute or between coal chutes and passenger station.

Nos. 110, 115 and 116 will be prepared to stop within one half the range of vision between Tuscaloosa and A. G. S. Crossing expecting to find Warrior Southern Train occupying main track.

All trains while using the tracks of the L. & N. and A. C. L. Railroads between Tower and Montgomery will be governed by the rules of those companies. Employes will also obey orders and signals from their Watchmen and Switchmen when approaching or going upon their tracks.

First class trains will operate between West End yard office and Union Station, Montgomery prepared to stop within one-half the range of vision.

Yard engines of M. & O. and other lines will use main line between West End yard office and Union Station, Montgomery under rule 93 against first class trains.

All trains will reduce speed not to exceed 12 miles per hour in crossing the Alabama River bridge and approaches, and use five minutes in crossing Warrior River bridge and approaches.

REGISTERING STATIONS.—Artesia, Tuscaloosa, West End Yard, and Montgomery.

STANDARD CLOCKS.—Artesia, Columbus, Tuscaloosa and West End Yard.

BULLETIN BOARDS and BOOKS.—Artesia, Tuscaloosa and West End Yard.

RAILROAD CROSSINGS.—Southern, 600 feet south of Columbus; Frisco, 873 feet south of mile post 15; Southern, one mile south of Tuscaloosa; Belt Line crossings one half and one mile east of Tuscaloosa, on Warrior Branch; Southern, 1000 feet north of Maplesville; and W. of A., A. C. L. and L. & N., Tower.

YARD LIMITS.—Artesia, Columbus, Reform, Elrod, Buhl, Tuscaloosa, Eoline, Maplesville, Prattville, West End Yard, Holt, Kellerman, Blocton.

Nos. 115 and 116 will stop on signal at Billups, New Hope, Coal Fire, Lathrop, Hagler, Harmon, Ingate, Vick, Active, Haynes, Vida and Hunter. Nos. 117 and 118 will stop on signal at Billups, New Hope, Stafford, Delma, Melrose, Coal Fire, Lathrop and Bells. Nos. 109 and 110 will stop on signal at Phalin, Hagler, Harmon, Ingate, Vick, Active, Merchants Crossing, Haynes, Vida, McQueens and Hunter.

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.

SPECIAL INSTRUCTIONS

BAY SHORE DISTRICT.

The maximum speed of passenger trains will be 40 miles per hour; freight trains 25 miles per hour.

The maximum speed of trains on Dawes Branch will be 15 miles per hour.

REGISTERING STATIONS—Mobile and Bayou La Batre.

BULLETIN BOARDS AND BOOKS—Bayou La Batre.

RAILROAD CROSSINGS—G. M. & N., at Tacon; and L. & N., two and one-fourth miles north of Theodore.

INTERLOCKING PLANT at L. & N. Crossing: Two and one-fourth miles north of Theodore.

YARD LIMITS—Prichards to Mertz, and Bayou La Batre.

All trains will enter upon and leave Main Line at Prichards, and will not exceed 15 miles per hour around curve at M. & B. S. Junction and Neely.

All regular trains will assume schedule at Prichards, Mann and Dawes without clearance card or orders.

Signals approaching Highway Crossings.

The attention of engineers and firemen is particularly directed to the laws of 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.

LIST OF BUSINESS TRACKS ON MONTGOMERY DISTRICT NOT SHOWN ON FACE OF TIME TABLE.

Name	Mile Post	Name	Mile Post
Billups	B- 3.77	Frost	B-113-19
Cookeville Veneer Co.	B- 12.82	Active	B-120.65
Rucker	B- 19.01	Haynes	B-148.96
Stafford	B- 25.27	Vida	B-150.13
Harper's Spur	B- 30.94	McQueens	B-172.59
Coal Fire	B- 38.34	Hunter	B-175.24
Pioneer	B- 59.67	Ireland	B-176.55
Colony	B- 69.21	Pruitt's	B-177.15
Phalin's	B- 89.56	Maxwell Field	B-177.92
Fairdale	B-108.69	Foshee	B-178.62

WARRIOR BRANCH.

Name	Mile Post
Ala. Home Spur	C- 3.65
Bryces	C- 5.39
Warrior View Coal Co.	C-10.12
Lock 14	C-13.54
Aetna	C-22.06

BLOCTON BRANCH.

Name	Mile Post
Rogers	D- 5.78
Red Feather	D- 8.65
Kyomie	D- 9.58
Corinne	D-11.00

LIST OF BUSINESS TRACKS ON MOBILE AND MERIDIAN DISTRICTS, NOT SHOWN ON FACE OF TIME TABLE.

Name	Mile Post
Kushla	10.96
Rendell	16.14
Frieburg	36.63
Cottrell	53.75
Battle's	68.04
Sand Pit	69.00
Woodward's	84.25
Limestone	85.91
West King Junction	89.17
Hiwannee	92.80
Enondale	162.28
Clines	196.53
Gibson	249.53

STARKVILLE BRANCH.

Name	Mile Post
Turkey Creek	E-8.13

DAWES BRANCH.

Abbott	M-1.30
Kroners	M-4.30
Home Farm	M-6.80
Wye	M-7.40

LIST OF BUSINESS TRACKS ON BAY SHORE DISTRICT NOT SHOWN ON FACE OF TIME TABLE.

Name	Mile Post	Name	Mile Post
PeoplesCanningFactory	A- 0.00	Anderson's Switch	A-17.00
Dixie Spur	A- 0.96	Warley's Switch	A-18.00
May's Siding	A- 2.00	Kearns	A-18.21
Handle Factory	A- 2.69	Boltons	A-19.77
Mobile Cotton Mills	A- 3.19	McAdams	A-20.11
Haas	A- 3.31	Nelsons	A-32.74

LOCOMOTIVE RATING IN TONS OF 2000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

SOUTHBOUND

BETWEEN	Mikado Engines 450-481	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-321	Ten-Wheel Engines 325-384
Okolona to Artesia	2940	2790	2350	1670	1810	1810
Artesia to Electric Mills	2730	2590	2180	1550	1680	1680
Electric Mills to Meridian	2140	2040	1710	1220	1320	1320
Meridian to Buckatunna	2940	2790	2350	1670	1810	1810
Buckatunna to Citronelle	2370	2250	1900	1350	1460	1460
Citronelle to Mobile	2940	2790	2350	1670	1810	1810
Artesia to Columbus	.....	.....	.....	1300	1400	1400
Columbus to Tuscaloosa	.....	.....	.....	900	1050	1050
Tuscaloosa to Eoline	.....	.....	.....	850	950	950
Eoline to Montgomery	.....	.....	.....	800	850	850

NORTHBOUND

BETWEEN	Mikado Engines 450-481	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-321	Ten-Wheel Engines 325-384
Mobile to Chunchula	2940	2790	2350	1670	1810	1810
Chunchula to Citronelle	2130	2020	1700	1210	1310	1310
Citronelle to Meridian	2940	2790	2350	1670	1810	1810
Meridian to Sucarnochee	2200	2090	1760	1250	1350	1350
Sucarnochee to Artesia	2510	2390	2010	1430	1540	1540
Artesia to Okolona	2940	2790	2350	1670	1810	1810
Montgomery to Eoline	.....	.....	.....	800	850	850
Eoline to Tuscaloosa	.....	.....	.....	900	1000	1000
Tuscaloosa to Columbus	.....	.....	.....	900	1050	1050
Columbus to McIntyre	.....	.....	.....	1000	1250	1250
McIntyre to Artesia	.....	.....	.....	1550	1850	1850

TRAINS 128 and 129, 100 TONS LESS THAN RATING.

Tonnage rating shown in current time table is based on rating of engine over principal grade and is applicable under favorable weather and operating conditions. Modification by the Chief Dispatcher will be made when conditions warrant.

Agents and Yard Masters must, unless otherwise instructed, fill out trains leaving their stations to full tonnage rating of the engine handling, and must know that trains are forwarded with full tonnage. Conductors, unless otherwise instructed, must fill out and keep the tonnage of their trains up to the engine rating on line of road. In making computation, less than 1000 pounds will be dropped, 1000 pounds will be counted as one ton, and fifteen tons more or less of rating will be counted as full tonnage.

When trains are delayed on account of failure of engines to handle their tonnage rating, Engineers must report to Chief Dispatcher by wire stating cause of such failure, and Conductors must show tonnage in train at the time such delay occurred on their delay report.

Temporarily reduced rating will be bulletined by the Chief Dispatcher for engines with which it is not desirable to handle published rating.

Actual weights of loaded or empty cars must not be estimated or assumed when they are available from way bill or stencil.

Estimated weights may be used when the billing accompanying the cars does not show weight of contents (but not otherwise). When necessary to estimate weights, heavy commodities such as wheat, corn, pig iron, rail, stone, scrap iron, lumber, and other heavy material use marked capacity of cars as weight of contents. On cotton, hay, bran and other light commodities, use one half of the marked capacity of cars as weight of contents. On cars loaded with fruit, vegetables, packing house products, live stock, use weight of 30,000 pounds or fifteen tons, and on merchandise, use weight of 16,000 pounds or eight tons.

When necessary to estimate tare weight of cars account of cars not being stencilled, the following table of tare weights should be used:

Kind of car	Weight	Tons
Refrigerators	54,000 lbs.	27 tons
Box cars	44,000 lbs.	22 tons
Tank cars	48,000 lbs.	24 tons
Stock cars	42,000 lbs.	21 tons
Coal cars	42,000 lbs.	21 tons
Flat cars	32,000 lbs.	16 tons

HOLDING TRAINS FOR CONNECTIONS

ST. LOUIS, MO.—No. 3 will wait 15 minutes when passengers are reported.

No. 15 will wait 20 minutes for one or more passengers, to points south of Cairo, Ill.

HUMBOLDT, TENN.—No. 15 will wait 10 minutes for L. & N. No. 101 when passengers are reported.

CORINTH, MISS.—No. 7 will wait 15 minutes for Southern Railway System No. 36 when passengers are reported.

No. 8 will wait 15 minutes for Southern Railway System No. 35 when passengers are reported.

MERIDIAN MISS.—No. 16 will wait 15 minutes for Southern Railway System (N. O. & N. E.) No. 44 when passengers are reported.

MONTGOMERY, ALA.—No. 110 will wait 20 minutes for L. & N. No. 3, No. 4 or No. 6, or W. Ry. of Ala. No. 31 when passengers are reported.

ARTESIA, MISS.—No. 15 will wait 15 minutes for No. 118 when passengers are reported to Meridian or beyond.

No. 16 will wait 30 minutes for No. 116 when passengers are reported for points north of Okolona.

No. 7 will wait 20 minutes for Nos. 116 and 46 when passengers are reported.

No. 8 will wait 20 minutes for Nos. 118 and 44 when passengers are reported.

No. 115 will wait one hour and thirty minutes for No. 15 when passengers are reported for points beyond Tuscaloosa, and one hour when passengers are reported for Tuscaloosa and points north, and 30 minutes for Nos. 44 and 8.

No. 117 will wait one hour for No. 16 and 30 minutes for Nos. 7 and 46 when passengers are reported.

No. 43 will wait 30 minutes for Nos. 8, 15 and 118 when passengers are reported.

No. 45 will wait one hour for Nos. 16, 116 and 7 when passengers are reported.