

DIVISION OFFICERS

F. J. DUGGAN.....	Superintendent.....	Memphis, Tenn.
L. R. CLAYTON.....	Train Master.....	Memphis, Tenn.
B. M. FOREMAN.....	Train Master.....	Memphis, Tenn.
J. WOODRUFF.....	Train Master.....	Memphis, Tenn.
T. A. MURPHY, JR.....	Asst. Trainmaster.....	Memphis, Tenn.
C. J. RENEAU.....	Transportation Assistant.....	Memphis, Tenn.
F. WEBB.....	Traveling Engineer.....	Memphis, Tenn.
T. C. NELMS.....	Traveling Engineer.....	Memphis, Tenn.
E. E. McDONALD.....	Chief Train Dispatcher.....	Memphis, Tenn.
J. E. GULO.....	Asst. Chief Train Dispatcher.....	Memphis, Tenn.
H. PARKER.....	Train Dispatcher.....	Memphis, Tenn.
F. J. OSBORN.....	Train Dispatcher.....	Memphis, Tenn.
E. H. PORTER.....	Train Dispatcher.....	Memphis, Tenn.
R. P. REITER.....	Train Dispatcher.....	Memphis, Tenn.
G. R. GREEN.....	Train Dispatcher.....	Memphis, Tenn.
A. C. ELLZEY, JR.....	Train Dispatcher.....	Memphis, Tenn.
E. C. SANDERS.....	Train Dispatcher.....	Memphis, Tenn.
W. A. PALMER.....	Train Dispatcher.....	Memphis, Tenn.
R. W. BOONE.....	Train Dispatcher.....	Memphis, Tenn.
J. R. BUCHANAN.....	Train Dispatcher.....	Memphis, Tenn.
J. A. WILLIAMS.....	Train Dispatcher.....	Memphis, Tenn.
C. M. RIALS.....	Train Dispatcher.....	Memphis, Tenn.
J. F. FRYE.....	Train Dispatcher.....	Memphis, Tenn.
J. F. CAUSEY.....	Train Dispatcher.....	Memphis, Tenn.
R. J. GAINES.....	Train Dispatcher.....	Memphis, Tenn.
H. A. McCAIN.....	Train Dispatcher.....	Memphis, Tenn.
E. C. McADAMS.....	Train Dispatcher.....	Memphis, Tenn.
B. J. EDWARDS.....	Train Dispatcher.....	Memphis, Tenn.
T. E. OAKES.....	Train Dispatcher.....	Memphis, Tenn.
B. L. DAVIS, JR.....	Train Dispatcher.....	Memphis, Tenn.

SPEED TABLE

This is not for authorized speed, but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

Illinois Central Railroad

TENNESSEE DIVISION

TIME TABLE No.

1

Taking Effect at 12:01 A. M.,
SUNDAY, OCTOBER 25th, 1959

Superseding Mississippi Division
Time Table No. 15
Dated April 27th, 1958

Superseding Memphis Terminal Division
Time Table No. 16
Dated October 26th, 1958

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

O. H. ZIMMERMAN, Vice President

E. H. BUELOW, General Manager

W. A. JOHNSTON, JR., General Supt. Transportation

H. F. WILSON, Superintendent Transportation

F. J. DUGGAN, Superintendent

FIRST CLASS					Mile Posts	TIME TABLE No. 1 Taking effect October 25, 1959 STATIONS	Miles from Memphis	FIRST CLASS				
5	1	25	15	3				6	8	2	4	16
The Panama Limited	The City of New Orleans	Southern Express	The Chickasaw	The Louisiana				The Panama Limited	The Creole	The City of New Orleans	The Louisiana	The Chickasaw
.....		
L 11 31PM	L 2 57PM	L 12 20PM	L 4 50AM	L 4 30AM	269.5	O..... FULTON.....	122.5	A 2 07AM	A 9 20AM	A 4 10PM	A 10 05PM	A 1 25AM
.....	.....	.....	.....	.....	.....	O..... NEW YARD.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	See St. Louis Division Time Table	.....	.....	.....	.....	.....	.....
L 11 34PM	L 3 00PM	L 12 24PM	L 4 54	L 4 34AM	270.8	1.3 OAKS.....	121.2	A 2 04AM	A 9 14AM	A 4 07PM	A 9 56PM	A 1 19AM
11 41	3 07	f 12 33	5 03	4 43	279.2	8.4 GIBBS.....	112.8	1 56	9 06	4 00	9 48	1 11
11 45	3 11	s 12 38	5 08	4 48	283.7	4.5 RIVES.....	108.3	1 52	9 02	3 56	9 44	1 07
11 50	3 16	12 43	5 13	4 53	288.9	5.2 POLK.....	103.1	1 47	8 57	3 51	9 39	1 02
11 55	3 21	s 12 48	5 18	4 58	294.2	5.3 OBION.....	97.8	1 42	8 52	3 46	9 34	12 56
11 59	3 25	h 12 53	5 21	5 01	298.0	3.8 TRIMBLE.....	94.0	1 38	8 48	3 42	9 30	12 52
12 06AM	3 32	s 1 02	5 28	5 09	305.0	7.6 NEWBERN.....	86.4	1 31	8 40	3 35	9 23	12 46
y 12 13 71	s 3 42	s 1 20	s 5 37	s 5 20	314.3	8.7 DYERSBURG.....	77.7	d 1 23	s 8 32	s 3 27	s 9 15	s 12 37
12 18	3 46	1 25	5 42	5 25	318.5	4.2 FOWLKES.....	73.5	1 19	8 22	3 22	9 04	12 31
12 24	3 52	s 1 32	5 48	5 31	325.2	6.7 HALLS.....	66.8	1 13	8 15	3 16	8 57	12 24
12 27	3 55	s 1 35	5 51	5 34	327.8	2.6 GATES.....	64.2	1 10	8 12	3 13	8 54	12 21
12 31	3 59	1 40	5 55	5 39	331.6	3.8 OURVE.....	60.4	1 06	8 08	3 09	8 50	12 17
12 38	4 06	s 1 51	6 02	x 5 47	337.7	6.1 RIPLEY.....	54.3	12 59	s 8 01	3 02	s 8 43	12 10
12 46	4 13	s 1 58	6 09	5 54	343.8	6.1 HENNING.....	48.2	12 52	7 52	2 55	8 35	12 03AM
12 50	4 17	2 03	6 13	5 58	347.5	3.7 RIALTO.....	44.5	12 47	7 48	2 50	8 31	11 59
12 55	4 22	s 2 13	m 6 18	s 6 04	352.4	4.9 COVINGTON.....	39.6	12 42 72	s 7 41	2 45	s 8 25	11 54
1 02	4 29	s 2 21	6 26	6 12	360.2	7.8 BRIGHTON.....	31.8	12 35	7 31	2 38	8 12	11 46
1 06	4 33	s 2 25	6 30	6 16	364.2	4.0 ATOKA.....	27.8	12 31	7 27	2 34	8 08	11 42
1 09	4 36	f 2 28	6 33	6 19	367.2	3.0 TIPTON.....	24.8	12 28	7 24	2 31	8 05	11 38
1 15	4 42	s 2 42	6 39	c 6 25	374.	6.8 MILLINGTON.....	18.0	12 22	e 7 17	2 25	e 7 58	11 32
A 1 22AM	A 4 48PM	A 2 50PM	A 6 46AM	A 6 33AM	380.6	6.6 WOODSTOCK.....	11.4	L 12 15AM	L 7 10AM	L 2 18PM	L 7 50PM	L 11 25PM
.....	.....	.....	.....	.....	.....	.....	.....	Daily	Daily	Daily	Daily	Daily

- e. Receive revenue passengers for Fulton and beyond.
- d. Discharge revenue passengers from Jackson, Miss., and schedule points south and receive revenue passengers for Chicago and St. Louis.
- x. Discharge revenue passengers from Fulton and north and receive revenue passengers for Memphis and beyond.
- m. Train 15 will reduce speed to 35 miles per hour to Dispatch U.S. mail at Covington.
- c. Discharge revenue passengers from Fulton and north.
- y. Discharge revenue passengers from Chicago and St. Louis and receive revenue passengers for Jackson, Miss., and scheduled stops beyond.
- h. Train 25 will stop on signal at Trimble, Tenn., to receive and/or discharge parcel post or express.

SECOND CLASS						Siding, Standing Room. Cars with Engine.	TIME TABLE No. 1		SECOND CLASS				
Taking effect October 25, 1959							STATIONS		Taking effect October 25, 1959				
	71	75	63	73			80	76	78	62	72		
	Dispatch CN 1	Dispatch CN 5	Dispatch LM 3	Dispatch SN 3		Dispatch MI 2	Dispatch NC 6	Dispatch MS 2	Dispatch ML 2	Dispatch NG 2			
	Daily	Daily	Daily	Daily									
						O.....							
	L 11 00PM	L 8 50AM	L 5 45AM	L 2 25AM		O.....	A 5 15AM	A 6 30PM	A 1 15AM	A 1 15AM	A 3 15AM		
						See St. Louis Division Time Table							
	L 11 05PM	L 8 54AM	L 5 50AM	L 2 30AM			A 5 05AM	A 6 20PM	A 1 00AM	A 1 05AM	A 3 05AM		
	11 35	9 19	6 15	2 55	116	O.....							
							4 25	5 55	12 30AM	12 40	2 40		
					119	D.....							
					111	D.....							
					114	D.....							
					74	D.....							
					118	D.....							
	12 13AMs	9 54	6 50	3 30	82	O.....	3 30	5 15	11 45	12 04AM	2 00		
					119	D.....							
					118	D.....							
					118	D.....	2 45	4 45	11 00	11 40	1 30		
	12 40	10 24	7 15	4 00									
					83	D.....							
					118	D.....							
					118	D.....							
	1 10	10 54	7 45	4 30	89	O.....	2 00	4 15	10 15	11 10	12 42 6		
					116	D.....	1 25	3 55	9 55	10 55	12 12AM		
	1 36	11 14	8 05	4 50									
					116	D.....	1 10	3 40	9 40	10 40	11 55		
	1 45	11 30	8 20	5 05									
	A 2 15AM	A 11 40AM	A 8 30AM	A 5 15AM		O.....	L 1 00AM	L 3 30PM	L 9 30PM	L 10 30PM	L 11 45PM		
							Daily	Daily	Daily	Daily	Daily		

HICKMAN DISTRICT

		TIME TABLE No. 1	
		Taking effect October 25, 1959	
		STATIONS	
	51.7		HICKMAN
			11.8
27	39.9		PHILLIPPY
			2.4
8	37.5		MARKHAM
			6.6
30	30.9	D.....	TIPTONVILLE
			3.5
7	27.4		WYNNBURG
			4.7
34	22.7	D.....	RIDGELY
			6.9
18	15.8		MISTON
			5.4
3	10.4		LENOX
			4.4
5	6.0		FINLEY
			6.6
		O.....	DYERSBURG

Be Covered by...

4 Southward

MEMPHIS TERMINAL DISTRICT

Southward

TIME TABLE No. 1 Taking effect October 25, 1959 STATIONS	Mile Posts	FIRST CLASS						SECOND CLASS				
		5	3	15	23	25	1	71	73	63	75	
		The Panama Limited	The Louisiane	The Chicka- saw	The Delta Express	The Southern Express	The City of New Orleans	CN-1	SN-3	LM-3	CN-5	
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
O.....WOODSTOCK.....	380.6	L 1 22AM	L 6 33AM	L 6 46AM	.....	L 2 50PM	L 4 48PM	L 2 15AM	L 5 15AM	L 8 30AM	L 11 40AM	.....
.....NORTH YARD.....	389.3	1 32	6 42	6 57 s	.....	3 01	4 57	.....	5 32	8 44	11 54	.....
.....POPLAR AVENUE.....	390.4	1 35	6 45	7 00	.....	3 04	5 00	.....	5 40	8 52	12 02PM	.....
C.....MEMPHIS.....	392.4	s { 1 40 1 50	s { 6 55 8 00	A 7 05AM	L 8 25AM	s { 3 10 9 00	s { 5 05 5 15	.....	5 45	8 57	12 10	.....
.....SOUTH YARD JCT.....	394.2	1 55	8 04	.....	8 29	9 05	5 20	.....	6 15	9 10	12 20	.....
.....EAST JUNCTION.....	396.9	2 00	8 10	.....	.....	9 10	5 25	.....	A 6 25	A 9 20AM	A 12 29PM	.....
.....GRENADA WYE.....	397.5	A 2 01AM	A 8 11AM	.....	.....	A 9 11PM	A 5 26PM	.....	.....	.....	.....	.....
O.....LEEWOOD.....	388.8	.....	.....	.....	.....	.....	.....	L 2 35AM	.....	.....	.....	.....
.....AULON.....	389.1	.....	.....	.....	.....	.....	.....	2 45	.....	.....	.....	.....
O..JOHNSTON YARD.....	396.8	.....	.....	.....	.....	.....	.....	A 3 15AM	A 6 45AM	A 9 30AM	A 12 35PM	.....
.....WEST JUNCTION.....	5.4	.....	.....	.....	A 8 38AM	.....	.....	.....	.....	.....	.....	.....
See Memphis Division Time Table		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....HERNANDO.....		A 2 19AM	A 8 28AM	.....	.....	A 9 29PM	A 5 43PM	.....	.....	.....	.....	.....
.....LAKEVIEW.....		.....	.....	.....	A 8 47AM	.....	.....	.....	.....	.....	.....	.....

Be Governed by L. & N. R. R. Rules & Special Instructions Between Leewood & Aulon

Northward

MEMPHIS TERMINAL DISTRICT

Northward

TIME TABLE No. 1 Taking effect October 25, 1959 STATIONS	Miles From Grenada Wye	FIRST CLASS						SECOND CLASS				
		8	2	24	4	16	6	76	78	62	72	80
		The Creole	The City of New Orleans	The Delta Express	The Louisiane	The Chicka- saw	The Panama Limited	NC-6	MS-2	ML-2	NC-2	MI-2
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
O.....WOODSTOCK.....	16.9	A 7 10AM	A 2 18PM	.....	A 7 50PM	A 11 25PM	A 12 15AM	A 3 30PM	A 9 30PM	A 10 30PM	A 11 45PM	A 1 00AM
.....NORTH YARD.....	8.2	6 59 15	2 09	.....	7 37	11 14	12 03AM	.....	.....	.....	.....	.....
.....POPLAR AVENUE.....	7.1	s { 6 56 6 50	2 06	.....	7 34	11 10	11 59	.....	.....	.....	.....	.....
C.....MEMPHIS.....	5.1	s { 6 15 6 15	s { 2 00 1 50	A 5 55PM	s { 7 30 6 55	L 11 05PM	s { 11 55 11 45	.....	.....	.....	.....	.....
.....SOUTH YARD JCT.....	3.3	6 10	1 44	5 40	6 49	.....	11 39	.....	.....	.....	.....	.....
.....EAST JUNCTION.....	0.6	6 05	1 39	.....	6 44	.....	11 34	.....	.....	.....	.....	.....
.....GRENADA WYE.....		L 6 03AM	L 1 38PM	.....	L 6 43PM	.....	L 11 33PM	.....	.....	.....	.....	.....
O.....LEEWOOD.....		.....	.....	.....	.....	.....	.....	L 3 10PM	L 9 10PM	L 10 10PM	L 11 25PM	L 12 40AM
.....AULON.....		.....	.....	.....	.....	.....	.....	3 00	9 00	10 00	11 15	12 30AM
O..JOHNSTON YARD.....		.....	.....	.....	.....	.....	.....	L 2 30PM	L 8 30PM	L 9 30PM	L 10 45PM	L 11 59PM
.....WEST JUNCTION.....		.....	.....	L 5 28PM	.....	.....	.....	.....	.....	.....	.....	.....
See Memphis Division Time Table		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
.....HERNANDO.....		L 5 42AM	L 1 20PM	.....	L 6 16PM	.....	L 11 10PM	.....	.....	.....	.....	.....
.....LAKEVIEW.....		.....	.....	L 5 19PM	.....	.....	.....	.....	.....	.....	.....	.....

Be Governed by L. & N. R. R. Rules & Special Instructions Between Leewood & Aulon

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Central Station.....	Station Master's Office
Central Station.....	Train order office, 4th Floor
South Yard.....	{ Engine house Yard office
Johnston Yard.....	{ Train order office Engine house
Dyersburg.....	Telegraph office
New Yard.....	Engine House, Telegraph office
Fulton.....	Ticket office

10(g). Maintenance of Way Department yellow rectangular sign (Maintenance of Way Rule 27) will be located one and one-half mile in advance of point where reduced speed is required between Oaks and MP384 and will be located one mile in advance of point where reduced speed is required at all other locations.

14. Following code of whistle signals will be used in calling for interlocking signals:

Woodstock—	
Southward Trains—For I.C.R.R.	o — o
For M. & St. L.	o o o o

17. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

18-19(a). Between sunset and sunrise, or when day signals cannot be plainly seen, yard crews will see that red light is displayed on rear of last car while on main track or thoroughfare track, including Memphis and State Line. If for any reason caboose is not on rear, red light must be displayed on rear of last car as outlined above.

21(a). Between Johnston Yard and Oaks via Leewood the display of white lights will be omitted on all extra trains, except passenger extras.

S-72. Northward trains are superior to trains of same class in opposite direction.

82. Unless otherwise provided, trains passing woodstock will retain their authorized identity. This does not modify the requirements of rule S-97.

83. Train Register:

Fulton Passenger Station.
New Yard.
Dyersburg (Hickman District trains only).
Woodstock

Memphis Central Station—Train order office, 4th Floor.

Johnston Yard—Train order office

Trains may register at Woodstock, Fulton and New Yard by Form 905.

83(a). Southward first class trains and all northward trains must obtain clearance at Central Station, Memphis.

Trains may leave Woodstock without a clearance, unless train order signal indicates "stop."

Trains may leave South Yard Junction without a clearance.

Northward trains via Leewood may leave Johnston Yard without a clearance.

Northward trains may leave Grenada Wye and West Junction without a clearance.

83(b). At Woodstock, the Train Dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

Lunar white indicator located on northward home signal mast Memphis and State Line at Woodstock interlocking when displayed indicates that all overdue northward superior trains have left. Operators must not display this indication unless authorized by the Train Dispatcher.

86. Train No. 25 must clear time of No. 1 not less than ten minutes.

93. Yards:

Memphis Terminal District yard limits extend from MP379 north of Woodstock to one mile south of East Junction, and to 6200 feet south of south switch at Hulet on northward track and 2304 feet south of Mile Post 7 south of West Junction on southward track, and from Johnston Yard to MP379 north of Woodstock, including L. & N. tracks between Aulon and Leewood.

First class trains must move at reduced speed between Huling Avenue and Grenada WYE and between South Yard Junction and West Junction on single main track. Other trains and engines must keep advised of and avoid delay to first class trains between these points.

Johnston Yard

Color light signal located on north side running track 32, "A" Yard, 1000 feet east of "C" Yard ladder tracks, is manually operated to display signals for switching movements of yard crews. Color light signal located between tracks C-8 and C-9, 750 feet west of General Yard Master's office, Johnston yard, is manually operated to display signals for

(Continued on Page 6)

93. (Continued from page 5)
switching movements of yard crews. Indications do not affect through movements on these tracks.

Diyersburg (yard limits include Hickman District)

Fulton (Fulton yard limits and New Yard
New Yard } yard limits extend to south end third rail

D-97. All northward trains via Leewood will run as extra trains between Johnston Yard and Oaks unless otherwise provided.

Between West Junction and yard limit sign located 1504 feet south of south switch at Ensley, when necessary to operate against current of traffic, movement must be only by authority of yardmaster at C Yard or by protecting movement as required by Rule 99.

98. Trains and engines must stop at junctions and railroad crossings as follows:

Broadway { Mo. Pac., St. L. & S. F., C. R. I.
& P., L. & N., and St. L. S. W.
R. R.s

Color light signal operated by switch tender Broadway Crossing, intersection of Missouri Pacific, St. L.-S. F., L. & N., C. R. I. & P., St. L. S. W., and I. C. Railroads.

Track connection between I. C., Missouri Pacific, Frisco, Southern and L. & N. tracks in Broadway located in southeast angle crossings at Broadway, designated as Broadway Connection connects with ladder track crossing tracks in Broadway. Double slip switches installed at following intersections:

Missouri Pacific
Frisco—both main tracks
Southern
L. & N.

Southward trains and engines moving over North West Wye railroad crossing just south of Carolina Avenue, must be preceded, and movement over crossing protected, by a member of crew.

All trains and engines must approach Leewood prepared to stop before fouling the junction at the end of L. & N. double track, and will proceed only on proper signal indication.

Train and Engine movements over L. & N. Railroad crossing at Leewood will be governed by home and dwarf signals controlled by operator at Leewood telegraph office.

Entrance to Broadway ladder track will be governed by interlocking signal located east of Griffin Lead track and operated from tower at Union Station governing crossings over following Illinois Central tracks:

Griffin Lead
Northward main track
Southward main track
Four yard tracks

Following will govern movement over these crossings:

Trains or engines moving on Griffin Lead, northward or southward main track or yard track adjacent to southward main track, will stop before proceeding over Broadway connection crossing and be governed by color light signals at this crossing.

Indications:

RED: Remain at stop.

YELLOW: Proceed at restricted speed, not exceeding 10 miles per hour.

Trains or engines using these tracks will not proceed unless signals governing this crossing and signal governing movement over crossings in Broadway both indicate proceed, except yard engines in switch movements may cross Broadway in southward movement on proceed indication of Broadway signal when Broadway connection signals are at stop indication, stopping to clear Broadway connection crossing.

Southward trains or engines using Griffin Lead, northward or southward main track or yard track adjacent to southward main track, after stopping for Broadway Crossing need not make second stop for Broadway connection crossing when signals indicate proceed and way is clear.

Northward trains or engines using Griffin Lead, southward or northward main track or yard track adjacent to southward main track, after stopping for Broadway connection crossing need not make second stop for crossing in Broadway when signals indicate proceed and way is clear.

Trains or engines using any of three yard tracks, not governed by signals, will stop and know way is clear before proceeding over crossing at reduced speed, not exceeding 10 miles per hour.

Trains or engines using Broadway connection may proceed over crossings in yard tracks at restricted speed not exceeding 10 miles per hour when way is clear and will be governed by signals governing movement over crossings in Griffin Lead track, northward and southward main tracks and yard track adjacent to southward main track.

Indications:

YELLOW: Proceed at restricted speed not exceeding 10 miles per hour.

RED: Stop.

Trains and engines moving into Iowa Yard, Memphis, via the southwest wye will stop before crossing Illinois Central lead tracks and Broadway connection and know that the way is clear before proceeding.

Illinois Central trains and engines moving northward on west lead, east lead and long west track Iowa Yard, will stop and know the way is clear before proceeding over southwest wye crossing.

Southward trains and engines will stop at stop board located 341 feet south of the flood gate and 415 feet north of

(Continued on Page 7)

98. (Continued from Page 6)

the Nonconah Creek Bridge, A-Yard, to clear crossover in that vicinity, and will not proceed until given proceed signal and the way seen to be clear.

Trains and engines enroute to "A" Yard from East Junction will stop to clear adjacent tracks at Memphis and State Line Junction and proceed only after switches are properly lined and track is clear.

Trains and engines moving in and out of "A" Yard will do so at reduced speed and proceed only after switches are properly lined and track is clear.

Movement of freight trains or freight cuts through Central Station is restricted to track 10 only.

Railroad Crossing: West Junction

Trains and engines must approach prepared to stop unless switch is properly lined and signal indicates proceed.

Trains and engines moving northward on southward track must STOP and know way is clear before proceeding

over crossing.

(Note: See Rule 509.)

98(a) Railroad Crossing:

Auction Avenue (200 feet north)—L. & N. R. R. (Gate)
 Auction Avenue (700 feet north)—Union R. R. (Gate)

Normal position of gates:

Auction Avenue..... Against L. & N. R. R.
 Auction Avenue..... Against Union R. R.

99. Illinois Central yard engines using Southern tracks between Broadway Crossing and Southern Railway, Forrest Yard, will afford protection in accordance with rule 99, when stopped or speed is reduced while on Southern Railway main tracks.

99 (b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

101. Speed restrictions:

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

TERRITORY OR LOCATION	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derricks, or Locomotive Cranes
BETWEEN:					
Oaks and M.P. 385.....	79	65	60	45	30
M.P. 385 and Wolf River via North Yard.....	60	60	50	45	30
Wolf River and Grenada Wye via North Yard, West Junction and South Yard via Valley Route.....	20	20	20	20	20
Woodstock and Wolf River Bridge north of Hollywood.....	50	50	50	45	30
Wolf River Bridge north of Hollywood and West Junction.....	20	20	20	20	20
Trains and Engines, using Hulet Lead, Diverging Routes, through crossovers, Junctions.....	25	25	25	25	25
Dyersburg and Hickman.....	.....	.....	.....	25	15
Diverging Routes Through Crossovers, Junctions and Siding Switches					
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25
On straight track at spring switches when springing points.....	40	40	40	40	30
Oaks, Northward freight main track and Fulton District main track, No. 15 turnouts.....	25	25	25	25	25
Woodstock and Oaks, crossovers.....	25	25	25	25	25
Rives, both ends siding, northward track, No. 15 turnout.....	25	25	25	25	25
Polk, both ends siding, northward track, No. 15 turnouts.....	25	25	25	25	25
Obion, south end siding, northward track, and north end of siding southward track, No. 15 turnouts.....	25	25	25	25	25
Trimble, both ends siding, southward track, No. 15 turnout.....	25	25	25	25	25
Halls, north end siding, southward track, No. 15 turnout.....	25	25	25	25	25
Curve, both ends siding, southward track, No. 15 turnout.....	25	25	25	25	25
Ripley, both ends siding, northward and southward track, No. 15 turnout.....	25	25	25	25	25
North of Rialto Bridge, end of Two Main tracks, No. 20 turnout, both directions.....	40	40	40	40	30
Rialto, both ends siding, northward track, No. 15 turnout.....	25	25	25	25	25
Rialto, north end siding, southward track, No. 15 turnout.....	25	25	25	25	25
Covington, both ends siding, southward track, No. 15 turnout, and south end siding, northward track, No. 15 turnout.....	25	25	25	25	25
Atoka, north end siding, southward track, No. 15 turnout.....	25	25	25	25	25
Atoka, south end siding, northward track, No. 15 turnout.....	25	25	25	25	25

101 (b). Lower Speeds: (Continued from Page 7)

Territory or Location	Passenger and Express Trains Passenger Engines	Passenger and Express Trains G.P. Type Engines	Freight Trains Passenger or G.P. Type Engines	All Trains Switcher or Transfer Engines	Trains Handling Wrecking Derricks Locomotive Cranes
	Miles Per Hour				
Fulton District					
MP 232, 1st curve south.....	50	45	50	45	30
Rives—GM&O crossing.....	50	50	50	45	30
MP 283, 1st and 2nd curve south, both tracks.....	70	65	50	45	30
MP 294, 1st curve south, both tracks.....	60	60	50	45	30
MP 298, curve at MP 298, both tracks.....	70	65	50	45	30
MP 300, curve at MP 300, southward track.....	70	65	50	45	30
MP 300, curve at MP 300, northward track.....	60	60	50	45	30
MP 303, curve at MP, both tracks.....	60	60	50	45	30
MP 304, 1st curve south, both tracks.....	60	60	50	45	30
MP 305, 1st and 2nd curve south, both tracks.....	60	60	50	45	30
MP 311, 1st curve south, both tracks.....	70	65	50	45	30
MP 312, 1st curve south, both tracks.....	60	60	50	45	30
MP 313, 1st curve south, southward track.....	45	45	40	40	30
MP 313, 1st curve south, northward track.....	60	60	50	45	30
MP 314, 1st curve south, both tracks.....	45	45	40	40	30
MP 318, 1st curve south, both tracks.....	70	65	50	45	30
MP 326, 1st curve south, both tracks.....	70	65	50	45	30
MP 328, 1st curve south, both tracks.....	60	60	50	45	30
MP 329, 1st curve south, southward track.....	45	45	45	45	30
MP 329, 1st curve south, northward track.....	70	65	50	45	30
MP 330, 1st curve south, both tracks.....	70	65	50	45	30
MP 331, 2nd curve south, both tracks.....	70	65	50	45	30
MP 332, 1st curve south, Curve Out, both tracks.....	45	45	45	45	30
MP 333, 1st curve south, northward track.....	70	65	50	45	30
MP 333, 1st and 2nd curve, south, southward track.....	60	50	50	45	30
MP 334, 1st curve south, southward track.....	70	65	50	45	30
MP 335, 2nd curve south, northward track.....	60	60	50	45	30
MP 335, 1st curve south, southward track.....	60	60	50	45	30
MP 337 to 339, curves, both tracks.....	45	45	45	45	30
MP 339, 1st curve south, both tracks.....	60	60	50	45	30
MP 340, 1st curve south, both tracks.....	60	60	50	45	30
MP 343, 1st curve south, both tracks.....	70	65	50	45	30
Rialto—Hatchie River bridge.....	40	40	40	40	30
MP 347, 1st curve south, southward track.....	60	60	50	45	30
MP 349, 1st curve south, both tracks.....	60	60	50	45	30
MP 350, 1st and 2nd curves, south, both tracks.....	70	65	50	45	30
MP 352, 1st curve south, both tracks.....	70	65	50	45	30
MP 353, curve at MP 353, both tracks.....	70	65	50	45	30
MP 354, 1st curve south, both tracks.....	70	65	50	45	30
MP 355, 1st curve south, both tracks.....	70	65	50	45	30
MP 357, 1st curve south, both tracks.....	70	65	50	45	30
MP 359, curve at MP 359, southward track.....	60	60	50	45	30
MP 359, 1st curve south, southward track.....	60	60	50	45	30
MP 359, curve at MP 359, northward track.....	50	50	40	40	30
MP 359, 1st curve south, northward track.....	50	50	40	40	30
MP 360, curve at MP 360, southward track.....	60	60	45	45	30
MP 360, curve at MP 360, northward track.....	50	50	40	40	30
MP 370, 1st curve south, both tracks.....	70	65	50	45	30
Hickman District					
Bridge JM12-4.....			10	10	10
Memphis Terminal District					
Between Huling Avenue and Central Station.....	10	10	10	10	10
Over old Millington Road Crossing 398 ft. North of M.P. 383 and Felts Road Crossing 3151 ft. South of M.P. 384.....	20	20	20	20	20

(Continued on Page 9)

101.(b). (Continued from Page 8)

When 50 per cent of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of freight trains for class of engines handling the train, must not be exceeded.

Trains handling either loaded or empty high ore cars with a short wheel base must not exceed speed of 25 miles per hour. These cars prohibited on Hickman District.

Trains handling ditchers, spreaders or air dump cars, loaded or empty, must not exceed a speed of 25 miles per hour.

Trains handling truck transfer cars X2663, X2664, X2668, X2669 and X2789 and Diesel Switch Engines must not exceed speed of 45 miles per hour.

At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.

Note A—Maximum permissible speed—GP diesel units not to exceed 65 miles per hour, except GP diesel units 9200 and 9201. GP diesel units Nos. 9200 and 9201 are equipped with high speed gear ratio trucks, permitting operation at maximum speed of 83 miles per hour. This is maximum authorized speed and does not modify any rules or special instructions requiring lower speeds. These two units should not be used in freight train service unless authorized by General Superintendent of Transportation.

Note B—Maximum permissible speed—Diesel switch engines 45 miles per hour.

Between Woodstock and North Yard, single unit diesel light or with one car (may be coach or caboose) will be operated at a speed not exceeding 25 miles per hour, and single unit diesel with two cars (one of which may be coach or caboose) will be operated at a speed not exceeding 45 miles per hour.

BRIDGE RESTRICTIONS: Hickman District:

The operation of any car having a gross weight in excess of 80 tons is not permitted over Obion River Bridge JM 12-4.

Engines designated below must not be operated over the following locations:

Location	Class of Engine
Fulton District	
Covington—Elevator track—restricted	other than single unit diesel only.

Hickman District

All engines heavier than GP-7 and GP-9 type engines exceeding 248,400 lbs.

When GP-7 or GP-9 type engines are operated over Bridge JM12-4 they must be followed by an empty car not less than 42 feet long, weighing not more than 42,000 lbs. Not exceeding a speed of 10 miles per hour.

103. Yard engine crews will be governed by the following instructions:

When crossing streets named herein, engines with or without cars, movement over crossings must be preceded by member of crew who must use red flag daylight hours and white light at night. Engine foreman must see that this

protection is afforded—Corrine Street, Thomas, North Second to Anderson-Tully, North Second to Continental Grain Elevator, Auction to Navy Yard, Huling Avenue Industry tracks, Talbot Avenue Industry tracks, Vance Avenue Industry tracks, Pontotoc Avenue Industry tracks, Nettleton Avenue Industry tracks, Wagner Avenue Industry tracks. Texas, Kentucky, Florida, Kansas, Oklahoma, Trigg Avenues enroute to Parkway Facilities, and all street crossings in Parkway Facilities, Riverside, Mallory east of Latham, Latham north of Mallory, Mallory Avenue to Mississippi Valley Lumber Company, Calhoun Avenue to Rose Warehouse, Calhoun Avenue to Orgill Bros., Texas to Humphreys Mills, Keel to American Barge Line, Nettleton to Tennessee Street, McLemore Avenue-High Line, Georgia Avenue and Front Street, Fisher Street at Railroad Avenue, Bell Avenue.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If a train or engine, with or without cars, moving on main track over public crossing protected by automatic devices stops within the limits of the track circuits which actuates the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509 (a) will also proceed expecting to find crossing protection devices not working properly.

103(b). In switching Linden Station and Poston Warehouse, engine foremen must see that sufficient hand brakes are set before coupling to cars and that switching on these tracks performed with air coupled and working.

In switching Toma Machine and Supply Company, only gondola cars can be placed on that portion of track which passes through building.

104. Normal position of switches:

Normal position main track switch Hulet will be for lead into Johnston Yard. Two unit color light automatic signal located 30 feet south of switch at Hulet.

INDICATIONS: GREEN or YELLOW over RED	—Switch lined for main track.
RED over YELLOW	—Switch lined for lead.
RED over RED	—Stop.

Crossover switches at South Yard must be set for East Junction Route after being used, unless otherwise provided.

Color light dwarf signal located 370 feet north of switch at Hulet between main and lead tracks, displaying following indications: Red, Stop; Yellow, Proceed; will govern movement of trains or engines southward off of lead from Johnston Yard to main track at Hulet.

(Continued on Page 10)

104. (Continued from Page 9)

Electrically locked hand throw switches:

Location	Switches	Controlled by
Leewood	Switch from L. & N. northward main track to Sexton track.	Operator, Leewood
Leewood	Switch from southward main track immediately north Leewood crossing to Gulf Atlantic Warehouse Co.	Operator, Leewood

Trainmen desiring to use electrically locked switches will notify controlling station by push button on electric lock and be governed by instructions on inside of door on electric lock.

Trainmen desiring to use main track electrically locked switches at the following locations will be governed by the instructions on inside of door on electric lock, or on post near-by:

Location	Switches	Controlled by
Woodstock	Grace Chemical Company switch located 2248 ft. south of MP 379.	Trainmen
Woodstock	Crossover switches from southward main track to northward main track immediately north of Grace Chemical switch.	Trainmen
Woodstock	North end West Storage Track switch located 1470 ft. north of MP 381.	Trainmen
Woodstock	North end East Storage Track switch located 1314 ft. north of MP 381.	Trainmen
Woodstock	South end East Storage Track switch located 1178 ft. south of MP 381.	Trainmen
Woodstock	DuPont Chemical Company switch located 1689 ft. south MP 381.	Trainmen
	Toma Machine & Supply Company switch located 2080 ft. south of MP 383.	Trainmen
	Butler Bros. Warehouse switch located 1268 ft. north of MP 384.	Trainmen
Frayser	North end International Harvester Company storage track switch located 115 ft. north of MP 386.	Trainmen
Frayser	South end International Harvester Company storage track switch located 2370 ft. south of MP 386.	Trainmen
Frayser	International Harvester Company switch located 2390 ft. south of MP 386.	Trainmen
East Junction	Switch from Northward Main Track to Mallory Avenue Interchange Track.	Trainmen
East Junction	Switch from Northward Main Track to Federal Compress.	Trainmen
East Junction	Switch from Southward Main Track to River Lead Track.	Trainmen
Grenada Wye	Main Track Switch to Johnston Yard Wye.	Trainmen

East Junction

Switch to Johnston Yard lead track leading from southward main track 30 feet south of southward home signal will be equipped with an electrically locked switch mechanism to be operated by trainmen in accordance with instructions posted on switch indicator located nearby as follows:

For Train or Engine on Southward Main Track

1. Train or engine must stop north of southward home signal.
2. Push button on indicator for light.
3. When light is green, depress top treadle and remove padlock from lever latch.
4. Depress lower treadle and operate hand throw lever to reverse switch.
5. Depress top treadle and insert padlock.
6. Signal should then display red over yellow aspect for movement into Johnston Yard lead in accordance with Rule 290.
7. When movement is made, restore switch and lock to normal position by following the instructions under 2, 3, 4, and 5 above.

If switch will not unlock, notify Dispatcher.

For Train or Engine on Johnston Yard Lead Track.

1. Train or engine must stop south of northward dwarf signal.
2. Push button on indicator for light.
3. Depress top treadle and remove padlock from lever latch.
4. If indicator light is green, depress lower treadle and operate hand throw lever to reverse switch.
5. If indicator light is red, wait 2 minutes and 12 seconds, after which switch should unlock by depressing lower treadle and operating hand throw lever to reverse switch.
6. With switch reversed, depress top treadle and insert padlock, after which dwarf signal should display a yellow aspect and movement may then be made in accordance with Rule 290.
7. After movement is made, restore switch and lock to the normal position by following instructions under 2, 3, 4, and 6 above.

If switch will not unlock, notify dispatcher.

104(e). Movable industrial bridge across loading tracks at Buckeye (Binghamton Plant)—normal position at track level—is protected by derails.

105. Engines moving between Memphis engine house and Central Station will use Griffin Lead to first switch south of crossover leading from Griffin Lead to northward main track, and from there will use track diverging from Griffin Lead. Normal position this switch for the diverging track. Yard engines will see that this switch is left in normal position.

Trains and engines using Circle Track south of Trigg Avenue, will move with current of traffic entering from East Junction Route southward track.

Scissors crossover switches between "A" Yard and "C" Yard at Johnston Yard may be left lined in position last used. Trains and engines must approach these crossovers prepared to stop.

(Continued on Page 11)

109. Bulletin Boards:

- North Yard—Yard office.
- Central Station—Station Masters' office.
- Carolina Avenue—Yard office.
- Iowa Yard—Yard office.
- Memphis—Engine house.
- Memphis—Switch engineers' room, on engine lead.
- South Yard—Yard office.
- Johnston Yard—"A" yard office.
- Johnston Yard—General Yardmasters' office.
- Johnston Yard—"C" yard office.
- Johnston Yard—Engine house.
- Johnston Yard—Switch engineers' room, west of roundhouse.
- Johnston Yard—Switch engineers' room, east of roundhouse.
- Hollywood—Yard office.
- Dyersburg—Telegraph Office.
- Fulton—Passenger Station, New Yard—Engine-house, Old Yard Office, Switchmen's Shanty, New Yard.

D-151. Two Tracks:

- Johnston Yard to Oaks via Leewood, except single track over Rialto bridge.
- East Junction to North Yard via Memphis Central Station.

When necessary to operate against current of traffic over any portion of two main tracks, movement must be only by authority of yard master, proper train order, or by protecting movement as required by Rule 99.

215. At Leewood northward trains may accept clearance addressed to northward extra provided the form is otherwise properly filled out.

251. Between East Junction and South Yard, northward trains will run with respect to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

Rule 261-605.

On single track over Rialto bridge, remotely controlled signals govern the use of the block and their indications supersede time table superiority without requiring the use of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

When a train is stopped by high or low Home Signal and no conflicting train or engine movement evident, trainmen will communicate with operator at Covington and get authority to use route desired. Telephone is located in booth at southward Home Signal north of Rialto Bridge and in booth near Road Crossing at Rialto.

290-292. Movements from the south shop lead to main track at South Yard is governed by color light dwarf signal located on south shop lead, displaying following indications: Red, Stop, Routes occupied or switches not lined. Red above Yellow, Proceed-Restricting, Route lined for movement to northward main when crossover south of South Yard Junction is lined for crossover movement. Yellow, Proceed-Restricting, Route lined for movement to single main track via Florida Street, or to southward main, or to northward main when crossover south of South Yard Junction is lined for main tracks via East Junction.

295(a). Northward trains finding signal J-3524 located 1000 feet south of the south siding switch at Covington displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter South end Covington siding.

Northward trains finding signal J-3488 located 150 feet south of the south siding switch at Rialto displaying Stop and Proceed indication and Take Siding indicator display-

ing white light with letter "S" will enter south end Rialto siding.

Southward trains finding signal J-3475 located at south end Rialto Bridge displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter north end of Rialto Siding.

Northward trains finding signal J-2848 located 150 feet south of the south siding switch at Rives displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter south end of Rives siding.

295(b). Color Light dwarf signal located between siding and northward main at intermediate switch north end of siding, Rialto, will govern train movements from siding to northward main.

505. Automatic block system territory extends from Oaks to Memphis, South Yard to Grenada Wye, South Yard to Milepost 9.69 south of Hulet, and northward track Memphis and State Line from one-half mile north "A" Yard, Johnston Yard, to north end "E" Yard, and from Leewood to Oaks both tracks.

Between Aulon and Leewood both tracks, L. & N. R. R.

Home signals located 200 feet north of L. & N. crossing at Leewood on southward main track and 300 feet south of Leewood on northward main track.

Movement of trains and engines on these tracks will be governed by interlocked signals controlled by operator at Leewood.

Top Light	Lower Light	Indication	Rule
RED	RED	STOP	292
YELLOW	RED	APPROACH	285
GREEN	RED	PROCEED	281
RED	YELLOW	PROCEED (restricting)	290

Movements at these signals will also be governed by Special Instruction Rule 98.

509. West Junction: Automatic color light signals are in service at crossing West Junction. When signal indicates Proceed, train or engine must not exceed speed of ten miles per hour until engine or leading car has passed crossing. When signal indicates Stop, train or engine must send a man ahead, and, if no conflicting train movement is evident, may proceed under flag protection to next signal indicating proceed as provided in Rule 509. Exception: Trains or engines moving northward on southward track must stop and know way is clear before proceeding over crossing.

East Junction: Automatic color light signals are in service at East Junction. When signal indicates Stop, train or engine must send a man ahead to know that route is properly lined, and if no conflicting train or engine movement is evident, may proceed under flag protection to next signal indicating proceed as provided in Rule 509.

539. Spring switches:

Location	Normal Position
Atoka—South end of siding to southward main track	For southward main track
Atoka—North end of siding to northward main track	For northward main track
Covington—North end siding to northward main track	For northward main track
South End Rialto Bridge (+)	For southward main track
North End Rialto Bridge (+)	For northward main track
Rialto—South end of siding to southward main track	For southward main track

(Continued on Page 12)

539. (Continued from Page 11)

Curve—North end siding to northward main track For northward main track
 Halls—South end of siding to southward main track For southward main track
 Fowlkes—North end of siding to northward main track For northward main track
 Dyersburg—North end of northward siding For northward main track
 Obion—North end of siding to northward main track For northward main track
 Memphis and State Line, north end "E" Yard for northward main track.
 East Junction—
 Northward Lead from Johnston Yard For main track
 East Junction—
 End of Two Main Tracks For northward main track
 North Yd.‡—End two main tracks for southward main track.
 ‡Lunar White Marker.

Movement through spring switches equipped with key operated time release will be governed as follows: If signal displays stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clock-wise and remove key after five seconds from release box. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, as shown in instructions located by key release, Rule 509 will govern.

607. Southward movement of trains or engines at West Junction will be governed by following color light indications:

Southward stop and proceed signal L 43 will display following indications:

Top Light	Bottom Light	Indication	Route Lined
RED	RED	STOP AND PROCEED	
YELLOW	RED	APPROACH	Via Northward main
YELLOW	GREEN	APPROACH MEDIUM	Via Southward Main
GREEN	RED	PROCEED	Via Northward main

Southward stop signal located 2150 feet south of Mile Post 5 governing movements to double track will display following three light indications:

Top Light	Middle Light	Bottom Light	Indication	Route Lined
RED	RED	RED	STOP	
RED	YELLOW	RED	MEDIUM APPROACH	To Southward Main
RED	GREEN	RED	MEDIUM CLEAR	To Southward Main
YELLOW	RED	RED	APPROACH	To Northward Main
GREEN	RED	RED	PROCEED	To Northward Main

Stop sign governing northward movements from southward main track is located 260 feet south of crossing.

Movements at these signals will be governed by Rules 281-282-283-285-286-291-292-509-509(a)-607.

672. Automatic Interlocking:

Gibbs _____ L & N R. R. Crossing

707. When entire train consists of loaded ore cars with short wheel base, 90 pound brake pipe pressure must be maintained.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

1201. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel locomotives	4 inches
Truck transfer cars	4 inches
Streamlined passenger cars	5 inches
Office cars	5 inches
Conventional passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

1202. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1203. Northward Tallahatchie District freight trains will use lead track from Hulet unless otherwise instructed.

1204. Between Leewood and Aulon trains and engines will operate under L. & N. rules and be governed by following special instructions:

Switch leading to Sexton track located on northward main track 900 feet south of Leewood crossing is electrically locked and operated as follows:

Trainman unlock door of lock case, and move lever to left until it stops.

Operator Leewood Telegraph Office press release button. Trainman then move lever all the way over to the left. Trainman then operate switch by hand in usual manner.

Operator Leewood cannot release lock on the switch unless derail is in derailing position, therefore, always operate switch before derail is removed from rail.

After movement to or from this track, lock lever must be restored to normal position, door of case locked and derail placed on rail before main line signals will display proceed indication.

Trains and engines running with the current of traffic will be governed by interlocking and automatic block signal indications and may proceed ahead of overdue superior trains until overtaken.

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1204—(Continued from Page 12)

When a train or engine is stopped or delayed, or speed reduced, it must be protected as prescribed by Rule 99, unless it is known that all overdue first class trains have passed. This does not modify Rule 93 requiring when the view is obscured trains and engines occupying the main track must take necessary precaution for their protection.

Movements against the current of traffic will be made only under full protection as prescribed by the Rules, or under the direction and protection of the Terminal Train Masters, Yardmaster or their representative. For movements thus made, Conductors, Foremen and Enginemen, after satisfying themselves that their train or movement is protected, will proceed at restricted speed.

A train finding a fusee burning red on or near its track must stop and extinguish the fusee, and then proceed at restricted speed. When burning yellow, it is a Restricted-Speed signal. Red fusees must be placed in the center of the track, and yellow fusees outside the rail on the engineman's side. (L. & N. Rule 11.)

The explosion of one torpedo is a signal to stop; the explosion of two torpedoes, not more than 200 feet apart, is a signal to proceed at restricted speed. When an unattended torpedo is exploded, after stopping, train may proceed at restricted speed for a distance of one-half mile, or to a clear block signal. (L. & N. Rule 15.)

Automatic block signals between Aulon and Leewood on L. & N. tracks are operated to show following indications: Clear, Restricted Speed and Stop. Trains and engines will stop at stop and proceed signal indicating stop, proceeding from such signal to next signal indicating proceed at restricted speed.

When trains or engines are stopped at Leewood by the following Automatic Block Stop-Signals:

No. 3723 on southward main.

No. 3724 on northward main.

and form 446 may properly be used, it will be issued by operator at Leewood over the signature of the Chief Dispatcher, authorizing trains or engines to pass these signals when displaying Stop indications.

Yard crews provided with caboose while on the main track will see that a red light is displayed on rear of caboose between sunset and sunrise or when day signals cannot be plainly seen. If for any reason, caboose is not on rear, red light must be displayed on rear of the last car.

Conductors of all trains and switch engines will deliver to the operator at Leewood register ticket, over their signature, showing the number of their train, engine number, name of engineman and the number of cars handled.

Second class, inferior trains and yard engines must avoid delay to L. & N. first class trains due Aulon and Leewood as follows:

NORTHWARD

Station	102 Passenger	104 Passenger
LEEWOOD	A 8 01AM	A 6 48PM
AULON	L 7 52AM	L 6 42PM

SOUTHWARD

Station	101 Passenger	103 Passenger
LEEWOOD	L 6 39AM	L 7 41PM
AULON	A 6 45AM	A 7 50PM

As information, L. & N. first class trains due by Aulon as follows:

EASTWARD

Station	108 Passenger
AULON	10 49PM

WESTWARD

Station	107 Passenger
AULON	6 10AM

1205. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672.)

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

1206. When four (4) or more than four (4) GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple, there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power. Enginemen must see that these instructions are strictly observed.

ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose)	5,000 tons
Adjustment factor (75x10)	750 tons
Adjusted tonnage of train	5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

6. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

7. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

	Factor	6	10	6
		Rives to Johnston Yard	Johnston Yard to Oaks	Oaks to Rives
DIESEL	Horse- power	100 Per Cent Tonnage Rating		
	1500	4500	4500	6000
	1750	4800	4800	6500
	3000	9000	9000	12000
	3250	9500	9500	12500
	3500	9800	9800	13000
	4500	13500	13500	15000
	4750	15000	15000	15500
	5000	16000	16000	17000
	5250	16500	16500	17500



