The Nashville, Chattanooga & St. Louis Railway

SAFETY THE DIXIE LINE FIRST

SAFETY THE DIXIE LINE FIRST

PADUCAH & MEMPHIS DIVISION

TIME TABLE No. 142

TAKES EFFECT SUNDAY, SEPTEMBER 12, 1937, AT 12:01 A.M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY THE RIGHT IS RESERVED TO VARY THEREFROM AS CIRCUMSTANCES MAY REQUIRE

W. G. TEMPLETON,
General Manager.

W. J. McWHORTER,
Assistant General Manager.

E. M. WRENNE,
Superintendent Transportation.

M. O. ARMSTRONG,
Superintendent.

F. E. CARPENTER,
Train Master.

E. V. PURSLEY,
Chief Dispatcher.

SOUTH BOUND—READ DOWN — BETWEEN BRUCETON AND MEMPHIS

HOURS TRAIN ORDER OFFICES OPEN	Distance from Paducah	THIRD CLASS						PADUCAH AND MEMPHIS DIVISION **Time Table No. 142** Takes Effect Sunday, Sept. 12, 1937, at 12:01 A. M.	FIRST CLASS							
					No. 152 Fast Freight	No. 122 Local Freight	No. 150 Fast Freight		No. 102 Passenger	No. 104 Passenger	No. 106 Passenger	No. 198 L. & N. Passenger	No. 202 L. & N. Passenger	No. 200 L. & N. Passenger		
					Daily	Daily Ex. Sun.	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily		
CONTINUOUS	86.32				**12.35** 123 PM	6.00 AM	12.40 AM	Lv. BRUCETON Lv.	**2.35** 155 AM	9.55 AM	5.25 PM					
	92.53				12.55	6.20	12.54	6.21 BUENA VISTA	2.47	s 10.08	5.37					
	98.75				1.15	6.35	1.05	6.22 WESTPORT	2.57	s 10.20	5.47					
	102.45				1.23	6.50	1.12	3.70 YUMA	**3.05** 101	s 10.27	5.52					
	107.37				**1.34** 151	7.10	1.22	4.92 WILDERSVILLE	3.13	s **10.38** 105	**5.58** 103					
	112.92				1.44	7.25	**1.34** 155	5.55 TIMBERLAKE 5.58	3.21	F 10.48	6.05					
CONTINUOUS	118.50				1.54	7.45	1.48	LEXINGTON	s 3.34	s **11.00** 123	s 6.15					
	124.08				2.05	8.10	1.59	5.58 LIFE	3.42	c 11.09	6.23					
	128.07				2.12	8.20	2.06	3.99 HURON	3.48	F 11.16	6.28					
	130.65				2.17	8.40	**2.18** 101	2.58 LURAY	3.52	F 11.20	6.32					
	133.91				2.23	8.55	2.25	3.26 BEECH BLUFF	3.57	F 11.26	6.36					
	140.67				2.36	9.10	2.39	6.76 ROSE HILL 3.75	4.07	11.36	6.45					
CONTINUOUS	144.42				2.50	**9.42** 105 123	2.50	JACKSON	s 4.17	s 11.45	s 6.54					
	148.46				3.05	10.00	2.59	4.04 BURKETT	4.30	**11.53** 151	7.01					
	154.10				3.15	10.15	3.10	5.64 NEELY	c 4.38	c 12.02 PM	7.08					
	157.39				3.21	10.25	3.16	3.29 DENMARK	c 4.43	c 12.08	7.12					
8:00 A. M. to 5:00 P. M. Except Sunday	161.03				3.28	10.40	3.23	3.64 MERCER	c 4.50	s 12.14	c 7.17					
	164.54				3.35	10.50	3.29	3.51 HATCHIE 2.69	c 4.55	F 12.19	7.22					
	167.23				3.40	**11.11** 151	3.34	VILDO	c 4.59	F 12.23	7.26					
8:00 A. M. to 5:00 P. M.—	173.69				**4.00** 103	11.40	3.46	6.46 WHITEVILLE	c 5.09	s 12.33	s 7.35					
	180.31				4.13	12.10 PM	3.58	6.62 LACONIA	c 5.19	F 12.43	7.44					
7:00 A. M. to 9:00 P. M.	186.63				4.28	12.40	4.15	6.32 SOMERVILLE	s 5.31	s 12.55	s 7.54					
	192.75				4.40	**1.04** 104	4.27	6.12 WARREN	c 5.42	F **1.04** 122	8.02					
	196.93				4.48	1.30	4.35	4.18 OAKLAND 4.03	c 5.49	s 1.10	8.08					
	200.96				4.56	1.42	4.43	HICKORY WITHE	c **5.56** 123	F 1.16	8.13					
	204.82				5.04	1.55	4.50	3.86 EADS	c 6.02	F 1.22	8.18					
7:30 A. M. to 4:30 P. M.— Except Sunday	213.07				5.19	2.25	5.05	8.25 CORDOVA	c 6.14	F 1.35	8.28					
	217.45				5.27	**2.51** 103	**5.13** 123	4.38 SHELBY FARMS	c 6.21	c 1.42	c 8.34					
	220.66				5.33	3.05	5.19	3.21 BERCLAIR 3.76	c 6.26	1.47	8.38					
CONTINUOUS	224.42				5.40	3.35	5.26	AULON E. D. T.	c 6.32	F 1.53	8.43	8.58 PM	3.25 PM	7.09 AM		
	225.53							1.11 LENOX	s 6.35	s 1.57	s 8.46					
	227.47				5.48	3.45	5.40	1.94 K. C. JUNCTION E. D. T.	6.40	2.01	**8.50** 155	9.06	3.33	7.20		
Yardmaster's Office—Continuous Union Station—6:20 A. M. to 2:40 P. M.—3:40 P. M. to 11:40 P. M.	229.69				6.15 PM	4.00 PM	6.15 AM	Ar. MEMPHIS Ar.	6.50 AM	2.10 PM	9.00 PM	**9.15** 203 PM	3.45 PM	**7.30** 105 AM		
					Daily	Daily Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily	Daily		
					Fast Freight No. 152	Local Freight No. 122	Fast Freight No. 150		Passenger No. 102	Passenger No. 104	Passenger No. 106	Passenger L. & N. No. 198	Passenger L. & N. No. 202	Passenger L. & N. No. 200		
					5.40	10.00	5.35	SCHEDULED TIME	4.15	4.15	3.35	.17	.20	.21		
					25.30	14.34	25.67	AVERAGE MILES AN HOUR	33.73	33.73	40.01	18.60	15.81	15.06		

NORTH BOUND TRAINS ARE SUPERIOR TO SOUTH BOUND TRAINS OF THE SAME CLASS, WHEN RUNNING IN ACCORDANCE WITH RULE 71.

BETWEEN MEMPHIS AND BRUCETON — NORTH BOUND—READ UP

PADUCAH AND MEMPHIS DIVISION
Time Table No. 142
Takes Effect Sunday, Sept. 12, 1937, at 12:01 A. M.

FIRST CLASS						THIRD CLASS							
No. 199 L. & N. Passenger	No. 201 L. & N. Passenger	No. 203 L. & N. Passenger	No. 103 Passenger	No. 105 Passenger	No. 101 Passenger	STATIONS	No. 123 Local Freight	No. 151 Fast Freight	No. 155 Fast Freight			Distance from Memphis	Station Numbers	Capacity of Sidings in Cars
Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily	Daily					
			6.35 PM	11.05 AM	3.30 AM	Ar. BRUCETON Ar.	12.35 152 PM	2.15 PM	2.35 102 AM			143.37	K 86	Yard
			F 6.24	10.57	3.20	6.21 BUENA VISTA	12.20	2.04	2.17			137.16	K 93	66
			S 6.13	10.49	3.10	6.22 WESTPORT	12.05 PM	1.52	2.02			130.94	K 99	51
			F 6.06	10.44	3.05 102	3.70 YUMA	11.55	1.44	1.55			127.24	K 102	50
			S 5.58 106	10.38 104	2.58	4.92 WILDERSVILLE	11.45	1.34 152	1.45			122.32	K 107	65
			F 5.48	10.30	2.50	5.55 TIMBERLAKE	11.30	1.23	1.34 150			116.77	K 113	40
			S 5.39	S 10.22	S 2.40	5.58 LEXINGTON	11.00 104	1.12	1.23			111.19	K 119	71
			F 5.28	10.11	2.28	5.58 LIFE	10.45	12.59	1.08			105.61	K 124	66
			F 5.21	10.05	2.22	3.99 HURON	10.35	12.51	12.58			101.62	K 128	44
			F 5.15	10.01	2.18 150	2.58 LURAY	10.25	12.46	12.52			99.04	K 131	58
			F 5.09	9.56	2.13	3.26 BEECH BLUFF	10.15	12.40	12.45			95.78	K 134	66
			5.00	9.47	2.04	6.76 ROSE HILL	9.59	12.25	12.30			89.02	K 141	30
			S 4.52	S 9.42 122 123	S 1.49	3.75 JACKSON	9.42 105 122	12.15 PM	12.05 AM			85.27	K 144	N 84 R.Yd. 105
			4.39	9.31	1.36	4.04 BURKETT	9.15	11.53 104	11.40			81.23	K 148	25
			F 4.32	9.24	1.29	5.64 NEELY	9.00	11.36	11.28			75.59	K 154	66
			F 4.25	9.19	1.24	3.29 DENMARK	8.45	11.30	11.21			72.30	K 157	36
			S 4.19	C 9.13	A 1.19	3.64 MERCER	8.35	11.23	11.14			68.66	K 161	47
			C 4.13	9.08	1.14	3.51 HATCHIE	8.20	11.16	11.07			65.15	K 165	21
			F 4.09	9.04	1.10	2.69 VILDO	8.10	11.11 122	11.01			62.46	K 167	66
			S 4.00 152	S 8.56	A 1.02	6.46 WHITEVILLE	7.55	10.59	10.48			56.00	K 174	49
			F 3.50	8.47	12.53	6.62 LACONIA	7.30	10.45	10.35			49.38	K 180	40
			S 3.40	S 8.39	S 12.45	6.32 SOMERVILLE	7.05	10.32	10.20			43.06	K 187	N 23 S 66
			F 3.27	8.27	12.30	6.12 WARREN	6.25	10.18	10.02			36.94	K 193	32
			S 3.20	8.21	A 12.23	4.18 OAKLAND	6.10	10.10	9.54			32.76	K 197	53
			F 3.13	8.16	12.17	4.05 HICKORY WITHE	5.56 102	10.03	9.46			28.73	K 201	60
			F 3.08	8.11	12.12	3.86 EADS	5.40	9.56	9.39			24.87	K 205	52
			F 2.57	8.01	12.01 AM	3.25 CORDOVA	5.25	9.41	9.23			16.62	K 213	38
			C 2.51 122	7.55	11.55	4.38 SHELBY FARMS	5.13 150	9.33	9.15			12.24	K 217	49
			2.46	7.51	11.51	3.21 BERCLAIR	4.45	9.27	9.08			9.03	K 221	23
8.06 AM	1.11 PM	9.31 PM	F 2.41	7.46	11.46	3.76 AULON E. D. T.	4.30	9.20	9.01			5.27	K 224	Yard
			S 2.38	S 7.43	S 11.43	1.11 LENOX						4.16	K 226	
7.58	1.03	9.23	2.33	7.38	11.38	1.94 K. C. JUNCTION E. D. T.	4.10	9.08	8.50 106			2.22	K 227	Yard
7.50 AM	12.55 PM	9.15 198 PM	2.25 PM	7.30 200 AM	11.30 PM	2.22 Lv. MEMPHIS Lv.	4.00 AM	9.00 AM	8.35 PM			0.00	K 230	Yard
Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily	Daily					
Passenger L. & N. No. 199	Passenger L. & N. No. 201	Passenger L. & N. No. 203	Passenger No. 103	Passenger No. 105	Passenger No. 101		Local Freight No. 123	Fast Freight No. 151	Fast Freight No. 155					
.16	.16	.16	4.10	3.35	4.00	SCHEDULED TIME	8.35	5.15	6.00					
19.76	19.76	19.76	34.41	40.01	35.84	AVERAGE MILES AN HOUR	16.70	27.31	23.89					

NORTH BOUND TRAINS ARE SUPERIOR TO SOUTH BOUND TRAINS OF THE SAME CLASS, WHEN RUNNING IN ACCORDANCE WITH RULE 71.

SOUTH BOUND—READ DOWN — BETWEEN PADUCAH AND BRUCETON — NORTH BOUND—READ UP

HOURS TRAIN ORDER OFFICES OPEN	Distance from Paducah	THIRD CLASS No. 170 Freight Daily	THIRD CLASS No. 168 Freight Daily	FIRST CLASS No. 106 Passenger Daily	FIRST CLASS No. 104 Passenger Daily	PADUCAH AND MEMPHIS DIVISION Time Table No. 142 Takes Effect Sunday, Sept. 12, 1937, at 12:01 A. M. STATIONS	FIRST CLASS No. 105 Passenger Daily	FIRST CLASS No. 103 Passenger Daily	THIRD CLASS No. 173 Freight Daily	THIRD CLASS No. 171 Freight Daily	Distance from Memphis	Station Numbers	Capacity of Sidings In Cars
	1.49			2.30 PM	7.00 AM	Lv.—UNION DEPOT PADUCAH—Ar.	2.00 PM	9.30 PM			228.20	K 2	Yard
5:00 A. M. to 1:00 P. M. / 2 P. M. to 10:00 P. M.	2.42	7.00 PM	10.30 AM	2.32	7.02	.93 P. & I. JUNCTION	1.55	9.25	6.15 AM	1.30 PM	227.27	K 3	Yard
	9.12	7.15	10.45	F 2.42	F 7.12	6.70 OAKS	F 1.45	F 9.14	5.50	1.05	220.57	K 9	47
	14.13	7.30	11.00	F 2.50	F 7.20	5.01 ELVA	F 1.37	F 9.06	5.40	12.50	215.56	K 14	52
	17.98	7.38	11.08	F 2.56	F 7.26	3.85 IOLA 4.36	F 1.31	F 9.00	5.30	12.40	211.71	K 18	45
7:00 A. M. to 4:00 P. M.— Except Sunday	22.34	7.48	11.18	S 3.03	S 7.33	BENTON	S 1.24	S 8.53	5.15	12.15 PM	207.35	K 22	37
	26.34	8.01	11.30	F 3.09	F 7.39	4.00 GLADE	F 1.16	F 8.45	5.00	11.50	203.35	K 26	33
	30.44	8.09	11.38 171	S 3.16	S 7.46	4.10 HARDIN	S 1.09	F 8.38	4.50	11.38 168	199.25	K 30	36
	31.93	8.12	11.41	F 3.20	F 7.49	1.49 DEXTER	F 1.05	F 8.34	4.46	11.27	197.76	K 32	38
	35.24	8.28 103	11.47	F 3.26	F 7.55	3.31 ALMO 6.11	F 12.59	F 8.28 170	4.40	11.20	194.45	K 35	21
7:30 A. M. to 4:30 P. M.—	41.35	8.50	11.59	S 3.39	S 8.08	MURRAY	S 12.50	S 8.19	4.25	11.00	188.34	K 41	44
7:30 A. M. to 4:30 P. M. Except Sunday / 8:00 A. M. to 5:00 P. M. Except Sunday	49.08	9.15	12.13 PM	S 3.51	S 8.20	7.78 HAZEL	S 12.35	S 8.07	4.07	10.45	180.61	K 49	31
	53.12	9.25	12.27 105	S 3.59	S 8.28	4.04 PURYEAR	S 12.27 168	S 7.59	3.59	10.30	176.57	K 53	65
	58.65	9.40	12.38	S 4.07	S 8.36	5.53 WHITLOCK	S 12.17	S 7.49	3.40	10.10	171.04	K 59	26
	60.85	9.45	12.43	4.11	8.40	2.20 HILL TOP 2.25	12.12	7.45	3.30	10.00	168.84	K 61	42
8:30 A. M. to 4:30 P. M. / 6:15 P. M. to 2:15 A. M.	64.10	10.00	1.05	S 4.21	S 8.52	PARIS	S 12.07 PM	S 7.40	3.21	9.40	165.59	K 64	28
	70.64	10.25	1.20	F 4.35	F 9.07 171	5.54 VAN DYKE	F 11.51	F 7.23	3.09	9.07 104	159.05	K 71	43
	74.82	10.40	1.28	S 4.45	S 9.15	4.18 MANSFIELD	S 11.44	S 7.15	2.59	8.50	154.87	K 75	49
	80.65	10.55	1.40	F 4.55	F 9.25	5.83 VALE	F 11.35	F 7.05	2.47	8.40	149.04	K 81	47
CONTINUOUS	86.32	11.30 PM	2.00 PM	5.10 PM	9.35 AM	5.67 Ar. BRUCETON Lv.	11.25 AM	6.55 PM	2.35 AM	8.30 AM	143.37	K 86	Yard
		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily			
		Freight No. 170	Freight No. 168	Passenger No. 106	Passenger No. 104		Passenger No. 105	Passenger No. 103	Freight No. 173	Freight No. 171			
		4.30	3.30	2.40	2.35	SCHEDULED TIME	2.35	2.35	3.40	5.00			
		18.64	23.97	31.81	32.84	AVERAGE MILES AN HOUR	32.84	32.84	22.88	16.78			

NORTH BOUND TRAINS ARE SUPERIOR TO SOUTH BOUND TRAINS OF THE SAME CLASS, WHEN RUNNING IN ACCORDANCE WITH RULE 71.

SUBDIVISIONS

Between Memphis and Bruceton.
Between Bruceton and Paducah.

MISCELLANEOUS

1. Employes must provide themselves with the books of rules by which their duties are prescribed.

2. Yellow instead of green fusee signal prescribed by Rule 11 will be used.

3. One long, two short and one long (——oo——) sounds of the engine whistle is an answer to caution signal, as prescribed in Rules 10 (c) and 15, and, in the absence of prescribed speed, calls for speed of train to be immediately reduced to a proper degree of safety.

4. Two short and one long (oo—) sounds of the whistle of the lead engine of a double header is a signal for the engineman of the second engine to assume control of the train brakes. The engineman of the second engine must immediately cut in his brake valve, after which he will answer by two short and one long (oo—) sounds of the whistle, then the first engineman must cut out his brake valve. No attempt must be made to change the control of the train back to the lead engine until the train is brought to a stop and then there must be a verbal understanding between the two enginemen before the control is changed back to the lead engine. If defects in the lead engine cannot be corrected, the second engine must be put in the lead at the first station.

5. When rules require the headlights to be displayed, electric headlights equipped with dimmers will be dimmed:

(a) In yards where switch engines are employed.
(b) At meeting points.
(c) When standing.
(d) On two or more tracks when approaching trains running in the opposite direction.

6. By day, marker lamps (not lighted) will be used to indicate rear of train instead of green flags as prescribed by Rule 19. By night, yellow lights will be used in markers where under Rule 19 and Addenda to book of rules governing the Operating Department, green lights are prescribed.

7. The engine whistle must be sounded as prescribed for public road crossings at grade and engine bell rung at signs with W&R thereon, located on right hand or engineman's side of track, but such sounding of the whistle does not relieve those concerned from fully observing Rule 31.

8. Enginemen of trains approaching sidings at which they are to be met or passed by trains of the same or superior class, either by schedule or train order, or any other trains by train order, or at which they are to wait for any train, or trains, by train order, must immediately after sounding signal Rule 14(m), sound signal Rule 14(a).

(a) Conductors of passenger trains must place themselves in position to hear these signals and, failing to clearly hear and understand them, must take immediate action to stop the train.

(b) A freight or a mixed train must not pass a siding without its engineman receiving signal Rule 12(b) from rear end, except when weather or other conditions prevent such signal from being seen.

9. Bulletin issued in April 1913, relieving operators at train order offices from displaying train order signal at stop behind freight trains is cancelled and Rule 91 (a) fully restored.

10. Train orders will be issued over the initials of Chief Dispatcher.

11. Cars not having steel underframe, such as those used with wreckers and pile drivers, cabooses, boarding cars, empty flat cars, and engines of light construction in tow, must be placed in rear part of train, and, when practicable, immediately ahead of its caboose.

12. When freight trains of twenty-five (25) or more cars or mixed trains of seven (7) or more cars have been stopped for water or coal, (engine and tender to be counted as one car and caboose as one car), air brakes must be applied by engineman and engine detached. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brake must be held applied.

13. If a "middle order" is issued and later a 19 form train order addressed to the train restricted is placed at the same station advancing that train from that station for the train for which there restricted by the "middle order", operator may, if so instructed by the train dispatcher, hoop the "middle order" with the order addressed to the train.

14. When a train has received a train order restricting it at a station in advance and an order is delivered to it at the station where restricted, engineman must not pass point where previously restricted at that station until order received there is known to authorize passage of his train beyond such point.

15. Maintenance of Way Rule 301 requires that on double track, hand cars (any car that is put on or taken off the track by hand) must move with the current of traffic.

Should it be necessary for a train or engine to move against the current of traffic under protection of flag, such flagman must notify person in charge of a hand car, whether hand car be on a track or set off adjacent to a track, that his train is following.

16. On two or more tracks, a fusee burning red or yellow will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track. Employes will be governed accordingly in placing fusees for the protection of their train.

17. When a train is stalled and is overtaken by another train and it is desired that the following train help the stalled train the engine of the following train must be coupled to the lead train, the air cut through and the brakes handled from the lead engine. The lead engineer must be verbally notified of this arrangement so that he can stop when the grade is overcome for the trains to be separated.

If the following train is at a point where the engine can be cut off without danger of cars getting away on grade the engine should be cut off before undertaking to push the stalled train. No chances must be taken with either freight or passenger trains by cutting them off on grades where it is thought that brakes will not hold. In all cases sufficient hand brakes must be set to hold the train and the air brakes must not be depended on for this purpose.

18. When train is standing and steam whistle signal 14 (h) is sounded, trainmen will immediately set hand brakes on rear car to prevent slack running out or away from engine. Should engineman apply air brakes after the hand brakes have been set, the hand brakes must not then be set tighter else they cannot be released after the air brakes have been released. When engineman sounds steam whistle signal 14 (b) and begins to stretch the slack the hand brakes must be released. This applies to passenger trains and freight trains.

19. The following is substituted for Rule 349 in Rules Governing the Operating Department:

On a passenger train after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Except where conditions otherwise require, steam or power must not be shut off and engine brake must be held off. In case the brakes do not operate properly in this test, the signal for brakes must be given.

20. Trains and engines using main track within yard or station limits as authorized by Rule 93, will, in addition to protecting as required against first and second class trains, protect against other trains and engines if such other trains and engines have not a view of train or engine thus using main track of four hundred (400) feet or more, except that trains carrying passengers, in addition to protecting as required against first and second class trains will, if delayed other than while making a station stop of not exceeding two (2) minutes, fully protect against other trains and engines.

Nothing in the foregoing instructions must be construed as modifying any speed restriction within yard or station limits or the requirements of block signal rules.

LIST OF SURGEONS

Dr. Duncan Eve, Jr., Chief Surgeon, Nashville, Tenn.
Dr. Frank Boyd, Division Surgeon, Paducah, Ky.
Dr. H. G. Reynolds, Oculist, Paducah, Ky.
Dr. V. A. Stilley, Benton, Ky.
Dr. Hugh L. Houston, Murray, Ky.
Dr. E. W. Miller, Hazel, Ky.
Dr. W. G. Rhea, Paris, Tenn.
Dr. L. E. Trevathan, Bruceton, Tenn.
Dr. W. F. Huntsman, Lexington, Tenn.
Dr. J. L. Crook and Dr. Chas. F. Webb, Jackson, Tenn.
Dr. S. M. Herron, Oculist, Jackson, Tenn.
Dr. J. M. Curry, Mercer, Tenn.
Dr. H. L. Armstrong, Somerville, Tenn.
Dr. S. E. Parrott, Cordova, Tenn.
Dr. Battle Malone, Memphis, Tenn.
Dr. H. T. Minor, Oculist, Memphis, Tenn.

SPECIAL INSTRUCTIONS

COLOR SIGNALS, PRESCRIBED IN RULE 10 IN RULES GOVERNING THE OPERATING DEPARTMENT, HAVE BEEN CHANGED TO INDICATE AS FOLLOWS:

Color	Indication
	General Use
Red	Stop.
Yellow	Caution and as prescribed by special instruction 6 page 5.
Green	Proceed, and as prescribed by Rule 20.
White	As prescribed by Rules 12, 17, 18, 21, 24 and 33.
Blue	Car repairers signal. See Rule 26.
	Train Order Signals
Red	Stop. Train orders.
Green	No orders.
	Block and Interlocking Signals
Red	Stop.
Yellow	Proceed with caution.
Green	Proceed.
	Main Track Switches
Green	Set to normal position.
Red	Set to siding.
	Inside Track Switches
Green	Set to normal position.
Yellow	Set to diverging track.
	Derails
Green	Set for trains to pass.
Yellow	Set to derail.
	Station Signal—Flag Stop
Green, Yellow	See Rule 28 which has been changed to "Green and Yellow."

AIR BRAKES

All trains must have air brakes on all cars in working order out of all terminals but should defect develop in the air brakes en route, making it necessary for trainmen to cut out one or more brakes, the unserviceable number of air brake units must not exceed 15% of total cars in train, engine and tender to be counted as two units.

NUMBER OF CARS REQUIRED WITH OPERATIVE AIR BRAKES IN TRAINS OF VARIOUS LENGTHS

1 to 6 inclusive	All	7 to 13 inclusive	All except 1.
14 to 19 inclusive	All except 2.	20 to 26 inclusive	All except 3.
27 to 33 inclusive	All except 4.	34 to 39 inclusive	All except 5.
40 to 46 inclusive	All except 6.	47 to 53 inclusive	All except 7.
54 to 59 inclusive	All except 8.	60 to 66 inclusive	All except 9.
67 to 73 inclusive	All except 10.	74 to 79 inclusive	All except 11.
80 to 86 inclusive	All except 12.	87 to 93 inclusive	All except 13.
94 to 99 inclusive	All except 14.	100	All except 15.

Should air brakes become defective between terminals, train should not be operated through an intermediate repair point where repairs to air brake equipment on cars are made without either having the work done with car in train or setting the car out at such repair point for repairs.

SPEED REGULATIONS

1. Standard "Slow" signs, showing permissible speed will be erected where a more or less permanent condition requires restricted speed, and their erection will be bulletined. Standard "Resume Speed" signs will be used only, and always, in connection with these standard "Slow" signs, and will be placed at each end of the sections of track or bridge governed by them.

(a) In the erection of "Slow" signs and "Resume Speed" signs, double tracks will be treated as two single tracks, except that the signs for movements against current of traffic will, on account of obstruction to standard clearance if placed between the tracks, be erected on left hand or fireman's side instead of on the right hand of the track or tracks affected.

2. When work on track, or bridge, is being protected by a yellow signal displayed stationary upon a staff on engineman's side of track, enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (——oo——) sounds of the engine whistle and immediately reduce speed to twenty (20) miles an hour if the figures 20 are stencilled in black on signal and to ten (10) miles an hour, keeping lookout for stop signal, if these figures are not on signal, until the train has passed over the track or bridge being repaired, except that when a proceed signal (Rule 12-b) is given by the foreman with a green flag on a staff by day, normal speed may be resumed.

(a) A green signal on engineman's side of track, displayed stationary upon a staff, indicates end of section of track, or bridge, over which caution speed is to be observed.

(b) When a hand car (any car that is put on or taken off the track by hand) is being moved over the track under protection of a yellow flag by day or a yellow light or yellow fusee by night held in the hand of a flagman (except as provided in Rules 12-a and 13), enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (——oo——) sounds of the engine whistle and immediately reduce speed to five (5) miles an hour at places where there is not an unobstructed view ahead equal to the spacing of six (6) telephone or telegraph poles and to fifteen (15) miles an hour at other places until a proceed signal (Rule 12-b) is given by the foreman with a white flag on a staff by day or a white light by night.

3. Third class and extra trains must approach all water stations under control.

4. Trains or engines must not exceed fifteen (15) miles an hour on passing tracks and, unless otherwise provided, when moving through cross-overs or turn-outs.

5. At Aulon, south bound trains or engines passing from single track to south bound main track and north bound trains or engines passing from south bound main track to single track must not exceed twenty-five (25) miles an hour through turn-out at end of double track.

6. Speed restrictions apply to the entire train.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules governing speed of trains

Miles an Hour	1 Mile in		Miles an Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.
6	10		35	1	42
8	7	30	40	1	30
10	6		45	1	20
12	5		50	1	12
15	4		55	1	5
20	3		60	1	
25	2	24	65		55
30	2		70		51

SPEED REGULATIONS

1. Passenger trains must not exceed fifty (50) miles an hour; freight trains, thirty-five (35) miles; passenger trains handled by freight engines, thirty-five (35) miles; trains handling steel wreckers, locomotive cranes, pile drivers, etc., thirty (30) miles, and engines in tow with one or more side or main rods down, or engines in backward motion, twenty (20) miles an hour.

2. Troop, show or carnival trains, with passenger engines and all passenger car equipment, must not exceed forty (40) miles; with freight engines and all passenger car equipment, thirty-five (35) miles; with freight or passenger engines, if any freight car equipment in train, twenty-five (25) miles an hour.

3. All trains must not exceed twenty (20) miles an hour over Bridge 2.8, south of P. & I. Junction.

4. Engines of "L" and "J" class must not exceed twenty (20) miles an hour over Bridge 40.0, north of Murray. Engines of "L-2" and "J" class must not exceed twenty (20) miles an hour over Bridges 225.3, Cooper Street; 225.4, Central Avenue; and 227.9, Porter Street, Memphis yard. After engine is over bridge speed of train may be increased to the maximum allowed by speed regulations. Trains handling steel wrecker No. 90006 must not exceed twenty (20) miles an hour over these bridges.

5. When moving against the current of traffic within yard limits or station limits, all trains and engines must move under such control that they can stop within the range of vision, but this requirement will not be authority for any train or engine to move against the current of traffic within such limits.

6. At both ends of the Bruceton yard all trains on both divisions and in each direction must approach the cross-overs and switches leading to and from freight yard expecting to find trains using them without protection and must stop before fouling them unless it can be seen that the tracks are clear.

7. Within yard limits at Bruceton, first class trains must move on the main track under such control that they can stop within the range of vision, but this does not excuse crews of trains ocupying main track on the time of a first class train at this station, from having a flagman at least 400 feet ahead of or behind their train to protect against first class trains.

8. It is not necessary for trainmen to restore to normal position after using following main track switches at Bruceton:

Each end of cross-over and freight yard lead at coal chute.

Each end of cross-over and freight yard lead north of cross-over in south end of yard.

All trains on both divisions and in both directions must approach on main track under control, expecting to find these switches set against them.

All other switches must be set normal after using them.

9. Cast Iron signs with figures thereon have been erected near the approach to certain curves. These figures indicate the miles an hour that must not be exceeded while any part of train is on such curves.

10. Within yard limits at Paducah, first class trains must move under such control that they can stop within the range of vision.

11. All trains will not exceed seven (7) miles an hour through city limits of Paris, between mile post 65.0 and L. & N. R. R. north end of yard.

12. Between G. M. & N. Junction and south switch to north passing track, Jackson all trains and engines must move under such control that they can stop within one-half the range of vision.

All trains and engines must stop before fouling G. M. & N. Junction unless it can be seen that switch is in proper position and main track clear. The foregoing instructions do not relieve trains or engines from protecting as required by the rules.

CITY ORDINANCES GOVERNING SPEED OF TRAINS.

Memphis - Twenty-five (25) miles an hour through corporate limits.
Jackson - Six (6) miles an hour over street crossings within city limits.
Paris - Seven (7) miles an hour through corporate limits.

MISCELLANEOUS

1. DOUBLE TRACK: Between K. C. Junction and Aulon.

2. Extras may pass and run ahead of third class trains.

3. Third class and extra trains must let fast freight trains pass without delay. Local trains must let other third class and extra trains pass without delay.
(a) Third class trains may run ahead of other third class trains from schedule passing point without train order authority to do so but must let following train pass promptly when overtaken.

4. Sections will be created by train order, except that if unable to communicate with train dispatcher, operators at following stations may create as authorized by Rule 95, using Form 28 for the purpose:
P. & I. Junction; southbound schedules.
Aulon; Southbound L. & N. schedules.
Memphis; Union Station, first class trains.
Memphis; Yard Master's Office, third class trains.

5. All movements of locomotives and/or cars must be preceded by a flagman and movements over crossings protected at St. Paul, Webster and Georgia Avenues and industry track at Central Avenue within the city limits of Memphis.

6. Schedule time at K. C. Junction applies at end of double track. Train orders also, unless they otherwise direct, apply at end of double track at this station.

7. At Memphis, Jackson and Paducah, yard engines as well as inferior trains will keep posted as to passenger trains, avoid delaying them and while occupying main track fully protect against them as required by Rule 99.

8. South bound passenger trains may leave Union Depot, Paducah, without a Clearance Card, Form A, but must obtain such card at P. & I. Junction.
(a) South bound regular passenger trains may be created at P. & I. Junction by Clearance Card, Form A.
(b) South bound passenger trains due to leave Union Depot, Paducah, when north bound first class trains due have not arrived may go to P. & I. Junction, provided they protect by flag to yard track No. 2, then use that track and move under such control that they can stop within the range of vision.

EMERGENCY TELEPHONES

At all passing tracks where train order office is not open continuously except, Iola, Glade, Dexter, Hazel, Puryear, Paris, Burkett, Mercer and Somerville.

Where emergency telephones are located, conductors must call Train Dispatcher if their train is delayed more than twenty (20) minutes.

WARNING

Following bridges will not clear a man on a box car:
Mobile and Ohio Bridge 143.9 near North end Jackson Yard.
Illinois Central Bridge 144.5 near South end Jackson Yard.
Cemetery Bridge 227.6 on South Dudley Street, Memphis.

Overhead clearance of M. & O. Bridge 143.9, north end of Jackson Yard is sixteen (16) feet, three (3) inches.

Overhead clearance of I. C. Bridge 144.5, south end of Jackson Yard is sixteen (16) feet, five (5) inches.

STANDARD CLOCKS

Paducah.....Yard Master's Office.
Bruceton .....Train Order Office.
Jackson .....Train Order Office.
Memphis—Union Station ..Train Order Office.
Memphis ..... Yard Master's Office.

ADDITIONAL FLAG STOPS

TRAIN NOS.	Mile	103	104	105	106				
Tobacco	45.67	F	F	F	F				

No. 101 will stop when flagged at stations marked "A" to take on revenue passengers for Nashville or points beyond, and will stop at such stations to discharge revenue passengers from Memphis or points beyond.

Nos. 101 and 102 will stop when flagged at Hollow Rock to take on revenue passengers and will stop to discharge such passengers.

No. 102 will stop when flagged at Ina to take on revenue passengers and will stop to discharge such passengers.

No. 103 will stop at Hollow Rock to discharge revenue passengers.

Passengers for Hollow Rock originating at Bruceton or reaching Bruceton via P. & M. Division will use Nashville Division trains Nos. 4 or 6.

No. 103 will stop when flagged at Life to receive parcel post mail and, when conductor is notified by postal clerks, will stop to discharge such mail.

No. 104 will stop when flagged at Hollow Rock to take on revenue passengers.

No. 104 will stop when flagged at Huron, Luray and Beech Bluff to receive parcel post mail and, when conductor is notified by postal clerks, will stop at these stations to discharge such mail.

Trains will stop when flagged at stations marked "C" to take on revenue passengers, and will stop at such stations to discharge revenue passengers.

ADDITIONAL SIDE TRACKS

Name	Location	Capacity in Cars	Name	Location	Capacity in Cars
Murray Pit Track	42.00	35	Cooper Clay Spur	89.55	5
Spinks Spur	55.23	14	Ranger Spur	135.62	3
Mandel Clay Spur	55.67	14	East Union Spur	141.71	14
Hancock Spur	65.87	27	Knox Spur	209.45	11
Priest Spur	82.33	8	Highland Ave.	222.67	20
Snyder Spur	84.89	5	Fireworks Spur	223.44	26

LOCATION OF WATER STATIONS

Regular				Emergency
Paducah	Bruceton	Jackson	Hickory Withe	Lenox
Benton	South of Yuma	Hatchie	Wolf River	
Murray	Lexington	Somerville	Memphis	
Paris				

LOCOMOTIVE CLASS AND RATING IN TONS

	H-6	H-7	H-9	J-1 L-1 L-2	J-1-C L-2-A L-2-B	J-2
SOUTHBOUND						
Paducah to Bruceton	1450	1475	1675	2000	2250	2125
Bruceton to Memphis	1475	1500	1700	2050	2300	2175
NORTHBOUND						
Memphis to Bruceton	1450	1475	1675	2000	2250	2125
Bruceton to Paducah	1400	1425	1625	1850	2100	1975

When computing tonnage for through freight trains, add five (5) tons for each car over fifty (50) cars, and four (4) tons for each refrigerator car moving under refrigeration.

All booster-equipped locomotives will be rated two hundred fifty (250) tons more in each direction than non-booster locomotives of the same class.

REGISTERING STATIONS

Paducah—Union Depot, first class trains.
P. & I. Junction—Train Order Office.
Bruceton—Train Order Office.
Aulon—Train Order Office.
Memphis—Union Station, Train Order Office, first class trains.
Memphis—Yard Master's Office.

Trains may register at Aulon by Form 193 or L&N Form 230.

First class trains may register at P. & I. Junction by leaving train register ticket, Form 193, and will not be required to consult this register, but when signals displayed for a following section are taken down at this station, conductor must comply with Rule 96, making the prescribed arrangement with the operator.

BULLETIN BOARDS

Station	Location	Station	Location
Paducah	Yard Master's Office.	Jackson	Agent's Office.
Paducah	Union Depot.	Memphis	Union Station, Train Order Office.
Paducah	Engineers' Wash-house.	Memphis	Union Station, Engine House.
Bruceton	Yard Master's Office.	Memphis	Yard Master's Office.
Bruceton	Master Mechanic's Office.		

YARD LIMITS DESIGNATED BY SIGNS

Paducah	Bruceton	Whiteville
Murray	Lexington	Somerville
Paris	Jackson	Memphis

SAFETY FIRST

Safety means the conservation of human life.
Always be on the alert to avoid accidents.
Foggy and stormy weather require special attention to the speed of your train.
Exercise precaution and regularity in your work.
Take no chances.
You should always look before stepping on the track.

Furnish your train proper protection at all times.
Injuries often result by depending upon others to protect you.
Review from time to time your books of rules.
Study your time table carefully.
Think of those dependent upon you before taking a chance and you will

Always Be Careful.