DIVISION OFFICERS

J. W. Kern	Superintendent	Paducah, Ky.
I. D. Holmes	Train Master	Fulton, Ky.
P. H. Ryan	Traveling Engineer	Paducah, Ky.
J. H. Eaker	Chief Train Dispatcher	Paducah, Ky.
W. E. Davis	Asst. Chief, Train Dispatcher	Paducah, Ky.
H. W. Williams	Train Dispatcher	Paducah, Ky.
S. T. Purcell	Train Dispatcher	Paducah, Ky.
G. T. Cox	Train Dispatcher	Paducah, Ky.
C. E. Gaddie	Train Dispatcher	Paducah, Ky.
J. L. Godfrey	Train Dispatcher	Paducah, Ky.
R. F. Withers	Train Dispatcher	Paducah, Ky.
A. S. Pitzer	Train Dispatcher	Paducah, Ky.
L. K Butler	Train Dispatcher	Paducah, Ky.
T. L. Allen	Train Dispatcher	Paducah, Ky.
J. W. Stockdale	Train Dispatcher	Paducah, Ky.
R. W. Quante	Train Dispatcher	Paducah, Ky.
W. D. Briggs	Train Dispatcher	Paducah, Ky.
L. R. Sutton	Train Dispatcher	Paducah, Ky.
E. A. Dunn	Train Dispatcher	Paducah, Ky.
H. Q. Crawford	Train Dispatcher	Paducah, Ky.

Illinois Central System

FULTON HICKMAN DISTRICTS
(KENTUCKY DIVISION)

TIME TABLE No. 3

Taking Effect at 12:01 a. m.,

SUNDAY, NOVEMBER 12, 1939,

Superseding Time Table No. 2
dated June 20, 1937

FOR THE GOVERNMENT OF EMPLOYES ONLY.

W. ATWILL, Vice-President.
F. R. MAYS, General Manager.
R. O. FISCHER, Assistant General Manager.
J. W. KERN, Superintendent.

LEAKE, PADUCAH

FULTON DISTRICT—Southward—Continued to Page 4

Miles from Paducah	TIME TABLE No. 3 Taking effect November 12, 1939 STATIONS	FIRST CLASS 103 The Louisiane	15 The Chickasaw	21 Southern Mdse. MS 1	3 The Louisiane		125 Fast Mail	25 Fast Mail	101 The Creole	1 The Creole	5 The Panama Limited	
.0	PADUCAH	L 3 33AM					L 1 15PM		L 5 45PM			
		Daily	Daily	Except Monday	Daily		Daily	Daily	Daily	Daily	Daily	
0.9	C NORTH YARD (0.9)	L 3 35AM					L 1 17PM		L 5 47PM			
2.8	SOUTH YARD (1.9)	3 38					1 19		5 50			
5.4	KREBS (2.6)	3 41					*f* 1 22		5 53			
13.4	BOAZ (8.0)	3 50					*s* 1 33		6 03			
17.8	HICKORY (4.4)	3 55					*s* 1 39		6 08			
23.5	D MAYFIELD (5.7)	*s* 4 01					*s* 1 45		*s* 6 15			
29.0	PRYORS (5.5)	4 12					*s* 2 02		6 27			
32.3	D WINGO (3.3)	4 17					*s* 2 08		6 32			
39.3	D WATER VALLEY (7.0)	4 25					*s* 2 20		6 41			
44.8	C FULTON (5.5) 6	A 4 40AM	L 4 50AM	L 4 55AM	L 5 05AM		A 2 35PM	L 2 50PM	A 6 55PM	L 7 15PM	L 9 40PM	
46.1	OAKS (1.3)		4 53	5 00	5 09			2 53		7 18	9 43	
50.7	HARRIS (4.6)		4 57	5 06	5 14			*f* 2 58		7 23	9 47	
54.5	D GIBBS (3.8)		5 01	5 11	5 20			*s* 3 05		*s* 7 29	9 52	
59.0	C RIVES (4.5)		5 06	5 16	5 26			*s* 3 12		7 35	9 57	
62.4	MOFFATT (3.4)		5 09	5 20	5 28			*f* 3 17		7 39	10 00	
64.2	POLK (1.8)		5 11	5 22	5 30			*f* 3 20		7 41	10 02	
69.5	D OBION (5.3) 30		5 17	5 29	*b* 5 38			*s* 3 28		*b* 7 48	10 08	
73.3	D TRIMBLE (3.8) 20		5 21	5 34	5 43			*s* 3 34		7 54	10 12	
80.9	D NEWBERN (7.6) 12		5 29	5 43	*b* 5 53			*s* 3 49		*b* 8 04	10 22	
89.6	C DYERSBURG (8.7)		*x* 5 39	5 55	*s* 6 03			*s* 4 10		*s* 8 17	*y* 10 33	
93.8	FOWLKES (4.2)		5 44	6 01	6 10			*f* 4 15		8 23	10 38	
100.5	D HALLS (6.7)		5 51	6 09	*b* 6 18			*s* 4 25		8 30	10 45	
103.1	GATES (2.6)		5 54	6 13	6 21			*s* 4 28		8 33	10 47	
106.9	CURVE (3.8)		5 58	6 18	6 28			*f* 4 36		8 38	10 52	
113.0	D RIPLEY (6.1)		6 05	6 26	*s* 6 38			*s* 4 44		*s* 8 48	11 00	
119.1	D HENNING (6.1)		6 11	6 34	6 43			*s* 4 52		8 55	11 07	
122.8	RIALTO (3.7)		6 15	6 39	6 48			*f* 4 57		9 00	11 12	
127.7	D COVINGTON (4.9)		*x* 6 20	6 45	*s* 6 54			*s* 5 07		*s* 9 10	11 17	
135.5	BRIGHTON (7.8)		6 28	6 54	7 05			*s* 5 19		9 21	11 25	
139.5	ATOKA (4.0)		6 33	6 59	7 11			*s* 5 25		9 28	11 30	
142.4	TIPTON (3.0)		6 37	7 03	7 17			*f* 5 29		9 33	11 33	
145.2	KERRVILLE (3.2)		6 41	7 07	7 22			*f* 5 34		9 37	11 37	
149.3	D MILLINGTON (3.6)		6 46	7 13	7 28			*s* 5 40		9 45	11 41	
155.9	C WOODSTOCK (6.6)		A 6 55AM	A 7 25AM	A 7 38AM			A*f* 5 55PM		A 9 55PM	A 11 50PM	
167.3	MEMPHIS	A 7 15AM	A 7 15AM	A 7 50AM	A 8 05AM		A 6 20PM	A 6 20PM	A 10 15PM	A 10 15PM	A 12 10AM	
	NEW ORLEANS	A 7 25PM	A 7 25PM		A 7 25PM		A 11 10AM	A 11 10AM	A 8 40AM	A 8 40AM	A 9 00AM	

b Discharge revenue passengers from Points North of Cairo and Paducah and receive revenue passengers for Memphis and beyond.

x Discharge revenue passengers from St. Louis and Louisville.

y Discharge revenue passengers from Chicago and St. Louis.

Nos. 25 and 125 will stop: Viola, Pierce and Lucy.
Nos. 25 and 125 will stop on signal: Freemont and Templeton.

Siding, Standing Room, Cars with Engine.	Miles from Memphis	TIME TABLE No. 3 Taking effect November 12, 1939 STATIONS	FIRST CLASS 122 Local Passenger	2 The Creole	102 The Creole		26 Northern Express	4 The Louisiane	6 The Panama Limited	104 The Louisiane	16 The Chickasaw		
---	167.3	PADUCAH	A 9 40AM		A 11 25AM					A 1 25AM			
		0.9											
---	166.4	C NORTH YARD	A 9 38AM		A 11 23AM					A 1 23AM			
		1.9											
---	164.5	SOUTH YARD	9 35		11 20					1 20			
		2.6											
86	161.9	KREBS	*f* 9 30		11 17					1 17			
		8.0											
90	153.9	BOAZ	*s* 9 15		11 08					1 07			
68		4.4											
61	149.5	HICKORY	*s* 9 07		11 03					1 01			
		5.7											
83	143.7	D MAYFIELD	*s* 9 00		*s* 10 57					*s* 12 53			
		5.5											
71	138.3	PRYORS	*s* 8 47		10 48					12 40			
		3.3											
95	134.9	D WINGO	*s* 8 40		10 43					12 36			
		7.0											
100	128.0	D WATER VALLEY	*s* 8 29		10 36					12 27			
		5.5											
24	122.5	C FULTON 6	L 8 15AM	A 10 10AM	L 10 25AM		A 1 15PM	A 10 40PM	A 11 59PM	L 12 15AM	A 1 45AM		
		1.3											
---	121.2	OAKS		10 05			1 10	10 35	11 56		1 41		
		4.6											
---	116.6	HARRIS		10 00			*f* 12 56	10 25	11 49		1 36		
		3.8											
77	113.9	D GIBBS		9 57			*s* 12 51	10 20	11 45		1 33		
		4.5											
122	108.4	C RIVES		*k* 9 52			*s* 12 43	10 14	11 38		1 28		
		3.4											
---	105.0	MOFFATT		9 48			*f* 12 38	10 10	11 33		1 24		
		1.8											
121	103.2	POLK		9 47			*s* 12 35	10 08	11 31		1 22		
		5.3 30											
116	97.9	D OBION 20		9 41			*s* 12 28	10 01	11 24		1 15		
		3.8											
117	94.0	D TRIMBLE		9 38			*s* 12 22	9 56	11 20		1 11		
		7.6											
78	86.4	D NEWBERN 12		9 30			*s* 12 12PM	*j* 9 48	11 13		1 03		
66		8.7											
57	77.8	C DYERSBURG		*s* 9 20			*s* 11 57	*s* 9 37	*s* 11 04		12 52		
		4.2											
121	73.6	FOWLKES		9 10			*s* 11 42	9 24	10 54		12 47		
		6.7											
121	66.9	D HALLS		9 04			*s* 11 33	9 17	10 47		12 40		
		2.6											
---	64.3	GATES		9 00			*s* 11 26	9 14	10 44		12 37		
		3.8											
121	60.5	CURVE		8 56			*s* 11 21	9 10	10 39		12 33		
		6.1											
87	54.4	D RIPLEY		*m* 8 49			*s* 11 13	*s* 9 02	10 32		12 26		
		6.1											
---	48.2	D HENNING		8 41			*s* 10 59	8 51	10 24		12 19		
		3.7											
121	44.5	RIALTO		8 37			*f* 10 53	8 47	10 21		12 15		
		4.9											
93	39.7	D COVINGTON		*m* 8 32			*s* 10 45	*s* 8 40	10 15		12 09		
		7.8											
---	31.8	BRIGHTON		8 22			*s* 10 32	8 30	10 06		12 01AM		
		4.0											
121	27.8	ATOKA		8 18			*s* 10 25	8 25	10 02		11 58		
		3.0											
---	24.7	TIPTON		8 14			*s* 10 19	8 20	9 57		11 54		
		3.2											
---	31.6	KERRVILLE		8 11			*s* 10 12	8 17	9 54		11 51		
		3.6											
123	18.0	D MILLINGTON		8 08			*s* 10 06	8 13	9 51		11 48		
		6.6											
54	11.4	C WOODSTOCK		L 8 02AM			L*s* 9 55AM	L 8 05PM	L 9 44PM		L 11 41PM		
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily		
---		MEMPHIS		L 7 35AM	L 7 35AM		L 9 30AM	L 7 40PM	L 9 25PM	L 9 25PM	L 11 20PM		
---		NEW ORLEANS		L 8 30PM	L 8 30PM		L 4 45PM	L 8 30AM	L 1 00PM	L 8 30AM			

j Receive revenue passengers Cairo and beyond and discharge revenue passengers from Memphis and South.

k Receive revenue passengers for regular stops North of Fulton.

m Receive revenue passengers for St. Louis, Chicago and Mayfield and East where No. 102 stops, and discharge revenue passengers from Jackson, Miss., and South.

Nos. 26 and 122 will stop on signal: Templeton, Pierce, Fremont.

Nos. 26 and 122 will stop: Lucy, Viola.

FULTON DISTRICT

Southward Continued from Page 2

Northward Continued from Page 3

TIME TABLE No. 3
Taking effect
November 12, 1939

SECOND CLASS						SECOND CLASS			
		73	71	Siding, Standing Room. Cars with Engine.	STATIONS	74	72		
		Panama Dispatch PD 3	Panama Dispatch PD 1			Panama Dispatch PD 4	Panama Dispatch PD 2		
					PADUCAH				
		Daily	Daily						
					C NORTH YARD 0.9	A 11 30AM	A 2 45AM		
		L 10 15PM	L 1 20PM		SOUTH YARD 1.9		2 15		
				86	KREBS 2.6		2 05		
				90	BOAZ 8.0		1 50		
				68 / 61	HICKORY 4.4	Via Bluford District	1 40		
		Via Bluford District	Via Bluford District	83	D MAYFIELD 5.7		1 25		
				71	PRYORS 5.5		1 05		
				95	D WINGO 3.3		12 55		
				100	D WATER VALLEY 7.0		12 40		
							L 12 20AM		
		L 2 45AM	L 8 25PM	24	C FULTON 5.5 6	A 6 30AM	A 9 50PM		
		2 50	8 35		OAKS 1.3	6 20	9 45		
					HARRIS 4.6				
				77	D GIBBS 3.8				
				122	C RIVES 4.5				
		3 25	9 20		MOFFATT 3.4	5 30	9 10		
				121	POLK 1.8				
				116	D OBION 5.3 30 20				
				117	D TRIMBLE 3.8				
				78	D NEWBERN 7.6 12				
		4 15	10 40	66 / 57	C DYERSBURG 8.7	4 35	8 35		
				121	FOWLKES 4.2				
				121	D HALLS 6.7				
					GATES 2.6				
		4 45	11 10	121	CURVE 3.8	3 45	8 00		
				87	D RIPLEY 6.1				
					D HENNING 6.1				
				121	RIALTO 3.7				
		5 30	11 55	93	D COVINGTON 4.9	2 30	7 20		
					BRIGHTON 7.3				
				121	ATOKA 4.0				
					TIPTON 3.0				
					KERRVILLE 3.2				
				123	D MILLINGTON 3.6				
		A 6 30AM	A 1 10AM	54	C WOODSTOCK 6.6	L 1 30AM	L 6 30PM		
						Daily	Daily		
	A 8 35AM				MEMPHIS				
		A 7 30AM	A 2 10AM		NONCONNAH	L 12 30AM	L 5 30PM		
		A 4 00AM	A 2 00AM		NEW ORLEANS	L 10 00AM	L 11 59PM		

Southward—HICKMAN DISTRICT—Northward

TIME TABLE No. 3
Taking effect
November 12, 1939

SECOND CLASS	Siding. Standing Room. Cars with Engine.	Miles from Hickman	STATIONS	SECOND CLASS
441				442
Mixed				Mixed
Except Sunday				
L 1 30PM	----	------	D HICKMAN	A 12 05PM
			6.3	
1 40	16	6.3	LEDFORD	11 33
			1.4	
f 1 45	5	7.6	BONDURANT	f 11 30
			4.3	
s 2 00	28	11.9	PHILLIPPY	s 11 20
			4.4	
f 2 08	31	16.4	WRIGHT	f 11 08
			4.6	
s 2 30	33	20.8	D TIPTONVILLE	s 11 00
			3.5	
s 2 40	8	24.3	WYNNBURG	s 10 30
			4.7	
s 2 55	35	29.0	D RIDGELY	s 10 15
			6.9	
s 3 10	48	35.9	MISTON	s 9 55
			5.3	
s 3 25	20	41.3	LENOX	s 9 40
			4.3	
s 3 35	6	45.6	FINLEY	s 9 30
			6.1	
A 4 00PM	----	51.7	C DYERSBURG	L 9 15AM
				Except Sunday

Nos. 441 and 442 will stop on signal: Deer, Band Mill, Pence, Tank No. 2, Haynes, Proctor City, Tyler, Millers, Anna Lynne.

3. Standard Clocks:

Paducah—Round House, North Yard.
Fulton—New Yard, Round House.
Memphis—South Yard, Round House,
Grand Central Station.
Nonconnah—Round House, Telegraph Office.

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

Woodstock—Southward trains.

For I. C. R. R. o – o.

M. & S. L. R. R. o o o o o.

D-21 (a). Between Oaks and Woodstock the display of white flags and white lights will be omitted on all extra trains, except passenger extras.

30-31. Tenneessee law requires: All trains arriving to sound whistle one mile from City Limits, and continue to sound whistle or bell at short intervals until train reaches station or train yard. All trains leaving to sound bell or whistle when starting from station or yard and continue to sound bell or whistle at short intervals until train has passed City Limits.

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

83 (a). Northward trains via Leewood may leave Woodstock without clearance card (Form 44).

Northward trains via North Yard (Memphis) must obtain clearance card (Form 44), at Memphis to clear them at Woodstock. This does not relieve such trains from proper observance of train order signal at Woodstock.

Trains must obtain clearance card (Form 44), before leaving Fulton passenger Station and New Yard.

83 (b). Train Registers:

Paducah—North Yard.
Fulton—Passenger Station, New Yard.
Dyersburg—(Hickman District trains).
Memphis—Grand Central Station.
Woodstock—Trains register by Form 905.

First class trains register at North Yard (Paducah) by Form 905.
Trains 5 and 6 may register at Fulton by Form 905.

D-83. Clear Home signal at Woodstock for northward trains via Leewood, indicates that all Northward trains due, which are superior, have left. Operator must not display this indication unless authorized by Train Dispatcher.

Northward trains via Leewood will move as extra trains from Woodstock unless otherwise directed.

86. Between Oaks and Woodstock, second class and inferior trains may run ahead of overdue first class trains, but will keep advised of and avoid delay thereto.

93. Yards:

Mayfield,
Fulton, (Fulton Yard limits extend to Oaks via Fulton District and to Buda via Cairo District),
Dyersburg,
Tiptonville,
Hickman,

First class trains must move between passenger station and coal chute, Fulton, prepared to stop, unless the main track is seen or known to be clear.

Light engines moving between roundhouse and passenger station at Fulton will not be required to secure check of overdue trains.

D-97. Between Oaks and Woodstock, extra trains may run without train orders.

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

Crossings:

Fulton—(Old Yard)—Cairo District.
(New Yard)—Bluford District.
Hickman—N. C. & St. L. R. R.

At Fulton (Old Yard), Fulton and Cairo District trains and (New Yard), Cairo District trains must approach prepared to stop, unless gate is properly lined, signals indicate proceed and track is clear.

101. Speed Restrictions, Except where lower speed is required:

Territory or Location	Passenger engine with passenger train, caboose or light.	Passenger train with Improved Mikado type or 2500 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, Improved Mikado type or 2500 class engine	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive crane in train.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars.
	Miles Per Hour								
Between Paducah and Fulton	60	50	45	50	45	40	40	35	25
" Oaks and Woodstock	80	60	50	60	50	40	40	35	25
Hickman District	30	—	30	—	30	30	15	—	15
Fulton Derrick-X101	—	—	—	—	—	—	—	40	—
Fulton District-Central type engines	—	—	45	—	45	40	40	35	25
LOWER SPEEDS									
Fulton District									
Fulton-wye track	10	10	10	10	10	10	10	10	10
Curves-Obion south of depot southward track	45	45	45	45	45	40	40	30	20
" MP J300 northward. " track	50	50	45	35	35	35	35	30	20
" Dyersburg both tracks, 1st curve south	45	45	45	45	45	40	40	30	20
" MP J328, northward track	60	60	50	50	50	40	40	30	20
" MP J329 southward track	60	60	50	45	45	40	40	30	20
" Curve Cut-both tracks	45	45	45	30	30	30	30	30	20
" MP J337 to J339 both tracks	45	45	45	45	45	40	40	30	20
Rialto-Hatchie River Bridge	35	35	35	35	35	35	35	35	25
Curves-MP J359 to J360 Southward track	60	60	50	45	45	40	40	30	20
Northward "	50	50	50	40	40	40	40	30	20
Hickman District									
Bridge JM12-4 Engines 413-501, 4905-4906	15	—	15	—	15	15	15	—	15
Diverging route through crossovers, junctions and siding switches									
Unless board at switch authorizes greater speed	10	10	10	10	10	10	10	10	10

101. Speed Restrictions—Continued.

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

District and Location	Class of Engines
Fulton District	
Mayfield-Brewer Dowdy track beyond clearance point	1501 and heavier
" Planing Mill track	1-51, 2500-2574 2901-3025, 7000-7050
" Milling Co. track	
" Pet Milk Co. track	
" Old team track	
" Ky.-Tenn. light and power Co. track	
Clayburn-Pit track beyond north end of bridges north of clay shed	1501 and heavier
" Clay pit track	1-51, 2500-2574 2901-3025, 7000-7050
Fulton-Wade Ice plant track	
" Southwest connection	
Rives-Stock pen track beyond clearance point	
Obion-Ice plant track	
Newbern-house track beyond clearance point	
Fowlkes-house track	
Halls-East spur track	
Curve-house track beyond clearance point	
Ripley-Farguson track	
Henning-house track beyond clearance point	
Covington-elevator track	
" Compress track	
" Mill spur	
" Cotton mill beyond clearance point	
Tipton-house track beyond clearance point	
Millington-Gravel spur beyond clearance point	
" Oil spur	
Lucy-house track beyond clearance point	
Woodstock-house track beyond clearance point	
Hickman District	
Bridge JM12-4	541 and heavier 5011 " " Derrick X101
Timber trestles:	
Dyersburg to MP JM3	941 and heavier 1135 " "
MP JM3 to Hickman	541 and heavier 1001 " "

Yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for other trains.

104. Normal Position of Switches:

Oaks.....For Southward and Northward trains via New Yard.

Fulton (Old Yard).....
Fulton District .....
Jackson and Memphis connection.....
} For wye tracks

At North Yard (Paducah) switches will be handled by the operator for first class trains.

At Oaks switches will be handled by the switch tender from 7:00 P. M. to 11:00 A. M., except for freight trains via Old Yard.

D-151. Two Tracks:

Between Oaks and Woodstock.

161. Slow speed rule has been modified to provide for placement of yellow flag and/or yellow lights not less than 4000 feet in advance of a condition requiring reduced speed.

282. Trains may pass Stop and Proceed signals without stopping, proceeding at restricted speed, not exceeding fifteen miles per hour.

634....11:00 P. M. until 7:00 A. M. the interlocking station at Gibbs will be closed. Route and signals must be left set for Illinois Central trains.

729. Bulletin Boards:

Paducah - North Yard, Union Station and Round House.

Fulton - Round House, New Yard Office and Passenger Station.

Dyersburg - Telegraph Office.

Memphis - South Yard Office, Grand Central Station and Round House

Nonconnah - Round House

739. Trains arriving New Yard, Fulton, will set sufficient number hand brakes on southward end to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks. Yardmen must know cars are properly secured before commencing to switch trains.

1201. Four wheel scale test cars must be handled on rear of freight trains ahead of caboose.

ADJUSTED TONNAGE 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 (75 x 10) ..... 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. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

8. 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.

9 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.

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

FULTON DISTRICT

PADUCAH TO FULTON (Southward) VIA MAYFIELD

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	3597	3417	3237	3057	2878	2698	2518	2338
2901-3025	85,395	3853	3660	3468	3275	3082	2890	2697	2504
7000-7050	68,850	3108	2953	2798	2642	2486	2331	2176	2020
2100-2174	69,170	3122	2966	2810	2654	2498	2342	2186	2029
2500-2574	73,768	3333	3166	3000	2833	2666	2500	2333	2166
1200-1499	65,868	2973	2824	2676	2527	2378	2230	2081	1932
1501-2016	54,158	2445	2323	2201	2078	1956	1834	1712	1589

Ruling Grade (Southward) Krebs to Boaz

FULTON TO PADUCAH,(Northward) VIA MAYFIELD

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2927	2781	2634	2488	2342	2195	2049	1903
2901-3025	85,395	3136	2979	2822	2666	2509	2352	2195	2038
7000-7050	68,850	2529	2403	2276	2150	2023	1897	1770	1644
2100-2174	69,170	2541	2414	2287	2160	2033	1906	1779	1652
2500-2574	73,768	2712	2576	2441	2305	2170	2034	1898	1763
1200-1499	65,868	2420	2299	2178	2057	1936	1815	1694	1573
1501-2016	54,158	1990	1891	1791	1692	1592	1493	1393	1294

Ruling Grade (Northward) Fulton to Water Valley

BETWEEN PADUCAH AND FULTON VIA MAXON

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 15							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	9319	8854	8387	7921	7455	6989	6523	6057
2901-3025	85,395	9934	9485	8986	8486	7987	7488	6939	6490
7000-7050	68,850	8052	7649	7247	6844	6442	6039	5636	5234
2100-2174	69,170	8090	7686	7281	6877	6472	6068	5663	5259
2500-2574	73,768	8635	8203	7772	7340	6908	6476	6045	5613
1200-1499	65,868	7703	7318	6933	6548	6162	5777	5392	5007
1501-2016	54,158	6335	6018	5702	5385	5068	4751	4435	4118

Ruling Grades (Southward), South Yard to C R Junction.
(Northward) Fulton to Dukes

FULTON TO NONCONNAH, (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	5833	5541	5250	4958	4666	4375	4083	3791
2901-3025	85,395	6249	5937	5624	5312	4999	4687	4374	4062
7000-7050	68,850	5040	4788	4536	4284	4032	3780	3528	3276
2100-2174	69,170	5063	4810	4557	4304	4050	3797	3544	3291
2500-2574	73,768	5404	5134	4864	4593	4323	4053	3783	3513
1200-1499	65,868	4821	4580	4339	4098	3857	3616	3375	3134
1501-2016	54,158	3965	3768	3569	3370	3172	2974	2776	2577

Ruling Grade (Southward) Gates to Ripley

NONCONNAH TO FULTON, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	6222	5911	5600	5289	4978	4667	4355	4044
2901-3025	85,395	6666	6333	5999	5566	5333	5000	4666	4333
7000-7050	68,850	5376	5107	4838	4570	4301	4032	3763	3494
2100-2174	69,170	5402	5132	4862	4592	4322	4052	3781	3511
2500-2574	73,768	5765	5477	5189	4900	4612	4324	4036	3747
1200-1499	65,868	5144	4887	4630	4372	4115	3858	3601	3344
1501-2016	54,158	4230	4019	3807	3596	3384	3173	2961	2750

Ruling Grade (Northward) Nonconnah to Aulon