H. J. F.
AUG 25 1941

DIVISION OFFICERS

E. D. HOLCOMB.....Superintendent.....Memphis, Tenn.

J. R. BURNS.....Assistant Superintendent.....Memphis, Tenn.

A. B. HOLT.....Train Master.....Memphis, Tenn.

L. G. TROTTER.....Train Master.....Memphis, Tenn.

J. M. RYAN.....Traveling Engineer.....Memphis, Tenn.

P. C. PETTIT.....Chief Train Dispatcher.....Memphis, Tenn.

V. E. PETTIT.....Assistant Chief Train Dispatcher..Memphis, Tenn.

A. S. PITZER.....Chief Train Dispatcher.....Paducah, Ky.

T. L. ALLEN.....Assistant Chief Train Dispatcher.....Paducah, Ky.

L. S. HOUSTON.....Chief Train Dispatcher.....Water Valley, Miss.

RECEIVED
AUG 25 1941
DEPT. OF TRANSPORTATION
I. C. C.

Illinois Central System

MEMPHIS TERMINAL DISTRICT
(MEMPHIS DIVISION)

TIME TABLE No.

21

Taking Effect at 12:01 A. M.,

SUNDAY, AUGUST 17, 1941

Superseding Time Table No. 20
Dated September 29, 1940

FOR THE GOVERNMENT OF EMPLOYES ONLY.

F. R. MAYS, Vice President and General Manager.
E. D. HOLCOMB, Superintendent.

TOOF-MEMPHIS

SOUTHWARD

TIME TABLE No. 21
Taking Effect Aug. 17, 1941

FIRST CLASS

Siding, Standing Room. Cars with Engine.	Miles from Woodstock	STATIONS	21 Southern Mdse. MS 1	15 The Chickasaw		3 The Louisiane	25 Fast Mail	1 The Creole	5 Panama Limited		
			Except Monday	Daily		Daily	Daily	Daily	Daily		
....	.....	O....WOODSTOCK.....	L 6 35AM	L 6 45AM	.....	L 8 00AM 2	Lf 4 25PM	L 9 55PM	L 11 50PM 6	.....	.....
		3.9									
84	3.9	.....FELTS.....	6 41	6 49	.....	8 04	4 30	9 59	11 54	.....	.....
		4.7									
....	8.6	.....NORTH YARD.....	6 50	6 57	.....	8 12	4 39	10 07	12 02AM	.....	.....
		1.1									
....	9.7	....POPLAR AVENUE....	6 53	s 7 00	.....	s 8 15	s 4 43	10 10	12 05	.....	.....
		1.5									
....	11.2	O.....MEMPHIS.....	A 7 00AM	A 7 05AM	.....	s {8 20 / 8 45	s {4 50 / 10 00	s{10 15 / 10 35	s{12 10 / 12 20	.....	.....
		1.1									
....	12.3	.....SOUTH YARD.....	.....	.....	.....	8 50	10 05	10 40	12 25	.....	.....
		2.6									
....	14.9	....EAST JUNCTION....	.....	.....	.....	A 8 57AM 26	A 10 12PM	A 10 47PM	A 12 32AM	.....	.....

NORTHWARD

TIME TABLE No. 21
Taking Effect Aug. 17, 1941

FIRST CLASS

Siding, Standing Room. Cars with Engine.	Miles from East Junction	STATIONS	2 The Creole	26 Northern Express		4 The Louisiane	6 Panama Limited	16 The Chickasaw			
			Daily	Daily		Daily	Daily	Daily			
....	14.9	O....WOODSTOCK.....	A 7 52AM 3	Af 10 25AM	.....	A 8 00PM	A 9 34PM	A 11 41PM 5	.....	.....	.....
		3.9									
84	11.0	.....FELTS.....	7 48	10 20	.....	7 55	9 30	11 36	.....	.....	.....
		4.7									
....	6.3	.....NORTH YARD.....	7 40	10 12	.....	7 47	9 23	11 28	.....	.....	.....
		1.1									
....	5.2	....POPLAR AVENUE....	s 7 32	s 10 05	.....	7 44	9 20	11 25	.....	.....	.....
		1.5									
....	3.7	O.....MEMPHIS.....	s {7 25 / 6 40	s {10 00 / 9 10	.....	s {7 40 / 7 05	s {9 15 / 9 00	L 11 20PM	.....	.....	.....
		1.1									
....	2.6	.....SOUTH YARD.....	6 35	9 04	.....	7 01	8 55	.....	.....	.....	.....
		2.6									
....	.....	....EAST JUNCTION....	L 6 28AM	L 8 57AM 3	.....	L 6 53PM	L 8 48PM	.....	.....	.....	.....
			Daily	Daily		Daily	Daily	Daily			

SOUTHWARD

FIRST CLASS

15 The Planter	33 Local Passenger	23 Delta Express	21 Travelers Special	Miles from Memphis	TIME TABLE No. 21 Taking Effect Aug. 17, 1941 STATIONS	Miles from Munson
Daily	Daily	Daily	Daily			
L 5 30PM	L 4 00PM	L 8 40AM	L 12 25AM	.....	O.....MEMPHIS.....	8.4
					1.1	
5 33	4 03	8 43	12 28	1.1	.....SOUTH YARD.....	7.3
					4.3	
A 5 43PM	Af 4 12PM	A 8 53AM	A 12 38AM	5.4	....WEST JUNCTION....	3.0
					1.2	
.....	.....	.....	.....	6.6	.....HULET.....	1.8
					1.8	
.....	.....	.....	.....	8.4	.....MUNSON.....	.....

NORTHWARD

FIRST CLASS

12 The Planter	32 Local Passenger	28 Local Passenger	24 Delta Express
Daily	Daily	Daily	Daily
A 6 30AM	A 11 00AM	A 12 15PM	A 6 35PM
6 25	10 55	12 11	6 32
6 15	f 10 45	12 01PM	6 23
6 11	f 10 43	11 57	6 21
L 6 09AM	L 10 40AM	L 11 54AM	L 6 19PM
Daily	Daily	Daily	Daily

3. Standard Clocks:

Grand Central Station.....Train Order Office
South Yard.....{Roundhouse / Yard Office
Nonconnah.....{Train Order Office / Roundhouse

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

East Junction—
Northward trains—For Northward main track..o o o o
For Southward main track..– – o

Southward trains—For Nonconnah.....– – –
For Southward main track..o o o o

20-21. Trains displaying signals to or from Woodstock, East Junction, or West Junction will display same to or from Memphis.

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

30-31. Tennessee 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 same class in opposite direction.

83 (a). Southward first class trains, via North Yard, may leave Woodstock without clearance card, Form 44, unless train order signal is displayed.

Southward trains via Leewood may leave Woodstock without clearance card Form 44, unless train order signal is displayed.

Northward trains may leave East Junction and West Junction without clearance card, Form 44.

Northward trains via Leewood may leave Nonconnah without clearance card Form 44.

83 (b). Train Registers:

Woodstock

Memphis Grand Central Station—Train Order Office

Nonconnah {Train Order Office / "O" Yard Office

West Junction (for first class trains and extra trains originating or terminating Memphis.)

Northward Memphis Division and Mississippi Division and Southward Kentucky Division second class and inferior trains may register at Nonconnah Train Order office by Form 905.

Trains may register at Woodstock by Form 905.

93. Yards:

Memphis Terminal Yard Limits extend from two miles north of North Yard to one mile south of East Junction, and to 2500 feet north of the south switch at Munson, and from Nonconnah to 8400 feet north of Leewood.

Hump engine movements at Humps are governed by SEMAPHORE BOARDS. Engines must not use puzzle switches at Humps without knowing way is clear.

All trains must move at restricted speed between Huling Avenue and South Yard.

Employes train operating under yard limit rules between South Yard and West Junction, via East Junction through Nonconnah Yard, uses single track from Hump to West Junction. Engine with one or more coaches leaves South Yard half after each hour, arriving West Junction fifty (50) minutes after each hour, returning leaves West Junction five (5) minutes before each hour and leaves the Hump, Nonconnah, each hour, reaching South Yard twenty (20) minutes after the hour.

D-97. Between Nonconnah and Woodstock via Leewood, extra trains may run without train orders.

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

Leewood.....L. & N. R. R.

All trains and engines must approach Leewood prepared to stop before fouling the junction at the end of L. & N. double track, and must not proceed until switches and track are seen to be clear.

All southward trains and engines, receiving a Proceed train-order signal indication, displayed from the office of the operator-switchtender (from east side of office governing L. & N. trains; from west side of office governing I. C. trains) will proceed Leewood to Aulon, being governed by automatic signal indications.

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

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

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

At L. & N. R. R. crossing, 200 feet north of Auction Street, and Mo. Pac. R. R. crossing, 700 feet north of Auction Street, trains must approach prepared to stop, and may proceed over them at restricted speed when gates are properly lined and track is clear.

At the following automatic interlocked Railroad Crossing, trains must not exceed speed of ten (10) miles per hour until engine or leading car passes crossing:

West Junction.

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.

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

101. Speed Restrictions:

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

Circle Track—1135 class or heavier.

Four wheel scale test cars must be handled on rear of freight trains ahead of caboose, not to exceed 30 miles per hour except where lower speed is required.

Permanent yellow slow boards are located 1500 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 freight trains.

101. Speed restrictions: Except where lower speed is required:

Territory or Location	Passenger engine with passenger train.	Passenger train with Improved Mikado type engine.	Passenger train with other type freight engine.	Dispatch, local, mixed, tonnage trains, engines with caboose or light.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars.
	Miles per Hour						
Between Woodstock and Wolf River via North Yard	60	60	45	35	35	25	15
M.P. 386.2 to M.P. 388	35	35	35	35	35	25	15
Between Wolf River and East Junction and West Junction via North Yard, within city limits	20	20	20	15	15	15	15
Other Points	30	30	30	15	15	15	15
Between Woodstock and Yard Limit Board 8400 feet North of Leewood	35	35	35	35	35	25	15
Between Yard Limit Board 8400 feet North of Leewood and Nonconnah	20	20	20	20	20	20	15
North Yard—Spring Switch	20	20	20	20	20	20	15
Hulet—Spring Switch—Trains entering Main Track	25	25	25	25	25	25	15
North Seventh Street Crossing / Poplar Avenue Crossing / Adams Avenue Crossing / Jefferson Avenue Crossing / Court Avenue Crossing / Monroe Avenue Crossing — Between Hours 12:30 A.M. to 6:00 A.M. / 12:30 A.M. to 6:30 A.M.	20	20	20	20	20	20	15
Between Huling Street and Grand Central Station	10	10	10	10	10	10	10
Trains or engines heading over the Nonconnah Humps into "C" or "A" Yards	10	10	10	10	10	10	10
Cross-over, junction and siding switches, unless board at switch or time table authorize greater speed	10	10	10	10	10	10	10

103. Following streets within City Limits, Memphis, Tennessee, must be preceded and movement over crossing protected by member of crew. Engine foremen must see that this protection is afforded—Watson, Marion, White, Thomas, North Second to Anderson-Tully, Auction to Navy Yard, Poplar Avenue—Navy Yard, to Union Barge Line and Karchmer Bros. Huling Avenue Industry tracks, Talbot Avenue Industry tracks, Vance Avenue Industry tracks, Pontotoc Avenue Industry tracks, Nettleton Avenue Industry tracks, Texas, Trigg, Olive, Riverside, Mallory, Calhoun Street to Rose Warehouse, Calhoun Street to International Harvester, Mallory Avenue to Mississippi Valley Lumber Company, Texas to Davis & Andrews, Keel to American Barge Line, Nettleton to Tennessee Street, Florida Street to Ford Plant, McLemore Avenue-High Line, Tennessee Street at Butler Street and Calhoun Street 4:30 p. m. to 6:30 a. m. Stop must be made at east side of Pennsylvania Street before entering Paine Yard.

104. Normal position of switches:

South Yard.....For East Junction Route

At South Yard switches will be handled by switch tender for all trains.

Spring switches are in service:

Location	Normal position
North Yard—End of double track	Lined for southward main track.
Hulet—Lead from Nonconnah Yard	Lined for main track

Position of switch is indicated by fixed signal. When a train is stopped by fixed signal indicating the position of switch, the switch must be examined to know that it is properly lined before using. Reverse Movement must not be made until switch has been lined by hand.

Crossover switches must be set for straight away track after being used.

105. Engines moving between Memphis Roundhouse and Grand Central Station will use Griffin Spur.

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

D-151. Two Tracks:

Nonconnah to Woodstock via Leewood.

East Junction to North Yard via Memphis Grand Central Station.

A Yard Nonconnah to Hump.

When necessary to operate any portion of double track as single track, it must be only by authority of Yardmaster or by protecting train so operated as required by Rule 99.

161. Slow speed rule has been modified to provide for placement of yellow flag and/or yellow lights not less than 4,000 feet in advance of condition requiring reduced speed.

It is permissible to use yellow and green reflector signs both day and night without lamps at night.

221-C. Levermen at East Junction will display fixed signal at stop for northward Grenada District trains, and permit no trains or engines from Grenada District to follow preceding engines or trains for ten minutes.

282. On two or more tracks, and on single track between North Yard and Woodstock, and on single track between West Junction and Lake Cormorant Junction, trains may pass "Stop and Proceed" signals without stopping, proceeding from such signal to next proceed indication at restricted speed, not exceeding 15 miles per hour.

Exception: Does not apply to "Stop and Proceed" signals Nos. J-3889 and L-72, indicating position of spring switches. See instruction 104.

721. Movable industrial bridges across loading tracks at Fisher Lumber Corporation and Buckeye (Binghamton Plant)—normal position at track level—are protected by derails.

729. Bulletin Boards:

Train Order Office—Grand Central Station	South Yard
Roundhouse—Memphis	Roundhouse—Nonconnah

737. In switching Linden Station, Poston Warehouse and Kellog 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.

1201. Conductors of all trains and yard engines will deliver to the operator at Leewood register card, over their signature, showing number of their train, engine number, name of enginemen and number of cars handled.

1203. Southward freight trains leaving Nonconnah will enter main track at Hulet, using freight lead Nonconnah to Hulet. Northward freight trains will use main track and enter Nonconnah Yard at West Junction.