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LOUISVILLE & NASHVILLE RAILROAD COMPANY

NASHVILLE DIVISION

TIME-TABLE No.

8

TAKES EFFECT

SUNDAY, OCTOBER 28, 1973

12:01 A.M., CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice President — Operation

K. C. DUFFORD,
Asst. Vice President — Operation

S. P. STRICKLAND,
Asst. Vice President — Transportation

A. JAMES, JR.,
Asst. Vice President — Terminals

J. B. SELLERS,
Superintendent

G. D. McCALL,
Superintendent—Terminal
Nashville, Tenn.

L. D. MACON,
Ass't. Superintendent

C. E. FREEMAN,
Ass't. Supt.—Terminal
Memphis, Tenn.

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

Dickson — Agent's Office
 Bruceton — Train Order Office
 Bruceton — Enginemen's Washroom
 Leewood — Yard Office
 Leewood — Enginemen's Washroom
 Bowling Green — Round House, Passenger Station
 Jackson — Station Building
 Paducah — Yard Office
 Old Hickory — Agent's Office
 Lebanon — Agent's Office
 Cookeville — Agent's Office
 Paris — Agent's Office
 McKenzie — Station Building
 New Johnsonville — Washroom
 Murray — Agent's Office
 Russellville — Agent's Office

SUB-DIVISIONS

Between Bruceton and Nashville, including Centreville Branch,
 Jackson Branch and Paducah Branch.
 Between Memphis and Bruceton, including Union City Branch
 and Cordova Branch.
 Between McKenzie and Memphis Junction.
 Between Nashville and Crossville.

TWO OR MORE TRACKS

Between Aulon and K.C. Junction
 Between Leewood and Aulon

STANDARD CLOCKS

Dickson — Agent's Office
 Bruceton — Yard Office
 Jackson — Station Building
 Leewood — RS Train Order Office
 Paris — Agent's Office
 Paducah — Yard Office
 Bowling Green — Train Order Office
 Old Hickory — Agent's Office
 Lebanon — Agent's Office
 McKenzie — Agent's Office
 New Johnsonville — Washroom
 Murray — Agent's Office
 Russellville — Agent's Office

APPLICATION OF SCHEDULE TIME AND POINT

| Station | Time Applies |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Memphis Junction | All trains enroute to and from Nashville Division at connection switch between main track Louisville Division and Nashville Division. |

TRAIN ORDER OFFICES

| Station | Hours Open |
|--------------------|-------------------------------------------------------------------------------------------------------------------------|
| *Dickson..... | 7:00 A.M. to 12:00 noon and 1:00 P.M. to 4:00 P.M., Closed Sat. and Sun. (For Centreville Br. trains only) |
| *Bruceton..... | Continuous |
| Lexington..... | 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M., Closed Sat. and Sun. |
| Huntingdon..... | 7:30 A.M. to 12:00 noon and 1:00 P.M. to 4:30 P.M., Closed Sat. and Sun. |
| *McKenzie..... | 7:00 A.M. to 11:00 P.M. Mon. thru Fri. and 7:00 A.M. to 3:00 P.M. Sat. and Sun. |
| Gleason..... | 8:00 A.M. to 12:00 noon 1:00 P.M. to 1:45 P.M. 3:15 P.M. to 5:00 P.M. Monday thru Friday, Closed Sat. and Sun. |
| *Union City | 7:00 A.M. to 3:00 P.M., Closed Sat. and Sun. |
| *Bowling Green... | 6:00 A.M. to 10:00 P.M. Daily |
| *Russellville..... | 7:30 A.M. to 11:00 P.M. Mon. thru Fri. 7:30 A.M. to 3:30 P.M. Sat., Closed Sun. |
| *Guthrie..... | 6:00 A.M. to 2:00 P.M. Sat. and Mon. 6:00 A.M. to 10:00 P.M. Tue. thru Fri. Closed Sun. |
| Clarksville..... | 9:00 A.M. to 5:00 P.M., Closed Sun. |
| Paris..... | 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M., Closed Sun. |
| Milan..... | Continuous |
| Brownsville..... | 8:00 A.M. to 12:00 midnight., Closed Sat. and Sunday. |
| *Leewood-RS..... | Continuous |
| Murray..... | 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M., Closed Sat. and Sun. |
| Benton..... | 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M. Closed Sat. and Sun. |
| *Paducah..... | 6:30 A.M. to 11:30 A.M. and 12:30 P.M. to 3:30 P.M., Closed Sat. and Sun. |

*Station not equipped with fixed signal as prescribed by Rule 221.

SPECIAL INSTRUCTIONS—Continued**EXCEPTION TO RULE 40 (b).**

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40(b) must immediately stop, and, after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

REGISTER STATIONS

| Location | For | Register by Card Form 230 |
|------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Dickson Train Order Office | Centreville Branch trains | |
| Hohenwald Train Order Office | All trains | |
| Bruceton Yard Office..... | All trains | |
| Paducah Yard Office..... | All trains | |
| Union City Train Order Office..... | All trains | |
| Paris Yard Office..... | Memphis Jct.- McKenzie sub- division trains | |
| Jackson Station Building.. | All trains | |
| McKenzie Train Order Office..... | Union City Branch, McKenzie-Memphis Jct. sub-division trains, and trains originating. | During hours Train Order Office is closed, leaving Reg- ister Card in box on building |
| Guthrie..... | Extra trains operating between Memphis Jct. and Guthrie | During hours Train Order Office is closed |
| Bowling Green..... | All trains | |

REGISTER STATIONS — Continued

| Location | For | Register by Card Form 230 |
|---------------------------------------------------------------------|------------|---------------------------|
| Lebanon Agent's Office..... | All trains | |
| Monterey In box on side of depot..... | All trains | |
| Crossville In box at south switch inter- change track..... | All trains | |
| Leewood RS. Train Order Office..... | All trains | |
| Yard Office..... | All trains | |
| Carthage Junction Depot. | All trains | |
| Russellville Train Order Office..... | All trains | |

CLEARANCE OF TRAINS

Except when Operator is on duty, Nos. 543 and 540 may assume schedule and leave Paris without Clearance Form A.

No. 531 may assume schedule and leave Colesburg without Clearance Form A.

No. 530 may assume schedule and leave Hohenwald without Clearance Form A.

No. 533 may assume schedule and leave Jackson without Clearance Form A.

No. 535 may assume schedule and leave Paducah without Clearance Form A.

Except when Operator is on duty, No. 547 may assume schedule and leave Union City without Clearance Form A.

No. 550 may assume schedule and leave Radnor without Clearance Form A.

Nos. 551, 552 and 554 may assume schedule and leave Lebanon without Clearance Form A.

No. 555 may assume schedule and leave Crossville without Clearance Form A.

No. 557 may assume schedule and leave Monterey without Clearance Form A.

No. 553 may assume schedule and leave Carthage Junction without Clearance Form A.

All trains must obtain Clearance Form A at Russellville, Guthrie, and McKenzie when Operator is on duty.

Engine number on Clearance Form A addressed to regular train is not required.

(Continued on page 8)

SOUTHWARD

BRUCETON AND NASHVILLE

NORTHWARD

| SECOND CLASS | | | | | Distance from Louisville | TIME-TABLE No. 8 Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | Car Capacity of Seats based on 55 feet per car | SECOND CLASS | | | | | | |
|-----------------|-----------------|-----------------|-----------------|----------------------|--------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------------|-----------------|-----------------|-----------------|-----------------|------|------|
| 583 | 581 | 587 | 585 | 531 | | | | 530 | 582 | 588 | 584 | 586 | | |
| Fast Freight | Fast Freight | Fast Freight | Fast Freight | Local Freight | | | | Local Freight | Fast Freight | Fast Freight | Fast Freight | Fast Freight | | |
| Daily | Daily | Daily | Daily | Mon. Wed. Fri. | | | | Mon. Wed. Fri. | Daily | Daily | Daily | Daily | | |
| P.M. | P.M. | A.M. | A.M. | A.M. | STATIONS | | | | | P.M. | A.M. | A.M. | P.M. | A.M. |
| 11.30 | 1.40 | 10.10 | 2.00 | | 281.68 | L BRUCETON OA | | | 5.00 | 9.30 | 3.00 | 1.55 | | |
| | | | | | 277.41 | 4.27 LIPE | 53 | | | | | | | |
| | | | | | 272.83 | 4.58 CAMDEN | 80 | | | | | | | |
| | | | | | 265.79 | 7.04 NEW JOHNSONVILLE | N56 S58 | | | | | | | |
| | | | | | 258.05 | 7.74 PURSLEY | 69 | | | | | | | |
| | | | | | 252.99 | 5.06 WAVERLY | | | | | | | | |
| | | | | | 247.99 | 5.00 GORMAN | 146 | | | | | | | |
| | | | | | 236.34 | 11.65 TENNESSEE CITY | 120 | | | | | | | |
| | | | | 7.30 | 228.19 | 8.15 DICKSON | | 7.30 | | | | | | |
| | | | | 7.40 | 226.01 | 2.18 COLESBURG | 88 | 7.20 | | | | | | |
| | | | | | 216.85 | 9.16 WHITE BLUFF | 74 | | | | | | | |
| | | | | | 206.48 | 10.37 PEGRAM | 64 | | | | | | | |
| | | | | | 199.11 | 7.37 BELLEVUE | 80 | | | | | | | |
| 2.45 | 4.40 | 1.25 | 5.00 | | 189.04 | 10.07 SHOPS | | | 2.00 | 5.30 | 11.30 | 10.55 | | |
| | | 1.40 | | | 186.50 | 2.54 NASHVILLE OL | | | | | | 10.40 | | |
| 3.15 | 5.10 | | 5.30 | | 190.00 | 3.50 RADNOR OL | | | 1.30 | 5.00 | 11.00 | | | |
| A.M. | P.M. | P.M. | A.M. | A.M. | | | | P.M. | A.M. | A.M. | A.M. | P.M. | | |
| Daily | Daily | Daily | Daily | Mon. Wed. Fri. | | | | Mon. Wed. Fri. | Daily | Daily | Daily | Daily | | |
| 583 | 581 | 587 | 585 | 531 | | | | 530 | 582 | 588 | 584 | 586 | | |

Regular southward trains are superior to regular northward trains of the same class.

| UNION CITY BRANCH | | | | | JACKSON BRANCH | | | | | |
|-------------------|--------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------|----------------|--------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------|-------|
| SOUTHWARD | | | NORTHWARD | | SOUTHWARD | | | NORTHWARD | | |
| SECOND CLASS | Distance from Louisville | TIME-TABLE No. 8 Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | SECOND CLASS | Distance from Louisville | TIME-TABLE No. 8 Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | |
| 547 | | | | 546 | 533 | | | | 532 | |
| Freight | | | | Freight | Freight | | | | Freight | |
| Daily | | | | Daily | Daily | | | Daily | Daily | |
| P.M. | | | | A.M. | P.M. | | | P.M. | P.M. | |
| | | STATIONS | | | | | STATIONS | | | |
| 12.30 | 341.05 | L UNION CITY OA 3.20 | | 6.00 | | 7.00 | 338.22 | L JACKSON A 13.76 | 84 | 6.00 |
| 12.50 | 337.85 | GIBBS 3.61 | | 5.45 | | 7.35 | 324.46 | LURAY 11.66 | 85 | 5.07 |
| 1.00 | 334.24 | TERRELL 6.03 | 16 | 5.30 | | 8.15 | 312.80 | LEXINGTON O 15.27 | .72 | 4.45 |
| 1.45 | 328.21 | MARTIN 9.19 | Yard | 5.00 | | 8.45 | 297.53 | YUMA 3.71 | 40 | 4.00 |
| 2.03 | 319.02 | DRESDEN 7.39 | 42 | 4.35 | | 8.55 | 293.82 | WESTPORT 5.98 | 44 | 3.50 |
| 2.14 | 311.63 | GLEASON O 7.77 | 28 | 4.22 | | 9.10 | 287.84 | BUENA VISTA 6.16 | 52 | 3.35 |
| 2.25 | 303.86 | A MCKENZIE OL | 32 | 4.10 | | 9.30 | 281.68 | A BRUCETON OL | | 3.15 |
| P.M. | | | | A.M. | | P.M. | | | | P.M. |
| Daily | | | | Daily | | Daily | | | | Daily |
| 547 | | | | 546 | | 533 | | | | 532 |

Regular northward trains are superior to regular southward trains of the same class.

Regular northward trains are superior to regular southward trains of the same class.

| CORDOVA BRANCH | | |
|--------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| SOUTHWARD | | NORTHWARD |
| Distance from Louisville | TIME-TABLE No. 8 Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | Car Capacity of Sidings based on 55 feet per car |
| | STATIONS | |
| 414.57 | AULON 6.88 | |
| 421.45 | SHELBY FARMS 4.40 | 30 |
| 425.85 | CORDOVA 2.10 | 36 |
| 427.95 | END OF LINE | |

Regular southward trains are superior to regular northward trains of the same class.

SOUTHWARD

PADUCAH BRANCH

NORTHWARD

| SECOND CLASS | | | | | Distance from Louisville | TIME-TABLE No. 8 Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | | | | |
|---------------------|--|--|--|---------------------|--------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------|---------------------|--|--|--|--|
| 535 | | | | | | | | 540 | 534 | | | | |
| Freight | | | | | | | | Freight | Freight | | | | |
| Daily ex. Sunday | | | | | | | | Daily ex. Sunday | Daily ex. Sunday | | | | |
| P.M. | | | | | STATIONS | | A.M. | P.M. | | | | | |
| | | | | 6.50 | 368.00 | L PADUCAH A O | | | 1.40 | | | | |
| | | | | 7.00 | 365.58 | 2.42 P.&I. JUNCTION | | | 1.30 | | | | |
| | | | | 7.50 | 345.66 | 19.92 BENTON O | 29 | | 12.45 | | | | |
| | | | | 8.07 | 337.56 | 8.10 HARDIN | 28 | | 11.50 | | | | |
| | | | | 8.40 | 326.65 | 10.91 MURRAY O | 35 | | 10.40 | | | | |
| | | | | 9.00 | 318.92 | 7.73 HAZEL | 24 | | 10.21 | | | | |
| | | | | 9.09 | 314.88 | 4.04 PURYEAR | 52 | | 10.12 | | | | |
| | | | | 9.30 | 309.35 | 5.53 WHITLOCK | 20 | | 10.00 | | | | |
| | | | | 10.00 | 303.90 | 5.45 PARIS O A | 22 | 6.45 | 9.25 | | | | |
| | | | | 10.25 | 293.16 | 10.74 MANSFIELD | 39 | 6.15 | 8.45 | | | | |
| | | | | 10.37 | 287.35 | 5.6 VALE | | 6.00 | 8.30 | | | | |
| | | | | 11.00 | 281.68 | 5.6 A BRUCETON O L | | 5.45 | 8.15 | | | | |
| | | | | P.M. | | | | A.M. | A.M. | | | | |
| | | | | Daily ex. Sunday | | | | Daily ex. Sunday | Daily ex. Sunday | | | | |
| | | | | 535 | | | | 540 | 534 | | | | |

Regular northward trains are superior to regular southward trains of the same class.

**BETWEEN NASHVILLE AND LEBANON
SOUTHWARD**

| SECOND CLASS | Distance from Louisville | TIME-TABLE No. 8 | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS |
|--------------|--------------------------|--------------------------------------------------------------------------|-------------|--------------------------------------------------|--------------|
| | | Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | | | |
| 551 | | STATIONS | | | 550 |
| Freight | | | | | Freight |
| Daily | | | | | Daily |
| A.M. | | | | | A.M. |
| 8.30 | 222.72 | L | LEBANON A | 41 | 8.00 |
| | | | 8.6 | | |
| 9.00 | 214.12 | | MARTHA | 51 | 7.30 |
| | | | 8.4 | | |
| 9.25 | 205.72 | | GREEN HILL | 54 | 7.05 |
| | | | 5.2 | | |
| 9.40 | 200.52 | | STONE RIVER | 51 | 6.50 |
| | | | 1.9 | | |
| 9.50 | 198.62 | | DONELSON | 15 | 6.40 |
| | | | 9.3 | | |
| 10.20 | 189.32 | | VINE HILL | | 6.10 |
| | | | 6.8 | | |
| 10.35 | 190.00 | A | RADNOR L | | 6.00 |
| A.M. | | | | | A.M. |
| Daily | | | | | Daily |
| 551 | | | | | 550 |

**BETWEEN LEBANON AND CROSSVILLE
SOUTHWARD**

| SECOND CLASS | | | Distance from Louisville | TIME-TABLE No. 8 | | Car Capacity of Sidings based on 55 feet per car | SECOND CLASS | | |
|------------------|-------------------|----------------|--------------------------|--------------------------------------------------------------------------|------------------|--------------------------------------------------|------------------|------------------|--|
| 553 | 557 | 555 | | Takes effect Sunday October 28, 1973 at 12:01 a.m. Central Standard Time | | | 554 | 552 | |
| Freight | Freight | Freight | | STATIONS | | Freight | Freight | | |
| Daily ex. Sunday | Tues. Thurs. Sat. | Mon. Wed. Fri. | | | | Mon. Wed. Fri. | Daily ex. Sunday | | |
| A.M. | A.M. | P.M. | | | | P.M. | A.M. | | |
| | | 4.00 | 320.82 | L | CROSSVILLE A | | 3.30 | | |
| | | | | | 8.9 | | | | |
| | | 4.30 | 312.62 | | POMONA ROAD | 48 | 2.55 | | |
| | | | | | 13.5 | | | | |
| | 5.00 | 5.10 | 299.12 | LA | MONTEREY | 45 | 2.15 | | |
| | | | | | 13.9 | | | | |
| | 5.40 | | 285.22 | | ALGOOD | 51 | 1.30 | | |
| | | | | | 4.2 | | | | |
| | 6.10 | | 281.02 | | COOKEVILLE | 50 | 1.15 | | |
| | | | | | 7.9 | | | | |
| | 6.35 | | 273.12 | | BAXTER | 38 | 12.35 | | |
| | | | | | 7.4 | | | | |
| | 7.00 | | 265.72 | | SILVER POINT | 45 | 12.10 | | |
| | | | | | 5.0 | | | | |
| | 7.15 | | 260.72 | | BUFFALO VALLEY | 26 | 11.55 | | |
| | | | | | 9.1 | | | | |
| 11.35 | 7.45 | | 251.62 | L | CARTHAGE JCT A | 47 | 11.25 | 10.55 | |
| | | | | | 8.3 | | | | |
| 12.01 | 8.10 | | 243.32 | | NORTH ALEXANDRIA | 18 | 11.00 | 10.30 | |
| | | | | | 13.3 | | | | |
| 12.40 | 8.50 | | 230.02 | | SHOP SPRINGS | 47 | 10.25 | 9.55 | |
| | | | | | 7.3 | | | | |
| 1.10 | 9.20 | | 222.72 | A | LEBANON L | 41 | 10.00 | 9.30 | |
| | | | | | | | | | |
| P.M. | A.M. | P.M. | | | | | A.M. | A.M. | |
| Daily ex. Sunday | Tues. Thurs. Sat. | Mon. Wed. Fri. | | | | | Mon. Wed. Fri. | Daily ex. Sunday | |
| 553 | 557 | 555 | | | | | 554 | 552 | |

Regular northward trains are superior to regular southward trains of the same class.

SPECIAL INSTRUCTIONS — Continued**YARD LIMITS**

| | |
|-------------------------------------------------|------------------------------------------------|
| Nashville Terminal, except within CTC limits | Murray |
| Hohenwald | Benton |
| Bruceton | Martin |
| Lexington | Union City |
| Jackson | Paris |
| Russellville | Memphis Terminal |
| Guthrie | Stone River, including Old Hickory Spur. |
| Clarksville | Lebanon |
| McKenzie | Carthage Junction, including Carthage Spur. |
| Milan | Cookeville |
| Humboldt | Algood |
| Brownsville | Monterey, including Mine Spur. |
| Paducah—P. & I. Junction | Crossville |
| Gleason | |
| Dresden | |

RAILROAD CROSSINGS AT GRADE

| Location | Railroad | Protection |
|-----------------|-----------------------------------|--------------------------------------|
| Guthrie..... | L&N (Evansville Div.)... | Interlocking |
| McKenzie..... | L&N (Union City Br.)... | Stop Boards |
| Milan..... | ICG..... | Interlocking |
| Humboldt..... | ICG..... | Stop Boards |
| Bells..... | ICG..... | Gate (See Note 2) |
| Leewood..... | ICG..... | Interlocking |
| Leewood..... | Missouri Pacific Railroad..... | Stop Boards (See Note 1) |
| North Memphis.. | ICG..... | Gate and Stop Boards (See Note 3) |
| Memphis..... | ICG..... | Stop Boards |
| Aulon..... | ICG..... | Interlocking |
| Paducah..... | ICG..... | Gate |
| Jackson..... | ICG..... | Interlocking |
| K. C. Jet..... | Southern..... | Stop Boards |
| Martin..... | ICG..... | Interlocking |
| Gibbs..... | ICG..... | Interlocking |
| Union City..... | ICG..... | Gate (See Note 1) |

Note 1. Gate will be left in position for last movement over crossing and must be properly secured. Trains will come to a full stop regardless of position of gate and proceed only when crossing is known to be clear.

Note 2. The normal position of gate is across the track of the ICG. Indications, green for Clear and red for "Stop" are shown by a light on the gate at night. All trains will approach this crossing prepared to stop. ICG trains will move with caution assuring themselves that no L&N trains are near before crossing, and will leave the gate in normal position.

Note 3. The normal position of gate is against the L&N. L&N trains using this crossing will open the gate only for the immediate passage of train, and when the crossing has been cleared the gate will be restored to its normal position and locked. The employee tending the gate while a train is approaching or passing over it will take position on the opposite side of the track from which the gate is operated.

EXCEPTION TO RULE 99

Unless otherwise directed by train order, the following trains will not protect against following extra trains between points shown:

| Trains | Between |
|----------------------------|----------------------------|
| Nos. 531 and 530..... | Colesburg and Hohenwald |
| Nos. 532 and 533..... | Bruceton and Jackson |
| Nos. 534 and 535..... | Paris and P. & I. Junction |
| No. 540..... | Paris and McKenzie |
| Nos. 543 and 544..... | Paris and Guthrie |
| Nos. 546 and 547..... | Union City and Martin |
| Nos. 550 and 551..... | Radnor and Lebanon |
| Nos. 554, 555 and 557..... | Lebanon and Crossville |
| Nos. 552 and 553..... | Lebanon and Carthage Jct. |

Under these instructions, extra trains must not follow regular trains between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

RULE 104(b) IS CHANGED TO READ AS FOLLOWS:

"104(b) A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear.

"A train must not foul other tracks until the normal route is seen to be clear.

"Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

"When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position."

SPRING SWITCHES

| Name of Siding | End Located | Normal Position |
|------------------------------|---------------------------------|-----------------------------|
| New Johnsonville TVA lead | Southend Southward siding | For Southward Siding |
| K. C. Junction | End of Two or More Tracks | For Southward Main Track |

HOT BOX DETECTOR SYSTEM

| Hot Box Indicator: | Approach Indicator: | Direction: |
|--------------------|---------------------|----------------|
| Mile 22.5 | None | Bi-directional |
| Mile 56.8 | None | Bi-directional |
| Mile 88.7 | None | Bi-directional |
| Mile F-268.6 | None | Bi-directional |
| Mile F-302.5 | None | Bi-directional |
| Mile F-337.8 | None | Bi-directional |

HOT BOX DETECTOR SYSTEM — Continued

When train is stopped because of Hot Box Indicator, if hot journal is not found on car registered by detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the printed form. Crew member must also report to the train dispatcher initial and number of the car registered by detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and immediately behind which were inspected. Train dispatcher must record this information on train sheet. Both the conductor and engineer are responsible to know the foregoing instructions are met under conditions described. When crew member reports to train dispatcher that no hot journal detected after inspection, train dispatcher must know provisions of these instructions have been complied with before permitting train to proceed.

SPEED RESTRICTIONS**Normal Speed of Trains in MPH**

| Between | Freight Work and Mixed | Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars |
|---------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------|
| Shops and Mile Post 26..... | 50 | 30 |
| Mile Post 26 and White Bluff..... | 40 | 30 |
| White Bluff and Bruceton..... | 50 | 30 |
| Bruceton and Luray..... | 30 | 30 |
| Luray and Jackson..... | 40 | 30 |
| Aulon and End of Line..... | 40 | 30 |
| Leewood and Aulon..... | 20 | 20 |
| Bruceton and Leewood..... | 49 | 30 |
| McKenzie and Martin..... | 40 | 30 |
| Martin and Union City..... | 30 | 30 |
| Memphis Jct. and McKenzie..... | 40 | 30 |
| Bruceton and P.&I. Junction..... | 30 | 30 |
| P.&I. Junction and Paducah..... | 15 | 15 |
| Colesburg and Hohenwald..... | 10 | 10 |
| Tennessee River Bridge, New Johnsonville..... | 25 | 25 |
| On Connection Track at McKenzie..... | 10 | 10 |
| Clarksville and Danville Drawbridges..... | 15 | 15 |
| On Bridge 40.0 north of Murray.... | 20 | 20 |
| Vine Hill and Crossville..... | 25 | 25 |
| Conalco Spur..... | 10 | 10 |
| Old Hickory Spur..... | 15 | 15 |
| Carthage Spur..... | 15 | 15 |
| Mine Spur Monterey..... | 15 | 15 |
| Between MP NT-90 and MP NT-91..... | 15 | 15 |
| Flat Rock and North Yard Limit, Monterey—Southward Trains..... | 15 | 15 |
| Unless otherwise provided when moving through crossovers or turnouts..... | 15 | 15 |

LOCATION OF SPEED RESTRICTIONS PROTECTED BY SPEED LIMIT SIGNS

| Mile Location Between | MPH-FRT |
|---------------------------------|---------|
| Nashville To Bruceton | |
| N- 8.7 To N- 8.9 | 40 |
| N-16.0 To N-16.8 | 40 |
| N-18.3 To N-19.1 | 40 |
| N-22.8 To N-23.4 | 45 |
| N-26.2 To N-29.8 | 40 |
| N-75.5 To N-76.2 | 45 |
| Bruceton To Leewood | |
| N-116.6 To N-116.7 | 10 |
| Memphis Jct. To McKenzie | |
| F-175.7 To F-175.9 | 25 |
| F-188.5 To F-190.5 | 25 |
| Vine Hill To Crossville | |
| NT-63.5 To NT-69.1 | 20 |

EXCEPTIONS TO NORMAL SPEED

All trains must be operated at a speed that will permit stopping short of an obstruction on track between south portal of tunnel at Palmyra and Mile Post 192.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed.

These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Trains picking up cars on line of road that have previously been set out account hot box and repaired must not exceed five (5) miles per hour for the first ten minutes, then gradually increase the speed during the next ten minutes to 25 miles per hour, and this 25 miles per hour must not be exceeded during the trip to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where it can be readily seen by members of the crews, and a close watch must be maintained so that appropriate action can be taken in the event the journal again becomes overheated.

Scale test cars L&N 41498 through 41502 must not exceed a maximum speed of twenty-five (25) miles per hour.

Trains handling units of welded rail must not exceed forty (40) miles per hour and must not be handled more than ten cars from the engine.

Yard Speed governs movements within yard limits at Bruceton, and such movements must not exceed twenty (20) miles per hour.

The operation of trains between Jackson and Mile Post 149 (Old Burkitt) will be at Yard Speed.

All trains must approach curve at Mile NT 102.5 (Hickory Cut) at a speed that will permit stopping short of an obstruction on track.

USE OF AIR BRAKES AT BILBREY AND SILVER POINT

Engineers of southward trains must make running test of brakes approaching Bilbrey and Silver Point and must know brakes are working properly.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Between Leewood and Aulon

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Limits Are Effective Between:

A point three thousand three hundred (3300) feet north of Mile Post 2 and a point two hundred (200) feet south of Mile Post 93.

Where Normal Speed is more than 20 miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave main track occupied by engine or cars, or main track switch open.

INTERLOCKING

Interlocking Rules Are Effective:

| | |
|------------------|------------------------|
| Jackson | Danville Drawbridge |
| Aulon | Clarksville Drawbridge |
| Broadway-Memphis | Guthrie |
| Leewood-RS | Martin |
| Milan | Gibbs |

MAXIMUM ALLOWABLE GROSS WEIGHT

Maximum Gross Weight of Freight Cars Allowed on the Nashville Division is 263,000 lbs.

Exceptions:

| | |
|----------------------------------|--------------|
| Guthrie to Cumberland City | 240,000 lbs. |
| Leewood to North Memphis | 220,000 lbs. |
| Colesburg to Hohenwald | 220,000 lbs. |
| Stone River to Crossville | 220,000 lbs. |

Cars exceeding maximum weight at any point must not be handled in train without specific authority of Chief Dispatcher. Four axle diesel road locomotives maximum gross weight on rails of 274,500 lbs. may be handled on all main and branch lines of the Nashville Division except as follows herein:

| |
|--------------------------|
| Guthrie to Erin |
| Leewood to North Memphis |
| Aulon to ICG Station |
| Centreville Branch |
| Vine Hill To Crossville |

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

Attention is called to Tennessee State Law, Section 65-1208 of the Code, reading in part as follows:

"Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals until it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts and at intervals till it has left the corporate limits."

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal or other obstruction appears upon the road the alarm whistle shall be sounded, the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns on this Division:

| | | | |
|------------------|-------------|-------------|--------------|
| White Bluff | Jackson | Paris | Bartlett |
| Burns | Henry | Huntingdon | Lebanon |
| Dickson | McKenzie | McKenzie | Watertown |
| McEwen | Trezevant | Bells | Baxter |
| Waverly | Atwood | Brownsville | Cookeville |
| Clarksville | Memphis | Stanton | Algood |
| Erin | Centreville | Mason | Monterey |
| Big Sandy | Milan | Gleason | Crossville |
| New Johnsonville | Gibson | Dresden | Lakewood |
| Camden | Humboldt | Martin | Gordonsville |
| Bruceton | Gadsden | Union City | South |
| Lexington | Hohenwald | Arlington | Carthage |

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

| Name of City | Speed (miles per hour) |
|---------------------------------------------------------------------------|---------------------------|
| Huntingdon | 25 |
| McKenzie | 10 |
| Gleason | 15 |
| Dresden | 15 |
| Martin..... | 10 |
| Union City | 6 |
| White Bluff | 35 |
| McEwen | 25 |
| Bruceton | 20 |
| Lexington | 10 |
| Jackson | 20 |
| Memphis | 20 |
| Paris | 7 |
| Paducah | 8 |
| Auburn | 30 |
| Allensville | 25 |
| Erin | 10 |
| Big Sandy | 30 |
| Trezevant | 25 |
| Bells | 30 |
| Brownsville | 30 |
| Milan crossings without automatic protection..... | 5 |
| Milan crossings with automatic protection..... | 15 |
| Dickson Engine or lead car over Center and Main St. crossings | 20 |
| Waverly City Limits | 35 |
| Murray over Main Street Crossing north of depot.. | 20 |
| Lebanon—Between West Main Street and Cumberland Street Crossings | 10 |
| Cookeville Southward Trains over Broad Street | 8 |

MISCELLANEOUS SPECIAL INSTRUCTIONS

All movements of engines and/or cars over Old Lebanon Road and Donelson Pike must be preceded by a flagman and movements over crossing protected.

PARIS

North connection track switch at Paris connecting P&M main with Memphis Line main will be left set and locked for movement to Memphis Line.

OLD HICKORY

All trains departing DuPont Plant at Old Hickory will stop at the point where track enters roadway at southwest corner of the tote storage platform to be sure there are no motor vehicles on the roadway.

NEW JOHNSONVILLE

When Absolute Block Signal applying to Northward trains and Absolute Block Signal applying to Southward trains, governing approach to bridge are passed when indicating "Stop" as provided in rules, no part of train may be moved onto bridge unless engineer or conductor has been verbally informed by bridge tender that draw is in a safe position for movement of train over same, but such information from bridge tender will not dispense with further compliance with rules.

TROY

Engines must not move beyond first switch to crossover above tipple on No. 1 track. Tracks 2, 3 and 4 may be used to road crossing near office only.

McKENZIE

Normal position of switch between Memphis-Bruceton Sub-division and McKenzie-Memphis Junction Sub-division is for Memphis-Bruceton Sub-division.

Normal position of switch between Memphis-Bruceton Sub-division and Union City Branch is for Memphis-Bruceton Sub-division.

MARTIN

All movements of engines and/or cars over Lindell Street must be preceded by a flagman and movements over crossing protected.

L&N and ICG crossing interlocking at Martin, Tennessee operates as follows:

Switch Key Release Clearing for L&N Movement, Automatic Clearing for ICG Movement.

Switch Key Releases are located on Absolute Signal masts north and south of ICG crossing to clear signal for movement over crossing. Switch key should be inserted in release, turned to right, held in that position a minimum of five seconds, and if there is not a conflicting ICG movement, Absolute Signal should immediately display a proceed indication.

Should Absolute Signal fail to display a proceed indication after operating the key release and there is no indication of an ICG movement, a member of the crew should proceed to the Emergency Key Release, marked L&N, located on the north side of signal case just north of ICG crossing, and operate emergency key release in accordance with instructions posted near release box.

If signal continues to display a "Stop" indication after operating emergency key release in accordance with instructions, movement may then be made in accordance with Rule 672.

GIBBS

Should Interlocking Signal governing movement over ICG crossing indicate "Stop", a member of crew of train affected must, if a train is not seen approaching on ICG, insert switch key in L&N key release, which is located on concrete house on west side of L&N track just north of ICG tracks, turn key to right as far as possible, hold until lamp lights or not less than fifteen (15) seconds if lamp fails to light promptly, then remove key, wait five (5) minutes and signal should clear.

If the signal does not then clear and a train is not in sight on ICG, the conductor or trainman at crossing may give proceed hand signal and train may then proceed over crossing.

If a train is standing between Interlocking signals on ICG, a proceed hand signal must not be given until a thorough understanding has been had with the conductor or engineer of such train and key release has been operated and the five (5) minute wait period observed. Under all conditions when movement is to be made over this crossing when the Interlocking Signal applying indicates "Stop", the key release must be operated and thereafter wait five (5) minutes.

MILAN

City Ordinance prohibits unnecessary sounding of engine whistle. This does not prohibit sounding of whistle of moderate volume at road and street crossings. Engine bell must be rung.

JACKSON

Should Interlocking Signal governing movement over ICG Railroad crossing indicate "Stop," a member of crew of train affected must, if an ICG train is not seen approaching or occupying crossing, operate time release, which is in a steel box located on a pipe post near crossing and with the abbreviations "NC" painted on box.

To operate time release, proceed as follows and in the order named:

Remove switch lock from box containing the time release.

Turn knob handle of time release clockwise until pointer dial is at zero.

Release knob handle and allow pointer dial to automatically return to normal position, which should cause signal to indicate Proceed, but if signal is then indicating "Stop," train may proceed if view is not obstructed.

Bridge 144.5 (ICG) will not clear man on side of car.

Overhead clearance sixteen (16) feet, nine (9) inches.

Bridge 143.9 (ICG) will not clear man on side of car.

Overhead clearance sixteen (16) feet, six (6) inches.

Trains may be operated between Jackson and Mile Post 149 (Old Burkitt) on instructions of train dispatcher or Agent at Jackson without being created as an extra train.

Switches at Jackson, Tenn., within yard limits may be left as last used. Trains and engines must see that switches are set for their movement.

SPECIAL INSTRUCTIONS — MEMPHIS TERMINAL

All switching movements of engines and/or cars over all street crossings will be protected by flagman, except crossings that are protected by gates or automatic protection.

City Ordinance prohibits the use of engine whistle, except where required by State Statute. This does not prohibit the sounding of whistle of moderate volume at dangerous crossings where necessary to halt traffic or to prevent accidents. The engine bell must be rung at all crossings.

Conductors of trains will advise or deliver to the operator at Leewood necessary information showing the number of their train, engine number, name of engineer and the number of cars handled.

Movements against the current of traffic will be made only under protection as prescribed by the rules, and under the direction and protection of the Ass't. Superintendent-Terminal, or his representative. For such movements, Conductors and Engineers, after satisfying themselves that movement is protected, will proceed at restricted speed.

To protect movements across Missouri Pacific Railroad track, an electric lock is in service on switch leading from southward main track to industrial side track between Lenox and Aulon and signal governing movements from this side track across Missouri Pacific Railroad track is located on west side near clearance point of side track and Missouri Pacific Railroad track. Signal aspects in Rules 290 and 292 apply.

To enter side track and move across Missouri Pacific Railroad track, proceed in the following manner:

1. Unlock and open door of electric lock box.
2. If indicator in box shows the word UNLOCKED, move crank in box to left until it is against stop block.
3. Set switch for movement to side track and movement across Missouri Pacific Railroad track may then be made.
4. If indicator in box shows the word LOCKED and no train is seen approaching on Missouri Pacific Railroad track, crank in box should be raised slightly and then released, which will start time release. After waiting two (2) minutes, indicator should show the word UNLOCKED. Proceed then as in 2 and 3.
5. After movement has been made across Missouri Pacific Railroad track, switch and electric lock must be restored to normal position and locked.

To cross Missouri Pacific Railroad track and enter southward main track, proceed in above manner and if signal indicates RESTRICTING, movement may be made. If signal indicates STOP, movement across Missouri Pacific Railroad track must be protected in both directions as prescribed by Rule 99.

All trains in both directions, between Aulon and Broadway Interlocking, and those using Jackson Ave. lead, must move at Yard Speed.

L&N trains will use Southern Railway westward main (trackage adjacent to L&N trackage) or L&N main track between the point of crossover, just north of K.C. Jct., from L&N main track to Southern Railway westward main track at K.C. Jct., and Broadway interlocking under the following conditions:

(A) Southward movements will use Southern Railway westward main track or L&N main track as directed by signal indication at Broadway interlocking. (Note: L&N Railroad no longer has trackage rights on Southern Railway eastward main.)

(B) A crew member on any train or engine making northward movement from K.C. Jct. to Tower 17 and points between or beyond will stop at former Switchtender building to call Operators at Tower 17 by Bell Telephone No. 527-9238 for permission to use Southern or L&N trackage.

(C) Movements on Southern Railway westward main track will be governed by instructions contained in bulletin dated November 9, 1971, and signed by J. B. Sterchi, Superintendent of Terminals Southern Railway, which reads as follows:

"It will be the responsibility of the Conductor or Yard Foreman on any train or engine desiring to use westward

main track over the Southern between K.C. Jct. and Tower 17 to first obtain authority from the Southern Yardmaster at Forrest Yard to do so. Authority may be obtained either by radio or telephone. Both Bell and Company telephones are located in the former switchtenders shack at K.C. Jct., and the Yardmaster may be reached by dialing 324-1871 or by one long ring on the Company telephone.

All trains and engines must approach the above indicated switches expecting to find them lined against their desired movement.

The switches will have no normal position and may be left as lined following your movement.

Trains or engines using Southern Railway westward main track between K.C. Jct. and Tower 17 will move at a speed that will permit stopping within one-half range of vision."

Movements against the current of traffic on Southern Railway westward main track between K.C. Junction and Broadway interlocking will be governed by Southern Railway Superintendent E.B. Burwell's bulletin No. 136 quoted below:

"Trains and engines may move against current of traffic between K.C. Junction and Broadway Tower No. 17 without flag protection after provisions for the move have been made with leverman at Tower No. 17."

Rule 104 (A) of the Rules of the Operating Department govern all switches on L&N main track between K.C. Jct. and Tower 17.

Engines and trains must stop at K.C. Jct., and call the Operator at L&N RS Office (telephone No. 452-5910) before entering L&N tracks from K.C. Jct. to Aulon.

Operator at RS Office advise all crews of tracks to be used between K.C. Jct. and Aulon and protect movements accordingly.

Movements over ICG tracks between Aulon and South Memphis and between Leewood and Wolf River will be made as authorized by time table or train orders issued by the ICG.

Movements over ICG tracks between North Memphis and South Memphis, via Navy yard, will be made as authorized by time table and train orders issued by the ICG.

Engines and cars approaching Bayless (North Highland) Avenue, south end Leewood Yard, must not exceed a speed of seven (7) miles per hour over crossing.

After engine or cars have blocked the crossing Normal Speed may be resumed.

NASHVILLE DIVISION

D. C. WILLIAMS,
Trainmaster
Nashville, Tenn.

F. B. BEARDEN,
Trainmaster
Lebanon, Tenn.

G. T. BOWDEN,
Ass't. Trainmaster
Bruceton, Tenn.

D. G. COUCH,
Terminal Trainmaster
Memphis, Tenn.

E. D. BROCK,
Ass't. Trainmaster
Memphis, Tenn.

W. P. SKILLERN,
Ass't. Trainmaster
Memphis, Tenn.

B. L. KELSEY,
Ass't. Trainmaster
Memphis, Tenn.

W. B. KEETON, JR.,
Road Foreman of
Engines — Ass't. Trainmaster
Bruceton, Tenn.

E. H. REEVES,
Chief Dispatcher
Bruceton, Tenn.

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL**TWO OR MORE TRACKS**

Between Maplewood and Church Street.
 Between Maplewood and North Radnor (Radnor Cut-off).
 Between Church Street and Shops.
 Between South End and Terminal Limits Atlanta Division.
 Between South End and Terminal Limits Birmingham Division.

NOTE: Single track over Cumberland River Drawbridge and single track over Cumberland River Bridge (Radnor Cut-off).

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are Effective Between:

| | |
|------------------------------|------------------------------|
| Maplewood and Nashville. | } Except within interlocking |
| Maplewood and Radnor. | |
| Radnor and Brentwood. | |
| Nashville and Fourth Avenue. | |
| Shops and Radnor: | |

Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supersedes time-table superiority of trains.

Rules 21 and 21(a) will not apply.

INTERLOCKING

| | |
|------------------|-----------------------------|
| Maplewood | Birmingham Division Freight |
| Cumberland River | Departure |
| Drawbridge | Radnor Receiving Yard |
| Church Street | North Radnor |
| South End | Cumberland River Bridge |
| Oak Street | Radnor Cut-off |
| A-2 | 11th Avenue |
| Vine Hill | Shops |
| Blackman Lane | |

STANDARD CLOCKS

Nashville —Kayne Avenue Yard Office
 Nashville —Union Station Register Office
 Radnor —RA Train Order Office
 Radnor —Enginemen's Washroom

TRAIN ORDER OFFICES

*Church Street TowerContinuous
 *South End TowerContinuous
 *Vine Hill TowerContinuous
 *RadnorContinuous
 *Stations not equipped with train order signal.

REGISTER STATIONS

Nashville —Kayne Avenue Yard Office
 Nashville —Union Station Register Office
 Radnor —RA Train Order Office

CLEARANCE OF TRAINS

All Birmingham Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Vine Hill.

All Louisville and Evansville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Amqui.

All Atlanta Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at South End Tower.

All Nashville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Church Street Tower.

Before leaving Union Station or Kayne Avenue Yard, conductors will ascertain from Operator what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union Station or Kayne Avenue Yard.

SPRING SWITCHES

| Location | Normal Position |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------|
| Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track | For Radnor Cut-off, northward main track. |
| North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet).... | For northward main track. |
| South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet).... | For southward main track. |

BULLETIN BOARDS

Nashville —Kayne Avenue Yard Office.
 Nashville —Union Station Register Office
 Radnor —Enginemen's Washroom
 Radnor —Bowl Office

SPECIAL MOVEMENTS:

1. When signals governing movement on Cumberland River bridge (Radnor Cut-off) are found indicating "Stop," operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.

2. The movement of trains against the current of traffic between interlockings listed below will be made only on written instructions from the Superintendent-Terminal or his representative.

Maplewood and CR Drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Maplewood and Radnor (Radnor cut-off).

3. The movement of trains against the current of traffic between CR Drawbridge and Church Street Interlockings; and between South End and Oak Street Interlockings will be made on signal indication and such movements protected by Interlocking Operators.

4. Movements from Louisville end Eighth Avenue Wye to northward Absolute Block Signal at Cumberland River Drawbridge Interlocking will be made on verbal authority of Operator, Cumberland River Drawbridge.

5. All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at restricted speed except between Oak Street and Brentwood.

6. Movements from the Maplewood Wye to the southward main on the Radnor Cut-off will not be made until permission is obtained from the Operator at Amqui. Before using the hand-throw crossover located just south of Maplewood Wye and between the north and southward mains on Radnor Cut-off permission will be obtained from the Operator at Amqui.

Movements from the Maplewood Wye to the northward passenger main will not be made until permission is obtained from the Operator at Cumberland River Drawbridge.

Before using the hand-throw crossover located just south of Maplewood Wye, and between the north and southward passenger mains, permission will be obtained from the Operator at Amqui, in addition to the Operator at Cumberland River Drawbridge.

7. In the event means of communication fail, Rule 99 to be complied with.

8. All switches of pocket tracks in receiving yard, Radnor, must be restored to normal position immediately after movements over them are completed.

9. Trains move on left hand main track between Cumberland River Bridge (Radnor Cut-off) and Radnor.

10. All trains approaching the spring switch at the north end of the Cumberland River Bridge on the Radnor Cut-off be prepared to stop, expecting to find the switch lined against their movement.

11. Color light information signals on West Nashville Branch, located approximately eighty (80) feet north of 37th Ave., No. and just north of Charlotte Ave. Crossing, are information indicators only. Their purpose is to let crew know there are no conflicting movements between these lights. The indicator light located just north of Charlotte Avenue Crossing is not APPROACH SIGNAL to shops interlocking.

The following procedure will govern transfer cuts moving over A-2 Line from Radnor to Nashville when setting off in South Nashville Yard:

Cars not to be set-off in South Nashville will be left south of the Lebanon Branch turnout from Atlanta Division northward main track. After completing set-off in South Nashville the return movement to rear portion of cut may be made on Atlanta Division northward main track on permission of Operator, South End Tower, to pass dwarf signal, located just east of Continental Grain Company, while displaying a stop indication, as this signal cannot be cleared for this Southward movement on northward main track while cars are standing on northward main track south of the Lebanon Branch turnout.

| | |
|-----------------------|-------------------------|
| J. B. Sellers | Superintendent |
| G. D. McCall | Superintendent-Terminal |
| W. T. Still | Trainmaster |
| H. B. Martin | Trainmaster |
| W. R. Webb | Trainmaster |
| L. W. Dickson | Trainmaster |
| L. K. McCormick | Trainmaster |
| R. L. Honeycutt | Trainmaster |
| C. W. Allen | Assistant Trainmaster |
| R. E. Marquardt | Assistant Trainmaster |
| J. R. Coppinger | Assistant Trainmaster |

SPEED RESTRICTIONS

| Normal (Miles per hour) | Psg. | All other Trains and Engs. | Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars. |
|--------------------------------------------------|------|----------------------------|----------------------------------------------------------------------------------------------------------|
| Maplewood to Foster St..... | 50 | 25 | |
| Foster St. to North End CR Drawbridge..... | 25 | 25 | |
| North End CR Draw-bridge to Cedar St..... | 15 | 10 | |
| Cedar St. to Oak St..... | 15 | 10 | |
| Oak St. to 4th Ave..... | 15 | 10 | |
| Oak St. to Brentwood..... | 50 | 30 | |
| Cedar St. to Shops..... | 20 | 20 | |
| On 12th Ave. Wye..... | 10 | 10 | |
| Thru crossover at Craighead..... | 20 | 20 | |
| Crossover at Craig-head to Main Yd. Office..... | | 30 | |
| Thru crossovers and Turnouts (Except Craighead). | 15 | 10 | |
| On A-2 Line..... | 10 | 10 | |
| RADNOR CUT OFF | | | |
| Maplewood to CR Bridge..... | 40 | 40 | 25 |
| On CR Bridge..... | 15 | 15 | |
| CR Bridge to North Radnor..... | 40 | 40 | 25 |

Engines and cars must not exceed 10 miles per hour on Front Street lead and other tracks in Front Street District.

Trains and engines entering and leaving Receiving and Departure Yards must not exceed 10 miles per hour.

Trains and engines making southward moves on long lead south end Kayne Avenue Yard, approaching Fogg Street, must not exceed 6 miles per hour.

LIST OF SURGEONS—Nashville

| | |
|--------------------------------|------------------|
| Dr. A. J. Sutherland | District Surgeon |
| Drs. Lyle-Rowe-Driver | Oculists |
| Dr. J. C. Pennington, Jr. | Local Surgeon |
| Dr. Kenneth Clason | Local Surgeon |

LIST OF SURGEONS AND OCULISTS

DISTRICT SURGEONS

Dr. A. J. Sutherland.....Nashville, Tenn.
Dr. R. J. Stubblefield, Assistant.....Memphis, Tenn.

OCULISTS

Drs. Lyle-Rowe-Driver.....Nashville, Tenn.
Drs. Roland Myers and Richard Miller.....Memphis, Tenn.

LOCAL SURGEONS

Dr. Hugh Francis, Jr.....Memphis, Tenn.
Drs. W. A. Bell, W. A. Crosby.....Dickson, Tenn.
Dr. A. T. Hicks.....Camden, Tenn.
Dr. R. T. Keeton.....Bruceeton, Tenn.
Dr. M. G. Lowry.....Lexington, Tenn.
Dr. Geo. B. Wyatt.....Jackson, Tenn.
Dr. Geo. D. Dobson.....Jackson, Tenn.
Dr. Carlisle V. Dodson.....Russellville, Ky.
Dr. L. E. Johnson.....Russellville, Ky.
Dr. J. P. Glenn.....Russellville, Ky.
Dr. T. A. Walker.....Clarksville, Tenn.
Dr. W. G. Rhea.....Paris, Tenn.
Dr. W. G. Rhea, Jr. (Associate).....Paris, Tenn.
Dr. Arthur Dunlap (Associate).....Paris, Tenn.
Dr. J. E. Newmann (Associate).....Paris, Tenn.
Dr. W. R. Griffey (Associate).....Paris, Tenn.
Dr. T. M. Minor (Associate).....Paris, Tenn.
Dr. Jas. T. Holmes.....McKenzie, Tenn.
Dr. H. P. Clemmer.....Milan, Tenn.
Dr. J. O. Fields (Associate).....Milan, Tenn.
Dr. J. C. Thornton, Sr.....Brownsville, Tenn.
Dr. J. C. Thornton, Jr.....Brownsville, Tenn.
Dr. H. B. Everett.....Leewood, Tenn.
Dr. Arthur R. Porter, Jr.....Memphis, Tenn.
Dr. Hugh Houston.....Murray, Ky.
Dr. S. L. French.....Paducah, Ky.
Dr. Roy A. Douglas.....Huntingdon, Tenn.
Dr. Jerry F. Atkins.....Huntingdon, Tenn.
Dr. R. W. Brandon, Jr.....Martin, Tenn.
Dr. M. A. Blanton, Jr.....Union City, Tenn.
Dr. Byron O. Garner.....Union City, Tenn.
Dr. J. H. Tilly.....Lebanon, Tenn.
Dr. Wm. S. Taylor.....Cookeville, Tenn.
Dr. T. M. Crain.....Monterey, Tenn.
Dr. C. A. Collins.....Monterey, Tenn.
Dr. H. F. Lawson.....Crossville, Tenn.
Dr. Thayer Wilson.....Carthage, Tenn.

OTHER TRACKS—Nashville Division

| Station | Mile | Capacity 55 ft. Cars | Switch |
|------------------------|----------|-------------------------|-----------|
| Mt. Juliet | NT-17 | 4 | South end |
| Watertown | NT-45 | 10 | Both ends |
| North Alexandria | NT-52.6 | 18 | Both ends |
| Parragon | NT-98.2 | 25 | North end |
| Flat Rock | NT-111.5 | 30 | Both ends |
| Mayland | NT-117.3 | 28 | Both ends |
| Brunswick | F-358 | 20 | Both ends |
| Galloway | F-348 | 6 | South end |
| Stanton | F-332 | 15 | Both ends |
| Gadsden | F-299 | 4 | North end |
| Fruitvale | F-303 | 3 | South end |
| Gibson | F-289 | 15 | Both ends |
| Atwood | F-278 | 15 | North end |
| McEwen | N-57 | 15 | Both ends |
| Pond | N-45 | 29 | Both ends |
| Burns | N-37 | 10 | South end |
| Kingston Springs | N-24 | 47 | Both ends |
| Bellemeade | N-7 | 7 | Both ends |
| Ralston | ND-139 | 14 | South end |
| Henry | F-255 | 15 | Both ends |
| Spinks | F-253 | 14 | Both ends |
| Statesman | F-139 | 15 | North end |
| Auburn | F-132 | 29 | Both ends |
| Dennis..... | F-136 | 20 | South end |
| Allensville..... | F-157 | 10 | South end |

SPEED TABLE

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

| Miles Per Hour | 1 Mile in | | Miles Per Hour | 1 Mile in | |
|----------------------|-----------|-------|----------------------|-----------|-------|
| | Mins. | Secs. | | Mins. | Secs. |
| 5 | 12 | 0 | 40 | 1 | 30 |
| 10 | 6 | 0 | 45 | 1 | 20 |
| 15 | 4 | 0 | 50 | 1 | 12 |
| 20 | 3 | 0 | 55 | 1 | 05 |
| 25 | 2 | 24 | 60 | 1 | 00 |
| 30 | 2 | 0 | 65 | 0 | 55 |
| 35 | 1 | 43 | 70 | 0 | 52 |

TONNAGE RATINGS OF LOCOMOTIVES

- Column 1. FP7A (612-693)
 Column 2. F-7A (803-863), F-9A (550-558), F-7B (702-720), F-9B (575-578), GP-7 (388-489), GP-9 (501-545), GP-18 (900-904), RS-3 (100-259), GP-7N (490-495), C-418 (910-914).
 Column 3. GP-30 (1000-1060), GP-35 (1100-1128), GP-40 (3000-3029), U-23B (2700-2752), U-25B (1600-1626), U-30B (2500-2509), C-420 (1300-1335), RS-20 (1350), GP-38 (4000-4049), GP-38-2 (4050-4144).
 Column 4. C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1525), U-28C (1527-1533), U-30C (1534-1582), U-30C (1470-1499), SDP-35 (1221-1224), SD-35 (1200-1220), SD-40 (1225-1258).

SOUTHWARD

| | Col. 1 | Col. 2 | Col. 3 | Col. 4 |
|------------------------------|------------|--------|------------|------------|
| Leewood-Bruceton | 1485 | 1650 | 1815 | 2475 |
| Leewood-McKenzie | 1710 | 1900 | 2090 | 2850 |
| McKenzie-Bruceton | 1485 | 1650 | 1815 | 2475 |
| McKenzie-Bowling Green | 1010 | 1125 | 1235 | Restricted |
| Erin-Guthrie | 1280 | 1425 | 1565 | Restricted |
| Guthrie-Bowling Green | 2025 | 2250 | 2475 | 3375 |
| Union City-Gibbs | 1915 | 2125 | 2335 | Restricted |
| Gibbs-Martin | 1700 | 1875 | 2050 | Restricted |
| Martin-McKenzie | 1485 | 1650 | 1815 | Restricted |
| Bruceton-Radnor | 1620 | 1800 | 1980 | 2700 |
| Bruceton-Gorman | 2295 | 2550 | 2805 | 3825 |
| *Colesburg-Lyle | 745 | 825 | Restricted | Restricted |
| *Lyle-Aetna | 900 | 1000 | Restricted | Restricted |
| *Aetna-Hohenwald | 990 | 1100 | Restricted | Restricted |
| Paducah-Bruceton | 1485 | 1650 | 1815 | Restricted |
| Paducah-Murray | 2610 | 2900 | 3190 | Restricted |
| Murray-Bruceton | 1485 | 1650 | 1815 | Restricted |
| Crossville-Monterey | Restricted | 900 | Restricted | Restricted |
| Monterey-Radnor | Restricted | 1900 | Restricted | Restricted |

NORTHWARD

| | | | | |
|-----------------------------------|------------|------|------------|------------|
| Radnor-Bruceton | 1080 | 1200 | 1320 | 1800 |
| Colesburg-McEwen | 1280 | 1425 | 1565 | 2135 |
| McEwen-Bruceton | 2880 | 3200 | 3520 | 4800 |
| Bruceton-Leewood | 1225 | 1360 | 1500 | 2040 |
| Bruceton-McKenzie | 1225 | 1360 | 1500 | 2040 |
| McKenzie-Brownville | 1890 | 2100 | 2310 | 3150 |
| Brownville-Leewood | 2700 | 3000 | 3300 | 4500 |
| Bowling Green-McKenzie | 900 | 1000 | 1100 | Restricted |
| Bowling Green-Guthrie | 1485 | 1650 | 1815 | 2475 |
| Guthrie-McKenzie | 1800 | 2000 | 2200 | Restricted |
| McKenzie-Martin | 1225 | 1360 | 1500 | Restricted |
| Martin-Gibbs | 1700 | 1875 | 2025 | Restricted |
| Gibbs-Union City | 1200 | 1320 | 1440 | Restricted |
| Bruceton-Jackson | 1700 | 1875 | 2060 | Restricted |
| Bruceton-Paducah | 1305 | 1450 | 1595 | Restricted |
| Bruceton-Paris | 1330 | 1475 | 1620 | Restricted |
| Paris-Puryear | 1305 | 1450 | 1595 | Restricted |
| Puryear-Paducah | 2610 | 2910 | 3190 | Restricted |
| Hohenwald-Aetna | 990 | 1100 | Restricted | Restricted |
| *Aetna-Lyle | 900 | 1100 | Restricted | Restricted |
| Lyle-Colesburg | 900 | 1000 | Restricted | Restricted |
| Radnor-Lebanon | Restricted | 1800 | Restricted | Restricted |
| Lebanon-Buffalo Valley | Restricted | 1250 | Restricted | Restricted |
| Buffalo Valley-Silver Point | Restricted | 700 | Restricted | Restricted |
| Silver Point-Algood | Restricted | 1600 | Restricted | Restricted |
| Algood-Monterey | Restricted | 800 | Restricted | Restricted |
| Monterey-Crossville | Restricted | 1000 | Restricted | Restricted |

*Doubling Tonnage

Note: When figuring tonnage, each unit will carry its time-table tonnage rating.

Note: RS-3 units must not be operated over Centreville Branch.

Note: When a switch engine is coupled to consist of engines for movement, no tonnage must be figured for this unit to handle. If 1200 HP switch engine is used in local service, figure tonnage 20% less than F class unit.

Note: Six axle locomotives must not be operated on side tracks or branch lines.

NOTE: GP-35 Engines 1116 thru 1128 are restricted on Union City Branch between Martin and Union City.

