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LOUISVILLE & NASHVILLE RAILROAD COMPANY

NASHVILLE DIVISION

TIME-TABLE No.

10

TAKES EFFECT

SUNDAY, OCTOBER 22, 1978

12:01 A.M., CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

K. C. DUFFORD,
Vice President — Operations

J. I. ADAMS, **W. E. GILSTRAP,**
Ass't. Vice President — Transportation General Manager — Transportation

S. R. JOHNSON, **M. C. TABOR,**
Superintendent Ass't. Superintendent

G. D. McCALL, **L. K. McCORMICK,**
Superintendent—Terminals Ass't. Supt. — Terminals
Nashville, Tenn. Nashville, Tenn.

DIVISION SPECIAL INSTRUCTIONS

SUB-DIVISIONS

BRUCETON—Between Nashville/Radnor and Bruceton, including Jackson Branch and Paducah Branch.

MEMPHIS—Between Bruceton and Memphis, including Union City Branch and Cordova Branch.

CLARKSVILLE—Between McKenzie and Memphis Junction.

NASHVILLE AND EASTERN—Between Nashville/Radnor and Crossville, including branches.

DISTANCES TO COMPLY WITH RULES 11, 15 AND 99

1. Where Normal Speed is twenty-five (25) miles per hour or less, the prescribed minimum distance is $\frac{3}{4}$ miles.
2. Where Normal Speed is twenty-six/thirty-five (26-35) miles per hour, the prescribed minimum distance is 1 mile.
3. Where Normal Speed is thirty-six/forty-five (36-45) miles per hour, the prescribed minimum distance is $1\frac{1}{4}$ miles.
4. Where Normal Speed is forty-six/fifty (46-50) miles per hour, the prescribed minimum distance is $1\frac{1}{2}$ miles.

LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES —

950- 959	2800 Series	7000 Series
1058-1060	3000 Series	7513-7523
1116-1128	3500 Series	8000-8009
1200 Series	3600 Series	
1351-1378	4000 Series	
1400 Series	4100 Series	
1500 Series except 1518-1525	5100 Series	
2500 Series	5600 Series	
2700 Series except 2700-2707		

LOCOMOTIVES EQUIPPED WITH ALIGNMENT CONTROL DRAFT GEAR — DYNAMIC BRAKES CAN BE USED WITH THESE UNITS

900-904	1300-1335	2700-2707
1000-1057	1518-1525	4500-4504
1100-1115	1600-1626	

EQUIPMENT AND CARS RESTRICTED

All loaded coal trains must NOT operate at a speed between ten (10) and twenty-five (25) miles per hour except to accelerate and decelerate through these speeds, which must be done within one (1) train length.

Company Oil Service cars in series 40917-40942 must be handled in local freight service not more than four (4) cars ahead of the caboose.

Cars in series 40966-40987 are equipped with six (6) 100-ton capacity axles and, when loaded, have a gross weight of 350,000

lbs. Because of their heavy weight, these cars must be handled near head end of train.

It is permissible for all types of cars with a minimum length of forty (40) feet to move between piggyback flats and/or auto rack cars. When moving cars shorter than forty (40) feet between two piggyback cars and/or auto rack cars, two cars must be used.

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 wood chip 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 will not exceed five (5) miles per hour for the first ten minutes, then gradually increase the speed during the next ten minutes to twenty-five (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 they 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.

All scale test cars, including L&N 41498 through 41504 are restricted to a maximum speed of twenty-five (25) miles per hour, and must be handled next to caboose in local freight trains only.

Trains handling units of welded rail must not exceed forty (40) miles per hour.

Six (6) axle Diesel Units must not exceed ten (10) miles per hour through all turnouts and crossovers, except at end of Two or More Tracks, and turnouts at ends of controlled sidings.

These units must be kept off team, house and industrial tracks.

If necessary to fill out and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his locomotives.

When loaded woodchip shipments are being hauled in open top cars in trains with coal or other contaminating products, the woodchips must be handled ahead of the coal or contaminating products.

M. of W. camp cars and like equipment must be handled in local train service insofar as practicable.

When necessary to handle M. of W. cars in tonnage trains, they must be placed next ahead of caboose on the rear.

SPECIAL INSTRUCTIONS—Continued

When moving dead locomotive units in trains, they must be handled next to the engine as long as total unit consist does not exceed weight limitations on track structure and bridges.

Mixing dead locomotive units with cars back in train must be avoided.

MISCELLANEOUS

It is permissible for trains to depart their initial station ahead of the time they were called to depart so long as the departure time is after the on-duty time of the crew.

Train dispatchers in issuing lineups will use on-duty time of crews and not call times.

Occasionally we experience heavy rains over portions of the Division. When this occurs operate trains and engines carefully where slides and washouts are liable to occur.

Each engineer, as soon as possible after departing originating terminal, must check speedometer of the unit operating from for accuracy. This must be done by checking time by standard watch between mile posts and apply to Speed Table in current time-table. Any inaccurate or inoperative speedometer must be listed on locomotive inspection report at end of trip.

All crew members of trains passing through slow order track areas must keep as close lookout as possible over their train to detect any derailed equipment. Crew members on caboose will be expected to be on rear platform while moving over slow order track areas, observing train ahead closely as possible and also being on lookout for any new tie or track damage to indicate derailed equipment in the train.

Within Centralized Traffic Control System Limits, where Normal Speed is more than twenty (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 the main track occupied by engine or cars, or main track switch open.

Trains of a division or railroad running over another division or railroad are subject to the rules and special instructions of that division or railroad and all concerned must provide themselves with a copy of such rules and special instructions and a current time-table.

Engine number need not be shown on Clearance Form A addressed to a regular train.

The following excerpts from state statutes, as indicated, are provided for information. Where L&N requirements are more strict, they should be observed:

Tennessee—"(1) The officials having jurisdiction over every public road crossed by a railroad shall place at each crossing a sign . . . and the failure of any engine driver to blow the whistle or ring the bell at any public crossing so designated by either the railroad company or the said public official, shall constitute negligence.

(2) On approaching every crossing so distinguished, the whistle or bell of the locomotive shall be sounded at the distance of one-fourth ($\frac{1}{4}$) of a mile from the crossing, and at short intervals till the train has passed the crossing.

(3) On approaching a city or town, the bell or whistle shall be sounded when the train is at the distance of one (1) mile, and at short intervals till 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.

(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."

Paragraph (3) above is applicable at the following incorporated towns on this Division:

Bruceton Sub-division	Trezevant
White Bluff	Atwood
Burns	Milan
Dickson	Gibson
McEwen	Humboldt
Waverly	Gadsden
New Johnsonville	Bells
Camden	Brownsville
Bruceton	Stanton
Lexington	Mason
Jackson	Arlington
Paris	Bartlett
	Memphis
Clarksville Sub-division	Nashville and Eastern Sub-division
McKenzie	Lakewood
Henry	Lebanon
Paris	Watertown
Big Sandy	South Carthage
Erin	Gordonsville
Clarksville	Baxter
Memphis Sub-division	Cookeville
Bruceton	Algood
Huntingdon	Monterey
McKenzie	Crossville

Kentucky—"The bell shall be rung or the whistle sounded, outside of cities, at a distance of at least fifty (50) rods from the place where the track crosses upon the same level any highway or crossing at which a signboard is required to be maintained, and the bell shall be rung or the whistle sounded continuously or alternately until the engine has reached the highway or crossing. In cities such signals shall be given as the legislative body of the city requires."

SPEED AND GROSS WEIGHT RESTRICTIONS
Speed Restricted (MPH) As Shown For Certain Equipment

Line	Line Capacity (Lbs.)	Normal Speed Frt.		Wrecker No.	Pile Driver, Locomotive Cranes, Ditchers and Other Top-heavy Equipment
				40023	
Shops to Bruceton	263,000	50	Note C	40	30
Tennessee River Bridge, New Johnsonville		25		25	25
Bruceton to Leewood	263,000	49	Note D	40	30
Leewood to Aulon	263,000	30	Note D	30	30
Aulon to Mile Post NI 229	263,000	20	Note G	20	20
Leewood to North Memphis	220,000	10	Note A	Barred	10
Aulon to Mile Post NI 211	263,000	40	Note E	40	30
McKenzie to Martin	263,000	40	Note E	40	30
Martin to Union City	263,000	30	Note E	30	30
Memphis Jct. to Guthrie	263,000	40	Note F	40	30
Guthrie to Paris	240,000	40	Note B	Barred	30
Clarksville and Danville Drawbridges		15	Note B		15
Paris to McKenzie	263,000	40	Note E	40	30
Bruceton to P. & I. Junction	263,000	30	Note E	30	30
Bridge No. 40.0		20	Note E	20	20
P. & I. Junction to Paducah	263,000	10	Note E	10	10
Bruceton to Luray	263,000	30	Note E	30	30
Luray to Jackson	263,000	40	Note E	40	30
Conalco Jct. to Conalco	263,000	10	Note E	10	10
Vine Hill to Lebanon	263,000	25	Note B	25	25
Old Hickory Spur		10	Note B	Barred	10
Lebanon to Crossville	220,000	25	Note B	Barred	25
Carthage Spur		10	Note B	Barred	10
Mine Spur Monterey		10	Note B	Barred	10

NOTE A: Locomotives heavier than 256,000 pounds must not be used.

NOTE B: Locomotives heavier than 258,000 pounds must not be used.

NOTE C: Locomotives numbered 1400 thru 1432, 1500 thru 1525, 7513 thru 7523, 8007 thru 8009 are restricted to maximum speed of forty (40) miles per hour.

NOTE D: Locomotives numbered 1400 thru 1432, 1500 thru 1525, 7513 thru 7523 and 8007 thru 8009 are barred.

NOTE E: 6-axle locomotives are barred.

NOTE F: 6-axle locomotives are restricted to maximum speed of twenty-five (25) miles per hour.

NOTE G: 6-axle locomotives are restricted to maximum speed of ten (10) miles per hour.

Locomotives equipped with friction bearings are restricted to a maximum speed of thirty-five (35) miles per hour.

All weights given above under "Line Capacity" are for 4-AXLE FREIGHT CARS, two or more coupled together. Gross weight is the maximum gross weight of car and lading.

Weights up to and including 224,000 pounds apply to cars 38 feet long in train.

Weights over 224,000 pounds apply to cars 43 feet 10 inches long in train.

Cars shorter than 43 feet 10 inches, or 38 feet reduce the respective allowed gross weights in proportion to the length. When it is necessary to run heavier cars than shown above over a portion of this division, authority must be obtained from the Chief Dispatcher.

TONNAGE RATING OF LOCOMOTIVES

Column 1. GP-7, GP-7N, GP-9, GP-18, SW-1500, MP-15, RS-11, C-418

Column 2. B-23-7, GP-30, GP-35, GP-38, GP-38-2, SD-35-M, SD-38-2, GP-40, U-23-B, U-25-B, U-28-B, U-30-B, RS-20, C-420, C-430

Column 3. SD-35, SDP-35, SD-40, SD-40-2, U-25-C, U-28-C, U-30-C, C-628, C-630

SOUTHWARD	Col. 1	Col. 2	Col. 3
Leewood-Bruceton	1650	1815	2475
Leewood-McKenzie	1900	2090	2850
McKenzie-Bruceton	1650	1815	2475
McKenzie-Bowling Green	1125	1235	Restricted
Erin-Guthrie	1425	1565	Restricted
Guthrie-Bowling Green	2250	2475	3375
Union City-Gibbs	2125	2335	Restricted
Gibbs-Martin	1875	2050	Restricted
Martin-McKenzie	1650	1815	Restricted
Bruceton-Radnor	1800	1980	2700
Bruceton-Gorman	2550	2805	3825
Paducah-Bruceton	1650	1815	Restricted
Paducah-Murray	2900	3190	Restricted
Murray-Bruceton	1650	1815	Restricted
Crossville-Monterey	900	990	Restricted
Monterey-Radnor	1900	2090	Restricted

NORTHWARD

Radnor-Bruceton	1200	1320	1800
Colesburg-McEwen	1425	1565	2135
McEwen-Bruceton	3200	3520	4800
Bruceton-Leewood	1360	1500	2040
Bruceton-McKenzie	1360	1500	2040
McKenzie-Brownsville	2100	2310	3150
Brownsville-Leewood	3000	3300	4500
Bowling Green-McKenzie	1000	1100	Restricted
Bowling Green-Guthrie	1650	1815	2475
McKenzie-Martin	1360	1500	Restricted
Martin-Gibbs	1875	2025	Restricted
Gibbs-Union City	1320	1440	Restricted
Bruceton-Jackson	1875	2060	Restricted
Bruceton-Paducah	1450	1595	Restricted
Bruceton-Paris	1475	1620	Restricted
Paris-Puryear	1450	1595	Restricted
Puryear-Paducah	2910	3190	Restricted
Radnor-Lebanon	1800	1980	Restricted
Lebanon-Buffalo Valley	1250	1375	Restricted
Buffalo Valley-Silver Point	700	770	Restricted
Silver Point-Algood	1600	1760	Restricted
Algood-Monterey	800	880	Restricted
Monterey-Crossville	1000	1100	Restricted

NOTE: Each unit will carry its time-table tonnage rating, except no tonnage will be applied to low HP switcher type units (600 HP, 1000 HP, 1200 HP) when coupled in MU with other class units. If 1200 HP switch engine is used in local service, figure tonnage 80% of Column 1.

SOUTHWARD

MEMPHIS AND BRUCETON

NORTHWARD

THIRD CLASS		SECOND CLASS				M.P. Locations	TIME-TABLE No. 10 Takes effect Sunday October 22, 1978 at 12:01 a.m. Central Standard Time	Car Capacity of Siding based on 55 feet per car	FIRST CLASS	SECOND CLASS				
547	541	585	581	583	587				526	580	546	540	586	588
Freight	Local Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight				Piggy- back	Fast Freight	Freight	Local Freight	Fast Freight	Fast Freight
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
P.M.	A.M.	P.M.	P.M.	A.M.	A.M.			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	
						224.1								
		10.00	5.00	10.00 ⁵⁸⁵	3.00	370.5							11.30	11.30
		10.07	5.10	10.12	3.08	365.5							11.15	11.20
		10.27	5.27	10.45 ⁵⁸⁵	3.35	351.4							10.45 ⁵⁸⁵	11.00
		10.45 ⁵⁸⁵	5.45	11.15	3.50	340.5							10.23	10.45 ⁵⁸⁵
		10.57	5.57	11.27	4.08	332.0							10.08	10.29
		11.15	6.15	11.45	4.35 ⁵⁸⁵	319.6							9.45	10.05
		11.30	6.30	12.01	4.50	306.7							9.31	9.50
		11.45	6.50	12.15	5.15	294.7							9.15	9.30
	9.30	12.05	7.11	12.35	5.30	283.3							7.35	9.00
	9.45	12.26	7.31	12.56	5.55	273.2							7.20	8.45
2.35	10.00	12.45	7.45	1.15	6.10	263.2							4.45	7.10
2.42		1.00	8.00	1.25	6.20	111.9							6.50	8.25
2.53		1.10	8.15 ⁵⁸⁵	1.40	6.30 ⁵⁴⁰	105.1							6.30 ⁵⁸⁷	8.15
3.20		1.30	8.30	2.00	6.55 ⁵²⁶	94.5							6.15	8.00
P.M.	A.M.	A.M.	P.M.	P.M.	A.M.								A.M.	A.M.
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily								Daily ex. Sunday	Daily ex. Sunday
547	541	585	581	583	587								526	580
													546	540
													586	588

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

SOUTHWARD

BRUCETON AND RADNOR

NORTHWARD

SECOND CLASS					M.P. Locations	TIME-TABLE No. 10 Takes effect Sunday October 22, 1978 at 12:01 a.m. Central Standard Time	Car Capacity of Stations based on 55 feet per car	SECOND CLASS					
581	583	587	563	585				526	586	562	588	580	
Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight				Piggy- back	Fast Freight	Freight	Fast Freight	Fast Freight	
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
P.M.	P.M.	A.M.	A.M.	A.M.	STATIONS								
L 9.30	L 5.00	L 11.55	L 3.00	L 1.45	94.5	BRUCETON	0	Yard	A 6.00	A 7.30	A 1.00	A 7.00	A 1.00
					90.5	LIPE		53					
					85.7	CAMDEN		80					
					79.3	NEW JOHNSONVILLE		165					
					71.5	PURSLEY		69					
					61.6	GORMAN		146					
					49.6	TENNESSEE CITY		120					
					41.4	DICKSON							
					39.3	COLESBURG		88					
					34.0	CROW		163					
					19.7	PEGRAM		64					
12.30	8.00	3.10	6.30	4.45	2.3	SHOPS		EDT	2.30	3.15	9.30	3.00	10.00
		A 3.25			0.0	NASHVILLE	0	Yard	L 2.15	L 3.00			
A 1.00	A 8.30		A 7.00	A 5.15	190.0	RADNOR	0	Yard			L 9.00	L 2.30	L 9.30
A.M.	P.M.	P.M.	A.M.	A.M.					A.M.	A.M.	A.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily
581	583	587	563	585					526	586	562	588	580

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

SOUTHWARD			UNION CITY BRANCH			NORTHWARD		
THIRD CLASS			M.P. Locations	TIME-TABLE No. 10 Takes effect Sunday October 22, 1978 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS		
	547					546		
	Freight					Freight		
	Daily ex. Sunday					Daily ex. Sunday		
	P.M.					A.M.		
	^L 12.30	153.9		UNION CITY 3.20		^A 7.35		
	12.50	150.7		GIBBS 9.64		7.20		
	1.15	141.0		MARTIN 9.19	Yard	6.35		
	1.40	131.9		DRESDEN 7.39	42	6.10		
	1.56	124.5		GLEASON 7.77	28	5.57		
	^A 2.35	116.7		McKENZIE 0	32	^L 5.45		
	P.M.					A.M.		
	Daily ex. Sunday					Daily ex. Sunday		
	547					546		

SOUTHWARD			JACKSON BRANCH			NORTHWARD		
			M.P. Locations	TIME-TABLE No. 10 Takes effect Sunday October 22, 1978 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car			
			144.2	JACKSON 13.76	84			
			130.3	LURAY 11.66	85			
			118.2	LEXINGTON 24.96	72			
			86.1	BRUCETON 0				

CROSSVILLE AND RADNOR

SOUTHWARD

NORTHWARD

			TIME-TABLE No. 10 Takes effect Sunday October 22, 1978 at 12:01 a.m. Central Standard Time				
			M.P. Locations	STATIONS	Car Capacity of Stations based on 55 feet per car		
			130.7	CROSSVILLE 22.4			
			108.3	MONTEREY 13.9	45		
			94.5	ALGOOD 4.2	51		
			90.4	COOKEVILLE 7.9	50		
			82.5	BAXTER 7.4	38		
			75.0	SILVER POINT 14.1	45		
			60.8	CARTHAGE JCT. 8.3	47		
			52.6	NORTH ALEXANDRIA 20.6	18		
			32.0	LEBANON 8.6	41		
			23.4	MARTHA 8.4	51		
			15.1	GREEN HILL 5.2	54		
			9.7	STONE RIVER 1.9	51		
			7.8	DONELSON 9.3	15		
				VINE HILL 6.0			
				RADNOR			

A Manual Block System is in effect on the Nashville and Eastern Sub-division. It consists of four (4) blocks as follows:

Radnor-Lebanon Carthage Junction-Monterey
Lebanon-Carthage Junction Monterey-Crossville

DEFINITION — MANUAL BLOCK SYSTEM — A BLOCK SYSTEM WHEREIN THE USE OF EACH BLOCK IS GOVERNED BY THE VERBAL AUTHORITY OF THE TRAIN DISPATCHER. SUCH VERBAL AUTHORITY SUPERSEDES THE SUPERIORITY OF TRAINS.

The authority to occupy any of these blocks must be obtained verbally by the conductor or engineer from the operator at Radnor. Phone numbers are as follows:

Company Phone 239 Bell Phone 254-7282

The operator at Radnor will then communicate with the dispatcher at Bruceton and secure the authority for a train to occupy a block. The dispatcher may grant authority for a straight-away movement through the block or may grant authority to move in both directions within the limits of the block. All members of the crew must be aware of the authority before it is acted upon.

Flag protection as prescribed by Rule 99 is not required un-

less directed by the dispatcher. The dispatcher may not authorize a second movement within a block until the first movement is protecting itself, as prescribed by Rule 99.

In emergency situations authority may be obtained by radio, and the dispatcher will notify the operator at Radnor of the authority which has been obtained. The authority to occupy a block may be cancelled by the dispatcher by telephone, or, in emergency situations by radio communication, and all members of the crew must be aware that the authority has been cancelled.

Trains must immediately report to the operator at Radnor when clearing the limits of a block, or clearing the main track at intermediate points. Trains must not re-enter the block or occupy the main track at intermediate points, without obtaining additional authority from the operator at Radnor.

If means of communication fail, a train must not occupy a block until it is fully protected, as prescribed by Rule 99.

The Manual Block Instructions do not apply within yard limits.

The operator at Radnor and the dispatcher at Bruceton will both be required to keep records of the movements of trains within these blocks.

Trains will be identified by their engine numbers and the issuance of Clearance Form A and Train Orders is not required.

SPECIAL INSTRUCTIONS
SUB-DIVISIONS
BRUCETON SUB-DIVISION

STANDARD CLOCKS

Dickson—Station Building
New Johnsonville—Washroom
Bruceton—Train-Order Office
Bruceton—Train Dispatcher's Office
Jackson—Station Building
Paris—Agent's Office
Murray—Agent's Office
Paducah—Yard Office

TRAIN-ORDER OFFICES

Station	Hours Office Open	Days Office Closed
*Bruceton	Continuous	
Paris	8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M.	Sunday
*Murray	8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M.	Sat. and Sun.
*Paducah	6:00 A.M. to 11:30 A.M. and 12:30 P.M. to 3:00 P.M.	Sunday

*—Indicates train-order office not equipped with train-order signal as required by Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
Bruceton	All trains	
Murray	All trains	All trains
Paducah	All trains	All trains
Jackson	All trains	

CLEARANCE OF TRAINS

No. 541 may assume schedule and leave Paris without Clearance Form A.

All trains must obtain Clearance Form A at Murray when operator is on duty.

YARD LIMITS

Nashville Terminal,	Murray
except within CTC limits	Paris
Bruceton	Paducah-P. & I. Jct.
Jackson	

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Jackson	ICG	Stop Boards
P.&I. Junction	ICG	Gate (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.

DRAWBRIDGE

Location	Mile	Protection
New Johnsonville.....	N-80.5	CTC

When Absolute Block Signal indicates "Stop," in addition to complying with Rules 552 or 552(a), no part of train may be moved onto bridge until proceed signal, Rule 12(c), is received from Drawbridge Tender with yellow flag by day and yellow light by night, or verbal permission is received from Drawbridge Tender that bridge is in safe condition for movement of train. Drawbridge Tender must not give such proceed signal, nor such verbal permission, until satisfied that bridge is in condition for safe movement of train.

EXCEPTION TO RULE 104 (a).

At Paris, north connection track switch connecting Bruceton Sub-division with Clarksville Sub-division will be set and locked for connecting track.

BULLETIN BOARDS

Dickson—Station Building
New Johnsonville—Washroom
Bruceton—Train-Order Office
Bruceton—Enginemen's Washroom
Jackson—Station Building
Paris—Agent's Office
Murray—Agent's Office
Paducah—Yard Office

DEFECT DETECTOR SYSTEM

M.P. Locations	Direction
N-22.5	Bi-directional
N-56.8	Bi-directional
N-84.2	Bi-directional

EXCEPTIONS TO NORMAL SPEED

M.P. Locations	Speed (Miles Per Hour)
N- 8.7 to N- 8.9	40
N-16.0 to N-16.8	30
N-18.3 to N-19.1	35
N-21.5 to N-23.4	45
N-26.2 to N-29.8	40
N-75.5 to N-76.2	45
Through crossovers and turnouts, unless otherwise provided	15

BRUCETON SUB-DIVISION—Continued**CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS**

Centralized Traffic Control System rules are in effect between:

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

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Channels
New Johnsonville.....	7:00 A.M. to 6:00 P.M.	End to End
Bruceton, dispatcher's office.....	Continuous	Division coverage
Bruceton	Continuous	End to End Yard
Jackson	8:00 A.M. to 5:00 P.M., Closed Sun.	End to End
Paris	8:00 A.M. to 5:00 P.M., Closed Sun.	End to End
Murray	8:00 A.M. to 5:00 P.M., Closed Sat. and Sun.	End to End
Paducah	6:30 A.M. to 3:30 P.M., Closed Sun.	End to End

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Name of City	Speed (Miles Per Hour)
Nashville-Davidson County	25
Pegram	40
Kingston Springs (Note 1)	25
White Bluff	35
Dickson—engine or lead car over Center and Main Street crossings	20
McEwen	25
Waverly	35
Bruceton	20
Lexington	10
Jackson	20
Paris	7
Murray—over Main Street crossing north of depot	20
Paducah	8

Note 1. After engine has fouled last crossing, speed may be increased to the maximum authorized.

MISCELLANEOUS**AT JACKSON**

Bridge 144.5 (ICG) will not clear man on side of car. Overhead clearance of this bridge is sixteen (16) feet, nine (9) inches.

Bridge 143.9 (ICG) will not clear man on side of car. Overhead clearance of this bridge is sixteen (16) feet, six (6) inches.

Switches within yard limits may be left as last used.

MEMPHIS SUB-DIVISION**STANDARD CLOCKS**

Bruceton—Train-Order Office

Bruceton—Train Dispatcher's Office

McKenzie—Agent's Office

Leewood—Yard Office

Leewood—Roundhouse, Trainmen's Washroom

Leewood—Roundhouse, Enginemen's Washroom

Leewood—"RS" Train-Order Office

Union City—Station Building

TRAIN-ORDER OFFICES

Station	Hours Office Open	Days Office Closed
*Bruceton	Continuous	
*McKenzie	8:30 A.M. to 1:00 P.M. and 2:00 P.M. to 5:30 P.M. ..	Sunday
Milan	Continuous	
Brownsville	8:30 A.M. to 4:30 P.M.	Sat. and Sun.
*Leewood "RS"	Continuous	

*—Indicates train-order office not equipped with train-order signal as required by Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
Bruceton	All trains.....	
McKenzie	Union City Branch trains and Clarks- ville Sub- division trains	During hours train-order office is closed, leaving register card in box on building
Leewood — yard office	All trains	Southward "run through" trains
Union City.....	All trains.....	

CLEARANCE OF TRAINS

No. 547 may assume schedule and leave Union City without Clearance Form A.

All trains must obtain Clearance Form A at McKenzie when operator is on duty.

MEMPHIS SUB-DIVISION—Continued**YARD LIMITS**

Bruceton	Leewood-Memphis Terminal
McKenzie	Gleason
Milan	Dresden
Humboldt	Union City
Brownsville	

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
McKenzie	L&N (Clarksville Sub-division)	Stop Boards
Milan	ICG	Interlocking
Humboldt	ICG	Gate (Note 1)
Leewood	ICG	Interlocking
Leewood	MP	Stop Boards
Aulon	ICG	Interlocking
Aulon	MP	Interlocking
KC Junction	Southern	Stop Boards
Memphis	ICG	Stop Boards
Martin	ICG	Automatic Interlocking
Gibbs	ICG	Automatic Interlocking
Union City	ICG	Gate (Note 2)

Note 1. The normal position of gate is across the track of the ICG. Aspects, 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 and will proceed only when crossing is known to be clear.

Note 2. 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.

EXCEPTION TO RULE 99

Unless otherwise directed by train order, Nos. 546 and 547 will not protect against following extra trains between Martin and Union City.

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.

EXCEPTION TO RULE 104(d)

Train-orders will not be required for operation on the Cordova Branch.

The following exception to the requirements of Rule 104(d) are made:

Derail, located at entrance to Cordova Branch, will be kept in normal position at all times, except when the branch is occupied by a train. When derail is in normal position (set to derail) it will indicate that no train is on the branch and that movements may be made to the branch.

When derail is set and locked off the track, it will indicate that a train is occupying such branch and no other train movement may be made unless protected in accordance with Rule 99.

BULLETIN BOARDS

Bruceton—Train-Order Office
 Bruceton—Enginemen's Washroom
 Leewood—Yard Office
 Leewood—Enginemen's Washroom
 Union City—Station Building
 McKenzie—Agent's Office

DEFECT DETECTOR SYSTEM

M.P. Locations	Direction
F-268.6	Bi-directional
F-302.5	Bi-directional
F-337.8	Bi-directional

TWO OR MORE TRACKS

Between Leewood and Aulon

EXCEPTIONS TO NORMAL SPEED

M.P. Location	Speed (Miles Per Hour)
Connecting track at McKenzie including switches	20
Through crossovers and turnouts, unless otherwise provided	15

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System rules are effective between:
 Leewood and Aulon.

INTERLOCKING

Interlocking rules are in effect:

Aulon	Martin (Notes 1 and 3)
Leewood "RS"	Gibbs (Notes 2 and 3)
Milan	

Note 1. Switch Key Release Clearing for L&N movement, Automatic Clearing for ICG movement.

MEMPHIS SUB-DIVISION—Continued

Switch key releases are located on Interlocking 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, Interlocking signal should immediately indicate "Proceed."

Should Interlocking signal fail to indicate "Proceed" 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 indicate "Stop" after operating Emergency Key Release in accordance with instructions, movement may then be made in accordance with Rule 672.

Note 2. Should Interlocking signal governing movement over ICG crossing indicate "Stop," a member of crew of train affected must:

1. Observe the indicator lamp on the Emergency Release Box for the track to be used:

- (a) If indicator lamp is lit, signals governing conflicting routes are at stop; proceed with instruction 2 below.
- (b) If indicator lamp is not lit, signals governing conflicting routes may be clear and no action should be taken until after waiting 6 minutes; then, if no movement is evident on conflicting routes, proceed with instruction 2 below.

2. Insert switch key in release box for track to be used, turn clockwise as far as possible and hold in that position for 5 seconds; then turn key back and remove. Signal should clear in 6 minutes.

3. If signal continues to display "Stop" after complying with above instructions, train must occupy track within interlocking limits, but clear of any conflicting route, for 6 minutes.

4. After complying with instruction 3 above, if there is no train in conflicting route, proceed at Restricted Speed on hand signal from a member of the crew.

5. If a train is approaching on conflicting route, proceed hand signal must not be given until such movement is stopped. If a train is standing between the governing signals on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train on the conflicting route.

6. When it has been necessary to use the emergency release, train dispatcher will be notified at first opportunity.

Note 3. Do not exceed twenty (20) miles per hour within Interlocking Limits. The indication of the distant signal does not convey the condition of the track between the distant signal and the governing Interlocking signal.

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Channels
Bruceton, dispatcher's office ...	Continuous	Division coverage
Bruceton	Continuous	End to End Yard
McKenzie	8:30 A.M. to 1:00 P.M. and 2:00 P.M. to 5:30 P.M. Closed Sun...	End to End
Milan	Continuous	End to End
Brownsville	8:30 A.M. to 4:30 P.M. Closed Sat. and Sun.....	End to End
Leewood	Continuous	End to End Yard
Leewood "RS"	Continuous	End to End Yard
Gleason	Irregular	End to End

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Name of City	Speed (Miles Per Hour)
Bruceton	20
Huntingdon	25
Trezevant	25
Milan	25
Bells	30
Brownsville	30
Mason (Note 1)	30
Arlington (Note 1)	30
Bartlett	
Altruria Road crossing (Note 2)	40
Stage Road and Ferguson Road crossings (Note 2)	30
Memphis	30
Gleason	15
Dresden	15
Martin	10
Union City	6

Note 1. After engine has fouled last crossing, speed may be increased to the maximum authorized.

Note 2. After engine has crossed over Ferguson Road crossing, northward trains may resume maximum authorized speed. After engine has crossed over Stage Road, southward trains may increase speed to forty (40) miles per hour and after engine blocks Altruria Road, southward trains may resume maximum authorized speed.

MEMPHIS SUB-DIVISION—Continued

MISCELLANEOUS

AT 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.

AT MEMPHIS

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

The officers designated to authorize movements against the current of traffic within yard limits are Terminal Trainmasters and Assistant Terminal Trainmasters.

The former main track between KC Junction and Kentucky Street is designated 101 Track. The former northward main track between Aulon and KC Junction is designated 102 Track. The former southward main track between Aulon and KC Junction is designated 103 Track. Tracks 101, 102 and 103 are yard tracks and Rule 105 governs. Train movements on these tracks will be made in either direction upon the verbal authority of the Operator at "RS" (Company phone and Bell phone) except a northward movement from Aulon on 102 Track or 103 Track may be made without verbal authority when interlocking signal governing movements through Aulon Interlocking displays an indication authorizing train to proceed.

The Operator at "RS" will maintain record of movements on these tracks on the prescribed form.

L&N trains will use Southern Railway westward main track adjacent to L&N track between the point of crossover, just north of KC Junction, from L&N track to Southern Railway westward main track at KC Junction, and crossover just north of Third Street from Southern Railway main track to L&N track.

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 KC Junction and crossover just north of Third Street from Southern to L&N to first obtain authority from the Southern yardmaster at Forrest Yard to do so. Authority may be obtained either by radio or telephone.

All trains and engines must approach all switches between KC Junction and Kentucky Street on both L&N and Southern Railway tracks expecting to find them lined against their movement.

The switches will have no normal position and may be left as last used.

Trains or engines using Southern Railway westward main track between KC Junction and crossover just north of Third Street 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 KC Junction and crossover

just north of Third Street will be made without flag protection after provision for the movement has been made with the Southern yardmaster at Forrest Yard.

Trains approaching Bayless (North Highland) Avenue, south end Leewood Yards, 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.

Trains handling loaded 38'1" long, 100-ton aggregate hopper cars, including VULX 9101-9190 and Sou 100300-102099 and 103300-103999, must not exceed 10 miles per hour over Cooper Avenue, MP NI-225.3 and over Central Avenue, MP NI-225.4.

AT MARTIN

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

CLARKSVILLE SUB-DIVISION

STANDARD CLOCKS

McKenzie—Agent's Office

Paris—Agent's Office

Russellville—Agent's Office

Bowling Green—Yard Office

TRAIN-ORDER OFFICES

Station	Hours Office Open	Days Office Closed
*McKenzie	8:30 A.M. to 1:00 P.M. and 2:00 P.M. to 5:30 P.M.	Sunday
*Paris	8:00 A.M. to 12:00 Noon ... 1:00 P.M. to 5:00 P.M.	Sunday
*Guthrie	7:00 A.M. to 4:00 P.M.	Sat. and Sun.
*Bowling Green	7:00 A.M. to 11:00 P.M.	

*—Indicates train-order office not equipped with train-order signal as required by Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
McKenzie	All trains	During hours train-order office is closed, leaving register card in box on building
Guthrie	All trains	During hours train-order office is closed
Russellville	Trains originating ...	
Bowling Green	All trains	

CLARKSVILLE SUB-DIVISION—Continued**CLEARANCE OF TRAINS**

No. 541 may assume schedule and leave McKenzie without Clearance Form A.

No. 542 may assume schedule and leave Memphis Jct. without Clearance Form A.

All trains must obtain Clearance Form A at Guthrie when operator is on duty.

YARD LIMITS

McKenzie	Guthrie
Paris	Russellville
Clarksville	

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
McKenzie	L&N	Stop Boards
Guthrie	L&N (Evansville Div.)	Interlocking

DRAWBRIDGES

Location	Mile	Protection
Danville (Note 1)	F-221	Interlocking
Clarksville (Note 1)	F-178	Interlocking

Note 1. Do not exceed twenty (20) miles per hour within Interlocking Limits at these drawbridges. The indication of the distant signal does not convey the condition of the track between the distant signal and the governing Interlocking signal.

EXCEPTION TO RULE 99

Unless otherwise directed by train order, No. 541 will not protect against following extra trains between McKenzie and Paris.

Under these instructions, extra trains must not follow No. 541 between points specified, except under protection, until they are informed by train order that No. 541 is protecting against their movement, or that No. 541 has arrived at Paris.

BULLETIN BOARDS

McKenzie—Agent's Office
 Paris—Agent's Office
 Russellville—Agent's Office
 Bowling Green—Roundhouse
 Bowling Green—Yard Office

EXCEPTIONS TO NORMAL SPEED

M.P. Locations	Speed (Miles Per Hour)
F-175.7 to F-175.9	25
F-188.5 to F-190.5	25
Through crossovers and turnouts, unless otherwise provided	15

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System rules are in effect:
 Between a point one thousand six hundred (1600) feet north of Mile Post F-119 and Memphis Jct.

INTERLOCKING

Interlocking rules are in effect:
 Danville-drawbridge
 Clarksville-drawbridge
 Guthrie

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Channels
Bruceton, dispatcher's office	Continuous	Division coverage
McKenzie	8:30 A.M. to 1:00 P.M. and 2:00 P.M. to 5:30 P.M. Closed Sunday	End to End
Paris	8:00 A.M. to 5:00 P.M. Closed Sunday	End to End
Russellville	Irregular	End to End

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Name of City	Speed (Miles Per Hour)
Paris	7
Big Sandy	30
Erin	10
Allensville	25
Auburn	30

MISCELLANEOUS

All trains must be operated at Restricted Speed between south portal of tunnel at Palmyra and Mile Post F-192.

NASHVILLE AND EASTERN SUB-DIVISION

STANDARD CLOCKS

Old Hickory—Agent's Office
Lebanon—Agent's Office

YARD LIMITS

Nashville Terminal, except CTC limits
Stone River, including Old Hickory Spur
Lebanon
Carthage Jct., including Carthage Spur
Monterey, including mine spur
Crossville

EXCEPTION TO RULE 104(a).

Switches within yard limits at Lebanon may be left as last used.

BULLETIN BOARDS

Old Hickory—Agent's Office
Lebanon—Agent's Office

EXCEPTIONS TO NORMAL SPEED

M.P. Locations	Speed (Miles Per Hour)
NT-6, over Donelson Pike Crossing	10
NT-21.5	10
NT-63.5 to NT-64.6	10
NT-66.5 to NT-67.3	10
NT-90 to NT-91	10
NT-94.3 to NT-94.6	10
Through crossovers and turnouts, unless otherwise provided	15

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

Lebanon-between West Main Street and Cumberland Street crossings	10
Cookeville-southward trains over Broad Street	8

BASE AND WAYSIDE RADIO STATIONS

Location	Hours	Channels
Bruceton, dis- patcher's office ..	Continuous	Division coverage
Old Hickory	7:30 A.M. to 4:30 P.M. Closed Sat. and Sun.	
Lebanon	7:00 A.M. to 4:00 P.M. Closed Sun.	End to End

MISCELLANEOUS

All movements over Old Lebanon Road and Donelson Pike must be preceded by a flagman and movements over crossing protected.

AT 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.

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.

AT CURVE AT MILE NT-102.5

All trains must approach curve at Mile NT-102.5 (Hickory Cut) at Restricted Speed.

SPECIAL INSTRUCTIONS, NASHVILLE TERMINAL

STANDARD CLOCKS

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

TRAIN-ORDER OFFICES

Station	Hours Office Open
*Cumberland River Drawbridge	Continuous
*Church Street Tower	Continuous
*South End Tower	Continuous
*Vine Hill	Continuous
*Radnor "RA" (Bowl Yard Office).....	Continuous

*—Indicates train-order office not equipped with train-order signal as required by Rule 221.

SPECIAL INSTRUCTIONS, NASHVILLE TERMINAL— Continued

REGISTER STATIONS

Location	For
Nashville-Union Station Register Office ..	Passenger trains
Nashville-Kayne Avenue Yard Office	Freight trains originating and terminating
Radnor "RA" Train-Order Office	Originating trains
Radnor-Main Yard Office	Terminating trains

CLEARANCE OF TRAINS

All Atlanta Division, Birmingham Division, Evansville Division, Louisville Division and Nashville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A, but must receive Clearance Form A as follows:

Atlanta Division trains receive Clearance Form A at South End Tower

Birmingham Division trains receive Clearance Form A at Vine Hill

Evansville Division and Louisville Division trains receive Clearance Form A at Cumberland River Drawbridge

Nashville Division trains receive Clearance Form A at Church Street Tower

MOVEMENTS AGAINST CURRENT OF TRAFFIC

1. Officers designated to authorize movements against the current of traffic within yard limits are Superintendent-Terminal, Assistant Superintendent-Terminal, Terminal Trainmasters, Assistant Terminal Trainmasters and General Yardmasters.

2. The movement of trains against the current of traffic between Interlockings listed below will be made as provided by Rule 93:

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

Maplewood and Cumberland River Bridge (Radnor Cut-off) and Cumberland River Bridge (Radnor Cut-off) and North Radnor Interlocking.

DRAWBRIDGE

Location	Mile	Protection
Cumberland River	185	Interlocking

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
North of Harding Place Overhead Bridge in Radnor Yard off the 99 crossover and to the roundhouse	For roundhouse lead

BULLETIN BOARDS

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

TWO OR MORE TRACKS

Between Maplewood and Church Street Tower.

Between Maplewood and North Radnor (Radnor Cut-off).

Between Church Street Tower and Shops.

Between Oak Street and Terminal Limits Atlanta Division.

Between Church Street Tower and Terminal Limits Birmingham Division.

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

EXCEPTION TO RULE D-151

Between Cumberland River Bridge (Radnor Cut-off) and North Radnor Interlocking, trains must keep to the left, unless otherwise provided.

SPECIAL INSTRUCTIONS, NASHVILLE TERMINAL—

Continued

NORMAL SPEED

Normal Speed (Miles per hour)	Psg.	All other Trains and Eng.	Pile Driver, Locomotive Cranes, Ditchers and Other Top-heavy Equipment
Maplewood to Foster St.....	50	25	
Foster St. to North End Cumberland River Drawbridge	25	25	
North End Cumberland River Drawbridge 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	
Through crossovers and turnouts, unless otherwise provided	15	10	
Crossover, end of double track, Shops	20	20	
Turnout at Maplewood, to and from Radnor Cut-off, both main tracks, with the current of traffic	30	30	
Crossovers at Vine Hill	20	20	
Turnout, Blackman Lane Interlocking	20	20	
Crossover between main tracks at Mayton	30	30	
Turnout to southward main track at Mayton	20	20	
Crossover and turnout to main tracks at South Radnor	20	20	
RADNOR CUT-OFF			
Maplewood to Cumberland River Bridge.....	30	30	25
On Cumberland River Bridge.....	15	15	
Cumberland River Bridge to North Radnor.....	15	15	15

EXCEPTIONS TO NORMAL SPEED

Trains operating on all tracks within Nashville Terminal Limits will not exceed a speed of ten (10) miles per hour, except the following locations, where otherwise Normal Speed will apply:

- All Main Tracks, including Radnor Cut-off
- Tracks 98 and 99, through Kayne Avenue
- Radnor B-Line
- Radnor E-Line
- Radnor L-Line
- Radnor Roundhouse Lead-South End, for the purpose of Mechanical Department testing locomotives.

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules (Rules 505 through 515, inclusive) are effective between:

- Maplewood and Church Street Tower, except Interlocking.
- Maplewood and Radnor (to Hump at Radnor, via Radnor Cut-off), except Interlocking.
- Shops and Brentwood, except Interlocking.
- Oak Street and Fourth Avenue, except Interlocking.

Rules D-251, D-252, D-253 and D-254 are effective between:

- Maplewood and Cumberland River Drawbridge, except Interlocking.
- Maplewood and Radnor (to Hump at Radnor, via Radnor Cut-off), except Interlocking.

Rules 261, 262 and 263 are effective between:

- Shops and Brentwood, except Interlocking.
- Cumberland River Drawbridge and Church Street Tower, except Interlocking.
- Oak Street and Fourth Avenue, except Interlocking.

INTERLOCKING

Interlocking rules are effective:

Maplewood	South Radnor
Cumberland River Drawbridge	North Radnor
Church Street	A-2
South End	Cumberland River Bridge
Oak Street	(Radnor Cut-off) (Note 1)
Vine Hill (Note 2)	11th Avenue
Blackman Lane	Shops
Mayton	

Note 1. When Interlocking signal governing the movement over Cumberland River Bridge (Radnor Cut-off) is found indicating "Stop" and no opposing train movement is evident, a member of the crew will operate the push button release. This push button release is located on a pedestal immediately ahead of the Interlocking signal on the north and south sides of the bridge. If signal continues to indicate "Stop" after waiting five (5) minutes after push button release has been operated, and no opposing movement is evident, train may proceed at Restricted Speed to the next block signal applying. If signal continues to indicate "Stop" after waiting five (5) minutes after push button release has been operated and an opposing movement is evident, Bowl Yardmaster at Radnor will be contacted for instructions as to which train is to proceed first. After such train has been so instructed, it may proceed at Restricted Speed to the next block signal applying.

Note 2. Do not exceed twenty (20) miles per hour between the distant signal governing southward movements and Vine Hill Interlocking on Nashville and Eastern Sub-division. Indication of distant signal does not convey information as to condition of track between the distant signal and Vine Hill Interlocking.

MISCELLANEOUS

1. Movements from Louisville end Eighth Avenue Wye to Interlocking signal at north end double track, Cumberland River

MISCELLANEOUS—Continued

Drawbridge, will be made on verbal authority of operator, Cumberland River Drawbridge.

2. Movements from Maplewood Wye to the southward main track 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 northward and southward main tracks on Radnor Cut-off, permission will be obtained from the operator at Amqui.

Movements from Maplewood Wye to the northward passenger main track 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, between the northward and southward passenger main tracks, permission must be obtained from the operator at Amqui, in addition to the operator at Cumberland River Drawbridge.

In the event means of communication fail, movements must be protected as prescribed by Rule 99.

3. All switches of pocket tracks in Receiving Yard, Radnor, must be restored to normal position immediately after movements over them are completed.

4. Color light information indication on West Nashville Branch, located approximately eighty (80) feet north of 37th Avenue, just north of Charlotte Avenue 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 the DISTANT SIGNAL to Shops Interlocking.

5. 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.

6. On both main tracks between North Radnor Interlocking and clearance point at end of double track on south side of Cumberland River Bridge (Radnor Cut-off), all trains must move at Restricted Speed regardless of signal indication governing their movement. Rule 513 does not apply between these points.

7. Crews using switches at south end Receiving Yard (A Yard), Radnor, will leave all switches lined for east drill.

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

NASHVILLE DIVISION OFFICERS

H. T. Marion
Office Trainmaster
Nashville, Tenn.

W. R. Webb
Term. Trainmaster
Nashville, Tenn.

R. L. Honeycutt
Term. Trainmaster
Nashville, Tenn.

L. W. Dickson
Term. Trainmaster
Nashville, Tenn.

D. H. Eblen
Term. Trainmaster
Nashville, Tenn.

L. G. Harper
Asst. Trainmaster
Nashville, Tenn.

Milton McClain, Jr.
Asst. Trainmaster
Nashville, Tenn.

J. W. Miller
Asst. Trainmaster
Nashville, Tenn.

R. E. Marquardt
Trainmaster
Nashville, Tenn.

W. J. Smith
Trainmaster
Nashville, Tenn.

E. Walker
Trainmaster
New Johnsonville, Tenn.

T. L. Wilson
Trainmaster
Buceton, Tenn.

F. C. Frankenger
Asst. Trainmaster
Buceton, Tenn.

J. G. Jackson
Asst. Trainmaster
Buceton, Tenn.

R. D. Graham
Road Foreman of Engines
Buceton, Tenn.

E. H. Reeves
Chief Dispatcher
Buceton, Tenn.

J. B. Tate
Term. Trainmaster
Memphis, Tenn.

C. W. Allen
Asst. Trainmaster
Memphis, Tenn.

R. L. Bush
Asst. Trainmaster
Memphis, Tenn.

M. B. Hartman
Asst. Trainmaster
Memphis, Tenn.

LIST OF SURGEONS AND OCULISTS

DISTRICT SURGEONS

Dr. ROY J. RENFRO
Nashville, Tenn.

Dr. R. J. STUBBLEFIELD
Memphis, Tenn.

OCULISTS

Drs. LYLE-ROWE-DRIVER
Nashville, Tenn.

Dr. RICHARD MILLER
Memphis, Tenn.

LOCAL SURGEONS

Dr. ROBERT K. JOHNSTON
Dr. THOMAS E. POTTS
Nashville, Tenn.

LOCAL SURGEONS (Continued)

Drs. W. A. BELL, W. A. CROSBY
Dickson, Tenn.

Dr. A. T. HICKS
Camden, Tenn.

Dr. R. T. KEETON
Buceton, Tenn.

Dr. M. G. LOWRY
Lexington, Tenn.

Dr. GEO. B. WYATT
Jackson, Tenn.

Dr. CARLISLE V. DODSON
Dr. J. P. GLENN
Russellville, Ky.

LOCAL SURGEONS (Continued)

Dr. JAMES VERMILLION
Clarksville, Tenn.

Dr. W. G. RHEA
Dr. W. G. RHEA, JR. (Associate)
Dr. J. E. NEWMANN (Associate)
Dr. W. R. GRIFFEY (Associate)
Dr. T. M. MINOR (Associate)
Paris, Tenn.

Dr. JAS. T. HOLMES
McKenzie, Tenn.

Dr. H. P. CLEMMER
Dr. J. O. FIELDS (Associate)
Mifan, Tenn.

LOCAL SURGEONS (Continued)

Dr. J. C. THORNTON, JR.
Dr. J. L. CRAB
Brownsville, Tenn.

Dr. HUGH HOUSTON
Murray, Ky.

Dr. S. L. FRENCH
Paducah, Ky.

Dr. JERRY F. ATKINS
Huntingdon, Tenn.

Dr. BYRON O. GARNER
Union City, Tenn.

Dr. WM. S. TAYLOR
Cookeville, Tenn.

SWITCHING PLACARDED CARS



CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one Non-placarded car.
 Must not be cut off while in motion.
 Must not be struck by any car moving under its own momentum.
 Must not be coupled to with any more force than necessary to make coupling.
 Must have doors closed before moving.
 Must not be placard or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.



DOT 112A 114A
 Tank cars without
 head shields

Flat cars carrying placarded trailers or containers
 Placarded flat cars carrying trailers or containers
 Cars placarded poison gas
 DOT 112A and 114A tank cars without head shields
 placarded flammable gas:



Must not be cut off while in motion.
 Must not be struck by any car moving under its own momentum.
 Must not be coupled to with any more force than necessary to make coupling.



Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.

A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a loaded placarded car or a draft containing a loaded placarded car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.

These restrictions do not apply to cars placarded combustible.

PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There are no switching restrictions.

Required Background for "Poison Gas-EMPTY"



POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

2	TYPE OF CAR	PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED TOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED TOAD COMBUSTIBLE	POISON GAS	FLAMMABLE LIQUID COMBUSTIBLE	COMBUSTIBLE
			ANY CARS <small>(other than passenger cars)</small>	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR

3	RESTRICTIONS										
4	WHEN TRAIN LEAVES PORT	MUST NOT BE REAR TRAIN OR FROM REAR, OCCUPIED CARRIAGE OR PASSENGER CAR	✓	✓					✓		
5	WHEN TRAIN LEAVES PORT	MUST BE OPEN MIDDLE OF TRAIN BUT NOT REAR OR FROM REAR, OCCUPIED CARRIAGE	✓	✓					✓		
6	6	LOADED FLAT CAR, A FLAT OR VAN TRAILER WITH PNEUMATICALLY ATTACHED WHEELS OR GEAR DRIVEN TREADS OR CUMBERBOTS, OR PASSENGER CAR	✓ ¹	✓	✓				✓ ²		
7	7	AN OCCUPIED CAR WHEN ANY OF THE ABOVE PROHIBITED BY THIS CAR CARD OR WHEN ANY OF THE ABOVE EXTENDED ABOVE THE CAR OPEN IS LIABLE TO DRIFT OR ACT TO PROCEED BEHIND THE CAR LINE	✓	✓	✓				✓		
8	8	ENGINE	✓	✓	✓				✓		✓
9	9	EXCEPT AS PROVIDED IN LINES 9 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED	✓ ³	✓ ³	✓ ³				✓ ⁴	✓	
10	10	OCCUPIED CABOOSE	✓ ³	✓ ³	✓ ³					✓	
11	11	OCCUPIED GUARD CAR	✓ ³	✓ ³	✓ ³				✓		
12	12	UNDEVELOPED FILM			✓						
13	13	A CAR WITH AUTOMATIC REPRODUCTION OR REACTING APPARATUS IN OPERATION, OR A CAR WITH OPEN FLAME APPARATUS IN SERVICE, OR WITH AN AUTOMATIC EXHAUSTION ENGINE IN OPERATION	✓	✓	✓				✓		
14	14	A CAR CONTAINING LIGHTER FLAMERS, MATCHES, OR LIGHTERS	✓	✓	✓						
15	15	EXPLOSIVES A		✓	✓	✓	✓	✓	✓		
16	16	POISON GAS	✓						✓	✓	✓
17	17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "UNDESIRABLE" PLACARD	✓	✓	✓						
18	18	RADIOACTIVE	✓	✓	✓				✓		

MUST NOT BE PLACED NEXT TO

CAR PLACARDED

EXPLANATION:

① Loaded cars placarded "EXPLOSIVES A" need be placed next to each other.

② A specially equipped car in interline service or in interline-influor service or a flatcar loaded with vehicles secured by means of a device designed for the purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded cars, cars subject to the following: This exception for cars in train-on-flatcar service does not apply to loaded flatcars, loaded flatcar trailers, or loaded trucks or trailers which are not closed down.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" is a moving or standing train must be next to and ahead of any car containing the goods or technical source accompanying the car. However, if a car occupied by goods or technical source is equipped with a lighted lantern or sign, it must be in the front or behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 17.11.

