

**THE NASHVILLE, CHATTANOOGA AND
ST. LOUIS RAILWAY**



**PADUCAH & MEMPHIS
DIVISION**

**TIME-TABLE
No. 167**

TAKING EFFECT

SUNDAY, OCT. 24, 1948, AT 10:00 P.M.

CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES ONLY
THE RAILWAY COMPANY RESERVES THE RIGHT TO
VARY THEREFROM AS CIRCUMSTANCES
MAY REQUIRE

W. J. McWHORTER General Manager
F. WHITTEMORE Superintendent Transportation
F. E. CARPENTER Superintendent
T. L. PHILLIPS Trainmaster
D. M. WEAR Assistant Trainmaster
C. E. NELSON Chief Dispatcher

Let us always remember that we are
never too busy to be courteous.

SAFETY FIRST

Safety means the conservation of human life.

Always be on the alert to avoid accidents.

Foggy and stormy weather require special attention to the speed of your train.

Exercise precaution and regularity in your work.

Take no chances.

You should always look before stepping on a track.

Furnish your train proper protection at all times.

Injuries often result by depending upon others to protect you.

Review from time to time your books of rules.

Study your time table carefully.

Think of those dependent upon you before taking a chance and you will

Always Be Careful.

— THINGS TO REMEMBER —

1. This Railway is composed of two parts:—one, is its physical plant—tracks, signals, shops, station buildings, locomotives, freight and passenger cars; the other, the men and women who operate it.

2. The first are the tools with which we work. However fine they may be, the finished product, in our case transportation, will be inferior unless we are experts in their handling. You can easily sell high-class merchandise—customers clamor for it—it is hard to dispose of shoddy and inferior goods, they go at bargain prices, if at all.

3. Railroads no longer have a monopoly in transportation, and in the future will be confronted with the keenest competition from transport by highway, air and water. We must make a high-class product if we are to sell it in quantity at a fair price, in the face of our competitors. They know that the surest way to get a repeat order is to please the customer, which means to give an efficient service, and that means a service given with courtesy and appreciation.

4. We have certain advantages over other forms of transportation, and in turn they have certain advantages over us, so, we too must show courtesy and appreciation if we are to get "repeat orders."

5. We face the changed conditions of an ever-changing complex civilization. It is nothing to shy away from; it cannot be met by hiding our heads in the sand. We must recognize and face it.

6. The only way to hold a reasonable share of the business that offers is to give a dependable service, and to see that our customers, big and little, are shown consideration and courtesy. It is the customer's money that makes the wheels click

and our pay checks possible. However fine our plant, you alone can make our service human and personal.

7. There are a million and one things you can do, and usually you are the only one who can do a particular thing.

8. It is you who must be kind and considerate of the aged or crippled passenger. It is you who must be courteous to all who ride.

9. It is you in yards and at freight stations who must see that shipments are handled promptly. It is you who rub elbows with our patrons who must by word and act let them see we appreciate their business.

10. It is you in train service who must see that freight movements are handled carefully and expeditiously, both in terminals and on the line.

11. It is you in freight and passenger depots, and in yard and ticket offices who must answer the telephone and furnish courteous and intelligent answers to the customer's question.

12. NOBODY but YOU can do these things, and TODAY is the DAY to BEGIN. Don't sit back and depend on someone else to do it. He may be depending on YOU.

13. We shall not fail if each does a little more that every patron may receive a service a little better than he expected.

14. There is nothing new in this—nothing you do not already know. But I think well to have it before us that we may remember the importance of doing simple things.

H. S. Hackworth
President.

SPECIAL INSTRUCTIONS

On single track, north bound trains are superior by direction to south bound trains of the same class.

SUBDIVISIONS

Between Memphis and Bruceton.
Between Bruceton and Paducah.

DOUBLE TRACK

Between Memphis and K. C. Junction.
Between K. C. Junction and Aulon.

STANDARD CLOCKS

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

REGISTERING STATIONS

Memphis—Union Station.....	Train Order Office—For first class trains.
Memphis.....	Yard Office—For all trains.
Aulon.....	Train Order Office—For all trains. N. C. & St. L. trains may register by Form 193 and L. & N. trains may register by L. & N. Form 230.
Bruceton.....	Train Order Office—For all trains.
P. & I. Junction.....	Train Order Office—For all trains. North bound trains may register by Form 193 and are not required to consult this train register, but when signals displayed for a following section are taken down at this station by a north bound first class train, conductor must comply with Rule 96, making the prescribed arrangement with the operator. South bound first class trains may register by Form 193 and are not required to consult this train register except to ascertain whether all superior trains due, have arrived or left.
Paducah.....	Union Depot—For first class trains.

BULLETIN BOARDS

Memphis—Union Station.....	Train Order Office.
Memphis—Union Station.....	Enginehouse.
Memphis.....	Yard Office.
Jackson.....	Train Order Office.
Bruceton.....	Train Order Office.
Bruceton.....	Enginemen's Washhouse.
Paducah.....	Union Depot.
Paducah.....	Enginemen's Washhouse.
Paducah.....	Yard Office.

MISCELLANEOUS

1. Where the words "Train" or "Trains" appear in rules, special instructions or bulletins, such rules, special instructions or bulletins, when applicable, must also be observed by an engine or engines.
2. Schedule time at K. C. Junction applies at end of double track. Train orders to be executed at this station, unless they otherwise direct, apply at end of double track.
3. Train orders to be executed at Aulon by N. C. & St. L. trains, unless they otherwise direct, apply at end of double track.

4. Rule 10 of Rules governing the Operating Department has been changed to read as follows:

Color	Indication
	General Use
Red	Stop.
Yellow	Proceed with Caution, and for other uses prescribed by rules and special instructions.
Green	Proceed, and for other uses prescribed by rules and special instructions.
White	As prescribed by Rules 12, 17, 18, 21, 24 and 33 and special instruction No. 21, page 5.
Blue	See Rule 26.
	Train Order Signals
Red	Stop. Train orders.
Green	Proceed. No train orders.
	Block Signals
Red	Stop.
Yellow	Caution.
Green	Proceed.
	Interlocking Signals
Red	Stop.
Yellow	Proceed with Caution.
Green	Proceed.
	Main Track Switches
Red	Not set to normal position.
Green	Set to normal position.
	Inside Track Switches
Yellow	Not set to normal position.
Green	Set to normal position.
	Derails
Yellow	Set to derail.
Green	Not set to derail.
	Station Signal—Flag Stop
Green and Yellow	Rule 28 has been so changed.

5. A yellow fusee burning, instead of a green fusee burning, is a caution signal.

6. On two or more tracks, a red fusee burning or a yellow fusee burning will not apply to the track on which a train is running if placed beyond the first rail of an adjoining track. Employees will be governed accordingly when placing fusees for the protection of a train or hand car.

7. One long, two short and one long (—00—) sounds of the engine whistle is an answer to a caution signal given by torpedoes or by yellow signals (except yellow fixed signals but not including "Slow" signs) and, in the absence of prescribed speed, the speed must then not exceed that necessary for safety.

8. Two short and one long (00—) sounds of whistle of leading engine of a doubleheader is a signal for engineman of second engine to assume control of train brakes.

Engineman of second engine must then immediately cut in brake valve, after which he will answer by sounding engine whistle in same manner, and engineman of leading engine must then immediately cut out brake valve.

No attempt may be made to return control of train brakes to engineman of leading engine until train has been stopped; defects in leading engine corrected, and enginemen have verbally arranged for engineman of leading engine to assume control of train brakes, but if defects in leading engine cannot be corrected where this stop is made, second engine must be put in the lead as soon thereafter as possible.

9. One extra long, followed by a succession of more than three (3) short sounds of engine whistle is a distress signal.

Employees hearing this signal must at once go to aid of such train if their other duties will permit.

Signal must be repeated if necessary.

10. Two long, one short and one long (— — 0 —) sounds of engine whistle must be sounded approaching public crossings at grade.

When not within corporate limits, signal must be repeated or the last sound prolonged until crossing is reached.

When within corporate limits, signal will not be repeated or the last sound prolonged while approaching crossing except to prevent an accident.

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

12. When rules require headlights to be displayed, electric headlights equipped with dimmers must be dimmed:

- (a) At points in yards where yard engines are at work.
- (b) At meeting points.
- (c) When standing.
- (d) On two or more tracks when approaching opposing trains.

13. By night, when road engines are being run backward on double track between trains and roundhouse, a red light must be displayed at front of engine on pilot beam and a headlight or a white light displayed at rear of tender.

14. By day, marker lamps instead of green flags, will be displayed to indicate rear of train. By night, yellow lights instead of green lights, will be displayed in marker lamps.

(a) When cars not equipped to display the prescribed markers are handled behind a caboose or a passenger car, such markers must be displayed on caboose or passenger car and, in addition, a red flag by day and a red light by night, must be displayed on rear of last car.

When clear of main track to be passed, red signal must be removed from rear car, and by night, yellow marker lights displayed to the front, side and rear.

15. When cars are pulled by a yard engine, except when shifting or making up trains in yards, a flagman must be stationed on rear car and, in addition by night, a red light must be displayed on rear end of rear car.

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

17. No. 106 may assume schedule and leave U. D. Paducah without Clearance Card, Form A, but must obtain such card before leaving P. & I. Junction.

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

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

(b) A freight or a mixed train must not pass a siding until engine-man, or enginemen, have received signal, Rule 12(b), from rear end, except when weather or other conditions prevent such signal being seen from engine, or engines.

19. A train may run ahead of another train of the same class from schedule passing point without train order authority to do so, but if thereafter overtaken by such train it must be permitted to pass promptly.

20. Third class trains and extras not handling fast freight connections or passengers must let trains handling such connections or passengers pass without delay, except a section must not pass a section of the same schedule without change of identity as provided for in Rule 94.

Local freight trains must let other third class trains and extras pass without delay.

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

22. South bound passenger trains due to leave U. D. Paducah, when north bound first class trains due have not arrived may go to P. & I. Junction, provided they protect by flag to yard track No. 2, then use that track and move under such control that they can stop within the range of vision.

23. Unless some form of block system is used, trains in the same direction must keep not less than ten (10) minutes apart, except a freight train may more closely follow another freight train when closing up at stations and except such spacing is not required within yard limits where all trains are required to move under such control that they can stop within the range of vision, unless so spaced by an operator with train order signal or Clearance Card, Form A.

24. Bulletin issued in April, 1913, relieving operators at train order offices from displaying train order signal so as to indicate Stop behind freight trains is cancelled and Rule 91(a) fully restored.

25. Sections will be created by train order, except that if unable to communicate with train dispatcher, operators at following stations may create as authorized by Rule 95, using Form 28 for the purpose:

- Memphis—Union Station.....First class trains.
- Memphis—Yard Office.....Third class trains.
- Aulon.....South bound schedules for L. & N. trains.
- P. & I. Junction.....South bound schedules.

26. Train orders will be issued by authority and over the initials of the Chief Dispatcher.

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

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

29. Employees must provide themselves with the books of rules by which their duties are prescribed.

30. Where emergency telephones are located, conductors must call train dispatcher promptly after their train has been delayed twenty (20) minutes.

31. Conductors must inspect, and require their trainmen to assist in inspecting, cars in their trains as often and closely as practicable while on the road, for any defects or conditions that might render car or cars unsafe. Special attention must be given to hot journals, sticking brakes and sliding wheels. They must remedy as far as possible any defects discovered and remove from the train as soon as possible any cars that are unsafe to run.

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

33. When freight or mixed trains of twenty-five (25) or more cars are stopped for water or coal and it is necessary to make more than one stop for such service, air brakes must be applied by engineer and engine or engines detached.

When such stop is made on a grade, if engine or engines are detached, hand brakes must also be applied and engine brake be kept applied while taking water or coal, and if engine is not detached, air brakes must be kept applied on the entire train while taking water or coal.

34. If a train stops when ascending a grade, and cars are being pulled, hand brake on rear car must be applied immediately to prevent slack running out.

Should engineman apply air brakes when such hand brake is applied, the hand brake must not be applied tighter. When starting, the hand brake must be released.

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

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

SPECIAL INSTRUCTIONS—Continued

36. Cemetery Bridge 227.6, South Dudley Street, Memphis, will not clear a man on top of a closed car. Overhead clearance is seventeen (17) feet, three (3) inches.

37. Following bridges will not clear a man on top of a closed car nor on side of an open or closed car:

Illinois Central Bridge 144.5 near south end of Jackson yard. Overhead clearance is sixteen (16) feet, five (5) inches.

Gulf, Mobile & Ohio Bridge 143.9 near north end of Jackson yard. Overhead clearance is sixteen (16) feet, three (3) inches.

ADDITIONAL FLAG STOPS

Train Numbers	Mile	101	102	105	106		
Berclair.....	218.92		C				
Hatchie.....	162.86	C	F				
Huron.....	126.45	F	F				
Tobacco.....	45.66			F	F		

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

Nos. 101 and 102 will stop when flagged at stations designated by C to take on revenue passengers, and will stop at such stations to discharge revenue passengers.

Nos. 101 and 102 will also stop at Huron to pick up and discharge U. S. Mail.

YARD LIMITS

Memphis—Aulon.	Bruceton.
Somerville.	Paris.
Jackson.	Murray.
Lexington.	P. & I. Junction—Paducah.

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

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

2. Within yard or station limits, all trains except first class trains will, when practicable, keep posted as to first class trains with view of not delaying them, but, except as otherwise provided at Paris, while in position to be struck by such trains must fully protect against them as required by Rule 99.

3. Between Memphis and K. C. Junction all trains must move under such control that they can stop within the range of vision.

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

5. Trains will approach cross-over between main tracks and cross-over between main track and yard track between Willett Street and Roland Street in K. C. Junction yard and cross-over between main

tracks and cross-over between main track and yard track at Mile Post 226 prepared to stop before fouling them unless switches are in proper position and route is clear. This does not relieve trains from protecting as required by the rules.

6. Trains must approach passenger station at Jackson and at Bruceton expecting to find trains handling passengers occupying a main track without flag protection. Flag protection of such trains at these stations is not required and all approaching trains must be prepared to stop short of such passenger train.

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

8. At each end of Bruceton yard, trains in each direction must approach the cross-overs and switches leading to and from freight yard expecting to find trains using them without protection and must stop before fouling them unless it can be seen that switches are in proper position and tracks are clear.

(a) It is not necessary that following main track switches at Bruceton be left in normal position:

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

Freight yard lead at coal chute.

(b) Trains in each direction must approach on main track under control, expecting to find these switches not set for route to be used.

9. At Paris, between Dunlap Street and Bridge 63.6 (over L. & N. Railroad) main track may be occupied without protection and, within these limits, all trains must move under such control that they can stop within one half the range of vision and slower, if necessary, prepared to stop short of train or obstruction.

10. Within yard limits at P. & I. Junction—Paducah, all trains must move under such control that they can stop within the range of vision.

SPEED RESTRICTIONS

MAXIMUM AUTHORIZED SPEED:

	F, G, J and K Class Engs.	H, L-1 and P-1 Class Engs.	L-1-C Class Engs.	L-2 Class Engs.
	MILES AN HOUR			
Between Memphis and Bruceton				
Passenger trains.....	60	35	40	50
Freight or mixed trains.....	50	35	40	50
Between Bruceton and Puryear				
Passenger trains.....	45	35	35	35
Freight or mixed trains.....	35	35	35	35
Between Puryear and Paducah				
Passenger trains.....	50	35	35	35
Freight or mixed trains.....	35	35	35	35

Exceptions:

	Passenger Trains	Freight or Mixed Trains
	MILES AN HOUR	
1. Engines with one or more side or main rods down or engines in backward motion.....	20	20
2. When handling wreckers, locomotive cranes, pile drivers, scale test cars or similar equipment.....	30	30
3. On passing tracks or passing sidings and, unless otherwise provided, when moving through cross-overs or turn-outs.....	15	15
4. On Bridges 225.4—Central Ave.—and 225.3—Cooper St.—in Memphis yard, engines of J or L-2 classes or any 150 ton wrecker.....	20	20
5. Through turn-out at end of double track at Aulon.....	15	15
6. On first curve south of Somerville.....	50	45
7. Passing coal chute at Somerville.....	30	30
8. Between Interlocking Distant Signals at Jackson.....	50	35
9. On curve at Gin spur north of Lexington.....	45	40
10. Between Pole 88-10 and Mile Post 87 south of Bruceton.....	50	45
11. On Bridge 40.0 north of Murray, engines of J classes.....	10	10
12. On Bridge 40.0 north of Murray, engines of L classes or any 150 ton wrecker.....	20	20
13. On Bridge 2.8 south of P. & I. Junction, engines of J classes.....	10	10
14. On Bridge 2.8 south of P. & I. Junction, engines of L classes or any 150 ton wrecker.....	20	20

15. Speed restrictions, unless otherwise provided, apply to the entire train.

16. When speed is restricted by rule, special instruction, bulletin or otherwise, such speed restriction must be observed.

17. The black figures with yellow background on signs located near the approach to certain curves indicate the speed in miles an hour which must not be exceeded on curves so protected.

On single track, and on double track for movements with the current of traffic, these signs will be on right hand side of track.

On double track, for movements against the current of traffic, these signs will be on left hand side of track.

18. All trains, except first class trains, must approach all water stations under control.

19. When work on track, or bridge, is being protected by a yellow signal displayed stationary upon a staff on right hand side of track, enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (—00—) sounds of engine whistle and, if running at higher speed, immediately reduce speed to twenty (20) miles an hour if the figures 20 are stenciled in black on signal and to ten (10) miles an hour, keeping lookout for stop signal, if these figures are not on signal, until train has passed track, or bridge, being repaired, except that when a proceed signal, Rule 12(b), is given by the foreman with a green flag on a staff by day, normal speed may be resumed.

A green signal displayed stationary upon a staff on right hand side of track, indicates end of section of track, or bridge, on which such speed restriction is to be observed.

20. Standard "Slow" signs showing permissible speed, will be erected where a more or less permanent condition requires such slow speed, and their erection will be bulletined. Standard "Resume Speed" signs will be used only, and always, in connection with these standard "Slow" signs, and will be placed at each end of the section of track, or bridge, on which such speed restriction is to be observed.

On single track, and on double track for movements with the current of traffic, these signs will be on right hand side of track.

On double track, for movements against the current of traffic, these signs will be on left hand side of track.

21. When a hand car (any car that is put on or taken off of a track by hand) is being moved on a track under protection of a yellow flag by day or a yellow light or yellow fusee by night held in the hand of a flagman (except as provided for in Rules 12[a] and 13), enginemen must, as soon as signal comes into view, answer it, as loud as possible, by one long, two short and one long (—00—) sounds of engine whistle and, if running at higher speed, immediately reduce speed to five (5) miles an hour at places where there is not an unobstructed view ahead equal to the spacing of six (6) telephone or telegraph poles and to fifteen (15) miles an hour at other places, until a proceed signal, Rule 12(b), is given with a white flag on a staff by day or a white light by night, by employe with car.

**CITY ORDINANCES GOVERNING SPEED OF TRAINS
WITHIN CORPORATE LIMITS**

Memphis.....	Twenty (20) miles an hour.
Jackson.....	Twenty (20) miles an hour.
Paris.....	Seven (7) miles an hour.
Paducah.....	Eight (8) miles an hour.

BLOCKS AND INTERLOCKING

Centralized Traffic Control System—

To use electrically locked hand-throw switch with derail pipe connected to hand-throw lever, at south end of cross-over just north of coal chute at Bruceton for movement on P. & M. Division main track, open door of electric lock box.

(a) If indicator in box shows the word "Unlocked," move crank in box to left until it is against stop block, then line switch and derail.

(b) If indicator in box shows the word "Locked," and means of communication with Train Controller have not failed, call him for instructions.

(c) If this indicator shows the word "Locked," and means of communication with Train Controller have failed, Conductor will break seal on lock, so as to release lock. When seal is broken, move crank to left while pushing button until crank is against stop block, then line switch and derail. Movement in each direction on P. & M. Division main track made under this condition while between CTC Signal 14RB and pipe connected derail must be protected against a movement through this cross-over from Nashville Division main track.

Conductor breaking seal must make report of it to Train Controller from the first available point of communication.

(d) When this electrically locked switch is set to P. & M. Division main track the pipe connected derail will not be set to derail.

(e) North bound P. & M. Division trains must not pass Signal 14RB before switch above named is set to P. & M. Division main track.

(f) This switch is in normal position when set for cross-over movement and after used must be left in such position.

Automatic Block System—

1. When a movement through a cross-over from one main track to another main track or from a siding to a main track is to be made in Automatic Block System, both switches of the cross-over must be open before train starts to make the cross-over movement, and the movement from main track to main track must be completed before either switch is restored to normal position.

2. N. C. & St. L. and L. & N. trains will use Southern Railway main tracks or N. C. & St. L. main track between the point of cross-over, just south of K. C. Junction, from N. C. & St. L. main track to Southern Railway main track at K. C. Junction and Union Station interlocking tower, Memphis, under the following conditions:

(a) North bound movements will use Southern Railway main track or N. C. & St. L. main track as directed by signal indication at Memphis Union Station interlocking tower.

(b) South bound movements will stop at cross-overs at K. C. Junction and use Southern Railway main track or N. C. & St. L. main track as indicated by and on signal from switch tender given with green flag by day or green light by night.

(c) Movements on Southern Railway main tracks will be governed by instructions contained in BULLETIN BROADWAY NO. 1 dated October 20, 1942 and signed by C. Chandler, Superintendent, Southern Railway, which reads as follows:

"Effective 12:01 A.M. October 23rd, N. C. & St. L. and L. & N. trains and engines and interchange cuts to and from these lines will use Southern Railway double track line between K. C. Junction and Union Station Tower, Memphis, in common with Southern Railway trains and engines and interchange cuts, as and to the extent desired by the N. C. & St. L. and L. & N.

"Three switch tenders will be located at K. C. Junction to govern the movement at that location and switches and signals at Union Station Tower will be handled by interlocking plant, it being understood that trains, engines and cuts will move with the current of traffic, first come, first served, unless a passenger train of either line should be ready to move, then such passenger train should be given preference over freight trains or switch engine movements.

"All trains and engines will be governed by signals from switch-tender at K. C. Junction and interlocking signals at Union Station Tower and in addition will be governed by intermediate automatic signals between these points and all trains and engines should move under control prepared to stop within range of vision. These intermediate signals are automatic permissive three-point dwarf signals, green proceed, yellow caution and red stop and proceed under full control, looking out for broken rail, open switch or trains or other obstructions.

"When a train or engine stops or is delayed under circumstances in which it may be overtaken, flagmen must go back immediately with stop signal a sufficient distance to insure full protection.

"Trains or engines will move under control regardless of proceed indication displayed by automatic signal.

"All trains and engines in each direction from all lines must stop at crossovers at K. C. Junction between N. C. & St. L. and Southern Railway and be governed by signals from switch tender and before proceeding must know that route for their movement is properly lined."

(d) Movements on N. C. & St. L. main track between Signal 2-7 near K. C. Junction and Signal 1-2 at Bridge (c), Union Station, Memphis, in either direction will be governed by Rules Governing the use of Automatic Block Signals and Electric Locks between Memphis and K. C. Junction dated January, 1930.

(e) All movements herein provided will be made without regard to right, class or direction.

Interlocking—

1. Interlocking Home Signals are designated by the absence of a number plate.

2. When any Interlocking Dwarf Signal is indicating "Proceed with Caution," trains affected must proceed prepared to stop short of signal indicating Stop, train, obstruction, or switch not properly lined and to lookout for broken rail.

3. At Jackson, Automatic Interlocking governing movements over railroad crossing at grade of N. C. & St. L. and G. M. & O. main tracks near Bolivar St. is in service and the following instructions applying to movements on N. C. & St. L. tracks are in effect:

Color light signals are in use.

Home Signals govern movements within home signal limits and indicate as follows:

Red—Stop

Green—Proceed

Distant Signals (designated by a vertical number plate) indicate as follows:

Red—Stop and then proceed to Home Signal not exceeding ten (10) miles an hour, expecting to find:

- (a) Home Signal indicating Stop and prepared to stop before passing it, if so indicating.
- (b) Main track switch open.
- (c) Opposite switch of cross-over in wrong position.
- (d) A train or other obstruction between Distant Signal and Home Signal.
- (e) A car on siding within fouling distance of main track.
- (f) A broken rail.

Yellow—Proceed with Caution, not exceeding thirty (30) miles an hour, and as much slower as may be necessary to be able to stop before passing Home Signal, if indicating Stop.

Green—Proceed.

Home Signal just north of crossing applying to south bound movements, governs as follows:

Top unit—for movement on main track.

Bottom unit—for movement into River Yard siding.

Should a Home Signal indicate Stop, engineer or conductor of train affected must, if a G. M. & O. train or engine 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 abbreviations "NC&STL RY" 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.

When south bound trains are to take River Yard siding while main track between ends of this siding is occupied, Home Signal located just north of north switch of this siding and applying to south bound movements over railroad crossing, will indicate Stop and should not be passed until switch at north end of River Yard siding is set to that track, after which a yellow light should be displayed by the bottom unit of the signal and movement may be made.

A signal imperfectly displayed, the absence of a signal at a place where one is usually displayed, or the absence of a light, must be regarded as a stop signal.

SPRING SWITCHES

1. A spring switch is designated by a sign on switch stand reading SS and trailing movements through it may be made without stopping to throw switch.

(a) A train trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train is on switch points until switch has been hand thrown.

(b) Running switches must not be made through spring switches.

(c) A spring switch is in service at end of double track at K. C. Junction.

Its normal position is set to north bound main track. For movement against the current of traffic on south bound main track, this switch must be hand thrown to reverse position and, after so used, restored to normal position.

(d) A spring switch marker is located immediately south of this switch on east side of main track and displays the following indications for north bound movements:

A green light when switch is set to normal position.

A red light when switch is not set to normal position.

(e) When a light is not displayed by this switch marker, the switch points must be inspected and known to be in proper position for route to be used before movement over switch may be made.

(f) A spring switch is in service at the junction of "A" and "D" main tracks just south of passenger station at Bruceton.

Its normal position is set to "A" main track. For movements from "A" main track to "D" main track this switch must be hand thrown to reverse position and, after so used, restored to normal position.

(g) A spring switch marker is located immediately south of this switch on west side of "A" main track and displays the following indications for north bound movements:

- A green light when switch is set to normal position.
- A red light when switch is not set to normal position.

(h) When a light is not displayed by this switch marker, the switch points must be inspected and known to be in proper position for route to be used before movement over switch may be made.

EMERGENCY TELEPHONES

At all passing tracks except where a train order office is open continuously and except at Paris, Hazel, Dexter, Glade and Iola.

AIR BRAKES

1. Rule 349 of Rules governing the Operating Department has been changed to read as follows:

On a passenger train, after engine or engine crew has been changed or an angle cock closed except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Except where conditions otherwise require, steam or power must not be shut off and engine brake must be held off. In case the brakes do not operate properly in this test, signal, Rule 14(a), must be given.

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

Number of cars required with operative air brakes in trains of various lengths

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

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

3. When a train is to couple to another for the purpose of assisting it, the engineman of the leading train must be notified of the intended arrangement; the air must be coupled between the two trains; engineman of rear train must cut out brake valve, and engineman of leading train must assume control of the train brakes, except when there is no danger of cars getting away on a grade, engine of rear train should be detached to push leading train, and except when a light engine is used to push a stalled train the air should not be coupled between this engine and the stalled train.

In all cases, where engine is detached for this purpose, sufficient hand brakes must be applied to hold cars and air brakes alone must not be depended upon. Chances must not be taken with either freight or passenger train by detaching engine on grades where it is thought hand brakes will not hold cars.

ADDITIONAL SIDE TRACKS

Name	Location	Car Capacity
Berclair.....	Mile 218.92	23
Kemmons Wilson Co.....	" 217.99	12
National Fire Works Tracks.....	" 209.85	36
Knox Spur.....	" 207.71	11
Hatchie.....	" 162.86	21
Burkitt.....	" 146.90	25
East Union Spur.....	" 140.16	1
Huron.....	" 126.45	11
Cooper Clay Spur.....	" 89.50	5
Snyder Spur.....	" 84.92	5
Priest Spur.....	" 82.34	8
Mandel Clay Spur.....	" 55.67	14
Spinks Spur.....	" 55.22	14

WATER STATIONS

Memphis, K. C. Junction, Hickory Withe, Somerville, Hatchie, Jackson, Lexington, South of Yuma, Bruceton, Paris, Murray, Benton and Paducah.

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 an Hour	1 Mile in		Miles an Hour	1 Mile in		Miles an Hour	1 Mile in Seconds
	Min.	Sec.		Min.	Sec.		
6	10		36	1	40	61	59
8	7	30	37	1	37	62	58
10	6		38	1	34	63	57
12	5		39	1	33	64	56
15	4		40	1	30	65	55
16	3	45	41	1	27	66	54
17	3	31	42	1	25	67	54
18	3	20	43	1	23	68	53
19	3	9	44	1	21	69	52
20	3		45	1	20	70	51
21	2	51	46	1	18	72	50
22	2	43	47	1	16	73	49
23	2	36	48	1	15	75	48
24	2	30	49	1	13	77	47
25	2	24	50	1	12	78	46
26	2	18	51	1	10	80	45
27	2	13	52	1	9	82	44
28	2	8	53	1	7	84	43
29	2	4	54	1	6	86	42
30	2		55	1	5	88	41
31	1	56	56	1	4	90	40
32	1	52	57	1	3		
33	1	49	58	1	2		
34	1	45	59	1	1		
35	1	42	60	1			

HOURS TRAIN ORDER OFFICES ARE OPEN

Memphis—Union Station.....	12:01 A.M. to 3:00 P.M. 3:30 P.M. to 11:30 P.M.
Memphis—Yard Office.....	Continuous.
Aulon.....	Continuous.
Cordova.....	7:30 A.M. to 4:30 P.M. except Sundays.
Somerville.....	Continuous.
Whiteville.....	7:30 A.M. to 4:30 P.M. except Sundays.
Jackson.....	Continuous.
Lexington.....	Continuous.
Bruceton.....	Continuous.
Paris.....	8:30 A.M. to 7:00 P.M. except Sundays.
Hazel.....	7:30 A.M. to 4:30 P.M. except Sundays.
Murray.....	7:30 A.M. to 4:30 P.M. except Sundays.
Benton.....	7:00 A.M. to 4:00 P.M. except Sundays.
P. & I. Junction.....	6:30 A.M. to 2:30 P.M. 3:00 P.M. to 11:00 P.M.

SPECIAL INSTRUCTIONS—Continued

SURGEONS

Dr. Duncan Eve, Chief Surgeon.....	Nashville, Tenn.
Dr. L. W. Edwards, Associate Chief Surgeon.....	Nashville, Tenn.
Dr. Battle Malone, Local Surgeon.....	Memphis, Tenn.
Dr. H. F. Minor, Oculist.....	Memphis, Tenn.
Dr. H. L. Armstrong, Local Surgeon.....	Somerville, Tenn.
Dr. J. M. Curry, Local Surgeon.....	Mercer, Tenn.
Dr. J. L. Crook and Dr. Chas. F. Webb, Local Surgeons.....	Jackson, Tenn.
Dr. William G. Crook, Associate Local Surgeon.....	Jackson, Tenn.
Dr. S. M. Herron, Oculist.....	Jackson, Tenn.
Dr. R. M. Conger, Local Surgeon.....	Lexington, Tenn.
Dr. L. E. Trevathan, Local Surgeon.....	Bruceton, Tenn.
Dr. R. T. Keeton, Associate Local Surgeon.....	Bruceton, Tenn.
Dr. W. G. Rhea, Local Surgeon.....	Paris, Tenn.
Dr. E. W. Miller, Local Surgeon.....	Hazel, Ky.
Drs. Hugh and Hal Houston, Local Surgeons.....	Murray, Ky.
Dr. H. P. Linn, Division Surgeon.....	Paducah, Ky.
Dr. H. G. Reynolds, Oculist.....	Paducah, Ky.

NUMBERS OF ENGINES OF DIFFERENT CLASSES

F-3.....	800 to 808 inclusive.
G-6-B.....	250.
G-8-A.....	282.
H-5-C.....	350, 351, 360, 361 and 367.
H-6-A.....	374, 375 and 377 to 383 inclusive.
H-7-B.....	412 and 414.
H-7-C.....	384 to 397 inclusive, 399 to 410 inclusive, 415, 417 and 418.
H-8-C.....	420 to 424 inclusive.
H-9.....	450 to 459 inclusive.
J-1.....	550 to 562 inclusive.
J-2.....	565 to 569 inclusive.
J-3.....	570 to 589 inclusive.
K-1-A.....	504 to 506 inclusive and 508 to 511 inclusive.
K-2.....	530 to 537 inclusive.
L-1.....	611 and 624.
L-1-C.....	619, 620 and 625.
L-2.....	650 to 671 inclusive.
P-1.....	950 to 954 inclusive.

SPECIAL INSTRUCTIONS—Continued

FREIGHT TONNAGE RATINGS

Engine Class	F-3 Per Unit	G-8	H-7-C	H-9	J-1	J-2	J-3	K-1-A	K-2	L-1 L-1-C L-2
THROUGH—NORTH BOUND										
Memphis to Bruceton.....	1175	1000	1275	1500	1850	1900	1950	1100	1350	1850
Bruceton to Paducah.....	1050	900	1150	1350	1700	1750	1800	1075	1300	1750
INTERMEDIATE—NORTH BOUND										
Memphis to Jackson.....	1175	1000	1300	1500	2000	2050	2100	1100	1350	2000
Jackson to Bruceton.....	1200	1050	1300	1500	2000	2050	2100	1125	1400	2000
Bruceton to Paris.....	1125	950	1250	1425	1750	1800	1850	1075	1350	1800
Paris to Puryear.....	1125	900	1150	1350	1700	1750	1800	1075	1300	1750
Puryear to Paducah.....	1825	1500	1950	2250	2750	2800	2900	1750	2000	2800
THROUGH—SOUTH BOUND										
Paducah to Bruceton.....	1250	900	1300	1500	1800	1850	1900	950	1250	1850
Bruceton to Memphis.....	1225	1000	1325	1525	1850	1900	1950	1150	1350	1850
INTERMEDIATE—SOUTH BOUND										
Paducah to Paris.....	1250	1000	1300	1500	1800	1850	1900	1175	1250	2000
Paris to Bruceton.....	1250	900	1300	1500	1800	1850	1950	950	1200	1900
Bruceton to Jackson.....	1225	1000	1325	1500	1850	1950	2000	1150	1350	2000
Jackson to Memphis.....	1250	1050	1350	1500	1850	2000	2000	1175	1400	2000

When computing tonnage, add five (5) tons for each car over fifty (50) cars, and four (4) tons for each iced refrigerator car.

BETWEEN MEMPHIS AND BRUCETON

THIRD CLASS					TIME-TABLE No. 167 Taking effect Sunday, October 24, 1948, at 10:00 P.M.	FIRST CLASS					Distances from Memphis
155	157	151	123	153		199	105	201	203	101	
Fast Freight	Freight	Fast Freight	Local Freight	Freight	L. & N. Passenger	Passenger	L. & N. Passenger	L. & N. Passenger	Passenger		
Daily	Daily	Daily	Daily Ex. Sun.	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	
A.M.	P.M.	P.M.	P.M.	A.M.			A.M.			A.M.	
12.40 ¹⁵⁰	5.40	12.45	12.20	5.05 ¹²²	Ar. BRUCETON		11.05			4.10	141.63
12.16	5.26	12.20	12.05 PM	4.50	6.16 BUENA VISTA		10.55			s 3.50	135.47
12.06	5.16	12.10	11.50	4.41	5.98 WESTPORT		10.48			s 3.39	129.49
12.01 AM	5.11	12.05 PM	11.40	4.35	3.71 YUMA		10.44 ¹⁵²			s 3.30	125.78
11.54	5.04 ¹⁰⁶	11.59	11.30	4.28	4.91 WILDERSVILLE		10.39			s 3.20	120.87
11.45	4.45	11.50	11.20	4.20	5.28 TIMBERLAKE		10.32			F 3.10	115.59
11.35	4.35	11.40	11.10 ¹⁵²	4.12	5.08 LEXINGTON		s 10.25			s 3.00 ¹⁰²	110.51
11.27	4.27	11.30 ¹⁵²	10.45	4.03	5.58 LIFE		10.17			F 2.44	104.93
11.17	4.17	11.19	10.30	3.53	6.08 LURAY		10.09			s 2.30	98.85
11.12	4.13	11.14	10.22	3.45 ¹⁰²	3.26 BEECH BLUFF		10.05			s 2.19 ¹⁵⁰	95.59
11.02	4.03	11.05	10.10	3.21	6.94 ROSE HILL		9.58			2.10	88.65
10.55	3.55	10.57	9.53 ¹⁰⁵	3.15	3.56 JACKSON		s 9.53 ¹²³			s 1.40	85.09
10.36	3.38	10.37	8.30	2.55 ¹⁵⁰	9.68 NEELY		9.39			F 1.20	75.41
10.31	3.33	10.32	8.20 ¹²²	2.35	3.22 DENMARK		9.35			s 1.14	72.19
10.26	3.28	10.27	8.10	2.30	3.59 MERCER		9.31			s 1.04	68.60
10.15	3.19	10.18	7.55	2.20	6.21 VILDO		9.24			s 12.55	62.39
10.04	3.10	10.09	7.40	2.10	6.44 WHITEVILLE		s 9.17 ¹²²			s 12.40	55.95
9.52	3.00	10.00	7.15	2.00	6.62 LACONIA		9.10			s 12.30	49.33
9.40	2.45	9.50 ¹²²	6.25	1.45	6.28 SOMERVILLE		s 9.03			s 12.20 AM	43.05
9.26	2.22	9.37	6.00 ¹⁰²	1.26	6.14 WARREN		8.54			s 11.59	36.91
9.18	2.16	9.31	5.40	1.20	4.16 OAKLAND		8.49			s 11.51	32.75
9.11	2.10	9.25	5.32	1.14	4.04 HICKORY WITHE		8.45			s 11.42	28.71
9.04	1.55 ¹⁵²	9.19	5.25	1.09	3.84 EADS		8.41			s 11.34	24.87
8.50	1.42	9.07	5.10	12.57	8.24 CORDOVA		8.32			s 11.18	16.63
8.40	1.36	9.01	4.50	12.50	4.40 SHELBY FARMS	A.M.	8.27	P.M.	P.M.	F 11.12	12.23
8.25	1.25	8.50	4.40 ¹⁵⁰	12.35	6.88 AULON E.D.T.	8.10	8.20	12.05	8.35	F 11.02	5.35
					1.19 LENOX		s 8.16			s 10.58	4.16
8.13	1.08	8.33	4.20	12.13	1.94 K. C. JUNCTION E.D.T.	7.58	8.11	11.53	8.23	10.53	2.22
8.05	1.00	8.25	4.10	12.05	2.22 Lv. MEMPHIS E.D.T.	7.50	8.05	11.45	8.15	10.45	0.00
P.M.	P.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	
Daily	Daily	Daily	Daily Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily	
155	157	151	123	153		199	105	201	203	101	

FIRST CLASS					TIME-TABLE No. 167 Taking effect Sunday, October 24, 1948, at 10:00 P.M.	THIRD CLASS			Distances from Paducah	Station Numbers	Car Capacity of Sidings
198	106	202	200	102		150	122	152			
L. & N. Passenger	Passenger	L. & N. Passenger	L. & N. Passenger	Passenger		Fast Freight	Local Freight	Fast Freight			
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily Ex. Sun.	Daily			
	P.M.			A.M.		A.M.	A.M.	A.M.			
	4.40			2.00	Lv. BRUCETON	12.40 ¹⁵⁵	5.05 ¹⁵³	10.00	86.32	K 86	Yard
	4.49			s 2.13	6.16 BUENA VISTA	12.55	5.20	10.15	92.48	K 92	66
	4.55			s 2.23	5.98 WESTPORT	1.04	5.35	10.24	98.46	K 98	50
	4.59			s 2.31	3.71 YUMA	1.10	5.45	10.44 ¹⁰⁵	102.17	K 102	50
	5.04 ¹⁵⁷			s 2.40	4.91 WILDERSVILLE	1.17	5.55	10.54	107.08	K 107	65
	5.10			F 2.48	5.28 TIMBERLAKE	1.26	6.05	11.02	112.36	K 112	66
	s 5.17			s 3.00 ¹⁰¹	5.08 LEXINGTON	1.36	6.30	11.10 ¹²³	117.44	K 117	90
	5.23			F 3.25	5.58 LIFE	1.46	6.40	11.30 ¹⁵¹	123.02	K 123	63
	5.31			s 3.37	6.08 LURAY	1.55	6.52	11.40	129.10	K 129	60
	5.35			s 3.45 ¹⁵³	3.26 BEECH BLUFF	2.19 ¹⁰¹	7.00	11.45	132.36	K 132	66
	5.42			3.55	6.94 ROSE HILL	2.29	7.12	11.55	139.30	K 139	33
	s 5.48			s 4.10	3.56 JACKSON	2.40	7.45	12.05 ^{PM}	142.86	K 143	N 84 R. Yd. 105
	6.01			F 4.40	9.68 NEELY	2.55 ¹⁵³	8.05	12.20	152.54	K 153	66
	6.05			s 4.50	3.22 DENMARK	2.59	8.20 ¹²³	12.25	155.76	K 156	36
	6.09			s 4.59	3.59 MERCER	3.04	8.30	12.30	159.35	K 159	80
	6.16			s 5.10	6.21 VILDO	3.12	8.45	12.38	165.56	K 166	66
	s 6.23			s 5.25	6.44 WHITEVILLE	3.21	9.17 ¹⁰⁵	12.50	172.00	K 172	80
	6.30			s 5.35	6.62 LACONIA	3.30	9.30	1.00	178.62	K 179	73
	s 6.37			s 5.50	6.28 SOMERVILLE	3.45	9.50 ¹⁵¹	1.20	184.90	K 185	N 23 S 66
	6.44			s 6.00 ¹²³	6.14 WARREN	3.55	10.05	1.35	191.04	K 191	32
	6.49			s 6.10	4.16 OAKLAND	4.01	10.15	1.41	195.20	K 195	80
	6.54			s 6.20	4.04 HICKORY WITHE	4.07	10.25	1.47	199.24	K 199	60
	6.58			s 6.30	3.84 EADS	4.13	10.30	1.55 ¹⁵⁷	203.08	K 203	52
	7.07			s 6.45	8.24 CORDOVA	4.25	10.45	2.07	211.32	K 211	80
P.M.	7.12	P.M.	A.M.	F 6.53	4.40 SHELBY FARMS	4.31	10.55	2.13	215.72	K 216	49
8.40	7.20	3.35	7.20	F 7.05	6.88 AULON E.D.T.	4.40 ¹²³	11.10	2.25	222.60	K 223	Yard
	s 7.24			s 7.10	1.19 LENOX				223.79	K 224	
8.47	7.29	3.42	7.27	7.15	1.94 K. C. JUNCTION E.D.T.	5.00	11.30	2.45	225.73	K 226	Yard
9.05	7.40	4.00	7.45	7.30	2.22 Ar. MEMPHIS E.D.T.	5.15	11.50	3.00	227.95	K 228	Yard
P.M.	P.M.	P.M.	A.M.	A.M.		A.M.	A.M.	P.M.			
Daily	Daily	Daily	Daily	Daily		Daily	Daily Ex. Sun.	Daily			
198	106	202	200	102		150	122	152			

Distances from Memphis	Station Numbers	THIRD CLASS		FIRST CLASS		TIME-TABLE No. 167 Taking effect Sunday, October 24, 1948, at 10:00 P.M.	FIRST CLASS		THIRD CLASS		Distances from Paducah	Car Capacity of Sidings
		171	173		105		106		168	170		
		Local Freight	Freight		Passenger		Passenger		Local Freight	Freight		
		Daily Ex. Sun.	Daily		Daily		Daily		Daily Ex. Sun.	Daily		
				P.M.	STATIONS	P.M.						
226.46	K 1	A.M.	A.M.		2.45	Ar. U. D. Paducah Lv.	1.00		A.M.	P.M.	1.49	Yard
225.53	K 2	11.30	6.55		2.28	P. & I. JUNCTION	1.02		7.00	8.00	2.42	Yard
218.83	K 9	11.15	6.36		F 2.15	6.70 OAKS	F 1.14		7.12	8.14	9.12	47
213.82	K 14	11.05	6.26		F 2.05	5.01 ELVA	F 1.24		7.22	8.24	14.13	52
209.97	K 18	10.55	6.19		F 1.55	3.85 IOLA	F 1.31		7.29	8.31	17.98	45
205.61	K 22	10.45	6.11		s 1.41 ¹⁰⁶	4.36 BENTON	s 1.41 ¹⁰⁵		7.40	8.39	22.34	37
201.61	K 26	10.00	6.03		F 1.34	4.00 GLADE	F 1.50		7.48	8.46	26.34	33
197.51	K 30	9.50	5.55		s 1.27	4.10 HARDIN	s 1.58		8.05	8.53	30.44	36
196.02	K 32	9.40	5.52		F 1.23	1.49 DEXTER	F 2.03		8.10	8.56	31.93	38
192.71	K 35	9.30	5.45		F 1.17	3.31 ALMO	F 2.10		8.16	9.02	35.24	21
186.60	K 41	8.40 ¹⁶⁸	5.32		s 1.04	6.11 MURRAY	s 2.25		8.40 ¹⁷¹	9.15	41.35	44
178.87	K 49	8.20	5.17		s 12.47	7.73 HAZEL	s 2.45		8.55	9.30	49.08	31
174.83	K 53	8.10	5.09		s 12.39	4.04 PURYEAR	s 2.53		9.05	9.37	53.12	65
169.30	K 59	8.00	4.59		s 12.29	5.53 WHITLOCK	s 3.03		9.15	9.47	58.65	26
167.10	K 61	7.50	4.55		12.24	2.20 HILL TOP	3.08		9.19	9.52	60.85	42
163.85	K 64	7.40	4.48		s 12.15 ^{PM}	3.25 PARIS	s 3.15		10.00	10.00	64.10	28
157.32	K 71	6.40	4.35		F 11.59	6.53 VAN DYKE	F 3.35		10.15	10.15	70.63	43
153.11	K 75	6.30	4.25		s 11.51	4.21 MANSFIELD	s 3.43		10.25	10.23	74.84	49
147.30	K 81	6.15	4.12		F 11.40	5.81 VALE	F 3.55		10.40	10.35	80.65	47
141.63	K 86	6.00	4.00		11.25	5.67 Lv. BRUCETON Ar.	4.20		11.00	11.00	86.32	Yard
		A.M.	A.M.		A.M.		P.M.		A.M.	P.M.		
		Daily Ex. Sun.	Daily		Daily		Daily		Daily Ex. Sun.	Daily		
		171	173		105		106		168	170		