

DIVISION OFFICERS

W. E. Davis Superintendent..... Paducah, Ky.
 J. W. Dodge Train Master..... Louisville, Ky.
 C. E. Bartholemew..... Train Master..... Paducah, Ky.
 C. S. Collier..... Train Master..... Princeton, Ky.
 W. J. Shepherd Asst. Train Master Madisonville, Ky.
 Carl Rogers..... Asst. Train Master Madisonville, Ky.
 Carl Boyd..... Asst. Train Master..... Central City, Ky.
 B. M. Meyers..... Traveling Engineer Louisville, Ky.
 T. C. Nelms Traveling Engineer..... Paducah, Ky.
 W. D. Briggs..... Chief Train Dispatcher..... Paducah, Ky.
 G. K. Underwood. Asst. Chief Train Dispatcher. Paducah, Ky.
 S. T. Purcell..... Train Dispatcher..... Paducah, Ky.
 R. F. Withers..... Train Dispatcher..... Paducah, Ky.
 H. Q. Crawford..... Train Dispatcher..... Paducah, Ky.
 C. J. Greenwell Train Dispatcher Paducah, Ky.
 R. M. Williams..... Train Dispatcher..... Paducah, Ky.
 E. J. Vineon..... Train Dispatcher..... Paducah, Ky.
 C. E. Robertson..... Train Dispatcher..... Paducah, Ky.
 G. A. Godman..... Train Dispatcher..... Paducah, Ky.
 H. W. Williams..... Train Dispatcher..... Paducah, Ky.
 E. A. Dunn..... Train Dispatcher..... Paducah, Ky.
 H. E. Huffington..... Train Dispatcher..... Paducah, Ky.
 J. A. Williams..... Train Dispatcher..... Paducah, Ky.
 G. M. Barnett Train Dispatcher..... Paducah, Ky.
 J. E. Moss Train Dispatcher..... Paducah, Ky.
 F. L. Hancock..... Train Dispatcher..... Paducah, Ky.

SPEED TABLE

This is not for authorized speed, but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
40	90	72	50
42	85	80	45
45	80	90	40
48	75	103	35
52	70	120	30
55	65	144	25
60	60	180	20
65	55		

Illinois Central Railroad

**LOUISVILLE
PADUCAH
EVANSVILLE
PROVIDENCE
EAST CAIRO
OWENSBORO
HODGENVILLE
UNIONTOWN
DISTRICTS**

(KENTUCKY DIVISION)

TIME TABLE No.

29

Taking Effect at 12:01 a. m.

SUNDAY, SEPTEMBER 24, 1950

Superseding Time Table No. 28
dated June 4, 1950

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President
 S. F. LYNCH, General Manager
 C. J. FITZPATRICK, General Superintendent Transportation
 W. E. DAVIS, Superintendent

Southward—LOUISVILLE DISTRICT—Northward

SECOND CLASS		FIRST CLASS		Stkling Standing Room Cars with Engines	Mile Posts	TIME TABLE No. 29 Taking effect September 24, 1950	FIRST CLASS		SECOND CLASS	
63	61	103	101				104	102	64	62
Dispatch LM 3	Dispatch LM 1	The Irvin S. Cobb	The Kentucky Cardinal			STATIONS	The Irvin S. Cobb	The Kentucky Cardinal	Dispatch ML 4	Dispatch ML 2
Daily	Daily	Daily	Daily							
		L 9 10PM	L 12 40PM		.0	LOUISVILLE	A 7 30AM	A 1 15PM		
		9 13	12 43		0.5	MAIN STREET	7 21	1 11		
		Via P. R. R.	Via P. R. R.		1.0		Via P. R. R.	Via P. R. R.		
		9 17	12 46		1.5	KENTUCKY STREET	7 16	1 09		
L 9 25PM	L 8 15AM	9 18	12 47		1.8	OAK ST.	7 15	1 08	A 5 15AM	A 4 10PM
9 40	8 30	9 25	12 53	62	5.4	SHIVELY	7 07	1 02	5 06	3 53
9 45	8 35	9 29	12 58 ¹⁰²	61	9.1	PL. RIDGE PARK	7 02	12 58 ¹⁰¹	4 59	3 47
9 49	8 39	9 32	1 03	61	12.0	VALLEY	6 59	12 55	4 55	3 42
9 56	8 48	9 38	1 09	78	17.8	KOSMOSDALE	6 53	12 50	4 47	3 34
10 01	8 53	9 42	1 12	40	20.8	WEST POINT	6 48	12 45	4 42	3 29
10 17	9 10	9 53	1 21	61	26.6	MULDRAUGH	6 37	12 35	4 27	3 14
10 20	9 13	9 55	1 24	34	28.3	TIP TOP	6 35	12 33	4 23	3 10
10 23	9 16	s 10 03	s 1 34	82	30.2	FORT KNOX	s 6 32	s 12 30	4 18	3 05
10 30	9 23	10 08	1 39	44	33.5	RED HILL	6 22	12 20	4 09	2 55
10 35	9 29	10 13	1 43		36.6	VINE GROVE	6 18	12 15	4 03	2 50
10 40	9 31	10 15	1 45	48	38.0	DUGAN	6 16	12 13	4 00	2 45
10 48	9 39	10 21	1 50	59	43.0	KRAFT	6 11	12 07	3 51	2 37
10 55	9 45	s 10 26	s 1 55	75	47.0	CECILIA	s 6 05	s 12 01PM	3 40	2 25
11 15	10 05	10 41	2 10 ⁶²	60	55.1	EAST VIEW	5 49	11 45	3 20	2 10 ¹⁰¹
11 30	10 17	10 50	2 19	64	62.0	BIG OLIFTY	5 39	11 36	3 01	1 42
11 40	10 23	10 59	2 27	51	67.3	CLARKSON	5 32	11 29	2 50	1 27
11 45	10 34	s 11 04	s 2 33	98	71.5	LEITCHFIELD	s 5 25	s 11 23	2 42	1 14
12 01AM	10 46	11 16	2 43	56	78.1	MILLWOOD	5 14	11 12	2 30	1 02
12 15	11 03 ¹⁰²	11 25	2 53	61	83.7	OANEYVILLE	5 05	11 03 ⁶¹	2 12	12 40
12 25	11 15	11 30	2 58	61	87.9	SPRING LICK	5 00	10 58	2 02	12 25
12 40	11 30	11 39	3 07	40	95.9	WAYNE	4 50	10 48	1 51	12 11
12 41	11 32	11 40	3 08	29	96.2	HORSEBRANCH	4 49	10 47	1 50	12 10PM
12 55	11 50 ⁶²	11 50	3 18	61	103.4	HORTON	4 38	10 37	1 29	11 50 ⁶¹
1 05	12 02PM	s 11 56	s 3 24	101	108.5	BEAVER DAM	s 4 31	s 10 30	1 22	11 43
1 16 ⁶⁴	12 10	12 07AM	3 34	83	111.7	McHENRY	4 21	10 22	1 16 ⁶³	11 35
1 25	12 18	12 15	3 43	22	117.6	ROCKPORT	4 14	10 14	12 58	11 25
1 29	12 21	12 18	3 47	76	119.3	MARTWICK	4 10	10 10	12 50	11 22
A 2 00AM	A 12 50PM	A 12 25AM ⁶⁴	A 3 55PM		125.5	CENTRAL CITY YARD	L 4 02AM	L 10 02AM	L 12 25AM ¹⁰³	L 11 10AM
							Daily	Daily	Daily	Daily

Southward—PADUCAH DISTRICT—Northward

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SECOND CLASS		FIRST CLASS			Sliding, Standing Room Cars with Engines	Mile Ports	TIME TABLE No. 29 Taking effect September 24, 1950	Miles from Paducah	FIRST CLASS		SECOND CLASS	
61	63	101	103	104					102	62	64	
Dispatch LM 1	Dispatch LM 3	The Kentucky Cardinal	The Irvin S. Cobb	The Irvin S. Cobb					The Kentucky Cardinal	Dispatch ML 2	Dispatch ML 4	
Daily	Daily	Daily	Daily			STATIONS						
L 1 10PM	L 2 30AM	L 3 55PM	L 12 25AM	125.5		C. CENTRAL CITY YARD	100.1	A 4 02AM	A 10 02AM	A 10 45AM	A 10 25PM	
		s 4 01	s 12 31	126.1		0.6 CENTRAL CITY	99.5	s 4 00	s 10 00	10 30	10 00	
	2 50			93	135.4	9.3 SANDY	90.2			10 10	9 40	
Via Greenville	3 02	Via Greenville	Via Greenville	94	141.9	6.5 POND	83.7	Via Greenville	Via Greenville	10 00	9 28	
	3 20			109	149.4	7.5 WEST YARD	76.2			9 47	9 15	
	3 30			92	153.5	4.1 RICHLAND	72.1			9 40	9 05	
	3 45			95	159.7	6.2 CHARLESTON	65.9			9 28	8 55	
1 18		4 07	12 36	61	130.0	8.9 MERCER	95.6	3 44	9 50			
1 25		s 4 12	x 12 41	67	133.7	3.7 GREENVILLE	91.9	s 3 34	s 9 45			
1 35		4 17	12 46	71	137.3	3.6 DEPOY	88.3	3 29	9 41			
1 40		4 21	12 49	91	139.2	1.9 GRAHAM	86.4	3 26	9 38			
1 50		4 27	12 55	144.1		4.9 BAKERSPORT	81.5	3 19	9 31			
	Via West Yard					2.9 WHITE PLAINS	78.6	3 16	9 28			
1 55		4 31	12 59	147.0		4.0 NORTONVILLE	8	s 3 10	s 9 23			
2 03		s 4 35	s 1 03	109	151.0	6.2 ST. CHARLES	68.4	2 53	9 10			
2 14		4 55	1 18	138	157.2	3.4 TILSLEY	65.0	2 48	9 06			
2 20		4 59	1 22	90	160.6	5.1 DAWSON SPRINGS	59.9	s 2 36	s 8 56	9 13	8 35	
2 30	4 10	s 5 10	s 1 32	164	165.7	3.4 RUTH	56.5	2 28	8 50	8 58	8 30	
2 35	4 15	5 15	1 37	73	169.1	5.3 SCOTT JOT	51.2	2 20	8 44	8 50	8 23	
2 50	4 30	5 21	1 44	174.4		2.8						
2 55	4 35	5 24	1 47	95	177.2	2.9 CEDAR BLUFF	48.4	2 15	8 40	8 43	8 15	
3 00	4 40	s 5 35	s 1 57	180.1		0.9 PRINCETON	6	s 2 10	s 8 35	8 38	8 05	
3 20	5 05	5 37	1 59	81	181.0	9.2 PRINCETON YARD	44.6	2 00	8 25 ⁶²	8 25 ¹⁰²	8 00	
3 35	5 20	5 48	2 09	69	190.2	1.9 BELKNAP	35.4					
3 38	5 24	s 5 52	2 12	192.1		1.6 EDDYVILLE	33.5	f 1 46	8 13	7 53	7 18	
3 41	5 27	5 55	2 14	193.7		6.7 KUTTAWA	31.9	s 1 43	s 8 10	7 51	7 15	
3 49	5 40	6 03	2 24	138	200.4	0.2 EUREKA	25.2	1 31	7 59	7 41	7 05	
				200.6		1.7 CUMBERLAND RIVER						
3 52	5 46	6 07	2 27	126	202.2	3.4 GRAVEL SWITCH	23.4	1 27	7 57	7 36	6 57	
4 02	5 56	6 13	2 33	205.6		3.3 GILBERTSVILLE JOT	20.0	1 20	7 51	7 27	6 47	
4 10	6 04	f 6 20	2 40	97	208.9	5.7 CALVERT	16.7	1 13	f 7 45	7 20	6 40	
4 20	6 12	6 26	2 46	214.6		7.0 LITTLE OYPRESS	11.0	1 05	7 37	7 10	6 30	
4 30	6 25	6 34	2 54	221.6		3.1 CLARK'S	4.0	12 55	7 30	6 55	6 15	
		s 6 37	s 2 59	224.7		0.9 PADUCAH	0.9	s 12 50	s 7 25			
A 5 00PM	A 6 45AM	A 6 50PM	A 3 15AM	224.7		0.9 NORTH YARD	0	s 12 31	s 7 15			
		A 6 52PM	A 3 17AM	225.6				L 12 29AM	L 7 13AM	L 6 45AM	L 6 00PM	
								Daily	Daily	Daily	Daily	

* Discharge revenue passengers from Louisville and receive revenue passengers for Paducah and South.

No. 101 will stop on signal at Grand Rivers to discharge revenue passengers from Louisville or receive revenue passengers for Fulton and south.

No. 101 will stop on signal at West Gilbertsville to discharge revenue passengers from Central City and north and receive revenue passengers for Fulton and beyond.

No. 102 will stop on signal at Grand Rivers to discharge revenue passengers from Fulton and south or receive revenue passengers for Louisville.

No. 102 will stop on signal at West Gilbertsville to discharge revenue passengers from Fulton and beyond and to receive revenue passengers for Central City and regular stops beyond.

Southward—EVANSVILLE DISTRICT—Northward

SECOND CLASS				Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 29		SECOND CLASS				
Taking effect September 24, 1950						244	242	272				
271	243	241				Mixed	Mixed	Dispatch				
Dispatch	Mixed	Mixed			STATIONS				Mixed	Mixed	Dispatch	
L 10 00AM					.0	HARWOOD 1.0						A 11 00PM
						EVANSVILLE 8						
	Daily	Except Sunday	Except Sunday			See L. & N. R. R. and C. C. C. & St. L. R. R.						
L 11 30AM ²⁴²			L 6 30AM		11.3	11.3 C. HENDERSON 6				A 11 30AM ²⁷¹		A 10 00PM
			6 40		15.4	4.1 WEST HENDERSON				11 15		
12 05PM		f	6 50	80	17.7	2.3 WILSON				f 11 05		9 15
			7 00		21.3	3.6 COBYDON				f 10 55		
12 35		f	7 15	87	28.8	7.6 WAVERLY				f 10 40		8 45
			7 18	32	30.3	1.5 ST. VINCENT				f 10 35		8 40
			7 20		31.6	1.3 FLOURNOY				f 10 30		
1 10		s	7 30	60	34.5	2.2 D. MORGANFIELD				s 10 05		8 25
			8 20		41.3	6.3 GROVE CENTER				f 9 55		
1 40		f	8 30	81	44.1	2.8 HENSHAW				f 9 45		8 05
			8 40	75	49.2	5.1 DEKOVEN				f 9 30		7 50
2 00		s	9 10 ²⁴²	75	54.6	5.4 D. STURGIS				s 9 10 ²⁴¹		7 30
2 20		f	9 40		58.7	4.1 SULLIVAN				f 8 55		
2 45		s	9 55	57	62.8	3.3 D. BLACKFORD				s 8 35		7 05
3 15		f	10 15	87	69.2	7.9 REPTON				f 8 15		6 35
			10 30	57	74.5	5.3 D. MARION				s 7 50		6 20
3 30		f	10 55	64	79.0	4.5 OBAYNE				f 7 35		6 10
3 45		f	11 05	48	82.1	3.1 MEXICO				f 7 25		6 00
3 55		f	11 15	75	86.2	4.1 FREDONIA				f 7 10		5 45
4 05		f	11 30	64	92.5	6.3 OBIDER				f 6 50		5 25
4 25	A 4 45PM	L 10 00AM	A 11 45AM		99.1	6.6 C. PRINCETON YARD 6				A 2 40PM	L 6 30AM	L 5 00PM
		f	10 25	29	106.1	7.0 OTTER POND				f 2 15		
		f	10 40		109.7	3.6 COBB				f 2 05		
		f	10 50		114.2	4.5 OERULEAN				f 1 55		
		s	11 10	57	120.8	6.6 D. GRACEY				s 1 40		
		A 11 40AM			130.5	9.7 D. HOPKINSVILLE 6				L 1 05PM		
									Except Sunday	Except Sunday	Daily	

Southward—PROVIDENCE DISTRICT—Northward

TIME TABLE No. 29				Siding, Standing Room Cars with Engine
Taking effect September 24, 1950				
STATIONS				
O	BLACKFORD	.0	57	
	5.3 WHEATCROFT	5.3		
D	9.2 PROVIDENCE	14.5		

Southward—UNIONTOWN DISTRICT—Northward

TIME TABLE No. 29			
Taking effect September 24, 1950			
STATIONS			
	MORGANFIELD		
	6.0 UNIONTOWN		

Southward—EAST CAIRO DISTRICT—Northward

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				Mile Posts	TIME TABLE No. 29		Miles from Paducah	Sliding, Standing Room Cars with Engine					
					Taking effect September 24, 1950								
				STATIONS									
				225.6	C	NORTH YARD	.0						
				224.7	D	0.9 PADUCAH	8 6	0.9					
				229.6		3.9 O. E. JUNCTION							
				234.3	D	4.7 MAXON		9.5					
				238.9		4.6 K. O. W.		14.1					
				242.0		8.1 KEVIL		17.2	39				
				247.0		5.0 LA CENTER		22.2	41				
				251.3		4.4 BARLOW		26.6	88				

Southward—OWENSBORO DISTRICT—Northward

Southward—HODGENVILLE DISTRICT—Northward

SECOND CLASS		Mile Posts	TIME TABLE No. 29		SECOND CLASS		
641			Taking effect September 24, 1950		642		
Mixed		STATIONS					Mixed
Except Sunday							
L	9 15AM	41.6	OWENSBORO YARD	6 A	2 30PM		
	9 20	40.6	1.0 OWENSBORO JCT	6	2 15		
f	9 40	32.8	7.8 PHILPOT	f	1 55		
f	9 50	29.4	3.4 SHORTS	f	1 45		
s	10 05	25.8	3.6 WHITESVILLE	s	1 35		
f	10 20	21.3	4.5 DEANEFIELD	f	1 25		
f	10 30	18.8	2.5 REYNOLDS	f	1 10		
s	10 45	15.6	3.2 FORDSVILLE		12 55		
f	11 05	10.2	5.4 NARROWS	f	12 40		
s	11 10	8.1	2.1 DAVIDSON	s	12 35		
f	11 20	6.0	2.1 OLATON	f	12 30		
A	12 01PM	.0	6.0 HORSE BRANCH	L	12 20PM		
Except Sunday							

		Mile Posts	TIME TABLE No. 29					
			Taking effect September 24, 1950					
		STATIONS						
		.0	C	CECILIA				
		6.0	D	6.0 ELIZABETHTOWN				
		13.0		7.0 TONEVILLE				
		17.1	D	4.1 HODGENVILLE				

No. 642 wait at Horse Branch for No. 641.

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Louisville—Central station,
Oak Street—Yard office, engine house,
Central City Yard,
Central City—Engine house,
Dawson Springs,
Princeton Yard,
Paducah—Engine house, North Yard, Union Station.
Evansville—Franklin Street Yard Office.

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

Maxon—Southward trains.
To enter Bluford district o — o.

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

83. Train Registers:

Louisville,	Evansville—Harwood,
Oak Street,	Blackford—Providence District
Owensboro—Freight house,	trains,
Hodgenville,	Princeton Yard—Evansville
Central City Yard,	District trains,
North Yard,	Hopkinsville.

First class trains may register at Oak Street, Central City Yard and North Yard by form 905.

Light engines moving between Central Station and engine house Oak Street, Louisville, will not be required to secure check of overdue trains.

Trains arriving from P. & I. Railroad, via Paducah Passenger Station will not be required to obtain check of overdue trains before entering I. C. R. R. main track.

83 (a).

Trains may leave Central Station, Louisville, without a clearance but must obtain clearance before leaving Oak St.

Southward second class and extra trains, must obtain a clearance at Dawson Springs.

First class trains may leave Paducah passenger station without a clearance, all first class trains must obtain a clearance before leaving North Yard (Paducah).

Train 641 may leave Owensboro Yard without a clearance.

Train 642 may leave Horse Branch on Saturdays and holidays without a clearance.

93. Yards:

Louisville (Louisville yard limits extend to 1000 feet south of MP 6), Fort Knox, Cecilia, Horse Branch (Owensboro District), Central City, Hodgenville, Owensboro Yard (Owensboro Yard yard limits extend to Owensboro Jct.), West Yard (West Yard yard limits extend to MP JK137 north of Pond, and to MP JK 156 south of Richland), Dawson Springs, Princeton,	Paducah (Paducah yard limits extend to MP 229), Kevil (Kevil yard limits extend to K. O. W.), Henderson, Morganfield, Sturgis, Blackford, Marion, Gracey, Hopkinsville, Wheatcroft, Providence.
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First class trains must move between K. & I. T. R. R. crossing, Magnolia Street and Central Station, Louisville at reduced speed.

First class trains must move between Paducah and North Yard at reduced speed.

97. Between Scott Jct. and Kuttawa, Gilbertsville Jct. and North Yard, extra trains may run without train orders.

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

Louisville (11th Street)	K. & I. T. and B. & O. R. R. Crossing
" (Dumesnil Street)	L. & N. R. R. Crossing
" (Magnolia Street)	K. & I. T. R. R. Crossing
Cecilia—Hodgenville District trains	Junction
Horse Branch—Owensboro District trains	Junction
Princeton—Evansville District trains	Junction
Paducah—P. & I. R. R. trains	Junction
" —N. C. & St. L. R. R.	Crossing
" —North Yard Lead, via lead	Crossing
Owensboro—L. & N. R. R.	Crossing
Providence—Mine Lead—L. & N. R. R.	Crossing

98 (a). Trains and engines are not required to stop at Hub Crossing, Dumesnil Street, when crossing gate is found by approaching train to be set across L. & N. R. R. Track.

Two position color light dwarf signals, located 150 feet north and 75 feet south of N. C. & St. L. railroad crossing, Paducah, indicate position of crossing gate for Paducah District trains.

Indications of dwarf signal are:

Yellow—Gate lined across N. C. & St. L. and P. & I. tracks.

Red —Gate lined across Illinois Central tracks. (Paducah District).

Trains and engines must not exceed a speed of ten miles per hour until engine or leading car passes crossing.

SPECIAL INSTRUCTIONS (Continued on page 8)

101. Speed Restrictions. Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Passenger trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Passenger train with improved mikado type or 2030 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, improved mikado type or 8000 class engine.	Dispatch local, tonnage and mixed trains with other type freight engines.	Eight-wheel locomotive crane.	Derricks.	Engines without trucks and engines backing up with or without cars.
	Miles Per Hour								
Between Louisville and Paducah.....	75	75	60	45	50	45	30	35	25
Between MP JK126 and JK165.....	45	45	45	40	40	40	30	35	25
East Cairo District.....	35	35	35	35	35	35	25	30	25
Evansville District.....	35	35	35	35	35	35	25	30	25
Providence District.....		25	25	25	25	25	20	20	20
Hodgenville District.....		25		25	25	25	25	25	25
Owensboro District.....		25		25	25	25	25	25	25
Diverging routes Through crossovers, Junctions and Siding Switches									
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25	25	25	25	25
On straight track at spring switches when springing points.....	40	40	40	40	40	40	25	25	25
Kuttawa, turnout end double track No. 20 turnout.....	40	40	40	40	40	40	25	25	25
Gilbertsville Jct., turnout end double track No. 20 turnout.....	30	30	30	30	30	30	25	25	25
Wayne, both ends siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Horse Branch, south end siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Greenville, both ends siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Graham, north end siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Nortonville, north end siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Ilsley, both ends siding, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Dawson Springs, south end siding No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Calvert, both ends siding, northward track, No. 15 turnout, south end siding, southward track, No. 15 turnout.....	25	25	25	25	25	25	25	25	25
Through turnouts other locations.....	15	15	15	15	15	15	15	15	15
101 (a). A yellow flag or metal sign by day and a yellow light or reflector sign by night, as covered by Rule 10(g) and Maintenance of Way Department Rule 27 will be placed a minimum distance of one and one-half miles from point where reduced speed is required between Louisville and Paducah.									
101 (b). Lower Speeds									
At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.									
Louisville District									
Louisville Short Route, 1st to 9th Streets.....	10	10	10	10	10	10	10	10	10
Oak St. to Wathens Distillery.....	40	40	40	40	40	40	30	30	25
MP J20, Salt River Bridge, 1st and 2nd curves south.....	30	30	30	30	30	30	30	30	25
MP J21, curve at MP.....	40	40	40	40	30	30	30	30	25
MP J22, 1st curve south.....	50	50	50	40	30	30	30	30	25
Bridge J23.3 to MP J24.....	20	20	20	20	20	20	20	20	20

(Continued on page 8)

101 (b). Lower Speeds:—Continued.

Territory or Location	Passenger trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Passenger train with improved mikado type or 2030 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, improved mikado type or 8000 class engine.	Dispatch local, tonnage and mixed trains with other type freight engines.	Eight-wheel locomotive crane.	Derricks.	Engines without trucks and engines backing up with or without cars.
Louisville District—Cont'd									
MP J24, 2nd and 3rd curve south.....	30	30	20	20	20	20	20	20	20
MP J25, 1st, 2nd and 3rd curve south.....	40	40	30	30	30	30	30	30	25
MP J26, 1st and 2nd curve south.....	50	50	30	30	30	30	30	30	25
MP J27, 1st and 2nd curve south.....	60	60	40	30	30	30	30	30	25
MP J27, 3rd and 4th curve south.....	40	40	30	30	30	30	30	30	25
MP J28, curve at MP.....	65	65	50	30	30	30	30	30	25
MP J29, 1st curve south.....	50	50	50	30	30	30	30	30	25
MP J31, 2nd curve south.....	50	50	30	30	30	30	30	30	25
MP J32, 1st curve south.....	60	60	40	30	30	30	30	30	25
MP J32, 2nd and 3rd curve south.....	40	40	30	30	30	30	30	30	25
MP J33, 1st, 2nd and 3rd curve south.....	40	40	30	30	30	30	30	30	25
MP J34, 1st, 2nd, 3rd and 4th curve south.....	50	50	30	30	30	30	30	30	25
MP J35, curve at MP.....	60	60	40	30	30	30	30	30	25
MP J35, 2nd and 3rd curve south.....	40	40	30	30	30	30	30	30	25
MP J36, 1st curve south.....	65	65	50	30	30	30	30	30	25
MP J37, curve at MP and 1st curve south.....	40	40	30	30	30	30	30	30	25
MP J38, 1st and 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J39, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J40, 1st, 2nd and 3rd curve south.....	45	45	30	30	30	30	30	30	25
MP J40, 4th curve south.....	60	60	40	30	30	30	30	30	25
MP J41, 2nd and 3rd curve south.....	60	60	40	30	30	30	30	30	25
MP J42, curve at MP.....	60	60	40	30	30	30	30	30	25
MP J46, 1st curve south.....	40	40	30	30	30	30	30	30	25
MP J52 to MP J55, all curves.....	40	40	25	25	25	25	25	25	25
MP J55, 1st and 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J56, 1st curve south.....	50	50	30	30	30	30	30	30	25
MP J57, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J59, 1st curve south.....	40	40	25	25	25	25	25	25	25
MP J63, 1st and 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J64, West Clifty Bridge and curves north and south of bridge.....	20	20	20	20	20	20	20	20	20
MP J66, 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J69, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J70, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J71, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J72, 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J73, curve at MP and 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J74, curve at MP and 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J75, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J76, 1st, 2nd and 3rd curve south.....	50	50	30	30	30	30	30	30	25
MP J77, curve at MP and 1st, 2nd and 3rd curve south.....	45	45	30	30	30	30	30	30	25
MP J78, 1st curve south.....	50	50	30	30	30	30	30	30	25
MP J79, curve at MP.....	45	45	30	30	30	30	30	30	25
MP J80 to MP J81.....	30	30	30	30	30	30	30	30	25
MP J82, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J83, 1st curve south.....	50	50	30	30	30	30	30	30	25
MP J84, 1st curve south.....	65	65	50	30	30	30	30	30	25
MP J85, curve at MP and 1st and 2nd curve south.....	45	45	30	30	30	30	30	30	25
MP J85, 3rd curve south.....	40	40	30	30	30	30	30	30	25
MP J89 to MP J90 (Reverse curve).....	30	30	30	30	30	30	30	30	25
MP J90, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J92, curve at MP and 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J95, 1st curve south.....	45	45	30	30	30	30	30	30	25
MP J96, 1st curve south.....	50	50	30	30	30	30	30	30	25

(Continued on page 9)

101 (b). Lower Speeds:—Continued.

Territory or Location	Passenger trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Passenger train with improved mikado type or 2030 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, improved mikado type or 3000 class engine.	Dispatch local, tonnage and mixed trains with other type freight engines.	Eight-wheel locomotive crane.	Derricks.	Engines without trucks and engines backing up with or without cars.	Miles Per Hour										
Louisville District—Cont'd																				
MP J97, 1st curve south.....	65	65	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J97, 2nd curve south.....	45	45	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J97, 3rd curve south.....	65	65	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J98, 2nd, 3rd and 4th curve south.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J99, 1st curve south.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J99, 2nd curve south (Tunnel).....	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J99, 3rd curve south.....	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J100, 1st and 2nd curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J101, 1st curve south.....	45	45	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J104, 1st curve south.....	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J104, 2nd curve south.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J110, 1st curve south.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J111, curve at MP.....	65	65	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	35
MP J111, 1st curve south.....	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J113, 1st curve south.....	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J114, 1st curve south.....	65	65	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J114, 2nd curve south.....	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J115, 1st and 2nd curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J116, 2nd curve south.....	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J116, 3rd curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J117, curve at MP.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J117, 1st curve south.....	45	45	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
Green River Bridge, curve at south end.....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
MP J118, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
MP J119, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
All curves Martwick to Nelson.....	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
MP J122, 1st and 2nd curve south.....	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Paducah District																				
MP J130, 2nd curve south.....	40	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J131, curve at MP.....	40	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J133, 2nd curve south.....	50	50	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J135, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J136, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J138, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J140, 1st curve south.....	45	45	45	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J141, 1st and 2nd curve south.....	45	45	45	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J142, 1st and 2nd curve south.....	40	40	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J143, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J144, curve at MP.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J147, 1st and 2nd curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J148, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J149, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J150, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J153, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J154, curve at MP.....	50	50	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J154, 1st and 2nd curve south.....	50	50	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J155, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J156, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J157, 2nd curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J158, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J160, 1st curve south.....	60	60	40	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP J165, 1st curve south.....	40	40	30	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25	25	25

101 (b). Lower Speeds:—Continued.

Territory or Location	Passenger trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Passenger train with improved mikado type or 2030 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, improved mikado type or 8000 class engine.	Dispatch local, tonnage and mixed trains with other type freight engines.	Eight-wheel locomotive crane.	Derricks.	Engines without trucks and engines backing up with or without cars.
	Miles Per Hour								
Paducah District—Cont'd.									
MP J170, 1st curve south.....	30	30	30	30	30	30	30	30	25
MP J180, 1st curve south, southward track.....	40	40	30	30	30	30	25	25	25
MP J180, 1st curve south, northward track.....	40	40	30	30	30	30	25	25	25
MP J187, 3rd curve south, southward track.....	60	60	40	30	30	30	30	30	25
MP J192, 1st curve south, both tracks.....	50	50	40	30	30	30	30	30	25
MP J193, 1st curve south, southward track.....	40	40	40	30	30	30	30	30	25
MP J193, 2nd curve south, southward track.....	60	60	40	30	30	30	30	30	25
Bridge Cumberland River, J200-6.....	20	20	20	20	20	20	20	20	20
Between Cumberland River Bridge and Kentucky Dam.....	45	45	45	30	30	30	30	30	25
Bridge—Kentucky Dam.....	20	20	20	20	20	20	20	20	20
Between Kentucky Dam and MP 206-3, both tracks.....	30	30	30	30	30	30	30	30	25
MP J207, 1st curve south, both tracks.....	60	60	40	30	30	30	30	30	25
MP J208, 1st curve south, both tracks.....	60	60	40	30	30	30	30	30	25
MP J214, 1st curve south, both tracks.....	60	60	40	30	30	30	30	30	25
Paducah to Little Cypress, northward track.....	60	60	60	45	50	45	30	35	25
Evansville District									
Curves South MP JE47.....		35	35	20		20	20	20	20
" MP JE57-25 to JE60-40.....		35	35	25		25	25	20	20
" MP JE65 to JE67.....		30	30	30		30	30	20	20
" MP JE80-50 to JE81.....		35	35	20	20	20	20	20	20
" North MP JE85.....									
" MP JE102.....									
Bridge JE113-96.....			15	15		15	15	15	15
Engines—1200-1514, 1600-1745.....		25		25		25	25	25	25
1130-1199.....									
East Cairo District									
Maxon to C. R. Junction.....		25	25	25	25	25	25	25	
Maxon Wye track.....		10	10	10	10	10	10	10	10
Providence District									
Bridge JC5-95.....									
Engines.....									
900-988, 1000-1103, 1130-1199.....		20				20	20	20	20
1200-1499, 1500-1514, 1600-1745.....			15	15		15	15	15	15
Others.....		10	10	10		10	10	10	10

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101 (b). Lower Speeds:—Continued.

Territory or Location	Passenger trains with Diesel engines.	Passenger engine with passenger train, caboose or light.	Passenger train with improved mikado type or 2030 class engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger, improved mikado type or 8000 class engine.	Dispatch local, tonnage and mixed trains with other type freight engines.	Eight-wheel locomotive crane.	Derricks.	Engines without trucks and engines backing up with or without cars.	Miles Per Hour									
Hodgenville District																			
Bridges JH3-66 and JH5-10																			
Engines																			
790-793 ----- 25 ----- 25 ----- 25 ----- 25 ----- 25																			
700-770, 900-988 ----- 20 ----- 20 ----- 20 ----- 20 ----- 20																			
2030-2099 ----- 15 ----- 15 ----- 15 ----- 15 ----- 15																			
1000-1103 ----- 10 ----- 10 ----- 10 ----- 10 ----- 10																			
Bridge JH16-78																			
Engines																			
700-770, 900-988, 1000-1103 ----- 25 ----- 25 ----- 25 ----- 25 ----- 25																			
2030-2099 ----- 15 ----- 15 ----- 15 ----- 15 ----- 15																			
Owensboro District																			
Bridge J07-67																			
Engines 2030-2099 ----- 20 ----- 20 ----- 20 ----- 20 ----- 20																			
Others ----- 15 ----- 15 ----- 15 ----- 15 ----- 15																			
Engines must not double-head																			

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

When fifty per cent of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

Trains having loaded high ore cars with a short wheel base must not exceed speed of 25 miles per hour on East Cairo and Evansville Districts.

Trains handling ditchers, spreaders or air dump cars loaded or empty must not exceed a speed of 25 miles per hour.

Engines must not go beyond clearance point of empty tracks at coal mines, Kentucky Division, except in case of emergency, at which time permission will be obtained from proper authority.

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

Location	Class of Engines
Louisville District	
Louisville—Viaduct 5th to 9th street (Short Route Railroad) -----	2400 and heavier
" Texas Yard—beyond switch to Spur 4 -----	2199 " "
" Ky. elevator track -----	
" Hub track L. & N. connection -----	
" Gold Proof elevator track -----	
" Peerless Mfg. Co. track -----	
" Southern connection -----	
" Jefferson Wood Working Co -----	
" Avery Company tracks -----	
" Bernheim Distillery tracks -----	2400-2459, 2500-2555
" Wathen Distillery tracks -----	2600-2619, 2700-2750
" Seagram's Distillery tracks -----	2800-2819, 8000-8049
" Kentucky Distillery tracks -----	
" Taylor Williams Dist. track -----	
" Enterprise track -----	
" Nichols General Hospital track -----	
P. R. Park Jefferson Co. spur beyond Derail -----	
Tip Top—Spur beyond depot -----	
Fort Knox—Replacement Center track 400 feet beyond wye switch -----	
Cecilia—Hodgenville District beyond MP JH2 -----	
Horse Branch—Wye track -----	

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

Location	Class of Engines
Louisville District—Continued	
Beaver Dam—Mill spur beyond 1st crossing..	2400-2459, 2500-2555 2600-2619, 2700-2750 2800-2819, 8000-8049
Central City—L. & N. Connection -----	
" " Freight house track -----	
" " Gulf Refining Co., track -----	
Paducah District	
Mercer—Gish mine track beyond switch to empty track -----	All Engines
Greenville—House track between north and south ends of depot -----	
Skibo—Mine tracks -----	
Mulligan Mine Track -----	
Depoy—Business spur beyond clearance point..	
Graham—Mine tracks beyond switch to empty tracks -----	
White Plains—Mine tracks -----	
Nortonville—L. & N. connection beyond clearance point -----	
United Electric Co., beyond Tipple -----	
Isley—Mine lead beyond 1st crossing -----	
Pine Hill mine track beyond clearance point..	2400-2459, 2500-2555 2600-2619, 2700-2750 2800-2819, 8000-8049
Madisonville—Beyond frog on Salvage track..	
Vogue Mine track -----	
Fies Mine Track -----	
Pond River Mine track -----	
Moss Hill lead beyond clearance point -----	
Madisonville—Freight house lead -----	
North Diamond mine lead beyond wye -----	
Sentry Mine track -----	
Hall Mine track -----	
Rutstein Mine track -----	
Richland Mine track -----	
Colonial Mine -----	
Sixth Vein Mine track beyond clearance point..	
Meadows Coal Co. track -----	

101 (b). Lower Speeds—(Continued).

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

Location	Class of Engines
Paducah District—Continued	
Dawson Daylight Mine track beyond clearance point.....	2400-2459, 2500-2555
Industrial mine track beyond clearance point.....	2600-2619, 2700-2750
Dawson Collieries Mine track.....	2800-2819, 8000-8049
Cedar Bluff—Track No. 1 beyond first curve.....	
—Track No. 2 beyond clearance.....	
Princeton—Stegar tobacco spur.....	
Lumber Co. spur.....	
Paducah—Tipple track.....	
King Coal Co. track.....	1600 and heavier
North leg of wye at freight house.....	
Freight house tracks.....	
Industry tracks off river front tracks.....	
Box and Basket Co. track.....	
East Cairo District	
Evansville District	
Henderson—House track.....	
Home Oil Co. track.....	
Scale track.....	2400-2459, 2500-2555
Pickle track.....	2600-2619, 2700-2750
Waverly—Stock pen track.....	2800-2819, 8000-8049
Morganfield—Wye track.....	
Stock pen track.....	
Providence—Empty end of Low Moisture mine track.....	All Engines
Sturgis—Tradewater lead beyond clearance point and Track No. 2.....	
Wardlow lead beyond clearance point.....	
Old Mill track.....	
House track beyond clearance point.....	
Ice house spur.....	
Blackford—House track beyond clearance point.....	2400-2459, 2500-2555
Pump house spur.....	2600-2619, 2700-2750
Marion—Milling Co. track.....	2800-2819, 8000-8049
Franklin fluorspar track.....	
Electric light spur.....	
Kentucky fluorspar track.....	
Guggenheim mine track.....	
Crayne—Spur track.....	
Mexico—House track beyond clearance point.....	
Lafayette spar mine track.....	
Fredonia—House track beyond clearance point.....	
Bridge JE113-96.....	2400 and heavier 2199 " "
Providence District	
Mile JA6—Diamond Coal Co. track beyond clearance point.....	2400-2459, 2500-2555
Providence—Old wye track.....	2600-2619, 2700-2750
Providence Coal Co. track beyond switch to tipple track.....	2800-2819, 8000-8049
Bridge JC5-95.....	2500 and heavier
Four pile timber trestles.....	2199 and heavier

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

Location	Class of Engines
Hodgenville District	
Bridges JH3-66 and JH5-10.....	1130 and heavier 1600 " "
Bridge JH16-78.....	2400 and heavier 2199 " "
Owensboro District	
Bridge JO7-67.....	2400 and heavier 1600 " "

99-102. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is unobstructed and safe.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of rules 99 and 102.

Instructions Governing Operation and Use of Mars Rear End Oscillating Red Light

Use of the rear end oscillating red light does not in any way relieve train and enginemen from complying with rules 99 and 102.

Light is installed in the roof above rear door of observation cars in streamlined trains.

A selector switch and detailed instructions concerning operation of light are located in electric locker inside of car.

A pilot light marked "Mars Light," located in door of electric locker, is provided to indicate whenever the Mars Light is operating.

When selector switch is in the "On Auto" position light operates automatically when speed is below approximately 18 miles per hour or train is stopped.

Conductors and trainmen on trains equipped with the Mars Light must become familiar with its operation and use and comply with the following instructions:

Selector switch in control box shall be placed in the "On Auto" position at all times—day and night—except as outlined in last paragraph, conditions "A", "B", "C", and "D", or in case of failure of axle generator, or automatic control, in which case selector switch shall be used to manually turn light "on" and "off."

Before departure from originating station it is the duty of flagman to see that light functions when selector switch is in automatic and manual positions. He must know, upon departure from originating station, or any intermediate station, where position of control of selector switch might have been changed, that selector switch is set for automatic control.

If automatic control feature, or axle generator, fails light will burn continuously regardless of speed. In such event light must be operated manually with selector switch.

While pilot light, when lit, indicates light is burning, flagman must make frequent inspections to determine if light is burning and functioning properly.

99-102—(Concluded.)

If both Mars Light and pilot light fail to burn, fuses must be checked.

Mars Lights use a 250 watt 32 volt locomotive headlight bulb. Spare bulb will be carried in rack in electric locker. A burned out bulb must be reported by the conductor to next servicing point where bulb can be replaced.

In multiple track territory, while light is displayed on a preceding train, engineman on a following train on same track, observing the light, must stop a safe distance before light is reached. Engineman on a following train, on an adjacent track, must reduce speed and be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass.

Mars Light must be extinguished under the following conditions: (A) While train is standing in the clear at originating or terminating stations. (B) While switching is being performed from rear of train. (C) While train is clear of main track on siding and until a train to be met or passed has gone; after which light must again be placed in operation before entering main track. (D) When cars equipped with this light are not the rear cars.

104. Normal position of switches:

Location	Normal Position
Cecilia.....	For Louisville District
Horse Branch.....	For Louisville District
Central City Yard.....	For trains via Greenville
Dawson Springs.....	For trains via Greenville
Princeton.....	For Paducah District
North Yard.....	For northward trains

At Maxon switches will be handled by the operator on duty for all trains.

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

Electrically locked hand throw switches:

Location	Switches	Controlled By
Central City Yard.....	North-end of crossover switch at 3523 feet south MP J-126 JK Jct.....	Signalman at Central City Yard.
Central City Yard.....	South-end of crossover switch at 3797 feet south of MP J-126 JK Jct.....	Signalman at Central City Yard.
Central City Yard.....	Freight House Lead switch at 3672 feet south of MP J-126.....	Signalman at Central City Yard.
Cherry Hill Mine Tracks.....	North and south switches.....	Signalman at Central City Yard.
Vogue Mine Tracks.....	North and south switches.....	Signalman at Central City Yard.

Electrically locked hand throw switches:—Continued

Location	Switches	Controlled by
Mile JK141.....	Fies Mine.....	Signalman at Central City Yard.
Dawson Springs	South-end house track.....	Signalman at Dawson Springs.
Claxton.....	Spur.....	Signalman at Dawson Springs.
Kuttawa.....	Both-ends house track.....	Signalman at Cumberland River Bridge.
Kuttawa.....	Standard Oil track	Signalman at Cumberland River Bridge.
Grand Rivers...	Spur.....	Signalman at Cumberland River Bridge.
Jessup.....	Both-ends.....	Signalman at Cumberland River Bridge.
Kentucky Dam.	Spur North-end ..	Signalman at Cumberland River Bridge.

Trainmen desiring to use electrically locked switches will call Control Station by telephone and be governed by instructions on inside of door on electrical lock. Telephones are located at switches.

Electric switch locks in operation on main track switches as follows:

Beach Creek Mine—North and south wye switches.

Homestead Storage—North siding switch, crossover switches at south end of storage track and south wye switch.

Ken Mine—North and south wye switches.

Instructions for operation of electrically locked switches are posted on inside of door at each electric lock.

105. At Dawson Springs southward trains via West Yard will move through siding unless otherwise directed by dispatcher.

Unless otherwise specified by train order, the siding located north of station at Cecilia is the designated track for meeting or passing trains at Cecilia. Time shown in time-table schedules, and unless otherwise specified, time shown in train orders as the time for Cecilia apply to this track.

Siding at Depoy, Ilsley and Richland will be used as storage tracks and derrails are installed at both ends.

109. Bulletin Boards:

Louisville—Central Station, 11th Street, Oak St. and engine house. Owensboro.

Central City—Yard office and engine house.

Dawson Springs.

Princeton—Yard office and engine house.

Paducah—North Yard, Union Station and engine house.

Evansville—Engine house and yard office.

Henderson—Freight house.

Providence—Telegraph office

D-151. Two Tracks:

Louisville—Between Main Street and Central Station.

Between Scott Jct. and Kuttawa.

Between Gilbertsville Jct. and North Yard.

292. Fixed Signal—on High Mast located at south end of J K Line siding and Dwarf Signals at south end of south leg of wye and just north of crossover on old line siding north coal chute Dawson Springs. Controlled by signalman at Dawson Springs.

Dwarf Signal, at south end of outbound lead Central City Yard, is controlled by Operator.

295. Switch Indicator (Lunar White Light) in service on Northward Home Signal at south switch to siding at Dawson Springs. When indicator is illuminated, displaying the letter "S", switch is lined for movement to siding.

Northward trains finding signal J-1418, located at south siding switch at Pond, displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter south end Pond siding.

Southward trains finding signal J-1409 located at north siding switch at Pond displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter north end Pond siding.

505. Automatic block system territory extends from

K. & I. T. R. R. crossing, Magnolia Street Louisville, to N. C. & St. L. Crossing Paducah.

525. Centralized Traffic Control in service between Gilbertsville Junction and Kuttawa; between Scott Junction and Dawson Springs; between Central City yard and North Switch at Pond.

Trains not receiving proper signal indication entering this territory, and at Gravel Switch and north end siding Eureka, both ends siding Ruth and both ends siding Sandy and north end siding Pond, must communicate with signalman at Cumberland River Bridge, Dawson Springs or Central City Yard.

535. Spring switches:

Location	Normal Position
Dawson Spgs.—North end JK Siding..	For siding.*
Central City—Outbound lead	For main.*

(*) Equipped with lunar white marker.

When stop and proceed signals at spring switches are equipped with a lunar white marker, to indicate the position of switch points, if the block signal indicates Stop, and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provisions of Rule 509(a).

If block signal indicates stop and the Lunar White Marker is not displayed, stop must be made and switch examined before proceeding.

1200. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

1201. Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains during daylight hours.

1202. C. C. C. & St. L. R. R. rules for operation of trains and engines between Eighth Avenue and Harwood, Evansville:

Between Harwood and Eighth Avenue, Evansville, trains and engines will be operated under New York Central Rules 91 and 91(a), reading as follows:

(91). Unless some form of block signals is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep not less than ten minutes behind it.

91 (a). Where no form of block signals is in use, train-order signals where provided, and home (or dwarf) signals at interlockings, will be used for the purpose of spacing trains, in accordance with Rule 91.

Rule 99 is effective in New York Central Rule 93 territory. Yard limit boards have been installed at intersection of N. Y. C. and L. & N. Evansville, and just north of north switch at Harwood.

ADVERTISED FOR RATES AND RATINGS

The undersigned hereby certify that the following is a true and correct copy of the advertisement as published in this paper on the date and at the hour specified therein, and that the same has been published in accordance with the provisions of the Act in that behalf made, and that the same has been published in accordance with the provisions of the Act in that behalf made, and that the same has been published in accordance with the provisions of the Act in that behalf made.

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1	2	3	4	5	6
Year	Month	Day	Hour	Minute	Second
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1900	Jan	2	12	00	00
1900	Jan	3	12	00	00
1900	Jan	4	12	00	00
1900	Jan	5	12	00	00
1900	Jan	6	12	00	00
1900	Jan	7	12	00	00
1900	Jan	8	12	00	00
1900	Jan	9	12	00	00
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