

## DIVISION OFFICERS

W. E. Davis..... Superintendent..... Paducah, Ky.  
 E. L. Parker..... Train Master..... Louisville, Ky.  
 C. E. Bartholomew... Train Master..... Paducah, Ky.  
 H. W. Wortham..... Train Master..... Central City, Ky.  
 I. B. Hall..... Asst. Train Master... Madisonville, Ky.  
 Carl Rogers..... Asst. Train Master... Madisonville, Ky.  
 D. C. Burcham..... Asst. Train Master... Central City, Ky.  
 B. M. Meyers..... Traveling Engineer... Louisville, Ky.  
 E. F. Kelly..... Traveling Engineer... Paducah, Ky.  
 T. C. Nelms..... Traveling Engineer... Memphis, Tenn.  
 W. D. Briggs..... Chief Train Dispatcher... Paducah, Ky.  
 J. E. Moss..... Asst. Chief Train Dispr... Paducah, Ky.  
 C. J. Greenwell..... Train Dispatcher..... Paducah, Ky.  
 E. J. Vinson..... Train Dispatcher..... Paducah, Ky.  
 C. E. Robertson..... Train Dispatcher..... Paducah, Ky.  
 F. L. Hancock..... Train Dispatcher..... Paducah, Ky.  
 C. E. Vaughn..... Train Dispatcher..... Paducah, Ky.  
 H. W. Howard..... Train Dispatcher..... Paducah, Ky.  
 V. W. Meredith..... Train Dispatcher..... Paducah, Ky.  
 J. M. Wallace..... Train Dispatcher..... Paducah, Ky.  
 G. D. Clark..... Train Dispatcher..... Paducah, Ky.  
 J. E. Robertson..... Train Dispatcher..... Paducah, Ky.  
 D. J. Dorris..... Train Dispatcher..... Paducah, Ky.  
 E. E. McDonald... Chief Train Dispatcher... Memphis, Tenn.  
 J. E. Gulo..... Asst. Chief Train Dispr... Memphis, Tenn.  
 H. Parker..... Train Dispatcher..... Memphis, Tenn.  
 F. J. Osborn..... Train Dispatcher..... Memphis, Tenn.  
 J. R. Buchanan..... Train Dispatcher..... Memphis, Tenn.  
 C. M. Rials..... Train Dispatcher..... Memphis, Tenn.

### 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

## KENTUCKY DIVISION

### TIME TABLE No.

# 33

Taking Effect at 12:01 a. m.

**SUNDAY OCTOBER 25, 1959**

Superseding  
 Kentucky Division Time Table No. 32  
 dated January 25, 1959  
 and  
 Mississippi Division Time Table No. 15  
 dated October 26, 1958

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice President  
 E. H. BUELOW, General Manager  
 W. A. JOHNSTON, JR., General Superintendent Transportation  
 H. F. WILSON, Superintendent Transportation  
 W. E. DAVIS, Superintendent

## Southward—LOUISVILLE DISTRICT—Northward

SECOND CLASS		Sliding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 33 Taking effect October 25, 1959		Miles from Central City	SECOND CLASS	
63				STATIONS			62	
Dispatch LM 3							Dispatch ML 2	
			Daily					
				0	LOUISVILLE	6	125.5	
				0.5				
				0.5	MAIN STREET		125.0	
					1.0			
				1.5	KENTUCKY STREET		124.0	
				0.3				
			L 7 30PM	1.8	OAK ST		123.7	A 9 30AM
				2.8				
			7 38	4.6	SHIVELY		120.9	9 21
				4.5				
			7 44	61 9.1	PL. RIDGE PARK		116.4	9 14
				8.7				
			7 55	116 17.8	KOSMOSDALE		107.7	9 02
				3.0				
			8 00	40 20.8	WEST POINT		104.7	8 56
				5.8				
			8 14	61 26.6	MULDRAUGH		98.9	8 40
				1.7				
			8 17	34 28.3	TIP TOP		97.2	8 37
				1.9				
			8 20	82 30.2	FORT KNOX		95.3	8 34
				3.3				
			8 25	44 33.5	RED HILL		92.0	8 27
				8.1				
			8 30		VINE GROVE		88.9	8 20
				1.4				
			8 33	46 38.0	DUGAN		87.5	8 18
				5.0				
			8 41	59 43.0	KRAFT		82.5	8 10
				4.0				
			8 49	97 47.0	CECILIA		78.5	8 03
				8.1				
			9 02	60 55.1	EAST VIEW		70.4	7 49
				6.9				
			9 15	115 62.0	BIG CLIFTY		63.5	7 35
				5.3				
			9 25	51 67.3	CLARKSON		58.2	7 23
				4.2				
			9 32	98 71.5	LEITCHFIELD		54.0	7 16
				6.6				
			9 44	56 78.1	MILLWOOD		47.4	7 04
				5.6				
			9 56	131 83.7	CANEYVILLE		41.8	6 49
				12.5				
			10 16	97 96.2	HORSE BRANCH		29.3	6 30
				7.2				
			10 31	61 103.4	HORTON		22.1	6 15
				5.1				
			10 38	101 108.5	BEAVER DAM		17.0	6 08
				3.2				
			10 44	83 111.7	McHENRY		13.8	6 03
				3.2				
			10 49		KEN		10.6	5 58
				2.7				
			10 53	22 117.6	ROCKPORT		7.9	5 53
				1.7				
			10 58	76 119.3	MARIWICK		6.2	5 48
				6.2				
			A 11 10PM	125.5	CENTRAL CITY YARD		.0	L 5 40AM
			Daily					

**Southward—PADUCAH DISTRICT—Northward**

SECOND CLASS		Sliding Standard Room Cars with Engine	Mile Posts	TIME TABLE No. 33		Miles from North Yard	SECOND CLASS	
63				Taking effect October 25, 1959			62	
Dispatch LM 3				STATIONS			Dispatch ML 2	
	Daily							
L 11 25PM			125.5	C. CENTRAL CITY YARD	100.1	A 5 30AM		
			126.7	1.2 JK. JOT	98.9			
			93 135.4	8.7 SANDY	90.2			
	Via Greenville		94 141.9	6.5 POND	83.7	Via Greenville		
			109 149.4	7.5 WEST YARD	76.2			
			92 153.5	4.1 RICHLAND	72.1			
			95 159.7	6.2 CHARLESTON	65.9			
				3.9 MERCER	95.6	5 19		
11 35			130.0	3.7 GREENVILLE	91.9	5 14		
11 41			67 133.7	3.6 DEPOY	88.3	5 09		
11 46			71 137.3	1.9 GRAHAM	86.4	5 06		
11 50			91 139.2	7.8 WHITE PLAINS	78.6	4 55		
12 01AM			147.0	4.0 NORTONVILLE	74.6	4 49		
12 08			109 151.0	6.2 ST. CHARLES	68.4	4 37		
12 18			138 157.2	3.4 ILSLEY	65.0	4 32		
12 23			90 160.6	5.1 DAWSON SPRINGS	59.9	4 24		
12 32			164 165.7	3.4 RUTH	56.5	4 16		
12 38			73 169.1	5.3 SCOTT JOT	51.2	4 08		
12 48			174.4	2.8 CEDAR BLUFF	48.4	4 03		
12 53			95 177.2	2.9 PRINCETON	45.5	3 58		
12 58			180.1	0.9 PRINCETON YARD	44.6	3 53		
1 10			181.0	9.2 BELKNAP	35.4			
1 25			94 190.2	1.9 EDDYVILLE	33.5	3 32		
1 28			192.1	1.6 KUTTAWA	31.9	3 29		
1 33			193.7	6.7 EUREKA	25.2	3 19		
1 45			138 200.4	0.2 CUMBERLAND RIVER				
			200.6	1.7 GRAVEL SWITCH	23.4	3 15		
1 49			126 202.2	3.4 GILBERTSVILLE JOT	20.0	3 05		
1 59			205.6	3.3 CALVERT	16.7	2 59		
2 06			97 208.9	5.7 LITTLE OYPRESS	11.0	2 50		
2 14			214.6	10.1 PADUCAH	0.9			
			224.7	0.9 NORTH YARD	.0	L 2 30AM		
2 40			225.6	1.9 SOUTH YARD				
A 2 50AM			227.5					
	Daily							

## Southward—EVANSVILLE DISTRICT—Northward

		SECOND CLASS		Sliding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 33		Miles from Hopkinsville	SECOND CLASS	
		243	241			Taking effect October 25, 1959			244	242
		Mixed	Mixed			STATIONS			Mixed	Mixed
			L 9 00AM		0	HARWOOD 1.0	131.5		A 2 00PM	
						EVANSVILLE	130.5			
		Except Sunday	Except Sunday			See L. & N. R. R. and C. C. C. & St. L. R. E.				
			L 10 00AM		11.3	C. HENDERSON	119.2		A 12 10PM	
			10 30		15.4	WEST HENDERSON	115.1		11 50	
			10 35	30	17.7	WILSON	112.8		11 20	
			10 42		21.3	COBYDON	109.2		11 10	
			10 55 <sup>243</sup>	37	28.8	WAVERLY	101.7		10 55 <sup>241</sup>	
			11 05	32	30.8	ST. VINCENT	100.2		10 45	
			11 10		31.6	FLOURNOY	98.9		10 36	
			11 20	60	34.5	D. MORGANFIELD	96.0		10 30	
			11 35		41.3	GROVE CENTER	89.2		10 10	
			11 55	31	44.1	HENSHAW	86.4		10 00	
			12 15PM	75	49.2	DEKOVEN	81.3		9 45	
			12 40	75	54.6	D. STURGIS	75.9		9 30	
			12 50		58.7	SULLIVAN	71.8		9 00	
			1 20	57	62.3	BLACKFORD	68.2		8 50	
			1 45	37	69.2	BEPTON	61.3		8 25	
			2 05	57	74.5	D. MARION	56.0		8 10	
			2 20	64	79.0	ORAYNE	51.5		8 00	
			2 30	48	82.1	MEXICO	48.4		7 50	
			2 40	75	86.2	FREDONIA	44.3		7 35	
			3 00	64	92.5	ORIDER	38.0		7 20	
		L 10 00AM	A 3 15PM		99.1	C. PRINOTON YARD	31.4	A 2 40PM	L 7 00AM	
		10 25		29	106.1	OTTER POND	24.4	2 15		
		10 40			109.7	COBB	20.8	2 05		
		10 50			114.2	OERULEAN	16.3	1 55		
		11 10		57	120.8	D. GRACEY	9.7	1 40		
		A 11 40AM			130.5	D. HOPKINSVILLE	.0	L 1 05PM		
								Except Sunday	Except Sunday	

## Southward—PROVIDENCE DISTRICT—Northward

		TIME TABLE No. 33		Sliding, Standing Room Cars with Engine
		Taking effect October 25, 1959		
		STATIONS		
.0	D.	PROVIDENCE	14.5	
9.2		WHEATGROFT	5.3	
14.5		BLACKFORD	.0	57

## Southward—UNIONTOWN DISTRICT—Northward

		TIME TABLE No. 33		Miles from Uniontown
		Taking effect October 25, 1959		
		STATIONS		
.0	D.	MORGANFIELD	6.0	
6.0		UNIONTOWN	.0	

Southward—MAYFIELD DISTRICT—Northward

Shding, Standin, Room Cars with Engine	Mile Posts	TIME TABLE No. 33		Miles from Fulton
		Taking effect October 25, 1959		
		STATIONS		
	224.7	PADUCAH	44.8	
	225.6	C...NORTH YARD	43.9	
	227.5	SOUTH YARD	42.0	
	230.1	KREBS	39.4	
	238.1	BOAZ	31.4	
65 59	242.5	HICKORY	27.0	
79	248.2	D...MAYFIELD	21.3	
	253.7	PRYORS	15.8	
	257.0	WINGO	12.5	
94	264.0	WATER VALLEY	5.5	
	269.5	C...FULTON	.0	

Southward—EAST CAIRO DISTRICT—Northward 5

Shding, Standin, Room Cars with Engine	Mile Posts	TIME TABLE No. 33		Miles from Barlow
		Taking effect October 25, 1959		
		STATIONS		
	227.5	SOUTH YARD	30.0	
	225.6	C...NORTH YARD	28.1	
	224.7	PADUCAH	27.2	
	229.6	C. R. JUNCTION	21.8	
	234.3	MAXON	17.1	
	238.9	A. E. C.	12.5	
	242.0	KEVIL	9.4	
	247.0	LA CENTER	4.4	30
	251.4	BARLOW	.0	

Southward—OWENSBORO DISTRICT—Northward

SECOND CLASS	Miles from Owensboro	TIME TABLE No. 33		Miles from Fulton	SECOND CLASS
641		Taking effect October 25, 1959			642
Mixed		STATIONS			Mixed
Exeprt Sunday					
L 7 00AM	.0	D...OWENSBORO	41.6	A 12 10PM	
7 35	8.8	PHILPOT	32.8	11 25	
7 55	15.8	WHITESVILLE	25.8	11 05	
8 10	20.3	DEANEFIELD	21.3	10 55	
8 25	26.0	FORDSVILLE	15.6	10 40	
8 40	31.4	NARROWS	10.2	10 25	
8 45	33.5	DAVIDSON	8.1	10 20	
8 50	35.6	OLATON	6.0	10 15	
A 9 30AM	41.6	D...HORSE BRANCH	.0	L 10 00AM	
				Exeprt Sunday	

No. 642 wait at Horse Branch for No 641

Southward—HODGENVILLE DISTRICT—Northward

Shding, Standin, Room Cars with Engine	Mile Posts	TIME TABLE No. 33		Miles from Hodgenville
		Taking effect October 25, 1959		
		STATIONS		
	.0	D...CECILIA	17.1	
	6.0	D...ELIZABETHTOWN	11.1	
	13.0	TONIEVILLE	4.1	
	17.1	D...HODGENVILLE	.0	

**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 and engine house.  
Central City—Yard office and engine house.  
Princeton—Yard office and engine house.  
Paducah—North Yard and engine house.  
Fulton—New Yard, engine house and passenger station.  
Evansville—Franklin Street Yard Office.

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

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

### 83. Train Registers:

Oak Street.	Evansville—Harwood.
Owensboro.	Blackford—Providence District trains.
Central City Yard.	Princeton Yard—Evansville District trains.
North Yard.	Hopkinsville.
South Yard.	
Fulton—New yard and passenger station.	

### 83 (a).

Southward extra trains must obtain a clearance at Dawson Springs, Train 641 may leave Owensboro 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).	Mayfield.
Fort Knox.	Fulton.
Cecilia.	Kevil (Kevil yard limits extend to A. E. C.).
Horse Branch (Owensboro District).	Henderson.
Central City.	Morganfield (Morganfield yard limits extend to Uniontown).
Hodgenville.	Sturgis.
Owensboro.	Blackford.
West Yard (West Yard yard limits extend to MP 137 north of Pond. and to Dawson Springs).	Marion.
Dawson Springs.	Gracey.
Princeton.	Hopkinsville.
Paducah (Paducah yard limits extend to MP 229).	Wheatcroft.
	Providence.

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

Louisville (11th Street).....	K.&I.T.R.R. and B.&O.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
“ —North Yard Lead, via lead.....		Crossing
Owensboro—L. & N. R. R.....		Crossing
Providence—Mine Lead—L. & N. R. R.....		Crossing
White City—Mine Lead—L. & N. R. R.....		Crossing

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

Trains and engines are not required to stop at the L. & N. R. R. crossing at Paducah, 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 L. & N. R. R. crossing, Paducah, indicate position of crossing gate for Paducah District trains.

Indications of dwarf signals are:

**Yellow**—Gate lined across L. & N. R. R. and P. & I. R. R. tracks.

**Red** —Gate lined across I. C. R. R. tracks. (Paducah District).

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

Fulton, Old Yard, trains and engines must approach railroad crossing prepared to stop unless gate is properly lined, signals indicate proceed and track is clear. Cairo District trains and engines will be governed by dwarf signals at both crossings. For Fulton District, two color light STOP signals are located 106 feet north and 80 feet south of crossing.

Upper Light	Lower Light	Indication	Rule
Red	Red	Stop	292
Yellow	Red	Approach	285) Gate lined for Fulton District
Green	Red	Proceed	281) route ahead is clear.
Red	Yellow	Proceed (Restricting)	290 Gate lined for Fulton District; route ahead not clear.

Crossing gates are located at the junction of I. C. R. R. and L. & N. R. R. lead tracks to the following mines:

East Diamond, White City, Klondike, Moss Hill, and Pleasant View.

When the joint tracks and mine tracks are being used by one road the gate will be properly placed across the track of the other road and the gate should be kept locked at all three positions. Normal position of gate is set between tracks and upon completion of work at mine the gate must again be placed to normal position between tracks and locked.

**99-105.** Engines approaching Crescent Mine tracks where joint track begins must move at reduced speed and under flag protection against L. & N. R. R. engines working this mine, and not go beyond end of joint ownership sign.

**99 (b).** Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

**SPECIAL INSTRUCTIONS** (Continued on page 8)

**100. 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 and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derricks or Locomotive Cranes
	Miles Per Hour				
Between Louisville and Fulton.....	50	50	50	45	25
Between MP 126 and 165 West Yard Line.....	40	40	40	40	25
East Cairo District.....	30	30	30	30	25
Evansville District.....	35	35	35	35	25
Providence District.....	25	25	25	25	20
Hodgenville District.....	25	25	25	25	25
Owensboro District.....	25	25	25	25	25
Uniontown District.....	20	20	20	20	20
<b>Diverging routes Through crossovers, Junctions and Siding Switches</b>					
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25
On straight track at spring switches when springing points.....	40	40	40	40	25
Scott Jct., turnout end two main tracks, No. 15 turnout.....	25	25	25	25	25
Kuttawa, turnout end two main tracks, No. 20 turnout.....	40	40	40	40	25
Gilbertsville Jct., turnout end two main tracks, No. 20 turnout.....	30	30	30	30	25
Horse Branch, both ends siding, No. 15 turnout.....	25	25	25	25	25
Greenville, both ends siding, No. 15 turnout.....	25	25	25	25	25
Graham, north end siding, No. 15 turnout.....	25	25	25	25	25
Nortonville, north end siding, No. 15 turnout.....	25	25	25	25	25
Ilsley, both ends siding, No. 15 turnout.....	25	25	25	25	25
Dawson Springs, south end siding No. 15 turnout.....	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
Through turnouts other locations.....	15	15	15	15	15
Through slip switch North Yard Paducah.....	10	10	10	10	10
Over L. & N. R. R. Crossing at West Point.....	35	35	35	35	25
<b>101. (b). Lower Speeds</b>					
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.					
<b>Louisville District</b>					
Louisville Short Route R. R., 1st to 11th Streets.....	10	10	10	10	10
Oak St. to Wathens Distillery.....	40	40	40	40	25
MP 20, Salt River Bridge, 1st and 2nd curves south.....	30	30	30	30	25
MP 21, curve at MP.....	35	35	35	35	25
MP 22, 1st curve south.....	35	35	35	35	25
Bridge J23.3 to MP 24.....	20	20	20	20	20
MP 24, 2nd and 3rd curve south.....	20	20	20	20	20
MP 25, 2nd and 3rd curve south.....	30	30	30	30	25
MP 26, 1st and 2nd curve south.....	35	35	35	35	25
MP 27, 3rd and 4th curve south.....	30	30	30	30	25
MP 31, 2nd curve south.....	40	40	40	40	25
MP 32, 2nd and 3rd curve south.....	35	35	35	35	25
MP 33, 1st, 2nd and 3rd curve south.....	30	30	30	30	25
MP 34, 1st, 2nd, 3rd and 4th curve south.....	35	35	35	35	25
MP 35, 2nd and 3rd curve south.....	30	30	30	30	25
MP 37, curve at MP and 1st curve south.....	30	30	30	30	25
MP 38, 1st and 2nd curve south.....	35	35	35	35	25
MP 39, 1st curve south.....	35	35	35	35	25
MP 40, 1st, 2nd and 3rd curve south.....	35	35	35	35	25
MP 46, 1st curve south.....	30	30	30	30	25
MP 52 to MP 55, all curves.....	30	30	30	30	25
MP 55, 1st and 2nd curve south.....	35	35	35	35	25
MP 56, 1st curve south.....	35	35	35	35	25
MP 57, 1st curve south.....	35	35	35	35	25

(Continued on page 8)

## 101 (b). Lower Speeds (Continued from page 7)

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derricks or Locomotive Cranes
	Miles Per Hour				
<b>Louisville District—Cont'd</b>					
MP 59, 1st curve south.....	30	30	30	30	25
MP 63, 1st and 2nd curve south.....	30	30	30	30	25
MP 64, West Clifty Bridge and curves north and south of bridge.....	20	20	20	20	20
MP 66, 2nd curve south.....	40	40	40	40	25
MP 69, 1st curve south.....	40	40	40	40	25
MP 70, 1st curve south.....	40	40	40	40	25
MP 71, 1st curve south.....	30	30	30	30	25
MP 72, 2nd curve south.....	35	35	35	35	25
MP 73, curve at MP and 1st curve south.....	35	35	35	35	25
MP 74, curve at MP and 1st curve south.....	35	35	35	35	25
MP 75, 1st curve south.....	35	35	35	35	25
MP 76, 1st, 2nd and 3rd curve south.....	30	30	30	30	25
MP 77, curve at MP and 1st, 2nd and 3rd curve south.....	30	30	30	30	25
MP 78, 1st curve south.....	35	35	35	35	25
MP 79, curve at MP to MP 81.....	30	30	30	30	25
MP 82, 1st curve south.....	40	40	40	40	25
MP 83, 1st curve south.....	35	35	35	35	25
MP 85, curve at MP and 1st and 2nd curve south.....	35	35	35	35	25
MP 85, 3rd curve south.....	30	30	30	30	25
MP 90, 1st Reverse curve north and 1st curve south.....	30	30	30	30	25
MP 92, curve at MP and 1st curve south.....	40	40	40	40	25
MP 95, 1st curve south.....	40	40	40	40	25
MP 96, 1st curve south.....	40	40	40	40	25
MP 97, 2nd curve south.....	35	35	35	35	25
MP 98, 2nd, 3rd and 4th curve south.....	30	30	30	30	25
MP 99, 1st, 2nd (Tunnel) and 3rd curve south.....	25	25	25	25	20
MP 100, 1st and 2nd curve south.....	35	35	35	35	25
MP 101, 1st curve south.....	35	35	35	35	25
MP 104, 1st curve south.....	35	35	35	35	25
MP 104, 2nd curve south.....	30	30	30	30	25
MP 110, 1st curve south.....	30	30	30	30	25
MP 111, 1st curve south.....	35	35	35	35	25
MP 113, 1st curve south.....	40	40	40	40	25
MP 114, 2nd curve south.....	35	35	35	35	25
MP 116, 2nd curve south.....	35	35	35	35	25
MP 117, curve at MP.....	30	30	30	30	25
MP 117, 1st curve south.....	25	25	25	25	25
Green River Bridge, curve at south end.....	20	20	20	20	20
All curves Martwick to Nelson.....	25	25	25	25	25
<b>Paducah District</b>					
Central City Yard to JK Jct.....	20	20	20	20	20
MP 130, 2nd curve south..... (Via Greenville)	30	30	30	30	25
MP 131, curve at MP..... (Via Greenville)	30	30	30	25	25
MP 134, curve at MP..... (Via Greenville)	35	35	35	35	25
MP 140, 1st curve south..... (Via Greenville)	35	35	35	35	25
MP 141, 1st and 2nd curve south..... (Via Greenville)	35	35	35	35	25
MP 142, 1st and 2nd curve south..... (Via Greenville)	25	25	25	25	20
MP 147, 1st and 2nd curve south..... (Via Greenville)	35	35	35	35	25
MP 148, 1st and 2nd curve south..... (Via Greenville)	35	35	35	35	25
MP 154, curve at MP and 1st curve south..... (Via Greenville)	30	30	30	30	25
MP 155, 1st and 2nd curve south..... (Via Greenville)	35	35	35	35	25
MP 156, 1st curve south..... (Via Greenville)	40	40	40	40	25
MP 160, 1st curve south..... (Via Greenville)	40	40	40	40	25
MP 163, 1st curve south, both on main track and siding (Via West Yard).....	20	20	20	20	20
MP 165, 1st curve south.....	25	25	25	25	25
MP 170, 1st curve south.....	30	30	30	30	25
MP 180, 1st curve south, both tracks.....	30	30	30	30	25
MP 192, curve at MP both tracks.....	40	40	40	40	25

(Continued on page 9)



**SPECIAL INSTRUCTIONS** (Continued on page 10)

101 (b) Lower Speeds (Continued from page 8)

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: G.P. Type Engines	Freight Trains: Passenger or G.P. Type Engines	All Trains: Switcher or Transfer Engines	Trains Handling Wrecking Derricks or Locomotive Cranes
	Miles Per Hour				
<b>Paducah District—Cont'd</b>					
MP 193, 1st curve south both tracks.....	40	40	40	40	25
Bridge Cumberland River, J200-6.....	20	20	20	20	20
Between Cumberland River Bridge and Kentucky Dam.....	30	30	30	30	25
Bridge—Kentucky Dam.....	20	20	20	20	20
Between Kentucky Dam and MP 206-3, both tracks.....	30	30	30	30	25
MP 225, 1st curve north, 1st curve south, both tracks.....	15	15	15	15	15
MP 226, 1st and 2nd curve south.....	30	30	30	30	25
<b>Evansville District</b>					
MP 47, 1st curve south.....	20	20	20	20	20
MP 57 to Bridge 60.5.....	30	30	30	30	20
MP 63 to 68.....	25	25	25	25	20
MP 80, 2nd and 3rd curve south.....	25	25	25	25	20
MP 85, 1st curve north.....	20	20	20	20	20
MP 102, curve at MP.....	20	20	20	20	20
<b>East Cairo District</b>					
Southward home signal Maxon to Barlow and Maxon wye track....	20	20	20	20	20
<b>Providence District</b>					
Bridge JC5-95.....	10	10	10	10	10
<b>Uniontown District</b>					
Bridge JU4-0.....	15	15	15	15	10
<b>Hodgenville District</b>					
Bridges JH3-66 and JH5-10.....	15	15	15	15	10
MP6, 1st curve south.....	10	10	10	10	10
Bridge JH16-78.....	15	15	15	15	10
<b>Owensboro District</b>					
Bridge JO7-67.....	15	15	15	15	10

## 101 (b). Lower Speeds (Continued from page 9)

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of freight 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 trains must not exceed forty miles per hour.

Trains handling high ore cars with a short wheel base, loaded or empty, must not exceed speed of 25 miles per hour.

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

Trains handling special diesel truck transfer cars must not exceed 45 miles per hour.

Between Louisville and Scott Jct., between Kuttawa and Gilbertsville Jct., and between North Yard and Fulton, speed of trains handled by single unit diesel locomotive is restricted as follows:

Single unit diesel light or with one car (which may be coach or caboose).....25 miles per hour.

Single unit diesel with two cars (one of which may be coach or caboose).....45 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.

Morgan Mine, White Plains, No. 1 Track-Chute will not clear engine or box car.

## Engines must not be operated over the following locations:

## LOCATION

## Louisville District

Kosmosdale Cement Plant—beyond clearance North end Track No. 1.  
Old Render Mine track MP 111—under or beyond Tipple.

## Paducah District

Mulligan Mine track MP 136—beyond clearance.  
Fies Mine—Outside Runaround track.  
Lovan Ramp, Nortonville—beyond clearance.  
Hall Spur MP 152—beyond derail.  
Dawson Collieries Load Track—under or beyond Highway Bridge.  
Cedar Bluff Quarry—beyond clearance point of empty tracks.  
Badgett Coal Terminal—Bridge and Circle Track.

## Evansville District

DeKoven—under Tipple at DeKoven Coal Mining Co.

## Providence District

Wheatcroft—beyond ramp on Tom Christian Spur Track.  
Stony Point Mine—beyond clearance point of load tracks or empty tracks.

**103 and 509(a).** Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices, stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509(a), will also proceed expecting to find crossing protection devices not working properly.

## 104. Normal position of switches:

Location	Normal Position
Cecilia.....	For Louisville District
Horse Branch.....	For Louisville District
Dawson Springs.....	For Paducah District (via Greenville)
Princeton.....	For Paducah District
Paducah.....	For Paducah District
Morganfield.....	For Evansville District
Blackford.....	For Evansville District
Wheatcroft.....	For Cut-off

Northward left-hand stop signal located 19 feet south of Kentucky Street, Louisville, Kentucky, governs movements entering Pennsylvania tracks and does not indicate position of first switch north of signal.

## Electrically locked hand throw switches:

Location	Switches	Controlled By
Riverview Mine.....	Lead Switch.....	Trainmen
Ken Mine.....	North & South wye switches.....	Trainmen
Central City Yard.....	Freight House Lead switch at 3672 feet south of MP J-126.....	Operator-leverman at Central City Yard.
Cherry Hill Mine Tracks.....	North and south switches.....	Operator-leverman at Central City Yard.
Beach Creek Mine.....	North and south wye switches.....	Trainmen
River Queen Mine.....	Lead Switch and North and South storage tracks.....	Trainmen
Vogue Mine Tracks.....	North and south switches.....	Operator-leverman at Central City Yard.
Mile JK141.....	Fies Mine.....	Operator-leverman at Central City Yard.
Homestead Storage.....	North storage switch, crossover switches at south end of storage track and south wye switch.....	Trainmen
Dawson Springs.....	South end of house track.....	Operator-leverman at Dawson Springs.
Claxton.....	Spur.....	Operator-leverman at Dawson Springs.
Kuttawa.....	Both ends house track.....	Operator-leverman at Cumberland River Bridge.
Badgett Coal Terminal.....	South wye switch.....	Operator-leverman at Cumberland River Bridge.
Grand Rivers.....	Spur.....	Operator-leverman at Cumberland River Bridge.
Jessup.....	Both ends.....	Operator-leverman at Cumberland River Bridge.
Kentucky Dam.....	Spur north end.....	Operator-leverman 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.

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

Siding at Tip Top, Depoy, Isley, Richland, Charleston, Belknap, Calvert, St. Vincent, Repton and DeKoven will be used as storage tracks and derails are installed at both ends.

**109. Bulletin Boards:**

Louisville—Oak St. and engine house.  
Owensboro.

Central City—Yard office and engine house.

Princeton—Yard office and engine house.

Paducah—North Yard, and engine house.

Fulton—Passenger station, new yard, engine house, old yard office, switchmen's shanty new yard.

Evansville—Engine house and yard office.

Providence.

**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 West Yard line siding and Dwarf Signals at south end of south leg of wye and just north of crossover on Greenville 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 JK 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 JK 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 L. & N. R. R. Crossing Paducah. MP 225 to Fulton.

525. Centralized Traffic Control in service between Gilbertsville Junction and Kuttawa; between Scott Junction and Dawson Springs; between first signal north of north siding switch Pond and Central City Yard; between JK Jct. and Central City Yard, Greenville line.

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.

**539. Spring switches:**

Location	Normal Position
Dawson Spgs.—North end West Yard Line siding...	For siding.*
Central City—Outbound lead .....	For main.*

(\* Equipped with lunar white marker.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the blazing box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

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 locomotives.....	4 inches
Diesel truck cars.....	4 inches
Streamlined passenger cars.....	5 inches
Office cars.....	5 inches
Conventional 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.

Trains handling covered hoppers containing calcium carbide are prohibited from moving such loading through flooded territory when water is over top of rail.

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 R. R. 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 R. R. Rule 93 territory. Yard limit boards have been installed at intersection of N. Y. C. R. R. and L. & N. R. R. Evansville, and just north of north switch at Harwood.

1203. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot be readily removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672.)

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Timetable Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

1204 When four or more than four GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three units, engines of the leading units must be isolated and only the rear three units allowed to work power. Enginemen must see that these instructions are strictly observed.

# 12 ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including cabooses) ... 5,000 tons  
 Adjustment factor (75x10) ..... 750 tons  
 Adjusted tonnage of train ..... 5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating

3. Conductors shall show actual net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent

8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

Factor	3	3	3	3	3	9	9	9	4	9
	Louisville to Cecilia	Cecilia to Beaver Dam	Beaver Dam to Central City	Central City to Cecilia	Cecilia to Louisville	Central City to Dawson Springs via West Yard	Dawson Springs to Central City via West Yard	Paducah to St. Charles	Central City to St. Charles	St. Charles to Paducah
Horse Power	100 Per Cent Tonnage Rating									
1500	1875	1900	2830	1900	2530	5150	5150	3430	2740	5150
1750	2200	2300	3300	2300	2950	6000	6000	4000	3200	6000
3000	3750	3800	5660	3800	5060	10300	10300	6860	5480	10300
3250	4075	4200	6130	4200	5480	11150	11150	7430	5940	11150
3500	4400	4600	6600	4600	5900	12000	12000	8000	6400	12000
4500	5625	5700	8490	5700	7590	15450	15450	10290	8220	15450
4750	5950	6100	8960	6100	8010	16300	16300	10860	8680	16300
5000	6275	6500	9430	6500	8430	17150	17150	11430	9140	17150
5250	6600	6900	9900	6900	8850	18000	18000	12000	9600	18000

  

Factor	5	3	5	5	3	3	3	5	3
	Evansville to Blackford	Blackford to Princeton	Princeton to Blackford	Blackford to Evansville	Blackford to Providence	Providence to Blackford	Princeton to Hopkinsville	Hopkinsville to Princeton	Owensboro to Horse Branch
Horse Power	100 Per Cent Tonnage Rating								
1500	3430	2350	2350	2830	2150	3730	2790	3480	1630
1750	4000	2750	2750	3300	2500	4350	3250	4050	1900
3000	6860	4700	4700	5660	4300	7460	5580	6960	3260
3250	7430	5100	5100	6130	4650	8080	6040	7530	3530
3500	8000	5500	5500	6600	5000	8700	6500	8100	3800
4500	10290	7050	7050	8490	6450	11190	8370	10440	4890
4750	10860	7450	7450	8960	6800	11810	8830	11010	5160
5000	11430	7850	7850	9430	7150	12430	9290	11580	5430
5250	12000	8250	8250	9900	7500	13050	9750	12150	5700

Factor	5	5
	Fulton to Paducah	Paducah to Fulton
VIA MAYFIELD		
Horse Power	100 Per Cent Tonnage Rating	
1500	3000	3000
1750	3500	3500
3000	6000	6000
3250	6500	6500
3500	7000	7000
4500	9000	9000
4750	9500	9500
5000	10000	10000
5250	10500	10500