DIVISION OFFICERS

M. E. CORZINE	Superintendent	Paducah
E. L. MOYERS	Asst. Superintendent	Paducah
R. L. KOONCE	Trainmaster	Louisville
B. J. SHAVER	Trainmaster	Central City
J. A. PAUL	Trainmaster	Paducah
C. L. COLYER	Trainmaster	Fulton
E. BEASLEY	Asst. Trainmaster	Louisville
W. J. BERNHARD	Asst. Trainmaster	Central City
T. J. COLLINS	Asst. Trainmaster	Madisonville
E. B. ROZZELL	Asst. Trainmaster	Madisonville
G. L. CLARK	Asst. Trainmaster	Paducah
O. E. MELSA	Trav. Engineer	Louisville
E. R. HARRISON, JR.	Trav. Engineer	Paducah
A. R. SWARTS	Trav. Engineer	Fulton

PADUCAH DIVISION'S "OUNCE OF PREVENTION"

THERE IS NO SUBSTITUTE FOR FOLLOWING THE RULES OF SAFETY AND STAYING ALERT AT ALL TIMES

SPEED TABLE

This is not for authorized speed but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

Illinois Central Railroad

PADUCAH DIVISION

TIME TABLE No. 4

Taking Effect at 12:01 A.M.

SUNDAY, APRIL 30, 1972

Superseding Paducah Division Time Table No. 3

DATED NOVEMBER 14, 1971

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. C. Humbert, Vice President-Operations
H. L. Williams, Assistant Vice President-Operations
R. K. Osterdock, General Superintendent-Terminals
A. M. Dickerson, General Superintendent-Transportation
J. E. Moss, Superintendent-Transportation

1

Southward — LOUISVILLE DISTRICT — Northward

		SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Central City	SECOND CLASS			
		63	67					62	72		
		Dispatch LP 3	Dispatch LM 7					Dispatch ML 2	Dispatch PL 2		
		Daily	Daily								
		L 9 00PM	L 7 15PM		1.8	D OAK ST.	123.7	A 10 30AM	A 9 20PM		
						2.8					
		9 06 72	7 21	55	4.6	SHIVELY	120.9	10 19	9 06 63		
						13.2					
		9 26	7 41	94	17.8	D KOSMOSDALE	107.7	9 59	8 44		
						8.8					
		9 45	8 00		26.6	MULDRAUGH	98.9	9 40	8 15		
						3.6					
		9 53	8 08 72	64	30.2	D FORT KNOX	95.3	9 32	8 08 67		
						6.4					
		10 06	8 21		36.6	VINE GROVE	88.9	9 19	7 54		
						10.4					
		10 23	8 38	95	47.0	D CECILIA	78.5	9 03	7 38		
						15.0					
		10 50	9 05	95	62.0	BIG CLIFTY	63.5	8 37	7 12		
						9.5					
		11 06	9 21	78	71.5	D LEITCHFIELD	54.0	8 21	6 56		
						6.6					
		11 20	9 35		78.1	MILLWOOD	47.4	8 07	6 42		
						5.6					
		11 32	9 47	105	83.7	CANEYVILLE	41.8	7 47	6 22		
						12.5					
		11 48	10 03	81	96.2	D HORSE BRANCH	29.3	7 32	6 07		
						7.2					
		12 08AM	10 23		103.4	HORTON	22.1	7 12	5 47		
						5.1					
		12 19	10 34	80	108.5	D BEAVER DAM	17.0	7 01	5 36		
						3.2					
		12 26	10 41		111.7	McHENRY	13.8	6 54	5 29		
						5.9					
		12 39	10 54		117.6	ROCKPORT	7.9	6 41	5 16		
						7.9					
		A 12 55AM	A 11 10PM		125.5	C CENTRAL CITY	0.0	L 6 25AM	L 5 00PM		
								Daily	Daily		

Southward—OWENSBORO DISTRICT—Northward

SECOND CLASS 641 Local Freight Except Sunday	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Owensboro	SECOND CLASS 642 Local Freight Except Sunday
L 6 00AM	41.6	D OWENSBORO	0.0	A 11 00AM
		15.8		
6 40	25.8	WHITESVILLE	15.8	10 20
		10.2		
7 15	15.6	FORDSVILLE	26.0	9 55
		7.5		
7 35	8.1	DAVIDSON	33.5	9 35
		8.1		
A 8 50AM	0.0	D HORSE BRANCH	41.6	L 9 15AM

Southward—HODGENVILLE DISTRICT—Northward

Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Hodgenville
0.0	D CECILIA	17.1
	6.0	
6.0	ELIZABETHTOWN	11.1
	11.1	
17.1	HODGENVILLE	0.0

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

SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Paducah	SECOND CLASS	
	67					62	
	Dispatch LM 7					Dispatch ML 2	
	Daily						
	L 11 15PM		125.5	C.... CENTRAL CITY	100.1	A 6 15AM	
				1.2			
			126.7	JK. JCT.	98.9		
				8.7			
		72	135.4	SANDY	90.2	Via Greenville	
				6.5			
		72	141.9	POND	83.7		
				7.5			
	11 55	115	149.4	C..... WEST YARD	76.2		
				12.9			
			162.3	NORTH DAWSON	63.3		
				3.4			
				7.0			
			133.7	GREENVILLE	91.9	5 59	
	Via West Yard			5.5			
			139.2	GRAHAM	86.4	5 51	
				11.8			
		46	151.0	NORTONVILLE	74.6	5 34	
				6.2			
		108	157.2	ST. CHARLES	68.4	5 22	
				8.5			
	12 25AM		165.7	DAWSON SPRINGS	59.9	5 08	
				8.7			
	12 40		174.4	SCOTT JCT.	51.2	4 54	
				2.8			
	12 45	74	177.2	CEDAR BLUFF	48.4	4 49	
				3.8			
	1 05		181.0	C..... PRINCETON	44.6	4 43	
				4.5			
	1 11		185.5	DULANEY	40.1	4 23	
				14.1			
	1 29	167	199.6	EUREKA	26.0	4 03	
				2.3			
	1 34	148	201.9	D.... GRAND RIVERS	23.7	3 57	
				3.7			
	1 43		205.6	GILBERTSVILLE JCT.	20.0	3 47	
				3.3			
	1 50		208.9	CALVERT	16.7	3 40	
				16.7			
	A 2 30AM		225.6	C..... PADUCAH	0.0	L 3 15AM	
						Daily	

Southward—EAST CAIRO DISTRICT—Northward

	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Barlow	
	225.6	C..... PADUCAH	27.3	
		Via P&I		
	229.6	C. R. JUNCTION	21.8	
		4.7		
	234.3	MAXON	17.1	
		4.6		
	238.9	A. E. C.	12.5	
		3.1		
	242.0	KEVIL	9.4	
		5.0		
	247.0	LA CENTER	4.4	
		4.4		
	251.4	BARLOW	0.0	

Southward — EVANSVILLE DISTRICT — Northward

SECOND CLASS 243 Local Freight Except Saturday	SECOND CLASS 241 Local Freight Except Sunday	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Princeton	SECOND CLASS 242 Local Freight Except Saturday	SECOND CLASS 244 Local Freight Except Sunday
	L 9 00AM			D..... HARWOOD	101.2	A 4 00PM	
			0.0	2.1 ..... EVANSVILLE	99.1		
				See L&N and PC timetables			
	L 10 00AM		11.3	11.3 C..... HENDERSON	87.8	A 3 00PM	
	10 30		15.4	4.1 .... WEST HENDERSON	83.7	2 40	
	10 55		28.8	13.4 ..... WAVERLY	70.3	2 05	
	11 05	19	30.3	1.5 ..... ST. VINCENT	68.8	1 55	
	11 20	41	34.5	4.2 D..... MORGANFIELD	64.6	1 40	
	11 55		44.1	9.6 ..... HENSHAW	55.0	1 10	
	12 15PM		49.2	5.1 ..... DEKOVEN	49.9	12 55	
	12 40 242	55	54.6	5.4 D..... STURGIS	44.5	12 40PM 241	
	1 20	41	62.3	7.7 ..... BLACKFORD	36.8	11 40	
	2 05	23	74.5	12.2 D..... MARION	24.6	11 00	
	2 40		86.2	11.7 ..... FREDONIA	12.9	10 25	
L 2 30PM	A 3 15PM		99.1	12.9 C..... PRINCETON	0.0	L 9 50AM	A 5 20PM
3 15			120.8	21.7 ..... GRACEY	21.7		4 38
4 18 244			130.0	9.2 D.... HOPKINSVILLE	30.9		4 18 243
5 12		25	147.6	17.6 ..... EDGOTEN	48.5		3 24
5 51		22	157.7	10.1 D..... CLARKSVILLE	58.6		2 49
6 01			161.0	3.3 ..... SUMMIT YARD	61.9		2 34
7 10		22	185.4	24.4 D.... ASHLAND CITY	86.3		1 30
A 8 11PM			203.0	17.6 D..... NASHVILLE	103.9		L 12 01PM
						Except Saturday	Except Sunday

Southward—PROVIDENCE DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Miles From Providence	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Blackford
	0.0	PROVIDENCE	14.5
	2.2	2.2 DIAMOND JCT.	12.3
	9.2	7.0 WHEATCROFT	5.3
	10.5	1.3 PYRO	4.0
41	14.5	4.0 BLACKFORD	0.0

Southward—UNIONTOWN DISTRICT—Northward

Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Uniontown
0.0	D..... MORGANFIELD	6.0
6.0	6.0 UNIONTOWN	0.0

Southward — CAIRO DISTRICT — Northward

	FIRST CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Frognoor	FIRST CLASS		
	51	59					58	50	
	Piggy Back	Panama Limited					Panama Limited	Piggy Back	
	Daily	Daily							
	L 1 50AM	L 11 49 PM	....	402.6	..... BUDA	70.4	A 1 53 AM	A 9 05PM	
					3.4				
	A 1 55AM	As 11 55 PM	....	406.0	C..... FULTON	67.0	Ls 1 47 AM	L 9 00PM	
							Daily	Daily	

Southward — FULTON DISTRICT — Northward

	FIRST CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Memphis	FIRST CLASS		
	51	59					50	58	
	Piggy Back	Panama Limited					Piggy Back	Panama Limited	
	Daily	Daily							
	L 1 55AM	Ls 12 05 AM	....	269.5	C..... FULTON	122.3	A 9 00PM	As 1 37 AM	
	2 01	12 09	....	270.8	1.3 ..... OAKS	121.0	8 48	1 26	
			....	278.9	8.1 ..... GIBBS	112.9			
			90	283.5	4.6 D..... RIVES	108.3			
	2 18	12 24	....	287.2	3.7 ..... POLK	104.6	8 27	1 12	
	2 27	12 31	....	295.1	7.9 ..... SOUTH OBION	96.7	8 18	1 05	
			84	297.9	2.8 ..... TRIMBLE	95.9			
			56	305.5	7.6 D..... NEWBERN	86.3			
	2 49	s 12 50	28 / 74 / 62	314.2	8.7 D.... DYERSBURG	77.6	7 56	s 12 49	
			....	318.5	4.3 ..... FOWLKES	73.3			
			102	325.0	6.5 D..... HALLS	66.8			
			....	327.9	2.9 ..... GATES	96.3			
			65	337.6	9.7 ..... RIPLEY	54.2			
			98	347.5	9.9 ..... RIALTO	44.3			
	3 35	1 21	75	352.3	4.8 D.... COVINGTON	39.5	7 11	12 04 AM	
			....	360.3	8.0 ..... BRIGHTON	31.5			
			95	364.2	3.9 ..... ATOKA	27.6			
			....	374.0	9.8 D.... MILLINGTON	17.8			
	A 4 08AM	A 1 52 AM	....	380.4	6.4 D.... WOODSTOCK	11.4	L 6 37PM	L 11 41 PM	
							Daily	Daily	

Note: Train Order Office Fulton is Located at Bluford Crossing

Southward		MAYFIELD DISTRICT		Northward
	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Fulton
	....	225.6	C..... PADUCAH	43.9
			14.6	
	....	240.2	..... VIOLA	29.3
			2.3	
	....	242.5	..... HICKORY	27.0
			5.7	
	....	248.2	D..... MAYFIELD	21.3
			15.8	
	75	264.0	..... WATER VALLEY	5.5
			5.5	
	....	269.5	C..... FULTON	0.0

Southward		HICKMAN DISTRICT		Northward
	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS		Miles From Hickman
	51.7	..... HICKMAN		0.0
		11.8		
	39.9	..... PHILLIPPY		11.8
		1.6		
	38.3	..... MARKHAM		13.4
		7.4		
	31.0	..... TIPTONVILLE		20.8
		3.4		
	27.5	..... WYNNBURG		24.2
		4.7		
	22.6	..... RIDGELY		28.9
		6.9		
	15.8	..... MISTON		35.8
		5.3		
	10.4	..... LENOX		41.1
		4.4		
	6.1	..... FINLEY		45.5
		6.1		
	0.0	D..... DYERSBURG		51.7

SPECIAL INSTRUCTIONS

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

Employees are prohibited from boarding tank and/or flat cars while cars are in motion.

Fort Hartford Stone Co. (MP JO-7) tipple will not clear employee on side of car. Employees must not walk or ride cars under conveyor at this tipple while in operation.

Overhead conveyor is located over drop-in track at north end of Cimarron Coal Mine empty yard, Hart. Engines, cabooses and cars over 14 feet in height are restricted beyond the north runaround track switch.

Employees must not ride side of engine or cars at Henderson elevator, Fifth Street and Major Spur, Henderson.

Trainmen are prohibited from riding side of cars beyond close clearance signs, National Carbide, Calvert City. Trainmen will not be permitted on north side of Track No. 4 (Lime Fine Track), National Carbide, Calvert City. This track must be switched during daylight hours and under supervision of National Carbide Officer.

N. The Paducah Division extends Louisville to MP 379 north of Woodstock, including Hodgenville, Owensboro, Evansville, Uniontown, Providence, East Cairo and Hickman Districts, Fulton Terminal and Paducah & Illinois Railroad.

2. Standard time:
Watches must be examined and certified by designated inspector and certificate in prescribed form filed with superintendent during April of each year.

3. Standard clocks:
Oak Street—Yard office and engine house.
Central City—Telegraph office and engine house.
Princeton—Yard office and engine house.
Evansville—Engine house.
Nashville—Yard office.
Paducah—Yard office and engine house.
Fulton—Telegraph office and engine house.
Dyersburg—Telegraph office.

10(g). Maintenance of Way Department's yellow rectangular signs on Fulton District (Maintenance of Way Rule 27) will be located two (2) miles in advance of point where speed restriction applies.

Maintenance of Way Department's yellow rectangular signs on Hodgenville, Owensboro, Evansville, Providence, Uniontown, East Cairo and Hickman Districts (Maintenance of Way Rule 27) will be located one (1) mile in advance of point where speed restriction applies.

Yellow rectangular signs encountered on Owensboro District will indicate a speed restriction of 5 MPH unless otherwise provided.

21(a). On the Fulton District the display of white lights will be omitted on all extra trains, except passenger extras.

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

83. Train Registers:
Oak Street.
Cecilia—Hodgenville District trains.

Owensboro.
Central City.
Evansville.
Henderson—Trains originating and terminating.
Blackford—Providence District trains.
Princeton—Evansville District trains.
Clarksville.
Nashville.
Paducah—Telegraph Office.
Fulton—Trains may register by Form 905.
Dyersburg—Hickman District trains.

83(a). No. 641 may leave Owensboro without a clearance.

No. 642 may leave Horse Branch without a clearance.

Trains may leave Calvert without a clearance after receiving permission.

Southward trains may leave South Wye Pleasant View Mine Lead without a clearance after receiving permission.

Evansville District trains enroute Princeton from Nashville must not enter Paducah District without permission.

Trains must obtain clearance before leaving Fulton.

93. Yards:

Oak Street — extends to 1000 feet south of MP-6 and north to Floyd Street.
Hodgenville — extends to Cecilia.
Owensboro — extends to Horse Branch.
Central City — extends to Beaver Dam.
West Yard — extends to MP-137 north of Pond.
Henderson.
Morganfield — extends to Uniontown.
Sturgis.
Providence — extends to Blackford and Clay.
Marion.
Princeton — extends Scott Jct. to Dulaney.
Gracey.
Hopkinsville.
Edgoten.
Clarksville — extends to Summit Yard.
Ashland City.
Nashville.
Paducah.
Barlow — extends to CR Jct.
Mayfield — extends MP-240 to MP-257.
Fulton.
Dyersburg — extends to Hickman.
Memphis Terminal Division — extends to MP-379 north of Woodstock.

Movement on Providence District will be made in accordance with Rule 93. Trains desiring to move between Pyro and Providence must secure authority to proceed from IC train dispatcher through telegraph operator at Princeton or West Yard, by telephone or other means of communication. Upon arrival at Providence or Pyro trains will advise the IC train dispatcher, through telegraph operator at Princeton or West Yard, their arrival time.

D-97. All northward Fulton District trains via Leewood will run as extra trains between Woodstock and Oaks unless otherwise provided.

98. Trains and engines must stop at junctions, railroad crossings and drawbridges as follows, unless otherwise provided:

Oak Street (Magnolia Street)—K&IT .....Crossing
Cecilia—Hodgenville District trains .....Junction
Horse Branch—Owensboro District trains ....Junction
Owensboro—L&N .....Crossing
Princeton—Evansville District trains .....Junction
Providence—Mine Lead—L&N .....Crossing
Nashville .....Drawbridge
Paducah—P&I trains .....Junction

Trains or engines on East Cairo District desiring to move over crossing at Maxon must secure permission from train dispatcher before operating key release.

98(a). Railroad Crossings Protected By Gates:

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 track. Normal position of gate is as last used.

Crossing gates are located at the junction of IC and L&N lead tracks to the following mines: East Diamond, Homestead, Pleasant View and White City. Gate must be set across L&N before proceeding beyond junction. Normal position of gate is as last used. Train or engine finding gate set against their route must communicate with West Yard, determine whether L&N is working mine, and be governed by conditions before proceeding. In the event of communication failure, train or engine may proceed under flag protection after gate is set across L&N.

Trains and engines are not required to stop at the L&N and P&I crossings at Paducah, when crossing gate is set across L&N and P&I tracks. Two position color light dwarf signals indicate position of crossing gate for Paducah District trains. Indications of dwarf signals are:

Yellow—Gate lined across L&N and P&I tracks.
Red —Gate lined across IC tracks (Paducah District).

Trains and engines must not exceed a speed of 10 MPH until engine or leading car passes crossing.

Fulton—Cairo-Bluford Districts crossing is protected by a manually operated gate and color light signals. Normal position of gate is against Bluford District. Permission must be obtained from yardmaster by Bluford District trains and engines before lining gate and crossing Cairo District. Permission must be obtained from yardmaster by Cairo District trains and engines if gate is found lined against their route before lining gate and using crossing. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

Fulton—Fulton-Cairo Districts crossing is protected by gate and color light signals. Gate is manually operated and normal position as last used. Second class and extra trains must obtain permission from yardmaster before using crossing.

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

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 and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
Between Louisville and Paducah	50	50	50	45	25
Between MP 125 and MP 165 West Yard Line	40	40	40	40	25
Evansville District (Henderson to Hopkinsville)	35	35	35	35	25
Evansville District (Hopkinsville to Nashville)	25	25	25	25	25
Providence District	25	25	25	25	25
Hodgenville District	25	25	25	25	25
Owensboro District	25	25	25	25	25
Uniontown District	10	10	10	10	10
South Yard Jct. to South Yard	10	10	10	10	10
Between C R Jct. and southward home signal Maxon	30	30	30	30	25
Between southward home signal Maxon and Barlow	25	25	25	25	25
Maxon Wye track	25	25	25	25	25
Between Paducah and Fulton (Mayfield District)	50	50	50	45	25
Between Buda and Fulton	79	65	60	45	25
Between Fulton and Oaks	25	25	25	25	25
Between Oaks and MP 385	79	65	60	45	25
Between Dyersburg and Hickman	25	25	25	25	10

Between Oaks and Woodstock the authorized maximum speed for trains handling roller-bearing multi-level equipment and/or piggyback loading exclusively is 70 MPH.

Diverging Routes, Unless Otherwise Provided, and Through Crossovers, Junctions and Siding Switches:					
Horse Branch, north end siding, turnout	25	25	25	25	25
Nortonville, north end siding, turnout	25	25	25	25	25
Dawson Springs, south end Track No. 1, turnout	25	25	25	25	25
Scott Jct., end two main tracks, turnout	25	25	25	25	25
Dulaney, end two main tracks, turnout	40	40	40	40	25
Gilbertsville Jct., end two main tracks, turnout	30	30	30	30	25
Through slip switch north end yard, Paducah	10	10	10	10	10
Buda, end two main tracks, turnout	40	40	40	40	25
Fulton passenger station, all turnouts and wyes	10	10	10	10	10
Oaks crossover and turnout	10	10	10	10	10

101. Speed Restrictions: (Continued from Page 7)

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
Oaks, northward freight main track and Fulton District main track, No. 15 turnouts and crossover	25	25	25	25	25
Rives, both ends siding, northward track, No. 15 turnout	25	25	25	25	25
Polk, north crossover, No. 15 turnouts	25	25	25	25	25
Polk, south crossover, No. 20 turnouts	40	40	40	25	25
North Obion, end of single track to Track No. 2	40	40	40	25	25
Obion, both ends Scale track, No. 15 turnout	25	25	25	25	25
South Obion, northward main to single track	40	40	40	25	25
Trimble, both ends siding, southward track, No. 15 turnout	25	25	25	25	25
Halls, north end siding, southward track, No. 15 turnout	25	25	25	25	25
Ripley both ends siding, northward and southward track, No. 15 turnout	25	25	25	25	25
North of Rialto Bridge, end of Two Main tracks, No. 20 turnout, both directions	40	40	40	40	25
South of Rialto Bridge, northward track to single track, No. 15 turnout	25	25	25	25	25
Rialto, south end siding, northward track, No. 15 turnout	25	25	25	25	25
Rialto, north end siding, southward track, No. 15 turnout	25	25	25	25	25
Covington, both ends siding, southward track No. 15 turnout, and south end siding, northward track, No. 15 turnout	25	25	25	25	25
Atoka, north end siding, southward track, No. 15 turnout	25	25	25	25	25
Atoka, south end siding, northward track No. 15 turnout	25	25	25	25	25
Woodstock, crossover and turnout within interlocking limits	25	25	25	25	25
Through turnouts other locations	10	10	10	10	10
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

101(b). Lower Speeds:

Louisville District					
Standard Oil Wye	5	5	5	5	5
Standard Oil Lead	10	10	10	10	10
LG&E Wye	5	5	5	5	5
LG&E Lead	10	10	10	10	10
MP 20 to MP 23	30	30	30	30	25
MP 23 to MP 25	20	20	20	20	20
MP 25 to MP 41	30	30	30	30	25
MP 52 thru 1st curve south MP 59	30	30	30	30	25
MP 63 to MP 65	20	20	20	20	20
MP 65 to MP 71	40	40	40	40	25
MP 71 to MP 81	30	30	30	30	25
MP 81 to MP 85	40	40	40	40	25
MP 85 to MP 91	30	30	30	30	25
MP 91 to MP 97	40	40	40	40	25
MP 97 to MP 99	30	30	30	30	25
MP 99 to MP 100	25	25	25	25	25

SPECIAL INSTRUCTIONS (Continued from page 8)

101(b). Lower Speeds: (Continued from Page 8)

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: Passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
MP 100 to MP 117	30	30	30	30	25
MP 117 to MP 118	20	20	20	20	20
MP 118 to MP 125	25	25	25	25	25
Hodgenville District					
Bridges JH 3-66 and JH 5-10	10	10	10	10	10
MP 6, 1st curve south	10	10	10	10	10
MP 16, 1st curve south and Bridge JH 16-78	10	10	10	10	10
Owensboro District					
Bridge JO 7-67	10	10	10	10	10
Paducah District					
Central City to JK Jct.	25	25	25	25	25
MP 130 to MP 134 (Via Greenville)	30	30	30	30	25
MP 140 to MP 142 (Via Greenville)	35	35	35	35	25
MP 142 to MP 143 (Via Greenville)	25	25	25	25	25
MP 147 to MP 149 (Via Greenville)	35	35	35	35	25
MP 154 to MP 156 (Via Greenville)	30	30	30	30	25
MP 156 to MP 162 (Via Greenville)	40	40	40	40	25
Tracks 1 and 2 Dawson Jct. to North Dawson	25	25	25	25	25
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
North end Barkley Dam to Mile 206.3, both tracks	30	30	30	30	25
MP 225, 1st curve north, 1st curve south, both tracks	10	10	10	10	10
Evansville District					
MP 47, 1st curve south	25	25	25	25	25
MP 57 to Bridge JE 60-5	30	30	30	30	25
MP 63 to MP 68	25	25	25	25	25
MP 80, 2nd and 3rd curve south	25	25	25	25	25
MP 85, 1st curve north	25	25	25	25	25
MP 102, curve	25	25	25	25	25
Bridge JE 158-7	10	10	10	10	10
Providence District					
Bridge JC 5-95	10	10	10	10	10
Cairo District					
Bluford District crossing (Fulton)	25	25	25	25	25
Mile 404.5 to MP 407, both tracks	25	25	25	25	25
Fulton District					
Rives—GM&O crossing	50	50	50	45	25
MP 283, 1st and 2nd curve south, both tracks	70	65	50	45	25
MP 294, 1st curve south, both tracks	60	60	50	45	25
MP 298, curve, both tracks	70	65	50	45	25
MP 300, curve, southward track	70	65	50	45	25
MP 300, curve, northward track	60	60	50	45	25
MP 303, curve, both tracks	60	60	50	45	25
MP 304, 1st curve south, both tracks	60	60	50	45	25

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

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: Passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
Fulton District (Continued)					
MP 305, 1st and 2nd curve south, both tracks	60	60	50	45	25
MP 311, 1st curve south, both tracks	70	65	50	45	25
MP 312, 1st curve south, both tracks	60	60	50	45	25
MP 313, 1st curve south, southward track	45	45	40	40	25
MP 313, 1st curve south, northward track	60	60	50	45	25
MP 314, 1st curve south, both tracks	45	45	40	40	25
MP 318, 1st curve south, both tracks	70	65	50	45	25
MP 326, 1st curve south, both tracks	70	65	50	45	25
MP 328, 1st curve south, southward track	60	60	50	45	25
MP 328, 1st curve south, northward track	45	45	45	45	25
MP 329, 1st curve south, southward track	45	45	45	45	25
MP 329, 1st curve south, northward track	70	65	50	45	25
MP 330, 1st curve south, both tracks	70	65	50	45	25
MP 331, 2nd curve south, both tracks	70	65	50	45	25
MP 332, 1st curve south, Curve Cut, both tracks	45	45	45	45	25
MP 333, 1st curve south, northward track	70	65	50	45	25
MP 333, 1st and 2nd curves south, southward track	60	50	50	45	25
MP 334, 1st curve south, southward track	70	65	50	45	25
MP 335, 2nd curve south, northward track	60	60	50	45	25
MP 335, 1st curve south, southward track	60	60	50	45	25
MP 337 to MP 339, curves, both tracks	45	45	45	45	25
MP 339, 1st curve south, both tracks	60	60	50	45	25
MP 340, 1st curve south, both tracks	60	60	50	45	25
MP 343, 1st curve south, both tracks	70	65	50	45	25
Rialto-Hatchie River bridge	40	40	40	40	25
MP 347, 1st curve south, southward track	60	60	50	45	25
MP 349, 1st curve south, both tracks	60	60	50	45	25
MP 350, 1st and 2nd curves south, both tracks	70	65	50	45	25
MP 352, 1st curve south, both tracks	70	65	50	45	25
MP 353, curve, both tracks	70	65	50	45	25
MP 354, 1st curve south, both tracks	70	65	50	45	25
MP 355, 1st curve south, both tracks	70	65	50	45	25
MP 357, 1st curve south, both tracks	70	65	50	45	25
MP 359, curve, southward track	60	60	50	45	25
MP 359, 1st curve south, southward track	60	60	50	45	25
MP 359, curve, northward track	50	50	40	40	25
MP 359, 1st curve south, northward track	50	50	40	40	25
MP 360, curve, southward track	60	60	45	45	25
MP 360, curve, northward track	50	50	40	40	25
MP 370, 1st curve south, both tracks	70	65	50	45	25
MP 378, hot box detector	79	50	50	45	25

101(b). Lower Speeds:

Freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

On single track controlled by block signals, speed of trains handled by single unit diesel engine is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose) 25 MPH.

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

Speed is restricted to 10 MPH on all mine leads unless otherwise provided.

Northward trains leaving Henderson will approach Henderson interlocking at a speed not exceeding 10 MPH.

Maximum permissible speed for diesel units is as follows:

Switch and Transfer		45 MPH
GP-7, GP-8, GP-9, GP-10, GP-18 and GP-28		65 MPH
C-636	Series 1100-1105	70 MPH
GP-40	Series 3000-3059	65 MPH
SD-40	Series 6000-6005	65 MPH
U-33C	Series 5050-5059	71 MPH
U-30B	Series 5000-5005	75 MPH
GP-38	Series 9500-9519	76 MPH
GP-40	Series 3060-3075	76 MPH
SD-40A	Series 6006-6023	76 MPH
SD-45	Series 7000	76 MPH

These are maximum permissible speeds and do not modify any rule or special instructions requiring lower speed.

Trains handling 36-inch pipe on flat cars must not exceed a speed of 30 MPH.

All trains moving flat cars carrying panel rail must not exceed a speed of 30 MPH and cars should be kept under observation while in movement.

Cars loaded with lead ingots of 2,000 pounds are restricted from dispatch trains and are not to be handled in trains at a speed in excess of 40 MPH.

Trains or engines handling scale test cars are restricted to a speed of 30 MPH.

Trains handling WEPX hoppers must observe the following speed restrictions:

Mine leads, yard tracks and turnouts ..10 MPH
All main track movements .....40 MPH

Engines, and other equipment as designated below, must not be operated over the following locations:

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

LOUISVILLE DISTRICT

Kosmosdale Cement Plant—beyond clearance point north end Track No. 1.

Beyond clearance point at LG&E waterside station track located between 2nd Street and 4th Street, Louisville.

Over scale, LG&E Cane Run plant.

OWENSBORO DISTRICT

Fort Hartford Stone Co. (MP JO-7) — under or beyond tipple.

Cars exceeding a gross weight of 240,000 pounds.

Six axle diesels.

HODGENVILLE DISTRICT

Cars exceeding a gross weight of 240,000 pounds.

Multiple unit diesel consist and six axle diesels.

PADUCAH DISTRICT

Mulligan Mine Track (MP J-136) 100 feet beyond derails.

Cable cars are used by River Queen and Colonial to serve the tipple. In placing empties or pulling loads from tipple tracks, cars coupled to cable car or cable car alone must not be coupled into. To do so will cause serious damage to cable equipment. When empties are to be placed they are to be spotted one car length from cable car or one car length from cars coupled to cable car. Engines must not be operated over scale located 480 feet below tipple on Track No. 1 at River Queen. Engines must not be operated under tipple.

Morgan Mine, White Plains, Track No. 2—Chute will not clear engine or box car.

Cedar Bluff Quarry—beyond clearance point of empty tracks.

Badgett Coal Terminal—Bridge and Circle Track.

EVANSVILLE DISTRICT

Cars exceeding a gross weight of 263,000 pounds between Hopkinsville and Edgoten.

Cars exceeding a gross weight of 220,000 pounds between Edgoten and Nashville.

Engines must not be operated on any track Ft. Campbell Yard except Tracks No. 1 and No. 2.

(Continued from Page 11)

Engines are restricted on all tracks under or beyond loading facility of Henderson elevator at Fifth Street and Major Spur, Henderson.

Six axle diesels between Hopkinsville and Nashville.

PROVIDENCE DISTRICT

Wheatcroft—beyond ramp on Tom Christian Spur Track.

Providence—beyond a point sixty (60) feet from derail Precision Washed load track.

Black Tam Mine—under tipple or over scale.

Six axle diesels.

FULTON DISTRICT

Ripley—Wholesale Tracks restricted to single diesel unit.

Covington—Old Scale, E. J. Lavino, Warwick Mfg. Co., and Shufibre tracks restricted to single diesel unit.

HICKMAN DISTRICT

Loaded or empty high ore cars with short wheel base.

103(b). When piggyback flat cars are spotted for loading or unloading they must be spotted flush with the ramp and then held there by setting sufficient hand brakes to be certain the car or cars do not move.

Trains arriving Fulton will set sufficient hand brakes on south end of train or cuts of cars yarded to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks. Yardmen must know cars are properly secured before commencing to switch trains.

Trains departing Fulton will not release hand brakes until road engine is on train and train line fully charged. This is to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks.

103(d). All trains, both switch and through movements, must stop and afford flag protection over:

Clay Street Crossing at Henderson.

Ky. Highway 109, Black Tam Mine Lead track, at Pyro.

Charolotte Ave. Crossing at Nashville.

Ky. Ave. Crossing at Paducah.

Park Ave. and Eighth St. at Paducah.

104. At Calvert, northward trains or engines desiring to enter Calvert must secure permission from train dispatcher before lining crossover switches.

Normal position of switches:

Cecilia	For Louisville District.
Horse Branch	For Louisville District.
Princeton	For Paducah District.
Paducah	For Paducah District.
Maxon, East Cairo District	For wye.
Diamond Junction	For IC.
Morganfield	For Evansville District.
Blackford	For Evansville District.
Wheatcroft	For Cut-off.
Fulton, north switch Mayfield District Wye.	For Mayfield District main track.

104(d). Inside switch at Calvert Storage track must be lined for the movement before operating derail.

104(g). Spring Switches:

Location	Normal Position
*Central City — Outbound lead	For main track.
*North Dawson	For Track No. 1.
Fulton — South end Track No. 16	For northward thoroughfare.
*North Siding—North end	For siding.
Dyersburg—North end of northward siding	For northward main track.
Halls—South end of siding to southward main track	For southward main track.
*North end Rialto Bridge	For northward main track.
*South end Rialto Bridge	For southward main track.
Rialto—South end of siding to southward main track	For southward main track.
Covington—North end of siding to northward main track	For northward main track.
Atoka—North end of siding to northward main track	For northward main track.

*Equipped with lunar white light.

Movement through spring switches equipped with key operated time release will be governed as follows: If signal displays **STOP** indication and it is known that the route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clock-wise and remove key after five seconds from release box. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, as shown in instructions located by key release, Rule 509 will govern.

104(i). Electrically locked hand throw switches:

Trainmen desiring to use electrically locked switches

will notify controlling station by push button on electric lock or by telephone, and be governed by instructions on inside of door on electric lock or posted nearby.

Location	Switches	Controlled by
Riverview Mine	Lead switch	Trainmen
Ken Mine	North and 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.
Beach Creek Mine	North and south wye switches	Trainmen
River Queen Mine	Lead switch and north and south storage tracks	Trainmen
Vogue Mine	North and south switches	Trainmen
MP JK 141	Fies Mine	Trainmen
Homestead	Mine lead	Trainmen
Charleston	Both ends storage	Trainmen
Six Vein Mine	Mine track	Trainmen
Colonial Mine	Mine track	Trainmen
Richland	Both ends storage	Trainmen
Sentry Mine	Mine track and both ends storage	Trainmen
Dawson Springs	Both ends load storage track	Trainmen
Claxton	Spur	Trainmen
Fairview	Both ends house track	Trainmen
Grand Rivers	Both ends house track	Trainmen
Jessup	Both ends	Train dispatcher
Reed Stone Co.	North and south wye switches	Train dispatcher
Rives	Intermediate siding for northward main track located 2082 feet north of MP 284.	Trainmen

105. Southward trains will use siding between North Siding and Fulton unless otherwise directed.

Unless otherwise directed by yardmaster, northward trains will use Track No. 1 and southward trains will use Track No. 2 at passenger station, Fulton.

Trains handling piggyback flat cars and/or multi-level auto rack cars, moving via Fulton Passenger Station to northwest wye connection en route Memphis, must be operated on Track No. 1 at Fulton Passenger Station unless permission received to use other tracks.

109. Bulletin Boards:

Oak Street. .....Yard office and engine house.
Owensboro.
Central City. ....Telegraph office and engine house.
Princeton. .....Yard office and engine house.
Evansville. .....Engine house.
Harwood. .....Yard office.
Henderson.
Clarksville.
Nashville.
Calvert.
Paducah. .....Telegraph office and callers office.
Mayfield.
Fulton. .....Engine house and switchman's shanty.
Dyersburg.
Central Station. .Stationmaster's office.
South Yard. ....Yard office.
Johnston Yard. ..Big yard office and engine house.

111(f). Chicago Train Detector Center has radio communication ability with trains passing the detectors at Stephensburg, Horton, Fairview, Newbern (Southward track) and Henning (Northward track).

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels, or dragging equipment by the communicators at the Chicago Train Detector Center with the engineers of the concerned trains, the following instructions will govern:

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

Train Detector Control Center . . . "This is the Chicago Train Detector Center calling the northward or southward train passing (City) (State) Detector. Stop your train, you have a (hot box, loose wheels or dragging equipment)."

Train engineer response . . . "This is the engineer on the Train (Number) passing the (City) (State) Detector. I am stopping my train."

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, Chicago Train Detector Center will reply, I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

Chicago Train Detector Center . . . "This is Chicago Train Detector Center calling engineer on Train (Number)."

Engineer reply . . . "This is engineer on Train (Number)."

Chicago Train Detector Center . . . "Engineer on Train (Number), you have a hot box, loose wheel, dragging equipment located —— cars from your lead engine or caboose on the North, East, South, West rail. It is the lead or trailing truck, lead or trailing wheel."

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction North or South, identify rails as East or West, timetable direction East or West, identify rails as North or South).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective; and, if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

D-151. Two tracks:

Between Dawson Springs and North Dawson:

No.	Location	Use
1	West	Southward or Northward
2	East	Northward or Southward

Between Scott Jct. and Dulaney.
Between Gilbertsville Jct. and Paducah.
Between Buda and Fulton.
Between Oaks and Polk.
Between Polk and North Obion:

No.	Location	Use
1	West	Southward or Northward
2	East	Northward or Southward

Between South Obion and Woodstock except single track over Rialto Bridge.

D-152. Northward trains leaving siding at Rialto will use southward main track from north end of siding to single track over Hatchie River Bridge. Before leaving siding and entering southward main track, contact train dispatcher and be governed by his instructions.

164. Trains handling short wheel base ore cars must not exceed a speed of 30 MPH.

251. Between Fulton and Buda, and between Oaks and Woodstock, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains. All freight trains will keep advised of and avoid delay to first class trains. Local freight trains will keep advised of and avoid delay to dispatch trains.

261-605. On single track over Rialto Bridge, remotely controlled signals govern the use of the block and their indications supersede timetable superiority without requiring the use of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required. When a train is stopped by high or low home signal and no conflicting train or engine movement is evident, trainmen will communicate with train dispatcher and get authority to use route desired. Telephone is located in booth at southward home signal north of Rialto Bridge and in booth near road crossing at Rialto.

290. Southward trains and engines approaching Buda finding signal displaying **RESTRICTING** indication must stop and obtain permission before proceeding on northward track Buda to Fulton.

291. The definition of **RESTRICTED SPEED** is amended for passenger trains only, to read as follows:

RESTRICTED SPEED— Proceed prepared to stop short of train, obstruction, or switch not properly lined, and look out for broken rail, but not exceeding 15 MPH.

292. Dwarf signal at south end of outbound lead Central City is controlled by operator-leverman at Central City.

Fixed signal on high mast located at south end of West Yard line and dwarf signals at south end of south leg of wye and north of coal chute, Dawson Springs, are controlled by train dispatcher.

295. Northward trains finding signal JK 1418, located at south siding switch at Pond, displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter south end Pond siding.

Southward trains finding signal JK 1409, located at north siding switch at Pond displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter north end Pond siding.

Northward trains finding signal J 3488, located south of the south siding switch at Rialto displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter south end Rialto siding.

Southward trains finding signal J 3475, located at south end Rialto Bridge displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter north end Rialto siding.

Northward trains finding signal J 3524, located 944 feet south of the south siding switch at Covington displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter south end Covington siding.

505. Automatic Block System.

Automatic block system territory extends from:

Mile J-3.5 to Central City.
JK Jct. to Dawson Springs via Greenville.
North siding switch Pond to West Yard.
Scott Jct. to Dulaney.
Gilbertsville Jct. to L&N crossing, Paducah.
Mile 228.5 to Fulton.
Buda to Fulton.
Fulton to Polk.
South Obion to Woodstock.

513. The crossover at the south end Third Rail, Oaks, may be used and provisions of Rule 513 waived when authority is received from yardmaster, Fulton.

525-556. Centralized Traffic Control.

CTC extends from:

Central City to north siding switch, Pond.
Central City to JK Jct., Greenville line.
West Yard to Scott Jct.
Dulaney to Gilbertsville Jct.
Polk to North Obion—both main tracks.
North Obion to South Obion—single main track.

Trains and engines operating between CR Jct. and Maxon will proceed on signal indication at CR Jct. and at Maxon.

536. The following switches are not equipped with electric lock. When necessary to perform work in these tracks, part of train must remain standing on main track or main track switch left open. When these provisions are complied with, the switches may be used without permission as required by Rule 536.

Location	Switches
Meadows Ramp	— North switch. Main track switch of crossover.
Dawson Springs	— Dawson Daylight mine track. House track, both ends. Old Engine track. Main track switch, Mid South Plastics.
Kentucky Dam	— Spur track switch.
Polk	— House track.
Obion	— Hotel track.

605. At railroad crossings at grade protected by signals (Interlockings), trains, engines or cars must not be left standing between the extreme home signals unless length of consist extends beyond one of the extreme home signals.

Manual Control Interlocking:

Elizabethtown—L&N Crossing—Controlled by trainmen. Normal position for L&N.

Remote Control Interlocking:

West Point—L&N Crossing—Controlled by L&N train dispatcher, Evansville.

Remote control interlocking at Oaks is controlled by operator at Fulton.

672. Automatic Interlockings:

Rockport	— Green River Bridge.
Nortonville	— L&N Crossing.
Gibbs	— L&N Crossing.
Rives	— GM&O Crossing.

805. Engines are prohibited over scale tracks with no dead rails, except scale track at Calvert and Obion.

An electronic coupled-in-motion scale is in service at Obion. To assure proper operation trains must be operated at a uniform speed not exceeding 4 MPH when passing over the scale. If speed is exceeded a warning tone will sound on the radio in the engine. Speed of train must be reduced until warning tone stops.

The scale will weigh four-axle and six-axle cars only. Eight-axle car will weigh incorrectly and result in error for all following cars.

The scale track must not be used for meeting or passing trains or storage of cars as occupancy will interfere with scanner read-out of train on main track.

In conjunction with the scale there are two wayside scanners, one on main track and one on scale track. The scale track scanner has priority.

Train may resume normal speed after last car clears scale weigh rail.

806-807. Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains during daylight hours and must have boom trailing when connected.

Trains handling Diesel Electric Locomotive Cranes 250-255 must handle crane on rear of train with boom car between crane and caboose and counterweight end of crane forward with speed restrictions governed by the timetable speed restrictions for eight-wheel locomotive cranes on their own wheels.

808. Dead diesel units may be handled anywhere in the first twenty cars of a train; and, when practical, they should be handled next to the units handling train.

Crew on engine must observe dead units closely for indication of sticking brakes and sliding wheels.

1201. 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 truck transfer cars	3 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 3 MPH 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.

1202. When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

1203. Where reference is made to "Director of Train Dispatching" in Rules and on Train Order Form 19, it should be changed to "Superintendent Transportation."

Where reference is made to "Transportation Engineer" in Rules, it should be changed to "Traveling Engineer."

1204. When diesel engine is stopped inside of any tunnel, for any reason, for a period in excess of 15 minutes, such diesel engine should be shut down and not restarted until ready to proceed.

1205. Trains and engines are governed by PC rules between Eighth Avenue and Harwood.

Between Harwood and Eighth Avenue, trains and engines will be operated under PC Rule 91 reading as follows:

> On main tracks where no form of block signal system is in use, trains in the same direction must keep not less than ten minutes apart, except in closing up at stations. Trains will be spaced by the use of interlocking signals; train order signals and remotely controlled fixed signals, where provided; and ten minute fusees between stations.

Yard limit signs are installed at intersection of PC and L&N Evansville, and just north of north switch at Harwood. Flag protection is required in PC **YARD LIMIT** territory.

Telephones are presently located at Allens Lane and Eighth Avenue for purpose of contacting PC operator in compliance with Rule 91.

1206. Camp cars or cabooses must not be switched with, or kicked into track against other cars, nor are cars to be kicked into track against camp cars or caboose.

1207. Passenger equipment handled in freight trains must be placed next ahead of caboose, unless otherwise instructed.

1208. Siding capacities are based upon an average length of 55 feet per car, four (4) GP diesel units and caboose.

For each car in your train having a length of 85 feet or more, add one (1) additional car. For example, a 175 car train of which 25 are long cars will have an equivalent car length of 200 cars.

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

2. In computing tonnage of 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 caboose) .....5,000 tons.
Adjustment factor (75 x 10) ..... 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 gross tonnage in spaces provided therefor on wheel reports.

4. When dead engines are hauled in trains the adjustment factor shall be added for each 35 tons weight of engine.

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

Factor	3	3	3	3	3	9	9	9	4	9
	Louisville to Cecillia	Cecillia to Beaver Dam	Beaver Dam to Central City	Central City to Cecillia	Cecillia 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
2100	2625	2650	3960	2650	3540	7200	7200	4800	3830	7200

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 Nashville	Nashville 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
2100	4800	3280	3280	3960	3000	5220	3900	4870	2280

Factor	6	6	10	5	5
	Oaks to Rives	Rives to Johnston Yard	Johnston Yard to Oaks	Fulton to Paducah	Paducah to Fulton
				VIA MAYFIELD	
Horse Power	100 Per Cent Tonnage Rating			100 Per Cent Tonnage Rating	
1500	6000	4500	4500	3000	3000
1750	6500	4800	4800	3500	3500
2100	8400	6300	6300	4200	4200

Note—GP40 and GE U-30B diesel units develop 2100 HP for tonnage rating purposes.

Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 4 Taking Effect APRIL 30, 1972 STATIONS	Miles From Paducah
.....	0.0	BURLINGTON JCT.	14.9
		0.6	
.....	0.6	RIVER JCT.	14.3
		0.4	
.....	1.0	METROPOLIS JCT.	13.9
		1.9	
96	2.9	CHILES	12.0
		1.2	
.....	4.1	CHILES JCT.	10.8
		5.3	
96	9.4	C. R. JCT.	5.5
		3.1	
.....	12.5	SOUTH YARD JCT.	2.4
		1.5	
.....	14.0	P. & I. JCT.	0.9
		0.9	
.....	14.9	C..... PADUCAH	0.0

Illinois Central Railroad Operating Department Rules will govern the operation of the Paducah and Illinois Railroad.

21(a). The display of white lights on all extra trains will be omitted.

83(a). Trains may leave Metropolis Jct., CR Jct., Chiles Jct., and Burlington Jct. without obtaining a clearance.

Illinois Central trains must obtain a clearance at Paducah before entering Paducah and Illinois Railroad.

93. Yards:

Metropolis Jct. (extends to Burlington Jct).

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	All Trains MPH
Burlington Jct. to Paducah	45

101(b). Lower Speeds:

Territory or Location	All Trains MPH
Diverging route, cross-overs, siding switches and power operated switches	20
Through hand operated switches	10
Ohio River Bridge, Metropolis	20
Wye Connection, River Jct.	10
Wrecking derricks and locomotive cranes	25
Curve north of P&I Jct.	10

On single track controlled by block signals, speed of trains handled by single unit diesel is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose) ..... 25 MPH

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

104(i). Electrically locked switch is located at south end of house track at Metropolis Jct. Instructions covering its operation are posted inside telephone cabinet at the switch.

111(f). Trains having hot boxes must be stopped before moving over Ohio River Bridge at Metropolis and proper attention should be given such boxes before proceeding. Trains must not move over this bridge with car doors swinging.

164. Trains handling high ore cars, with a short wheel base, loaded or empty, must not exceed a speed of 30 MPH.

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

167. Where it is not possible to handle pile driving derricks with the boom in trailing position, a speed of 20 MPH will not be exceeded.

525-556. Centralized Traffic Control:

CTC extends between Metropolis Jct. and Paducah and is controlled by IC train dispatcher, Chicago.

Yard engines must not enter limits of CTC without first obtaining permission from train dispatcher.

Where home signals are not provided to govern movements into or out of tracks, such tracks must not be used to meet or pass trains.

806-807. Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains during daylight hours.

GOOD RAILROAD EMPLOYEES ARE PROUD OF THEIR PROFESSION AND TAKE PRIDE IN PERFORMING THEIR WORK IN A SAFE AND EFFICIENT MANNER.