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SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in Mins.	Secs.	Miles Per Hour	1 Mile in Mins.	Secs.
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

5000—5-71

LOUISVILLE & NASHVILLE RAILROAD COMPANY

CINCINNATI DIVISION

TIME TABLE No. 7

TAKES EFFECT

SUNDAY, MAY 16, 1971

AT 12:01 A.M., EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

D. D. STRENCH,
Vice President—Operations

A. JAMES, JR.,
General Manager—Northern Region

S. P. STRICKLAND,
Chief Trans. Officer

H. L. ENDICOTT,
Superintendent

R. G. ILL,
Ass't Superintendent

A. B. NOONAN,
Ass't Superintendent
Cincinnati Terminals

The Standard Printing Co., Inc., Louisville, Ky.

SPECIAL INSTRUCTIONS

SUB-DIVISIONS

Between Cincinnati and Corbin, including P. & M. Branch.
Between Latonia and Louisville.
Between Ravenna and HK Tower, including Branches.
Between Ravenna and Fleming, including Branches.

DOUBLE TRACK TERRITORY

BETWEEN:

KC Junction and Rosedale Interlocking
Spring Lake and Visalia (CTC Rules Effective)
Demossville and Catawba (CTC Rules Effective)
Uma and Robinson (CTC Rules Effective)
Kellers and Oliver (CTC Rules Effective)
Case and Clay (CTC Rules Effective)
James and Boonsboro (CTC Rules Effective)
Gap and Roundstone (CTC Rules Effective)
Dudley and Calif (CTC Rules Effective)
Perth North and Perth South (CTC Rules Effective)
Frantz and Corbin (CTC Rules Effective)
HK Tower and Frankfort Ave., Louisville.
Cow Creek and Pryse.
Perritt and Typo.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:
KC Junction and Latonia
Point Isabella and Latonia
HK Tower and Frankfort Ave., Louisville
HK Tower and L&N Junction (Lexington)
Cow Creek and Pryse.
Perritt and Typo.

Between MN Tower and HK Tower, Cow Creek and Pryse and between Perritt and Typo trains will move in accordance with Rules D-251 through D-254.

Rules 21-21A are not in effect between MN Tower and HK Tower, Latonia and Decoursey, Cow Creek and Pryse, Perritt and Typo.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Limits are effective between Latonia and HK Tower, L-L Subdivision, Spring Lake and Corbin, Patio and end of double track at Cow Creek, end of double track at Pryse and end double track Perritt, Typo and North Hazard, Hazard and Blackey except within interlocking limits.

A train entering main track through switch equipped with electric lock on "Unlocked" indication, as prescribed by Rule 558, must proceed at Restricted Speed to the next block signal displaying an indication permitting the train to proceed at a speed more favorable than Restricted Speed.

Where Normal Speed is more than twenty (20) miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave main track occupied by engine or cars, or main track switch open.

INTERLOCKING

Interlocking rules are effective:

Newport	Decoursey
KC Junction	Spring Lake
Latonia	Winchester
Rosedale	L&N Junction

Corbin—North end Passenger Yard Tracks No. 3—No. 5 Center Street (See special instructions Corbin Terminal).

STANDARD CLOCKS

Cincinnati	Terminal Crew Dispatchers Office.
Decoursey	Locker Room Diesel Shop.
Paris	Train-Order Office.
Corbin	East Yard Office.
Corbin	Passenger Station.
Louisville	Union Station.
So. Louisville	Main Yard Office.
Strawberry	Train-Order Office.
Lexington	Yard Office.
Ravenna	Train Dispatcher's Office.
Ravenna	Yard Office.
North Hazard	Yard Office.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Lexington	At cross-over under Southern viaduct where freight trains enter yard. L&N Jct. for C&O trains.

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
Latonia a	Continuous	None
Decoursey a	Continuous	None
Paris a,b	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	Sunday
Corbin a	Continuous	None
MN Tower	Continuous	None
Shelbyville	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	Sat. and Sun.
Frankfort	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	None
Lexington Yard Office	Continuous	None
Ravenna a	Continuous	None
North Hazard a	Continuous	None
Whitesburg a	8:15 A.M. to 12:00 Noon 1:00 P.M. to 5:15 P.M.	Sat. and Sun.

a. Stations not equipped with Train-Order Signal—Rule 221.
b. Applies to Paris-Maysville Branch only.

REGISTER STATIONS

Location	For	Register by Card Form 230
Cincinnati	All trains	
Decoursey Diesel Shop	All trains	All trains
Paris	P&M Branch trains	
Corbin Dispatchers Office	All trains	All trains
Maysville	All trains	
Louisville	First class trains	
So. Louisville	All except first class	
MN Tower	All except first class	All except first class.
Lexington Yard Office	All trains	All trains.
Ravenna Yard Office	All trains	All trains.
North Hazard	All trains originating and terminating	

CLEARANCE OF TRAINS

Stations	Trains	Requirements
Latonia	All southward trains	Clearance Form A.
Decoursey	All CC Sub-division trains	Clearance Form A.
MN Tower	All trains enroute to Ravenna HK Tower Sub Division except first-class trains	Clearance Form A.
Lexington Yard Office	All trains except C&O trains	Clearance Form A.
Netherland Yard Lexington	Southward C&O trains	Clearance Form A.
Ravenna	All trains	Clearance Form A.
North Hazard	All trains	Clearance Form A.
Whitesburg	All trains	Clearance Form A. During Office Hours of Operator.

Ravenna-HK Tower Subdivision trains entering the Latonia-Louisville Subdivision at HK Tower will not be required to obtain Clearance Form A, and will, unless otherwise directed by train order, assume the same schedule or if operating as an extra train, will continue as an extra train to the designated terminal.

Station Master at Louisville Union Station or, Yardmaster at South Louisville and Hancock Street Yard, or their representatives, are authorized to start northward trains without Clearance Form A, displaying signals as may be necessary. Unless otherwise directed by train order at MN Tower, Latonia-Louisville Subdivision northward trains will continue on same schedule and display the same signals, if any, and extra trains will continue as extras.

YARD LIMITS

Cincinnati
Latonia
Decoursey
Paris (P&M Branch)
Winchester-Patio
Corbin
Maysville
Shelbyville
West Frankfort-Cliffside
Lexington
Ravenna-Irvine
North Hazard-Hazard
Dent (Leatherwood Branch)

C&O Engines may use L&N Tracks at Maysville as per Rule 93.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Newport	C&O Railway	Interlocking.
Winchester	C&O Railway	Interlocking.
Mile 32, Bloomfield Br.	Southern R'y	Gate (Electric Lock).
Lexington	C&O Belt	Electric Lock.
Louisville:		
Fourth and G Streets.	Southern	Interlocking.
Floyd and J Streets.	Southern	Interlocking.
MN Tower	L. & N.	Interlocking.

The normal position of the Manually Controlled Crossing Gate at Southern Railway Crossing, Mile 32 Bloomfield Branch is against L&N movements. L&N crews will operate the gate by opening it for movement of their trains over the crossing and will re-set same in normal position after clearing the crossing.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Mahogany	South	For Main Track.
Wilder	Both	For Main Track.
Lewis	North	For main track.
Gath	South	For main track.
Benson	South	For main track.
West Frankfort	North	For main track.
	South	For main track.
Cliffside	South	For main track.
	North	For main track.
Jett	South	For main track.
McKee	North	For main track.
Irvine, junction of Southward Freight Main with main track	North	For southward freight main.
Cow Creek, north end of double track	North	For southward main track.
Cow Creek, south end drill track and southward main	South	For drill track.
Pryse, south end double track	South	For northward main track.
Perritt, north end double track	North	For southward main track.
Typo, south end of double track	South	Crossover movement to northward main.

BULLETIN BOARDS

Cincinnati	CUT Crew Disp. Office
Latonia	Crew Disp. Office
Decoursey	No. 26 North Hump South Hump Locker Room Diesel Shop Locker Room South Bowl
Paris	Agents Office
Patio	Locker Room, 1st Floor
Richmond	Agents Office
London	Agents Office
Corbin	Dispatcher's Office East Yard Office Round House
Louisville	Union Station 10th St. Roundhouse Hancock St. Tower (C&O) MN Tower (C&O) C&O Roundhouse
So. Louisville	Yard Office Roundhouse FX Tower
O'Bannon	Yard Office
Lexington	C&O Passenger Station C&O Yard Office Locker Room
Frankfort	Locker Room
Ravenna	Yard Office Roundhouse
Jackson	Depot
North Hazard	Yard Office Roundhouse

Continued on Page 8

CINCINNATI AND LOUISVILLE—SOUTHWARD

SECOND CLASS

175	91	173	141	177	163	149	171	Distance from Louisville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time — STATIONS
Fast Freight	C. & O. Freight	Fast Freight	Local	Fast Freight	Fast Freight	Local	Fast Freight		
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
								113.20	L CINCINNATI
								112.45	C. T. JUNCTION
								2.24	
								110.21	K. C. JUNCTION
								1.64	
8.00		12.30		9.00		6.01	5.00	109.81	DECOURSEY O
								1.24	
								108.57	LATONIA (Pass. Sta.) O
								0.93	
								107.64	LATONIA (South End)
								12.02	
								95.62	BANK LICK
								9.36	
								86.26	VERONA
								11.98	
								74.28	GLENCOE
								15.61	
								58.67	WORTHVILLE
								14.70	
								43.97	CAMPBELLSBURG
			9.01			11.01		12.64	
								31.33	LAGRANGE
								15.02	
								16.31	POGUE
								0.78	
	12.28				6.14			15.53	H K TOWER (End of Double Track)
								8.04	
								7.49	ST. MATTHEWS
								2.51	
								4.98	M N TOWER O
	1.05							1.34	
								3.64	PRESTON STREET
								1.45	
								2.19	T J TOWER
								0.50	
2.00		5.30	10.30	2.00	7.01		10.00	1.69	SOUTH LOUISVILLE
								0.29	
								1.40	A-STREET JUNCTION
								0.23	
								1.17	K. & I. JUNCTION
								1.17	
								0	A LOUISVILLE
A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.		
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily		
175	91	173	141	177	163	149	171		

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LOUISVILLE AND CINCINNATI—NORTHWARD

TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS													
		148	174	140	176	172	160	178	92						
		Local	Fast Freight	Local	Fast Freight	Fast Freight	Fast Freight	Fast Freight	C. & O. Freight						
		Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily						
STATIONS		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.						
CINCINNATI A															
1.25															
C. T. JUNCTION															
2.24															
K. C. JUNCTION															
1.64															
DECOURSEY O	Yard	3.30	8.30		1.30	6.40		12.30							
1.24															
LATONIA (Pass. Sta.) O															
0.93															
LATONIA (South End)	96														
12.02															
BANK LICK	184														
9.36															
VERONA	161														
11.98															
GLENCOE	124														
15.61															
WORTHVILLE	160														
14.70															
CAMPBELLSBURG	167														
12.64															
LAGRANGE	156	12.01		7.25											
15.02															
POGUE	136														
0.78															
H K TOWER (End of Double Track)							2.45		8.32						
8.04															
ST. MATTHEWS	32														
2.51															
M N TOWER O															
1.34															
PRESTON STREET									8.00						
1.45															
T J TOWER															
0.50															
SOUTH LOUISVILLE	Yard		2.30	6.01	7.00	1.00	2.01	6.00							
0.29															
A-STREET JUNCTION															
0.23															
K. & I. JUNCTION															
1.17															
LOUISVILLE L															
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
		Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily						
		148	174	140	176	172	160	178	92						

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD—DECOURSEY AND CORBIN—NORTHWARD

SECOND CLASS						Distance from Cincinnati	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS							
167	153	151	129	265					152	150	128	264	166			
Fast Freight	Local	Local	Piggy-back	Fast Freight					Local	Local	Piggy-back	Fast Freight	Fast Freight			
Daily	Daily Ex. Sun	Daily Ex. Sun	Daily	Daily			STATIONS		Daily Ex. Sun	Daily Ex. Sun	Daily	Daily	Daily			
A. M.	A. M.	A. M.	A. M.	A. M.					A. M.	P. M.	P. M.	P. M.	A. M.			
10.01		5.01	2.00			6.37	L DECOURSEY OA	Yard		12.01	3.00		6.10			
						10.99	(End Double Track) SPRING LAKE									
							6.86									
						17.85	VISALIA (End Double Track)									
							9.78									
						27.63	(End Double Track) DEMOSSVILLE									
							8.47									
						36.10	CATAWBA (End Double Track)									
							10.11									
						46.21	(End Double Track) UMA									
							10.49									
						56.70	ROBINSON (End Double Track)									
							8.0									
						64.70	(End Double Track) KELLERS									
							7.10									
						71.80	OLIVER (End Double Track)									
							5.00									
						76.80	(End Double Track) CASE									
							7.90									
						84.70	CLAY (End Double Track)									
							8.75									
						93.45	(End Double Track) JAMES									
							3.73									
						97.18	NORTH CABIN									
							0.51									
						97.69	WINCHESTER									
							0.65									
	9.01	8.15				98.34	PATIO		9.01	8.30						
							0.96									
						99.30	SANDERSON									
							10.10									
						109.40	BOONSBORO (End Double Track)									
							13.33									
						122.73	FORT ESTILL	337								
							12.77									
						135.50	(End Double Track) GAP									
							5.70									
						141.20	ROUNDSTONE (End Double Track)									
							7.90									
						149.10	(End Double Track) DUDLEY									
							2.53									
					12.55	151.63	SINKS					11.58				
							1.97									
						153.60	CALIF (End Double Track)									
							3.38									
						156.98	(End Double Track) PERTH NORTH									
							3.00									
						159.98	PERTH SOUTH (End Double Track)									
							10.86									
						170.84	BOURNE	360								
							9.38									
						180.22	(End Double Track) FRANTZ									
							7.87									
4.30	12.30		7.30	2.25		188.09	A CORBIN OL (End Double Track)	Yard	6.01		9.45	10.35	11.10			
P. M.	P. M.	A. M.	A. M.	A. M.					A. M.	A. M.	A. M.	P. M.	P. M.			
Daily	Daily Ex. Sun	Daily Ex. Sun	Daily	Daily					Daily Ex. Sun	Daily Ex. Sun	Daily	Daily	Daily			
167	153	151	129	265					152	150	128	264	166			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD—LEXINGTON AND HK TOWER—NORTHWARD

SECOND CLASS					TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time		SECOND CLASS		
91	147	163	Distance from Lexington		Car Capacity of Passing Sidings based on 55 feet per car	146	160	92
C. & O. Freight	Local	Fast Freight				Local	Fast Freight	C. & O. Freight
Daily	Daily ex. Sunday	Daily				Daily ex. Sunday	Daily	Daily
A. M.	A. M.	A. M.		STATIONS		A. M.	P. M.	P. M.
10.11		4.01		L LEXINGTON OA	Yard		5.01	10.48
				3.0				
10.18		4.07	3.0	VILEY	43		4.49	10.41
				7.1				
10.31		4.18	10.1	PAYNES	51		4.37	10.28
				2.8				
10.36		4.23	12.9	McKEE	65		4.32	10.23
				0.7				
10.38		4.25	13.6	MIDWAY	12		4.31	10.21
				9.1				
10.57		4.40	22.7	JETT	37		4.15	10.02
				4.6				
11.12		4.57	27.3	CLIFFSIDE	64		4.03	9.47
				0.5				
11.14	6.44	4.59	27.8	FRANKFORT O	Yard	11.21	4.02	9.45
				0.9				
11.18[146]	7.17	5.01	28.7	WEST FRANKFORT	75	11.18[91]	3.57	9.42
				4.8				
11.26	7.27	5.10	33.5	BENSON	66	10.55	3.50	9.34
				4.1				
11.33	7.37	5.17	37.6	GATH	67	10.48	3.43	9.27
				6.0				
11.45	7.57	5.28	43.6	LEWIS	108	10.38	3.33	9.15
				8.8				
12.01	8.12	5.43	52.4	SHELBYVILLE O	25	10.26	3.19	9.00
				0.5				
12.02	8.17	5.44	52.9	BLOOMFIELD JCT.		10.25	3.18	8.59
				7.4				
12.12	8.47	5.54	60.3	SIMPSONVILLE	34	10.13	3.05	8.48
				5.8				
12.21	9.02	6.01	66.1	EASTWOOD	20	10.03	2.55	8.39
				3.0				
12.25	9.25	6.10	69.1	AVOCA	28	9.49	2.49	8.35
				1.9				
12.28	9.35	6.14	71.0	A HK TOWER L	20	9.45	2.45	8.32
P. M.	A. M.	A. M.				A. M.	P. M.	P. M.
Daily	Daily ex. Sunday	Daily				Daily ex. Sunday	Daily	Daily
91	147	163				146	160	92

No. 92 is superior to Nos. 147, 163 and 91
No. 160 is superior to No. 147

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD—LEXINGTON AND RAVENNA—NORTHWARD

SECOND CLASS 139	SECOND CLASS 161	Distance from Lexington	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time — STATIONS	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS 162	SECOND CLASS 138
Local	Fast Freight				Fast Freight	Local
Daily ex. Saturday	Daily				Daily	Daily ex. Saturday
P.M.	P.M.				A.M.	P.M.
8.00	5.30		L LEXINGTON OA		3.50	11.50
			6.2			
8.18	5.48	6.2	BOK		3.28	11.28
			0.7			
8.20	5.50	6.9	MONTROSE		3.26	11.26
			2.6			
8.25	5.55	9.5	FENWICK		3.22	11.22
			1.9			
8.30	6.01	11.4	AVON	64	3.18	11.18
			3.6			
8.57	6.07	15.0	WYANDOTTE	25	3.12	11.12
			5.9			
9.10	6.19	20.9	NORTH CABIN	27	3.01	11.00
			0.5			
		21.4	WINCHESTER			
			0.7			
10.00	6.30	22.1	PATIO		2.52	10.50
			13.4			
	6.55	35.5	SLOAN	188	2.27	
			13.1			
	7.30	48.6	A RAVENNA OL	Yard	2.01	
P.M.	P.M.				A.M.	P.M.
Daily ex. Saturday	Daily				Daily	Daily ex. Saturday
139	161				162	138

SOUTHWARD—PARIS AND MAYSVILLE—NORTHWARD

SECOND CLASS 159	Distance from Cincinnati	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Eastern Standard Time — STATIONS	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS 158
Local				Local
Daily ex. Sunday				Daily ex. Sunday
A.M.				A.M.
9.30	131.00	L MAYSVILLE A	Yard	9.25
		15.30		
10.07	115.70	FLEMINGSBURG JCT.	8	8.10
		17.50		
10.50	98.20	CARLISLE	20	7.10
		16.53		
11.30	81.67	A PARIS OL	Yard	6.30
A.M.				A.M.
Daily ex. Sunday		No. 158 is superior to No. 159		Daily ex. Sunday
159				158

SOUTHWARD—RAVENNA AND LOWNDES—NORTHWARD

SECOND CLASS 133	SECOND CLASS 131	Distance from Lexington	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 12:01 A.M., Eastern Standard Time — STATIONS	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS 130	SECOND CLASS 132
Local	Local				Local	Local
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
A. M.	P. M.				P. M.	P. M.
	2.00	49.2	L RAVENNA OA	Yard	9.01	
			5.8			
		55.0	PRYSE			
			8.0			
		63.0	EVELYN	188		
			12.0			
		75.0	HEIDELBERG	150		
			6.8			
		81.8	BEATTYVILLE	190		
			3.6			
		85.4	ST. HELENS	56		
			6.1			
		91.5	ATHOL	180		
			12.1			
	4.25	103.6	A JACKSON L	150	6.30	
			9.4			
		113.0	COPLAND	181		
			17.2			
		130.2	PERRITT			
			15.7			
		145.9	COMBS			
			1.1			
8.01		147.0	L NORTH HAZARD OA	Yard		3.55
			0.9			
		147.9	HAZARD			
			3.6			
		151.5	EDJOUET	137		
			2.3			
		153.8	JEFF			
			10.7			
		164.5	DENT	150		
			8.8			
9.25		173.3	BLACKEY	140		2.15
			5.1			
9.40		178.4	ROXANA			2.05
			4.7			
10.01		183.1	UZ	90		1.40
			6.6			
10.25		189.7	WHITESBURG O	46		1.20
			2.5			
10.45		192.2	HARVIE	89		1.05
			6.9			
11.20		199.1	KONA			12.40
			2.6			
11.30		201.7	NEON			12.30
			1.0			
11.45		202.7	A FLEMING L			12.05
A.M.	P.M.				P.M.	P.M.
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
133	131				130	132

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SPECIAL INSTRUCTIONS—Continued

HOT BOX DETECTOR SYSTEM

Hot box approach indicator location	Hot box indicator location	Train Direction
South end Siding Switch Lagrange	North End Siding Switch Lagrange	Northward
3000 ft. south of mile post 61	North Siding Switch Worthville	Southward
None	MP C36.1, Catawba	Bi-directional
None	MP C62, Poindexter	Bi-directional
None	MP C89.4, Austerlitz	Bi-directional
None	MP C118.9, Richmond	Bi-directional
None	MP C145.7, Langford	Bi-directional
None	MP L157.1, London	Bi-directional
1500 ft. south of mile post 216	North end Siding Copland	Northward

When a train is stopped by hot box indicator in addition to complying fully with provisions of Rules 112(a), 112(b) and 112(c), if hot journal is not found on car registered by the detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the form. Crew member must also report to the train dispatcher, initial and number of the car registered by the detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and two cars immediately behind which were inspected. Train dispatcher must record this information on the train sheet.

A rotating beacon light, located on a mast extended above bungalow at hot box detector, at Wolfcoal, Ky., on east side of the track 300 feet south of the south switch, will be illuminated when overheated journal is detected. When illuminated, crews must carefully inspect train during travel between this location and hot box indicator and, if hot journal observed, train must stop immediately for further inspection. If beacon light is illuminated as train passes, and Approach Indicator (flashing white light) or Hot Box "(Hot Box)" Indicator are not functioning, train must stop at Hot Box Indicator for inspection of entire train, before proceeding.

CC Sub-Division

A blue rotating light mounted directly beneath the display board will become illuminated in the event that the hot box detector has failed to properly inspect the train. If this failure light (blue beacon) is illuminated, the trainman on the rear of the train must advise the engineer and the train must be stopped for a manual inspection of the entire train for hot box conditions. Account of a delay time in the failure indication system, it is possible to have numbers displayed on the board and an actual failure momentarily not indicated. Trainmen must observe display board for a failure indication until out of sight.

NORMAL SPEED OF TRAINS

Between	Passenger	Freight, Work, and Mixed.	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
	Miles Per Hour		
KO Junction and Spring Lake	40	20	15
Spring Lake and Corbin	70	50	30
Paris and Maysville	.....	25	15
Latonia and LaGrange	65	50	30
LaGrange and Louisville City Limits	65	50	35
Lexington and West Frankfort	45	40	30
West Frankfort and HK Tower	45	45	30
Lewis and Eminence	.....	25	30
Lexington-Winchester	55	40	25
Winchester-Jeff	.....	40	25
Jeff-Blackey	.....	35	25
Blackey-Fleming	.....	25	20
First Creek	.....	20	10
Lotts Creek	.....	20	10
Blackey-Duo	.....	20	10
Duo-Carbon Glow	.....	10	10

NORMAL SPEED OF TRAINS—Continued

Between	Passenger	Freight, Work, and Mixed.	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
	Miles Per Hour		
Duo-Deane-Pat-Sapphire	.....	20	15
Carr's Fork Branch	.....	20	10
Montgomery Creek Branch	.....	20	10
Leatherwood Creek Branch	.....	20	10
Blair Fork Branch	.....	20	10
Hermitage Spur	.....	10	10
Bloomfield Branch	.....	10	10
Other Branch Lines	.....	10	10
Through Wye at Latonia	10	10	10
Through Wye at Patio (South Leg)	8	8	8

The normal speed for trains Nos. 128 and 129 is sixty (60) miles per hour. Neither tank cars or open top cars, loaded or empty, may be handled, except by special permission. When such equipment is handled in these trains, freight train speed will apply.

Trains handling units of welded rail must not exceed forty (40) miles per hour and must be handled near head end of train, and in no case will such rail be handled more than ten cars from the pulling locomotive.

The normal speed for all trains through turnouts and crossovers is fifteen (15) miles per hour except as listed below:

No. 20 turnouts equipped with 39 foot curved switch points at:

Crossover Ryland ..... 40 mph
Turnout EDT Visalia ..... 40 mph
Turnout EDT Demossville ..... 40 mph
Turnout EDT Catawba ..... 40 mph
Turnout EDT Uma ..... 40 mph
Turnout EDT Robinson ..... 40 mph
Turnout EDT Oliver ..... 40 mph
Turnout EDT Case ..... 40 mph
Turnout EDT Clay ..... 40 mph
Turnout EDT James ..... 40 mph

No. 15 equilateral turnouts at:

Boonsboro ..... 40 mph
Dudley ..... 40 mph
Calif ..... 40 mph
Perth North ..... 40 mph
Perth South ..... 25 mph
Frantz ..... 40 mph

No. 15 turnouts and crossovers:

Turnout EDT Kellers ..... 30 mph
Crossover Licking ..... 30 mph
Turnout to Ravenna-HK Tower subdivision at North Cabin ..... 30 mph
Crossover at North Cabin ..... 30 mph
Crossover at Paris ..... 30 mph
Crossover at Flanagan ..... 30 mph
Crossover at Ford ..... 30 mph
Turnout EDT Gap ..... 30 mph
Turnout EDT Roundstone ..... 30 mph
Turnout to Ravenna-HK Tower subdivision to Patio ..... 30 mph
Turnout to EK Siding Patio ..... 30 mph

Trains will not exceed ten (10) miles per hour in sidings at Pogue, LaGrange, Campbellsburg, Worthville, Verona, Banklick, Sloan, Athol, Edjouet and in the siding between Combs and Typo. Trains will not exceed ten (10) miles per hour on curves in other sidings.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than 40 miles per hour, the lower speed must be observed. These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054. It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

L&N scale test cars in series 41500 to 41504 and N&C 90161 are

restricted to a maximum speed of twenty-five (25) miles per hour and must be handled only in local freight trains immediately ahead of caboose.

Trains will not exceed twenty-five (25) miles per hour through Anchorage to permit crossing gates to go down. Crossing gates at Johnson Avenue, just north of HK Tower, will not operate for southward movements when southward home signals at HK Tower are indicating stop. Crossing gates at Grey Tower Avenue, just south of HK Tower, will not operate for northward movements when northward home signal at HK Tower is indicating stop. When necessary to pass either of these signals indicating stop, as provided for in Rule 509(a), a flagman must precede train being moved onto crossing.

Converted M-1 Steam Engine Tenders (Diesel Fuel Tanks) in series 40917-40912 must be handled in local freight service, not more than four (4) cars ahead of caboose. Where two (2) such cars are handled in the same train, they must not be coupled to each other.

Such cars in series 40966-40987 equipped with six (6) 100-ton capacity axles, when loaded, have a gross weight of approximately 350,000 lbs. Because of their heavy weight, these cars must be handled near the head end of train.

The movement and handling of these cars coupled together is not only prohibited in line of road service, but also prohibited in switching movements.

Six-axle freight locomotives may not be operated on any team, house or industrial track except the team track at Winchester and the following tracks of South Fork No. 2 Coal Co. — No. 1, 2 and 3 empty tracks to clearance point; No. 1 storage track north end to clearance point of No. 2 storage track; and No. 2 storage track north end of clearance point of No. 1 storage track.

Note: Certain of our Diesel locomotives have a maximum speed of 65 miles per hour, based on their gear ratio, and when used in passenger service will not exceed that speed.

City Ordinances obtain within the city limits of the following and restrict the speed of trains over street crossings and through streets in miles per hour as follows:

Beattyville 15	LaGrange 10	Pewee Valley 35
Butler 25	Lexington	Pleasureville 15
Carlisle 6	City Limits 15	Richmond 35
Covington 15	Over streets ...12	St. Matthews 30
Cynthiana 20	London 35	Whitesburg 10
East Bernstadt ..20	Midway 25	Winchester 15
Eminence 15	Newport 6	
Frankfort 10	Paris 35	

On the Bloomfield Spur trains will not exceed six (6) miles per hour between Bloomfield Junction and the Southern Railway crossing and in addition will flag over Main Street crossing.

Anti-whistling ordinances obtain within the city limits of the following. Signal 14(m) will not be sounded approaching Paris.

St. Matthews
Anchorage
Cynthiana
Falmouth
Frankfort
LaGrange
Lexington
Louisville
Maysville
Midway
Paris
Pewee Valley
Richlawn
Richmond
Shelbyville
Simpsonville
Winchester

The use of the whistle in the above cities is prohibited except in case of emergency. Engine bell will be sounded continuously within the city limits except at Anchorage where it will be rung not to exceed one (1) minute as a signal that a standing train is about to start. Southward trains will use the engine bell only approaching Old Harrods Creek Road crossing. On northward trains the whistle and bell will be sounded in accordance with the rules approaching this crossing.

MAXIMUM ALLOWABLE WEIGHT OF FREIGHT CARS:

Hermitage Spur (Frankfort to Taylorton)	220,000
Maysville Branch (Paris to Maysville)	177,000
Newport and Cincinnati Bridge	220,000
All other Cincinnati Div'n trackage	263,000

SPECIAL MOVEMENTS

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40 (b) must immediately stop and, after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

OPERATING RULE 104(b) IS CHANGED TO READ AS FOLLOWS:

104(b) A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear.

A train must not foul other tracks until the normal route is seen to be clear.

Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position.

Before a train enters or fouls the main track within yard limits, Lexington, Ky., a member of the crew must operate the switch and wait ten (10) minutes at the switch before making the movement, except immediately after a train has passed the switch.

DERAILS ON INDUSTRIAL BRANCHES AND SPURS

For train movement purposes only, the following branches are designated as industrial spurs on which train may operate without train orders or time table schedule:

Carrs Fork Branch
Davidson Branch Spur-Buffalo Creek Spur
First Creek Branch
Leatherwood Branch
Rockhouse Branch
Lotts Creek Branch

Derails have been installed at the entrances of these branches.

Derail will be kept set in the normal position at all times, except when the spur is occupied by an engine or train. When the derail is set in the normal position (set to derail), it will indicate that no train or engine is operating on the spur, and movements may be made on the spur.

When the derail is set and locked off the rail it will indicate the spur is occupied by a train and no other movement may be made unless protected in accordance with Rule 99.

Trains from First Creek Branch, Carrs Fork Branch and Rockhouse Branch will push the button located near the clearance point of these branches to notify the train dispatcher they are ready to proceed. They will proceed on the proper indication.

BLOOMFIELD SPUR
HERMITAGE SPUR

Not more than one movement is permitted on Hermitage Spur or Bloomfield Spur at the same time. A train may operate on either spur as necessary without orders, first ascertaining from the train dispatcher whether or not there is any other train using the spur.

TRAINS ENROUTE TO FIRST CREEK BRANCH FROM THE SIDING, TYPO

The normal position of the switch connecting the First Creek Branch with the north end of the siding at Typo is for movements to or from the main track, however, this switch may be left in the position last used, and all trains or engines approaching the switch will expect to find it in either position.

MOVEMENT ON NORTHWARD SIDING BETWEEN COMBS AND TYPO

Northward siding has automatic block signal protection for north-

ward trains only. This siding may be used by southward trains with the permission of the train dispatcher.

Any train or engine occupying the northward siding between Combs and Typo, after clearing that track, must receive permission from the train dispatcher before reoccupying it.

HELPER ENGINES BETWEEN JACKSON AND OAKDALE

After northward freight train requiring helper engine service stops at Jackson for that purpose, the helper engines should be coupled to the rear of the train, automatic brake valve cutout cock on helper engines should be closed and train line angle cocks between engines and on rear of caboose opened.

The air brake system on the train should then be charged to not less than 5 pounds below standard pressure for that train, and a 20 pound brake pipe reduction made by the engineer in charge of train to determine whether air brakes apply on the helper engines. If the air brakes apply, signal should be given the engineer in charge of train to release the air brakes; inspection must be made to determine that brakes on helper engines have applied and released.

After the foregoing test has been made the engineer of helper engine will be so notified.

Northward trains will be pushed with helper engines behind the caboose. The train will not be stopped for helper engines to be detached and when caboose reaches cut off board near Yeadon, conductor or trainman of train being assisted will arrange to make use of the uncoupling rod to close angle cock at rear of caboose and separate air hose, permitting emergency application of brakes on helper engines. The enginemen of helper engines will handle their engines accordingly.

When the equipment is too weak to withstand the helper engines pushing, the helper engines must be cut into the train ahead of such equipment and arrangements be made as necessary with full understanding of all concerned as to putting train together after it has been helped over the grade.

MAYSVILLE BRANCH

No. 159 may assume schedule and leave Maysville, Kentucky without Clearance Form A.

Between 8:00 A.M. and 5:00 P.M. daily except Saturday and Sunday sectionmen and bridgemen on the Paris-Maysville Branch will only protect against regularly scheduled trains between Paris and Maysville. When more than one section of regularly scheduled train is operated, or when an extra train is operated between 8:00 A.M. and 5:00 P.M., Saturday and Sunday excepted, it will be preceded by a motor car to notify sectionmen, bridgemen and others concerned of the operation of such train.

The train dispatchers, when issuing orders to extra section of regularly scheduled train or to extra train being operated on the Paris-Maysville Branch during the above hours, will add the following to the order: "Motor car is preceding you to notify sectionmen, bridgemen and others of the section or the extra following." If your order does not contain this information call the attention of the train dispatcher to the matter.

Unless otherwise directed by train order the following trains will not protect against following extra trains between points shown:

Nos. 158 and 159 between Paris and Maysville.

Under these instructions, extra trains must not follow regular trains named between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

EMERGENCY TELEPHONES

Emergency telephones are located at ends of sidings and at ends of double track.

SPECIAL INSTRUCTIONS—CINCINNATI TERMINALS

The Time Table rules and regulations of the Chesapeake & Ohio Railway Company, operating the Covington & Cincinnati Elevated Railroad and Transfer and Bridge, will govern between KC Junction and CS Junction, and of the Cincinnati Union Terminal north of CT Junction.

SPECIAL MOVEMENTS

Cincinnati, Latonia, DeCoursey

Between KC Jct. and Latonia trains authorized by the operator at Latonia to enter the main track may proceed, running with the current of traffic, being governed by interlocking and automatic block signals, and running ahead of overdue superior trains.

Movements between Cincinnati and Latonia via Newport will be made without train orders. A proceed indication of the middle or bottom light of northward automatic block signal at Southern Ave. or hand signal from operator at Latonia or hand signal from operator at Pt. Isabella, or verbal permission from train dispatcher by telephone, will be authority to proceed as per Rule 93, being governed by block signal indications. Meeting points may be arranged by message or verbally, by the train dispatcher.

Northward signal 1062, located at south switch at Wilder is equipped with "Take Siding" signal and when it displays the letter "S" trains, cuts or engines will take siding and call the train dispatcher after clearing the main track.

Trains finding automatic block signals governing northward and southward movements at north end of siding at Wilders, southward automatic block signal at south end of siding at Wilders, and southward automatic block signal at Danas, in STOP position, will stop and call train dispatcher for instructions. Automatic block signals at north end of siding at Wilders governing both northward and southward movements can be controlled by the train dispatcher at Latonia, and may be placed in STOP position regardless of indications of preceding signals, and movements approaching these signals must be governed accordingly. When main track is cleared for any purpose, between Latonia and Cincinnati (via Newport), it must not again be fouled without permission from the train dispatcher.

Trains finding southward automatic block signal at south end of N. & C. Bridge, in STOP position will call operator at KC Junction.

At NX Cabin, Newport, Ky., in the event home signals of interlocking plant governing movements, crossing over the C&O Railroad or onto the C&O Railroad, display STOP indication and C&O movement is not passing or approaching the crossing the yard foreman or engineer will communicate by telephone, located at or adjacent to the home signals, with the L&N train dispatcher and determine if the route is intended for continued movement of train via L&N, or to the C&O. Authority must be obtained from the yardmaster at KC Jct. to pass signal displaying STOP indication. Switches must be placed on "Hand" operation as per the rules. After the first switch involved has been placed in "Hand" throw position wait five (5) minutes placing lighted Red Fusees on each side of crossing in position to protect the movement and proceed on hand signals given by member of the crew. When so instructed by the operator at KC Jct. a member of train or engine crew will operate emergency push button in box on east end of relay case which is located between NX Cabin and No. 1 C&O track. Instructions for operating push button are located in telephone box adjacent to this relay box.

Movements against the current of traffic between Latonia and KC Junction will be made on written authority of the Terminal Train Master, issued by operator, Latonia. Operators, Latonia, must know such movements are protected.

Transfer crews of other railroads, whose rules provide for red flags in day time as markers, may use red flags while occupying L. & N. tracks.

Trains, engines or cuts finding southward automatic block signal north of Covington tunnel in STOP position will call operator at Latonia for instructions.

Engines clearing the Main Track between KC Junction and Latonia must not again foul it without permission from the operator at Latonia.

ELECTRIC SWITCH LOCKS

Both ends of crossover located approximately 300 feet south of Caroline St. Underpass are equipped with electric locks. Permission to use such switches must be obtained from operator, Latonia Passenger Station.

CORBIN TERMINALS

Switchtenders are located at following points:

North end of East Yard,

Switchtenders will use yellow flags by day and yellow lights by night for signaling inbound movements north end of East Yard and green flags and lights for signaling to trains leaving that end of the East Yard.

There will be no switchtender-herder on duty at the north end of East Yard from 11:59 p.m. Saturdays to 11:59 p.m. Mondays.

In the absence of switchtender-herders, yardmasters will assign tracks.

Second class and inferior trains will handle their own switches for movements to be made where switchtender-herders are not on duty.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of highline will be lined for outbound freight movements. When these switches are used by yard crews or others, they must be restored to the above positions after movement has been completed.

Cincinnati Division double track extends through passenger yard to a point location near freight house shed. Inbound trains will be governed by signal indications.

An information signal is located approximately 1500 feet south of the northward absolute block signal located on H-Line approximately 1500 feet south of Center Street. This information signal will display a white aspect when the absolute block signal is displaying an approach or proceed indication for northward movements. When the absolute signal is displaying a stop indication the information signal will have a red aspect.

A controlled power-operated switch is located at north end of passenger yard track No. 3 and No. 5 Center Street. Northward automatic block Dwarf signals located at clearance point of passenger yard tracks No. 3 and No. 5 at Center Street will govern movements into automatic block. Southward Dwarf signal located at Center Street will govern movements over power-operated switch to clearance point of passenger yard tracks No. 3 and No. 5.

Trains will not exceed speed of 10 M.P.H. passing platforms, Corbin passenger station.

The normal position of the switch connecting the C. V. West Yard freight connection with the C. V. southward main track is for the freight connection. All outbound C. V. Division trains will approach this switch at restricted speed.

Cincinnati and Louisville Division trains departing from the East Yard will depart and operate as an extra train without receiving Clearance Form A.

A 3-color light train order signal located on the East side and high speed delivery stand is in service on the West side of the highline across from the Chief Dispatcher's office at Corbin. All Louisville and Cincinnati Division trains must secure Clearance Form A from the high speed train order delivery stand before entering KY Sub-division main tracks except a train receiving "Green" signal will proceed without securing Clearance Form A. "Yellow" indication will indicate train orders and Form A for delivery. "Red" indication—stop before passing signal.

Louisville and Cincinnati Division trains departing from the West Yard at Corbin will receive train orders at the Chief Dispatcher's office, as at present. This also applies to northbound freight trains using the main track at Corbin.

Conductors of inbound trains, to either the East or West Yard, Corbin, will deliver register card to the Yardmaster, who, in turn, will call the operator at the Chief Dispatcher's office and give him this information promptly, in order that it may be entered on register book and given to the Train Dispatchers at Latonia and Louisville.

The tonnage of unweighed loads of coal will be estimated as follows for tonnage rating of trains.

100,000 lbs. Capacity Cars, 76 tons.
120,000 lbs. Capacity Cars, 86 tons.
140,000 lbs. Capacity Cars, 100 tons.
160,000 lbs. Capacity Cars, 110 tons.
200,000 lbs. Capacity Cars, 132 tons.

Trains operating from North Hazard to Ravenna, or from Jackson to Ravenna, will, in the absence of special instructions to the contrary, handle only the Gentry to Chenowee (with helpers) ratings for such trains.

SPECIAL INSTRUCTIONS—LOUISVILLE TERMINALS

DOUBLE TRACK.

Between Louisville (Union Station) and Mile Post 8.
Between Second Street, Louisville, and Frankfort Ave.
Between TJ Tower and South Louisville (Railway Transfer).
Between MN Tower and Preston Street.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS.

Automatic Block Signal Rules are in effect between:
10th and Kentucky Street and Mile Post 8.
A Street Jct. and Frankfort Avenue.

INTERLOCKING.

Interlocking Rules are in effect at: A Street Junction, Fourth and G Street, SW Tower, Big Ditch Strawberry, MN Tower, TJ Tower and Floyd and J Street.

STANDARD CLOCKS.

Union Station (Register room).
Strawberry (train-order office).
South Louisville (main Yard Office and engineers' washroom).

TRAIN ORDER OFFICES.

A Street Tower
KS, Strawberry
MN Tower

REGISTER STATIONS

Location	For	Register by Card Form 230
South Louisville, Main Yard Office	Second-class and inferior trains	Second-class and inferior trains.
FX Tower, Locker Room	Second-class and inferior trains	Second-class and inferior trains.
KS Office, Strawberry	Southward, second-class and inferior trains enroute to Louisville Division	
	All Evansville Division second-class and inferior trains	All Evansville Division second-class and inferior trains.

YARD LIMITS

Between Union Station and Mile Post 8 and Frankfort Avenue.

RAILROAD CROSSING AT GRADE

Location	Railroad	Protection
Fourth and G Streets	Southern	Interlocking.
Floyd and J Streets	Southern	Interlocking.
MN Tower	L&N	Interlocking.

SPRING SWITCHES

Location	Normal Position
10th and Kentucky Streets	For southward main.
A Street between 1st and 2nd Streets	For northward main.
South end, West Siding, 4th Street at Southern Crossing	For southward main.
South of MN Tower, connecting East Louisville-Water Street, northward main track to southward main track	For southward main.

BULLETIN BOARDS

Union Station (Register room and conductors' room).

Tenth Street (engineers' wash room).

South Louisville (main yard office and roundhouse).

FX Tower (Locker Room).

For C&O Ry Trains:

a. Hancock Street Tower.

b. Roundhouse, Floyd Street.

SPEED RESTRICTIONS

(Normal speed in miles per hour)

Between	Passenger	Freight, Work, and Mixed.	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
Mile Post T-5 (Cincinnati Division) and Frankfort Avenue	30	25	20
Frankfort Avenue and Kentucky Street on Railway Transfer	40	25	20
Kentucky Street on Railway Transfer and TJ Tower	25	25	15
TJ Tower and A-Street Junction	15	15	15
Union Station and Mile Post 5 (Louisville Division)	40	25	20
A-Street Junction and Union Station when train is being shoved	15	15	15
TJ Tower and South Louisville on Railway Transfer	20	20	20
MN Tower and Preston Street on Water Street Line	15	15	15

Through turnouts and crossovers:

ALCO DL-628; EMD-SD-35; EMD-SDP-35; GE-U25C 10

All other type locomotives 15

All trains will move at restricted speed between Kentucky Street and Union Station.

SPECIAL MOVEMENTS

1. Switchtenders located just north of Kentucky Street will use green flags by day and green lights by night for signaling for southward movements, and yellow flags by day and yellow lights by night for signaling for northward movements. All trains will move out of and into passenger station tracks only on receipt of proper signal from switchtender or as instructed by yardmaster at Oak Street. Trains entering Union Station, Louisville, will stop at Kentucky Street if they do not receive proper signal from switchtender or instructions from yardmaster.

2. Unless otherwise directed, all inbound passenger trains except No. 216 will turn on the Wye at A Street Junction and back in to Union Station. Markers will not be changed for this movement.

3. Within the Louisville Terminal limits, trains must not open a switch to a main track, or occupy a main track, except on authority of the Yard Dispatcher. After obtaining such authority, the main track may be occupied, and Rule 513 will not apply.

4. Trains, except first-class trains, moving on a main track within Louisville terminal limits, must move at Yard Speed, regardless of a Proceed or Approach indication of a Block or Interlocking Signal.

5. Yard engines will not occupy the A Street connection (except east of Second Street and west of Fifth Street) between the hours of 6:00 a.m. and 8:00 p.m. to serve industries.

6. All trains will approach crossovers north and south of K&I Junction at Restricted Speed.

7. When trains on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative. If the movement of a first-class train is involved, the Yardmaster or his representative will direct and protect it only under the specific instructions of a Trainmaster, or Assistant Trainmaster, who will personally see that the movement is fully protected.

8. Trains from the Evansville Division arriving at SW Tower will continue on the same schedules as arriving, and extras will continue as extras.

9. The use of the engine whistle within the city limits of Louisville is prohibited except as prescribed by Rule 14(j) and to prevent accident. When the view is obscured on account of weather or other conditions, the engineer may sound signal as prescribed by Rule 14(l) for crossings at grade, and proceed at Restricted Speed.

10. Yard engines with work in the block between MN Tower and Crescent Hill will obtain permission from the towerman at MN Tower to occupy the Block.

11. Between New Main Street and Story Avenue (which streets are between MN Tower and Preston Street on the East Louisville-Water Street line) yard cuts are relieved from flagging against all trains and all trains will move in this territory expecting to find the main track occupied at any point by engines or cars not protected by flagman.

12. Proceed indication of signal at MN Tower and A Street Junction will authorize southward second-class and inferior trains to proceed ahead of overdue first-class trains.

13. A Proceed indication of the governing Signal at TJ Tower will authorize northward trains enroute from South Louisville to the Cincinnati Division moving with the current of traffic, to proceed ahead of overdue first-class trains from TJ Tower to MN Tower.

14. Dwarf signals just south of Kentucky Street near Union Station governing northward and southward movements, when found in stop indication, train must stop. After train stops, may proceed at restricted speed.

15. All southward Louisville Division trains and all northward Evansville Division trains originating at South Louisville may leave without Clearance Form A, but must receive Clearance Form A at Strawberry.

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. Robt. E. Reichert.....Covington, Ky.
Dr. John T. Bate.....Louisville, Ky.
Dr. John M. Allen.....Lexington, Ky.
Dr. K. P. Smith (Asst.).....Corbin, Ky.
Dr. Charles C. Rutledge (Asst.).....Hazard, Ky.

OCULISTS

Dr. Louis Reik.....Covington, Ky.
Dr. Wm. M. Buttermore.....Corbin, Ky.
Dr. Joseph Ballard.....Lexington, Ky.
Dr. W. O. Preston.....Lexington, Ky.
Dr. Will R. Pryor.....Louisville, Ky.
Dr. C. L. Combs.....Hazard, Ky.

LOCAL SURGEONS

Dr. Otto Salsbery (Orthopedic Consultant).....Covington, Ky.
Dr. John L. Cassidy (Medical Consultant).....Covington, Ky.
Dr. R. J. Rust.....Newport, Ky.
Dr. R. A. Allnutt.....Latonia, Ky.
Dr. Charles O. Carothers.....Cincinnati, O.
Dr. John F. Lyons.....Cincinnati, O.
Dr. Ralph Carothers.....Cincinnati, O.
Dr. W. M. Townsend.....Falmouth, Ky.
Dr. Robt. L. McKinney.....Falmouth, Ky.
Dr. H. Todd Smiser.....Cynthiana, Ky.
Dr. R. T. McMurtry.....Cynthiana, Ky.
Dr. William H. Cox.....Paris, Ky.
Dr. M. B. Denham.....Maysville, Ky.
Dr. Ben F. Allen.....Flemingsburg, Ky.
Dr. M. C. Darnell.....Lexington, Ky.
Dr. H. C. Herring.....Lexington, Ky.
Dr. B. F. Robinson.....Lexington, Ky.
Dr. James Ross.....Lexington, Ky.
Dr. J. R. Green.....Lexington, Ky.
Dr. James M. Chase, Jr. (Consulting Surgeon)..Lexington, Ky.
Dr. Robert F. Brashear.....Winchester, Ky.
Dr. Shelby Carr.....Richmond, Ky.
Dr. William P. Grise.....Richmond, Ky.
Dr. John C. Baker.....Berea, Ky.
Dr. E. C. Seeley.....London, Ky.
Dr. H. W. Terrell.....Corbin, Ky.
Dr. B. H. Wells.....Corbin, Ky.
Dr. J. M. Huey.....Walton, Ky.
Dr. Hugh Williams.....Carrollton, Ky.
Dr. E. G. Houchin.....LaGrange, Ky.
Dr. B. B. Sleadd.....Middletown, Ky.
Dr. Burl Mack.....Pewee Valley, Ky.
Dr. B. B. Sleadd.....Anchorage, Ky.
Dr. Maurice Bell.....Eminence, Ky.
Dr. W. F. Carter.....Pleasureville, Ky.
Dr. B. F. Shields.....Shelbyville, Ky.
Dr. Donald Chatham.....Shelbyville, Ky.
Dr. Branham B. Baughman.....Frankfort, Ky.
Dr. Ben Roache.....Midway, Ky.
Dr. S. G. Marcum.....Irvine, Ky.
Dr. Charles Terry.....Irvine, Ky.
Dr. R. R. Snowden.....Ravenna, Ky.
Dr. F. C. Lewis.....Jackson, Ky.
Dr. L. H. Wagers.....Blue Diamond, Ky.
Dr. Cordell H. Williams.....Hazard, Ky.
Dr. Harold Redd.....Hazard, Ky.
Dr. Lundy Adams.....Blackey, Ky.
Dr. Bert C. Bach.....Whitesburg, Ky.
Dr. Carl Pigman.....Whitesburg, Ky.
Dr. B. F. Wright.....Seco, Ky.

DIVISION OFFICERS

J. B. TROSPER,
Trainmaster,
Latonia, Ky.

C. WHIDBY,
Trainmaster,
Louisville, Ky.

H. R. FORSYTHE,
Trainmaster,
Hazard, Ky.

W. E. BURGOYNE,
Trainmaster,
Decoursey, Ky.

D. G. COUCH,
Ass't. Trainmaster,
Decoursey, Ky.

W. J. DOYLE,
Ass't. Trainmaster,
Decoursey, Ky.

H. R. BIRCHFIELD,
Ass't. Trainmaster,
Ravenna, Ky.

M. C. TABOR,
Ass't. Trainmaster,
Louisville, Ky.

T. E. WILSON,
Traveling Engineer—
Ass't. Trainmaster,
Latonia, Ky.

E. R. HOWE,
Traveling Engineer—
Ass't. Trainmaster,
Latonia, Ky.

T. W. WOOLERY,
Traveling Engineer—Ass't. Trainmaster,
Ravenna, Ky.

A. F. LOHMOELLER,
Chief Dispatcher,
Latonia, Ky.

J. W. EVERSOLE,
Chief Dispatcher—Car Distributor
Ravenna, Ky.

LOUISVILLE TERMINAL

J. E. WINSTEAD,
Superintendent

C. M. TATUM,
Trainmaster

R. R. TICHENOR,
Ass't. Trainmaster

J. B. LUTTS,
Ass't. Trainmaster

C. J. BURTON,
Ass't. Trainmaster

D. B. SHARP,
Ass't. Trainmaster

A. S. THIEL,
Ass't. Trainmaster

J. B. TATE,
Ass't. Trainmaster

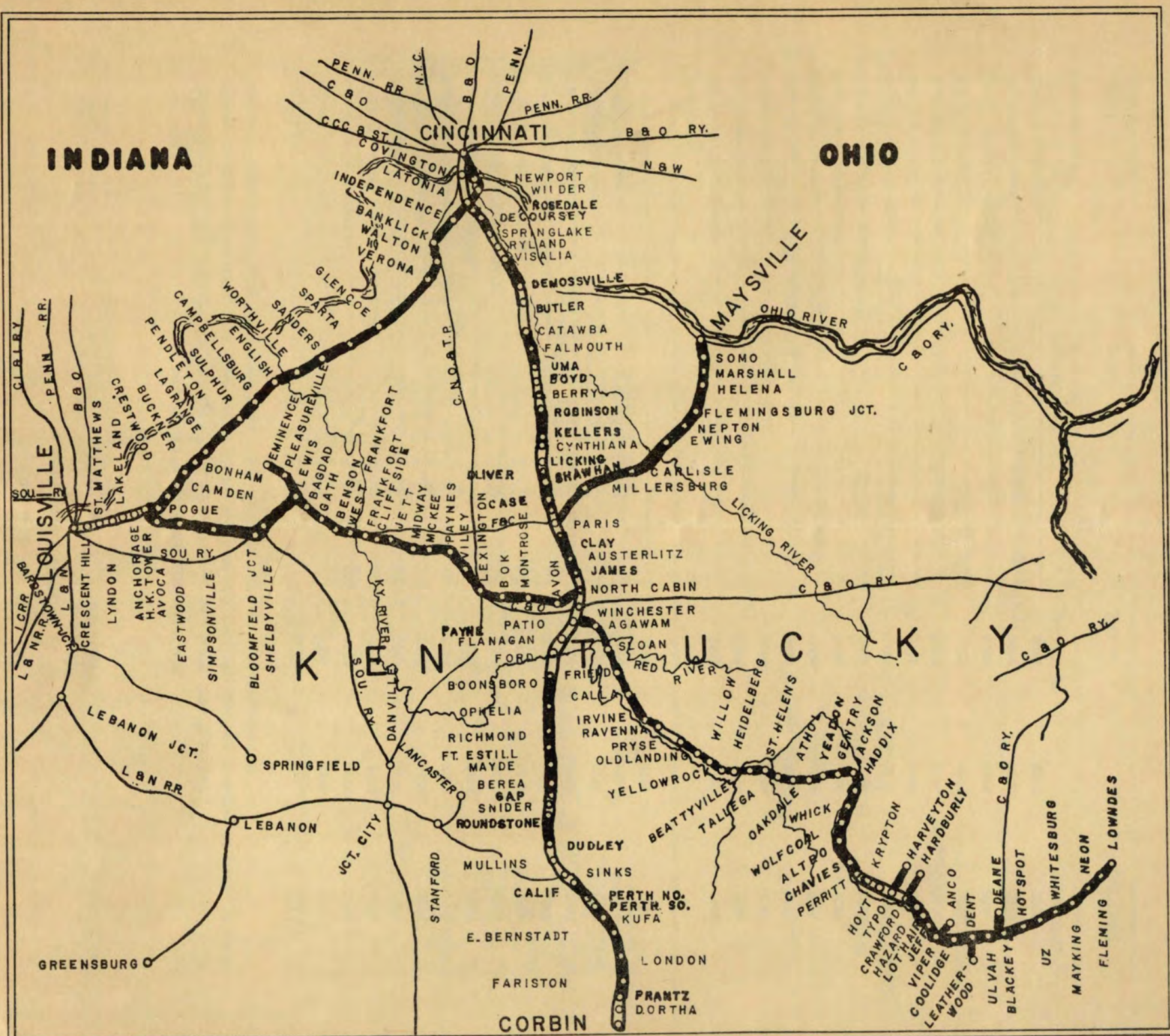
TONNAGE RATING OF LOCOMOTIVES

Column 1 — FA-2, FB-2, RS-3, F7, F9, FB-7, FB-9, GP-7, GP-9, GP-18 — Nos. 100-199, 300-725, 800-904

Column 2 — GP30, GP35, GP38, C420, U25B, U28B, GP40 — Nos. 1000-1115, 1300-1315, 1600-1626, 2500-2509, 3000-3029, 4000-4019

Column 3 — U25C, U28C, C628, C630, SD35, SD40 — Nos. 1200-1228, 1400-1432, 1500-1562, 1700-1703

Southward	Col. 1	Col. 2	Col. 3
Latonia-LaGrange	1300	1430	2000
LaGrange-So. Louisville	3800	4200	5800
Decoursey-Patio	2200	3800	5500
Patio-Perth	1700	1870	2600
Perth-East Bernstadt	1100	1400	2000
East Bernstadt-Corbin	2700	2970	4100
Lexington-West Frankfort	3050	3355	4600
West Frankfort-Christianburg	1795	2000	2700
Christianburg-HK Tower	1635	1800	2500
Lexington-Patio	2180	2400	3270
Patio-Ravenna	3335	4600	7000
Ravenna-Oakdale	2500	2800	3800
Oakdale-Yeadon	2000	2200	3050
Yeadon-Neon	2500	2800	3800
Northward			
So. Louisville-LaGrange	1900	2100	2900
LaGrange-Latonia	1465	1625	2200
Corbin-Ford	2700	2970	4100
Ford-Patio	2000	2200	3050
Patio-Decoursey	5500	6325	8250
HK Tower-Christianburg	1800	2000	2700
Christianburg-West Frankfort	2215	2440	3325
West Frankfort-Jett	1185	1310	1800
Jett-Lexington	2215	2440	3325
Patio-West Lexington	2635	2900	4000
Ravenna-Patio	3335	4600	6500
North Hazard-Gentry	6000	6200	9000
Gentry-Chenowee	2000	2200	3050
Chenowee-Ravenna	6000	6200	9000


INDIANA
OHIO
KENTUCKY
CINCINNATI
PENN. RR
C & O
CCC & ST.L.
N.Y.C.
B & O
PENN.
PENN. R.R.
B & O RY.
N & W
COVINGTON
LATONIA
INDEPENDENCE
BANKLICK
WALTON
VERONA
GLENCOE
SPARTA
SANDERS
WORTHVILLE
ENGLISH
CAMPBELLSBURG
SULPHUR
PENDLETON
LAGRANGE
BUCKNER
CRESTWOOD
LAKELAND
ST. MATTHEWS
LOUISVILLE
C.I.R.R.Y.
PENN. RR.
B & O
SOU. RY.
L & N R.R.
BARBOURSVILLE JCT.
I.C.R.R.
L & N
CRESCENT HILL
LYNDON
ANCHORAGE
H.K. TOWER
AVOCA
EASTWOOD
SIMPSONVILLE
BLOOMFIELD JCT
SHELBYVILLE
BONHAM
CAMDEN
POGUE
EMINENCE
PLEASUREVILLE
LEWIS
BAGDAD
GATH
BENSON
WEST FRANKFORT
FRANKFORT
CLIFFSIDE
VETT
MIDWAY
MICKEE
PAYNES VILLEY
LEXINGTON
OLIVER
CASE
BOK
MONTROSE
AVON
C.N.O.& T.P.
DEMOSSVILLE
BUTLER
CATAWBA
FALMOUTH
UMA
BOYD
BERRY
ROBINSON
KELLERS
CYNTHIANA
LICKING
SHAWHAN
NEWPORT
WILDER
ROSEDALE
DECOURSEY
SPRINGLAKE
RYLAND
VISALIA
MAYSVILLE
OHIO RIVER
C & O RY.
SOMO
MARSHALL
HELENA
FLEMINGSBURG JCT.
NEPTON
EWING
CARLISLE
MILLERSBURG
LICKING RIVER
PARIS
CLAY
AUSTERLITZ
JAMES
NORTH CABIN
WINCHESTER
AGAWAM
PAYNE
FLANAGAN
PATIO
FORD
SLOAN
RED RIVER
FRIEND
CALLA
IRVINE
RAVENNA
PRYSE
OLDLANDING
WILLOW
HEIDELBERG
ST. HELENS
ATHOL
YEADON
GENTRY
JACKSON
HADDIX
YELLOWROCK
BEATTYVILLE
TALLEGA
OAKDALE
WHICK
WOLFCOAL
ALTRO
CHAVIES
PERRITT
KRYPTON
HARVEYTON
HARDBURLY
HOYT
TYPO
CRAWFORD
HAZARD
LOT HALL
JEFF
VIPER
COOLIDGE
LEATHER-WOOD
ANCO
DENT
DEANE
HOTSPOT
ULVAH
BLACKEY
UZ
WHITESBURG
MAYKING
NEON
FLEMING
LOWNDES
C & O RY.
BOONSBORO
OPHELIA
RICHMOND
FT. ESTILL
MAYDE
BEREA
GAP
SNIDER
ROUNDSTONE
DUDLEY
SINKS
MULLINS
CALIF
PERTH NO.
PERTH SO.
KUFA
E. BERNSTADT
FARISTON
LONDON
PRANTZ
DORTHA
CORBIN
STANFORD
VCT. CITY
DANVILLE
LANCASTER
SOU. RY.
K.Y. RIVER
LEBANON JCT.
SPRINGFIELD
L & N R.R.
LEBANON
GREENSBURG