DIVISION OFFICERS

J. W. Kern	Superintendent	Paducah, Ky.
C. O. Cecil	Train Master	Louisville, Ky.
C. S. Collier	Supvr. Trains and Track	Princeton, Ky.
H. D. Walker	Train Master	Paducah, Ky.
P. H. Ryan	Traveling Engineer	Paducah, Ky.
J. H. Eaker	Chief Train Dispatcher	Paducah, Ky.
W. E. Davis	Asst. Chief Train Dispr.	Paducah, Ky.
H. W. Williams	Train Dispatcher	Paducah, Ky.
S. T. Purcell	Train Dispatcher	Paducah, Ky.
G. T. Cox	Train Dispatcher	Paducah, Ky.
C. E. Gaddie	Train Dispatcher	Paducah, Ky.
J. L. Godfrey	Train Dispatcher	Paducah, Ky.
R. F. Withers	Train Dispatcher	Paducah, Ky.
A. S. Pitzer	Train Dispatcher	Paducah, Ky.
L. K. Butler	Train Dispatcher	Paducah, Ky.
T. L. Allen	Train Dispatcher	Paducah, Ky.
J. W. Stockdale	Train Dispatcher	Paducah, Ky.
R. W. Quante	Train Dispatcher	Paducah, Ky.
W. D. Briggs	Train Dispatcher	Paducah, Ky.
L. R. Sutton	Train Dispatcher	Paducah, Ky.
E. A. Dunn	Train Dispatcher	Paducah, Ky.
H. Q. Crawford	Train Dispatcher	Paducah, Ky.

Illinois Central System

LOUISVILLE
PADUCAH
EVANSVILLE
HODGENVILLE
OWENSBORO
PROVIDENCE
EAST CAIRO
DISTRICTS

(KENTUCKY DIVISION)

TIME TABLE No.

5

Taking Effect at 12:01 a. m.,

SUNDAY, NOVEMBER 12, 1939.

Superseding Time Table No. 4
dated February 20, 1938

FOR THE GOVERNMENT OF EMPLOYES ONLY

W. ATWILL, Vice President.
F. R. MAYS, General Manager.
R. O. FISCHER, Assistant General Manager.
J. W. KERN, Superintendent.

LEAKE. PADUCAH

Southward—LOUISVILLE DISTRICT—Northward.

SECOND CLASS		FIRST CLASS			Siding, Standing Room, Cars with Engine.	Miles from Louisville.	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	FIRST CLASS			SECOND CLASS	
171	173	103	101	125				104	122	102	172	174
Panama Dispatch P. D. 1	Panama Dispatch P. D. 3	The Louisiane	The Creole	Local Passenger				The Louisian	Local Passenger	The Creole	Panama Dispatch P. D. 2	Panama Dispatch P. D. 4
----------	----------	L 7 00PM	L 9 50AM	----------	---	------	------CINCINNATI ------	A 12 05PM	----------	A 9 55PM	----------	------
Daily	Daily	Daily	Daily	Daily								
----------	----------	L 9 40PM	L 12 01PM	L 5 30AM	---	.0	--------LOUISVILLE-------6	A 7 40AM	A 5 00PM	A 5 15PM	----------	------
L 7 50PM	----------	9 44	12 05	5 34	---	.5	0.5 -------PIRTLE ST-------	7 36	4 56	5 11	----------	----------
8 25	L 11 00AM	9 53	12 14	s 5 43	---	1.8	1.3 C---------OAK ST --------	7 27	s 4 47	5 02	A 3 30PM	A 2 00AM
8 34	11 11	9 59	12 19	s 5 52	64	5.4	3.6 ------ALMS HOUSE------	7 19	s 4 40	4 56	3 16	1 25
8 43	11 18	10 03	12 23	f 5 57	64	9.1	3.7 ----PL. RIDGE PARK----	7 15	s 4 34	4 52	3 10	1 10
8 49	11 24	10 06	12 26	s 6 03	64	12.0	2.9 ---------VALLEY---------	7 12	s 4 29	4 48	3 03	1 00
8 59	11 33	10 12	12 32	s 6 10	78	17.7	5.8 D----KOSMOSDALE------	7 06	s 4 19	4 42	2 53	12 45
9 10	11 43	10 16	12 37	s 6 17	48	20.8	3.0 D----WEST POINT------	7 01	s 4 13	4 38	2 43	12 35
9 35	12 03PM	10 27	12 49	s 6 32	64	26.6	5.8 ------MULDRAUGH ------	6 51	s 4 02	4 30	2 30	12 15
9 40	12 08	10 30	12 51	f 6 35	36	28.3	1.7 -------- TIP TOP --------	6 49	f 3 58	4 28	2 25	12 08AM
9 45	12 11	f 10 33	s 12 53	s 6 45104	84	30.2	1.9 D-----FORT KNOX-------	s 6 45125	s 3 53	f 4 25	2 20	11 59
9 52	12 16	10 38	12 58	f 6 52	49	33.6	3.3 --------RED HILL--------	6 40	f 3 43	4 21	2 05	11 50
10 02	12 24	10 44	1 04	7 03	48	38.0	4.5 ----------DUGAN---------	6 35	3 35	4 15	1 50	11 40
10 12	12 32	10 50	1 10	f 7 14	64	43.2	5.0 ----------KRAFT---------	6 28	f 3 27	4 08	1 34	11 20
10 27174	12 42	s 10 55174	f 1 15172	s 7 20	78	47.0	4.0 C---------CECILIA --------	s 6 22	s 3 20	f 4 02	1 15101	{10 55103 / 10 27171
10 33	12 47	11 03	1 23	f 7 27	---	50.0	3.0 ----HANSBROUGH------	6 14	f 3 11	3 54	1 03	10 00
10 43	12 55172	11 10	1 30	s 7 37	64	55.1	5.1 D----- EAST VIEW ------	6 08	s 3 02	3 47	12 55173	9 47
10 53	1 06	11 19	1 39	s 7 48	70	62.0	6.9 D------BIG CLIFTY------	6 00	s 2 51	3 38	12 42	9 34
11 03	1 15	11 27	h 1 47	s 7 58	55	67.4	5.3 D------CLARKSON -------	5 50	s 2 41	3 29	12 30	9 26
11 10	1 22	s 11 34	s 1 53	s 8 06	55	71.5	4.2 D----LEITCHFIELD------	s 5 45	s 2 33	s 3 24	12 22	9 18
11 21	1 32	11 43	2 01	s 8 17	61	78.0	6.6 -------- MILLWOOD-------	5 35	s 2 20	3 14	12 10PM	9 05
11 35	1 45	11 51	2 09122	s 8 26	64	83.7	5.6 D-----CANEYVILLE------	5 25	s 2 09101	3 06	11 45	8 45
11 56103	1 57122	11 56171	2 15	s 8 31	65	87.8	4.2 ----- SPRING LICK------	5 20	s 1 57173	3 00	11 35	8 30
12 15AM	2 49101 102	12 06AM	s 2 25173	s 8 45	47 33	96.2	8.3 D---HORSE BRANCH-----	5 08	s 1 43	s 2 49173	11 20	8 15
12 31	3 05	12 17	2 39102	s 9 02	65	103.5	7.2 ---------HORTON --------	4 57	s 1 31	2 39101	11 05	7 55
12 40	3 15	s 12 24	s 2 47	s 9 12	103	108.5	5.1 D----BEAVER DAM------	s 4 51	s 1 22	s 2 29	10 56	7 45
12 50	3 21	12 30	2 52	s 9 20	86	111.7	3.2 ------- McHENRY --------	4 46	s 1 15	2 24	10 50	7 38
1 01	3 32	12 37	2 59	s 9 31	24	117.5	5.9 D------ROCKPORT-------	4 38	s 1 04	2 16	10 40	7 25
1 10	3 41	12 44	3 05	s 9 40	47	121.2	3.6 ---------NELSON---------	4 32	s 12 56	2 09	10 30	7 10
A 1 30AM	A 4 00PM	A 12 49AM	A 3 12PM	A 9 49AM	---	125.5	4.3 C--CENTRAL CITY YARD--	L 4 27AM	L 12 50PM	L 2 03PM	L 10 20AM	L 7 00PM
								Daily	Daily	Daily	Daily	Daily

h—Receive revenue passengers for Paducah and beyond.

Nos. 122 and 125 will stop:
Vine Grove, Riney, St. John, Stephensburg.
Summit, Black Rock, White Run, Goffs,
Rosine, Echols, Martwick.

Nos. 122 and 125 will stop on signal: West Clifty.

Southward—PADUCAH DISTRICT—Northward.

TIME TABLE NO. 5
Taking Effect November 12, 1939

SECOND CLASS		FIRST CLASS			Siding, Standing Room, Cars with Engine.	Miles from Central City	STATIONS	FIRST CLASS			SECOND CLASS	
173	171	101	125	103				104	122	102	172	174
Panama Dispatch P. D. 3	Panama Dispatch P. D. 1	The Creole	Local Passenger	The Louisiane				The Louisiane	Local Passenger	The Creole	Panama Dispatch P. D. 2	Panama Dispatch P. D. 4
Daily	Daily	Daily	Daily	Daily								
L 4 30PM	L 3 00AM	L 3 12PM	L 9 49AM	L 12 49AM	---	.0	C--CENTRAL CITY YARD---	A 4 27AM	A12 50PM	A 2 03PM	A 9 30AM	A 6 30PM
		s 3 18	s 9 55	s 12 55	---	0.6 0.6	------CENTRAL CITY------	s 4 24	s 12 47	s 2 00		
4 40	3 15				---	3.9 3.9	---------CHERRY--------				8 55	5 55
4 50	3 30				95	5.4 9.3	---------SANDY---------				8 40	5 40
5 00	3 40	Via Greenville	Via Greenville	Via Greenville	96	6.5 15.8	----------POND----------	Via Greenville	Via Greenville	Via Greenville	8 25	5 27
5 15*174*	4 00				100	7.5 23.3	D -----WEST YARD-------				8 10	5 15*173*
5 23	4 15				95	4.1 27.4	-------RICHLAND--------				8 01	5 02
5 35	4 30				97	6.2 33.6	------CHARLESTON------				7 50	4 52
		3 23	s 10 02	1 00	64	4.0 4.5	--------MERCER---------	4 09	12 35	1 50		
		s 3 30	s 10 11	s 1 08	73	3.7 8.2	D-----GREENVILLE------	f 4 04	s12 27	s 1 44		
		3 35	s 10 17	1 13	76	3.6 11.8	---------DEPOY---------	3 57	s12 18	1 39		
		3 37	f 10 20	1 15	93	1.9 13.7	---------GRAHAM---------	3 54	f12 15	1 36		
Via West Yard	Via West Yard	3 43	f 10 27	1 21	---	4.9 18.6	------BAKERSPORT------	3 48	f12 07	1 30	Via West Yard	Via West Yard
		3 46	s 10 32	1 24		2.9 21.4	---- WHITE PLAINS -----	3 45	s12 02PM	1 26		
		s 3 54	s 10 42	s 1 38	112	4.0 25.5	C----NORTONVILLE ----8	s 3 40	s11 55	s 1 20		
		4 02	s 10 52	1 45	141	6.2 31.7	D---- ST. CHARLES ------	3 23	s11 44	1 09		
		4 06	f 10 58	1 49	93	3.4 35.1	---------ILSLEY----------	3 19	s11 38	1 04		
5 55	5 05	s 4 14	s 11 12	s 1 58	153	5.1 40.2	C--DAWSON SPRINGS----	s 3 10	s11 28	s 12 57	7 35	4 40
6 01	5 15	4 18*174*	11 21*122*	2 02	75	3.0 43.6	----------RUTH----------	3 03	11 21*125*	12 51	7 15	4 18*101*
6 15	5 35	4 27	11 31	2 11	96	6.8 50.0	---------SCOTT----------	2 55	11 13	12 43	7 00	3 40
6 19	5 40	4 29	11 35	2 13	97	1.7 51.7	------CEDAR BLUFF------	2 53	11 10	12 41	6 55	3 35
6 26	5 50	s 4 36	s 11 45	s 2 23	---	2.9 54.6	C------ PRINCETON------6	s 2 48	s11 05	s 12 37	6 45	3 25
6 50	6 20	4 38	11 48	2 25	82	0.9 55.5	---PRINCETON YARD----	2 35	10 55	12 28	6 40	3 15
7 08	6 45	4 49	12 03PM	2 35	73	9.2 64.7	--------BELKNAP--------					
7 13	6 48	s 4 52	s 12 07	2 37	---	1.9 66.6	D------EDDYVILLE-------	f 2 22	s10 38	12 15	5 50	2 29
7 18	6 55	4 55	s 12 12*102*	2 39	---	1.6 68.2	C------ KUTTAWA---------	s 2 19	s10 35	s 12 12*125*	5 45	2 24
7 31	7 15	5 05	f 12 22	2 48	91 84	6.7 74.9	---------EUREKA----------	2 09	f10 25	12 03PM	5 30	2 09
7 38	7 30	5 10	12 30	2 53	93	3.2 78.4	---- GRAVEL SWITCH-----	2 04	10 18	11 58	5 21	2 00
					---	0.6 78.9	C------T.R. TOWER-------					
7 43	7 35	5 13	s 12 33	2 56	---	1.0 79.6	---- GILBERTSVILLE ----	2 01	s10 16	11 56	5 16	1 55
7 50	7 57	5 18	s 12 40	3 00	100	3.7 83.4	--------CALVERT---------	1 56	s10 08	11 51	5 10	1 45
8 01	8 20	5 25	f 12 48	3 07	---	5.7 89.1	----LITTLE CYPRESS-----	1 50	s10 00	11 44	5 00	1 35
8 15	8 40	5 33	12 56	3 15	---	7.0 96.0	---------CLARK'S---------	1 41	9 50	11 35	4 45	1 20
		s {5 40 5 45	s {1 05 1 15	s {3 21 3 33	---	3.1 99.2	-------- PADUCAH ------ {8 6	s {1 36 1 25	s {9 45 9 40	s {11 30 11 25		
A 8 45PM	A 9 45AM	A 5 47PM	A 1 17PM	A 3 35AM	---	0.9 100.1	C------ NORTH YARD-------	L 1 23AM	L 9 38AM	L 11 23AM	L 4 30AM	L 1 00PM
								Daily	Daily	Daily	Daily	Daily

No. 101 will stop on signal: Gilbertsville, daily except Sunday, to receive U. S. mail.
Nos. 122 and 125, daily except Sunday, will make additional stop Gilbertsville at Station just north of Tennessee River to receive and discharge express.
Nos. 122 and 125 will stop: Powderly, McNary.
Nos. 122 and 125 will stop on signal: Hillside, Luzerne, Daniel Boone, Hamby, Claxton, Scottsburg, Dulaney, Grand Rivers.

Southward—EVANSVILLE DISTRICT—Northward.

SECOND CLASS	FIRST CLASS			Siding, Standby Room, Cars with Engine.	Miles from Evansville	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	FIRST CLASS			SECOND CLASS	
271			235				232			272	
Dispatch Freight			Fast Mail				Fast Mail			Dispatch Freight	
L 7 30PM			L 12 50PM		.0	EVANSVILLE 8	A 11 25AM			A 2 00PM	
Daily			Except Sunday								
L 9 00PM			L 1 20PM		11.3	C HENDERSON 6 (11.3)	A 10 55AM			A 12 01PM	
9 15			f 1 32	30	17.7	WILSON (6.4)	f 10 39			11 40	
9 25			f 1 39		21.3	CORYDON (3.6)	f 10 32			11 30	
9 45			f 1 54	37	28.8	WAVERLY (7.5)	f 10 17			11 14	
9 55			f 1 59		31.6	FLOURNOY (2.8)	f 10 11			11 07	
10 10			s 2 10	60	34.5	D MORGANFIELD (2.9)	s 10 06			10 57	
10 25			f 2 20		39.6	HARDING (5.1)	f 9 54			10 37	
10 30			f 2 23		41.3	GROVE CENTER (1.7)	f 9 50			10 32	
10 35			f 2 28	31	44.1	HENSHAW (2.8)	f 9 45			10 25	
10 50			f 2 38	75	49.2	DEKOVEN (5.1)	f 9 36			10 10	
11 10			s 2 50	75	54.6	D STURGIS (5.4)	s 9 25			9 55	
11 20			f 2 56		58 7	SULLIVAN (4.1)	f 9 16			9 45	
12 01AM			s 3 06	57	62.8	C BLACKFORD (3.6)	s 9 10			9 35	
12 25			f 3 20	37	69.2	REPTON (7.9)	f 8 52			9 12	
12 40			s 3 34	75	74.5	D MARION (5.3)	s 8 43			9 02	
12 55			f 3 42	64	79.0	CRAYNE (4.5)	f 8 33			8 53	
1 05			f 3 49	48	82.1	MEXICO (3.1)	f 8 27			8 45	
1 15			f 3 56	75	86.2	FREDONIA (4.1)	f 8 19			8 35	
1 35			f 4 08	64	92.5	CRIDER (6.3)	f 8 07			8 20	
A 2 30AM			s 4 30 / 4 50		99.1	C PRINCETON 6 (6.6)	s 7 55 / 7 50			L 8 00AM	
			f 5 05	29	106.1	OTTER POND (7.0)	f 7 34				
			f 5 15		109.7	COBB (3.6)	f 7 29				
			s 5 25		114.2	D CERULEAN (4.5)	s 7 21				
			s 5 37	57	120.8	D GRACEY (6.6)	s 7 10				
			5 46	28	125.9	WOODVILLE (5.1)	6 58				
			A 6 00PM		130.5	D HOPKINSVILLE 6 (4.6)	L 6 50AM				
							Except Sunday			Daily	

First class trains will stop on signal:

Weaverton, Jonesburg, St. Vincent, Curlew, White Sulphur, McGowan, Nicholson, Buffalo, Greens, Bakers, Nunns

Southward—EAST CAIRO DISTRICT—Northward

Miles from Paducah	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	Siding, Standing Room, Cars with Engine.
0	C NORTH YARD	
.8	0 8 PADUCAH 8 6	
	3 9 C. R. JUNCTION 1 5	
6.2	FUTRELL 3 4	
9.6	D MAXON 2 3	
11.9	HEATH 5 3	
17.2	KEVIL	39
22.2	D LA CENTER 4 4	41
26 6	D BARLOW 7 2	
33 8	EAST CAIRO	
	BALLARD	
	NORTH CAIRO	

Schedules shown in Cairo District time table are in effect between East Cairo and Ballard.

Southward—OWENSBORO DISTRICT—Northward

SECOND CLASS 641 Mixed	Miles from Owensboro.	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	SECOND CLASS 642 Mixed
Except Sunday			
L 10 30AM	.0	OWENSBOROYARD 6	A 5 50PM
10 35	1.0	1 0 OWENSBORO JCT 6	5 25
f 10 45	5.0	4 0 OAKRIDGE	f 5 10
f 10 55	8.8	3 8 PHILPOT	f 4 55
f 11 05	12.2	3 4 SHORTS	f 4 45
f 11 15	13.7	1 5 HAYNES	f 4 40
s 11 25	15.8	2 1 WHITESVILLE	s 4 30
f 11 40	20.8	4 5 DEANEFIELD	f 4 15
f 11 50	22.8	2 5 REYNOLDS	f 4 00
s 12 01PM	26 5	3 7 FORDSVILLE	s 3 45
f 12 20	31 4	5 9 NARROWS	f 3 20
s 12 30	33.5	2 1 DAVIDSON	s 3 10
f 12 40	35.6	2 1 OLATON	f 3 02
A 1 00PM	41.6	6 0 D HORSE BRANCH	L 2 50PM
			Except Sunday

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

Nos. 641 and 642 will stop on Signal:
Dan, Ellis, Colliers, Bannon, O'Donnells, Todd.

Southward—HODGENVILLE DISTRICT—Northward

SECOND CLASS 741 Mixed	Miles from Cecilia.	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	SECOND CLASS 742 Mixed
Except Sunday			
L 8 15AM	.0	C CECILIA	A 10 55AM
s 8 50	6.0	6 0 D ELIZABETHTOWN	s 10 35
f 9 05	9.7	3 7 MORGAN	f 10 12
f 9 20	13.0	3 3 TONIEVILLE	f 10 03
A 9 30AM	17.1	4 1 D HODGENVILLE	L 9 50AM
			Except Sunday

No. 742 wait at Hodgenville for No. 741.
Nos. 741 and 742 will stop on Signal Middle Creek

Southward—PROVIDENCE DISTRICT—Northward

Miles from Blackford.	TIME TABLE No. 5 Taking Effect November 12, 1939 STATIONS	Siding, Standing Room, Cars with Engine.
.0	C BLACKFORD	57
5.3	5 3 D WHEATCROFT	
9.9	4 6 MONTEZUMA	
14 5	4 6 D PROVIDENCE	

3. Standard Clocks:

Louisville,
Oak Street,
Central City Yard,
Central City Round House,
Princeton,
Paducah—Round House,
Paducah—North Yard,
Evansville,

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

Maxon—Southward trains.
For Fulton o — o.

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

83 (a). Trains, including extras, authorized to run without train orders, must obtain clearance card (Form 44) at:
Princeton.

Madisonville—8:00 A. M. to 5:00 P. M.

Trains may leave Central Station, Louisville, without clearance card (Form 44), but must obtain clearance card before leaving Oak Street.

First class trains may leave Paducah station without clearance card (Form 44), but must obtain clearance card before leaving North Yard.

Train 641 may leave Owensboro station without clearance card (Form 44).

Train 232 may leave Hopkinsville without clearance card (Form 44)

83 (b). Train Registers:

Louisville,
Oak Street,
Owensboro—Freight House,
Central City Yard,
North Yard.
Evansville,
Blackford—Providence District trains,
Princeton—Evansville District Trains,
Providence,
Hopkinsville,

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

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

86. Between Scott and Kuttawa, Gilbertsville and North Yard, second class and inferior trains may run ahead of overdue first class trains, but will keep advised of and avoid delay thereto.

93. Yards:

Louisville,
Horse Branch, (Owensboro District),
Cecilia,
Central City,
Hodgenville,
Owensboro,
West Yard,
Richland,
Dawson Springs,
Princeton,
Gravel Switch,
Gilbertsville,
Paducah,
Henderson,
Morganfield,
Sturgis,
Blackford,
Gracey,
Wheatcroft,
Providence,
Hopkinsville,

West Yard yard limits extend to Richland

Gravel Switch yard limits extend to Gilbertsville

First class trains must move between Paducah and North Yard prepared to stop unless the main track is seen or known to be clear.

First class Evansville District trains must move within Yard limits at Princeton, Hopkinsville and Gracey prepared to stop unless the main track is seen or known to be clear.

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

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

Junctions:

Cecilia	Hodgenville District trains.
Horse Branch	Owensboro District trains.
Central City	Trains via West Yard.
Dawson Springs	Trains via West Yard.
Princeton	Evansville District trains.
Paducah	P. & I. R. R. trains.

Crossings:

Louisville (9th Street)	Sou. Ry. and B. & O. R. R.
(11th Street)	Sou. Ry. and B. & O. R. R.
(Magnolia Street)	K. & I. T. R. R.
Paducah	N. C. & St. L. R. R.
Paducah	North Yard Lead.
Mile JO 13	M. H. & E. R. R
Owensboro	L. & N. R. R.

Trains are not required to stop at N. C. & St. L. railroad crossing at Paducah passenger station, when gate is found by approaching trains to be set across N. C. & St. L. track. Approaching trains must not exceed a speed of ten (10) miles per hour until engine or leading car passes crossing.

101. Speed Restrictions, except where lower speed is required:

Territory or Location	Passenger engine with passenger train, caboose or light	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars
	Miles Per Hour								
Between Louisville and West Point	70	50	45	50	45	40	40	35	25
Between West Point and Central City	60	50	45	50	45	40	40	35	25
Between Central City and Paducah	65	50	45	50	45	40	40	35	25
Between MP JK126 and JK165	50	50	45	50	45	40	40	35	25
East Cairo District	35	35	35	35	35	35	35	30	25
Evansville District	50	50	35	35	35	35	35	30	25
Providence District	30	30	30	30	30	30	30	30	25
Hodgensville District	30	—	30	30	25	25	25	25	25
Owensboro District	30	—	30	30	25	25	25	25	25
All Districts-Central Type Engines	—	—	45	—	45	40	40	35	25
LOWER SPEEDS									
Louisville District									
Louisville-Viaduct 1st-9th Streets	15	15	15	15	15	15	15	15	15
Louisville - Curve 14th and Main Streets	10	10	10	10	10	10	10	10	10
West Point, Salt River Bridge	30	30	30	30	30	30	30	25	
Bridges J23-3 and J23-7	20	20	20	20	20	20	20	20	
Curves MP J24-50	30	30	20	20	20	20	20	20	20
" MP J25 to J26	45	45	30	30	30	30	30	30	20
" North MP J28									
" MP J32-50 to J33-70									
" North MP J36									
" MP J37 to J37-30									
" MP J38-75 to J39-10									
" MP J39-50									
" MP J40 to J40-75									
" MP J53-25 to J54-80	45	45	25	25	25	25	25	25	20
" South MP J57	45	45	30	30	30	30	30	30	20
" South MP J59	45	45	25	25	25	25	25	25	20
Bridge-West Clifty	20	20	20	20	20	20	20	20	20
Curves MP J69-60 to J70-30	45	45	30	30	30	30	30	30	20
" South MP J71									
" MP J72-40 to J74-50									
" MP J77 to J77-50									
" MP J79									
MP J80 to J81	30	30	30	30	30	30	30	30	25
Curves MP J83	45	45	30	30	30	30	30	30	20
" MP J84-80 to J85-40									
" North MP J86									

Territory or Location	Passenger engine with passenger train, caboose or light	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars
	Miles Per Hour								
Louisville District Continued									
Curves-MP J91-90 to J92-60	45	45	30	30	30	30	30	30	20
" MP J95-50									
" MP J97-50									
" MP J98-50 to J99-70									
" MP J101-65									
" South MP J104	50	50	30	30	30	30	30	30	20
" North MP J105	45	45	30	30	30	30	30	30	20
" MP J110-85									
" MP J111-50	50	50	30	30	30	30	30	30	20
" MP J114									
" North MP J115									
" MP J117	45	45	30	30	30	30	30	30	20
Bridge-Green River J117-9	20	20	20	20	20	20	20	20	20
Curves-MP J119-75 to 120-80	45	45	30	30	30	30	30	30	20
Paducah District									
Curves-MP J130-50 to J131	45	45	30	30	30	30	30	30	20
" MP J140-80 to J141-60	50	50	30	30	30	30	30	30	20
" MP J142-30 to J142-60	45	45	30	30	30	30	30	30	20
" MP J153-80 to J155-20	50	50	30	30	30	30	30	30	20
Bridge-Cumberland River	20	20	20	20	20	20	20	20	20
Curves-South MP J202	45	45	25	25	25	25	25	25	20
Bridge-Tennessee River	20	20	20	20	20	20	20	20	20
Evansville District									
Curves South MP JE47	35	35	20	20	20	20	20	20	20
" MP JE57-25 to JE60-40									
" MP JE80-50 to JE81	30	30	30	30	30	30	30	20	20
" North MP JE85	35	35	20	20	20	20	20	20	20
" MP JE102									
Bridge JE113-96 Engines-1200-1499, 1501-2017, 3924	—	15	15	15	15	15	15	15	15
East Cairo District									
Maxon Wye track	10	10	10	10	10	10	10	10	10
MP JP253 to East Cairo	20	20	20	20	20	20	20	20	20

(Continued on next page)

101. Speed Restrictions, Continued

Territory or Location	Passenger engine with passenger train, caboose or light	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars
	Miles Per Hour								
Providence District									
Bridge JC5-95 Engines 997-999, 1139-1167, 1169-1199	25	—	—	25	—	—	—	25	25
941-993, 1135-1138,1168, 3101, 3960-3972	20	—	20	20	20	20	20	20	20
1200-1499, 1501-2017, 3924	—	15	15	15	15	15	15	15	15
Other heavier engines	10	—	10	10	10	10	10	10	10
Hodgensville District									
Bridges JH3-66 and JH5-10 Engines 541-593, 641-644	—	—	25	—	25	25	25	25	25
651-785, 941-993, 3100, 3960-3972	—	—	20	—	20	20	20	20	20
994-996, 1000-1134	10	—	—	10	—	10	10	10	10
Bridge JH16-78 Engines 651-785, 941-996, 1000-1134, 3101, 3960-3972	25	—	25	25	25	25	25	25	25
997-999, 1139-1165, 1169-1199 1200-1499, 1501-2017, 3924	10	10	10	10	10	10	10	10	10
Owensboro District									
Bridge J07-67 Engines 413-501	—	—	20	—	20	20	20	20	20
Others, except those prohibited	15	—	15	15	15	15	15	15	15
Diverging routes through crossovers, junctions and siding switches									
Unless board at switch authorizes greater speed	10	10	10	10	10	10	10	10	10

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

District and Location	Class of Engines
Louisville District	
Louisville - Viaduct 1st to 9th street	1135 and heavier 2020 " "
" Curve 14th and Main Street	1-51, 2500-2574 2901-3025, 7000-7050
" Ky elevator track	
" Hub track L. & N. Connection	
" Gold Proof elevator track	
" Peerless Mfg. Co. track	
" Southern Connection	
" Donaldson Bakery track	
" Oil Spur, Hill St.	
" North Vernon Lbr. Co. track	
" Jefferson Wood Working Co.	
" Avery Company tracks	
" Bernheim Distillery tracks	
" Wathen Distillery tracks	
" Seagrams Distillery tracks	
" Kentucky Distillery tracks	
" Standard Oil lead	
" Taylor Williams Dist. track	
" Enterprise track	
P. R. Park Jefferson Co. spur	
Mile J28 Dickson sand spur	
Fort Knox: South Connection to Government tracks beyond clearance point	
Cecilia - Hodgensville District beyond MP JH2	
Summit - Ohio Valley Rock Asphalt Co. West track	
Clarkson - house track beyond stock pens	
Goffs - spur track	
Horse Branch - Wye track	
Rosine - spur track beyond clearance point	
Horton - business spur	
Beaver Dam - Mill spur beyond 1st crossing	
MP J111 - Maddox mine spur	
Echols mine tracks beyond clearance point	
Nelson mine track beyond clearance point	
Central City - L. & N. Connection	
" " Freight house track	
" " Gulf Refining Co. track	
Paducah District	
Mercer - Gish mine track beyond switch to empty track	
Greenville - house track between North and South ends of depot	
Luzerne - Wye track	
" mine tracks	
Depoy - business spur beyond clearance point	
Graham - mine tracks beyond switch to empty tracks	

(Continued on next page)

101—Speed Restrictions: Continued

Engines designated below must not be operated over the following locations

District and Location	Class of Engines
Paducah District—Continued	
White Plains - mine tracks	1-51, 2500-2574 2901-3025, 7000-7050
Nortonville - L. & N. connection beyond clearance point	
" -mine tracks beyond clearance point	
Daniel Boone - mine tracks beyond clearance point —	
Fox Run mine lead beyond highway at end of wye	
Ilsley - mine lead beyond 1st crossing	
Dawson Springs - house track	
" " Coal chute track beyond south end timber bridge	
McDonald mine lead	
Kentucky Derby mine track beyond clearance point	
Moss Hill lead beyond clearance point	
Coil Mine track beyond clearance point	
Madisonville - Freight house lead	
North Diamond mine lead beyond wye	
Sentry Mine track	
Richland Mine track	
Sixth Vein Mine track beyond clearance point	
Dawson Daylight Mine track beyond clearance point	
Charleston Colliers mine track beyond clearance point	
Dawson Collieries Mine track	
Cedar Bluff - Quarry track except storage No. 1	
Princeton - Ice Co. spur	
" Stegar tobacco spur	
" Lumber Co. spur	
Eureka - business spur	
Paducah - Tipple track	1501 and heavier
" King Coal Co. track	
" Vinegar track	
" North leg of wye at freight house	
" freight house tracks	
" Industry tracks off river front tracks	
" Box and Basket Co. track	
East Cairo District	
Maxon - house track beyond clearance point	1-51, 2500-2574 2901-3025, 7000-7050
La Center - Oil spur	
Barlow - tobacco warehouse track	
" Siding north end platform to north switch	All Engines
Crice - spur track	1-51, 2500-2574 2901-3050, 7000-7050
Haag - spur track	
Evansville District	
Henderson - house track	1-51, 2500-2574 2901-3025, 7000-7050
" Home Oil Co. track	
" Scale track	
" Pickle track	
Waverly - Stock pen track	
Morganfield - Wye track	
" Stock pen track	
Uniontown - Highland Creek Mine tracks over trestle beyond tipple	All Engines
Sturgis - Tradewater lead beyond clearance point	1-51, 2500-2574 2901-3025, 7000-7050
" Wardlow lead beyond clearance point	
" Old Mill track	
" house track beyond clearance point	
" Ice house spur	
Blackford - Old south wye track	
" house track beyond clearance point	
" Pump house spur	
Repton - house track	
Marion - Milling Co. track	
" Franklin fluorspar track	
" Electric Light spur	
" Kentucky fluorspar track	
" Guggenheim mine track	
Crayne - spur track	
Mexico - house track beyond clearance point	
" Layfayette spar mine track	
" Pigmy spar mine track	
Fredonia - house track beyond clearance point	
Providence District	
Mile JA6 - Diamond Coal Co. track beyond clearance point	
Providence - Old wye track	
" Providence Coal Co. track beyond switch to tipple track	
Bridge JE113-96	1135 and heavier 2020 " "
Four pile timber trestles	2020 and heavier
Hodgensville District	
Bridges JH3-66 and JH5-10	997 and heavier
Bridge JH16-78	1135 and heavier 2020 " "
Owensboro District	
Bridge JO7-67	994 and heavier

Yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for other trains.

104. Normal position of switches:

Cecilia	For Louisville District
Horse Branch	For Louisville District
Central City Yard	For trains via Greenville
Dawson Springs	For trains via Greenville
Scott	For Southward trains
Princeton	For Paducah District
Kuttawa	For Northward trains
Gilbertsville	For Southward trains
North Yard	For Northward trains

At Dawson Springs switches will be handled by the operator for all southward trains leaving from the siding.

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

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

Spring switches in service:

Location.	Normal Position.
Kuttawa—end of double track.	Lined for northward main track.
Scott—end of double track.	Lined for southward main track.

Position of switch is indicated by fixed signal. When a train is stopped by fixed signal indicating the position of switch, the switch must be examined to know that it is properly lined before using. Reverse movement must not be made until switch has been lined by hand.

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

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

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

D-151. Two Tracks.

Between Scott and Kuttawa.

Between Gilbertsville and North Yard.

161. Slow speed rule has been modified to provide for placement of yellow flag and/or yellow lights not less than 4000 feet in advance of a condition requiring reduced speed.

221. At Kuttawa southward trains, finding block signal just north of junction switch indicating caution, and train order signal indicating stop, will stop clear of the junction switch, and will not proceed until hand signal is received from operator.

282. Trains may pass Stop and Proceed signals without stopping, proceeding at restricted speed, not exceeding fifteen miles per hour.

Exception—Does not apply to Stop and Proceed Signal No. 193.8 indicating position of spring switch at Kuttawa and Stop and Proceed Signal No. 175.3, indicating position of spring switch at Scott. See Instruction 104.

729. Bulletin Boards:

Louisville (Central Station, Oak St. and Round House)

Owensboro,

Central City (Yard Office and Round House)

Dawson Springs,

Princeton (Passenger Station, Yard Office and Round House)

Paducah (North Yard, Union Station and Round House)

Evansville (Round House and Yard Office)

Sturgis,

Providence,

Hopkinsville,

1201. Four wheel scale test cars must be handled on rear of freight trains ahead of caboose.

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

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

Weight of cars and lading (including 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 and net tonnage in spaces provided therefor on wheel reports.

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

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

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

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

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

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

LOUISVILLE DISTRICT

Central City to Cecilia, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2390	2271	2151	2032	1912	1793	1673	1554
2901-3025	85,395	2561	2433	2305	2177	2049	1921	1793	1665
7000-7050	68,850	2065	1962	1859	1755	1652	1549	1446	1342
2100-2174	69,170	2075	1971	1868	1764	1660	1556	1453	1349
1200-1499	65,868	1976	1877	1778	1680	1581	1482	1383	1284
1501-2016	54,158	1625	1544	1463	1381	1300	1219	1138	1056
3960-3972	40,418	1212	1151	1091	1030	970	909	848	788

Ruling Grade (Northward) Horton to Horse Branch

LOUISVILLE TO CENTRAL CITY, (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 4							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2354	2236	2119	2001	1883	1766	1648	1530
2901-3025	85,395	2522	2396	2270	2144	2018	1892	1765	1639
7000-7050	68,850	2034	1932	1831	1729	1627	1526	1424	1322
2100-2174	69,170	2043	1941	1839	1737	1634	1532	1430	1328
1200-1499	65,868	1946	1849	1751	1654	1557	1460	1362	1265
1501-2016	54,158	1600	1520	1440	1360	1280	1200	1120	1040
3960-3972	40,418	1194	1134	1075	1015	955	896	836	776

Ruling Grade (Southward) West Point to Tip Top

CECILA TO LOUISVILLE, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	3420	3249	3078	2907	2736	2565	2394	2223
2901-3025	85,395	3664	3481	3298	3114	2931	2748	2565	2382
7000-7050	68,850	2955	2807	2660	2512	2364	2216	2069	1921
2100-2174	69,170	2969	2821	2672	2524	2375	2227	2078	1930
1200-1499	65,868	2827	2686	2544	2403	2262	2120	1979	1838
1501-2016	54,158	2325	2209	2093	1976	1860	1744	1628	1511
3960-3972	40,418	1734	1647	1561	1474	1387	1301	1214	1127

Ruling Grade (Northward) Cecila to Kraft

BETWEEN HORSE BRANCH AND OWENSBORO

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
3960-3972	40,418	955	907	860	812	764	716	669	621

Ruling Grade Between Fordsville and Reynolds

PADUCAH DISTRICT

BETWEEN CENTRAL CITY AND ST. CHARLES (Northward & Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 4							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2633	2501	2370	2238	2106	1975	1843	1711
2901-3025	85,395	2821	2680	2539	2398	2257	2116	1975	1834
7000-7050	68,850	2275	2161	2048	1934	1820	1706	1593	1479
2100-2174	69,170	2286	2172	2057	1943	1829	1715	1600	1486
1200-1499	65,868	2177	2068	1959	1850	1742	1633	1524	1415
1501-2016	54,158	1790	1701	1611	1522	1432	1343	1253	1164
3960-3972	40,418	1335	1268	1202	1135	1068	1001	935	868

Ruling Grade (Both Directions) Between Mercer and Greenville

ST. CHARLES TO PADUCAH, (Southward) CENTRAL CITY TO DAWSON SPRINGS VIA WEST YARD, (Northward & Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	6612	6281	5951	5620	5290	4959	4628	4298
2901-3025	85,395	7084	6730	6376	6021	5667	5313	4959	4605
7000-7050	68,850	5713	5427	5142	4856	4570	4285	3999	3713
2100-2174	69,170	5740	5453	5166	4879	4592	4305	4018	3731
1200-1499	65,868	5466	5193	4919	4646	4373	4100	3826	3553
1501-2016	54,158	4495	4270	4046	3821	3596	3371	3147	2922
3960-3972	40,418	3353	3185	3018	2850	2682	2515	2347	2179

Ruling Grade (Southward) Ruth to Scott (Northward) Dawson Springs to Charleston

PADUCAH DISTRICT, Continued

PADUCAH TO ST. CHARLES, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 4							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	4266	4053	3839	3626	3413	3200	2986	2773
2901-3025	85,395	4570	4342	4113	3885	3656	3438	3199	2970
7000-7050	68,850	3687	3502	3318	3133	2949	2765	2580	2396
2100-2174	69,170	3703	3518	3333	3148	2962	2777	2592	2407
1200-1499	65,868	3526	3350	3173	2997	2821	2645	2468	2292
1501-2016	54,158	2900	2755	2610	2465	2320	2175	2030	1885
3960-3972	40,418	2163	2055	1947	1839	1730	1622	1514	1406

Ruling Grade (Northward) Eddyville to Dulaney

EAST CAIRO DISTRICT

BETWEEN PADUCAH AND NORTH CAIRO

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	3660	3477	3294	3111	2928	2745	2562	2379
1501-2016	54,158	3010	2860	2709	2559	2408	2258	2107	1957

Ruling Grade Between Ballard and North Cairo

EVANSVILLE DISTRICT

EVANSVILLE TO BLACKFORD, (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	3405	3235	3065	2894	2724	2554	2384	2213
2901-3025	85,395	3648	3466	3283	3101	2918	2736	2554	2371
1200-1499	65,868	2815	2674	2534	2393	2252	2111	1971	1830
1501-2016	54,158	2315	2199	2084	1968	1852	1736	1621	1505

Ruling Grade (Southward) F. S. Tower to Henderson

BLACKFORD TO EVANSVILLE, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	3413	3242	3072	2901	2730	2560	2389	2218
2901-3025	85,395	3656	3473	3290	3108	2925	2742	2559	2376
1200-1499	65,868	2821	2680	2539	2398	2257	2116	1975	1834
1501-2016	54,158	2320	2204	2088	1972	1856	1740	1624	1508

Ruling Grade (Northward) Jonesboro to Wilson

BLACKFORD TO HOPKINSVILLE, (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2876	2732	2588	2445	2301	2157	2013	1869
2901-3025	85,395	3081	2927	2773	2619	2465	2311	2157	2003
1200-1499	65,868	2377	2258	2139	2020	1902	1783	1664	1545
1501-2016	54,158	1955	1857	1760	1662	1564	1466	1369	1271

Ruling Grade (Southward) Blackford to Repton

HOPKINSVILLE TO BLACKFORD (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	3074	2920	2767	2613	2459	2306	2152	1998
2901-3025	85,395	3294	3129	2965	2800	2635	2470	2305	2141
1200-1499	65,868	2541	2414	2287	2160	2033	1906	1779	1652
1501-2016	54,158	2090	1986	1881	1777	1672	1568	1463	1359

Ruling Grade (Northward) Livingston to Marion

PROVIDENCE DISTRICT

BLACKFORD TO PROVIDENCE, (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	2640	2508	2376	2244	2112	1980	1848	1716
2901-3025	85,395	2829	2688	2546	2405	2263	2122	1980	1839
1200-1499	65,868	2183	2074	1965	1856	1746	1637	1528	1419
1501-2016	54,158	1795	1705	1616	1526	1436	1346	1257	1167

Ruling Grade (Southward) Oyama to Providence

PROVIDENCE TO BLACKFORD, (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
2901-3025	79,700	4429	4208	3986	3765	3543	3322	3100	2879
2901-3025	85,395	4745	4508	4271	4033	3796	3559	3322	3084
1200-1499	65,868	3661	3478	3295	3112	2929	2746	2563	2380
1501-2016	54,158	3011	2860	2710	2559	2409	2258	2108	1957

Ruling Grade (Northward) Providence to Montezuma