

DIVISION OFFICERS

M. E. CORZINESuperintendentPaducah
 G. W. COXAsst. SuperintendentPaducah
 P. S. GHOLSONTrainmasterLouisville
 B. J. SHAVERTrainmasterCentral City
 J. A. PAULTrainmasterPaducah
 C. L. COLYERTrainmasterFulton
 W. H. CRESSAsst. Trainmaster ..Central City
 T. J. COLLINSAsst. Trainmaster ..Madisonville
 E. B. ROZZELLAsst. Trainmaster ..Madisonville
 P. M. SEATONAsst. TrainmasterPaducah
 E. R. HARRISON, JR...Trav. EngineerPaducah
 W. N. HULLTrav. EngineerMemphis

**WORK SAFELY
 BE SAFE**

**YOU ARE IN
 "SAFETY COUNTRY"**

SPEED TABLE

This is not for authorized speed
 but for information only.

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

Illinois Central Railroad

PADUCAH DIVISION

TIME TABLE No.

2

Taking Effect at 12:01 A.M.

SUNDAY, JUNE 20, 1971

Superseding Paducah Division Time Table No. 1

DATED DECEMBER 6, 1970

FOR THE GOVERNMENT OF EMPLOYEES ONLY

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

1

Southward

LOUISVILLE DISTRICT

Northward

SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Central City	SECOND CLASS				
63		67						62	72			
Dispatch LP 3		Dispatch LM 7						Dispatch ML 2	Dispatch PL 2			
Daily		Daily										
L 9 00PM		L 7 15PM		....	1.8	D..... OAK ST.	123.7	A 10 30AM	A 9 20PM		
9 06 ⁷²		7 21		60	4.6	..... SHIVELY	120.9	10 19	9 06 ⁶³		
9 26		7 41		103	17.8	D..... KOSMOSDALE	107.7	9 59	8 44			
9 45		8 00		....	26.6	..... MULDRAUGH	98.9	9 40	8 15		
9 53		8 08 ⁷²		70	30.2	D..... FORT KNOX	95.3	9 32	8 08 ⁶⁷			
				....	36.6	..... VINE GROVE	88.9	9 19	7 54		
				104	47.0	D..... CECILIA	78.5	9 03	7 38			
				104	62.0	..... BIG CLIFTY	63.5	8 37	7 12		
				86	71.5	D..... LEITCHFIELD	54.0	8 21	6 56			
				45	78.1	..... MILLWOOD	47.4	8 07	6 42		
				115	83.7	..... CANEYVILLE	41.8	7 47	6 22		
				89	96.2	D..... HORSE BRANCH	29.3	7 32	6 07			
				....	103.4	..... HORTON	22.1	7 12	5 47		
				87	108.5	D..... BEAVER DAM	17.0	7 01	5 36			
				....	111.7	..... MCHENRY	13.0	6 54	5 29		
				....	117.6	..... ROCKFORT	7.9	6 41	5 16		
A 12 55AM		A 11 10PM		....	125.5	C..... CENTRAL CITY	0.0	L 6 25AM	L 5 00PM		
								Daily	Daily			

Southward—OWENSBORO DISTRICT—Northward

Southward—HODGENVILLE DISTRICT—Northward

SECOND CLASS	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Owensboro	SECOND CLASS	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Hodgenville
641				642			
Local Freight				Local Freight			
Except Sunday							
L 6 00AM	41.6	D..... OWENSBORO	0.0	A 11 00AM	0.0	D..... CECILIA	17.1
6 40	25.8	..... WHITESVILLE	15.8	10 20	6.0	..... ELIZABETHTOWN	11.1
7 15	15.8	..... FORDSVILLE	26.0	9 55	17.1	..... HODGENVILLE	0.0
7 35	8.1	..... DAVIDSON	33.5	9 35			
A 8 50AM	0.0	D..... HORSE BRANCH	41.6	L 9 15AM			
				Except Sunday			

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

Southward

PADUCAH DISTRICT

Northward

2

SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Paducah	SECOND CLASS	
67	62						
Dispatch LM 7 Daily	Dispatch ML 2						
L 11 15PM	.....	.....	125.5	C..... CENTRAL CITY 1.2	100.1	A 6 15AM	.....
			126.7	..... JK. JCT.	98.9		
		79	135.4	..... 8.7 SANDY	90.2	Via Greenville	
		79	141.9	..... 6.5 POND	83.7		
11 55	127	149.4	C..... 7.5 WEST YARD	76.2			
		162.3	..... 12.9 NORTH DAWSON	63.3			
			..... 3.4				
Via West Yard		133.7	..... 7.0 GREENVILLE	91.9	5 59		
		139.2	..... 5.5 GRAHAM	86.4	5 51		
	51	151.0	..... 11.8 NORTONVILLE	74.6	5 34		
	119	157.2	..... 6.2 ST. CHARLES	68.4	5 22		
			..... 8.5				
12 25AM	.....	165.7	..... DAWSON SPRINGS	59.9	5 08		
12 40	.....	174.4	..... 8.7 SCOTT JCT.	51.2	4 54		
12 45	81	177.2	..... 2.8 CEDAR BLUFF	48.4	4 49		
1 05	.....	181.0	C..... 3.8 PRINCETON	44.6	4 43		
			..... 4.5				
1 11	.....	185.5	..... DULANEY	40.1	4 23		
1 29	184	199.6	..... 14.1 EUREKA	26.0	4 03		
1 34	163	201.9	D..... 2.3 GRAND RIVERS	23.7	3 57		
			..... 3.7				
1 43	.....	205.6	..... GILBERTSVILLE JCT.	20.0	3 47		
1 50	.....	208.9	..... 3.3 CALVERT	16.7	3 40		
A 2 30AM	.....	225.6	C..... 16.7 PADUCAH	0.0	L 3 15AM		
					Daily		

Southward—EAST CAIRO DISTRICT—Northward						
	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Barlow			
.....				225.6	C..... PADUCAH	27.3
					Via P&I	
.....	229.6	..... C. R. JUNCTION	21.8		
.....	234.3	..... 4.7 MAXON	17.1		
.....	238.9	..... 4.6 A. E. C.	12.5		
.....	242.0	..... 3.1 KEVIL	9.4		
.....	247.0	..... 5.0 LA CENTER	4.4		
.....	251.4	..... 4.4 BARLOW	0.0		

3 Southward			EVANSVILLE DISTRICT				Northward		
SECOND CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Princeton	SECOND CLASS		
243	241	242					244	Local Freight	Local Freight
Local Freight	Local Freight								
Except Saturday	Except Sunday								
	L 9 00AM			0.0	HARWOOD 2.1	101.2	A 4 00PM		
					EVANSVILLE	99.1			
					See L&N and PC Timetables				
	L 10 00AM			11.3	C..... HENDERSON 4.1	87.8	A 3 00PM		
	10 30			15.4	WEST HENDERSON	83.7	2 40		
	10 55			28.8	13.4 WAVERLY	70.3	2 05		
	11 05		21	30.3	1.5 ST. VINCENT	68.8	1 55		
	11 20		42	34.5	D..... MORGANFIELD 4.2	64.6	1 40		
	11 55			44.1	9.6 HENSHAW	55.0	1 10		
	12 15PM			49.2	5.1 DEKOVEN	49.9	12 55		
	12 40 242		61	54.6	D..... STURGIS 5.4	44.5	12 40PM 241		
	1 20		45	62.3	7.7 BLACKFORD	36.8	11 40		
	2 05		25	74.5	D..... MARION 12.2	24.6	11 00		
	2 40			86.2	11.7 FREDONIA	12.9	10 25		
L 2 30PM	A 3 15PM			99.1	C..... PRINCETON 12.9	0.0	L 9 50AM	A 5 20PM	
3 15				120.8	21.7 GRACEY	21.7	4 38		
4 18 244				130.0	9.2 D..... HOPKINSVILLE	30.9	4 18 243		
5 12		28	147.6	17.6 EDGOTEN	48.5	3 24			
5 51		24	157.7	10.1 D..... CLARKSVILLE	58.6	2 49			
6 01			161.0	3.3 SUMMIT YARD	61.9	2 34			
7 10		24	185.4	24.4 D..... ASHLAND CITY	86.3	1 30			
A 8 11PM			203.0	17.6 D..... NASHVILLE	103.9	L 12 01PM			
							Except Saturday	Except Sunday	

Southward—PROVIDENCE DISTRICT—Northward					Southward—UNIONTOWN DISTRICT—Northward				
Siding, Standing Room, Cars with Engine.	Miles From Providence	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Blackford		Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Uniontown		
	0.0	PROVIDENCE 2.2	14.5		0.0	D..... MORGANFIELD 6.0	6.0		
	2.2	DIAMOND JCT. 7.0	12.3		6.0	UNIONTOWN	0.0		
	9.2	WHEATCROFT 1.3	5.3						
	10.5	PYRO 4.0	4.0						
45	14.5	BLACKFORD	0.0						

Southward		CAIRO DISTRICT				Northward	
FIRST CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Frogmore	FIRST CLASS	
1	51					2	50
City of New Orleans	Piggy Back					City of New Orleans	Piggy Back
Daily	Daily						
L 3 15PM	L 1 50AM	....	402.6	..... BUDA 3.4	70.4	A 4 54PM	A 9 05PM
As 3 21PM	A 1 55AM	....	406.0	C..... FULTON	67.0	La 4 50PM	L 9 00PM
						Daily	Daily

Southward		FULTON DISTRICT				Northward	
FIRST CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS	Miles From Memphis	FIRST CLASS	
1	51					2	50
City of New Orleans	Piggy Back					City of New Orleans	Piggy Back
Daily	Daily						
La 3 31PM	L 1 55AM	....	269.5	C..... FULTON	122.3	As 4 40PM	A 9 00PM
3 35	2 01	....	270.8	..... OAKS	121.0	4 32	8 48
3 42		....	278.9	..... GIBBS	112.9	4 25	
3 46		98	283.5	D..... RIVES	108.3	4 21	
3 49	2 18	....	287.2	..... POLK	104.6	4 17	8 27
3 56	2 27	....	295.1	..... SOUTH OBION	96.7	4 10	8 18
4 06		61	305.5	D..... NEWBERN	86.3	4 00	
f 4 16	2 49	102	314.2	D..... DYERSBURG	77.6	f 3 52	7 56
		74	318.5	..... FOWLKES	73.3		
4 26		102	325.0	D..... HALLS	66.8	3 37	
		....	327.9	..... GATES	63.9		
4 38		72	337.6	..... RIPLEY	54.2	3 25	
4 48		102	347.5	..... RIALTO	44.3	3 15	
4 53	3 35	76	352.3	D..... COVINGTON	39.5	3 10	7 11
5 00		....	360.3	..... BRIGHTON	31.5	3 03	
5 04		100	364.2	..... ATOKA	27.6	2 59	
5 12		....	374.0	D..... MILLINGTON	17.8	2 50	
A 5 18PM	A 4 08AM	....	380.4	D..... WOODSTOCK	11.4	L 2 44PM	L 6 37PM
						Daily	Daily

Note: Train Order Office Fulton is Located at Bluford Crossing

Southward		MAYFIELD DISTRICT		Northward		Southward		HICKMAN DISTRICT		Northward		
		TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS						TIME TABLE No. 2 Taking Effect JUNE 20, 1971 STATIONS				
	Siding, Standing Room, Cars with Engine.	Mile Posts			Miles From Fulton			Mile Posts			Miles From Hickman	
		225.6	C	PADUCAH	43.9			51.7	HICKMAN	0.0		
				14.6					11.8			
		240.2		VIOLA	29.3			39.9	PHILLIPPY	11.8		
				2.3					1.6			
		242.5		HICKORY	27.0			38.3	MARKHAM	13.4		
				5.7					7.4			
		248.2	D	MAYFIELD	21.3			31.0	TIPTONVILLE	20.8		
				15.8					3.4			
	83	264.0		WATER VALLEY	5.5			27.5	WYNNBURG	24.2		
				5.5					4.7			
		269.5	C	FULTON	0.0			22.6	RIDGELY	28.9		
									6.9			
								15.8	MISTON	35.8		
									5.3			
								10.4	LENOX	41.1		
									4.4			
								6.1	FINLEY	45.5		
									6.1			
								0.0	D. DYERSBURG	51.7		

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

3. Standard clocks:

Oak Street—Yard office and engine house.
Central City—Telegraph office and engine house.
Princeton—Yard office and engine house.
Evansville—Engine house.

Nashville—Yard office.

Paducah—Yard office and engine house.

Fulton—Telegraph office and engine house.

Dyersburg—Telegraph office.

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

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

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

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

83. Train Registers:

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

83(a). Train 641 may leave Owensboro without a clearance.

Train 642 may leave Horse Branch without a clearance.

Trains may leave Calvert without clearance after receiving permission.

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

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

Trains must obtain clearance before leaving Fulton.

93. Yards:

Oak Street (Oak St. yard limits extend to 1000 ft. south of MP-6 & north to Floyd Street). extend to Blackford and Clay).

Hodgenville (Hodgenville yard limits extend to Cecilia). Marion.

Owensboro (Owensboro yard limits extend to Horse Branch). Princeton (Princeton yard limits extend to Scott Jct. to Du-laney).

Central City (Central City yard limits extend to Beaver Dam). Gracey.

West Yard (West Yard yard limits extend to MP 137 north of Pond). Hopkinsville.

Henderson. Edgoten.

Morganfield (Morganfield yard limits extend to Uniontown). Clarksville (Clarksville yard limits extend to Summit yard).

Sturgis. Ashland City.

Providence (Providence yard limits extend to Uniontown). Nashville.

Sturgis. Paducah.

Providence (Providence yard limits extend to Uniontown). Barlow (Barlow yard limits extend to CR Jct.).

Sturgis. Mayfield (Mayfield yard limits extend MP 240 to MP 257).

Providence (Providence yard limits extend to Uniontown). Fulton.

Providence (Providence yard limits extend to Uniontown). Dyersburg (Dyersburg yard limits include Hickman District).

Memphis Terminal Division (Memphis Terminal Division yard limits extend to MP 379 north of Woodstock).

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

train dispatcher, through telegraph operator at Princeton or West Yard, their arrival time.

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

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

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

98(a). Railroad Crossings Protected By Gates:

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

Crossing gates are located at the junction of IC and L&N lead tracks to the following mines: East Diamond, Homestead, Pleasant View and White City.

Gate must be set across L&N before proceeding beyond junction. Normal position of gate is as last used.

Train or engine finding gate set against their route, must communicate with West Yard, determine whether L&N is working mine and be governed by conditions before proceeding.

In the event of communication failure, train or engine may proceed under flag protection after gate is set across L&N.

Trains and engines are not required to stop at the L&N crossing at Paducah, when crossing gate is found by approaching train to be set across L&N track. Two position color light dwarf signals, located 150 feet north and 75 feet south of L&N crossing, Paducah, indicate position of crossing gate for Paducah District trains. Indications of dwarf signals are:

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

Red —Gate lined across IC tracks (Paducah District).

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

Fulton—Cairo-Bluford Districts crossing protected by gate and color light signals. Normal position of gate is against Bluford District and is manually operated. Bluford District trains and engines must

SPECIAL INSTRUCTIONS (Continued from page 6)

obtain permission from yardmaster, Fulton, before lining gate and crossing Cairo District. Gate must be returned to normal position after being used unless otherwise directed by yardmaster.

In the event the gate at the Cairo-Bluford Districts crossing should be lined against Cairo District trains, permission must be obtained from the yardmaster to line the gate and use the crossing and the gate may be left as last used. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

Fulton—Fulton-Cairo Districts crossing is protected by gate and color light signals. Gate is manually operated and normal position as last used. Second

class and extra trains must obtain permission from yardmaster, Fulton, before using crossing.

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

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

101. Speed Restrictions:

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

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
Miles per Hour					
Between Louisville and Paducah	50	50	50	45	25
Between MP 125 and MP 165 West Yard Line	40	40	40	40	25
Evansville District (Henderson to Hopkinsville)	35	35	35	35	25
Evansville District (Hopkinsville to Nashville)	25	25	25	25	25
Providence District	25	25	25	25	20
Hodgenville District	25	25	25	25	25
Owensboro District	25	25	25	25	25
Uniontown District	20	20	20	20	20
South Yard Jct. to South Yard	20	20	20	20	20
Between C R Jct. and southward home signal Maxon ..	30	30	30	30	25
Between southward home signal Maxon and Barlow ...	20	20	20	20	20
Maxon Wye track	20	20	20	20	20
Between Paducah and Fulton — Mayfield District ...	50	50	50	45	25
Between Buda and Fulton	79	65	60	45	25
Between Fulton and Oaks	20	20	20	20	20
Between Oaks and MP 385	79	65	60	45	25
Between Dyersburg and Hickman	25	25	25	25	15
Diverging Routes, Unless Otherwise Provided, and Through Crossovers, Junctions and Siding Switches:					
Horse Branch, north end siding, turnout	25	25	25	25	25
Nortonville, north end siding, turnout	25	25	25	25	25
Dawson Springs, south end number one track, turnout ..	25	25	25	25	25
Scott Jct., end two main tracks, turnout	25	25	25	25	25
Dulaney, end two main tracks, turnout	40	40	40	40	25
Gilbertsville Jct., end two main tracks, turnout	30	30	30	30	25
Through slip switch north end yard, Paducah	10	10	10	10	10
Buda, end two main tracks, turnout	40	40	40	40	25
Fulton passenger station, all turnouts and wyes	10	10	10	10	10
Oaks crossover and turnout	15	15	15	15	15

SPECIAL INSTRUCTIONS (Continued from page 7)

101. Speed Restrictions: (Continued from Page 7)

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

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

101(b). Lower Speeds:

Louisville District					
MP 5 to MP 20	40	40	40	40	25
MP 20 to MP 23	30	30	30	30	25
MP 23 to MP 25	20	20	20	20	20
MP 25 to MP 41	30	30	30	30	25
MP 52 thru 1st curve south MP 59	30	30	30	30	25
MP 63 to MP 65	20	20	20	20	20
MP 65 to MP 71	40	40	40	40	25
MP 71 to MP 81	30	30	30	30	25
MP 81 to MP 85	40	40	40	40	25
MP 85 to MP 91	30	30	30	30	25
MP 91 to MP 97	40	40	40	40	25
MP 97 to MP 99	30	30	30	30	25
MP 99 to MP 100	25	25	25	25	20

SPECIAL INSTRUCTIONS (Continued from page 8)

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

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: Passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour				
MP 100 to MP 117	30	30	30	30	25
MP 117 to MP 118	20	20	20	20	20
MP 118 to MP 121	25	25	25	25	25
Hodgenville District					
Bridges JH3-66 and JH5-10	10	10	10	10	10
MP 6, 1st curve south	10	10	10	10	10
MP 16, 1st curve south and Bridge JH16-78	10	10	10	10	10
Owensboro District					
Bridge JO7-67	10	10	10	10	10
Paducah District					
Central City to JK Jct.	20	20	20	20	20
MP 130 to MP 134 (Via Greenville)	30	30	30	30	25
MP 140 to MP 142 (Via Greenville)	35	35	35	35	25
MP 142 to MP 143 (Via Greenville)	25	25	25	25	20
MP 147 to MP 149 (Via Greenville)	35	35	35	35	25
MP 154 to MP 156 (Via Greenville)	30	30	30	30	25
MP 156 to MP 162 (Via Greenville)	40	40	40	40	25
Tracks 1 and 2 Dawson Jct. to North Dawson	20	20	20	20	20
MP 165, 1st curve south	25	25	25	25	25
MP 170, 1st curve south	30	30	30	30	25
MP 180, 1st curve south, both tracks	30	30	30	30	25
North end Barkley Dam to Mile 206.3, both tracks	30	30	30	30	25
MP 225, 1st curve north, 1st curve south, both tracks	15	15	15	15	15
Evansville District					
MP 47, 1st curve south	20	20	20	20	20
MP 57 to Bridge JE 60-5	30	30	30	30	20
MP 63 to MP 68	25	25	25	25	20
MP 80, 2nd and 3rd curve south	25	25	25	25	20
MP 85, 1st curve north	20	20	20	20	20
MP 102, curve	20	20	20	20	20
Providence District					
Bridge JC5-95	10	10	10	10	10
Uniontown District					
Bridge JU4-0	15	15	15	15	10
Cairo District					
Bluford District crossing—Fulton	20	20	20	20	20
Mile 404.5 to MP 407, both tracks	20	20	20	20	20
Fulton District					
Rives—GM&O crossing	50	50	50	45	25
MP 283, 1st and 2nd curve south, both tracks	70	65	50	45	25
MP 294, 1st curve south, both tracks	60	60	50	45	25
MP 298, curve, both tracks	70	65	50	45	25
MP 300, curve, southward track	70	65	50	45	25
MP 300, curve, northward track	60	60	50	45	25
MP 303, curve, both tracks	60	60	50	45	25
MP 304, 1st curve south, both tracks	60	60	50	45	25

SPECIAL INSTRUCTIONS (Continued from page 9)

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

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

101(b). Lower Speeds:

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

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

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

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

Speed is restricted to 5 MPH from circle track switch at Zeigler Mine to Old Pee Vee Lead.

Northward trains leaving Henderson will approach Henderson interlocking at a speed not exceeding 20 MPH.

All southward freight trains must not exceed a speed of 50 MPH while train is passing over hot box detector on southward main track 2685 feet south of MP 378 north of Woodstock.

Maximum permissible speed for diesel units is as follows:

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

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

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

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

Trains handling loaded cars of 100 ton capacity or more must not exceed a speed of 10 MPH on the Providence District.

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

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

Trains handling loaded WEPX hoppers of coal must observe the following speed restrictions:

Mine leads, yard tracks and turnouts ..10 MPH

All main track movements40 MPH

Due to harmonics which occur at speeds between 12 MPH and 20 MPH, causing severe rocking motion to cars, the following instructions will govern the movement of loaded Rent-A-Trains and trains handling loaded WEPX hoppers of coal: Speeds between 10 MPH and 25 MPH will be allowed only in acceleration or deceleration. All reduced speed orders and/or time-table speed restrictions requiring speeds between 10 MPH and 25 MPH will be acknowledged with an operating speed not to exceed 10 MPH.

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

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

LOUISVILLE DISTRICT

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

Old Render Mine Track MP 111—under or beyond Tipple.

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

Over scale, L. G. & E. Cane Run plant.

OWENSBORO DISTRICT

Fort Hartford Stone Co. (JO-7)—Engines are restricted under or beyond Tipple, and Tipple will not clear employee on side of car. Employees must not walk nor ride engines or cars under conveyor belt at this tipple while same is in operation.

Cars exceeding a gross weight of 240,000 pounds.
Six axle diesels.

HODGENVILLE DISTRICT

Cars exceeding a gross weight of 240,000 pounds.
Multiple unit diesel consist and six axle diesels.

PADUCAH DISTRICT

Mulligan Mine Track, MP J-136, 100 feet beyond derrails.

Cable cars are used by River Queen and Colonial to serve the tipple. In placing empties or pulling loads from tipple tracks, cars coupled to cable car or cable car alone must not be coupled into. To do so will cause serious damage to cable equipment. When empties are to be placed they are to be spotted one car length from cable car or one car length from cars coupled to cable car. Engines must not be operated over scale located

(Continued from Page 11)

480 feet below tipple on No. 1 Track at River Queen. Engines must not be operated under tipple. Not necessary to cut road crossing.

Fies Mine—Outside Runaround track.

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

Cedar Bluff Quarry—beyond clearance point of empty tracks.

Badgett Coal Terminal—Bridge and Circle Track.

EVANSVILLE DISTRICT

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

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

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

Engines are restricted on all tracks under or beyond loading facility of Henderson elevator at Fifth Street and Major Spur, Henderson, and employees must not ride side of engines or cars at this facility account close clearance.

Six axle diesels between Hopkinsville and Nashville.

PROVIDENCE DISTRICT

Wheatcroft—beyond ramp on Tom Christian Spur Track.

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

Black Tam Mine—under tipple or over scale.

Six axle diesels.

FULTON DISTRICT

Ripley—Wholesale Tracks restricted to single diesel unit.

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

HICKMAN DISTRICT

Loaded or empty high ore cars with short wheel base.

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

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

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

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

Clay Street Crossing at Henderson.

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

Ky. Ave. Crossing at Paducah.

Park Ave. and Eighth St. at Paducah.

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

Normal position of switches:

Cecilia For Louisville District.

Horse Branch For Louisville District.

Princeton For Paducah District.

Paducah For Paducah District.

Maxon, East Cairo

District For wye.

Diamond Junction For IC.

Morganfield For Evansville District.

Blackford For Evansville District.

Wheatcroft For Cut-off.

Fulton, north switch

Mayfield District Wye .. For Mayfield District Main Track.

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

104(g). Spring Switches:

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

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

104(i). Electrically locked hand throw switches:

Trainmen desiring to use electrically locked switches will notify controlling station by push button on electric lock, or by telephone, and be governed by instructions on inside of door on electric lock, or posted nearby.

Location	Switches	Controlled by
Riverview Mine	Lead Switch	Trainmen
Ken Mine	North and south wye switches	Trainmen
Central City Yard	Freight House Lead switch at 3672 feet south of MP J-126	Operator-leverman at Central City Yard.
Beach Creek Mine	North and south wye switches	Trainmen
River Queen Mine	Lead switch and north and south storage tracks	Trainmen
Vogue Mine Tracks	North and south switches	Trainmen
MP JK141	Fies Mine	Trainmen
Homestead	Mine Lead	Trainmen
Charleston	Both ends storage	Trainmen
Six Vein Mine	Mine track	Trainmen
Colonial Mine	Mine track	Trainmen
Richland	Both ends storage	Trainmen
Sentry Mine	Mine track and both ends storage	Trainmen
Dawson Springs	Both ends load storage track	Trainmen
Claxton	Spur	Trainmen
Fairview	Both ends house track	Trainmen
Grand Rivers	Both ends house track	Trainmen

Jessup	Both ends	} Train Dispatcher
Reed Stone Co.	North and south wye switches	
Rives	Intermediate siding for northward main track located 2082 feet north of MP 284. Trainmen	

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

Cairo District: Unless otherwise directed by yardmaster, northbound trains will use Track No. 1 and southbound trains will use Track No. 2 at passenger station, Fulton.

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

109. Bulletin Boards:

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

D-151. Two tracks:

Between Dawson Springs and North Dawson:

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

Between Scott Jct. and Dulaney.

Between Gilbertsville Jct. and Paducah.

Between Buda and Fulton.

Between Oaks and Polk.

Between Polk and North Obion:

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

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

D-152. Northward trains leaving siding at Rialto, will use southward main track from north end of sid-

ing to single track over Hatchie River bridge. Before leaving siding and entering southward main track contact train dispatcher and be governed by his instructions.

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

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

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

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

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

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

292. Trains or engines finding signals Rockport Bridge at **STOP** indication must operate key release per instructions posted at home signal.

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

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

295. Northward trains finding signal JK 1418, located at south siding switch at Pond, displaying **RE-**

STRICTED PROCEED indication and letter "S" illuminated, will enter south end Pond siding.

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

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

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

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

505. Automatic Block System.

Automatic block system territory extends from:

Mile J-3.5 to Central City.

JK Junction to Dawson Springs via Greenville.

North siding switch Pond to West Yard.

Scott Junction to Dulaney.

Gilbertsville Junction to L&N crossing, Paducah.

Mile 228.5 to Fulton.

Buda to Fulton.

Fulton to Polk.

South Obion to Woodstock.

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

525-556. Centralized Traffic Control.

CTC extends from:

Central City to north siding switch, Pond.

Central City to JK Junction, Greenville line.

West Yard to Scott Junction.

Dulaney to Gilbertsville Junction.

Polk to North Obion—both main tracks.

North Obion to South Obion—single main track.

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

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

Location	Switches
Meadows Ramp	— North switch. Main track switch of crossover.
Dawson Springs	— Dawson Daylight mine track. House track, both ends. Old Engine track. Main track switch, Mid South Plastics.
Kentucky Dam	— Spur track switch.
Polk	— House track located 4791 feet south of MP 288.
Obion	— Hotel track.

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

Manual Control Interlocking:

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

Remote Control Interlocking:

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

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

672. Automatic Interlockings:

Nortonville	— L&N Crossing
Maxon	— Bluford District Crossing
Gibbs	— L&N Crossing
Rives	— GM&O Crossing

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

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

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

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

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

In conjunction with the scale there are two wayside

scanners, one on main track, one on scale track. The scale track scanner has priority.

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

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

Trains handling Diesel Electric Locomotive Cranes 250-255 must handle crane on rear of train with boom car between crane and caboose and counterweight end of crane forward with speed restrictions governed by the timetable speed restrictions for 8 wheel locomotive cranes on their own wheels.

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

Crews on engine should observe dead units closely for indication of sticking brakes and sliding wheels.

1201. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel truck transfer cars	..... 3 inches
Streamlined passenger cars	..... 5 inches
Office cars	..... 5 inches
Conventional passenger cars	..... 9 inches
Freight cars	..... 25 inches

When trains are operated through water, a maximum speed of 3 MPH must not be exceeded.

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

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

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

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

1204. When diesel engine is stopped inside of any tunnel, for any reason, for a period in excess of (15)

minutes, such diesel engine or engines should be shut down and not restarted until ready to proceed.

1205. PC rules for operation of trains and engines between Eighth Avenue and Harwood, Evansville.

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

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

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

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

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

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

ADJUSTED TONNAGE RULES AND RATINGS

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

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

Weight of cars and lading
(including caboose) 5,000 tons.
Adjustment factor (75 x 10) 750 tons.
Adjusted tonnage of train 5,750 tons.

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

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

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

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

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

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

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

Factor	3	3	3	3	3	9	9	9	4	9
	Louisville to Cecillia	Cecillia to Beaver Dam	Beaver Dam to Central City	Central City to Cecillia	Cecillia to Louisville	Central City to Dawson Springs via West Yard	Dawson Springs to Central City via West Yard	Paducah to St. Charles	Central City to St. Charles	St. Charles to Paducah
Horse Power	100 Per Cent Tonnage Rating									
1500	1875	1900	2830	1900	2530	5150	5150	3430	2740	5150
1750	2200	2300	3300	2300	2950	6000	6000	4000	3200	6000
2100	2625	2650	3960	2650	3540	7200	7200	4800	3830	7200

Factor	5	3	5	5	3	3	3	5	3
	Evansville to Blackford	Blackford to Princeton	Princeton to Blackford	Blackford to Evansville	Blackford to Providence	Providence to Blackford	Princeton to Nashville	Nashville to Princeton	Owensboro to Horse Branch
Horse Power	100 Per Cent Tonnage Rating								
1500	3430	2350	2350	2830	2150	3730	2790	3480	1630
1750	4000	2750	2750	3300	2500	4350	3250	4050	1900
2100	4800	3280	3280	3960	3000	5220	3900	4870	2280

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

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

		TIME TABLE		
		No. 2		
		Taking Effect		
		JUNE 20, 1971		
		STATIONS		
Siding, Standing Room, Cars with Engine.	Mile Posts		Miles From Paducah	
	0.0	BURLINGTON JCT.	14.9	
	0.6	RIVER JCT.	14.3	
	1.0	METROPOLIS JCT.	13.9	
	108 2.9	CHILES	12.0	
	4.1	CHILES JCT.	10.8	
	108 9.4	C. R. JCT.	5.5	
	12.5	SOUTH YARD JCT.	2.4	
	14.0	P. & I. JCT.	0.9	
	14.9	PADUCAH	0.0	

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

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

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

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

93. Yards:

Metropolis Jct. (Yard limits extend from Metropolis Jct. to Burlington Jct).

101. Speed Restrictions:

Speeds shown are maximum authorized between points named but do not modify any rule or Special Instruction which may require lower speed.

Territory or Location	All Trains MPH
Burlington Jct. to Paducah	45

101(b). Lower Speeds:

Territory or Location	All Trains MPH
Diverging route, cross-overs, siding switches and power operated switches	25
Through hand operated switches	10
Ohio River Bridge, Metropolis	20
Wye Connection, River Jct.	10
Wrecking derricks and locomotive cranes	25
Curve north of P&I Jct.	15

On single track controlled by block signals, speed

of trains handled by single unit diesel is restricted as follows:

- Single unit diesel light or with one car (may be coach or caboose) 25 MPH
- Single unit diesel with two cars (one of which may be coach or caboose) 45 MPH

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

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

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

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

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

525-556. Centralized Traffic Control:

CTC extends between Metropolis Jct. and Paducah. CTC Train Controllers are located in the train dispatcher's Office at Chicago.

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

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

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