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### SPEED TABLE

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

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

# LOUISVILLE & NASHVILLE RAILROAD COMPANY

## LOUISVILLE DIVISION

# TIME-TABLE No.

# 5

TAKES EFFECT

SUNDAY, APRIL 28, 1968

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

Between Louisville and Lebanon Junction  
including Branches.

Between Lebanon Junction and Sinks  
including Branches.

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

Between Lebanon Junction and Nashville-Radnor  
including Branches.

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

R. E. BISHA,  
Vice-President—Operations

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Superintendent

W. L. SMITH,  
Ass't Superintendent  
Louisville Terminals

## SPECIAL INSTRUCTIONS

### SUBDIVISIONS

Between Louisville and Nashville, including branches.  
 Between Lebanon Junction and Sinks-Corbin, including branches.

### DOUBLE TRACK

Between:

- Louisville and Tunnel Hill
- Morgantown and Memphis Junction
- Montfort and Nashville (note 1)
- Maplewood and Radnor (note 2)
- Mile C-101 and C-103 at Hemp

Note: (1) Single track over Cumberland River Drawbridge.  
 (2) Single track over Cumberland River Bridge.

### AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are in effect between:

- Louisville and Tunnel Hill
  - Montfort and Nashville-Radnor
- } except within interlocking.  
 (Rules 21 and 21(a) will not apply.)

Within Automatic Block Signal System limits between Lebanon Junction, Kentucky, and Tunnel Hill, Kentucky, track cars may be operated by authority of the train dispatcher under provisions of Operating Department Rules 571, 572, and 573.

Train dispatchers must be governed by Operating Department Rules 574 and 575.

### CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Rules are in effect between:

- Lebanon Junction and Sinks
- Tunnel Hill and Montfort

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

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

### MOVEMENT OF TRAINS IN SAME DIRECTION BY BLOCK SIGNALS

Rules D-251 to D-254 inclusive, are in effect between:

- Louisville and Tunnel Hill
- Montfort and Nashville
- Maplewood and Radnor

### PROTECTION OF IMPASSABLE OR SLOW TRACK

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

### INTERLOCKING

Interlocking Rules are in effect at:

- |                             |                             |
|-----------------------------|-----------------------------|
| A Street Junction           | Cumberland River Bridge     |
| Fourth and G Streets        | (Radnor cut-off)            |
| SW Tower                    | North Radnor                |
| Big Ditch-Strawberry        | Lebanon Junction            |
| Maplewood                   | Elizabethtown (IC Crossing) |
| Cumberland River Drawbridge | Montfort                    |
| Church Street               | Amqui                       |
| South End                   | Junction City               |

1. Trainmen and enginemen using the automatic interlocking for L&N and Southern Railway crossing at grade, Fourth and G Streets, Louisville, will be governed by the following:

a. Signals at this interlocking will normally be in STOP position and will display PROCEED at the approach of a train if the route is clear, except the southward dwarf signal on the West Siding. To clear this signal for a movement from the West Siding, it is necessary that train occupy the approach track section north of the signal and then activate the push button marked "CLEAR." This button is located in the box on instrument case near the signal. There is also a "RESTORE" button in this box that will restore this dwarf signal to STOP position should the movement not be made.

b. The approach track section to this signal is 178 feet long and begins at a point designated by a "B" post and yellow insulated rail joints.

c. Approach track sections to all other dwarf signals are 500 feet long and also marked with "B" post and yellow insulated rail joints.

d. Cars left in the West Siding must not foul the approach track section.

e. Emergency release push buttons and indicator lights are housed in three small metal boxes, protected with L&N switch locks, located on track side of large steel instrument house on west side of southward main track and north of Southern Railway main track. There are three push buttons governing L&N movements, designated as: "Southward Main Track," "Northward Main Track," and "No. 1 Track." Each indicator light is inside the individual push button box. If the indicator light is lighted, it indicates there are no Southern trains approaching; but if light is not lighted, it indicates a Southern train is approaching.

f. Should L&N signals be in STOP position and the indicator light not lighted, indicating the approach of a Southern train, and this Southern train does not proceed over the crossing, activating "CLEAR" push button for signal desired will place the Southern signal at STOP, and after approximately four (4) minutes the L&N signal will clear.

g. Trains departing from the interlocking limits will release the plant automatically when they are clear of the opposing signal.

h. A train using this interlocking and desiring to reverse its direction after having cleared, must push the emergency release button which will clear the signal desired for its move if the conflicting route is unoccupied. However, if the using train moves to a point 500 feet beyond this signal, the signal will automatically clear for the reverse move when the approach track circuit is re-entered, providing the route is clear. This type move eliminates the push button operation.

### STANDARD CLOCKS

- Union Station (Register Room)
- South Louisville (Engineers' Wash Room)
- Strawberry (Train Order Office)
- Bowling Green (Train Order Office)
- Gallatin (Agent's Office)
- Amqui (Train Order Office)
- Lebanon (Agent's Office)
- Nashville (Union Station, Register Office)
- Radnor (RA Train Order Office in Bowl Yard Office)
- Radnor (Enginemen's Wash Room)
- Kayne Ave. (Yard Office)

### APPLICATION OF SCHEDULE TIME AND POINT.

Station	Time Applies
Elizabethtown .....	First class trains at passenger station.
Bowling Green .....	First class trains at passenger station.
Memphis Junction .....	All trains enroute to and from Nashville Division at connection switch between main track Louisville Division and Nashville Division.

## LOUISVILLE AND LEBANON JUNCTION—SOUTHWARD

### FIRST CLASS

										207	215	209	Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time	
										The Humming Bird	The South Wind	The Pen- American		STATIONS	
										Daily	Daily	Daily			
										P. M.	P. M.	P. M.			
										11.10	4.05	12.50	0	L	LOUISVILLE
										11.13	4.07	12.53	1.17		1.17 K. & I. JUNCTION
										11.14	4.08	12.54	1.40		0.23 A STREET JCT. O
										11.19	4.13	12.59	3.45		2.05 SOUTH LOUISVILLE
										11.24	4.17	1.03	5.87		2.42 STRAWBERRY O (S W Tower)
										11.35	4.28	1.14	18.10		12.23 SHEPHERDSVILLE E
										11.39	4.32	1.18	22.11		4.01 BARDSTOWN JCT. E
										11.46	4.40	1.25	29.71	A	7.60 LEBANON JCT. E
										P. M.	P. M.	P. M.			
										Daily	Daily	Daily			
										207	215	209			

## LOUISVILLE AND LEBANON JUNCTION—SOUTHWARD

### SECOND CLASS

										271	265	231	277	227	273	235	249	289	Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time		
										Fast Freight	Fast Freight	Local Freight	Fast Freight	Piggy- back	Fast Freight	Local Freight	Local Freight	Fast Freight		STATIONS		
										Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily				
										P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
																				0	L	LOUISVILLE
																				1.17		1.17 K. & I. JUNCTION
																				1.40		0.23 A STREET JCT. O
										8.50	8.30	4.30	3.30	1.00	11.00	7.10	3.50	12.30		2.05 SOUTH LOUISVILLE		
										9.00	8.45	5.00	3.40	1.15	11.15	7.20	4.00	12.40		2.42 STRAWBERRY O (S W Tower)		
										9.16	9.00	5.27	3.56	1.30	11.31	7.39	4.33	1.06	18.10	12.23 SHEPHERDSVILLE E		
										9.21	9.05	5.36	4.01	1.36	11.36	7.45	4.42	1.11	22.11	4.01 BARDSTOWN JCT. E		
										9.32	9.15	5.55	4.12	1.55	11.47		4.54	1.22	29.71	7.60 LEBANON JCT. E		
										P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
										Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily				
										271	265	231	277	227	273	235	249	289				

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

### LEBANON JUNCTION AND LOUISVILLE—NORTHWARD

TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time		FIRST CLASS													
STATIONS		206	216	208											
		The Humming Bird	The South Wind	The Pan-American											
		Daily	Daily	Daily											
		A. M.	P. M.	P. M.											
A	LOUISVILLE	4.35	12.50	5.50											
	1.17														
	K. & I. JUNCTION	4.22	12.38	5.31											
	0.23														
	A STREET JCT. O	4.21	12.37	5.30											
	2.05														
	SOUTH LOUISVILLE	4.17	12.33	5.26											
	2.42														
	STRAWBERRY (S W Tower) O	4.13	12.29	5.22											
	12.23														
	SHEPHERDSVILLE E	4.00	12.18	5.09											
	4.01														
	BARDSTOWN JCT. E	3.56	12.13	5.05											
	7.80														
L	LEBANON JCT. E	3.49	12.05	4.57											
		A. M.	P. M.	P. M.											
		Daily	Daily	Daily											
		206	216	208											

### LEBANON JUNCTION AND LOUISVILLE—NORTHWARD

TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 85 feet per car	SECOND CLASS															
STATIONS			264	272	226	240	234	276	278	232	274	288						
			Fast Freight	Fast Freight	Piggy-back	Local Freight	Local Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight						
			Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily						
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						
A	LOUISVILLE																	
	1.17																	
	K. & I. JUNCTION																	
	0.23																	
	A STREET JCT. O																	
	2.05																	
	SOUTH LOUISVILLE		5.15	6.30	8.55	12.50	1.25	4.30	2.40	8.50	1.00	2.00						
	2.42																	
	STRAWBERRY (S W Tower) O		4.53	6.00	8.05	12.45	1.20	4.00	1.47	8.35	12.05	12.45						
	12.23																	
	SHEPHERDSVILLE E		4.30	5.32	7.45	12.29	1.00	3.42	1.27	8.15	11.44	12.21						
	4.01																	
	BARDSTOWN JCT. E		4.25	5.27	7.39	12.18	12.50	3.36	1.21	8.00	11.39	12.16						
	7.80																	
L	LEBANON JCT. E	125	4.15	5.16	7.24	12.08		3.26	1.10	7.45	11.28	12.05						
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					
			Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily					
			264	272	226	240	234	276	278	232	274	288						

## LEBANON JUNCTION AND NASHVILLE-RADNOR—SOUTHWARD

SECOND CLASS									FIRST CLASS				Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time			
239	271	277	227	273	231	542	237	289	207	215	209					STATIONS	
Local Freight	Fast Freight	Fast Freight	Piggy- back	Fast Freight	Local Freight	Local Freight	Local Freight	Fast Freight	The Hummer and Bird	The South Wind	The Pan- American						
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex- Sunday	Daily	Daily	Daily	Daily						
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.						
	8.32	3.12	12.55	10.47	4.55			12.22	10.46	3.40	12.25			29.71	L	LEBANON JCT.	E
	8.57	3.43 <sup>203</sup>	1.22	11.07	5.25			12.47	11.00	3.53	12.38			39.88		TUNNEL HILL	E
	9.02	3.57 <sup>215</sup>	1.35	11.11	5.42 <sup>232</sup>			12.52	11.06	3.57 <sup>277</sup>	12.44			42.53		ELIZABETHTOWN	E
	9.18	4.13	1.51 <sup>276</sup>	11.27 <sup>278</sup>	6.10			1.08	11.17	4.09	12.55			55.15		SONORA	E
	9.33 <sup>274</sup>	4.28 <sup>232</sup>	2.06	11.48	6.40			1.23	11.27	4.19 <sup>232</sup>	1.06 <sup>276</sup>			66.17		BONNIEVILLE	E
	9.55 <sup>288</sup>	4.40	2.18	12.00	7.00			1.35	11.37	4.28	1.17			75.77		ROWLETT'S	E
	10.07	4.52	2.30	12.12 <sup>276</sup>	7.45			1.50 <sup>206</sup>	11.46	4.37	1.27			84.56		CAVE CITY	E
	10.15	5.00	2.38	12.20	8.15			2.19	11.53	4.43	1.35			90.66		PARK CITY	E
	10.23	5.08	2.46 <sup>203</sup>	12.27	8.23 <sup>274</sup>			2.27 <sup>272</sup>	12.01	4.48	1.41			96.22		ROCKY HILL	E
	10.32	5.20	2.58	12.37	8.59 <sup>288</sup>			2.47	12.09	4.56	1.49			104.05		GOSSOM	E
	10.44	5.32	3.10 <sup>232</sup>	12.49	9.15	7.00	6.10	2.59	12.20 12.45	5.05	2.04			113.25	L	BOWLING GREEN	OE
	10.47	5.36	3.13	12.53		7.05	6.15	3.02	12.49	5.09	2.07			115.52		MORGANTOWN	E
	10.52	5.51	3.18	12.58		7.15	6.20	3.07	12.54 <sup>206</sup>	5.13	2.14 <sup>208</sup>			118.01		MEMPHIS JCT.	E
	11.07	6.06	3.33	1.13			6.35	3.22	1.05	5.24	2.25			130.07		SALMON	E
7.02	11.21	6.20	3.47	1.27			6.52 <sup>238</sup>	3.36 <sup>226</sup>	1.16 <sup>272</sup>	5.36	2.37			140.53		MITCHELLVILLE	E
7.19	11.32	6.31	3.58	1.43 <sup>208</sup>			7.14	3.55	1.26	5.44	2.48			149.23		BUCK LODGE	E
7.40	12.10 <sup>206</sup>	6.50 <sup>274</sup>	4.15	2.15			7.35	4.15	1.41	5.56	2.59			158.83		GALLATIN	OE
7.49	12.36 <sup>272</sup>	6.56	4.21	2.22				4.21	1.45	6.00	3.04			162.76		PEYTONA	E
8.04	12.51	7.11 <sup>288</sup>	4.36	2.37				4.36	1.59	6.12 <sup>274</sup>	3.16			174.65		MONTFORT	E
8.09	12.56	7.16	4.41	2.42				4.41	2.03	6.15	3.20			176.78		AMQUI	O
8.17	1.04	7.28	4.50	2.50				5.00	2.08	6.20	3.25			181.01		MAPLEWOOD	E
9.00	1.50		5.45	4.00				6.05						190.00	A	RADNOR	O
		9.00							2.25	6.38	3.40			186.50	A	NASHVILLE	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.						
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex- Sunday	Daily	Daily	Daily	Daily						
<b>239</b>	<b>271</b>	<b>277</b>	<b>227</b>	<b>273</b>	<b>231</b>	<b>542</b>	<b>237</b>	<b>289</b>	<b>207</b>	<b>215</b>	<b>209</b>						

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

## NASHVILLE-RADNOR AND LEBANON JUNCTION-NORTHWARD

<b>TIME TABLE</b> No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time		Car Capacity of Sidings based on 55 feet per car	FIRST CLASS				SECOND CLASS											
			206	216	208		288	545	272	226	238	278	276	232	274	236		
			The Humming Bird	The South Wind	The Pan-American		Fast Freight	Local Freight	Fast Freight	Piggly-back	Local Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight		
			Daily	Daily	Daily		Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	
STATIONS			A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
A	LEBANON JCT.	F	125	2.49	11.05	3.57			11.05		4.16	6.24		12.10	2.26	6.45	10.28	
	TUNNEL HILL	E		2.35	10.52	3.43 <sup>277</sup>			10.45		3.54	6.04		11.47	2.10	6.20	10.12	
	ELIZABETHTOWN	E	320	2.30	10.48	3.38			10.38		3.49	5.59		11.42	2.05	5.42 <sup>231</sup>	10.01	
	SONORA	E	129	2.19	10.37	3.26			10.22		3.33	5.43		11.27 <sup>273</sup>	1.51 <sup>227</sup>	5.05	9.47	
	BONNIEVILLE	E	131	2.09	10.27	3.16			10.08		3.08	5.29		10.55	1.06 <sup>209</sup>	4.28 <sup>277</sup> 4.19 <sup>215</sup>	9.33 <sup>271</sup>	
	ROWLETTS	E	93	1.59	10.17	3.06			9.55 <sup>271</sup>		2.55	5.16		10.42	12.24	4.06	9.13	
	CAVE CITY	E	128	1.50 <sup>289</sup>	10.08	2.57			9.27		2.43	5.05		10.30	12.12 <sup>273</sup>	3.55	8.57	
	PARK CITY	E		1.44	10.01	2.51			9.18		2.34	4.57		10.17	12.03	3.40	8.31	
	ROCKY HILL	E	128	1.38	9.56	2.46 <sup>227</sup>			9.10		2.27 <sup>289</sup>	4.38		10.08	11.56	3.33	8.23 <sup>231</sup>	
	GOSSOM	E	132	1.30	9.49	2.38			8.59 <sup>231</sup>		2.08	4.27		9.57	11.45	3.22	8.13	
L	BOWLING GREEN	OE	247	1.20 1.00	9.37	2.28			8.47	1.55	1.56	4.15		9.45	11.33	3.10 <sup>227</sup>	8.01	9.00
	MORGANTOWN	E		12.57	9.34	2.17			8.42	1.44	1.52	4.11		9.41	11.28		7.56	8.52
	MEMPHIS JCT.	E		12.54 <sup>207</sup>	9.31	2.14 <sup>209</sup>			8.37	1.40	1.47	4.06		9.36	11.23		7.51	8.47
	SALMON	E	133	12.43	9.20 <sup>278</sup>	2.03			8.21		1.31	3.50		9.20 <sup>216</sup>	11.07		7.35	8.31
	MITCHELLVILLE	E	135	12.32	9.09	1.52			8.06		1.16 <sup>207</sup>	3.36 <sup>289</sup>	6.52 <sup>237</sup>	9.01	10.52		7.20	8.16
	BUCK LODGE	E	129	12.23	8.59	1.43 <sup>273</sup>			7.54		12.58	3.13	6.40	8.49	10.40		7.08	8.04
	GALLATIN	OE	115	12.10 <sup>271</sup>	8.48	1.31			7.34		12.41	2.50	6.17	8.31	10.22		6.50 <sup>277</sup>	7.45
	PEYTONA	E	59	12.06	8.44	1.27			7.26		12.36 <sup>271</sup>	2.42	5.45	8.26	10.17		6.27	
	MONTFORT	E		11.54	8.32	1.15			7.11 <sup>277</sup>		12.09	2.27	5.30	8.11	10.02		6.12 <sup>215</sup>	
	AMQUI	O	49NB 49SB	11.51	8.29	1.11			6.58		12.05	2.23	5.24	8.07	9.58		5.58	
	MAPLEWOOD	E		11.46	8.25	1.06			6.52		11.59	2.17	5.18	8.01	9.52		5.52	
L	RADNOR	O							6.30		11.20	1.55	4.50		9.30		5.30	
L	NASHVILLE			11.35	8.15	12.55								7.40				
				P. M.	A. M.	P. M.			P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
				Daily	Daily	Daily			Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday
				<b>206</b>	<b>216</b>	<b>208</b>			<b>288</b>	<b>545</b>	<b>272</b>	<b>226</b>	<b>238</b>	<b>278</b>	<b>276</b>	<b>232</b>	<b>274</b>	<b>236</b>

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

## EVANSVILLE DIVISION TRAINS—SOUTHWARD

SECOND CLASS							FIRST CLASS				TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time			
799	797	791	793	721	723	739					703			
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Piggy Back	Piggy-back	Local Freight					Georgian			
Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily			
P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.					A. M.			
6.40 <sup>722</sup>	9.50	5.00	2.20	8.25	1.00	10.48					12.47	L	AMQUI	O
6.50	10.00	5.10	2.30	8.33	1.14	10.58					12.53		MAPLEWOOD	E
7.10	10.30		3.20			11.30						A	RADNOR	O
		6.00		9.00	1.30						1.40	A	NASHVILLE	
P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.					A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily			
799	797	791	793	721	723	739					703			

## LEBANON JUNCTION AND SINKS—SOUTHWARD

### SECOND CLASS

										245	265	249	Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time		
										Local Freight	Fast Freight	Local Freight				
										Daily ex. Sunday	Daily	Daily ex. Sunday				
										A. M.	P. M.	A. M.				
											9.15	5.25	29.71	L	LEBANON JCT.	E
											9.21	5.37	34.02		BOSTON	E
											9.37	5.57	45.56		NEW HAVEN	E
											9.42	6.20	48.38		GETHSEMANE	E
											9.52	6.30	55.02		ST. FRANCIS	E
										8.50	10.18	7.03	66.62		LEBANON	O
										9.00	10.22	7.15	68.04		C. & O. JUNCTION	E
											10.59	8.20 <sup>240</sup>	87.46		COZATT	E
											11.03	8.40	89.43		PARKSVILLE	E
											11.23	8.55	95.18		JUNCTION CITY	E
											11.35	9.24	101.95		HEMP	E
											11.39	9.29	103.72		STANFORD	E
											11.42	9.35	105.19		ROWLAND	E
											12.20	10.16	121.94		BRODHEAD	E
											12.35 <sup>264</sup>	10.59	129.15		MT. VERNON	E
											12.45		134.50		PINE HILL	E
											12.55		136.93		SINKS	E
											2.25		172.20	A	CORBIN	O
										A. M.	A. M.	A. M.				
										Daily ex. Sunday	Daily	Daily ex. Sunday				
										245	265	249				

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

### EVANSVILLE DIVISION TRAINS—NORTHWARD

TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time		FIRST CLASS					SECOND CLASS						
		704					792	738	794	720	796	722	798
STATIONS		Georgian					Fast Freight	Local Freight	Fast Freight	Piggy-back	Fast Freight	Piggy-back	Fast Freight
		Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.					P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
A	AMQUI 4.23	O	12.01 <sup>705</sup>				7.05	6.00	12.40	6.20	8.55	6.40 <sup>799</sup>	8.30
	MAPLEWOOD 8.99	E	11.55				6.50	5.45	12.28	6.14	8.45	6.20	8.15
L	RADNOR 5.49	O					6.30	5.30	12.05		8.30		8.00
L	NASHVILLE		11.45							6.00		6.00	
			P. M.				P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
			Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily
			704				792	738	794	720	796	722	798

### SINKS AND LEBANON JUNCTION—NORTHWARD

TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 45 feet per car	SECOND CLASS																	
			240	264	246															
STATIONS			Local Freight	Fast Freight	Local Freight															
		Daily ex. Sunday	Daily	Daily ex. Sunday																
			A. M.	A. M.	P. M.															
A	LEBANON JCT. 4.31	F	11.38	4.15																
	BOSTON 11.54	E	60	11.28	4.05															
	NEW HAVEN 2.82	E	60	11.07	3.41															
	GETHSEMANE 6.64	E	72	10.29	3.35															
	ST. FRANCIS 11.60	E	24	10.07	3.21															
	LEBANON 1.42	O	99	9.15	2.57	12.35														
	C. & O. JUNCTION 19.42	E	25	9.10	2.53	12.30														
	COZATT 1.97	E	61	8.20 <sup>249</sup>	2.13															
	PARKSVILLE 5.75	E	23E 62W	8.01	2.09															
	JUNCTION CITY 6.77	E		7.43	1.57															
	HEMP 1.77	E		7.24	1.43															
	STANFORD 1.47	E	20	7.19	1.39															
	ROWLAND 16.75	E	49	7.14	1.35															
	BRODHEAD 7.21	E	82	6.24	1.01															
	MT. VERNON 5.35	E	104	5.55	12.35 <sup>265</sup>															
	PINE HILL 2.43	E			12.06															
	SINKS	E			11.58															
L	CORBIN	O			10.35															
				A. M.	P. M.	P. M.														
				Daily ex. Sunday	Daily	Daily ex. Sunday														
				240	264	246														

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



**Southward BARDSTOWN BRANCH Northward**

Second Class	Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	Second Class
235				234
Local Freight				Local Freight
Daily ex. Sunday A. M.				Daily ex. Sunday P. M.
STATIONS				
7.50	22.11	L BARDSTOWN JCT. EA 1.89		12.50
7.55	24.00	LIMESTONE SPRINGS 1.07	9	12.40
8.00	25.07	CLERMONT 3.84	9	12.35
8.10	28.71	LOTUS 2.69	7	12.30
8.15	31.40	DEATSVILLE 1.65	16	12.25
8.20	33.05	SAMUELS 3.70		12.22
8.25	36.75	BOURBON SPRINGS 0.61	18	12.17
8.30	37.36	NAZARETH 1.95	1	12.15
9.15	39.31	BARDSTOWN O 5.86	17	12.00
9.30	45.17	WOODLAWN 3.59	9	11.28
9.40	48.76	GROAKES 1.91		11.18
9.50	50.67	BOOKER 3.13	7	11.15
10.00	53.80	VALLEY HILL 5.43	17	11.10
10.10	59.23	A SPRINGFIELD O L	16	11.00
A. M.				A. M.
Daily ex. Sunday				Daily ex. Sunday
235				234

**Southward LANCASTER BRANCH Northward**

SECOND CLASS		Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
	247				248	
	Local Freight				Local Freight	
	Monday Thursday				Monday Thursday	
	A. M.				A. M.	
STATIONS						
	6.30	105.19	L ROWLAND EA 7.72		8.00	
	7.00	112.91	A LANCASTER L	22	7.30	
	A. M.				A. M.	
	Monday Thursday				Monday Thursday	
	247				248	

**Southward GLASGOW BRANCH Northward**

SECOND CLASS		Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
	233				230	
	Local Freight				Local Freight	
	Daily ex. Sunday				Daily ex. Sunday	
	P. M.				P. M.	
STATIONS						
	3.50	90.66	L PARK CITY EA 3.48	17	4.55	
	3.58	94.12	STOVALL 8.79	9	4.44	
	4.15	100.91	A GLASGOW O L		4.30	
	P. M.				P. M.	
	Daily ex. Sunday				Daily ex. Sunday	
	233				230	

**Southward GREENSBURG BRANCH Northward**

Second Class	Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	Second Class
245				246
Freight				Freight
Daily ex. Sunday				Daily ex. Sunday
A. M.				P. M.
STATIONS				
9.00	68.04	L C. & O. JCT. EA 4.69		12.25
9.11	72.73	CALVARY 4.24	14	12.14
9.21	76.97	PHILLIPSBURG 3.30		12.04
9.30	80.27	SPURLINGTON 6.19	6	11.55
10.00	86.46	CAMPBELLSVILLE E 8.94	30	11.40
10.25	93.40	WHITEWOOD 2.21		11.18
10.31	95.61	BLUFF BOOM 2.80	0	11.12
10.40	98.41	A GREENSBURG O L	20	11.05
A. M.				A. M.
Daily ex. Sunday				Daily ex. Sunday
245				246

**Southward SCOTTSVILLE-HARTSVILLE BRANCH Northward**

SECOND CLASS		Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
	243				241	242
	Freight	Freight			Freight	Freight
	Tuesday Thursday	Tuesday Thursday			Tuesday Thursday	Tuesday Thursday
	A. M.	A. M.			P. M.	P. M.
STATIONS						
		1.15	158.83	L GALLATIN O A 3.73		12.30
		7.27	162.56	TROUSDALE 5.20	9	12.18
		7.41	167.76	ROGANA 0.39	11	12.03
	10.45	7.53	168.15	HARTSVILLE JCT. E 11.26		10.45
	11.15		179.41	A HARTSVILLE O L 2.16	24	11.30
		8.00	170.31	BETHPAGE E 3.47	8	10.35
		8.09	173.78	BRANSFORD 4.49	8	10.25
		8.39	178.27	WESTMORELAND 6.61	18	10.10
		8.54	184.88	ADOLPHUS 3.32	7	9.51
		8.59	188.20	PETROLEUM E 6.07	11	9.45
		9.10	194.27	A SCOTTSVILLE O L	18	9.30
	A. M.	A. M.			A. M.	A. M.
	Tuesday Thursday	Tuesday Thursday			Tuesday Thursday	Tuesday Thursday
	243	241			242	244

No. 242 is Superior to No. 243

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

# LOUISVILLE TERMINALS

## Southward—CINCINNATI DIVISION TRAINS—Northward

FIRST CLASS							Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	FIRST CLASS						
			<b>107</b>	<b>109</b>	<b>321</b>							<b>106</b>	<b>322</b>	<b>108</b>				
			The Humming Bird	The Pan-American	C. & O. Passenger							The Humming Bird	C. & O. Passenger	The Pan-American				
			Daily P. M.	Daily P. M.	Daily A. M.							Daily A. M.	Daily P. M.	Daily P. M.				
								STATIONS										
			10.15	11.54	10.20	105.19	L	ST. MATTHEWS	E	32	5.23	3.14	6.32					
			10.25	12.01	10.27	108.70		<sup>3.51</sup> M N TOWER	O		5.16	3.06	6.25					
						110.04	A	PRESTON STREET										
			10.32	12.07	10.35	111.49		<sup>1.34</sup> T J TOWER	E		5.08	2.59	6.18					
			10.36	12.12	10.40	112.28		<sup>2.79</sup> A STREET JUNCTION	O		5.04	2.55	6.14					
			10.38	12.16	10.43	112.51		<sup>0.79</sup> K. & I. JUNCTION			5.03	2.53	6.13					
			10.45	12.30	10.50	113.68	A	<sup>0.23</sup> LOUISVILLE			5.00	2.50	6.10					
			P. M.	P. M.	A. M.						A. M.	P. M.	P. M.					
			Daily	Daily	Daily						Daily	Daily	Daily					
			<b>107</b>	<b>109</b>	<b>321</b>						<b>106</b>	<b>322</b>	<b>108</b>					

## Southward—CINCINNATI DIVISION TRAINS—Northward

SECOND CLASS							Distance from Louisville	TIME TABLE No. 5 Takes effect Sunday, April 28, 1968, at 12:01 A.M. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS							
<b>171</b>	<b>175</b>	<b>163</b>	<b>127</b>	<b>391</b>	<b>141</b>	<b>173</b>							<b>126</b>	<b>174</b>	<b>140</b>	<b>172</b>	<b>392</b>	<b>176</b>	<b>160</b>
Fast Freight	Fast Freight	Fast Freight	Piggy-back	C. & O. Freight	Local Freight	Fast Freight							Piggy-back	Fast Freight	Local Freight	Fast Freight	C. & O. Freight	Fast Freight	Fast Freight
Daily P. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily ex. Sunday A. M.	Daily A. M.							Daily A. M.	Daily P. M.	Daily ex. Sunday A. M.	Daily A. M.	Daily P. M.	Daily P. M.	Daily P. M.
								STATIONS											
5.50	1.50	6.30	11.50	12.40	9.46	4.50	105.19	L	ST. MATTHEWS	E	32	3.17	1.30	6.31	7.21	8.16	5.05	2.30	
5.56	1.56	6.38	11.58	12.49	9.53	4.56	108.70		<sup>3.51</sup> M N TOWER	O		3.11	1.20	6.25	7.10	8.04	4.50	2.20	
				1.05			110.04	A	PRESTON STREET							8.00			
6.06	2.06	6.48	12.06		10.04	5.06	111.49		<sup>1.34</sup> T J TOWER	E		3.01	1.10	6.15	7.01		4.40	2.10	
6.31	3.01	7.01	12.16		10.30	7.01	112.99	A	<sup>2.79</sup> SOUTH LOUISVILLE		Yard	2.05	1.01	6.01	6.50		4.30	2.01	
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.						A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily						Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	
<b>171</b>	<b>175</b>	<b>163</b>	<b>127</b>	<b>391</b>	<b>141</b>	<b>173</b>						<b>126</b>	<b>174</b>	<b>140</b>	<b>172</b>	<b>392</b>	<b>176</b>	<b>160</b>	

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

Continued from page 1

**TRAIN ORDER OFFICES**

STATION	HOURS	
*A Street Tower	Continuous	
*Yard Office, Strawberry	Continuous	
*Bowling Green	Continuous	Except on Saturday and Sunday, closed from 3:00 P.M. to 10:30 P.M.
*Gallatin	{ 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. }	Closed on Sunday
Amqui	Continuous	
*Lebanon	{ 7:30 A.M. to 12:00 Noon 1:00 P.M. to 4:30 P.M. }	Closed on Sunday
*Scottsville	{ 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. }	Closed Saturday and Sunday
*Hartsville	{ 7:00 A.M. to 11:00 A.M. 12:00 Noon to 4:00 P.M. }	Closed Saturday and Sunday
*Glasgow	{ 7:00 A.M. to 12:00 Noon 1:00 P.M. to 4:00 P.M. }	Closed Saturday and Sunday
*Greensburg	{ 7:00 A.M. to 11:00 A.M. 12:00 Noon to 4:00 P.M. }	Closed Saturday and Sunday
*Bardstown	{ 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. }	Closed Saturday and Sunday
*Springfield	{ 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. }	Closed Saturday and Sunday
*Bowl Office, Radnor	Continuous	

\*Stations not equipped with standard train order signal Rule 221.

**REGISTER STATIONS**

Location	For	Register By Card Form 230
Louisville Union Station	First class trains	Nos. 207 and 209.
South Louisville, Main Yard Office	Second class and inferior trains	Second class and inferior trains
FX Tower, Locker Room	Second class and inferior trains	Second class and inferior trains
KS Office Strawberry	Southward Second class and inferior trains en-route to Louisville Division	
Bardstown Junction	Bardstown Branch trains	
Glasgow	All trains	
Bowling Green: Passenger Station	All trains originating and terminating	
Gallatin	All Scottsville - Hartsville Branch trains and trains originating and terminating	
Amqui	All trains	All trains.
Lebanon	Nos. 245, 246, 240 and 249	Nos. 249 and 240.
Nashville Union Station, Register Office	All First Class Trains.	
Radnor-Bowl Office	All Trains	
Kayne Avenue, Yard Office	All trains originating and terminating.	

(Trains are relieved from checking the train register at Strawberry and Amqui.)

(The registration of train No. 242 at Gallatin will indicate that the schedule of Nos. 243 and 244 on the Scottsville-Hartsville Branch have been filled.)

**CLEARANCE OF TRAINS**

- No. 240 may assume schedule and leave Mt. Vernon without Clearance Form A.
- Extra trains called at Radnor to fill schedules of C&N Branch will fill schedules of Nos. 241, 242, 243, and 244 on Scottsville and Hartsville Branches, and will not receive Clearance Form A at Gallatin.
- Trains originating at Gallatin, Tenn., may leave without Clearance Form A and may be designated as Extra trains. Such trains must not occupy siding at Gallatin without authority of train dispatcher.
- Northward movement on southward main track between Amqui and Montfort may be made on authority of Clearance Form A received

at Amqui. Operator at Amqui must not issue such Form A except on authority of Louisville Division dispatcher.

5. The following trains may assume schedule and leave initial station shown without Clearance Form A:

Schedule	Station
No. 234	Springfield
No. 246	Greensburg
No. 247	Rowland
No. 248	Lancaster
No. 242	Scottsville
No. 243	Hartsville Jct.
No. 244	Hartsville
No. 233	Park City
No. 230	Glasgow
No. 245	Lebanon

6. Unless otherwise directed by train order, the following trains will not protect against following extra trains:

- Nos. 235 and 234 between Bardstown Jct. and Springfield.
- Nos. 245 and 246 between C&O Jct. and Greensburg.
- Nos. 247 and 248 between Rowland and Lancaster.
- Nos. 241 and 242 between Gallatin and Scottsville.
- Nos. 243 and 244 between Hartsville Jct. and Hartsville.
- Nos. 233 and 230 between Park City and Glasgow.

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

**YARD LIMITS**

- Union Station-Mile Post 8
- Bardstown Junction (for trains on Bardstown Branch)
- Park City (for trains on Glasgow Branch)
- Bardstown
- Springfield
- Greensburg
- Glasgow
- Gallatin (for trains on C&N Branch)
- Radnor-Nashville

**RAILROAD CROSSINGS AT GRADE**

Location	Railroad	Protection
Elizabethtown	IC	Interlocking
Junction City	CNO&TP	Interlocking
Louisville 4th & G Sts.	Southern	Interlocking

**SPRING SWITCHES.**

Name of Siding	End Located	Normal Position
10th & Kentucky Streets		For southward main.
A Street between 1st and 2nd Streets		For northward main.
South end, West Siding, 4th Street at Southern Crossing		For southward main.
Lebanon Junction	Crotch switch N, end siding.	For northward main
Lebanon Junction (Northward Main)	North	For northward main
Hartsville Jct. (wey switch in Hartsville Branch main track)		For main track
Hemp (North end of double track)		For southward track
Hemp (South end of double track)		For northward track
Maplewood: Radnor cut-off, northward main track with Louisville Division northward main track		For Radnor cut-off, northward main track.
North end of Cumberland River bridge, Radnor cut-off. (North end of single track gauntlet)		For northward main track.
South end of Cumberland River bridge, Radnor cut-off. (South end of single track gauntlet)		For southward main track.

**BULLETIN BOARDS**

Union Station (Register Room and Conductors' Room)  
 Tenth Street (Engineers' Wash Room)  
 South Louisville (Main Yard Office and Roundhouse)  
 FX Tower, Locker Room  
 Bowling Green (Yard Office and Roundhouse)  
 Gallatin (Train Order Office)  
 Lebanon (Agent's Office)  
 Corbin (Passenger Station, Roundhouse and East Yard Office)  
 Nashville (Union Station, Register Office)  
 Radnor (Engineers' Wash Room)  
 Radnor (Bowl Yard Office)  
 Kayne Ave. (Yard Office)

**HOT BOX DETECTOR SYSTEM**

(Between Louisville and Radnor)

Hot Box Indicator	Approach Indicator	Direction
South end siding Lebanon Jct.	Mile 27.20	South
South end siding Rocky Hill	Mile 94.15	South
Mile 159.35 (Gallatin)	Mile 161.6	North
North end siding Cave City	Mile 87.6	North

**SPEED RESTRICTIONS**

(Normal Speed in miles per hour.)

Line-of-Road	Passenger	Freight Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other Top Heavy Cars
Between:			
A-Street Junction and Union Station when train is being shoved	15	15	15
Union Station and Mile Post 7 (Louisville Division)	30	25	20
Mile Post 7 and Maplewood	70	50	30
Maplewood and Foster Street	50		25
Foster Street and Cumberland River Drawbridge	25		25
Across 2nd and 3rd Avenue Grade Crossings	10		10
3rd Avenue Grade Crossing and Church Street	15		15
Maplewood and Cumberland River Bridge, Radnor Freight cut-off	40		25
Across CR Bridge, Radnor cut-off		15	
Cumberland River Bridge, Radnor cut-off, and Radnor		40	25
Over Cumberland River Drawbridge	15	15	
Bardstown Branch	40	30	25
Lebanon Jct. & Sinks		35	25
Greensburg Branch		20	20
Lancaster Branch	20	20	15
Glasgow Branch	20	20	20
Scottsville-Hartsville Branch	20	20	15

**EXCEPTIONS:**

1. Louisville—Between Kentucky Street and Union Station all trains will move at Yard Speed.

- 2. Through turnouts and crossovers.....15
- 3. Over Drawbridges .....15
- 4. SCALE TEST CARS—L&N 41500 to 41504 and N&C 90160.....25 (Handle in local freight trains immediately ahead of caboose).

5. City ordinances restrict the speed of trains, in miles per hour, as follows:

Shepherdsville .....35	New Haven ..... 6
Lebanon Junction .....25	New Hope .....15
Elizabethtown .....25	Lebanon .....15
Bonnieville .....30	Junction City .....15
Horse Cave (Guthrie St. to McFerron St.) .....35	Stanford ..... 8
Cave City .....30	Mt. Vernon .....10
Gallatin .....30	Campbellsville ..... 8

**STOPS FOR PASSENGERS.**

(Trains will stop on signal to receive or discharge passengers as follows:)

Trains	
Nos. 207 and 206	Elizabethtown, stops on signal to receive or discharge revenue passengers and handle U.S. Mail.
Nos. 215 and 216	Bowling Green, stops to receive and discharge passengers to or from Indianapolis, Ind., or beyond, or to or from points south of Montgomery, Ala.
No. 208	Cave City, to discharge revenue passengers from south of Bowling Green, and receive revenue passengers for Louisville and beyond. Elizabethtown, to discharge revenue passengers from south of Bowling Green, and receive revenue passengers for Louisville and beyond.
No. 209	Cave City, to discharge revenue passengers from Louisville or beyond, and receive revenue passengers for points beyond Bowling Green. Elizabethtown, to discharge revenue passengers from Louisville or beyond, and receive revenue passengers for points beyond Bowling Green.

**STOPS FOR U. S. MAIL**

1. Trains handling U.S. Mail will stop at stations for the safe receipt or delivery of parcel post mail, when signaled by mail carrier at the station or when requested by P.T.S. clerks even though the station may be equipped with a mail crane. Parcel post mail will not be dispatched from a moving train.

**USE OF SIDINGS AND SPECIAL MOVEMENTS**

**BETWEEN BARDSTOWN JUNCTION AND LOUISVILLE:**

1. Northward trains from the Bardstown Branch before opening junction switch in northward track, and southward trains, before opening switch at either end of main track crossover just north of Bardstown Branch junction switch, will observe the northward indicator, and if it shows a northward train approaching, will not open any of the switches referred to until after the arrival of the train.

**AT BOWLING GREEN:**

1. Memphis Line first-class trains will use No. 2 passenger track and have no authority on the main track north of crossover switch leading to passenger station tracks at 6th Street.

2. Southward trains entering main track through the crossover at 6th Street will make movement under the direction of the Agent-General Yardmaster or his representative.

**BLOCK SIGNALS—BOWLING GREEN SIDING:**

1. Northward movements into this siding will be governed by signal indication to crossover just south of 6th Street, at location of "End Signaled Siding" sign.

2. Dwarf signal, located just south of crossover at 6th Street, will govern southward movements to south switch of siding.

3. Trains will not enter or foul this siding between crossover at 6th Street and south switch of siding unless authorized by train dispatcher.

4. Trains clearing this siding between crossover at 6th Street and south switch of siding will not again foul this siding unless authorized by train dispatcher.

**MEMPHIS JUNCTION:**

1. Memphis Line trains arriving Memphis Junction for southward movement on the Louisville Division, will continue on schedule or as extra without Clearance Form A.

**AT SCOTTSVILLE:**

1. Freight trains switching on grade north of the station will use the air brakes.

**USE OF SIDINGS**

STATION	SIDING	DIRECTION OF TRAIN
Amqui	West ..... East .....	Southward. Northward.

**STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS**

1. Attention is called to Tennessee State Law, Section 2628 of the Code, reading in part as follows:

2. "Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals until it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts and at intervals till it has left the corporate limits."

3. "Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal or other obstruction appears upon the road the alarm whistle shall be sounded, the brakes put down, and every possible means employed to stop the train and prevent an accident."

4. Subsection 3 above is applicable at the following incorporated towns on this Division:

a. Mitchellville, Portland, Gallatin, Hartsville, Nashville.

5. Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point exactly one mile from the City Limits on either side of the city or town there is a "CW" post. The whistle should be sounded (one long blast) as the engine is passing the "CW" post. The engine bell should be ringing from the time the engine passes the "CW" post until the train passes out of the city limits, except for the duration of any stops within the city limits.

6. Horse Cave: Southward trains sound only the crossing signal for Guthrie Street and northward trains sound only the crossing signal for McFerron Street within the city limits. Bell to be rung.

7. C.&N. trains will stop and flag following crossings in both directions:

Highway 10A, Mile CN-173.

Highway 31-E, Mile CN-173.

Highway 31-E, Mile CN-186.

State Highway, Mile HB-174.

8. B.&S. trains will stop and flag in both directions at Highway 62, located 1600 feet south Mile Post B-40.

**SPECIAL INSTRUCTIONS—LOUISVILLE TERMINAL****DOUBLE TRACK.**

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

**AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS.**

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

**INTERLOCKING.**

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

**STANDARD CLOCKS.**

Union Station (Register Room).  
Strawberry (Train-Order Office).  
South Louisville (Main Yard Office and Engineers' Wash Room).

**TRAIN ORDER OFFICES.**

A Street Tower  
KS, Strawberry  
MN Tower

**REGISTER STATIONS**

Location	For	Register By Card Form 250
Louisville Union Station	First-class trains	Nos. 107 and 109.
South Louisville, Main Yard Office	Second-class and inferior trains	Second-class and inferior trains.
FX Tower, Locker Room	Second-class and inferior trains	Second-class and inferior trains.
KS Office, Strawberry	Southward second-class and inferior trains enroute to Louisville Division	
	All Evansville Division second-class and inferior trains	All Evansville Division second-class and inferior trains.

**YARD LIMITS**

Between Union Station and Mile Post 8 and Frankfort Avenue.

**RAILROAD CROSSING AT GRADE**

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

**SPRING SWITCHES**

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

**BULLETIN BOARDS**

Union Station (Register Room and Conductors' Room).  
Tenth Street (Engineers' Wash Room).  
South Louisville (Main Yard Office and Roundhouse).  
FX Tower (Locker Room).  
For C&O Ry Trains:  
a. Hancock Street Tower.  
b. Roundhouse, Floyd Street.

**SPEED RESTRICTIONS**

(Normal speed in miles per hour.)

Between	Passenger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy cars.
Mile Post T-5 (Cincinnati Division) and Frankfort Avenue	30	25	20
Frankfort Avenue and Kentucky Street on Railway Transfer	40	25	20
Kentucky Street on Railway Transfer and TJ Tower	25	25	15
TJ Tower and A-Street Junction	15	15	15
Union Station and Mile Post 7 (Louisville Division)	30	25	20
A-Street Junction and Union Station when train is being shoved	15	15	15
TJ Tower and South Louisville on Railway Transfer	20	20	20
MN Tower and Preston Street on Water Street Line	15	15	15

Through turnouts and crossovers: 15

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

**SPECIAL MOVEMENTS**

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

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

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

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

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

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

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

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

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

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

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

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

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

14. Northward first-class trains must keep a careful lookout for trains ahead between TJ Tower and MN Tower and must not exceed the maximum allowable speed for freight trains unless the track is seen to be clear.

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

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

17. The normal position for the crossover switches of No. 25 crossover at the south end of Strawberry will be for the drill and will be kept lined for the drill except while crossover movement is being made.

**SPECIAL INSTRUCTIONS—NASHVILLE TERMINAL**

**DOUBLE TRACK:**

- Between Maplewood and Church Street
- Between Maplewood and North Radnor (Radnor Cut-off)
- Between Church Street and Shops
- Between South End and Terminal Limits W&A Division
- Between South End and Terminal Limits Birmingham Division

NOTE: Single track over Cumberland River Drawbridge and single track over Cumberland River Bridge (Radnor Cut-off).

**AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS.**

Automatic Block Signal System Rules are Effective Between:

- Maplewood and Nashville
  - Maplewood and Radnor
  - Radnor and Brentwood
  - Nashville and Fourth Avenue
  - Shops and Radnor
- } except within interlocking.

1. Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supersedes time-table superiority of trains.

2. Rules 21 and 21 (a) will not apply.

**INTERLOCKING:**

- |                             |                             |
|-----------------------------|-----------------------------|
| Maplewood                   | Birmingham Division Freight |
| Cumberland River Drawbridge | Departure                   |
| Church Street               | Radnor Receiving Yard       |
| South End                   | North Radnor                |
| Oak Street                  | Cumberland River Bridge     |
| A-2                         | Radnor Cut-off              |
| Vine Hill                   | 11th Avenue                 |
| Blackman Lane               | Shops                       |

**STANDARD CLOCKS:**

- Nashville—Union Station Register Office
- Kayne Avenue—Yard Office
- Radnor—RA Train Order Office
- Radnor—Enginemen's Wash Room

**TRAIN ORDER OFFICES:**

- Church Street Tower—Continuous
- South End Tower—Continuous
- Vine Hill Tower—Continuous
- Radnor—Continuous

**REGISTER STATIONS:**

- Nashville—Union Station Register Office
- Radnor—RA Train Order Office
- Kayne Avenue—Yard Office

**CLEARANCE OF TRAINS**

1. All Birmingham Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A, but must receive Clearance Form A at Vine Hill.
2. All Louisville and Evansville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A, but must receive Clearance Form A at Amqui.
3. All Chattanooga Subdivision trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A, but must receive Clearance Form A at South End Tower.
4. All Nashville Division trains originating at Union Station or Kayne Avenue Yard, may leave without Clearance Form A, but must receive Clearance Form A at Church Street Tower.
5. Before departing Union Station or Kayne Avenue Yard, conductors will ascertain from Operator what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union Station or Kayne Avenue Yard.

**RAILROAD CROSSINGS AT GRADE:**

Location	Name of Railroad	Protection
Vine Hill .....	Tennessee Central .....	Interlocking

**SPRING SWITCHES:**

Location	Normal Position
Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track.....	For Radnor Cut-off, northward main track
North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet) .....	For northward main track
South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet) .....	For southward main track

**BULLETIN BOARDS:**

- Nashville—Union Station, Register Office
- Radnor—Enginemen's Wash-Room
- Radnor—Bowl Office
- Kayne Avenue—Yard Office

**SPEED RESTRICTIONS:**

Normal Speed (in Miles per hour)	Psg.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks Ditchers, Wreck- ing Outfits and other top-heavy Cars.
Between Shops Interlocking and 8th Avenue Bridge via Kayne Avenue Yard	20	20	
Between Cedar Street and 8th Avenue Bridge via passenger station	10	10	
Between Southend Tower and Oak Street	15	15	
Between Oak Street and Birmingham Division Freight Departure Interlocking Plant	50	30	
Through crossover, Craighead		20	
Between crossover, Craighead, and Main Office, Radnor		30	
Main Office, Radnor, to receiving yard		10	
Between North Radnor Interlocker and 8th Avenue Bridge		15	
Through crossovers and turnouts (except Craighead) Passenger	15	10	
Between Maplewood and Foster Street	50	25	
Between Foster Street and Cumberland River Drawbridge	25	25	
Over Cumberland River Drawbridge	15	15	
Across 2nd and 3rd Avenue Grade Crossings	10	10	
Between 3rd Avenue Grade Crossing and Church Street	15	15	
Between Lebanon Junction and South End Tower	20	15	
Between Maplewood and CR Bridge, Radnor Freight cut-off		40	25
Across CR Bridge, Radnor cut-off		15	15
Between CR Bridge, Radnor cut-off, and Radnor		40	25

**SPECIAL MOVEMENTS:**

1. When signals governing movement over Cumberland River bridge (Radnor Cut-off) are found indicating "Stop," operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.

2. The movement of trains against the current of traffic between interlocking plants listed below will be made only on written instructions from the Terminal Trainmaster of the Nashville Terminal or his representative:

Maplewood and CR drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Oak Street and Vine Hill.

Blackman's Lane and Radnor Receiving Yard on northward main track.

Birmingham Division Freight Departure and Brentwood on southward main track.

Birmingham Division Freight Departure and Radnor.

Maplewood and Radnor (Radnor cut-off).

3. The movement of trains against the current of traffic between interlocking plants listed below will be made under Manual Block protection:

a. CR Drawbridge and Church Street.

b. Eighth Avenue Wye and CR Drawbridge. (After permission to occupy the main track has been given by operator at CR Drawbridge.)

c. South End and Oak Street.

4. The movement of trains against the current of traffic between the interlocking plants listed below will be made on Interlocking Signal Indications:

a. Vine Hill and Blackman's Lane.

b. Blackman's Lane and Birmingham Division Freight Departure (SOUTHWARD MAIN ONLY).

5. All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at restricted speed except between crossover at Craighead and Blackman Lane Interlocking.

6. Movements from the Maplewood Wye must not be made to the southward cut-off main track until permission is obtained from Operator, Amqui. Permission must be obtained from Operator, Cumberland River Drawbridge, before movement is made from Maplewood Wye to northward main track, and permission must be obtained from Operator, Amqui, before movement is made from northward main track to southward main track through crossover located at south end of Maplewood Wye.

7. In the event means of communication fail, Rule 99 to be complied with.

8. A dual-controlled switch is in service at junction of Chattanooga Subdivision northward main track and A-2 track south of Lebanon Jct. Permission to hand operate this switch must be obtained from operator at South End Tower.

9. Dual-controlled switches are in service in North Radnor Interlocking. Permission to hand operate these switches must be obtained from operator at RA Train Order Office.

10. All switches of pocket tracks in receiving yard, Radnor, must be restored to normal position immediately after movements over them are completed.

11. Trains move on left hand main track between Cumberland River Bridge (Radnor Cut-off) and Radnor.

**LOUISVILLE DIVISION**

**S. L. SPINELLI,**  
Train Master,  
Louisville, Ky.

**L. C. FUSON,**  
Ass't Train Master—  
Traveling Engineer,  
Louisville, Ky.

**C. L. SMITH,**  
Ass't Traveling Engineer,  
Louisville, Ky.

**E. B. COWAN,**  
Chief Dispatcher,  
Louisville, Ky.

**LOUISVILLE TERMINALS**

**A. H. DORTON,**  
Train Master.

**J. B. TATE,**  
Ass't Train Master.

**J. B. LUTTS, JR.,**  
Ass't Train Master.

**C. M. TATUM,**  
Ass't Train Master.

**J. D. THOMAS,**  
Ass't Train Master.

**R. R. TICHENOR,**  
Ass't Train Master.

**D. B. SHARP,**  
Ass't Train Master.

**A. S. THIEL,**  
Ass't Train Master.

**NASHVILLE TERMINALS**

**D. M. WEAR,**  
Superintendent.

**G. D. McCALL,**  
Ass't Supt.

**W. T. STILL,**  
Train Master.

**W. R. WEBB,**  
Ass't Train Master.

**V. D. BAGWELL,**  
Ass't Train Master.

**L. W. DICKSON,**  
Ass't Train Master.

**R. L. HONEYCUTT,**  
Ass't Train Master.

**R. R. HARVEY,**  
Traveling Engineer—  
Ass't Train Master.

**LOUISVILLE DIVISION**

**LIST OF SURGEONS**

**DISTRICT SURGEON**

Dr. John T. Bate.....Louisville, Ky.  
Dr. A. J. Sutherland.....Nashville, Tenn.

**ORTHOPEDIC SURGEON**

Dr. A. B. Lipscomb.....Nashville, Tenn.

**CONSULTING SURGEON**

Dr. D. Eve, Jr.....Nashville, Tenn.

**OCULISTS**

Dr. W. R. Pryor.....Louisville, Ky. | Drs. Lyle, Driver, and Rowe.....Nashville, Tenn.

**LOCAL SURGEONS**

Dr. W. Twyman.....Louisville, Ky.  
Dr. J. M. English.....Elizabethtown, Ky.  
Dr. C. B. Clegg.....Elizabethtown, Ky.  
Dr. R. T. Routt.....Sonora, Ky.  
Dr. G. P. Peterson.....Cave City, Ky.  
Dr. H. N. Meiers, Jr.....Bowling Green, Ky.  
Dr. Carter Moore (Associate).....Franklin, Ky.  
Dr. N. C. Witt.....Franklin, Ky.  
Dr. D. Stewart.....Gallatin, Tenn.  
Dr. W. H. Stevenson.....Gallatin, Tenn.  
Dr. John W. Meredith.....Scottsville, Ky.

Dr. T. G. Forsee.....Bardstown, Ky.  
Dr. Wm. Bryant.....Glasgow, Ky.  
Dr. R. D. Eastridge.....Lebanon, Ky.  
Dr. E. C. Bowling.....Lebanon, Ky.  
Dr. H. I. Frisbie.....Stanford, Ky.  
Dr. V. G. Kinnaird.....Lancaster, Ky.  
Dr. M. M. Phillips.....Crab Orchard, Ky.  
Dr. R. G. Webb.....Livingston, Ky.  
Dr. J. D. Lewis.....Mt. Vernon, Ky.  
Dr. K. Classon.....Nashville, Tenn.  
Dr. J. C. Pennington, Jr.....Nashville, Tenn.



## TONNAGE RATINGS

### SOUTHWARD

#### South Louisville to Bowling Green:

Class of Engines	Normal	A	B
FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	1250	1125	1000
FP-7 .....	1125	1010	900
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	1450	1325	1250
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	1875	1685	1500

#### Tunnel Hill to Bowling Green:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	2500	2250	2000
FP-7 .....	2250	2025	1800
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	2750	2600	2500
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	3750	3375	3000

#### Bowling Green to Radnor:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	2075	1865	1660
FP-7 .....	1865	1680	1495
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	2300	2200	2100
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	3110	2795	2490

#### Gallatin to Amqui:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	2100	1890	1680
FP-7 .....	1890	1700	1510
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	2200	2100	2000
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	3150	2835	2520

#### South Louisville to Parkville:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	1435	1290	1150
FP-7 .....	1290	1160	1035
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	1635	1535	1435
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	2150	1935	1725

#### Parkville to Corbin:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	1100	990	890
FP-7 .....	990	890	800
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	1400	1300	1200
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	2000	1800	1620

### NORTHWARD

#### Radnor to Bowling Green:

Class of Engines	Normal	A	B
FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	1225	1100	980
FP-7 .....	1100	990	880
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	1350	1225	1125
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	1835	1650	1470

#### Amqui to Gallatin:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	2100	1890	1680
FP-7 .....	1890	1700	1510
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	2200	2100	2000
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	3150	2835	2520

#### Bowling Green to South Louisville:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	2350	2115	1880
FP-7 .....	2115	1905	1690
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	2550	2450	2350
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	3525	3170	2820

#### Corbin to Parkville:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	1450	1305	1160
FP-7 .....	1305	1175	1045
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	1600	1500	1400
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	2175	1955	1740

#### Parkville to South Louisville:

FP-65A			
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3 .....	3350	3015	2680
FP-7 .....	3015	2715	2410
GP-30, GP-35, GP-40			
C-420, U-25-B, U-28-B .....	3600	3500	3400
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C .....	5025	4520	4020

When engine consists of mixed units the tonnage rating for each unit will apply except when switcher type units (600 H.P., 1000 H.P., 1200 H.P.) are coupled in MU with other class units no tonnage will be included for those low H.P. units.

