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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		Miles Per Hour	1 Mile in	
	Mins.	Secs.		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	48	70	0	52

LOUISVILLE & NASHVILLE RAILROAD COMPANY

LOUISVILLE DIVISION

TIME-TABLE No.

10

TAKES EFFECT

SUNDAY, NOVEMBER 14, 1971

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

D. D. STRECH
Vice-President—Operations

A. JAMES, JR.
General Manager—Northern Region

S. P. STRICKLAND
Chief
Transportation Officer

W. T. DUDLEY
Superintendent

J. E. WINSTEAD
Superintendent
Louisville Terminals

R. W. PAGE
Ass't Superintendent

SPECIAL INSTRUCTIONS

SUBDIVISIONS

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

DOUBLE TRACK

Between:

- Louisville and Tunnel Hill
- Morgantown and Memphis Junction
- Montfort and Nashville (note 1)
- Maplewood and Radnor (note 2)
- North Hemp and South 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:

- North Hemp and South Hemp
 - 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, and between North Hemp and South Hemp, 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 North Hemp
- South Hemp 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.

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.

MAXIMUM WEIGHT OF FREIGHT CARS ALLOWED TO RUN ON LOUISVILLE DIVISION—MAIN LINE AND BRANCHES

Following weights must not be exceeded except upon authority of Chief Dispatcher.

	4-Axle Car Pounds	Axle Load Pounds
Louisville to Bowling Green to Nashville	263,000	65,750
Louisville Terminals, Louisville to East Louisville Reservoir	263,000	65,750
Railway Transfer, E. Louisville to So. Louisville	263,000	65,750
Beargrass Branch, Louisville to Water Works	263,000	65,750

General Electric Spur, Louisville	263,000	65,750
Lebanon Branch, Lebanon Jct. to Sinks	263,000	65,750
Lancaster Branch, Rowland to Lancaster	263,000	65,750
Glasgow Railway, Park City to Glasgow	263,000	65,750
Greensburg Br., Lebanon to Calvary (not over Br. 2, Mi. 72.8)	220,000	55,000
Bardstown Br., Bardstown Jct. to Bardstown	220,000	55,000
Bardstown Br., Bardstown to Springfield	177,000	44,250
(C) Greensburg Br., Calvary to Greensburg	150,000	37,500
(D) Scottsville Br., Gallatin to Scottsville	132,000	33,000
(D) Hartsville Br., Hartsville Jct. to Hartsville	132,000	33,000

EXCEPTIONS: Single heavy 4-axle cars may be handled over some branches when placed in train between two light weight cars. Gross Weight of cars must not be more than shown below for such branches:

Greensburg Branch, Calvary to Greensburg. Cars of 180,000# gross weight may be handled if preceded by 1 car and followed by 1 car, each not exceeding 46,000# gross weight.

Scottsville Branch, Gallatin to Scottsville and Hartsville Branch, Hartsville Jct. to Hartsville. Cars of 140,000# gross weight may be handled if preceded by 1 car and followed by 1 car, each not exceeding 90,000# gross weight.

INTERLOCKING

Interlocking Rules are in effect at:

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

LOUISVILLE AND LEBANON JUNCTION—SOUTHWARD

FIRST CLASS

FIRST CLASS											Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time		
												215	STATIONS	
											The South Wind	0	L	LOUISVILLE
											Daily		1.17	K. & I. JUNCTION
											A. M.	1.40	A STREET JCT. O	
											7.50	3.45	SOUTH LOUISVILLE	
												5.87	STRAWBERRY O	
												18.10	SHEPHERDSVILLE E	
												22.11	BARDSTOWN JCT. E	
											8.20	29.71	LEBANON JCT. E	
											A. M.			
											Daily			
											215			

LOUISVILLE AND LEBANON JUNCTION—SOUTHWARD

SECOND CLASS

SECOND CLASS											Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time								
												Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Local Freight	Fast Freight
											Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	
											P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	
											2.45	9.45	5.30	3.30	11.30	11.00	7.00	3.50	12.30	
																	7.35			
											3.27	10.30	6.55	4.12	12.01	11.47		4.54	1.22	
											P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	
											Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	
											271	265	231	277	269	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. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time	FIRST CLASS												
STATIONS	216												
	The South Wind												
	Daily												
	P. M.												
A LOUISVILLE 1.17	11.40												
K. & I. JUNCTION 0.23													
A STREET JCT. O 2.06													
SOUTH LOUISVILLE 2.42													
STRAWBERRY O (S W Tower) 12.23													
SHEPHERDSVILLE E 4.01													
BARDSTOWN JCT. E 7.60													
L LEBANON JCT. E	10.37												
	P. M.												
	Daily												
	216												

LEBANON JUNCTION AND LOUISVILLE—NORTHWARD

TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time	Car Capacity of Slidings per car	SECOND CLASS												
STATIONS		264	272	268	240	234	276	278	232	274				
		Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight				
		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily				
		A. M.	A. M.	A. 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 2.06														
SOUTH LOUISVILLE 2.42		5.15	11.42	3.15	12.50	6.50	4.30	2.40	11.05	1.00				
STRAWBERRY O (S W Tower) 12.23														
SHEPHERDSVILLE E 4.01														
BARDSTOWN JCT. E 7.60						6.00								
L LEBANON JCT. E	125	4.15	10.26	2.45	12.08		3.26	1.10	10.00	11.28				
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily				
		264	272	268	240	234	276	278	232	274				

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

LEBANON JUNCTION AND NASHVILLE-RADNOR—SOUTHWARD

SECOND CLASS									FIRST CLASS				Distance from Lebanon	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time			
239	271	277	269	273	231	542	237	289	215								
Local Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Fast Freight	The South Wind								
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily								
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.								
	2.27	3.12	11.01	10.47	5.55			12.22		7.20				29.71	L	LEBANON JCT.	E
														39.88		TUNNEL HILL	E
														42.53		ELIZABETHTOWN	E
														55.15		SONORA	E
														66.17		BONNIEVILLE	E
														75.77		ROWLETTS	E
														84.56		CAVE CITY	E
														90.66		PARK CITY	E
														96.22		ROCKY HILL	E
														104.05		GOSSOM	E
					10.15	7.00	6.10			8.50				113.25	L	BOWLING GREEN	OE
														115.52		MORGANTOWN	E
						7.15								118.01		MEMPHIS JCT.	E
														130.07		SALMON	E
7.02														140.53		MITCHELLVILLE	F
														149.23		BUCK LODGE	E
							7.35							158.83		GALLATIN	OE
														162.76		PEYTONA	E
														174.65		MONTFORT	E
														176.78		AMQUI	O
														181.01		MAPLEWOOD	E
9.00	7.45		2.45	4.00				6.05						190.00	A	RADNOR	O
		9.00								10.35				186.50	A	NASHVILLE	
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.								
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily								
239	271	277	269	273	231	542	237	289	215								

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

NASHVILLE-RADNOR AND LEBANON JUNCTION-NORTHWARD

TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity of Sidings based on 65 feet per car	FIRST CLASS					SECOND CLASS								
			216					545	272	268	238	278	276	232	274	236
			The South Wind					Local Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight
			Daily					Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday
STATIONS			P. M.				P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.
A	LEBANON JCT. 10.17	F	125	9.37				9.26	1.45			12.10	2.26	9.00	10.28	
	TUNNEL HILL 2.65	E														
	ELIZABETHTOWN 12.82	E	320													
	SONORA 11.02	E	129													
	BONNIEVILLE 8.60	E	131													
	ROWLETTS 8.79	E	93													
	CAVE CITY 8.10	E	128													
	PARK CITY 5.56	E														
	ROCKY HILL 7.83	E	128													
	GOSSOM 8.20	E	132													
L	BOWLING GREEN 2.27	OE	247	8.20				1.55						5.30		9.00
	MORGANTOWN 2.49	E														
	MEMPHIS JCT. 12.06	E						1.40								
	SALMON 10.46	E	133													
	MITCHELLVILLE 8.70	E	135							6.52						
	BUCK LODGE 9.60	E	129													
	GALLATIN 3.93	OE	115													7.45
	PEYTONA 11.88	E	59													
	MONTFORT 2.13	E														
	AMQUI 4.23	O	49NB 49SB													
	MAPLEWOOD 8.99	E														
L	RADNOR 5.49	O						4.30	10.30	4.50		9.30			5.30	
L	NASHVILLE			6.50								7.40				
				P. M.				P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
				Daily				Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday
				216				545	272	268	238	278	276	232	274	236

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

LEBANON JUNCTION AND SINKS—SOUTHWARD

SECOND CLASS

SECOND CLASS										Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time						
											245	265	249	STATIONS			
														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
														34.02		BOSTON	E
														45.56		NEW HAVEN	E
														48.38		GETHSEMANE	E
														55.02		ST. FRANCIS	E
											7.00			66.62		LEBANON	O
											7.05			68.04		C. & O. JUNCTION	E
														87.46		COZATT	E
														89.43		PARKSVILLE	E
														95.18		JUNCTION CITY	E
														101.95		HEMP	E
														103.72		STANFORD	E
														105.19		ROWLAND	E
														121.94		BRODHEAD	E
													10.59	129.15		MT VERNON	E
														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.

SINKS AND LEBANON JUNCTION—NORTHWARD

TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 60 feet per car	SECOND CLASS																
			240	264	246														
			Local Freight	Fast Freight	Local Freight														
			Daily ex. Sunday	Daily	Daily ex. Sunday														
STATIONS			A. M.	A. M.	P. M.														
A	LEBANON JCT. 4.31	F		11.38	4.15														
	BOSTON 11.54	E	60																
	NEW HAVEN 2.82	E	60																
	GETHSEMANE 8.64	E	72																
	ST. FRANCIS 11.60	E	24																
	LEBANON 1.42	O	99			12.59													
	C. & O. JUNCTION 19.42	E	25			12.47													
	COZATT 1.97	E	61																
	PARKSVILLE 6.75	E	23E 62W																
	JUNCTION CITY 8.77	E																	
	HEMP 1.77	E																	
	STANFORD 1.47	E	20																
	ROWLAND 16.75	E	49																
	BRODHEAD 7.21	E	82																
	MT. VERNON 5.35	E	104	5.55															
	PINE HILL 2.48	E																	
	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. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 65 feet per car	Second Class
235				234	
Local Freight				Local Freight	
Daily ex. Sunday P. M.	STATIONS		Daily ex. Sunday P. M.		
7.50	22.11	L	BARDSTOWN JCT. EA	1.89	5.59
7.55	24.00		LIMESTONE SPRINGS	1.07	5.50
8.00	25.07		CLERMONT	3.84	5.45
8.10	28.71		LOTUS	2.89	5.33
8.16	31.40		DEATSVILLE	1.65	5.27
8.20	33.05		SAMUELS	3.70	5.23
8.28	36.75		BOURBON SPRINGS	2.58	5.15
9.15	39.31		BARDSTOWN O	5.86	5.00
9.30	45.17		WOODLAWN	3.59	4.34
9.40	48.76		CROAKES	1.91	4.26
9.50	50.67		BOOKER	3.13	4.22
10.00	53.80		VALLEY HILL	5.43	4.15
10.15	59.23	A	SPRINGFIELD O L		4.00
P. M.					P. M.
Daily ex. Sunday					Daily ex. Sunday
235					234

Southward GREENSBURG BRANCH Northward

Second Class	Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 65 feet per car	Second Class
245				246	
Freight				Freight	
Daily ex. Sunday	STATIONS		Daily ex. Sunday		
A. M.					A. M.
7.05	68.04	L	C. & O. JCT. EA	12.23	10.37
7.42	80.27		SPURLINGTON	6.19	10.05
8.03	86.46		CAMPBELLSVILLE E	11.95	9.44
8.45	98.41	A	GREENSBURG O L	20	9.05
A. M.					A. M.
Daily ex. Sunday					Daily ex. Sunday
245					246

Southward LANCASTER BRANCH Northward

SECOND CLASS		Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Eastern Standard Time		Car Capacity of Sidings based on 65 feet per car	SECOND CLASS	
	247					248	
	Local Freight					Local Freight	
	Tuesday Thursday				Tuesday Thursday		
	A. M.		STATIONS		A. M.		
	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.	
	Tuesday Thursday					Tuesday Thursday	
	247					248	

Southward GLASGOW BRANCH Northward

SECOND CLASS		Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity of Sidings based on 65 feet per car	SECOND CLASS	
	233					230	
	Local Freight					Local Freight	
	Daily ex. Sunday				Daily ex. Sunday		
	P. M.		STATIONS		P. M.		
	3.50	90.66	L	PARK CITY EA	3.46	5.05	
	3.58	94.12		STOVALL	6.78	4.51	
	4.20	100.91	A	GLASGOW O L		4.30	
	P. M.					P. M.	
	Daily ex. Sunday					Daily ex. Sunday	
	233					230	

Southward SCOTTSVILLE-HARTSVILLE BRANCH Northward

SECOND CLASS		Distance from Louisville	TIME TABLE No. 10 Takes effect Sunday, November 14, 1971 12:01 A.M. Central Standard Time		Car Capacity of Sidings based on 65 feet per car	SECOND CLASS	
	243 241					242 244	
	Freight Freight					Freight Freight	
	Tuesday Thursday				Tuesday Thursday		
	A. M. A. M.		STATIONS		P. M. P. M.		
	7.15	158.83	L	GALLATIN O A	3.73	12.35	
	7.27	162.56		TROUSDALE	5.20	12.20	
	7.41	167.76		ROGANA	0.39	12.03	
	10.45	168.15		HARTSVILLE JCT. E	11.25	10.45	12.09
	11.20	179.41	A	HARTSVILLE O L	2.16		11.30
	8.00	170.31		BETHPAGE E	3.47	10.35	
	8.09	173.78		BRANSFORD	4.49	10.25	
	8.39	178.27		WESTMORELAND	6.61	10.10	
	8.54	184.88		ADOLPHUS	3.32	9.51	
	8.59	188.20		PETROLEUM E	6.07	9.45	
	9.10	194.27	A	SCOTTSVILLE O L		9.30	
	A. M. A. M.					A. M. A. M.	
	Tuesday Thursday					Tuesday Thursday	
	243 241					242 244	

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

Continued from page 1

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 (Dispatchers' Office)
- 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
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.

TRAIN ORDER OFFICES

STATION	HOURS
*Yard Office, Strawberry ..	Continuous
*Bowling Green	6:00 A.M. to 10:00 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
*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	No. 215.
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	
Bardstown.....	All trains.....	All trains.
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.	

(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

1. Clearance Form A addressed to a regular train need not show engine number.
2. Louisville Division trains originating at Union Station, Louisville, Ky., may leave without Clearance Form A, but must receive Clearance Form A at Strawberry.
3. Trains must not occupy siding at Gallatin without authority of train dispatcher.
4. 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
No. 240	Mt. Vernon

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.
North of Kentucky Street		For Penn Central 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. (wye 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.

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

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

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

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

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

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	25
Foster Street and Cumberland River Drawbridge	25	25	25
Across 2nd and 3rd Avenue Grade Crossings	10	10	10
3rd Avenue Grade Crossing and Church Street	15	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		30	25
Lebanon Jct. & Sinks		35	25
Greensburg Branch		20	20
Lancaster Branch		20	15
Glasgow Branch		20	20
Scottsville-Hartsville Branch		20	15

EXCEPTIONS:

1. Louisville—Between Kentucky Street and Union Station all trains will move at Yard Speed.
2. Through turnouts and crossovers15
3. Over Drawbridges15
4. SCALE TEST CARS—L&N 41498 to 4150225
(Handle in local freight trains immediately ahead of caboose).
5. City ordinances restrict the speed of trains, in miles per hour, as follows:

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

6. Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than 40 miles per hour, the lower speed must be observed.

These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

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

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.

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. 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.

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

8. B.&S. trains will stop and flag Valley Hill Road, located 2950 feet south of Mile Post 52.

SPECIAL INSTRUCTIONS—LOUISVILLE TERMINAL

DOUBLE TRACK.

- Between Louisville (Union Station) and Mile Post 3.
- 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.

INTERLOCKING.

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

STANDARD LOOKS.

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

TRAIN ORDER OFFICES.

- KS, Strawberry
- MN Tower

REGISTER STATIONS

Location	For	Register By Card Form 230
Louisville Union Station	First-class trains	Second-class and inferior trains.
South Louisville, Main Yard Office	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.

CLEARANCE OF TRAINS

Louisville Division trains originating at Union Station, Louisville, Ky., may leave without Clearance Form A, but must receive Clearance Form A at Strawberry.

Cincinnati Division trains originating at Union Station, Louisville, Ky., may leave without Clearance Form A, but must receive Clearance Form A at MN Tower.

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.
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.
North of Kentucky Street.....	For Penn Central 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 Lee Street.....	25	25	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
Lee Street and South Louisville on Railway Transfer.....	20	20	20
MN Tower and Preston Street on Water Street Line.....		15	15

Through turnouts and crossovers:15

All trains will move at Yard Speed between Kentucky Street and Union Station.

SPECIAL MOVEMENTS

1. Switchtenders are no longer on duty at Union Station. Northbound passenger trains entering Union Station will stop at spring switch and line switch for movement into track No. 3, unless otherwise instructed by the Yard Dispatcher.

Southbound passenger trains from Penn Central will pull through spring switch located north of Kentucky Street, stop and line switch, before backing into track No. 3, Union Station, unless otherwise instructed by Yard Dispatcher.

2. 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.

3. 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.

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

5. 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.

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

7. 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(i) for crossings at grade, and proceed at Restricted Speed.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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 Atlanta 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 supercedes 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
 Nashville—Kayne Ave. Yard Office
 Radnor—RA Train Order Office

CLEARANCE OF TRAINS:

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.

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.

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)	Psgr.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks Ditchers, Wrecking 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	50	
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	

SPEED RESTRICTIONS (Continued)

Normal Speed (In Miles per hour)	Psgr.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks Ditchers, Wrecking Outfits and other top-heavy Cars.
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 interlockings 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. Maplewood and Radnor (Radnor cut-off).

3. The movement of trains against the current of traffic between CR Drawbridge and Church Street Interlockings; and between South End and Oak Street Interlockings will be made on signal indication and such movements protected by Interlocking Operators.

4. Movements from Louisville end Eighth Avenue Wye to northward Absolute Block Signal at Cumberland River Drawbridge Interlocking will be made on verbal authority of Operator, Cumberland River Drawbridge.

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 Oak Street and Brentwood.

6. Movements from the Maplewood Wye to the southbound main on the Radnor Cut-off will not be made until permission is obtained from the operator at Amqui. Before using the hand-throw crossover located just south of Maplewood Wye and between the north- and southbound mains on Radnor Cut-off permission will be obtained from the operator at Amqui.

Movements from the Maplewood Wye to the northbound passenger main will not be made until permission is obtained from the operator at Cumberland River Drawbridge.

Before using the hand-throw crossover located just south of Maplewood Wye, and between the north- and southbound passenger mains, permission will be obtained from the operator at Amqui, in addition to the operator at Cumberland River Drawbridge.

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

8. All switches of Pocket tracks in receiving yards, Radnor, must be restored to normal position immediately after movements over them are completed.

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

10. Dwarf colorlight information signals located on West Nashville lead, alongside "New Yard" or Location 517 track No. 1 at north and south end of this track are information indicators only, their purpose to let crews know there are no conflicting movements between these lights.

The use of the above information light does not in any way affect the application of Rule No. 93 through this area.

LOUISVILLE DIVISION

S. L. SPINELLI,
Trainmaster,
Louisville, Ky.

L. C. FUSON,
Ass't Trainmaster,
Traveling Engineer,
Louisville, Ky.

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

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

LOUISVILLE TERMINALS

C. M. TATUM,
Trainmaster

J. D. THOMAS,
Trainmaster

J. B. LUTTS, JR.,
Ass't Trainmaster

C. J. BURTON,
Ass't Trainmaster

K. P. GRAHAM,
Ass't Trainmaster

R. R. TICHENOR,
Ass't Trainmaster

D. B. SHARP,
Ass't Trainmaster

A. S. THIEL,
Ass't Trainmaster

NASHVILLE TERMINALS

J. B. SELLERS,
Superintendent

G. D. McCALL,
Supt.-Terminal

W. T. STILL,
Trainmaster

H. B. MARTIN,
Trainmaster

W. R. WEBB,
Trainmaster

L. K. McCORMICK,
Trainmaster

L. W. DICKSON,
Trainmaster

J. E. HATTAWAY,
Ass't Trainmaster

R. L. HONEYCUTT,
Trainmaster

D. C. WILLIAMS,
Ass't Trainmaster

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. T. G. Forsee Bardstown, Ky.
Dr. W. H. Barnard Elizabethtown, Ky.	Dr. Wm. Bryant Glasgow, Ky.
Dr. R. T. Routt Sonora, Ky.	Dr. R. D. Eastridge Lebanon, Ky.
Dr. G. P. Peterson Cave City, Ky.	Dr. B. J. Baute Lebanon, Ky.
Dr. H. N. Meiers, Jr. Bowling Green, Ky.	Dr. V. G. Kinnaird Lancaster, Ky.
Dr. Carter Moore (Associate) Franklin, Ky.	Dr. R. G. Webb Livingston, Ky.
Dr. D. Stewart Gallatin, Tenn.	Dr. J. D. Lewis Mt. Vernon, Ky.
Dr. W. H. Stevenson Gallatin, Tenn.	Dr. K. Classon Nashville, Tenn.
Dr. John W. Meredith Scottsville, Ky.	Dr. J. C. Pennington, Jr. Nashville, Tenn.

TONNAGE RATINGS

- RS-3, GP-7, GP-9, F9-A, F9-B, FP7-A, F7-A, F7-B, GP-18, C-418. (Unit Nos. 100-199, 248-259, 308-799, 800-914)
- GP-30, GP-35, GP-38, C-420, RS-20, U-23-B, U-25-B, U-28-B, U-30-B, GP-40. (Unit Nos. 1000-1128, 1300-1335, 1350, 1600-1626, 2500-2509, 2700-2707, 3000-3029, 4000-4049)
- SD-35, SD-40, C-628, C-630, U-25-C, U-28-C, U-30-C, SDP-35. (Unit Nos. 1200-1258, 1400-1432, 1500-1582, 1700-1703)

SOUTHWARD

South Louisville to Bowling Green:

Class of Engines	Normal	A	B
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	1250	1125	1000
FP-7.....	1125	1010	900
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	2500	2250	2000
FP-7.....	2250	2025	1800
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	2075	1865	1660
FP-7.....	1865	1680	1495
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	2100	1890	1680
FP-7.....	1890	1700	1510
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-B	2300	2100	2000
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C.....	3150	2835	2580

South Louisville to Parkville:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	1435	1290	1150
FP-7.....	1290	1160	1035
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	1100	990	890
FP-7.....	990	890	800
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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
F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	1225	1100	980
FP-7.....	1100	990	880
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	2100	1890	1680
FP-7.....	1890	1700	1510
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	2350	2115	1880
FP-7.....	2115	1905	1690
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-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:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	1450	1305	1160
FP-7.....	1305	1175	1045
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-B	1600	1500	1400
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C.....	2175	1955	1740

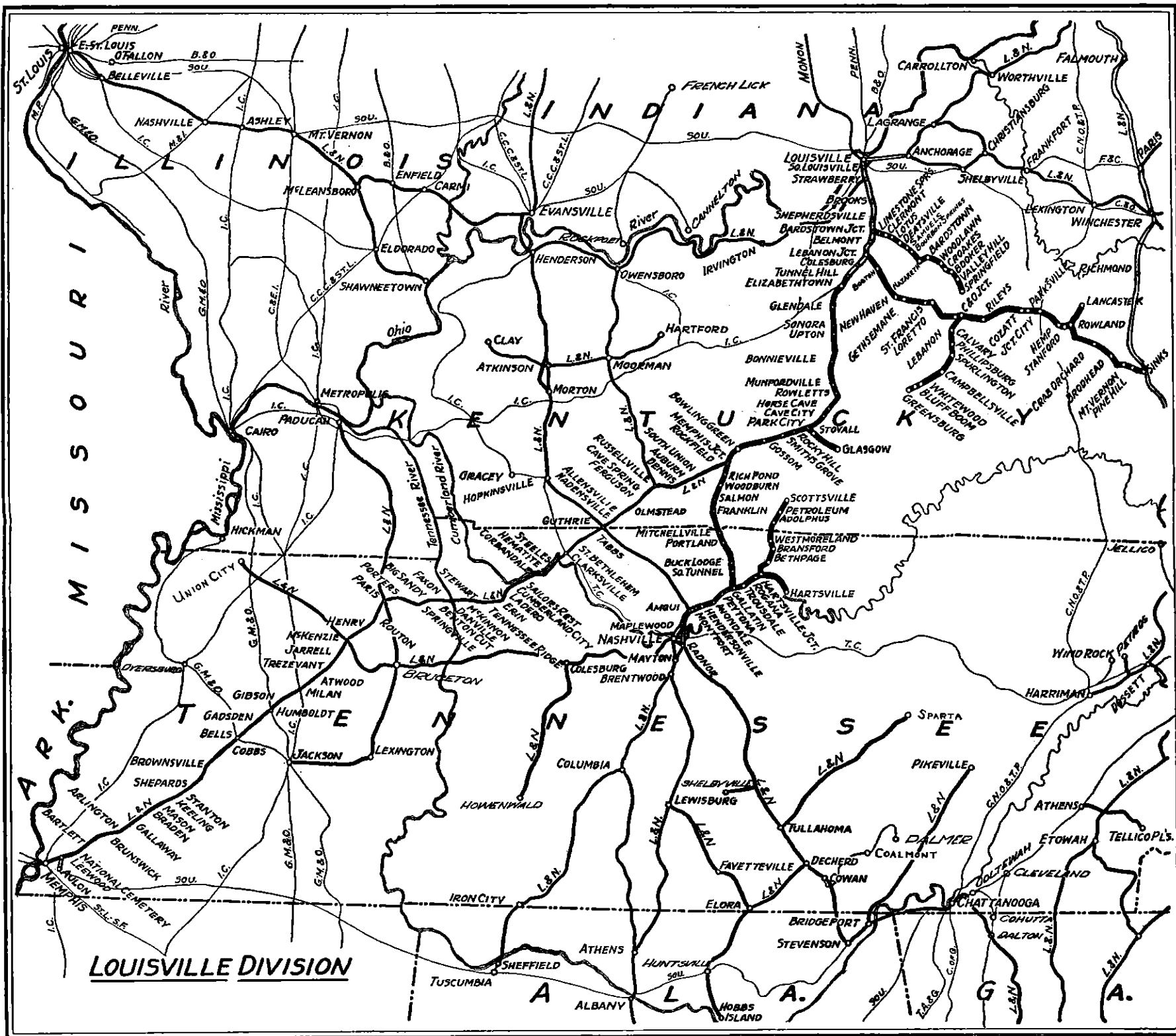
Parkville to South Louisville:

F-9A, F-9B, GP-9			
F-7A, F-7B, GP-7			
FA-2, FB-2, RS-3, GP-18, C-418.....	3350	3015	2680
FP-7.....	3015	2715	2410
GP-30, GP-35, GP-38, GP-40, C-420,			
U-23-B, U-25-B, U-28-B, U-30-B, U-33-B	3600	3500	3400
SD-35, SDP-35, SD-40			
C-628, C-630			
U-25-C, U-28-C.....	5025	4520	4020

1. 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.

2. When freight engine consists of more than one class unit it is not necessary to have the freight unit with the highest short time rating in the lead or be the controlling unit.

3. General Electric units in 300 Series cannot make trailing movements through spring or automatic switches without first having switches aligned by hand for trailing movements.



LOUISVILLE DIVISION