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LOUISVILLE & NASHVILLE RAILROAD COMPANY

CINCINNATI DIVISION

TIME TABLE No.

8

TAKES EFFECT

SUNDAY, SEPTEMBER 30, 1973

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

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice President — Operation

A. JAMES, JR.,
Ass't. Vice President —
Terminals

K. C. DUFFORD,
Ass't. Vice President —
Operation

S. P. STRICKLAND,
Ass't. Vice President —
Transportation

H. L. ENDICOTT,
Superintendent

R. G. ILL,
Ass't. Superintendent

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

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

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

SUB-DIVISIONS

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

DOUBLE TRACK TERRITORY

BETWEEN:

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

STANDARD CLOCKS

Decoursey.....	Locker Room Diesel Shop.
Paris.....	Train-Order Office.
Corbin.....	East Yard Office.
Corbin.....	Passenger Station.
Louisville.....	Union Station, Dispatcher's Office.
So. Louisville.....	Main Yard Office and Engineer's Washroom.
Strawberry.....	Train-Order Office.
Lexington.....	Yard Office.
Ravenna.....	Train Dispatcher's Office.
Ravenna.....	Yard Office.
North Hazard.....	Yard Office.

APPLICATION OF SCHEDULE TIME AND POINT

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

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
Latonia a.....	Continuous	None
Decoursey a.....	Continuous	None
Paris a, b.....	{ 8:00 A.M. to 10:30 A.M. { 2:30 P.M. to 5:00 P.M. {	Sunday
Corbin a.....	Continuous	None
MN Tower.....	Continuous	None
Shelbyville.....	{ 8:00 A.M. to 12:00 Noon { 1:00 P.M. to 5:00 P.M. {	Sat. and Sun.
Frankfort.....	{ 8:00 A.M. to 12:00 Noon { 1:00 P.M. to 5:00 P.M. {	None
Lexington Yard Office.....	Continuous	None
Ravenna a.....	Continuous	None
North Hazard a.....	Continuous	None
Whitesburg a.....	{ 8:15 A.M. to 12:00 Noon { 1:00 P.M. to 5:15 P.M. {	Sat. and Sun.

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

EXCEPTION TO RULE 40 (b)

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.

(Continued on page 7)

LOUISVILLE AND CINCINNATI

NORTHWARD

TIME TABLE No. 8 Takes effect Sunday September 30, 1973 12:01 a.m. Eastern Standard Time	Car Capacity of Passing sidings based on 55 feet per car	SECOND CLASS										
		92	174	140	148	176	172	160	178			
		C. & O. Freight	Fast Freight	Local	Local	Fast Freight	Fast Freight	Fast Freight	Fast Freight			
		Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily			
STATIONS		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.				
CINCINNATI A 0.75												
C. T. JUNCTION 2.24												
K. C. JUNCTION 1.64												
DECOURSEY O 1.24	Yard	8.00		2.00	1.00	7.00		9.30				
LATONIA (Pass. Sta.) O 0.93												
LATONIA (South End) 12.02	96											
BANK LICK 9.36	184											
VERONA 11.98	161											
GLENCOE 15.61	124											
WORTHVILLE 14.70	160											
CAMPBELLSBURG 12.64	167											
LAGRANGE 15.02	156			7.25								
POGUE 0.78	136											
H K TOWER (End of Double Track) 8.04		12.32					2.45					
ST. MATTHEWS 2.51	32											
M N TOWER O 1.34												
PRESTON STREET 1.45		12.01										
T J TOWER 0.50												
SOUTH LOUISVILLE 0.29	Yard	2.30	5.55	6.00	7.00	1.00	2.01	4.00				
A-STREET JUNCTION 0.23												
K. & I. JUNCTION 1.17												
LOUISVILLE L												
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			
		Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily			
		92	174	140	148	176	172	160	178			

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

SOUTHWARD

DECOURSEY AND CORBIN

NORTHWARD

SECOND CLASS					Distance from Cincinnati	TIME TABLE No. 8 Takes effect Sunday September 30, 1973 12:01 a.m. Eastern Standard Time	Car Capacity of Passing Sidings based on 55 feet per car	SECOND CLASS				
113	151	129	265	167				114	128	150	166	264
Fast Freight	Freight	Piggy- back	Fast Freight	Fast Freight				Fast Freight	Piggy- back	Freight	Fast Freight	Fast Freight
Daily	Daily ex. Saturday	Daily	Daily	Daily				Daily	Daily	Daily ex. Saturday	Daily	Daily
P.M.	P.M.	A.M.	A.M.	A.M.			P.M.	P.M.	A.M.	A.M.	A.M.	
6.00	5.01	6.30		12.01	6.37	L DECOURSEY O A	Yard	5.30	6.31	12.01	4.45	
					10.99	(End Double Track) SPRING LAKE						
					17.85	6.86 VISALIA (End Double Track)						
					27.63	9.78 (End Double Track) DEMOSSVILLE						
					36.10	8.47 CATAWBA (End Double Track)						
					46.21	10.11 (End Double Track) UMA						
					56.70	10.49 ROBINSON (End Double Track)						
					64.70	8.0 (End Double Track) KELLERS						
					71.80	7.10 OLIVER (End Double Track)						
					80.80	9.00 (End Double Track) PARIS						
					84.70	3.90 CLAY (End Double Track)						
					93.45	8.75 (End Double Track) JAMES						
					97.18	3.73 NORTH CABIN						
					97.69	0.51 WINCHESTER						
					98.34	0.65 PATIO						
					99.30	0.96 SANDERSON						
					109.40	10.10 BOONSBORO (End Double Track)						
					122.73	13.33 FORT ESTILL	337					
					135.50	12.77 (End Double Track) GAP						
					141.20	5.70 ROUNDSTONE (End Double Track)						
					149.10	7.90 (End Double Track) DUDLEY						
			2.10		151.63	2.53 SINKS						11.58
					153.60	1.97 CALIF (End Double Track)						
					156.98	3.38 (End Double Track) PERTH NORTH						
					159.98	3.00 PERTH SOUTH (End Double Track)						
					170.84	10.86 BOURNE	360					
					180.22	9.38 (End Double Track) FRANTZ						
1.00	12.01	11.30	3.00	7.01	188.09	7.87 CORBIN O L	Yard	11.30	12.01	5.00	10.15	10.35
A.M.	A.M.	A.M.	A.M.	A.M.		(End Double Track)		A.M.	P.M.	P.M.	P.M.	A.M.
Daily	Daily ex. Saturday	Daily	Daily	Daily				Daily	Daily	Daily ex. Saturday	Daily	Daily
113	151	129	265	167				114	128	150	166	264

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

SOUTHWARD

LEXINGTON AND HK TOWER

NORTHWARD

SECOND CLASS					Distance from Lexington	TIME TABLE No. 8 Takes effect Sunday September 30, 1973 12:01 a.m. Eastern Standard Time	Car Capacity of Passing Stairs based on 55 feet per car	SECOND CLASS					
91	147	163	92	146				160					
C. & O. Freight	Local	Fast Freight	C. & O. Freight	Local				Fast Freight					
Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday				Daily					
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.								
			10.11		4.01		L LEXINGTON O A	Yard	2.48		5.01		
			10.18		4.07	3.0	VILEY	43	2.41		4.49		
			10.31		4.18	10.1	PAYNES	51	2.28		4.37		
			10.36		4.23	12.9	McKEE	65	2.23		4.32		
			10.38		4.25	13.6	MIDWAY	12	2.21		4.31		
			10.57		4.40	22.7	JETT	37	2.02		4.15		
			11.12		4.57	27.3	CLIFFSIDE	64	1.47		4.03		
			11.14	8.00	4.59	27.8	FRANKFORT O	Yard	1.45	1.00	4.02		
			11.18	8.33	5.01	28.7	WEST FRANKFORT	75	1.42	12.53	3.57		
			11.26	8.43	5.10	33.5	BENSON	66	1.34	12.30	3.50		
			11.33	8.53	5.17	37.6	GATH	67	1.27	12.23	3.43		
			11.45	9.13	5.28	43.6	LEWIS	108	1.15	12.13	3.33		
			12.01 ¹⁴⁶	9.28	5.43	52.4	SHELBYVILLE O	25	1.00	12.01 ⁹¹	3.19		
			12.02	9.33	5.44	52.9	BLOOMFIELD JCT.		12.59	11.41	3.18		
			12.12	10.03	5.54	60.3	SIMPSONVILLE	34	12.48	11.29	3.05		
			12.21	10.18	6.01	66.1	EASTWOOD	20	12.39	11.18	2.55		
			12.25	10.41	6.10	69.1	AVOCA	28	12.35	11.05	2.49		
			12.28	10.51	6.14	71.0	A HK TOWER L	20	12.32	11.01	2.45		
			P.M.	A.M.	A.M.				A.M.	A.M.	P.M.		
			Daily	Daily ex. Sunday	Daily				Daily	Daily ex. Sunday	Daily		
			91	147	163				92	146	160		

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

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

REGISTER STATIONS

Location	For	Register by Card Form 230
Decoursey Diesel Shop..	All trains.....	All trains
Paris.....	P&M Branch trains.....	
Patio.....	Train 139.....	Train 139
Corbin Dispatchers Office.....	All trains.....	All trains
Maysville.....	All trains.....	
So. Louisville.....	All trains.....	
MN Tower.....	All trains.....	All trains
Lexington Yard Office.....	All trains.....	All trains
Ravenna Yard Office.....	All trains.....	All trains
North Hazard.....	All trains originating and terminating.....	

CLEARANCE OF TRAINS

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

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

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

YARD LIMITS

Cincinnati	Shelbyville
Latonia	West Frankfort-Cliffside
Decoursey	Lexington
Paris (P&M Branch)	Ravenna-Irvine
Winchester-Patio	North Hazard-Hazard
Corbin	Dent (Leatherwood Branch)
Maysville	
C&O Engines may use L&N Tracks at Maysville as per Rule 93.	

RAILROAD CROSSINGS AT GRADE

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

The normal position of the manually controlled crossing gate at Southern Railway crossing, Mile 32 Bloomfield Branch is against L&N movements. Any train on Bloomfield Branch must stop behind insulated joints, located approximately 100 feet on either side of Southern tracks and operate gate by opening it for movement of train over crossing and re-set in normal position after clearing. Insulated joints are painted yellow for easy identification.

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

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

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

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

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

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

EXCEPTION TO RULE 104(d)

DERAILS ON INDUSTRIAL BRANCHES AND SPURS

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

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

Derails have been installed at the entrances of these branches.

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

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

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

**EMINENCE SPUR
BLOOMFIELD SPUR
HERMITAGE SPUR**

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

SPRING SWITCHES

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

HOT BOX DETECTOR SYSTEM

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

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

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

CINCINNATI AND CORBIN SUB-DIVISION

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

SPEED RESTRICTIONS
NORMAL SPEED OF TRAINS

Between	Freight, Work, and Mixed.	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.	Miles Per Hour	
KC Junction and Spring Lake.....	20	15		
Spring Lake and Corbin.....	50	30		
Paris and Maysville.....	10	10		
Latonia and LaGrange.....	50	30		
LaGrange and Louisville City Limits.....	50	35		
Lexington and West Frankfort.....	35	30		
West Frankfort and HK Tower.....	35	30		
Lewis and Eminence.....	25	15		
Lexington-Winchester.....	30	25		
Winchester-Jeff.....	40	25		
Jeff-Blackey.....	35	25		
Blackey-Fleming.....	25	20		
First Creek.....	20	10		
Lotts Creek.....	20	10		
Blackey-Duo.....	20	10		
Duo-Carbon Glow.....	10	10		
Duo-Deane-Pat-Sapphire.....	20	15		
Carr's Fork Branch.....	20	10		
Montgomery Creek Branch.....	20	10		
Leatherwood Creek Branch.....	20	10		
Blair Fork Branch.....	20	10		
Hermitage Spur.....	10	10		
Bloomfield Branch.....	10	10		
Other Branch Lines.....	10	10		
Through Wye at Latonia.....	10	10		
Through Wye at Patio (South Leg).....	8	8		

EXCEPTIONS TO NORMAL SPEED

The normal speed for trains Nos. 129-128 and 127 is sixty (60) miles per hour. When consist includes anything other than totes and automobiles the normal speed is fifty (50) miles per hour. Neither tank cars or open top cars, loaded or empty, may be handled, except by special permission.

Trains operating with six (6) axle Locomotives must not exceed 25 MPH between HK Tower and Winchester.

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

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

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

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

No. 15 equilateral turnouts at:

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

No. 15 turnouts and crossovers:

Turnout EDT Kellers	30 mph
Crossover Licking	30 mph
Turnout to Ravenna-HK Tower sub-division at North Cabin	30 mph
Crossover at North Cabin	30 mph
Crossover at Paris	30 mph
Crossover at Flanagan	30 mph
Crossover at Ford	30 mph
Turnout EDT Gap	30 mph
Turnout EDT Roundstone	30 mph
Turnout to Ravenna-HK Tower sub-division to Patio	30 mph
Turnout to EK Siding Patio	30 mph
Turnout EDT Perritt	25 mph
Crossover Typo	25 mph

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

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

L&N scale test cars in series 41500 to 41504 and N&C 90161 are restricted to a maximum speed of twenty-five (25) miles per hour and must be handled only in local freight trains immediately ahead of cabooses.

Trains will not exceed twenty-five (25) miles per hour through Anchorage to permit crossing gates to go down. Crossing gates at Johnson Avenue, just north of HK Tower, will not

operate for southward movements when southward home signals at HK Tower are indicating stop. Crossing gates at Grey Tower Avenue, just south of HK Tower, will not operate for northward movements when northward home signal at HK Tower is indicating stop. When necessary to pass either of these signals indicating stop, as provided for in Rule 509(a), a flagman must precede train being moved onto crossing.

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

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

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

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

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

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

Beattyville15	LaGrange10	Pewee Valley35
Butler25	Lexington	Pleasureville15
Carlisle6	City Limits15	Richmond35
Covington20	Over streets...12	St. Matthews30
Cynthiana20	London35	Whitesburg10
East Bernstadt...20	Midway25	Winchester15
Eminence15	Newport10	
Frankfort10	Paris35	

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:
KC Junction and Latonia

Point Isabella and Latonia

HK Tower and Frankfort Ave., Louisville

HK Tower and L&N Junction (Lexington)

Cow Creek and Pryse.

Grimes and Typo (Southward Main)

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Limits are effective between Latonia and HK Tower, L-L Sub-division, Spring Lake and Corbin, Patio and end of double track at Cow Creek, end of double track at Pryse and North Hazard, except between Grimes and Typo on Southward Main, Hazard and Blackey.

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

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

INTERLOCKING

Interlocking rules are effective:

Newport

KC Junction

Latonia

Rosedale

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

Decoursey

Spring Lake

Winchester

L&N Junction

MAXIMUM ALLOWABLE WEIGHT OF FREIGHT CARS:

Hermitage Spur (Frankfort to Taylorton)	220,000
Maysville Branch (Paris to Maysville)	177,000
Newport and Cincinnati Bridge	220,000
All other Cincinnati Div'n trackage	263,000
100 ton coal cars in unit trains, including GGPX Cars	270,000

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAIN

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

St. Matthews

Anchorage

Cynthiana

Falmouth

Frankfort

LaGrange

Lexington

Louisville

Maysville

Midway

Paris

Pewee Valley

Richlawn

Richmond

Shelbyville

Simpsonville

Winchester

The use of the whistle in the above cities is prohibited except in case of emergency. Engine bell will be sounded continuously within the city limits except at Anchorage where it will be rung not to exceed one (1) minute as a signal that a

standing train is about to start. Southward trains will use the engine bell only approaching Old Harrods Creek Road crossing. On northward trains the whistle and bell will be sounded in accordance with the rules approaching this crossing.

MISCELLANEOUS SPECIAL INSTRUCTIONS EMERGENCY TELEPHONES

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

LATONIA AND LOUISVILLE SUB-DIVISION

Absolute block signal located approximately 450 feet north of Mile Post 15 governing southward movement on main track at O'Bannon may display a yellow over green over red aspect. The name of this indication conveyed by this aspect is "Approach Medium," and trains will be governed by Rule 282. Trains must not exceed ten (10) MPH in and out of Ford Plant, Mile 15.0, O'Bannon.

CINCINNATI AND CORBIN SUB-DIVISION MAYSVILLE BRANCH

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

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

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

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

Nos. 158 and 159 between Paris and Maysville.

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

FORT ESTILL

Trains must not exceed five (5) MPH in Government Yard, Ft. Estill.

EASTERN KENTUCKY SUB-DIVISION

No. 130 may assume schedule and leave Jackson, Kentucky without Clearance Form A.

No. 138 may assume schedule and leave Patio, Kentucky without Clearance Form A.

Trains must not exceed 5 MPH when passing over the scale at Pryse, Mile VB-150.

All northbound trains approaching scales at Pryse, Ky. to be weighed should contact the yard office on radio prior to passing MP 151. Train should then reduce speed to 4 MPH until complete train has passed over the scales.

There are five speed control lights located on the engineers side north of the scales. The first light is located 500 feet north of scales and the remaining 4 at approximately 1000 ft. intervals. The speed of the train approaching the scales is to be governed by these speed control light indications.

The lights will display the following aspects:

1. Continuous white light — indicates normal weighing speed of 1-4 miles per hour.
2. Flashing white light — 45 flashes per minute — indicates speed in excess of 4 MPH, still within weighing limits, but speed should be reduced until continuous white light is displayed.
3. Flashing white light — 120 flashes per minute — indicates over-speed and incorrect weights. Engineer should advise yard office of over-speed condition, stop train, and upon receipt of permission from dispatcher, back up and re-weigh complete train.

In order to properly re-weigh the complete train, it will be necessary to back the train clear of the signal located approximately 1400 feet south of the scales and wait for the speed control lights to extinguish. Then proceed over the scales governed by the speed control lights. After the engine has passed the scales, the speed lights indicate the speed of the car as it is being weighed and not the speed of the head end of the train.

When loading cars at fast loading tipples, crews should look over the conditions of flangeways in the tracks so as to avoid derailments in the vicinity of these tipples.

Finding flangeways in such conditions that they would create derailments, the matter must be promptly reported to the mine operators, also report made to Trainmaster as soon as possible.

HELPER ENGINES BETWEEN JACKSON AND OAKDALE

After northward freight train requiring helper engine service stops at Jackson for that purpose, the helper engines should be coupled to the rear of the train, automatic brake valve cutout

cock on helper engines should be closed and train line angle cocks between engines and on rear of caboose opened.

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

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

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

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

Trains must sound whistle approaching Haddix fast loading tipple, Mile VB 204.

All branches Hazard Area. Crews handling train with 100 ton hoppers loaded or empty will not exceed 10 miles per hour.

TRAINS ENROUTE TO FIRST CREEK BRANCH FROM THE SIDING, TYPO

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

MOVEMENT ON NORTHWARD SIDING BETWEEN COMBS AND TYPO

Northward siding has automatic block signal protection for northward trains only. This siding may be used by southward trains with the permission of the train dispatcher.

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

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

OTHER TRACKS—Cincinnati-Corbin Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Kenton.....	C- 19.3	6	South End
Morning View.....	C- 23.0	130	Both Ends
Butler.....	C- 29.4	10	Both Ends
Catawba.....	C- 35.9	30	South End
North Falmouth.....	C- 38.0	125	Both Ends
Falmouth.....	C- 40.6	Yard	Both Ends
Morgan.....	C- 47.4	9	North End
Berry.....	C- 54.2	8	Both Ends
Garnett.....	C- 59.3	15	North End
Poindexter.....	C- 62.1	9	North End
Cynthiana.....	C- 66.0	Yard	Both Ends
Lair.....	C- 69.7	11	Both Ends
Shawhan.....	C- 72.8	40	Both Ends
Paris.....	C- 80.0	Yard	Both Ends
North Cabin.....	C- 96.0	36	Both Ends
Patio.....	C- 97.0	Yard	Both Ends
Flanagan.....	C-102.0	7	North End
Ford.....	C-106.7	27	Both Ends
Ophelia.....	C-114.8	10	South End
Richmond.....	C-119.0	Yard	Both Ends
Ft. Estill.....	C-121.8	65	Both Ends
Berea.....	C-132.0	Yard	Both Ends
Snider.....	C-137.5	39	South End
Wildie.....	C-142.9	10	North End
Donora.....	C-150.0	32	Both Ends
Livingston.....	L-140.0	Yard	Both Ends
East Bernstadt.....	L-152.0	Yard	Both Ends
London.....	L-158.0	Yard	Both Ends
Levi Jackson.....	L-160.0	250	Both Ends
Fariston.....	L-163.0	100	Both Ends

OTHER TRACKS—Louisville-Latonia Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
St. Matthews.....	T- 5.5	5	Both Ends
Lyndon.....	T- 8.4	12	North End
Lakeland.....	T- 11.1	10	South End
O'Bannon.....	T- 14.8	Yard	Both Ends
Crestwood.....	T- 18.5	12	South End
Camden.....	T- 19.0	30	South End
Buckner.....	T- 23.4	50	Both Ends
Bonhan.....	T- 24.7	50	South End
LaGrange.....	T- 27.3	50	Both Ends
Pendleton.....	T- 32.7	8	North End
Campbellsburg.....	T- 40.8	10	Both Ends
Turners.....	T- 44.0	12	South End

OTHER TRACKS—Louisville-Latonia Sub-Division—Continued

Station	Mile	Capacity 55 Ft. Cars	Switch
English.....	T- 50.5	28	North End
Worthville.....	T- 54.5	65	Both Ends
Sanders.....	T- 62.0	30	South End
Sparta.....	T- 65.0	50	Both Ends
Glenco.....	T- 70.5	12	Both Ends
Verona.....	T- 84.1	10	Both Ends
Walton.....	T- 89.2	45	Both Ends
Banklick.....	T- 92.9	9	Both Ends
Independence.....	T- 97.1	6	South End

OTHER TRACKS—Eastern Kentucky Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Avoca.....	W- 14.2	24	Both Ends
Eastwood.....	W- 17.5	21	Both Ends
Simpsonville.....	W- 23.4	35	Both Ends
Shelbyville.....	W- 31.0	20	Both Ends
Christianburg.....	W- 50.0	12	South End
Bagdad.....	W- 52.0	8	Both Ends
West Frankfort.....	W- 64.5	20	Both Ends
Cliffside.....	W- 66.0	5	Both Ends
Jett.....	W- 70.5	17	Both Ends
Midway.....	W- 79.8	8	Both Ends
Paynes.....	W- 83.0	5	Both Ends
Viley.....	W- 90.5	40	Both Ends
Montrose.....	VB-100.0	6	Both Ends
Fenwick.....	VB-102.5	5	South End
Avon.....	VB-104.5	13	Both Ends
Wyandotte.....	VB-107.9	23	Both Ends
Winchester.....	VB-113.5	26	Both Ends
Agawam.....	W&I-214.1	5	Both Ends
Sloan.....	W&I-220.3	10	Both Ends
Calla.....	W&I-229.2	90	Both Ends
Pryse.....	VB-149.8	15	South End
Yellow Rock.....	VB-165.4	33	Both Ends
Heidelberg.....	VB-170.0	18	Both Ends
Beattyville.....	VB-176.0	Yard	Both Ends
St. Helens.....	VB-179.8	52	Both Ends
Tallega.....	VB-183.5	59	Both Ends
Oakdale.....	VB-188.5	34	Both Ends
Elkatawa.....	VB-195.0	58	Both Ends
Jackson.....	VB-198.0	Yard	Both Ends
Wolfcoal.....	VB-216.1	23	Both Ends
Chavies.....	VB-223.1	9	Both Ends
Typo.....	VB-237.4	Yard	Both Ends
Crawford.....	VB-238.5	Yard	Both Ends
Combs.....	VB-240.3	37	Both Ends
Lothair.....	VB-244.0	60	Both Ends
Ecco.....	VB-245.0	21	North End
Jeff.....	VB-248.5	31	Both Ends
Viper.....	VB-251.5	36	Both Ends
Dent.....	VB-259.0	Yard	Both Ends
Blackey.....	VB-268.1	Yard	Both Ends
Whitesburg.....	VB-284.0	25	Both Ends
Fleming.....	VB-297.0	16	Both Ends

SPEED RESTRICTIONS (Curves, Other Conditions)

Mile Location Between	M.P.H.
Louisville to Latonia	
T- 4.6 to T- 6.3.....	35 (Both mains)
T- 6.3 to T- 11.5.....	45 (Both mains)
T- 11.5 to T- 13.2.....	40 (Both mains)
T- 13.2 to T- 15.6.....	45
T- 15.6 to T- 17.6.....	35
T- 17.6 to T- 19.7.....	45
T- 19.7 to T- 26.0.....	40
T- 26.0 to T- 27.3.....	10
T- 27.3 to T- 28.6.....	35
T- 28.6 to T- 32.8.....	45
T- 32.8 to T- 37.4.....	35
T- 37.4 to T- 37.9.....	25
T- 37.9 to T- 38.8.....	10
T- 38.8 to T- 39.4.....	25
T- 39.4 to T- 41.7.....	40
T- 41.7 to T- 47.8.....	25
T- 47.8 to T- 49.5.....	45
T- 49.5 to T- 53.3.....	35
T- 53.3 to T- 71.3.....	40
T- 71.3 to T- 83.4.....	30
T- 83.4 to T- 87.3.....	35
T- 89.5 to T- 90.6.....	40
T- 90.6 to T-103.4.....	30
Latonia to Paris	
C- 1.0 to C- 4.3.....	10 (S.B. main)
C- 1.0 to C- 4.3.....	20 (N.B. main)
C- 4.3 to C- 12.3.....	30 (N.B. main)
C- 4.3 to C- 11.3.....	30 (S.B. main)
C- 11.3 to C- 12.3.....	15 (S.B. main)
C- 12.3 to C- 14.8.....	40 (Both mains)
C- 20.0 to C- 25.3.....	40
C- 25.3 to C- 27.7.....	30 (Both mains)
C- 27.7 to C- 29.9.....	40 (Both mains)
C- 29.9 to C- 32.9.....	45 (Both mains)
C- 32.9 to C- 36.7.....	40 (Both mains)
C- 36.7 to C- 37.3.....	35
C- 37.3 to C- 42.9.....	40
C- 42.9 to C- 43.6.....	35
C- 43.6 to C- 45.7.....	40
C- 47.3 to C- 51.2.....	40 (Both mains)
C- 51.2 to C- 51.7.....	35 (Both mains)
C- 51.7 to C- 55.2.....	40 (Both mains)
C- 55.2 to C- 58.7.....	45 (Both mains)
C- 58.7 to C- 59.6.....	40
C- 63.7 to C- 65.3.....	40 (Both mains)
C- 65.3 to C- 67.2.....	20 (Both mains)
C- 67.2 to C- 69.3.....	45 (Both mains)

**SPEED RESTRICTIONS (Curves, Other Conditions)—
Continued**

Mile Location Between	M.P.H.
Paris to Winchester	
C- 79.6 to C- 81.3.....	35 (Both mains)
C- 81.3 to C- 82.7.....	40 (Both mains)
C- 92.8 to C- 93.4.....	45
Winchester to Sinks	
C- 96.2 to C- 96.9.....	15 (Both mains)
C- 96.9 to C- 97.7.....	20 (Both mains)
C- 97.7 to C- 99.9.....	45 (N.B. main)
C- 97.7 to C-103.4.....	45 (S.B. main)
C- 99.9 to C-107.1.....	25 (N.B. main)
C-103.4 to C-106.3.....	25 (S.B. main)
C-106.3 to C-120.4.....	35 (S.B. main)
C-107.1 to C-120.4.....	35 (N.B. main)
C-120.4 to C-123.3.....	45
C-138.6 to C-139.4.....	45 (Both mains)
C-142.5 to C-146.6.....	40
C-146.6 to C-151.1.....	35 (Both mains)
Sinks to Corbin	
C-151.1 to L-143.8.....	30 (Both mains)
L-143.8 to L-152.8.....	25 (Both mains)
L-152.8 to L-154.2.....	35 (Both mains)
L-154.2 to L-159.3.....	45 (Both mains)
L-163.7 to L-164.7.....	40
L-166.6 to L-171.0.....	40
L-171.0 to L-172.0.....	25
H.K. Tower to Lexington	
W- 64.6 to W- 66.7.....	10
W- 66.7 to W- 71.1.....	20
W- 78.3 to W- 82.4.....	25
W- 82.4 to W- 92.2.....	30
W- 92.2 to W- 97.8.....	15
Lexington to North Cabin	
W-101.7 to VB- 99.2.....	25
Patio to Ravenna	
W&I-208.1 to W&I-221.2.....	35
W&I-221.2 to W&I-221.9.....	25
W&I-221.9 to W&I-227.4.....	35
W&I-227.4 to W&I-227.6.....	30
W&I-227.6 to W&I-232.4.....	35
W&I-232.4 to VB -144.9.....	25
Ravenna to Pryse	
VB-144.9 to VB-149.5.....	30 (S.B. main)
VB-145.3 to VB-148.5.....	30 (N.B. main)
VB-148.5 to VB-149.5.....	25 (N.B. main)
VB-149.5 to VB-149.7.....	10 (N.B. main)
VB-149.5 to VB-150.9.....	25 (S.B. main)

Mile Location Between	M.P.H.
Pryse to Perritt	
VB-150.9 to VB-156.1.....	30
VB-156.1 to VB-158.2.....	25
VB-158.2 to VB-176.0.....	30
VB-176.0 to VB-176.8.....	25
VB-176.8 to VB-178.8.....	30
VB-178.8 to VB-178.9.....	25
VB-178.9 to VB-182.2.....	30
VB-182.2 to VB-186.0.....	25
VB-186.0 to VB-187.5.....	30
VB-187.5 to VB-191.1.....	25
VB-191.1 to VB-191.7.....	20
VB-191.7 to VB-202.0.....	25
VB-202.0 to VB-213.8.....	30
VB-213.8 to VB-222.9.....	25
VB-222.9 to VB-224.8.....	30
Perritt to Typo	
VB-224.8 to VB-226.5.....	30 (S.B. main)
VB-224.8 to VB-225.3.....	25 (N.B. main)
VB-226.5 to VB-227.2.....	25 (S.B. main)
VB-225.3 to VB-228.0.....	30 (N.B. main)
VB-227.2 to VB-230.1.....	30 (S.B. main)
VB-228.0 to VB-230.8.....	25 (N.B. main)
VB-230.1 to VB-230.8.....	25 (S.B. main)
VB-230.8 to VB-233.2.....	30 (S.B. main)
VB-230.8 to VB-235.9.....	30 (N.B. main)
VB-233.2 to VB-233.5.....	25 (S.B. main)
VB-233.5 to VB-236.5.....	30 (S.B. main)
VB-235.9 to VB-237.1.....	25 (N.B. main)
VB-236.5 to VB-237.1.....	25 (S.B. main)
Typo to Hazard Yards	
VB-237.1 to VB-240.5.....	25
VB-240.5 to VB-241.3.....	10
Hazard to Fleming	
VB-243.2 to VB-252.8.....	25
VB-252.8 to VB-264.9.....	30
VB-264.9 to VB-283.8.....	25
VB-283.8 to VB-284.6.....	10
VB-284.6 to VB-297.6.....	25

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	43	70	0	52

SPECIAL INSTRUCTIONS — CINCINNATI TERMINALS

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

SPECIAL MOVEMENTS

Cincinnati, Latonia, DeCoursey

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

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

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

Five (5) 4-axle units is the maximum number that can be used on the L&N Newport-Cincinnati bridge.

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

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

At NX Cabin, Newport, Ky., in the event home signals of interlocking plant governing movements, crossing over the C&O Railroad or onto the C&O Railroad, display STOP indication and C&O movement is not passing or approaching the crossing the yard foreman or engineer will communicate by telephone, located at or adjacent to the home signals, with the L&N train dispatcher and determine if the route is intended for continued movement of train via L&N, or to the C&O. Authority must be obtained from the yardmaster at KC Jct. to pass signal displaying STOP indication. Switches must be placed on "Hand" operation as per the rules. After the first switch involved has been placed in "Hand" throw position wait five (5) minutes placing lighted Red Fuses on each side of crossing in position to protect the movement and proceed on hand signals given by member of the crew. When so instructed by the operator at KC Jct. a member of train or engine crew will operate emergency push button in box on east end of relay case which is

located between NX Cabin and No. 1 C&O track. Instructions for operating push button are located in telephone box adjacent to this relay box.

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

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

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

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

ELECTRIC SWITCH LOCKS

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

SPECIAL INSTRUCTIONS — CORBIN TERMINALS

Switchtenders are located at following points:

North end of East Yard.

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS**CORBIN TERMINALS—Continued**

govern movements into automatic block. Southward Dwarf signal located at Center Street will govern movements over power-operated switch to clearance point of passenger yard tracks No. 3 and No. 5.

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

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

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

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

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

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

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

Between Louisville (10th and Kentucky Street) and Mile Post 8.

Between Frankfort Avenue and South Louisville.

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.

Frankfort Ave. to point 300 feet south of Mile Post T-2.

INTERLOCKING.

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

STANDARD CLOCKS.

Union Station (Dispatcher's Office)

Strawberry (Train Order Office)

South Louisville (Main Yard Office and Engineer's Wash-room)

TRAIN ORDER OFFICES.

KS, Strawberry

MN Tower

REGISTER STATIONS

Location	For	Register by Card Form 230
Union Station.....	All trains	
South Louisville, Main Yard Office.....	All trains except first class	All trains except first class
South Louisville, FX, Locker Room.....	All trains except first class	All trains except first class
Strawberry, KS Office.....	Southward Louisville Division trains, except first class All Evansville Division trains	All Evansville Division 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, or at VI Tower.

Northward trains enroute Monon Sub-division may leave South Louisville without Clearance Form A, but must receive Clearance Form A at VI 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 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 Conductor's Room)
 Tenth Street (Engineer's Washroom)
 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 to South Louisville	20	20	20
Union Station and Mile Post 7 (Louisville Division)	30	25	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 Strawberry 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(l) 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 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.

DIVISION OFFICERS

P. D. WEAVER,
Trainmaster
Latonia, Ky.

M. C. TABOR,
Trainmaster
Louisville, Ky.

H. R. FORSYTHE,
Trainmaster
Hazard, Ky.

W. E. BURGOYNE,
Trainmaster
Decoursey, Ky.

W. J. DOYLE,
Trainmaster
Decoursey, Ky.

J. H. GOINS,
Ass't. Trainmaster
Decoursey, Ky.

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

T. L. WILLIAMS,
Ass't. Trainmaster
Louisville, Ky.

T. E. WILSON,
Road Foreman of Engines
Ass't. Trainmaster

J. B. GILBERT,
Road Foreman of Engines
Ass't. Trainmaster

T. W. WOOLERY,
Road Foreman of Engines
Ass't. Trainmaster

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

L. E. MARCUM,
Chief Dispatcher — Car Distributor
Ravenna, Ky.

LOUISVILLE TERMINALS

W. T. DUDLEY,
Superintendent

J. E. WINSTEAD,
Superintendent Terminal

C. M. TATUM,
Trainmaster

J. D. THOMAS,
Trainmaster

H. P. HAMBLIN,
Trainmaster

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

A. S. THEIL,
Ass't. Trainmaster

C. J. BURTON,
Ass't. Trainmaster

R. N. COTTON,
Ass't. Trainmaster

F. L. COAKLEY,
Ass't. Trainmaster

R. R. TICHENOR,
Ass't. Trainmaster

D. B. SHARP,
Ass't. Trainmaster

LIST OF SURGEONS

DISTRICT SURGEONS

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

OCULISTS

Dr. Dexter Meyers	Covington, Ky.	Dr. W. O. Preston	Lexington, Ky.
Dr. Wm. M. Buttermore	Corbin, Ky.	Dr. C. L. Combs	Hazard, Ky.
Dr. Joseph Ballard	Lexington, Ky.		

LOCAL SURGEONS

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

TONNAGE RATINGS OF LOCOMOTIVES

- Column 1. F-7A (803-863), F-9A (550-558), F-7B (702-720), F-9B (575-578), GP-7 (388-489), GP-9 (501-545), GP-18 (900-904), RS-3 (100-259), GP-7N (490-495), C-418 (910-914), FP-7A (612-693).
- Column 2. GP-30 (1000-1060), GP-35 (1100-1128), GP-40 (3000-3029), U-23B (2700-2752), U-25B (1600-1626), GP-38-2 (4050-4144), C-420 (1300-1335), RS-20 (1350), U-30B (2500-2509), GP-38 (4000-4049).
- Column 3. C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1525), U-28C (1527-1533), U-30C (1534-1582), U-30C (1470-1499), SDP-35 (1221-1224), SD-35 (1200-1220), SD-40 (1225-1258).

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

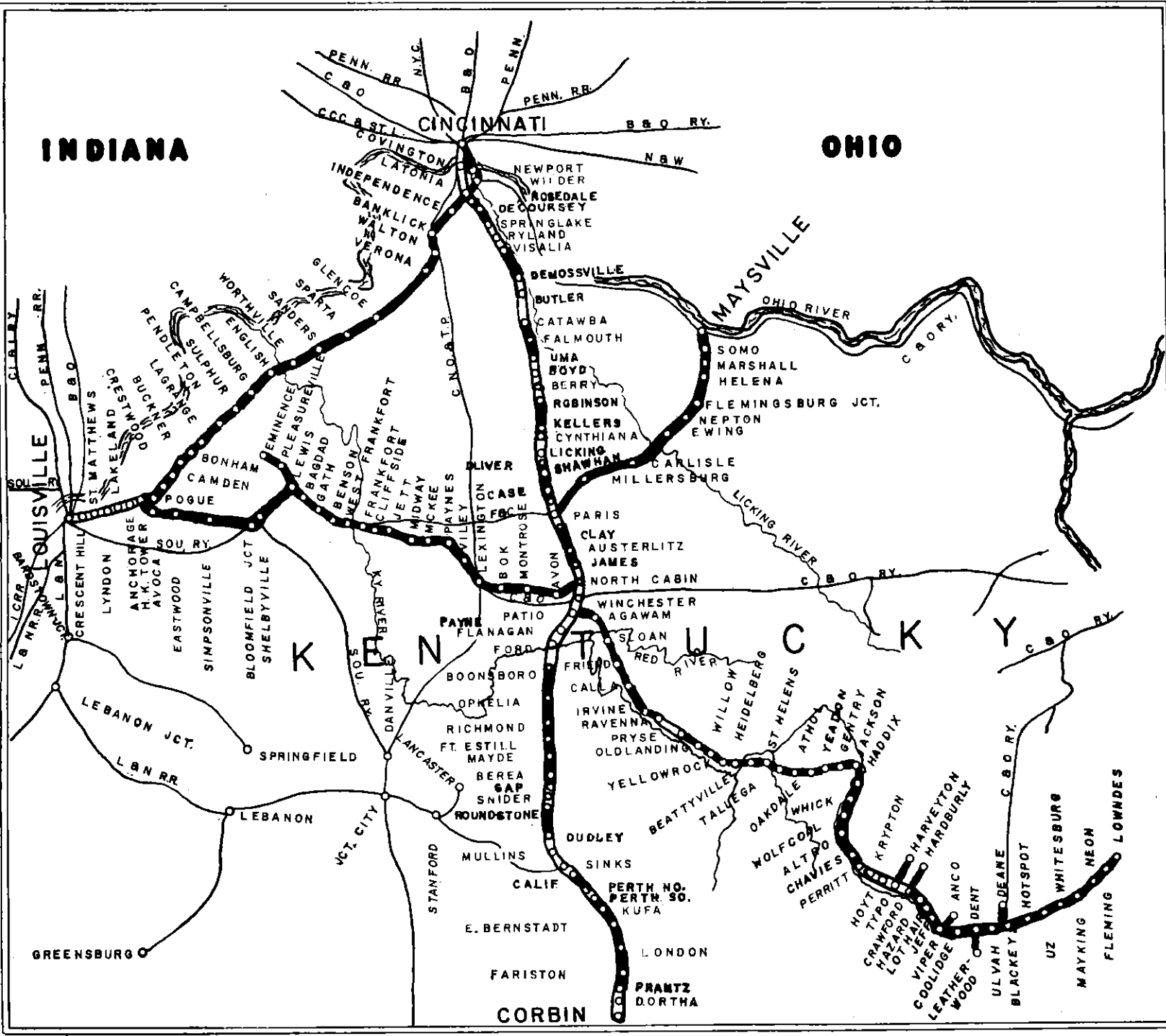
The tonnage of unweighed loads of coal will be estimated as follows for tonnage rating of trains:

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

INDIANA

OHIO

CINCINNATI



NEWPORT
WILDER
ROSDALE
DE COURSEY
SPRING LAKE
RYLAND
VISALIA

MAYSVILLE

LOUISVILLE
ST. MATTHEWS
LAKELAND
CRESTWOOD
BUCKNER
LAGRANGE
SULPHUR
CAMPBELLSBURG
WORTHVILLE
SANDERS
SPARTA
GLENCOE
BANKLICK
WALTON
VERONA

POGUE
CAMDEN
BONHAM
EMINENCE
PLEASANTVILLE
LEWIS
BAGDAD
GATH
BENSON
WEST
FRANKFORT
FRANKFORT
CLIFFSIDE
JETT
MIDWAY
MCKEE
PAYNES
VILLEY

LYNDON
ANCHORAGE
H.K. TOMER
AVOCA
EASTWOOD
SIMPSONVILLE
BLOOMFIELD JCT.
SHELBYVILLE

LEBANON JCT.
LEBANON
GREENSBURG

DEMOSVILLE
BUTLER
CATAWBA
FALMOUTH
UMA
BOYD
BERRY
ROBINSON
KELLERS
CYNTHIANA
LICKING
SHAWHAN
OLIVER
CASE
FORBES
PARIS
CLAY
AUSTERLITZ
JAMES
NORTH CABIN
WINCHESTER
AGAWAM
ST. LOAN
FRIENDS
RED RIVER
BOONSBORO
OPHELIA
RICHMOND
FT. ESTILL
MAYDE
BEREA
GAP
SNIDER
ROUNDSTONE
MULLINS
STANFORD
CALIF
SINKS
PERTH NO.
PERTH SO.
KUFU
E. BERNSTADT
FARISTON
CORBIN

DECATUR
MAYSVILLE
SOMO
MARSHALL
HELENA
FLEMINGSBURG JCT.
NEPTON
EWING
CARLISLE
MILLERSBURG
LICKING RIVER
C.B. & O. RY.
C.B. & O. RY.
C.B. & O. RY.
WILLOW
HEIDELBERG
ST. HELENS
ATHOL
YEADON
GENTRY
JACKSON
MADDIX
OAKDALE
WHICK
WOLFCOHL
ALTO
CHAVIES
PERRITT
KRYPTON
HARVEYTON
HARBURLY
ANCO
DENT
ULVAH
BLACKKEY
HOTSPOT
WHITESBURG
MAYKING
NEON
FLEMING
LOWNDES

LEXINGTON
BOK
MONTROSE
AVON
PAYNE
PATIO
FLANAGAN
FORD
IRVINE
RAVENNA
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