

**INDEX**

	Page
Application of Schedule Time and Point .....	1
Automatic Block Signal System Limits .....	11
Bulletin Boards .....	1
Centralized Traffic Control System Limits .....	11
City Ordinances and Regulations, Other Than Maximum Speed of Train .....	11
Clearance of Trains .....	7
Derails on Industrial Branches and Spurs .....	7
Division Officers .....	19
Handling of Explosives and Dangerous Cars .....	20
Hot Box Detector System .....	8
Interlocking Limits .....	11
Map .....	Back Cover
Miscellaneous Special Instructions .....	11, 12, 13
Other Tracks .....	13, 14
Railroad Crossings at Grade .....	7
Register Stations .....	7
Schedules .....	2-6
Cincinnati and Louisville .....	2, 3
Decoursey and Corbin .....	4
Lexington and HK Tower .....	5
Lexington and Ravenna .....	6
Paris and Maysville .....	6
Ravenna and Fleming .....	6
Special Instructions	
Cincinnati Terminal .....	16
Corbin Terminal .....	16
Louisville Terminal .....	18
Speed and Gross Weight Restrictions .....	9
Speed Restrictions (Curves and Other Conditions) .....	14, 15
Exceptions to Normal Speed .....	10
Speed Table .....	15
Spring Switches .....	8
Standard Clocks .....	1
Sub-Divisions .....	1
Surgeons and Oculists .....	19
Tonnage Ratings .....	Inside Back Cover
Train-Order Offices .....	1
Yard Limits .....	7

# LOUISVILLE & NASHVILLE RAILROAD COMPANY

## CINCINNATI DIVISION

### TIME-TABLE No.

# 9

**TAKES EFFECT**

**SUNDAY, JUNE 13, 1976**

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

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**C. N. WIGGINS**

Vice President — Operations

**K. C. DUFFORD**

Ass't. Vice President —  
Operations

**R. L. GRIMES**

General Manager —  
Transportation

**H. L. ENDICOTT**

Superintendent

**R. W. PAGE**

Ass't. Superintendent

**A. B. NOONAN**

Ass't. Superintendent —  
Cincinnati Terminal

## 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.....	Train-Order Office East Yard Office Crew Callers Office
Louisville.....	Union Station (Register Room and Conductor's Room)
South Louisville.....	Main Yard Office, Round House Locker Room at FX For C&O Ry. Trains Hancock Street Tower Roundhouse, Floyd Street
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 Depot

### SUB-DIVISIONS

CC — Between Cincinnati and Corbin, including P. & M. Branch.  
 LL — Between Latonia and Louisville.  
 EK — Between Ravenna and HK Tower, including Branches.  
 EK — 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., East Louisville  
 Cow Creek and Pryse  
 Perritt and Typo (CTC Rules effective between Perritt and Typo on Northward Main, and between Perritt and Grimes on Southward Main.)

### STANDARD CLOCKS

Decoursey.....	Locker Room Diesel Shop.
Paris.....	Train-Order Office.
Corbin.....	Crew Callers Office. Train-Order Office.
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
Strawberry a.....	Continuous	None
East Louisville a..	7:00 A.M. to 11:00 P.M.	None
Shelbyville.....	{ 8:00 A.M. to 12:00 Noon { } 1:00 P.M. to 5:00 P.M. {	Sat. and Sun.
Frankfort.....	{ 7:00 A.M. to 11:00 A.M. { } 12:00 Noon to 4:00 P.M. {	Sat. and Sun.
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.

(Continued on page 7)

## SOUTHWARD

## CINCINNATI AND LOUISVILLE

SECOND CLASS													Distance from Louisville	TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time
				173	143	91	177	141	163	149	171			
				Fast Freight	Local	C. & O. Freight	Fast Freight	Local	Fast Freight	Local	Fast Freight			
				Daily P.M.	Daily ex. Sat. P.M.	Daily P.M.	Daily A.M.	Daily ex. Sunday A.M.	Daily A.M.	Tue., Thur., Sat. A.M.	Daily A.M.			
														STATIONS
													113.20	L CINCINNATI 0.75
													112.45	C. T. JUNCTION 2.24
													110.21	K. C. JUNCTION 1.64
				8.00			11.00				5.00	3.00	109.81	DECOURSEY O 1.24
													108.57	LATONIA (Pass. Sta.) O 0.93
													107.64	LATONIA (South End) 12.02
													95.62	BANK LICK 9.36
													86.26	VERONA 11.98
													74.28	GLENCOE 15.61
													58.67	WORTHVILLE 14.70
													43.97	CAMPBELLSBURG 12.64
					9.01			9.01					31.33	LAGRANGE 15.02
						12.34			6.16				16.31	POGUE 0.78
													15.53	H K TOWER (End of Double Track) 8.04
													7.49	ST. MATTHEWS 2.51
													4.98	EAST LOUISVILLE O 1.34
						1.05							3.64	PRESTON STREET 1.95
				3.00	10.31		6.00	10.30	7.01	1.00	9.45		1.69	A SOUTH LOUISVILLE
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.			
				Daily	Daily ex. Sat.	Daily	Daily	Daily ex. Sunday	Daily	Tue., Thur., Sat.	Daily			
				173	143	91	177	141	163	149	171			

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

## LOUISVILLE AND CINCINNATI

## NORTHWARD

TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stairs based on 55 feet per car	SECOND CLASS											
		92	160	140	148	178	174	172	176	142			
		C. & O. Freight	Fast Freight	Local	Local	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Local			
STATIONS		Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily ex. Saturday			
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.			
CINCINNATI A 0.75													
C. T. JUNCTION 2.24													
K. C. JUNCTION 1.64													
DECOURSEY O 1.24	Yard				2.00	12.01	4.00	8.30	2.00				
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						9.00			
POGUE 0.78	136												
H K TOWER (End of Double Track) 8.04		12.32	6.22										
ST. MATTHEWS 2.51	32												
EAST LOUISVILLE O 1.34													
PRESTON STREET 1.95		12.01											
SOUTH LOUISVILLE L	Yard		4.40	4.45	4.50	5.00	9.30	2.00	7.00	7.30			
		A.M.	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	Daily ex. Saturday			
		92	160	140	148	178	174	172	176	142			

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. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stations Based on 55 feet per car	SECOND CLASS					
167	151	265	113	129				166	264	112	150	168	
Fast Freight	Freight	Fast Freight	Fast Freight	Piggy- back				Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight	
Daily P.M.	Daily ex. Saturday P.M.	Daily P.M.	Daily A.M.	Daily A.M.				Daily P.M.	Daily A.M.	Daily P.M.	Daily ex. Sunday A.M.	Daily A.M.	
6.00	5.01		7.00	2.00	6.37	L DECOURSEY O A	Yard	3.00		10.00	12.01	4.00	
					10.99	(End Double Track) SPRING LAKE 6.86							
					17.85	VISALIA (End Double Track) 9.78							
					27.63	(End Double Track) DEMOSSVILLE 8.47							
					36.10	CATAWBA (End Double Track) 10.11							
					46.21	(End Double Track) UMA 10.49							
					56.70	ROBINSON (End Double Track) 8.0							
					64.70	(End Double Track) KELLERS 7.10							
					71.80	OLIVER (End Double Track) 9.00							
					80.80	(End Double Track) PARIS 3.90							
					84.70	CLAY (End Double Track) 8.75							
					93.45	(End Double Track) JAMES 3.73							
					97.18	NORTH CABIN 0.51							
					97.69	WINCHESTER 0.65							
					98.34	PATIO 0.96							
					99.30	SANDERSON 10.10							
					109.40	BOONSBORO (End Double Track) 13.33							
					122.73	FORT ESTILL 12.77	337						
					135.50	(End Double Track) GAP 5.70							
					141.20	ROUNDSTONE (End Double Track) 7.90							
					149.10	(End Double Track) DUDLEY 2.53							
		2.10			151.63	SINKS 1.97			11.58				
					153.60	CALIF (End Double Track) 3.38							
					156.98	(End Double Track) PERTH NORTH 3.00							
					159.98	PERTH SOUTH (End Double Track) 10.86							
					170.84	BOURNE 9.38	360						
					180.22	(End Double Track) FRANTZ 7.87							
1.30	12.01	3.00	2.00	8.00	188.09	A CORBIN O L (End Double Track)	Yard	8.00	10.35	3.00	5.00	9.00	
A.M.	A.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.	P.M.	P.M.	
Daily	Daily ex. Saturday	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sunday	Daily	
167	151	265	113	129				166	264	112	150	168	

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

## SOUTHWARD

## LEXINGTON AND HK TOWER

## NORTHWARD

THIRD CLASS			SECOND CLASS		Distance from Lexington	TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stidings based on 55 feet per car	FIRST CLASS		SECOND CLASS		
147			91	163				92			160	146
Local			C. & O. Freight	Fast Freight				C. & O. Freight			Fast Freight	Local
Daily ex. Sat.-Sun.			Daily	Daily				Daily			Daily	Daily ex. Sat.-Sun.
A.M.			A.M.	A.M.		STATIONS		A.M.	A.M.	P.M.		
			10.11	4.01		L LEXINGTON O A	Yard	2.47		8.37		
			10.18	4.07	3.0	VILEY	43	2.41		8.31		
			10.31	4.19	10.1	PAYNES	51	2.28		8.18		
			10.36	4.25	12.9	McKEE	65	2.22		8.12		
			10.38	4.27	13.6	MIDWAY	12	2.20		8.10		
			10.57	4.43	22.7	JETT	37	2.05		7.55		
			11.12	4.57	27.3	CLIFFSIDE	64	1.56		7.46		
8.00			11.14	4.59	27.8	FRANKFORT O	Yard	1.54		7.44	1.00	
8.33			11.18	5.01	28.7	WEST FRANKFORT	75	1.51		7.41	12.53	
8.43			11.26	5.10	33.5	BENSON	66	1.41		7.31	12.30	
8.53			11.33	5.17	37.6	GATH	67	1.32		7.22	12.23	
9.13			11.45	5.28	43.6	LEWIS	108	1.20		7.10	12.13	
9.28			12.01 <sup>146</sup>	5.43	52.4	SHELBYVILLE O	25	1.05		6.55	12.01 <sup>92</sup>	
9.33			12.02	5.44	52.9	BLOOMFIELD JCT.		1.04		6.54	11.41	
10.03			12.15	5.57	60.3	SIMPSONVILLE	34	12.51		6.41	11.29	
10.18			12.25	6.07	66.1	EASTWOOD	20	12.41		6.31	11.18	
			12.30	6.12	69.1	AVOCA	28	12.36		6.26		
			12.34	6.16	71.0	A HK TOWER L	20	12.32		6.22		
A.M.			P.M.	A.M.				A.M.		A.M.	A.M.	
Daily ex. Sat.-Sun.			Daily	Daily				Daily		Daily	Daily ex. Sat.-Sun.	
147			91	163				92		160	146	

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

**LEXINGTON AND RAVENNA**  
**SOUTHWARD NORTHWARD**

THIRD CLASS	SECOND CLASS	Distance from Lexington	TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
					162	138
Local	Fast Freight				Fast Freight	Local
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
A.M.	A.M.		STATIONS		A.M.	A.M.
7.30	9.00		L LEXINGTON O A		3.50	11.15
			6.2			
7.48	9.18	6.2	BOK		3.28	10.53
			0.7			
7.50	9.20	6.9	MONTROSE		3.26	10.51
			2.6			
7.55	9.25	9.5	FENWICK		3.22	10.47
			1.9			
8.00	9.31	11.4	AVON	64	3.18	10.43
			3.6			
8.27	9.37	15.0	WYANDOTTE	25	3.12	10.37
			5.9			
8.40	9.49	20.9	NORTH CABIN	27	3.01	10.25
			0.5			
		21.4	WINCHESTER			
			0.7			
9.00	10.01	22.1	PATIO		2.52	10.15
			13.4			
		35.5	SLOAN	188		
			13.1			
	11.15	48.6	A RAVENNA O L	Yard	2.01	
A.M.	A.M.				A.M.	A.M.
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
139	161				162	138

**RAVENNA AND FLEMING**  
**SOUTHWARD NORTHWARD**

SECOND CLASS	131	Distance from Lexington	TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
					130	
Local	Local				Local	Local
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
P.M.	P.M.		STATIONS		P.M.	P.M.
	2.00	49.2	L RAVENNA O A	Yard	9.01	
			0.6			
		49.8	COW CREEK			
			5.2			
		55.0	PRYSE			
			8.0			
		63.0	EVELYN	188		
			12.0			
		75.0	HEIDELBERG	150		
			6.8			
		81.8	BEATTYVILLE	190		
			9.7			
		91.5	ATHOL	180		
			12.1			
	4.25	103.6	A JACKSON L	150	6.30	
			9.4			
		113.0	COPLAND	181		
			17.2			
		130.2	PERRITT			
			5.3			
		135.5	GRIMES			
			7.1			
		142.6	TYPO	Northward Siding		
			4.4			
		147.0	L NORTH HAZARD O A	Yard		
			0.9			
		147.9	HAZARD			
			3.6			
		151.5	EDJOUET	137		
			2.3			
		153.8	JEFF			
			10.7			
		164.5	DENT	150		
			8.8			
		173.3	BLACKKEY	140		
			5.1			
		178.4	ROXANA			
			4.7			
		183.1	UZ			
			6.6			
		189.7	WHITESBURG O	46		
			2.5			
		192.2	HARVIE	89		
			6.9			
		199.1	KONA			
			2.6			
		201.7	NEON			
			1.0			
		202.7	A FLEMING L			
	P.M.				P.M.	
	Daily ex. Sunday				Daily ex. Sunday	
	131				130	

**PARIS AND MAYSVILLE**  
**SOUTHWARD NORTHWARD**

SECOND CLASS	159	Distance from Cincinnati	TIME-TABLE No. 9 Takes effect Sunday June 13, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
					158	
Local	Local				Local	Local
Tue., Thur., Sat.	Tue., Thur., Sat.				Mon., Wed., Fri.	Mon., Wed., Fri.
A.M.	A.M.		STATIONS		A.M.	A.M.
6.30	131.00	L MAYSVILLE A	Yard	11.30		
		15.30				
8.05	115.70	FLEMINGSBURG JCT	8	9.55		
		17.50				
9.50	98.20	CARLISLE	20	8.10		
		16.53				
11.30	81.67	A PARIS O L	Yard	6.30		
A.M.				A.M.		
Tue., Thur., Sat.				Mon., Wed., Fri.		
159				158		

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.....	
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.
East Louisville.....	All trains enroute to Ravenna HK Tower Sub-division.....	Clearance Form A. During office hours of operator.
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.

## YARD LIMITS

Cincinnati	Maysville
Latonia	Shelbyville
Decoursey	West Frankfort-Cliffside
Paris (P&M Branch)	Lexington
Winchester-Patio	Ravenna-Irvine
Corbin	North Hazard-Hazard
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.

A split-rail derail is located approximately 100 feet north of Southern Crossing on Bloomfield Branch. A standard Hayes type derail is located approximately 100 feet south of the Southern crossing.

To operate gate to cross the Southern tracks, both derails must be set to derail position. Crew member will unlock box located on west side of track and observe light indication. If light is burning green, open box on east side and move lever to unlock position so gate is released. Both derails may then be lined for movement across Southern tracks. Entry movement must be completed before either derail is re-set.

If green light is not burning in box on east side, wait five minutes and then operate gate in normal manner. If either derail is set for L&N movement before gate is unlocked, the gate cannot be opened.

## 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.

Derail will be kept set in the normal position at all times, except when the spur is occupied by an engine or train. When the derail 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 derail 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.

## BLOOMFIELD SPUR HERMITAGE SPUR

Not more than one movement is permitted on 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 move- ment to north- ward main.

### HOT BOX DETECTOR SYSTEM

Hot box indicator location	Train Direction
MP 87.7, Near Walton.....	Bi-directional
MP 60.2, Sanders.....	Bi-directional
MP 31.5, Pendleton.....	Bi-directional
MP C36.1, Catawba.....	Bi-directional
MP C62, Poindexter.....	Bi-directional
MP C89.4, Austerlitz.....	Bi-directional
MP C118.9, Richmond.....	Bi-directional
MP C145.7, Langford.....	Bi-directional
MP L157.1, London.....	Bi-directional
MP VB153.7, Old Landing.....	Bi-directional
MP VB179.1, St. Helens.....	Bi-directional
MP VB216.3, Wolfcoal.....	Bi-directional

### BI-DIRECTIONAL HOT BOX DETECTORS

As engine nears the hot box detector location, the engineer must alert the trainmen on the rear of the train via radio, that he is near the hot box detector. The trainmen on the rear must immediately acknowledge the engineer's transmission. This will serve as an operational check of the radio system and will alert the trainmen on the rear of the train to go to the rear of the

caboose, to be prepared to record the necessary information after the caboose passes the display board. If, due to radio failure or other reasons, trainmen on caboose are not alerted by the engineer as outlined herein, such trainmen will not be relieved of their responsibility to observe the display board and take action as required by these instructions.

After the train passes the detector site, and if a hot box has been detected, the bi-directional display board is automatically actuated to indicate the location of the hot box and will remain on for approximately 90 seconds.

If no hot boxes are detected, the display board will indicate "OOO" and the lights on top of the display board will not be illuminated. If display board is dark, train will be stopped immediately and all journals inspected for hot box.

If a hot box is detected on east (or west) side of the train, the east (or west) alarm light on top of the display board immediately starts flashing. The display board gives the location of the hot box in terms of axle count from the hot box to the rear of the train, including the caboose, and not the number of cars. Do not overlook any 6 or 8 wheel trucks when inspecting train for detected hot box.

The flashing center light and a flashing east (or west) light means that more than one hot box has been detected on the east (or west) side of the train. The display board numbers give the location of the first hot box detected only. To locate the second hot box, if one is indicated by more than one flashing light, it will be necessary to make inspection of the train from the location of the first hot box, indicated by numbers displayed, to the rear of the train.

If both the east and west alarm lights are flashing but not the center light, this indicates a hot box has been detected on both sides of the train. The numbers on the display board indicate the location of the first hot box detected only. It will then be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection on the opposite side of the train from the first hot box to the rear of the train.

The flashing of all three alarm lights signifies that one or more hot boxes have been detected on each side of the train. The display board numbers indicate the location of the first hot box detected only. It then will be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection of both sides of the train from the first hot box detected to the rear of the train.

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 trainmen on the rear of the train must advise the engineer and the train must be stopped for an inspection of the entire train for hot box conditions. Trainmen must observe display board for a failure indication until out of sight.

If any of the above conditions exist, except the "OOO" indication, the trainmen on the rear will immediately record, on proper form, all of the information exactly as it appears on the display board and will notify the engineer accordingly so that the train can be stopped for inspection.

A trainman on the rear of the train must communicate via radio with the engineer immediately after passing the detector, regardless of whether or not an alarm indication is displayed on the display board. Example — "Just passed the hot box detector and all is normal"; or, "Just passed the hot box detector, all zero and no alarm." This is to verify that the radio is operational and that the trainman on the rear end has acknowledged

the display board. If the engineer does not receive communication from the trainman on the rear of the train, he must stop the train for inspection.

When an alarm indication is given by the hot box detector, stop must be made immediately and a crew member will communicate with the train dispatcher advising him that the train has been stopped for hot box inspection.

The journal or journals indicated by the detector must be thoroughly inspected and necessary action taken. If the hot journal is not found on the car registered by the detector, crew member must inspect two cars immediately ahead and two cars immediately behind the one registered for hot journal.

In all cases, a red "hot box tag," a supply of which will be kept in all cabooses, must be attached to the journal or journals detected by the hot box detector system, and otherwise. When practicable, mechanical forces at the next terminal must be notified.

After the train has been inspected, the train dispatcher must be advised the initials and numbers of cars registered or detected otherwise, condition of journal or journals, whether such journals were serviced and disposition of such car or cars. The same information must be included on the printed form. All

required information must be shown on the forms and the forms must be signed by the employe supplying the information. This completed form must be mailed to Line-of-Road Assistant Superintendent promptly. The train dispatcher must also record duplicate information on form provided.

Trains must not stop with any portion of train on detector where bi-directional hot box detector with display boards are located when it can reasonably be avoided.

Should it be necessary for a train to stop on one of these detectors, the entire train must be inspected for a hot box, as stopping on a detector will cancel any portion of train that has been checked.

If there is any indication given by the hot box detector requiring a northward train to stop for inspection, and train cannot be stopped in a normal manner clear of street crossings in Walton, train will proceed northward not exceeding ten (10) miles per hour to clear streets before stopping, unless a journal is observed by crew to be blazing or smoking. If this condition exists, or any other condition is observed of a dangerous nature, train should be stopped promptly and immediate steps taken to cut any crossings that are blocked before proceeding with inspection of train.

**SPEED AND GROSS WEIGHT RESTRICTIONS**  
Restricted Speed (MPH) As Shown for Certain Equipment

Line	Line Capacity (lbs.)	Normal Speed Frt.	Engines in Series	Wrecker Nos.	Pile Driver, Locomotive Cranes, Ditchers and Other Top Heavy Equipment
			1200-1278 1400-1499 1500-1582 3554-3583 4500-4504	40026 40027	
KC Jct. and Spring Lake.....	263,000	10	-----	10	10
Spring Lake and Corbin.....	263,000	50	-----	30	30
Paris and Maysville.....	177,000	10	Note A	Barred	10
Latonia and LaGrange.....	263,000	50	-----	30	30
LaGrange and Louisville City Limits.....	263,000	50	-----	30	35
Lexington and West Frankfort.....	263,000	35	25	30	30
West Frankfort and HK Tower.....	263,000	35	25	30	30
Lexington and Winchester.....	263,000	30	25	25	25
Winchester and Blackey.....	263,000	35	-----	25	25
Blackey and Fleming.....	263,000	25	-----	20	20
First Creek Branch.....	263,000	20	Note D	10	10
Lotts Creek Branch.....	263,000	20	Barred	10	10
Blackey-Duo.....	263,000	20	Barred	10	10
Duo-Carbon Glow.....	263,000	10	Barred	10	10
Duo-Deane-Pat-Sapphire.....	263,000	20	Barred	10	10
Carr's Fork Branch.....	263,000	20	Barred	10	10
Montgomery Creek Branch.....	263,000	20	Barred	10	10
Leatherwood Creek Branch.....	263,000	20	Barred	10	10
Blair Fork Branch.....	263,000	20	Barred	10	10
Hermitage Spur.....	220,000	10	Barred	Barred	10
Bloomfield Branch.....	263,000	10	Note B	Barred	10
Other Branch Lines.....	263,000	20	Barred	Barred	10
Through Wye at Latonia.....	263,000	15	-----	15	15
Newport and Cincinnati Bridge.....	220,000	15	Barred	Barred	10
Latonia and Newport.....	263,000	10	Note C	-----	-----
Through Wye at Patio (south leg).....	263,000	8	-----	10	10
			-----	8	8

NOTE A: No engine exceeding 198,000 lbs. may be used.

NOTE B: No engine exceeding 258,500 lbs. may be used.

NOTE C: Five (5) 4-axle units is maximum number to be used.

NOTE D: Engines restricted to clearance point at north end Blue Diamond.

### EXCEPTIONS TO NORMAL SPEED

Trains operating with six (6) axle locomotives must not exceed twenty-five (25) miles per hour 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.

Trains will not exceed ten (10) miles per hour in sidings or through turnouts and crossovers, except as listed below.

No. 20 turnouts equipped with 89 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

AESX tank cars in Series 10841 through 10865 are restricted to forty-five (45) miles per hour, either loaded or empty.

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.

Scale test cars L&N 41498, 41499, 41500, and 41504 are restricted to twenty-five (25) miles per hour and must be handled next to caboose.

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.

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.

Trains picking up cars on line of road that have previously been set out account hot box and repaired will not exceed five (5) miles per hour for the first ten minutes, then gradually increase the speed during the next ten minutes to twenty-five (25) miles per hour, and this 25 miles per hour must not be exceeded during the trip to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they can be readily seen by members of the crews, and a close watch must be maintained so that appropriate action can be taken in the event the journal again becomes overheated.

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 at Jackson.

City Ordinances in effect 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:

Beattyville .....	15	LaGrange .....	10	Paris .....	35
Butler .....	25	Lexington .....		Pewee Valley .....	35
Carlisle .....	6	City Limits .....	15	Pleasureville .....	15
Covington .....	20	Over streets .....	12	Richmond .....	35
Cynthiana .....	20	London .....	35	St. Matthews .....	30
East Bernstadt .....	20	Midway .....	25	Whitesburg .....	10
Frankfort .....	10	Newport .....	15	Winchester .....	15

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.

Trains will not exceed twenty-five (25) miles per hour through Anchorage to permit crossing gates to go down. Crossing gates at Glenbrook Road, 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.

#### 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 East Louisville 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 East Louisville and HK Tower, Latonia and Decoursey, Cow Creek and Pryse, Grimes and Typo.

#### EXCEPTION TO RULE 513 AT LEXINGTON

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.

#### CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

##### LL SUB-DIVISION:

Between Latonia and HK Tower

##### CC SUB-DIVISION:

Between Spring Lake and Corbin

##### EK SUB-DIVISION:

Between Patio and end of double track at Cow Creek

Between end of double track at Pryse and North Hazard, except between Grimes and Typo on Southward Main

Between 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.

#### INTERLOCKING

Interlocking rules are effective:

Newport

KC Junction

Latonia

Rosedale

Decoursey

Spring Lake

Winchester

L&N Junction

Corbin: At junction of main track and yard lead at north end Corbin yard.

#### CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAIN

Anti-whistling ordinances in effect 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.

Occasionally we experience heavy rains over portions of the Division. When this occurs operate trains and engines carefully where slides and washouts are liable to occur.

Each engineer, as soon as possible after departing originating terminal, must check speedometer of the unit operating from for accuracy. This must be done by checking time by standard watch between mile posts and apply to Speed Table in current time-table. Any inaccurate or inoperative speedometer must be listed on locomotive inspection report at end of trip.

All crew members of trains passing through slow order track areas must keep as close lookout as possible over their train to detect any derailed equipment. Crew members on caboose will be expected to be on rear platform while moving over slow order track areas, observing train ahead closely as possible and also being on lookout for any new tie or track damage to indicate derailed equipment in the train.

When loaded woodchip shipments are being hauled in open top cars in trains with coal or other contaminating products, the woodchips must be handled ahead of the coal or contaminating products.

M. of W. camp cars and like equipment must be handled in local train service insofar as practicable.

When necessary to handle M. of W. cars in tonnage trains, they must be placed next ahead of caboose on the rear.

When moving dead locomotive units in trains, they must be handled next to the engine as long as total unit consist does not exceed weight limitations on track structure and bridges.

Mixing dead locomotive units with cars back in train must be avoided.

In no event will more than six units be handled on any one train.

When a train holding a Form W train order is to perform construction work for the maintenance foreman named in the Form W train order, such train must be admitted into the limits

of the Form W train order in the manner prescribed by Rule 40(a), Paragraph (1).

Once such train has been so admitted into the limits of the Form W train order, the train becomes a part of the M. of W. equipment. If a subsequent train is to be cleared while the work train is still within the limits, the work train must also clear up as well as the other M. of W. machinery and equipment, and the maintenance foreman named in Form W train order must not advise such other train that the track is clear unless the work train is also clear.

Such work train may leave the limits protected by the Form W train order at the same point as the limits were entered, if desired. Once the work train has left the limits, it must not reenter the limits except as provided by Rule 40(a), Paragraph (1).

It is emphasized that this applies only to a train to perform construction work, for example, unloading ballast, ties, other track or bridge material, etc., for the maintenance foreman named in the order.

If a turnaround run needs to enter the limits of a Form W train order for switching, or for any purpose other than to perform construction work for the M. of W. foreman named in the order, such train, in addition to being admitted into the limits as prescribed by Rule 40(a), Paragraph (1), must move entirely through and beyond the limits and be readmitted into the limits as prescribed by Rule 40(a), Paragraph (1). In other words, a train other than a train to perform construction work for the M. of W. foreman named in the Form W train order may not make a reverse movement within the limits of such Form W train order.

#### 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) miles per hour in and out of Ford Plant, Mile 15.0, O'Bannon.

#### FRANKFORT, KENTUCKY

Unless authorized by train dispatcher or agent at Frankfort, all trains are restricted from passing through Frankfort between the following hours:

- 7:45 A.M. to 8:10 A.M.
- 11:50 A.M. to 12:10 P.M.
- 12:50 P.M. to 1:05 P.M.
- 4:25 P.M. to 4:50 P.M.

Southward trains will not pass High St. Northward trains will not pass Taylor Ave. (Stop clear of Benson Valley Road so as not to actuate flasher signals at Taylor Ave.)

Before entering High Street crossing from yard lead at Frankfort, movement must be stopped and preceded by flagman with proper flagging equipment. Movement must not be resumed until all traffic has stopped and way is clear.

#### 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) miles per hour in Government Yard. Ft. Estill.

#### EASTERN KENTUCKY SUB-DIVISION

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

Trains must not exceed five (5) miles per hour when passing over the scale at Pryse, Mile VB-150.

All northbound trains approaching scales at Pryse, Kentucky to be weighed should contact the yard office on radio prior to passing MP 151. Train should then reduce speed to four (4) miles per hour 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 feet 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 four (4) miles per hour, 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**

Northward trains requiring helper assistance will stop between switches at Jackson to secure same, except when siding is blocked and/or on instructions of train dispatcher.

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.

Six-axle locomotives are restricted to twenty-five (25) miles per hour on curves between Mile Post VB-182 and VB-223.

Northward trains will not exceed five (5) miles per hour departing Hazard Yards.

**MOVEMENT ON NORTHWARD SIDING BETWEEN COMBS AND TYPO**

The northward 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	7	North End
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	Both Ends
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-160.6	93	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
Worthville.....	T- 54.5	65	Both Ends
Sanders.....	T- 62.0	23	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	66	Both Ends
Banklick.....	T- 92.9	9	Both Ends
Independence.....	T- 97.1	10	South End

## OTHER TRACKS—Eastern Kentucky Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Avoca.....	W- 14.2	22	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	21	Both Ends
Sloan.....	W&I-220.3	10	Both Ends
Calla.....	W&I-229.2	90	Both Ends
Pryse.....	VB-149.8	43	South End
Yellow Rock.....	VB-165.4	33	Both Ends
Heidelburg.....	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
Elkataka.....	VB-195.0	45	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.
<b>Louisville to Latonia</b>	
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.....	25 (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- 37.9.....	35
T- 37.9 to T- 38.3.....	10
T- 38.8 to T- 47.8.....	25
T- 47.8 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
<b>Latonia to Paris</b>	
C- 2.4 to C- 5.1.....	10 (Both mains)
C- 5.1 to C- 9.9.....	10
C- 9.9 to C- 12.3.....	30 (N. B. main)
C- 9.9 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- 29.1.....	30 (Both mains)
C- 29.1 to C- 29.9.....	25 (Both mains)
C- 29.9 to C- 33.1.....	45 (Both mains)
C- 33.1 to C- 36.7.....	40 (Both mains)
C- 36.7 to C- 37.3.....	35
C- 37.3 to C- 40.1.....	40
C- 40.1 to C- 40.9.....	25
C- 40.9 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- 48.2.....	35 (Both mains)
C- 48.2 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)
C- 69.3 to C- 70.4.....	35 (Both mains)
C- 70.4 to C- 71.7.....	40 (Both mains)
C- 71.7 to C- 79.6.....	40

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

Mile Location Between	M.P.H.
<b>Paris to Winchester</b>	
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
<b>Winchester to Sinks</b>	
C- 96.2 to C- 96.9.....	10 (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-108.2.....	35 (S. B. main)
C-107.1 to C-108.2.....	35 (N. B. main)
C-108.2 to C-120.4.....	35
C-120.4 to C-123.3.....	45
C-138.6 to C-139.4.....	45 (Both mains)
C-142.6 to C-146.6.....	40
C-146.6 to C-149.3.....	35
C-149.3 to C-151.1.....	35 (Both mains)
<b>Sinks to Corbin</b>	
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
<b>H.K. Tower to Lexington</b>	
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
<b>Lexington to North Cabin</b>	
W-101.7 to VB- 99.2.....	25
<b>Patio to Ravenna</b>	
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
<b>Ravenna to Pryse</b>	
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.
<b>Pryse to Perritt</b>	
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-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
<b>Perritt to Typo</b>	
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)
<b>Typo to Hazard Yards</b>	
VB-237.1 to VB-240.5.....	25
VB-240.5 to VB-241.3.....	10
<b>Hazard to Fleming</b>	
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 Fusees 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. 2 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 Jct. 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.

All tracks in Decoursey Yard are restricted to ten (10) miles per hour.

### 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 TERMINAL

Switchtenders are located at 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 East Yard. Radio communication may also be used.

There will be no switchtender on duty at north end of East Yard from 11:00 p.m. Saturday to 11:00 p.m. Monday.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of High Line

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.

An information signal located approximately 1500 feet south of signal No. 1722 on High Line will display a white or red aspect. The white aspect will be displayed only when signal No. 1722 is displaying approach or proceed indication for northward movements.

Southward Knoxville Sub-division trains will use the extreme east track from the East Yard to the siding at Woodbine, unless otherwise instructed by yardmaster.

Northward Knoxville Sub-division trains will use the main track from the south switch of Woodbine-siding to crossover at Bacon Creek and enter the East Yard through the Bacon Creek crossover and switching drill (which is the west drill track), unless otherwise instructed by yardmaster.

Northward trains enroute Cincinnati Division must secure Clearance Form A from the high speed train order delivery stand across from Chief Dispatcher's Office, or directly from operator in Chief Dispatcher's Office, before entering Cincinnati Division main track, except that a train receiving a "Proceed" indication in train order signal near the high speed train order delivery stand may leave without Clearance Form A.

## SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL

### DOUBLE TRACK.

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

Between Frankfort Avenue and South Louisville.

Between New Main Street 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 Floyd and J Street.

### INTERLOCKING.

Interlocking Rules are in effect at: Fourth and G Street, Strawberry, Big Ditch, Outer Loop, North MN, South MN, 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)

East Louisville (Train-Order Office)

## TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
KS. Strawberry a.....	Continuous	None
East Louisville a.....	7:00 A.M. to 11:00 P.M.	None

a. Stations not equipped with Train-Order Signal—Rule 221.

## 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

Trains originating in Louisville Terminal must receive Clearance Form A issued by operator "KS". Such Clearance Form A may be delivered by messenger when necessary.

## 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

## BULLETIN BOARDS

Union Station (Register Room and Conductor's 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 to South Louisville .....	20	20	20
Union Station and Mile Post 7 (Louisville Division) .....	30	25	20
North MN 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 switch located north of Kentucky Street and line switch for movement into track No. 3, unless otherwise instructed by the Yard Dispatcher. The normal position for this switch is for the Penn Central main track.

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

8. Yard engines with work in the block between North MN and Crescent Hill will obtain permission from the operator at Strawberry 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. 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

<b>P. D. WEAVER,</b> Trainmaster Latonia, Ky.	<b>M. C. TABOR,</b> Trainmaster Louisville, Ky.	<b>H. R. FORSYTHE,</b> Trainmaster Hazard, Ky.	<b>W. E. BURGoyNE,</b> Trainmaster Decoursey, Ky.	<b>W. J. DOYLE,</b> Trainmaster Decoursey, Ky.
<b>J. H. GOINS,</b> Ass't. Trainmaster Decoursey, Ky.	<b>H. R. BIRCHFIELD,</b> Ass't. Trainmaster Ravenna, Ky.	<b>T. L. WILLIAMS,</b> Ass't. Trainmaster Louisville, Ky.	<b>T. E. WILSON,</b> Road Foreman of Engines Ass't. Trainmaster	<b>J. R. BERRY,</b> Road Foreman of Engines Ass't. Trainmaster
<b>W. D. PALMER,</b> Road Foreman of Engines Ass't. Trainmaster		<b>B. A. THOERNER,</b> Chief Dispatcher Latonia, Ky.		<b>L. E. MARCUM,</b> Chief Dispatcher — Car Distributor Ravenna, Ky.

## LOUISVILLE TERMINALS

<b>W. T. DUDLEY,</b> Superintendent				<b>R. E. JONES,</b> Superintendent Terminal
<b>C. M. TATUM,</b> Trainmaster	<b>J. D. THOMAS,</b> Trainmaster	<b>H. P. HAMBLIN,</b> Trainmaster	<b>L. B. LUTTS, JR.,</b> Ass't. Trainmaster	<b>A. S. THEIL,</b> Ass't. Trainmaster
<b>C. J. BURTON,</b> Ass't. Trainmaster	<b>R. N. COTTON,</b> Ass't. Trainmaster	<b>F. L. COAKLEY,</b> Ass't. Trainmaster	<b>R. R. TICHENOR,</b> Ass't. Trainmaster	
	<b>D. E. MULLINS,</b> Ass't. Trainmaster		<b>J. B. NOBLE,</b> Ass't. Trainmaster	

## LIST OF SURGEONS

### DISTRICT SURGEONS

Dr. Robt. E. Reichert .....	Covington, Ky.	Dr. K. P. Smith (Asst.) .....	Corbin, Ky.
Dr. Joseph C. Marshall .....	Louisville, Ky.	Dr. Chas. C. Rutledge (Asst.) .....	Hazard, Ky.
(All Injury Cases)			
Dr. Sidney G. Marcum .....	Louisville, Ky.		
(Physical Exams Only)			

### OCULISTS

Dr. Wm. M. Buttermore .....	Corbin, Ky.	Dr. W. O. Preston .....	Lexington, Ky.
Dr. Joseph Ballard .....	Lexington, Ky.	Dr. C. L. Combs .....	Hazard, Ky.
Drs. Reeves, Strawn & Assoc. ....	Erlanger, Ky.		

### LOCAL SURGEONS

Dr. Yoon K. Kim .....	Covington, Ky.	Dr. William P. Grise .....	Richmond, Ky.
Dr. John L. Cassidy (Medical Consultant) .....	Covington, Ky.	Dr. E. C. Seeley .....	London, Ky.
Dr. R. J. Rust .....	Newport, Ky.	Dr. J. M. Huey .....	Walton, Ky.
Dr. R. A. Allnutt .....	Edgewood, Ky.	Dr. E. G. Houchin .....	LaGrange, Ky.
Dr. Charles O. Carothers .....	Cincinnati, O.	Dr. Burl Mack .....	Pewee Valley, Ky.
Dr. Ralph Carothers .....	Cincinnati, O.	Dr. Donald Chatham .....	Shelbyville, Ky.
Dr. Robert L. McKinney .....	Falmouth, Ky.	Dr. Branham B. Baughman .....	Frankfort, Ky.
Dr. H. Todd Smiser .....	Cynthiana, Ky.	Dr. Ben Roache .....	Midway, Ky.
Dr. R. T. McMurtry .....	Cynthiana, Ky.	Dr. Charles Terry .....	Irvine, Ky.
Dr. William H. Cox .....	Paris, Ky.	Dr. F. C. Lewis .....	Jackson, Ky.
Dr. M. B. Denham .....	Maysville, Ky.	Dr. Cordell H. Williams .....	Hazard, Ky.
Dr. Ben F. Allen .....	Flemingsburg, Ky.	Dr. Harold Redd .....	Hazard, Ky.
Dr. Robert F. Brashear .....	Winchester, Ky.	Dr. Carl Pigman .....	Whitesburg, Ky.
Dr. Shelby Carr .....	Richmond, Ky.		

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES									
1		PLACARD APPLIED ON CAR							
2		TYPE OF CAR	ANY CARS (Includes cars carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	ANY CAR
3		RESTRICTIONS							①
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 16th FROM ENGINE OR OCCUPIED CABOOSE	✓						
5		MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR		✓	✓			✓	
6	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN	✓						
7		MUST NOT BE NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR		✓	✓			✓	
8	WHEN TRAIN CLASSIFIED	MUST BE NEAR MIDDLE OF BLOCK BUT NOT NEARER THAN 6th FROM ENGINE OR OCCUPIED CABOOSE	✓						
9	WHEN IN PICK-UP AND/OR SET OFF SERVICE	MUST NOT BE NEARER THAN 2nd FROM ENGINE OR OCCUPIED CABOOSE	✓	✓		✓		✓	
10	<b>MUST NOT BE PLACARDED NEXT TO CAR PLACARDED</b>	ENGINE	✓	✓ ②		✓		✓	
11		OCCUPIED CABOOSE	✓ ③	✓ ②		✓ ④	✓ ④	✓ ④	
12		OCCUPIED PASSENGER OR COMBINATION CAR	✓ ③	✓		✓ ④	✓ ④	✓ ④	
13		OCCUPIED CAR WITH LIVE ANIMALS AND ATTENDANT	✓	✓		✓	✓	✓	
14		"EXPLOSIVES"		✓	✓	✓	✓	✓	✓
15		"DANGEROUS"	✓			✓	✓	✓	
16		"POISON GAS"	✓	✓	✓				
17		"FLAMMABLE POISON GAS"	✓	✓	✓				
18		"DANGEROUS RADIO-ACTIVE MATERIAL"	✓						
19		ANY LOADED FLAT CAR EXCEPT WHEN PERMANENT END BULKHEAD FLATS, PIGGYBACK AND CONTAINER FLATS, TRU-LEVEL AND BI-LEVEL CARS, AND ANY OTHER FLAT CAR SPECIALLY EQUIPPED WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES ARE CONSIDERED THE SAME AS AN OPEN TOP CAR (SEE LINE 21)	✓	✓ ⑤		✓		✓	
20	ANY CAR, PIGGYBACK, CONTAINER, OR OTHER UNIT HAVING AUTOMATIC REFRIGERATION OR HEATING INTERNAL COMBUSTION ENGINE OPERATING, LIGHTED HEATERS, STOVES OR LANTERNS	✓	✓		✓ ④		✓ ④	✓ ④	
21	OPEN TOP CAR WHEN LADING PROTRUDES BEYOND CAR ENDS OR WHEN LADING ABOVE CAR ENDS IS LIABLE TO SHIFT	✓	✓		✓		✓		

## FOOTNOTES:

① Must not be handled next to carload shipments of undeveloped film.

② Except when train consists only of placarded loaded tank cars.

③ Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

④ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

⑤ Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars.)

## TONNAGE RATING OF LOCOMOTIVES

- Column 1. GP-7 (388-489), GP-7N (490-495), GP-9 (501-545), GP-18 (900-904), C-418 (910-914), SW-1500 (5000-5029), MP-15 (5030-5039).
- Column 2. GP-30 (1000-1060), GP-35 (1100-1128), C-420 (1300-1335), RS-20 (1350), U-25B (1600-1626), U-28B (2500-2502), U-30B (2503-2509), U-23B (2700-2772 and 2800-2824), GP-40 (3000-3029), GP-38 (4000-4049), GP-38-2 (4050-4144), SD-38-2 (4500-4504).
- Column 3. SD-35 (1200-1220), SDP-35 (1221-1224), SD-40 (1225-1258), SD-40-2 (1259-1278 and 3554-3583), C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1527, 1529, 1530 and 1532), U-28C (1528, 1531 and 1533), U-30C (1470-1499 and 1534-1582).

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

