

## DIVISION OFFICERS

M. E. CORZINE .....Superintendent .....Paducah  
 E. L. MOYERS .....Asst. Superintendent ....Paducah  
 R. L. KOONCE .....Trainmaster .....Louisville  
 B. J. SHAVER .....Trainmaster .....Central City  
 J. A. PAUL .....Trainmaster .....Paducah  
 C. L. COLYER .....Trainmaster .....Fulton  
 E. BEASLEY .....Asst. Trainmaster .....Louisville  
 W. J. BERNHARD .....Asst. Trainmaster ..Central City  
 T. J. COLLINS .....Asst. Trainmaster ..Madisonville  
 E. B. ROZZELL .....Asst. Trainmaster ..Madisonville  
 G. L. CLARK .....Asst. Trainmaster .....Paducah  
 E. R. HARRISON, JR. Trav. Engineer .....Paducah  
 W. N. HULL .....Trav. Engineer .....Memphis

### PADUCAH DIVISION'S "OUNCE OF PREVENTION"

THERE IS NO SUBSTITUTE  
FOR FOLLOWING THE RULES  
OF SAFETY AND STAYING  
ALERT AT ALL TIMES

### SPEED TABLE

This is not for authorized speed  
but for information only.

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

# Illinois Central Railroad

## PADUCAH DIVISION

### TIME TABLE No.

# 3

Taking Effect at 12:01 A.M.

**SUNDAY, NOVEMBER 14, 1971**

Superseding Paducah Division Time Table No. 2

DATED JUNE 20, 1971

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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

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Southward

LOUISVILLE DISTRICT

Northward

SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Central City	SECOND CLASS					
63		67						62	72	62	72		
Dispatch LP 3	Dispatch LM 7	Dispatch ML 2	Dispatch PL 2										
Daily	Daily	Daily	Daily										
L 9 00PM	L 7 15PM			1.8	D..... OAK ST. ....	123.7	A 10 30AM	A 9 20PM					
9 06 72	7 21			4.6	2.8 ..... SHIVELY .....	120.9	10 19	9 06 63					
9 28	7 41			17.8	13.2 D..... KOSMOSDALE .....	107.7	9 59	8 44					
9 45	8 00			26.6	8.8 ..... MULDRAUGH .....	98.9	9 40	8 15					
9 53	8 08 72			30.2	3.6 D..... FORT KNOX .....	95.3	9 32	8 08 67					
					6.4								
10 06	8 21			36.6	..... VINE GROVE .....	88.9	9 19	7 54					
10 23	8 38			47.0	10.4 D..... CECILIA .....	78.5	9 03	7 38					
10 50	9 05			95	15.0 ..... BIG CLIFTY .....	63.5	8 37	7 12					
11 06	9 21			78	9.5 D..... LEITCHFIELD .....	54.0	8 21	6 56					
					6.6								
11 20	9 35			78.1	..... MILLWOOD .....	47.4	8 07	6 42					
11 32	9 47			105	5.6 ..... CANEYVILLE .....	41.8	7 47	6 22					
11 48	10 03			81	12.5 D..... HORSE BRANCH .....	29.3	7 32	6 07					
12 08AM	10 23			103.4	7.2 ..... HORTON .....	22.1	7 12	5 47					
					5.1								
12 19	10 34			80	D..... BEAVER DAM .....	17.0	7 01	5 36					
12 26	10 41			111.7	3.2 ..... MCHENRY .....	13.8	6 54	5 29					
12 39	10 54			117.6	5.9 ..... ROCKPORT .....	7.9	6 41	5 16					
A 12 55AM	A 11 10PM			125.5	7.9 C..... CENTRAL CITY .....	0.0	L 6 25AM	L 5 00PM					
							Daily	Daily					

Southward—OWENSBORO DISTRICT—Northward

Southward—HODGENVILLE DISTRICT—Northward

SECOND CLASS	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Owensboro	SECOND CLASS	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Hodgenville
641				642			
Local Freight				Local Freight			
Except Sunday							
L 6 00AM	41.6	D..... OWENSBORO .....	0.0	A 11 00AM	0.0	D..... CECILIA .....	17.1
6 40	25.8	15.8 ..... WHITESVILLE .....	15.8	10 20	6.0	6.0 ..... ELIZABETHTOWN .....	11.1
7 15	15.6	10.2 ..... FORDSVILLE .....	26.0	9 53	17.1	11.1 ..... HODGENVILLE .....	0.0
7 35	8.1	7.5 ..... DAVIDSON .....	33.5	9 35			
A 8 50AM	0.0	8.1 D..... HORSE BRANCH .....	41.6	L 9 15AM			
				Except Sunday			

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

Southward

## PADUCAH DISTRICT

Northward

2

SECOND CLASS		Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS		Miles From Paducah	SECOND CLASS	
	<b>67</b>						<b>62</b>	
	Dispatch LM 7						Dispatch ML 2	
	Daily							
	L 11 15PM		125.5	C..... CENTRAL CITY	100.1	A 6 15AM		
			126.7	1.2 ..... JK. JCT.	98.9			
		72	135.4	8.7 ..... SANDY	90.2	Via Greenville		
		72	141.9	6.5 ..... POND	83.7			
	11 55	115	149.4	7.5 C..... WEST YARD	76.2			
			162.3	12.9 ..... NORTH DAWSON	63.3			
				3.4				
			133.7	7.0 ..... GREENVILLE	91.9	5 59		
	Via West Yard		139.2	5.5 ..... GRAHAM	86.4	5 51		
		46	151.0	11.8 ..... NORTONVILLE	74.6	5 34		
		108	157.2	6.2 ..... ST. CHARLES	68.4	5 22		
				8.5				
	12 25AM		165.7	..... DAWSON SPRINGS	59.9	5 08		
			174.4	8.7 ..... SCOTT JCT.	51.2	4 54		
	12 45	74	177.2	2.8 ..... CEDAR BLUFF	48.4	4 49		
	1 05		181.0	3.8 C..... PRINCETON	44.6	4 43		
				4.5				
	1 11		185.5	..... DULANEY	40.1	4 23		
			199.6	14.1 ..... EUREKA	26.0	4 03		
	1 34	148	201.9	2.3 D.... GRAND RIVERS	23.7	3 57		
				3.7				
	1 43		205.6	..... GILBERTSVILLE JCT.	20.0	3 47		
			208.9	3.3 ..... CALVERT	16.7	3 40		
	1 50		208.9	16.7 C..... PADUCAH	0.0	L 3 15AM		
	A 2 30AM		225.6					
						Daily		

## Southward—EAST CAIRO DISTRICT—Northward

TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS		Mile Posts	Miles From Barlow
	C..... PADUCAH	225.6	27.3
	Via P&I		
	..... C. E. JUNCTION	229.6	21.8
	4.7 ..... MAXON	234.3	17.1
	4.6 ..... A. E. C.	238.9	12.5
	3.1 ..... KEVIL	242.0	9.4
	5.0 ..... LA CENTER	247.0	4.4
	4.4 ..... BARLOW	251.4	0.0

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Southward

EVANSVILLE DISTRICT

Northward

SECOND CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Princeton	SECOND CLASS		
	243	241					242	244	
	Local Freight	Local Freight					Local Freight	Local Freight	
	Except Saturday	Except Sunday							
		L 9 00AM		0.0	D..... HARWOOD 2.1	101.2	A 4 00PM		
					..... EVANSVILLE	99.1			
See L&N and PC timetables									
		L 10 00AM		11.3	C..... HENDERSON 11.3	87.8	A 3 00PM		
		10 30		15.4	..... WEST HENDERSON 4.1	83.7	2 40		
		10 55		28.8	..... WAVERLY 13.4	70.3	2 05		
		11 05	19	30.3	..... ST. VINCENT 1.5	68.8	1 55		
		11 20	41	34.5	D..... MORGANFIELD 4.2	64.6	1 40		
		11 55		44.1	..... HENSHAW 9.6	55.0	1 10		
		12 15PM		49.2	..... DEKOVEN 5.1	49.9	12 55		
		12 40 242	55	54.6	D..... STURGIS 5.4	44.5	12 40PM 241		
		1 20	41	62.3	..... BLACKFORD 7.7	36.8	11 40		
		2 05	23	74.5	D..... MARION 12.2	24.6	11 00		
		2 40		86.2	..... FREDONIA 11.7	12.9	10 25		
	L 2 30PM	A 3 15PM		99.1	C..... PRINCETON 12.9	0.0	L 9 50AM	A 5 20PM	
	3 15			120.8	..... GRACEY 21.7	21.7		4 38	
	4 18 244			130.0	D..... HOPKINSVILLE 9.2	30.9		4 18 243	
	5 12		25	147.6	..... EDGOTEN 17.6	48.5		3 24	
	5 51		22	157.7	D..... CLARKSVILLE 10.1	58.6		2 49	
	6 01			161.0	..... SUMMIT YARD 3.3	61.9		2 34	
	7 10		22	185.4	D..... ASHLAND CITY 24.4	86.3		1 30	
	A 8 11PM			203.0	D..... NASHVILLE 17.6	103.9		L 12 01PM	
							Except Saturday	Except Sunday	

Southward—PROVIDENCE DISTRICT—Northward

Southward—UNIONTOWN DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Miles From Providence	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Blackford	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Uniontown
	0.0	..... PROVIDENCE 2.2	14.5	0.0	D..... MORGANFIELD 6.0	6.0
	2.2	..... DIAMOND JCT. 7.0	12.3	6.0	..... UNIONTOWN	0.0
	9.2	..... WHEATCROFT 1.3	5.3			
	10.5	..... PYRO 4.0	4.0			
41	14.5	..... BLACKFORD	0.0			

Southward			CAIRO DISTRICT				Northward		
FIRST CLASS			Sliding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Frogmoor	FIRST CLASS		
51	59	58					50		
Piggy Back	Panama Limited	Panama Limited					Piggy Back		
Daily	Daily						Daily	Daily	
L 1 50AM	L 11 59PM	.....	402.6	..... BUDA .....	70.4	A 2 21AM	A 9 05PM	.....	
A 1 56AM	As 12 06AM	.....	406.0	C..... FULTON .....	67.0	LS 2 17AM	L 9 00PM	.....	

Southward			FULTON DISTRICT				Northward		
FIRST CLASS			Sliding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS	Miles From Memphis	FIRST CLASS		
51	59	58					50		
Piggy Back	Panama Limited	Panama Limited					Piggy Back		
Daily	Daily						Daily	Daily	
L 1 56AM	LS 12 15AM	.....	269.5	C..... FULTON .....	122.3	As 2 07AM	A 9 00PM	.....	
2 01	12 19	.....	270.8	..... OAKS .....	121.0	1 56	8 48	.....	
		.....	278.9	..... GIBBS .....	112.9			.....	
		.....	90 283.5	D..... RIVES .....	108.3			.....	
2 18	12 34	.....	287.2	..... POLK .....	104.6	1 42	8 27	.....	
		.....	295.1	..... SOUTH OBION .....	98.7	1 35	8 18	.....	
		.....	297.9	..... TRIMBLE .....	95.9			.....	
		.....	56} 305.5	D..... NEWBERN .....	86.3			.....	
2 49	S 1 00	.....	74} 314.2	D.... DYERSBURG .....	77.6	S 1 19	7 56	.....	
		.....	62} 318.5	..... FOWLKES .....	73.3			.....	
		.....	102 325.0	D..... HALLS .....	66.8			.....	
		.....	327.9	..... GATES .....	96.3			.....	
		.....	65 337.6	..... RIPLEY .....	54.2			.....	
		.....	98 347.5	..... RIALTO .....	44.3			.....	
3 35	1 31	.....	75 352.3	D.... COVINGTON .....	39.5	12 34	7 11	.....	
		.....	360.3	..... BRIGHTON .....	31.5			.....	
		.....	95 364.2	..... ATOKA .....	27.6			.....	
		.....	374.0	D.... MILLINGTON .....	17.8			.....	
A 4 08AM	A 2 02AM	.....	380.4	D.... WOODSTOCK .....	11.4	L 12 11AM	L 6 37PM	.....	
						Daily	Daily		

Note: Train Order Office Fulton is Located at Bluford Crossing

Southward		MAYFIELD DISTRICT		Northward		Southward		HICKMAN DISTRICT		Northward	
	Siding, Standing Room, Cars with Engine.	Mile Posts	<b>TIME TABLE</b> No. 3 Taking Effect NOVEMBER 14, 1971 <b>STATIONS</b>		Miles From Fulton		Mile Posts	<b>TIME TABLE</b> No. 3 Taking Effect NOVEMBER 14, 1971 <b>STATIONS</b>		Miles From Hickman	
.....		225.6	C.....	PADUCAH 14.6	43.9	.....	51.7	HICKMAN 11.8	0.0	.....	.....
.....		240.2	.....	VIOLA 2.3	29.3	.....	39.9	PHILLIPPY 1.6	11.8	.....	.....
.....		242.5	.....	HICKORY 5.7	27.0	.....	38.3	MARKHAM 7.4	13.4	.....	.....
.....		248.2	D.....	MAYFIELD 15.8	21.3	.....	31.0	TIPTONVILLE 3.4	20.8	.....	.....
.....	75	264.0	.....	WATER VALLEY 5.5	5.5	.....	27.5	WYNNBURG 4.7	24.2	.....	.....
.....		269.5	C.....	FULTON	0.0	.....	22.6	RIDGELY 6.9	28.9	.....	.....
.....						.....	15.8	MISTON 5.3	35.8	.....	.....
.....						.....	10.4	LENOX 4.4	41.1	.....	.....
.....						.....	6.1	FINLEY 6.1	45.5	.....	.....
.....						.....	0.0	D..... DYERSBURG	51.7	.....	.....

### SPECIAL INSTRUCTIONS

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

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

Fort Hartford Stone Co. (MP JO-7) tipple will not clear employee on side of car. Employees must not walk or ride cars under conveyor at this tipple while in operation.

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

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

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

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

#### 2. Standard time:

Watches must be examined and certified by designated inspector and certificate in prescribed form filed

with superintendent during April of each year.

#### 3. Standard clocks:

Oak Street—Yard office and engine house.  
Central City—Telegraph office and engine house.  
Princeton—Yard office and engine house.  
Evansville—Engine house.  
Nashville—Yard office.  
Paducah—Yard office and engine house.  
Fulton—Telegraph office and engine house.  
Dyersburg—Telegraph office.

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

Maintenance of Way Department's yellow rectangular signs on Hodgenville, Owensboro, Evansville, Providence, Uniontown, East Cairo and Hickman Districts (Maintenance of Way Rule 27) will be located one (1) mile in advance of point where speed restriction applies.

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

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

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

#### 83. Train Registers:

Oak Street.  
Cecilia—Hodgenville District trains.

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

**83(a).** No. 641 may leave Owensboro without a clearance.

No. 642 may leave Horse Branch without a clearance.

Trains may leave Calvert without a clearance after receiving permission.

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

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

Trains must obtain clearance before leaving Fulton.

### 93. Yards:

Oak Street — extends to 1000 ft. south of MP-6 and north to Floyd Street.  
 Hodgenville — extends to Cecilia.  
 Owensboro — extends to Horse Branch.  
 Central City — extends to Beaver Dam.  
 West Yard — extends to MP-137 north of Pond.  
 Henderson.  
 Morganfield — extends to Uniontown.  
 Sturgis.  
 Providence — extends to Blackford and Clay.  
 Marion.  
 Princeton — extends Scott Jct. to Dulaney.  
 Gracey.  
 Hopkinsville.  
 Edgoten.  
 Clarksville — extends to Summit Yard.  
 Ashland City.  
 Nashville.  
 Paducah.  
 Barlow — extends to CR Jct.  
 Mayfield — extends MP-240 to MP-257.  
 Fulton.  
 Dyersburg — includes Hickman District.  
 Memphis Terminal Division — extends to MP-379 north of Woodstock.

Movement on Providence District will be made in accordance with Rule 93. Trains desiring to move between Pyro and Providence must secure authority to

proceed from IC train dispatcher through telegraph operator at Princeton or West Yard, by telephone or other means of communication. Upon arrival at Providence or Pyro trains will advise the IC train dispatcher, through telegraph operator at Princeton or West Yard, their arrival time.

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

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

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

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

### 98(a). Railroad Crossings Protected By Gates:

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

Crossing gates are located at the junction of IC and L&N lead tracks to the following mines: East Diamond, Homestead, Pleasant View and White City. Gate must be set across L&N before proceeding beyond junction. Normal position of gate is as last used. Train or engine finding gate set against their route, must communicate with West Yard, determine whether L&N is working mine and be governed by conditions before proceeding. In the event of communication failure, train or engine may proceed under flag protection after gate is set across L&N.

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

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

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

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

## SPECIAL INSTRUCTIONS (Continued from page 6)

Fulton—Cairo-Bluford Districts crossing is protected by manually operated gate and color light signals. Normal position of gate is against Bluford District. Permission must be obtained from yardmaster by Bluford District trains and engines before lining gate and crossing Cairo District. Permission must be obtained from yardmaster by Cairo District trains and engines if gate is found lined against their route before lining gate and using crossing. Instructions for handling gate are posted on indicator box adjacent to operating lever at the gate.

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

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

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

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

### 101. Speed Restrictions:

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

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



**101. Speed Restrictions: (Continued from Page 7)**

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

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

**101(b). Lower Speeds:**

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

## SPECIAL INSTRUCTIONS (Continued from page 8)

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

Territory or Location	Passenger and express trains: passenger engines	Passenger and express trains: GP type engines	Freight trains: Passenger or GP type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes	Miles per Hour					
MP 100 to MP 117 .....	30	30	30	30	25						
MP 117 to MP 121 .....	25	25	25	25	25						
<b>Hodgenville District</b>											
Bridges JH3-66 and JH5-10 .....	10	10	10	10	10						
MP 6, 1st curve south .....	10	10	10	10	10						
MP 16, 1st curve south and Bridge JH16-78 .....	10	10	10	10	10						
<b>Owensboro District</b>											
Bridge JO7-67 .....	10	10	10	10	10						
<b>Paducah District</b>											
Central City to JK Jct. ....	25	25	25	25	25						
MP 130 to MP 134 (Via Greenville) .....	30	30	30	30	25						
MP 140 to MP 142 (Via Greenville) .....	35	35	35	35	25						
MP 142 to MP 143 (Via Greenville) .....	25	25	25	25	25						
MP 147 to MP 149 (Via Greenville) .....	35	35	35	35	25						
MP 154 to MP 156 (Via Greenville) .....	30	30	30	30	25						
MP 156 to MP 162 (Via Greenville) .....	40	40	40	40	25						
Tracks 1 and 2 Dawson Jct. to North Dawson .....	25	25	25	25	25						
MP 165, 1st curve south .....	25	25	25	25	25						
MP 170, 1st curve south .....	30	30	30	30	25						
MP 180, 1st curve south, both tracks .....	30	30	30	30	25						
North end Barkley Dam to Mile 206.3, both tracks .....	30	30	30	30	25						
MP 225, 1st curve north, 1st curve south, both tracks .....	10	10	10	10	10						
<b>Evansville District</b>											
MP 47, 1st curve south .....	25	25	25	25	25						
MP 57 to Bridge JE 60-5 .....	30	30	30	30	25						
MP 63 to MP 68 .....	25	25	25	25	25						
MP 80, 2nd and 3rd curve south .....	25	25	25	25	25						
MP 85, 1st curve north .....	25	25	25	25	25						
MP 102, curve .....	25	25	25	25	25						
Bridge JE158-7 .....	10	10	10	10	10						
<b>Providence District</b>											
Bridge JC5-95 .....	10	10	10	10	10						
<b>Cairo District</b>											
Bluford District crossing—Fulton .....	25	25	25	25	25						
Mile 404.5 to MP 407, both tracks .....	25	25	25	25	25						
<b>Fulton District</b>											
Rives—GM&O crossing .....	50	50	50	45	25						
MP 283, 1st and 2nd curve south, both tracks .....	70	65	50	45	25						
MP 294, 1st curve south, both tracks .....	60	60	50	45	25						
MP 298, curve, both tracks .....	70	65	50	45	25						
MP 300, curve, southward track .....	70	65	50	45	25						
MP 300, curve, northward track .....	60	60	50	45	25						
MP 303, curve, both tracks .....	60	60	50	45	25						
MP 304, 1st curve south, both tracks .....	60	60	50	45	25						

**SPECIAL INSTRUCTIONS (Continued from page 9)**

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

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

**101(b). Lower Speeds:**

Freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

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

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

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

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

Speed is restricted to 10 MPH from circle track switch at Zeigler Mine to Old Pee Vee Lead.

Northward trains leaving Henderson will approach Henderson interlocking at a speed not exceeding 10 MPH.

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

Maximum permissible speed for diesel units is as follows:

Switch and Transfer .....	45 MPH
GP-7, GP-8, GP-9, GP-10, GP-18 and GP-28 ..	65 MPH
C-636 Series 1100-1105 .....	70 MPH
GP-40 Series 3000-3059 .....	65 MPH
SD-40 Series 6000-6005 .....	65 MPH
U-33C Series 5050-5059 .....	71 MPH
U-30B Series 5000-5005 .....	75 MPH
GP-38 Series 9500-9519 .....	76 MPH
GP-40 Series 3060-3075 .....	76 MPH
SD-40A Series 6006-6023 .....	76 MPH
SD-45 Series 7000 .....	76 MPH

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

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

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

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

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

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

Mine leads, yard tracks and turnouts .. 10 MPH

All main track movements ..... 40 MPH

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

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

**LOUISVILLE DISTRICT**

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

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

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

**OWENSBORO DISTRICT**

Fort Hartford Stone Co. (MP JO-7) — Engines are restricted under or beyond tipple.

Cars exceeding a gross weight of 240,000 pounds.

Six axle diesels.

**HODGENVILLE DISTRICT**

Cars exceeding a gross weight of 240,000 pounds.

Multiple unit diesel consist and six axle diesels.

**PADUCAH DISTRICT**

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

Cable cars are used by River Queen and Colonial to serve the tipple. In placing empties or pulling loads from tipple tracks, cars coupled to cable car or cable car alone must not be coupled into. To do so will cause serious damage to cable equipment. When empties are to be placed they are to be spotted one car length from cable car or one car length from cars coupled to cable car. Engines must not be operated over scale located 480 feet below tipple on No. 1 Track at River Queen. Engines must not be operated under tipple.

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

Cedar Bluff Quarry—beyond clearance point of empty tracks.

Badgett Coal Terminal—Bridge and Circle Track.

**EVANSVILLE DISTRICT**

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

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

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

(Continued from Page 11)

Engines are restricted on all tracks under or beyond loading facility of Henderson elevator at Fifth Street and Major Spur, Henderson.

Six axle diesels between Hopkinsville and Nashville.

### PROVIDENCE DISTRICT

Wheatcroft—beyond ramp on Tom Christian Spur Track.

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

Black Tam Mine—under tipple or over scale.

Six axle diesels.

### FULTON DISTRICT

Ripley—Wholesale Tracks restricted to single diesel unit.

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

### HICKMAN DISTRICT

Loaded or empty high ore cars with short wheel base.

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

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

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

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

Clay Street Crossing at Henderson.

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

Charolotte Ave. Crossing at Nashville.

Ky. Ave. Crossing at Paducah.

Park Ave. and Eighth St. at Paducah.

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

### Normal position of switches:

Cecilia ..... For Louisville District.  
 Horse Branch ..... For Louisville District.  
 Princeton ..... For Paducah District.  
 Paducah ..... For Paducah District.  
 Maxon, East Cairo  
 District ..... For wye.  
 Diamond Junction ..... For IC.  
 Morganfield ..... For Evansville District.  
 Blackford ..... For Evansville District.  
 Wheatcroft ..... For Cut-off.  
 Fulton, north switch  
 Mayfield District For Mayfield District  
 Wye. .... main track.

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

### 104(g). Spring Switches:

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

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

**104(i).** Electrically locked hand throw switches: Trainmen desiring to use electrically locked switches

will notify controlling station by push button on electric lock, or by telephone, and be governed by instructions on inside of door on electric lock, or posted nearby.

Location	Switches	Controlled by
Riverview Mine	Lead switch	Trainmen
Ken Mine	North and south wye switches	Trainmen
Central City Yard	Freight House Lead switch at 3672 feet south of MP J-126	Operator-leverman at Central City Yard.
Beach Creek Mine	North and south wye switches	Trainmen
River Queen Mine	Lead switch and north and south storage tracks	Trainmen
Vogue Mine	North and south switches	Trainmen
MP JK141	Fies Mine	Trainmen
Homestead	Mine lead	Trainmen
Charleston	Both ends storage	Trainmen
Six Vein Mine	Mine track	Trainmen
Colonial Mine	Mine track	Trainmen
Richland	Both ends storage	Trainmen
Sentry Mine	Mine track and both ends storage	Trainmen
Dawson Springs	Both ends load storage track	Trainmen
Claxton	Spur	Trainmen
Fairview	Both ends house track	Trainmen
Grand Rivers	Both ends house track	Trainmen
Jessup	Both ends	Dispatcher
Reed Stone Co.	North and south wye switches	Dispatcher
Rives	Intermediate siding for northward main track located 2082 feet north of MP 284.	Trainmen

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

Unless otherwise directed by yardmaster, northward trains will use Track No. 1 and southward trains will use Track No. 2 at passenger station, Fulton.

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

#### 109. Bulletin Boards:

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

#### 111(f):

Chicago Train Detector Center has radio communication ability with trains passing the detectors at Stephensburg, Horton and Fairview, Kentucky and Newbern, Tennessee (Southward track) and Henning, Tennessee (Northward track).

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels, or dragging equipment by the communicators at the Chicago Train Detector Center with the engineers of the concerned trains, the following instructions were issued:

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

Train Detector Control Center . . . This is the Chicago Train Detector Center calling the northbound or southbound train passing \_\_\_\_\_ City \_\_\_\_\_ State Detector. Stop your train, you have a (hot box, loose wheels or dragging equipment).

Train engineer response . . . This is the engineer on the Train Number \_\_\_\_\_ passing the \_\_\_\_\_ City \_\_\_\_\_ State Detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, Chicago Train Detector Center will reply, I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

Chicago Train Detector Center . . . This is Chicago Train Detector Center calling engineer on Train Number \_\_\_\_.

Engineer reply . . . This is engineer on Train Number \_\_\_\_.

Chicago Train Detector Center . . . Engineer on Train Number \_\_\_\_, you have a hot box, loose wheel, dragging equipment located \_\_\_\_ cars from your lead engine or caboose on the North, East, South, West rail. It is the lead or trailing truck, lead or trailing wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction North or South, identify rails as East or West, timetable direction East or West, identify rails as North or South).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect (if any), and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

#### D-151. Two tracks:

Between Dawson Springs and North Dawson:

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

Between Scott Jct. and Dulaney.

Between Gilbertsville Jct. and Paducah.

Between Buda and Fulton.

Between Oaks and Polk.

Between Polk and North Obion:

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

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

**D-152.** Northward trains leaving siding at Rialto will use southward main track from north end of siding to single track over Hatchie River Bridge. Before leaving siding and entering southward main track, contact train dispatcher and be governed by his instructions.

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

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

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

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

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

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

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

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

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

295. Northward trains finding signal JK 1418, located at south siding switch at Pond, displaying **RESTRICTED PROCEED** indication and letter "S" illuminated, will enter south end Pond siding.

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

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

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

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

#### 505. Automatic Block System.

Automatic block system territory extends from:

Mile J-3.5 to Central City.

JK Jct. to Dawson Springs via Greenville.

North siding switch Pond to West Yard.

Scott Jct. to Dulaney.

Gilbertsville Jct. to L&N crossing, Paducah.

Mile 228.5 to Fulton.

Buda to Fulton.

Fulton to Polk.

South Obion to Woodstock.

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

#### 525-556. Centralized Traffic Control.

CTC extends from:

Central City to north siding switch, Pond.

Central City to JK Jct., Greenville line.

West Yard to Scott Jct.

Dulaney to Gilbertsville Jct.

Polk to North Obion—both main tracks.

North Obion to South Obion—single main track.

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

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

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

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

#### Manual Control Interlocking:

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

#### Remote Control Interlocking:

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

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

#### 672. Automatic Interlockings:

Nortonville — L&N Crossing

Gibbs — L&N Crossing

Rives — GM&O Crossing

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

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



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

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

In conjunction with the scale there are two wayside scanners, one on main track, one on scale track. The scale track scanner has priority.

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

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

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

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

Crew on engine must observe dead units closely for indication of sticking brakes and sliding wheels.

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

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

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

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

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

1203. Where reference is made to "Director of Train

Dispatching" in Rules and on Train Order Form 19, it should be changed to "Superintendent Transportation."

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

1204. When diesel engine is stopped inside of any tunnel, for any reason, for a period in excess of 15 minutes, such diesel engine should be shut down and not restarted until ready to proceed.

1205. Trains and engines are governed by PC rules between Eighth Avenue and Harwood.

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

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

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

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

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

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

1208. Siding capacities are based upon an average length of 55 feet per car, four (4) GP diesel units and caboose.

For each car in your train having a length of 85 feet or more, add one (1) additional car. For example, a 175 car train, of which 25 are long cars, will have an equivalent car length of 200 cars.

## ADJUSTED TONNAGE RULES AND RATINGS

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

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

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

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

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

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

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

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

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

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

Factor	3	3	3	3	3	9	9	9	4	9
	Louisville to Cecillia	Cecillia to Beaver Dam	Beaver Dam to Central City	Central City to Cecillia	Cecillia to Louisville	Central City to Dawson Springs via West Yard	Dawson Springs to Central City via West Yard	Paducah to St. Charles	Central City to St. Charles	St. Charles to Paducah

Horse Power

## 100 Per Cent Tonnage Rating

1500	1875	1900	2830	1900	2530	5150	5150	3430	2740	5150
1750	2200	2300	3300	2300	2950	6000	6000	4000	3200	6000
2100	2625	2650	3960	2650	3540	7200	7200	4800	3830	7200

Factor	5	3	5	5	3	3	3	5	3
	Evansville to Blackford	Blackford to Princeton	Princeton to Blackford	Blackford to Evansville	Blackford to Providence	Providence to Blackford	Princeton to Nashville	Nashville to Princeton	Owensboro to Horse Branch

Horse Power

## 100 Per Cent Tonnage Rating

1500	3430	2350	2350	2830	2150	3730	2790	3480	1630
1750	4000	2750	2750	3300	2500	4350	3250	4050	1900
2100	4800	3280	3280	3960	3000	5220	3900	4870	2280

Factor	6	6	10	5	5
	Oaks to Rives	Rives to Johnston Yard	Johnston Yard to Oaks	Fulton to Paducah	Paducah to Fulton

Horse Power

## 100 Per Cent Tonnage Rating

1500	6000	4500	4500
1750	6500	4800	4800
2100	8400	6300	6300

## VIA MAYFIELD

## 100 Per Cent Tonnage Rating

3000	3000
3500	3500
4200	4200

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

	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE		Miles From Paducah
			No. 3 Taking Effect NOVEMBER 14, 1971 STATIONS		
.....		0.0	BURLINGTON JCT.	14.9	.....
.....		0.6	RIVER JCT.	14.3	.....
.....		1.0	METROPOLIS JCT.	13.9	.....
.....	96	2.9	CHILES	12.0	.....
.....		4.1	CHILES JCT.	10.8	.....
.....	96	9.4	C. R. JCT.	5.5	.....
.....		12.5	SOUTH YARD JCT.	2.4	.....
.....		14.0	P. & I. JCT.	0.9	.....
.....		14.9	C. PADUCAH	0.0	.....

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

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

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

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

**93. Yards:**

Metropolis Jct. (extends to Burlington Jct).

**101. Speed Restrictions:**

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

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

**101(b). Lower Speeds:**

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

On single track controlled by block signals, speed

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

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

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

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

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

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

167. Where it is not possible to handle pile driving derricks with the boom in trailing position, a speed of 25 MPH will not be exceeded.

**525-556. Centralized Traffic Control:**

CTC extends between Metropolis Jct. and Paducah and is controlled by IC Train Dispatcher, Chicago.

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

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

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

WE HAVE NO ASSETS  
MORE VALUABLE THAN  
EMPLOYEES WHO WORK  
SAFELY