

INDEX

	Page
Application of Schedule Time and Point	1
Automatic Block Signal System Limits	25
Bulletin Boards	1
Centralized Traffic Control System Limits	25
City Ordinances and State Regulations, Other Than Maximum Speed of Trains	27
Clearance of Trains	15
Derailed on Industrial Branches and Spurs	19
Division Officers	36
Double Track	1
Exception to Rule 99	19
Handling of Explosives and Dangerous Cars ...Inside Back Cover	
Hot Box Detector System and Dragging Equipment Detector...	21
Interlocking	25
Interlocking (Special Instructions)	15, 16, 17, 18, 19
Map	Back Cover
Miscellaneous Special Instructions	25, 26
Other Tracks	33
Protection of Impassable or Slow Track	1
Railroad Crossings at Grade	15, 16, 17, 18, 19
Register Stations	14, 15
Schedules	2-13
Decoursey and Louisville	2
Louisville and Decoursey	3
Louisville and Lebanon Junction	4
Lebanon Junction and Louisville	5
Lebanon Junction and Nashville-Radnor	6
Nashville-Radnor and Lebanon Junction	7
Lebanon Junction and Sinks	8
Bardstown, Glasgow, Scottsville-Hartsville Branch	9
South Louisville and Bloomington	10
Bloomington and Lafayette	11
Lafayette and South Hammond	12
Indianapolis, Michigan City, Midland and French Lick Branches	13
Special Instructions-Terminals	
Cincinnati Terminal	28
Louisville Terminal	30
Nashville Terminal	31
Speed and Gross Weight Restrictions	21, 22, 23
Speed Restrictions and Exceptions to Normal Speed	23, 24
Speed Restrictions (City Ordinances)	27
Speed Table	34
Spring Switches	20
Standard Clocks	1
Sub-Divisions	1
Surgeons and Oculist	36
Tonnage Ratings	35
Train Order Offices	14
Yard Limits	15

LOUISVILLE & NASHVILLE RAILROAD COMPANY

LOUISVILLE DIVISION

TIME-TABLE No.

6

TAKES EFFECT

SUNDAY, NOVEMBER 14, 1976

AT 12:01 A.M., EASTERN STANDARD TIME
Between Decoursey and Louisville
Between Louisville and Lebanon Junction
Including Branches
Between Lebanon Junction and Sinks
Including Branches

AT 12:01 A.M., CENTRAL STANDARD TIME
Between Lebanon Junction and Nashville-Radnor
Including Branches

**AT 12:01 A.M., NON-ADVANCED EASTERN
STANDARD TIME**
Between Louisville and South Hammond
Including Branches

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

C. N. WIGGINS

Vice President — Operations

K. C. DUFFORD
Asst. Vice President — Operations

R. L. GRIMES
General Manager — Transportation

G. L. NICHOLS
Superintendent

W. H. VAUGHT
Asst. Superintendent

R. E. JONES
Superintendent
Louisville Terminal

J. E. O'BRYANT
Asst. Superintendent
Hammond Terminal

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

Latonia — Crew Disp. Office
 Decoursey — No. 26, North Hump, South Hump, Locker Room Diesel Shop, Locker Room South Bowl
 O'Bannon — Yard Office
 Louisville — Auto Train Terminal — Crew Room
 South Louisville — Main Yard Office, Enginemen's Locker Room, Locker Room at FX
 For C&O Ry. Trains — Hancock Street Tower and Roundhouse, Floyd Street
 Lebanon Junction — Roadmaster's Office
 Elizabethtown — Agent's Office
 Glasgow — Agent's Office
 Bowling Green — Yard Office and Roundhouse
 Gallatin — Agent's Office
 Nashville Union Station — Register Room
 Nashville — Kayne Avenue — Yard Office
 Radnor — Engineer's Washroom, Bowl Yard Office
 Lebanon — Agent's Office
 Corbin — Train Order Office, East Yard Office and Roundhouse
 Youngstown — Caller's Office, Roundhouse Office
 Bloomington — Yard Office
 Lafayette — Crews' Locker Room
 Monon — Agent's Office
 South Hammond — Yard Office
 Michigan City — Agent's Office
 Indianapolis — Yard Office

SUB-DIVISIONS

LL — Between Latonia and Louisville
 Louisville — Between Louisville and Nashville, including Branches and between Lebanon Junction and Sinks, including Branches
 Monon — Between Louisville and South Hammond, including Branches

DOUBLE TRACK

Between:
 HK Tower and Frankfort Ave., East Louisville
 Louisville (10th and Kentucky Street) and Tunnel Hill
 Morgantown and Memphis Junction
 Montfort and Nashville (Note 1)
 Maplewood and Radnor (Note 2)
 North Hemp and South Hemp
 Note: (1) Single track over Cumberland Drawbridge
 (2) Single track over Cumberland River Bridge

STANDARD CLOCKS

Decoursey — Locker Room Diesel Shop
 O'Bannon — Yard Office
 Louisville — Auto Train Terminal — Crew Room
 South Louisville — Main Yard Office, Engineer's Washroom
 Strawberry — Train Order Office
 Lebanon Junction — Roadmaster's Office
 Elizabethtown — Agent's Office
 Bowling Green — Train Order Office
 Gallatin — Train Order Office
 Lebanon — Agent's Office
 Glasgow — Agent's Office
 Nashville Union Station — Register Room
 Nashville — Kayne Avenue, Yard Office
 Radnor — RA Train Order Office in Bowl Yard Office
 Radnor — Engineer's Washroom
 Youngtown — Caller's Office
 Bloomington — Yard Office
 Lafayette — Yard Office
 Monon — Agent's Office
 South Hammond — Agent's Office
 Indianapolis — Yard Office

NOTE — Between South Louisville and South Hammond, including branches, NON-ADVANCED EASTERN STANDARD TIME will be effective from the last Sunday in April to the last Sunday in October and EASTERN STANDARD TIME will be effective from the last Sunday in October to the last Sunday in April.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Bowling Green.....	First class trains at passenger station
Memphis Junction.....	All trains enroute to and from Nashville Division at connection switch between main track Louisville Division and Nashville Division
Bedford.....	All trains enroute to and from Milwaukee Railroad at connection switch between L&N main track and Milwaukee connecting track.
Bloomington.....	First class trains at passenger station
Lafayette.....	First class trains at passenger station

PROTECTION OF IMPASSABLE OR SLOW TRACK

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

(Continued on page 14)

SOUTHWARD**DECOURSEY AND LOUISVILLE**

SECOND CLASS											Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 12:01 a.m. Eastern Standard Time		
				273	243	91	277	241	163	249		271	STATIONS	
				Fast Freight	Local	C. & O. Freight	Fast Freight	Local	Fast Freight	Local		Fast Freight		
				Daily	Daily ex. Sat.	Daily	Daily	Daily ex. Sunday	Daily	Tue., Thur., Sat.		Daily		
				P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.			
				8.00			11.00			5.00	3.00	109.81	L DECOURSEY 0 1.24	
												108.57	LATONIA (Pass. Sta.) 0 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	
												16.31	POGUE 0.78	
						12.34			6.16			15.53	H K TOWER (End of Double Track) 8.04	
												7.49	ST. MATTHEWS 2.51	
												4.98	EAST LOUISVILLE 0 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			
				273	243	91	277	241	163	249	271			

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

LOUISVILLE AND DECOURSEY

NORTHWARD

TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	FIRST CLASS	SECOND CLASS										
		92	160	240	248	278	274	272	276	242			
		C. & O. Freight	Fast Freight	Local	Local	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Local			
		Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily ex. Saturday			
STATIONS		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.			
		DECOURSEY OA 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	240	248	278	274	272	276	242			

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

SOUTHWARD**LOUISVILLE AND LEBANON JUNCTION**

SECOND CLASS											FIRST CLASS		Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Eastern Standard Time
				277	269	271	265	235	273	289		215		
				Fast Freight	Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight		The Floridian		
				Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily		Daily		
				P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		P.M.		STATIONS
													0	LOUISVILLE 1.17
													1.17	K. & I. JUNCTION 2.28
				8.00	11.55	11.30	9.00	7.00	4.45	2.00			3.45	SOUTH LOUISVILLE 2.42
													5.87	STRAWBERRY 0 (S W Tower) 2.50
												7.15	8.37	OUTER LOOP INTERLOCKER L (Auto Train Terminal) 9.73
								7.35					18.10	SHEPHERDSVILLE 4.01
				8.40	12.55	12.10	9.40		5.25	2.40		7.35	22.11	BARDSTOWN JCT. 7.60
				P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.		P.M.	29.71	A LEBANON JCT.
				Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily		Daily		
				277	269	271	265	235	273	289		215		

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

LEBANON JUNCTION AND LOUISVILLE

NORTHWARD

TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car.	FIRST CLASS		SECOND CLASS												
		216		278	268	274	272	234	276	282	264					
		The Floridian		Fast Freight	Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight				
		Daily		Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily				
STATIONS		P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.						
LOUISVILLE 1.17																
K. & I. JUNCTION 2.28																
SOUTH LOUISVILLE 2.42			2.00	6.00	7.30	11.30	1.55	4.00	5.00	6.30						
STRAWBERRY O (S W Tower) 2.50																
(Auto Train Terminal) A OUTER LOOP INTERLOCKER 9.73	12.40															
SHEPHERDSVILLE 4.01																
BARDSTOWN JCT. 7.60							12.05									
LEBANON JCT. L	125	11.35	12.55	5.00	6.30	10.30		3.00	4.00	5.30						
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.						
		Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily						
		216	278	268	274	272	234	276	282	264						

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

SOUTHWARD

LEBANON JUNCTION AND NASHVILLE-RADNOR

SECOND CLASS											FIRST CLASS		Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time
	277	239	237	269	271	231	273	289		215	The Floridian	STATIONS		
	Fast Freight	Local Freight	Local Freight	Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight		Daily				
	Daily P.M.	Daily ex. Sunday P.M.	Tues.-Thurs. Saturday P.M.	Daily A.M.	Daily A.M.	Daily ex. Sunday A.M.	Daily A.M.	Daily A.M.		Daily P.M.				
	7.40			11.55	11.10	7.00	4.25	1.40		6.35	29.71	L LEBANON JCT. 10.17		
											39.88	TUNNEL HILL 2.65		
											42.53	ELIZABETHTOWN 12.62		
											55.15	SONORA 11.02		
											66.17	BONNIEVILLE 9.60		
											75.77	ROWLETTS 8.79		
											84.56	CAVE CITY 6.10		
											90.66	PARK CITY 5.56		
											96.22	ROCKY HILL 7.83		
											104.05	GOSSOM 9.20		
			3.30			11.00				s8.15	113.25	L BOWLING GREEN 0 2.27		
											115.52	MORGANTOWN 2.49		
											118.01	MEMPHIS JCT. 12.06		
											130.07	SALMON 10.46		
		4.30									140.53	MITCHELLVILLE 8.70		
											149.23	BUCK LODGE 9.60		
			8.30								158.83	GALLATIN 0 3.93		
											162.76	PEYTONA 11.89		
											174.65	MONTFORT 2.13		
											176.78	AMQUI 0 4.23		
											181.01	MAPLEWOOD 8.99		
		7.30		6.30			12.01				190.00	A RADNOR 0 5.49		
	2.30				6.00			9.00		9.55	186.50	A NASHVILLE		
	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.		P.M.				
	Daily	Daily ex. Sunday	Tues.-Thurs. Saturday	Daily	Daily	Daily ex. Sunday	Daily	Daily		Daily				
	277	239	237	269	271	231	273	289		215				

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

NASHVILLE-RADNOR AND LEBANON JUNCTION

NORTHWARD

TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time	Car Capacity of Stations Based on 55 feet per car	FIRST CLASS		SECOND CLASS									
		216		272	276	282	232	238	236	278	268	274	
		The Floridian		Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Fast Freight	Freight	Fast Freight	
		Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Mon.-Wed. Friday	Daily	Daily	Daily	
STATIONS		A.M.		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
LEBANON JCT. A 10.17	125	10.35		9.30	2.00	3.00	4.00				11.55	4.00	5.30
TUNNEL HILL 2.65													
ELIZABETHTOWN 12.62	320												
SONORA 11.02	129												
BONNIEVILLE 9.60	131												
ROWLETTS 8.79	93												
CAVE CITY 6.10	128												
PARK CITY 5.56													
ROCKY HILL 7.83	128												
GOSSOM 9.20	132												
BOWLING GREEN OL 2.27	247	9.15					11.30		8.30				
MORGANTOWN 2.49													
MEMPHIS JCT. 12.06													
SALMON 10.46	133												
MITCHELLVILLE 8.70	135							4.00					
BUCK LODGE 9.60	129												
GALLATIN O 3.93	115								3.30				
PEYTONA 11.89	59												
MONTFORT 2.13													
AMQUI O 4.23													
MAPLEWOOD 8.99													
RADNOR OL 5.49					7.00			2.00			9.30	11.00	
NASHVILLE L		8.15		3.30		9.00				5.30			
		A.M.		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
		Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Mon.-Wed. Friday	Daily	Daily	Daily	
		216		272	276	282	232	238	236	278	268	274	

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

SOUTHWARD

LEBANON JUNCTION AND SINKS

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
		265	245	244				264					
		Fast Freight	Local Freight	Local Freight				Fast Freight					
		Daily A.M.	Daily ex. Sunday A.M.	Tues.-Thurs. Saturday P.M.				Daily P.M.					
		9.40	5.25	29.71	L LEBANON JCT. A 4.31		1.15	5.30					
				34.02	BOSTON 11.54	60							
				45.56	NEW HAVEN 2.82	60							
				48.38	GETHSEMANE 18.24	72							
			7.00	66.62	LEBANON 1.42	99	11.45						
			7.05	68.04	C. & O. JUNCTION 19.42	25	11.40						
				87.46	COZATT 1.97	61							
				89.43	PARKVILLE 5.75	23E 62W							
				95.18	JUNCTION CITY 6.77								
				101.95	HEMP 1.77								
				103.72	STANFORD 1.47	20							
			8.30	105.19	ROWLAND 16.75	49	10.15						
				121.94	BRODHEAD 7.21	82							
			9.15	129.15	MT. VERNON 5.35	104	9.30						
				134.50	PINE HILL 2.43								
		2.10		136.93	SINKS			11.58					
		3.00		172.20	A CORBIN OL			10.35					
		P.M.	A.M.				A.M.	A.M.					
		Daily	Daily ex. Sunday		Trains operating between Sinks and Corbin will be governed by Corbin Division Time-Table and Special Instructions.		Tues.-Thurs. Saturday	Daily					
		265	245				244	264					

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

BARDSTOWN BRANCH					GLASGOW BRANCH																																
SOUTHWARD			NORTHWARD		SOUTHWARD			NORTHWARD																													
SECOND CLASS	Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	THIRD CLASS	Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS																												
235				234	233				230																												
Local Freight				Local Freight	Local Freight				Local Freight																												
Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday																												
A.M.		STATIONS		A.M.		STATIONS		A.M.																													
7.50	22.11	L BARDSTOWN JCT. 1.89 A		11.55		9.30	90.66	L PARK CITY A 3.46	17	9.00																											
	24.00	L LIMESTONE SPRINGS 1.07	9			9.38	94.12	STOVALL 6.79	9	8.50																											
	25.07	CLERMONT 3.64	9			10.00	100.91	A GLASGOW L		8.30																											
	28.71	LOTUS 2.69	5			A.M.				A.M.																											
	31.40	DEATSVILLE 5.35	16			Daily ex. Sunday				Daily ex. Sunday																											
	36.75	BOURBON SPRINGS 2.56	18			233				230																											
8.30	39.31	BARDSTOWN 5.86 O	17	11.00		<p align="center">SCOTTSVILLE-HARTSVILLE BRANCH</p> <p align="center">SOUTHWARD NORTHWARD</p> <table border="1"> <thead> <tr> <th>Distance from Louisville</th> <th>TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time</th> <th>Car Capacity of Sidings based on 55 feet per car</th> </tr> <tr> <th></th> <th>STATIONS</th> <th></th> </tr> </thead> <tbody> <tr> <td>158.83</td> <td>GALLATIN 3.73 O</td> <td></td> </tr> <tr> <td>162.56</td> <td>TROUSDALE 5.20</td> <td>9</td> </tr> <tr> <td>167.76</td> <td>ROGANA 0.39</td> <td>11</td> </tr> <tr> <td>168.15</td> <td>HARTSVILLE JCT. 11.26</td> <td></td> </tr> <tr> <td>179.41</td> <td>HARTSVILLE 10.12</td> <td>24</td> </tr> <tr> <td>178.27</td> <td>WESTMORELAND 16.00</td> <td>18</td> </tr> <tr> <td>194.27</td> <td>SCOTTSVILLE</td> <td>18</td> </tr> </tbody> </table>					Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car		STATIONS		158.83	GALLATIN 3.73 O		162.56	TROUSDALE 5.20	9	167.76	ROGANA 0.39	11	168.15	HARTSVILLE JCT. 11.26		179.41	HARTSVILLE 10.12	24	178.27	WESTMORELAND 16.00	18	194.27	SCOTTSVILLE	18
Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings based on 55 feet per car																																			
	STATIONS																																				
158.83	GALLATIN 3.73 O																																				
162.56	TROUSDALE 5.20	9																																			
167.76	ROGANA 0.39	11																																			
168.15	HARTSVILLE JCT. 11.26																																				
179.41	HARTSVILLE 10.12	24																																			
178.27	WESTMORELAND 16.00	18																																			
194.27	SCOTTSVILLE	18																																			
	45.17	WOODLAWN 5.50	9																																		
	50.67	BOOKER 3.13	7																																		
	53.80	VALLEY HILL 5.43	17																																		
9.30	59.23	A SPRINGFIELD L	16	10.00																																	
A.M.				A.M.																																	
Daily ex. Sunday				Daily ex. Sunday																																	
235				234																																	

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

SOUTHWARD

SOUTH LOUISVILLE AND BLOOMINGTON

NORTHWARD

SECOND CLASS						FIRST CLASS	Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time	Car Capacity of Sittings based on 55 feet per car	FIRST CLASS	SECOND CLASS					
285	287	299	293	291	215	216				298	292	290	284	286		
Milw Freight	Milw Freight	Fast Freight	Fast Freight	Fast Freight	The Floridian	The Floridian				Fast Freight	Fast Freight	Fast Freight	Milw Freight	Milw Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily		
P.M.	A.M.	P.M.	P.M.	A.M.	P.M.		STATIONS		P.M.	A.M.	A.M.	P.M.	P.M.	A.M.		
		5.45	12.50	3.40	3.20	103.80	L BLOOMINGTON OA 3.20		4.15	5.10	10.50	6.50				
						100.60	CLEAR CREEK 2.20									
		6.00	1.05	3.55	3.33	98.40	DIAMOND 7.30	68	4.05	4.55	10.35	6.35				
		6.20 ²⁹⁰	1.20	4.10	3.54 ²¹⁶	91.10	HARRODSBURG 8.10	70	3.54 ²¹⁵	4.40	10.20	6.20 ²⁹⁹				
		6.30	1.35	4.25 ²⁹⁸	4.06	83.00	THORNTON 4.70	78	3.42	4.25 ²⁹¹	10.05	6.05				
6.00	6.00	6.50	1.50	4.40	4.11	78.30	L BEDFORD OA 3.40	59	3.35	4.05	9.50	5.50	1.35	2.05		
6.10	6.10	7.00	2.00	4.50	4.16	74.90	SAND PIT 6.10	65	3.30	3.55	9.40	5.40	1.25	1.55		
6.20	6.20	7.10	2.10	5.00	4.25	68.80	MITCHELL 6.20	69	3.21	3.45	9.30	5.30	1.15	1.45		
6.30	6.30	7.20	2.20	5.10	4.34	62.60	ORLEANS 13.80	138	3.12	3.34	9.20	5.20	1.05	1.35		
6.55	6.55	7.45	2.51 ²¹⁶	5.35	4.55 ²⁹⁰	48.80	SMEDLEY 6.80	81	2.51 ²⁹³	3.10	8.55	4.55 ²¹⁵	12.40	1.10		
						42.00	SALEM 1.90	20								
7.15	7.15	8.05	3.15	5.55	5.08	40.10	FOGG 9.40	160	2.38	2.50	8.35	4.35	12.20	12.50		
7.35	7.35	8.25	3.35	6.15	5.26	30.70	PEKIN 6.10	71	2.20	2.30	8.15	4.15	11.59	12.30		
7.50	7.59 ²⁹²	8.40	3.59 ²⁹⁰	6.30	5.36	24.60	BORDEN 16.10	83	2.08	2.15	7.59 ²⁸⁷	3.59 ²⁹³	11.45	12.15		
8.20	8.30	9.10	4.30	7.00	6.00	8.50	VERNIA 1.90	135	1.44	1.45	7.30	3.30	11.15	11.45		
						6.60	VI TOWER O 1.90									
8.35	8.45	9.28	4.45	7.15 ²⁹²	6.15	4.70	A YOUNGTOWN L 3.53		1.30	1.30	7.15 ²⁹¹	3.15	11.00	11.30		
						1.17	K. & I. JUNCTION 2.28									
		9.55	5.15	7.45		3.45	SOUTH LOUISVILLE 2.42			12.15	6.00	2.00				
						5.87	STRAWBERRY O (S W Tower) 2.50									
					6.55	8.37	OUTER LOOP INTERLOCKER (Auto Train Terminal)		12.55							
P.M.	A.M.	P.M.	P.M.	A.M.	P.M.				P.M.	A.M.	A.M.	P.M.	A.M.	P.M.		
Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily		
285	287	299	293	291	215				216	298	292	290	284	286		

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

SOUTHWARD

BLOOMINGTON AND LAFAYETTE

NORTHWARD

SECOND CLASS				FIRST CLASS	Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	FIRST CLASS	SECOND CLASS			
291	299	293	215	216				298	292	290		
Fast Freight	Fast Freight	Fast Freight	The Floridian	The Floridian				Fast Freight	Fast Freight	Fast Freight		
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily		
P.M.	P.M.	A.M.	P.M.		STATIONS		P.M.	A.M.	P.M.	A.M.		
11.15	1.00	8.30	12.40	207.40	L LAFAYETTE O A 3.60		6.55	10.05	3.20	1.05		
11.30	1.15	8.45	12.47	203.80	LAFAYETTE JCT. 5.00	104	6.47	9.47	3.03	12.45		
11.44	1.29	8.59	12.55	198.80	TAYLOR 6.40	82	6.39	9.33	2.49	12.31		
11.55	1.40	9.10	1.05	192.40	ROMNEY 4.10	54	6.30	9.22	2.38	12.07		
12.01 ²⁹⁰	1.46	9.16 ²⁹⁸	1.11	188.30	LINDEN O 7.00	128	6.24	9.16 ²⁹³	2.32	12.01 ²⁹¹		
12.12	1.57	9.27	1.22	181.30	MANCHESTER 3.30	61	6.13	9.05	2.21	11.31		
12.17	2.02	9.32		178.00	CRAWFORDSVILLE 1.10	44		9.00	2.16	11.26		
12.21	2.12 ²⁹²	9.36	1.29	176.90	AMES O 5.50	102	6.06	8.56	2.12 ²⁹⁹	11.22		
12.30	2.21	9.45		171.80	WHITESVILLE 8.30			8.48	2.03	11.13		
12.38	2.29	9.53	1.50 ²⁹²	163.10	ROACHDALE 6.50	76	5.45	8.35	1.50 ²¹⁵	11.00		
12.48	2.39	10.03	2.00	156.60	BAINBRIDGE 9.10	80	5.35	8.25	1.40	10.50		
1.03	2.54	10.18	2.14	147.50	GREENCASTLE 2.20	115	5.21	8.05	1.20	10.30		
1.10	3.01	10.25		145.30	LIMEDALE O 0.60	41		7.57	1.12	10.22		
1.12	3.03	10.27	2.18	144.70	CEMENT 8.60	57	5.17	7.55	1.10	10.20		
1.30	3.22	10.40	2.31	136.10	CLOVERDALE 4.80	38	5.04	7.43	12.58	10.08		
1.49	3.34	10.52	2.38	131.30	WALLACE JCT. 9.90	85	4.57	7.34	12.49	9.59		
2.07	3.52	11.10	2.53	121.40	GOSPORT 8.30	64	4.42	7.19	12.34	9.44		
2.20	4.05	11.23	3.05	113.10	ADAMS 0.90	130	4.30	7.05	12.20	9.30		
				112.20	ELLETTSVILLE 4.80							
2.29	4.21 ²¹⁶	11.32	3.14	107.40	HUNTERS 3.60	64	4.21 ²⁹⁹	6.55	12.10	9.20		
2.50	4.45	11.50 ²⁹²	3.20	103.80	A BLOOMINGTON OL		4.15	6.35	11.50 ²⁹³	9.00		
	A.M.	P.M.	A.M.	P.M.			P.M.	A.M.	A.M.	P.M.		
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily		
	291	299	293	215			216	298	292	290		

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

SOUTHWARD

LAFAYETTE AND SOUTH HAMMOND

NORTHWARD

SECOND CLASS				FIRST CLASS	Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	FIRST CLASS	SECOND CLASS				
	291	293	263	215				216	290	260	292		
	Fast Freight	Fast Freight	Freight	The Floridian				The Floridian	Fast Freight	Freight	Fast Freight		
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily		
	P.M.	A.M.	A.M.	A.M.		STATIONS		P.M.	A.M.	A.M.	P.M.		
				9.30	325.30	CHICAGO		10.25					
				10.22	205.50	19.80 STATE LINE		9.25					
	7.00	3.00		10.35	302.10	L SOUTH HAMMOND A		9.12	5.00		11.15		
	7.15	3.20		10.46	296.30	5.80 DYER O	53	9.01	4.50		11.01		
	7.39	3.45		11.05	280.50	15.80 LOWELL	63	8.42	4.26		10.35		
	7.57	4.08 ²⁹⁰		11.19	268.80	11.70 ROSE LAWN	79	8.28	4.08 ²⁹³		10.20		
	8.14 ²¹⁶	4.27		11.33	257.20	11.60 SURREY	103	8.14 ²⁹¹	3.51		10.01		
	8.21	4.34		11.39	252.30	4.90 RENSSELAER	79	8.01	3.43		9.53		
	8.27	4.42		11.44	248.30	11.40 PLEASANT RIDGE	77	7.55	3.37		9.47		
	9.10 ²⁹²	5.40	12.45	11.58	236.90	7.40 MONON O		7.41	3.20	4.30	9.10 ²⁹¹		
	9.25	5.55	1.00	12.07	299.50	6.30 REYNOLDS	70	7.30	2.46	4.16	8.46		
	9.35	6.05	1.10	12.15	223.20	4.10 CHALMERS		7.22	2.36	4.06	8.36		
	9.41	6.12	1.16	12.20	219.10	4.00 BROOKSTON	104	7.16	2.30	4.00	8.30		
	9.47	6.20	1.22	12.25	215.10	7.70 ASH GROVE	71	7.11	2.20	3.50	8.20		
	10.00	6.35	1.40	12.40	207.40	A LAFAYETTE O L		6.55	2.00	3.30	8.00		
	P.M.	A.M.	A.M.	P.M.				P.M.	A.M.	A.M.	P.M.		
	Daily	Daily	Daily	Daily		The times shown for Nos. 215 and 216 at Chicago and State Line are for informa- tion only.		Daily	Daily	Daily	Daily		
	291	293	263	215				216	290	260	292		

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

INDIANAPOLIS BRANCH					MICHIGAN CITY BRANCH						
SOUTHWARD			NORTHWARD		SOUTHWARD			NORTHWARD			
THIRD CLASS		Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time		Car Capacity of Sittings based on 55 feet per car	SECOND CLASS		Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time		Car Capacity of Sittings based on 55 feet per car
261	Freight		STATIONS			262	Freight		STATIONS		
Daily ex. Sat.-Sun.	A.M.					Daily ex. Sat.-Sun.	P.M.				
2.45	236.90	L	MONON	O A	5.55		296.50	MICHIGAN CITY			
	247.10		MONTICELLO				280.00	HASKELLS	32		
3.35	258.90		NORTH DELPHI		5.25		276.30	WANATAH			
4.25	284.50		FRANKFORT		4.35		274.60	SOUTH WANATAH			
5.05	303.90		SHERIDAN		4.00		265.00	WILDERS	18		
	311.90		WESTFIELD				260.20	SAN PIERRE	35		
	316.30		CARMEL				252.10	MEDARYVILLE	40		
5.55	328.90	A	BELT JCT.	L	3.00		245.50	FRANCESVILLE	35		
			INDIANAPOLIS				236.90	MONON	0		
	A.M.					P.M.					
	Daily ex. Sat.-Sun.					Daily ex. Sat.-Sun.					
	261					262					

MIDLAND BRANCH					FRENCH LICK BRANCH						
SOUTHWARD			NORTHWARD		SOUTHWARD			NORTHWARD			
		Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time		Car Capacity of Sittings based on 55 feet per car			Distance from Louisville	TIME-TABLE No. 6 Takes effect Sunday November 14, 1976 at 12:01 a.m. Non-advanced Eastern Standard Time		Car Capacity of Sittings based on 55 feet per car
			STATIONS						STATIONS		
	131.30		WALLACE JCT.				62.60	ORLEANS			
	159.00		CLAY CITY	53			70.20	PAOLI			
	173.30		MIDLAND	0			80.30	FRENCH LICK			

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

SPECIAL INSTRUCTIONS — Continued

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.

TRAIN ORDER OFFICES

Station	Hours
*Latonia.....	Continuous
*Decoursey.....	Continuous
*East Louisville.....	7:00 A.M. to 11:00 P.M. (For trains enroute Corbin Division and C&O Ry. trains only)
*Yard Office Strawberry.....	Continuous
*Bowling Green.....	7:00 A.M. to 11:00 P.M.
*Gallatin.....	8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M., Closed Sun.
Amqui.....	Continuous
*Cumberland River Drawbridge.....	Continuous
*Bowl Office Radnor.....	Continuous
*Bardstown.....	8:00 A.M. to 12:00 Noon and 1:00 P.M. to 5:00 P.M., Closed Sat. and Sun.
*VI Tower.....	Continuous
Bedford.....	Continuous
*Bloomington.....	Continuous
Limedale.....	Continuous
Ames.....	Continuous
Linden.....	Continuous
*Lafayette.....	Continuous
Monon.....	8:00 A.M. to 12:30 P.M. and 1:30 P.M. to 5:00 P.M., Closed Sun.
Dyer.....	Continuous
*Midland.....	6:00 A.M. to 11:00 A.M. and 12:00 Noon to 3:00 P.M., Closed Sat. and Sun.

*Station not equipped with fixed signal as Prescribed by Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
Louisville-Auto Train Terminal- Crew Room.....	All trains originating and terminating	
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	
Bardstown Junction.....	Bardstown Branch trains	
Bardstown.....	All trains	
Lebanon Junction.....	All trains originating and terminating	
Lebanon.....	Nos. 244 and 245	Nos. 244 and 245
Glasgow.....	All trains	
Bowling Green, Yard Office.....	All trains originating and terminating	
Gallatin.....	All Scottsville- Hartsville Branch trains and trains originating and terminating	All T.V.A.- Gallatin Coal trains
Nashville, Union Station.....	All first-class trains	
Nashville, Kayne Avenue.....	All trains originating and terminating	
Radnor, Bowl Yard Office.....	All trains	
Orleans, bill box.....	All trains to French Lick Branch	
Bedford.....	All trains	All trains

REGISTER STATIONS — continued

Location	For	Register by Card Form 230
Bloomington, Yard Office.....	All trains	Nos. 215 and 216
Wallace Junction, bill box	All trains to Midland Branch	
Lafayette, Yard Office.....	All trains	
Monon, Yard Office.....	All trains	
Dyer, Train Order Office.....	All trains	All trains
South Hammond, Yard Office.....	All trains except first class	
Michigan City, Yard Office.....	All trains	
Belt Junction, Yard Office.....	All trains	
Bedford.....	All trains	All trains
Youngtown Caller's Office.....	All trains originating and terminating	

CLEARANCE OF TRAINS

Trains entering LL Sub-division from Corbin 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.

Northward trains enroute Corbin Division at HK Tower must receive Clearance Form A at East Louisville during hours Train Order Office is open.

Northward trains enroute Monon Sub-division may leave their initial station within the L&N Louisville Terminal and/or K&I Terminal without Clearance Form A, but must receive Clearance Form A at VI Tower.

Southward trains may leave South Hammond without Clearance Form A, but must receive Clearance Form A at Dyer. Such trains must obtain permission from dispatcher, through operator at Dyer, before leaving South Hammond.

Northward movement on southward main track between Amqui and Montfort may be made on authority of Clearance Form A received at Amqui. Operator at Amqui must not issue such Form A except on authority of Louisville Division dispatcher and after operator has confirmed to the dispatcher that he has taken necessary action to cause Southward Absolute Signal at Montfort to display and remain in STOP aspect.

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

Schedule	Station
No. 230.....	Glasgow
No. 231.....	Lebanon Junction
No. 232.....	Bowling Green
No. 233.....	Park City
No. 234.....	Springfield
No. 245.....	Lebanon Junction
No. 262.....	Belt Junction

On Tuesdays, Thursdays, and Saturdays, No. 245 may originate at Lebanon without being created by train order.

Clearance Form A addressed to a regular train need not show engine number.

YARD LIMITS

Cincinnati	Bloomington
Latonia	Greencastle-Limedale- Cement
Decoursey	Crawfordsville-Ames
Louisville Terminal	Lafayette
Bardstown	Monon
Springfield	Lowell
Greensburg	South Hammond
Glasgow	Michigan City
Gallatin (for trains on C&N Branch)	Frankfort
Nashville Terminal	Indianapolis Terminal
K&I Terminal	Paoli
Vernia	French Lick
Salem-Fogg	Midland
Orleans	Wallace Junction (Midland Branch)
Bedford	

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Mitchell.....	B&O	Interlocking
Bedford.....	Milw(Note 9)	Interlocking
Gosport Jct.....	PC(Note 6)	Interlocking
Limedale.....	PC	Interlocking
Roachdale.....	B&O(Note 6)	Interlocking
Ames.....	PC & P&E	Interlocking
Linden.....	N&W	Interlocking
Lafayette Jct.....	PC & N&W	Interlocking
Reynolds.....	PC(Note 8)	Interlocking
Shelby.....	PC(Note 6)	Interlocking
St. John.....	PC(Note 6)	Interlocking
Dyer.....	PC & EJ&E	Interlocking
GT Crossing.....	GTW(Note 6)	Interlocking
Maynard.....	PC(Note 10)	Interlocking

RAILROAD CROSSINGS AT GRADE — continued

Location	Railroad	Protection
South Hammond	PC IHB Erie	Interlocking
San Pierre.....	PC(Note 12)	Interlocking
Wilders.....	EL(Note 11)	Interlocking
LaCrosse.....	PC	Interlocking
Wade.....	C&O(Note 7)	Interlocking
South Wanatah..	N&W(Note 7)	Interlocking
Wanatah.....	PC	Interlocking
Haskells.....	GTW(Note 20)	Interlocking
Alida.....	B&O(Note 6)	Interlocking
Otis.....	PC(Note 6)	Interlocking
Notes		
Michigan City....	C&O (13) CSS (14)....PC (15)	Interlocking
Monticello.....	PC(Note 8)	Interlocking
Delphi.....	N&W(Note 16)	Interlocking
Frankfort.....	N&W PC(Note 4)	Stop Boards
Westfield.....	CI(Note 17)	Interlocking
Clay City.....	PC(Note 2)	Gate
Midland.....	Milw(Note 5)	Gate
Monon.....	L&N(Note 3)	None
Elizabethtown...	ICG.....	Interlocking
Junction City....	CNO&TP(Note 19)	Interlocking
Louisville		
4th & G Sts....	Southern(Note 18)	Interlocking
Floyd & J Sts.	Southern.....	Interlocking

Note 1. The Indiana Law governing operation of trains over crossings at grade not protected by interlocking requires that trains shall come to a full stop not closer than 40 feet nor farther than 500 feet from a railroad crossing, before entering upon such crossing. The same law applies to operation over crossing at grade in switch movements.

Note 2. Normal position — Gate with red light attached is against Penn Central movement. L&N trains must approach this crossing prepared to stop. If gate is in normal position and route is seen to be clear train may proceed over crossing not exceeding 10 miles per hour.

Note 3. Head brakeman will protect railroad crossing at Monon in advance of all trains or engines before passing over crossing in either direction. Trains must be governed by Note 1 above.

Note 4. Southward L&N trains must stop north of Morrison Street and crew must contact N&W switchtender by telephone, requesting permission to cross the N&W. This telephone is located in box, painted yellow, on a telephone pole north of the N&W crossing on the west side of the L&N track. The N&W switchtender will inform the Penn-Central operator at the Frank Block Station that the L&N train is ready to cross the Penn-Central. If there is no conflicting movement on either the N&W or Penn-Central, N&W switchtender will actuate crossing indicator light at N&W crossing displaying a lunar light which will be authority for L&N train to foul the N&W crossing and operator at Frank Block Station will actuate crossing indicator light at Penn-Central crossing displaying a lunar light, and will in addition, give a hand signal Rule 12(c), with yellow flag by day, or yellow light by night. The lunar light in crossing indicator at Penn-Central crossing and hand signal, Rule

12(c) will be authority for L&N train to foul Penn-Central crossing. Northward L&N trains must approach Penn-Central crossing at Restricted Speed and must stop south of Walnut Street unless and until crossing indicators at both the Penn-Central and N&W crossings are displaying lunar light, and in addition, operator at Frank Block Station gives hand signal, Rule 12(c) with a yellow flag by day, or a yellow light by night. After authority has been received to foul both crossings as provided herein, trains may proceed over the crossings at Restricted Speed, and must not stop until both crossings are cleared, except in case of emergency. If crossing indicators fail to display aspect permitting northward or southward L&N trains to move over either crossing, movement may be made in accordance with Rule 98, Rules of the Operating Department, and in addition leaving lighted fuses on each side of crossing. Such occurrences must be reported to the Chief Dispatcher at the first open station. The above indicators govern movement over the N&W and the Penn-Central crossings at grade only and do not convey information concerning track conditions, block ahead or automatically the presence of conflicting train movement. Crossing signal protection located at Jefferson and Morrison Street will automatically protect main track movement only. Movement over streets on all tracks except main track must be protected in accordance with Rule 103 of Operating Rules. Be governed accordingly.

Note 5. At Midland — Normal Position — gate and de-rails against L&N must be locked and left in that position when not in use by L&N trains or engines. Gate open, track clear for L&N trains. Gate closed, track clear for MILW trains. L&N trains or engines must come to stop before using crossing regardless of position of gate and gate not changed against approaching MILW trains. MILW trains will not stop for this crossing when gate is in normal position, at night red light will indicate position of gate.

Note 6. If signal does not display a proceed indication, operate push button located at respective interlocking signal. If no indication to proceed is displayed after operation of this button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "L&N" emergency release push button located at the crossing. Press and hold this button for 3 seconds. The emergency release requires various periods of time, maximum time is five minutes 25 seconds. If no indication to proceed is displayed after expiration of the specified release time, and no train or engine is approaching on a conflicting route, train movement through the Interlocking will be governed by "Special Instructions for Automatic Interlocking."

Note 7. When necessary to cut off and leave any portion of the train on the approach to the interlocking, the detached portion of the train should not be permitted to occupy any portion of the track between the "Insulated Joint" signs and the interlocking signals. It will also be necessary that the remaining portion of the train proceed through the interlocking and beyond the "Insulated Joint" sign on the opposite side of the crossing. The return move toward the interlocking can then be made and a proceed indication should be displayed when the return move passes the "Insulated Joint" sign. If no signal to proceed is displayed at these interlockings, it will be necessary to operate the "L&N" emergency release push button located at the crossing. Permission must be obtained from the N&W Dispatcher to operate the emergency release at South Wanatah by contacting him on telephone located at the crossing. If no train or engine is approaching on a conflicting route and, with dispatcher's authority at South Wanatah, press and hold emergency release button for three seconds. The emergency release max-

imum is five minutes, 15 seconds. If no indication to proceed is displayed after expiration of the specified release time, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

Note 8. If no train or engine is approaching on a conflicting route, the operation of the push button on the interlocking signal should cause a proceed indication to be displayed. There is no emergency release at the crossing for the L&N on these interlockings. See "Special Instructions for Automatic Interlocking."

Note 9. If no train or engine is approaching on a conflicting route and the light is lit in L&N push button housing, contact L&N operator at Bedford station by telephone located at the southwest corner of interlocking bungalow for permission for movement through interlocker. Push button marked NB for northward and SB for southward moves, push button to be held for three seconds. A proceed indication should be displayed. If no proceed indication is displayed at this time, and providing no train or engine is approaching on a conflicting route, the movement through the interlocking must be made under proper flag protection. To make a move through the interlocking on the "Blue Hole" track, it will be necessary to press push button located on cable post near this crossing and hold for one second. If, after pressing push button, no indication to proceed is displayed, and no train or engine is approaching on a conflicting route, it will be necessary to operate the push buttons on the outside of the relay house in the same manner as outlined above. Operative approach signals are not provided on the MILW Railroad, and speed of approaching trains is such that proper flag protection can be provided on L&N tracks.

Note 10. This interlocking is remotely controlled from Hartsdale tower approximately 3½ miles east of this crossing and a member of the train crew must call the operator of this interlocking, on phone at the crossing, securing authority to proceed through the interlocking.

Note 11. If a signal fails to clear and no train is approaching on E-L tracks, a member of the train crew will call the operator at Kouts by using telephone located in the small concrete building near the crossing. The operator at Kouts may authorize movements to be made over the crossing when the signal fails to clear, such movements being made under flag protection. Trains must proceed through the interlocking and beyond the approach track circuit before making a reverse movement through the interlocking. Trains in an approach track circuit causing the interlocking signal to display a proceed indication must either make a movement through the interlocking or failing to do so, must operate the key switch located in the relay house at the crossing. Instructions for operation of this key switch are also located in the relay house. A key-operated switch has been installed at the "Insulated Joint" sign north of the interlocking signal governing southward movements, and when necessary to make a drop of cars into the interchange track requiring engine to pass interlocking signal governing southward movements, a member of the train crew will insert switch key in the switch and turn clockwise. If no route is clear for an E-L train, this will cause the signal governing southward movements on the L&N to display a clear indication. The switch key must be left in this position until the engine or part of train has passed the "Insulated Joint" sign. The key may then be removed. When making this movement, engine must continue through the interlocking and pass the "Insulated Joint" sign south of the signal governing northward movements before making a return movement with proper signal indication.

Note 12. It will be necessary to clear the dwarf signals manually for all movements on the siding over the crossing. Trainmen must first observe there is no train approaching on the P.C. To clear the dwarf signals, trainman will press push button for siding, located in "L&N" box at the crossing, and hold for one second. After pressing this push button, if no indication to proceed is displayed after three minutes, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

If signal for main track movement does not display a proceed indication, operate push button located on a post at the respective interlocking signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "L&N" emergency release button located on a post at the crossing. To operate the emergency release push button, it will be necessary to press and hold for one second. The release requires three minutes to operate and after this time, indicator in box should be lighted. If no indication to proceed is displayed after the expiration of release time and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking." Emergency box must be locked after use. L&N trains doing switching at either end of siding, or east Wye, or when stopped on main track in rear of interlocking signals and not desiring to use crossing, may release crossing for P.C. trains by pushing up release button which is located in box close to each track switch marked "Release Switch." When ready to proceed, the release switch must be returned to normal and locked.

Note 13. The interlocking is equipped with automatically operated derails on the L&N main track. In case the derails do not close and the interlocking signal fails to clear, operate the dual control power switch machine to line derails. When necessary to cut off and leave any portion of the train on the approach to the interlocking, the detached portion of the train should not be permitted to occupy any portion of the track between the "Insulated Joint" sign and the interlocking signal. The "Insulated Joint" signs are located 250 feet in advance of each interlocking signal. It is also necessary that the entire portion of the train proceed through the interlocking and beyond the "Insulated Joint" sign on the opposite side of the interlocking. The return movement toward the interlocking can then be made and a proceed indication should then be displayed, when the returning portion of the train passes the "Insulated Joint" sign. If, after complying with the above instructions, the appropriate interlocking signal does not display an indication to proceed, a member of the train crew will contact the C. & O. train dispatcher, by using the telephone located at the crossing and obtain his permission to take the following action:

1. Be sure no C. & O. trains are on, or closely approaching the crossing from either direction.
2. Turn the knob of the L&N clockwork time release to the right as far as possible and hold for a second to insure that contact is made. Release knob, allowing the pointer to return to the normal position. Derails should now be closed and the appropriate interlocking signal should display an indication to proceed.
3. Be sure to lock door of shelter house when leaving.

Note 14. This interlocking is remotely controlled by P.C. Drawbridge operator. Occupancy of track circuit extending approximately 250 feet in approach of dwarf signals will cause an indication to be sent to Drawbridge operator. If no train is closely approaching on C.S.S. R'y, operator will clear dwarf

signal for L&N movement. When signal displays a proceed aspect, stop will no longer be required before proceeding over this crossing. When making southward movement through cross-over to Pullman track north of crossing it will be necessary to enter cross-over before indication will be sent to Drawbridge operator notifying him that movement over crossing will be made on Pullman track. Signal for Pullman track must display proceed indication before a movement can be made over crossing. If, after occupying, an approach circuit signal should fail to indicate proceed and no C.S.S. R'y movement can be observed, a member of the train crew must use phone located in the southwest quadrant of the crossing, securing authority from the Drawbridge operator to proceed through the interlocking.

Note 15. Push button for clearing L&N southward interlocking signal is located in a box marked "L&N" located on a post adjacent to the signal. Push button for clearing northward interlocking signal is located in a box marked "L&N" adjacent to the signal. A lamp is provided in each of these boxes in addition to the push button. The following instructions, will apply.

Lamp is lit when no Penn-Central train is closely approaching.

When lamp is lit, push the button marked "Clear" and signal should display proceed indication for movement over crossing.

After signal displays proceed indication, if movement over diamond cannot be made without undue delay, push button marked "Stop." Signal should then display stop indication.

If lamp is not lit or if signal does not display proceed indication after button marked "Clear" has been pushed, lock box and insure that no Penn-Central trains are closely approaching, unlock box marked "L&N Emergency Release" located at crossing diamond and open emergency switch. After four (4) minutes, indicator lamp should light and movement may then be made over crossing. After engine or leading car has reached crossing, close switch.

After switch has been opened, if indicator lamp does not light after four (4) minutes, lighted fuseses should be placed on each side of L&N track at the crossing and movements over crossing made on hand signal from trainman at crossing. Switch is to be left open until entire train has passed through the interlocking, after which it must be closed and the fuseses extinguished.

The above instructions will apply in the event of failure of the telephone but every effort should be made to contact the drawbridge operator.

Note 16. Trains ready to proceed and standing on track circuit adjacent to and facing the interlocking signal, in either direction, if no proceed indication is displayed, a member of the crew will press and hold for one second a push button switch located on relay case on the interlocking signal. N&W railroad dispatcher's telephones are provided at each end of the interchange track and at the power switches within the interlocking limits. After complying with the above instructions and no indication to proceed is displayed, it will be necessary for a member of the crew to communicate with the control operator at Peru and the movement will be governed accordingly. If conditions permit, the control operator will issue verbal authority to proceed under the following conditions: Trainman must examine both power switches to determine that they are lined for the desired route and that indicator under glass cover on end of power switch machine displays the word "Locked." If locked, the engineman may be signaled by trainman at the power switch to move ahead and stop within interlocking limits but before fouling

a conflicting route. After waiting five (5) minutes within interlocking limits, if switch is still properly lined and locked and there is no train approaching on a conflicting route, train may proceed but must not exceed five (5) miles per hour until engine or lead car has completed the route through the interlocking. If either switch is not in the desired position, train will operate the dual control switch machine in accordance with the rules and special instructions posted in the telephone booth at the power switches.

Note 17. Key-operated test switches located on side of relay case at each interlocking signal to be operated by a member of the train crew by inserting switch key in test switch and turning $\frac{1}{2}$ turn in the clockwise direction. This should cause a proceed indication to be displayed. Key must be left in test switch until train has passed signal and then switch key to be removed. After this has been done and no indication to proceed is displayed, "Special Instructions for Automatic Interlocking" will apply. Operative approach signals are not provided on the Central Indiana Railway and the speed of approaching trains is such that proper flag protection can be provided on L&N track.

Note 18. Trainmen and enginemen using the Automatic Interlocking for L&N and Southern Railway crossing at grade, Fourth and G Streets, Louisville, will be governed by the following:

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

b. Approach track sections to all other signals are 200 to 500 feet long and marked with yellow "B" post and yellow insulated rail joints. Cars are not to be left or stored within these approach limits on any track.

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

d. Should L&N signals be in STOP position, and no movement is apparent on the Southern main track, the Floyd Street operator must be contacted for permission to activate the "clear" pushbutton for signal desired. If permission is granted by the Floyd Street operator, activating the "clear" pushbutton for the signal desired will place the Southern signal at stop, and after approximately four (4) minutes the L&N signal will clear.

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

f. A train using this interlocking and desiring to reverse its direction after having cleared, must push the emergency release button which will clear the signal desired for its move if the conflicting route is unoccupied. However, if the

signal for L&N movement. When signal displays a proceed aspect, stop will no longer be required before proceeding over this crossing. When making southward movement through cross-over to Pullman track north of crossing it will be necessary to enter cross-over before indication will be sent to Drawbridge operator notifying him that movement over crossing will be made on Pullman track. Signal for Pullman track must display proceed indication before a movement can be made over crossing. If, after occupying, an approach circuit signal should fail to indicate proceed and no C.S.S. R'y movement can be observed, a member of the train crew must use phone located in the southwest quadrant of the crossing, securing authority from the Drawbridge operator to proceed through the interlocking.

Note 15. Push button for clearing L&N southward interlocking signal is located in a box marked "L&N" located on a post adjacent to the signal. Push button for clearing northward interlocking signal is located in a box marked "L&N" adjacent to the signal. A lamp is provided in each of these boxes in addition to the push button. The following instructions, will apply.

Lamp is lit when no Penn-Central train is closely approaching.

When lamp is lit, push the button marked "Clear" and signal should display proceed indication for movement over crossing.

After signal displays proceed indication, if movement over diamond cannot be made without undue delay, push button marked "Stop." Signal should then display stop indication.

If lamp is not lit or if signal does not display proceed indication after button marked "Clear" has been pushed, lock box and insure that no Penn-Central trains are closely approaching, unlock box marked "L&N Emergency Release" located at crossing diamond and open emergency switch. After four (4) minutes, indicator lamp should light and movement may then be made over crossing. After engine or leading car has reached crossing, close switch.

After switch has been opened, if indicator lamp does not light after four (4) minutes, lighted fusees should be placed on each side of L&N track at the crossing and movements over crossing made on hand signal from trainman at crossing. Switch is to be left open until entire train has passed through the interlocking, after which it must be closed and the fusees extinguished.

The above instructions will apply in the event of failure of the telephone but every effort should be made to contact the drawbridge operator.

Note 16. Trains ready to proceed and standing on track circuit adjacent to and facing the interlocking signal, in either direction, if no proceed indication is displayed, a member of the crew will press and hold for one second a push button switch located on relay case on the interlocking signal. N&W railroad dispatcher's telephones are provided at each end of the interchange track and at the power switches within the interlocking limits. After complying with the above instructions and no indication to proceed is displayed, it will be necessary for a member of the crew to communicate with the control operator at Peru and the movement will be governed accordingly. If conditions permit, the control operator will issue verbal authority to proceed under the following conditions: Trainman must examine both power switches to determine that they are lined for the desired route and that indicator under glass cover on end of power switch machine displays the word "Locked." If locked, the engineman may be signaled by trainman at the power switch to move ahead and stop within interlocking limits but before fouling

a conflicting route. After waiting five (5) minutes within interlocking limits, if switch is still properly lined and locked and there is no train approaching on a conflicting route, train may proceed but must not exceed five (5) miles per hour until engine or lead car has completed the route through the interlocking. If either switch is not in the desired position, train will operate the dual control switch machine in accordance with the rules and special instructions posted in the telephone booth at the power switches.

Note 17. Key-operated test switches located on side of relay case at each interlocking signal to be operated by a member of the train crew by inserting switch key in test switch and turning $\frac{1}{2}$ turn in the clockwise direction. This should cause a proceed indication to be displayed. Key must be left in test switch until train has passed signal and then switch key to be removed. After this has been done and no indication to proceed is displayed, "Special Instructions for Automatic Interlocking" will apply. Operative approach signals are not provided on the Central Indiana Railway and the speed of approaching trains is such that proper flag protection can be provided on L&N track.

Note 18. Trainmen and enginemen using the Automatic Interlocking for L&N and Southern Railway crossing at grade, Fourth and G Streets, Louisville, will be governed by the following:

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

b. Approach track sections to all other signals are 200 to 500 feet long and marked with yellow "B" post and yellow insulated rail joints. Cars are not to be left or stored within these approach limits on any track.

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

d. Should L&N signals be in STOP position, and no movement is apparent on the Southern main track, the Floyd Street operator must be contacted for permission to activate the "clear" pushbutton for signal desired. If permission is granted by the Floyd Street operator, activating the "clear" pushbutton for the signal desired will place the Southern signal at stop, and after approximately four (4) minutes the L&N signal will clear.

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

f. A train using this interlocking and desiring to reverse its direction after having cleared, must push the emergency release button which will clear the signal desired for its move if the conflicting route is unoccupied. However, if the

using train moves to a point 500 feet beyond this signal, the signal will automatically clear for the reverse move when the approach track circuit is re-entered, providing the route is clear. This type move eliminates the push button operation.

g. After the above procedures have been followed Rule 672 will govern.

Note 19. Interlocking signals will normally display "STOP" indication but will automatically display a favorable indication if L&N dispatcher has actuated the signal, if no Southern train has received a favorable signal indication on a conflicting route, and if none of the conditions listed in Rule 266 exist within the interlocking limits or within the block beyond the interlocking limits.

If a Southern train has received a favorable signal indication on a conflicting route, L&N interlocking signal will automatically display a favorable indication after Southern train has moved across crossing and has cleared the interlocking limits, provided the other conditions outlined in preceding paragraph have been met.

Should L&N signal display "STOP" indication and no immediate conflicting movement on Southern track is evident, a member of the train crew should first call the L&N dispatcher. If the dispatcher cannot clear the signal, a member of the train crew will then go to the L&N push button box which is mounted on the side of Southern Railway signal case near the crossing. It contains two push buttons marked "CLEAR" and "CANCEL" and an indicator light. If indicator light is lighted, it indicates that no Southern train is approaching and a crew member should then operate the push button marked "CLEAR." The light over the push button indicates that the push button has functioned properly. If indicator light is not lighted, it indicates a Southern train is approaching and the push button must not be operated; except, if this Southern train does not proceed over the crossing after five (5) minutes, the "CLEAR" push button should be operated which will place the Southern signal at STOP, and after approximately six (6) minutes the L&N signal should clear.

If signal fails to clear after proper operation of push button and at least six (6) minutes has expired, it indicates a failure of equipment and movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking".

A metal box, painted yellow, is mounted on each L&N interlocking signal. These boxes contain push buttons as described above and are for the sole purpose of obtaining "restricting" indication to return to train which has been left on opposite side of interlocking. The operation of these push buttons is the same as those described above except it is not necessary for the L&N dispatcher to actuate the signal for movements of this type.

The push button marked "CANCEL" is provided if it is desired to put L&N signals back to stop after they have been cleared through operation of "CLEAR" button.

L&N telephones, for contacting L&N dispatcher, are located at each interlocking signal. Southern telephone for contacting Southern dispatcher is located on east side of the crossing near Southern track in a metal box equipped with dual locks.

Note 20. Approaching trains should occupy the respective approach track circuit, within 400 feet in the approach of each interlocking signal. A member of train crew will open the push button housing, located on mast of the respective interlocking signals. If indicator light in push button housing is lit, it will

indicate interlocking signals on conflicting routes are at STOP. Press push button and hold for three (3) seconds. The L&N signal should indicate proceed.

If the indicator light in the push button housing is not lit, member of the train crew will contact the GTW dispatcher by telephone, located on a pole adjacent to the interlocking bungalow, for instructions. After instructions received, press push button located on respective interlocking signal and if proceed indication is not displayed at this time, be governed by "Special Instructions for Automatic Interlocking" in current Time-Table.

If means of communications with GTW dispatcher have failed, after waiting five (5) minutes and there is no train or engine on conflicting routes, be governed by "Special Instructions for Automatic Interlocking" in current Time-Table.

SPECIAL INSTRUCTIONS AUTOMATIC INTERLOCKING

At automatic interlockings, if all other means to secure authority for a movement have failed and it is necessary to provide flag protection and no train or engine is approaching on conflicting route, the train or engine should be moved forward within interlocking signal limits and stopped not closer than 50 feet from the crossing. After waiting within interlocking signal limits for five (5) minutes and no train or engine is approaching on the conflicting route, lighted fuseses should be placed on each side of L&N track at the crossing and movement be made through interlocking at Restricted Speed.

EXCEPTION TO RULE 99

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

Nos. 234 and 235 between Bardstown Junction and Springfield.

Nos. 230 and 233 between Park City and Glasgow
All trains between LaCrosse and Michigan City
All trains between Wallace Jct. and Midland
All trains between Orleans and French Lick

Under these instructions, extra trains must not follow regular trains 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.

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:

Hartsville Branch
Greensburg Branch
Lancaster Branch

Derails have been installed at the entrances of these branches.

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

SPRING SWITCHES

Name of Siding	End Located	Normal Position
10th & Kentucky Streets.....		Southward Main Track
Lebanon Junction.....	Crotch switch N. end siding	Northward Main Track
Lebanon Junction (Northward Main).....	North	Northward Main Track
Hemp (North end of double track).....		Southward Track
Hemp (South end of double track).....		Northward Track
Maplewood: Radnor cut-off, northward main track with Louisville Division northward main track.....		Radnor cut-off, Northward Main Track
North end of Cumberland River bridge, Radnor cut-off. (North end of single track gauntlet).....		Northward Main Track
South end of Cumberland River bridge, Radnor cut-off. (South end of single track gauntlet).....		Southward Main Track
Vernia.....	North end siding.....	Main Track
Fogg.....	Both ends siding.....	Main Track
Smedley.....	South end siding.....	Main Track
Orleans.....	Both ends siding.....	Main Track
Mitchell.....	South end siding.....	Main Track
Sand Pit.....	South end siding.....	Main Track
Harrodsburg.....	North end siding.....	Main Track
Diamond.....	Both ends siding.....	Main Track
Bloomington.....	North end Yard Switch Lead..... South end Cassell Track.....	Main Track Main Track
Hunters.....	North end siding.....	Main Track
Adams.....	Both ends siding.....	Main Track
Gosport.....	North end siding.....	Main Track
Wallace Junction.....	Both ends siding.....	Main Track
Cement.....	North end siding.....	Main Track
Greencastle.....	Both ends siding.....	Main Track
Roachdale.....	Both ends siding.....	Main Track
Ames.....	South end siding.....	Main Track
Linden.....	North end siding.....	Main Track
Lafayette Junction.....	South end siding.....	Main Track
Lafayette Junction.....	North end Wabash delivery track.....	Main Track
Lafayette.....	South end No. 2 track (old yard)..... South end Southward Main.....	Northward Main Track Main Track
Ash Grove.....	North end siding.....	Main Track
Brookston.....	North end siding.....	Main Track
Reynolds.....	Both ends siding.....	Main Track
Monon.....	South end Mary Ann Track..... North end west siding.....	Main Track Main Track
Pleasant Ridge.....	North end siding.....	Main Track
Rensselaer.....	Both ends siding.....	Main Track
Surrey.....	Both ends siding.....	Main Track
Rose Lawn.....	Both ends siding.....	Main Track
Lowell.....	Both ends siding.....	Main Track
Dyer.....	South end No. 1 track.....	Main Track
South Hammond.....	South end No. 1 track.....	Main Track

**SPECIAL INSTRUCTIONS FOR SPRING SWITCH
SIGNAL — MONON SUB-DIVISION**

A dwarf signal displaying indications in accordance with Rule 290 or 292, of the Rules of the Operating Department located at the clearance point of a spring switch does not pro-

vide any block indications. When displaying a lunar indication train movement is permitted to the main track at restricted speed to the first signal providing block information. When displaying a stop indication the movement will be governed by Rule 513 and Rule 509. Spring switches are designated by a sign "S" located along track adjacent to the switch.

HOT BOX DETECTOR SYSTEM

Hot Box Indicator	Approach	Direction
Mile T-87.7*	None	Bi-directional
Mile T-60.2*	None	Bi-directional
Mile T-31.5*	None	Bi-directional
Mile 24.9* (Southward Main)	None	Bi-directional
Mile 24.9* (Northward Main)	None	Bi-directional
Mile 61.4*	None	Bi-directional
Mile 92.7*	None	Bi-directional
Mile 125.7*	None	Bi-directional
Mile 164.3*	None	Bi-directional
Mile Q-92.8*	None	Bi-directional
Mile Q-159.6*	None	Bi-directional
Mile Q-190.6*	None	Bi-directional
Mile Q-235.4*	None	Bi-directional
Mile Q-267.2*	None	Bi-directional
Mile Q-302.1*	None	Bi-directional

*Denotes Defect Detector equipped with dragging equipment indicator.

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.

In addition, in checking for Hot Box from numerals on display board, the actual journal count must be made and consist must not be used in attempting to determine location of hot journal.

DRAGGING EQUIPMENT DETECTOR

A dragging equipment detector located near M.P. 151 south of Ames, when actuated by dragging equipment, will cause clear white lights to be displayed in each direction on a pole on the east side of track at the detector and also one on northward automatic block signal No. 149.6 at south end of Ames siding. Train and engine crews will observe these locations for possible display of the clear white lights and when displayed, train must be stopped and must not proceed until the entire train has been examined for dragging equipment.

SPEED AND GROSS WEIGHT RESTRICTIONS
SPEED RESTRICTED (MPH) AS SHOWN FOR CERTAIN EQUIPMENT

Line	Line Capacity (Lbs.)	Normal Speed		Engines in Series				Wrecking Outfits and Derricks	Pile Drivers, Locomotive Cranes and other Top Heavy Equipment
		Passenger	Freight	12-98	388-959 5000-5039	1000-1128 1300-1378 1600-1625 2500-2509 2700-2824 3000-3029 4000-4144 4500-4504	1200-1278 3554-3583 1400-1582		
LL SUB-DIVISION									
Latonia to LaGrange.....	263,000		50				Note A	30	30
LaGrange to Lou. City Limits...	263,000		50				Note A	35	35
LOU. SUB-DIVISION									
Louisville to Nashville									
Union Station to MP 7.....	263,000	30	25					20	20
MP 7 to Bowling Green.....	263,000	70	50				Note A	30	30
Bridge Mile 73.9.....	263,000	60	45				Note A	30	30
Bowling Green to Maplewood...	263,000	70	50				Note A	30	30
LEBANON BRANCH									
Lebanon Jct. to Brodhead.....	263,000		35				Note B	25	25
Brodhead to Sinks.....	263,000		25				Note B	25	25
BARDSTOWN BRANCH									
Bardstown Jct. to Clermont.....	263,000		30		Note C	Barred	Barred	25	25
Clermont to Bardstown.....	220,000		30		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 24.3.....	220,000		10		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 27.5.....	220,000		15		Note C	Barred	Barred	Note D	Note D
Bardstown to Springfield.....	177,000		30		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 48.....	Note E 177,000		30		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 51.2.....	Note E 177,000		15		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 53.9.....	Note E 177,000		15		Note C	Barred	Barred	Note D	Note D
Bridge at Mile 54.3.....	Note E 177,000		15		Note C	Barred	Barred	Note D	Note D
GLASGOW RAILWAY									
Park City to Glasgow.....	263,000		20				Barred	20	20

SPEED AND GROSS WEIGHT RESTRICTIONS — Continued

SPEED RESTRICTED (MPH) AS SHOWN FOR CERTAIN EQUIPMENT

Line	Line Capacity (Lbs.)	Normal Speed		Engines in Series				Wrecking Outfits and Derricks	Pile Drivers, Locomotive Cranes, Ditchers and other Top Heavy Equipment
		Passenger	Freight	12-98	388-959 5000-5039	1000-1128 1300-1378 1600-1625 2500-2509 2700-2824 3000-3029 4000-4144 4500-4504	1200-1278 3554-3583 1400-1582		
SCOTTSVILLE-HARTSVILLE BRANCH									
Gallatin to M.P. 165.....	263,000		20		Note F	Note F	Note G	15	15
M.P. 165 to Hartsville Jct.....	132,000	Note J	20	Note H	Barred	Barred	Barred	Note D	Note D
Bridge at Mile 165.2.....	132,000	Note J	5	Note H	Barred	Barred	Barred	Note D	Note D
Hartsville Jct. to Scottsville.....	132,000	Note J	20	Note H	Barred	Barred	Barred	Note D	Note D
Bridge at Mile CN 173.1.....	132,000	Note J	5	Note H	Barred	Barred	Barred	Note D	Note D
Bridge at Mile CN 188.8.....	132,000	Note J	5	Note H	Barred	Barred	Barred	Note D	Note D
Hartsville Jct. to Hartsville.....	132,000	Note J	20	Note H	Barred	Barred	Barred	Note D	Note D
GREENSBURG BRANCH									
C.&O. Junction to Calvary.....	220,000		20		Barred	Barred	Barred	Note D	Note D
Calvary to Greensburg.....	150,000	Note I	20		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 72.8.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 73.4.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 73.7.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 74.5.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 75.0.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 75.3.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 75.7.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 76.3.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 78.4.....	150,000	Note I	15		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 78.9.....	150,000	Note I	15		Barred	Barred	Barred	Note D	Note D
Bridge at Mile 94.2.....	150,000	Note I	10		Barred	Barred	Barred	Note D	Note D
LANCASTER BRANCH									
Rowland to Lancaster.....	263,000		20				Barred	15	15
Bridge at Mile 107.7.....	263,000		10				Barred	10	10
MONON SUB-DIVISION — New Albany to State Line									
New Albany to Bloomington.....	263,000		50	40				30	30
Bloomington to Lafayette.....	263,000		50	40				30	30
Bridge at Mile Q250.0.....	263,000		25	25				25	25
Bridge at Mile Q230.7.....	263,000		25	10				10	10
Bridge at Mile Q230.2.....	263,000		25	25				25	25
Bridge at Mile Q228.1.....	263,000		25	25				25	25
Bridge at Mile Q227.0.....	263,000		25	25				25	25
Bridge at Mile Q225.1.....	263,000		10	10				10	10
Lafayette to State Line.....	263,000		60	40				30	30
Bridge at Mile Q59.9.....	263,000		25	25				25	25
Bridge at Mile Q23.7.....	263,000		10	10				10	10
Bridge at Mile Q20.1.....	263,000		10	10				10	10
Monon Main Line Wye.....	263,000		15	15				10	10
MICHIGAN CITY BRANCH									
Monon to M.P. 17.....	263,000			35				20	20
M.P. 17 to Michigan City.....	263,000			25			Barred	20	20
INDIANAPOLIS BRANCH									
Monon to Indianapolis.....	263,000			25			Barred	20	20
Bridge at Mile 178.9.....	263,000			10			Barred	10	10
MIDLAND BRANCH									
Wallace Junction to Midland.....	263,000			25			Barred	20	20
FRENCH LICK BRANCH									
Orleans to M.P. 10.....	263,000			25			Barred	20	20
M.P. 10 to French Lick.....	263,000			20			Barred	20	20

SPEED AND GROSS WEIGHT RESTRICTIONS — Continued

Note A: Trimount locomotives in series C-628, Nos. 1400 through 1414; C-630, Nos. 1425 through 1432 and U-25-C, Nos. 1500 through 1525 must not exceed forty (40) M.P.H.

Note B: Six-axle locomotives must not exceed twenty-five (25) M.P.H.

Note C: Locomotives weighing in excess of 236,000 pounds must not be operated.

Note D: May be operated only on authority of the Chief Dispatcher who will issue appropriate instructions covering movement.

Note E: Four-axle cars at least 42 ft. long over pulling face of couplers with gross weight on rails not exceeding 220,000 pounds, evenly distributed, can be handled over bridges designated, provided each car with gross weight on rails exceeding 177,000 pounds is placed between two light weight cars not exceeding 50,000 pounds gross weight. Such cars must not be handled in excess of ten (10) M.P.H.

Note F: Must not be operated south of M.P. CN 163.

Note G: Must not be operated on Scottsville-Hartsville Branch south of TVA Yard switch.

Note H: Locomotives weighing in excess of 139,000 pounds must not be operated.

Note I: Single heavy 4-axle cars may be handled when placed in train between two light weight cars. Cars of 180,000 pounds gross weight may be handled if preceded by one car and followed by one car each not exceeding 46,000 pounds gross weight.

Note J: Single heavy 4-axle cars may be handled when placed in train between two light weight cars. Cars of 140,000 pounds gross weight may be handled if preceded by one car and followed by one car, each not exceeding 90,000 pounds gross weight.

SPEED RESTRICTIONS

LL Sub-division

Location	M.P.H.
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- 38.8.....	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

Louisville Sub-division

Location	M.P.H.		Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
	Passenger	Freight	
Maplewood to Foster Street			
Nashville	50	25	25
Foster Street to Cumberland River Drawbridge, Nashville....	25	25	25
North end Cumberland River Drawbridge to South End Tower.....	15	10	
Maplewood to Cumberland River Bridge, Radnor Cutoff.....	40	40	25
On Cumberland River Drawbridge, Radnor Cutoff	15	15	15
Cumberland River Bridge to Radnor, Radnor Cutoff	40	40	25

Monon Sub-division

Location	M.P.H.		Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
	Passenger	Freight	
Mile Q121.1 to Mile Q119.5	15	10	10
Mile Q119.5 to Mile Q116.9	15	15	10
Mile Q29.2 to Mile Q23.7	40	30	30
Mile Q23.7 to Mile Q22.5	25	15	10
Mile Q22.5 to Hohman Street Interlocking Limits	20	15	10
Highway U.S. 20, Mile A56.7.....		10	10
CSS RR Crossing, Michigan City.....		20	20
C.&O. RR Crossing, Michigan City.....		20	20
ConRail Crossing, Otis.....		20	20
B.&O. RR Crossing, Alida		20	20
ConRail Crossing, Wanatah.....		20	20
ConRail Crossing, LaCrosse		20	20
ConRail Crossing, Wilders		20	20
ConRail Crossing, Clay City		10	10

EXCEPTIONS TO NORMAL SPEED

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

2. Trains will not exceed ten (10) miles per hour through yard tracks on Monon Sub-division.

3. Trains will not exceed fifteen (15) miles per hour through K&I Terminals, and in addition, northward trains will not exceed twelve (12) miles per hour passing LS Junction and southward trains will not exceed twelve (12) miles per hour at end of K&I Bridge.

4. Through turnouts and crossovers, Normal Speed is fifteen (15) miles per hour, except as follows: ten (10) miles per hour on LL Sub-division; thirty (30) miles per hour through No. 15 turnout to Corbin Division at HK Tower; thirty (30) miles per hour for passenger trains through No. 16 turnouts at Tunnel Hill, Morgantown and Memphis Junction, (fifteen (15) miles per hour through crossover from southward track to siding at Tunnel Hill).

5. Normal Speed on sidings and side tracks is fifteen (15) miles per hour, except ten (10) miles per hour on LL Sub-division.

6. Passenger trains with L&N freight locomotives in engine consist must not exceed sixty-five (65) miles per hour.

7. Trains with trimount locomotives series C-628, Nos. 1400 through 1414; C-630, Nos. 1425 through 1432 and U-25-c, Nos. 1500 through 1525 in engine consist must not exceed forty (40) miles per hour, between Louisville and Nashville.

8. Trains operating on the Lebanon Branch with 6-axle locomotives in engine consist must not exceed twenty-five (25) miles per hour.

9. Trains handling switch engines with friction bearings, either working or in tow, must not exceed thirty-five (35) miles per hour.

10. 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.

11. Normal Speed for trains of solid piggyback cars is sixty (60) miles per hour, or not to exceed Normal Speed for passenger trains where passenger train speed is less than sixty (60) miles per hour, except on curves where maximum speed for freight trains is less than for passenger trains, the freight train speed must not be exceeded. When slow orders reduce the Normal Speed of passenger trains, piggyback trains must not exceed the reduced speed for freight trains set up in this territory.

12. 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.

13. 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.

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

15. L&N 80015 Jordan Spreader must be handled in trains with blades folded and moving in a forward direction whenever possible. If it is necessary to move the spreader in a train with the blades in a trailing position, it must be watched very closely and turned at the first point possible. Trains handling the Jordan

Spreader will not exceed a speed of twenty-five (25) miles per hour.

16. 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.

17. 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.

18. 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.

19. Trains handling loaded tri-level cars of automobiles will not exceed a speed of ten (10) miles per hour through Fourth St. Overpass, Lafayette, through all overhead structures between Crawfordsville and Ames and through PC overpass at Greencastle.

MOVEMENT OF TRAINS IN SAME DIRECTION BY BLOCK SIGNALS

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

HK Tower and Frankfort Ave., East Louisville
North Hemp and South Hemp
Louisville and Tunnel Hill
Montfort and Nashville
Maplewood and Radnor

Rule 261 is effective between:

Lebanon Junction and Tunnel Hill on both northward and southward main tracks. Trains will move on signal indication without regard to superiority of trains.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:

HK Tower and Frankfort Ave., Louisville

Louisville and Tunnel Hill, except within interlocking limits.

Montfort and Nashville-Radnor, except within interlocking limits.

North Hemp and South Hemp.

Vernia and South Hammond, except between Mile 117.8 and Mile 120.3 at Lafayette, except between Mile 21.9 and Mile 23.9 at South Hammond, and except within interlocking limits.

Monon and Indianapolis, except within interlocking limits.

Between Lebanon Junction, Kentucky, and Tunnel Hill, Kentucky, and between North Hemp and South Hemp, Kentucky, track cars may be operated by authority of the train dispatcher under provisions of Operating Department Rules 571, 572 and 573. Train dispatchers must be governed by Operating Department Rules 574 and 575.

INTERLOCKING

Interlocking rules are effective:

Decoursey
Latonia
North MN-Louisville
South MN-Louisville
Fourth and G Streets, Louisville
Strawberry
Big Ditch
Outer Loop, Louisville
North Lebanon Junction
Lebanon Junction
Junction City
Elizabethtown
Amqui
Maplewood
Cumberland River Bridge
(Radnor cut-off)
North Radnor
Cumberland River Drawbridge
Church Street, Nashville
South End, Nashville
Vine Hill, Nashville
Mitchell
Bedford
Gosport Junction
Limedale
Roachdale
Ames

Linden
Lafayette Junction
Lafayette
Reynolds
Shelby
St. John
Dyer
GT Crossing
Maynard
South Hammond
San Pierre
Wilders
LaCrosse
Wade
South Wanatah
Wanatah
Haskells
Alida
Otis
Michigan City
Monticello
Delphi
Frankfort
Westfield
Clay City
Midland
Monon

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Between Latonia and HK Tower

Between Lebanon Junction and North Hemp

Between South Hemp and Sinks

Between Tunnel Hill and Montfort

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

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.

MISCELLANEOUS SPECIAL INSTRUCTIONS

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.

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.

Yardmasters will be governed by the following in making up freight trains during severely cold weather.

Temperature 25 deg. above zero or higher no car limit.

Temperature 15 deg. to 25 deg. above zero 125 cars.

Temperature below 15 deg. above zero 100 cars.

Variation from these instructions will be permitted only upon authority of the train dispatcher.

Yardmasters, agents and freight conductors will insure that all instances of waybills without cars and cars without waybills are wired promptly to the Chief Dispatcher.

When making movements over Curry Pike on spur track to industries at Hunters, a stop will be made before crossing and a member of the crew sent forward to stop highway traffic.

When backing train around north leg of wye track at Monon, flag protection will be provided over road crossings.

Cars must not be kicked in Southward direction toward crossing at Mitchell, such moves must be made by pushing cars down with engine and cutting off, to prevent their entering interlocking limits.

When making movements at the Miller Tipple Peabody Coal Company, engine must not be allowed to go under any portion of the Tipple.

Wood chip cars in Series 30600, with built up sides are barred from the Glasgow Branch.

Switch key-operated test boxes, to actuate the automatic crossing protection, are installed at the following crossings:

Crossing	Location
McKinley Street	Rensselaer
State Road 114	Pleasant Ridge
State Road 43	Greencastle
State Road 42	Cloverdale
7th Street	Bedford
Grissom Street	Mitchell
Beechwood Avenue	New Albany
State Road 2	Westville
U. S. Highway No. 30	Wanatah
Broadway Street	Monticello
State Road 47	Sheridan

The use of these devices while switching over the crossings listed, requires that switch key be inserted and given a one-quarter turn.

ADVANCE TRAIN ORDER INDICATOR Location of Indicators

Northbound	Southbound
Cement Dyer	Linden

A white light showing the letter "T" for day and night service installed on block signal pole near various sidings under control of telegraph operator, will be used only under direction of train dispatcher. When this light shows white it will indicate to the train approaching this signal that operator has orders advancing its movement and will be their authority to proceed on main track to train order office.

The indication displayed by this white light will not dispense with the observance of the indication displayed by the automatic block signal.

YOUNGTOWN

Remote control signal system at New Albany extends from VI Interlocking to the clearance point at south end of Vernia siding.

Trains and engines operating over tracks in this territory will be governed by Rules and Instructions for Remote Controlled Switch and Signals between VI Interlocking Plant and Vernia, issued by Kentucky and Indiana Terminal RR.

An additional light unit is attached to block signal 314.7. When this unit displays a yellow aspect and the signal arm displays either clear or approach for a southward train, it will be authority for such train to proceed on the main track to the south end of Vernia. Northward trains will proceed on main track when signal 3L indicates approach or proceed. If trains are to meet at Vernia the Control Operator may line the power-switch and clear the signal for the northward train to enter the siding.

Between VI Tower, New Albany and Seventh and Magnolia Streets, Louisville, tracks of the K&IT R.R. will be used, and Time-Table and Operating Rules of K&IT R.R. will govern.

SOUTH HAMMOND

Between State Line and Chicago tracks of the C&WI R.R. will be used. Time-Table and Operating Rules of that company will govern between South Hammond and Chicago.

The siding at South Hammond, to which schedule of trains apply under Time-Table, rules and train orders, is from the south cross-over switch to the cross-over switch at the Middle Connection. An additional light unit attached to Block Signal 21.0 will display a white indication and when so displayed it will be authority for northward train to approach Hohman Street Interlocking at once. White indication is not required if train is less than 200 feet in length, or if train does not intend to enter the interlocking limits.

The indication displayed by this additional unit will not dispense with the observance of indications displayed by the automatic block signals.

In the event the white indication is not received, trains must not enter Douglas Street crossing without first ascertaining that the interlocking signal indicates proceed for northward movement and that the flashers are operating, gates down, and crossing is clear.

Flashers and gates may be activated by occupying that portion of track between Block Signal 21.0 and south side of Douglas Street crossing or by inserting switch key and making quarter turn clockwise in the control box marked "DOWN" which is located on the northward end of the control case at Block Signal 21.0. Key may be removed after engine has entered the crossing.

FRANKFORT

The siding to which schedule of trains apply under Time-Table, rules and train orders is the east siding.

MICHIGAN CITY

Trains and engines will not cross Franklin Street until street traffic has been stopped by a man on the ground.

USE OF SIDINGS AND SPECIAL MOVEMENTS

BARDSTOWN

When switching Lily Company and Burroughs Company on the Bardstown Branch, movement of cars or engine must not be made from Lily Company turnout directly into Burroughs turnout, or the reverse.

Movement must first be down the main and then into the Burroughs track.

BARDSTOWN JUNCTION

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

BOWLING GREEN

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

BLOCK SIGNALS—BOWLING GREEN SIDING

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

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

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

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

SCOTTSVILLE

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

SPEED RESTRICTIONS (CITY ORDINANCES)

Name of City	Speed (Miles per hour)
LaGrange.....	10
Pewee Valley.....	35
St. Matthews.....	30
Shepherdsville	
Passenger.....	55
Freight.....	45
Lebanon Junction.....	25
Elizabethtown.....	25
Bonnieville.....	30
Horse Cave (Guthrie St. to McFerron St.)	35
Cave City.....	30
Gallatin.....	30
New Haven.....	20
Lebanon.....	15
Junction City.....	15
Stanford.....	15
Mt. Vernon.....	10
Campbellsville.....	8
New Albany.....	10
Salem, Main Street.....	20
Orleans.....	30
Mitchell.....	25
Bedford Public Square.....	8
Bloomington.....	25
Cloverdale.....	30
Greencastle.....	25
Roachdale.....	40
Lafayette, Salem St. and Romig St.....	10
Monticello.....	15
Delphi.....	30
Frankfort.....	35
Sheridan.....	35
Indianapolis.....	30
Lowell.....	30
Between Douglas Street and 165th Street, Hammond.....	20
Between Hohman Street and Douglas Street, Hammond.....	20

CITY ORDINANCES AND STATE REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

1. Anti-whistling ordinances in effect within the city limits of LaGrange, Anchorage, St. Matthews and Louisville.

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.

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

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

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

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

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

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

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

Highway 10A, Mile CN-173.

Highway 31-E, Mile CN-173.

Highway 31-E, Mile CN-186.

State Highway, Mile HB-174.

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

6. B.&S. trains will stop and flag in both directions at Highway 31E, located at depot at Bardstown.

7. Attention is called to Indiana Statute 55-1243 reading, in part, as follows:

Signals at crossings — (a) It shall be the duty of all railroad companies operating in this state to equip every locomotive engine with a whistle and a bell, maintained in good working order, such as are now in use or may be hereafter used by railroad companies, and the engineer or other person in charge of, or operating such engine upon the line of any such railroad, shall, when such engine approaches the crossing of any turnpike, public highway or street in this state, beginning not less than eighty (80) rods from such crossings, sound the whistle on such engine distinctly not less than four (4) times, which sounding shall be prolonged or repeated until the crossing is reached, and ring the bell attached to such engine continuously from the time of sounding such whistle until such engine shall have fully passed such crossing.

(b) It is unlawful for an engineer or other person in charge of a locomotive to move the locomotive, or allow it to be moved over or across any turnpike, public highway or street crossing if the whistle and bell are not in good working order. It is unlawful for a railroad company to order that, or to permit, a locomotive be moved over or across any turnpike, public highway or street crossing if the whistle and bell are not in good working order; provided, however, that when such whistle or bell is not in good working order the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

EXCEPTIONS: CITY OF LAFAYETTE, INDIANA

Section 23-12. Sounding whistles.

No person shall, within the city, sound or permit the sounding of the whistle of any locomotive, steam shovel, steam derrick or other steam engine used or operated on any railroad, except as a danger signal in extreme emergency. (Code 1956, 19-14).

Section 23-13. When engine bells to be rung.

Every engineer of a locomotive engine shall constantly ring the bell of his engine while the same is in motion, within the corporate limits of the city, and also shall ring the bell of his engine immediately before setting the same in motion.

EXCEPTIONS: CITY OF FRANKFORT, INDIANA

City Ordinance No. 3-488

It shall be unlawful for any person, firm or corporation operating a railroad locomotive engine in or through the City of Frankfort, Indiana, to sound or permit to be sounded within the corporate limits of said City, any whistle or other signal

on said locomotive for any street or alley intersection with the right of way with said railroad, except as a danger signal in an emergency situation.

Exception — Warning signals will be sounded at West Boone Street, West South Street, and Wabash Street and the above City Ordinance will not apply.

8. Blocking of railroad highway grade crossings, state of Indiana.

Section 1 — It shall be unlawful for a railroad corporation to permit any train, railroad car or engine to obstruct public travel at a railroad highway grade crossing for a period in excess of ten (10) minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad corporation has no control.

Section 2 — It shall be unlawful for a railroad corporation to permit successive train movements to obstruct vehicular traffic at a railroad-highway grade crossing until all vehicular traffic previously delayed by such train movements has been cleared or a period of five (5) minutes has elapsed between train movements.

Section 3 — Any railroad corporation, conductor or engineer violating any of the provisions of this chapter is guilty of a misdemeanor and shall be fined not less than one hundred dollars (\$100) nor more than five hundred dollars (\$500). However, no conductor or engineer acting under the rules or orders of the railroad corporation or its supervisory personnel may be prosecuted for such violations.

SPECIAL INSTRUCTIONS — TERMINALS

CINCINNATI TERMINAL

DOUBLE TRACK TERRITORY

BETWEEN:

KC Junction and Rosedale Interlocking

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

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

INTERLOCKING

Interlocking rules are effective:

KC Junction	Decoursey
Latonia	Spring Lake
Rosedale	

STANDARD CLOCKS

Decoursey.....Locker Room Diesel Shop.

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
Latonia a.....	Continuous	None
Decoursey a.....	Continuous	None

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

REGISTER STATIONS

Location	For	Register by Card Form 230
Decoursey Diesel Shop.....	All trains.....	All trains

YARD LIMITS

Cincinnati
 Latonia
 Decoursey

BULLETIN BOARDS

Latonia.....Crew Disp. Office
 Decoursey.....No. 26
 North Hump
 South Hump
 Locker Room Diesel Shop
 Locker Room South Bowl

SPEED RESTRICTIONS

Normal Speed (In Miles per hour)	Psgr.	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
Through Wye at Latonia	10	10	10
KC Jct. and Spring Lake.....	10	10	10

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 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.

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.

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)

Auto Train Terminal

TRAIN ORDER OFFICES.

*KS, Strawberry — Continuous

East Louisville — 7:00 A.M. to 11:00 P.M. (For trains enroute Corbin Division).

*Station not equipped with Train Order Signal.

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

Northward trains enroute Corbin Division at HK Tower

must receive Clearance Form A at East Louisville during hours Train Order Office is open.

Louisville Division trains originating at Union Station, Louisville, Ky., may leave without Clearance Form A, but must receive Clearance Form A at Strawberry, or at VI Tower. All southward Louisville Division trains and all northward Evansville Division trains originating at South Louisville may leave without Clearance Form A, but must receive Clearance Form A at Strawberry.

Northward trains enroute Monon Sub-division may leave their initial station within the L&N Louisville Terminal and/or K&I Terminal without Clearance Form A, but must receive Clearance Form A at VI Tower.

YARD LIMITS

Between Union Station and Mile Post 8 and Frankfort Avenue.

RAILROAD CROSSING AT GRADE

Location	Railroad	Protection
Fourth and G Streets.....	Southern.....	Interlocking
Floyd and J Streets.....	Southern.....	Interlocking

SPRING SWITCHES

Location	Normal Position
10th and Kentucky Streets.....	For southward main

BULLETIN BOARDS

Louisville — Auto Train Terminal — Crew 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 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 Nos. 215 and 216, 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.

NASHVILLE TERMINAL**TWO OR MORE TRACKS:**

Between Maplewood and Brentwood (via Kayne Avenue).
Between Maplewood and North Radnor (via Radnor Cut-off).
Between Shops and Church Street.

Between Oak Street and Terminal Limits Atlanta Division.

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS:

Automatic Block Signal System Rules (Rules 505 through 515 inclusive) are effective between:

Maplewood and Brentwood (via Kayne Avenue), except interlocking.

Maplewood and Radnor (via Radnor Cut-off), except interlocking.

Oak Street and Fourth Avenue, except interlocking.

Shops and Church Street, except interlocking.

Rules D-251, D-252, D-253 and D-254 are effective between:

Maplewood and CR Drawbridge, except interlocking.

Maplewood and North Radnor, via Radnor Cut-off, except interlocking.

Rules 261, 262 and 263 are effective between:

Shops and Brentwood, except interlocking.

Oak Street and Fourth Avenue, except interlocking.

INTERLOCKING:

Maplewood
Cumberland River
Drawbridge
Church Street
South End
Oak Street
A-2
Vine Hill
Blackman Lane

Birmingham Division Freight
Departure
Radnor Receiving Yard
North Radnor
Cumberland River Bridge
Radnor Cut-off
11th Avenue
Shops

STANDARD CLOCKS:

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

TRAIN ORDER OFFICES:

*Church Street Tower—Continuous
*South End Tower—Continuous
*Vine Hill Tower—Continuous
*Cumberland River Drawbridge —Continuous
*Radnor—Continuous

*Station not equipped with Train Order Signal.

REGISTER STATIONS:

Nashville—Union Station Register Office
Nashville—Kayne Ave. Yard Office
Radnor—RA Train Order Office

CLEARANCE OF TRAINS:

All Louisville and Evansville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A, but must receive Clearance Form A at Cumberland River Drawbridge.

Before departing Union Station or Kayne Avenue Yard, conductors will ascertain from Operator what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union Station or Kayne Avenue Yard.

SPRING SWITCHES:

Location	Normal Position
Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track.....	For Radnor Cut-off, northward main track
North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet)	For northward main track
South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet)	For southward main track
North of Harding Place Overhead Bridge in Radnor Yard off the 99 crossover and to the roundhouse	For roundhouse lead

BULLETIN BOARDS:

Nashville—Union Station Register Office
 Radnor—Enginemen's Washroom
 Radnor—Bowl Office
 Nashville—Kayne Avenue Yard Office

SPEED RESTRICTIONS:

Normal Speed (In Miles per hour)	Psg.	All other Trains and Eng.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
Maplewood to Foster St.....	50	25	
Foster St. to North End CR Drawbridge.....	25	25	
North End CR Drawbridge to Cedar St.	15	10	
Cedar St. to Oak St.	10	10	
Oak St. to 4th Ave.	15	10	
Oak St. to Brentwood.....	50	30	
Cedar St. to Shops.....	20	20	

SPEED RESTRICTIONS—Continued

Normal Speed (In Miles per hour)	Psg.	All other Trains and Eng.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
On 12th Ave. Wye.....	10	10	
Through crossover at Craighead.....	20	20	
Crossover at Craighead to Main Yd. Office....		30	
Through crossovers and turnouts (Except Craighead).....	15	10	
On A-2 Line.....	10	10	
RADNOR CUT OFF			
Maplewood to CR Bridge.....	40	40	25
On CR Bridge.....	15	15	
CR Bridge to North Radnor.....	40	40	25

Engines and cars must not exceed 10 miles per hour on Front Street lead and other tracks in Front Street District.

Trains and engines entering and leaving Receiving and Departure Yards must not exceed 10 miles per hour.

Trains and engines making southward moves on long lead south end Kayne Avenue Yard, approaching Fogg Street, must not exceed 6 miles per hour.

LIST OF SURGEONS—Nashville

Dr. Roy J. Renfro District Surgeon
 Dr. A. J. Sutherland Examining Surgeon
 Drs. Lyle-Rowe-Driver Oculists
 Dr. J. C. Pennington, Jr. Local Surgeon
 Dr. Kenneth Classon Local Surgeon

SPECIAL MOVEMENTS:

1. When signals governing the movement on Cumberland River Bridge, Radnor cut-off, are found indicating "Stop" and no opposing train movement is being made, a member of train crew will operate the push button release. This push button release is located on a pedestal immediately ahead of the home signals on the north and south sides of Cumberland River Bridge, Radnor cut-off. If the signal continues to display a "Stop" indication, after waiting five (5) minutes, the R.A. operator should be contacted, who will arrange for the signal maintainer to correct the trouble and move trains across the bridge.

2. The movement of trains against the current of traffic between interlockings listed below will be made only on written instructions from the Superintendent-Terminal or his representative:

Maplewood and CR drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge

on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Maplewood and Radnor (Radnor cut-off).

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

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

5. All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at Restricted Speed except between Oak Street and Brentwood.

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

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

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

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

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

9. It will be required of all train crews and engine crews using switches at the south end of Receiving Yard (A Yard, Radnor) to leave all switches lined for east drill.

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

11. All trains approaching the spring switch at the north end of the Cumberland River Bridge on the Radnor Cut-off be prepared to stop, expecting to find the switch lined against their movement.

12. Color light information signals on West Nashville Branch, located approximately eighty (80) feet north of 37th Ave., No. and just north of Charlotte Ave. Crossing, are information indicators only. Their purpose is to let crew know there are no conflicting movements between these lights. The indicator light located just north of Charlotte Avenue Crossing is not APPROACH SIGNAL to shops interlocking.

The following procedure will govern transfer cuts moving over A-2 Line from Radnor to Nashville when setting off in South Nashville Yard:

Cars not to be set-off in South Nashville will be left south of the Lebanon Branch turnout from Atlanta Division northward

main track. After completing set-off in South Nashville the return movement to rear portion of cut may be made on Atlanta Division northward main track on permission of Operator, South End Tower, to pass dwarf signal, located just east of Continental Grain Company, while displaying a stop indication, as this signal cannot be cleared for this Southward movement on northward main track while cars are standing on northward main track south of the Lebanon Branch turnout.

13. Flammable compressed gas in uninsulated tank cars that are not equipped with head shields, that are loaded with flammable compressed gas requiring dangerous placards shall not be cut off in motion.

No car moving under its own momentum shall be allowed to strike any tank car containing flammable compressed gas placarded dangerous that is not equipped with head shields, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Shipping orders and waybills for loaded tank cars containing flammable compressed gas placarded dangerous must carry the notations "DOT 112A or DOT 114A" and must be handled in accordance with above.

14. On both main tracks between north Radnor interlocking and Cumberland River Bridge, on Radnor Cut-off, all trains must move at Restricted Speed regardless of signal indication governing their movement. Rule 513 does not apply between these points.

OTHER TRACKS

LL 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
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—Continued

Louisville Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch
Shepherdsville.....	18.2	21 (Old Siding)	Both ends
Shepherdsville.....	18.2	7 (House Track)	Both ends
Bardstown Jct.....	22.1	14 (Old Siding)	Both ends
Elizabethtown.....	42.5	14 (Old Siding)	Both ends
Elizabethtown.....	42.5	17 (Old Siding)	Both ends
Glendale.....	49.7	7	South
Sonora.....	54.9	22 (House Track)	Both ends
Upton.....	59.6	44 (Old Siding)	South
Bonnieville.....	65.9	9 (House Track)	Both ends
Munfordville.....	72.8	26 (Old Siding)	North
Rowletts.....	75.9	35 (Spur Track)	South
Horse Cave.....	80.9	84 (Old Siding)	Both ends
Horse Cave.....	80.9	35 (Tobacco)	Both ends
Cave City.....	84.6	25 (House Track)	Both ends
Park City.....	90.3	39 (Old Siding)	Both ends
Park City.....	90.4	19 (House Track)	Both ends
Rocky Hill.....	95.9	20 (Coal Track)	Both ends
Rocky Hill.....	95.9	10 (Horn Track)	Both ends
Smiths Grove.....	99.9	18 (House Track)	Both ends
Bowling Green.....	113.2	35 (West Siding)	Both ends
Sanderson.....	118.3	45 (Wye Track)	South
Rich Pond.....	121.4	22 (Spur Track)	North
Woodburn.....	125.4	28 (House Track)	Both ends
Franklin.....	134.0	58 (House Track)	Both ends
Mitchellville.....	140.8	18 (House Track)	Both ends
Portland.....	144.5	64 (Old Siding)	Both ends
Buck Lodge.....	149.6	4 (Spur Track)	North
Gallatin.....	158.4	70 (West Siding)	Both ends
Gallatin.....	158.7	13 (Storage)	Both ends
Gallatin.....	159.3	5 (Garrett Track)	South
Gravel Switch.....	C 79.5	14 (Spur Track)	South
Junction City.....	C 95.0	34 (East Siding)	Both ends
Crab Orchard.....	C115.1	10 (Spur Track)	North
Mount Vernon.....	C129.1	9 (House Track)	North

Monon Sub-division

Station	Mile	Capacity 55 ft. Cars	Switch
New Albany.....	316.6	(Wye Track)	
Wilson.....	305.3	18	Both ends
Murdock.....	241.4	(Wye Track)	
Cary.....	172.4	7	North
Delphi.....	B 23	28	Both ends
Rossville.....	B 37	40	Both ends
Kirklin.....	B 59	29	Both ends
Horton.....	B 72	15	North
Nora.....	B 84	29	North
Alida.....	A 45	8	Both ends
Westville.....	A 47	21	Both ends
Jorden.....	F 13	36	Both ends
Patrickburg.....	F 19	44	Both ends
Braxton.....	D 8.6	8	South

SPEED TABLE

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

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

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), RS-11 (950-956), C-420 (1351-1378), 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), C-430 (5600-5602).
- 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 to LaGrange.....	1300	1430	2000
LaGrange to South Louisville.....	3800	4200	5800
South Louisville to Tunnel Hill.....	1250	1450	1875
Tunnel Hill to Bowling Green.....	2500	2750	3750
Bowling Green to Gallatin.....	2075	2300	3110
Gallatin to Radnor.....	2100	2300	3150
South Louisville to Parksville.....	1435	1635	2150
Parksville to Corbin.....	1100	1400	2000
South Hammond to Monon.....	2100	2500	3100
Monon to Lafayette.....	3000	3500	4100
Lafayette to South Louisville.....	1350	1600	2200
Monon to Belt Junction.....	2000	2400	Restricted
Michigan City to Alida.....	2000	2400	Restricted
Alida to Monon.....	3800	4200	Restricted
Wallace Junction to Midland.....	1950	2300	Restricted
Orleans to French Lick.....	1350	1600	Restricted
NORTHWARD			
Radnor to Gallatin.....	2100	2200	3150
Gallatin to Bowling Green.....	1225	1350	1835
Bowling Green to South Louisville.....	2350	2550	3525
South Louisville to LaGrange.....	1900	2100	2900
LaGrange to Latonia.....	1465	1625	2200
Corbin to Parksville.....	1450	1600	2175
Parksville to South Louisville.....	3350	3600	5025
South Louisville to Bedford.....	1350	1600	2200
Bedford to Bloomington.....	2800	3200	4000
Bloomington to Bainbridge.....	1350	1600	2200
Bainbridge to Lafayette.....	3500	4400	5500
Lafayette to Monon.....	2100	2500	3100
Monon to South Hammond.....	3600	4200	5200
Monon to Michigan City.....	3600	4200	Restricted
Belt Junction to Monon.....	2000	2400	Restricted
Midland to Wallace Junction.....	1950	2300	Restricted
French Lick to Orleans.....	1350	1600	Restricted

- Each unit will carry its time-table tonnage rating, except no tonnage will be applied to low HP switcher type units (600 HP, 1000 HP, 1200 HP) when coupled in MU with other class units. If 1200 HP switch engine is used in local service, figure tonnage 80% of Column 1.
- SW-1500 and MP-15 locomotives must be lead unit in consist of more than two units, except when moving dead, they must be handled immediately behind the lead unit. Consist containing these units must not exceed 5 four-axle units, including the dead unit.
- Six-axle locomotives must not be operated on Monon Sub-division side tracks or branch lines, unless authorized.
- For pusher rating out of Bloomington, add 1000 tons PER TRAIN, except that 1500 HP single unit trains will be held to 1950 tons between Gosport and Wallace Junction when pushed.

LOUISVILLE DIVISION

G. T. BOWDEN
Trainmaster
Louisville, Ky.

T. L. WILLIAMS
Asst. Trainmaster
O'Bannon, Ky.

M. C. TABOR
Trainmaster
Louisville, Ky.

L. C. FUSON
Road Foreman of Engines
Asst. Trainmaster
Louisville, Ky.

R. T. McCALL
Trainmaster
Bloomington, Ind.

R. E. BODLE
Road Foreman of Engines
Asst. Trainmaster
Lafayette, Ind.

V. D. CLARY
Trainmaster
Lafayette, Ind.

E. B. COWAN
Chief Dispatcher
Louisville, Ky.

CINCINNATI TERMINAL

A. B. NOONAN
Superintendent

J. W. WELLS
Asst. Trainmaster

W. E. BURGOYNE
Trainmaster

W. J. DOYLE
Trainmaster

J. H. GOINS
Asst. Trainmaster

LOUISVILLE TERMINAL

C. M. TATUM
Trainmaster

A. S. THEIL
Asst. Trainmaster

J. D. THOMAS
Trainmaster

C. J. BURTON
Asst. Trainmaster

H. P. HAMBLIN
Trainmaster

R. N. COTTON
Asst. Trainmaster

L. B. LUTTS, JR.
Asst. Trainmaster

F. L. COAKLEY
Asst. Trainmaster

R. R. TICHENOR
Asst. Trainmaster

D. E. MULLINS
Asst. Trainmaster

J. B. NOBLE
Asst. Trainmaster

NASHVILLE TERMINAL

J. B. SELLERS
Superintendent

W. R. WEBB
Trainmaster

G. D. McCALL
Superintendent-Terminal

L. K. McCORMICK
Trainmaster

W. T. STILL
Trainmaster

R. L. HONEYCUTT
Trainmaster

J. R. COPPINGER
Trainmaster

L. W. DICKSON
Trainmaster

C. CHRISTON
Asst. Trainmaster

W. E. McCLELLAN
Asst. Trainmaster

R. E. MARQUARDT
Asst. Trainmaster

LOUISVILLE DIVISION — LIST OF SURGEONS

DISTRICT SURGEONS

Dr. Robert E. Reichert Covington, Ky.
Dr. Joseph C. Marshall (Injuries) Louisville, Ky.
Dr. S. G. Marcum (Physical Exams) Louisville, Ky.
Dr. Roy J. Renfro Nashville, Tenn.

ORTHOPEDIC SURGEON

Dr. A. B. Lipscomb Nashville, Tenn.

CONSULTING SURGEON

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

OCULISTS

Drs. Lyle, Driver and Rowe Nashville, Tenn.
Dr. R. R. Calvert Lafayette, Ind.
Dr. C. J. Trout Lafayette, Ind.

LOCAL SURGEONS

Dr. Yoon K. Kim Covington, Ky.
Dr. J. L. Cassidy — (Med. Consultant) Covington, Ky.
Dr. R. J. Rust Newport, Ky.
Dr. C. O. Carothers Cincinnati, Ohio
Dr. Ralph Carothers Cincinnati, Ohio
Dr. J. M. Huey Walton, Ky.
Dr. E. G. Houchin LaGrange, Ky.
Dr. Burl Mack Pewee Valley, Ky.
Dr. W. Twyman Louisville, Ky.
Drs. Robbins, Johnson and Taylor Elizabethtown, Ky.
Dr. R. T. Routt Sonora, Ky.
Dr. H. N. Miers, Jr. Bowling Green, Ky.

Dr. Carter Moore (Associate) Franklin, Ky.
Dr. D. Stewart Gallatin, Tenn.
Dr. W. H. Stevenson Gallatin, Tenn.
Dr. J. W. Meredith Scottsville, Ky.
Dr. E. W. Wood Bardstown, Ky.
Dr. Wm. Bryant Glasgow, Ky.
Dr. R. D. Eastridge Lebanon, Ky.
Dr. B. J. Baute Lebanon, Ky.
Dr. K. Classon Nashville, Tenn.
Dr. J. C. Pennington, Jr. Nashville, Tenn.
Dr. H. S. Johnson Lafayette, Ind.
Dr. J. J. Lind Lafayette, Ind.
Dr. B. Bomba Bloomington, Ind.
Dr. C. Jastrenski Bloomington, Ind.
Dr. W. H. Norman Indianapolis, Ind.
Dr. S. J. Davis Indianapolis, Ind.
Dr. M. D. Gardner Michigan City, Ind.
Dr. G. K. Hammersley Frankfort, Ind.
Dr. E. R. Apple Salem, Ind.
Dr. W. H. Garner, Jr. New Albany, Ind.
Dr. T. C. Haller Crawfordsville, Ind.
Dr. V. G. Varay Crawfordsville, Ind.
Dr. N. A. Hibner Monticello, Ind.
Dr. F. D. Kinney Munster, Ind.
Dr. S. E. McClure Monon, Ind.
Dr. G. W. Wagoner Delphi, Ind.
Dr. R. H. Woolery Bedford, Ind.
Dr. E. R. Beaver Rensselaer, Ind.
Dr. D. B. Templin Lowell, Ind.
Dr. Sam Rotman Jasonville, Ind.
Dr. W. E. Schoolfield Orleans, Ind.

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR	"EXPLOSIVES"	"DANGEROUS"	"DANGEROUS"	"POISON GAS"	"POISON GAS"	"FLAMMABLE POISON GAS"	"DANGEROUS RADIO- ACTIVE MATERIAL"
		ANY CARS (Not for use carrying flammable or combustible)	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	MUST NOT BE PLACED NEXT TO CAR PLACARDED	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, TRI-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 <small>(SEE LINE 21)</small>	✓	✓ 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.)

