SAFETY FIRST

MAKE
SAFETY
THE RULE

CORBIN DIVISION

TIMETABLE NO. 2

IN EFFECT
SUNDAY, OCTOBER 28, 1984
AT 1:01 A.M.
EASTERN STANDARD TIME
SUPERSEDING:
TIMETABLE NO. 1 DATED OCTOBER 30, 1983

FOR THE GOVERNMENT OF EMPLOYEES ONLY

K. C. DUFFORD
Vice President—Transportation

W. E. GILSTRAP
Chief Transportation Officer

D. R. HUTSON
Superintendent

15,075

SYSTEM OFFICERS

C. E. FREEMAN, Gen. Mgr. Transp. ..... Jacksonville, FL
W. F. WINGATE, Gen. Mgr. Safety & Rules ..... Jacksonville, FL
J. B. RODGERS, Asst. Gen. Mgr. Train Operations ..... Jacksonville, FL
G. F. CHICK, Gen. Supt. Terms. ..... Jacksonville, FL
J. R. COPPINGER,, Asst. Gen. Supt. Terms. ..... Jacksonville, FL
W. K. DAVID, Asst. Gen. Supt. Terms. ..... Jacksonville, FL
P. E. STRINGFELLOW, Gen. Road Fore. of Engs. ..... Jacksonville, FL

DIVISION OFFICERS

D. H. SHEPHERD, Asst. Superintendent ..... Corbin, KY
C. F. BAILEY, Asst. Superintendent ..... Erwin, TN
J. D. THOMAS, Terminal Manager ..... Corbin, KY
W. D. PALMER, Office Trainmaster ..... Corbin, KY
R. G. CALDER, Trainmaster ..... Ravenna, KY
W. T. PATE, JR., Trainmaster ..... Corbin, KY
B. J. COLEMAN, Trainmaster ..... Dante, VA
J. A. POWELL, Trainmaster ..... Corbin, KY
J. A. FLEENOR, Trainmaster ..... Corbin, KY
P. E. MAYNARD, Trainmaster ..... Knoxville, TN
L. T. LEE, Trainmaster ..... Hazard, KY
G. D. CRAWFORD, Trainmaster ..... Louisville, KY
J. H. FULLER, Trainmaster ..... Kingsport, TN
B. E. TIPTON, Trainmaster ..... Erwin, TN
C. P. MUNCY, Trainmaster/S&R ..... Ravenna, KY
F. C. FRANKENBERGER, Term. Trainmaster ..... Corbin, KY
T. B. MAXFIELD, Term. Trainmaster ..... Dante, VA
R. O. LIKENS, Term. Trainmaster ..... Erwin, TN
L McGEORGE, Asst. Trainmaster ..... Loyall, KY
R. D. ALRED, Asst. Trainmaster ..... Loyall, KY
J. R. OWENS, Asst. Trainmaster ..... Ravenna, KY
J. H. PICKENS, Asst. Trainmaster ..... Hazard, KY
D. E. SEVIER, Asst Trainmaster/S&R ..... Corbin, KY
J. HERINGER, Asst. Trainmaster/Agent ..... Corbin, KY
A. R. VISH, JR., Asst. Trainmaster/Agent ..... Ravenna, KY
J. M. SAMUELS, Asst. Trainmaster/Agent ..... Knoxville, TN
V. D. BARTON, Asst. Terminal Trainmaster ..... Corbin, KY
G. L. WIMSATT, Asst. Terminal Trainmaster ..... Corbin, KY
P. D. HOPPER, Asst. Terminal Trainmaster ..... Corbin, KY
R. L. RAINEY, General Yardmaster-Agent ..... Lexington, KY
L. T. BUCKNER, General Yardmaster ..... Knoxville, TN
T. S. BURNS, Road Foreman of Engines ..... Corbin, KY
K. R. JOHNSON, Road Foreman of Engines ..... Corbin, KY
W. C. THOMPSON, Road Foreman of Engines ..... Ravenna, KY
K. R. EDWARDS, Road Foreman of Engines ..... Corbin, KY
J. M. FORTUNE, JR., Road Foreman of Engines ..... Erwin, TN
L. E. MARCUM, Chief Dispatcher ..... Corbin, KY
H. W. MASTERS, Chief Dispatcher-Car Distr. ..... Corbin, KY
J. B. CHADWELL, Chief Dispatcher-Car Distr. ..... Corbin, KY
M. L. DOBBS, Division Engineer ..... Corbin, KY
H. M. DUDLEY, Master Mechanic ..... Corbin, KY
G. R. CAMPBELL, Supvr. Signals ..... Corbin, KY
D. S. McCLUSKEY, Supvr. Communications ..... Corbin, KY
R. D. ELLIOTT, General Inspector ..... Corbin, KY
B. W. HILL, General Inspector ..... Erwin, TN
D. BRIGHT, Roadmaster ..... Pineville, KY
D. M. STEPHENS, Roadmaster ..... Loyall, KY
L. JUSTICE, Roadmaster ..... Lafollette, TN
W. T. CRAFTON, Roadmaster ..... Knoxville, TN
R. H. TURNAGE, Roadmaster ..... Paris, KY
O. C. HAMM, Roadmaster ..... Richmond, KY
B. BLEVINS, Roadmaster ..... Frankfort, KY
I. NAPIER, Roadmaster ..... Ravenna, KY
E. WHITE, Roadmaster ..... Hazard, KY
T. J. JACKSON, Roadmaster ..... Corbin, KY
S. S. TAYSE, Roadmaster ..... LaGrange, KY
J. H. HARRIS, Roadmaster ..... St. Paul, VA
J. M. HERNDON, Roadmaster ..... Erwin, TN

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SUBDIVISIONS SPECIAL INSTRUCTIONS — PAGE

DIVISION SPECIAL INSTRUCTIONS

CC SUBDIVISION

SOUTHWARD			NORTHWARD	
Station Number	Actual Dist. M.P. Location	STATIONS	Scales, Wyes, Car Capacity	Type of Operation
		LT CINCINNATI TERMINAL A	YARD	NOTE
KC120	9.9	(End Double Track) SPRING LAKE		
		6.9		
KC127	16.7	VISALIA (End Double Track)		
		9.8		
KC136	26.5	(End Double Track) DEMOSSVILLE		
		9.5		
KC146	36.1	CATAWBA (End Double Track)		
		10.0		
KC156	46.1	(End Double Track) UMA		
		10.5		
KC167	56.6	ROBINSON (End Double Track)		
		8.1		
KC175	64.7	(End Double Track) KELLERS		
		7.1		
KC181	71.8	OLIVER (End Double Track)		
		9.0		
KC190	80.8	(End Double Track) PARIS	YARD	
		3.9		
KC195	84.7	CLAY (End Double Track)		
		8.7		
KC203	93.4	(End Double Track) JAMES		
		2.7		
KC206	96.1	NORTH CABIN		
		0.5		
KC206	96.6	WINCHESTER		
		0.6		
KC207	97.2	T PATIO	YARD	
		1.0		
KC208	98.1	SANDERSON		
		10.1		
KC218	108.2	BOONSBORO (End Double Track)		
		13.3		
KC231	123.1	FORT ESTILL	18176' 330P	
		13.2		
KC246	136.1	(End Double Track) GAP		
		5.4		
KC251	141.5	ROUNDSTONE (End Double Track)		
		7.7		
KC259	149.2	(End Double Track) DUDLEY		
		2.5		
C137	136.9	SINKS		
		1.2		
C138	138.1	CALIF (End Double Track)		
		5.9		
C144	144.0	PERTH	★	
		13.0		
C157	156.8	BOURNE	★	
		7.6		
C164	164.4	(End Double Track) FRANTZ		
		7.6		
C172	172.0	A T CORBIN L (End Double Track)	YARD	YARD LIMITS
		177.1 Miles Spring Lake to Corbin		

NOTE — Trains operating within Cincinnati Terminal will be governed by Chessie System Railroads Rules and Special Instructions.

★ Denotes signaled siding. No capacity shown if over 250 car lengths.

CC SUBDIVISION — Continued

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between Spring Lake and Visalia;
Between Demossville and Catawba;
Between Uma and Robinson;
Between Kellers and Oliver;
Between Paris and Clay;
Between James and Boonsboro;
Between Gap and Roundstone;
Between Dudley and Calif; and,
Between Frantz and Corbin.

BLOCK SIGNAL SYSTEMS

2 — Traffic Control System rules are in effect:
Between Spring Lake and Corbin.

CONTROLLED SIGNALED SIDINGS

3 — Siding Location	Maximum Speed All Trains M.P.H.
Perth	30
Bourne	30

STANDARD CLOCKS

4 — Patio (agent's office), Richmond (agent's office), London (agent's office) and Corbin (crew caller's office and train order office).

TRAIN ORDER OFFICES

5 — Station	Hours Office Open	Days Office Closed
*Patio	7:00 A.M. to 11:00 P.M.	Sunday
*Richmond	8:00 A.M. to Noon, 1:00 P.M. to 5:00 P.M.	Sunday
*London	8:00 A.M. to Noon, 1:00 P.M. to 5:00 P.M.	Sat. & Sun.
*Corbin	Continuous	....

*Office is not equipped with Train Order Signal.

CLEARANCE OF TRAINS

6 — Station	Trains	Requirements
Patio	All trains originating	Clearance Card (during hours train order office is open.)
Richmond	All trains originating	Clearance Card (during hours train order office is open.)
London	All trains originating	Clearance Card (during hours train order office is open.)
Corbin	All trains	Clearance Card

CC Subdivision trains originating at Corbin, which will operate north of Patio, or south of Patio on the EK Subdivision, must receive two clearance cards at Corbin, one applicable between Corbin and Patio and the other applicable between Patio and Cincinnati Terminal or between Patio and Ravenna.

CC Subdivision trains originating at Cincinnati Terminal which will operate south of Patio on the CC Subdivision, must receive two clearance cards at Cincinnati Terminal, one applicable between Cincinnati Terminal and Patio, and the other applicable between Patio and Corbin.

Northward trains originating at Ravenna, which will operate south of Patio on the CC Subdivision, must receive two clearance cards, one applicable between Ravenna and Patio, and the other applicable between Patio and Corbin.

Each clearance card must be endorsed showing the station between which it applies, for example: "Corbin-Patio"; "Patio-Cincinnati Terminal", etc.

Trains which enter a different subdivision at Patio are not required to receive clearance card at Patio.

CLEARANCE OF TRAINS — Continued

Northward trains en route to the Evansville Division at Sinks must receive two clearance cards at Corbin, one applicable to the Corbin Division and the other applicable to the Evansville Division.

Each clearance card must be endorsed, showing the division to which it applies.

YARD LIMITS

7 — Paris, Winchester-Patio and Corbin.

MINIMUM FLAGGING DISTANCE

8 — THREE Miles.

SPEED RESTRICTIONS

9 — Between Mile Posts	All Trains M.P.H.
Spring Lake to Corbin	
KC- 12.0 and KC- 14.6	40
KC- 20.2 and KC- 25.2	40
KC- 25.2 and KC- 27.6	35
KC- 27.6 and KC- 30.1	40
KC- 30.1 and KC- 33.3	45
KC- 33.8 and KC- 37.0	45
KC- 37.0 and KC- 43.4	40
KC- 43.4 and KC- 45.5	45
KC- 47.5 and KC- 55.0	40
KC- 55.0 and KC- 58.9	45
KC- 58.9 and KC- 59.6	40
KC- 63.8 and KC- 66.6	40
KC- 66.6 and KC- 69.5	45
KC- 69.5 and KC- 70.6	35
KC- 70.6 and KC- 79.9	40
KC- 79.9 and KC- 80.7	30
KC- 80.7 and KC- 81.5	40
KC- 81.5 and KC- 82.6	45
KC- 93.0 and KC- 93.2	45
KC- 96.0 and KC- 98.3	35
KC- 98.3 and KC-106.4	45 N.B. main
KC- 98.3 and KC-106.4	25 S.B. main
KC-106.4 and KC-120.2	35
KC-120.2 and KC-122.0	45
KC-138.9 and KC-139.2	45
KC-142.8 and KC-146.9	40
KC-146.9 and KC-148.0	35
KC-148.0 and C-144.0	30
C-144.0 and C-152.6	25
C-152.6 and C-153.9	35
C-153.9 and C-159.2	45
C-163.9 and C-164.4	45
C-166.8 and C-171.2	40
C-171.2 and C-172.0	25

CITY ORDINANCES AND REGULATIONS

10 — Butler, 25 M.P.H., M.P. KC-29.3 to M.P. 29.5.

Falmouth, the use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits, M.P. KC-40.0.

Cynthiana, 20 M.P.H., M.P. KC-65.5 to M.P. KC-66.7. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

Paris, 35 M.P.H., M.P. KC-79.5 to M.P. KC-81.5. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

CITY ORDINANCES AND REGULATIONS — Continued

Winchester, 35 M.P.H., M.P. KC-96.0 (W-113.7) to M.P. KC-97.0. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

Richmond, 35 M.P.H., M.P. KC-118.2 to M.P. KC-119.2. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

East Bernstadt, 20 M.P.H., M.P. C-151.3 to M.P. C-153.2.

London, 35 M.P.H., M.P. C-157.0 to M.P. C-158.2.

DEFECT DETECTORS

NOTE: A — Hot box.
NOTE: B — Dragging equipment.
NOTE: C — Wide load.

11 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
Catawba M.P. KC-36.3	Note: A & B	Indicators: West side Voice instructions
Poindexter M.P. KC-62.1	Note: A & B	Indicators: West side Voice instructions
Austerlitz M.P. KC-89.2	Note: A & B	Indicators: East side Voice instructions
Richmond M.P. KC-118.9	Note: A & B	Indicators: West side Voice instructions
Langford M.P. KC-145.8	Note: A & B	Indicators: West side Voice instructions
M.P. KC-151.9	Note: B (Northward and southward main.)	Indicators: East side (Northward) West side (Southward)
M.P. C-144.1	Note: B	Indicators: East side
London M.P. C-156.9	Note: A & B	Indicators: West side Voice instructions

DERAILMENT DETECTORS

12 — This system consists of indicator lights at the following numbered locations:

Number	Mile Post	Bi-Drectional	Location of Indicator Lights
1	C-144.5	(NOTE 1)	West side
2	C-146.5	Yes	West side
3	C-147.0	Yes	West side
4	C-147.7	Yes	West side
5	C-148.3	Yes	West side
6	C-148.7	Yes	West side
7	C-149.1	Yes	West side
8	C-149.5	Yes	West side
9	C-149.9	Yes	West side
10	C-150.5	Yes	West side
11	C-151.1	Yes	West side
12	C-151.7	Yes	West side
13	C-152.1	Yes	West side
14	C-152.7	Yes	West side
15	C-154.4	(NOTE 2)	West side mainline
16	C-154.4	(NOTE 2)	East side siding

NOTE 1 — Light No. 1 is an informational light for northward trains only, and is not equipped with a derailment detector and must be observed by crew members on lead end of train.

NOTE 2 — Light Nos. 15 and 16 are informational lights for southward trains only, and are not equipped with a derailment detector and must be observed by crew members on lead end of train.

TRAIN BULLETIN BOOKS

13 — Patio (locker room 1st floor), Richmond (agent's office), London (agent's office) and Corbin (train order office, roundhouse, crew caller's office, switchman's room south end west, switchman's room north end west, switchman's room south end east, and switchman's room north end east).

RADIO STATIONS

14 — Location	Attended	Channels
Grants Tunnel	Continuous	Dispatcher
Catawba	Continuous	Dispatcher
Cynthiana	Continuous	Dispatcher
Patio	7:00 A.M. to 11:00 P.M., Ex. Sun.	Road-Sbd and Chessie
Patio	Continuous	Dispatcher
Richmond	8:00 A.M. - 12:00 Noon, 1:00 P.M. - 5:00 P.M., Ex. Sun.	Road
Morrill	Continuous	Dispatcher
London	8:00 A.M. - 12:00 Noon, 1:00 P.M. - 5:00 P.M., Ex. Sat. & Sun.	Road
	Continuous	Dispatcher
Corbin	Continuous	Dispatcher, Road, Yard, and Car Inspectors.

ADDITIONAL STATIONS

15 — Name	Mile Post	Station Nos.	Car Capacity	Switch Opening
Butler	29.4	CK 139	10	North
Falmouth	40.6	KC 150	Yard	Both
Morgan	47.4	KC 158	9	North
Berry	54.2	KC 164	4	North
Cynthiana	66.0	KC 176	Yard	South
Cynthiana	66.7	KC 177	63	Both
Paris	80.0	KC 190	Yard	Both
North Cabin	96.0	KC 206	36	South
Patio	97.0	KC 207	Yard	Both
Richmond	119.0	KC 229	Yard	South
Ft. Estill	121.8	KC 231	65	Both
Berea	132.0	KC 242	15	South
Snider	137.5	KC 247	39	Both
Donora	150.0	KC 260	32	Both
Livingston	140.0	C 140	Yard	Both
East Bernstadt	152.0	C 152	East Yard	South
West Industrial	152.8	C 152	35	Both
London	158.0	C 158	Yard	Both
Levi Jackson	160.6	C 161	93	Both
Fariston	163.0	C 163	100	Both

EQUIPMENT RESTRICTED

16 — TRACKAGE ON CC SUBDIVISION NOT TO BE USED BY SIX-AXLE ENGINES:

Butler-House track beyond clearance point.
Falmouth.
Morgan.
Berry.
Cynthiana No industry tracks.
Cynthiana-Northward siding beyond clearance point.
Paris Yard-South end yard beyond clearance point of No. 2, No. 3 tracks.
Paris-Old F&C, L&E tracks on west side.
L&E at North Cabin-beyond clearance point.
KC96.3 Fertilizer plant track-beyond clearance point.
KC96.7 Berr distributor track-beyond clearance point.
KC97.0 Stock pen track-beyond clearance point.

EQUIPMENT RESTRICTED — Continued

16 — TRACKAGE ON CC SUBDIVISION NOT TO BE USED BY SIX-AXLE ENGINES — Continued:

Patio:
Short leg of wye beyond clearance point.
Pit track.
Engine track No. 1, No. 2, beyond clearance point.
Engine tracks No. 5 and 6.
Coal track.
Cab track.

Richmond:
Tote track beyond clearance point.
Wye track beyond clearance point.
Yard tracks at Richmond.

Fort Estill:
84 Lumber, M.P. KC-119.6.
Eastern Kentucky, M.P. KC-119.6.
Sherwin Williams, M.P. KC-120.1.
KC-121.1 Madison Grocery.
KC-121.1 Bluegrass Ordinance.
KC-122.5 Okonite.

Greeting card track, M.P. KC-131.1, beyond clearance point.
Berea — Log track beyond clearance point.
Snyder — beyond clearance point.
KC-141.2 Parsons Gas Co. beyond clearance point.
Mullins beyond clearance point.
Livingston — Yard tracks beyond storage track.
C-152.3 Laurel Tipple beyond clearance point.
C-152.3 Margin Coal.
C-153 Western Bulk Coal.

London:
No industry or yard tracks except East Industrial and West Industrial.
C-160.2 Industrial tracks.
C-163 Industrial track.
C-165.6 RBS beyond clearance point.
C-169.3 National Cash Register beyond clearance point.
C-169.4 American Greeting Card beyond clearance point.
C-169.9 Certain Teed beyond clearance point.

SPECIAL INSTRUCTIONS

17 — Ft. Estill, trains must not exceed 5 M.P.H. in Government Yard.

18 — C&O trains arriving Winchester on C&O Railway will proceed via connecting track east of C&O depot at Winchester to Seaboard Railroad main track south of depot at Winchester thence over Seaboard main track Winchester to Patio.

Before entering Seaboard Railroad main track at Winchester, a member of C&O train crew will contact the Seaboard dispatcher on telephone located at Seaboard connecting track switch and be governed by Seaboard dispatcher's instructions.

C&O Railway trains originating Patio will receive permission from Seaboard dispatcher before occupying main track and proceed Patio to Winchester C&O connecting track as instructed by Seaboard dispatcher.

Seaboard System Operating Rules and special instructions will govern trains while occupying Seaboard tracks.

19 — Patio, do not exceed 8 M.P.H. over south leg wye.

SPECIAL INSTRUCTIONS — Continued

20 — Designated cabooseless trains operating between Spring Lake and Corbin will disregard the dragging equipment detector at Perth South and Sinks on either main.

CV SUBDIVISION
CORBIN AND LOYALL

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M P Locations		Sidings Wyes Car Capacity	Type of Operation
CV172	172.0	T L CORBIN A	YARD	YARD LIMITS
		0.7		
CV172	172.8	(END DOUBLE TRACK) FORBES		
		2.3		
CV176	175.0	SILER		
		4.9		
CV180	179.9	ARKLE (END DOUBLE TRACK)		
		5.2		
CV184	185.1	BAILEYS	4332' 78P	
		1.7		
CV187	186.8	HEIDRICK	BRANCH	
		3.1		
CV188	189.9	BARBOURVILLE	8110' 147P	
		13.0		
CV203	202.9	T PINEVILLE	8718' 158P ★	
		2.8		
CV206	205.7	HARBELL	JCT.	
		6.1		
WB212	211.8	VARILLA	7812' 141P	
		10.0		
WB223	221.8	(END DOUBLE TRACK) FELDER		
		3.3		
WB223A	224.5	BLACKMONT (END DOUBLE TRACK)		
		11.5		
WB236	236.0	WILHOIT	13133' 238P	
		4.0		
WB240	240.0	T A LOYALL L	YARD	YARD LIMITS
68.0 Miles Corbin to Loyall				

★ Denotes signaled siding.

CV SUBDIVISION — Continued
LOYALL AND NORTON

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M P Locations		Sidings Wyes Car Capacity	Type of Operation
WB240	240.0	T L (END DOUBLE TRACK) LOYALL A	YARD	
		0.8		
WB240A	240.2	BAXTER		YARD LIMITS
		1.3		
WM242	242.1	HARLAN JCT. (END DOUBLE TRACK)		
		0.9		
WM243	243.0	DRESSEN		
		5.6		
WM248A	248.6	GLIDDEN	4697' 84P	
		1.9		
WM250	250.5	POPEVILLE		
		3.3		
WM254	253.8	FLAGLER	3738' 67P	
		4.6		
WM259	258.4	SMILEY	2360' 42P	YARD LIMITS
		1.7		
CV244	243.6	HAGANS		
		4.9		
CV248	248.5	HUBBARD SPRINGS	4158' 75P	
		11.6		
CV260	260.1	PENNINGTON	2128' 38P	
		16.1		
CV276	276.2	BIG STONE GAP	3752' 67P	
		4.0		
CV280	280.2	APPALACHIA	1722' 30P	
		7.7		
CV288	287.9	DORCHESTER JCT.		
		2.1		
CV290	290.0	T A NORTON L		YARD LIMITS
66.9 Miles Loyall to Norton				

HARBELL AND HAGANS

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M P Locations		Sidings Wyes Car Capacity	Type of Operation
CV206	205.7	L HARBELL A		
		3.8		
CV209	209.5	FERNDALE		
		6.0		
CV216	215.5	MIDDLESBORO	YARD	YARD LIMITS
		3.9		
CV220	219.4	CUMBERLAND GAP	1840' 33P	
		8.0		
CV227	227.4	WHEELER	17	
		7.2		
CV235	234.6	EWING		
		4.3		
CV239	238.9	ROSE HILL		
		4.7		
CV244	243.6	A HAGANS L		YARD LIMITS
37.9 Miles Harbell to Hagans				

CV SUBDIVISION — Continued
BAXTER AND LYNCH

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field MP Locations		Scales, Wyes, Car Capacity	Type of Operation
WB240A	240.2	L BAXTER A		YARD LIMITS
		6.4		
WC246	246.6	RHEA		
		5.2		
WC251	251.8	NOLANSBURG		
		5.0		
WC257	256.8	DIONE		
		4.0		
WC260	260.8	CHAD	YARD	
		1.4		
WC262	262.2	CUMBERLAND		YARD LIMITS
		2.6		
WC265	264.8	BENHAM		
		1.8		
WC267	266.6	A LYNCH L		
		26.4 Miles Baxter to Lynch		

HARLAN JCT. AND GLENBROOK

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field MP Locations		Scales, Wyes, Car Capacity	Type of Operation
WH242	242.2	L HARLAN JCT. A		
		0.3		
WH242	242.5	HARLAN		
		4.0		
WH246	246.5	COXTON	3710' 67P	
		1.0		
WH247A	247.5	AGES	27	
		3.8		
WH251	251.3	EVARTS	26	
		5.8		
WH257	257.1	HIGHSPLINT		
		4.0		
WH261	261.1	GLOSTER	4590' 83P	
		9.3		
WH270	270.9	A GLENBROOK L		
		28.7 Miles Harlan Jct. to Glenbrook		

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between Forbes and Arkle;
Between Felder and Blackmont; and,
Between Loyall and Harlan Junction.

BLOCK SIGNAL SYSTEMS

2 — Traffic Control System rules are in effect:
Between Corbin and Loyall.

CV SUBDIVISION — Continued

BLOCK SIGNAL SYSTEMS — Continued

3 — Automatic Block Signal System rules are in effect:
Between Baxter and Loyall (northward main track);
Hagans Tunnel; and,
Cumberland Gap Tunnel.

CONTROLLED SIGNALED SIDINGS

4 — Siding Location	Maximum Speed All Trains M.P.H.
Pineville	30

INTERLOCKINGS:

5 — Interlocking rules are in effect:
*Baxter-Loyall
*Between Baxter and Loyall interlockings, on northward main track, all trains must move at restricted speed regardless of an "approach" or "clear" aspect of a block or interlocking signal.

OPERATION BETWEEN HARLAN JUNCTION AND NORTON

6 — **MANUAL BLOCK SYSTEM** rules are in effect between Harlan Junction and Norton on the CV Subdivision consisting of eleven blocks as follows:

GLIDDEN BLOCK extends between M.P. WM-243.9 and clearance point north switch Glidden siding.

POPEVILLE BLOCK extends between clearance point north switch Glidden siding and M.P. WM-250.6.

FLAGLER BLOCK extends between M.P. WM-250.6 and clearance point north switch Flagler siding.

SMILEY BLOCK extends between clearance point north switch Flagler siding and M.P. WM-258.2.

HUBBARD SPRINGS BLOCK extends between M.P. CV-244.7 and clearance point north switch Hubbard Springs siding.

OCOONITA BLOCK extends between clearance point north switch Hubbard Springs siding and M.P. CV-254.0.

PENNINGTON BLOCK extends between M.P. CV-254.0 and clearance point north switch Pennington siding.

SHEPHERD BLOCK extends between clearance point north switch Pennington siding and M.P. CV-268.0.

BIG STONE GAP BLOCK extends between M.P. CV-268.0 and clearance point north switch Big Stone Gap siding.

APPALACHIA BLOCK extends between clearance point north switch Big Stone Gap siding and M.P. CV-279.0.

NORTON BLOCK extends between M.P. CV-279.0 and yard limit sign at M.P. CV-289.0.

OPERATION ON THE LEFT FORK STRAIGHT CREEK BRANCH

7 — **MANUAL BLOCK SYSTEM** rules are in effect on the Left Fork Straight Creek Branch of the CV Subdivision consisting of three blocks as follows:

LUSBY BLOCK extends between M.P. SF-204.6 and M.P. SF-208.2.
HANBY BLOCK extends between M.P. SF-208.2 and M.P. SF-213.3.
NUGYM BLOCK extends between M.P. SF-213.3 and End of Branch.

OPERATION ON THE RIGHT FORK STRAIGHT CREEK BRANCH

8 — **MANUAL BLOCK SYSTEM** rules are in effect on the Right Fork Straight Creek Branch of the CV Subdivision consisting of four blocks as follows:

HOLDEN BLOCK extends between M.P. SC-206.0 and M.P. SC-208.8.
FLEENOR BLOCK extends between M.P. SC-208.8 and M.P. SC-213.3.
HAMILTON BLOCK extends between M.P. SC-213.3 and M.P. SC-217.0.
CLOVER BLOCK extends between M.P. SC-217.0 and End of Branch.

OPERATION BETWEEN BAXTER AND CHAD

9 — **MANUAL BLOCK SYSTEM** rules are in effect between Baxter and Chad on the CV Subdivision consisting of two blocks as follows:

BAXTER BLOCK extends between M.P. WC-242.0 and M.P. WC-255.0.
CHAD BLOCK extends between M.P. WC-255.0 and M.P. WC-259.0.

OPERATION ON C&M BRANCH

10 — **MANUAL BLOCK SYSTEM** rules are in effect on the C&M Branch of the CV Subdivision consisting of three blocks as follows:

HEIDRICK BLOCK extends between M.P. CQ-187.6 and M.P. CQ-196.2.

FOUNT BLOCK extends between M.P. CQ-196.2 and M.P. CQ-203.2.

PARK VALLEY BLOCK extends between M.P. CQ-203.2 and M.P. CQ-205.0.

OPERATION ON CLOVERFORK BRANCH

11 — **MANUAL BLOCK SYSTEM** rules are in effect on the Cloverfork Branch of the CV Subdivision consisting of four blocks as follows:

KITTS BLOCK extends between M.P. WH-244.5 and M.P. WH-249.0.

VERDA BLOCK extends between M.P. WH-249.0 and M.P. WH-252.0.

LOUELLEN BLOCK extends between M.P. WH-252.0 and M.P. WH-259.0.

GLENBROOK BLOCK extends between M.P. WH-259.0 and M.P. WH-269.9.

OPERATION BETWEEN HARBELL AND HAGANS (Via Middlesboro)

12 — **MANUAL BLOCK SYSTEM** rules are in effect between Harbell and Hagans via Middlesboro on the CV Subdivision consisting of three blocks as follows:

HARBELL BLOCK extends between M.P. CV-205.7 and M.P. CV-214.7.

CUMBERLAND GAP BLOCK extends between M.P. CV-216.9 and M.P. CV-219.5.

HAGANS BLOCK extends between M.P. CV-219.5 and M.P. CV-241.5.

Northward trains moving into the **HARBELL MANUAL BLOCK** must obtain permission from dispatcher before leaving yard at Middlesboro.

Southward trains moving into the **CUMBERLAND GAP MANUAL BLOCK** must obtain permission from dispatcher before leaving yard at Middlesboro.

All northward trains, before moving into the **CUMBERLAND GAP MANUAL. BLOCK,** must obtain permission from the dispatcher before either Southern Railway trains foul Seaboard main track or Seaboard trains foul Southern Railway connection.

STANDARD CLOCKS

13 — Corbin (crew caller's office and train order office), Loyall (train order office), Pineville-Wallsend (agent's office) and Norton (train order office).

TRAIN ORDER OFFICES

14 — Station	Hours Office Open	Days Office Closed
*Corbin	Continuous	.....
*Norton	Continuous	.....
Loyall	Continuous	.....
*Pineville-Wallsend (yard office)	7:00 A.M. to 9:00 A.M. 1:30 P.M. to 4:00 P.M.	Sunday

*Office is not equipped with Train Order Signal.

CLEARANCE OF TRAINS

15 — Stations	Trains	Requirements
Corbin	All trains	Clearance Card
Pineville-Wallsend (yard office)	All trains originating	Clearance Card (during hours train order office is open.)
Loyall	All trains	Clearance Card
Norton	All trains Northward	Clearance Card

CV SUBDIVISION — Continued

YARD LIMITS

16 — Corbin
Heidrick to M.P. CQ-187.6
M.P. CQ-205.0 to end of branch
Horse Creek Branch
M.P. SC-203.1 to M.P. SC-206.0
M.P. CV-214.7 to M.P. CV-216.9
M.P. CV-214.7 to M.P. MR-216.7
M.P. CV-216.9 to M.P. MR-216.7
M.P. CV-241.5 to M.P. CV-244.7
M.P. CV-241.5 to M.P. WM-258.2
M.P. CV-244.7 to M.P. WM-258.2
M.P. CV-289.0 to N&W Connection
Loyall to Baxter
Baxter to M.P. WC-242.0
M.P. WC-259.0 to M.P. WC-267.3
Baxter to M.P. WH-244.5
M.P. WH-269.9 to M.P. WH-271.0
Baxter to M.P. WM-243.9
Pennington Branch between Pennington and Pocket

MINIMUM FLAGGING DISTANCE

17 — Between Corbin and Harbell ..... TWO Miles.
Between Harbell and Loyal ..... ONE Mile.
Between M.P. CV-241.5 and M.P. CV-277.8 ..... TWO Miles.
Between M.P. WM-247.2 and M.P. WM-258.2 ..... TWO Miles.
On Poor Fork Branch ..... TWO Miles.
All other Main Line ..... ONE Mile.

SPEED RESTRICTIONS

18 — Between Mile Posts	All Trains M.P.H.
Corbin to Norton (via Loyall)	
CV-172.0 and CV-175.2	25 (Both main tracks)
CV-182.2 and CV-182.4	35
CV-198.4 and CV-198.8	30
CV-201.4 and WB-206.0	30
CV-247.2 and CV-250.3	30
CV-255.3 and CV-256.5	30
CV-263.2 and CV-274.9	30
Harbell and Hagan (via Middlesboro)	
CV-217.1 and CV-217.3	10
CV-218.7 and CV-219.4	10
CV-224.4 and CV-224.6	10
CV-234.3 and CV-236.9	10
CV-239.3 and CV-239.4	10
Poor Fork Branch	
WC-246.7 and WC-247.4	30
WC-250.9 and WC-252.0	30
WC-257.5 and WC-257.7	30

SPEED RESTRICTIONS ON DESCENDING GRADES

19 — Freight trains descending following grades will not exceed speeds indicated:

Location of Grade	M.P.H.
Lynch to Cumberland	10
Fork Ridge to Middlesboro	10

CITY ORDINANCES AND REGULATIONS

20 — Cumberland, 10 M.P.H. WC-261.4 to M.P. WC-263.5.

21 — The engine whistle will not be sounded in the town limits at Appalachia, Virginia except when actual danger to life or property is to be looked for from failure to sound the whistle, and except that northward trains will sound the standard road crossing whistle signal approaching the grade crossing just north of Double Cut.

22 — The following ordinance is effective within the limits of the Town of Norton, Virginia:

"Section 91. Be it ordained by the Town Council of the Town of Norton that any employe of the Norfolk and Western Rwy. Co., or the Seaboard System Railroad, or any other person who shall cause a locomotive whistle to be blown within the corporation unnecessarily shall be fined not less than two and one half dollars, nor more than five dollars for each offense."

23 — The following ordinance is effective within the limits of the Town of Big Stone Gap, Virginia:

"Section 1. It shall be unlawful for any railroad company or any receiver or trustee operating a railroad, to obstruct for a longer period than five minutes the free passage on any highway, street or public way by standing cars or trains across the same.

"Section 2. That should a train be required to stand for a period of more than five minutes, a passway shall be kept open to allow a normal flow of traffic.

"Section 3. That the time required to pump up air, not to exceed three minutes, after recoupling shall be included in considering the time such train was standing across the highway, street or public way.

"Section 4. Any such railroad company, receiver, trustee, engineer or driver violating the provisions of this Ordinance shall be fined not less than five dollars nor more than twenty dollars.

Section 5. WHEREFORE, This Ordinance shall take effect and be in force from and after the earliest period allowed by law."

EXCEPTION TO RULE 104 DERAILS ON INDUSTRIAL SPURS AND BRANCHES

24 — For train movement purposes only, the following branches are designated as Industrial Spurs on which train may operate without timetable or train order authority:

Location	Name of Branch or Spur
Elys	Elys—Jellico Branch (CV)
Yingling	Pine Mt. Branch East
Ponza	Yellow Creek Branch
Crosby	Tom Creek Branch
Blackmont	Puckett Creek Branch
Kerr	Banner Fork Branch
Parkdale	Yocum Creek Branch
Evarts	Bailey Creek Branch
Highsplint	Seagraves Creek Branch
Dressen	Catron's Creek Branch
Glidden	Merna Branch
Popeville	Crummies Creek Branch
Chad	Clover Lick Branch
Cumberland	Scotia Spur
Middlesboro	Middlesboro Railroad (Middlesboro to Pioneer)

Derails have been installed at the entrances to these Industrial Spurs.

Derail will be kept set in the normal position (set to derail) at all times, except when the Industrial Spur is occupied by a train. When the derail is set in the normal position, it will indicate that no train is operating on the spur, and movements may be made on the spur at Authorized Speed, expecting to find switches lined and locked for the main track in accordance with Rule 104.

EXCEPTION TO RULE 104 DERAILS ON INDUSTRIAL SPURS AND BRANCHES — Continued

When the derail is set and locked off the rail, it will indicate the Industrial Spur is occuupied by a train and no other movement may be made unless protected in accordance with Rule 99.

In addition to derails listed at main track junctions for operation on Industrial Spurs as outlined above, derails are also located in main tracks as described below. These derails are to be set and locked for main track movements unless cars are standing on main track above them, in which case they will be set and locked in normal position.

Pioneer, 425 feet south of loading track switch — Stony Fork Branch.

Blanche, 125 feet south of south switch of run-around track — Fox Ridge Branch.

Three Point, 50 feet below tipple — Lick Branch Spur.

SPRING SWITCHES

25 — Location	End Located	Normal Position
Loyall (south lead track)	South	For lead track
Baxter (junction of Poor Fork Branch	Junction Switch	For Poor Fork Branch main
Harlan Junction	South	For northward main track
Harlan Junction (junction of Martins Fork Branch)	North	For Martins Fork Branch
Hagans—Smiley (top of switch-back track on Martins Fork Branch)	North	For movements to or from Hagans
Cumberland (junction of Scotia Spur	Junction	For main track

DEFECT DETECTORS

NOTE: A — Hot box.
NOTE: B — Dragging equipment.
NOTE: C — Wide load.

26 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M.P. CV-186.1	Note: A & B	Indicators: West side
M.P. WB-215	Note: A & B	Indicators: East side
M.P. CV-246.5	Note: A & B	Indicators: West side

TRAIN BULLETIN BOOKS

27 — Corbin (train order office, roundhouse, crew caller's office, switchman's room south end west, switchman's room north end west, switchman's room south end east, and switchman's room north end east), Loyall (train order office and roundhouse), Middlesboro (agent's office), Pineville-Wallsend (agent's office), Norton (train order office) St. Paul (train order office).

NORFOLK AND WESTERN RAILWAY BULLETINS

28 — Corbin (train order office and roundhouse) and Loyall (train order office and roundhouse).

RADIO STATIONS

29 — Location	Attended	Channels
Gilliam Hill	Continuous	Dispatcher
Little Creek	Continuous	Dispatcher
Hamilton	Continuous	Dispatcher
Wallsend	Continuous	Road
Pineville	Continuous	Dispatcher
Blackmont	Continuous	Dispatcher
Loyall	Continuous	Road & yard
Baxter	Continuous	Dispatcher
Cumberland	Continuous	Dispatcher
Louellen	Continuous	Dispatcher
Cumberland Gap	Continuous	Dispatcher
Hagans	Continuous	Dispatcher
Pennington	Continuous	Dispatcher
Big Stone Gap	Continuous	Dispatcher
Norton	Continuous	Road
St. Paul	Continuous	Road

ADDITIONAL STATIONS

30 — Name	Mile Post	Station Nos.	Car Capacity	Switch Opening
Grays, Ky.	177.3	CV-177	13	North
Elys Spur, Ky.	197.4	CV-197	4	South
Four Mile, Ky.	199.2	CV-199	8	North
Wallsend, Ky.	201.3	CV-201	Yard	Both
Page, Ky.	208.3	WB-208	Yard	Both
Miracle, Ky.	215.5	WB-216	11	South
Crosby, Ky.	218.7	WB-219	45	Both
Molus, Ky.	226.7	WB-227	6	North
Wallins, Ky.	231.8	WB-232	10	South
Cochran, Va.	243.6	CV-244	33	Both
Ben Hur, Va.	256.2	CV-256	3	North
Dryden, Va.	264.9	CV-265	10	South

EQUIPMENT AND CARS RESTRICTED
(Other than those shown on line speed chart)

31 — SCL cabooses 1150-1194, 5700-5760 and CRR cabooses 1090, 1091, 1092 must not be operated over the N&W Railroad between Norton and St. Paul, Va.

32 — Locomotives must not be operated over conveyor pit on house track at Cumberland located approximately 50 feet north of the private road crossing.

33 — TRACKAGE ON CV SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVES:

National Standard beyond clearance point.
Industrial Park beyond clearance point.
Grays beyond clearance point.
Bertha beyond clearance point.
Baileys Spur beyond clearance point.
Barbourville: Penn Jellico Grocery.
Barbourville House Track beyond clearance point.
Barbourville Team Track beyond clearance point.
Barbourville K&V tracks beyond clearance point.
Barbourville Mintons beyond clearance point.
Barbourville Trimco beyond clearance point.
Loulynn beyond clearance point.
Artemus beyond clearance point.
Ely House.
Four Mile Spur beyond clearance point.
Straight Creek Branch tracks:
- Interchange Track beyond clearance point.
- Run Around track beyond clearance point.
- Wessel #1 beyond clearance point.
- Hamilton Mine Track beyond clearance point.
- Wint beyond clearance point.
- Nugym beyond clearance point.

EQUIPMENT AND CARS RESTRICTED — Continued
(Other than those shown on line speed chart)

33 — TRACKAGE ON CV SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVE — Continued:

Yellow Creek Branch beyond derail at Roaring.
- Miracle beyond clearance point.
- Crosby beyond clearance point.
- Sanborn beyond clearance point.
- Wallins Spur beyond clearance point.
- Wilhoit Mine beyond clearance point.

Tracks on C&M Branch:
- Fount beyond clearance point.
- Jonsee beyond clearance point.
- Fire King beyond clearance point.
- Coal Dale beyond clearance point.
- Rodonnell Spur beyond clearance point.
- Liberty (Laurel) beyond empty track switch.
- Garrard Mine beyond clearance point.
- Debby beyond clearance point.
- Lewisdale beyond empty & load track switches.
- Manchester storage beyond clearance point.
- Manchester team beyond clearance point.
- Manchester House beyond clearance point.
- Claymont beyond empty and load track clearance point.
- Kentucky Mt. beyond clearance point.
- Green Leaf beyond clearance point.
- Finley beyond clearance point.
- Halstead beyond clearance point.
- Becky Ann beyond tipple.
- North Ridge beyond clearance point.
- Gault beyond clearance point.
- Lincoln beyond tipple.

Tracks between Harbell & Middlesboro:
- Ferndale beyond clearance point.
- Middlesboro Tannery beyond clearance point.
- Middlesboro Industrial Park beyond clearance point.
- All Tracks Middlesboro Yard beyond clearance point.
- Paramount Mine Track beyond clearance point.
- Motch mine track beyond clearance point.

Tracks on Poor Fork Branch:
- Baxter House Track beyond clearance point.
- Gaynor beyond clearance point.
- Gatun beyond clearance point.
- Rhea beyond clearance point.
- Nolansburg beyond clearance point.
- Totz beyond clearance point.
- Chad House beyond clearance point.
- Clear Brook beyond clearance point.
- Cumberland House beyond clearance point.
- Benham beyond clearance point.
- Lynch beyond clearance point.
- Mine Tracks Scotia beyond clearance point.

Tracks on Clover Fork:
- Coxton beyond clearance point.
- Brookside beyond tipple.
- Verda beyond clearance point.
- Harcrow beyond clearance point.
- Evarts Yard beyond clearance point.
- Baileys Creek beyond clearance point.
- Seagrave Spur beyond tipple and House track.
- Louellen Run Around beyond clearance point.
- Brenda Fay beyond clearance point.
- Gloster beyond clearance point.
- Glenbrook sand track.

Martins Fork.
- Harlan Storage beyond clearance point.
- Harlan Armory beyond clearance point.
- Kay beyond clearance point.
- Bennett beyond clearance point.
- Merna beyond unit tipple.
- Lenarue beyond clearance point.
- Mill Ridge beyond clearance point.
- Slack Hollow beyond clearance point.
- Lick Branch beyond tipple at Libby.

EQUIPMENT AND CARS RESTRICTED — Continued
(Other than those shown on line speed chart)

33 — TRACKAGE ON CV SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVE — Continued:

Smith beyond clearance point.
Smiley Storage beyond clearance point.
Tracks Hagans — Norton.
Hagans House track beyond clearance point.
Hubbard Springs House track beyond clearance point.
Pennington Branch beyond Bridge #1.
Dryden beyond clearance point.
Big Stone House beyond clearance point.
Big Stone Scrap beyond clearance point.
Appalachia House beyond clearance point.

MISCELLANEOUS INSTRUCTIONS

34 — The speed limit for Norton Yard from west end viaduct at top of hill to east end TC signal will be 5 M.P.H.

35 — All trains occupying that portion of Straight Creek Branch, CV Subdivision, between the main track or siding at Pineville and beginning manual block limits located at entrance on left side, M.P. SF-204.6, or on right side Straight Creek Branch, M.P. SC-206.0, must receive verbal authority of train dispatcher at Corbin. A train receiving this authority has exclusive authority to this portion of Straight Creek Branch unless otherwise instructed or until such train clears this portion of the Straight Creek Branch. When train clears this portion of the Straight Creek Branch, in either direction, engineer or conductor must report in clear to the train dispatcher and must not re-enter these limits without additional authority of the train dispatcher.

36 — Yard lead switch south end Loyall Yard will normally be set for northward movement from southward main track to drill track and the target will indicate "green" for northward movement.

37 — Southward trains setting off cars or engines, using spring switch south end drill track Loyall, must hand-operate this switch, or must know that route is lined properly before making reverse movement.

38 — Trains moving from Catron's Creek Branch en route Loyall will communicate with the yardmaster from Dressen before departing Dressen.

39 — Trains departing from Smiley via Martin's Fork Branch or via Switch-back will leave junction switch lined and locked as last used.

40 — Trains departing Queensbury Junction and Stony Fork Junction will leave junction switch lined and locked as last used.

41 — Movements on tracks crossing streets or highways, or on tracks located in or paralleling streets or drive-ways, will be flagged as indicated below:
Middlesboro: Ashbury Avenue.
Brookside, crossing over empty storage track.

42 — All movements at Highsplint leading to Hilo Mine will either come to a stop or be flagged over grade crossing.

43 — Old CV main cannot be used between Cumberland Gap, M.P. CV-219.6 and M.P. CV-226.0.

44 — Middlesboro Railroad cannot be used south of M.P. MR-222.0.

45 — All trains must stop and flag acros U.S. Highway 25-E crossing on Pine Mountain east branch line, M.P. PR-199.0.

46 — Track south of M.P. WU-234.0 (Banner Fork Branch) is out of service.

47 — Trains departing Horse Creek Jct. will leave switch lined and locked as last used.

48—Trains moving from Clover Fork Branch en route Loyall will communicate with the yardmaster from Coxton before departing Coxton.

49 — Northward trains en route Loyall must not pass M.P. WM-243.9 until they communicate with the yardmaster and have received authority to proceed.

50 — Sidings at Glidden (North end only), Coxton and Gloster are equipped with derails. The normal position for these derails are in the "off" position, except when cars are stored in these sidings.

51 — Trains operating between Cumberland Gap and M.P. CV-241.5 must not contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172).

EK SUBDIVISION
HK TOWER AND RAVENNA

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes, Car Capacity	NORTHWARD Type of Operation
W12	12.6	L HK TOWER A	14	
		1.8		
W14	14.3	AVOCA	18	
		8.9		
W23	23.2	SIMPSONVILLE	1356' 24P	
		7.4		
W30	30.6	BLOOMFIELD JCT.		
		0.5		
W31	31.1	SHELBYVILLE	892' 15P	
		9.3		
W50	50.3	LEWIS	4140' 74P	
		5.7		
W56	56.0	GATH	3038' 54P	
		4.1		
W60	60.1	BENSON	3038' 54P	
		4.7		
W64	64.8	WEST FRANKFORT	3618' 65P	
		0.6		
W65	65.4	FRANKFORT	YARD	
		5.5		
W71	70.9	JETT	3568' 64P	
		9.0		
W80	79.9	MIDWAY		
		1.0		
W81	80.9	McKEE	3228' 60P	
		12.1		
W93	93.0	T LEXINGTON	YARD	YARD LIMITS
		11.7		
VB105	104.7	AVON	2690' 48P	
		3.4		
VB108	108.1	WYANDOTTE	16	
		5.7		
VB114	113.8	(END DOUBLE TRACK) NORTH CABIN		
		0.5		
KC206	96.6	WINCHESTER		
		0.6		
KC207	207.2	PATIO (END DOUBLE TRACK)	4528' 82P ★ 3895' 70P W&I YARD Y	
		14.9		
W&I222	222.1	SLOAN	9824' 178P	
		10.1		
VB144	144.0	T A RAVENNA L	YARD	YARD LIMITS

120.0 Miles
HK Tower to Ravenna

★ Denotes signaled siding.

EK SUBDIVISION — Continued
RAVENNA AND BASTIN

SOUTHWARD			NORTHWARD	
Station Numbers	Actual Field M.P. Locations	STATIONS	Scales, Wyes, Car Capacity	Type of Operation
VB144	144.0	T L **RAVENNA** A	YARD	YARD LIMITS
		0.5		
VB144	144.5	(END DOUBLE TRACK) **COW CREEK**		
		5.5		
VB150	150.0	**PRYSE** (END DOUBLE TRACK)		
		8.1		
VB158	158.1	**EVELYN**	9784' 177P	
		12.0		
VB170	170.1	**HEIDELBERG**	6652' 120P	
		8.0		
VB176	178.1	**BEATTYVILLE**	9842' 178P	
		9.5		
VB187	187.6	**ATHOL**	8392' 152P	
		11.2		
VB198	198.8	**JACKSON**	7986' 144P	
		11.2		
VB210	209.6	**COPLAND**	9900' 179P	
		15.2		
VB225	224.8	(END DOUBLE TRACK) **PERRITT**		
		5.5		
VB230	230.3	**GRIMES**		
		6.8		
VB237	237.1	**TYPO**		
		3.3		
VB240	240.4	**COMBS** (END DOUBLE TRACK)		
		1.6		
VB242	242.0	T **NORTH HAZARD**	YARD	YARD LIMITS
		5.3		
VB247	247.3	**EDJOUET**	6072' 109P	
		1.4		
VB249	248.7	**JEFF**		
		11.3		
VB260	260.0	T **DENT**	8102' 146P	
		8.5		
VB268	268.5	**BLACKEY**	7174' 129P	
		4.6		
VB273	273.1	**ROXANA**		
		5.6		
VB279	278.7	**UZ**	4796' 86P	
		5.7		
VB284	284.4	**WHITESBURG**	2244' 40P	
		2.0		
VB286	286.4	**HARVIE**	4622' 83P	
		4.6		
VB291	291.5	A **BASTIN** L		
147.5 Miles Ravenna to Bastin				

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between North Cabin and Patio;
Between Cow Creek and Pryse; and,
Between Perritt and Combs.

BLOCK SIGNAL SYSTEMS

2 — Traffic Control System rules are in effect:
Between Patio and Cow Creek;
Between end of double track at Pryse and North Hazard, and,
Between Hazard and Blackey.

3 — Automatic Block Signal System rules are in effect:
Between HK Tower and M.P. W-92.8;
Between Cow Creek and Pryse.

4 — Rules D-251 through D-255 are in effect:
Between Cow Creek and Pryse.

CONTROLLED SIGNALED SIDINGS

5 — Siding Location	Maximum Speed All Trains M.P.H.
Patio (Strick-Waller)	30

OPERATION BETWEEN NORTH CABIN AND HK TOWER

6 — **MANUAL BLOCK SYSTEM** rules are in effect between North Cabin and HK Tower on the EK Subdivision consisting of ten blocks as follows:

HK TOWER BLOCK extends between M.P. W-12.5 and M.P. W-16.0.
SHELBYVILLE BLOCK extends between M.P. W-16.0 and M.P. W-31.1.
LEWIS BLOCK extends between M.P. W-31.1 and clearance point north switch Lewis siding.
BENSON BLOCK extends between clearance point north switch Lewis siding and clearance point north switch Benson siding.
FRANKFORT BLOCK extends between clearance point north switch Benson siding and clearance point north switch West Frankfort siding.
CLIFFSIDE BLOCK extends between clearance point north switch West Frankfort siding and M.P. W-66.3.
McKEE BLOCK extends between M.P. W-66.3 and clearance point north switch McKee siding.
LEXINGTON BLOCK extends between clearance point north switch McKee siding and M.P. W-91.2.
AVON BLOCK extends between M.P. W-98.0 and clearance point north switch Avon siding.
NORTH CABIN BLOCK extends between clearance point north switch Avon siding and M.P. VB-113.1.

OPERATION BETWEEN JEFF AND END OF MAIN TRACK (VIA VICCO) INCLUDING MONTGOMERY CREEK BRANCH

7 — **MANUAL BLOCK SYSTEM** rules are in effect between Jeff and End of Main Track (via Vicco) including Montgomery Creek Branch on the EK Subdivision consisting of five blocks as follows:

JEFF BLOCK extends between M.P. VI-248.6 and M.P. VI-251.3.
MORLEY BLOCK extends between M.P. VI-251.3 and M.P. VI-254.6.
VICCO BLOCK extends between M.P. VI-254.6 and M.P. VI-256.0.
AMCO BLOCK extends between M.P. VI-256.0 and End of Branch.
EMMONS BLOCK extends between M.P. VL-254.6 and M.P. VL-256.9.

OPERATION BETWEEN NORTH HAZARD AND TRIBBY

8 — **MANUAL BLOCK SYSTEM** rules are in effect between North Hazard and Tribby on the EK Subdivision consisting of one block as follows:

WABACO BLOCK extends between M.P. WV-242.0 and M.P. WV-244.9.

OPERATION BETWEEN DENT AND BLUE DIAMOND

9 — **MANUAL BLOCK SYSTEM** rules are in effect between Dent and Blue Diamond on the EK Subdivision consisting of two blocks as follows:

JIM HILL BLOCK extends between M.P. LF-259.8 and M.P. LF-265.1.
LEATHERWOOD BLOCK extends between M.P. LF-265.1 and M.P. LF-269.0.

OPERATION BETWEEN BLACKEY AND END OF MAIN TRACK (Via Whitesburg)

10 — **MANUAL BLOCK SYSTEM** rules are in effect between Blackey and end of Main Track (Via Whitesburg) on the EK Subdivision consisting of five blocks as follows:

LEE BLOCK extends between M.P. VB-267.1 and M.P. VB-268.3.
BLACKEY BLOCK extends between M.P. VB-268.3, and M.P. VB-275.3.
HOGG BLOCK extends between M.P. VB-275.3 and M.P. VB-277.0.
HARVIE BLOCK extends between M.P. VB-277.0 and M.P. VB-287.0.
MAY KING BLOCK extends between M.P. VB-287.0 and end of Main Track.

OPERATION BETWEEN BLACKEY AND END OF ROCK HOUSE BRANCH

11 — **MANUAL BLOCK SYSTEM** rules are in effect between Blackey and end of Rock House Branch on the EK Subdivision consisting of five blocks as follows:

DAVIS BLOCK extends between M.P. VG-267.0 and M.P. VG-268.3.
PALMER BLOCK extends between M.P. VG-268.3 and M.P. VG-276.3.
CALDER BLOCK extends between M.P. VG-276.3 and M.P. VG-279.0.
PAT BLOCK extends between M.P. VG-279.0 and M.P. VG-281.5.
DEANE BLOCK extends between M.P. VG-281.5 and M.P. VG-285.2.

STANDARD CLOCKS

12 — Dent (train order office), Lexington (yard office), Ravenna (yard office) and North Hazard (yard office).

TRAIN ORDER OFFICES

13 — Station	Hours Office Open	Days Office Closed
*Lexington	Continuous (Except as noted)	11:00 P.M. Fri. to 11:00 P.M. Sun.
*Ravenna	Continuous	.....
*North Hazard	Continuous	.....
*Dent	6:00 A.M. to 2:00 P.M.	Sat. & Sun.

*Office is not equipped with Train Order Signal.

EK SUBDIVISION — Continued

CLEARANCE OF TRAINS

14 — Stations	Trains	Requirements
Lexington Yard	All trains	Clearance Card (during hours train order office is open.)
Ravenna	All trains	Clearance Card
North Hazard	All trains originating	Clearance Card (during hours train order office is open.)
Dent	All trains originating	Clearance Card (during hours train order office is open.)

Lexington:

Northward trains en route Louisville Terminal must receive two clearance cards at Lexington or Ravenna, one applicable to the Corbin Division and the other applicable to the Evansville Division. Each clearance card must be cleared with the appropriate dispatcher and be endorsed to show to which division it applies.

Osborn Yard:

Corbin Division trains originating within the Louisville Terminal must receive two clearance cards at Osborn Yard, one applicable to the Evansville Division and the other applicable to the Corbin Division. Each clearance card must be cleared with the appropriate dispatcher and must be endorsed to show to which division it applies.

Trains are not required to receive clearance card at HK Tower.

YARD LIMITS

15 — M.P. W-91.2 to M.P. W-98.0,
North Cabin to Strick,
Ravenna,
North Hazard — Hazard,
Hazard to M.P. WV-242.0,
Caudill Branch,
Camp Branch Spur,
M.P. WV-244.9 to end of Jake's Spur and Danger Fork Spur,
M.P. LF-269.0 to end of Branch,
Smoot Creek Spur,
Sand Lick Branch.
Thornton Creek Spur.

RAILROAD CROSSINGS AT GRADE

16 — Location	Railroad	Protection
*M.P. 32, Bloomfield Branch	Southern	Gate (electric lock)

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

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

If green light is not burning in box on east side, wait 5 minutes and then operate gate in normal manner. If either derail is set for Seaboard movement before gate is unlocked, the gate cannot be opened.

MINIMUM FLAGGING DISTANCE

17 — Between HK Tower and Blackey ..... TWO Miles.
Between Blackey and Bastin ..... ONE Mile.
All branches ..... ONE Mile.

SPEED RESTRICTIONS

18 — Between Mile Posts	All Trains M.P.H.
HK Tower to Fleming	
W-64.4 and W-66.7	10
W-66.7 and W-70.9	25
W-80.4 and W-92.4	30
W-92.4 and W-97.8	10
W-101.8 and VB-99.2	25
W&I-207.4 and W&I-209.1	20
W&I-221.3 and W&I-222.8	25
W&I-232.3 and VB-144.7	25
VB-149.8 and VB-150.1	10 Northward main
VB-149.6 and VB-150.1	25 Southward main
VB-164.9 and VB-165.9	30
VB-178.7 and VB-178.9	25
VB-182.4 and VB-230.2	30
VB-230.2 and VB-230.7	25
VB-230.7 and VB-236.7	30
VB-236.7 and VB-240.5	25
VB-240.5 and VB-243.2	10
VB-243.2 and VB-244.4	25
VB-244.4 and VB-264.9	30
VB-264.9 and VB-268.0	25
VB-283.8 and VB-284.6	10

CITY ORDINANCES AND REGULATIONS

19 — Anchorage, trains will not exceed 25 M.P.H. through Anchorage to permit crossing gates to go down. Crossing gates at Glenbrook Road, south of HK Tower, will not operate for northward movements when northward signals at HK Tower are indicating "stop". Crossing gates at Grey Tower Avenue, just north of HK Tower, will not operate for southward movements when southward 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.

Anchorage, engine bell will be rung not to exceed one minute as a signal that a standing train is about to start. Northward trains will use the engine bell only approaching Old Harrods Creek Road crossing. On southward trains, the whistle and bell will be sounded in accordance with the rules approaching this crossing.

Simpsonville, the use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

Shelbyville, the use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

Frankfort, 10 M.P.H., M.P. W-64.5 to M.P. W-65.8.

Midway, 25 M.P.H., M.P. W-79.7 to M.P. W-80.1. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

CITY ORDINANCES AND REGULATIONS — Continued

Lexington, 15 M.P.H., within city limits and 12 M.P.H. over street crossings, M.P. W-92.9 to M.P. W-98.1. The use of the whistle is prohibited, except in case of emergency. Engine bell will be sounded continuously within the city limits.

Beattyville, 15 M.P.H., M.P. VB-175.0 to M.P. VB-176.8.

Whitesburg, 10 M.P.H., M.P. VB-283.1 to M.P. VB-284.9.

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

7:45 A.M. to 8:10 A.M.
11:50 A.M. to 12:10 P.M.
12:50 P.M. to 1:05 P.M.
4:25 P.M. to 5:00 P.M.

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

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

EXCEPTION TO RULE 104
DERAILS ON INDUSTRIAL SPURS AND BRANCHES

21 — For train movement purposes only, the following branches are designated as Industrial Spurs on which train may operate without timetable or train order authority:

Location	Name of Branch
Lothair	Davidson Branch Spur
Typo	First Creek Branch

Derails have been installed at the entrances to these Industrial Spurs.

Derail will be kept set in the normal position (set to derail) at all times, except when the Industrial Spur is occupied by a train. When the derail is set in the normal position, it will indicate that no train is operating on the spur, and movements may be made on the spur at Authorized Speed, expecting to find switches lined and locked for the main track in accordance with Rule 104.

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

SPRING SWITCHES

22 — Location	End Located	Normal Position
West Frankfort	South	For main track.
Cow Creek (north end double track)	North	For southward main track.
Cow Creek (south end drill track and southward main)	South	For drill track.
Pryse (south end double track)	South	For northward main track.

DEFECT DETECTORS

NOTE: A — Hot box.
NOTE: B — Dragging equipment.
NOTE: C — Wide load.

23 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M.P. W-21.8	Note: A & B	Indicators: West side
M.P. W-51.4	Note: A & B	Indicators: East side
M.P. W-60.2	Note: B	Indicators: West side
M.P. W-72.8	Note: A & B	Indicators: East side
M.P. W-99.8	Note: A & B	Indicators: East side
Rakers M.P. W&I-210.7	Note: A & B	Indicators: West side Voice instructions
M.P. W&I-224.4	Note: B	Indicators: West side
M.P. VB-153.7	Note: A & B	Indicators: East side
M.P. VB-179.1	Note: A & B	Indicators: East side
M.P. VB-216.3	Note: A & B	Indicators: East side

TRAIN BULLETIN BOOKS

24 — Lexington (locker room), Ravenna (yard office, switchmen locker room and roundhouse), Jackson (depot), North Hazard (yard office and roundhouse) and Dent (locker room).

RADIO STATIONS

25 — Location	Attended	Channels
Waddy	Continuous	Dispatcher
Lexington	Continuous	Dispatcher & road
Ravenna	Continuous	Dispatcher
	Continuous	Road
Old Landing	Continuous	Dispatcher
Beattyville	Continuous	Dispatcher
Chenowee	Continuous	Dispatcher
Jackson	Continuous	Dispatcher
Haddix	Continuous	Dispatcher
Whick	Continuous	Dispatcher
Krypton	Continuous	Dispatcher
Combs	Continuous	Dispatcher
Hazard	Continuous	Road
Jeff	Continuous	Dispatcher
Dent	Continuous	Dispatcher
Dent	7:00 A.M.-11:00 P.M.	Road
Blackey	Continuous	Dispatcher
Ice	Continuous	Dispatcher
Kona	Continuous	Dispatcher
Colson	Continuous	Dispatcher
Jim Hill	Continuous	Dispatcher

ADDITIONAL STATIONS

26 — Name	Mile Post	Station Number	Car Capacity	Switch Opening
Shelbyville	W- 31.0	W- 31	20	Both
Bagdad	W- 52.0	W- 52	8	Both
West Frankfort	W- 64.5	W- 64	20	Both
Jett	W- 70.5	W- 71	17	Both
Paynes	W- 83.0	W- 83	5	South
Montrose	VB-100.0	VB-100	6	North
Fenwick	VB-102.5	VB-103	5	South
Avon	VB-104.5	VB-105	13	South
Patio	KC- 97.0	KC-207	Yard	Both
Agawam	W&I-214.1	W&I-214	21	Both
Sloan	W&I-220.3	W&I-220	10	Both
Calla	W&I-229.2	W&I-229	90	Both
Pryse	VB-149.8	VB-150	43	South
Yellow Rock	VB-165.4	VB-166	33	Both
Heidelberg	VB-170.0	VB-170	18	Both
Beattyville	VB-176.0	VB-176	Yard	South
St. Helens	VB-179.8	VB-180	52	Both

ADDITIONAL STATIONS — Continued

26 — Name	Mile Post	Station Number	Car Capacity	Switch Opening
Tallega	VB-183.5	VB-184	59	Both
Jackson	VB-198.0	VB-198	Yard	Both
Wolfcoal	VB-216.1	VB-216	23	North
Chavies	VB-223.1	VB-223	9	Both
Typo	VB-237.4	VB-237	Yard	Both
Crawford	VB-238.5	VB-239	Yard	Both
Combs	VB-240.3	VB-241	37	Both
Lothair	VB-244.0	VB-244	60	North
Jeff	VB-248.5	VB-249	31	South
Viper	VB-251.5	VB-251	36	Both
Dent	VB-259.0	VB-260	Yard	Both
Blackey	VB-268.1	VB-268	Yard	North
Whitesburg	VB-284.0	VB-284	25	Both

EQUIPMENT RESTRICTED

27 — TRACKAGE ON EK SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVES:

Avoca beyond clearance point.
H. K. Storage.
Eastwood.
Simpsonville industry track beyond clearance point.
Bloomfield — beyond clearance point.
Shelbyville House track beyond clearance point.
Bagdad beyond clearance point.
West Frankfort storage on East side.
Frankfort house.
Hermitage Spur.
Water Works W-68.2 beyond clearance point.
W-70.5 Lowes beyond clearance point.
W-70.7 Union Underwater beyond clearance point.
W-70.8 Hardees beyond clearance point.
W-70.9 Doxol Gas.
W-71.1 G.E. Spur beyond clearance point.
Midway.
Paynes beyond clearance point.
W-91.4 Concrete Plant beyond clearance point.
W-92.7 Robinson Enterprise beyond clearance point.
W-93.4 Southern Connector beyond clearance point.
W-97.3 Blue Grass Grain beyond clearance point.
W-97.5 Blue Grass Grocery beyond clearance point.
IBM W-98 beyond clearance point.
W-98 Combs Lumber beyond clearance point.
VB-102.5 Fenwick.
VB-104.8 Avon Army Depot.
VB-110 Southern States beyond clearance point.
VB-110.3 Rockwell beyond clearance point.
VB-111.1 Yeiser beyond clearance point.
VB-113.3 Freeman beyond clearance point.
VB-113.5 Bluegrass Art Cast beyond clearance point.
WI-215 Agawam beyond clearance point.
WI-221 Sloan beyond clearance point.
VB-150 Pryse Storage beyond clearance point.
VB-165 Yellowrock Storage beyond clearance point.
VB-165.3 Yellowrock Mine.
VB-170 Heidelburg Mine Tracks.
VB-176 Slabtown Spur beyond clearance point.
VB-177 Beattyville House beyond clearance point.
VB-177 Beattyville Team track beyond clearance point.
VB-180 St. Helens Mine tracks beyond clearance point.
VB-180 St. Helens Storage beyond clearance point.
VB-184 Tallega Storage beyond clearance point.

EQUIPMENT RESTRICTED — Continued

27 — TRACKAGE ON EK SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVES — CONTINUED:

Jackson Yards except:
No. 1 storage and drill from crossover to the south end.
North end of the Drill 2 engine lengths behind the clearance point.
VB-216 Wolfcoal beyond clearance point.
VB-219.5 Altro beyond clearance point.
VB-223.3 Chavies and beyond clearance point.
Chavies Mine Track.
VB-239.6 Sunfire beyond clearance point.
VB-240.3 Starfire beyond clearance point.
VB-240.4 Lennut beyond clearance point.
VB-255.1-256 Coolidge beyond clearance point.
VI-249 Carr Creek.
VI-253 Defiance.
VI-253.5 Stoker Coal at Scuddy beyond clearance point.
VI-254.3 Stoker beyond clearance point.
VL-255.1 Montoco.
VL-256.1 Solo Kodak Mining.
VL-257 Airco.
LF-261.1 Daisy.
LF-266 Jim Hill.
LF-266 Beech Fork.
LF-270 Blue Diamond Mining.
VG-269 Hebe No. 4 beyond clearance point.
VG-269(a) Shirley beyond clearance point.
VG-269(b) Magic Valley.
VG-270.3 Jacktop beyond clearance point.
VG-277 Red Fox beyond clearance point.
VG-279.6 Colton beyond clearance point.
VG-280.5 Hebe #2 beyond clearance point.
VG-281.8 Maxie Long Trk. beyond clearance point.
VG-282.1 Essie beyond clearance point.
VG-282.3 Airco beyond clearance point.
VB-262.5 Ulvah beyond clearance point.
VB-273(a) Pine Valley.
VB-273(b) Roxana.
VB-273(c) Kings Creek.
VB-273(d) Bon Air.
VB-273(e) Sassafras #2.
VB-274 Tartan.
VB-275 Hot Spot.
VB-275.8 Stewart.

MISCELLANEOUS INSTRUCTIONS

28 — The switch leading from Dent Siding M.P. VB-260 to the Leatherwood Branch will be left as last used.

29 — All trains entering Dent Siding will run expecting to find switches lined against their movement.

30 — Information Light Unit is installed and in service on the east side of the main track and located approximately 45 feet south of the south switch of the side track at Gentry, M.P. VB-195.6.

This light is for the purpose of providing information to trains that have received permission to move southward out of the electric locked switch at the south end of Gentry and are prepared to move northwardly. After switch is placed in the normal position and locked and a white light is displayed on the Information Light, train may proceed northward at restricted speed and be governed by the next block signal No. 1952.

If Information Light remains dark, a member of the crew must contact the dispatcher for instructions.

Northward through train movement in this area should disregard the Information Light.

31 — Do not exceed 5 M.P.H. through hand-throw crossover at Strick, M.P. W&I-208.4.

MISCELLANEOUS INSTRUCTIONS — Continued

32 — Northward EK Subdivision trains must receive authority from train dispatcher to enter Manual Block located at North Cabin, M.P. VB-113.1, before passing Patio.

33 — Trains from Carr's Fork Branch will push the button located near clearance points of this branch to notify the train dispatcher they are ready to proceed. They will proceed on the proper signal indication.

34 — All southward trains occupying siding at Heidelberg will stop north of highway crossing at south end of Heidelberg. An information light is located on first telephone pole north of crossing. When this light is illuminated, it will indicate that the signal at the south end of siding has a proceed indication.

35 — Trains must sound whistle approaching Haddix fast loading tipple M.P. VB-204.

36 — Trains handling 100-ton hoppers loaded or empty must not exceed 10 M.P.H. on Carr's Fork Branch, Montgomery Creek Branch, Leatherwood Creek Branch and between Blackey and Bastin.

37 — Look out for close clearance 1200 ft. south of M.P. VB-237 between north main track and First Creek Branch account of electric lock stand erected.

38 — All northward trains enroute Ravenna will not pass Gaines Crossing, M.P. VB-145.2 until permission is received from the Yardmaster to enter yard.

39 — Due to the necessity for school children to cross tracks at Haddix, KY, M.P. VB-204.4, if any train is stopped at that location between 7:00 A.M. and 8:00 A.M., and between 3:00 P.M. and 4:00 P.M., it will be necessary for a member of the crew to cut the crossing and remain at that location until crossing is cleared.

40 — Due to the necessity for school children to cross tracks at Krypton, M.P. VB-226.9, if any train is stopped at the location between 7:00 A.M. and 8:00 A.M., and between 3:00 P.M. and 4:00 P.M., it will be necessary for a member of the crew to cut the crossing and remain at that location until crossing is cleared.

41 — Trains loading at Bessie Mine between 7:00 A.M. and 8:00 A.M., and between 3:00 P.M. and 4:00 P.M., must have a member of the crew at crossing making close observation for any children. The normal position for this derail is in the "off" position, except when cars are stored south of this point on main track.

42 — Hand-throw derail has been installed on main track 100 ft. south of M.P. VB-287.0.

43 — Unless otherwise authorized, Seaboard System Railroad crews will not operate on Blair Fork Branch (Jim Hill to Tilford.).

44— A mud slide detector system has been installed on the rail at M.P. W&I-219.5 near Sloan, KY, and is connected to the signal system. If a slide should occur at this location, this device is designed to set the signals at "Stop". Crews should then proceed through this area in accordance with Rules of the Operating Department, but especially observing the fill for the possibility of a slide.

45 — Sidings at Simpsonville (South end only) and UZ are equipped with derails. The normal position for these derails are in the off position, except when cars are stored in these sidings.

KD SUBDIVISION

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes, Car Capacity	NORTHWARD Type of Operation
C172	172.0	T L **CORBIN** A	YARD	YARD LIMITS
C174	174.8	(End Double Track) **BACON CREEK**		
		3.2		
C178	178.0	**FABER** (End Double Track)		
		8.0		
C186	185.9	**WOFFORD**	5822' 105P	
		5.9		
C191	191.8	**SAVOY**	4372' 79P	
		7.5		
C199	199.3	**SAXTON**	5242' 95P	
		1.9		
C201	201.5	**LOT**		
		4.8		
C206	206.0	**HOLTON**		
		4.1		
C210	210.1	(End Double Track) **CHASKA**		
		1.9		
C212	212.0	**OAKS**		
		1.1		
C213	213.1	**HABERSHAM** (End Double Track)		
		6.8		
C220	219.9	**KILSYTH**	8432' 152P ★	
		9.3		
C229	229.2	**JACKSBORO**	4662' 84P	
		15.0		
C244	244.2	**GRANITE**	4372' 79P	
		5.8		
C250	250.0	**DOSSETT**		
		4.0		
C252	252.0	(End Double Track) **CLINCH RIVER**		
		2.9		
C255	254.9	**EDGEMOOR** (End Double Track)		
		0.8		
C256	255.7	**BULL RUN**		
		12.8		
C268	268.5	**AMHERST**	8548' 154P ★	
		5.8		
C274	274.3	**WILLOUGHBY**		
		1.5		
C275	275.8	T **WEST KNOXVILLE**		
		8.1		
C284	283.9	**SINGLETON**	4662' 84P	
		12.7		
C296	296.6	**BINFIELD**	4662' 84P	
		16.2		
C313	312.8	(End Double Track) **FAGIN**		
		3.2		
C316	316.0	**MADISON** (End Double Track)		
		11.4		
C327	327.9	**ENGLEWOOD**	4720' 85P	
		5.6		
C334	333.5	A T **ETOWAH** L	YARD	YARD LIMITS
		161.5 Miles Corbin to Etowah		

★ Denotes signaled siding.

KD SUBDIVISION — Continued
CLEAR FORK BRANCH

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes, Car Capacity	NORTHWARD Type of Operation
C206	Sou 72.3C	L **TREVILION-HOLTON** A	1125' 20P	
		3.4		
KM210	Sou 76.0C	**ARCO JCT.**		
		3.0		
KM213	Sou 79.1C	T A **CLAIRFIELD** L		
		6.4 Miles Trevilion-Holton to Clairfield		

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between Bacon Creek and Faber;
Between Chaska and Habersham;
Between Clinch River and Edgemoor; and,
Between Fagin and Madison.

BLOCK SIGNAL SYSTEMS

2 — Traffic Control System rules are in effect:
Between Corbin and Etowah.

CONTROLLED SIGNALED SIDINGS

3 — Siding Location	Maximum Speed All Trains M.P.H.
Kilsyth	30
Amherst	30

OPERATION ON PINE MOUNTAIN BRANCH WEST

4 — **MANUAL BLOCK SYSTEM** rules are in effect on the Pine Mountain Branch West of the KD Subdivision consisting of two blocks as follows:

SAVOY BLOCK extends between M.P. CO-192.1 and M.P. CO-205.2.
VERNE BLOCK extends between M.P. CO-205.2 and end of branch.

OPERATION ON CLEAR FORK BRANCH

5 — **MANUAL BLOCK SYSTEM** rules are in effect on the Clear Fork Branch of the KD Subdivision consisting of four blocks as follows:

TREVILION BLOCK extends between M.P. (Sou) 72.5C and M.P. (Sou) 76.0C;

ARCO JUNCTION BLOCK extends between M.P. (Sou) 76.0C and M.P. (Sou) 79.4C;,

CLAIRFIELD BLOCK extends between M.P. (Sou) 79.4C and end of Branch; and,

POWELL BLOCK extends between M.P. (Sou) 0.1TC and M.P. 14.0TC.

OPERATION ON COW CREEK BRANCH

6 — **MANUAL BLOCK SYSTEM** rules are in effect on the Cow Creek Branch of the KD Subdivision consisting of one block as follows:

DOSSETT BLOCK extends between M.P. KD-250.5 and M.P. KD-259.0.

STANDARD CLOCKS

7 — Corbin (crew caller's office and train order office), Williamsburg (agent's office), LaFollette (crew room), West Knoxville (yard office) and Etowah (yard office).

TRAIN ORDER OFFICES

8 — Station	Hours Office Open	Days Office Closed
*Corbin	Continuous	.....
*Williamsburg	7:00 A.M. to 11:00 A.M., 12:00 Noon to 4:00 P.M.	Sat. & Sun.
*Jellico	7:00 A.M. to 11:00 A.M., 12:00 Noon to 4:00 P.M.	Sunday
*LaFollette	7:15 A.M. to 11:15 A.M., 12:15 P.M. to 4:15 P.M.	Sat. & Sun.
*Knoxville	7:00 A.M. to 11:00 P.M.	.....
*Etowah	Continuous	.....
Clairfield	7:00 A.M. to 12:00 Noon, 1:00 P.M. to 4:00 P.M.	Sat. & Sun.

*Office is not equipped with Train Order Signal.

CLEARANCE OF TRAINS

9 — Stations	Trains	Requirements
Corbin	All trains	Clearance Card
Jellico	All trains	Clearance Card (during hours train order office is open.)
LaFollette	All trains originating	Clearance Card
Williamsburg	All trains originating	Clearance Card
Knoxville	All trains originating	Clearance Card (during hours train order office is open.)
Etowah	Northward trains	Clearance Card

10 — Yard engines required to go north of Willoughby must receive clearance card at West Knoxville.

YARD LIMITS

11 — Corbin, Savoy, Lot-Jellico, Trevilion-M.P. KM-206.2, Holton-M.P. KM-206.2, Kilsyth-Crooked Fork Spur, both legs of wye Dossett-M.P. KD-250.5, Armona-Maryville, Jena-Greenback, Etowah and Elza-Oak Ridge Spur.

RAILROAD CROSSINGS AT GRADE

12 — Location	Railroad	Protection
*Willoughby M.P. C274.3	Southern interlocking.	Automatic

*When a train is stopped at an automatic interlocking and no movement is evident on the conflicting route, be governed by posted instructions and by Rule 672.

MINIMUM FLAGGING DISTANCE

13 — Between Corbin and Highcliff ..... THREE Miles.
Between Highcliff and LaFollette ..... ONE Mile.
Between LaFollette and Etowah ..... THREE Miles.
All branches and spurs ..... ONE Mile.

KD SUBDIVISION — Continued

SPEED RESTRICTIONS

14 — Between Mile Posts	All Trains M.P.H.
C-174.8 and C-175.7	25
C-178.2 and C-181.9	45
C-181.9 and C-184.0	35
C-184.0 and C-187.6	45
C-187.6 and C-190.6	35
C-192.6 and C-193.5	45
C-193.5 and C-193.9	40
C-193.9 and C-197.8	45
C-197.8 and C-200.3	40
C-200.3 and C-202.8	35
C-202.8 and C-203.8	30
C-203.8 and C-217.7	25
C-217.7 and C-224.4	30
C-227.4 and C-228.1	45
C-230.3 and C-231.6	45
C-231.6 and C-237.3	35
C-249.3 and C-250.3	40
C-250.3 and C-251.0	25
C-251.0 and C-251.9	40
C-251.9 and C-255.5	45
C-255.5 and C-257.6	40
C-257.6 and C-258.6	35
C-258.6 and C-258.9	30
C-258.9 and C-261.3	35
C-261.3 and C-266.6	45
C-266.6 and C-268.6	40
C-268.6 and C-273.8	35
C-273.8 and C-276.4	20
C-276.4 and C-276.8	35
C-280.7 and C-282.1	35
C-284.5 and C-284.7	45
C-329.9 and C-330.1	45
77.1C and 77.7C	15
78.4C and 78.9C	15
82.1C and 82.2C	15
13.3TC and 13.6TC	5
STRAIGHT CREEK SPUR	5
2.8TC and 4.0TC	10
7.5TC and 8.0TC	10

CITY ORDINANCES AND REGULATIONS

15 — Williamsburg, 35 M.P.H., M.P. C-189.2 to M.P. C-191.1.
LaFollette, 30 M.P.H., M.P. C-223.5 to M.P. C-227.5.
Knoxville, 30 M.P.H., M.P. C-268.7 to M.P. C-277.9.
Madisonville, 25 M.P.H., M.P. C-316.4 to M.P. C-317.3.
Vonore, 25 M.P.H., M.P. C-308.0 to M.P. C-309.0.

16 — Etowah, Tennessee Municipal Code Sec. 12-211 reads as follows:

"**12-211.** Operation of trains at crossings regulated. No person shall operate any railroad train across any street or alley without giving a warning of its approach as required by state law; nor shall he make such crossing at a speed in excess of 25 M.P.H. It shall also be unlawful to stop a railroad train so as to block or obstruct any street or alley for a period of more than five consecutive minutes."

EXCEPTION TO RULE 104
DERAILS ON INDUSTRIAL SPURS AND BRANCHES

17 — For train movement purposes only, the following branches are designated as Industrial Spurs on which train may operate without timetable or train order authority:

Location	Name of Branch
Clairfield	Straight Creek Spur.
Englewood	A&T Branch. Englewood to Athens.
Mentor	Mentor to end of branch Friendsville.

Derails have been installed at the entrances to these Industrial Spurs.

Derail will be kept set in the normal position (set to derail) at all times, except when the Industrial Spur is occupied by a train. When the derail is set in the normal position, it will indicate that no train is operating on the spur, and movements may be made on the spur at Authorized Speed, expecting to find switches lined and locked for the main track in accordance with Rule 104.

EXCEPTION TO RULE 104 — Continued
DERAILS ON INDUSTRIAL SPURS AND BRANCHES

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

SPRING SWITCHES

18 — Name of Siding	End Located	Normal Position
Arco	Junction	For Arco Spur.

DEFECT DETECTORS

NOTE: A — Hot box.
NOTE: B — Dragging equipment.
NOTE: C — Wide load.

19 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
Pleasant View M.P. C-194.3	Note: A & B	Indicators: East side Voice instructions
LaFollette M.P. C-226.7	Note: A & B	Indicators: West side Voice instructions
Linarts M.P. C-246.3	Note: A & B	Indicators: West side Voice instructions
M.P. C-258.1	Note: B	Indicators: West side Voice instructions
Binfield M.P. C-298.1	Note: A & B	Indicators: East side Voice instructions
Gudger M.P. 321.6	Note: A & B	Indicators: East side Voice instructions

DERAILMENT DETECTORS

20 — This system consists of indicator lights at the following numbered locations:

Number	Mile Post	Bi-directional	Location of indicator lights
1-A	C-201.6	(Note 1)	West side
1	C-203.8	Yes	West side
2	C-204.4	Yes	West side
3	C-204.9	Yes	West side
4	C-205.3	Yes	West side
5	C-205.9	Yes	West side
6	C-206.2	Yes	West side
7	C-206.9	Yes	West side
8	C-207.9	Yes	West side
9	C-208.7	Yes	West side
10	C-209.0	Yes	West side
11	C-209.5	Yes	West side
12	C-210.0	Yes	West side
13	C-211.6	Both mains	Southward main — West side Northward main — East side
14	C-212.1	Both mains	Southward main — West side Northward main — East side
15	C-212.8	Both mains	Southward main — West side Northward main — East side
16	C-213.5	Yes	West side
17	C-214.2	Yes	West side
18	C-214.6	Yes	West side
19	C-215.2	Yes	West side
20	C-216.0	Yes	West side
21	C-216.5	Yes	West side
22	C-216.9	Yes	West side
23	C-217.5	Yes	West side
24	C-218.0	Yes	West side
24-A	C-219.9	(Note 2)	West side
25	C-228.3	(Note 1)	East side
26	C-230.0	Yes	West side
27	C-230.8	Yes	West side
28	C-231.2	Yes	West side
29	C-231.8	Yes	East side
30	C-232.7	Yes	East side
31	C-233.4	Yes	West side
32	C-234.3	Yes	West side
33	C-235.4	Yes	West side
34	C-236.4	Yes	West side
35	C-237.7	Yes	West side
36	C-239.2	(Note 2)	West side

KD SUBDIVISION — Continued

DERAILMENT DETECTORS — Continued

Note 1 — Lights No. 1-A and No. 25 are informational lights for northward trains only and are not equipped with derailment detector and must be observed by crew members on lead end of train.

Note 2 — Lights No. 24-A and No. 36 are informational lights for southward trains only and are not equipped with derailment detector and must be observed by crew members on lead end of train.

TRAIN BULLETIN BOOKS

21 — Corbin (train order office, roundhouse, crew caller's office, switchman's room south end west, switchman's room north end west, switchman's room south end east, switchman's room north end east), Williamsburg (agent's office), LaFollette (agent's office), Jellico (agent's office), West Knoxville (yard office and roundhouse) and Etowah (yard office and roundhouse).

SOUTHERN RAILWAY BULLETINS

22 — Corbin (train order office and roundhouse), Jellico (agent's office), LaFollette (agent's office) and West Knoxville (yard office and roundhouse).

RADIO STATIONS

23 — Location	Attended	Channels
Corbin	Continuous	Dispatcher, road, yard and car inspectors
Williamsburg	7:00 A.M.-12:00 Noon 1:00 P.M.-4:00 P.M., Ex. Sat. & Sun.	Road
Walnut Mt.	Continuous	Dispatcher
LaFollette	8:00 A.M.-12:00 Noon 1:00 P.M.-5:00 P.M., Ex. Sat. & Sun.	Road
Knoxville	Continuous	Road & yard
Amherst	Continuous	Dispatcher
Sweetwater	Continuous	Dispatcher

ADDITIONAL STATIONS

24 — Name	Mile Post	Station Nos.	Car Capacity	Switch Opening
Woodbine, Ky.	175.2	C175	23	South
Rockhold, Ky.	182.3	C182	20	North
Wofford, Ky.	185.7	C186	6	South
Savoy, Ky.	191.2	C191	Yard	Both
Saxton, Ky.	198.5	C199	16	North
Jellico, Tenn.	204.0	KN204	Yard	
Highcliff, Tenn.	203.0	C203	30	North
Chaska, Tenn.	210.7	C210	4	North
Habersham, Tenn.	213.1	C213	4	North
Duff, Tenn.	218.0	C218	45	Both
Jacksboro, Tenn.	228.7	C229	7	Both
Lake City, Tenn.	237.6	C238	13	North
Granite, Tenn.	243.9	C249	5	Both
Edgemoor, Tenn.	255.0	C255	Lead	Both
Byington, Tenn.	263.9	C263	61	Both
Middlebrook Indust. Park	269.8	C275	Lead	South
Croydon, Tenn.	272.2	C275	43	Both
Kingsley, Tenn.	277.5	C275	37	Both
Binfield, Tenn.	295.9	C296	6	North
McGhee, Tenn.	306.1	C306	18	Both
Vonore, Tenn.	308.2	C308	8	North
Madisonville, Tenn.	316.9	C317		North
Englewood, Tenn.	327.4	C327	4	South
Beaunit, Tenn.	331.1	C331	15	Both
Athens, Tenn.	334.2	KW334	Yard	
Yaden, Ky.	199.0	CO199	20	Both
Gatliff, Ky.	208.7	CZ209	Yard	North
Harriman, Tenn.	274.0	KE274	Yard	North

EQUIPMENT AND CARS RESTRICTED
(Other than those shown on Line Speed Chart)

25 — Covered hoppers (95-100 ton capacity) loaded must not be handled on the Old Line between Jena and Mentor.

26 — Seaboard trains may be operated over the Southern Railway, Oliver Springs to Harriman, with 4 six-axle units operating on the head end of train.

On return movement, Harriman to Oliver Springs, no more than 3 units may be operating.

27 — TRACKAGE ON KD SUBDIVISION NOT TO BE USED BY SIX-AXLE LOCOMOTIVES:

Pennington Block track beyond clearance point.
Frost Mine track beyond clearance point.
Nancy Mine track beyond clearance point.
Homebuilders track beyond clearance point.
Brick Plant track beyond clearance point.
Rock Hold Mine track beyond clearance point.
Wofford Mine track beyond clearance point.
Wofford House track beyond clearance point.
Williamsburg Hill track beyond clearance point.
Roper track beyond clearance point.
Savoy Yard #3, 4, 6 & Smith track beyond clearance point.
Emlyn Mine track beyond clearance point.
Saxton Mine track beyond clearance point.
Morley Q&C beyond clearance point.
High Cliff Mine track beyond clearance point.
Roosevelt Spur.
Jacksboro House beyond clearance point.
Lake City House beyond clearance point.
Granite House beyond clearance point.
Elza beyond clearance point.
Byington beyond clearance point.
Industrial Park.
East Tennessee Lumber.
Exxon.
K.U.B.
Croydon beyond clearance point.
Chattanooga Brick.
Diamond Hill.
Graham Paper.
Third Creek.
Rohm Haas beyond clearance point.
Grocery Track.
Vestal.
Kingsley beyond clearance point.
Power Equipment beyond clearance point.
Beverage Control beyond clearance point.
Fuller Meat Packers beyond clearance point.
Institutional Jobbers beyond clearance point.
Mentor beyond clearance point.
Armona beyond clearance point.
Blount Industrial Park beyond clearance point.
Benfield House beyond clearance point.
Jena beyond clearance point.
Jena Co-Op. beyond clearance point.
Vonore beyond clearance point.
Madisonville Storage beyond clearance point.
Madisonville House beyond clearance point.
Madisonville Co-Op. beyond clearance point.
Englewood Wye beyond clearance point.
Johns Manville beyond clearance point.

MISCELLANEOUS INSTRUCTIONS

28 — Trains must not exceed 5 M.P.H. over scales at Bull Run Steam Plant.

KD SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

29 — All trains must contact the yardmaster at Corbin prior to reaching Woodbine Crossing in order to secure route for inbound movement and avoid blocking these crossings more than time prescribed by Kentucky State Law and Rules of the Operating Department.

30 — Seaboard crews must operate over the Southern Railway at Knoxville in order to service Second Creek Spur.

(a) Automatic telephones have been installed at Baxter Avenue and White Avenue for Seaboard crews to call the Southern city yardmaster (521-1434).

(b) Seaboard crews must obtain authority from Southern city yardmaster for movement desired and advising when switches and derails are restored to normal position after each movement.

31 (a) Interchange connecting track, located approximately 1300 feet south of M.P. C-274, diverging westerly from Seaboard main track to Southern Railroad main track with dual control switches on both ends. Movements over this track are jointly controlled by Seaboard dispatcher and Southern dispatcher.

(b) Seaboard trains entering this connecting track to or from Interchange Track (bicycle track) will proceed on favorable signal indication. If unable to obtain favorable signal indication, engineer or conductor will contact Seaboard dispatcher and Southern dispatcher and be governed by their instructions.

(c) Seaboard automatic telephone is located near Rohm & Hass switch on west side main track. Phone numbers for both dispatchers are as follows: Southern Railroad 9-521-1401
Seaboard Railroad 8-284

(d) Seaboard trains left on Interchange Track (bicycle track) will be stopped after caboose clears Concord St. by approximately 5 car lengths to yellow marker post.

(e) After proper brake pipe reduction has been made, locomotives will be detached, angle cock on west end of train must then be closed, advising rear end crew when angle cocks closed, rear end crew will immediately open angle cock on east end of train, applying a sufficient number of hand brakes for securement of train.

(f) Authority must be obtained from Southern yardmaster (dial 9-521-1434) before return movement is made from west end of Interchange track (bicycle track).

KINGSPORT SUBDIVISION

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes Car Capacity	NORTHWARD Type of Operation
C&O 113	C&O 112.8	L T SHELBY A	YARD Y	
		15.2 VIA C&O		
Z 1		ELKHORN CITY		YARD LIMITS
		1.0		
Z 2	1.0	ELKHORN YARD	YARD Y	
		5.0		
Z 5	6.0	TOWERS	8939' 162P 80	
		8.4		
Z 14	14.4	DELANO	6235' 113P	
		7.1		
Z 21	21.5	FREMONT	25	
		2.8		
Z 24	24.3	ALLEN	6102' 111P 85	
		7.6		
Z 32	31.9	TRAMMEL	3691' 67P 22	
		3.2		
Z 36	35.1	T DANTE	4250' 77P YARD O	
		5.7		
Z 40	40.8	BOODY	7713' 140P YARD Y	
		1.7		
Z 42	42.5	ST. PAUL	26 Y	
		10.6		
Z 52	53.1	MILLER YARD	8200' 149P YARD	
		16.1		
Z 68	69.2	STARNES	7268' 132P 12	
		13.0		
Z 81	82.2	KERMIT	7330' 133P 12	
		6.0		
Z 88	88.2	FRISCO	YARD	
		5.7		
Z 94	93.9	KINGSPORT	17278' 314P YARD O Y	
		9.7		
Z103	103.9	FORDTOWN	6330' 115P 17	
		8.2		
Z111	111.8	BOONE	6097' 111P 4	
		9.2		
Z120	121.0	JOHNSON CITY	16983' 309P YARD	
		8.6		
Z129	129.6	HANNUM	6580' 119P	
		4.3		
Z134	133.9	T A ERWIN L	YARD O	YARD LIMITS

134.0 Miles
Elkhorn City to Erwin

HAYSI BRANCH

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes, Car Capacity	NORTHWARD Type of Operation
H-4	4.5	L PITTCO A	YARD	YARD LIMIT
		1.0		
H-4	3.5	RUTH	46	
		0.8		
H-2	2.7	CROOKED BRANCH	97	
		0.2		
H-2	2.5	RUAL	48	
		2.2		
H-1	0.3	BERTA TEAM	17	
		0.3		
11	0.0	A BERTA L	JCT.	

4.5 Miles
Berta to Pittco

FREMONT BRANCH

SOUTHWARD Station Numbers	SOUTHWARD Actual Field M.P. Locations	STATIONS	NORTHWARD Scales, Wyes, Car Capacity	NORTHWARD Type of Operation
F-14	14.4	L LICK A	YARD	YARD LIMITS
		0.3		
F-14	14.1	MOSS	YARD	
		2.1		
F-12	12.0	PHIPPS	18	
		0.8		
F-11	11.2	VICTOR	17	
		0.4		
F-10	10.8	DELP	21	
		1.7		
F-9	9.1	MULLINS	28	
		2.9		
F-5	6.2	CRANES NEST	112	
		3.0		
F-3	3.2	DICKENSON	29	
		0.4		
F-2	2.8	HOLLY CREEK	22	
		0.1		
F-2	2.7	CRABTREE	7	
		2.7		
Z-23	0.0	A CANEY L	JCT.	

14.4 Miles
Caney to Lick

NORA BRANCH

SOUTHWARD			NORTHWARD	
Station Numbers	Actual Field M.P. Locations	STATIONS	Scales Wyes. Car Capacity	Type of Operation
N-26	0.0	L NORA A	JCT.	YARD LIMITS
		0.6		
N-26	0.6	SET-OFF TRACK	95	
		1.6		
N-26	2.2	NEECE CREEK	384	
		0.4		
N-26	2.6	WOHLFORD	20	
		0.1		
N-26	2.7	LAMBERTS	38	
		1.5		
N-26	4.2	OPEN FORK NO. 1	51	
		0.3		
N-26	4.5	OPEN FORK NO. 2	YARD	
		0.1		
N-26	4.6	RUNAROUND	22	
		0.4		
N-26	5.0	BIG ROCK	5	
		0.4		
N-26	5.4	KILGORE CREEK	YARD	
		0.6		
N-26	6.0	A BLUE DIAMOND L	YARD	

6.0 Miles
Nora to Blue Diamond

BLOCK SIGNAL SYSTEM

1 — Traffic Control System rules are in effect:
Between Elkhorn Yard, M.P. 2.1, and Erwin, M.P. 133.7.

OPERATION ON HAYSI BRANCH

2 — **MANUAL BLOCK** rules are in effect on the Haysi Branch of the Kingsport Subdivision consisting of one block as follows:

PITTCO BLOCK extends between Berta, M.P. 0.0, and Greenbrier Tipple, M.P. 4.0 (south yard limit board).

OPERATION ON FREMONT BRANCH

3 — **MANUAL BLOCK SYSTEM** rules are in effect on the Fremont Branch of the Kingsport Subdivision consisting of two blocks as follows:

CRANES NEST BLOCK extends between Caney Junction, M.P. 0.0, and clearance point south switch Cranes Nest Storage Track, M.P. 5.5.

MOSS BLOCK extends between clearance point south switch Cranes Nest Storage Track, M.P. 5.5, and Moss, M.P. 12.5 (south yard limit board).

OPERATION ON NORA BRANCH

4 — **MANUAL BLOCK** rules are in effect on the Nora Branch of the Kingsport Subdivision consisting of one block as follows:

WOHLFORD BLOCK extends between Neece Creek, M.P. 2.1 (south yard limit board), and Blue Diamond Tipple, M.P. 6.3 (End of Line).

STANDARD CLOCKS

5 — Shelby, Dante, Kingsport (yard office), Johnson City, Erwin (yard office, diesel shop and dispatchers office).

TRAIN ORDER OFFICES

6 — Station	Hours Office Open	Days Office Closed
*Shelby	Continuous	.....
*Dante (Note)	Continuous	.....
*Erwin	Continuous	.....

*Office is not equipped with Train Order Signal.
NOTE — For trains originating.

CLEARANCE OF TRAINS

7 — Trains en route to C&O Railway at Elkhorn City will obtain C&O clearance card before leaving Erwin or Dante and at Elkhorn City, will retain identity proceeding on signal indication and additional clearance card will not be required.

Trains en route Corbin Division from Shelby will obtain Seaboard clearance card before leaving Shelby and at Elkhorn City, will retain identity proceeding on signal indication and additional clearance card will not be required.

Trains en route Haysi Branch, Fremont Branch and Nora Branch will obtain clearance card before leaving Dante or Shelby.

YARD LIMITS

8 — Elkhorn City — Elkhorn Yard, Pittco (Greenbrier Tipple), Moss—Lick, Nora—Neece Creek and Erwin.

MINIMUM FLAGGING DISTANCE

9 — Between Elkhorn City and Erwin .....TWO Miles.
Haysi, Fremont and Nora Branches .....ONE Mile.

SPEED RESTRICTIONS

10 — Between Mile Posts	MILES PER HOUR	
	Unrestricted Trains	Restricted Trains
2.1 and 35.1	30	30
35.1 and 47.1	25	25
47.1 and 106.9	40	.....
106.9 and 112.4	45	.....
112.4 and 112.5	30	30
112.5 and 127.7	45	.....
127.7 and 133.7	30	30
*133.7 and 140.2	20	20

*There is NO Mile Post 135 or 136.

CITY ORDINANCES AND REGULATIONS

11 — Road crossings must not be blocked more than five minutes in state of Virginia.

Kingsport, 30 M.P.H., M.P. 90.5-96.6. Street crossing must not be blocked more than four minutes.

Johnson City, 30 M.P.H., M.P. 116.3-121.0. Street crossings must not be blocked more than four minutes.

Erwin, 25 M.P.H., M.P. 132.3-133.7. Street crossings must not be blocked more than five minutes.

DEFECT DETECTORS

NOTE: A — Single track, both directions. Dragging equipment.
NOTE: B — Single track, both directions. Hot box.
NOTE: C — Total axle count.

12 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M.P. 3.2	Note: A	Indicator: East side Voice instructions
Tom's Bottom M.P. 7.5	Note: A, B & C	Indicator: West side Voice instructions
M.P. 16.5	Note: A	Indicator: East side Voice instructions
M.P. 19.5	Note: A	Indicator: East side Voice instructions
Fremont M.P. 21.6	Note: A, B & C	Indicator: West side Voice instructions
M.P. 29.3	Note: A	Indicator: East side Voice instructions
M.P. 38.7	Note: A	Indicator: East side Voice instructions
M.P. 44.8	Note: A	Indicator: West side
M.P. 46.6	Note: A	Indicator: West side
M.P. 49.3	Note: A	Indicator: East side
Carfax M.P. 49.5	Note: A, B & C	Indicator: West side Voice instructions
Fort Blackmore M.P. 64.8	Note: B	Operator, Erwin
M.P. 76.5	Note: A	Indicator: West side
Boulder M.P. 77.2	Note: B	Operator, Erwin
M.P. 80.0	Note: A	Indicator: West side
Pactolus M.P. 97.9	Note: B	Operator, Erwin
Indian Ridge M.P. 115.4	Note: B	Operator, Erwin
North Erwin M.P. 131.2	Note: B	Operator, Erwin

TRAIN BULLETIN BOOKS

13 — Shelby, Dante, St. Paul, Kingsport (yard office), Johnson City, Erwin (yard office and diesel shop).

RADIO STATIONS

14 — Locations	Attended	Channel
Dispatcher Wayside, M.P. 1.0	Continuous*	1
Dante Yard Wayside, M.P. 1.0	Continuous*	1
Shelby Yard Wayside, M.P. 2.3	Continuous	1
Dispatcher Wayside, M.P. 7.5	Continuous*	1
Dante Yard Wayside, M.P. 7.5	Continuous*	1
Dispatcher Wayside, M.P. 11.6	Continuous*	1
Dispatcher Wayside, M.P. F-2.2	Continuous*	1
Dante Yard Wayside, M.P. F-2.2	Continuous*	1
Dispatcher Wayside, M.P. 36.5	Continuous*	1
Dante Yard	Continuous*	1
Dispatcher Wayside, M.P. 42.5	Continuous*	1
Dante Yard Wayside, M.P. 42.5	Continuous*	1
Dispatcher Wayside, M.P. 52.2	Continuous*	1
Dispatcher Wayside, M.P. 64.4	Continuous*	1
Dispatcher Wayside, M.P. 80.0	Continuous*	1
Dispatcher Wayside, M.P. 93.9	Continuous*	1
Kingsport Yard Office	Continuous, Ex. Sat., 11:00 P.M. to 7:00 A.M.	1 and 2
Dispatcher Wayside, M.P. 121.0	Continuous*	1
Johnson City Agency	7:00 A.M.-4:00 P.M., Ex. Sunday	1 and 2
Dispatcher Wayside, M.P. 134.0	Continuous*	1
Erwin Yard Office	Continuous	1 and 2

*Denotes Mobile Call-in Station.

KINGSPORT SUBDIVISION — Continued

ADDITIONAL STATIONS

15—Name	Mile Post	Station Nos.	Car Capacity	Opening
Towers Storage	5.5	5	80	Both
Rex Storage	10.8	10	98	Both
Haysi House	11.4	11	7	North
Rush Storage	17.2	17	29	Both
Clinchco House	17.3	17	7	North
Caney Storage	22.4	23	77	Both
McClure Lead	23.1	23	119	North
Central Supply	23.7	23	1	South
Allen Storage	25.4	24	85	Both
Lumber Track	42.5	42	13	North
Quarry	43.8	43	48	North
Castle	44.2	44	Yard	Both
Dungannon	57.1	57	16	South
Fort Blackmore	64.5	64	12	South
Starnes Team	68.8	68	12	Both
Speers Ferry	80.1	80	105	South
Kermit Team	81.9	81	12	South
Waycross Storage	87.1	87	72	Both
Piedmont Mining	103.5	103	5	Both
Old Gray Team	107.7	107	5	South
Gray Storage	107.9	107	48	Both
Boone Team	111.5	111	4	North
Marbleton Quarry	124.2	124	11	North
Unicoi	128.4	128	7	North

SLIDE DETECTOR FENCE

16 — The following is a list of signal and fence locations. Trains will comply with signal indications received. A report of conditions found will be reported to the dispatcher as soon as practicable.

Fence Location Between Mile Posts	Southward Signal Near	Northward Signal Near
10.4 and 10.6	M.P. 9.5 (Rule 291)	M.P. 11.9 (Rule 292)
71.5 and 71.8	M.P. 69.8 (Rule 292)	Rule 71.8 (Rule 291)
71.8 and 74.0	M.P. 71.8 (Rule 291)	M.P. 74.1 (Rule 291)
74.2 and 76.4	M.P. 74.1 (Rule 291)	M.P. 76.5 (Rule 291)
76.5 and 78.9	M.P. 76.5 (Rule 291)	M.P. 79.1 (Rule 291)
80.2 and 80.3	M.P. 80.0 (Rule 291)	M.P. 81.5 (Rule 291)
84.9 and 85.4	M.P. 84.8 (Rule 291)	M.P. 88.1 (Rule 291)

CONNECTIONS

17 — Elkhorn City, M.P. 0.5, main track straight-a-way connection to C&O Railway "TC" controlled location by C&O dispatcher.

Boody, M.P. 41.7, "TC" control electric lock switch location to east connection with the N&W Railroad.

St. Paul, M.P. 42.2, "TC" control switch locations (two switches) for crossing N&W main track; also connection for N&W and Seaboard trains to Seaboard Boody Yard and Seaboard trains to N&W Boody Yard.

South St. Paul, west connection, M.P. 42.7, "TC" control switch location for trains to and from N&W and Seaboard main track.

Miller Yard, M.P. 52.3, yard connection with Southern Railway at north end Miller Yard.

Frisco, M.P. 88.2, "TC" control electric lock switch location to connection with Southern Railway.

Carnegie Spur, located on Johnson City Lead, connection to Southern Railway with electric lock switch under control of Southern dispatcher.

MISCELLANEOUS INSTRUCTIONS

18 — Operating engines on or over the following is prohibited:

Kingsport, unloading pit No. 3 track Dixie Cement.
Kingsport, team tipple track.
Kingsport, Blue Ridge Glass tipple.
Kingsport, Holston Coal pit.
Johnson City, Walker Coal tipple.
Johnson City, General Mills scales.
Fremont River track, unloading pit.

MISCELLANEOUS INSTRUCTIONS — Continued

19 — Maximum speed on all wye tracks is 5 M.P.H.

20 — Penn-Dixie Cement rock cars PDSX 400-408, 501-515, and 701-754 are restricted to 25 M.P.H.

21 — When practicable, cars that are not being weighed will be handled over dead rail, on scales so equipped, avoiding unnecessary moves over live rail of scales. Cars exceeding scale capacity must not be moved over live rail.

22 — Loaded automobile cars, positioned behind loaded open-top cars or operating engines, must be separated from such cars or engines by 6 closed-top or empty cars.

23 — Southward trains entering Erwin Yard tracks with piggyback, auto racks, long cars, etc., on or near head end of train must not use dynamic brakes to control speed of train.

24 — All trail-through switches must be positioned by hand for movement desired.

25 — Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

26 — Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Southward	Tonnage
MP 2.0 to MP 41.0	300 tons
MP 41.0 to MP 134.0	13500 tons
Northward	
MP 134.0 to MP 120.0	7500 tons
MP 120.0 to MP 94.0	10000 tons
MP 94.0 to MP 41.0	13500 tons
MP 41.0 to MP 1.0	300 tons

HELPER ENGINES ON KINGSPORT SUBDIVISION

27 — (a) The use of Helper Engines on the rear of train handling cars 80 feet in length or longer is prohibited on northward trains Boody (M.P. 41.7) to Trammel (M.P. 32.2). When Helper Engines are used on rear of such a train in other areas, the operation of Helper Engines is restricted to one unit. A unit rated in excess of 2500 HP is restricted to No. 6 throttle position.

(b) Maximum of one unit may be used to push against the caboose, if the engine consists of more than one unit, all but one unit must be isolated or helper positioned ahead of the caboose.

(c) Helper crews cutting pushers out of trains must ascertain that the caboose is coupled to the train before leaving.

(d) Engineers on trains being assisted by Helper Units will advise each other of throttle position changes and lead engineer's intention to apply or release the brakes (independent, automatic or dynamic) via radio communication where provided. Lead units will maintain higher throttle positions than helper units unless additional helper power is needed to start the train or to prevent stalling. In areas where lead unit's tractive effort decreases or slippage necessitates reduction in lead unit's throttle position, helper units may maintain throttle positions greater than lead units until lead units are able to maintain maximum throttle position.

When lead units are capable of handling train's tonnage, helper units will gradually reduce throttle positions and lead units will be used to maintain authorized speed. In absence of radio communications, helper engineers will use their judgment in determining throttle position necessary to comply with the above.

(e) Locomotive power operated in mid-train service will be synchronized between throttle positions of lead locomotive and mid-train helper locomotive, maintaining the same throttle position under power or in dynamic braking, where grade conditions will permit.

KINGSPORT SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

DEFECT DETECTORS ON KINGSPORT SUBDIVISION

28 — (a) Approaching hot box detector locations, a member of engine and rear train crew must listen for radio report or instructions and must be in position to check indicator light where provided. A member of rear train crew must notify the engine crew the indication after rear of train passes a digital defect detector and engineer must acknowledge.

(b) Personnel assigned to read charts of defect detectors so equipped must notify train crew and dispatcher at once of defects indicated. Train crew upon receiving such notice by radio or information from other sources must make the required inspection and take appropriate action.

(c) Except for an emergency or to comply with Operating Rules, train brakes should not be applied until rear of train passes hot box detector to avoid undesired indication of the defect detector.

(d) In the event a defect is not found at the location indicated by the defect detectors, at least five cars ahead and five cars behind the indicated location must be inspected by the train crew.

(e) If a train is stopped by a defect detector and the train crew is unable to locate the defect, and this is the last defect detector that the train will pass prior to arrival at its final terminal, the train dispatcher upon receipt of this information, will be responsible for notifying the Chief Mechanical Officer, or his representative, at the final terminal. The mechanical department will be responsible for making a prompt, inbound inspection of each car in the train. This inspection must be made before the journals cool, using the temperature testing stick on all roller bearing journals, and hand checking each friction bearing journal for excessive heat.

(f) While on duty conductors and trainmen are required to have a temperature testing stick, which will melt at 219 degrees Fahrenheit, for testing roller bearing temperatures. Crew member will make a 3 inch mark on freight car adaptor bearing located between the roller bearing and truck frame. If material forming mark melts, bearing is not in condition to run and car must be set out at nearest auxiliary track and dispatcher notified. If there is doubt as to safe movement of car to set out, dispatcher must be notified and proper repair forces sent to the scene, either to repair car or supervise movement to location where it can be set out. Temperature testing sticks are ineffective in checking for overheated friction bearing journals. Reliance must be made on defect detectors, sight and smell for detection of defects to these journals.

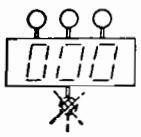
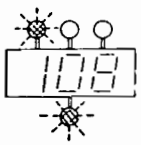
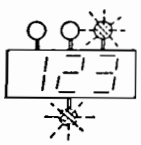
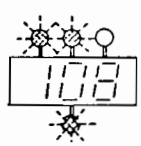
(g) On detectors equipped with "Digital Display," the "Integrity Lamp" should be illuminated before head end of train passes location which indicates equipment is working. If this lamp is not illuminated or there is evidence that the detector is not working properly, a report must be made to dispatcher and a close running inspection of both sides of the train must be made by head and rear of train. Conductors and engineers will be responsible for having running inspection made.

(h) When a digital indication is given by a hot box detector, train must make a normal stop and the journal or journals indicated must be inspected.

(i) The following table lists the numerous hot box conditions that can exist on a train and the display that will show up under each of these conditions:

MISCELLANEOUS INSTRUCTIONS — Continued

DEFECT DETECTORS ON KINGSPORT SUBDIVISION (Continued)

Case	Display	Hot Boxes	INDICATION
1		None	All zeros and lower light indicates system is functioning before head-end of train passes.
2		One - side farthest from track (Rail-1 Alarm)	Axle count from front of train (including engine) on Rail 1 side
3		One - side closest to track (Rail-2 Alarm)	Same as case 2 except on opposite or Rail 2 side
4		Two on opposite side. May not be same axle. (Rail-1 and Rail-2 Alarm)	One hot box on each side, First Hot Box is on 34th axle from front of train. Opposite side of train should be inspected from 34th axle to rear of train.
5		Two, or more - side farthest from track (Multiple Rail-1 Alarm)	Two or more hot boxes on Rail 1 side - first on 108th axle from front of train, Rail 1 side should be inspected from 108th axle to rear of train.
6		Two, or more - side closest to track (Multiple Rail-2 Alarm)	Same as case 5 except on opposite or Rail 2 side.
7		At least one on each side, one or more beyond on either rail. (Multiple Rail-1 and/or Rail-2 Alarm)	At least one hot box on each side. Both sides of train to be inspected from 69th axle from front of train to the rear of train, both sides.

(j) When necessary to stop train for hot box inspection, the control station and dispatcher must be advised, furnishing the initials and numbers of car registered and condition of journal or journals found, along with disposition of such car or cars. The same information must be included on Form HB-1 along with all other required information with form signed by conductor supplying the information with completed form mailed to chief dispatcher promptly.

(k) When instructions are received from dispatcher that a defect detector has been removed from service and only running inspection is necessary, a close running inspection of both sides of train must be made from both head and rear end of train. Conductor and engineers will be responsible for having running inspection made.

DRAGGING EQUIPMENT DETECTORS ON KINGSPORT SUBDIVISION

29 (a)—Approaching dragging equipment detector locations, a member of engine and rear train crew must be in a position to check indicator light. A member of rear train crew must notify engine crew the indication after rear of train passes the detector and engineer must acknowledge.

KINGSPORT SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

DRAGGING EQUIPMENT DETECTORS ON KINGSPORT SUBDIVISION — Continued

(b) A warning indicator, consisting of a revolving red light, is attached to a signal staff or on top of an instrument case. When activated by the detector device, it will display a revolving red light; otherwise, the indicator will be dark.

(c) Crewmen riding on the train must observe the warning indicator from the time it comes into view until the train has completely passed. When the signal is activated, displaying a revolving red light, the train must promptly make a normal stop, except in emergencies, and be inspected from front to rear for defective, dragging or derailed equipment.

(d) When necessary to stop train for dragging equipment inspection, the dispatcher must be advised, when practicable. The condition of equipment and troubles found must be given in detail to dispatcher as soon as possible after inspection has been made. The same information must be included on proper Form, along with all other required information, with form signed by conductor supplying information with completed form mailed to chief dispatcher promptly.

(e) When a train receives an indication by visual display or advice by radio that a defect exists, engineers will immediately bring train to a stop, consistent with good train handling procedures.

(f) If conditions, such as bridges, tunnels, etc., are such that it is impossible to make required inspection of the defect at point stopped, trainman on the head end will drop off and have train pull by at a slow speed until defect is inspected. Under no circumstances will train move through a facing point switch or make a reverse movement until an on-the-ground-inspection is made.

ELKHORN CITY

30 (a) — Elkhorn Yard, trains and engines of the Seaboard and C&O Rwy. will operate on main track between Sbd. M.P. 0.5 to M.P. 2.1, clearance point of switch, south end of Elkhorn Yard, prepared to stop within one-half range of vision but not exceeding 20 M.P.H. and protection against other trains and engines is not required. C&O Railway trains or engines may operate south in the T.C. system south of south switch on signal indication after authority is received from Seaboard dispatcher at Erwin being governed by Seaboard System Railroad Rules and special instructions. The south switch to Elkhorn Yard is a dual control power-operated switch.

(b) — The northward signal governing movement on main track south end Elkhorn Yard has been equipped with a special lens in the top aspect of the top unit. This aspect will display a white letter "R" on a black background over Seaboard Rule 290-D (illuminated "Red" over "Lunar") to indicate that power-operated switch is lined for main track movement. Trains approaching this signal that have been instructed to proceed on siding and find signal displaying the illuminated "R" will stop and contact Seaboard dispatcher at Erwin for further instructions.

(c) — Unless advised otherwise, northward trains arriving Elkhorn, en route Shelby or points between Elkhorn and Shelby, receiving signal aspect illustrated under Seaboard Rule 290-D or aspect as described in above paragraph (b), must stop clear of Elkhorn road crossing near M.P. Z-1.0 and contact C&O operator at Shelby or Seaboard dispatcher at Erwin for instructions on telephone located on west side of Seaboard main track immediately north of road crossing.

(d) — Northward trains receiving signal aspect under Seaboard Rule 290-D will proceed through siding and contact C&O operator at Shelby or Seaboard dispatcher at Erwin for instructions on telephone as described above.

(e) — Seaboard trains will approach controlled block signal located just north of Seaboard M.P. Z-0.5 being governed by block signal indication under Rules of C&O Railroad.

(f) — Yard limits are in effect on Elkhorn main track between clearance point power-operated switch south end Elkhorn Yard and C&O controlled block signal just north of Seaboard M.P. Z-0.5. Movements on siding Elkhorn will be governed by applicable rules for operation on non-signaled siding.

MISCELLANEOUS INSTRUCTIONS — Continued

ELKHORN CITY — Continued

(g) — South/East bound trains arriving Elkhorn Yard will contact Seaboard dispatcher at Erwin or C&O-Shelby operator for instructions on telephone located at eastward C&O signal on north side of C&O bridge near C&O M.P. 128.0 before passing this eastward signal, regardless of aspect, unless previously instructed otherwise.

(h) — All switches connecting to Seaboard main track must be left lined for main track, except when in use for another track.

(i) — Cars left standing on tracks at Elkhorn Yard must be protected by applying hand brakes as follows:

When less than 10 cars, hand brakes must be applied on each car.

When 10 or more cars, at least 10 hand brakes must be applied on the north end. If conditions require additional hand brakes must be applied.

Hand brakes applied to cars as outlined above must not be released until full protection is provided.

(j) — Crews, performing switching on Elkhorn Yard (working mines or otherwise), must contact Seaboard dispatcher at Erwin for working time and/or instructions.

Dispatcher must be advised as to number of loads and/or empties left on Elkhorn Yard tracks, including track number, by Conductor performing work. Crews switching on Elkhorn Yard must advise Seaboard dispatcher at Erwin of their departure, except when leaving via signal indication at South/East end of the yard.

McCLURE LEAD

31 — On McClure Lead, M.P. 23.1, trains will have equal authority and will operate prepared to stop within one-half range of vision, not exceeding 15 M.P.H. on the main track to Big Caney Yard near M.P. M-1.3.

For identification and record keeping, mile posts will be designated as M-1.0 and M-2.0. Trains operating to Big Caney Yard will be wheeled to M-2.0.

When placing cars or switching on Tracks 5D and 5C south of the "Car Shake Out" crewmen are prohibited from riding cars into or out of these tracks due to close clearance and other hazardous conditions in the area of the Thaw Pits and Car Shake Out. Engines must not be allowed to enter the south end of Tracks 5D and 5C beyond clearance point, nor the Car Shake Out facility located on Track No. 5.

DANTE

32 — (a) When loaded cars are left standing on tracks at Dante or Phillips Yard they must be protected by applying hand brakes as follows:

When less than 10 cars, hand brakes must be applied on each car.

When 10 or more cars, at least 10 hand brakes must be applied on the south end. If conditions require, additional hand brakes must be applied.

Hand brakes applied to cars as outlined above must not be released until full protection is provided.

(b) Brakeman must ride the leading car when cuts are shoved southward in Dante or Phillips Yard and air brakes are not working.

33 — All trains and engines operating on siding at Dante must be prepared to stop and hand throw switches if not lined for desired route. Switches leading to siding, except main track switches, may be left in reverse position when authorized by yardmaster.

ST. PAUL — BOODY — CASTLE

34 — Seaboard engines 2125 through 2131 are restricted from operation over N&W-St. Paul to Norton, Va., account U-36-C type engines that will not clear through N&W tunnels.

KINGSPORT SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

ST. PAUL — BOODY — CASTLE — Continued

35 — Equipment stencilled Plate "C" or greater cannot be handled via St. Paul — Corbin Division, and cars or engines of this dimension must not be placed in trains to move over this route. This restriction prohibits the movement of the following equipment:

GE-U-36-C engines.
Auto rack cars.
TOFC flat cars.
Hopper cars with built up sides for chip loading.
Bulkhead flat cars exceeding Plate "B" dimensions and bulkhead plates with load extending above the bulkhead or side of car.
CRR cabooses 1090 through 1092.
SCL cabooses 1150 through 1194 and 5700 through 5760.

36 — (a) Seaboard trains and engines may use N&W tracks east and west of St. Paul Station on authority of the St. Paul Operator and/or the N&W dispatcher. N&W Operating Rules and Special Instructions will apply to Seaboard trains and engines while on N&W tracks. Seaboard trains and engines will be governed by N&W signal aspects as follows:

1. Two horizontal red lights displayed over one red light indicates STOP AND STAY.
2. Two horizontal red lights displayed over a number plate indicates STOP AND PROCEED at restricted speed, not over 15 M.P.H.
3. Two horizontal red lights displayed over two yellow lights displayed at a left-hand angle or 45 degrees indicates PROCEED AT RESTRICTED SPEED, not over 15 M.P.H.
4. Two horizontal red lights displayed over two yellow lights displayed at a right-angle of 45 degrees indicates PROCEED THROUGH TURNOUT AT RESTRICTED SPEED PREPARING TO STOP AT NEXT SIGNAL, not exceeding medium speed of 30 M.P.H.
5. Two yellow lights displayed at right angle of 45 degrees indicates PROCEED PREPARING TO STOP AT NEXT SIGNAL, not exceeding medium speed of 30 M.P.H.
6. Two horizontal red lights displayed over two vertical yellow lights indicates PROCEED THROUGH TURNOUTS AT PRESCRIBED SPEED.
7. Two yellow lights displayed at right-hand 45 degree angle over two yellow lights displayed at right-hand 45 degree angle indicates PROCEED PREPARING TO STOP AT SECOND SIGNAL.
8. Two yellow lights displayed at right-hand 45 degree angle over two vertical yellow lights indicates PROCEED PREPARING TO TAKE DIVERGING ROUTE BEYOND NEXT SIGNAL AT PRESCRIBED SPEED.
9. Two vertical green lights indicate PROCEED AT PRESCRIBED SPEED.
10. Two horizontal red lights displayed over letter "G" and number plate indicate PROCEED AT RESTRICTED SPEED, not over 15 M.P.H.

(b) N&W Railway and Corbin Division trains and engines may use Seaboard main track north and south of St. Paul station on authority of St. Paul operator and/or Seaboard dispatcher at Erwin. Seaboard System Railroad Operating Rules and Special Instructions will apply to N&W and Seaboard trains and engines while on Seaboard tracks.

(c) St. Paul Crossover, M.P. 42.2, "TC" location of switches for crossing N&W main track; also connection for N&W and Seaboard trains to Seaboard—Boody Yard and Seaboard trains to N&W — Boody Yard, movements through which will be made on Seaboard or N&W signal aspects and/or instructions from St. Paul operator.

(d) The power-operated switches at the N&W — Seaboard main track cross-over are locked with N&W switch locks and an N&W switch key has been placed with St. Paul operator.

MISCELLANEOUS INSTRUCTIONS — Continued

ST. PAUL — BOODY — CASTLE — Continued

(e) If unable to contact St. Paul operator/N&W Control Station, crew member will contact Seaboard dispatcher for permission to pass signal and if no conflicting movement is evident, a member of the crew will place the power-operated switches of crossover in hand position, operate switch throw lever to ascertain that switches are engaged, leaving the switches lined for the route last used. After waiting 10 minutes, if no conflicting movement is evident, crew member will line switches for desired route through interlocking onto Seaboard track. After the train clears the interlocking, all power-operated switches must be restored to normal and lined for the original route.

(f) South St. Paul west connection, Seaboard M.P. 42.7 is "TC" switch location for Seaboard — N&W trains controlled by Seaboard dispatcher at Erwin. A "TC" switch on N&W main track at north end of connection track is controlled by St. Paul operator. Signal aspects are those of Seaboard and N&W respectively. The connection track between clearance points is not signalled and all movements must be made at yard speed not exceeding 20 M.P.H.

(g) Trains setting off cars which route N&W will do so through the east connection at south end of Seaboard Boody Yard into N&W — Boody Yard as directed by St. Paul operator, unless otherwise instructed. Waybills and copy of switch list must be left at St. Paul station.

(h) The crossovers at east end of N&W — Boody Yard from main track to siding and siding to yard are hand-operated, electrically locked and pipe connected.

(i) When practicable, all trains on either main track, or siding must not block Morefield Road Crossing. M.P. 41.0, while stopped at Boody.

(j) Crews storing units or cars on Lumber Track will leave them near south end of track so other units can be stored in this track.

Unless otherwise provided, pusher engines used to push trains northward from St. Paul will clear up on Lumber Track at St. Paul.

(k) When Corbin divisions trains change crews, they will do so at road crossing, M.P. 42.9, unless otherwise instructed.

37 — (a) Unless otherwise instructed, loaded cars will be placed just in clear on south end and empties on north end of Castle tracks. When practicable, cars must be left south of Quarry switch in No. 2 track.

(b) Southward trains picking up at Castle will not shove cars 75 feet or longer except when such cars are on or near the extreme rear portion of the train, or cut off cars.

(c) Unless otherwise instructed, crews switching Castle will make a switch list of the cars left and leave the list together with the waybills at St. Paul Station.

MILLER YARD

38 — (a) Seaboard trains or engines may use Southern Railway main track to the Southern yard limit board at north end Miller Yard after obtaining permission from Southern dispatcher.

(b) Miller Yard Back Lead track is out of service and must not be used. No. 6 track may be used for storage of empties only, and engines must not proceed past the clearance point on No. 6 when setting empties into this track. Crews picking up stored empties off No. 6 track will pull remaining empties to clearance point before uncoupling from empties left on No. 6 track.

(c) Southern Railway trains and engines may operate on Seaboard siding after obtaining permission from Seaboard dispatcher at Erwin.

(d) All trains and engines will operate on yard tracks at Miller Yard not exceeding 10 M.P.H.

(e) All hand-operated switches to and from the siding at Miller Yard will be lined for movement on siding.

(f) No. 1 track yard switches must be left lined for movement from Southern Railway main track into and through No. 1 track.

KINGSPORT SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

MILLER YARD — Continued

(g) Waybills for cars left at Miller Yard will be left with switch list at yard office.

(h) Hazardous Material or Dangerous placarded cars marked capacity of 154,000 lbs. or less, received from Southern Railway at Miller Yard, must not be moved until Mechanical Department authorizes same.

FRISCO CONNECTION

39 — (a) Seaboard trains and engines will operate on connection track (M.P. 88.2) between Seaboard main track and Frisco Yard making delivery on tracks 1, 2, and 6, unless otherwise instructed. Southern delivery for Seaboard will be on track 3 unless otherwise instructed. Seaboard crews will not use tracks 5, 7 and 8 unless otherwise instructed.

(b) All trains and engines are restricted to 5 M.P.H. while operating on yard tracks at Frisco Yard.

(c) The normal position for inside switch of south (SOU-east) crossover will be for straight away movement on Seaboard connection. The normal position for inside switch for north (SOU-west) crossover will be for main track movement.

(d) Southern Railway main track may be used between the yard limit boards which are located approximately 1200 feet east and west of Southern Railway switches to Frisco Yard after obtaining authority from operator at Frisco Yard or Southern dispatcher.

(e) Conductors making delivery at Frisco Yard will leave waybills and switch list with operator. Switch list must show correct initial and car number and time delivery is made.

(f) Southern Railway trains and engines after receiving authority from Seaboard dispatcher may use Seaboard main track between Frisco connection (M.P. 88.2) and South Eastman Interchange at Kingsport (M.P. 96.2), Seaboard siding at Kingsport, lead track from Seaboard siding to North Eastman Interchange (Glass Plant Lead) at Kingsport and Seaboard lead track to Holston Army Ammunition Plant tracks at Kingsport in accordance with Seaboard System Railroad Operating Rules and Special Instructions.

KINGSPORT

40 — Air must be coupled through piggyback cars being handled to and from piggyback ramps. The hand brakes will be applied on all of the cars except when more than four cars are placed at one time the hand brakes will be applied on the two cars next to the engine and on the two cars next to the ramp.

41 — (a) Unless otherwise instructed, trains will set-off and pick-up in north yard. Waybills and switch list for both set-off and pick-up will be received or delivered to the yard office.

(b) Trains picking up or setting off will stop a sufficient distance clear of Cherokee Street so as to not block the crossing while train is standing.

(c) Extreme caution must be used when switching chlorine tracks 23 and 24 at Mead Corp. and the following will apply:

1. Except in emergency switching will only be done in daylight hours.
2. Air must be coupled through all cars, train brakes used and only two cars may be handled at any one time.
3. Brakemen will direct all movements from the ground keeping in plain view of the engineer. The disappearance of view of employee giving signals must be construed as a stop signal.

(d) Air will be coupled and working on all cars delivered to H.A.A.P., Tennessee Eastman and Penn-Dixie stone tipple.

(e) Before entering H.A.A.P. plant area member of crew will call the guard headquarters (247-9111) and be governed by instructions received. In event guard headquarters cannot be reached member of crew will contact yardmaster at Kingsport and be governed by instructions received from him.

Except under full flag protection a train or engine must not enter the H.A.A.P. area without instructions from guard headquarters.

MISCELLANEOUS INSTRUCTIONS — Continued

KINGSPORT — Continued

A member of crew will report clear to yardmaster at Kingsport, who will in turn immediately notify guard headquarters when movement has cleared the gate of the area.

Gates at access to H.A.A.P. area must be kept closed and secured by padlock at all times except when open to accommodate immediate movement to and from plant area.

(f) Trains and engines operating within the H.A.A.P. area, Long Island or Ridgefields Industrial tracks must operate in accordance with Seaboard Operating Rule 105.

(g) Loaded cars of frozen products for Frank Foods M.P. 107.7 must be placed at warehouse door No. 1 and all other inbound loads at either doors 2 or 3.

(h) Standard highway traffic signals are located on grade crossing north Main Street, wye crossing Main Street (both legs of wye) Lincoln Street (north Eastman-Blue Ridge Glass lead), intersection Market and Clinchfield Streets and at intersection of Clinchfield and Center Streets. The signal at intersection of Clinchfield and Center Streets operates automatically. Trains, engines and yard crews may use this crossing while the signal is in automatic operation and move with the current of highway traffic on proceed (green) indication.

The signals at Lincoln Street are controlled by a track circuit in the north Eastman-Blue Ridge Glass lead which extend from a point 140 feet north of Lincoln Street Crossing to a point 175 feet south of the crossing and the signal indication for highway traffic will remain at proceed (green) until the track circuit is occupied or entered by an engine or car when it should change to stop (red). The track circuit limits are marked by insulated joints painted yellow. Crews using this crossing must ascertain that highway traffic has halted before moving into the street. Cars must not be left standing on any part of this signal circuit unless it is desired to control street traffic while switching moves are being performed. Crews using this crossing are responsible to see that moves across the street are adequately protected by flag if necessary. The signals at other locations have no automatic feature, and must be operated manually to control highway traffic. Trains or engines using these crossings must stop before entering the crossing, place signal indication at "STOP" (red) for highway traffic, blow a crossing signal and proceed only after it is seen to be clear.

The signal indication must be returned to "PROCEED" (green or flashing yellow or flashing red) for highway traffic immediately after the crossing has been cleared.

Switch boxes, containing the manually-operated switches controlling the signal indications, are located on both sides of each crossing and switch boxes must be securely locked after use.

Automatic crossing gates are in operation at Cherokee Street crossing. All tracks through this crossing have been circuited and the points at which the gate-controlled circuit begins have been marked by painting the insulated joints yellow.

Gate circuit manual switches controlling the siding and No. 8 track are located in a box attached to the gate signal case which is on the west side of the tracks just south of Cherokee Street crossing. The same type of switch controlling the north-south yard connecting track is located in a box attached to the signal case which is on the east side of the tracks just north of the Cherokee Street crossing. The two switches that control the siding and No. 8 track are stencilled on the cover to indicate the track they control. Inside each switch box there are two press buttons; one marked RAISE and one marked LOWER.

These buttons control the gates and the circuit as indicated on the box. There are no manually-controlled switches to the main track, the house track and the automobile track. When switching moves are made on the gate circuits that will not involve a crossing of Cherokee Street or when trains, cars or engines are left standing on the gate circuit of tracks that have manual gate control switches the circuit of the particular track involved must be cut out.

KINGSPORT SUBDIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

KINGSPORT — Continued

When necessary to operate the manual control switch to cut out the gate circuit, press the button marked RAISE. This will remove the automatic track control for that track only as long as a train, cars or engines occupy any portion of the track gate circuit, except the positive circuit in the track which extends approximately 15 feet beyond each side of the crossing. If it is desired to protect the crossing when automatic control has been cut out, press the button marked LOWER which will restore automatic gate control.

JOHNSON CITY

42 — (a) Unless otherwise instructed trains will set-off in track No. 2 and pick-up from track No. 1. If no room is available to set-off in track No. 2, No. 1 track may be used. In event both No.'s 1 and 2 tracks are blocked, set-off in No. 3 track.

(b) Switch list, waybills, mail, etc. to or from Johnson City station must be left in waybill box at south end of Johnson City yard, M.P. 121.0.

(c) Trains or engines moving from downtown Johnson City to Johnson City yard are limited to 4000 tons. Movements with excessive tonnage will double from Buffalo overpass into the yard.

(d) Trains and engines will operate on Johnson City Lead to downtown yard tracks, Industrial tracks and Carnegie Spur not exceeding 10 M.P.H. over all street crossings.

(e) Engines are prohibited on Walker Coal tipple and General Mills scales. Maximum speed on General Mills scales will be 3 M.P.H., avoiding sudden stops. Only one car load of grain is permitted on scales at a time.

(f) On Carnegie Spur, trains and engines must stop clear of the ET&WNC Railroad crossing and will not proceed until it is ascertained that it is safe to do so.

All movements must stop before fouling Southern main track. After receiving permission from Southern dispatcher to enter their main track, the electrically locked hand-operated switches equipped with hand-operated derails that control all switches involved will be operated as per instructions posted inside the door of the electric lock case.

These switches, derails and electric lock must be restored to normal position immediately after being cleared by Seaboard movement unless otherwise instructed by Southern dispatcher..

(g) The operation of 6 axle type engines is prohibited on Carnegie Spur.

(h) Permanent derails have been installed on the west rail of Johnson City downtown connecting track adjacent to the yard office at south end of Johnson City yard. Road or yard crews, setting off or utilizing Johnson City yard crew engine will position between derails after use, securing derails in "on" position with Seaboard switch lock.

ERWIN

43 — (a) Southward trains entering north end Erwin Yard with coal traffic and long cars (TOFC/COFC) must have all coal loads positioned ahead of TOFC/COFC traffic or other 75 feet or longer cars.

(b) Train terminating in Erwin Yard will stretch slack in train and set 5 hand brakes on south end to prevent train from moving.

Rule 1207 is modified to the extent that the angle cocks must be closed on section of train left standing to allow train line inspection by the mechanical forces.

(c) Unless otherwise instructed, southward trains will drop caboose in cab track.

(d) The normal position of all switches on Back Lead between yard office and Martins Creek Bridge will be for straight away movement on the Back Lead.

(e) The derrick equipment on the derrick car track must not be moved or coupled to until all steam and electrical connections have been disconnected.

MISCELLANEOUS INSTRUCTIONS — Continued

ERWIN — Continued

(f) Crews handling more than 40 empties or more than 20 loads between Erwin yard office and Martins Creek bridge must have air working on not less than 5 cars next to engine.

(g) Both ends of the Car Shop at Erwin have been enclosed. Ice Breaker Cars 10124, 10131 and 10133 will only clear in Track No. 1 and under no circumstances should an attempt be made to place these cars inside of the building on Tracks 2, 3, 4 or 5.

(h) Tri-level auto racks will not clear doors of car shop on tracks 4 or 5. Covered auto racks will not clear door on track No. 2. Open-top auto racks will clear doors on tracks No. 1, 2 and 3 only.

(i) Conductors must physically check train before departing Erwin, leaving copy of switch list for yardmaster.

HAYSI BRANCH

44 — Clinchfield Coal Company engine will be operating within yard limits between Greenbrier Tipple, M.P. 4.0, and end of branch.

45 — Hand-operated switch point derail is located near M.P. 4.1.

FREMONT BRANCH

46 — The following car restrictions will apply:

Loaded covered hoppers will be placed in trains where they will be under observation of train crews at all times.

47 — Northward movements must not handle empties ahead of loaded open-top hoppers between Caney, M.P. 0.0, and M.P. 2.0.

48 — Southward movements must not handle empties ahead of loaded open-top hoppers between M.P. 5.0 and M.P. 3.0.

49 — Hand-operated switch point derail is located near M.P. 13.6.

50 — Engines must not be operated beyond clearance point of south switch Crabtree track.

NORA BRANCH

51 — Due to heavy descending grade from Blue Diamond and Kilgore tipples, engineers will charge train line of loaded cars 20 minutes with a minimum of 100 pounds train line pressure before releasing hand brakes to depart.

52 — Hand-operated derail is located near M.P. 6.1 or 126 feet south of Blue Diamond tipple.

53 — Engines must not be operated on bridge in Lambert Dock track, M.P. 2.7, or bridge on main track near M.P. 6.2, south of tipple.

54 — Maximum authorized speed on Neece Creek Lead is 10 M.P.H.

LCL SUBDIVISION
DECOURSEY AND OSBORN YARD

SOUTHWARD			NORTHWARD	
Station Numbers	Actual Field M.P. Locations	STATIONS	Scales, Wyes, Car Capacity	Type of Operation
		L CINCINNATI TERMINAL A	YARD	NOTE 1
		2.8		
T104	104.2	LATONIA (SOUTH END)	5030' 91P	
		13.1		
T91	91.1	BANK LICK ®	9870' 179P	
		9.2		
T81	81.9	VERONA	8605' 156P	
		11.8		
T70	70.1	GLENCOE	6570' 119P	
		16.0		
T54	54.1	WORTHVILLE	8550' 155P	
		14.6		
T41	39.5	CAMPBELLSBURG ®	8935' 162P	
		12.5		
T27	27.0	LAGRANGE	8330' 151P	
		13.0		
T13	13.5	POGUE	7230' 131P	
		1.5		
T12	12.5	HK TOWER		
		6.1		
T6	6.4	HUBBARDS LANE		
		3.6		
T3	2.8	FRANKFORT AVE.		
		8.8		
		TA OSBORN YARD L		NOTE 2
114.0 MILES DECOURSEY TO OSBORN YARD				

NOTE 1 — Trains operating within Cincinnati Terminal will be governed by Chessie System Railroads Rules and Special Instructions.

NOTE 2 — See Louisville Terminal Instructions.

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between HK Tower and Hubbards Lane.

BLOCK SIGNAL SYSTEM

2 — Traffic Control System rules are in effect:
Between South End Latonia, M.P. T-104.2, and Frankfort Ave., M.P. T-2.8.

STANDARD CLOCKS

3 — O'Bannon (yard office).

TRAIN ORDER OFFICES

4 — Station	Hours Office Open	Days Office Closed
*O'Bannon (Note)	12:01 A.M.-5:00 P.M.	Sat. & Sun.

*Office is not equipped with Train Order Signal.
Note — For trains originating.

CLEARANCE OF TRAINS

5 — Trains entering LCL Subdivision from Corbin Division at HK Tower must receive clearance card applicable to the Evansville Division at Lexington, except between 7:00 A.M. Saturday, to 7:00 A.M. Monday, operator at Ravenna will notify Louisville dispatcher when trains en route Evansville Division are called. Louisville dispatcher will issue applicable clearance card for delivery to conductor and engineer at Lexington.

Trains en route to Corbin Division via HK Tower must receive clearance card applicable to the Corbin Division at Osborn.

MINIMUM FLAGGING DISTANCE

6 — Between Latonia and LaGrange ..... TWO Miles
Between LaGrange and Frankfort Ave. ..... THREE Miles

SPEED RESTRICTIONS

7 — Between Mile Posts	M.P.H. All Trains
T- 2.7 and T- 4.3	25
T- 4.3 and T- 6.4	35
T- 9.9 and T- 10.1	50
T-11.7 and T- 12.9	25 (Both Tracks)
T-12.9 and T- 23.7	50
T-23.7 and T- 23.8	40
T-23.8 and T- 27.1	50
T-27.1 and T- 33.0	40
T-33.0 and T- 37.9	35
T-37.9 and T- 47.6	25
T-47.6 and T- 50.9	30
T-50.9 and T- 53.2	35
T-53.2 and T- 71.6	40
T-71.6 and T- 79.2	30
T-79.2 and T- 80.6	25
T-80.6 and T- 82.5	30
T-82.5 and T- 90.5	35
T-90.5 and T- 95.5	30
T-95.5 and T- 97.0	25
T-97.0 and T-104.1	30

CITY ORDINANCES AND REGULATIONS

8 — St. Matthews, 30 M.P.H., M.P. T-5.2 to M.P. T-6.2.

Peewee Valley, 35 M.P.H., M.P. T-16.2 to M.P. -17.3.

LaGrange, 10 M.P.H., until engine clears the street, then 20 M.P.H., M.P. T-26.2 to M.P. T-26.7.

Glencoe, 30 M.P.H., M.P. T-70.4 to M.P. T-71.3.

9 — Anti-whistling ordinances are in effect within city limits of LaGrange, Anchorage, St. Matthews, Louisville, Crestwood and Peewee Valley.

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 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.

LCL SUBDIVISION — Continued

DEFECT DETECTORS

NOTE: A — Hot box.
NOTE: B — Dragging equipment.
NOTE: C — Wide load.

10 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
Glenarm M.P. T-21.4	Note: A & B	Indicators: West side Voice instructions
English M.P. T-49.6	Note: A & B	Indicators: East side Voice instructions
M.P. T-58.5	Note: B	Indicators: East side Voice instructions
Sparta M.P. T-67.8	Note: A & B	Indicators: East side Voice instructions
Walton M.P. T-87.7	Note: A & B	Indicators: East side Voice instructions
M.P. T-93.8	Note: B	Indicators: East side Voice instructions
M.P. T-104.1	Note: B	Indicators: East side Voice instructions

TRAIN BULLETIN BOOKS

11 — O'Bannon (yard office).

RADIO STATIONS

12 — Location	Attended	Channel
O'Bannon	12:01 A.M.-5:00 P.M. 10:00 P.M.-11:59 P.M., Ex. Sat. & Sun.	Road

ADDITIONAL STATIONS

13—Name	Mile Post	Station Nos.	Car Capacity	Opening
St. Matthews	T- 5.5	T5	5	South
Lyndon	T- 8.4	T8	12	North
O'Bannon	T-14.8	T14	Yard	Both
Crestwood	T-18.5	T18	12	South
Camden	T-19.9	T20	10	South
Buckner	T-23.4	T23	30	South
LaGrange	T-27.3	T27	50	Both
Pendleton	T-32.7	T33	8	North
Campbellsburg	T-40.8	T41	5	North
Turners	T-44.0	T44	12	South
Worthville	T-54.5	T54	65	Both
Sanders	T-62.0	T62	23	South
Sparta	T-65.0	T65	6	North
Glencoe	T-70.5	T70	12	Both
Verona	T-84.1	T84	10	South
Walton	T-89.2	T89	8	North
Bank Lick	T-92.9	T93	9	Both
Independence	T-97.1	T97	5	South

EQUIPMENT AND CARS RESTRICTED

14 — Six-axle diesel units must be kept off team, house and industrial tracks.

If necessary to fill out and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with engines.

15 — Do not exceed 5 M.P.H. on Ford Plant Tracks No. 1, 2, 3 and 4 at O'Bannon.

SPECIAL INSTRUCTIONS — TERMINALS

CORBIN TERMINAL

1 — The switch to the KY inbound freight main will be lined for inbound freight movements. The switches at the south end of High Line will be lined for the KY Pocket track for inbound and outbound freight movements. When these switches are used by yard crews or others, they must be restored to the above positions after movement has been completed.

2 — South leg of wye switch at Viaduct will be lined for movement to West Yard. When this switch is used by yard crews or others, switch must be restored to the above position after movement has been completed.

3 — Southward KD Subdivision trains will use extreme east track from East Yard to the signal at Bacon Creek, unless otherwise instructed by the yardmaster.

4 — Northward KD Subdivision trains entering East Yard will use extreme east track from signal at Bacon Creek to south end of East Yard, unless otherwise instructed by Yardmaster.

5 — An information light is located approximately 1,500 feet south of the Controlled Block Signal (at M.P. C-172.3) that governs northward movements on the High Line. The information light will display a "white" aspect when the Controlled Block Signal is displaying an "Approach" or "Proceed" indication and will be "unlit" when the Controlled Block Signal is displaying a "Stop" indication.

6 — All yard tracks within the Corbin Terminal are restricted to 10 M.P.H.

LOUISVILLE TERMINAL

LIMITS

1 — The limits of Louisville Terminal extend between:
Eleventh Street and Park;
Frankfort Avenue and Central Avenue;
SW Interlocking and Texas Interlocking;
BD Interlocking and Texas Interlocking;
*New Albany, IN and Nabb, IN;
*Watson and Jeffersonville.
*The tracks extending between New Albany, IN and Nabb, IN and between Watson and Jeffersonville are operated as part of Louisville Terminal under the provisions of the Seaboard System Railroad Operating Rules, Terminal Instruction Book and Special Instructions.

TWO OR MORE TRACKS

2 — Two Tracks extend between:
K&I Junction and Park;
Central Avenue and Frankfort Avenue.

BLOCK SIGNAL SYSTEMS

3 — Traffic Control System rules are in effect between:
K&I Junction and Park;
Central Avenue and Frankfort Avenue;
SW Interlocking and Texas Interlocking;
BD Interlocking and Texas Interlocking.

INTERLOCKINGS

4 — Interlocking Rules are in effect:

INTERLOCKING	CONTROLLED BY
North MN	Operator Osborn Yard
South MN	Operator Osborn Yard
Floyd Street	Operator Southern Railway
K&I Junction	Operator Osborn Yard
Fourth Street	Automatic Interlocking
Central Avenue	Operator Osborn Yard
SW	Operator Osborn Yard
BD	Operator Osborn Yard
Dudley	Operator Osborn Yard
Loop	Operator Osborn Yard
Park	Operator Osborn Yard
Texas	Operator Osborn Yard

DESIGNATION OF OTHER MAIN TRACKS

5 — The following tracks are non-signaled main tracks where Rule 93 applies:
Between New Albany and Nabb;
Between Watson and Jeffersonville.

OPERATION BETWEEN K&I JUNCTION (LOUISVILLE) AND NEW ALBANY (VI INTERLOCKING)

6 — Train movements between K&I Junction (Louisville) and New Albany will be over the Southern Railway trackage and will be governed by Southern Railway Rules and special instructions as indicated below.

(a)—Train movements within Southern Railway Louisville Terminal limits between K&I Junction (Louisville) and New Albany will move at yard speed not exceeding 10 M.P.H.

(b)—Interlocking signals and power-operated switches within Southern Railway Louisville Terminal are controlled by the operator at DI Tower. The interlocking home signals govern movements only within limits of each interlocking. The normal indication of the interlocking signals is "Stop" (Southern Rule 310).

(c)—Any signal aspect displayed within Southern Railway Louisville Terminal, other than "Stop," must be observed as a Restricted Speed indication and movement must not exceed 10 M.P.H.

(d)—Permission to pass a "Stop" signal may be given orally by the operator at DI Tower after the movement has stopped and a crew member has examined the route.

(e)—Double main tracks extend over entire Southern Railway Louisville Terminal. Trains and engines must keep to the right unless otherwise instructed.

(f)—Trains must not change directions or make a reverse movement on main tracks without authority from DI Tower.

(g)—18th & MAGNOLIA AVENUE — Signal located 75 feet north of 18th and Magnolia Avenue adjacent to southbound main line. This signal has the ability to display "Restricted Proceed" (Southern Rule 309) or "Stop" (Southern Rule 310).

All trains and engines moving south on southbound main line will be governed by this signal. The signal will display "Stop" when crossover switch from southbound to Magnolia Yard is opened or crossover between northbound or southbound main line is open. The signal can also display "Stop" when operator at DI Tower desires to hold a train or engine at that point.

Trains or engines receiving a "Stop" indication will not pass this location without oral authority from operator at DI Tower.

(h)—18th & MAGNOLIA AVENUE — Signal located 700 feet south of 18th and Magnolia Avenue adjacent to northbound main line. This is a "Dwarf" signal and is equipped to display "Restricted Proceed" (Southern Rule 309) and "Stop" (Southern Rule 310).

All trains and engines moving north on northbound main line will be governed by this signal. The signal will display "Stop" when crossovers between main line tracks are open and when north switch to Haley siding is open.

Trains or engines receiving a "Stop" indication will not pass this location without oral authority from operator at DI Tower.

(i)—At the locations listed above, when a train or engine receives a "Stop" signal they must at once call operator at DI Tower for instructions.

(j)—When train is being checked, trains must not exceed a speed of 8 M.P.H. by TV cameras located at Madison and Bank Streets.

(k)—Crossings within the city limits of Louisville are not to be blocked in excess of 5 minutes.

(l)—Eastbound trains stopping at the ICG crossing Louisville (14th Street), protected by "Stop" signs, must stop west of 15th Street highway crossing at grade until the ICG crossing has been properly flagged before proceeding.

LOUISVILLE TERMINAL — Continued

INSTRUCTIONS ON OPERATING LOCOMOTIVES OVER OHIO RIVER BRIDGE

(m)—**SIX-AXLE ENGINES:**
4-units coupled with both tracks loaded.
6-units coupled with only one track loaded.

FOUR-AXLE ENGINES:
6-units coupled with both tracks loaded.
7-units coupled with only one track loaded.

It is permissible to tow four 4-axle units behind three 6-axle working units, provided only one track is loaded.

(n)—DI Tower is equipped with a Seaboard System radio and channel 1 will be used to communicate with Seaboard train movements.

(o)—The following rules, definitions, signal aspects and indications are in effect in the Southern Railway Operating Rules revised June 23, 1979.

Southern Rule 98 — Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless switches are properly lined, signals indicate proceed, and track is clear. Where required by rule or law, trains must stop.

Cars must not be left fouling the end of Two or More Tracks or junctions or railroad crossings at grade when engine is detached to perform switching or other work, except in unavoidable circumstances.

Equipment must not be left standing detached between home signals of a railroad crossing at grade unless flag protection is afforded on all conflicting routes.

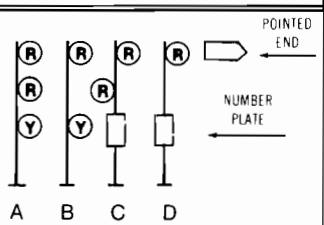
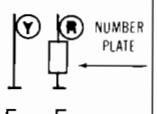
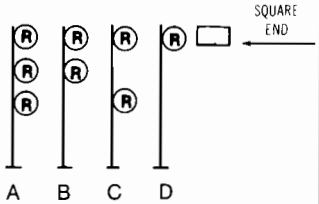
Southern Rule 663 — Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. Movement may then be made on authority of the leverman, either by hand signal or other means of communication, at Restricted Speed.

SOUTHERN DEFINITIONS:

Yard Speed — A speed that will permit stopping within one-half the range of vision.

Restricted Speed — Proceed prepared to stop short of another train, obstruction, or switch not properly lined and look out for broken rail, but at a speed not exceeding 15 miles per hour.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

RULE	HIGH SIGNAL	DWARF SIG.	NAME	INDICATION
SOU 309			Restricted Proceed	Proceed at Restricted Speed.
SOU 310			Stop	Stop.

EXCEPTION TO RULE 104

7 — Trains using main track switches entering and departing Osborn Yard at the north end are not required to line the switches back to normal position unless so directed by the Hump yardmaster; otherwise, it will be the responsibility of the herder at the north end of Osborn Yard to restore all main track switches to normal position after use.

STANDARD CLOCKS

8 — Osborn Yard (hump tower, operator's office and locker room).

TRAIN ORDER OFFICES

9 — Station	Hours Office Open	Days Office Closed
*Osborn	Continuous	.....
*Di Tower (Note)	Continuous	.....

*Office is not equipped with Train Order Signal.
Note — For trains originating.

CLEARANCE OF TRAINS

10 — Southward trains en route Corbin Division at Sinks will obtain two clearance cards at Osborn Yard, one endorsed "Evansville Division" and one endorsed "Corbin Division."

Northward trains en route Monon Subdivision may leave their initial station within the Seaboard System Louisville Terminal and/or Southern Railway Louisville Terminal without clearance card, but must receive clearance card at Di Tower.

YARD LIMITS

11 — Louisville — Osborn Yard, New Albany — Nabb and Watson —Jeffersonville.

RAILROAD CROSSINGS AT GRADE

12 — Location	Railroad	Protection
Floyd Street	Southern	Manual Interlocking
Fourth Street	Southern	Automatic Interlocking
*X Tower	Conrail	Standard semaphore (Note)
Jeffersonville	Conrail	Stop signs

*NOTE — Normal position of standard semaphore crossing signal is clear for movement on intersecting line.

CITY ORDINANCES AND REGULATIONS

13 — The use of the engine whistle within the city limits of Louisville is prohibited except as prescribed by Rule 14(j) and to prevent accidents. When the view is obscured on account of weather or other conditions, the engineer may sound signal as prescribed by Rule 14(l) for crossings at grade.

New Albany, 10 M.P.H. within the city limits. M.P. 53.2 to M.P. 54.1.

QUOTATIONS FROM STATE STATUTES

14 — The following excerpts from State Statutes, as indicated, are provided as information. Where Seaboard requirements are more strict, they must be observed.

FROM VOL. II, KENTUCKY REVISED STATUTES 277.190:

"The bell shall be rung or the whistle sounded, outside of cities, at a distance of at least 50 rods from the place where the track crosses upon the same level any highway or crossing at which a signboard is required to be maintained, and the bell shall be rung or the whistle sounded continuously, or alternately until the engine has reached the highway or crossing. In cities such signals shall be given as the legislative body of the city requires."

LOUISVILLE TERMINAL — Continued

QUOTATIONS FROM STATE STATUTES — Continued

FROM INDIANA STATUTE 38-6-4-1 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 rods from such crossings, sound the whistle on such engine distinctly not less than four 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."

TRAIN BULLETIN BOOKS

15 — Osborn Yard: Locker room (Louisville Terminal, Evansville and Corbin Divisions), Bowl locker room, Pin Puller building and Mapother locker room (Louisville Terminal only). South Louisville: North and south switchman locker rooms (Louisville Terminal only).

RADIO STATIONS

16 — Location	Attended	Channel
Osborn Yard:		
Hump Tower	Continuous	Road, bowl, hump & Mapother
Bowl Tower	Continuous	Road, bowl, hump & Mapother
Mapother Tower	Continuous	Road and Mapother
Operator	Continuous	Road and Mapother

TUNNEL RESTRICTIONS

17 — Trains must not exceed 5 M.P.H. through the tunnel under the hump at Osborn Yard until it is seen that the tunnel is clear. Vehicular traffic must move through the tunnel only on green signal unless otherwise authorized by proper authority.

MISCELLANEOUS INSTRUCTIONS

ROAD AND YARD CREWS

18 — Six-axle diesel units must be kept off team, house and industrial tracks.

19 — No train will enter or leave the "L" or "C" Yard without permission from the Bowl yardmaster.

20 — No train will enter or leave the "A" Yard without permission from the Hump yardmaster.

21 — Southward movements stopping at Lee Street must stop short of the track circuit to prevent crossing signals from being activated. Circuit is located approximately one car length north of Hill Street underpass.

22 — If a train stops on grade crossing within the Louisville Terminal limits, the crossing must be cut promptly.

23 — Upon arrival at terminal, train crews are required to turn oil heater controls to low, take down or turn markers, extinguish flashing red light, and shut off all power on caboose.

MISCELLANEOUS INSTRUCTIONS — Continued

24 — Conductors going on duty at the locker room will contact the Bowl yardmaster for instructions as where to get engines and location of train.

25 — Train crews departing Louisville Terminal will, unless otherwise instructed, get their clearance card, waybills, printouts, etc., at the locker room. Conductor will deliver clearance card to engineer.

26 — Conductors arriving Louisville Terminal must have time returns completed to a point where only the following information will need to be entered after arrival: time released, total time on duty, straight time actually worked, overtime, if due, FTD claimed, if due, off duty and final release time.

27 — Conductors operating into Louisville Terminal will, unless otherwise instructed, leave waybills, wheel reports, train delays, etc., with the caller runner.

28 — Yard foremen handling interchange cars into Osborn Yard will deliver waybills to yard office forces on second floor of main office, unless otherwise instructed.

29 — Engineers delivering their locomotives to the roundhouse will contact the roundhouse foreman for track line-up before entering servicing area tracks.

30 — Derails have been installed on both leads entering Osborn roundhouse and are also protected by blue flags.

Engines entering and leaving roundhouse must contact roundhouse foreman by radio to have derails unlocked and blue flags removed.

31 — Movements on the ICG "Hub" track must not exceed 10 M.P.H.

32 — Movements across River Road must not exceed 5 M.P.H.

33 — Trains and yard cuts pulling or shoving by the TV cameras for consist check must not exceed 10 M.P.H.

YARD CREWS ONLY

34 — When preparing a track for humping out of the "A" Yard, switchman in charge will see that hand brakes are released and knuckle open on south car.

35 — No more than one car will be cut off at one time on hump unless otherwise instructed by the Hump yardmaster.

36 — While hump is operating and the alarm goes off signifying a "Red" aspect for humping to stop, no more pins should be pulled unless specified by the Hump foreman or Hump yardmaster.

37 — When shoving cuts to be humped, a radio check will be made every 25 car lengths to make sure that communications are established.

38 — The following wayside signals, indicators, detectors, and alarms are in service at Osborn Yard:

(a) **WAY HUMP SIGNAL** — This is a color light type signal located on the right side of the crest of the crest of the hump and will display the following aspects and indications:

RED	STOP
GREEN	HUMP FAST
YELLOW	HUMP SLOW
FLASHING RED	BACK

These indications will correspond with the cab signals displayed in the hump locomotives when under the control of the Hump foreman.

(b) **PIN PULLERS WARNING ALARM** — This is an audible bell located at the crest of the hump and will alarm when Hump signal is changed from "Hump Slow" to "Stop." Pin puller must acknowledge this alarm by depressing the button on the bell mast.

(c) **PIN PULLERS STOP HUMP** — The same button used to acknowledge Pin Pullers Warning Alarm will be used to place the hump and cab signal at "Stop." This is accomplished by depressing the pushbutton.

LOUISVILLE TERMINAL — Continued

(d) **TRIM INDICATOR** — This is a flashing blue light mounted on top of the Wayside Hump Signal and will flash "Blue" for a trim movement into the classification tracks. This lamp will continue to flash until engine has returned to the crest of the hump unless cancelled by the Hump Foreman. All Area Movement Indicators will display a "Lunar" aspect when Trim Indicator is displayed. A Wayside Hump Signal and Trim Indicator cannot be displayed at the same time.

(e) **AREA MOVEMENT INDICATORS** — A two-position color light Dwarf Indicator located at the clearance point of each group will permit trim operation in a specific group at the same time humping is being performed in other groups. When trim operations are permitted in a specific group, the Dwarf Indicator at the clearance point of that group and to the right of the track leading from that group will display a "Lunar" aspect. This aspect cannot be displayed until the power-operated classification yard switch has been lined away from that group and switch will be locked in that position the entire time the Area Movement Indicator is displaying a "Lunar" aspect. Trim movement can be made up to but not beyond Area Movement Indicator.

(f) **HUMP ALARM** — At the start of each humping operation, a siren will sound for approximately 5 seconds as a warning that humping operation is to begin. This alarm will operate anytime the Wayside Hump Signal is changed from "Stop" to "Hump."

(g) **DRAGGING EQUIPMENT DETECTOR** — This detector is located on the approach to the crest of the hump and if activated by dragging equipment, Hump and Cab Signals will be set to "Stop." Hump and Cab signals cannot be re-cleared until the dragging equipment alarm has been reset by "Master Reset" on the Hump foreman's console. This alarm must not be reset until car has been inspected for dragging equipment. If necessary, this car must be set out in the "No Hump" track.

39 — Hump locomotives 4508, 4509 and 4510 in service at Osborn Yard are equipped with Cab Signals and Locomotive Speed control.

Cab Signals on Hump Locomotives will display the following aspects and indications:

RED	STOP
GREEN	HUMP FAST
YELLOW	HUMP SLOW
WHITE	BACK

Anytime there is a change in the indication of the Cab Signal, an audible bell will be sounded in the cab of the locomotive.

Operation of the Locomotive Speed Control works in conjunction with the Cab Signal System and has two modes of operation as follows:

(a) Automatic On-Board Operation by the engineer.

(b) Remote Automatic Supervisory Control by the Hump foreman.

NOTE: Under either mode of operation, the engineer exerts Supervisory Operating Control of the locomotive at all times.

40 — **ENGINE EQUIPMENT:**

The locomotive is equipped with a control panel which enables the engineer to initiate automatic speed regulation, to select the desired speed, to select remote automatic operation when requested, and to return to normal manual operation. The control panel contains the following equipment:

(a) **AUTOMATIC/MANUAL MODE SELECTION SWITCH** — Conditions the locomotive for manual or automatic operation.

(b) **ON-BOARD AUTOMATIC PUSHBUTTON** — Sets up "on-board" automatic operation. "Blue" light is on — "Amber" light is off.

(c) **SPEED SELECTION SWITCH** — Permits the engineer when operating in the "On-board" automatic mode to select speeds of coast, 1.25, 1.5, 1.75, 2.0, 2.25, 2.5, 2.75, 3.0, 3.25, 3.5, 3.75, 4.0, 4.5 and 5.0 miles per hour.

MISCELLANEOUS INSTRUCTIONS — Continued

(d) **TOWER AUTOMATIC PUSHBUTTON** — Flashes "Amber" whenever the Hump foreman requests remote automatic operation. The "Amber" or "Blue" lights will be on steady when the system recognizes the acknowledgement by the engineer.

(e) **SPEEDOMETER** — Indicates the actual speed (0 to 5.0 M.P.H.) of the locomotive in the manual or automatic operation.

41 — **OFFICE EQUIPMENT:**

The Hump foreman has a control panel with pushbuttons for the following controls:

(a) Mode of operation, marked (Locomotove Speed Control).

(b) Speed Selection (Coast, 1.25, 1.5, 1.75, 2.0, 2.25, 2.5, 2.75, 3.0, 3.25, 3.5, 3.75, 4.0, 4.5 and 5.0).

(c) Cab Signal Indications (Hump Fast, Hump Slow, Back, and Stop).

42 — **MODES OF OPERATION:**

(a) **AUTOMATIC ON-BOARD OPERATION** — The engineer must first place all manual controls in the proper position:

(1) Throttle in idle position.

(2) Mode Selection Switch (on control panel) in the automatic position.

(3) Select desired speed on the Speed Selection Switch.

(4) Depress On-Board Automatic Pushbutton (blue light comes on).

(5) Position brake handle in release position.

NOTE: Should the throttle be moved from the idle position, the Automatic On-Board Operation will be interrupted (indicated by the blue light being extinguished). To resume Automatic On-Board Operation, return throttle to idle position and press the On-Board Automatic Pushbutton.

(b) **REMOTE AUTOMATIC SUPERVISORY CONTROL** — To request this mode of operation, the Hump foreman depresses the "Locomotive Speed Control" pushbutton and the "Hump Slow" pushbutton. Speed control is effective only when cut occupies Hump Approach Track Circuit.

This will cause the "Amber" light on the control panel and amber "A" on the Cab Signal panel in the locomotive to flash indicating that Remote Automatic Supervisory Control has been requested by the Hump foreman. The engineer will then place the manual controls as he would for Automatic On-Board Operation, and acknowledge the request by depressing the Tower-Automatic Pushbutton (amber light then comes on). The "Amber" light will come on steady indicating that the locomotive equipment is conditioned to receive controls from the tower, and can now be controlled by the Hump foreman selecting the desired speed on his panel.

The engineer exerts supervisory control of the locomotive at all times. He may regain manual control by manipulating the locomotive controls or by pressing the On-Board Automatic Pushbutton. If throttle is moved from idle position, the "Blue" light will go out. The amber "A" in Cab Signal and the "Amber" indicator on the control panel will flash indicating a request for return to automatic operation if the Hump foreman has not changed his initial request. Remote Automatic Supervisory Control can be controlled by returning the locomotive controls to the required positions and pressing the Tower-Automatic Pushbutton. (The locomotive will automatically return to automatic operation if the only action taken by the engineer is to apply the brakes—throttle remained at idle).

The Hump foreman can request a return to manual operation by releasing his "Locomotive Speed Control" pushbutton. Brakes on the locomotive will be initiated automatically and will remain applied until the engineer assumes control of the locomotive by selecting manual brake control and by manual throttle control.

LOUISVILLE TERMINAL — Continued

Each time the Cab Signal changes, a single stroke bell in cab of locomotive will ring. The bell will also ring when a "Stop" command is received when the locomotive is in automatic mode.

Remote Automatic Supervisory Control is intended only to supplement the crews operating instructions, and to provide direct supervisory control by the Hump foreman of locomotive speed when desired. Full responsibility for safe operation of the locomotive will be retained by the engineer in both manual and automatic operation modes.

43 — Yard Switching System is in service on certain tracks and switches in the south end of Receiving Yard "A" Osborn Yard. This system is controlled from the Hump yardmaster's console in the Hump Tower.

Area 1, consisting of Tracks A-2 through A-9 and Hump leads No. 1 and No. 2, has one power-operated crossover and 8 power-operated turnouts.

Area 2, consisting of Tracks A-10 through A-14, has one power-operated crossover and 5 power-operated turnouts.

Area 3, consisting of Tracks A-15 through A-24, "M" Yard lead and G. E. lead, has 11 power-operated turnouts.

Movement over power-operated switches and crossovers will be governed by Movement Indicators located to the right of the track governed and normally at the clearance point of the track into which a power-operated switch governs. Cab Signals will also be interconnected with these Movement Indicators. Proper route must be established before a Cab Signal is displayed for movement to the Hump.

Movement Indicators have two horizontal lights, one which will display a "Red" aspect indicating route is not lined, or movement is not authorized. The other will display a "Lunar" aspect indicating route has been lined and movement may be made to the next Movement Indicator governing. Any movement to pass one of these indicators displaying a "Red" aspect will be by authority of the Hump yardmaster.

Power-operated switches are equipped with a "Normal" and "Reverse" pushbutton located on the switch machine, for movement of switch to the desired position if there should be some reason that the switch cannot be positioned by the Hump yardmaster. These pushbuttons are spring return and are to be used for positioning of a switch only by authority of the Hump yardmaster. The switch may be moved from normal position to reverse by depressing the reverse pushbutton and similar operation for movement from reverse to normal.

When switches are operated from the field pushbutton, they will remain in the last position called for until a different position is called for by operation from the Hump yardmaster's console or by operation of the field pushbutton.

As stated, the Cab Signals on the Hump locomotives are interconnected to the Yard Switching System and if a Movement Indicator cannot display a "Lunar" aspect for movement through the route the Cab Signal will not display an aspect for humping; however, the Hump yardmaster may verbally authorize movement past a Movement Indicator indicating "Stop."

When for any reason reverse movement is to be made after passing a "Lunar" aspect, complete train or cut must clear the Movement Indicator governing movement in opposite direction before a new route can be established and a "Lunar" aspect displayed for the reverse movement.

In addition to the three areas listed above, there are 6 other power-operated switches located as follows:

(a) Each end of connecting track between East and West thoroughfare (Engine Underpass) track.

(b) South end of connecting track from East thoroughfare and Hump lead No. 2.

(c) Switch from West thoroughfare to West approach track.

(d) Each end of connecting track between classification track No. B-8 and West thoroughfare.

MISCELLANEOUS INSTRUCTIONS — Continued

These 6 power-operated switches are not an integral part of the Yard Switching System, but are operated by Hump yardmaster or Hump foreman for expediting movement of trains and engines. Movement Indicators are not provided for movement over these switches as are the power-operated switches in the Yard Switching System, however, there is a Switch Indicator at the point of the switch. These Switch Indicators will display "Green" aspect for switch in full normal position and "Yellow" aspect for switch in full reverse position. If neither light is illuminated, it will indicate that the switch is not full normal or full reverse, and switch point must be checked by a member of the crew before movement is made over the switch.

44 — Yard Switching System is in service on certain tracks and switches in the south end (Pull Back End) of Osborn Yard. This system is controlled from the Bowl yardmaster's console in the Bowl Tower.

In this system, there are 6 power-operated crossovers and 7 power-operated turnouts. Movement over these power-operated switches and crossovers will be governed by Movement Indicators located to the right of the track governed and normally at the clearance point of the track into which a power-operated switch governs.

Movement Indicators have 2 horizontal lights, one which will display a "Red" aspect indicating route is not lined, or movement is not authorized. The other will display a "Lunar" aspect indicating route has been lined and movement may be made to next Movement Indicator governing. Any movement to pass one of these indicators displaying a "Red" aspect will be by authority of the Bowl yardmaster.

Power-operated switches are equipped with a "Normal" and "Reverse" pushbutton located on the switch machine, for movement of the switch to the desired position if there should be some reason that the switch cannot be positioned by the Bowl yardmaster. These pushbuttons are spring return and are to be used for positioning of a switch only by authority of the Bowl yardmaster. The switch may be moved from normal position to reverse by depressing the reverse pushbutton and similar operation for movement from reverse to normal.

When switches are operated from the field pushbutton, they will remain in the last position called for until a different position is called for by operation from the Bowl yardmaster's console or by operation of the field pushbutton.

If a Movement Indicator cannot display a "Lunar" aspect for movement through the route, the Bowl yardmaster may verbally authorize movement past a Movement Indicator indicating "Stop."

When for any reason reverse movement is to be made after passing a "Lunar" aspect, complete train or cut must clear the Movement Indicator governing movement in opposite direction before a new route can be established and a "Lunar" aspect displayed for the reverse movement.

45 — Engines and/or cars entering tracks at south end of "B" Yard will stop within approximately 10 feet of the inert retarders and will not proceed beyond that point until verbally notified by the Bowl yardmaster that retarder is open and instructed by him to do so.

46 — Operation of the skate retarders located on the south end of each classification track ("B" Yard) will be as follows:

A work order will be furnished to the switch engine crew advising the number of cars to be pulled from a specific track. This work order will come from the computer and in pulling cars from the track, cars will be counted to ascertain that correct number of cars have been pulled.

LOUISVILLE TERMINAL — Continued

After receiving work order, switch engine, with or without other cars, will proceed toward the track specified in work order from which the cars are to be pulled, moving through track circuit and over wheel detectors south of the skate retarders, stopping with the first wheels just outside of the retarders. In passing through the track circuit, the switch on the hump end leading into track will be positioned away from that track and track to be pulled will be blocked. The computer will determine if there are any cars rolling in that track at the time and after it has been determined that all cars in that track are stopped, the skate retarder will open for movement into the body of the classification yard track. The opening of the retarder will be indicated on the Bowl yardmaster's console as well as the Hump foreman's and Hump yardmaster's consoles, and the Bowl yardmaster will advise by radio that movement can be made into the designated track and pull the number of cars specified on the work order.

The skate retarders will normally stay open until reverse move has been made from the specified track with the proper number of cars and after cars have cleared the retarder, wheel detectors, and track circuit, the retarders will automatically close.

There may be occasions when an engine and/or cut enters a classification yard from the Bowl end, and proceed toward the Hump and not return through the retarders at which time the Bowl yardmaster will manually close the retarders with a lever on his console.

Also, there may be occasions when an engine and/or cut will approach the retarders from the body of the classification yard, and it will be necessary that the Bowl yardmaster manually open the retarders for movement through the retarders. On this move, the retarders will have to be closed manually.

Emergency pushbuttons for opening and closing of the skate retarders are located near the south end of the retarder on the ram assembly side and are marked "Open" and "Close." Manual opening of these retarders must be made only on authority of the Bowl yardmaster, and if retarder is opened with the emergency pushbutton, it will be necessary that the retarders be closed manually.

At any time retarders are opened manually, either from the bowl yardmaster's console, or by the emergency pushbutton, movement must not be made into the retarder until Bowl yardmaster has a "Retarder Open" indication on his console. This will assure that the track has been blocked and all cars have stopped rolling in that track.

Engines must not run through, or shove, or pull cars through the retarder when in closed position, except in emergency.

Anytime skate retarders are opened manually, alarm will be printed out on Hump yardmaster's printer.

47 — When engines enter the Bowl yard tracks at Osborn from the north end to shove tracks, kick off stalled cars, perform switching, etc., the Bowl yardmaster must be advised by Hump foreman of the track the engine will be working in and this track must not be coupled to until authorized by the Bowl yardmaster. This is to prevent inadvertently fouling tracks at the south end of the Bowl yard where other crews may be working.

48 — Authority to occupy the Water Street Line must be obtained from the Osborn Yard operator.

49 — Foremen are required to make a legible correct booking record of all cars placed at, or pulled from, all locations or from one location to another location or any interplant switching.

50 — When switching industries with fences and gates, foremen are to see that all gates are opened before switching begins, and when switching is completed they are to see that gates are closed and locked. Where private security forces are on duty, they must be notified when such switching begins and ends.

51 — Coleman Gas and Woodgate Petroleum have private locks on switches to their locations. Each have keys to unlock both switches, in case one or the other cannot be contacted. The Mapother yardmaster will contact these firms to get switch unlocked.

MISCELLANEOUS INSTRUCTIONS — Continued

52 — Cars being pulled or placed at location No. 132 (Foundry Suppliers) will be left or pulled from the clearance point of switch to east and west track only. Under no circumstances will engines go beyond the clearance point.

53 — The crossing gates at Preston and Floyd Streets, Water Street Line, must be operated by crew members prior to crossing being occupied. The button for Preston Street gate is located on the middle gate and the button for the Floyd Street gate is located on the middle signal case at the crossing.

54 — Spring Street crossing, Jeffersonville, IN, must be protected by a crew member prior to occupying the crossing.

55 — Designated Interchange Tracks:

ICG to Seaboard — No. 1 and No. 2 tracks from Shipp Street to Central Avenue. (Waybills will be in the box at Southern crossing).

Seaboard to ICG — All tracks ICG, Oak Street yard.

Seaboard to Southern — Tracks B-1 through B-13, Youngstown Yard.

Southern to Seaboard — Tracks A02 through A24, Osborn Yard.

Seaboard to Conrail — Highline.

Conrail to Seaboard — No. 1 and No. 2 tracks from Kentucky Street to K&I Jct. (Waybills will be in box at Oak Street.)

DIVISION SPECIAL INSTRUCTIONS

PRECEDENCE BY DIRECTION

1 — SOUTHWARD OR WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SUBDIVISIONS

2 — CC — Between Spring Lake and Corbin.
CV — Between Corbin and Norton, including branches.
EK — Between HK Tower and Bastin, including branches.
KD — Between Corbin and Etowah, including branches.
Kingsport — Between Elkhorn City and Erwin, including branches.
LCL — Between Latonia and Frankfort Ave.

ENGINE SPEED RESTRICTIONS

3 — Seaboard **EMD** road engines must not be operated in excess of 70 M.P.H.

4 — Seaboard **GE** road engines must not be operated in excess of 75 M.P.H.

5 — Seaboard switch engine numbers 152-193, 2209 and 2225 must not be operated in service or dead in tow in excess of 35 M.P.H.

6 — Maximum speed for engines must not be exceeded when freight engines are used in passenger service. Maximum speed for Amtrak engines is the maximum passenger train speed.

OPERATION ROAD MATE UNITS

7 — Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 M.P.H.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 M.P.H.

ENGINES EQUIPPED WITH DYNAMIC BRAKES

8 — **SERIES**	500- 555,	1389-1390,	2500-2509,	4505-4548,
	1116-1122,	1406-1517,	2708-2824,	5100-8623
	1124-1278,	1527-1582,	3554-3631,	
	1309-1343,	1636-2131,	4050-4144,	

ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL DRAFT GEAR — DYNAMIC BRAKES CANNOT BE USED WHEN THESE UNITS ARE IN CONSIST

9 — **SERIES**	152- 193,	2208-2404,	4606-4607,
	627-1021,	4225-4234,	4700-5039

EQUIPMENT SPEED RESTRICTIONS

10 — **DUMP CARS** — Must not be operated in excess of 40 M.P.H.

11 — **JORDAN DITCHERS** — Must not be operated in excess of 40 M.P.H.

12 — **PILE DRIVERS AND LOCOMOTIVE CRANES** — Must not be operated in excess of 25 M.P.H.

13 — **WELDED RAIL CARS** — Empty, 40 M.P.H.

14 — **WELDED RAIL CARS** — Loaded, 40 M.P.H., except 10 M.P.H. through turnouts and crossovers.

15 — **WRECKERS AND WRECK EQUIPMENT CONSIST** — Must not be operated in excess of 35 M.P.H.

EQUIPMENT PLACEMENT RESTRICTIONS

16 — **BLOCKS OF EMPTY CARS** — Blocks of 30 or more empty cars must be handled on rear of trains whenever practicable.

17 — **BLOCKS OF HEAVY CARS** — Blocks of 30 or more cars of coal, grain, phosphate, limerock, sand or aggregates must be handled on head of trains next behind engines, whenever practicable.

18 — **CENTER BEAM BULKHEAD FLAT CARS** — Flat cars in series SCL 109000-109029 must not be moved except under authority of written special instructions and only by route authorized.

19 — **DUMP CARS** — When loaded, must be handled in local freight or work train service, when practicable.

20 — **JORDAN DITCHER** — Must be handled near head end of train with extension arms placed in trailing position.

21 — **LONG CAR TO SHORT CAR COUPLING** — No car less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of train only.

22 — **LONG CARS ON HEAD END OF TRAIN** — Empty TOFC/COFC or pedestal flat, or any other empty car over 80 feet in length will not be placed in the first 5 cars of any train longer than 50 cars. These instructions do not apply to solid piggyback trains. The definition of an empty car or flat, including TOFC/COFC or pedestal flat, is one without any lading, trailers or containers, either loaded or empty on them. When adding cars on line of road, the inside length stenciled on the side of the car, plus 5 feet, will be used to govern the length of the car.

Bi-level cars, tri-level cars and box cars are not considered as empty TOFC/COFC or pedestal flats and may be handled within the first 5 cars of a train.

23 — **MAINTENANCE OF WAY WORK EQUIPMENT** — Must be handled on rear of train.

24 — **PILE DRIVERS AND LOCOMOTIVE CRANES** — Must be handled near head end of train, counterbalance end must be forward. Pile drivers and cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

25 — **SCALE TEST CARS** — Must be handled on rear of train.

26 — **WELDED RAIL CARS** — Loaded, must be handled on head end of train.

27 — **WELDED RAIL CARS** — Empty, must be handled on rear of train.

28 — **WRECKERS AND WRECK EQUIPMENT CONSIST** — Must be handled near head end of train, boom must be positioned in trailing position, or as directed by mechanical supervisors. All wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight.

29 — When clearance instructions, covering oversize, heavy or special shipments, are issued by proper authority stating that such shipments must be handled within five cars of engine or caboose, they will be handled within five cars of the engine when train is not equipped with a caboose.

OTHER RESTRICTED EQUIPMENT

The following cars are considered **RESTRICTED** cars where line speed charts apply to restricted trains:

30 — **MAINTENANCE OF WAY WORK EQUIPMENT CARS** — All work equipment cars will be considered **RESTRICTED** cars:

31 — **FLAT CARS** — Loaded with logs or poles.

32 — **FLAT CARS** — Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

OTHER RESTRICTED EQUIPMENT — Continued

33 — **FLAT CARS** — Loaded with oversize shipment(s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted.

34 — **GONDOLAS** — Loaded with stump wood. When loaded with oversize or overhanging shipments when, in the opinion of local forces, such loads should be restricted.

35 — **PULPWOOD FLAT CARS** — Loaded with pulpwood.

36 — **TANK CARS** — Loaded with clay slurry or flammable compressed gas.

CAR CAPACITY FORMULAS

37 — Car capacity of sidings is based on an overall length of 55 feet per car with an allowance of 250 feet for stopping. Engine and caboose must be counted as cars.

Length of sidings shown in feet is the distance between clearance point less an allowance of 250 feet for stopping.

38—LINE SPEED CHART

(If the Line Speed Chart requires a speed less than the Subdivision Speed Restrictions, the lesser speed must not be exceeded.)

	Line Capacity (Lbs.) 4-Axle Cars	Unless Restricted By Engine, Equipment in Train, Rules, Special Instructions or Train Order, Maximum Authorized Speed of Trains in M.P.H. is:				Restricted speed (M.P.H.) as shown below for certain equipment								Locomotive Cranes
						Cars Weighing				Engines		Wreckers		
		Psgr. trains handled by psgr. type engines	Piggyback Trains (NOTE 1)	Unrestricted Trains (NOTE 2)	Restricted Trains (NOTE 3)	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	4 Axle	6 Axle	4 Axle	6 Axle	
CC SUBDIVISION														
Spring Lake and Corbin	270,000		60	50	50							30	30	25
CV SUBDIVISION														
Corbin and MP CV-194.5	270,000				40							25	25	25
MP CV-194.5 and Harbell	270,000				35							25	25	25
Harbell and Middlesboro	263,000				25				BARRED			10	10	10
Middlesboro and Cumberland Gap Bridge, MP CV-217.2	263,000				25				BARRED		BARRED	10	10	10
					10				BARRED		BARRED			
Cumberland Gap and MP CV-241.5	210,000				10	BARRED	BARRED	BARRED	BARRED	NOTE E	BARRED		BARRED	
MP CV-241.5 and MP CV-277.8	270,000				35							25	25	25
MP CV-277.8 and Norton	270,000				25									
Harbell and Loyall	270,000				30							25	25	25
MP WM-243.9 and MP WM-247.2	270,000				30							25	25	25
MP WM-247.2 and MP WM-258.2	270,000				35							25	25	25
Smiley Switchback	270,000				10									
C&M Branch to MP CQ-205.0	263,000				25				BARRED		NOTE F	20	20	20
MP CQ-205.0 and End of Branch	263,000				10				BARRED					
Horse Creek Branch	263,000				10				BARRED		NOTE F			
Pine Mountain in RR East	220,000				10	BARRED	BARRED	BARRED	BARRED	NOTE G	BARRED		BARRED	
Bell — Jellico Branch	220,000				10	BARRED	BARRED	BARRED	BARRED	NOTE B	BARRED		BARRED	
Straight Creek Branch														
Right Fork	270,000				25							10	10	10
Left Fork	270,000				25							10	10	10
Yellow Creek Branch														
Ponza to MP WE-214.0	270,000				25							10	10	10
MP WE-214.0 to End of Branch	263,000				10				BARRED					
Toms Creek Branch	263,000				10				BARRED		BARRED			
Pucketts Creek Branch	263,000				10				BARRED		BARRED			
Banner Fork Branch to MP WM-234.0 End of Track	263,000				10				BARRED		BARRED			
Poor Fork Branch	270,000				35							25	25	25
Scotia Branch	270,000				25							10	10	10
Clover Fork Branch	270,000				25									
Yocum Creek Branch	270,000				10						BARRED			
Catrons Creek Branch	270,000				10						BARRED			
Slaters Fork Branch	270,000				10						BARRED			
Merna Branch	263,000				10				BARRED					
Lick Branch	270,000				10						NOTE F			
Crummies Creek Branch	270,000				10						NOTE H			
Pennington Branch	270,000				25							10	10	10
Middlesboro Railroad	263,000				25				BARRED			10	10	10
Stoney Fork Branch	263,000				25				BARRED		NOTE J	10	10	10
Fork Ridge Branch	263,000				10				BARRED		BARRED			
All Other Branches	263,000				10				BARRED		BARRED		BARRED	
EK SUBDIVISION														
HK Tower and MP W-64.4	270,000				35							25	25	25
MP W-64.4 and North Cabin	270,000				35						25	25	25	25
Patio and Blackey	270,000				35							25	25	25
Blackey and MP VB-276	270,000				25						BARRED	10	10	10
MP VB-276 and MP VB-291.5 End of Track	270,000				25						BARRED	10	10	10
Bloomfield Branch	263,000				10				BARRED		BARRED		BARRED	
Hermitage Spur	220,000				10	BARRED	BARRED	BARRED	BARRED	NOTE B	BARRED		BARRED	
First Creek Branch	270,000				10						NOTE A			
Lotts Creek Branch	270,000				10						BARRED			
Jakes Branch	270,000				10						BARRED		BARRED	
Danger Fork Branch	270,000				10						BARRED		BARRED	
Davidson Branch	270,000				10						10		BARRED	
Buffalo Creek Branch	270,000				10						BARRED		BARRED	
Carrs Fork Branch	270,000				25						10	10	10	10
Montgomery Creek Branch	270,000				25						10	10	10	10
Knott Branch	220,000				10	BARRED	BARRED	BARRED	BARRED		BARRED		BARRED	

38—LINE SPEED CHART (Continued)

(If the Line Speed Chart requires a speed less than the Subdivision Speed Restrictions, the lesser speed must not be exceeded.)

	Line Capacity (Lbs.) 4-Axle Cars	Unless Restricted By Engine, Equipment in Train, Rules, Special Instructions or Train Order, Maximum Authorized Speed of Trains in M.P.H. is:				Restricted speed (M.P.H.) as shown below for certain equipment								Locomotive Cranes
						Cars Weighing				Engines		Wreckers		
		Psgr. trains handled by psgr. type engines	Piggyback Trains (NOTE 1)	Unrestricted Trains (NOTE 2)	Restricted Trains (NOTE 3)	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	4 Axle	6 Axle	4 Axle	6 Axle	
EK SUBDIVISION — Cont.														
Stacey Branch	220,000				10	BARRED	BARRED	BARRED	BARRED		BARRED		BARRED	
Leatherwood to Jim Hill	270,000				25						10	10	10	10
Jim Hill to End of Branch	270,000				10									
Rockhouse Creek Branch to MP VG-285.2	270,000				30							10	10	10
Camp Branch	270,000				10									
All Other Branches	263,000				10				BARRED		BARRED		BARRED	
KD SUBDIVISION														
Corbin and Highcliff	270,000		60	50	50							30	30	25
Highcliff and Lafollette	270,000		30	30	30							20	20	20
Lafollette and Etowah	270,000		60	50	50							30	30	25
Pine Mountain RR — West	270,000				25									
Lot and Jellico	263,000				10				BARRED		NOTE D			
Trevilion and Arco	263,000				15				BARRED			10	10	10
Arco and Fonde	220,000				25	BARRED	BARRED	BARRED	BARRED		BARRED	10	10	10
Cow Creek Branch	270,000				10									
Oak Ridge Spur	270,000				10						BARRED			
Third Creek Spur	220,000				10	BARRED	BARRED	BARRED	BARRED		BARRED			
Second Creek Spur	251,000				10			BARRED	BARRED		BARRED		BARRED	10
Maryville Branch	263,000				10				BARRED		BARRED			
Jena and MP KT-305.0 End of Track	258,000				10				BARRED		BARRED			
Athens and Englewood	251,000				10			BARRED	BARRED		BARRED			
KINGSPORT SUBDIVISION														
Elkhorn City to Erwin (Note L)	263,000			50	40				BARRED		NOTE K	35	35	25
Carnegie Spur					10				BARRED		BARRED			
Haysi Branch	263,000				10				BARRED		NOTE K			
Fremont Branch	263,000				25				BARRED		NOTE K			
Nora Branch	263,000				10				BARRED		NOTE K			
Bridge MP N-2.7 (Lamberts Dock)									BARRED	BARRED	BARRED	BARRED	BARRED	
Bridge MP N-6.2									BARRED	BARRED	BARRED	BARRED	BARRED	
LCL SUBDIVISION														
Latonia to LaGrange	270,000		50	40	40							25	30	25
LaGrange to Frankfort Ave.	270,000		60	50	50							25	35	25

When only **RESTRICTED TRAIN** speed is shown, such speed will apply to all trains.

NOTE 1 — PIGGYBACK TRAIN speed applies to designated Piggyback Trains handling only piggyback cars (empty piggyback flat cars, trailers or containers on properly designed piggyback flat cars or multi-level automobile rack cars).
Designated Piggyback Trains are identified with first letter in alpha identification being A, B or C.
EXCEPTIONS: Designated Piggyback Trains containing loaded box cars may be operated at Piggyback Train speed.
Trains, other than designated Piggyback Trains, handling only piggyback equipment may operate at Piggyback Train speed if verbal authority is secured from the train dispatcher to do so.

NOTE 2 — UNRESTRICTED TRAIN speed, unless otherwise restricted in Note 3, applies to designated Unrestricted Trains, designated Piggyback Trains handling other than piggyback equipment and loaded box cars, and light engines.
Designated Unrestricted Trains are identified with first letter in alpha identification being F, G or H.

NOTE 3 — RESTRICTED TRAIN speed applies to all other trains and to designated Piggyback and Unrestricted Trains when handling restricted equipment, or blocks of thirty or more cars of coal, grain, phosphate or aggregates (including limerock, sand, etc.).

NOTE A — Engines restricted to clearance point at north end Blue Diamond.

NOTE B — Restricted to 4-axle engines having gross weight no greater than 258,500 pounds.

NOTE C — Restricted to six-axle engines having gross weight no greater than 404,500 pounds.

NOTE D — Consist exceeding four six-axle engines having gross weight of 404,500 pounds must not operate between Jellico and Lot.

NOTE E — Single 4-axle engine with maximum gross weight of 258,00 pounds. Engine to be followed by 4-axle cars not exceeding 210,000 pounds gross weight.

NOTE F — Restricted to 6-axle engines having gross weight no greater than 394,000 pounds.

NOTE G — Restricted to 4-axle engines having gross weight no greater than 265,000 pounds.

NOTE H — Engines must not be operated beyond Unit Tipple at Karen.

NOTE J — Engines must not operate between M.P. MS-220.0 and end of branch.

NOTE K — 6-axle engines in Series Sbd 1500-1525 are barred.

NOTE L — See page 24 for restricted equipment moving on N&W between St. Paul and Norton.

QUOTATIONS FROM STATE STATUTES

39 — The following excerpts from State Statutes, as indicated, are provided as information. Where Seaboard requirements are more strict, they must be observed:

FROM TITLE 65. SECTION 1208, CODE OF TENNESSEE

"(1) The officials having jurisdiction over public road crossed by a railroad shall place at each crossing a sign...and the failure of any engine driver to blow the whistle or ring the bell at any public crossing so designated by either the railroad company or the said public official shall constitute negligence.

"(2) On approaching every crossing so distinguished, the whistle or bell of the locomotive shall be sounded at a distance of one-fourth of a mile from the crossing, and at short intervals till the train has passed the crossing.

"(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 till 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.

"(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."

VIRGINIA:

"Bell and whistle or horn; when sounded. Every railroad company shall provide each locomotive or diesel engine passing upon its road with a bell of ordinary size and steam whistle, or horn, and such whistle or horn shall be sharply sounded outside of incorporated cities and towns at least twice at a distance of not less than three hundred yards nor more than six hundred yards from the place where the railroad crosses upon the same level any public highway or crossing, and such bell shall be rung or whistle or horn sounded continuously or alternately until the engine has reached such highway crossing, and shall give such signals in cities and towns as the legislative authorities thereof may require."

KENTUCKY:

"The bell shall be rung or the whistle sounded, outside of cities, at a distance of at least fifty rods from the place where the track crosses upon the same level any highway or crossing at which a signboard is required to be maintained, and the bell shall be rung or the whistle sounded continuously or alternately until the engine has reached the highway or crossing. In cities such signals shall be given as the legislative body of the city requires."

40 — COMPANY PHYSICIANS

C. A. MEAD, M.D., Chief Medical Officer ..... Jacksonville, FL
R. R. EVANS, M.D. ..... Arjay, KY
R. W. TROTTER, M.D. ..... Athens, TN
K. H. McCROCKLIN, M.D. ..... Carrollton, KY
T. R. DINO, M.D. ..... Castlewood, VA
CHARLES O. CAROTHERS, M.D. ..... Cincinnati, OH
RALPH CAROTHERS, M.D. ..... Cincinnati, OH
RICHARD PARK, M.D. ..... Corbin, KY
B. H. WELLS, M.D. ..... Corbin, KY
J. L. CASSIDY, M.D. ..... Covington, KY
YOON K. KIM, M.D., Orthopedist ..... Covington, KY
H. TODD SMISER, M.D. ..... Cynthiana, KY
T. L. WRIGHT, M.D. ..... Elkhorn City, KY
REEVES, STRAWN & ASSOC., M.D., Oculists ..... Erlanger, KY
EARL BAINES, Local Surgeon ..... Erwin, TN
JOSEPH BIEBERLY, M.D. ..... Erwin, TN
J. W. COLINGER, M.D. ..... Erwin, TN
GORDON MOUGHON, M.D. ..... Erwin, TN
L. D. MULLINS, M.D., Surgeon ..... Erwin, TN
DANIEL SLONAKER, M.D. ..... Erwin, TN

DIVISION — Continued

40 — COMPANY PHYSICIANS — Continued

LUIS J. ORDONEZ, M.D. ..... Etowah, TN
T. W. WILLIAMS, M.D. ..... Etowah, TN
ROBERT L. McKINNEY, M.D. ..... Falmouth, KY
BRANHAM B. BAUGHMAN, M.D. ..... Frankfort, KY
KENNETH J. ROBERTSON, M.D. ..... Gate City, VA
JAMES W. WOLF, M.D. ..... Gate City, VA
PHILLIP J. BEGLEY, M.D. ..... Harlan, KY
SMITH HOWARD, M.D. ..... Harlan, KY
CHARLES C. RUTLEDGE, M.D. ..... Hazard, KY
CORDELL H. WILLIAMS, M.D. ..... Hazard, KY
CHARLES TERRY, M.D. ..... Irvine, KY
F. C. LEWIS, M.D. ..... Jackson, KY
N. E. HYDER, JR., M.D. ..... Johnson City, TN
JOHN F. LAWSON, M.D., Surgeon ..... Johnson City, TN
CALVIN MORGAN, M.D., Surgeon ..... Johnson City, TN
G. A. RANNICK, M.D., Surgeon ..... Johnson City, TN
M. SIDKY-AFIFI, M.D., Surgeon ..... Johnson City, TN
STANLEY VERMILLION, M.D. ..... Johnson City, TN
ARTHUR M. BOYD, M.D. ..... Kingsport, TN
DANIEL L. DICKERSON, M.D. ..... Kingsport, TN
ROBERT M. GREER, M.D. ..... Kingsport, TN
DAVID D. LANE, M.D. ..... Kingsport, TN
R. C. LEE, M.D. ..... Kingsport, TN
JERRY L. MILLER, M.D. ..... Kingsport, TN
G. S. BALLOU, M.D., Oculist ..... Knoxville, TN
J. H. BURKHART, Local Surgeon ..... Knoxville, TN
J. M. BURKHART, Local Surgeon ..... Knoxville, TN
PRESTON V. PHELPS, JR., M.D. ..... Knoxville, TN
K. L. RAULSTON, JR., M.D. ..... Knoxville, TN
E. G. HOUGHIN, M.D. ..... LaGrange, KY
W. C. ELLIOTT, M.D. ..... Lebanon, VA
W. O. PRESTON, M.D., Oculist ..... Lexington, KY
PAUL R. SMITH, M.D. ..... London, KY
BOB M. DEWEESE, M.D. ..... Louisville, KY
SIDNEY G. MARCUM, M.D. ..... Louisville, KY
J. FRANK MANNING, M.D. ..... Maryville, TN
MERIDETH J. EVANS, M.D. ..... Middlesboro, KY
BEN ROACHE, M.D. ..... Midway, KY
R. J. RUST, M.D. ..... Newport, KY
JOSEPH T. PHILLIPS, M.D. ..... Norton, VA
H. A. KINZER, M.D. ..... Pennington, VA
RONALD F. MANN, M.D. ..... Pikeville, KY
TALMADGE V. HAYS, M.D. ..... Pineville, KY
BUELL B. MILLS, M.D. ..... Pineville, KY
WILLIAM P. GRISE, M.D. ..... Richmond, KY
DONALD CHATHAM, M.D. ..... Shelbyville, KY
R. T. ROUTT, M.D. ..... Sonora, KY
GEORGE E. CAIN, Local Surgeon ..... St. Paul, VA
W. A. DAVIS, M.D. ..... St. Paul, VA
JAMES A. CROSS, M.D. ..... St. Paul, VA
DAVID W. SUETHOLZ, M.D. ..... Taylor Mill, KY
J. M. HUEY, M.D. ..... Walton, KY
CARL PIGMAN, M.D. ..... Whitesburg, KY
ROBERT F. BRASHEAR, M.D. ..... Winchester, KY

41 — CLAIM REPRESENTATIVES

CORBIN, KY, A. G. SNOW
CV Subd. — Corbin to St. Paul, VA
CC Subd. — Corbin to Sinks
KD Subd. — Corbin to LaFollette.

ERWIN, TN, R. L. LOVE, JR.
KINGSPORT SUBD.

KNOXVILLE, TN, C. C. HAWKINS
KD Subd. — LaFollette to Etowah

LOUISVILLE, KY, T. A. JOHNSON
EK Subd. — HK Tower to Viley
LCL Subd. — Louisville to Latonia

LOUISVILLE TERMINAL
D. G. MICKENS, Claims Manager
O. D. SINGLETON, Claims Representative

RAVENNA, KY, MARK DUFFEE
CC Subd. — Spring Lake to Sinks
EK Subd. — Viley to Bastin

42 — TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
. .	45	79.0	1	39	36.4
. .	46	78.3	1	40	36.0
. .	47	76.6	1	41	35.6
. .	48	75.0	1	42	35.3
. .	49	73.5	1	43	35.0
. .	50	72.0	1	44	34.6
. .	51	70.6	1	45	34.3
. .	52	69.2	1	46	34.0
. .	53	67.9	1	47	33.6
. .	54	66.7	1	48	33.3
. .	55	65.5	1	49	33.0
. .	56	64.3	1	50	32.7
. .	57	63.2	1	51	32.4
. .	58	62.1	1	52	32.1
. .	59	61.0	1	53	31.9
1	00	60.0	1	54	31.6
1	01	59.0	1	55	31.3
1	02	58.1	1	56	31.0
1	03	57.1	1	57	30.8
1	04	56.3	1	58	30.5
1	05	55.4	1	59	30.3
1	06	54.5	2	00	30.0
1	07	53.7	2	05	28.8
1	08	52.9	2	10	27.7
1	09	52.2	2	15	26.7
1	10	51.4	2	20	25.7
1	11	50.7	2	25	24.8
1	12	50.0	2	30	24.0
1	13	49.3	2	35	23.2
1	14	48.6	2	40	22.5
1	15	48.0	2	45	21.8
1	16	47.4	2	50	21.2
1	17	46.8	2	55	20.6
1	18	46.2	3	00	20.0
1	19	45.6	3	15	18.5
1	20	45.0	3	30	17.1
1	21	44.4	3	45	16.0
1	22	43.9	4	00	15.0
1	23	43.4	4	15	14.1
1	24	42.9	4	30	13.3
1	25	42.4	4	45	12.6
1	26	41.9	5	00	12.0
1	27	41.4	5	15	11.4
1	28	40.9	5	30	10.9
1	29	40.4	5	45	10.4
1	30	40.0	6	00	10.0
1	31	39.6	6	15	9.6
1	32	39.1	6	30	9.2
1	33	38.7	7	00	8.6
1	34	38.3	7	30	8.0
1	35	37.9	8	34	7.0
1	36	37.5	10	00	6.0
1	37	37.1	12	00	5.0
1	38	36.7			

TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY

TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

DISTANCE MILES	79 MPH	75 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1					1	1	1	1	1	1	2	2	3	4
2	1	1	1	1	2	2	2	2	3	3	4	4	6	8
3	2	2	2	2	3	3	3	3	4	5	6	7	9	12
4	3	3	3	3	4	4	4	5	6	6	8	9	12	16
5	3	4	4	4	5	5	6	6	7	8	10	12	15	20
6	4	4	5	5	6	6	7	7	9	10	12	14	18	24
7	5	5	5	6	7	7	8	9	10	11	14	16	21	28
8	6	6	6	7	8	8	9	10	12	13	16	19	24	32
9	6	7	7	8	9	9	10	11	13	15	18	21	27	36
10	7	8	8	9	10	10	12	13	15	17	20	24	30	40
11	8	8	9	10	11	12	13	14	16	18	22	26	33	44
12	9	9	10	11	12	13	14	15	18	20	24	28	36	48
13	9	10	11	11	13	14	15	17	19	22	26	31	39	52
14	10	11	11	12	14	15	16	18	21	23	28	33	42	56
15	11	12	12	13	15	16	18	19	22	25	30	36	45	60
16	12	12	13	14	16	17	19	21	24	27	32	38	48	64
17	12	13	14	15	17	18	20	22	25	29	34	40	51	68
18	13	14	15	16	18	19	21	23	27	30	36	43	54	72
19	14	15	16	17	19	20	22	25	28	32	38	45	57	76
20	15	16	17	18	20	21	24	26	30	34	40	48	60	80
21	15	16	17	19	21	22	25	27	31	35	42	50	63	84
22	16	17	18	20	22	24	26	29	33	37	44	52	66	88
23	17	18	19	21	23	25	27	30	34	39	46	55	69	92
24	18	19	20	22	24	26	28	31	36	41	48	57	72	96
25	18	20	21	23	25	27	30	33	37	42	50	60	75	100
26	19	20	22	23	26	28	31	34	39	44	52	62	78	104
27	20	21	23	24	27	29	32	35	40	46	54	64	81	108
28	21	22	23	25	28	30	33	37	42	47	56	67	84	112
29	22	23	24	26	29	31	34	38	43	49	58	69	87	116
30	22	24	25	27	30	32	36	39	45	51	60	72	90	120

43

MISCELLANEOUS INSTRUCTIONS

44 — Ice Breakers, CRR 10124, 10131 and 10133 will be coupled next to the engines.

45 — Clearance Car X-1836, 35 M.P.H. To be handled next to caboose with measuring arms trailing. Must not be cut-off while in motion nor held to in switching operations and measuring arms observed frequently while in transit to ascertain they are secured in the trailing position.

46 — 22-B Shovels, CRR 10149 and 10112, are restricted to 35 M.P.H.

47 — When loading unit trains or placing cars at mines with foreign or private cars, see that they clear unit tipple chutes and other structures while moving through tipple. This will also include all cabooses.

48 — All trains must not exceed 5 M.P.H. when passing over weigh-in-motion scales. All trains approaching scales to be weighed should contact the yard office via radio one mile prior to scales. Trains should then reduce speed to 4 M.P.H. until complete train has passed over the scales.

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

The lights will display the following aspects:

(1) Continuous white light indicates normal weighing speed of one-to-four M.P.H.

(2) Flashing white light (45 flashes per minute) indicate speed in excess of 4 M.P.H., still within weighing limits, but speed should be reduced until continuous white light is displayed.

(3) Flashing white light (120 flashes per minute) indicates overspeed and incorrect weights. Engineer should advise yard office of overspeed condition, stop train, and upon receipt of permission from dispatcher, back up and re-weigh complete train.

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

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

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

50 — When a train is delayed on line of road, engineer will make a minimum of 20 pound brake pipe reduction and maintain until train is ready to depart. Conductor will advise engineer that air pressure is being restored and brakes released before departing.

51 — Trains in terminals pretested will be left with a minimum of 20 pound brake pipe reduction. When crews in terminals take charge of "pretested" trains, engineer and conductor will observe that there is a 20 pound brake pipe reduction on train; the engineer will release this brake application and the conductor or flagman will advise when air pressure is being restored on caboose and brakes released.

This in no way changes initial terminal brake test and other requirements and is intended to enable crews to detect angle cocks being closed.

52 — In any locomotive consist which includes one or more SD-50 Class locomotives, series SBD 8500 and 8600, not more than 18 axles may be used for dynamic braking, except during light engine movements.

Dynamic brakes on excess units must be nullified by using the dynamic brake cutout switch located on the engine control panel, starting with the second unit and continuing consecutively toward the rear of the consist until the required number of units have been nullified.

53 — Trains handling cars, loaded or empty, containing or last containing spent nuclear fuel and other radioactive waste material must not exceed 35 M.P.H. Such cars must not be placed next to locomotives, and must be handled only in local freight train service.

MISCELLANEOUS INSTRUCTIONS — Continued

54 — Trains picking up cars on line or road, that have previously been set off account of hot box and have been repaired, will not exceed 5 M.P.H. for the first 10 minutes, then gradually increase the speed during the next 10 minutes to 25 M.P.H., and must not exceed this 25 M.P.H. 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 observed by members of the crew, and a close watch must be maintained so that appropriate action can be taken in the event the journal becomes overheated.

55 — When loaded wood chip shipments are being handled in open top cars in train with coal or other contaminating products, the wood chips must be handled ahead of the coal or contaminating products.

56 — **Charging Dumping System on trains with air controlled doors (GGPX—GUAX—LAKX, etc.):**

(a) — On empty unit hopper trains departing Etowah in Georgia Power Service, Etowah will couple dump lines to main reservoir hose of the trailing locomotive, and see that angle cocks are properly positioned for the dump line to be charged while en route to loading points on the Corbin Division.

(b) — The charging hoses are equipped with special regulating valves to pressurize the dump system to 110 PSI and avoid excessive flow out of the main reservoir system.

(c) — Train crews will keep the charging hose attached to the locomotives and see that dump line hoses are kept connected while en route from Etowah to loading points. At the tipple where train is loaded, hose must be disconnected before leaving the tipple, bursting air and leaving angle cock open, and leave the hose on the train for it to be used at destination point.

(d) — If hose is not disconnected and the angle cock on the dump line left open prior to departure from the loading tipple, it is possible for a premature dump.

HELPER ENGINES (EXCEPT KINGSPORT SUBDIVISION)

57 — Trains requiring helper assistance will stop between switches to secure same, except when siding is blocked and/or on instruction of train dispatcher.

After trains requiring helper engine service stop for that purpose, the helper engines should be coupled to the rear of the train, automatic brake valve cutout cock on helper engines should be closed, and train line angle cocks between engines and on rear of caboose opened.

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

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

Trains will be pushed with helper engines behind the caboose. The train will not be stopped for helper engines to be detached and when caboose reaches cut off point, conductor or trainman of train being assisted will arrange to make use of the uncoupling rod to close angle cock at rear of caboose, permitting emergency application of brakes on helper engines. The engineman of helper engines will handle their engines accordingly.

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

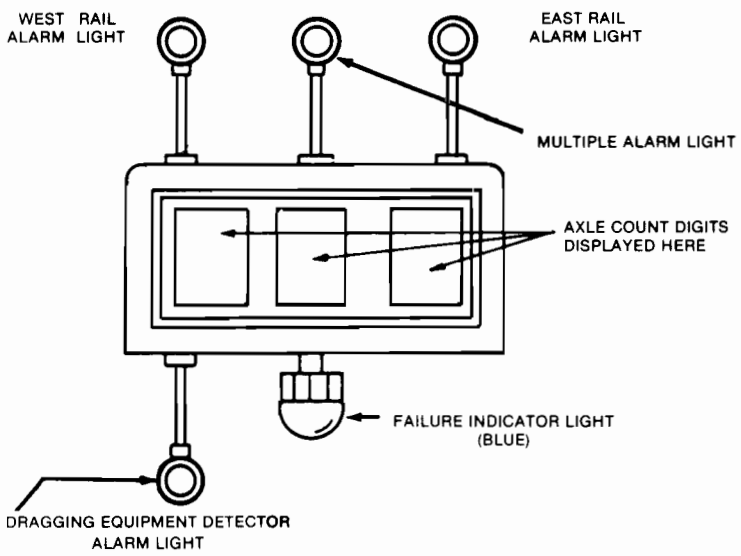
When necessary for Hill Helpers to assist any train with piggyback or automobile rack cars in their train, rear of train must not be pushed. They will be pulled instead.

This will also apply to all trains giving assistance to trains having piggybacks or automobile rack cars in their train at points other than Hill Helper territory.

DIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

DEFECT DETECTOR DISPLAY BOARD (EXCEPT KINGSPORT SUBDIVISION)



DIGITAL DISPLAY DEFECT DETECTOR SYSTEMS (EXCEPT KINGSPORT SUBDIVISION)

58 (a) — Defect detector systems equipped with a bi-directional display board type hotbox detector will be in service at points designated by timetable or bulletin board order. A detector system may also be equipped with a dragging equipment detector and wide load detector. On detectors so equipped, a wide load detector system will indicate a wide load. If a wide detection is made on either the east or west side of the train, the respective alarm light on top of the display board will immediately begin to flash, inspection must then be made for hotbox and/or wide load.

(b) — As a train approaches a detector location, the engineer must alert the trainmen on rear of train via radio, on trains so equipped, that the defect detector is being approached. When rear of train passes the detector, a trainman, on trains equipped with a caboose, must be at the rear of caboose and observe the necessary information. On trains without a caboose, trainman will take a position as near the rear of train as practicable for this purpose.

If, due to radio failure or other reasons, trainmen on rear are not alerted by engineer as outlined herein, such trainmen are not relieved of their responsibility to observe the display board and take action as required.

(c) — Trains without radio communication between the engine and rear of train will be governed by the following passing hot box detectors and dragging equipment detectors:

If the engineer does not receive radio communication from the trainmen on the rear of the train after passing the detector, he must stop the train for inspection.

After stopping, train must not proceed until verbally informed that it is safe to do so.

MISCELLANEOUS INSTRUCTIONS — Continued

DIGITAL DISPLAY DEFECT DETECTOR SYSTEMS (EXCEPT KINGSPORT SUBDIVISION) — Continued

(d) — After train has passed the detector site, and if one defect has been detected, the bi-directional display board is automatically actuated to indicate the location of the defect, in terms of axle count from the defect to the rear of the train, and will remain illuminated for approximately 20 seconds. In addition, one of the three alarm lights on top of the detector, or an alarm light beneath the detector, on detector systems so equipped, will be illuminated.

If no defects are detected, the display board will indicate "000" and alarm lights on top and beneath the display board will not be illuminated. If the display board is dark, the train must be stopped immediately and entire train inspected for defects.

If a hotbox is detected on east (or west) side of the train, the east (or west) alarm light on top of the display board immediately starts flashing. The flashing center light and the flashing east (or west) light means that more than one hotbox has been detected on the east (or west) side of the train. When the center light is not flashing, but the east and west lights are flashing, it indicates that a hot box on both sides of the train has been detected. The flashing of all three alarm lights signifies that one or more hotboxes have been detected on both sides of the train.

(e) — On detectors so equipped, an additional alarm light unit is mounted beneath the display board and when flashing, indicates a dragging equipment defect. It will be necessary that both sides of car detected be checked when the dragging equipment light is flashing.

(f) — A blue rotating light mounted directly beneath the display board will become illuminated in the event that the detector has failed to inspect the train properly. If this failure light (blue beacon) is illuminated, trainman on rear of train must advise engineer to stop train and the entire train must be visually inspected for defects.

Account of a delay time in the failure indication system, it is possible to have "000" displayed on the display board and a failure momentarily not indicated. Trainman must observe display board for a failure indication until it is out of sight.

(g) — Unless no defects are indicated, trainman on rear of train must notify engineer to stop the train immediately for inspection of the defect(s). Information, exactly as it appears on the display board, must be recorded immediately on the proper form.

(h) — A train consist may be used in locating defects only when such consist has been checked against the train and determined to be correct by the conductor or trainman who must also make note on consist showing cars equipped with six or more axles, specifying actual number of axles. When using consist, cars picked up must be added to consist, noting thereon cars equipped with six or more axles, specifying actual number of axles. Cars set out must be deleted from consist in this manner. Other information as to car count must not be depended upon for locating defects.

(i) — When more than one defect is detected, only the first defect detected will be indicated on the display board. It will then be necessary to make a visual inspection of train between the location indicated and the rear of the train, on side(s) of the train as indicated by the flashing lights, to locate the additional defect(s).

(j) — On defect detectors indicating dragging equipment only, a blue rotating beacon will become activated when dragging equipment is detected, train then must be stopped immediately and inspected for dragging equipment.

(k) — When no defect is detected, a trainman on rear of train must communicate via radio when so equipped, with the engineer immediately after passing the detector. Example: "Just passed the defect detector and all is normal." This is to verify that the radio is operational and that the trainman on rear has acknowledged the display board. If the engineer does not receive communication from the trainman on rear of train, he must stop the train for inspection.

DIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

DIGITAL DISPLAY DEFECT DETECTOR SYSTEMS (EXCEPT KINGSPORT SUBDIVISION) — Continued

(l) — The journals or cars indicated by the detector must be thoroughly inspected and necessary action taken. If the defect is not found on the car registered by the detector display board, crew member must inspect the five cars immediately ahead and the five cars immediately behind the one registered for the defect, and this information must be entered on proper form, and given to the dispatcher. If a "hot box" is indicated on the same journal of a freight car at two properly functioning defect detectors and defect is not found at the location indicated, the car must be set out even if there is no evidence of overheating. If the conductor is relieved after a "hot box" is indicated, he must leave a message for the relieving conductor with the waybills showing initial and number of the car on which the "hot box" was indicated, and the location of the defect detector where the defect was indicated, to insure that the relieving conductor is in position to comply with these instructions.

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

(n) — After train has been inspected, the dispatcher must be advised of the initials and numbers of cars registered or detected, the condition of the journals or cars, attention given and disposition of such car or cars. All required information, including dragging equipment defect, must be shown on the form and the form must be signed by the employee supplying the information. The completed form must be mailed to the assistant superintendent promptly. The dispatcher must also duplicate information on the form provided.

The dispatcher receiving the report must promptly transmit the information to the chief dispatcher who will promptly wire master mechanic, general foreman or car foreman, and assistant superintendent, all car initials, numbers and journals involved. The master mechanic, general foreman or car foreman will advise the assistant superintendent the results of any inspection.

(o) — A defect detector system cannot function accurately if train stops or moves slower than 5 M.P.H. over a detector and, should this occur, it will be necessary to stop and inspect entire train.

(p) — In Traffic Control System limits, the dispatcher will receive an indication on his board if a defect has been detected. Dispatcher should immediately notify the train crew by radio that the defect has been detected so train can be preparing to stop, but this does not relieve the train service employees from complying with instructions contained herein.

When a radio equipped train is operated in Traffic Control System limits without a caboose near the rear of the train, unless the display board can be clearly seen by a crew member after the rear of the train passes the defect detector, or an officer or signal maintainer is located at the display board who can notify the crew member as to the information shown on the display board, a crew member must notify the dispatcher as the train approaches the defect detector. The dispatcher must acknowledge this transmission. If a defect is detected, the dispatcher must immediately instruct the engineer to stop the train for an inspection. After stopping, the entire train must be inspected for defects unless exact location(s) and type(s) of defect(s) is known.

When a train is operated in Traffic Control System limits without a caboose near the rear of the train and the train is not radio equipped or the radio has failed, or if the train is radio equipped but the dispatcher does not acknowledge the crew member's transmission as the train approaches the defect detector and an officer or a signal maintainer is not located at the defect detector who can advise the crew member as to the information shown on the display board, unless the display board can be clearly seen by a crew member after the rear of the train passes the defect detector, the train must be stopped for inspection immediately after passing the defect detector and the entire train must be inspected on both sides for defects.

MISCELLANEOUS INSTRUCTIONS — Continued

DIGITAL DISPLAY DEFECT DETECTOR SYSTEMS (EXCEPT KINGSPORT SUBDIVISION) — Continued

(q) — Outside Traffic Control System limits, there is installed on the front of the detector bungalow a commercial power outage indication light which is illuminated. This light must be observed by crew members, and if the light is not illuminated dispatcher must be notified immediately.

(r) — Trainmen must use care when observing readout and any number displayed which is not completely formed will be considered an imperfectly displayed signal and a malfunction of the detector is indicated requiring train to be stopped and visually inspected for defects.

Report to the train dispatcher must confirm the fact that there is a malfunction of the detector.

(s) — If a train is stopped by a defect detector and the train crew is unable to locate the defect, and this is the last defect detector that the train will pass prior to arrival at its final terminal, the train dispatcher, upon receipt of this information, will be responsible for notifying the master mechanic, or his representative, at the final terminal.

(t) — Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick which will melt at temperature of 219° F. for testing roller bearing temperatures.

Temperature of suspected overheated roller bearings will be tested by making a mark approximately three inches long on passenger and freight car bearings as follows:

On passenger cars directly on bearing housing (not on bearing cap);

On freight cars on face of adapter above bearing between bearing and truck frame.

If material forming the mark on passenger or freight car melts, bearing is not in condition to run.

(u) — Inspections made by defect detectors do not relieve employees from making the required visual inspections.

DERAILMENT DETECTORS

59 (a) — Derailment detectors are in service at various locations between:

South Perth, M.P. C-144.5, and Bourne, M.P. C-154.4. There are 16 indicator lights between these locations;

High Cliff, M.P. C-203.8, and Kilsyth, M.P. C-218.0. There are 34 indicator lights between these locations;

Jacksboro, M.P. C-228.3, and Lake City, M.P. C-239.2. There are 12 indicator lights between these locations.

These detectors are equipped with an indicator light, mounted on a telephone-type box on a short pole and are designated by a number on the box.

(b) Normal operation of the indicators will be a flashing white light as train moves through the territory.

(c) If the indicators are dark and not flashing, it will indicate the possibility of a derailed car in train. Train must be stopped at once, consistent with good train handling techniques.

After stopping, a walking inspection of train must be made. If derailed car is found in train, conductor or engineer must immediately contact the train dispatcher and be governed by his instructions.

If no derailed car is found in train, before proceeding, it must be known that air brakes are charged to required pressure to control speed of train.

(d) If train crew or pusher engine crew on rear of train observed indicators dark and not flashing, and engineer on controlling locomotive has not begun to stop train, they must contact the engineer by radio and advise him to stop immediately. If unable to contact engineer and train is still not coming to a stop, conductor must, by use of caboose valve, make a service brake application.

DIVISION — Continued

MISCELLANEOUS INSTRUCTIONS — Continued

DERAILMENT DETECTORS — Continued

(e) If an isolated indicator is dark and not flashing, while other indicators are seen to be flashing normally, this will indicate bulb failure on that indicator and a walking inspection of the train is not required, but a running inspection must be made from head end. Crew members, on trains equipped with a caboose, must make a running inspection from the rear end. In addition, at least every one-half mile, an observaion must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train. Train dispatcher must be advised of such occurrences.

(f) When the train dispatcher is informed by the signal maintainer that the derailment detectors are out of service, due to power failure or other causes, the train dispatcher will inform the conductor and engineer, of any trains affected, of this condition. When informed of this condition and all the indicator lights are dark, a walking inspection of the train is not required, but a running inspection must be made from the head end. Crew members, on train equipped with a caboose, must make a running inspection from the rear end. In addition, at least every one-half mile, an observation must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train.

NOTE — A speed of 25 M.P.H. must not be exceeded when an inspection is required from the rear platform of the caboose, as required in items (e) and (f).

DRAGGING EQUIPMENT DETECTORS (EXCEPT KINGSPORT SUBDIVISION)

60 — When dragging equipment is detected, a blue rotating beacon light mounted on a pole near the dragging equipment detector will be displayed.

A trainman on the rear of train must observe this light and if it is illuminated, he must communicate by radio with engineer of train and inform him that dragging equipment has been detected, and train must be stopped immediately and inspected, both sides of train for dragging equipment.

The train dispatcher must be advised of the stop and the results of inspection and any corrections made.

DRAGGING EQUIPMENT DETECTORS (VOICE TYPE)

61 — Voice type dragging equipment detectors will be designated in timetable or train bulletin. Trains passing these locations may proceed providing no blue rotating beacon is activated when rear of train passes, or voice communication is received from detector location when rear of train passes, stating Seaboard Railroad, mile post and no defects. While train is passing detector and dragging equipment is located, a 1000 cycle interrupted tone will be announced by radio for approximately 10 seconds for each dragging equipment detected, blue light will be illuminated, and when rear of train passes detector radio will announce Seaboard Railroad, mile post, dragging equipment near axle number and total axle count. This detector is capable of detecting 3 dragging equipment indications. If there are more than 3 dragging equipment indications, or a malfunction of equipment in detector, voice communication from detector will announce detector malfunction. When this occurs, entire train must be checked. Trains stopped by this type detector with dragging equipment indication, and an axle count is given, must check five cars on each side of count given if no trouble is located near axle count announced. Trains stopped by detector malfunction indication must check entire train.

FUEL CONSERVATION

62 — All diesel engines will be shut down at all layover periods whenever the ambient temperature is above 40 degrees Fahrenheit and the layover time is expected to exceed one hour.

It shall be the responsibility of engineers to see that engines are shut down at completion of each tour of duty, except at shop points where mechanical department forces are provided for the purpose of servicing and inspection of locomotives for repair. Local instructions will govern at those points.

MISCELLANEOUS INSTRUCTIONS — Continued

FUEL CONSERVATION — Continued

Chief dispatcher or designated employee will notify engine crew at outlying points before they go off duty when the temperature is expected to be 40 degrees Fahrenheit or lower. In this event, all engines will be allowed to idle during layover period, except at points where local arrangements are made for protection.

The following instructions will govern for shutting down diesel units that are not needed for handling tonnage or maintaining schedule:

(a) At origin terminals, the chief dispatcher will determine how many units are needed for tonnage and/or schedule and will instruct mechanical forces, terminal forces, crews involved and the train dispatcher as to units to be shut down. A notation will be made on train sheet and delay reports to the individual numbers of units shut down.

(b) Trains that operate with a fixed number of units will be the responsibility of origin forces to calculate the tonnage for these trains and advise the chief dispatcher who will instruct those involved as to the units to be shut down. Appropriate records will be maintained.

(c) On line of road, it will be the responsibility of the conductor to advise engineer as tonnage changes to shut down units which are no longer needed. The engineer must advise the train dispatcher by first convenient means of communications the individual number of units shut down and points between which they are shut down. This is to be recorded on train sheet and delay report.

(d) Units will not be shut down for distances of less than fifty (50) miles if it is known that they will have to be restarted within that distance.

(e) When the ambient temperature is below 40 degrees Fahrenheit, units will not be shut down, instead the units will be taken off-line that are not needed and operated in idling position to avoid freezing. The arrangements for doing this are the same as outlined above for shutting down unneeded units.

(f) Under the Winter Contingency Plan, local instructions will be issued concerning handling of diesel engines when the temperature drops below certain extreme levels to avoid freezing.

(g) Engineers must be certain proper report is made on the work report when engines arrive at terminal shut down for fuel conservation.

(h) When restarting a diesel engine, proper precautions to avoid engine damage must be taken to insure that the cylinders are free of moisture caused by condensation, rain water entering the exhaust stack, etc.

EXPLANATION OF TYPE OF OPERATION

63 — Traffic Control:

- -

Manual Block (Automatic Block Signals):

Manual Block (No Automatic Block Signals):

— • — • — • — • — • — • — • — • — • — • — • — • — • — • —

Automatic Block — Single Track (Timetable/Train Order):

— o — o — o — o — o — o — o — o — o — o — o — o — o — o

Non Block — Single Track (Timetable/Train Order):

oooooooooooooooooooooooooooooooooooooooooooooooooo

Automatic Block—Double Track (Rule D-251):

MISCELLANEOUS INSTRUCTIONS — Continued

APPLICATION OF TONNAGE RATING CHARTS

64 — Tonnage ratings shown in the Tonnage Rating Charts match power that has the same minimum speed.

Table I units have a minimum speed operation of 10 M.P.H.; Table II units 11 M.P.H.; and Table III units 12 M.P.H., without overloading the units.

Application of the Tonnage Rating Chart will be in the following sequence:

(1) If **ALL** unit numbers are found in Table I, tonnage rating will be figured from Table 1.

(2) If **ALL** unit numbers are **NOT** found in Table I but **ALL** unit numbers are found in Table II, tonnage rating will be figured from Table II.

(3) If **ALL** unit numbers are **NOT** found in Table I or Table II, tonnage rating will be figured from Table III.

Units in series accompanied by (*) are applicable only when connected for single-ended mate operation with units 1803-1812 and 1835-1855 which will be rated same as the mate.

Units in series accompanied by (**) indicate units 1803-1812 and 1835-1855 have same rating as units 2125-2131 when connected for double-ended operation with units 3210-3224.

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	CC SUBD. DECOURSEY TO PATIO			CC SUBD. PATIO TO PERTH			CC SUBD. PERTH TO BOURNE			CC SUBD. BOURNE TO CORBIN			CC SUBD. CORBIN TO FORD			CC SUBD. FORD TO PATIO		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	5450	.....	.....	2700	.....	.....	2000	.....	.....	4400	.....	.....	4400	.....	.....	3300
250-261	.....	.....	3250	.....	.....	1600	.....	.....	1200	.....	.....	2600	.....	.....	2600	.....	.....	1950
300-392	3900	3750	3450	1950	1850	1700	1450	1350	1250	3150	3000	2750	3150	3000	2750	2400	2250	2050
500-555	.....	.....	3800	.....	.....	1850	.....	.....	1400	.....	.....	3050	.....	.....	3050	.....	.....	2300
556-559	.....	.....	3750	.....	.....	1850	.....	.....	1350	.....	.....	3000	.....	.....	3000	.....	.....	2250
626-1002	.....	3100	2800	.....	1500	1400	.....	1100	1000	.....	2450	2250	.....	2450	2250	.....	1850	1700
1017-1069	.....	.....	3250	.....	.....	1600	.....	.....	1150	.....	.....	2600	.....	.....	2600	.....	.....	1950
1101-1128	.....	.....	3800	.....	.....	1900	.....	.....	1400	.....	.....	3050	.....	.....	3050	.....	.....	2300
1200-1222	3300	3100	2900	1600	1500	1400	1200	1100	1050	2650	2450	2300	2650	2450	2300	2000	1850	1750
1225-1228	.....	.....	5450	.....	.....	2700	.....	.....	2000	.....	.....	4400	.....	.....	4400	.....	.....	3300
1229-1278	.....	5900	5700	.....	2900	2800	.....	2150	2100	.....	4750	4550	.....	4750	4550	.....	3600	3450
1299-1308	.....	.....	3700	.....	.....	1800	.....	.....	1350	.....	.....	2950	.....	.....	2950	.....	.....	2250
1309-1343	.....	.....	3400	.....	.....	1700	.....	.....	1250	.....	.....	2750	.....	.....	2750	.....	.....	2050
1344-1399	.....	.....	3700	.....	.....	1800	.....	.....	1350	.....	.....	2950	.....	.....	2950	.....	.....	2250
1400-1415	.....	.....	3550	.....	.....	1750	.....	.....	1300	.....	.....	2850	.....	.....	2850	.....	.....	2150
1470-1498	.....	5850	5550	.....	2900	2750	.....	2150	2000	.....	4700	4450	.....	4700	4450	.....	3550	3350
1500-1532	5550	5100	4700	2750	2500	2300	2000	1850	1700	4450	4050	3750	4450	4050	3750	3350	3050	2850
1534-1582	.....	5850	5550	.....	2900	2750	.....	2150	2000	.....	4700	4450	.....	4700	4450	.....	3550	3350
1600-1626	.....	.....	3700	.....	.....	1800	.....	.....	1350	.....	.....	2950	.....	.....	2950	.....	.....	2250
1636-1656	.....	.....	3850	.....	.....	1900	.....	.....	1400	.....	.....	3100	.....	.....	3100	.....	.....	2300
****1720-1855**	.....	.....	3900	.....	.....	1950	.....	.....	1400	.....	.....	3150	.....	.....	3150	.....	.....	2350
2000-2009	.....	.....	5600	.....	.....	2750	.....	.....	2050	.....	.....	4500	.....	.....	4500	.....	.....	3400
2010-2023	.....	6000	5750	.....	2950	2850	.....	2200	2100	.....	4800	4600	.....	4800	4600	.....	3650	3500
2024-2059	.....	6050	5850	.....	3000	2900	.....	2200	2150	.....	4850	4700	.....	4850	4700	.....	3650	3550
2121-2124	.....	.....	5550	.....	.....	2750	.....	.....	2000	.....	.....	4450	.....	.....	4450	.....	.....	3350
2125-2131	.....	.....	5900	.....	.....	2900	.....	.....	2150	.....	.....	4750	.....	.....	4750	.....	.....	3600
2300-2413	.....	3100	2800	.....	1500	1400	.....	1100	1000	.....	2450	2250	.....	2450	2250	.....	1850	1700
2700-2707	.....	.....	4000	.....	.....	1950	.....	.....	1450	.....	.....	3200	.....	.....	3200	.....	.....	2400
2708-2824	.....	.....	3800	.....	.....	1900	.....	.....	1400	.....	.....	3050	.....	.....	3050	.....	.....	2300
***3200-3224**	3900	3700	3400	1950	1850	1700	1400	1350	1250	3150	3000	2750	3150	3000	2750	2350	2250	2050
3554-3605	.....	5900	5700	.....	2900	2800	.....	2150	2050	.....	4750	4550	.....	4750	4550	.....	3600	3450
3607-3631	.....	6050	5850	.....	3000	2900	.....	2200	2150	.....	4850	4700	.....	4850	4700	.....	3650	3550
4000-4019	3300	3100	2900	1600	1500	1400	1200	1100	1050	2650	2450	2300	2650	2450	2300	2000	1850	1750
4050-4144	.....	3900	3800	.....	1950	1900	.....	1450	1400	.....	3150	3050	.....	3150	3050	.....	2350	2300
4200-4234	3300	3100	2900	1600	1500	1400	1200	1100	1050	2650	2450	2300	2650	2450	2300	2000	1850	1750
4500-4504	4550	4100	3750	2200	2000	1800	1650	1450	1300	3650	3250	3000	3650	3250	3000	2750	2450	2250
4505-4599	5550	5100	4700	2750	2500	2300	2000	1850	1700	4450	4100	3750	4450	4100	3750	3350	3050	2850
4600-4977	.....	3250	3000	.....	1600	1500	.....	1150	1100	.....	2600	2400	.....	2600	2400	.....	1950	1800
5030-5039	3300	3100	2900	1600	1500	1400	1200	1100	1050	2650	2450	2300	2650	2450	2300	2000	1850	1750
5100-5880	.....	.....	3900	.....	.....	1950	.....	.....	1400	.....	.....	3150	.....	.....	3150	.....	.....	2350
6000-6065	.....	4000	3800	.....	1950	1850	.....	1450	1400	.....	3200	3050	.....	3200	3050	.....	2400	2300
6271-6280	.....	3900	3800	.....	1950	1900	.....	1450	1400	.....	3150	3050	.....	3150	3050	.....	2350	2300
6600-6645	.....	4000	3900	.....	1950	1950	.....	1450	1450	.....	3200	3150	.....	3200	3150	.....	2400	2350
6646-6825	.....	.....	3850	.....	.....	1900	.....	.....	1400	.....	.....	3100	.....	.....	3100	.....	.....	2300
7000-7069	.....	6050	5700	.....	3000	2800	.....	2200	2050	.....	4850	4550	.....	4850	4550	.....	3700	3450
7070-7094	6650	6200	5650	3300	3050	2800	2450	2250	2050	5350	5000	4550	5350	5000	4550	4050	3750	3400
8000-8132	.....	6050	5700	.....	3000	2800	.....	2200	2050	.....	4850	4550	.....	4850	4550	.....	3700	3450
8133-8162	.....	6200	5650	.....	3050	2800	.....	2250	2050	.....	5000	4550	.....	5000	4550	.....	3750	3400
8234-8299	.....	6000	5700	.....	2950	2800	.....	2200	2050	.....	4800	4550	.....	4800	4550	.....	3650	3450
8500-8623	7600	7250	6700	3800	3600	3300	2800	2700	2450	6100	5850	5350	6100	5850	5350	4600	4400	4050

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	CC SUBD.			CV SUBD.			CV SUBD.			CV SUBD.			CV SUBD.			CV SUBD.		
	PATIO TO DECOURSEY			**CORBIN TO CUMBERLAND**			**LOYALL TO SMILEY**			**SMILEY TO NORTON**			**NORTON TO SMILEY**			**HAGANS TO LOYALL**		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	8950	.....	.....	4700	.....	.....	4700	.....	.....	2200	.....	.....	2200	.....	.....	5450
250-261	.....	.....	5300	.....	.....	2800	.....	.....	2800	.....	.....	1300	.....	.....	1300	.....	.....	3250
300-392	6400	6100	5600	3400	3200	2950	3400	3200	2950	1600	1500	1350	1600	1500	1350	3900	3750	3450
500-555	.....	.....	6250	.....	.....	3300	.....	.....	3300	.....	.....	1500	.....	.....	1500	.....	.....	3800
556-559	.....	.....	6100	.....	.....	3200	.....	.....	3200	.....	.....	1500	.....	.....	1500	.....	.....	3750
626-1002	.....	5050	4650	.....	2650	2450	.....	2650	2450	.....	1250	1100	.....	1250	1100	.....	3100	2800
1017-1069	.....	.....	5300	.....	.....	2800	.....	.....	2800	.....	.....	1300	.....	.....	1300	.....	.....	3250
1101-1128	.....	.....	6250	.....	.....	3300	.....	.....	3300	.....	.....	1550	.....	.....	1550	.....	.....	3800
1200-1222	5450	5050	4750	2850	2650	2500	2850	2650	2500	1300	1200	1150	1300	1200	1150	3300	3100	2900
1225-1228	.....	.....	8950	.....	.....	4700	.....	.....	4700	.....	.....	2200	.....	.....	2200	.....	.....	5450
1229-1278	.....	9700	9300	.....	5100	4900	.....	5100	4900	.....	2400	2300	.....	2400	2300	.....	5900	5700
1299-1308	.....	.....	6050	.....	.....	3200	.....	.....	3200	.....	.....	1500	.....	.....	1500	.....	.....	3700
1309-1343	.....	.....	5600	.....	.....	2950	.....	.....	2950	.....	.....	1350	.....	.....	1350	.....	.....	3400
1344-1399	.....	.....	6050	.....	.....	3200	.....	.....	3200	.....	.....	1500	.....	.....	1500	.....	.....	3700
1400-1415	.....	.....	5850	.....	.....	3100	.....	.....	3100	.....	.....	1450	.....	.....	1450	.....	.....	3550
1470-1498	.....	9550	9050	.....	5050	4800	.....	5050	4800	.....	2350	2200	.....	2350	2200	.....	5850	5550
1500-1532	9050	8350	7700	4750	4400	4050	4750	4400	4050	2200	2050	1850	2200	2050	1850	5550	5100	4700
1534-1582	.....	9550	9050	.....	5050	4800	.....	5050	4800	.....	2350	2200	.....	2350	2200	.....	5850	5550
1600-1626	.....	.....	6050	.....	.....	3200	.....	.....	3200	.....	.....	1500	.....	.....	1500	.....	.....	3700
1636-1656	.....	.....	6300	.....	.....	3300	.....	.....	3300	.....	.....	1550	.....	.....	1550	.....	.....	3850
**1720-1855	.....	.....	6400	.....	.....	3400	.....	.....	3400	.....	.....	1550	.....	.....	1550	.....	.....	3900
2000-2009	.....	.....	9200	.....	.....	4850	.....	.....	4850	.....	.....	2250	.....	.....	2250	.....	.....	5600
2010-2023	.....	9800	9450	.....	5200	5000	.....	5200	5000	.....	2400	2300	.....	2400	2300	.....	6000	5750
2024-2059	.....	9950	9550	.....	5250	5050	.....	5250	5050	.....	2450	2350	.....	2450	2350	.....	6050	5850
2121-2124	.....	.....	9100	.....	.....	4800	.....	.....	4800	.....	.....	2250	.....	.....	2250	.....	.....	5550
2125-2131	.....	.....	9700	.....	.....	5100	.....	.....	5100	.....	.....	2400	.....	.....	2400	.....	.....	5900
2300-2413	.....	5050	4650	.....	2650	2450	.....	2650	2450	.....	1250	1100	.....	1250	1100	.....	3100	2800
2700-2707	.....	.....	6550	.....	.....	3450	.....	.....	3450	.....	.....	1600	.....	.....	1600	.....	.....	4000
2708-2824	.....	.....	6250	.....	.....	3300	.....	.....	3300	.....	.....	1550	.....	.....	1550	.....	.....	3800
*3200-3224	6400	6100	5600	3400	3200	2950	3400	3200	2950	1550	1500	1350	1550	1500	1350	3900	3700	3400
3554-3605	.....	9700	9300	.....	5100	4900	.....	5100	4900	.....	2400	2300	.....	2400	2300	.....	5900	5700
3607-3631	.....	9950	9550	.....	5250	5050	.....	5250	5050	.....	2450	2350	.....	2450	2350	.....	6050	5850
4000-4019	5450	5050	4750	2850	2650	2500	2850	2650	2500	1300	1200	1150	1300	1200	1150	3300	3100	2900
4050-4144	.....	6400	6250	.....	3400	3300	.....	3400	3300	.....	1600	1550	.....	1600	1550	.....	3900	3800
4200-4234	5450	5050	4750	2850	2650	2500	2850	2650	2500	1300	1200	1150	1300	1200	1150	3300	3100	2900
4500-4504	7450	6700	6150	3900	3500	3200	3900	3500	3200	1800	1600	1450	1800	1600	1450	4550	4100	3750
4505-4599	9100	8350	7700	4800	4400	4050	4800	4400	4050	2250	2050	1850	2250	2050	1850	5550	5100	4700
4600-4977	.....	5300	4950	.....	2800	2600	.....	2800	2600	.....	1300	1200	.....	1300	1200	.....	3250	3000
5030-5039	5450	5050	4750	2850	2650	2500	2850	2650	2500	1300	1200	1150	1300	1200	1150	3300	3100	2900
5100-5880	.....	.....	6400	.....	.....	3400	.....	.....	3400	.....	.....	1550	.....	.....	1550	.....	.....	3900
6000-6065	.....	6550	6250	.....	3450	3300	.....	3450	3300	.....	1600	1500	.....	1600	1500	.....	4000	3800
6271-6280	.....	6400	6250	.....	3400	3300	.....	3400	3300	.....	1600	1550	.....	1600	1550	.....	3900	3800
6600-6645	.....	6550	6400	.....	3450	3400	.....	3450	3400	.....	1600	1550	.....	1600	1550	.....	4000	3900
6646-6825	.....	.....	6300	.....	.....	3300	.....	.....	3300	.....	.....	1550	.....	.....	1550	.....	.....	3850
7000-7069	.....	9950	9300	.....	5250	4900	.....	5250	4900	.....	2450	2300	.....	2450	2300	.....	6050	5700
7070-7094	10900	10150	9300	5750	5350	4900	5750	5350	4900	2700	2500	2250	2700	2500	2250	6650	6200	5650
8000-8132	.....	9950	9300	.....	5250	4900	.....	5250	4900	.....	2450	2300	.....	2450	2300	.....	6050	5700
8133-8162	.....	10150	9300	.....	5350	4900	.....	5350	4900	.....	2500	2250	.....	2500	2250	.....	6200	5650
8234-8299	.....	9800	9300	.....	5150	4900	.....	5150	4900	.....	2400	2300	.....	2400	2300	.....	6000	5700
8500-8623	12400	11850	10900	6550	6250	5750	6550	6250	5750	3100	2950	2700	3100	2950	2700	7600	7250	6700

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	CV SUBD.			CV SUBD.			CV SUBD.			CV SUBD.			EK SUBD.			EK SUBD.		
	CUMBERLAND TO BAILEYS			BAILEYS TO ARKLE			ARKLE TO CORBIN			HARBELL AND HAGANS			HK TOWER TO SHELBYVILLE			SHELBYVILLE TO W. FRANKFORT		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	6750	.....	.....	4400	.....	.....	6750	.....	.....	2950	.....	.....	2950	.....	.....	3650
250-261	.....	.....	4000	.....	.....	2600	.....	.....	4000	.....	.....	1750	.....	.....	1750	.....	.....	2150
300-392	4850	4600	4200	3150	3000	2750	4850	4600	4200	2100	2000	1850	2100	2000	1850	2600	2500	2300
500-555	.....	.....	4700	.....	.....	3050	.....	.....	4700	.....	.....	2050	.....	.....	2050	.....	.....	2550
556-559	.....	.....	4600	.....	.....	3000	.....	.....	4600	.....	.....	2000	.....	.....	2000	.....	.....	2500
626-1002	.....	3800	3500	.....	2500	2250	.....	3800	3500	.....	1650	1500	.....	1650	1500	.....	2050	1850
1017-1069	.....	.....	4000	.....	.....	2600	.....	.....	4000	.....	.....	1700	.....	.....	1750	.....	.....	2150
1101-1128	.....	.....	4700	.....	.....	3050	.....	.....	4700	.....	.....	2050	.....	.....	2050	.....	.....	2550
1200-1222	4100	3800	3550	2650	2500	2300	4100	3800	3550	1750	1650	1550	1800	1650	1550	2200	2050	1900
1225-1228	.....	.....	6750	.....	.....	4400	.....	.....	6750	.....	.....	2900	.....	.....	2950	.....	.....	3650
1229-1278	.....	7300	7000	.....	4800	4600	.....	7300	7000	.....	3150	3050	.....	3200	3050	.....	3950	3800
1299-1308	.....	.....	4550	.....	.....	3000	.....	.....	4550	.....	.....	1950	.....	.....	2000	.....	.....	2450
1309-1343	.....	.....	4200	.....	.....	2750	.....	.....	4200	.....	.....	1850	.....	.....	1850	.....	.....	2300
1344-1399	.....	.....	4550	.....	.....	3000	.....	.....	4550	.....	.....	1950	.....	.....	2000	.....	.....	2450
1400-1415	.....	.....	4400	.....	.....	2900	.....	.....	4400	.....	.....	1900	.....	.....	1950	.....	.....	2400
1470-1498	.....	7200	6800	.....	4700	4450	.....	7200	6800	.....	3150	2950	.....	3150	3000	.....	3900	3700
1500-1532	6800	6250	5800	4450	4100	3800	6800	6250	5800	2950	2700	2500	3000	2750	2500	3700	3400	3100
1534-1582	.....	7200	6800	.....	4700	4450	.....	7200	6800	.....	3150	2950	.....	3150	3000	.....	3900	3700
1600-1626	.....	.....	4550	.....	.....	2950	.....	.....	4550	.....	.....	1950	.....	.....	2000	.....	.....	2450
1636-1656	.....	.....	4750	.....	.....	3100	.....	.....	4750	.....	.....	2050	.....	.....	2050	.....	.....	2550
**1720-1855	.....	.....	4800	.....	.....	3150	.....	.....	4800	.....	.....	2100	.....	.....	2100	.....	.....	2600
2000-2009	.....	.....	6900	.....	.....	4550	.....	.....	6900	.....	.....	3000	.....	.....	3050	.....	.....	3750
2010-2023	.....	7400	7100	.....	4850	4650	.....	7400	7100	.....	3200	3100	.....	3250	3100	.....	4000	3850
2024-2059	.....	7450	7200	.....	4900	4700	.....	7450	7200	.....	3250	3100	.....	3300	3150	.....	4050	3900
2121-2124	.....	.....	6800	.....	.....	4450	.....	.....	6800	.....	.....	2950	.....	.....	3000	.....	.....	3700
2125-2131	.....	.....	7300	.....	.....	4750	.....	.....	7300	.....	.....	3150	.....	.....	3200	.....	.....	3950
2300-2413	.....	3800	3500	.....	2500	2250	.....	3800	3500	.....	1650	1500	.....	1650	1500	.....	2050	1850
2700-2707	.....	.....	4900	.....	.....	3200	.....	.....	4900	.....	.....	2150	.....	.....	2150	.....	.....	2650
2708-2824	.....	.....	4700	.....	.....	3050	.....	.....	4700	.....	.....	2050	.....	.....	2050	.....	.....	2550
*3200-3224	4800	4600	4200	3150	3000	2750	4800	4600	4200	2100	2000	1800	2100	2000	1850	2600	2500	2300
3554-3605	.....	7300	7000	.....	4800	4600	.....	7300	7000	.....	3150	3050	.....	3200	3050	.....	3950	3800
3607-3631	.....	7450	7200	.....	4900	4700	.....	7450	7200	.....	3250	3150	.....	3300	3150	.....	4050	3900
4000-4019	4100	3800	3550	2650	2500	2300	4100	3800	3550	1750	1650	1550	1800	1650	1550	2200	2050	1900
4050-4144	.....	4800	4700	.....	3150	3050	.....	4800	4700	.....	2100	2050	.....	2100	2050	.....	2600	2550
4200-4234	4100	3800	3550	2650	2500	2300	4100	3800	3550	1750	1650	1550	1800	1650	1550	2200	2050	1900
4500-4504	5600	5050	4600	3650	3300	3000	5600	5050	4600	2400	2150	1950	2450	2200	2000	3000	2700	2500
4505-4599	6800	6250	5800	4450	4100	3800	6800	6250	5800	2950	2700	2500	3000	2750	2550	3700	3400	3150
4600-4977	.....	4000	3700	.....	2600	2450	.....	4000	3700	.....	1750	1600	.....	1750	1600	.....	2150	2000
5030-5039	4100	3800	3550	2650	2500	2300	4100	3800	3550	1750	1650	1550	1800	1650	1550	2200	2050	1900
5100-5880	.....	.....	4800	.....	.....	3150	.....	.....	4800	.....	.....	2100	.....	.....	2100	.....	.....	2600
6000-6065	.....	4900	4700	.....	3200	3050	.....	4900	4700	.....	2150	2050	.....	2150	2050	.....	2650	2550
6271-6280	.....	4800	4700	.....	3150	3050	.....	4800	4700	.....	2100	2050	.....	2100	2050	.....	2600	2550
6600-6645	.....	4900	4800	.....	3200	3150	.....	4900	4800	.....	2150	2100	.....	2150	2100	.....	2650	2600
6646-6825	.....	.....	4750	.....	.....	3100	.....	.....	4750	.....	.....	2050	.....	.....	2100	.....	.....	2550
7000-7069	.....	7450	7000	.....	4900	4600	.....	7450	7000	.....	3250	3050	.....	3300	3050	.....	4050	3800
7070-7094	8200	7650	7000	5400	5000	4600	8200	7650	7000	3550	3300	3050	3600	3350	3050	4450	4150	3800
8000-8132	.....	7450	7000	.....	4900	4600	.....	7450	7000	.....	3250	3050	.....	3300	3050	.....	4050	3800
8133-8162	.....	7650	7000	.....	5000	4600	.....	7650	7000	.....	3300	3050	.....	3350	3050	.....	4150	3800
8234-8299	.....	7400	7000	.....	4850	4600	.....	7400	7000	.....	3200	3050	.....	3250	3050	.....	4000	3800
8500-8623	9350	8900	8200	6150	5850	5400	9350	8900	8200	4100	3900	3600	4150	3950	3600	5100	4850	4450

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	EK SUBD. W. FRANKFORT TO JETT			EK SUBD. JETT TO LEXINGTON			EK SUBD. LEXINGTON TO PATIO			EK SUBD. PATIO TO RAVENNA			EK SUBD. RAVENNA TO ATHOL			EK SUBD. ATHOL TO YEADON VB191.5		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	1900	.....	.....	3650	.....	.....	3500	.....	.....	6550	.....	.....	4050	.....	.....	3300
250-261	.....	.....	1150	.....	.....	2150	.....	.....	2100	.....	.....	3900	.....	.....	2400	.....	.....	1950
300-392	1400	1300	1200	2600	2500	2300	2550	2400	2200	4700	4450	4100	2900	2750	2550	2400	2250	2050
500-555	.....	.....	1300	.....	.....	2550	.....	.....	2450	.....	.....	4550	.....	.....	2800	.....	.....	2300
556-559	.....	.....	1300	.....	.....	2500	.....	.....	2400	.....	.....	4450	.....	.....	2750	.....	.....	2250
626-1002	.....	1050	950	.....	2050	1850	.....	2000	1800	.....	3700	3400	.....	2300	2100	.....	1850	1700
1017-1069	.....	.....	1100	.....	.....	2150	.....	.....	2100	.....	.....	3900	.....	.....	2400	.....	.....	1950
1101-1128	.....	.....	1350	.....	.....	2550	.....	.....	2450	.....	.....	4550	.....	.....	2800	.....	.....	2300
1200-1222	1150	1050	1000	2200	2050	1900	2100	1950	1850	3950	3700	3450	2450	2250	2150	2000	1850	1750
1225-1228	.....	.....	1900	.....	.....	3650	.....	.....	3500	.....	.....	6550	.....	.....	4050	.....	.....	3300
1229-1278	.....	2050	2000	.....	3950	3800	.....	3800	3650	.....	7100	6800	.....	4400	4200	.....	3600	3450
1299-1308	.....	.....	1300	.....	.....	2450	.....	.....	2350	.....	.....	4400	.....	.....	2750	.....	.....	2250
1309-1343	.....	.....	1200	.....	.....	2300	.....	.....	2200	.....	.....	4100	.....	.....	2550	.....	.....	2050
1344-1399	.....	.....	1300	.....	.....	2450	.....	.....	2350	.....	.....	4400	.....	.....	2750	.....	.....	2250
1400-1415	.....	.....	1250	.....	.....	2400	.....	.....	2300	.....	.....	4300	.....	.....	2650	.....	.....	2150
1470-1498	.....	2050	1950	.....	3900	3700	.....	3750	3550	.....	7000	6650	.....	4350	4100	.....	3550	3350
1500-1532	1950	1750	1600	3700	3400	3100	3550	3250	3000	6650	6100	5650	4100	3750	3450	3350	3050	2850
1534-1582	.....	2050	1950	.....	3900	3700	.....	3750	3550	.....	7000	6650	.....	4350	4100	.....	3550	3350
1600-1626	.....	.....	1300	.....	.....	2450	.....	.....	2350	.....	.....	4400	.....	.....	2700	.....	.....	2250
1636-1656	.....	.....	1350	.....	.....	2550	.....	.....	2450	.....	.....	4600	.....	.....	2850	.....	.....	2300
**1720-1855	.....	.....	1350	.....	.....	2600	.....	.....	2500	.....	.....	4700	.....	.....	2900	.....	.....	2350
2000-2009	.....	.....	1950	.....	.....	3750	.....	.....	3600	.....	.....	6700	.....	.....	4150	.....	.....	3400
2010-2023	.....	2100	2000	.....	4000	3850	.....	3850	3700	.....	7150	6900	.....	4450	4250	.....	3650	3500
2024-2059	.....	2100	2050	.....	4050	3900	.....	3900	3750	.....	7250	7000	.....	4500	4300	.....	3650	3550
2121-2124	.....	.....	1950	.....	.....	3700	.....	.....	3550	.....	.....	6650	.....	.....	4100	.....	.....	3350
2125-2131	.....	.....	2050	.....	.....	3950	.....	.....	3800	.....	.....	7100	.....	.....	4350	.....	.....	3600
2300-2413	.....	1050	950	.....	2050	1850	.....	2000	1800	.....	3700	3400	.....	2300	2100	.....	1850	1700
2700-2707	.....	.....	1400	.....	.....	2650	.....	.....	2550	.....	.....	4750	.....	.....	2950	.....	.....	2400
2708-2824	.....	.....	1350	.....	.....	2550	.....	.....	2450	.....	.....	4550	.....	.....	2800	.....	.....	2300
*3200-3224	1350	1300	1200	2600	2500	2300	2500	2400	2200	4700	4450	4100	2900	2750	2500	2350	2250	2050
3554-3605	.....	2050	2000	.....	3950	3800	.....	3800	3650	.....	7100	6800	.....	4400	4200	.....	3600	3450
3607-3631	.....	2100	2050	.....	4050	3900	.....	3900	3750	.....	7250	7000	.....	4500	4300	.....	3650	3550
4000-4019	1150	1050	1000	2200	2050	1900	2100	1950	1850	3950	3700	3450	2450	2250	2150	2000	1850	1750
4050-4144	.....	1350	1350	.....	2600	2550	.....	2500	2450	.....	4700	4550	.....	2900	2800	.....	2350	2300
4200-4234	1150	1050	1000	2200	2050	1900	2100	1950	1850	3950	3700	3450	2450	2250	2150	2000	1850	1750
4500-4504	1550	1400	1250	3000	2700	2500	2900	2600	2400	5450	4900	4500	3350	3000	2750	2750	2450	2250
4505-4599	1950	1750	1600	3700	3400	3150	3550	3250	3000	6650	6100	5650	4100	3750	3450	3350	3050	2850
4600-4977	.....	1100	1050	.....	2150	2000	.....	2100	1950	.....	3900	3600	.....	2400	2200	.....	1950	1800
5030-5039	1150	1050	1000	2200	2050	1900	2100	1950	1850	3950	3700	3450	2450	2250	2150	2000	1850	1750
5100-5880	.....	.....	1350	.....	.....	2600	.....	.....	2500	.....	.....	4700	.....	.....	2900	.....	.....	2350
6000-6065	.....	1400	1300	.....	2650	2550	.....	2550	2450	.....	4800	4550	.....	2950	2800	.....	2400	2300
6271-6280	.....	1350	1350	.....	2600	2550	.....	2500	2450	.....	4700	4550	.....	2900	2800	.....	2350	2300
6600-6645	.....	1400	1350	.....	2650	2600	.....	2550	2500	.....	4800	4700	.....	2950	2900	.....	2400	2350
6646-6825	.....	.....	1350	.....	.....	2550	.....	.....	2450	.....	.....	4600	.....	.....	2850	.....	.....	2300
7000-7069	.....	2100	2000	.....	4050	3800	.....	3900	3650	.....	7250	6800	.....	4500	4200	.....	3700	3450
7070-7094	2350	2150	1950	4450	4150	3800	4300	4000	3650	7950	7450	6800	4950	4600	4200	4050	3750	3400
8000-8132	.....	2100	2000	.....	4050	3800	.....	3900	3650	.....	7250	6800	.....	4500	4200	.....	3700	3450
8133-8162	.....	2150	1950	.....	4150	3800	.....	4000	3650	.....	7450	6800	.....	4600	4200	.....	3750	3400
8234-8299	.....	2100	2000	.....	4000	3800	.....	3850	3650	.....	7150	6800	.....	4450	4200	.....	3650	3450
8500-8623	2700	2550	2350	5100	4850	4450	4900	4700	4300	9100	8650	8000	5650	5400	4950	4600	4400	4050

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	EK SUBD. YEADON VB191.5 TO BASTIN			EK SUBD. N. HAZARD TO JACKSON			EK SUBD. JACKSON TO YEADON VB191.5			EK SUBD. YEADON VB191.5 TO RAVENNA			EK SUBD. RAVENNA TO PATIO			EK SUBD. PATIO TO LEXINGTON		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	4050	.....	.....	8950	.....	.....	3300	.....	.....	8950	.....	.....	6550	.....	.....	4050
250-261	.....	.....	2400	.....	.....	5300	.....	.....	1950	.....	.....	5300	.....	.....	3900	.....	.....	2400
300-392	2900	2750	2550	6400	6100	5600	2400	2250	2050	6400	6100	5600	4700	4450	4100	2900	2750	2550
500-555	.....	.....	2800	.....	.....	6250	.....	.....	2300	.....	.....	6250	.....	.....	4550	.....	.....	2800
556-559	.....	.....	2750	.....	.....	6100	.....	.....	2250	.....	.....	6100	.....	.....	4450	.....	.....	2750
626-1002	.....	2300	2100	.....	5050	4650	.....	1850	1700	.....	5050	4650	.....	3700	3400	.....	2300	2100
1017-1069	.....	.....	2400	.....	.....	5300	.....	.....	1950	.....	.....	5300	.....	.....	3900	.....	.....	2400
1101-1128	.....	.....	2800	.....	.....	6250	.....	.....	2300	.....	.....	6250	.....	.....	4550	.....	.....	2800
1200-1222	2450	2250	2150	5450	5050	4750	2000	1850	1750	5450	5050	4750	3950	3700	3450	2450	2250	2150
1225-1228	.....	.....	4050	.....	.....	8950	.....	.....	3300	.....	.....	8950	.....	.....	6550	.....	.....	4050
1229-1278	.....	4400	4200	.....	9700	9300	.....	3600	3450	.....	9700	9300	.....	7100	6800	.....	4400	4200
1299-1308	.....	.....	2750	.....	.....	6050	.....	.....	2250	.....	.....	6050	.....	.....	4400	.....	.....	2750
1309-1343	.....	.....	2550	.....	.....	5600	.....	.....	2050	.....	.....	5600	.....	.....	4100	.....	.....	2550
1344-1399	.....	.....	2750	.....	.....	6050	.....	.....	2250	.....	.....	6050	.....	.....	4400	.....	.....	2750
1400-1415	.....	.....	2650	.....	.....	5850	.....	.....	2150	.....	.....	5850	.....	.....	4300	.....	.....	2650
1470-1498	.....	4350	4100	.....	9550	9050	.....	3550	3350	.....	9550	9050	.....	7000	6650	.....	4350	4100
1500-1532	4100	3750	3450	9050	8350	7700	3350	3050	2850	9050	8350	7700	6650	6100	5650	4100	3750	3450
1534-1582	.....	4350	4100	.....	9550	9050	.....	3550	3350	.....	9550	9050	.....	7000	6650	.....	4350	4100
1600-1626	.....	.....	2700	.....	.....	6050	.....	.....	2250	.....	.....	6050	.....	.....	4400	.....	.....	2700
1636-1656	.....	.....	2850	.....	.....	6300	.....	.....	2300	.....	.....	6300	.....	.....	4600	.....	.....	2850
**1720-1855	.....	.....	2900	.....	.....	6400	.....	.....	2350	.....	.....	6400	.....	.....	4700	.....	.....	2900
2000-2009	.....	.....	4150	.....	.....	9200	.....	.....	3400	.....	.....	9200	.....	.....	6700	.....	.....	4150
2010-2023	.....	4450	4250	.....	9800	9450	.....	3650	3500	.....	9800	9450	.....	7150	6900	.....	4450	4250
2024-2059	.....	4500	4300	.....	9950	9550	.....	3650	3550	.....	9950	9550	.....	7250	7000	.....	4500	4300
2121-2124	.....	.....	4100	.....	.....	9100	.....	.....	3350	.....	.....	9100	.....	.....	6650	.....	.....	4100
2125-2131	.....	.....	4350	.....	.....	9700	.....	.....	3600	.....	.....	9700	.....	.....	7100	.....	.....	4350
2300-2413	.....	2300	2100	.....	5050	4650	.....	1850	1700	.....	5050	4650	.....	3700	3400	.....	2300	2100
2700-2707	.....	.....	2950	.....	.....	6550	.....	.....	2400	.....	.....	6550	.....	.....	4750	.....	.....	2950
2708-2824	.....	.....	2800	.....	.....	6250	.....	.....	2300	.....	.....	6250	.....	.....	4550	.....	.....	2800
*3200-3224	2900	2750	2500	6400	6100	5600	2350	2250	2050	6400	6100	5600	4700	4450	4100	2900	2750	2500
3554-3605	.....	4400	4200	.....	9700	9300	.....	3600	3450	.....	9700	9300	.....	7100	6800	.....	4400	4200
3607-3631	.....	4500	4300	.....	9950	9550	.....	3650	3550	.....	9950	9550	.....	7250	7000	.....	4500	4300
4000-4019	2450	2250	2150	5450	5050	4750	2000	1850	1750	5450	5050	4750	3950	3700	3450	2450	2250	2150
4050-4144	.....	2900	2800	.....	6400	6250	.....	2350	2300	.....	6400	6250	.....	4700	4550	.....	2900	2800
4200-4234	2450	2250	2150	5450	5050	4750	2000	1850	1750	5450	5050	4750	3950	3700	3450	2450	2250	2150
4500-4504	3350	3000	2750	7450	6700	6150	2750	2450	2250	7450	6700	6150	5450	4900	4500	3350	3000	2750
4505-4599	4100	3750	3450	9100	8350	7700	3350	3050	2850	9100	8350	7700	6650	6100	5650	4100	3750	3450
4600-4977	.....	2400	2200	.....	5300	4950	.....	1950	1800	.....	5300	4950	.....	3900	3600	.....	2400	2200
5030-5039	2450	2250	2150	5450	5050	4750	2000	1850	1750	5450	5050	4750	3950	3700	3450	2450	2250	2150
5100-5880	.....	.....	2900	.....	.....	6400	.....	.....	2350	.....	.....	6400	.....	.....	4700	.....	.....	2900
6000-6065	.....	2950	2800	.....	6550	6250	.....	2400	2300	.....	6550	6250	.....	4800	4550	.....	2950	2800
6271-6280	.....	2900	2800	.....	6400	6250	.....	2350	2300	.....	6400	6250	.....	4700	4550	.....	2900	2800
6600-6645	.....	2950	2900	.....	6550	6400	.....	2400	2350	.....	6550	6400	.....	4800	4700	.....	2950	2900
6646-6825	.....	.....	2850	.....	.....	6300	.....	.....	2300	.....	.....	6300	.....	.....	4600	.....	.....	2850
7000-7069	.....	4500	4200	.....	9950	9300	.....	3700	3450	.....	9950	9300	.....	7250	6800	.....	4500	4200
7070-7094	4950	4600	4200	10900	10150	9300	4050	3750	3400	10900	10150	9300	7950	7450	6800	4950	4600	4200
8000-8132	.....	4500	4200	.....	9950	9300	.....	3700	3450	.....	9950	9300	.....	7250	6800	.....	4500	4200
8133-8162	.....	4600	4200	.....	10150	9300	.....	3750	3400	.....	10150	9300	.....	7450	6800	.....	4600	4200
8234-8299	.....	4450	4200	.....	9800	9300	.....	3650	3450	.....	9800	9300	.....	7150	6800	.....	4450	4200
8500-8623	5650	5400	4950	12400	11850	10900	4600	4400	4050	12400	11850	10900	9100	8650	8000	5650	5400	4950

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	EK SUBD. LEXINGTON TO W. FRANKFORT			EK SUBD. W. FRANKFORT TO SHELBYVILLE			EK SUBD. SHELBYVILLE TO HK TOWER			KD SUBD. CORBIN TO CHASKA			KD SUBD. CHASKA TO KILSYTH			KD SUBD. KILSYTH TO W. KNOXVILLE		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	4900	.....	.....	2950	.....	.....	2650	.....	.....	4050	.....	.....	2600	.....	.....	4050
250-261	.....	.....	2900	.....	.....	1750	.....	.....	1600	.....	.....	2400	.....	.....	1550	.....	.....	2400
300-392	3500	3350	3050	2100	2000	1850	1900	1800	1650	2900	2750	2550	1900	1800	1650	2900	2750	2550
500-555	.....	.....	3400	.....	.....	2050	.....	.....	1850	.....	.....	2800	.....	.....	1800	.....	.....	2800
556-559	.....	.....	3350	.....	.....	2000	.....	.....	1800	.....	.....	2750	.....	.....	1800	.....	.....	2750
626-1002	.....	2750	2500	.....	1650	1500	.....	1500	1350	.....	2300	2100	.....	1450	1350	.....	.....	2300
1017-1069	.....	.....	2900	.....	.....	1750	.....	.....	1550	.....	.....	2400	.....	.....	1550	.....	.....	2400
1101-1128	.....	.....	3400	.....	.....	2050	.....	.....	1850	.....	.....	2800	.....	.....	1800	.....	.....	2800
1200-1222	2950	2750	2600	1800	1650	1550	1600	1500	1400	2450	2250	2150	1600	1450	1350	2450	2250	2150
1225-1228	.....	.....	4900	.....	.....	2950	.....	.....	2650	.....	.....	4050	.....	.....	2600	.....	.....	4050
1229-1278	.....	5300	5100	.....	3200	3050	.....	2900	2750	.....	4400	4200	.....	2850	2750	.....	4400	4200
1299-1308	.....	.....	3300	.....	.....	2000	.....	.....	1800	.....	.....	2750	.....	.....	1750	.....	.....	2750
1309-1343	.....	.....	3050	.....	.....	1850	.....	.....	1650	.....	.....	2550	.....	.....	1650	.....	.....	2550
1344-1399	.....	.....	3300	.....	.....	2000	.....	.....	1800	.....	.....	2750	.....	.....	1750	.....	.....	2750
1400-1415	.....	.....	3200	.....	.....	1950	.....	.....	1750	.....	.....	2650	.....	.....	1700	.....	.....	12650
1470-1498	.....	5200	4950	.....	3150	3000	.....	2850	2700	.....	4350	4100	.....	2800	2650	.....	4350	4100
1500-1532	4950	4550	4200	3000	2750	2500	2700	2450	2250	4100	3750	3450	2650	2400	2250	4100	3750	3450
1534-1582	.....	5200	4950	.....	3150	3000	.....	2850	2700	.....	4350	4100	.....	2800	2650	.....	4350	4100
1600-1626	.....	.....	3300	.....	.....	2000	.....	.....	1800	.....	.....	2700	.....	.....	1750	.....	.....	2700
1636-1656	.....	.....	3450	.....	.....	2050	.....	.....	1850	.....	.....	2850	.....	.....	1850	.....	.....	2850
**1720-1855	.....	.....	3500	.....	.....	2100	.....	.....	1900	.....	.....	2900	.....	.....	1850	.....	.....	2900
2000-2009	.....	.....	5000	.....	.....	3050	.....	.....	2750	.....	.....	4150	.....	.....	2700	.....	.....	4150
2010-2023	.....	5350	5150	.....	3250	3100	.....	2950	2800	.....	4450	4250	.....	2900	2750	.....	4450	5250
2024-2059	.....	5400	5200	.....	3300	3150	.....	2950	2850	.....	4500	4300	.....	2900	2800	.....	4500	4300
2121-2124	.....	.....	4950	.....	.....	3000	.....	.....	2700	.....	.....	4100	.....	.....	2650	.....	.....	4100
2125-2131	.....	.....	5300	.....	.....	3200	.....	.....	2900	.....	.....	4350	.....	.....	2850	.....	.....	4350
2300-2413	.....	2750	2500	.....	1650	1500	.....	1500	1350	.....	2300	2100	.....	1450	1350	.....	2300	2100
2700-2707	.....	.....	3550	.....	.....	2150	.....	.....	1950	.....	.....	2800	.....	.....	1800	.....	.....	2950
2708-2824	.....	.....	3400	.....	.....	2050	.....	.....	1850	.....	.....	2800	.....	.....	1800	.....	.....	2800
*3200-3224	3500	3300	3050	2100	2000	1850	1900	1800	1650	2900	2750	2500	1850	1800	1650	2900	2750	2500
3554-3605	.....	5300	5100	.....	3200	3050	.....	2900	2750	.....	4400	4200	.....	2850	2750	.....	4400	4200
3607-3631	.....	5400	5200	.....	3300	3150	.....	2950	2850	.....	4500	4300	.....	2900	2800	.....	4500	4300
4000-4019	2950	2750	2600	1800	1650	1550	1600	1500	1400	2450	2250	2150	1600	1450	1350	2450	2250	2150
4050-4144	.....	3500	3400	.....	2100	2050	.....	1900	1850	.....	2900	2800	.....	1900	1800	.....	2900	2800
4200-4234	2950	2750	2600	1800	1650	1550	1600	1500	1400	2450	2250	2150	1600	1450	1350	2450	2250	2150
4500-4504	4050	3650	3350	2450	2200	2000	2200	1950	1800	3350	3000	2750	2150	1950	1750	3350	3000	2750
4505-4599	4950	4550	4200	3000	2750	2550	2700	2450	2300	4100	3750	3450	2650	2450	2250	4100	3750	3450
4600-4977	.....	2900	2700	.....	1750	1600	.....	1550	1450	.....	2400	2200	.....	1550	1450	.....	2400	2200
5030-5039	2950	2750	2600	1800	1650	1550	1600	1500	1400	2450	2250	2150	1600	1450	1350	2450	2250	2150
5100-5880	.....	.....	3500	.....	.....	2100	.....	.....	1900	.....	.....	2900	.....	.....	1850	.....	.....	2900
6000-6065	.....	3550	3400	.....	2150	2050	.....	1950	1850	.....	2950	2800	.....	1900	1800	.....	2950	2800
6271-6280	.....	3500	3400	.....	2100	2050	.....	1900	1850	.....	2900	2800	.....	1900	1800	.....	2900	2800
6600-6645	.....	3550	3500	.....	2150	2100	.....	1950	1900	.....	2950	2900	.....	1900	1900	.....	2950	2900
6646-6825	.....	.....	3450	.....	.....	2100	.....	.....	1850	.....	.....	2850	.....	.....	1850	.....	.....	2850
7000-7069	.....	5400	5100	.....	3300	3050	.....	2950	2750	.....	4500	4200	.....	2900	2700	.....	4500	4200
7070-7094	5960	5550	5050	3600	3350	3050	3250	3000	2750	4950	4600	4200	3200	2950	2700	4950	4600	4200
8000-8132	.....	5400	5100	.....	3300	3050	.....	2950	2750	.....	4500	4200	.....	2900	2700	.....	4500	4200
8133-8162	.....	5550	5050	.....	3350	3050	.....	3000	2750	.....	4600	4200	.....	2950	2700	.....	4600	4200
8234-8299	.....	5350	5100	.....	3250	3050	.....	2900	2750	.....	4450	4200	.....	2900	2750	.....	4450	4200
8500-8623	6800	6500	5950	4150	3950	3600	3750	3550	3250	5650	5400	4950	3650	3500	3200	5650	5400	4950

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	KD SUBD. W. KNOXVILLE TO ETOWAH			KD SUBD. ETOWAH TO W. KNOXVILLE			KD SUBD. W. KNOXVILLE TO KILSYTH			KD SUBD. KILSYTH AND CORBIN			KD SUBD. M.P. KD 259 AND M.P. KE 274			KINGSPORT SUBD. ERWIN TO JOHNSON CITY		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	4450	.....	.....	4050	.....	.....	2300	.....	.....	4050	.....	.....	2200	.....	.....	2750
250-261	.....	.....	2650	.....	.....	2400	.....	.....	1350	.....	.....	2400	.....	.....	1300	.....	.....	1650
300-392	3200	3050	2800	2900	2750	2550	1650	1550	1450	2900	2750	2550	1550	1500	1350	1950	1900	1700
500-555	.....	.....	3100	.....	.....	2800	.....	.....	1600	.....	.....	2800	.....	.....	1500	.....	.....	1900
556-559	.....	.....	3050	.....	.....	2750	.....	.....	1550	.....	.....	2750	.....	.....	1500	.....	.....	1850
626-1002	.....	2500	2300	.....	2300	2100	.....	1300	1150	.....	2300	2100	.....	1200	1100	.....	1550	1400
1017-1069	.....	.....	2650	.....	.....	2400	.....	.....	1350	.....	.....	2400	.....	.....	1300	.....	.....	1600
1101-1128	.....	.....	3100	.....	.....	2800	.....	.....	1600	.....	.....	2800	.....	.....	1500	.....	.....	1900
1200-1222	2700	2500	2350	2450	2250	2150	1350	1250	1200	2450	2250	2150	1300	1200	1150	1650	1550	1450
1225-1228	.....	.....	4450	.....	.....	4050	.....	.....	2300	.....	.....	4050	.....	.....	2200	.....	.....	2750
1229-1278	.....	4800	4600	.....	4400	4200	.....	2500	2400	.....	4400	4200	.....	2350	2250	.....	2950	2850
1299-1308	.....	.....	3000	.....	.....	2750	.....	.....	1550	.....	.....	2750	.....	.....	1450	.....	.....	1850
1309-1343	.....	.....	2800	.....	.....	2550	.....	.....	1450	.....	.....	2550	.....	.....	1350	.....	.....	1700
1344-1399	.....	.....	3000	.....	.....	2750	.....	.....	1550	.....	.....	2750	.....	.....	1450	.....	.....	1850
1400-1415	.....	.....	2900	.....	.....	2650	.....	.....	1500	.....	.....	2650	.....	.....	1400	.....	.....	1800
1470-1498	.....	4750	4500	.....	4350	4100	.....	2450	2300	.....	4350	4100	.....	2350	2200	.....	2950	2800
1500-1532	4500	4100	3800	4100	3750	3450	2300	2100	1950	4100	3750	3450	2200	2000	1850	2750	2550	2350
1534-1582	.....	4750	4500	.....	4350	4100	.....	2450	2300	.....	4350	4100	.....	2350	2200	.....	2950	2800
1600-1626	.....	.....	3000	.....	.....	2700	.....	.....	1550	.....	.....	2700	.....	.....	1450	.....	.....	1850
1636-1656	.....	.....	3100	.....	.....	2850	.....	.....	1600	.....	.....	2850	.....	.....	1550	.....	.....	1900
**1720-1855	.....	.....	3200	.....	.....	2900	.....	.....	1650	.....	.....	2900	.....	.....	1550	.....	.....	1950
2000-2009	.....	.....	4550	.....	.....	4150	.....	.....	2350	.....	.....	4150	.....	.....	2250	.....	.....	2800
2010-2023	.....	4850	4700	.....	4450	4250	.....	2500	2400	.....	4450	4250	.....	2400	2300	.....	3000	2900
2024-2059	.....	4950	4750	.....	4500	4200	.....	2550	2450	.....	4500	4300	.....	2400	2350	.....	3050	2950
2121-2124	.....	.....	4500	.....	.....	4100	.....	.....	2300	.....	.....	4100	.....	.....	2200	.....	.....	2800
2125-2131	.....	.....	4800	.....	.....	4350	.....	.....	2450	.....	.....	4350	.....	.....	2350	.....	.....	2950
2300-2413	.....	2500	2300	.....	2300	2100	.....	1300	1150	.....	2300	2100	.....	1200	1100	.....	1550	1400
2700-2707	.....	.....	3250	.....	.....	2950	.....	.....	1650	.....	.....	2950	.....	.....	1600	.....	.....	2000
2708-2824	.....	.....	3100	.....	.....	2800	.....	.....	1600	.....	.....	2800	.....	.....	1500	.....	.....	1900
*3200-3224	3200	3000	2750	2900	2750	2500	1650	1550	1400	2900	2750	2500	1550	1500	1350	1950	1850	1700
3554-3605	.....	4800	4600	.....	4400	4200	.....	2500	2400	.....	4400	4200	.....	2350	2250	.....	2950	2850
3607-3631	.....	4950	4750	.....	4500	4300	.....	2550	2450	.....	4500	4300	.....	2450	2350	.....	3050	2950
4000-4019	2700	2500	2350	2450	2250	2150	1350	1250	1200	2450	2250	2150	1300	1200	1150	1650	1550	1450
4050-4144	.....	3200	3100	.....	2900	2800	.....	1650	1600	.....	2900	2800	.....	1550	1500	.....	1950	1900
4200-4234	2700	2500	2350	2450	2250	2150	1350	1250	1200	2450	2250	2150	1300	1200	1150	1650	1550	1450
4500-4504	3700	3300	3050	3350	3000	2750	1900	1700	1550	3350	3000	2750	1800	1600	1450	2250	2000	1850
4505-4599	4500	4150	3800	4100	3750	3450	2300	2100	1950	4100	3750	3450	2200	2000	1850	2800	2550	2350
4600-4977	.....	2650	2450	.....	2400	2200	.....	1350	1250	.....	2400	2200	.....	1300	1200	.....	1600	1500
5030-5039	2700	2500	2350	2450	2250	2150	1350	1250	1200	2450	2250	2150	1300	1200	1150	1650	1550	1450
5100-5880	.....	.....	3200	.....	.....	2900	.....	.....	1650	.....	.....	2900	.....	.....	1550	.....	.....	1950
6000-6065	.....	3250	3100	.....	2950	2800	.....	1650	1600	.....	2950	2800	.....	1600	1500	.....	2000	1900
6271-6280	.....	3200	3100	.....	2900	2800	.....	1650	1600	.....	2900	2800	.....	1550	1500	.....	1950	1900
6600-6645	.....	3250	3200	.....	2950	2900	.....	1650	1650	.....	2950	2900	.....	1600	1550	.....	2000	1950
6646-6825	.....	.....	3100	.....	.....	2850	.....	.....	1600	.....	.....	2850	.....	.....	1550	.....	.....	1950
7000-7069	.....	4950	4600	.....	4500	4200	.....	2550	2350	.....	4500	4200	.....	2450	2250	.....	3050	2850
7070-7094	5400	5050	4600	4950	4600	4200	2800	2600	2350	4950	4600	4200	2650	2500	2250	3350	3100	2850
8000-8132	.....	4950	4600	.....	4500	4200	.....	2550	2350	.....	4500	4200	.....	2450	2250	.....	3050	2850
8133-8162	.....	5050	4600	.....	4600	4200	.....	2600	2350	.....	4600	4200	.....	2500	2250	.....	3100	2850
8234-8299	.....	4850	4600	.....	4450	4200	.....	2500	2400	.....	4450	4200	.....	2400	2250	.....	3000	2850
8500-8623	6200	5900	5450	5650	5400	4950	3200	3050	2800	5650	5400	4950	3050	2900	2700	3850	3650	3350

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	KINGSPORT SUBD. JOHNSON CITY TO BOODY			KINGSPORT SUBD. BOODY TO DANTE			KINGSPORT SUBD. DANTE TO SANDY RIDGE TUNNEL			KINGSPORT SUBD. ELKHORN CITY TO TOWERS			KINGSPORT SUBD. TOWERS TO ALLEN			KINGSPORT SUBD. ALLEN TO SANDY RIDGE TUNNEL		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	5200	.....	.....	2050	.....	.....	1800	.....	.....	2050	.....	.....	3450	.....	.....	3000
250-261	.....	.....	3100	.....	.....	1250	.....	.....	1050	.....	.....	1250	.....	.....	2050	.....	.....	1750
300-392	3700	3550	3250	1500	1400	1300	1300	1200	1100	1500	1400	1300	2450	2350	2150	2150	2050	1850
500-555	.....	.....	3600	.....	.....	1450	.....	.....	1250	.....	.....	1450	.....	.....	2400	.....	.....	2050
556-559	.....	.....	3550	.....	.....	1400	.....	.....	1200	.....	.....	1400	.....	.....	2350	.....	.....	2050
626-1002	.....	2900	2650	.....	1150	1050	.....	1000	900	.....	1150	1050	.....	1950	1750	.....	1650	1500
1017-1069	.....	.....	3050	.....	.....	1200	.....	.....	1050	.....	.....	1200	.....	.....	2000	.....	.....	1750
1101-1128	.....	.....	3600	.....	.....	1450	.....	.....	1250	.....	.....	1450	.....	.....	2400	.....	.....	2050
1200-1222	3150	2900	2750	1250	1150	1050	1050	1000	900	1250	1150	1050	2050	1900	1800	1800	1650	1550
1225-1228	.....	.....	5200	.....	.....	2050	.....	.....	1800	.....	.....	2050	.....	.....	3400	.....	.....	3000
1229-1278	.....	5600	5400	.....	2250	2150	.....	1950	1850	.....	2250	2150	.....	3700	3550	.....	3250	3100
1299-1308	.....	.....	3500	.....	.....	1400	.....	.....	1200	.....	.....	1400	.....	.....	2300	.....	.....	2000
1309-1343	.....	.....	3250	.....	.....	1300	.....	.....	1100	.....	.....	1300	.....	.....	2150	.....	.....	1850
1344-1399	.....	.....	3500	.....	.....	1400	.....	.....	1200	.....	.....	1400	.....	.....	2300	.....	.....	2000
1400-1415	.....	.....	3400	.....	.....	1350	.....	.....	1150	.....	.....	1350	.....	.....	2250	.....	.....	1950
1470-1498	.....	5550	5250	.....	2200	2100	.....	1900	1800	.....	2200	2100	.....	3650	3450	.....	3200	3000
1500-1532	5250	4800	4450	2100	1900	1750	1800	1650	1500	2100	1900	1750	3450	3150	2950	3000	2750	2550
1534-1582	.....	5550	5250	.....	2200	2100	.....	1900	1800	.....	2200	2100	.....	3650	3450	.....	3200	3000
1600-1626	.....	.....	3500	.....	.....	1400	.....	.....	1200	.....	.....	1400	.....	.....	2300	.....	.....	2000
1636-1656	.....	.....	3650	.....	.....	1450	.....	.....	1250	.....	.....	1450	.....	.....	2400	.....	.....	2100
**1720-1855	.....	.....	3700	.....	.....	1500	.....	.....	1250	.....	.....	1500	.....	.....	2450	.....	.....	2150
2000-2009	.....	.....	5300	.....	.....	2100	.....	.....	1850	.....	.....	2100	.....	.....	3500	.....	.....	3050
2010-2023	.....	5700	5450	.....	2250	2200	.....	1950	1900	.....	2250	2200	.....	3750	3600	.....	3250	3150
2024-2059	.....	5750	5550	.....	2300	2200	.....	2000	1900	.....	2300	2200	.....	3800	3650	.....	3300	3200
2121-2124	.....	.....	5250	.....	.....	2100	.....	.....	1800	.....	.....	2100	.....	.....	3450	.....	.....	3000
2125-2131	.....	.....	5600	.....	.....	2250	.....	.....	1900	.....	.....	2250	.....	.....	3700	.....	.....	3200
2300-2413	.....	2900	2650	.....	1150	1050	.....	1000	900	.....	1150	1050	.....	1950	1750	.....	1650	1500
2700-2707	.....	.....	3800	.....	.....	1500	.....	.....	1300	.....	.....	1500	.....	.....	2500	.....	.....	2150
2708-2824	.....	.....	3600	.....	.....	1450	.....	.....	1250	.....	.....	1450	.....	.....	2400	.....	.....	2050
*3200-3224	3700	3500	3250	1500	1400	1300	1250	1200	1100	1500	1400	1300	2450	2350	2150	2150	2000	1850
3554-3605	.....	5600	5400	.....	2250	2150	.....	1950	1850	.....	2250	2150	.....	3700	3550	.....	3250	3100
3607-3631	.....	5750	5550	.....	2300	2200	.....	2000	1900	.....	2300	2200	.....	3800	3650	.....	3300	3200
4000-4019	3150	2900	2750	1250	1150	1050	1050	1000	900	1250	1150	1050	2050	1900	1800	1800	1650	1550
4050-4144	.....	3700	3600	.....	1500	1450	.....	1300	1250	.....	1500	1450	.....	2450	2400	.....	2150	2050
4200-4234	3150	2900	2750	1250	1150	1050	1050	1000	900	1250	1150	1050	2050	1900	1800	1800	1650	1550
4500-4504	4300	3850	3550	1700	1500	1400	1450	1300	1200	1700	1500	1400	2850	2550	2300	2450	2200	2000
4505-4599	5250	4800	4450	2100	1900	1750	1800	1650	1500	2100	1900	1750	3450	3200	2950	3000	2750	2550
4600-4977	.....	3050	2850	.....	1200	1150	.....	1050	950	.....	1200	1150	.....	2050	1900	.....	1750	1650
5030-5039	3150	2900	2750	1250	1150	1050	1050	1000	900	1250	1150	1050	2050	1900	1800	1800	1650	1550
5100-5880	.....	.....	3700	.....	.....	1500	.....	.....	1250	.....	.....	1500	.....	.....	2450	.....	.....	2150
6000-6065	.....	3800	3600	.....	1500	1450	.....	1300	1250	.....	1500	1450	.....	2500	2400	.....	2200	2050
6271-6280	.....	3700	3600	.....	1500	1450	.....	1300	1250	.....	1500	1450	.....	2450	2400	.....	2150	2050
6600-6645	.....	3800	3700	.....	1500	1500	.....	1300	1250	.....	1500	1500	.....	2500	2450	.....	2200	2150
6646-6825	.....	.....	3650	.....	.....	1450	.....	.....	1250	.....	.....	1450	.....	.....	2400	.....	.....	2100
7000-7069	.....	5750	5400	.....	2300	2150	.....	2000	1850	.....	2300	2150	.....	3800	3550	.....	3300	3100
7070-7094	6300	5900	5350	2550	2350	2150	2200	2000	1850	2550	2350	2150	4200	3900	3550	3650	3400	3100
8000-8132	.....	5750	5400	.....	2300	2150	.....	2000	1850	.....	2300	2150	.....	3800	3550	.....	3300	3100
8133-8162	.....	5900	5350	.....	2350	2150	.....	2000	1850	.....	2350	2150	.....	3900	3550	.....	3400	3100
8234-8299	.....	5700	5400	.....	2250	2150	.....	1950	1850	.....	2250	2150	.....	3750	3550	.....	3250	3100
8500-8623	7200	6850	6350	2900	2750	2550	2500	2400	2200	2900	2750	2550	4800	4550	4200	4150	3950	3650

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	KINGSPORT SUBD. SANDY RIDGE TUNNEL TO KINGSPORT			KINGSPORT SUBD. KINGSPORT TO ERWIN			KINGSPORT SUBD. CARNEGIE SPUR			KINGSPORT SUBD. JOHNSON CITY LOOP			KINGSPORT SUBD. CANEY TO CRABTREE			KINGSPORT SUBD. CRABTREE TO VICTOR		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	7300	.....	.....	5200	.....	.....	3000	.....	.....	1450	.....	.....	1450	.....	.....	2450
250-261	.....	.....	4350	.....	.....	3100	.....	.....	1750	.....	.....	850	.....	.....	850	.....	.....	1450
300-392	5250	5000	4600	3700	3550	3250	2150	2050	1850	1050	1000	900	1050	1000	900	1750	1700	1550
500-555	.....	.....	5050	.....	.....	3600	.....	.....	2050	.....	.....	1000	.....	.....	1000	.....	.....	1700
556-559	.....	.....	5000	.....	.....	3550	.....	.....	2050	.....	.....	1000	.....	.....	1000	.....	.....	1650
626-1002	.....	4100	3750	.....	2900	2650	.....	1650	1500	.....	800	700	.....	800	700	.....	1350	1250
1017-1069	.....	.....	4300	.....	.....	3050	.....	.....	1750	.....	.....	850	.....	.....	850	.....	.....	1450
1101-1128	.....	.....	5050	.....	.....	3600	.....	.....	2050	.....	.....	1000	.....	.....	1000	.....	.....	1700
1200-1222	4400	4100	3850	3150	2900	2750	1800	1650	1550	850	800	750	850	800	750	1450	1350	1300
1225-1228	.....	.....	7300	.....	.....	5200	.....	.....	3000	.....	.....	1450	.....	.....	1450	.....	.....	2450
1229-1278	.....	7900	7600	.....	5600	5400	.....	3250	3100	.....	1550	1500	.....	1550	1500	.....	2650	2550
1299-1308	.....	.....	4900	.....	.....	3500	.....	.....	2000	.....	.....	950	.....	.....	950	.....	.....	1650
1309-1343	.....	.....	4550	.....	.....	3250	.....	.....	1850	.....	.....	900	.....	.....	900	.....	.....	1550
1344-1399	.....	.....	4900	.....	.....	3500	.....	.....	2000	.....	.....	950	.....	.....	950	.....	.....	1650
1400-1415	.....	.....	4750	.....	.....	3400	.....	.....	1950	.....	.....	950	.....	.....	950	.....	.....	1600
1470-1498	.....	7800	7400	.....	5550	5250	.....	3200	3000	.....	1550	1450	.....	1550	1450	.....	2600	2500
1500-1532	7400	6800	6250	5250	4800	4450	3000	2750	2550	1450	1300	1200	1450	1300	1200	2500	2250	2100
1534-1582	.....	7800	7400	.....	5550	5250	.....	3200	3000	.....	1550	1450	.....	1550	1450	.....	2600	2500
1600-1626	.....	.....	4900	.....	.....	3500	.....	.....	2000	.....	.....	950	.....	.....	950	.....	.....	1650
1636-1656	.....	.....	5100	.....	.....	3650	.....	.....	2100	.....	.....	1000	.....	.....	1000	.....	.....	1700
**1720-1855	.....	.....	5200	.....	.....	3700	.....	.....	2150	.....	.....	1050	.....	.....	1050	.....	.....	1750
2000-2009	.....	.....	7500	.....	.....	5300	.....	.....	3050	.....	.....	1500	.....	.....	1500	.....	.....	2500
2010-2023	.....	8000	7700	.....	5700	5450	.....	3250	3150	.....	1600	1500	.....	1600	1500	.....	2700	2600
2024-2059	.....	8100	7800	.....	5750	5550	.....	3300	3200	.....	1600	1550	.....	1600	1550	.....	2700	2600
2121-2124	.....	.....	7400	.....	.....	5250	.....	.....	3000	.....	.....	1450	.....	.....	1450	.....	.....	2500
2125-2131	.....	.....	7900	.....	.....	5600	.....	.....	3200	.....	.....	1550	.....	.....	1550	.....	.....	2650
2300-2413	.....	4100	3750	.....	2900	2650	.....	1650	1500	.....	800	700	.....	800	700	.....	1350	1250
2700-2707	.....	.....	5300	.....	.....	3800	.....	.....	2150	.....	.....	1050	.....	.....	1050	.....	.....	1800
2708-2824	.....	.....	5050	.....	.....	3600	.....	.....	2050	.....	.....	1000	.....	.....	1000	.....	.....	1700
*3200-3224	5200	4950	4550	3700	3500	3250	2150	2000	1850	1050	1000	900	1050	1000	900	1750	1650	1500
3554-3605	.....	7900	7600	.....	5600	5400	.....	3250	3100	.....	1550	1500	.....	1550	1500	.....	2650	2550
3607-3631	.....	8100	7800	.....	5750	5550	.....	3300	3200	.....	1600	1550	.....	1600	1550	.....	2700	2600
4000-4019	4400	4100	3850	3150	2900	2750	1800	1650	1550	850	800	750	850	800	750	1450	1350	1300
4050-4144	.....	5200	5050	.....	3700	3600	.....	2150	2050	.....	1050	1000	.....	1050	1000	.....	1750	1700
4200-4234	4400	4100	3850	3150	2900	2750	1800	1650	1550	850	800	750	850	800	750	1450	1350	1300
4500-4504	6050	5450	5000	4300	3850	3550	2450	2200	2000	1150	1050	950	1150	1050	950	2000	1800	1650
4505-4599	7400	6800	6300	5250	4800	4450	3000	2750	2550	1450	1350	1200	1450	1350	1200	2500	2250	2100
4600-4977	.....	4300	4000	.....	3050	2850	.....	1750	1650	.....	850	800	.....	850	800	.....	1450	1350
5030-5039	4400	4100	3850	3150	2900	2750	1800	1650	1550	850	800	750	850	800	750	1450	1350	1300
5100-5880	.....	.....	5200	.....	.....	3700	.....	.....	2150	.....	.....	1050	.....	.....	1050	.....	.....	1750
6000-6065	.....	5300	5050	.....	3800	3600	.....	2200	2050	.....	1050	1000	.....	1050	1000	.....	1800	1700
6271-6280	.....	5200	5050	.....	3700	3600	.....	2150	2050	.....	1050	1000	.....	1050	1000	.....	1750	1700
6600-6645	.....	5300	5200	.....	3800	3700	.....	2200	2150	.....	1050	1050	.....	1050	1050	.....	1800	1750
6646-6825	.....	.....	5100	.....	.....	3650	.....	.....	2100	.....	.....	1000	.....	.....	1000	.....	.....	1700
7000-7069	.....	8100	7600	.....	5750	5400	.....	3300	3100	.....	1600	1500	.....	1600	1500	.....	2750	2550
7070-7094	8900	8300	7550	6300	5900	5350	3650	3400	3100	1750	1650	1500	1750	1650	1500	3000	2800	2550
8000-8132	.....	8100	7600	.....	5750	5400	.....	3300	3100	.....	1600	1500	.....	1600	1500	.....	2750	2550
8133-8162	.....	8300	7550	.....	5900	5350	.....	3400	3100	.....	1650	1500	.....	1650	1500	.....	2800	2550
8234-8299	.....	8000	7600	.....	5700	5400	.....	3250	3100	.....	1600	1500	.....	1600	1500	.....	2700	2550
8500-8623	10100	9650	8900	7200	6850	6350	4150	3950	3650	2050	1950	1800	2050	1950	1800	3450	3300	3000

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	KINGSPORT SUBD. VICTOR TO LICK			KINGSPORT SUBD. CRANE'S NEST TO CRABTREE			KINGSPORT SUBD. BERTA TO CROOKED BRANCH			KINGSPORT SUBD. CROOKED BRANCH TO PITTCO			KINGSPORT SUBD. RUTH TO CROOKED BRANCH			KINGSPORT SUBD. NORA TO NEECE CREEK		
	TABLE			TABLE			TABLE			TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III
10	.....	.....	1950	.....	.....	2450	.....	.....	1450	.....	.....	2050	.....	.....	5200	.....	.....	3850
250-261	.....	.....	1150	.....	.....	1450	.....	.....	850	.....	.....	1250	.....	.....	3100	.....	.....	2300
300-392	1400	1300	1200	1750	1700	1550	1050	1000	900	1500	1400	1300	3700	3550	3250	2800	2650	2400
500-555	.....	.....	1350	.....	.....	1700	.....	.....	1000	.....	.....	1450	.....	.....	3600	.....	.....	2700
556-559	.....	.....	1300	.....	.....	1650	.....	.....	1000	.....	.....	1400	.....	.....	3550	.....	.....	2650
626-1002	.....	1100	1000	.....	1350	1250	.....	800	700	.....	1150	1050	.....	2900	2650	.....	2150	2000
1017-1069	.....	.....	1150	.....	.....	1450	.....	.....	850	.....	.....	1200	.....	.....	3050	.....	.....	2300
1101-1128	.....	.....	1350	.....	.....	1700	.....	.....	1000	.....	.....	1450	.....	.....	3600	.....	.....	2700
1200-1222	1150	1050	1000	1450	1350	1300	850	800	750	1250	1150	1050	3150	2900	2750	2350	2150	2050
1225-1228	.....	.....	1900	.....	.....	2450	.....	.....	1450	.....	.....	2050	.....	.....	5200	.....	.....	3850
1229-1278	.....	2100	2000	.....	2650	2550	.....	1550	1500	.....	2250	2150	.....	5600	5400	.....	4200	4000
1299-1308	.....	.....	1300	.....	.....	1650	.....	.....	950	.....	.....	1400	.....	.....	3500	.....	.....	2600
1309-1343	.....	.....	1200	.....	.....	1550	.....	.....	900	.....	.....	1300	.....	.....	3250	.....	.....	2400
1344-1399	.....	.....	1300	.....	.....	1650	.....	.....	950	.....	.....	1400	.....	.....	3500	.....	.....	2600
1400-1415	.....	.....	1250	.....	.....	1600	.....	.....	950	.....	.....	1350	.....	.....	3400	.....	.....	2500
1470-1498	.....	2050	1950	.....	2600	2500	.....	1550	1450	.....	2200	2100	.....	5550	5250	.....	4150	3900
1500-1532	1950	1750	1650	2500	2250	2100	1450	1300	1200	2100	1900	1750	5250	4800	4450	3900	3600	3300
1534-1582	.....	2050	1950	.....	2600	2500	.....	1550	1450	.....	2200	2100	.....	5550	5250	.....	4150	3900
1600-1626	.....	.....	1300	.....	.....	1650	.....	.....	950	.....	.....	1400	.....	.....	3500	.....	.....	2600
1636-1656	.....	.....	1350	.....	.....	1700	.....	.....	1000	.....	.....	1450	.....	.....	3650	.....	.....	2700
**1720-1855	.....	.....	1400	.....	.....	1750	.....	.....	1050	.....	.....	1500	.....	.....	3700	.....	.....	2750
2000-2009	.....	.....	2000	.....	.....	2500	.....	.....	1500	.....	.....	2100	.....	.....	5300	.....	.....	3950
2010-2023	.....	2100	2050	.....	2700	2600	.....	1600	1500	.....	2250	2200	.....	5700	5450	.....	4250	4050
2024-2059	.....	2150	2050	.....	2700	2600	.....	1600	1550	.....	2300	2200	.....	5750	5550	.....	4300	4100
2121-2124	.....	.....	1950	.....	.....	2500	.....	.....	1450	.....	.....	2100	.....	.....	5200	.....	.....	3900
2125-2131	.....	.....	2100	.....	.....	2650	.....	.....	1550	.....	.....	2250	.....	.....	5600	.....	.....	4150
2300-2413	.....	1050	950	.....	1350	1250	.....	800	700	.....	1150	1050	.....	2900	2650	.....	2150	2000
2700-2707	.....	.....	1400	.....	.....	1800	.....	.....	1050	.....	.....	1500	.....	.....	3800	.....	.....	2800
2708-2824	.....	.....	1350	.....	.....	1700	.....	.....	1000	.....	.....	1450	.....	.....	3600	.....	.....	2700
*3200-3224	1400	1300	1200	1750	1650	1500	1050	1000	900	1500	1400	1300	3700	3500	3250	2750	2600	2400
3554-3605	.....	2100	2000	.....	2650	2550	.....	1550	1500	.....	2250	2150	.....	5600	5400	.....	4200	4000
3607-3631	.....	2150	2050	.....	2700	2600	.....	1600	1550	.....	2300	2200	.....	5750	5550	.....	4300	4100
4000-4019	1150	1050	1000	1450	1350	1300	850	800	750	1250	1150	1050	3150	2900	2750	2350	2150	2050
4050-4144	.....	1400	1350	.....	1750	1700	.....	1050	1000	.....	1500	1450	.....	3700	3600	.....	2750	2700
4200-4234	1150	1050	1000	1450	1350	1300	850	800	750	1250	1150	1050	3150	2900	2750	2350	2150	2050
4500-4504	1600	1400	1300	2000	1800	1650	1150	1050	950	1700	1500	1400	4300	3850	3550	3200	2850	2600
4505-4599	1950	1800	1650	2500	2250	2100	1450	1350	1200	2100	1900	1750	5250	4800	4450	3900	3600	3300
4600-4977	.....	1150	1050	.....	1450	1350	.....	850	800	.....	1200	1150	.....	3050	2850	.....	2300	2100
5030-5039	1150	1050	1000	1450	1350	1300	850	800	750	1250	1150	1050	3150	2900	2750	2350	2150	2050
5100-5880	.....	.....	1400	.....	.....	1750	.....	.....	1050	.....	.....	1500	.....	.....	3700	.....	.....	2750
6000-6065	.....	1400	1350	.....	1800	1700	.....	1050	1000	.....	1500	1450	.....	3800	3600	.....	2800	2700
6271-6280	.....	1400	1350	.....	1750	1700	.....	1050	1000	.....	1500	1450	.....	3700	3600	.....	2750	2700
6600-6645	.....	1400	1400	.....	1800	1750	.....	1050	1050	.....	1500	1500	.....	3800	3700	.....	2800	2750
6646-6825	.....	.....	1350	.....	.....	1700	.....	.....	1000	.....	.....	1450	.....	.....	3650	.....	.....	2700
7000-7069	.....	2150	2000	.....	2750	2550	.....	1600	1500	.....	2300	2150	.....	5750	54000	.....	4300	4000
7070-7094	2350	2200	2000	3000	2800	2550	1750	1650	1500	2550	2350	2150	6300	5900	5350	4700	4400	4000
8000-8132	.....	2150	2000	.....	2750	2550	.....	1600	1500	.....	2300	2150	.....	5750	5400	.....	4300	4000
8133-8162	.....	2200	2000	.....	2800	2550	.....	1650	1500	.....	2350	2150	.....	5900	5350	.....	4400	4000
8234-8299	.....	2100	2000	.....	2700	2550	.....	1600	1500	.....	2250	2150	.....	5700	5400	.....	4250	4000
8500-8623	2700	2600	2350	3450	3300	3000	2050	1950	1800	2900	2750	2550	7200	6850	6350	5400	5150	4750

TONNAGE RATING CHART

CORBIN DIVISION

UNIT NUMBER	KINGSPORT SUBD.			LCL SUBD.			LCL SUBD.			LCL SUBD.			LCL SUBD.					
	NEECE CREEK TO BLUE DIAMOND			**LATONIA TO LAGRANGE**			**LAGRANGE TO OSBORN YARD**			**OSBORN YARD TO LAGRANGE**			**LAGRANGE TO LATONIA**					
	TABLE			TABLE			TABLE			TABLE			TABLE					
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III			
10			1000			2150			6200			3100			2350			
250-261			600			1250			3700			1850			1400			
300-392	750	700	650	1550	1450	1350	4450	4250	3900	2200	2100	1950	1700	1600	1500			
500-555			700			1500			4300			2150			1650			
556-559			700			1450			4250			2100			1600			
626-1002		550	500		1200	1000		3500	3200		1750	1600		1350	1200			
1017-1069			600			1250			3650			1800			1400			
1101-1128			700			1500			4300			2150			1650			
1200-1222	600	550	500	1300	1200	1100	3750	3500	3300	1850	1750	1600	1400	1300	1250			
1225-1228			1000			2150			6200			3100			2350			
1229-1278		1100	1050		2300	2200		6700	6450		3350	3200		2550	2450			
1299-1308			700			1450			4200			2100			1600			
1309-1343			650			1350			3900			1950			1500			
1344-1399			700			1450			4200			2100			1600			
1400-1415			650			1400			4050			2000			1550			
1470-1498		1100	1000		2300	2150		6600	6300		3300	3150		2550	2400			
1500-1532	1000	900	850	2150	1950	1800	6250	5750	5300	3150	2850	2650	2400	2200	2000			
1534-1582		1100	1000		2300	2150		6600	6300		3300	3150		2550	2400			
1600-1626			650			1450			4200			2100			1600			
1636-1656			700			1500			4350			2150			1650			
****1720-1855**			700			1500			4450			2200			1700			
2000-2009			1050			2200			6350			3200			2450			
2010-2023		1100	1050		2350	2250		6800	6550		3400	3250		2600	2500			
2024-2059		1150	1100		2350	2250		6850	6600		3450	3300		2650	2550			
2121-2124			1000			2150			6300			3150			2400			
2125-2131			1100			2300			6700			3350			2500			
2300-2413		550	500		1200	1100		3500	3200		1750	1600		1350	1200			
2700-2707			750			1550			4500			2250			1750			
2708-2824			700			1500			4300			2150			1650			
***3200-3224**	700	700	600	1500	1450	1300	4450	4200	3850	2200	2100	1900	1700	1600	1450			
3554-3605		1100	1050		2300	2200		6700	6450		3350	3200		2550	2450			
3607-3631		1150	1100		2350	2300		6900	6600		3450	3300		2650	2550			
4000-4019	600	550	500	1300	1200	1100	3750	3500	3300	1850	1750	1600	1400	1300	1250			
4050-4144		750	700		1550	1500		4450	4300		2200	2150		1700	1650			
4200-4234	600	550	500	1300	1200	1100	3750	3500	3300	1850	1750	1600	1400	1300	1250			
4500-4504	800	700	650	1750	1550	1400	5150	4650	4250	2550	2300	2100	1950	1750	1600			
4505-4599	1000	950	850	2150	1950	1800	6300	5750	5350	3150	2850	2650	2400	2200	2000			
4600-4977		600	5500		1250	1150		3650	3400		1850	1700		1400	1300			
5030-5039	600	550	500	1300	1200	1100	3750	350	33000	1850	1750	1600	1400	1300	1250			
5100-5880			700			1500			4450			2200			1700			
6000-6065		750	700		1550	1500		4500	4300		2250	2150		1750	1650			
6271-6280		750	700		1550	1500		4450	4300		2200	2150		1700	1650			
6600-6645		750	700		1550	1500		4500	4450		2250	2200		1750	1700			
6646-6825			700			1500			4350			2150			1650			
7000-7069		11150	1050		2350	2200		6900	6450		3450	3200		2650	2450			
7070-7094	1250	1150	1050	2600	2400	2200	7550	7050	6450	3800	3500	3200	2900	2700	2450			
8000-8132		1150	1050		2350	2200		6900	6450		3450	3200		2650	2450			
8133-8162		1150	1050		2400	2200		7050	6450		3500	3200		2700	2450			
8234-8299		1100	1050		2350	2200		6800	6450		3400	3200		2600	2450			
8500-8623	1450	1400	1250	3000	2850	2600	8600	8200	7550	4300	4100	3800	3300	3150	2900			

SWITCHING PLACARDED CARS

BEFORE SWITCHING with cars containing hazardous materials, certain precautions must be taken by train and engine service employees, in addition to those outlined by Bureau of Explosives Posters No. 3 and No. 4.

BEFORE COUPLING TO: (a) Cars containing hazardous materials; (b) Empty tank cars last containing hazardous materials; (c) A placarded car offered for shipment, including cars that are known to require placards; or before accepting a placarded car offered in interchange, the following must be ascertained:

(1) Derails, dockboards, tank couplings and similar connections must be removed and in the clear.

(2) Persons in or about cars must be warned and must be requested to vacate cars while such cars are being switched, if practicable.

(3) There are no signs of leaking.

(4) Running gear appears to be in good condition.

(5) If a tank car, all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs and plugs or caps on openings are securely in their proper places.

(6) Appropriate placards are in place on both sides and both ends.

(7) Stenciling located on sides of car indicates that tank and safety valves are not overdue for retest.

(8) If a covered hopper, discharge gates (bottom doors) are closed.

EMERGENCY INVOLVING HAZARDOUS MATERIALS

The conductor, or other Company personnel, at the scene must initiate such action as to insure public safety, protect property and look after the Company's interest. The following actions are to be taken as soon as possible — IF IT IS SAFE TO DO SO:

(1) Rescue injured, remove them to a safe area, administer first aid and call for assistance.

(2) Survey the scene and adjacent area, determine conditions including identifying cars/trailers containing hazardous materials (all placarded cars) involved in the emergency or in the immediate area, and notify proper authority by quickest means available.

(3 Protect life and property. This may require evacuation of people from the area, fire fighting, removal of cars or containers and contents.

(4) In the event emergency involves spillage, loss of hazardous material or fire, the conductor or his designee will notify or request the chief dispatcher to notify the nearest EMERGENCY RESPONSE GROUP, such as Fire and Police departments, Medical Rescue, etc., and remain at the scene until arrival of the Response Group or until released by proper authority.

THE INFORMATION FURNISHED BY THE CONDUCTORS FIRST REPORT TO THE CHIEF DISPATCHER OR APPROPRIATE AUTHORITY, SUCH AS: (a) IF THERE IS FIRE; (b) EXPLOSION; (c) FUMING; or (d) LEAKING FROM ANY PLACARDED EQUIPMENT, TOGETHER WITH THE CONTENTS AND OTHER WAYBILL INFORMATION, IS VITAL WHEN DETERMINING WHAT COURSE OF ACTION IS NECESSARY. THE CONDUCTOR MUST KEEP THE WAYBILLS IN HIS POSSESSION FOR READY REFERENCE FOR PERSONNEL AT THE SCENE.

FIRE INVOLVING HAZARDOUS MATERIALS

In the event of fire involving any equipment with the following commodities, evacuation distance will be guided by the **hazardous materials printout** furnished train crew; however, in the absence of the hazardous materials printout, the following will govern:

(1) **EXPLOSIVE A** — All persons should be evacuated for a distance of one mile from scene.

(2) **EXPLOSIVE B, FLAMMABLE GAS, NON-FLAMMABLE GAS, OXYGEN AND FLAMMABLE OR ORGANIC PEROXIDE**—All persons should be evacuated for a distance of one-half mile from scene.

(3) **POISON GAS OR CHLORINE**—All persons should be evacuated for a distance of one-half mile from scene and as far downwind as necessary to avoid contact with the material, fumes or smoke.

(4) **ANY HAZARDOUS MATERIALS** (that are burning or if their container is involved in a fire)—All persons should be kept out of the immediate area and upwind as far as necessary to avoid contact with the material, fumes or smoke.

(5) For any hazardous material contained in a **tank car**, all persons should be evacuated for a distance of one-half mile from scene. Further downwind evacuation may have to be considered.

WHEN EMERGENCY RESPONSE PERSONNEL ARRIVE

When Emergency Response Personnel arrive at the scene, the conductor must take the initiative to identify himself. He must furnish them with information from waybills and train consist of any hazardous materials in the train as well as any knowledge he has of conditions as they then exist.

DERAILMENT INVOLVING HAZARDOUS MATERIALS

In addition to the previous requirements, the conductor at the scene, after making preliminary report to the train dispatcher, must determine and transmit to the chief dispatcher, by the quickest means available, the following information:

(1) Proper geographical location, including nearest city or town and nearest mile post.

(2) Time emergency occurred, train number, origin and destination.

(3) Prevailing weather conditions.

(4) Cause of accident, if readily apparent.

(5) Number and position of engines and/or cars derailed.

(6) Total loads, empties and tonnage in train and location of derailed cars.

(7) Contents of derailed cars, including STCC and UN identification number of any hazardous materials, and whether or not there is any evidence of leaking or loss of material.

(8) Name, address (if known), and extent and disposition of injured or killed.

(9) Geographical and topographical information (road or parallel roads blocked, on fill or cut, curve or tangent track, on bridge, trestle, overpass or underpass).

(10) When supervisor arrives, explain situation, what has been done, who has been notified and any advice received from chief dispatcher. Be governed by supervisor's instructions.

SWITCHING PLACARDED LOADED CARS

CARS OR FLAT CARS WITH TRAILERS PLACARDED "EXPLOSIVES A":
Must be separated from engine by at least one Non-placarded car.
Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled to with any more force than necessary to make coupling.
Must have doors closed before moving.
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations.

FLAMMABLE GAS

FLAT CARS CARRYING PLACARDED TRAILERS OR CONTAINERS:
PLACARDED FLAT CARS CARRYING TRAILERS OR CONTAINERS:
CARS PLACARDED FLAMMABLE GAS:
CARS PLACARDED POISON GAS:
Must not be cut off while in motion.
Must not be struck by any car moving under its own momentum.
Must not be coupled to with any more force than necessary to make coupling.

CHLORINE

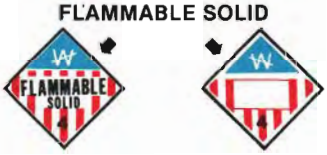
NON-FLAMMABLE GAS

FLAMMABLE

COMBUSTIBLE

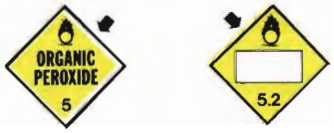
FLAMMABLE SOLID

FLAMMABLE SOLID



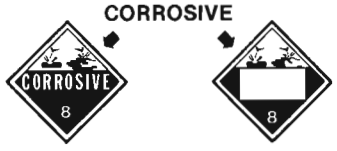
OXIDIZERS

ORGANIC PEROXIDES



POISON

CORROSIVE



Where use of hand brakes is necessary, a loaded placarded tank car or draft containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead.

A draft containing a placarded loaded tank car must be clear of lead before releasing any cars to follow.

Where use of hand brakes is necessary, before a "loaded" placarded car or draft containing a loaded placarded car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition.

Flat cars carrying placarded trailers or containers and placarded flat cars carrying trailers or containers must not be cut off while in motion, struck by any car moving under its own momentum, or coupled to with any more force than necessary to make coupling.

SWITCHING PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful.
There are no switching restrictions.

FLAMMABLE GAS

NON-FLAMMABLE GAS

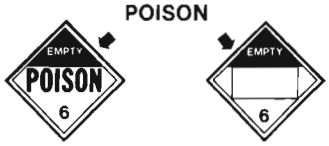
FLAMMABLE

FLAMMABLE SOLIDS

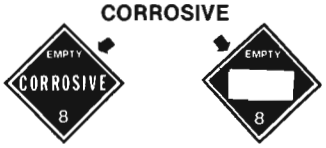
OXIDIZERS

ORGANIC PEROXIDES

POISON



CORROSIVE



NOTE
Hazard Class Numbers

1	Explosives
2	Compressed gases
3	Ignitable liquids
4	Flammable solids
5.1	Oxidizers
5.2	Organic peroxides
6	Poisons
7	Radioactive materials
8	Corrosives

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

			PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
1											
2			TYPE OF CAR	ANY CARS (Inc. flat cars carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3		RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓			✓			
6	MUST NOT BE PLACED NEXT TO	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ (1)	✓	✓		✓ (2)			
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓		✓			
8		ENGINE	✓	✓	✓	✓	✓		✓	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ (3)	✓ (3)	✓ (3)	✓	✓	✓ (4)	✓	
10		OCCUPIED CABOOSE	✓ (3)	✓ (3)	✓ (3)	✓	✓		✓	
11		OCCUPIED GUARD CAR	✓ (3)	✓ (3)	✓ (3)		✓			
12		UNDEVELOPED FILM				✓				
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION:	✓	✓	✓		✓			
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS:	✓	✓	✓		✓			
15	CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓		
16		POISON GAS	✓			✓	✓	✓		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓		✓	✓		

HOW TO USE THIS CHART:
To determine where a placarded car can be placed in a train follow these steps:
- —Determine the type of placard that is applied to the car from Line 1.
- —Determine the type of car to which the placard is applied from Line 2.
- —Follow vertically down the chart and note which lines apply.
- —The symbol "✓" indicates wording at the side that applies.

See footnotes for explanation.

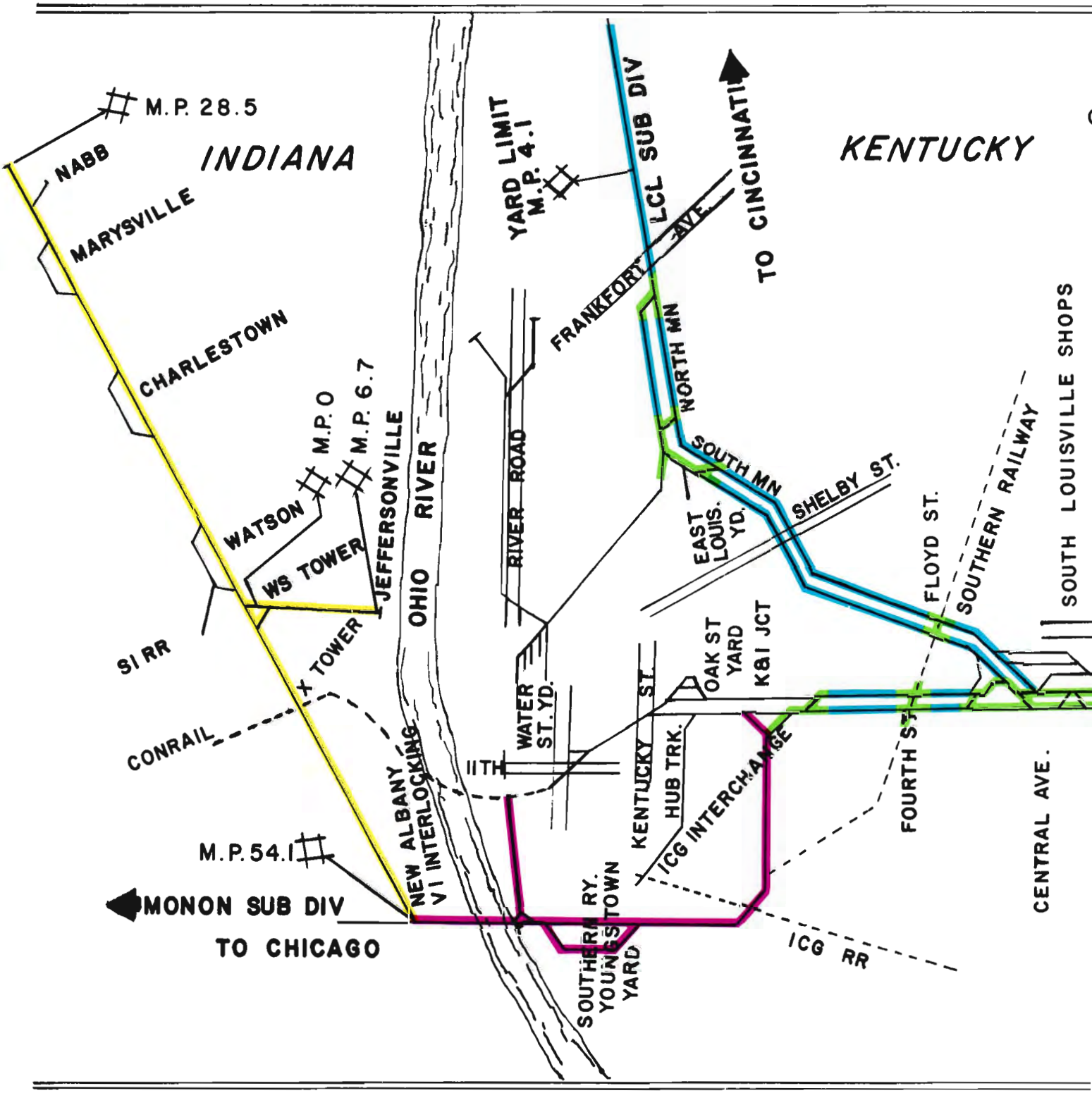
FOOTNOTES:

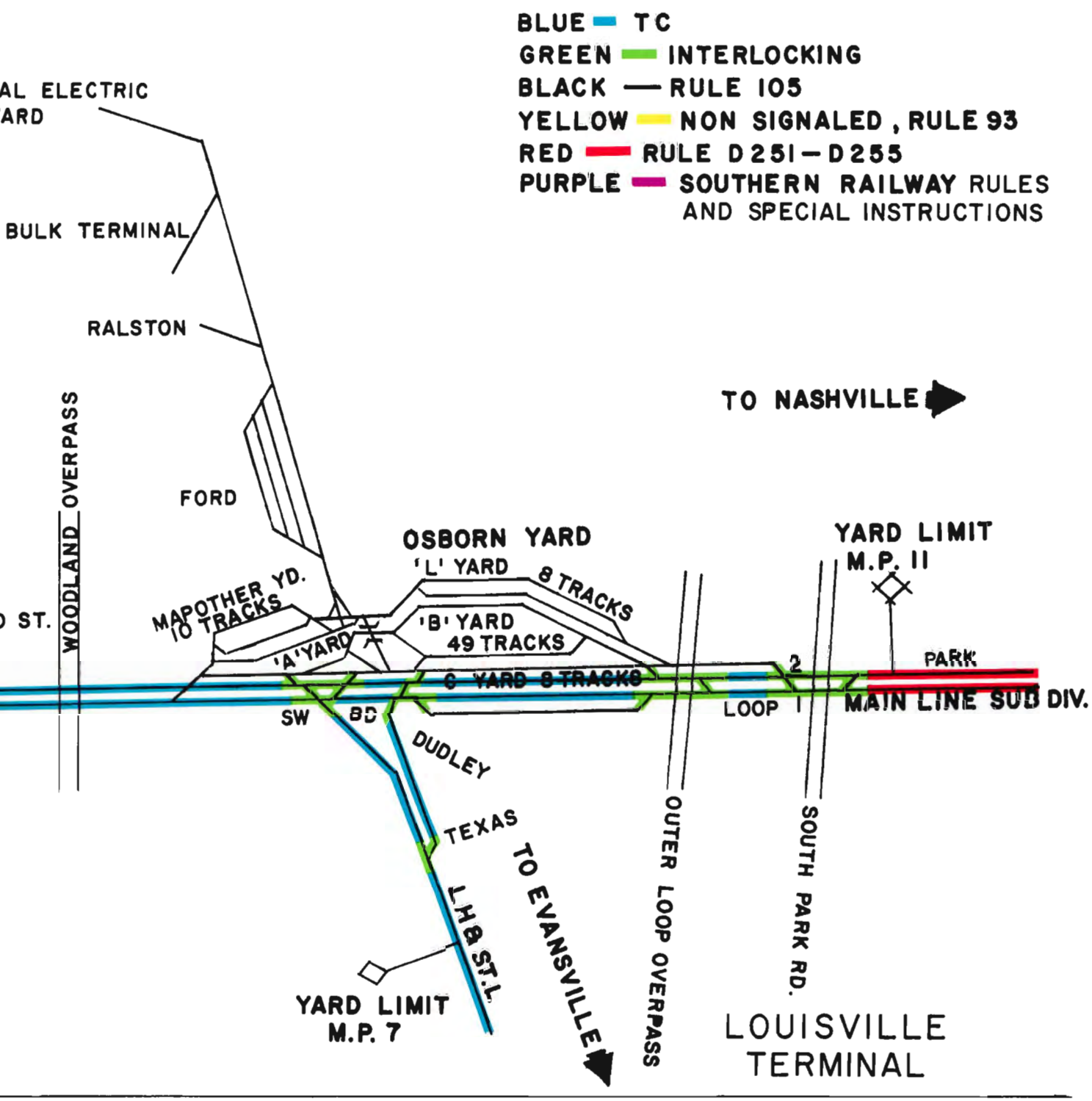
(1) Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

(2) A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

(3) A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

(4) Applies only in mixed train service, see section 174.87 of B. E. Tariff No. BOE-6000.


M.P. 28.5
INDIANA
NABB
MARYSVILLE
CHARLESTOWN
M.P. 0
M.P. 6.7
WATSON
WS TOWER
JEFFERSONVILLE
SI RR
X TOWER
CONRAIL
OHIO RIVER
YARD LIMIT
M.P. 4.1
LCL SUB DIV
FRANKFORT AVE
TO CINCINNATI
KENTUCKY
RIVER ROAD
NORTH MN
SOUTH MN
SHELBY ST.
EAST LOUIS. YD.
FLOYD ST.
SOUTHERN RAILWAY
SOUTH LOUISVILLE SHOPS
OAK ST YARD
K&I JCT
WATER ST. YD.
KENTUCKY ST.
HUB TRK.
ICG INTERCHANGE
FOURTH ST.
CENTRAL AVE.
NEW ALBANY VI INTERLOCKING
M.P. 54.1
MONON SUB DIV
TO CHICAGO
SOUTHERN RY. YOUNGSTOWN YARD
ICG RR


BLUE — TC
GREEN — INTERLOCKING
BLACK — RULE 105
YELLOW — NON SIGNALED, RULE 93
RED — RULE D251 — D255
PURPLE — SOUTHERN RAILWAY RULES AND SPECIAL INSTRUCTIONS
AL ELECTRIC
ARD
BULK TERMINAL
RALSTON
TO NASHVILLE
WOODLAND OVERPASS
FORD
OSBORN YARD
'L' YARD 8 TRACKS
YARD LIMIT
M.P. 11
MAPOTHER YD.
10 TRACKS
'B' YARD
49 TRACKS
'A' YARD
C YARD 8 TRACKS
PARK
MAIN LINE SUB DIV.
LOOP 1
SW
BD
DUDLEY
TEXAS
TO EVANSVILLE
LH&StL
OUTER LOOP OVERPASS
SOUTH PARK RD.
YARD LIMIT
M.P. 7
LOUISVILLE
TERMINAL

INDIANA
OHIO
WEST VIRGINIA
KENTUCKY
TENNESSEE
VIRGINIA
NORTH CAROLINA
CORBIN DIVISION
COVINGTON
LATONIA
DECOURSEY
SPRING LAKE
VISALIA
BANK LICK
VERONA
DEMOSSVILLE
GHENT
CARROLLTON
GLENCOE
WORTHVILLE
CATAWBA
UMA
MAYSVILLE
CAMPBELLSBURG
ROBINSON
KELLERS
LAGRANGE
OLIVER
LOUISVILLE
POGUE
AVOCA
EASTWOOD
SIMPSONVILLE
BLOOMFIELD JCT.
LEWIS
GATH
BENSON
WEST FRANKFORT
FRANKFORT
JETT
MIDWAY
McKEE
PAYNES
LEXINGTON
PARIS
CLAY
AVON
HUBBARDS LANE
HK TOWER
SHELBYVILLE
WYANDOTTE
JAMES
NORTH CABIN
WINCHESTER
PATIO
SANDERSON
MOREHEAD
ASHLAND
LOUISA
BARDSTOWN JCT.
LEBANON JCT.
BOONSBORO
SLOAN
CALLA
RAVENNA
PRYSE
COW CREEK
EVELYN
FORT ESTILL
BEATTYVILLE
ATHOL
HEIDELBERG
JACKSON
PRESTONSBURG
C. & O. JCT.
JUNCTION CITY
GAP
ROUNDSTONE
COPLAND
DUDLEY
SINKS
CALIF
PERTH NORTH
PERTH SOUTH
PERRITT
GRIMES
TYPO
NORTH HAZARD
EDJOUET
JEFF
VICCO
BLACKEY
DEANE
ELKHORN CITY
ELKHORN YARD
TOWERS
PITTCO
HAYSI
DELANO
BOURNE
MANCHESTER
DENT
UZ
BASTIN
MOSS
FREMONT
CANEY JCT.
ALLEN
NORA
ROXANA
HARVIE
LEATHERWOOD
TRAMMEL
DANTE
KILGORE CREEK
FRANTZ
FORBES
SILER
ARKLE
CORBIN
FABER
BAILEYS
HEIDRICK
BARBOURVILLE
BLACKMONT
LOYALL
WILHOIT
BAXTER
NOLANSBURG
RHEA
DJONE
CHAD
CUMBERLAND
WHITESBURG
BEAHAM
DORCHESTER
LYNCH
HIGHSPLINT
GLOSTER
GLENBROOK
NORTON
APPALACHIA
BIG STONE GAP
BIOODY
ST. PAUL
MILLER YARD
COXTON
DRESSEN
POPEVILLE
WOFFORD
WILLIAMSBURG
PINEVILLE
HARBELL
VARILLA
HARLAN JCT.
HARLAN
GLIDDEN
FLAGER
HUBBARD SPRINGS
SMILEY
HAGANS
ROSE HILL
PENNINGTON
STARNES
SAVOY
FERNDALE
KERMIT
SAXTON
LOT
MIDDLESBORO
EWING
WHEELER
CUMBERLAND GAP
FRISCO
KINGSPORT
MORLEY
HOLTON
CHASKA
OAKS
HABERSHAM
ONEIDA
FORDTOWN
KILSYTH
LAFOLLETTE
BOONE
JACKSBORO
JOHNSON CITY
BULLS GAP
MORRISTOWN
HANNUM
ERWIN
COOKEVILLE
MONTEREY
GRANITE
DOSSETT
OLIVER SPRINGS
CLINCH RIVER
EDGEMOOR
AMHERST
POPLAR
GREEN MOUNTAIN
KONA
CROSSVILLE
HARRIMAN
WEST KNOXVILLE
SINGLETON
MENTOR
ARMONA
BINFIELD
JENA
PIKEVILLE
FAGIN
MADISON
ATHENS
ENGLEWOOD
ETOWAH
SOU. RY.
C&O
SBD
INT.