

SAFETY FIRST



LOUISVILLE DIVISION

TIMETABLE NO. 1

IN EFFECT

SUNDAY, OCTOBER 30, 1983

AT 1:01 A.M.

EASTERN STANDARD TIME

SUPERSEDING:

TIMETABLE NO. 8 DATED NOVEMBER 29, 1981

FOR THE GOVERNMENT OF EMPLOYEES ONLY

R. D. SPENCE

Executive Vice President—Operations

K. C. DUFFORD

Vice President—Transportation

W. E. GILSTRAP

Chief Transportation Officer

J. H. EATON

Superintendent

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. Terminals	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 Eng's.	Jacksonville, FL

DIVISION OFFICERS

C. W. LUSK, Asst. Superintendent	Louisville, KY
J. E. WINSTEAD, Terminal Superintendent	Louisville, KY
W. J. DOYLE, Terminal Manager	Decoursey, KY
W. H. VAUGHT, Asst. Terminal Superintendent	Obannon, KY
R. E. JONES, Asst. Terminal Superintendent	Louisville, KY
C. M. TATUM, Asst. Terminal Superintendent	Louisville, KY
G. D. CRAWFORD, Trainmaster	Louisville, KY
R. T. McCALL, Trainmaster	Bloomington, IN
G. F. VAUGHN, Trainmaster	Louisville, KY
R. L. HICKS, Office Trainmaster	Louisville, KY
D. C. BOLDEN, Trainmaster/TSC	Louisville, KY
J. R. WINSTEAD, Trainmaster/S&R	Louisville, KY
B. T. COX, Terminal Trainmaster	Decoursey, KY
J. W. WELLS, Terminal Trainmaster	Decoursey, KY
E. L. COMPTON, Terminal Trainmaster	Louisville, KY
C. J. BURTON, Terminal Trainmaster	Louisville, KY
R. J. WEBSTER, Terminal Trainmaster	Louisville, KY
R. R. TICHENOR, Terminal Trainmaster	Louisville, KY
J. E. IRVIN, Asst. Terminal Trainmaster	Louisville, KY
K. L. STIVERS, Asst. Trainmaster	Bowling Green, KY
M. BENHAM, Asst. Trainmaster	Lafayette, IN
T. A. LATIMER, Asst. Trainmaster/S&R	Louisville, KY
C. R. SPITZNAGEL, Asst. Trainmaster/S&R	Louisville, KY
W. B. MAYNE, Asst. Office Trainmaster	Decoursey, KY
H. E. ADAMS, Asst. Trainmaster/TSC	Decoursey, KY
N. C. BISHOP, Asst. Trainmaster/TSC	Louisville, KY
C. F. LALLY, Asst. Trainmaster/TSC	Louisville, KY
D. E. MULLINS, Asst. Trainmaster/TSC	Louisville, KY
E. N. SAMUELS, Asst. Trainmaster/TSC	Louisville, KY
C. E. THOMAS, Adm. Asst. Trainmaster	Louisville, KY
R. N. COTTON, Road Foreman of Engines	Louisville, KY
A. T. EATMON, Road Foreman of Engines	Louisville, KY
E. L. COMBS, Road Foreman of Engines	Lafayette, IN
R. J. GRAVES, General Yardmaster/TSC	Memphis Jct., KY
G. E. HEID, Chief Dispatcher	Louisville, KY
R. J. BOLES, Division Engineer	Louisville, KY
W. L. ELLISON, Master Mechanic	Louisville, KY
R. W. SMITH, Supvr. Signals	Louisville, KY
D. E. BOATRIGHT, Supvr. Signals	Louisville, KY
M. T. BALL, Supvr. Signals	Decoursey, KY
L. B. NIPPER, Supvr. Communications	Louisville, KY
W. BLANKENSHIP, Supvr. Bridges & Bldgs.	Louisville, KY
A. J. SHEEHAN, Roadmaster	Monon, IN
V. L. NESBITT, Roadmaster	Lafayette, IN
J. B. GARRETT, Roadmaster	Louisville, KY
S. S. TAYSE, Roadmaster	LaGrange, KY
R. P. JOHNSON, Roadmaster	Decoursey, KY
M. D. HOLDER, Roadmaster	Lebanon Jct., KY
J. E. CHANDLER, Roadmaster	Memphis Jct., KY
H. D. WHITE, Roadmaster	Lebanon, KY

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**MONON SUBDIVISION
CHICAGO AND LAFAYETTE**

MONON SUBDIVISION — Continued

SOUTHWARD				NORTHWARD					
Second Class	First Class	Station Numbers	Actual Field M.P. Locations	STATIONS	Scales Wt. Car Capacity	Type of Operation	First Class	Second Class	
FLOGLO	217						218	FLOGG	
Hoosier State						Hoosier State			
Daily						Daily			
P.M.	P.M.					A.M.	A.M.		
	620			CHICAGO	VIA CR	CR RULES	1155		
				T YARD CENTER	VIA GTW	GTW RULES		130	
	700	Q25	25.4	L AIRLINE JCT. 0.1	A X-CR	|	1100		
	701	Q26	25.5	MAYNARD 2.1	X-GTW	○	1053	A 120	
	713	Q28	27.6	DYER 1.4	X-CR X-EJE	|	1050		
	715	Q29	29.0	DYER SIDING 15.8	2665' 48P	○	1040	107	
	727	Q45	44.8	LOWELL 11.7	3215' 58P	|	1027	1247	
	736	Q57	56.5	ROSE LAWN 11.6	4095' 74P	○	1018	1232	
	744	Q68	68.1	SURREY 4.9	5415' 98P	|	1010	1217	
	753	Q73	73.0	RENSELAEER 0.1		○	1006		
	754	Q73	73.1	RENSELAEER SIDING 15.4	4095' 74P	|	956	1210	
	805	Q88	88.4	T MONON 7.4	YARD Y	○	943	1151	
	810	Q95	95.8	REYNOLDS 10.4	X-TPW 3600' 65P	|	937	1140	
	818	Q106	106.2	BROOKSTON 4.0	5470' 99P	○	929	1127	
	821	Q110	110.2	ASH GROVE 7.9	3655' 66P	|	925	1115	
	827	Q118	118.1	T A LAFAYETTE X-NW L YARD		○	917	1100	
P.M.	P.M.	Times shown at Chicago and Yard Center are for information only and convey no timetable authority.				A.M.	P.M.		
	Daily					Daily	Daily		
FLOGLO	217	92.7 Miles Airline Jct. to Lafayette				218	FLOGG		

INTERLOCKINGS

3 — Interlocking rules are in effect:

- | | |
|---------------------------------------|-------------|
| Hohman Ave. Hammond | *Linden |
| Airline Junction (Note 1 and Item 38) | *Ames |
| Maynard (Note 2) | *Roachdale |
| *Dyer | *Limedale |
| *St. John | *Gosport |
| *Shelby | *Bedford |
| *Reynolds | Mitchell |
| Lafayette (Salem St.) | *Monticello |
| Lafayette Junction | Delphi |

* — Denotes Automatic Interlocking.

Note 1 — This interlocking is remotely controlled from Hartsdale Tower approximately 3½ miles east of this crossing and if a "Stop" indication is received and no train movement is evident, a member of the train crew must call the operator of this interlocking, on the phone at the crossing, securing authority to proceed through the interlocking.

Note 2 — This interlocking is remotely controlled by GTW dispatcher at Battle Creek, MI. If necessary to pass a "Stop" indication at this location, permission must be obtained from GTW dispatcher. Telephones are located at end of limits.

STANDARD CLOCKS

4 — Chicago Union Station (crew room), Yard Center (crew room), Monon (agent's office), Indianapolis (yard office), Lafayette (yard office and crew room), McDoel (yard office), Bedford (agent's office), New Albany (agent's office) and Louisville (chief dispatcher's office).

APPLICATION OF SCHEDULE

5 — Station	Time Applies
Bedford	Trains enroute to and from Milwaukee Railroad at connection switch between Seaboard main track and Milwaukee connecting track.

TRAIN ORDER OFFICES

6 — Station	Hours Office Open	Days Office Closed
Chicago Union Sta.	Continuous	.....
Yard Center	Continuous	.....
Monon	7:30 A.M. to 11:30 A.M., 12:30 P.M. to 4:30 P.M.	Sunday
*Lafayette	Continuous	.....
*Ames (Note)	7:00 A.M. to 11:00 P.M.	.....
*McDoel	Continuous	.....
Bedford	Continuous	.....
*New Albany	8:00 A.M. to 5:00 P.M. (For originating trains.)	Sunday
*DI Tower	Continuous (For originating trains.)	.....

*Office is not equipped with Train Order Signal.

Note — For trains originating and Amtrak trains.

CLEARANCE OF TRAINS

7 — AMTRAK trains originating at Indianapolis and entering Seaboard trackage at Ames must receive Seaboard Clearance Form A at Indianapolis and Ames.

AMTRAK trains originating at Chicago and entering Seaboard trackage at Airline Jct. must receive Seaboard Clearance Form A at Chicago Union Station. Such Clearance Form A received at Chicago will fulfill requirements of Rule 83 (e) and Amtrak trains will not receive Clearance Form A at Airline Jct.

Trains originating at Yard Center and entering Seaboard trackage at Maynard must receive Seaboard Clearance Form A at Yard Center and such Clearance Form A will fulfill requirements of Rule 83 (e) and train will not receive Clearance Form A at Maynard.

Northward trains enroute Monon Subdivision must receive Clearance Form A at Osborn Yard, except trains originating at Youngtown must receive Clearance Form A at DI Tower.

Trains originating at New Albany must receive Clearance Form A at New Albany.

PRECEDENCE BY DIRECTION

1 — Southward trains are superior to trains of the same class in the opposite direction.

BLOCK SIGNAL SYSTEMS

2 — Automatic Block Signal System rules are in effect:

Between Hammond and Vernia, except between M.P. Q-117.7 and M.P. Q-120.3 at Lafayette, except between M.P. Q-21.9 and M.P. Q-23.9 at Hammond, and except within interlocking limits;

Between Monon and M.P. QA-114.5, except within interlocking limits.

Number plates on permissive block signals on the Monon Subdivision are horizontal, instead of vertical, as shown in the Book of Operating Rules. Signals having horizontal number plates on the Monon Subdivision display the same aspect as those shown in the Book of Operating Rules for permissive signals showing a vertical number plate.

**MONON SUBDIVISION — Continued
LAFAYETTE AND McDOEL**

SOUTHWARD			Station Numbers	Actual Field M.P. Locations	STATIONS
SECOND CLASS	FCGLO	FIRST CLASS			
GCGLO	FCGLO	217	Hoosier State		
Daily	Daily	Daily			
P.M.	A.M.	P.M.			
200	300	829	Q118	118.1	L LAFAYETTE 2.0
		847 850		120.1	LAFAYETTE PSGR. STA. 1.4
220	320	852		121.5	LAFAYETTE JCT. X-NW 4.8
			Q126	126.3	TAYLOR 6.6
228	338	902	Q132	132.9	ROMNEY 4.1
244	344	905	Q137	137.0	LINDEN X-NW 10.4
		922	Q147	147.4	CRAWFORDSVILLE 1.0
GLOCC 300	FLOCC 400	A 936	Q148	148.4	T AMES X-CR 13.8
320	420		Q162	162.2	ROACHDALE X-BO 6.5
332	432		Q168	168.7	BAINBRIDGE ® 9.1
347	447		Q178	177.	GREENCastle X-CR 2.8
355	455		Q181	180.6	CEMENT 13.4
420	520		Q194	94.0	WALLACE JCT. 9.9
435	535		Q204	203.9	GOSPORT X-CR 8.3
448	548		Q212	212.2	ADAMS 5.7
500	600		Q218	217.9	HUNTERS ® 2.6
525	625		Q221	220.5	A McDOEL
P.M.	A.M.	P.M.	102.4 Miles Lafayette to McDoel		
Daily	Daily	Daily			
GCGLO	FCGLO	217			

**MONON SUBDIVISION — Continued
LAFAYETTE AND McDOEL**

STATIONS	Scales, Wyes, Car Capacity	Type of Operation	NORTHWARD		
			FIRST CLASS	SECOND CLASS	
			218	FLOCC	GLOCC
			Hoosier State		
			Daily	Daily	Daily
			A.M.	A.M.	P.M.
T LAFAYETTE A		O | O | O | O | O | O | O | O	917	530	430
LAFAYETTE PSGR. STA. 1.4			912 909		
LAFAYETTE JCT. X-NW 4.8	5470 99P		858	450	350
TAYLOR 6.6					
ROMNEY 4.1	2720' 49P		849	430	330
LINDEN X-NW 10.4	6790' 123P		846	423	323
CRAWFORDSVILLE 1.0			839		
T AMES X-CR 13.8	5360' 97P		L 824	FCGLO 400	GCGLO 300
ROACHDALE X-BO 6.5	3930' 71P			340	240
BAINBRIDGE ® 9.1	4150' 75P			328	228
GREENCastle X-CR 2.8	6075' 110P			312	212
CEMENT 13.4	2510' 27P			307	207
WALLACE JCT. 9.9	4425' 80P			246	146
GOSPORT X-CR 8.3			230	130	
ADAMS 5.7	6900' 125P		218	118	
HUNTERS ® 2.6	3270' 59P		210	110	
T McDOEL L			200	100	
102.4 Miles Lafayette to McDoel			A.M.	A.M.	P.M.
			Daily	Daily	Daily
			218	FLOCC	GLOCC

REGISTER STATIONS

8 — Location	For	Register by Form 6571
Yard Center (Yard Office)	All trains	First Class trains All trains
Lafayette, (Yard Office)	All trains	
Monon, (Yard Office)	All trains originating and terminating	
Ames	First Class trains	
Indianapolis (Yard Office)	All trains	
McDoel (Yard Office)	All trains	
Bedford	All trains	

* After No. 217 has departed Airline Jct. and No. 218 has arrived at Airline Jct., conductors of these trains will advise operator at Yard Center by radio, the time and whether signals were displayed. Operator at Yard Center will enter this information on train register and promptly transmit same to train dispatcher, Louisville.

* After southward trains from Yard Center depart Maynard and northward trains enroute Yard Center arrive Maynard, conductor will advise operator at Yard Center by radio, the time and whether signals were displayed. Operator at Yard Center will enter this information on train register and promptly transmit same to train dispatcher, Louisville.

YARD LIMITS

9 — Southern Terminal, Vernia-VI Tower, Salem-Fogg, Orleans, Bedford, McDoel, Greencastle — Limedale — Cement, Roachdale, Crawfordsville — Ames, Lafayette, Monon, Lowell, Hammond — Dyer, Indianapolis Terminal, Delphi and Frankfort.

RAILROAD CROSSINGS AT GRADE

10 — Location	Railroad	Protection
Hammond	CR&IHB	Interlocking
Airline Junction	CR	Interlocking
Maynard	GTW	Interlocking
Dyer	CR&EJ&E	Interlocking*
St. John	CR	Interlocking*
Shelby	CR	Interlocking*
Reynolds	TP&W	Interlocking*
Lafayette Junction	N&W	Interlocking
Linden	N&W	Interlocking*
Ames	CR	Interlocking*
Roachdale	B&O	Interlocking*
Limedale	CR	Interlocking*
Gosport Junction	CR	Interlocking*
Bedford	Milw	Interlocking*
Mitchell	B&O	Interlocking
Monticello	TPW	Interlocking*

MONON SUBDIVISION — Continued
McDOEL AND OSBORN YARD

SOUTHWARD SECOND CLASS				Station Numbers	Actual Field M.P. Locations	STATIONS
285	GCGLO	FCGLO	287			
Milw. Freight			Milw. Freight			
Daily	Daily	Daily	Daily			
P.M.	P.M.	A.M.	A.M.			
	1250	630		Q221	220.5	McDOEL 12.3
	120	650		Q232	232.8	HARRODSBURG 8.1
	135	709		Q240	240.9	THORNTON 4.9
L 600	150	720	L 600	Q246	245.8	T BEDFORD X-MILW 9.5
620	210	740	620	Q256	255.3	MITCHELL X-B&O 6.2
630	220	750	630	Q261	261.5	ORLEANS 13.8
655	251	810	655	Q275	275.3	SMEDLEY 6.8
				Q282	282.1	SALEM 1.9
715	315	FLOGG 835	715	Q284	284.0	FOGG 9.4
735	335	855	735	Q293	293.4	PEKIN ® 6.1
750	359	910	FLOGG 759	Q300	299.5	BORDEN 16.1
820	430	935	830	Q316	315.6	A VERNIA 3.6
					319.2	T DI TOWER X-Sou 0.2
835	445	950	845		319.4	YOUNGTOWN X-ICG 3.5
						K&I JUNCTION 2.3
						SOUTH LOUISVILLE 2.4
	515	1030				T OSBORN YARD
P.M.	P.M.	A.M.	A.M.	Times shown at Osborn Yard and Youngtown are for information only and convey no timetable authority.		
Daily	Daily	Daily	Daily	107.2 Miles McDoel to Osborn Yard		
285	GCGLO	FCGLO	287			

MONON SUBDIVISION — Continued
McDOEL AND OSBORN YARD

STATIONS	Scales, Wees, Car Capacity	Type of Operation	NORTHWARD SECOND CLASS				
			GLOGC	FLOGC	284	286	
					Milw. Freight	Milw. Freight	
			Daily	Daily	Daily	Daily	
				A.M.	A.M.	P.M.	A.M.
McDOEL	A YARD	|	510	1050			
HARRODSBURG	3600' 65P	o	440	1020			
THORNTON	4040' 73P	o	425	1005			
T BEDFORD	X-MILW 2995' 54P	o	405	950	A 135	A 205	
MITCHELL	X-B&O 1895' 45P	o	345	930	115	145	
ORLEANS	7340' 133P	o	334	920	105	135	
SMEDLEY	4205' 76P	o	310	855	1240	110	
SALEM		o					
FOGG	8550' 155P	o	250	FLOGG 835	1220	1250	
PEKIN	3655' 66P	o	230	815	1159	1230	
BORDEN	3765' 68P	o	215	759 ²⁸⁷	1145	1215	
VERNIA	L 7175' 130P	o	145	730	1115	1145	
DI TOWER	X-Sou 0.2						
YOUNGTOWN	X-ICG 3.5	NOTE B	130	715	1100	1130	
K&I JUNCTION							
SOUTH LOUISVILLE		NOTE A					
OSBORN YARD			1215	600			
Times shown at Osborn Yard and Youngtown are for information only and convey no timetable authority.			A.M.	A.M.	A.M.	P.M.	
107.2 Miles McDoel to Osborn Yard			Daily	Daily	Daily	Daily	
			GLOGC	FLOGC	284	286	

NOTE A — See Louisville Terminal Instruction Book
NOTE B — See Miscellaneous Instructions items 30 and 31.

(b) — Northward Seaboard trains must proceed to northward indicator and crew must, after ascertaining that there is no conflicting movement, depress push-button located on the back of northward indicator and hold for one second. If northward indicator fails to clear after pushing button, depress push-button located on the north end of relay case located in the northwest quadrant of crossing and hold for one second. The lunar light in crossing indicator will be authority for Seaboard trains to proceed. After authority has been received to foul crossing as provided herein, trains may proceed over crossing at restricted speed, and must not stop until both crossings are clear, except in case of emergency. If northward or southward indicator fails to display aspect permitting northward or southward Seaboard trains to move over either crossing, movement may be made in accordance with Rule 98, paragraph 2, Rules of the Operating Department, and in addition, leaving lighted fuses on each side of each crossing. Such occurrences must be reported to the chief dispatcher at the first open station. The above signals govern movement over the N&W and Conrail crossing at grade only and do not convey information concerning track conditions between opposing signals. Crossing signal protection located at Jefferson and Morrison Streets will automatically protect main track movement only. Movement over streets on all tracks, except main track, must be preceded by flagman.

RAILROAD CROSSINGS AT GRADE — Continued

10 — Location	Railroad	Protection
Delphi	N&W	Interlocking
Frankfort	CR&N&W	Indicators (See Item 11)
Monon	Seaboard	Stop Signs

*Denotes Automatic Interlocking. 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 621.

11 — The following governs Seaboard System trains when crossing N&W and CR tracks at Frankfort, IN:

(a) — Southward Seaboard trains must proceed to southward indicator and crew must, after ascertaining that there is no conflicting movement, depress push-button located on the north end of relay case located in the northwest quadrant of crossing and hold for one second. If southward indicator fails to clear after pushing button, push-button located on the back of northward indicator should be depressed for one second. The lunar light in crossing indicator will be authority for Seaboard trains to proceed.

MONON SUBDIVISION — Continued

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

Derail has been installed at the entrance to this Industrial Spur. 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 Normal 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.

JUNCTION SWITCHES

20 — Name	Location	Normal Position of Switch
Ames Jct.	Q 25.4	To Seaboard main track.
Waynard	Q 25.5	To Seaboard main track.
Bedford	Q 246.0	To Seaboard main track.

SPECIAL INSTRUCTIONS FOR SPRING SWITCH SIGNAL

21 — A dwarf signal displaying indications in accordance with Rule 290 or 292, of the Rules of the Operating Department located at the clearance point of a spring switch does not provide any block indications. When displaying a lunar indication train movement is permitted to the main track at restricted speed to the first signal providing block information. When displaying a stop indication the movement will be governed by Rule 513 and Rule 509.

SPRING SWITCHES

22 — Name of Siding	End Located	Normal Position
Hammond	South end No. 1 track	Main track
Dyer	South end No. 1 track	Main track
Rose Lawn	Both ends siding	Main track
Surrey	Both ends siding	Main track
Monon	South end Mary Ann track	Main track
Lafayette	South end No. 2 track (old yard)	Main track
	South end Old Siding Main	Main track
Lafayette Junction	North end N&W delivery track	Main track
	South end siding	Main track
Linden	Both ends siding	Main track
Ames	South end siding	Main track
Roachdale	Both ends siding	Main track
Greencastle	Both ends siding	Main track
Wallace Junction	Both ends siding	Main track
Adams	Both ends siding	Main track
Hunters	North end siding	Main track
McDoel	North end Yard Switch Lead	Main track
	South end Cassell track	Main track
Mitchell	South end siding	Main track
Clemons	Both ends siding	Main track
Smedley	South end siding	Main track
Fogg	Both ends siding	Main track
Merina	North end siding	Main track

MONON SUBDIVISION — Continued

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. Q-54.1	Note: A & B	Indicators: West side Bi-Directional
M.P. Q-92.8	Note: A & B	Indicators: East side Bi-Directional
M.P. Q-130.6	Note: A & B	Indicators: East side Bi-Directional
*M.P. Q-151.6	Note: B	Indicators: (SEE NOTE)
M.P. Q-159.6	Note: A & B	Indicators: West side Bi-Directional
M.P. Q-190.7	Note: A & B	Indicators: East side Bi-Directional
M.P. Q-214.9	Note: A & B	Indicators: West side Voice instructions
M.P. Q-235.3	Note: A & B	Indicators: East side Bi-Directional
M.P. Q-244.2	Note: B	Indicators: East side Bi-Directional
M.P. Q-257.5	Note: A & B	Indicators: East side Voice instructions
M.P. Q-277.3	Note: A & B	Indicators: East side Voice instructions
M.P. Q-302.1	Note: A & B	Indicators: East side Bi-Directional

*NOTE: dragging equipment detector located near M.P. 151.6 south of Ames, when actuated by dragging equipment, will cause clear white lights to be displayed in each direction on a pole on the east side of track at the detector and also one on northward automatic block signal No. 149.6 at south end of Ames siding. Train and engine crews will observe these locations for possible display of the clear white lights and when displayed, train must be stopped and must not proceed until the entire train has been examined for dragging equipment.

TRAIN BULLETIN BOOKS

24 — Chicago Union Station (crew room), Yard Center (crew room), Monon (agent's office), Beech Grove Shop (Amt. crew room), Lafayette (crew room), McDoel (yard office), Terre Haute — Milw (crew room), Bedford (agent's office), New Albany (agent's office) and Youngtown — Milw (crew room).

RADIO STATIONS

25 — Locations	Attended	Channels
Yard Center	Continuous	Road
Monon, Ind.	7:30 A.M. to 4:30 P.M. Ex. Saturday	Road
Lafayette, Ind.	Continuous	Road & Yard
McDoel, Ind.	Continuous	Road
New Albany, Ind.	8:00 A.M. to 5:00 P.M.	Road
DI Tower	Continuous	Road & Yard
Indianapolis, Ind.	8:00 A.M. to 5:00 P.M.	Road
Bedford, Ind.	Continuous	Road

ADDITIONAL STATIONS

26—Name	Mile Post	Station Nos.	Car Capacity	Opening
Rossville	37.0	QA-37	40	Both
Nora	54.0	QA-54	29	North
Kirklin	59.0	QA-59	29	South
Horton	72.0	QA-72	15	North
Francesville	9.0	QB-9	35	Both
Medaryville	15.0	QB-15	16	South
Pleasant Ridge	77.0	Q-77	80	Both
Limedale	180.0	Q-180	20	South
Wilson	305.3	Q-305	18	Both

EQUIPMENT AND CARS RESTRICTED

27 — Engines operating over the Southern Bridge, New Albany, will be governed as follows:

(a) — **Engines with 6-axle trucks:**

Four units coupled with both tracks occupied.

Five units coupled with only one track occupied.

(If units are handled in tow they must be in accordance with the above and spaced six cars apart.)

(b) — **Engines with 4-axle trucks:**

Six units coupled with both tracks occupied.

Seven units coupled with one track occupied.

28 — Trains handling loaded tri-level cars of automobiles will not exceed a speed of 10 M.P.H. through Fourth Street overpass, Lafayette; through all overhead structures between Crawfordsville and Ames and through CR overpass at Greencastle.

MISCELLANEOUS INSTRUCTIONS

29 — Trains will not exceed 10 M.P.H. on all yard tracks.

30 — Remote control signal system extends from VI Tower interlocking to the clearance point at south end of Vernia Siding and is controlled by Southern operator at DI Tower. Permission to pass a stop indication must be given by operator at DI Tower. Movement must be made not exceeding 10 M.P.H. regardless of signal indication.

31 — Movement over Southern Louisville Terminal trackage, between VI Tower and 7th and Magnolia interlocking must be made in accordance with Operating Rule 93, but not to exceed 10 M.P.H.

Two or more main tracks extend over the entire segment and unless otherwise instructed, trains must keep to the right.

Interlocking signals and power operated switches on this segment are controlled by the operator at DI Tower. The interlocking signals govern movement only within the limits of each interlocking.

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.

Trains must not change directions or make a reverse movement without authority from operator at DI Tower while on main track.

32 — An additional light unit is attached to Block Signal 314.7, governing southward trains at north end of Vernia. When this unit displays a yellow aspect and the signal displays either "clear" or "approach" for a southward train, this will be authority for such train to proceed on the main track to the south end of Vernia.

33 — Curry Pike crossing on spur track to industries at Hunters must be flagged. Movement must be stopped before crossing is fouled.

34 — When backing train around north leg of wye at Monon, flag protection must be provided over road crossings.

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

36 — Crews must not handle cars over the Andersons' Fertilizer pit on track 8 and the Cob Processing facility on track 7 at Delphi, Indiana.

MISCELLANEOUS INSTRUCTIONS — Continued

37 — 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.

38 — At Airline Junction interlocking, permission to hand operate dual controlled switches or to pass governing interlocking signal while indicating "STOP" and when no conflicting movement is evident, must be obtained from Conrail operator at Hartsdale Tower. Telephone at crossing may be used for this purpose.

For northward movement onto this connecting track, Conrail aspects and indications are displayed in governing interlocking signals as follows:

ASPECTS	INDICATION
Red over Green	Slow Clear — Proceed; Slow speed within interlocking limits and through turnouts.
Red over Yellow	Restricting — Proceed at restricted speed.
Conrail Definitions are as follows:	
Slow Speed:	Not exceeding 15 M.P.H.
Restricted Speed:	Proceed, stopping short of train, obstruction, or switch improperly lined, looking out for broken rail and not exceeding 15 M.P.H.

For continuing northward movement on Seaboard, or when STOP is required. Seaboard aspects are displayed in this signal.

39 — When trains are meeting at Ames, and northward train has authority to hold the main track and arrives first, member of northward train crew must line switch at the north end of siding for southward train to take siding, permitting southward interlocking signal to display restricting aspect.

After meet at Ames has been completed, and northward interlocking signal does not clear, member of crew must press push-button located in push-button box on mast of northward interlocking signal and signal should clear. If signal does not clear, member of crew must proceed to emergency release push-button box and follow posted instructions.

**MAIN LINE SUBDIVISION
OSBORN YARD AND NASHVILLE — RADNOR**

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M.P. Locations		Scales, Wyes, Car Capacity	Type of Operation
6	5.9	LT OSBORN YARD A		
18	18.1	12.2 SHEPHERDSVILLE		
22	22.1	4.0 BARDSTOWN JCT.		
30	29.7	7.6 LEBANON JCT.	6625' 120P	
42	42.5	12.8 ELIZABETHTOWN ®	17350' 315P	
55	55.2	12.7 SONORA	6845' 124P	
66	66.2	11.0 BONNIEVILLE	6955' 126P	
75	75.8	9.6 ROWLETTS	4865' 88P	
85	84.6	8.8 CAVE CITY	6790' 123P	
96	96.2	11.7 ROCKY HILL ®	6790' 123P	
104	104.1	7.8 GOSSOM	7010' 127P	
116	115.7	11.7 MORGANTOWN	11355' 206P	
118	118.0	T 0.7 MEMPHIS JCT.	YARD	
119	118.7	11.3 SANDERSON	Y	
130	130.1	10.5 SALMON	7065' 128P	
141	140.5	8.7 MITCHELLVILLE	7175' 130P	
150	149.3	9.6 BUCK LODGE ®	6845' 124P	
159	158.8	T 3.9 GALLATIN	6075' 110P	Y
163	162.8	11.9 PEYTONA		
175	174.7	2.1 MONTFORT		†
177	176.8	AMQUI		
181	181.0	5.5 MAPLEWOOD		
187	186.5	A 3.5 KAYNE AVE.	L	
190	190.0	TA RADNOR	L	
†SEE NASHVILLE TERMINAL INSTRUCTIONS BOOK				
180.8 Miles Osborn Yard to Radnor				

**MAIN LINE SUBDIVISION — Continued
GLASGOW BRANCH**

SOUTHWARD						NORTHWARD	
Third Class	Station Numbers	Actual Field M.P. Locations		Scales, Wyes, Car Capacity	Type of Operation	Second Class	Local Freight
233						230	DAILY Ex. Sat. & Sun
Local Freight							DAILY Ex. Sat. & Sun
A.M.						A.M.	
930	91	90.7	L	PARK CITY A 685' 12P		900	
938	E94	94.1		3.46 STOVALL 245' 4P		850	
1000	E101	100.9	A	6.74 GLASGOW L		830	
A.M.	10.2 Miles Park City to Glasgow					A.M.	
DAILY Ex. Sat. & Sun						DAILY Ex. Sat. & Sun	
233						230	

PRECEDENCE BY DIRECTION

1 — Southward trains are superior to trains of the same class in the opposite direction.

TWO OR MORE TRACKS

2 — Two Tracks extend:
Between Park and Elizabethtown.

BLOCK SIGNAL SYSTEMS

3 — Automatic Block System rules are in effect:
Between Park and North Elizabethtown, except within interlocking limits.

4 — Rules D-251 through D-254 are in effect:
Between Park and Lebanon Junction.

5 — Rule 261 is in effect:

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

6 — Centralized Traffic Control System rules are in effect:
Between North Elizabethtown and Montfort.

INTERLOCKINGS

7 — Interlocking rules are in effect:
North Lebanon Junction
Lebanon Junction

STANDARD CLOCKS

8 — Louisville (chief dispatcher's office), Memphis Junction (crew room and agent's office), Gallatin (agent's office), Glasgow (agent's office), Bowling Green (GMAD crew room) and Bardstown Jct. (crew room).

TRAIN ORDER OFFICES

9 — Station	Hours Office Open	Days Office Closed
* Memphis Jct. (Note) * Gallatin (Note)	7:00 A.M. to 11:00 P.M. 8:00 A.M. to 12 Noon, 1:00 P.M. to 5:00 P.M.	Sunday

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

MAIN LINE SUBDIVISION — Continued

CLEARANCE OF TRAINS

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

Schedule	Station
No 230	Glasgow
No 233	Park City

REGISTER STATIONS

11 — Location	For	Register by Form 6571
Glasgow	All trains	

YARD LIMITS

12 — Bardstown Junction (on Branch), Glasgow, Park City (on Branch), Bowling Green — Memphis Jct. and Gallatin (on C&N Branch).

MINIMUM FLAGGING DISTANCE

13 — Where normal speed is 25 M.P.H. or less, the prescribed minimum flagging distance is THREE-FOURTHS (¾) Mile.

Where normal speed is 26 to 35 M.P.H., the prescribed minimum flagging distance is ONE (1) Mile.

Where normal speed is 36 to 45 M.P.H., the prescribed minimum flagging distance is ONE and ONE-FOURTH (1¼) Miles.

Where normal speed is 46 to 60 M.P.H., the prescribed minimum flagging distance is ONE and ONE-HALF (1½) Miles.

EXCEPTION TO RULE 99

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

Nos. 230 and 233 between Park City and Glasgow.

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

SPEED RESTRICTIONS

15 — Between Mile Posts	M.P.H. Passenger Trains	M.P.H. Piggyback Trains	M.P.H. Freight Trains
0- 7	20	20	20
15.9- 16.4	55	50	50
32.8- 34.6	50	50	50
34.6- 39.1	35	35	35
42.2- 42.8	25	25	25
69.1- 72.4	60	50	50
73.8- 74.1	50	50	50
112.7-118.0	30	30	30
133.6-134.8	45	35	35
136.1-136.2	50	40	40
148.0-148.7	60	50	50
152.2-154.8	40	30	30
154.8-155.8	60	50	50
157.1-159.7	30	30	30
160.4-162.4	50	45	45
164.7-167.4	55	45	45
171.5-174.0	55	45	45

BARDSTOWN BRANCH

B-22.1 to B-23.8	25
B-23.8 to B-24.8	10
B-24.8 to B-27.1	25
B-27.1 to B-27.9	10
B-27.9 to B-42.0	25

MAIN LINE SUBDIVISION — Continued

CITY ORDINANCES AND REGULATIONS

16 — Shepherdsville, 45 M.P.H., M.P. 18.1 to M.P. 18.6.

Lebanon Junction, 25 M.P.H., M.P. 28.6 to M.P. 30.1.

Elizabethtown, 25 M.P.H., M.P. 41.2 to M.P. 44.0.

Bonnieville, 30 M.P.H., M.P. 65.0 to M.P. 66.0.

Horse Cave, 35 M.P.H., M.P. 80.4 to M.P. 80.8, Guthrie Street to McFerron Street.

Cave City, 30 M.P.H., M.P. 84.4 to M.P. 84.8.

Bowling Green, 30 M.P.H., M.P. 112.8 to M.P. 115.2.

Franklin, 25 M.P.H., M.P. 133.0 to M.P. 135.3.

Gallatin, 30 M.P.H., M.P. 158.4 to M.P. 159.4.

Bardstown Branch trains will stop and flag Valley Hill Road, located 2950 feet south of M.P. B-52.0, and Highway 31E, located at depot Bardstown.

EXCEPTIONS TO NORMAL SPEED

17 — The normal speed of trains operating against the current of traffic between Park and Lebanon Junction is 49 M.P.H. for freight trains, except while running against the current of traffic within yard limits between these points, the normal speed is a speed which will permit stopping within one-half the range of vision but not exceeding 20 M.P.H. Trains running against the current of traffic between Park and Lebanon Junction, except while within yard limits, must protect themselves as prescribed by Rule 99.

EXCEPTION TO RULE 104

DERAILS ON INDUSTRIAL SPURS AND BRANCHES

18 — For train movement purposes only, the following branch is designated as an Industrial Spur on which trains may operate without timetable or train order authority:

Location	Name of Branch
Bardstown Jct.	Bardstown Branch

Derail has been installed at the entrance to this Industrial Spur.

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 Normal 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

19—Name of Siding	End Located	Normal Position
Lebanon Junction	Crotch switch North end siding North end	Northward main track. Northward main track.

MAIN LINE SUBDIVISION — Continued

DEFECT DETECTORS

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

20 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M.P. 24.9	Note: A & B (2 tracks)	Indicators: East and west side Bi-Directional
M.P. 61.4	Note: A & B	Indicators: East side Bi-Directional
*M.P. 69.2	Note: B	Indicators: East side Bi-Directional
*M.P. 78.9	Note: B	Indicators: East side Bi-Directional
M.P. 92.7	Note: A & B	Indicators: East side Bi-Directional
M.P. 125.8	Note: A & B	Indicators: West side Bi-Directional
M.P. 164.4	Note: A & B	Indicators: West side Bi-Directional

*When dragging equipment is detected, a blue beacon mounted on a pole adjacent to track will be activated. A trainman on rear of train must observe this light, and if illuminated, must communicate by radio with engineer of train and inform him that dragging equipment has been detected, and train must be stopped and inspected for dragging equipment. The train dispatcher must be advised of the stop, the results of the inspection and any corrections made.

TRAIN BULLETIN BOOKS

21 — Bardstown Jct. (crew office), Glasgow (agent's office), Memphis Jct. (crew room), Bowling Green (crew room General Motors) and Gallatin (agent's office).

RADIO STATIONS

22 — Locations	Attended	Channels
Louisville Dispatcher Glasgow	Continuous 7:30 A.M. to 4:30 P.M., Ex. Sat. & Sun.	Road Road
Memphis Junction	Continuous, except 11:00 P.M. to 7:00 A.M., Sat. & Sun.	Road
Gallatin	8:00 A.M. to 5:00 P.M., Ex. Sun.	Road
Bardstown	8:00 A.M. to 5:00 P.M., Ex. Sat. & Sun.	Road

ADDITIONAL STATIONS

23—Name	Mile Post	Station Nos.	Car Capacity	Opening
Bardstown Junction	22.1	22	40	Both
Lebanon Junction	29.7	30	Yard	Both
Elizabethtown	42.5	42	17	Both
Glendale	49.7	50	7	South
Sonora	54.9	55	22	Both
Upton	59.6	59	44	South
Bonnieville	65.9	66	9	Both

MAIN LINE SUBDIVISION — Continued

ADDITIONAL STATIONS — Continued

23—Name	Mile Post	Station Nos.	Car Capacity	Opening
Munfordville	72.8	73	5	South
Horse Cave	80.9	81	35	Both
Cave City	84.6	85	25	Both
Park City	90.3	91	39	Both
Rocky Hill	95.9	96	20	Both
Bristow	109.0	109	Yard	Both
Franklin	134.0	134	27	Both
Mitchellville	140.8	141	18	Both
Portland	144.5	145	35	Both
Buck Lodge	149.6	150	1	North
Gallatin	158.4	159	70	South
Gallatin	158.7	159	13	Both
Gallatin	159.3	159	5	South

EQUIPMENT AND CARS RESTRICTED

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

25 — 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 locomotives.

MISCELLANEOUS INSTRUCTIONS

26 — When switching Lilly and Burroughs companies on the Bardstown Branch, movement must not be made from Lilly Company to Burroughs Company directly through turnouts or the reverse.

27 — No train may enter the main track or cross from one main track to the other between Park and Elizabethtown without authority from the train dispatcher, except where such movement is governed by signal indication. Such authority from train dispatcher to enter main track is also authority for train to leave without Clearance Form A. This does not relieve the train from full compliance with Rules 512, 513 and 515.

28 — No car 65 feet or longer may be operated on the tracks of Central Soya at Park City.

29 — Trains handling Dupont loaded tanks containing chloroprene must have visual on-ground inspection between Gallatin and Salmon, either by crew of train being met or by crew handling. Trains must not exceed 20 M.P.H. when being inspected by another crew.

Dispatchers must be notified at point of inspection and record maintained as to who inspected, time and place.

**MAIN LINE SUBDIVISION — Continued
CLARKSVILLE BRANCH
MEMPHIS JUNCTION AND END OF TRACK**

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M.P. Locations		Scales, Wyes, Car Capacity	Type of Operation
118	118.8	L MEMPHIS JCT. 10.5	A YARD Y	INDUSTRIAL DERAIL
F-128	128.53	SOUTH UNION 15.1	1290' 23P	
F-144	143.7	RUSSELLVILLE 20.3	2830' 51P	
F-164	163.9	GUTHRIE 14.1	YARD Y	
F-178	178.0	CLARKSVILLE 27.5	1950' 35P	
F-202	202.5	ERIN 15.0	1400' 25P	
F-220	220.5	A END OF TRACK	L	
101.7 Miles Memphis Jct. to End of Track				

BLOCK SIGNAL SYSTEMS

1 — Centralized Traffic Control System rules are in effect: Between a point 1,600 feet south of M.P. F-119.0 and Memphis Junction.

INTERLOCKINGS

2 — Automatic Interlocking Rules are in effect: Clarksville Drawbridge (See NOTE).

NOTE: If necessary to pass a "Stop" indication at this interlocking, it must be determined that there is no movement on conflicting route, that drawbridge is in proper position for railroad movement, and that lift rails are in proper position and locks secured, after which movement through the interlocking limits may be made at restricted speed.

OPERATION BETWEEN MEMPHIS JCT. AND GUTHRIE

3 — **MANUAL BLOCK SYSTEM** rules are in effect on the Clarksville Branch of the Main Line Subdivision between Memphis Jct. and Guthrie consisting of two blocks as follows:

Between south yard limit sign Memphis Jct., M.P. F-119.6, and north yard limit sign Russellville, M.P. F-142.0.

Between south yard limit sign Russellville, M.P. F-145.0, and north yard limit sign Guthrie, M.P. F-162.6.

STANDARD CLOCKS

4 — Russellville (agent's office), Guthrie (agent's office) and Memphis Junction (agent's office).

TRAIN ORDER OFFICES

5 — Station	Hours Office Open	Days Office Closed
Memphis Jct. (Note)	7:00 A.M.-11:00 P.M.	.....

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

MAIN LINE SUBDIVISION — Continued

YARD LIMITS

6 — Memphis Junction, Russellville and Guthrie.

DRAWBRIDGES

7 — Location	Mile Post	Protection
Clarksville (Note)	F-178.0	Automatic Interlocking

Note: Do not exceed 15 M.P.H. within interlocking limits. The indication of the distant signal does not convey the condition of the track between the distant signal and the governing interlocking signal.

MINIMUM FLAGGING DISTANCES

8 — Where normal speed is 25 M.P.H. or less, the prescribed minimum flagging distance is THREE-FOURTHS (¾) Mile.

Where normal speed is 26 - 35 M.P.H., the prescribed minimum flagging distance is ONE (1) Mile.

Where normal speed is 36 - 45 M.P.H., the prescribed minimum flagging distance is ONE and ONE-FOURTH (1¼) Miles.

SPEED RESTRICTIONS

9 — Between Mile Posts	MILES PER HOUR	
	Passenger Trains	Piggyback and Freight Trains
F-176.9 and F-177.2	10
F-188.0 and F-189.0	10

CITY ORDINANCES AND REGULATIONS

10 — Auburn, 30 M.P.H., M.P. F-131.1 to M.P. F-132.2.
Allensville, 25 M.P.H., M.P. F-156.4 to M.P. F-157.4.
Clarksville, 25 M.P.H., M.P. F-175.9 to M.P. F-178.4.
Erin, 10 M.P.H., M.P. F-204.8 to M.P. F-205.4.

**EXCEPTION TO RULE 104
DERAILS ON INDUSTRIAL SPURS AND BRANCHES**

11 — 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
Russellville	O&N Branch
Guthrie (M.P. 165.0)	Clarksville Branch (Between M.P. 165.0 and End of Track)

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 Normal 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.

BULLETIN BOARDS

12 — Memphis Jct. (crew room), Russellville (agent's office) and Guthrie (crew room).

MAIN LINE SUBDIVISION — Continued

RADIO STATIONS

13 — Locations	Attended	Channels
Memphis Junction	Continuous, except 11:01 P.M. to 6:59 A.M., Sat. & Sun.	Road
Russellville Guthrie	Irregular 8:00 A.M. to 5:00 P.M., Ex. Sunday	Road Road

ADDITIONAL STATIONS

14—Name	Mile Post	Station Nos.	Car Capacity	Opening
Auburn	132.0	F-132	15	Both
Allensville	157.0	F-157	10	South

MISCELLANEOUS INSTRUCTIONS

15 — In the event of heavy rains over portions of the Clarksville Branch, operate trains and engines carefully where slides and washouts are likely to occur.

16 — 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.

**LEBANON BRANCH SUBDIVISION
LEBANON JUNCTION AND SINKS**

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M.P. Locations		Scales, Wires, Car Capacity	Type of Operation
30	29.7	L LEBANON JCT. 4.3	A	
C34	34.0	BOSTON 11.5	3050' 55P	
C45	45.6	NEW HAVEN 21.1	3050' 55P	
C67	66.6	LEBANON 1.4	5195' 94P	
C68	68.0	C&O JUNCTION 19.4		
C88	87.5	COZATT 7.7	3105' 56P	
C95	95.2	JUNCTION CITY 5.9		X-Sou
C101	101.1	NORTH HEMP 1.8		
C103	102.9	SOUTH HEMP 19.1		
C122	121.9	BRODHEAD 7.2	4260' 77P	
C129	129.2	MT. VERNON 7.8	5470' 99P	
C137	136.9	SINKS 35.3		
C172	172.2	A CORBIN L		

TRAINS OPERATING BETWEEN SINKS AND CORBIN WILL BE GOVERNED BY CORBIN DIVISION TIMETABLE AND SPECIAL INSTRUCTIONS.

**142.5 MILES
LEBANON JCT. TO CORBIN**

LEBANON BRANCH SUBDIVISION — Continued

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between North Hemp and South Hemp.

BLOCK SIGNAL SYSTEMS

2 — Centralized Traffic Control System rules are in effect:
Between Lebanon Junction and North Hemp; and,
Between South Hemp and Sinks.

3 — Automatic Block Signal System rules are in effect:
Between North Hemp and South Hemp.

4 — Rules D-251 through D-254 are in effect:
Between North Hemp and South Hemp.

INTERLOCKINGS

5 — Interlocking Rules are in effect:

Lebanon Jct.

*Junction City

*Denotes Automatic Interlocking.

STANDARD CLOCKS

6 — Lebanon (agent's office).

CLEARANCE OF TRAINS

7 — Southward trains enroute Corbin, via the Corbin Division at Sinks, must receive two Clearances Form A at Osborn Yard, one applicable on the Louisville Division and one applicable on the Corbin Division, each endorsed showing the division to which it applies.

RAILROAD CROSSINGS AT GRADE

8—Location	Railroad	Protection
Junction City	Southern	Interlocking*

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

MINIMUM FLAGGING DISTANCE

9 — Where normal speed is 25 M.P.H. or less, the prescribed minimum flagging distance is THREE-FOURTHS (¾) Mile.

Where normal speed is 26 - 35 M.P.H., the prescribed minimum flagging distance is ONE (1) Mile.

Where normal speed is 36 - 45 M.P.H., the prescribed minimum flagging distance is ONE and ONE-FOURTH (1¼) Miles.

SPEED RESTRICTIONS

10 — Between Mile Posts	M.P.H. Freight
C- 29.7 to C- 62.5	35
C- 62.5 to C- 64.5	25
C- 64.5 to C- 81.4	35
C- 81.4 to C- 82.3	25
C- 82.3 to C- 92.2	35
C- 92.2 to C- 93.4	25
C- 93.4 to C- 98.9	35
C- 98.9 to C- 99.9	25
C-101.2 to C-101.7	15
C-102.4 to C-102.8	10
C-112.0 to C-113.4	30
C-122.8 to C-137.6	30

CITY ORDINANCES AND REGULATIONS

11 — Lebanon Junction, 25 M.P.H., M.P. 28.6 to M.P. C-30.1.

New Haven, 20 M.P.H., M.P. C-44.7 to M.P. C-45.1.

Lebanon, 15 M.P.H., M.P.C-66.3 to M.P. C-68.2.

Junction City, 15 M.P.H., M.P. C-94.6 to M.P. C-95.3.

Stanford, 15 M.P.H., M.P. C-103.4 to M.P. C-104.2.

Mt. Vernon, 10 M.P.H., M.P. C-128.8 to M.P. C-129.4.

LEBANON BRANCH SUBDIVISION — Continued

**EXCEPTION TO RULE 104
DERAILS ON INDUSTRIAL SPURS AND BRANCHES**

12 — For train movement purposes only, the following branch is designated as an Industrial Spur on which trains may operate without timetable or train order authority:

Location	Name of Branch
C&O Junction	Greensburg Branch

Deraill has been installed at the entrance to this Industrial Spur.

Deraill will be kept set in the normal position (set to deraill) at all times, except when the Industrial Spur is occupied by a train. When the deraill 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 Normal Speed, expecting to find switches lined and locked for the main track in accordance with Rule 104.

When the deraill 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.

JUNCTION SWITCHES

13 — Sinks, lined for movement on Corbin Division.

SPRING SWITCHES

14 — Location	End Located	Normal Position
Hemp	North End South End	Southward track. Northward track.

DEFECT DETECTORS

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

15 — Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M.P. C-40.2	Note: A & B	Indicators: East side Bi-Directional
M.P. C-59.8	Note: A & B	Indicators: East side Bi-Directional
M.P. C-90.9	Note: A & B	Indicators: East side Bi-Directional
M.P. C-118.2	Note: A & B	Indicators: East side Bi-Directional

RADIO STATIONS

16 — Locations	Attended	Channel
Lebanon	8:00 A.M. to 5:00 P.M., Ex. Sunday	Road

ADDITIONAL STATIONS

17—Name	Mile Post	Station Nos.	Car Capacity	Opening
Gethsemane	48.0	C-48	40	North
Gravel Switch	79.5	C-79	14	South
Parksville	89.0	C-89	75	Both
Junction City	95.0	C-95	34	Both
Stanford	103.8	C-104	16	Both
Rowland	105.2	C-105	49	Both
Crab Orchard	115.1	C-115	10	North
Mount Vernon	129.1	C-129	9	North

EQUIPMENT AND CARS RESTRICTED

18 — Wood chip cars in Series 30600 with built up sides are barred through tunnels on Lebanon Branch.

LEBANON BRANCH SUBDIVISION — Continued

EQUIPMENT AND CARS RESTRICTED — Continued

19 — Cars exceeding Plate C Dimensions are barred from operating through tunnels 1, 2 and 3 located at M.P. C-128.1, C-130.8 and C-132.2 on Lebanon Branch.

20 — 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.

**LCL SUBDIVISION
DECOURSEY AND OSBORN YARD**

SOUTHWARD		STATIONS	NORTHWARD	
Station Numbers	Actual Field M.P. Locations		Scales, Ways, Car Capacity	Type of Operation
		L DECOURSEY	A YARD	
		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
114.0 MILES DECOURSEY TO OSBORN YARD				

NOTE — See Louisville Terminal Instructions Book.

TWO OR MORE TRACKS

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

BLOCK SIGNAL SYSTEM

2 — Centralized 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., 10:00 P.M.-11:59 P.M.	Sat. & Sun.

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

LCL SUBDIVISION — Continued

CLEARANCE OF TRAINS

5 — Trains entering LCL Subdivision from Corbin Division at HK Tower must receive Clearance Form A applicable to the Louisville 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 Louisville Division are called. Louisville dispatcher will issue applicable Clearance Form A for delivery to conductor and engineer at Lexington.

Trains enroute to Corbin Division via HK Tower must receive Clearance Form A applicable to the Corbin Division at Osborn.

MINIMUM FLAGGING DISTANCE

6 — Where normal speed is 25 M.P.H. or less, the prescribed minimum flagging distance is THREE-FOURTHS (¾) Mile.

Where normal speed is 26 - 35 M.P.H., the prescribed minimum flagging distance is ONE (1) Mile.

Where normal speed is 36 - 45 M.P.H., the prescribed minimum flagging distance is ONE and ONE-FOURTH (1¼) Miles.

Where normal speed is 46 - 60 M.P.H., the prescribed minimum flagging distance is ONE and ONE-HALF (1½) Miles.

SPEED RESTRICTIONS

7 — Between Mile Posts	M.P.H. Freight
T- 2.7 to T- 4.3	25
T- 4.3 to T- 6.4	35
T-11.7 to T- 12.6	25
	(Both Tracks)
T-12.6 to T- 16.2	45
T-19.5 to T- 20.5	45
T-22.8 to T- 24.9	45
T-26 to T- 27.1	20
T-27.1 to T- 32.6	35
T-32.6 to T- 34.7	30
T-34.7 to T- 37.9	35
T-37.9 to T- 47.8	25
T-47.8 to T- 50.9	30
T-50.9 to T- 53.2	35
T-71.6 to T- 79.1	30
T-79.1 to T- 80.6	25
T-80.6 to T- 83.2	30
T-83.2 to T- 90.5	35
T-90.5 to T- 95.5	30
T-95.5 to T- 97.0	25
T-97.0 to 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
M.P. T-31.3	Note: A	Indicators: East side Bi-Directional
M.P. T-49.4	Note: B	Indicators: East side Bi-Directional
M.P. T-58.5	Note: B	Indicators: East side Bi-Directional
M.P. T-60.4	Note: A	Indicators: East side Bi-Directional
M.P. T-87.7	Note: A	Indicators: East side Bi-Directional
*M.P. T-93.8	Note: B	Indicators: East side Bi-Directional
*M.P. T-104.1	Note: B	Indicators: East side Bi-Directional

*When dragging equipment is detected, a blue beacon mounted on a pole adjacent to track will be activated. A trainman on rear of train must observe this light, and if illuminated, must communicate by radio with engineer of train and inform him that dragging equipment has been detected, and train must be stopped and inspected for dragging equipment. The train dispatcher must be advised of the stop, the results of the inspection and any corrections made.

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	20	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.

CINCINNATI TERMINAL

SPECIAL INSTRUCTIONS

TWO OR MORE TRACKS

1 — Two Tracks extend:
Between KC Junction and Rosedale Interlocking.

BLOCK SIGNAL SYSTEMS

2 — Automatic Block Signal System rules are in effect:
Between KC Junction and Spring Lake;
Between Latonia and OA Tower on Newport Branch, except interlocking; and
Between south end Latonia Siding and Interlocking Signal governing movement to legs of wye at Latonia, except within interlocking limits at north end of Latonia Siding.

INTERLOCKINGS

3 — Interlocking rules are in effect:
KC Junction
Latonia
Rosedale
North end Latonia Siding
Decoursey
Spring Lake
NX Tower
North Wilders
South Wilders

STANDARD CLOCKS

4 — DeCoursey (crew room, diesel shop) and Queensgate — B&O (crew room).

TRAIN ORDER OFFICES

5 — Station	Hours Office Open	Days Office Closed
*Decoursey	Continuous	.....
*KC Jct.	Continuous	.....

*Office is not equipped with Train Order Signal.

CLEARANCE OF TRAINS

6 — Trains originating at Queensgate Yard, Cincinnati, enroute LCL Subdivision, must receive Seaboard Clearance Form A at KC Junction.

REGISTER STATIONS

7 — Location	For	Register by Form 6571
KC Jct.	Trains originating and terminating at Queensgate Yard.	Yes

YARD LIMITS

8 — Cincinnati, Latonia and Decoursey.

RAILROAD CROSSING AT GRADE

9 — Location	Railroad	Protection
Newport - NX Tower	C&O	Interlocking (See Item 30)

CINCINNATI TERMINAL — Continued

SPECIAL INSTRUCTIONS — Continued

SPEED RESTRICTIONS

10 — Normal Speed, (in M.P.H.)	Freight Trains	Pile Drivers, Locomotive Cranes, Ditchers and other Top Heavy Equipment
South Leg of Wye — Latonia	15	10
North Leg of Wye — Latonia	10	10
KC Junction and Rosedale Interlocking	20	10
Rosedale Interlocking and Spring Lake	20	10
Newport Branch	15	10

CITY ORDINANCES AND REGULATIONS

11 — Covington, 20 M.P.H., M.P. T-105.1 to M.P. T-109.2.
Newport Branch, between 6:00 A.M. - 9:00 A.M. and between 4:00 P.M. - 6:00 P.M. daily, except Sunday, trains must not occupy Saratoga Street.

TRAIN BULLETIN BOOKS

12 — Decoursey (crew dispatcher's office, No. 26, North Hump South Hump, crew room, diesel shop and crew room South Bowl) and Queensgate Yard — B&O (crew room).

RADIO STATIONS

13 — Locations	Attended	Channels
Decoursey	Continuous	NB Hump-yard SB Hump-yard Bowl-road and yard No. 26-road and yard

EQUIPMENT AND CARS RESTRICTED

14 — Six four-axle engines is the maximum number allowed on the Newport Branch.

15 — Four six-axle engines with a maximum of 396,000 pounds each are allowed on the N&C Bridge, and must not exceed 8 M.P.H.

MISCELLANEOUS INSTRUCTIONS

16 — Between KC Junction and Spring Lake, trains authorized by the operator at Decoursey to enter, may proceed, running with the current of traffic, being governed by interlocking and automatic block signals.

Operator at KC Junction must obtain authority of Decoursey operator before permitting southward trains to enter these limits.

17 — Movements against the current of traffic between Rosedale and KC Junction will be made on the authority of the terminal trainmaster issued verbally through the operator at Decoursey. The operator at Decoursey must know such movements are protected.

18 — Authority for northward trains to pass a "STOP" indication at south end siding Latonia must be obtained from both the train dispatcher at Louisville and the operator at Decoursey.

19 — Trains finding southward automatic block signal north of Covington tunnel in "Stop" position will call operator at Decoursey for instructions.

20 — Movements clearing the main track between KC Junction and Latonia must not again enter it without permission from the operator at Decoursey.

MISCELLANEOUS INSTRUCTIONS — Continued

21 — All yard tracks in Decoursey Yard are restricted to 10 M.P.H.

22 — Speed through crossover between northward and southward main tracks at Southern Avenue, Latonia, is restricted to 15 M.P.H.

23 — The rules and timetable regulations of the Chesapeake & Ohio Railway Company will govern between KC Junction and CS Junction, and of the Cincinnati Union Terminal north of CT Junction.

24 — Before handling the hand operated switches on Hump leads numbers one and two and the Northward Hump escape track, permission must be obtained from the yardmaster.

25 — Southward trains passing location No. 12 should maintain a speed of 8 M.P.H.

26 — All movements made through the tunnel under the Southward Hump must be made under flag protection.

27 — Northward movements from the siding and yard at Latonia must not exceed 6 M.P.H. to permit the crossing protection to actuate.

28 — Conrail rules and timetable instructions govern movements between Wood Street, Storrs Junction and Cincinnati Junction. Authority for westward movement beyond Wood Street must be obtained from Conrail dispatcher at Sharonville, Ohio. Operator at KC Junction will then authorize westward movement to Conrail rails by signal indication at Mill Street. Signal indication does not indicate condition of block west of Wood Street. Authority for eastward movement beyond Wood Street to C&O rails will be obtained from operator at KC Junction and will be governed by signal indication at Mill Street.

A sign reading "Wood Street" has been erected to indicate the C&O-Conrail connection.

MOVEMENT ON NEWPORT BRANCH

29 — Movement is governed by operator at Decoursey between Latonia and north end Mahogany. Movement between north end Mahogany at OA Tower is governed by operator at KC Junction (C&O).

30 — At NX Tower (C&O crossing), be governed by interlocking signals but if signal at NX Tower displays "Stop" and no movement is evident on C&O main track, request permission from operator at KC Junction to pass governing interlocking signal. Movement must also be protected by placing lighted fuses on both sides of crossing. At OA Tower (Conrail) in addition to proper indication of fixed signal governing northward movement, hand proceed signal must be received from operator.

31 — Trains finding signal controlling southward movement at south end of N&C Bridge displaying "Stop" must contact operator at KC Junction for instructions.

32 — Oasis Secondary track is controlled by Conrail dispatcher Stella, Columbus, Ohio.

33 — Riverfront Running track is controlled by operator at West Sharon who will maintain block records.

34 — Signal indication in lieu of verbal permission will be used west on No. 2 track at Rendcomb Jct.

35 — Movement to and from Newport Bridge:

Eastward movements from Newport Bridge are governed by automatic signal No. 1194 located at east end of bridge and verbal permission.

OPERATION OF LSR-100 CAB SIGNAL & LOCOMOTIVE SPEED CONTROL SYSTEM

DECOURSEY YARD

36 — Operation of Locomotive Speed Control will be as follows:

1. Automatic On-Board operation by engineer.
2. Remote Automatic Supervisory Control by hump foreman.

Note: Under either modes of operation, the engineer exerts supervisory operating control of the locomotive at all times.

MISCELLANEOUS INSTRUCTIONS — Continued

ENGINE EQUIPMENT

37 — The locomotive is equipped with a control panel which enable 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:

Automatic/Manual Mode Selection Switch — Conditions the locomotive for manual or automatic operation.

ON-Board Automatic Pushbutton — Sets up "onboard" automatic operation. Blue light is on — amber light is off.

Speed Selection Switch — Permits the engineer when operating in the "onboard" automatic mode to select speeds of 0, 1.0, 1.25, 1.50, 1.75, 2.0, 2.25, 2.50, 2.75, 3.0, 3.25, 3.50, 3.75, 4.0, 4.50, and 5.0 M.P.H.

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.

Speedometer — Indicated the actual speed (0 to 5.0 M.P.H.) of the locomotive in the automatic operation, and (0 to 50 M.P.H.) in the manual operation.

OFFICE EQUIPMENT

38 — The hump foreman has a control panel with pushbuttons for the following controls:

1. Mode of operation (marked speed).
2. Speed Selection — 0, 1.0, 1.25, 1.5, 1.75, 2.0, 2.25, 2.50, 2.75, 3.0, 3.25, 3.50, 3.75, 4.0, and 5.0. Also provided is stop. Speed selection of 0 will take speed selection away from locomotive and cut will roll to a stop. When the stop is selected, the brake will be applied to the locomotive automatically.

MODES OF OPERATION

39 — **Automatic On-Board** — 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 Speed Selection Switch.
4. Depress On-Board Automatic button (blue light comes on).
5. Position brake handle in the 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.

REMOTE SUPERVISORY CONTROL BY HUMPS FOREMAN

40 — To request Remote Supervisory Control, the hump foreman depresses the Mode of Operation (marked Speed) 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 pan and amber "A" on Cab Signal panel in the locomotive to flash indicating the Remote Supervisor Control has been requested by the hump foreman. The engineer will then place the manual controls as he would for On-Board Automatic Operation, and acknowledge the request by depressing the Tower-Automatic pushbutton (amber light then comes on steady). The amber light will come on steady, indicating that the locomotive equipment is conditioned to receive controls from the tower. The locomotive can now be controlled by the hump foreman selecting the desired speed on his panel.

MISCELLANEOUS INSTRUCTIONS — Continued**THE ENGINEER EXERTS SUPERVISORY CONTROL OF THE LOCOMOTIVE AT ALL TIMES**

41 — 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 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.)

42 — The hump foreman can request a return to manual operation by pushing his "SPEED" 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.

43 — Each time the Cab Signal charges, 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.

44 — Remote Supervisory Control is intended only to supplement the crews' operating instruction, 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.

45 — Hump engines and channels assigned are as follows:

4513 — Channel one.

4514 — Channel two.

4515 — Channel three.

4516 — Channel four.

46 — The operation of the cab signal and speed control system will be as follows:

(1) Once the transmitter has been turned on, the operation of the north and south humps are independent of each other except for protection against both humps trying to transmit to the same locomotive. (If the same locomotive address is selected by both north and south yardmasters, control will be determined by the first address button that was depressed.)

(2) The yardmaster for each respective hump is the person responsible for the assigned locomotives working his particular hump. The yardmaster can address two locomotives simultaneously which will allow him to assign one of the locomotives to the hump foreman for actual humping while sending commands to a second locomotive for bringing it to the hump approach.

(a) To assign a locomotive to the hump foreman, the yardmaster pushes one of the hump assignment buttons. This will cause a blinking indication on the assigned button. The appropriate selection button indication on the hump foreman's panel will also blink. Both indications will continue to blink until the hump foreman depresses his selection button. Both indications will become solid indicating the assignment has been made.

(3) When a locomotive is assigned to the hump foreman by the yardmaster and accepted by the hump foreman, he has the option of operating in the semi-automatic (cab signal indication only) or full automatic mode (remote speed control); the operation of these two modes is as follows:

(a) If the hump foreman elects to operate semi-automatically, he pushes the hump fast button. If the train that has been assigned to him is not yet on the hump approach track circuit, the indication sent to the locomotive will be hump fast. When the first car of the train occupies the hump approach track circuit, the signal transmitted to the locomotive will drop to hump slow and flash until this button is depressed and in agreement. If during the humping operation, the hump foreman elects to stop or back up the locomotive, he pushes the appropriate button on his console.

MISCELLANEOUS INSTRUCTIONS — Continued**THE ENGINEER EXERTS SUPERVISORY CONTROL OF THE LOCOMOTIVE AT ALL TIMES — Continued**

(b) If the hump foreman elects to operate in the fully automatic mode, he brings the locomotive to the hump using his cab signals. Once the approaching train has occupied the hump approach track circuit, the hump foreman then pushes the automatic button and selects the required speed. If the engineer acknowledges or responds to the request for automatic operation by depressing the automatic pushbutton on the LSR-20 console, the locomotive will then automatically control speed and stop via the hump foreman's commands. If it is required to back up the train, the hump foreman is required to stop the train and send a back-up command to the engineer via cab signal. Backing up of the train is performed by the locomotive engineer. Once the back-up is complete, the engineer will again have to acknowledge or respond to the request for automatic operation.

(c) It should be noted that the yardmaster has priority of control over the hump foreman at all times. This priority of control enables the yardmaster to stop the locomotive working hump at any time, regardless of what position the hump foreman's controls are set to. Removal of the channel assignment by the yardmaster will cause the hump foreman's channel section pushbutton to blink (channel selection pushbuttons not in agreement) signal stop pushbutton to blink and the cab signal indication in the locomotive will go dark. The hump foreman must respond by depressing his stop pushbutton at which time the light will become solid.

DIVISION SPECIAL INSTRUCTIONS**SUBDIVISIONS**

1 — LCL — Between Latonia and Louisville.

LEBANON BRANCH — Between Lebanon Junction and Sinks, including branches.

MAIN LINE — Between Louisville and M.P. 174.0, including branches.

MONON — Between Louisville and Hammond, including branches.

ENGINE SPEED RESTRICTIONS

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

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

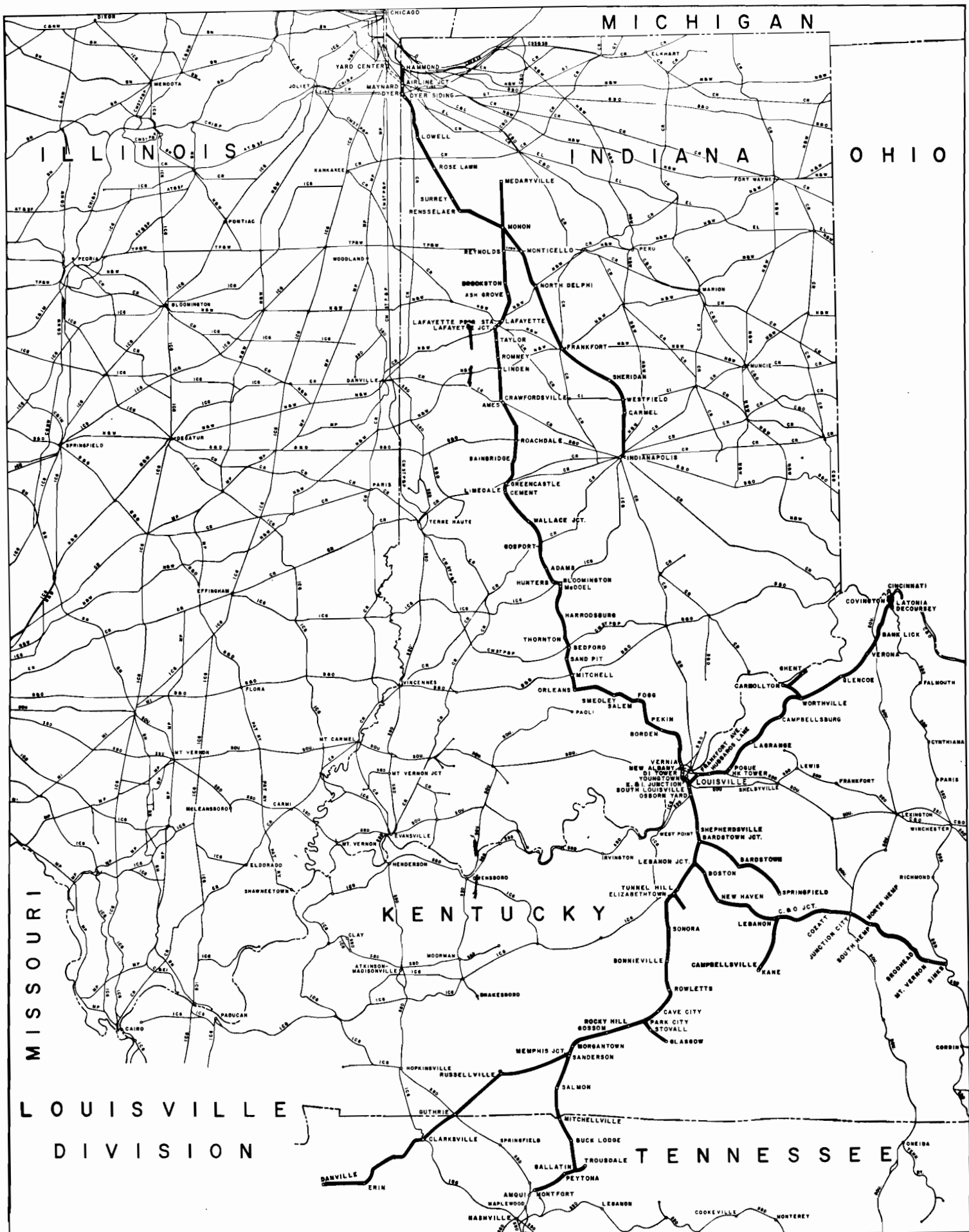
4 — Seaboard switch engine numbers 23, 132-196 and 2208-2289 must not be operated in service or dead in tow in excess of 35 M.P.H.

5 — 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

6 — 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.



DIVISION — Continued

OPERATION ROAD MATE UNITS — Continued

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

7 — SERIES	500- 555, 1116-1122, 1124-1278, 1309-1343,	1389-1390, 1406-1517, 1527-1582, 1636-2131,	2500-2509, 2708-2824, 3554-3631, 4050-4144,	4505-4548, 5100-8524
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ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL DRAFT GEAR — DYNAMIC BRAKES CANNOT BE USED WHEN THESE UNITS ARE IN CONSIST

8 — SERIES	23- 196, 700-1053,	2208-2413, 4225-4234,	4606-4607, 4700-5039
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EQUIPMENT SPEED RESTRICTIONS

9 — PIGGYBACK TRAIN — A train handling only piggyback cars (empty piggyback flat cars, trailers or containers on properly designed piggyback flat cars or multi-level automobile rack cars).

UNRESTRICTED TRAIN — A train handling unrestricted freight cars which are permitted to be operated at maximum authorized speed.

RESTRICTED TRAIN — A train handling blocks of thirty or more cars of coal, phosphate, aggregates (including limerock, sand, etc.), or one or more restricted cars.

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 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.

EQUIPMENT PLACEMENT RESTRICTIONS — Continued

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 next ahead of caboose.

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. 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.

OTHER RESTRICTED EQUIPMENT

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

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

30 — FLAT CARS — Loaded with logs or poles.

31 — 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.

32 — 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.

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

34 — PULPWOOD FLAT CARS — Loaded with pulpwood.

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

CAR CAPACITY FORMULAS

36 — 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.

MOTOR CAR SPEEDS

37 — Motor car speeds will be governed by the Safety Rules of the Maintenance of Way Department.

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 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."

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."

FROM TITLE 65, Section 1208, CODE OF TENNESSEE:

"(1) The officials having jurisdiction over every 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 (¼) 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 (1) 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."

Paragraph (3) above is applicable at the following incorporated towns:

Mitchellville, Portland, Gallatin, Nashville, Erin and Clarksville.

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

COMPANY PHYSICIANS

C. A. MEAD, M.D., Chief Medical Officer	Jacksonville, FL
R. H. WOOLERY, M.D.	Bedford, IN
B. BOMBA, M.D.	Bloomington, IN
H. N. MEIERS, JR., M.D.,	Bowling Green, KY
K. H. McCROCKLIN, M.D.	Carrollton, KY
R. E. GEURKINK, M.D.	Chicago, IL
*J. R. HINES, M.D.	Chicago, IL
K. H. McCROCKLIN, M.D.	Chicago, IL
J. R. SUKER, M.D.	Chicago, IL
C. P. CAROTHERS, M.D.	Cincinnati, OH
R. G. CAROTHERS, M.D.	Cincinnati, OH
JAMES VERMILLION, M.D.	Clarksville, TN
J. L. CASSIDY, M.D.	Covington, KY
Y. K. KIM, M.D.	Covington, KY
*D. W. SUETHOLZ, M.D.	Covington, KY
T. C. HALLER, M.D.	Crawfordsville, IN
V. G. VIRAY, M.D.	Crawfordsville, IN
G. W. WAGONER, M.D.	Delphi, IN
M. R. JOHNSON, M.D.	Elizabethtown, KY
R. E. ROBBINS, M.D.	Elizabethtown, KY
T. R. TAYLOR, M.D.	Elizabethtown, KY
REEVES, STRAWN & ASSOOC., M.D.	Erlanger, KY
G. K. HAMMERSLEY, M.D.	Frankfort, IN
C. MOORE, M.D.	Franklin, KY
W. H. STEPHENSON, M.D.	Gallatin, TN
D. STEWART, M.D.	Gallatin, TN
W. H. BRYANT, M.D.	Glasgow, KY
E. G. HOUGHIN, M.D.	LaGrange, KY
B. J. BAUTE, M.D.	Lebanon, KY
R. D. EASTRIDGE, M.D.	Lebanon, KY
R. M. DEWEESE, M.D.	Louisville, KY
*S. G. MARCUM, M.D., (Physical Exams)	Louisville, KY
N. A. HIBNER, M.D.	Monticello, IN
F. D. KINNEY, M.D.	Munster, IN
R. J. RENFRO, M.D.	Nashville, TN
W. H. GARNER, M.D.	New Albany, IN
R. J. RUST, M.D.	Newport, KY
CARLISLE V. DODSON, M.D.	Russellville, KY
J. P. GLENN, M.D.	Russellville, KY
E. R. APPLE, M.D.	Salem, IN
J. W. MEREDITH, M.D.	Scottsville, KY
R. T. ROUTT, M.D.	Sonora, KY
J. H. HUEY, M.D.	Walton, KY

*District Surgeons

CLAIMS REPRESENTATIVES

LOUISVILLE, KY., J. A. WATTS, Claims Manager
LOUISVILLE, KY., R. L. COWAN
Mainline Subd., except in Tennessee.
Lebanon Branch Subd.
LOUISVILLE, KY., T. A. JOHNSON
Monon Subd. to McDoel.
LOUISVILLE, KY., O. D. SINGLETON
LCL Subd. — Osborn Yard to M.P. T-31.0.
DECOURSEY, KY., D. B. MICKENS
Cincinnati Terminal and LCL Subd. to M.P. T-31.0.
LAFAYETTE, IN., R. W. PEAK
Monon Subd. north of McDoel.
NASHVILLE, TN., A. L. BRADY
Main Line Subd. in Tennessee
Clarksville Branch

TABLE OF SPEEDS

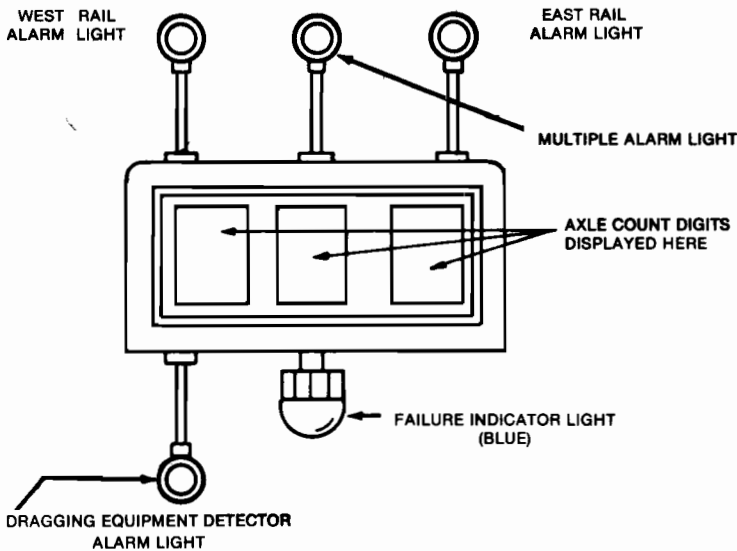
(Minutes and seconds per mile, in terms of miles per hour.)					
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
..	45	79.0	1	39	36.4
..	46	78.3	1	40	36.0
..	47	76.6	1	41	35.6
..	48	75.0	1	42	35.3
..	49	73.5	1	43	35.0
..	50	72.0	1	44	34.6
..	51	70.6	1	45	34.3
..	52	69.2	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

DISTANCE MILES	TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS																													
	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	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			
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MISCELLANEOUS INSTRUCTIONS

DEFECT DETECTOR DISPLAY BOARD



DIGITAL DISPLAY DEFECT DETECTOR SYSTEMS

44 (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 hot-box 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 — 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.

MISCELLANEOUS INSTRUCTIONS — Continued

**DIGITAL DISPLAY DEFECT
DETECTOR SYSTEMS — 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 consecutive 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 Centralized 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 Centralized 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 Centralized 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 — Continued**

(q) — Outside Centralized 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.

FUEL CONSERVATION

45 — 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.

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 sheets 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 50 miles if it is known that they will have to be restarted within that distance.

MISCELLANEOUS INSTRUCTIONS — Continued

FUEL CONSERVATION — Continued

(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

46 — Traffic Control:

Manual or Absolute Block (Automatic Block Signals):

Manual or Absolute Block (No Automatic Block Signals):

Automatic Block — Single Track (Time-Table/Train Order):

— o — o — o — o — o — o — o — o — o — o — o — o — o — o — o

Non Block — Single Track (Time-Table/Train Order):

oo

Automatic Block—Double Track (Rule D-251):

Non CTC — Double Track (Rule 261):

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APPLICATION OF TONNAGE RATING CHARTS

47 — 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 I.

(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

LOUISVILLE DIVISION

UNIT NUMBER	LCL SUBD.			LCL SUBD.			LCL SUBD.		
	LATONIA TO LAGRANGE			LAGRANGE TO OSBORN YARD			OSBORN YARD TO LAGRANGE		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10	.....	.....	2150	.....	.....	6200	.....	.....	3100
250-261	.....	.....	1250	.....	.....	3700	.....	.....	1850
300-392	1550	1450	1350	4450	4250	3900	2200	2100	1950
500-555	.....	.....	1500	.....	.....	4300	.....	.....	2150
556-559	.....	.....	1450	.....	.....	4250	.....	.....	2100
575-1002	.....	1200	1100	.....	3500	3200	.....	1750	1600
1004-1069	.....	.....	1250	.....	.....	3650	.....	.....	1800
1101-1128	.....	.....	1500	.....	.....	4300	.....	.....	2150
1225-1228	.....	.....	2150	.....	.....	6200	.....	.....	3100
1229-1278	.....	2300	2200	.....	6700	6450	.....	3350	3200
1299-1308	.....	.....	1450	.....	.....	4200	.....	.....	2100
1309-1343	.....	.....	1350	.....	.....	3900	.....	.....	1950
1344-1399	.....	.....	1450	.....	.....	4200	.....	.....	2100
1400-1415	.....	.....	1400	.....	.....	4050	.....	.....	2000
1470-1498	.....	2300	2150	.....	6600	6300	.....	3300	3150
1500-1532	2150	1950	1800	6250	5750	5300	3150	2850	2650
1534-1582	.....	2300	2150	.....	6600	6300	.....	3300	3150
1600-1626	.....	.....	1450	.....	.....	4200	.....	.....	2100
1636-1656	.....	.....	1500	.....	.....	4350	.....	.....	2150
**1720-1855	.....	.....	1500	.....	.....	4450	.....	.....	2200
2000-2009	.....	.....	2200	.....	.....	6350	.....	.....	3200
2010-2023	.....	2350	2250	.....	6800	6550	.....	3400	3250
2024-2059	.....	2350	2250	.....	6850	6600	.....	3450	3300
2121-2124	.....	.....	2150	.....	.....	6300	.....	.....	3150
2125-2131	.....	.....	2300	.....	.....	6700	.....	.....	3350
2300-2413	.....	1200	1100	.....	3500	3200	.....	1750	1600
2700-2707	.....	.....	1550	.....	.....	4500	.....	.....	2250
2708-2824	.....	.....	1500	.....	.....	4300	.....	.....	2150
*3200-3224	1500	1450	1300	4450	4200	3850	2200	2100	1900
3554-3605	.....	2300	2200	.....	6700	6450	.....	3350	3200
3607-3631	.....	2350	2300	.....	6900	6600	.....	3450	3300
4000-4019	1300	1200	1100	3750	3500	3300	1850	1750	1600
4050-4144	.....	1550	1500	.....	4450	4300	.....	2200	2150
4200-4234	1300	1200	1100	3750	3500	3300	1850	1750	1600
4500-4504	1750	1550	1400	5150	4650	4250	2550	2300	2100
4505-4599	2150	1950	1800	6300	5750	5350	3150	2850	2650
4600-4977	.....	1250	1150	.....	3650	3400	.....	1850	1700
5030-5039	1300	1200	1100	3750	3500	3300	1850	1750	1600
5100-5544	.....	.....	1500	.....	.....	4450	.....	.....	2200
6000-6065	.....	1550	1500	.....	4500	4300	.....	2250	2150
6271-6280	.....	1550	1500	.....	4450	4300	.....	2200	2150
6600-6645	.....	1550	1500	.....	4500	4450	.....	2250	2200
6646-6825	.....	.....	1500	.....	.....	4350	.....	.....	2150
7000-7069	.....	2350	2200	.....	6900	6450	.....	3450	3200
7070-7094	2600	2400	2200	7550	7050	6450	3800	3500	3200
8000-8132	.....	2350	2200	.....	6900	6450	.....	3450	3200
8133-8162	.....	2400	2200	.....	7050	6450	.....	3500	3200
8234-8299	.....	2350	2200	.....	6800	6450	.....	3400	3200
8500-8524	3000	2850	2600	8600	8200	7550	4300	4100	3800

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	LCL SUBD.			LEBANON BRANCH SUBD.			LEBANON BRANCH SUBD.		
	LAGRANGE TO LATONIA			OSBORN YARD TO PARKSVILLE			PARKSVILLE TO CORBIN		
	TABLE I II III			TABLE I II III			TABLE I II III		
10	.....	.....	2350	.....	.....	2350	.....	.....	2000
250-261	.....	.....	1400	.....	.....	1400	.....	.....	1200
300-392	1700	1600	1500	1700	1600	1500	1450	1350	1250
500-555	.....	.....	1650	.....	.....	1650	.....	.....	1400
556-559	.....	.....	1600	.....	.....	1600	.....	.....	1350
575-1002	.....	1350	1200	.....	1350	1200	.....	1100	1000
1004-1069	.....	.....	1400	.....	.....	1400	.....	.....	1150
1101-1128	.....	.....	1650	.....	.....	1650	.....	.....	1400
1225-1228	.....	.....	2350	.....	.....	2350	.....	.....	2000
1229-1278	.....	2550	2450	.....	2550	2450	.....	2150	2100
1299-1308	.....	.....	1600	.....	.....	1600	.....	.....	1350
1309-1343	.....	.....	1500	.....	.....	1500	.....	.....	1250
1344-1399	.....	.....	1600	.....	.....	1600	.....	.....	1350
1400-1415	.....	.....	1550	.....	.....	1550	.....	.....	1300
1470-1498	.....	2550	2400	.....	2550	2400	.....	2150	2000
1500-1532	2400	2200	2000	2400	2200	2000	2000	1850	1700
1534-1582	.....	2550	2400	.....	2550	2400	.....	2150	2000
1600-1626	.....	.....	1600	.....	.....	1600	.....	.....	1350
1636-1656	.....	.....	1650	.....	.....	1650	.....	.....	1400
*1720-1855	.....	.....	1700	.....	.....	1700	.....	.....	1400
2000-2009	.....	.....	2450	.....	.....	2450	.....	.....	2050
2010-2023	.....	2600	2500	.....	2600	2500	.....	2200	2100
2024-2059	.....	2650	2550	.....	2650	2550	.....	2200	2150
2121-2124	.....	.....	2400	.....	.....	2400	.....	.....	2000
2125-2131	.....	.....	2550	.....	.....	2550	.....	.....	2150
2300-2413	.....	1350	1200	.....	1350	1200	.....	1100	1000
2700-2707	.....	.....	1750	.....	.....	1750	.....	.....	1450
2708-2824	.....	.....	1650	.....	.....	1650	.....	.....	1400
*3200-3224	1700	1600	1450	1700	1600	1450	1400	1350	1250
3554-3605	.....	2550	2450	.....	2550	2450	.....	2150	2050
3607-3631	.....	2650	2550	.....	2650	2550	.....	2200	2150
4000-4019	1400	1300	1250	1400	1300	1250	1200	1100	1050
4050-4144	.....	1700	1650	.....	1700	1650	.....	1450	1400
4200-4234	1400	1300	1250	1400	1300	1250	1200	1100	1050
4500-4504	1950	1750	1600	1950	1750	1600	1650	1450	1300
4505-4599	2400	2200	2000	2400	2200	2000	2000	1850	1700
4600-4977	.....	1400	1300	.....	1400	1300	.....	1150	1100
5030-5039	1400	1300	1250	1400	1300	1250	1200	1100	1050
5100-5544	.....	.....	1700	.....	.....	1700	.....	.....	1400
6000-6065	.....	1750	1650	.....	1750	1650	.....	1450	1400
6271-6280	.....	1700	1650	.....	1700	1650	.....	1450	1400
6600-6645	.....	1750	1700	.....	1750	1700	.....	1450	1450
6646-6825	.....	.....	1650	.....	.....	1650	.....	.....	1400
7000-7069	.....	2650	2450	.....	2650	2450	.....	2200	2050
7070-7094	2900	2700	2450	2900	2700	2450	2450	2250	2050
8000-8132	.....	2650	2450	.....	2650	2450	.....	2200	2050
8133-8162	.....	2700	2450	.....	2700	2450	.....	2250	2050
8234-8299	.....	2600	2450	.....	2600	2450	.....	2200	2050
8500-8524	3300	3150	2900	3300	3150	2900	2800	2700	2450

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	LEBANON BRANCH SUBD.			LEBANON BRANCH SUBD.			MONON SUBD.		
	CORBIN TO PARKSVILLE			PARKSVILLE TO OSBORN YARD			OSBORN YARD TO BEDFORD		
	TABLE I II III			TABLE I II III			TABLE I II III		
10	.....	.....	2350	.....	.....	5450	.....	.....	2300
250-261	.....	.....	1400	.....	.....	3200	.....	.....	1350
300-392	1700	1600	1500	3900	3700	3400	1650	1550	1450
500-555	.....	.....	1650	.....	.....	3750	.....	.....	1600
556-559	.....	.....	1600	.....	.....	3700	.....	.....	1550
575-1002	.....	1350	1200	.....	3050	2800	.....	1300	1150
1004-1069	.....	.....	1400	.....	.....	3200	.....	.....	1350
1101-1128	.....	.....	1650	.....	.....	3750	.....	.....	1600
1225-1228	.....	.....	2350	.....	.....	5400	.....	.....	2300
1229-1278	.....	2550	2450	.....	5850	5650	.....	2500	2400
1299-1308	.....	.....	1600	.....	.....	3650	.....	.....	1550
1309-1343	.....	.....	1500	.....	.....	3400	.....	.....	1450
1344-1399	.....	.....	1600	.....	.....	3650	.....	.....	1550
1400-1415	.....	.....	1550	.....	.....	3550	.....	.....	1500
1470-1498	.....	2550	2400	.....	5800	5500	.....	2450	2300
1500-1532	2400	2200	2000	5500	5050	4650	2300	2100	1950
1534-1582	.....	2550	2400	.....	5800	5500	.....	2450	2300
1600-1626	.....	.....	1600	.....	.....	3650	.....	.....	1550
1636-1656	.....	.....	1650	.....	.....	3800	.....	.....	1600
**1720-1855	.....	.....	1700	.....	.....	3900	.....	.....	1650
2000-2009	.....	.....	2450	.....	.....	5550	.....	.....	2350
2010-2023	.....	2600	2500	.....	5950	5700	.....	2500	2400
2024-2059	.....	2650	2550	.....	6000	5800	.....	2550	2450
2121-2124	.....	.....	2400	.....	.....	5500	.....	.....	2300
2125-2131	.....	.....	2550	.....	.....	5850	.....	.....	2450
2300-2413	.....	1350	1200	.....	3050	2800	.....	1300	1150
2700-2707	.....	.....	1750	.....	.....	3950	.....	.....	1650
2708-2824	.....	.....	1650	.....	.....	3750	.....	.....	1600
*3200-3224	1700	1600	1450	3900	3700	3400	1650	1550	1400
3554-3605	.....	2550	2450	.....	5850	5650	.....	2500	2400
3607-3631	.....	2650	2550	.....	6000	5800	.....	2550	2450
4000-4019	1400	1300	1250	3300	3050	2850	1350	1250	1200
4050-4144	.....	1700	1650	.....	3900	3750	.....	1650	1600
4200-4234	1400	1300	1250	3300	3050	2850	1350	1250	1200
4500-4504	1950	1750	1600	4500	4050	3700	1900	1700	1550
4505-4599	2400	2200	2000	5500	5050	4650	2300	2100	1950
4600-4977	.....	1400	1300	.....	3200	3000	.....	1350	1250
5030-5039	1400	1300	1250	3300	3050	2850	1350	1250	1200
5100-5544	.....	.....	1700	.....	.....	3900	.....	.....	1650
6000-6065	.....	1750	1650	.....	3950	3750	.....	1650	1600
6271-6280	.....	1700	1650	.....	3900	3750	.....	1650	1600
6600-6645	.....	1750	1700	.....	3950	3900	.....	1650	1650
6646-6825	.....	.....	1650	.....	.....	3800	.....	.....	1600
7000-7069	.....	2650	2450	.....	6000	5650	.....	2550	2350
7070-7094	2900	2700	2450	6600	6150	5650	2800	2600	2350
8000-8132	.....	2650	2450	.....	6000	5650	.....	2550	2350
8133-8162	.....	2700	2450	.....	6150	5650	.....	2600	2350
8234-8299	.....	2600	2450	.....	5950	5650	.....	2500	2400
8500-8524	3300	3150	2900	7550	7200	6650	3200	3050	2800

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MONON SUBD.			MONON SUBD.			MONON SUBD.		
	BEDFORD TO MCDOEL			MCDOEL TO BAINBRIDGE			BAINBRIDGE TO LAFAYETTE		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10	.....	.....	4450	.....	.....	2300	.....	.....	6000
250-261	.....	.....	2650	.....	.....	1350	.....	.....	3550
300-392	3200	3050	2800	1650	1550	1450	4300	4100	3750
500-555	.....	.....	3100	.....	.....	1600	.....	.....	4150
556-559	.....	.....	3050	.....	.....	1550	.....	.....	4100
575-1002	.....	2500	2300	.....	1300	1150	.....	3400	3100
1004-1069	.....	.....	2650	.....	.....	1350	.....	.....	3550
1101-1128	.....	.....	3100	.....	.....	1600	.....	.....	4150
1225-1228	.....	.....	4450	.....	.....	2300	.....	.....	6000
1229-1278	.....	4850	4650	.....	2500	2400	.....	6500	6250
1299-1308	.....	.....	3000	.....	.....	1550	.....	.....	4050
1309-1343	.....	.....	2800	.....	.....	1450	.....	.....	3750
1344-1399	.....	.....	3000	.....	.....	1550	.....	.....	4050
1400-1415	.....	.....	2900	.....	.....	1500	.....	.....	3900
1470-1498	.....	4800	4550	.....	2450	2300	.....	6400	6050
1500-1532	4500	4150	3850	2300	2100	1950	6050	5550	5150
1534-1582	.....	4800	4550	.....	2450	2300	.....	6400	6050
1600-1626	.....	.....	3000	.....	.....	1550	.....	.....	4050
1636-1656	.....	.....	3150	.....	.....	1600	.....	.....	4200
**1720-1855	.....	.....	3200	.....	.....	1650	.....	.....	4300
2000-2009	.....	.....	4600	.....	.....	2350	.....	.....	6150
2010-2023	.....	4900	4700	.....	2500	2400	.....	6550	6300
2024-2059	.....	4950	4750	.....	2550	2450	.....	6650	6400
2121-2124	.....	.....	4550	.....	.....	2300	.....	.....	6050
2125-2131	.....	.....	4850	.....	.....	2450	.....	.....	6450
2300-2413	.....	2500	2300	.....	1300	1150	.....	3400	3100
2700-2707	.....	.....	3250	.....	.....	1650	.....	.....	4350
2708-2824	.....	.....	3100	.....	.....	1600	.....	.....	4150
*3200-3224	3200	3050	2800	1650	1550	1400	4300	4050	3750
3554-3605	.....	4850	4650	.....	2500	2400	.....	6500	6250
3607-3631	.....	4950	4800	.....	2550	2450	.....	6650	6400
4000-4019	2700	2500	2350	1350	1250	1200	3600	3350	3150
4050-4144	.....	3200	3100	.....	1650	1600	.....	4300	4150
4200-4234	2700	2500	2350	1350	1250	1200	3600	3350	3150
4500-4504	3700	3350	3050	1900	1700	1550	5000	4500	4100
4505-4599	4550	4150	3850	2300	2100	1950	6050	5550	5150
4600-4977	.....	2650	2450	.....	1350	1250	.....	3550	3300
5030-5039	2700	2500	2350	1350	1250	1200	3600	3350	3150
5100-5544	.....	.....	3200	.....	.....	1650	.....	.....	4300
6000-6065	.....	3250	3100	.....	1650	1600	.....	4350	4150
6271-6280	.....	3200	3100	.....	1650	1600	.....	4300	4150
6600-6645	.....	3250	3200	.....	1650	1650	.....	4350	4300
6646-6825	.....	.....	3150	.....	.....	1600	.....	.....	4200
7000-7069	.....	4950	4650	.....	2550	2350	.....	6650	6200
7070-7094	5450	5100	4650	2800	2600	2350	7300	6800	6200
8000-8132	.....	4950	4650	.....	2550	2350	.....	6650	6200
8133-8162	.....	5100	4650	.....	2600	2350	.....	6800	6200
8234-8299	.....	4900	4650	.....	2500	2400	.....	6550	6250
8500-8524	6200	5950	5450	3200	3050	2800	8300	7950	7300

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MONON SUBD.			MONON SUBD.			MONON SUBD.		
	LAFAYETTE TO MONON			MONON TO HAMMOND			HAMMOND TO MONON		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10	.....	.....	3400	.....	.....	6000	.....	.....	3400
250-261	.....	.....	2000	.....	.....	3550	.....	.....	2000
300-392	2450	2300	2100	4300	4100	3750	2450	2300	2100
500-555	.....	.....	2350	.....	.....	4150	.....	.....	2350
556-559	.....	.....	2300	.....	.....	4100	.....	.....	2300
575-1002	.....	1900	1750	.....	3400	3100	.....	1900	1750
1004-1069	.....	.....	2000	.....	.....	3550	.....	.....	2000
1101-1128	.....	.....	2350	.....	.....	4150	.....	.....	2350
1225-1228	.....	.....	3400	.....	.....	6000	.....	.....	3400
1229-1278	.....	3700	3550	.....	6500	6250	.....	3700	3550
1299-1308	.....	.....	2300	.....	.....	4050	.....	.....	2300
1309-1343	.....	.....	2100	.....	.....	3750	.....	.....	2100
1344-1399	.....	.....	2300	.....	.....	4050	.....	.....	2300
1400-1415	.....	.....	2200	.....	.....	3900	.....	.....	2200
1470-1498	.....	3650	3450	.....	6400	6050	.....	3650	3450
1500-1532	3450	3150	2900	6050	5550	5150	3450	3150	2900
1534-1582	.....	3650	3450	.....	6400	6050	.....	3650	3450
1600-1626	.....	.....	2300	.....	.....	4050	.....	.....	2300
1636-1656	.....	.....	2400	.....	.....	4200	.....	.....	2400
**1720-1855	.....	.....	2450	.....	.....	4300	.....	.....	2450
2000-2009	.....	.....	3500	.....	.....	6150	.....	.....	3500
2010-2023	.....	3700	3600	.....	6550	6300	.....	3700	3600
2024-2059	.....	3750	3600	.....	6650	6400	.....	3750	3600
2121-2124	.....	.....	3450	.....	.....	6050	.....	.....	3450
2125-2131	.....	.....	3650	.....	.....	6450	.....	.....	3650
2300-2413	.....	1900	1750	.....	3400	3100	.....	1900	1750
2700-2707	.....	.....	2450	.....	.....	4350	.....	.....	2450
2708-2824	.....	.....	2350	.....	.....	4150	.....	.....	2350
*3200-3224	2450	2300	2100	4300	4050	3750	2450	2300	2100
3554-3605	.....	3650	3550	.....	6500	6250	.....	3650	3550
3607-3631	.....	3750	3600	.....	6650	6400	.....	3750	3600
4000-4019	2050	1900	1800	3600	3350	3150	2050	1900	1800
4050-4144	.....	2450	2350	.....	4300	4150	.....	2450	2350
4200-4234	2050	1900	1800	3600	3350	3150	2050	1900	1800
4500-4504	2800	2500	2300	5000	4500	4100	2800	2500	2300
4505-4599	3450	3150	2900	6050	5550	5150	3450	3150	2900
4600-4977	.....	2000	1850	.....	3550	3300	.....	2000	1850
5030-5039	2050	1900	1800	3600	3350	3150	2050	1900	1800
5100-5544	.....	.....	2450	.....	.....	4300	.....	.....	2450
6000-6065	.....	2500	2350	.....	4350	4150	.....	2500	2350
6271-6280	.....	2450	2350	.....	4300	4150	.....	2450	2350
6600-6645	.....	2500	2450	.....	4350	4300	.....	2500	2450
6646-6825	.....	.....	2400	.....	.....	4200	.....	.....	2400
7000-7069	.....	3750	3550	.....	6650	6200	.....	3750	3550
7070-7094	4150	3850	3500	7300	6800	6200	4150	3850	3500
8000-8132	.....	3750	3550	.....	6650	6200	.....	3750	3550
8133-8162	.....	3850	3500	.....	6800	6200	.....	3850	3500
8234-8299	.....	3700	3550	.....	6550	6250	.....	3700	3550
8500-8524	4750	4500	4150	8300	7950	7300	4750	4500	4150

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MONON SUBD.			MONON SUBD.			MONON SUBD.		
	MONON TO LAFAYETTE			LAFAYETTE TO OSBORN YARD			MONON AND INDIANAPOLIS		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10			4700			2300			3400
250-261			2800			1350			2000
300-392	3400	3200	2950	1650	1550	1450	2450	2300	2100
500-555			3300			1600			2350
556-559			3200			1550			2300
575-1002		2650	2450		1300	1150		1900	1750
1004-1069			2800			1350			2000
1101-1128			3300			1600			2350
1225-1228			4700			2300			3400
1229-1278		5100	4900		2500	2400		3700	3550
1299-1308			3200			1550			2300
1309-1343			2950			1450			2100
1344-1399			3200			1550			2300
1400-1415			3100			1500			2200
1470-1498		5050	4800		2450	2300		3650	3450
1500-1532	4750	4400	4050	2300	2100	1950	3450	3150	2900
1534-1582		5050	4800		2450	2300		3650	3450
1600-1626			3200			1550			2300
1636-1656			3300			1600			2400
**1720-1855			3400			1650			2450
2000-2009			4850			2350			3500
2010-2023		5200	5000		2500	2400		3700	3600
2024-2059		5250	5050		2550	2450		3750	3600
2121-2124			4800			2300			3450
2125-2131			5100			2450			3650
2300-2413		2650	2450		1300	1150		1900	1750
2700-2707			3450			1650			2450
2708-2824			3300			1600			2350
*3200-3224	3400	3200	2950	1650	1550	1400	2450	2300	2100
3554-3605		5100	4900		2500	2400		3650	3550
3607-3631		5250	5050		2550	2450		3750	3600
4000-4019	2850	2650	2500	1350	1250	1200	2050	1900	1800
4050-4144		3400	3300		1650	1600		2450	2350
4200-4234	2850	2650	2500	1350	1250	1200	2050	1900	1800
4500-4504	3900	3500	3200	1900	1700	1550	2800	2500	2300
4505-4599	4800	4400	4050	2300	2100	1950	3450	3150	2900
4600-4977		2800	2600		1350	1250		2000	1850
5030-5039	2850	2650	2500	1350	1250	1200	2050	1900	1800
5100-5544			3400			1650			2450
6000-6065		3450	3300		1650	1600		2500	2350
6271-6280		3400	3300		1650	1600		2450	2350
6600-6645		3450	3400		1650	1650		2500	2450
6646-6825			3300			1600			2400
7000-7069		5250	4900		2550	2350		3750	3550
7070-7094	5750	5350	4900	2800	2600	2350	4150	3850	3500
8000-8132		5250	4900		2550	2350		3750	3550
8133-8162		5350	4900		2600	2350		3850	3500
8234-8299		5150	4900		2500	2400		3700	3550
8500-8524	6550	6250	5750	3200	3050	2800	4750	4500	4150

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MONON SUBD.			MONON SUBD.			MAIN LINE SUBD.		
	MEDARYVILLE TO MONON			MONON TO MEDARYVILLE			OSBORN YARD TO ELIZABETHTOWN		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10			6100			6000			2050
250-261			3600			3550			1200
300-392	4350	4150	3800	4300	4100	3750	1500	1400	1300
500-555			4250			4150			1450
556-559			4150			4100			1400
575-1002		3450	3150		3400	3100		1150	1050
1004-1069			3600			3550			1200
1101-1128			4250			4150			1450
1225-1228			6100			6000			2050
1229-1278		6600	6350		6500	6250		2250	2150
1299-1308			4100			4050			1400
1309-1343			3800			3750			1300
1344-1399			4100			4050			1400
1400-1415			4000			3900			1350
1470-1498		6500	6150		6400	6050		2200	2100
1500-1532	6150	5650	5250	6050	5550	5150	2100	1900	1750
1534-1582		6500	6150		6400	6050		2200	2100
1600-1626			4100			4050			1400
1636-1656			4250			4200			1450
**1720-1855			4350			4300			1450
2000-2009			6250			6150			2100
2010-2023		6700	6400		6550	6300		2250	2150
2024-2059		6750	6500		6650	6400		2300	2200
2121-2124			6150			6050			2100
2125-2131			6600			6450			2250
2300-2413		3450	3150		3400	3100		1150	1050
2700-2707			4450			4350			1500
2708-2824			4250			4150			1450
*3200-3224	4350	4150	3800	4300	4050	3750	1450	1400	1300
3554-3605		6600	6350		6500	6250		2250	2150
3607-3631		6750	6500		6650	6400		2300	2200
4000-4019	3700	3450	3200	3600	3350	3150	1250	1150	1050
4050-4144		4350	4250		4300	4150		1500	1450
4200-4234	3700	3450	3200	3600	3350	3150	1250	1150	1050
4500-4504	5050	4550	4150	5000	4500	4100	1700	1500	1350
4505-4599	6150	5650	5250	6050	5550	5150	2100	1900	1750
4600-4977		3600	3350		3550	3300		1200	1100
5030-5039	3700	3450	3200	3600	3350	3150	1250	1150	1050
5100-5544			4350			4300			1450
6000-6065		4450	4250		4350	4150		1500	1450
6271-6280		4350	4250		4300	4150		1500	1450
6600-6645		4450	4350		4350	4300		1500	1450
6646-6825			4300			4200			1450
7000-7069		6750	6350		6650	6200		2300	2150
7070-7094	7400	6900	6300	7300	6800	6200	2500	2350	2150
8000-8132		6750	6350		6650	6200		2300	2150
8133-8162		6900	6300		6800	6200		2350	2150
8234-8299		6650	6350		6550	6250		2250	2150
8500-8524	8450	8050	7450	8300	7950	7300	2900	2750	2550

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MAIN LINE SUBD.			MAIN LINE SUBD.			MAIN LINE SUBD.		
	ELIZABETHTOWN TO MEMPHIS JCT.			MEMPHIS JCT. TO GALLATIN			GALLATIN TO RADNOR		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10	.....	.....	4050	.....	.....	3350	.....	.....	3400
250-261	.....	.....	2400	.....	.....	2000	.....	.....	2000
300-392	2900	2750	2550	2400	2300	2100	2450	2300	2100
500-555	.....	.....	2800	.....	.....	2350	.....	.....	2350
556-559	.....	.....	2750	.....	.....	2300	.....	.....	2300
575-1002	.....	2300	2100	.....	1900	1700	.....	1900	1750
1004-1069	.....	.....	2400	.....	.....	2000	.....	.....	2000
1101-1128	.....	.....	2800	.....	.....	2350	.....	.....	2350
1225-1228	.....	.....	4050	.....	.....	3350	.....	.....	3400
1229-1278	.....	4400	4200	.....	3650	3500	.....	3700	3550
1299-1308	.....	.....	2750	.....	.....	2250	.....	.....	2300
1309-1343	.....	.....	2550	.....	.....	2100	.....	.....	2100
1344-1399	.....	.....	2750	.....	.....	2250	.....	.....	2300
1400-1415	.....	.....	2650	.....	.....	2200	.....	.....	2200
1470-1498	.....	4350	4100	.....	3600	3400	.....	3650	3450
1500-1532	4100	3750	3450	3400	3100	2850	3450	3150	2900
1534-1582	.....	4350	4100	.....	3600	3400	.....	3650	3450
1600-1626	.....	.....	2700	.....	.....	2250	.....	.....	2300
1636-1656	.....	.....	2850	.....	.....	2350	.....	.....	2400
**1720-1855	.....	.....	2900	.....	.....	2400	.....	.....	2450
2000-2009	.....	.....	4150	.....	.....	3450	.....	.....	3500
2010-2023	.....	4450	4250	.....	3700	3550	.....	3700	3600
2024-2059	.....	4500	4300	.....	3750	3600	.....	3750	3600
2121-2124	.....	.....	4100	.....	.....	3400	.....	.....	3450
2125-2131	.....	.....	4350	.....	.....	3650	.....	.....	3650
2300-2413	.....	2300	2100	.....	1900	1700	.....	1900	1750
2700-2707	.....	.....	2950	.....	.....	2450	.....	.....	2450
2708-2824	.....	.....	2800	.....	.....	2350	.....	.....	2350
*3200-3224	2900	2750	2500	2400	2300	2100	2450	2300	2100
3554-3605	.....	4400	4200	.....	3650	3500	.....	3650	3550
3607-3631	.....	4500	4300	.....	3750	3600	.....	3750	3600
4000-4019	2450	2250	2150	2000	1900	1750	2050	1900	1800
4050-4144	.....	2900	2800	.....	2400	2350	.....	2450	2350
4200-4234	2450	2250	2150	2000	1900	1750	2050	1900	1800
4500-4504	3350	3000	2750	2800	2500	2250	2800	2500	2300
4505-4599	4100	3750	3450	3400	3100	2900	3450	3150	2900
4600-4977	.....	2400	2200	.....	2000	1850	.....	2000	1850
5030-5039	2450	2250	2150	2000	1900	1750	2050	1900	1800
5100-5544	.....	.....	2900	.....	.....	2400	.....	.....	2450
6000-6065	.....	2950	2800	.....	2450	2350	.....	2500	2350
6271-6280	.....	2900	2800	.....	2400	2350	.....	2450	2350
6600-6645	.....	2950	2900	.....	2450	2400	.....	2500	2450
6646-6825	.....	.....	2850	.....	.....	2350	.....	.....	2400
7000-7069	.....	4500	4200	.....	3750	3500	.....	3750	3550
7070-7094	4950	4600	4200	4100	3800	3500	4150	3850	3500
8000-8132	.....	4500	4200	.....	3750	3500	.....	3750	3550
8133-8162	.....	4600	4200	.....	3800	3500	.....	3850	3500
8234-8299	.....	4450	4200	.....	3700	3500	.....	3700	3550
8500-8524	5650	5400	4950	4700	4450	4100	4750	4500	4150

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MAIN LINE SUBD.			MAIN LINE SUBD.			MAIN LINE SUBD.		
	RADNOR TO GALLATIN			GALLATIN TO MEMPHIS JCT.			MEMPHIS JCT. TO OSBORN YARD		
	TABLE			TABLE			TABLE		
	I	II	III	I	II	III	I	II	III
10	.....	.....	3250	.....	.....	2000	.....	.....	3750
250-261	.....	.....	1950	.....	.....	1200	.....	.....	2250
300-392	2350	2250	2050	1450	1350	1250	2700	2550	2350
500-555	.....	.....	2250	.....	.....	1400	.....	.....	2600
556-559	.....	.....	2200	.....	.....	1350	.....	.....	2550
575-1002	.....	1850	1650	.....	1100	1000	.....	2100	1950
1004-1069	.....	.....	1900	.....	.....	1150	.....	.....	2200
1101-1128	.....	.....	2250	.....	.....	1400	.....	.....	2600
1225-1228	.....	.....	3250	.....	.....	2000	.....	.....	3750
1229-1278	.....	3550	3400	.....	2150	2100	.....	4050	3900
1299-1308	.....	.....	2200	.....	.....	1350	.....	.....	2550
1309-1343	.....	.....	2050	.....	.....	1250	.....	.....	2350
1344-1399	.....	.....	2200	.....	.....	1350	.....	.....	2550
1400-1415	.....	.....	2150	.....	.....	1300	.....	.....	2450
1470-1498	.....	.....	3500	.....	2150	2000	.....	4000	3800
1500-1532	3300	3000	2800	2000	1850	1700	3800	3500	3200
1534-1582	.....	3500	3300	.....	2150	2000	.....	4000	3800
1600-1626	.....	.....	2200	.....	.....	1350	.....	.....	2550
1636-1656	.....	.....	2300	.....	.....	1400	.....	.....	2650
**1720-1855	.....	.....	2350	.....	.....	1400	.....	.....	2700
2000-2009	.....	.....	3350	.....	.....	2050	.....	.....	3850
2010-2023	.....	3600	3450	.....	2200	2100	.....	4100	3950
2024-2059	.....	3600	3500	.....	2200	2150	.....	4150	4000
2121-2124	.....	.....	3300	.....	.....	2000	.....	.....	3800
2125-2131	.....	.....	3500	.....	.....	2150	.....	.....	4050
2300-2413	.....	1850	1650	.....	1100	1000	.....	2100	1900
2700-2707	.....	.....	2400	.....	.....	1450	.....	.....	2750
2708-2824	.....	.....	2250	.....	.....	1400	.....	.....	2600
*3200-3224	2350	2200	2050	1400	1350	1250	2700	2550	2350
3554-3605	.....	3550	3400	.....	2150	2050	.....	4050	3900
3607-3631	.....	3600	3500	.....	2200	2150	.....	4150	4000
4000-4019	1950	1800	1700	1200	1100	1050	2250	2100	1950
4050-4144	.....	2350	2250	.....	1450	1400	.....	2700	2600
4200-4234	1950	1800	1700	1200	1100	1050	2250	2100	1950
4500-4504	2700	2400	2200	1650	1450	1300	3100	2800	2550
4505-4599	3300	3000	2800	2000	1850	1700	3800	3500	3200
4600-4977	.....	1950	1800	.....	1150	1100	.....	2200	2050
5030-5039	1950	1800	1700	1200	1100	1050	2250	2100	1950
5100-5544	.....	.....	2350	.....	.....	1400	.....	.....	2700
6000-6065	.....	2400	2250	.....	1450	1400	.....	2750	2600
6271-6280	.....	2350	2250	.....	1450	1400	.....	2700	2600
6600-6645	.....	2400	2350	.....	1450	1450	.....	2750	2700
6646-6825	.....	.....	2300	.....	.....	1400	.....	.....	2650
7000-7069	.....	3600	3400	.....	2200	2050	.....	4150	3900
7070-7094	4000	3700	3350	2450	2250	2050	4600	4250	3900
8000-8132	.....	3600	3400	.....	2200	2050	.....	4150	3900
8133-8162	.....	3700	3350	.....	2250	2050	.....	4250	3900
8234-8299	.....	3600	3400	.....	2200	2050	.....	4100	3900
8500-8524	4550	4350	4000	2800	2700	2450	5250	5000	4600

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MAIN LINE SUBD.			MAIN LINE SUBD.			MAIN LINE SUBD.		
	MEMPHIS JCT. TO GUTHRIE			GUTHRIE TO MEMPHIS JCT.			GUTHRIE AND ERIN		
	TABLE I	TABLE II	TABLE III	TABLE I	TABLE II	TABLE III	TABLE I	TABLE II	TABLE III
10	.....	.....	2700	.....	.....	3700	.....	.....	2350
250-261	.....	.....	1600	.....	.....	2200	.....	.....	1400
300-392	1950	1850	1700	2650	2500	2300	1700	1600	1500
500-555	.....	.....	1900	.....	.....	2550	.....	.....	1650
556-559	.....	.....	1850	.....	.....	2500	.....	.....	1600
575-1002	.....	1550	1400	.....	2100	1900	.....	1300	1200
1004-1069	.....	.....	1600	.....	.....	2200	.....	.....	1400
1101-1128	.....	.....	1900	.....	.....	2550	.....	.....	1650
1225-1228	.....	.....	2700	.....	.....	3700	.....	.....	2350
1229-1278	.....	2950	2850	.....	4000	3850	.....	2550	2450
1299-1308	.....	.....	1850	.....	.....	2500	.....	.....	1600
1309-1343	.....	.....	1700	.....	.....	2300	.....	.....	1450
1344-1399	.....	.....	1850	.....	.....	2500	.....	.....	1600
1400-1415	.....	.....	1750	.....	.....	2400	.....	.....	1550
1470-1498	.....	2900	2750	.....	3950	3750	.....	2550	2400
1500-1532	2750	2500	2300	3750	3400	3150	2400	2200	2000
1534-1582	.....	2900	2750	.....	3950	3750	.....	2550	2400
1600-1626	.....	.....	1850	.....	.....	2500	.....	.....	1600
1636-1656	.....	.....	1900	.....	.....	2600	.....	.....	1650
**1720-1855	.....	.....	1950	.....	.....	2650	.....	.....	1700
2000-2009	.....	.....	2800	.....	.....	3800	.....	.....	2450
2010-2023	.....	3000	2850	.....	4050	3900	.....	2600	2500
2024-2059	.....	3000	2900	.....	4100	3950	.....	2600	2500
2121-2124	.....	.....	2750	.....	.....	3750	.....	.....	2400
2125-2131	.....	.....	2950	.....	.....	4000	.....	.....	2550
2300-2413	.....	1500	1400	.....	2100	1900	.....	1300	1200
2700-2707	.....	.....	2000	.....	.....	2700	.....	.....	1700
2708-2824	.....	.....	1900	.....	.....	2550	.....	.....	1650
*3200-3224	1950	1850	1700	2650	2500	2300	1700	1600	1450
3554-3605	.....	2950	2850	.....	4000	3850	.....	2550	2450
3607-3631	.....	3000	2900	.....	4100	3950	.....	2600	2500
4000-4019	1650	1500	1400	2250	2050	1950	1400	1300	1250
4050-4144	.....	1950	1900	.....	2650	2550	.....	1700	1600
4200-4234	1650	1500	1400	2250	2050	1950	1400	1300	1250
4500-4504	2250	2000	1850	3050	2750	2500	1950	1750	1600
4505-4599	2750	2500	2300	3750	3450	3150	2400	2200	2000
4600-4977	.....	1600	1500	.....	2200	2050	.....	1400	1300
5030-5039	1650	1500	1400	2250	2050	1950	1400	1300	1250
5100-5544	.....	.....	1950	.....	.....	2650	.....	.....	1700
6000-6065	.....	2000	1900	.....	2700	2550	.....	1700	1650
6271-6280	.....	1950	1900	.....	2650	2550	.....	1700	1650
6600-6645	.....	2000	1950	.....	2700	2650	.....	1700	1700
6646-6825	.....	.....	1900	.....	.....	2600	.....	.....	1650
7000-7069	.....	3000	2850	.....	4100	3850	.....	2600	2450
7070-7094	3300	3100	2800	4500	4200	3800	2900	2700	2450
8000-8132	.....	3000	2850	.....	4100	3850	.....	2600	2450
8133-8162	.....	3100	2800	.....	4200	3800	.....	2700	2450
8234-8299	.....	3000	2850	.....	4050	3850	.....	2600	2450
8500-8524	3800	3650	3350	5150	4900	4500	3300	3150	2900

TONNAGE RATING CHART

LOUISVILLE DIVISION

UNIT NUMBER	MAIN LINE SUBD.			MAIN LINE SUBD.					
	ERIN TO END OF TRACK			END OF TRACK TO ERIN					
	TABLE I	TABLE II	TABLE III	TABLE I	TABLE II	TABLE III			
10	.....	.....	1650	.....	.....	1750			
250-261	.....	.....	1000	.....	.....	1050			
300-392	1200	1150	1050	1250	1200	1100			
500-555	.....	.....	1150	.....	.....	1200			
556-559	.....	.....	1150	.....	.....	1200			
575-1002	.....	950	850	.....	950	900			
1004-1069	.....	.....	1000	.....	.....	1000			
1101-1128	.....	.....	1150	.....	.....	1200			
1225-1228	.....	.....	1650	.....	.....	1750			
1229-1278	.....	1800	1750	.....	1900	1800			
1299-1308	.....	.....	1100	.....	.....	1150			
1309-1343	.....	.....	1050	.....	.....	1100			
1344-1399	.....	.....	1100	.....	.....	1150			
1400-1415	.....	.....	1100	.....	.....	1150			
1470-1498	.....	1800	1700	.....	1850	1750			
1500-1532	1700	1550	1400	1750	1600	1450			
1534-1582	.....	1800	1700	.....	1850	1750			
1600-1626	.....	.....	1100	.....	.....	1150			
1636-1656	.....	.....	1150	.....	.....	1200			
**1720-1855	.....	.....	1200	.....	.....	1250			
2000-2009	.....	.....	1700	.....	.....	1800			
2010-2023	.....	1850	1750	.....	1900	1850			
2024-2059	.....	1850	1800	.....	1950	1850			
2121-2124	.....	.....	1700	.....	.....	1750			
2125-2131	.....	.....	1800	.....	.....	1900			
2300-2413	.....	950	850	.....	950	900			
2700-2707	.....	.....	1200	.....	.....	1250			
2708-2824	.....	.....	1150	.....	.....	1200			
*3200-3224	1200	1150	1050	1250	1200	1050			
3554-3605	.....	1800	1750	.....	1900	1800			
3607-3631	.....	1850	1800	.....	1950	1850			
4000-4019	1000	900	850	1050	950	900			
4050-4144	.....	1200	1150	.....	1250	1200			
4200-4234	1000	900	850	1050	950	900			
4500-4504	1350	1200	1100	1400	1250	1150			
4505-4599	1700	1550	1400	1750	1600	1500			
4600-4977	.....	1000	900	.....	1000	950			
5030-5039	1000	900	850	1050	950	900			
5100-5544	.....	.....	1200	.....	.....	1250			
6000-6065	.....	1200	1150	.....	1250	1200			
6271-6280	.....	1200	1150	.....	1250	1200			
6600-6645	.....	1200	1200	.....	1250	1250			
6646-6825	.....	.....	1150	.....	.....	1200			
7000-7069	.....	1850	1750	.....	1950	1800			
7070-7094	2050	1900	1700	2150	1950	1800			
8000-8132	.....	1850	1750	.....	1950	1800			
8133-8162	.....	1900	1700	.....	1950	1800			
8234-8299	.....	1850	1750	.....	1900	1800			
8500-8524	2350	2250	2050	2450	2350	2150			

HAZARDOUS MATERIALS

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.

HAZARDOUS MATERIALS — Continued —

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** (that is leaking, fuming or venting) — 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.
- (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.

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.

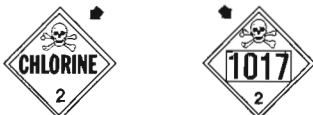
FLAMMABLE GAS



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.

These restrictions do not apply to cars placarded combustible.

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

1		EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE			
2		(inc. flat cars carrying trailers or containers)			TANK CAR	OTHER THAN TANK CAR	ANY 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	✓	✓	
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	✓
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				✓	✓	✓	

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES, A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE	PLACARD APPLIED ON CAR	
2		TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TYPE OF CAR	
3	RESTRICTIONS						
4	✓						
5	✓						
6	✓ ^②						
7	✓						
8	✓		✓				
9	✓	✓ ^④	✓				
10	✓		✓				
11	✓						
12							
13	✓						
14	✓						
15	✓	✓					
16	✓	✓					
17							
18	✓	✓					

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.