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LOUISVILLE & NASHVILLE RAILROAD COMPANY

EVANSVILLE DIVISION

TIME-TABLE No.

8

TAKES EFFECT

FRIDAY, SEPTEMBER 1, 1972

AT 12:01 A.M. CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice President—Operation

A. JAMES, JR.,
General Mgr.—Northern Region

S. P. STRICKLAND,
Chief Transportation Officer

J. R. PARSONS, JR.,
Superintendent

R. H. SPICER,
Ass't Superintendent

R. W. PAGE,
Ass't Superintendent

R. E. JONES,
Ass't Supt. Terminals
Evansville Terminals
Evansville, Ind.

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

E. St. Louis — Train Order Office
 E. St. Louis — Engineer's Washroom
 Mt. Vernon, Ill. — Train Order Office
 McLeansboro, Ill. — Train Order Office
 Howell — Yard Office
 Howell — Roundhouse
 Strawberry — Train Order Office
 South Louisville — Engineer's Washroom
 FX Tower

Skillman — Train Order Office
 Brandenburg — Train Order Office
 Guthrie — Yard Office
 Atkinson — Yard Office and Locker Room
 Doyle — Train Order Office
 Owensboro — Roundhouse
 Drakesboro — Train Order Office
 Russellville — Train Order Office
 Brewer, Ill. — Register Room, Roundhouse
 Baker, Ind. — Yard Office
 Vincennes — Freight House
 Princeton — Waiting Room, Depot
 Mt. Vernon, Ind. — Depot, Second Street
 Wansford — Yard Office
 Henderson — Depot

SUB-DIVISIONS

St. Louis, between E. St. Louis and Evansville, including branches.
 Henderson, between Evansville and Amqui, including branches.
 LH&StL between Henderson and Strawberry, including branches.
 O&N, between Owensboro and Russellville, including branches.
 Chicago, between Evansville and Woodland Jct., including branches.

TWO OR MORE TRACKS

Between:

E. St. Louis and W. F. Tower
 Evansville (300 feet south of St. Joseph Ave. Crossing) and
 F. S. Tower
 North and South end Henderson Interlocking
 Amqui and Nashville — Radnor
 RA Jct. and Danville

STANDARD CLOCKS

E. St. Louis — Train Order Office
 Howell — Train Order Office
 Howell — Locker Room
 Evansville — Train Order Office
 Atkinson — Train Order Office
 Drakesboro — Train Order Office
 Guthrie — Train Order Office
 Strawberry — Train Order Office

STANDARD CLOCKS — Continued

Doyle — Train Order Office
 Russellville — Train Order Office
 Skillman — Train Order Office
 Brandenburg — Train Order Office
 McLeansboro — Train Order Office
 Mt. Vernon, Ill. — Train Order Office
 Mt. Vernon, Ind. — Train Order Office
 Oaklawn, Ill. — Dispatcher's Office
 Brewer — Yard Office-Washroom
 Haley — Train Order Office
 Baker — Yard Office
 Vincennes — Freight House
 Wansford — Yard Office

TRAIN ORDER OFFICES

Station	Hours Open
*E. St. Louis.....	Continuous
Belleville.....	8:00 A.M. to 12:00 Noon and 3:15 P.M. to 5:00 P.M., Closed Sat. and Sun.
Mascoutah.....	1:15 P.M. to 3:00 P.M., Closed Sat. and Sun.
Okawville.....	1:15 P.M. to 3:00 P.M., Closed Sat. and Sun.
Nashville, Ill.....	7:30 A.M. to 12:00 Noon and 3:15 P.M. to 4:30 P.M., Closed Sat. and Sun.
*Mt. Vernon, Ill....	Continuous
McLeansboro.....	8:00 A.M. to 10:30 A.M. and 3:20 P.M. to 5:00 P.M., Closed Sat. and Sun.
Carmi.....	Continuous, except closed from 11:00 A.M. to 12:30 P.M. Mon. thru Fri.
Mt. Vernon, Ind. (SD).....	8:30 A.M. to 5:30 P.M. Daily
*Howell.....	Continuous
*Evansville, (DS)	Continuous
*Henderson.....	Continuous
*Atkinson.....	Continuous
*Hopkinsville.....	8:00 A.M. to 4:00 P.M., Closed Sat. and Sun.
*Guthrie.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
*Springfield.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
*Amqui.....	Continuous
*Doyle.....	6:30 A.M. to 3:30 P.M., Closed Sat. and Sun.
*Skillman.....	7:00 A.M. to 11:00 P.M. Mon. thru Thurs., 7:00 A.M. to 3:00 P.M., Fri., 3:00 P.M. to 11:00 P.M. Sun., Closed Sat.

SPECIAL INSTRUCTIONS — Continued

TRAIN ORDER OFFICES — Continued

Station	Hours Open
*Brandenburg.....	8:00 A.M. to 5:00 P.M., Closed Sat. and Sun.
*Strawberry (SW).....	Continuous
*Russellville.....	7:30 A.M. to 11:00 P.M. Mon. thru Fri., 7:30 A.M. to 3:30 P.M. Sat., Closed Sun.
*Drakesboro.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
*Central City.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
Wansford.....	Continuous
*Mt. Vernon, Ind. (CD).....	7:00 A.M. to 5:30 P.M., Closed Sun.
Vincennes.....	Continuous
*Sullivan.....	7:00 A.M. to 9:00 A.M. and 1:00 P.M. to 4:00 P.M., Closed Sat. and Sun.
Spring Hill.....	Continuous
Haley.....	Continuous
†Danville.....	Continuous
Hoopeston.....	Continuous

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

†Top arm for Chicago Sub-division. Lower arm for Westville Sub-division C&EI.

EXCEPTION TO RULE 40 (b)

A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40(b) must immediately stop, and after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

REGISTER STATIONS

Location	For	Register by Card Form 230
E. St. Louis Train Order Office.....	All Trains	
Howell Train Order Office.....	All trains	
Atkinson Train Order Office.....	All trains to and from the Morganfield and MH&E branches	
	All trains originating and terminating	
Amqui Train Order Office.....	All Trains	All trains
Doyle Yard Office.....	O&N sub-division trains	
Skillman Train Order Office.....	Trains originating and terminating	
Brandenburg Train Order Office.....	Trains originating and terminating	
Strawberry (SW) Train Order Office.....	All trains	All trains
Russellville Train Order Office.....	All trains	
Drakesboro Train Order Office.....	Trains originating and terminating	
Moorman Phone booth.....	O&N trains, including trains to and from O&N via MH&E	
Brewer Locker Room at Engine Facility	All trains	
Mt. Vernon, Ind. Train Order Office.....	Mt. Vernon Br. trains originating and terminating	

The registration of northward trains at E. St. Louis will indicate the arrival of such trains at W.F. Tower. When trains, superior by time-table or train order, have not arrived at E. St. Louis, southward trains will secure engine number by train order and will be on lookout for them on double track or at W.F. Tower, identifying same before entering on single track at W.F. Tower.

(Continued on page 8)

SOUTHWARD

HOWELL AND EAST ST. LOUIS

NORTHWARD

SECOND CLASS						Distance from Louisville via Amqui	TIMETABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS					
725	761	731	793	762	730				794	796				
Piggy- back	Fast Freight	Local Freight	Fast Freight	Fast Freight	Local Freight				Fast Freight	Fast Freight				
Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily				
P.M.	A.M.	A.M.	A.M.	A.M.	A.M.				P.M.	P.M.				
	7.00	8.00	5.00	1.00	483.61	L E. ST. LOUIS OA	2.20		6.15	10.30	12.55	11.30		
	7.10	8.10	5.10	1.10	481.41	III. Transfer Junc.	4.13		6.00	10.10	12.40	11.10		
	7.25	8.25	5.20	1.20	477.28	W. F. TOWER	4.87		5.50	10.00	12.30	11.00		
	7.45	8.45	5.30	1.30	472.41	SUMMIT	2.80	36	5.40	9.50	12.20	10.50		
	7.55	8.55	5.35 ⁷⁶²	1.35	469.61	BELLEVILLE	5.70	56	5.35 ⁷³¹	9.40	12.10	10.40		
	8.05	9.05	5.50	1.45	463.91	RENTCHLERS	4.50	104	5.20	9.25	11.59	10.30		
	8.15	9.15 ⁷³⁰	6.05	1.51	459.41	MASCOUTAH	6.90	51	5.10	9.15 ⁷⁶¹	11.50	10.20		
	8.25	9.25	6.20	2.01	452.51	NEW MEMPHIS	7.30	42	4.57	9.00	11.40	10.10		
	8.35	9.35	6.35	2.11	445.21	OKAWVILLE	4.00	49	4.45	8.50	11.30	10.00		
	8.48	9.45	6.50	2.17	441.21	ADDIEVILLE	6.50	104	4.35	8.40	11.20	9.50		
	8.58	9.57	7.00	2.27	434.71	NASHVILLE	5.00	30	4.20	8.25	11.10	9.40		
	9.08	10.07	7.10	2.35	429.71	BEAUCOUP	5.60	42	4.12	8.15	11.03	9.30		
	9.16 ⁷⁹⁶	10.15	7.20	2.45	424.11	ASHLEY	9.00	40	4.04	8.00	10.55	9.16 ⁷²⁵		
	9.30	10.40 ⁷⁹⁴	7.45 ⁷³⁰	3.00	415.11	WOODLAWN	7.00	104	3.48	7.45 ⁷³¹	10.40 ⁷⁶¹	9.02		
	9.40	10.55	8.00	3.15	408.11	MT. VERNON ILL.	0.90	30	3.33	7.30	10.26	8.50		
	9.43	11.00	8.05	3.18	407.21	SHOPS	3.60	46	3.30	7.25	10.23	8.45		
	9.48	11.10	8.15	3.24 ⁷⁶²	403.61	SHIRLEY	6.40	43	3.24 ⁷⁹³	7.15	10.17	8.35		
	9.58	11.20	8.30	3.34	397.21	BELLE RIVE	3.90	52	3.14	7.05	10.07	8.25		
	10.05	11.30	8.40	3.40	393.31	DAHLGREN	5.60	14	3.08	6.55	10.00	8.15		
	10.15	11.45	8.55	3.50	387.71	DELAFIELD	5.00	104	3.00	6.45	9.52	8.05		
	10.25	11.55	9.15	4.00	382.71	McLEANSBORO	5.70	43	2.49	6.35	9.42	7.55		
	10.35	12.05	9.32 ⁷⁹⁴	4.10	377.01	THACKERAY	7.20	47	2.39	6.25	9.32 ⁷³¹	7.45		
	10.45	12.20	9.45	4.20	369.81	ENFIELD	5.30	54	2.24	6.10	9.22	7.33		
	10.55	12.30	9.55	4.29	364.51	TRUMBULL	4.20	104	2.16	6.00	9.14	7.25		
	11.01	12.40	10.05	4.35	360.31	CARMI	3.70	48	2.06	5.50	9.08	7.15		
	11.06	12.50	10.15	4.40	356.61	EPWORTH	4.20	41	2.00	5.42	9.02	7.07		
	11.15	1.00	10.25	4.50	352.41	MAUNIE	6.90	46	1.54	5.35	8.55	7.00		
	11.30	1.20	10.40	5.05	345.51	UPTON	4.10	104	1.44	5.25	8.44	6.50		
	11.40	1.30	10.50	5.15 ⁷³⁰	341.41	MT. VERNON IND.	3.98	32W 33E	1.38	5.15 ⁷⁹³	8.38	6.41		
	11.50	1.40	11.00	5.25	337.43	LAMOTT	8.75	42	1.32	5.07	8.32	6.35		
	12.05	1.55	11.20	5.40	328.68	BELKNAP	5.28	104	1.20	4.55	8.20	6.20		
	12.20	2.10	11.35	5.55	323.40	NORTH HOWELL	0.40		1.05	4.35	8.05	6.05		
	12.30	2.25	11.45	6.10	323.00	A HOWELL	LO		1.00	4.30	8.00	6.00		
	A.M.	P.M.	A.M.	A.M.					A.M.	A.M.	A.M.	P.M.		
	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily		
	725	761	731	793					762	730	794	796		

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

SOUTHWARD

HOWELL AND AMQUI

NORTHWARD

SECOND CLASS						Distance from Louisville via Amqui	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time			Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS					
791	793	723	721	797	725		STATIONS				768	720	722	790	792	794
Fast Freight	Fast Freight	Piggy- back	Piggy- back	Fast Freight	Piggy- back						Fast Freight	Piggy- back	Piggy- back	Fast Freight	Fast Freight	Fast Freight
Daily P.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.						Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.
5.00	11.00	7.00	4.00	3.05	3.00	323.00	L	HOWELL	OA	Yard	12.30	1.00	3.30	8.00	4.00	6.00
						317.44		F. S. TOWER								
						312.80		HENDERSON	O	56						
						308.94		RANKIN		76						
						301.29		ROBARDS		128						
						292.67		BRETON		83						
						282.10		HANSON		96						
						277.08		ARKLOW								
						275.21		ATKINSON- MADISONVILLE	O	131						
						267.70		MORTON		104						
						264.18		NORTONVILLE		160						
						253.27		CROFTON		128						
						247.62		KELLY		106						
						240.77		LATHAM		94						
						239.51		HOPKINSVILLE	O							
						234.83		CASKY		118						
						223.30		TRENTON		124						
						215.77		GUTHRIE	O	100S 131N						
						204.40		CEDAR HILL		106						
						197.12		SPRINGFIELD	O	40						
						193.08		COURTLAND		96						
						180.50		GOODLETTSVILLE		111						
12.30	5.00	12.30	8.40	9.30	7.30	176.78		AMQUI	O	49N 49S	4.30	7.05	10.20	1.50	8.30	10.00
1.00	6.00			10.00		190.00		RADNOR	O		4.00				8.00	9.30
		1.00	9.00		8.00	186.50	A	NASHVILLE	L			6.45	10.00	1.30		
A.M.	P.M.	P.M.	A.M.	A.M.	A.M.						A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily
791	793	723	721	797	725						768	720	722	790	792	794

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

SOUTHWARD

HOWELL AND CHICAGO

NORTHWARD

SECOND CLASS						Distance from Chicago	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS					
723	721	797	791	792	720				722	790				
Piggy-back	Piggy-Back	Fast Freight	Fast Freight	Fast Freight	Piggy-back				Piggy-back	Fast Freight				
Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily P.M.	Daily P.M.				Daily A.M.	Daily P.M.				
						0.0	CHICAGO							
	11.30	8.30				3.3	37th STREET			10.30	4.00			
	12.15	9.15	8.00	2.00		18.0	YARD CENTER O		8.00	9.45	3.15	2.00		
	1.35	10.35	9.45	3.30		64.6	WOODLAND JCT.		3.50	8.15	1.45	10.00		
						11.6	WELLINGTON	245						
						94.2	HOOPESTON O							
						5.0	ROSSVILLE JCT.	244						
						7.9	R. A. JCT.							
						107.1	DANVILLE O	Yard						
						120.0	BREWER	Yard	3.00			9.00		
						123.1	R. B. JCT.							
						126.5	DICKASON	312						
						128.9	WRO	272						
						137.6	CLINTON	355						
						149.7	DEWEY	97						
						162.9	HALEY O							
						174.8	BAKER	230						
						176.5	FARMERSBURG	89						
						179.9	SULLIVAN O	183						
						192.9	OAKTOWN	180						
						203.7	SMITH	86						
						220.0	VINCENNES O	44						
						229.5	ALICE	133						
						234.6	DECKER	86						
						236.4	MILLER	86						
						246.3	GIBSON	97						
						252.3	KING	278						
						257.9	INGLE	87						
						265.3	WANSFORD O	Yard						
						276.3	HOWELL OL	Yard	6.00	12.01	6.00	10.01		
	8.00	5.00	1.00	2.00		283.6								
	A.M.	A.M.	A.M.	P.M.		289.4	Trains operating between Woodland Junction and Yard Center will be governed by joint L&N-C&EI Time Table and Special Instructions and Uni- form Code of Operating Rules.		A.M.	P.M.	P.M.	P.M.		
	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily		
	723	721	797	791					792	720	722	790		

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

McLEANSBORO AND SHAWNEETOWN					MT. VERNON JCT. AND MT. VERNON BRANCH						
SOUTHWARD			(SHAWNEETOWN BRANCH)	NORTHWARD		SOUTHWARD			NORTHWARD		
SECOND CLASS		Distance from Louisville via Amqui	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS		Distance from Chicago	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time	Siding Capacity in cars		
			STATIONS					STATIONS			
		382.71	L McLeansboro OA 7.50	30			265.4	M. V. JCT. 6.1			
		390.21	DALES 4.50	14			271.5	OWENSVILLE 5.9			
		394.71	BROUGHTON 8.54	16			277.4	CYNTHIANA 4.9			
		403.25	ELDORADO 8.22	9			282.3	POSEYVILLE 4.2			
		411.47	EQUALITY 5.75	18			286.5	WADESVILLE 9.2			
		417.22	JUNCTION 2.78				295.7	SOLITUDE 5.6			
		420.00	A New Shawneet'n L 3.04				301.3	St. Louis Sub Div. 0.8			
		423.04	SHAWNEETOWN				302.1	MT. VERNON 0			

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

HARTFORD AND TRIDENT SOUTHWARD (MH&E BRANCH) NORTHWARD						OWENSBORO AND RUSSELLVILLE SOUTHWARD NORTHWARD									
SECOND CLASS		Distance from Louisville via Amqui	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS		SECOND CLASS		Distance from Louisville via Russellville	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS	
			STATIONS											STATIONS	
		311.48	L HARTFORD A	19				6.30	214.91	L OWENSBORO A		11.15			
			5.6							5.27					
		305.88	CENTERTOWN	24				6.52	209.64	PETTIT	37	10.40			
			4.7							3.65					
		301.18	KRONOS	20				6.58	205.99	BROWNS VALLEY	20	10.30			
			5.0							2.75					
		296.18	MOORMAN	32S 22N				7.08	203.24	UTICA		10.20			
			4.0							3.09					
		292.18	BREMEN					7.18	200.15	LIVIA	21	10.10			
			15.00							5.60					
		281.18	ANTON	39				7.33	194.55	LIVERMORE O		9.55			
			4.4							3.49					
		276.78	ATKINSON O	Yard				7.43	191.06	ISLAND		9.35			
			0.4							3.17					
		276.38	TRIDENT L	Wye				7.51	187.89	VICKS	37	9.20			
										1.48					
								7.56	186.41	MOORMAN		9.10			
										6.61					
								8.20 ⁷⁴⁸	179.80	CENTRAL CITY O	31	8.20 ⁷⁴⁹			
										4.19					
								9.04	175.61	BEVIER	40	6.30			
										2.70					
								9.10	172.91	DRAKESBORO O	45	5.35			
										1.79					
										171.12	BROWDER	32			
										1.74					
										169.38	BEECH CREEK JCT.	Branch			
										7.79					
										161.59	DUNMOR	24			
										7.10					
										154.45	LEWISBURG				
										4.51					
										149.94	EPLEYS	31			
										5.82					
										143.66	A RUSSELLVILLE OL	Yard			
								A.M.						A.M.	
								Daily ex. Sunday						Daily ex. Sunday	
								749						748	

CLAY AND TRIDENT SOUTHWARD (MORGANFIELD BRANCH) NORTHWARD							
SECOND CLASS		Distance from Louisville via Amqui	TIME-TABLE No. 8 Takes effect Friday September 1, 1972 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS	
			STATIONS				
		299.49	L CLAY A				
			2.48				
		297.01	DOTIKI JCT.				
			3.09				
		293.92	DIAMOND JCT.				
			1.74				
		292.18	PROVIDENCE				
			3.75				
		288.43	SHAMROCK JCT.				
			3.15				
		285.28	NEBO	13			
			2.22				
		283.06	COLONIAL JCT.				
			4.75				
		278.31	COMO JCT.				
			1.93				
		276.38	TRIDENT L	40			

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

SPECIAL INSTRUCTIONS — Continued

CLEARANCE OF TRAINS

All trains secure Clearance Form A at Mt. Vernon, Ill.

All trains secure Clearance Form A at Central City and Drakesboro, Ky., during office hours.

Henderson: Northward trains are not required to obtain Clearance Form A, and will proceed on same schedule and section and display same signals, if any displayed, as arriving at Henderson, extras to continue as extras.

Illinois Central and Penn-Central trains, entering L&N main track at 8th Avenue en route to Howell or to Evansville, are authorized to proceed without Clearance Form A.

Illinois Central southward freight trains will proceed to Henderson without Clearance Form A.

Engine number on Clearance Form A addressed to regular train is not required.

YARD LIMITS

E. St. Louis	Central City
Woodlawn	Drakesboro
Mt. Vernon, Ill.	Beech Creek Jct.
Mt. Vernon, Ind. (SD)	Russellville
Howell — Wansford	Moorman (O&N)
Trident to Clay	Browder
Moorman to Atkinson	Mt. Vernon Jct.
Owensboro (O&N)	Mt. Vernon, Ind. (CD)

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
E. St. Louis.....	PC/TRRA.....	Interlocking
E. St. Louis.....	Southern.....	Stop Boards
E. St. Louis.....	TRRA.....	Stop Boards
E. St. Louis.....	A&S.....	Automatic Interlock'g
Nashville, Ill.....	M&I.....	Automatic Interlock'g
Ashley.....	Illinois Central.....	Automatic Interlock'g
Woodlawn.....	BN.....	Automatic Interlock'g
Mt. Vernon, Ill.....	MoPac.....	Electric Lock Derails (See Note 1)
Mt. Vernon, Ill.....	C&EI.....	Interlocking
Enfield Jct.....	B&O.....	Automatic Interlock'g
Carmi.....	PC.....	Interlocking
Mt. Vernon, Ind.....	L&N (CD Sub-Div).....	Gate (See Note 2)
Eldorado.....	PC.....	Automatic Interlock'g
Junction, ½ Mile South.....	Peabody Coal Co.....	Automatic Interlock'g
Henderson.....	Illinois Central.....	Interlocking
Trident.....	L&N (MH&E Br.).....	Electric Lock-Derails (See Note 3)
Nortonville.....	Illinois Central.....	Automatic Interlock'g
Guthrie.....	L&N (Nashville Division).....	Interlocking
Providence.....	Illinois Central.....	Stop Boards
Owensboro.....	Illinois Central.....	Electric Lock-Derails (See Note 4)
Owensboro.....	L&N (O&N Br.).....	Electric Lock-Derails (See Note 5)
Owensboro.....	L&N (O&N Br.).....	Stop Boards (See Note 6)
West Point.....	Illinois Central.....	Interlocking
Moorman.....	L&N (O&N Br.).....	Stop Boards

RAILROAD CROSSINGS AT GRADE — Continued

Location	Railroad	Protection
Moorman.....	L&N (MH&E Br.).....	Stop Boards
White City.....	Illinois Central.....	Stop Boards
Union Track Jct.....	Southern.....	Gate (See Note 7)
Princeton.....	Southern.....	Automatic Interlock'g
Vincennes.....	PC.....	Automatic Interlock'g
Vincennes.....	B&O.....	Interlocking
Sullivan.....	Illinois Central.....	Automatic Interlock'g
Spring Hill.....	PC/CMS&P.....	Interlocking
Spring Hill.....	CMS&P.....	Interlocking
Terre Haute.....	PC.....	Interlocking
Haley.....	PC.....	Interlocking
Dewey.....	CMS&P.....	Interlocking
Hillsdale.....	B&O.....	Automatic Interlock'g
Cayuga.....	N&W.....	Automatic Interlock'g
Walz.....	CMS&P.....	Automatic Interlock'g
Danville.....	PC.....	Interlocking
Danville.....	N&W.....	Interlocking
Hoopeston.....	N&W.....	Interlocking
Johannott.....	CMS&P.....	Stop Boards
Stewart.....	PC.....	Gate (See Note 8)
Burnett.....	PC.....	Interlocking
Poseyville.....	Illinois Central.....	Gate (See Note 9)
Mt. Vernon, Ind.....	L&N (St. Louis Sub-Div. Main).....	Gate (See Note 2)

Note 1. Crossing with the Missouri Pacific Railroad is protected by hand-operated electric-locked derails, normally in derailing position on Missouri Pacific tracks on both sides of crossing, and will be automatically locked when L&N train is within 5,600 feet south, and 10,100 feet north of the crossing.

Interlocking signals are located 450 feet on each side of crossing, the position of the electric locked derails determining their indication. When found at approach or proceed position, trains may pass over crossing at a speed not to exceed ten (10) miles per hour. If at Stop, trains must not pass the signal until it has cleared. If signals are out of order trains will proceed after a member of the crew has advanced to the crossing for protection of their movement.

Time release can be run by Missouri Pacific trains and derails operated in three (3) minutes while L&N trains are on approach circuit.

All trains in both directions must approach this crossing under full control until governing signal is seen to display approach or proceed indication.

Note 2. The crossing with the Mt. Vernon Branch is protected by a hand-operated gate normally set for St. Louis Sub-division trains and locked in position by electric lock.

Trains must approach the crossing at Restricted Speed until it is seen to be clear. A Northward St. Louis Sub-division train within 1,800 feet or Southward St. Louis Sub-division train within 1,400 feet of the crossing will electrically lock the gate to normal position.

Instructions for the emergency operation of the gate will be found in iron box attached to the instrument case at the crossing. Time release can be run by Mt. Vernon Branch trains and gates operated in two (2) minutes while St. Louis Sub-division trains are on circuit.

SPECIAL INSTRUCTIONS — Continued**RAILROAD CROSSINGS AT GRADE — Continued**

Note 3. The crossing with the MH&E Branch is protected by hand-operated electric-locked derails, normally in derailing position on MH&E tracks on both sides of crossing. Signals are located on the Henderson Sub-division.

Note 4. The crossing with the Illinois Central is protected by hand-operated electric-locked derails, normally in derailing position on Illinois Central tracks on both sides of crossing. Signals are located on the LH&StL Sub-division.

Note 5. The crossing with the O&N Branch is protected by hand-operated electric-locked derails, normally in derailing position on the O&N Branch tracks. Signals are located on the LH&StL Sub-division.

Note 6. Trains in either direction must come to a stop at Stop Board and send a flagman ahead to a point where he can see clear around the curve before passing over the crossing of the old O&N main track at Lewis Street, and before rounding the curve at the ice factory just west of above crossing; also before crossing Daviess Street.

Note 7. The normal position of this gate will be locked across the Southern Railroad track. All Southern trains will stop at this crossing and ascertain that no L&N train is approaching the crossing, then unlock gate and swing gate across the L&N Railroad track and lock gate in that position. After Southern train has cleared the crossing the gate will be returned across the Southern track and locked.

L&N trains will approach this crossing prepared to stop but will not be required to stop if gate is found lined against movement over the Southern Railroad.

Note 8. P.C. Gate normally across L&N and locked and semaphore arm on gate post vertical. L&N trains stop, crews operate gate and restore to normal after movement over crossings is complete.

Note 9. Gate will be left in position for last movement over crossing and must be properly secured. Trains will come to a full stop regardless of position of gate and proceed only when crossing is known to be clear.

EXCEPTION TO RULE 99 (d)

Within the State of Illinois, Centralized Traffic Control System Limits and Automatic Block Signal Systems Limits, except within Yard Limits when a train is moving under circumstances in which it may be overtaken by another train, the flagman must take whatever action necessary to provide full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals, a sufficient distance to provide full protection against a following train moving at Restricted Speed. When recalled, and safety of train will permit, he may return to his train. When necessary for rear of train to be protected under such circumstances, Engineer must sound whistle signal,

Rule 14 (c), but failure of Engineer to sound this signal does not relieve flagman from protecting train as required.

RULE 104 (b) IS CHANGED TO READ AS FOLLOWS:

"104 (b) A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear."

"A train must not foul other tracks until the normal route is seen to be clear."

"Switches used must not be restored to normal position until movement is completed or clear of the main track involved."

"When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position."

USE OF DERAILS ON BRANCHES AND INDUSTRIAL SPURS

Train orders will not be required for operation on the following branches and industrial spurs:

Location	Name of Branch
McLeansboro	Shawneetown Branch
Moorman	M H & E Branch

Derails will be located on the main tracks of these branches at the clearance point of junction with the main track, except on Shawneetown Branch derail is located adjacent to Mile Post M 383. The following exceptions to the requirements of Rule 104(d) are made.

Derails located at main line junction points of branches, listed above, will be kept set in normal position at all times, except when the branches are occupied by engines or trains. When derails are in normal position (set to derail) it will indicate that no train or engine is on the branch and that movements may be made to the branch.

When the derail is set and locked off of the track, it will indicate that a train or engine is occupying such branch and no other train or engine movement may be made unless protected in accordance with Rule No. 99.

Movements over other Branches not shown on Time Table or Special Instructions may be made, but must be protected by leaving Flagman at Junction Point.

SPECIAL INSTRUCTIONS — Continued **SPRING SWITCHES**

Name of Siding	End Located	Normal Position
W.F. Tower.....	End of Two or More Tracks	For Northward main track
Summit.....	North and South End Siding	For main track
Belleville.....	North and South End Siding	For main track
Rentchlers.....	North and South End Siding	For main track
Mascoutah.....	South End Siding	For main track
Addieville.....	North and South End Siding	For main track
Woodlawn.....	South End Siding	For main track
Mt. Vernon, Ill.....	North End Siding	For main track
Shops, Ill.....	North and South End Siding	For main track
DeLafield.....	North and South End Siding	For main track
McLeansboro.....	North and South End Siding	For main track
Thackeray.....	South End Siding	For main track
Enfield.....	North End Siding	For main track
Trumbull.....	North and South End Siding	For main track
Carmi.....	North End Siding	For main track
Upton.....	North and South End Siding	For main track
Mt. Vernon, Ind. — East Siding.....	North and South End Siding	For main track
Lamott.....	North and South End Siding	For main track
Belknap.....	North and South End Siding	For main track
South Howell Yard.....	South End Yard Lead	For main track
South Howell.....	North and South End of Main Line Crossover	North main end lined for Crossover
Henderson, East Siding.....	North End Siding	South main end lined for South main
East Diamond.....	Junction	For main track
Evansville — 300 feet south of St. Joseph Ave.....	End of Two or More Tracks	For main track
Mt. Vernon Jct.....	North End Wye	For Southward main track
Vincennes.....	North End Siding	For King Siding track
F.S. Tower.....	End of Two or More Tracks	For main track
		For Northward main track

HOT BOX DETECTOR SYSTEM

Hot Box Indicator	Approach Indicator	Direction
Mile H-452.7	None	Bi-directional
Mile H-425.9	None	Bi-directional
Mile H-390.6	None	Bi-directional
Mile H-355.1	None	Bi-directional
Mile H-294.3	None	Bi-directional
Mile H-262.0	None	Bi-directional
Mile H-236.5	None	Bi-directional
Mile H-212.2	None	Bi-directional
Mile ZA-102.9	None	Bi-directional
Mile ZA-144.3	None	Bi-directional
Mile ZA-239.8	None	Bi-directional
Mile HR-38.3	Mile HR-39.9	Southward
Mile HR-48.0	Mile HR-46.4	Northward
Mile HR-119.3	Mile HR-121.0	Southward
Mile HR-131.3	Mile HR-129.7	Northward

A rotating beacon light, located on mast extended above

bungalow at hot box detector, Ekron, Ky. and Newman, Ky. will be illuminated when overheated journal is detected on passing train. When illuminated, crews must carefully inspect train during travel between this location and Hot Box Indicator and, if hot journal observed, train must stop immediately for further inspection. If the beacon light is illuminated as train passes, and Approach Indicator (flashing white light) or Hot Box "(Hot Box)" Indicator are not functioning, train must stop at Hot Box Indicator for inspection of entire train before proceeding.

When train is stopped because of Hot Box Indicator, if hot journal is not found on car registered by detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the printed form. Crew member must also report to the train dispatcher initial and number of the car registered by detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and immediately behind which were inspected. Train dispatcher must record this information on train sheet. Both the conductor and the engineer are responsible to know the foregoing instructions are met under conditions described. When crew member reports to train dispatcher that no hot journal detected after inspection, train dispatcher must know provisions of these instructions have been complied with before permitting train to proceed.

SPEED RESTRICTIONS

Normal Speed of Trains in miles per hour

Between	Psgr.	Freight Work and Mixed	Pile Drivers, Derricks, Ditchers, Wrecking Out- fits and other Top-Heavy Cars
E. St. Louis and TRRA.....	50	40	30
TRRA and Howell.....	50	45	30
Howell and Amqui.....	50	40	30
Henderson and Strawberry.....	30	30	25
Woodland Jct. and R.A. Jct.....	40	35	25
R.A. Jct. and R.B. Jct.....	20	20	20
Mile ZA 128.9 to ZA 130.0.....	40	35	25
Mile ZA 130.0 to ZA 135.0.....	50	40	30
Mile ZA 135.0 to ZA 159.0.....	50	50	30
Mile ZA 159.0 to ZA 162.4.....	35	35	25
Mile ZA 162.4 to ZA 168.0.....	40	40	30
Mile ZA 168.0 to ZA 176.2.....	50	50	30
Mile ZA 176.2 to ZA 177.1.....	30	30	25
Mile ZA 177.1 to ZA 178.5.....	20	20	20
Mile ZA 178.5 to ZA 180.0.....	30	30	25
Mile ZA 180.0 to ZA 232.0.....	50	50	30
Mile ZA 232.0 to ZA 233.3.....	40	40	30
Vincennes over B&O Crossing.....	15	15	15
Vincennes over P.C. Crossing.....	10	10	10
Mile ZA 233.3 to ZA 237.1.....	25	25	20
Mile ZA 237.1 to ZA 246.9.....	40	40	30
Decker over Bridge and Trestle, Mile ZA 246.9 to ZA 247.2.....	20	20	20
Mile ZA 247.2 to ZA 256.0.....	40	40	30
Mile ZA 256.0 to ZA 259.0.....	50	50	30
Mile ZA 259.0 to ZA 260.4.....	40	40	30
Mile ZA 260.4 to ZA 279.0.....	50	50	30
Mile ZA 279.0 to ZA 281.6.....	40	40	30
Owensboro and Russellville.....	45	30	25
Shawneetown Branch.....	45	25	20
Morganfield Branch.....	35	30	20
MH&E Branch.....	25	25	20
Mt. Vernon Branch.....	40	40	25
Judyville Spur.....	10	10	10
Brothers Spur.....	30	30	25
WRO Spur.....	5	5	5
Hunt Spur.....	25	25	25
Brazil Spur.....	10	10	10
Young Spur.....	10	10	10
Over Drawbridges.....	10	10	10
Except Spottsville Drawbridge Mile Post HR 133.....	25	25	10
Through Crossovers and Turnouts.....	15	15	15
Except through turnouts, power switches located at Wellington, Rossville Jct., R.A. Jct., R.B. Jct., Dickason, WRO, Clinton, Dewey, North end Baker, South end Springhill, Farm- ersburg, North end Sullivan, Oaktown, Smith, South end Alice, Decker, Miller, Gibson, King, Ingle	25	25	25

EXCEPTIONS TO NORMAL SPEED

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed.

These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

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

Scale test cars L&N 41498 through 41502 are restricted to a maximum speed of twenty-five (25) miles per hour.

Trains handling units of welded rail must not exceed forty (40) miles per hour and must not be handled more than ten cars from the engine.

All six-axle type locomotives are restricted to forty (40) miles per hour on the Chicago Sub-division.

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

Roller bearing hi-cube cars and automobile rack cars may be classified and accepted as piggyback cars to prevent the restricting of speed of piggyback trains, but any other freight equipment handled in these trains must result in the application of maximum allowable speed for freight trains over the territory in which such cars run.

Trains handling 100 ton hoppers series 190,000 are restricted to ten (10) miles per hour between Trident and Pyro Jct.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Between:

TRRA (E. St. Louis) and North Howell

South Howell and F.S. Tower

South End Wansford and Union Track Jct.

Rules D 251 through D 254 are effective between E. St. Louis and W.F. Tower and South Howell and F.S. Tower. Rules 21 and 21 (a) are not effective between South Howell and F.S. Tower.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Centralized Traffic Control System Limits are effective between:

Woodland Jet. and Wansford MP ZA 281.6 except within interlocking limits.

F.S. Tower and Amqui, except within interlocking limits.

Henderson and Strawberry, except within interlocking limits.

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

RULE 551 APPLIES TO THE FOLLOWING SIDINGS:

Clinton	Dickason	Wellington
WRO	Rossville	King

INTERLOCKING RULES ARE EFFECTIVE:

E. St. Louis	Henderson	Hillsdale
Nashville, Ill.	Nortonville	Dewey
Ashley	Guthrie	Haley
Woodlawn	West Point	Terre Haute
Mt. Vernon, Ill.	Spottsville	Spring Hill
Enfield Jct.	Hoopeston	Sullivan
Carmi	Danville	Vincennes
Eldorado	Walz	Princeton
South Howell	Cayuga	Burnett
Junction ½ mile south		Wansford

MAXIMUM ALLOWABLE GROSS WEIGHT

Maximum Gross Weight of freight cars allowed on the Evansville Division is 263,000 lbs.

Exceptions:

McLeansboro to Shawneetown	220,000 lbs.
Rossville Jct. to Judyville	175,000 lbs.
Brazil Spur	220,000 lbs.

Cars exceeding Maximum Weight at any point must not be handled in train without specific authority of Chief Dispatcher.

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

Attention is called to Tennessee State Law, Section 65-1208 of the Code, reading in part as follows:

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

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

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

Springfield
Greenbrier

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 station is reached. If the train stops and must again be started before the train leaves the station the bell must be rung continuously from the "CW" post until the train passes out of the city limits on the opposite side of city.

Trains making switching or reverse movements over crossings protected with gates, bells, wigwag signals, or flashing light signals will see that the crossing protection is operating, otherwise such train movements will protect their movement over such crossings, flagging such crossings if necessary.

The following towns and cities on this division have ordinance relative to whistling in certain limits. Below is quoted briefly the requirements as to each town or city:

Evansville: It is unlawful to sound whistle in Evansville, including Howell, Ind., except as a brake signal, or when absolutely necessary to prevent injury to person or property. Bell must ring continuously while engine is running.

Henderson: Bell of locomotive shall ring continuously while in motion in city limits. It is unlawful to blow whistle of locomotive unreasonably or unnecessarily, either day or night. Penalty for violation, ten to fifty dollars.

Madisonville: Unlawful to blow whistle in the city limits except regular station signals and emergency.

Nortonville: Trains required to whistle for crossing at least 100 yards before reaching crossing, also shall not make unnecessary noise with engine.

Central City: Trains and engines will flag over Broad Street and Morehead Street Crossings.

CITY ORDINANCE, MAXIMUM SPEED OF TRAINS

Name of City	Speed (Miles Per Hour)
Belleville	25
Nashville, Ill.	25
Mt. Vernon, Ill.	25
Evansville	25
Howell (Barker Ave.)	10
Henderson	25
Seabee	25
Madisonville	6
Earlington	20
Nortonville	25
Crofton	35
Hopkinsville	25
Trenton	15
Springfield	30
Owensboro	25
Hawesville	15
Cloverport	15
Lewisburg	15
Drakesboro	10
Hoopeston	40
Cayuga	30
Oaktown	30
Ft. Branch	40
Haubstadt	25

CITY ORDINANCE, MAXIMUM SPEED OF TRAINS — Continued

Trains of the St. Louis and Chicago Sub-divisions, having in consist, "Flammable Compressed Gas," will not exceed a speed of twenty-five (25) miles per hour through the following incorporated villages, towns, or cities in the State of Illinois:

E. St. Louis	Ashley	Carmi
Belleville	Woodlawn	Maunie
Mascoutah	Mt. Vernon	Milford
Venedy	Belle Rive	Wellington
Okawville	Dahlgren	Hoopeston
Addieville	McLeansboro	Rossville
Nashville	Enfield	Danville

Terminals will notify Conductors of trains by use of Form (L&N) 463, "Notice of Cars Containing Explosives," or flammable compressed gas in train. Conductors will know by review of consist of waybills of any such commodity in train for compliance with speed restrictions and Illinois Commerce Commission Order.

EMERGENCY WATERING HYDRANTS

Station	Location
McLeansboro, Ill.....	East side of track north of station at site of old water tank
Henderson, Ky.....	West side of track at south end of passenger station
Atkinson, Ky.....	East side of track at south end of passenger station platform
Guthrie, Ky.....	West side of track at south end of passenger station
Owensboro, Ky.....	O&N Roundhouse
Skillman, Ky.....	Engine service track
Alice, Ind.....	West side of track at site of old Alice Yard Office
Sullivan, Ind.....	East side of track at coal chute
Baker, Ind.....	West side of main track just south of Hulman Street

JOINT TRACK OPERATIONS

L&N and PC at Carmi:

The use of L&N tracks by PC trains and the use of PC tracks by L&N trains must not be made until after permission is obtained from operator and must be under protection as prescribed by Rule 99.

Trains must not occupy or hold joint track longer than may be necessary for movement over it.

Providence Coal Co., Providence:

The main and mine tracks of the Providence Coal Company, Providence, are used jointly by the L&N and the ICRR.

The normal position of the switch at the connection of the Morganfield Branch and Providence Coal Company main tracks will be for the Morganfield Branch track.

L&N and IC

Yard limits on the MB Branch extend from 2,000 feet north of MP 278, Como Junction, Ky., to the end of Morganfield Branch MP 299. All trains must operate within these yard limits in accordance with L&N Operating Rule 93.

Southward IC trains must not enter the L&N main track at Providence, Ky., without first obtaining authority from the

IC West Yard Operator who must obtain such authority from the L&N Operator at Atkinson, Ky., via Bell telephone or other communications.

Northward IC trains upon clearing L&N main track at Providence, Ky., must advise West Yard IC Operator who must immediately notify the L&N Operator at Atkinson, Ky., of train clearing L&N main track.

Movements over ICRR track between Diamond Jct. and Pyro, Ky., will be made in accordance with ICRR Operating Rule 93. L&N trains must secure authority through Operator at Atkinson, Ky., by radio or other means of communication. Operator at Atkinson will secure authority for L&N movements by telephone or other means of communication from IC Train Dispatcher direct or through IC West Yard Operator.

L&N trains returning from Pyro will advise Operator at Atkinson time IC track cleared at Diamond Jct. by radio or other means of communication. Operator will promptly notify IC Operator at West Yard or IC Train Dispatcher direct.

L&N RR and Southern at Princeton, Ind.

Joint tracks, between crossover Gibson and Southern Yard, Princeton; the following Southern Railroad bulletined instructions are in effect:

"First class trains numbers 153 and 154 will operate under provisions of Operating Rule 93 and Yard Speed as contained in current Book of Operating Rules, effective August 1, 1956, within Princeton, Yard Limit."

The Yard Limit sign at Princeton is located 1,036 feet west of MP 161-W.

Time-out circuits have been provided in the Automatic Approach clearing of the Interlocking at the L&N crossing at Princeton, for eastbound trains occupying the Main Track in the vicinity of crossover for switching Cargill. Approach timing for clearing the L&N Interlocking will be effective from MP 160-W to Brown Street, MP 161-5. Trains or engines occupying this section of track in excess of four (4) minutes and thirty (30) seconds will restore the Home Signal at the L&N Crossing to Red, (Rule 292) and will receive a Yellow approach indication (Rule 285) at eastbound Signal No. 1614 at Brown Street. Eastbound trains that have activated this time-out approach will restore Home Signal at L&N Crossing to Proceed (Rule 281) after passing Embree Street, MP 161-6-W, if no conflicting moves are being made over this crossing.

L&N and C&EI

Trains operating between Woodland Junction and Yard Center will be governed by joint L&N-C&EI Time-Table and Special Instructions and the Uniform Code of Operating Rules.

HELPER ENGINE OPERATION

Between North Howell and Belknap:

The helper engine, when assisting a train over Belknap grade, has the rights of the train to which it is coupled.

The helper engine has the authority to return from Belknap to North Howell ahead of second-class trains.

The helper engine is authorized to return to North Howell against northward second-class and inferior trains under the protection of a flag to be left at North Howell for that purpose. A member of the crew, preferably the field man, will be left at North Howell to hold second-class and inferior trains until the return of the helper engine, unless directed to the contrary by the foreman in charge of the engine.

In the event it is desired to hold the helper engine at Belknap for a following movement, an understanding will be had with the flagman to that effect.

DRAWBRIDGES

Wabash River Drawbridge — Mile H-351, Maunie, Ill.:

There is no drawtender located at Wabash River Bridge. When it is necessary to turn the draw, it will be handled by employees on the Maintenance of Way Department. Before opening the draw, they will display Track Speed Signs at the proper distance, Stop signals at each end of the bridge, and will not remove these signals until the drawbridge is locked and in position for train to pass.

A southward train finding absolute block signal located 4,000 feet north of this drawbridge indicating "Stop," in addition with complying with Rule 509, must not move any part of train onto drawbridge until it is known that bridge is safe for passage of trains.

A northward train finding permissive block signal located 2,481 feet south of this drawbridge indicating "Restricted Proceed," in addition to complying with provisions of Rule 291, must not move any part of train onto drawbridge until it is safe for passage of train.

Wabash River Bridge has a lateral clearance of fifteen (15) feet, and trainmen must not expose themselves to danger by extending their heads or arms out of caboose or cab windows when passing over same.

Green River Drawbridge — Mile HE-117, Smallhaus, Ky.
Mile D-194, Livermore, Ky.

All trains will approach drawbridges at Smallhaus, Ky., Mile HE-117 and Livermore, Ky., Mile D-194, under full control, stopping at Stop boards located on north and south ends of these two drawbridges, and will proceed only at "Restricted Speed" across these bridges when it is known the track is properly lined for the movement.

When the span is open for boats, stop gates will be placed across the tracks, 130 feet from draw span on each side, and in addition hand throw derails, with indicating target light, on the rails approximately 100 feet on each side of bridge approach.

Green River Drawbridge — Mile HR-133, Spottsville, Ky.

When Bridgetender not on duty and Interlocking Signal displaying a "Stop" indication, Rule 671 will apply.

Movement on the drawbridge will be authorized by hand signal from Bridgetender with a yellow flag by day or yellow light by night.

In either case, movement on drawbridge must be made at "Restricted Speed."

When Bridgetender is on duty and Interlocking Signal is in "Stop" position and inoperative, yellow flag by day and yellow lights by night shall be used to signal trains to proceed over the drawbridge, and movements must be made at "Restricted Speed."

MISCELLANEOUS SPECIAL INSTRUCTIONS

Unauthorized blocking of safety pedal on locomotives is prohibited. If any safety appliance becomes inoperative on a locomotive and it is necessary to be cut out, Engineer must report it on the work report stating the reason for cutting out these safety devices.

SIX-AXLE DIESEL UNITS RESTRICTED

All six-axle diesel units must be kept off team, house, industrial, and scale tracks and the following Sub-Divisions, Branches, and Mine spurs, except can operate to Bell & Zoller Mine on PEE VEE spur and Cimmarron Mine on Cimmarron Spur:

LH&StL Sub-Division
O&N Sub-Division
Morganfield Branch North of Como Jet.
MH&E Branch
East Diamond Spur
Homestead Spur
White City Branch
Powerful Mine Spur
Mannington Branch
Reinecke Branch, Madisonville
Atkinson Mine Track
Shawneetown Branch
Mt. Vernon Branch
Breed Switch Spur
Young Spur
Brazil Spur
Hunt Spur
WRO Spur
Judyville Spur
Brothers Spur

If necessary to fill out and/or set off at any of these tracks, Conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his locomotives.

Six-axle locomotives numbered 1400 to 1432 and 1500 to 1525 are restricted and should not be operated on the Evansville Division.

All six-axle engines can operate to clearance point only on the following tracks:

Romney Storage Track
Seldon Storage Track
Earlington Yard
Morton Yard

C-628, C-630, SD-35, SD-40, U-25C, U-28C. These six-axle diesel units must not exceed ten (10) miles per hour through all turnouts and crossovers.

EQUIPMENT AND CARS RESTRICTED

Company Oil Service cars in series 40917-40942 must be handled in local freight service, not more than four (4) cars ahead of the caboose.

Cars in series 40966-40987 are equipped with six (6) 100-ton capacity axles and, when loaded, have a gross weight of 350,000 lbs. Because of their heavy weight, these cars must be handled near head end of train.

M of W Camp Cars must be handled carefully in terminals, and over the road movement must be local freight service just ahead of caboose.

MISCELLANEOUS SPECIAL INSTRUCTIONS — Continued

It is permissible for all types of cars with a minimum length of forty (40) feet to move between piggyback flats and/or auto rack cars. When moving cars shorter than forty (40) feet between two piggyback cars and/or auto rack cars, two cars must be used.

ASHLEY, ILL.: Instructions for emergency operation of the automatic interlocking will be found located just above the push buttons on side of signal bungalow at automatic interlocking plant.

McLEANSBORO: Shawneetown Branch trains returning to McLeansboro should approach that station at "Restricted Speed" expecting to find engines performing switching service in the industrial area leading off the Shawneetown Branch Main in McLeansboro.

NORTONVILLE, KY.: Instructions for emergency operation of the automatic interlocking will be found located just above the push buttons on side of signal bungalow at automatic interlocking plant.

HENDERSON: Northward LH&StL Sub-division trains must not pass signal on east side of LH&StL Main or signal on east side of LH&StL Siding, each signal located 4,000 feet north of LH&StL Mile Post 142, except on "Clear" indication of such signal, except it is permissible for trains to pass these signals displaying an "Approach" indication when there is work to be done in the yards at Henderson.

HOPKINSVILLE: It is permissible for trains to clear up in the following tracks to allow trains to pass, but **MUST NOT** open switch or foul main track without permission from the Dispatcher.

Track No. 91, 18th St., 425 feet north of MP 239.
Track No. 88, 17th St., 1000 feet north of MP 239.
Crossover track No. 96, 3rd St., 4000 feet north MP 239.
Crossover track No. 101, 1st St., 5000 feet north MP 239.
Track No. 98, scale track, 575 feet north MP 240.

MORTON: A light indicator is located on top of telephone pole 480 feet south of cantilever signal at Morton. To avoid blocking street crossings, southward trains in siding will proceed to south end of siding only when light is displayed and then will be governed by block signal indication.

If white light is not displayed, trainmen will communicate with Dispatcher.

OWENSBORO: Movements in both directions must stop before proceeding over 14th Street at O&N roundhouse and flag against motor traffic.

VINCENNES: Bierhaus Track-hand throw derail.

SULLIVAN: Both IC Connections-Movement must be made with air coupled and working on all cars.

KELCE SWITCH: Low Tipple will not clear engine, caboose, or box car.

YOUNG: Depress center cars with more than 4 wheel trucks must not be handled around Wye.

MT. VERNON, IND.: Morris Track — Engine must not pass over scale.

BRAZIL: End of L&N track is at west line of Chicago St. Derail on lead track just south of Route 40. Clay Plant No. 2 — Two derails, one near lead track and one at plant road crossing.

ATHERTON: Central Nitrogen — Engines must not cross track scales.

Movements over following highway crossings must be protected by crew member on ground: Cayuga, N&W Wye-Division St.; WRO Spur—Route 63; Young Spur—Route 41; Breed Spur—Route 41; King, Farm Track—Route 41.

MILE HR-26: All trains must approach Pilchner's Landing Crossing prepared to stop, looking out for heavy equipment using crossing.

SPECIAL INSTRUCTIONS — E. ST. LOUIS TERMINAL

The following instructions will govern the block signals between Junction of the B&O and "K" Tower, located just east of the Vandalia Crossing:

The upper arm of the two-arm semaphore located 650 feet east of Vandalia Crossing, east of "K" Tower, controls movements of westward Baltimore & Ohio trains; the lower arm controls the movement of trains from L&N rails using the crossover from eastward to westward track. L&N trains in both directions will be governed by hand signals from the crossing watchman at "K" Tower, E. St. Louis, using yellow flag by day and yellow light by night.

Member of crew flagging the Southern crossing for southward movements that do not intend to foul the A&S interlocking must press the push button located at Southern crossing.

In movement over the Terminal and Southern crossings, trains will stop and flag the first crossing, approach the second crossing at Restricted Speed, and will flag the second crossing when the weather conditions are such as to prevent the engine-man from having a clear view of the crossing before reaching it, except, Northward passenger trains will stop at the Terminal Crossing, and if the view is clear and no trains approaching in either direction on Terminal Track, it will not be necessary for a member of the crew to flag the crossing.

Trains moving between St. Louis and E. St. Louis will be governed by time-table and special instructions of the TRRA.

Trains must not exceed a speed of twenty-five (25) miles per hour between 7th and 18th Streets, E. St. Louis, and when moving against current of traffic between 7th and 18th Streets, must not exceed speed of fifteen (15) miles per hour.

Movements must not be made against the current of traffic from the end of double track at the Yardmaster's tower to the yard limit board just south of the Alton & Southern crossing without first obtaining permission from the Yardmaster at E. St. Louis, or an official on the ground.

Northward trains will contact the Yardmaster at E. St. Louis for instructions approaching W.F. Tower.

SPECIAL INSTRUCTIONS — HOWELL-WANSFORD TERMINAL

Belt Railway Spur between Howell and Belt Yard, railroad crossings not interlocked:

PC Railroad and IC Railroad, both protected by Stop Boards.

All train movements must run at Yard Speed between South Howell, North Howell and Wansford under the direction of the Yardmaster. Rule 513 does not apply within these limits.

Trains will NOT exceed a speed of ten (10) miles per hour when entering or leaving the yard at North Howell — either to and from the St. Louis Sub-division, or to and from double track. The entire train must pass over these turnouts not to exceed ten (10) miles per hour.

Trains and engines are restricted to a speed of ten (10) miles per hour on the Belt Railway Spur and Union Track, also over Pigeon Creek Bridge South End Wansford Yard.

IC and PC trains, northward en route to 8th Avenue, are authorized to proceed from North Howell without Clearance Form A after getting permission from the Yardmaster or his representative.

When trains on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative.

Conductors and enginemen, after satisfying themselves that their trains are protected, will proceed at Restricted Speed.

When necessary for trains to move between South and North Howell over northbound main from the yard, authority must be obtained from the Yardmaster and Dispatcher.

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL

TWO OR MORE TRACKS

Between Maplewood and Church Street.

Between Maplewood and North Radnor (Radnor Cut-off).

Between Church Street and Shops.

Between South End and Terminal Limits Atlanta Division.

Between South End and Terminal Limits Birmingham Division.

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are Effective Between:

Maplewood and Nashville

Maplewood and Radnor

Radnor and Brentwood

Nashville and Fourth Avenue

Shops and Radnor:

} Except within interlocking

Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supersedes time-table superiority of trains.

Rules 21 and 21(a) will not apply.

INTERLOCKING

Maplewood

Cumberland River

Drawbridge

Church Street

South End

Oak Street

A-2

Vine Hill

Blackman Lane

Birmingham Division Freight

Departure

Radnor Receiving Yard

North Radnor

Cumberland River Bridge

Radnor Cut-off

11th Avenue

Shops

STANDARD CLOCKS

Nashville —Kayne Avenue Yard Office

Nashville —Conductor's and Engineer's Waiting Room

Radnor —RA Train Order Office

Radnor —Enginemen's Washroom

TRAIN ORDER OFFICES

*Church Street TowerContinuous

*South End TowerContinuous

*Vine Hill TowerContinuous

*RadnorContinuous

*Stations not equipped with train order signal.

REGISTER STATIONS

Nashville —Kayne Avenue Yard Office

Nashville —Conductor's and Engineer's Waiting Room

Radnor —RA Train Order Office

CLEARANCE OF TRAINS

All Birmingham Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Vine Hill.

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

All Atlanta Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at South End Tower.

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL — Continued

All Nashville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Church Street Tower.

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

SPRING SWITCHES

Location	Normal Position
Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track.....	For Radnor Cut-off, northward main track.
North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet).....	For northward main track.
South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet).....	For southward main track.

BULLETIN BOARDS

Nashville —Kayne Avenue Yard Office.
Nashville —Conductor's and Engineer's Waiting Room
Radnor —Enginemen's Washroom
Radnor —Bowl Office

SPECIAL MOVEMENTS:

1. When signals governing movement on Cumberland River bridge (Radnor Cut-off) are found indicating "Stop," operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.

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

Maplewood and CR Drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Maplewood and Radnor (Radnor cut-off).

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

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

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

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

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

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

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

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

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

10. Dwarf colorlight information signals located on West Nashville lead, alongside "New Yard" or Location 517 track No. 1 at north and south end of this track are information indicators only, their purpose to let crews know there are no conflicting movements between these lights.

The use of the above information lights does not in any way affect the application of Rule 93 through this area.

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

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

J. B. Sellers	Superintendent
G. D. McCall	Superintendent-Terminal
W. T. Still	Trainmaster
H. B. Martin	Trainmaster
W. R. Webb	Trainmaster
L. W. Dickson	Trainmaster
L. K. McCormick	Trainmaster
R. L. Honeycutt	Trainmaster
T. E. Hattaway	Assistant Trainmaster
D. C. Williams	Assistant Trainmaster
J. R. Coppinger	Assistant Trainmaster

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL — Continued

SPEED RESTRICTIONS

Normal (Miles per hour)	Psg.	All other trains and Eng.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
Between Shops Interlocking and 8th Avenue Bridge via Kayne Avenue Yard	20	20	
Between Cedar Street and 8th Avenue Bridge via passenger station	10	10	
Between South End Tower and Oak Street	15	15	
Between Oak Street and Birm- ingham Division Freight De- parture Interlocking Plant	50	30	
Through crossover, Craighead ..		20	
Between crossover, Craighead, and Main Office, Radnor		30	
Main Office, Radnor, to receiv- ing yard		10	
Between North Radnor Inter- locking and 8th Avenue Bridge		15	
Through crossovers and turn- outs (except Craighead)	15	10	
Between Maplewood and Foster Street	50	25	
Between Foster Street and CR Drawbridge	25	25	
Between North End, Cumber- land River Drawbridge, and South End Tower	10	10	
On long lead, South End, Kayne Avenue Yard, approaching Fogg Street	6	6	
Between Maplewood and CR Bridge, Radnor Freight cut- off		40	25
On CR Bridge, Radnor cut-off....		15	15
Between CR Bridge, Radnor cut-off, and Radnor		40	25

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

Engines and cars must not exceed 10 miles per hour on tracks in Departure (C) Yard, Radnor.

LIST OF SURGEONS — Nashville

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

SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL

TWO OR MORE TRACKS

Between Louisville (Union Station) and Mile Post 8

Between Second Street, Louisville, and Frankfort Avenue

Between TJ Tower and South Louisville (Railway Trans-
fer)

Between MN Tower and Preston Street

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal Rules are in effect between:
10th and Kentucky Streets and Mile Post 8.

INTERLOCKING

Interlocking Rules are in effect at: Fourth and G Streets,
SW Tower, Big Ditch Strawberry, MN Tower, and Floyd and
J Street.

STANDARD CLOCKS

Union Station (Dispatcher's Office)

Strawberry (Train Order Office)

South Louisville (Main Yard Office and Engineers' Wash-
room)

TRAIN ORDER OFFICES

KS, Strawberry

MN Tower

REGISTER STATIONS

Location	For	Register By Card Form 230
Louisville Union Station.....	First-class trains	
South Louisville, Main Yard Office..	Second-class and inferior trains	Second-class and inferior trains
FX Tower, Locker Room.....	Second-class and inferior trains	Second-class and inferior trains
KS Office, Strawberry.....	Southward second- class and inferior trains en route to Louisville Division All Evansville Divi- sion second-class and inferior trains	All Evansville Division second- class and inferior trains

CLEARANCE OF TRAINS

Louisville Division trains originating at Union Station,
Louisville, Ky., may leave without Clearance Form A, but must
receive Clearance Form A at Strawberry.

Cincinnati Division trains originating at Union Station,
Louisville, Ky., may leave without Clearance Form A, but must
receive Clearance Form A at MN Tower.

SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL — Continued

YARD LIMIT

Between Union Station and Mile Post 8 and Frankfort Avenue.

RAILROAD CROSSING AT GRADE

Location	Railroad	Protection
Fourth and G Streets.....	Southern	Interlocking
Floyd and J Streets.....	Southern	Interlocking
MN Tower.....	L&N	Interlocking

SPRING SWITCHES

Location	Normal Position
10th and Kentucky Streets.....	For southward main
South end, West Siding, 4th Street at Southern Crossing.....	For southward main
South of MN Tower, connecting East Louisville-Water Street, northward main track to southward main track.....	For southward main
North of Kentucky Street.....	For Penn Central main

BULLETIN BOARDS

Union Station (Register Room and Conductors' Room)

Tenth Street (Engineers' Washroom)

South Louisville (Main Yard Office and Roundhouse)

FX Tower (Locker Room)

For C&O Trains:

Hancock Street Tower

Roundhouse, Floyd Street

SPECIAL MOVEMENTS

Switchtenders are no longer on duty at Union Station. Northbound passenger trains entering Union Station will stop at spring switch and line switch for movement into track No. 3, unless otherwise instructed by the Yard Dispatcher.

Southbound passenger trains from Penn Central will pull through spring switch located north of Kentucky Street, stop and line switch, before backing into track No. 3, Union Station, unless otherwise instructed by Yard Dispatcher.

Within the Louisville Terminal limits, trains must not open a switch to a main track, or occupy a main track, except on authority of the Yard Dispatcher. After obtaining such authority, the main track may be occupied, and Rule 513 will not apply.

SPECIAL MOVEMENTS — Continued

Trains, except first-class trains, moving on a main track within Louisville terminal limits, must move at Yard Speed, regardless of a Proceed or Approach indication of a Block or Interlocking Signal.

All trains will approach crossovers north and south of K&I Junction at Restricted Speed.

When trains on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative. If the movement of a first-class train is involved, the Yardmaster or his representative will direct and protect it only under the specific instructions of a Trainmaster, or Assistant Trainmaster, who will personally see that the movement is fully protected.

Trains from the Evansville Division arriving at SW Tower will continue on the same schedules as arriving, and extras will continue as extras.

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

Yard engines with work in the block between MN Tower and Crescent Hill will obtain permission from the towerman at MN Tower to occupy the block.

Between New Main Street and Story Avenue (which streets are between MN Tower and Preston Street on the East Louisville-Water Street line) yard cuts are relieved from flagging against all trains and all trains will move in this territory expecting to find the main track occupied at any point by engines or cars not protected by flagman.

Dwarf signals just south of Kentucky Street near Union Station governing northward and southward movements, when found in stop indication, train must stop. After train stops, may proceed at restricted speed.

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

The normal position for the crossover switches of No. 25 crossover at the south end of Strawberry will be for the drill and will be kept lined for the drill except while crossover movement is being made.

SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL — Continued

SPEED RESTRICTIONS

(Normal speed in miles per hour)

Between	Pas- sen- ger	Freight Work, and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy cars
Mile Post T-5 (Cincinnati Division) and Frankfort Avenue....	30	25	20
Frankfort Avenue and Kentucky Street on Railway Transfer	40	25	20
Kentucky Street on Railway Transfer and Lee Street	25	25	15
Union Station and Mile Post 7 (Louisville Division)	30	25	20
A-Street Junction and Union Station when train is being shoved	15	15	15
Lee Street and South Louisville on Railway Transfer	20	20	20
MN Tower and Preston Street on Water Street Line		15	15

Through turnouts and crossovers: 15

All trains will move at Yard Speed between Kentucky Street and Union Station.

LOUISVILLE DIVISION OFFICIALS

W. T. DudleySuperintendent

W. H. VaughtAssistant Superintendent

LOUISVILLE TERMINALS

J. E. WinsteadSuperintendent

J. D. ThomasTrainmaster

C. M. TatumTrainmaster

A. ThielAssistant Trainmaster

R. R. TichenorAssistant Trainmaster

K. P. GrahamAssistant Trainmaster

C. J. BurtonAssistant Trainmaster

J. B. Lutts, Jr.Assistant Trainmaster

OTHER TRACKS — Evansville Division

Station	Mile	Capacity 55 ft. Cars	Switch Leads
Sebree.....	H-297	56	Both ends
Slaughters.....	H-287	60	Both ends
Okema.....	HC-272	80	Both ends
Earlington.....	H-271	142	Both ends
Romney.....	H-261	159	Both ends
Seldon.....	H-257	115	Both ends
Pembroke.....	H-229	50	Both ends
Greenbrier.....	H-190	15	North
Baker.....	H-185	40	South
Medora.....	HR-16	30	South
Stites.....	HR-19	15	North
Howard.....	HR-24	62	South
Ekron.....	HR-42	50	Both ends
Irvington.....	HR-49	80	Both ends
Sample.....	HR-62	25	North
Stanley.....	HR-123	31	South
Newman.....	HR-126	30	South
Reed.....	HR-130	34	South
Milford.....	ZA-88	48	Both ends
Dickason Pit.....	ZA-139	76	Both ends
Central Nitrogen.....	ZA-171	55	Both ends
Shelburn.....	ZA-199	53	Both ends
Paxton.....	ZA-209	10	North
Purcell.....	ZA-241	19	Both ends
Princeton.....	ZA-259	60	Both ends
King.....	ZA-263	70	Both ends
Ft. Branch.....	ZA-267	60	Both ends
Haubstadt.....	ZA-270	26	Both ends

SPEED TABLE

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

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

EVANSVILLE DIVISION OFFICIALS

Evansville, Indiana

P. H. SIMPSONTrainmaster
HD Sub-Divn.**D. L. BOUCHARD**Trainmaster
Chicago Sub-Divn.
Wansford-Baker**R. L. BARNARD**Trainmaster
St. Louis Sub-Divn.**T. D. DUGGAN**Road Foreman of Engines-
Asst. Trainmaster**C. L. SWITZER**Road Foreman of Engines-
Asst. Trainmaster**J. F. DAILY**Road Foreman of Engines-
Asst. Trainmaster**T. L. KING**

Asst. Road Foreman of Eng.

Evansville Terminal

W. E. CLARK

Trainmaster

J. B. TATE

Trainmaster

J. W. STROUD

Asst. Trainmaster

M. E. WADE

Asst. Trainmaster

P. T. WRIGHT

Asst. Trainmaster

R. J. WEBSTER

Asst. Trainmaster

DEWEY KELLEY, JR.Chief Dispatcher
Evansville, Ind.

St. Louis Terminal

E. J. BECKER

Trainmaster

J. A. KING

Asst. Trainmaster

S. W. SNUFFIN

Asst. Trainmaster

Danville, Illinois

E. W. BRATCHERTrainmaster
Chicago Sub-Divn.
Baker-Woodland Jct.**M. L. QUIRK**Trainmaster-Agent
Danville Terminal

Terre Haute, Indiana

I. HOSHAUER

Asst. Trainmaster-Agent

Owensboro, Kentucky

R. F. LUSBYTrainmaster
LH&StL Sub-Divn.**E. L. FRASHIER**

Asst. Trainmaster-Agent

Atkinson, Kentucky

F. L. ROYTrainmaster
O&N Sub-Divn.
Atkinson District**B. E. TALLEY**

Asst. Trainmaster

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. W. A. Heinrich Evansville, Ind.
 Dr. B. B. Rosenblatt (Associate) Evansville, Ind.
 Dr. C. E. Baldree, Jr. Belleville, Ill.
 Dr. A. J. Sutherland Nashville, Tenn.
 Dr. John T. Bate Louisville, Ky.

OCULISTS

Drs. Lyle, Driver & Rowe Nashville, Tenn.
 Dr. Will R. Pryor Louisville, Ky.
 Dr. Albert Rome Danville, Ill.
 Dr. R. C. Speas Terre Haute, Ind.
 Dr. Thaddeus Szewczyk E. St. Louis, Ill.
 Dr. Chas. F. Leich Evansville, Ind.

LOCAL SURGEONS

Dr. A. F. Paredes Belleville, Ill.
 Dr. C. R. Frazer, Jr. E. St. Louis, Ill.
 Dr. P. J. Koesterer Mascoutah, Ill.
 Dr. C. W. Longwell Nashville, Ill.
 Dr. J. M. Modert Mt. Vernon, Ill.
 Dr. A. C. Tobey McLeansboro, Ill.
 Dr. R. C. Brown Carmi, Ill.
 Dr. L. John Vogel Mt. Vernon, Ind.
 Dr. J. S. Newman Henderson, Ky.
 Dr. Jas. L. Salmon
 Dr. F. A. Scott (Associate) Madisonville, Ky.
 Dr. D. M. Clardy Hopkinsville, Ky.
 Dr. J. E. Wilkison Springfield, Tenn.
 Dr. William McManus Owensboro, Ky.
 Dr. E. Dawson Owensboro, Ky.
 Dr. B. Presley Smith Hawesville, Ky.
 Dr. Earl S. Buchele Cloverport, Ky.
 Dr. W. D. Hatfield Irvington, Ky.
 Dr. R. O. Naser Brandenburg, Ky.
 Dr. Milton Hersberg Clinton, Ind.
 Dr. Wilbert Twyman Louisville, Ky.
 Dr. Ralph E. Cardwell Providence, Ky.
 Dr. Carlisle V. Dodson Russellville, Ky.
 Dr. L. E. Johnson Russellville, Ky.
 Dr. Samuel L. Scott Livermore, Ky.
 Dr. J. C. Pennington, Jr. Nashville, Tenn.
 Dr. Kenneth Classen Nashville, Tenn.
 Dr. N. C. Topping Terre Haute, Ind.
 Dr. Robert N. Kabel Terre Haute, Ind.
 Dr. Robert J. Burkle Terre Haute, Ind.
 Dr. I. H. Scott Sullivan, Ind.
 Dr. Ellsworth W. Beckes Vincennes, Ind.
 Dr. Virgil McCarty Princeton, Ind.
 Dr. Herman L. Hirsch Mt. Vernon, Ind.
 Dr. K. H. Hammond Hoopeston, Ill.
 Dr. Raymond Stein Danville, Ill.
 Dr. D. D. Spicer Danville, Ill.

TONNAGE RATINGS OF LOCOMOTIVES

- Column 1. RS-3 (100-259), RS-2 (260-267), GP-7 (388-495), GP-9 (501-545), F-9A (550-558), F-9B (575-578), FP-7A (612-699), F-7B (702-720), E-8 (785-797), F-7A (803-863), GP-18 (900-904), C-418 (910-914), SW-1500 (5000-5029)
- Column 2. GP-30 (1000-1060), GP-35 (1100-1128), C-420 (1300-1335), RS-20 (1350), U-25B (1600-1626), U-28B (2500-2504), U-30B (2505-2509), GP-40 (3000-3029), U-23B (2700-2707), GP-38 (4000-4049), GP-38-2 (4050-4099)
- Column 3. SD-35 (1200-1221), SD-40 (1225-1258), C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1525), U-28C (1527-1533), U-30C (1534-1582), SDP-35 (1700-1703)
- Column 4. S-90 (2160-2169), S-86 (2202-2219), S-87 (2221-2299), S-80 (2301-2376)

NOTE: When figuring tonnage, each unit will carry its time-table tonnage rating.

SOUTHWARD

	Col. 1	Col. 2	Col. 3	Col. 4
Yard Center to Terre Haute.....	2900	3200	4350	
Terre Haute to Wansford.....	2250	2475	3375	
East St. Louis to Belleville.....	1800	2000	2700	1400
Belleville to Mt. Vernon, Ill.....	2000	2200	3000	1600
Mt. Vernon, Ill. to McLeansboro.....	2300	2500	3450	1800
McLeansboro to Carmi.....	2000	2200	3000	1600
Carmi to Howell.....	2300	2500	3450	1800
Howell to Henderson.....	3230	3450	4845	2000
Henderson to Atkinson.....	3230	3450	4845	2000
Atkinson to Guthrie.....	2805	3000	4207	1200
Guthrie to Radnor.....	2200	2400	3300	1000
Earlington to Morton.....	1700	1900	2550	1200
Clay to Providence.....	2750	2950	4125	
Providence to Atkinson.....	2200	2400	3300	
Pyro to Atkinson.....	2100			
Hartford to Atkinson.....	3700	3900	5550	
Henderson to Stephensport.....	4000	4750	6750	
Stephensport to Brandenburg.....	2400	2600	3600	
Brandenburg to South Louisville.....				
Owensboro to Central City.....	1820	2020	2730	
Central City to Russellville.....	1700	1900	2550	

NORTHWARD

Russellville to Beech Creek Jct.....	1225	1425	1837	
Beech Creek Jct. to Central City.....	2000	2200	3000	
Central City to Owensboro.....	2500	2700	3750	
South Louisville to Irvington.....	1800	2000	2700	
Irvington to Henderson.....	4500	4750	6750	
Henderson to Howell (LH&StL).....	3000	3200	4500	
Henderson to Howell (HD).....	3230	3400	4845	1400
Radnor to Guthrie.....	1775	1950	2662	900
Guthrie to Morton.....	2805	3000	4207	1200
Morton to Earlington.....	1700	1900	2550	1200
Morton to Henderson.....	3630	3800	5445	2000
Providence to Clay.....	2750	2950	4125	
Atkinson to Providence.....	2200	2400	3300	
Atkinson to Hartford.....	3700	3900	5550	
Howell to Belknap.....	1500	1700	2450	1040
Belknap to McLeansboro.....	1900	2100	2850	1440
McLeansboro to Mt. Vernon, Ill.....	2300	2500	3450	2000
Mt. Vernon, Ill. to Ashley.....	1900	2100	2850	1440
Ashley to E. St. Louis.....	3600	3800	5400	2500
Wansford to Terre Haute.....	2250	2475	3375	
Terre Haute to Yard Center.....	2900	3200	4350	

