

SAFETY

AVOID FALLS

**CHECK FOOTING
BEFORE DISMOUNTING**

PREVENT LADING DAMAGE

**MAKE COUPLINGS NOT MORE
THAN 4 MILES PER HOUR**

SOUTHERN
THE RAILWAY SYSTEM THAT GIVES A GREEN LIGHT TO INNOVATIONS

WESTERN LINES

WESTERN DIVISION

TIMETABLE NO.

4

Effective 12:01 A.M., Central Standard Time

SUNDAY, JUNE 26, 1977

**(Central Standard Time Will Govern
Between All Stations)**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

**E. B. BurwellGeneral Manager
P. M. Tatem.....Superintendent
B. J. BrownAssistant Superintendent**

2 WESTERN		COAPMAN AND PRINCETON—EASTBOUND							(Central Standard Time)		
Station Nos.	Miles from St. Louis	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	FIRST CLASS					THIRD CLASS		
				127 Daily	119 Daily	111 Daily	231 Daily	123 Daily	71 Ex. Sun.	73 Daily	
				A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
6W	5.6	XOBW COAPMAN NC	Lv.	11 30		5 00		11 00	5 00		
16W	15.8	..... BELLEVILLE 9.4		11 52		5 15		11 15	5 40		
25W	25.2	..... SCOTT AIR FORCE BASE 7.5		12 01 ^{PM}		5 30		11 30	5 50		
33W	32.7	..... NEW BADEN 5.1		12 15		5 45 ¹¹²		11 45	6 00		
38W	37.8	..... ALBERS 4.2		12 20		5 50		11 50	6 10		
42W	42.0	..... GERMANTOWN 4.2		12 26		5 56		11 56	6 20		
47W	46.2	..... BARTELSON 6.7		12 33		6 03		12 03 ^{AM}	6 30		
53W	52.9	..... POSEY 4.7		12 41		6 13		12 13	6 40		
58W	57.6	..... HOFFMAN 6.6		12 51		6 20		6 20	6 50	A.M.	
65W	64.2	XW CENTRALIA NP		1 00	P.M.	6 30		12 30 ¹²⁰	7 00 ¹²⁸	8 00	
66W	66.3	X I.C. CROSSING 5.8		1 05	4 55 ¹¹²	6 35		12 35	A.M.	8 05	
72W	72.1	..... WALNUT HILL 6.1		1 15	5 10	6 45		12 45		8 15	
78W	78.2	..... DIX 7.9		1 25	5 20	6 55		12 55		8 25	
87W	86.1	XYBW MT. VERNON NP		1 35 ¹²⁰	5 32	7 07	P.M.	1 07		8 37	
88W	87.8	X M.P. CONN. 5.3		1 40	5 35	7 10	10 30	1 10		8 40	
93W	93.1	..... MARLOW 2.5		1 45	5 40	7 15	10 35	1 15		8 45	
96W	95.6	..... BLUFORD 6.2		1 49	5 45	7 19	10 40	1 19		8 49	
102W	101.8	..... KEENES 2.9		1 58	5 53	7 28	10 45	1 28		8 58	
105W	104.7	X WAYNE CITY 3.1		2 02	5 57	7 32	10 50	1 32		9 02	
108W	107.8	..... SIMS 3.9		2 07	6 02	7 37	10 55	1 37		9 07	
112W	111.7	..... MOON 5.9		2 12	6 09	7 44 ²³²	11 00 ¹²⁴	1 44		9 12	
118W	117.6	XW FAIRFIELD 8.3		2 20	6 17	7 52	11 08	1 52		9 20 ⁷²	
126W	125.9	..... GOLDEN GATE 8.5		2 31	6 28	8 03	11 17	2 03		9 31	
134W	134.4	..... ALBION DP		2 43	6 40	8 15	11 25	2 15		9 43	
139W	138.3	B BROWNS 2.4		2 49	6 45	8 20	11 30	2 20		9 49	
141W	140.7	..... SIMPSON 10.3		2 55 ¹¹²	6 51 ²³²	8 25	11 35	2 25		9 55	
151W	150.0	XW MT. CARMEL NP		3 05	7 00	8 40	11 45	2 40		10 10	
163W	162.8	XOW PRINCETON NP	Ar.	3 40	7 25	9 15 ¹²⁴	12 05	3 15		10 30	
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	
				127	119	111	231	123	71	73	

At Centralia B.N. Timetable and Rules governs between B.N. junction switches.

(Central Standard Time)		PRINCETON AND COAPMAN—WESTBOUND							WESTERN 3		
Capacity of Tracks in 55ft. cars	Other Sidings	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	FIRST CLASS					THIRD CLASS		
				128 Daily	120 Daily	112 Daily	232 Daily	124 Daily	70 Ex. Sun.	72 Daily	
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		
		Ar. XOBW COAPMAN NC		8 30		6 30		2 00	10 00		
	Yard	..... BELLEVILLE 9.4		8 10		6 10		1 40	9 20		
	100	..... SCOTT AIR FORCE BASE 7.5		7 56		5 56		1 26	9 10		
	51	..... NEW BADEN 5.1		7 45		5 45 ¹¹¹		1 15	9 00		
205	12	..... ALBERS 4.2		7 40		5 40		1 10	8 50		
	20	..... GERMANTOWN 4.2		7 36		5 36		1 05	8 40		
	9	..... BARTELSON 6.7		7 25		5 25		12 55	8 30		
	29	..... POSEY 4.7		7 15		5 15		12 45	8 20		
	15	..... HOFFMAN 6.6		7 09		5 09		12 39	8 10	A.M.	
	31	XW CENTRALIA NP		7 00 ⁷¹	P.M.	5 00		12 30 ¹²³	8 00	10 35	
135	50	X I.C. CROSSING 5.8		6 50	2 15	4 55 ¹¹⁹		12 15	A.M.	10 31	
	X	..... WALNUT HILL 6.1		6 32	1 58	4 47		12 02 ^{AM}		10 23	
	12	..... DIX 7.9		6 20	1 49	4 40		11 50		10 15	
	44	XYBW MT. VERNON NP		6 10	1 35 ¹²⁷	4 30	P.M.	11 40		10 05	
205	Yard	X M.P. CONN. 5.3		6 05	1 25	4 25	8 15	11 35		10 00	
	X	..... MARLOW 2.5		6 00	1 20	4 20	8 10	11 30		9 55	
	9	..... BLUFORD 6.2		5 55	1 15	4 15	8 05	11 25		9 52	
	12	..... KEENES 2.9		5 50	1 09	4 05	8 00	11 20		9 45	
	15	X WAYNE CITY 3.1		5 45	12 59	4 00	7 55	11 15		9 40	
	67	..... SIMS 3.9		5 37	12 53	3 52	7 50	11 07		9 35	
	7	..... MOON 5.9		5 30	12 45	3 45	7 44 ¹¹¹	11 00 ²³¹		9 30	
145	22	XW FAIRFIELD 8.3		5 20	12 37	3 33	7 30	10 50		9 20 ⁷³	
	58	..... GOLDEN GATE 8.5		5 10	12 27	3 25	7 20	10 40		9 10	
	29	..... ALBION DP		5 00	12 17	3 15	7 10	10 30		9 00	
	50	B BROWNS 2.4		4 55	12 11	3 05	6 55	10 25		8 55	
	45	..... SIMPSON 10.3		4 45	12 01 ^{PM}	2 55 ¹²⁷	6 51 ¹¹⁹	10 15		8 45	
205		XW MT. CARMEL NP		4 30	11 45	2 42	6 35	10 00		8 30	
	76	XOW PRINCETON NP	Lv.	4 10	11 25	2 20	6 10	9 40 ¹¹¹		8 00	
154	Yard			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
		At Centralia B.N. Timetable and Rules govern between B.N. junction switches.		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	
				128	120	112	232	124	70	72	

4 WESTERN		PRINCETON AND YOUNGTOWN—EASTBOUND							(Central Standard Time)							
Station Nos.	Miles from St. Louis	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	SECOND CLASS					THIRD CLASS							
				231 Daily	123 Daily	169 Daily	127 Daily	119 Daily	111 Daily	89 Ex. Sun.						
163W	162.8	XOW PRINCETON NP 2.0	Lv.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.						
164W	164.8	X EAST JUNCTION 4.6		12 05	3 40	11 40 ⁸⁸	4 10	7 25 ¹²⁴	10 00	8 30						
170W	169.4	..... FRANCISCO 5.7		12 10	3 45	11 45	4 15	7 30	10 05	8 35					
176W	175.1	..... OAKLAND CITY NP 1.5		12 15	3 50	11 50	4 20	7 35	10 10	8 40					
177W	176.6	..... OAKLAND CITY JCT. 4.9		12 20	3 57	11 57	4 27	7 42	10 17	8 47					
182W	181.5	..... AYRSHIRE 1.8		12 22	3 59	11 59	4 29	7 44	10 19	8 49					
184W	183.3	..... WINSLOW 15.8		12 27 ¹²⁸	4 04	12 04 ^{PM}	4 34	7 49	10 24	8 55					
200W	199.1	XOYBW .. HUNTINGBURG NP 7.2														
207W	206.3	..... ST. ANTHONY 7.8		12 55	4 30 ¹⁷⁰	12 30	5 00 ²³²	8 25	10 50	9 30 ¹²⁰					
215W	214.1	..... BIRDSEYE 4.9		1 05	4 40	12 40	5 10	8 45	10 59	9 40					
219W	219.0	..... ECKERTY 3.3		1 20	4 55	12 55	5 25	9 00	11 08	9 50					
223W	222.3	..... TASWELL 6.1		1 25	5 02	1 02	5 32	9 07	11 15	10 00					
229W	228.4	..... ENGLISH DP 3.3		1 30	5 08	1 08 ¹¹²	5 38 ¹²⁴	9 13	11 30 ¹²⁸	10 10 ⁸⁸					
232W	231.7	..... TEMPLE 4.1		1 40	5 18	1 18	5 48	9 23	11 40	10 20					
236W	235.8	..... MARENGO 4.4		1 45	5 24	1 24	5 54	9 29	11 46	10 30					
241W	240.2	..... MILLTOWN 3.6		1 55	5 32	1 32	6 02	9 37	11 54	10 40					
244W	243.8	..... DEPAUW 3.7		2 05	5 39	1 39	6 09	9 44	12 01 ^{AM}	10 45					
248W	247.5	..... RAMSEY 3.2		2 10	5 45	1 45	6 15	9 50	12 08	10 50					
251W	250.7	..... CORYDON JCT. 2.3		2 15	5 51	1 51	6 21	9 56	12 14	10 55					
254W	253.0	..... CRANDALL 5.9		2 20	5 57	1 57	6 27	10 02	12 20	11 00					
259W	258.9	..... GEORGETOWN 3.0		2 25	6 02	2 02	6 32	10 07	12 27	11 05					
262W	261.9	..... DUNCAN 5.0		2 30	6 13	2 13	6 43	10 18	12 38	11 10					
267W	266.9	..... PUBLICO 0.7		2 40 ¹⁷⁰	6 20	2 20	6 50	10 20 ¹²⁸	12 50	11 15					
268W	267.6	XW NEW ALBANY 1.4		2 48W	247.5 RAMSEY 3.2		2 20	5 57	1 57	6 27	10 02	12 20	11 00		
269W	269.0	..... TATEM 0.5		2 25	6 02	2 02	6 32	10 07	12 27	11 05					
270W	269.5	..... K&I JCT. 1.8		2 30	6 13	2 13	6 43	10 18	12 38	11 10					
271W	271.8	XYTOBW .. YOUNGTOWN N Ar.		2 40 ¹⁷⁰	6 20	2 20	6 50	10 20 ¹²⁸	12 50	11 15						
		Central Standard Time shown on this page between K&I Jct. & Youngtown is for information only; K.I.T. R.R. Timetable governs between these points.		3 00	6 30	2 30	7 00	10 35	1 00	11 20						
				3 30	7 00 ¹²⁰	3 00 ²³²	7 30	11 05	1 30	11 30 ¹¹²						
				A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.						
				Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.						
				231	123	169	127	119	111	89						

(Central Standard Time)		YOUNGTOWN AND PRINCETON—WESTBOUND							WESTERN 5			
Capacity of tracks in 55ft. cars	Siding	Other Tracks	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	SECOND CLASS					THIRD CLASS		
					170 Daily	120 Daily	112 Daily	232 Daily	124 Daily	128 Daily	88 Ex. Sun.	
154	Yard	XOW PRINCETON NP 2.0	Ar.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		
		X EAST JUNCTION 4.6		5 20	10 20	2 25	5 55	7 25 ¹¹⁹	1 00	11 40 ¹⁶⁹		
	20	..... FRANCISCO 5.7		5 14	10 14	2 24	5 45	7 09	12 44	11 30		
	52	..... OAKLAND CITY NP 1.5		5 09	10 09	2 19	5 40	7 04	12 39	11 20		
	Yard	..... OAKLAND CITY JCT. 4.9		5 02	10 02	2 12	5 35	6 57	12 32	11 10		
187		..... AYRSHIRE 1.8		4 57	9 57	2 07	5 27	6 52	12 29	11 07		
	18	..... WINSLOW 15.8		4 55	9 55	2 05	5 25	6 50	12 27 ²³¹	11 00		
200	Yard	XOYBW .. HUNTINGBURG NP 7.2		4 30 ¹²³	9 30 ⁸⁹	1 40	5 00 ¹²⁷	6 25	12 01 ^{AM}	10 40		
	3	..... ST. ANTHONY 7.8		4 10	9 15	1 28	4 50	6 10	11 50	10 30		
	56	..... BIRDSEYE 4.9		3 55	9 05	1 18	4 40	6 00	11 40	10 20		
	16	..... ECKERTY 3.3		3 50	9 00	1 13	4 30	5 55	11 35	10 15		
205	5	..... TASWELL 6.1		3 45	8 55	1 08 ¹⁶⁹	4 25	5 38 ¹²⁷	11 30 ¹¹¹	10 10 ⁸⁹		
	10	..... ENGLISH DP 3.3		3 30	8 45	12 55	4 15	5 30	11 15	9 50		
	63	..... TEMPLE 4.1		3 20	8 30	12 45	4 10	5 25	11 10	9 44		
	56	..... MARENGO 4.4		3 15	8 25	12 40	4 05	5 20	11 00	9 36		
100	20	..... MILLTOWN 3.6		3 10	8 15	12 35	4 00	5 10	10 50	9 30		
181	14	..... DEPAUW 3.7		3 06	8 11	12 31	3 55	5 06	10 46	9 26		
	15	..... RAMSEY 3.2		3 02	8 07	12 27	3 50	5 02	10 42	9 22		
	17	..... CORYDON JCT. 2.3		2 58	8 03	12 23	3 45	4 58	10 38	9 18		
200	8	..... CRANDALL 5.9		2 55	8 00	12 20	3 40	4 55	10 35	9 15		
	4	..... GEORGETOWN 3.0		2 45	7 50	12 10	3 35	4 45	10 25	9 05		
210	29	..... DUNCAN 5.0		2 40 ²³¹	7 45	12 05 ^{PM}	3 30	4 40	10 20 ¹¹⁹	9 00		
	Yard	..... PUBLICO 0.7		2 15	7 20	11 40	3 10	4 15	9 55	8 30		
	Yard	XW NEW ALBANY 1.4										
		..... TATEM 0.5										
		..... K&I JCT. 1.8										
	Yard	XYTOBW .. YOUNGTOWN N Lv.		2 00	7 05 ¹²³	11 30 ⁸⁹	3 00 ¹⁶⁹	4 00	9 40	8 10		
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.		
				Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
				170	120	112	232	124	128	88		

Central Standard Time shown on this page between K&I Jct. and Youngtown is for information only; K. & I. T. R.R. Timetable governs between these points.

6 WESTERN YOUNGTOWN AND DANVILLE—EASTBOUND (Central Standard Time)

Station Nos.	Miles from St. Louis	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	SECOND CLASS								
				111 Daily	231 Daily	161 Daily	123 Daily	169 Daily	127 Daily			
271W	271.8	XYTOBW YOUNGTOWN N	Lv	A.M. 3 05	A.M. 3 50	A.M. 5 00 ¹⁶⁰	A.M. 11 05	P.M. 6 05	P.M. 10 30			
275W	274.9	X { L.S. JUNCTION 1.3		3 20	4 05	5 15	11 20	6 20	10 45			
276W	276.2	X { FOURTH STREET 0.5		3 25	4 10	5 20	11 25	6 25	10 50			
277W	276.7	X FLOYD STREET N		3 30	4 15	5 25	11 30	6 30	10 55			
278W	277.7	..... PRESTONIA 1.4		3 32	4 22	5 27	11 32	6 32	10 57		
280W	279.1	X { DUMESNIL 1.8		3 35	4 25 ¹⁶⁰	5 30	11 35	6 35 ¹²⁸	11 00			
281W	280.9	X { WHITNER 1.6		3 37	4 30	5 32	11 37	6 37	11 02			
282W	282.5	Y { APPLIANCE PARK 0.5		3 39	4 33	5 34	11 39	6 39	11 04			
283W	283.0	..... BUECHEL 4.2		3 41	4 35	5 36	11 41	6 41	11 06		
287W	287.2	..... JEFFERSONTOWN 2.5		3 50	4 45	5 45	11 50	6 50	11 15		
290W	289.7	..... TUCKER 4.1		4 00 ¹⁶⁰	4 55	6 00	12 05 ^{PM}	7 05	11 30		
294W	293.8	..... FISHERVILLE 6.9		4 10	5 00	6 10	12 15	7 15	11 40		
300W	300.7	..... VEECHDALE 3.2		4 35	5 10	6 35	12 30	7 30	11 55		
304W	303.9	..... JOYES 4.5		4 40	5 15	6 40	12 45 ²²	7 45	12 10 ¹⁷⁰		
308W	308.4	..... SHELBYVILLE 9.7		4 45	5 20	6 45	12 50	7 50	12 15		
318W	318.1	..... WADDY 4.9		5 00	5 40	7 00	1 05	8 05	12 30		
323W	323.0	..... AVENSTOKE 4.4		5 08	5 45	7 08	1 13	8 13	12 38		
327W	327.4	..... ALTON 3.1		5 15	5 50	7 15	1 20	8 20	12 45		
330W	330.5	..... COAL CHUTE 0.5		5 20	5 55	7 20	1 25 ¹²⁴	8 25	12 55		
331W	331.0	XYW LAWRENCEBURG DP		5 22	6 00	7 22	1 27	8 27	12 57			
336W	335.4	..... McBRAYER 2.4		5 27	6 05	7 27	1 32	8 32	1 02		
338W	337.8	..... NEVIN 6.5		5 30	6 10	7 30	1 35	8 35	1 07		
345W	344.3	..... TALMAGE 7.3		5 40	6 20	7 40 ¹¹²	1 45	8 45	1 15		
352W	351.6	..... HARRODSBURG 6.2		6 00	6 35	8 00	2 05	9 05	1 35		
358W	357.8	..... S. J. TOWER 3.1		6 10	6 45	8 10	2 15	9 15	1 45 ¹⁶⁰		
361W	360.9	WYOB DANVILLE N	Ar.	A.M. 6 25	A.M. 6 55 ¹¹²	A.M. 8 25	P.M. 2 30	P.M. 9 30	A.M. 2 00			
				Daily	Daily	Daily	Daily	Daily	Daily			
				111	231	161	123	169	127			

Central Standard Time shown on this page between Youngtown and L.S. Junction is for information only;
K. & I. T. R.R. Timetable Governs between these points.
Kentucky Division Timetable Governs between S.J. Tower and Danville.

(Central Standard Time) DANVILLE AND YOUNGTOWN—WESTBOUND WESTERN 7

Capacity of tracks in 55ft. cars	Sidings	Other Tracks	TIMETABLE NO. 4 Effective JUNE 26, 1977 STATIONS	Track Diagram See Page 16	SECOND CLASS								
					160 Daily	112 Daily	232 Daily	124 Daily	128 Daily	170 Daily			
			Ar. YOUNGTOWN N		A.M. 5 00 ¹⁶¹	A.M. 10 10	P.M. 2 20	P.M. 3 35	P.M. 7 00	A.M. 1 40			
	Yard	X {	..... L.S. JUNCTION 1.3		4 39	9 59	2 05	3 18	6 43	1 26		
	Yard	X {	..... FOURTH STREET 0.5		4 34	9 54	2 00	3 16	6 41	1 24		
		X	..... FLOYD STREET N		4 29	9 49	1 55	3 14	6 39	1 22		
	15		..... PRESTONIA 1.4		4 27	9 47	1 50	3 12	6 37	1 21		
135		X {	..... DUMESNIL 1.8		4 25 ²³¹	9 45	1 45	3 10	6 35 ¹⁶⁹	1 20		
	Yard	X {	..... WHITNER 1.6		4 23	9 43	1 40	3 08	6 30	1 15		
	Yard	Y {	..... APPLIANCE PARK 0.5		4 21	9 41	1 35	3 06	6 26	1 08		
	70		..... BUECHEL 4.2		4 19	9 39	1 30	3 04	6 24	1 04		
	15		..... JEFFERSONTOWN 2.5		4 10	9 30	1 20	2 55	6 15	12 55		
202			..... TUCKER 4.1		4 00 ¹¹¹	9 20	1 15	2 45	6 05	12 50		
	8		..... FISHERVILLE 6.9		3 40	9 00	1 05	2 25	5 55	12 30		
	15		..... VEECHDALE 3.2		3 25	8 45	12 55	2 10	5 40	12 15		
195	12		..... JOYES 4.5		3 20	8 40	12 45 ¹²³	2 05	5 35	12 10 ¹²⁷		
	22		..... SHELBYVILLE 9.7		3 15	8 35	12 35	2 00	5 30	12 05 ^{AM}		
194	9		..... WADDY 4.9		3 00	8 20	12 15	1 45	5 15	11 50		
	8		..... AVENSTOKE 4.4		2 52	8 12	12 10	1 37	5 07	11 42		
	5		..... ALTON 3.1		2 45	8 05	12 05	1 30	5 00	11 35		
200	9		..... COAL CHUTE 0.5		2 40	8 00	12 01 ^{PM}	1 25 ¹²³	4 55	11 30		
	Yard	XYW	..... LAWRENCEBURG DP		2 38	7 58	11 55	1 18	4 48	11 23		
	11		..... McBRAYER 2.4		2 33	7 53	11 45	1 13	4 43	11 18		
	8		..... NEVIN 6.5		2 30	7 50	11 40	1 10	4 40	11 15		
200	20		..... TALMAGE 7.3		2 20	7 40 ¹⁶¹	11 35	1 05	4 35	11 10		
	110		..... HARRODSBURG 6.2		2 00	7 20	11 20	12 45	4 15	10 50		
			..... S.J. TOWER 3.1		1 50 ¹²⁷	7 10	11 10	12 35	4 05	10 40		
	Yard	WYOB	..... DANVILLE N		1 35	6 55 ²³¹	11 00	12 20	3 50	10 25		
			Lv.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			
					Daily	Daily	Daily	Daily	Daily	Daily			
					160	112	232	124	128	170			

Central Standard Time shown on this page between Youngtown and L.S. Junction is for information only;
K. & I. T. R.R. Timetable Governs between these points.
Kentucky Division Timetable Governs between S. J. Tower and Danville.

ALL REGULAR EASTBOUND TRAINS are superior to trains of the same class in the opposite direction, in accordance with Rule S-72.

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rules 4 and 83(c))

A train must receive a clearance card before leaving its initial station except Eastbound trains from Youngtown.

Train No. 21 will leave Lawrenceburg, train No. 22 will leave Lexington, and Train No. 30 will leave Dubois without Clearance Card if no operator on duty.

2. BULLETIN BOOKS (Rules GR-10, 856, 1011 and 1076)

Table listing stations and their respective office types (e.g., Yard Office, Engine House, Depot).

3. TRAIN REGISTERS (Rules 83, 83(a), 83(b))

Table listing stations and their respective train order office types.

Centralia Registry Station for originating and terminating trains only.

No. 82 will register at Lincoln City and Rockport Jct.

No. 83 will not register at Lincoln City or Rockport Jct.

4. STANDARD CLOCKS (Rule 3)

Table listing stations and their respective clock office types.

5. RAILROAD CROSSINGS AT GRADE

Interlocked - (Rules 98, 300(a) to 318, 505 to 671)

Table listing railroad crossings and their respective control rules.

Not Interlocked - (Rule 98)

Table listing stations and their respective railroad lines.

Note 1 - All trains and engines approach Evansville-Dubois Branch Crossing at Huntingburg prepared to stop short of crossing and if safety gate is set for their movement, they may proceed at restricted speed without making safety stop.

6. JUNCTIONS Interlocked - (Rules 98, 300(a) to 318, 505 to 671)

Table listing junctions and their respective railroad lines.

Not Interlocked - (Rule 98)

Table listing stations and their respective railroad lines.

7. DRAWBRIDGES Not Interlocked - (Rule 98)

Table listing drawbridges and their respective locations.

8. TWO OR MORE TRACKS (Rules 5, S-89c, 98, D-151 to D-155, 251, 300(a) to 318, 505 to 671)

Two tracks extend between: L. S. Junction, (M.P. 274.9W) to Fourth St., (M.P. 276.2W). Tatem, (M.P. 269.0W) to K&I Jct., (M.P. 269.5W)

ENDS OF TWO OR MORE TRACKS

Interlocked: L. S. Junction (M.P. 274.9W), to Fourth St. (M.P. 276.2W). Tatem, (M.P. 269.0W), to K&I Jct., (M.P. 269.5W).

9. AUTOMATIC BLOCK SYSTEM (Rules 300(a) to 318 and 505 to 521)

Automatic block signal rules are effective between Mt. Carmel (M.P. 150.7W) and Tatem (M.P. 269.0W), New Albany (M.P. 267.6W), between L. S. Junction (M.P. 274.9W) and Fourth Street (M.P. 276.2W) and between East End Dumesnil (M.P. 279.6W) and West End Talmage (M.P. 342.3W).

10. TRAIN MOVEMENTS (Rules 4 and 5 and 82 to 671)

REMOTE CONTROL TERRITORY (Rules 530 to 560)

Remote control is effective between: (Single Track Territory)

Fourth Street (M.P. 276.2W), and East End Dumesnil (M.P. 279.6W). Controlled by operator at Floyd Street. West End of Talmage (M.P. 342.3W) and S.J. Tower (M.P. 357.8W). Controlled by operator at Danville. Tatem (M.P. 269.0W) and K&I Jct. (M.P. 269.5W) controlled by K&I Dispatcher at Louisville. Trains or engines will run on single track by block signals according to Rules 530 to 560.

Interlocked Switches are Controlled as Follows:

Table with columns: Location, M.P., Dispatcher Somerset

OTHER TRAIN MOVEMENTS

DUNCAN HILL

(A) Eastbound trains will not exceed 15 MPH at M.P. 262-W, maintaining this speed or less with throttle and dynamic brake if possible to road crossing M.P. 263.4W. At any time between these two points if speed reaches 18 MPH, train air brake will be applied, and under any circumstances air brake will be applied no later than road crossing M.P. 263.4W. Train speed will then be controlled by use of dynamic and air brake not to exceed 25 MPH until rear of train reaches M.P. 263.7W.

If during this process with radio control trains the feed valve on remote control unit shows out, the engineman will place the feed valve switch on his console to the out position and leave this way until train reaches M.P. 266-W. The feed valve then may be cut back in only if train is under control and speed is at or below authorized speed.

Westbound trains doubling Duncan Hill must swap ends on locomotive consist and operate from east unit when returning down Duncan Hill to pick up rear portion of train.

When necessary to flag through block limits where a tunnel intervenes a train must not proceed through the tunnel until a flagman in advance has reported to the conductor or engineer that the way is clear.

Eastbound Radio Trains receiving a Stop indication on Eastbound signal located at the east switch to Duncan Siding, M.P. 261.8W, after being authorized to proceed in accordance with Rule 509, will actuate push button located on the signal mast before entering the block. This will set radio equipment in Duncan Tunnel to the proper channel for an eastbound movement. Such train may then proceed in accordance with Rule 509(a).

Westbound freight trains must not back out of Duncan Siding (M.P. 262-W).

(B) All trains or engines entering the AWW Railroad at Oakland City Junction or at Ayshire must receive permission from the AWW by radio or other means of communication before occupying AWW tracks.

(C) A time out circuit has been installed on the West approach to L&N Interlocking at Princeton, Indiana, Milepost 162.4W. This time out circuit allows L&N train movements to pass through interlocking without flagging when Princeton Yard Engine or other trains are occupying westbound approach to the L&N crossing.

When it is necessary to flag through L&N Interlocking at Milepost 162.4W in a westbound move, flagging procedures as provided for in box at L&N crossing must not be commenced until engine has passed the approach signal located at Milepost 162.5W (140 feet east of Main Street Crossing).

(D) Allied Drum Service Crossing, Milepost 276.1W must be cut when extended delay will be encountered at 12th Street or 15th Street by westbound trains.

A phone has been installed on signal case, Milepost 276.1W, north side of main track just west of Allied Drum Service crossing. This phone should be used when necessary to cut crossing and recouple when movement can be resumed.

To Contact Floyd Street, dial: 368

and

To Contact 12th Street, dial: 247

(E) These two numbers are posted inside phone booth.

Engines must not cross unloading pit in side track No. 146-4, Milepost 145.8W, serving Wabash Asphalt Company at Maud, Illinois.

Tracks are used jointly by other divisions or foreign lines as shown below:

Table listing track locations and their respective railroad divisions.

Foreign line trains using Western Division tracks will use their own markers, displaying red to rear when on main track and changed to show yellow or green to rear when clear of main track.

Use of Yankeetown Dock Railroad from Boonville, M.P. 10.1 to Alcoa, M.P. 0.5, and from Boonville, M.P. 10.1 to EBY, M.P. 17.2 is controlled by Yankeetown Dock Dispatcher.

Before entering or fouling Yankeetown Dock Railroad at any point authority must be received by radio, telephone or other means of communication from Yankeetown Dock Dispatcher and recorded on "Yankeetown Dock" Form 23-A. All movements will be reported clear to Yankeetown Dock Dispatcher by same means of communication when use of their main line has ended and movement is in clear.

Yankeetown Dock Form 23-A's can be obtained at Warrick Yard Office, Huntingburg Yard Office or in box on telephone pole near south leg of wye Boonville.

Yankeetown Dock Dispatcher will obtain clearance from Peabody Coal Company for Southern crews to operate from EBY to Lynnville on Peabody Coal Company tracks and convey this clearance by same means of communication listed above.

The following procedure will be observed when handling cars on descending grade, Kentucky Utilities Co. spur track M.P. 3.6-LL, Tyrone, Ky.:

After train is made solid, all air hoses coupled, and angle cocks properly positioned the brake pipe must be charged to 100 pounds pressure for 20 minutes before brake test is made.

After air brake system is thus charged and upon receiving the signal to apply brakes, a 15 pound brake pipe service reduction must be made in automatic brake application, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection must be made to determine that brakes are applied on each car. When this inspection has been completed the release signal must be given and when brakes have released train will not depart until brake pipe has re-charged to 100 pounds pressure on engine for five (5) minutes.

Before descending the grade all retaining valve handles must be turned up to a 45 degree angle (high pressure position).

As soon as the train moves, Engineer must make a brake application, and applications thereafter should be made as frequently as necessary in order to keep the speed of the train less than (8) miles per hour.

Should the train line pressure be reduced below 70 pounds on the train line air pressure gauge on the caboose, the train will be stopped immediately and train recharged before proceeding down grade.

There are 2 safety tracks springing from this spur, normal position of these safety track switches is lined and locked to safety track. See Rule 1301.

FIRST CLASS Trains will move at YARD SPEED and the provisions of Rule 93 will apply to FIRST CLASS Trains the same as to SECOND and INFERIOR class trains and engines in YARD LIMITS as follows:

All trains within yard limits at Coapman, Centralia and Princeton. Employees of the Western Division when using joint tracks, will be governed by the time tables, rules and regulations of the other railroad.

Employees of other Railroads when using Western Division Tracks, will be governed by its time table, rules and regulations.

11. SPRING SWITCHES (Rules 104(d), 104(e), 104(f) and 517)

Spring switches are located as follows:

Table listing spring switch locations and their respective railroad divisions.

12. ENTRANCE SWITCH TO SIDINGS
(Rules S-88, S-89, S-89(a) and S-89(c))

Unless otherwise provided enter at first switch of first siding. Speed of 15 MPH must not be exceeded entering or leaving sidings or moving through crossovers or turnouts except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points, when speed of 45 MPH must not be exceeded.

No. 20 turnouts with 39 foot curved switch points are located as follows:

S. J. Tower, Ky.....M.P. 357.8-W.....Western Division Main Tracks

13. SPEED RESTRICTIONS
(Rules 109 to 109(j) and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN COAPMAN AND MT. CARMEL
All trains.....49 MPH

BETWEEN MT. CARMEL AND M.P. 209.0-W
All trains.....55 MPH

BETWEEN M.P. 209.0-W AND S.J. TOWER
All trains.....45 MPH
except: Between M.P. 275.5-W and 279.6-W20 MPH

BETWEEN HUNTINGBURG AND BOONVILLE
All trains.....35MPH

BETWEEN EVANSVILLE AND BOONVILLE
All trains.....25 MPH
except: Between M.P. 1.8EB to M.P. 2.2EB20 MPH
except: Between M.P. 3.7EB to M.P. 3.8EB20 MPH

BETWEEN HUNTINGBURG AND DUBOIS
All trains.....25 MPH
except: Between M.P. 53.0EB and 55.0EB.....10 MPH

BETWEEN ROCKPORT AND ROCKPORT JCT.
All trains.....25 MPH
except: Between M.P. 0.0RB to M.P. 1.5RB.....10 MPH
except: Between M.P. 9.0RB to M.P. 9.3RB.....10 MPH
except: Between M.P. 15.3RB to M.P. 15.7RB.....10 MPH

BETWEEN LINCOLN CITY AND CANNELTON
All trains.....25 MPH
except: Between M.P. 0.0 to M.P. 2.0-LC.....15 MPH
except: Between M.P. 6.2 to M.P. 6.4-LC.....5 MPH
except: Between M.P. 15.7 to M.P. 15.8-LC.....10 MPH

BETWEEN LAWRENCEBURG AND LEXINGTON
All trains.....25 MPH

V&C BELT, E.ST. LOUIS, ILL.
All trains.....15 MPH

All trains or engines will not exceed 20 MPH between M.P. 116.5 and 117.4 Danville Yard, 30 MPH between M.P. 118.4 and M.P. 119.4.

Trains must not exceed 5 MPH on all yard tracks at Danville except No. 1 and No. 2 main tracks.

Main tracks No. 1 and 2 between old DV Tower, M.P. 116.4 and South Danville, M.P. 118.4, will be designated as "Yard Tracks." Provisions of Rules 93 and 105 will apply. ALL TRAINS using the above tracks between points designated will move at "Yard Speed."

Trains or engines must not exceed a speed of 10 MPH over Cedar Brook Viaduct (M.P. 2.0LL), 10 MPH over Kentucky River Bridge (M.P. 3.2LL).

Trains or engines must not exceed a speed of 20 MPH through the interlocking plant at Mt. Carmel, and 15 MPH over L&N Crossing at Princeton.

Trains or engines must not exceed a speed of 35 MPH over B&O crossing at Fairfield, Illinois, M.P. 116.8W.

Trains using crossover between Kentucky Div., No. 1 track and Western Div. main track, SJ Tower, must not exceed 25 MPH.

Trains handling scale test cars must not exceed a speed of 25 MPH and such cars will be handled just ahead of caboose, not to be coupled to a car which exceeds 50 feet in length and where practicable in local freight trains only. Such movements will be authorized by the Chief Dispatcher in accordance with Rule 109(i).

Freight trains handling flat cars loaded with poles will not exceed 45 MPH and will not exceed 40 MPH when handling Air Dump Cars. Poles loaded on flat cars or in open top equipment above end of cars must not be handled in trains next to open shipments subject to damage by shifting load on adjacent car.

Trains handling tank cars loaded with Clay Slurry, Titanium Dioxide or Limestone Slurry must not exceed a speed of 45 MPH. This includes tank cars of all ownerships.

Trains handling single transformer loads with net weight exceeding 200,000 lbs. will not exceed 45 MPH.

Trains handling loaded open-top hoppers must not exceed a speed of 40 MPH. These instructions do not apply to operation of Silverside unit coal train from AW&W Mine to Wansley, Georgia, or operation of radio coal train consisting entirely of Big Reds moving from AW&W Mine to McCloud, Tennessee.

EMD SW-1500 type units, series 2300 through 2347, inclusive, will be restricted to a maximum speed of 50 MPH in lieu of restriction imposed by Operating Rule 109. These units are not equipped with dynamic brake. When these units are a part of the engine consist or are being towed, dynamic brakes must not be used.

Six axle locomotives may operate over the following tracks at a speed not to exceed five (5) miles per hour:

- | | |
|------------------------------|-------------------------|
| Temple - Quarry Tracks | Long Track Lawrenceburg |
| Duncan House | Talmage House Track |
| New Albany Yard West of | Side Track at Prestonia |
| Seventh Street | Spur at Waddy |
| Turner House Track Shelvylle | All tracks, Harrodsburg |
| Coal Chute Spur | (except Long Track) |

SPEED RESTRICTIONS ON CURVES
COAPMAN AND S.J. TOWER

Between M. P. and M. P.		MPH
6.0-W	8.5-W	40
8.5-W	10.1-W	35
15.9-W	18.3-W	40
36.3-W	37.0-W	45
64.2-W	66.5-W	15
66.5-W	67.0-W	45
77.9-W	80.2-W	40
81.3-W	82.0-W	45
87.4-W	87.7-W	35
87.7-W	89.0-W	45
96.8-W	97.1-W	45
134.1-W	134.5-W	40
149.9-W	151.0-W	35
151.0-W	158.0-W	40
158.0-W	160.7-W	55
160.7-W	161.8-W	45
161.8-W	162.4-W	35
162.4-W	162.7-W	15
162.7-W	164.8-W	45
164.8-W	165.4-W	50
169.9-W	170.2-W	50
170.2-W	172.5-W	55
172.5-W	173.4-W	50
173.9-W	174.8-W	55
174.8-W	176.3-W	50
180.9-W	181.4-W	55
181.4-W	181.9-W	50
185.2-W	186.4-W	55
186.4-W	189.0-W	45
192.3-W	192.9-W	50
192.9-W	193.4-W	55
198.5-W	198.9-W	40
198.9-W	203.0-W	50
203.0-W	204.5-W	30
204.5-W	209.0-W	50
209.0-W	215.1-W	40
215.1-W	224.0-W	35
224.0-W	228.0-W	25
228.0-W	234.1-W	30
234.1-W	238.6-W	35
244.8-W	245.0-W	40
245.0-W	245.4-W	35

SPEED RESTRICTIONS ON CURVES
COAPMAN AND S.J. TOWER

Between M. P. and M. P.		MPH
245.4-W	246.0-W	40
255.8-W	258.7-W	35
258.7-W	262.1-W	40
262.1-W	263.7-W	25
263.7-W	266.5-W	30
266.5-W	266.9-W	35
266.9-W	268.5-W	25
268.5-W	269.5-W	10
275.0-W	275.5-W	15
284.9-W	287.7-W	40
287.7-W	289.6-W	35
289.6-W	291.2-W	30
291.2-W	292.9-W	35
292.9-W	299.8-W	40
299.8-W	308.1-W	35
308.1-W	308.3-W	25
308.3-W	317.3-W	35
317.3-W	319.9-W	30
319.9-W	323.7-W	35
323.7-W	350.9-W	30
350.9-W	351.9-W	15
351.9-W	352.7-W	20
352.7-W	353.0-W	35
353.0-W	357.6-W	40

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS

EASTBOUND	SD		U-23B GP-30- 35-38	SD-79 SW-1500 GP-18 ALCO F-7 GP-7-9
	40-45	24-35		
Coapman-Cooper.....	2900	2500	2000	1600
Cooper-Huntingburg.....	3600	2950	2300	1850
Huntingburg-Youngtown.....	2050	1850	1550	1100
Youngtown-Lawrenceburg.....	2000	1850	1550	1250
Lawrenceburg-Danville.....	3000	2800	2250	1800
Evansville-Boonville.....	--	--	2150	1750
Boonville-Huntingburg.....	--	--	2250	1800
Huntingburg-Dubois.....	--	--	2500	2000
WESTBOUND				
Danville-Lawrenceburg.....	3300	2800	2250	1800
Lawrenceburg-Youngtown.....	2150	2000	1600	1300
Youngtown-Duncan.....	1000	900	800	650
Duncan-Huntingburg.....	1950	1850	1500	1200
Huntingburg-Coapman.....	3400	3000	2300	1850
French Lick-Huntingburg.....	--	--	2600	2100
Huntingburg-Boonville.....	--	--	2700	2200
Boonville-Evansville.....	--	--	2300	1850

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineer will be sent to the Chief Dispatcher, and, in addition, engineers will contact the Dispatcher immediately, giving engine numbers and probable cause. Conductor will make written report upon arrival at terminal.

15. LOAD LIMIT AND EQUIPMENT RESTRICTIONS
(Rule GR-21)

Not more than three 6-axle SD-24, SD-35, SD-40, SD-45, U-30-C, U-33-C, or any combination of these locomotives coupled may be operated under power on head end of trains (except on designated trains).

Not more than four 4-axle GP-30, GP-35, GP-38, U-23-B, or any combination of these locomotives coupled may be operated under power on head end of trains (except on designated trains).

Not more than five 4-axle RS-3, GP-7, F-7, GP-9, GP-18 or any combination of these locomotives coupled may be operated under power on head end of train.

System air dump cars, except those listed below, may be handled in through trains where existing instructions permit the handling of open top equipment. The listed numbered cars are not equipped for handling in through trains and must continue to be handled in local service.

- SOU 991951-52 - 53 - 54 - 55 - 56
- SOU 991957-58 - 59 - 60 - 61 - 65

Air dump cars will not be handled in rail-highway trains or connection trains that do not now handle other types of open top equipment.

The weight of engines and cars is limited as follows:

BETWEEN COAPMAN & YOUNGTOWN
BETWEEN EVANSVILLE & WEST BADEN
BETWEEN YOUNGTOWN & DANVILLE

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	245,000 lbs.
Diesel Electric.....	4-4	(a) 268,000 lbs.
Diesel Electric.....	6-6	(a) (c) 414,000 lbs.
Loaded Cars.....	4-wheel truck	220,000 lbs.
Loaded Cars.....	4-wheel truck	(a) (b) 286,000 lbs.
Loaded Cars.....	6-wheel truck	(d) 300,000 lbs.

(a) Must not be operated over structures on side or industrial tracks unless authorized.

(b) Loaded 4-wheel truck cars weighing in excess of 220,000 lbs. but not more than maximum weight shown for the line may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

- (1) Coupled Length37' - 9"
- (2) Truck Centers25' - 3"
- (3) Axle Spacing5' - 8"

(c) Cannot be handled West of Coapman Yard to points of interchange due to excessive curvature.

(d) Between Coapman and Danville cars up to 315,000 lbs., can be handled.

BETWEEN LINCOLN CITY & CANNELTON
BETWEEN LINCOLN CITY & ROCKPORT

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	245,000 lbs.
Diesel Electric.....	4-4	(a) 268,000 lbs.
Loaded Cars.....	4-wheel truck	220,000 lbs.
Loaded Cars.....	4-wheel truck	(a) (b) 286,000 lbs.
Loaded Cars.....	6-wheel truck	300,000 lbs.

(a) Must not be operated over structures on side or industrial tracks unless authorized.

(b) Loaded 4-wheel truck cars weighing in excess of 220,000 lbs. but not more than maximum weight shown for the line may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

- (1) Coupled Length37' - 9"
- (2) Truck Centers25' - 3"
- (3) Axle Spacing5' - 8"

BETWEEN LAWRENCEBURG & LEXINGTON

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	(a) 200,000 lbs.*
Loaded Cars.....	4-wheel truck	140,000 lbs.
Loaded Cars.....	4-wheel truck	(b) 177,000 lbs.

*Having 50,000 lb. maximum axles.

(a) Coupled diesel units may be operated except over Cedar Brook Viaduct, M.P. 2.0LL, and Kentucky River Bridge, M.P. 3.1LL, single diesel units must be followed by a spacer car weighing not more than 50,000 lbs. A second diesel unit can be operated if it is separated from the first unit or any loaded car by a spacer car with gross weight not exceeding 50,000 lbs.

(b) Cars weighing over 140,000 lbs., but not exceeding 177,000 lbs., must be separated at each end by a spacer car weighing not more than 90,000 lbs.

From Lexington to but not over Kentucky River Bridge, M.P. 3.1LL, and from Lawrenceburg to but not over Cedar Brook Viaduct, M.P. 2.0LL, 263,000 lb. cars and 4-4 type diesel units weighing not more than 268,000 lbs. can be handled without spacer restrictions.

Only the following listed 100 ton cars are authorized to be loaded to 286,000 lbs. gross weight, for on line movements only. Off line movements in excess of 263,000 lbs. gross weight must be authorized by the Assistant Vice President, Transportation, Atlanta, Ga.

SERIES	TYPE
CG	
950 - 954	Covered Hopper
11500 - 11507	8 ft. BHD Bulkhead Flat
11509 - 11514	8 ft. BHD Bulkhead Flat
11600 - 11649	10 ft. BHD Bulkhead Flat (90 ton)
SOU	
347 - 352	Tank
1000 - 1749	8 ft. Side Gondola (aluminum)
1750 - 1751	Over 8 ft. Side Gondola (Drop-bottom aluminum)
4999 - 4999	Tank (airjet)
6215 - 6364	Covered Hopper (90-ton aluminum)
6365 - 6764	Covered Hopper
6980 - 6999	Covered Hopper (90-ton)
7925 - 7999	Covered Hopper
8075 - 8999	Covered Hopper (aluminum)
9560 - 9599	12 ft. Door Box
9600 - 9614	12 ft. Door Box (90-ton)
9640 - 9739	16 ft. Door Box (hogshead)
16000 - 16399	16 ft. Door Box
17450 - 17499	16 ft. Door Box (CUF)
32975 - 32999	10 ft. Door Box
42452 - 42509	20 ft. or larger Door Box (hycube)
42848 - 42945	20 ft. or larger Door Box (hycube)
43000 - 43049	15 ft. Door Box
43050 - 43135	16 ft. Door Box
43136 - 43138	16 ft. Door Box (90-ton)
43148 - 43185	16 ft. Door Box
43186 - 43260	16 ft. Door Box (hycube)
43400 - 43499	16 ft. Door Box (hycube)
50097 - 50097	Flat (well car)
50900 - 50904	Under 6 ft. BHD Bulkhead Flat
50905 - 50906	Flat
62896 - 62955	4 ft. 6 in. Side Gondola (w/cov. & cradles)
63000 - 63199	3 ft. 3 in. Side Gondola
75000 - 76599	Hopper
76600 - 78399	Hopper (four compartment)
78400 - 79299	Hopper
79425 - 79524	Hopper (Auto unload)
79650 - 79799	Hopper
79800 - 79979	Hopper (automatic doors)
79980 - 79980	Hopper (aluminum, automatic doors)
90100 - 90353	Covered Hopper (airslide)
90850 - 90999	Covered Hopper
91000 - 91599	Covered Hopper (centerflow)
91800 - 92099	Covered Hopper
96000 - 99699	Covered Hopper
100300 - 102099	Hopper (aggregate)
103300 - 103999	Hopper (aggregate)
114150 - 114549	11 ft. BHD Bulkhead Flat (lumber)
114850 - 114899	10 ft. BHD Bulkhead Flat
114925 - 114949	10 ft. BHD Bulkhead Flat
115500 - 115599	10 ft. BHD Bulkhead Flat (90-ton)
115600 - 115699	10 ft. BHD Bulkhead Flat
115793 - 115797	8 ft. BHD Bulkhead Flat
116100 - 116199	10 ft. BHD Bulkhead Flat (CUF)
133000 - 134499	(Woodchip)
139875 - 139999	Gondola Rotary Dump Woodchip
350000 - 350499	Hopper
526525 - 526674	10 ft. Door Box
551200 - 551357	16 ft. Door Box (CUF)
556000 - 556199	10 ft. Door Box (EOC)
565000 - 565074	10 ft. Door Box (CUF)
569000 - 569124	10 ft. Door Box (CUF), w/bulkheads
586000 - 586099	16 ft. Door Box (EOC H.D. Adj. Bulkheads)
991931 - 991949	Work Equipment (Air dump)
991976 - 991983	Work Equipment (50 c.y. Airdump)
994100 - 994299	Work Equipment (Ballast)
995000 - 995007	Tank (Non-Revenue)

JORDAN SPREADERS

Jordan Spreaders, JS-6 and JS-7 (SOU 992600 and SOU 992598), must be handled next ahead of caboose on rear of freight trains at a speed not exceeding 40 M.P.H. These cars must be handled with "B" end trailing, so that side spreaders hinged, near the "A" end of the car are in trailing position.

DERRICKS

For the purpose of these restrictions derricks are divided into groups as follows:

- Group 1. Derricks Sou. 903002, 12, 13, 14, 16 and 26 (250 ton derricks)
- Group 2. Derricks Sou. 903010, 11, 15, 17, 18, 19, 20, 23, 24, 25 and 29 (150 ton derricks)
- Group 3. Derricks Sou. 903005, 06, 07 and 08 - (150 ton derricks)
- Group 4. Derrick Sou. 903001 - (150 ton derrick)

(A) General Restrictions

1. Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
2. Derricks must not be operated over structures on industrial tracks except with specific authority.
3. Derrick speed shall not exceed the smallest of the following:
 - a. Authorized freight train speed.
 - b. Group 1 Derricks, 45 MPH; all other derricks, 25 MPH.
 - c. Speed, if any, given below for line or structure over which derrick is being handled.

(B) Special Restrictions

NOTE: Group 4 derrick cannot be handled.

EVANSVILLE TO DUBOIS:
LINCOLN CITY TO CANNELTON:
ROCKPORT TO ROCKPORT JCT.

No Special Restrictions.

COAPMAN TO DANVILLE:

- (1) Group 1 derricks must not exceed speed of 25 MPH across Richland Creek Bridge, M.P. 17.4-W.

LAWRENCEBURG TO LEXINGTON

- (1) All derricks cannot be handled over Cedar Brook Viaduct, M.P. 2.0-LL and Kentucky River Bridge, M.P. 3.1-LL.

LOCOMOTIVE CRANES

Sou 992307, Sou 992312 and Sou 992309 may be handled over main tracks and sidings at a speed not exceeding 25 MPH except as follows:

- (1) Locomotive cranes must not be handled over Cedar Brook Viaduct, M.P. 2.0-LL and Kentucky River Bridge, M.P. 3.1-LL.
- (2) Sou 992309 must not be handled over structures on side or industrial tracks unless authorized.

DIVISION OFFICERS

V. R. McWilliams, Superintendent of Terminals	Coapman, Ill.
G. A. Rice, Trainmaster	Princeton, Ind.
J. Barrett, Trainmaster	Princeton, Ind.
R. E. Pickens, Trainmaster	Louisville, Ky.
S. H. Strandquist, Trainmaster	Huntingburg, Ind.
J. E. Blackledge, Trainmaster	Louisville, Ky.
S. W. Hunt, Trainmaster	Louisville, Ky.
A. S. Kelly, Terminal Trainmaster	Coapman, Ill.
Terminal Trainmaster	Coapman, Ill.
C. M. Sklodosky, General Yardmaster	Coapman, Ill.
T. O. Brock, Division Engineer	Louisville, Ky.
W. J. Parrish, Division Engineer	Princeton, Ind.
G. Goldston, Syst. Gen. Rd. Foreman of Eng.	Atlanta, Ga.
J. S. Anderson, Gen. Rd. Foreman of Eng.	Chattanooga, Tenn.
W. A. Dixon, Road Foreman of Engines	Louisville, Ky.
L. D. Dove, Road Foreman of Engines	Princeton, Ind.
C. R. Thomas, Road Foreman	Louisville, Ky.
T. D. Pace, Chief Dispatcher	Louisville, Ky.

PHYSICIANS' DIRECTORY

T. Bryan - INT	Belleville, Ill.
W. H. Walton - RAD	Belleville, Ill.
K. O. Green - OPH	Belleville, Ill.
D. L. Jerome - OTO	Belleville, Ill.
N. R. Shippey - RAD	Belleville, Ill.
E. F. Stephens - GP	Centralia, Ill.
R. Q. Bailey - GP	Danville, Ky.
J. M. Baird - GP	Danville, Ky.
C. W. Sisk - GP	Danville, Ky.
C. K. Mahaffey - RAD	Danville, Ky.
S. Encinas - GP	Danville, Ky.
E. J. Szczyk - OPH	E. St. Louis, Ill.
T. S. Szczyk - OPH	E. St. Louis, Ill.
J. L. Guckien - OPH	Evansville, Ind.
A. S. Niedermayer - GP	Evansville, Ind.
Leo R. Nonte - GS	Evansville, Ind.
R. T. Noveroske - RAD	Evansville, Ind.
A. R. Marks - GS	Fairfield, Ill.
V. J. Borges - SURG	Huntingburg, Ind.
H. L. Craig - GP	Huntingburg, Ind.
J. P. Salb - GP	Jasper, Ind.
T. Scott - INT	Lexington, Ky.
W. N. Offutt - OPH	Lexington, Ky.
T. D. Ballard - GP	Lexington, Ky.
K. R. Thompson, Jr. - ORTHO	Lexington, Ky.
J. O. VanMeter - GP	Lexington, Ky.
B. Baughman - SURG	Frankfort, Ky.
M. L. Dean - SURG	Lexington, Ky.
J. B. Douglas - RAD	Louisville, Ky.
R. J. Seebold - GP	Louisville, Ky.
R. J. Ellis - ORTHO	Louisville, Ky.
D. Ghazi - ORTHO	Louisville, Ky.
R. A. Magallon - GS	Louisville, Ky.
Roy A. Martin - OTO	Louisville, Ky.
Melvyn Koby - OPH	Louisville, Ky.
W. M. Twyman - GS	Louisville, Ky.
T. R. Young - GP	Mt. Carmel, Ill.
J. M. Modert - GP	Mt. Vernon, Ill.
W. H. Garner, Jr. - GEN. SURG	New Albany, Ind.
J. Y. McCullough, Jr. - SURG	New Albany, Ind.
V. Bundy - SURG	New Albany, Ind.
P. J. Biederharn - GP	New Baden, Ill.
V. McCarty - GS & ORTHO	Princeton, Ind.
De Pruitt - RAD	Princeton, Ind.
Hassan Rayes - GS	Princeton, Ind.
W. R. Wells - GP	Princeton, Ind.
J. C. Glackman, Jr. - GP	Princeton, Ind.
D. Chatham - GP	Shelbyville, Ky.
W. H. Lewin - OPH	St. Louis, Mo.
N. Neifert - GP	Tell City, Ind.
C. N. Hall - GP	Versailles, Ky.
E. R. Cantwell - OPH	Vincennes, Ind.

KEY TO PHYSICIANS' DIRECTORY

- GP-General Practice
- GS-General Surgery
- SURG-Surgery
- INT-Internal Medicine
- ORTHO-Orthopedics (bone)
- OTO-Otolaryngology (ear)
- OPH-Ophthalmology (eye)
- RAD-Radiology (x-ray)
- NEURO-Neurosurgery
- PSY-Psychiatry
- EENT-Eye, Ear, Nose and Throat
- CARDIO-Cardiology (heart)
- DERM-Dermatology (skin)
- PATH-Pathology (laboratory)
- DENT SURG-Dental Surgery
- URO-Urology (kidneys and bladder)

WATCH INSPECTORS

Short Jewelers	Lexington, Ky.
Zerweck Jewelry Co.	East St. Louis, Ill.
Clark Jewelers	Mt. Vernon, Ill.
J. Hershel Monroe	Princeton, Ind.
Ervin E. Kruger	Huntingburg, Ind.
Kruckemeyer & Cobb	Evansville, Ind.
J. O. Endris	New Albany, Ind.
Gardiner Jewelers	Louisville, Ky.
Mark J. Seance	Shelbyville, Ky.
Graves Jewelry Store	Harrodsburg, Ky.

HOURS TRAIN ORDER OFFICES

Central Standard Time

Station	Week Days	Saturdays & Sundays
Coapman	Continuous	Except 4 PM until 12 MN Monday
Centralia	Continuous	Continuous
Mt. Vernon	Continuous	Continuous
Albion	7:00 AM to 4:00 PM	Closed
Mt. Carmel	Continuous	Continuous
Princeton	Continuous	Continuous
Oakland City	Continuous	Continuous
Huntingburg	Continuous	Continuous
Evansville	4:00 PM to 1:00 AM	7 days per week
English	6:00 AM to 3:00 PM	Closed
Youngtown	Continuous	Continuous
Floyd Street	Continuous	Continuous
Lawrenceburg	8:00 AM to 5:00 PM	Closed
Danville	Continuous	Continuous

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Name	Location	Sta. No.	Car Cap.	Open End
Eddy Paper Co	14.9W	15W	5	East
Shapiro Brothers	18.6W	19W	5	West
Illinois-Power	18.8W	19W	4	West
Shiloh, Ill	22.3W	22W	4	East
Monterey Coal Co	38.6W	39W	250	East
Merriam	121.8W	122W	4	West
Illinois-Power	133.3W	134W	4	East
Illinois Grain	136.0W	136W	40	Both
Bellmont	142.4W	143W	10	Both
Maud	146.0W	146W	22	Both
Lyles, Ind	156.8W	157W	20	Both
Indiana Grain	160.8W	161W	40	Both
Douglas	166.1W	166W	4	West
Velpen	189.7W	190W	9	East
Stapleton	192.5W	193W	4	East
Bretzville	203.4W	204W	3	East
Independent Box	205.0W	205W	7	West
Indiana Processing Co	249.4W	249W	3	East
Blue Grass Ind. Pk., Ky	287.9W	288W	Lead	East
Roll Forming	305.7W	306W	8	East
Florida Tile Co	327.7W	328W	14	West
Florida Tile Co	328.0W	328W	15	West
General Cable	328.8W	329W	20	West
Milner	6.2LL	6X	23	Both
Kight Lumber	4.4EB	4EB	6	East
Complete Lumber	4.5EB	4EB	6	East
Wolfen Lumber	4.6EB	4EB	6	East
Stevenson	7.1EB	7EB	6	West
Korff	9.5EB	9EB	5	West
Indiana Hardwood Corp	9.7EB	9EB	6	West
Three Oaks Coal Co	10.7EB	11EB	7	West
Hy Rock Products	14.1EB	14EB	40	Both
Johnsburg	40.6EB	41EB	4	East
Red-E-Mix	47.8EB	48EB	2	West
Bradley	13.0RB	13RB	7	West
Rock Hill	4.3RB	4RB	4	West
Barmet	1.7RB	2RB	70	West
Lamar	15.8LC	16LC	3	West
Evanston	11.4LC	11LC	3	West
Troy	6.7LC	7LC	3	West



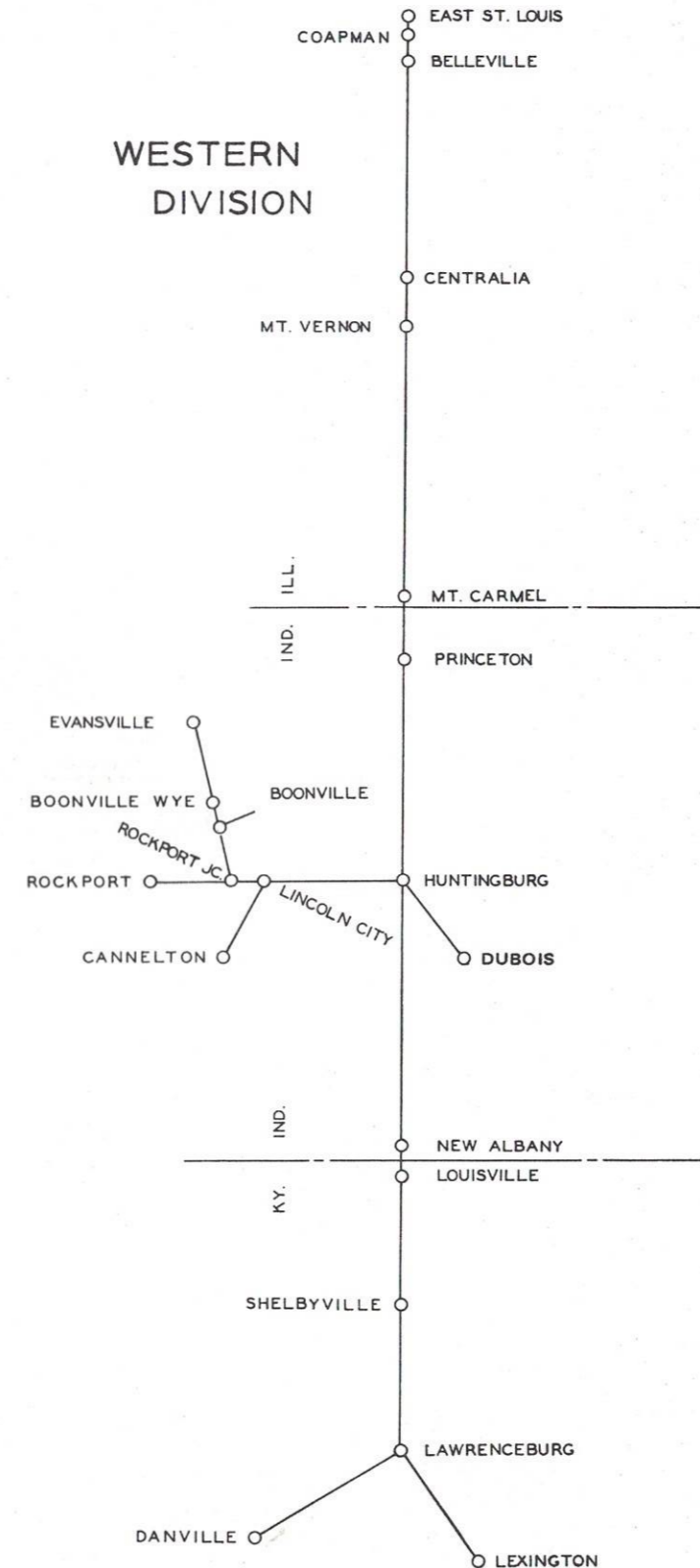
SOUTHERN RAILWAY SYSTEM

AUTOMATIC BLOCK, INTERLOCKING SIGNALS, CTC AND REMOTE CONTROL SIGNALS

HIGH SIGNAL		DWARF SIGNAL		HIGH SIGNAL		DWARF SIGNAL	
RULE 301	NAME: Clear.		INDICATION: Proceed.		RULE 302	NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.	
RULE 303	NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.				RULE 304	NAME: Diverging Route Clear. INDICATION: Proceed through diverging route, observing authorized speed through turnout or crossover.	
RULE 305	NAME: Diverging Route Clear, Approach Limited. INDICATION: Proceed through diverging route, observing authorized speed through turnout or crossover, and approach next signal at authorized speed, not exceeding Limited Speed.				FLASHING YELLOW		
RULE 307	NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.				RULE 308	NAME: Diverging Route Approach. INDICATION: Proceed through diverging route, observing authorized speed through turnout or crossover, then not exceeding Medium Speed, preparing to stop at next signal.	
RULE 309	NAME: Restricted Proceed. INDICATION: Proceed at Restricted Speed.				RULE 310	NAME: Stop. INDICATION: Stop.	

SPEED:
 LIMITED SPEED—A SPEED NOT EXCEEDING 45 MILES PER HOUR.
 MEDIUM SPEED—A SPEED NOT EXCEEDING 30 MILES PER HOUR.
 REDUCED SPEED—PROCEED PREPARED TO COMPLY WITH FLAGGING SIGNALS AND STOP SHORT OF TRAIN OR OBSTRUCTION.
 RESTRICTED SPEED—PROCEED PREPARED TO STOP SHORT OF ANOTHER TRAIN, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED AND LOOK OUT FOR BROKEN RAIL, BUT AT A SPEED NOT EXCEEDING 15 MILES PER HOUR.
 SLOW SPEED—A SPEED NOT EXCEEDING 15 MILES PER HOUR.
 YARD SPEED—A SPEED THAT WILL PERMIT STOPPING WITHIN ONE-HALF THE RANGE OF VISION.

WESTERN DIVISION



SAFETY

IS OF
FIRST
IMPORTANCE

BE CAREFUL
THINK-LOOK
AND
LIVE

RUNNING TIMES OF TRAINS, IN MINUTES - FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS - (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed. (If timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example - a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. CLEAR THISTIME NOT LESS THAN FIVE MINUTES. See Rule 1509(a).

Miles	10 MPH	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
1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	12	8	6	5	4	3	2	1	1	1	1	1	1	1	1
3	18	12	9	7	6	5	4	3	2	2	2	2	2	2	2
4	24	16	12	9	8	6	5	4	3	3	3	3	3	3	3
5	30	20	15	12	10	8	7	5	4	4	4	4	4	4	4
6	36	24	18	14	12	10	9	7	6	5	5	5	5	5	5
7	42	28	21	16	14	12	10	8	7	6	6	6	6	6	6
8	48	32	24	19	16	14	12	10	8	7	7	7	7	7	7
9	54	36	27	21	18	15	13	11	9	8	8	8	8	8	8
10	60	40	30	24	20	17	15	13	10	9	9	9	9	9	9
11	66	44	33	26	22	18	16	14	11	10	10	10	10	10	10
12	72	48	36	28	24	20	18	16	13	12	11	11	11	11	11
13	78	52	39	31	26	22	19	17	14	13	12	12	12	12	12
14	84	56	42	33	28	24	21	18	15	14	13	13	13	13	13
15	90	60	45	36	30	25	22	20	16	15	14	14	14	14	14
16	96	64	48	38	32	27	24	21	17	16	15	15	15	15	15
17	102	68	51	40	34	29	25	22	18	17	16	16	16	16	16
18	108	72	54	43	36	32	28	24	20	19	18	17	17	17	17
19	114	76	57	46	38	34	30	26	22	20	19	18	18	18	18
20	120	80	60	48	40	36	32	28	24	22	20	19	19	19	19
21	126	84	63	50	42	37	33	29	25	23	21	20	20	20	20
22	132	88	66	52	44	38	34	30	26	24	22	21	21	21	21
23	138	92	69	55	46	40	35	31	27	25	23	22	22	22	22
24	144	96	72	57	48	41	36	32	28	26	24	23	23	23	23
25	150	100	75	60	50	42	37	33	29	27	25	24	24	24	24
26	156	104	78	62	52	44	39	34	30	28	26	25	25	25	25
27	162	108	81	64	54	46	40	35	31	29	27	26	26	26	26
28	168	112	84	67	56	48	42	36	32	30	28	27	27	27	27
29	174	116	87	69	58	49	43	37	33	31	29	28	28	28	28
30	180	120	90	72	60	51	45	39	34	32	30	29	29	29	29