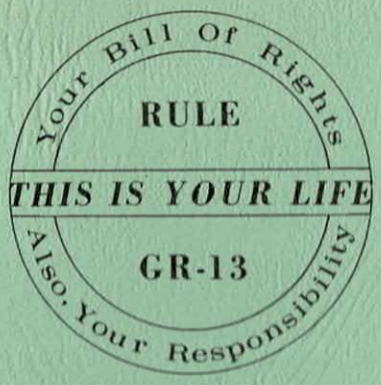

EMPLOYEES MUST NOT:

(a). Ride on close-clearance side or on end of equipment moving adjacent to platform, building, or close-clearance structure, or stand between moving equipment and adjacent platform, building, or close-clearance structure.

(b). Mount or ride the end footboard of a moving engine.

(c). Ride, step or stand on cut lever, coupler or center sill.

(d). Ride in or place arms or legs in cars with lading that may shift, except when necessary to load or unload material in cars moving no faster than 5 MPH.

(e). Ride or walk on tank car running board near dome when movement may cause contents to splash.

(f). Ride on or in freight cars or on the outside of engines while passing under tipples, shakers, conveyors, or other overhead loading or unloading devices.

(g). Step on track in front of approaching car or engine to open or close angle cock, adjust drawbar or knuckle, apply handbrake or mount equipment.

(h). Mount moving flat cars.

(i). Adjust drawbar with foot.

(j). Operate handbrake with foot.

(k). Go between moving cars or engines to couple air hoses or to adjust drawbars or knuckles.

(l). Step between standing cars for any purpose until they have arranged with other members of their crew for protection against coupling to or movement of those cars.

(m). Adjust drawbars or knuckles on standing equipment until the equipment has been separated at least 20 feet.

(n). Step on rails, guard rails, switches or frogs.

(o). Attempt to move cars with push pole or similar device between cars or between engine and car.

(p). Cross from side to side between coupled cars except over end or brake platforms.

(q). Dismount engines or cabooses unless facing the steps.

(r). Walk around the end of a standing car nearer than 10 feet from the end of the car.

SOUTHERN

THE RAILWAY SYSTEM THAT GIVES A GREEN LIGHT TO INNOVATIONS

WESTERN LINES

WESTERN DIVISION

TIMETABLE NO.

6

Effective 12:01 A.M., Central Standard Time
SUNDAY, DECEMBER 6, 1981

(Central Standard Time Will Govern Between All Stations)

FOR THE GOVERNMENT OF EMPLOYEES ONLY

T. E. GURLEY ..... General Manager
O. G. MILLS ..... Superintendent
W. M. YOCUM ..... Assistant Superintendent

YOUNGTOWN AND DANVILLE—EASTBOUND

(Central Standard Time)

Station Nos.	Miles From St. Louis	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	SECOND CLASS 111 Daily	161 Daily	123 Daily	231 Daily	121 Daily	127 Daily
				Lv. A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
272W	271.8	XYTOBW YOUNGTOWN NP (3.1)		3 00	7 00	11 00	3 00	7 00	11 00
275W	274.9	X L.S. JUNCTION (1.3)							
276W	276.2	X FOURTH STREET (0.5)							
277W	276.7	FLOYD STREET N (1.0)							
278W	277.7	PRESTONIA (1.4)							
280W	279.1	DUMESNIL (1.8)		3 30 160	7 30 112	11 30 124	3 30 122	7 30 128	11 30 232
281W	280.9	X WHITNER (1.6)		3 35	7 35	11 35	3 35	7 35	11 35
282W	282.5	X Y APPLIANCE PARK (0.5)		3 40	7 40	11 40	3 40	7 40	11 40
283W	283.0	BUECHEL (4.2)		3 45	7 45	11 45	3 45	7 45	11 45
287W	287.2	JEFFERSONTOWN (0.5)		3 50	7 50	11 50	3 50	7 50	11 50
288W	287.7	BLUEGRASS (2.0)		3 55	7 55	11 55	3 55	7 55	11 55
290W	289.7	TUCKER (4.1)		4 00	8 00	12 01 PM	4 00	8 00	12 01 AM
294W	293.8	FISHERVILLE (6.9)		4 15	8 15	12 15	4 15	8 15	12 15
300W	300.7	VEECHDALE (3.2)		4 25	8 25	12 25	4 25	8 25	12 25
304W	303.9	JOYES (4.5)		4 30	8 30	12 30	4 30	8 30	12 30
308W	308.4	SHELBYVILLE (9.7)		4 35	8 35	12 35	4 35	8 35	12 35
318W	318.1	WADDY (4.9)		4 50	8 50	12 50	4 50	8 50	12 50
323W	323.0	AVENSTOKE (4.4)		5 00	9 00	1 00	5 00	9 00	1 00
327W	327.4	ALTON (3.1)		5 05	9 05	1 05	5 05	9 05	1 05
330W	330.5	COAL CHUTE (0.5)		5 10	9 10	1 10	5 10	9 10	1 10
331W	331.0	XYW LAWRENCEBURG DP (4.4)		5 15	9 15	1 15	5 15	9 15	1 15
336W	335.4	McBRAYER (2.4)		5 25	9 25	1 25	5 25	9 25	1 25
338W	337.8	NEVIN (6.5)		5 30	9 30	1 30	5 30	9 30	1 30
345W	344.3	TALMAGE (7.3)		5 35 112	9 35 124	1 35 122	5 35 128	9 35 232	1 35 160
352W	351.6	HARRODSBURG (6.2)							
A110	357.8	S. J. TOWER (3.3)							
A114	361.1	WYOB DANVILLE NP		6 05	10 05	2 05	6 05	10 05	2 05
				Ar. A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
				Daily	Daily	Daily	Daily	Daily	Daily
				111	161	123	231	121	127

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

DANVILLE AND YOUNGTOWN—WESTBOUND

Capacity of Tracks in cars: Sidings	Other Tracks	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	SECOND CLASS 160 Daily	112 Daily	124 Daily	122 Daily	128 Daily	232 Daily
		Ar.		A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
	Yard	XYTOBW YOUNGTOWN NP (3.1)		4 00	8 00	12 01	4 00	8 00	12 01
	Yard	X L. S. JUNCTION (1.3)							
		X FOURTH STREET (0.5)							
		FLOYD STREET (1.0)							
	15	PRESTONIA (1.4)							
125		DUMESNIL (1.8)		3 30 111	7 30 161	11 30 123	3 30 231	7 30 121	11 30 127
	Yard	X WHITNER (1.6)		3 25	7 25	11 25	3 25	7 25	11 25
	Yard	X Y APPLIANCE PARK (0.5)		3 20	7 20	11 20	3 20	7 20	11 20
	70	BUECHEL (4.2)		3 15	7 15	11 15	3 15	7 15	11 15
	15	JEFFERSONTOWN (0.5)		3 10	7 10	11 10	3 10	7 10	11 10
40	50	BLUEGRASS (2.0)		3 05	7 05	11 05	3 05	7 05	11 05
192		TUCKER (4.1)		3 00	7 00	11 00	3 00	7 00	11 00
	8	FISHERVILLE (6.9)		2 50	6 50	10 50	2 50	6 50	10 50
	15	VEECHDALE (3.2)		2 45	6 45	10 45	2 45	6 45	10 45
185	12	JOYES (4.5)		2 40	6 40	10 40	2 40	6 40	10 40
	22	SHELBYVILLE (9.7)		2 35	6 35	10 35	2 35	6 35	10 35
194	9	WADDY (4.9)		2 15	6 15	10 15	2 15	6 15	10 15
	8	AVENSTOKE (4.4)		2 05	6 05	10 05	2 05	6 05	10 05
	5	ALTON (3.1)		2 00	6 00	10 00	2 00	6 00	10 00
200	9	COAL CHUTE (0.5)		1 55	5 55	9 55	1 55	5 55	9 55
	Yard	XYW LAWRENCEBURG DP (4.4)		1 50	5 50	9 50	1 50	5 50	9 50
	11	McBRAYER (2.4)		1 45	5 45	9 45	1 45	5 45	9 45
	8	NEVIN (6.5)		1 40	5 40	9 40	1 40	5 40	9 40
190	20	TALMAGE (7.3)		1 35 127	5 35 111	9 35 161	1 35 123	5 35 231	9 35 121
	110	HARRODSBURG (6.2)							
		S. J. TOWER (3.3)							
	Yard	WYOB DANVILLE NP		1 00	5 00	9 00	1 00	5 00	9 00
		Lv.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
				Daily	Daily	Daily	Daily	Daily	Daily
				160	112	124	122	128	232

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

EASTBOUND—ROCKPORT AND ROCKPORT JUNCTION—WESTBOUND (Central Standard Time)

Capacity of Tracks in cars: Sidings	Capacity of Tracks in cars: Other Tracks	Station Nos.	Miles From Rockport	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28
				Lv. Ar.	
	45	16RB	0.0	X ROCKPORT	
	10	7RB	9.1	CHRISNEY 7.1	
		33EB	16.2	ROCKPORT JCT.	
				Ar. Lv.	
				No Scheduled Trains This District	

EASTBOUND—CANNELTON AND LINCOLN CITY—WESTBOUND (Central Standard Time)

Capacity of Tracks in cars: Sidings	Capacity of Tracks in cars: Other Tracks	Station Nos.	Miles From Cannelton	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28
				Lv. Ar.	
	25	23LC	0.0	X CANNELTON 2.5	
	41	20LC	2.5	TELL CITY 20.0	
	27	34EB	22.5	X LINCOLN CITY	
				Ar. Lv.	
				No Scheduled Trains This District	

EASTBOUND—LAWRENCEBURG AND LEXINGTON—WESTBOUND (Central Standard Time)

Capacity of Tracks in cars: Sidings	Capacity of Tracks in cars: Other Tracks	Station Nos.	Miles From Lawrenceburg	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28
				Lv. Ar.	
Yard		331W	0.0	XYW LAWRENCEBURG 2.9 DP	
16	52	3LL	2.9	X TYRONE 7.8	
14	51	10LL	10.7	XY VERSAILLES 13.6	
Yard		A79	24.3	XOB LEXINGTON P	
				Ar. Lv.	
				No Scheduled Trains This District	

THIRD CLASS: 83 Daily	Capacity of Tracks in Cars: Sidings	Capacity of Tracks in Cars: Other Tracks	Station Nos.	Miles From Evansville	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	THIRD CLASS: 82 Daily
A.M.					Lv. Ar.		A.M.
12 01		Yard	0EB	0.0	XBW EVANSVILLE NCP 3.2		8 00
		36	2EB	3.2	STOCKWELL PARK 8.2		
12 20		9	12EB	11.4	CHANDLER 4.4		7 25
12 38			16EB	15.8	Y BOONVILLE WYE 0.8		7 07
12 40		104	17EB	16.6	X BOONVILLE 1.6		7 05
		64	18EB	18.2	NESTOR 3.4		
		3	22EB	21.6	DE GONIA 4.1		
		5	26EB	25.6	TENNYSON 6.4		
1 20			33EB	32.1	ROCKPORT JUNCTION 1.1		6 32
1 25		27	34EB	33.2	X LINCOLN CITY 3.4		6 30
1 35		21	37EB	36.6	DALE 2.6		6 24
1 45		75	39EB	39.2	HILL TOP 7.7		6 16
2 30		Yard	200W	46.6	XOWYB HUNTINGBURG 6.9 NP		6 00
A.M.					Ar. Lv.		A.M.
Daily 83							Daily 82

NOTE: Trains No. 82 & 83 will not protect against following extra trains between Evansville and Huntingburg unless otherwise instructed to do so by train order.

Trains or engines using the tracks of Yankeetown Dock Corporation between Yankeetown Dock (M.P. 0.0-BY) - Boonville Wye (M.P. 10.1-BY) - EBY (M.P. 17.2-BY) will be governed by the rules and special instructions of Yankeetown Dock Corporation. (See Special Instructions, Page 14).

Trains or engines using the tracks of Peabody Coal Company north of EBY (M.P. 17.2-BY) to Lynnville Mine will be governed by the rules and special instructions of Peabody Coal Company. Southern crews will obtain this permission through the Yankeetown Dock Corporation train dispatcher.

(Central Standard Time) EASTBOUND—HUNTINGBURG AND DUBOIS—WESTBOUND

Capacity of Tracks in Cars: Sidings	Capacity of Tracks in Cars: Other Tracks	Station Nos.	Miles From Evansville	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28
				Lv. Ar.	
	Yard	200W	46.9	XOWYB HUNTINGBURG 6.9 NP	
	137	54EB	53.8	X JASPER 9.5	
	24	63EB	63.3	DUBOIS	
				Ar. Lv.	
				No Scheduled Trains This District	

CONSULT BULLETIN BOOKS (Rule GR-10)

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 (Rule 4 and 83(c))

A TRAIN MUST receive a clearance card before leaving its initial station EXCEPT Eastbound trains from Youngtown and trains originating Warrick and Boonville.

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

Buechel Depot
Centralia Yard Office
Coapman Yard Office
Coapman Wash House
Danville Engine House
Danville Yard Office
Evansville Yard Office
Huntingburg Yard Office
Lawrenceburg Depot
Lexington Yard Office
Mt. Carmel Depot
Princeton Call Office
Warrick Yard Office
Youngtown Call Office
Youngtown Roundhouse

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

*Centralia
Coapman
Danville
Evansville
Huntingburg (EB Line trains only)
Lawrenceburg (LL Line trains only)
Lexington (LL Line trains only)
Lincoln City
Princeton
Rockport Junction

* For originating and terminating trains only.

Trains will not register at Rockport Jct. or Lincoln City unless instructed to do so by train order.

4. STANDARD CLOCKS (Rule 3)

Coapman
Danville
Evansville
Huntingburg
Louisville Dispatcher's Office
Princeton
Youngtown Call Office
Youngtown Round House

Crews reporting for duty at locations where there are no standard clocks must compare time with dispatcher at beginning of tour of duty.

5. RAILROAD CROSSINGS AT GRADE

a. Interlocked (Rules 98, 300(a) thru 318, 505 thru 671)

V. & C. Junction	TRRA	
Coapman	A&S R.R. (Automatic), M.P.	6.3W
Centralia	M&I R.R., M.P.	65.7W
Centralia	ICG R.R., M.P.	66.1W
Mt. Vernon	MP R.R., M.P.	87.8W
Fairfield (Note 1)	Prairie Trunk R.R. (Automatic), M.P.	116.8W
Browns (Note 2)	ICG R.R. (Automatic), M.P.	138.3W
Mt. Carmel (Note 3)	ConRail (Automatic), M.P.	149.9W
Princeton (Note 4)	L&N R.R. (Automatic), M.P.	162.4W
Oakland City (Note 5)	ConRail (Automatic), M.P.	175.1W
Fourth Street (Note 6)	L&N R.R. (Automatic), M.P.	276.2W
Floyd Street	L&N R.R., M.P.	276.6W
Shelbyville	L&N R.R., M.P.	307.2W

b. Not Interlocked (Rule 98)

Evansville	ICG R.R., L&N R.R.
Boonville Wye	Yankeetown Dock Corp.

Note 1 — Interlocking signals at Fairfield, Ill., Prairie Trunk R.R. crossing (M.P. 116.8-W) are also Automatic Block Signals. Rules 605 to 607 and 661 to 671 apply. Pushbutton for clearance for Southern trains located on bungalow, clearance time for Southern trains will be one minute.

Note 2 — Interlocking signals at Browns, Ill., ICG Crossing (M.P. 138.3-W) are also Automatic Block Signals. Rules 505 to 671 apply. Waiting time on pushbutton for Southern trains is 3 minutes.

TO CLEAR SOUTHERN SIGNALS:

If no train is approaching on the I.C.G. R.R. at Browns, insert Southern R.R. switch key in pushbutton release box and unlock. Push E.B. or W.B. pushbutton, depending upon direction, in as far as possible. Hold 5 seconds and release. After 3 minutes, signal should clear.

Note: If the Home Signal continues to indicate "stop" after waiting 3 minutes, train movement shall be governed by application of Rule 671.

Note 3 — Interlocking signals at Mt. Carmel, Ill., ConRail crossing (M.P. 149.9-W) are also Automatic Block Signals. Rules 505 to 671 apply.

(a) Pushbutton devices marked Southern and ConRail are located on north side of bungalow on north side of track. When signal 149.8-W for eastbound movement or signal 149.9-W for westbound movement displays STOP, Rule 310-C, Operating Rule 671 will govern.

(b) Indicator light inside box marked Southern will display **green** when a ConRail movement is lined and **PUSHBUTTON MUST NOT BE USED.** When indicator light is red, pushbutton may be used; depress and hold for **5 seconds.** A six **(6) minute** time delay is required if signal does not clear after pushbutton is operated.

(c) When it is necessary for eastbound train to cut off west of interlocking plant to switch elevator or connection track, when ready to return to train pushbutton may be operated if no ConRail movement is evident, then will receive Restricted Proceed indication Rule 309-B to return to train. If do not receive signal 309-B after **6 minutes**, be governed by Rule 671.

(d) If necessary for westbound train to return to train through interlocking plant the same procedure as described in Procedure c. will be observed.

(e) A train that has cleared for an eastbound train at Mt. Carmel depot or in connection track, must wait until caboose of eastbound train passes signal at M.P. 151.8-W before operating switch or derail. A train that has cleared for a westbound train passes signal at M.P. 148.1-W before operating switch or derail then being governed by Rules 517 and 512.

Proper procedure for compliance with Operating Rule 671 is posted on bungalow near pushbutton boxes.

Note 4 — Instructions to Southern trains stopped by home signals, eastbound or westbound, at L&N — Southern interlocking, Princeton, Indiana:

(a) Indicator illuminated indicates conflicting routes clear. Push release button and hold for 5 seconds. Home signal should indicate proceed within 5 minutes.

(b) If indicator is not illuminated, consult L&N dispatcher concerning conflicting movements before operating release button.

(c) If L&N dispatcher advises there are no conflicting movements, then operate release button and hold for 5 seconds.

(d) If signal continues to display stop after 5 minutes, crew member must protect in accordance with Rule 671 against conflicting movements before signaling train to proceed over crossing.

(e) If necessary to make reverse movements after train has passed through plant, push Southern release button to set home signal at proceed.

Trains must **not** stop on the L&N crossing at Princeton **unless it is necessary.**

Trains stopping on this crossing must not move until a member of the crew is at the crossing with a walkie-talkie to observe train move over the crossing.

A time-out circuit has been installed on the West approach to L&N Interlocking at Princeton, Indiana, M.P. 162.4-W. 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 protect train movement through L&N Interlocking at M.P. 162.4-W in a westbound move, procedures as provided for in box at L&N crossing must not be commenced until engine has passed the approach signal located at M.P. 162.5-W (140 feet east of Main Street Crossing).

When necessary to protect train movement through interlocking, in addition to complying with provisions of Rule 671, **Form S-(1) train order must be received from Dispatcher before proceeding.**

Note 5 — **EASTBOUND TRAINS**

Eastbound signal, M.P. 174.2-W, Rules 301(b), 307(b) and 310(b) govern. When this signal displays Stop, Rule 310(b), a member of the crew must go to the pushbutton box located on the west side of signal case at M.P. 174.2-W and must be governed by the following posted instructions:

5. RAILROAD CROSSINGS AT GRADE (Cont'd)

b. Not Interlocked (Cont'd)

(1) Open pushbutton box and depress pushbutton marked No. 1;
(2) If green pushbutton light is illuminated, depress pushbutton marked No. 2 immediately;
(3) If red pushbutton light is illuminated, wait eight (8) minutes, then depress pushbutton marked No. 2;
(4) If signal does not clear, proceed governed by Rule 509 to Interlocking signal at Oakland City (M.P. 175.1-W);
(5) After stopping at Interlocking signal at Oakland City, train or engine may proceed after complying with Rules 671 and 509.

Note 5 — **WESTBOUND TRAINS**

The westbound interlocking signal will display indications governed by Rules 301(c), 307(c), 309(b) and 310(c). When this signal displays Stop, Rule 310(c), and there are no conflicting movements, a member of the crew must go to the pushbutton box located in the telephone box on west end of signal case at crossing and must be governed by the following posted instructions:

(6) If red pushbutton light is dark, ConRail signals may be indicating proceed. No action must be taken until after waiting eight (8) minutes. If no ConRail movement is then evident, proceed with instruction No. 8;
(7) If red pushbutton light is illuminated, ConRail signals are in Stop position;
(8) Operate pushbutton and hold for five (5) seconds. White pushbutton light should illuminate and signal display proceed;
(9) If white pushbutton light does not illuminate, wait an additional eight (8) minutes. White pushbutton light should illuminate and signal should indicate proceed;
(10) If white pushbutton light does not illuminate or signal does not display a more favorable indication than Stop after complying with instruction No. 9, be governed by Rules 671 and 509.

Whenever it is necessary for an eastbound train to work the interchange track at Oakland City, and must return to train, the same procedures must be followed as stated in instructions Numbers 6, 7, 8, 9 and 10.

When a train or engine enters the Main Line from the east Wye at Oakland City Junction and it is necessary to proceed west, prior to passing signal located at M.P. 177.3-W, crew members must operate the pushbutton located on the east end of signal case at M.P. 177.3-W. After doing so, if signal displays Restricted Proceed, Rule 309(d), train or engine must wait five (5) minutes before proceeding west.

When it is necessary to use the Emergency Release Box, crew member must lock box after use and notify Dispatcher by the first available means of communication.

Note 6 — When operating on Southern tracks, all interlocking home signals are approach cleared, except eastbound dwarf signal on westbound main track.

Floyd Street operator has supervisory control over eastbound home signals on eastbound and westbound main at 4th Street and can hold trains or engines when necessary. Trains or engines should contact Floyd Street operators by radio when they receive a "STOP" signal in either direction at this interlocking.

Detailed instructions for operation of emergency release "PUSH BUTTON" is located above pushbutton box on signal bungalow.

(A) The eastbound dwarf signal on the westbound main track can be cleared by pushbutton operation **only.** After securing permission from Floyd Street operator, push "PUSH BUTTON" marked "CLEAR" in box on side of eastbound home signal relay case. Signal will clear immediately if no L&N trains or engines are approaching crossing. If movement is not made through interlocking, there is a "CANCEL" button in same box that will retore signal to "STOP". If this home signal or any other home signal does not clear, go to bungalow at crossing and proceed as follows:

1. Secure radio authority from Floyd Street operator.
2. Open pushbutton box marked "SOUTHERN" on east side of signal bungalow.
3. Green indicator light in box will be lit if L&N signals are at stop. The button marked "CLEAR" may be pushed immediately if green light is lit.
4. If indicator is not lit this indicates L&N signal clear to "PROCEED". Check all L&N tracks for approaching trains or engines.
5. Pushbutton may now be operated **only** if no L&N engines or trains are approaching crossing.
6. Southern signal should clear after pushing button and waiting four (4) minutes.
7. After four (4) minutes have elapsed and Southern signal does not clear, crossing may be made in accordance with Rule 671.

6. JUNCTIONS

a. Interlocked (Rules 98, 300(a) thru 318, 505 thru 671)

Mt. Vernon	MP R.R.
Centralia	BN R.R.
Oakland City Jct. (East Leg Wye) (Note 1)	AW&W R.R.
"SJ" Tower	Kentucky Division Main Tracks
K&I Jct.	K&IT R.R.
L. S. Junction	K&IT R.R.

Note 1 - When movement is to be made with Timetable or train order authority onto mainline via the east leg of wye at Oakland City Junction, M.P. 177.3-W, after train movement is stopped clear of low home signal just west of Highway 64, be governed by the following:

If light inside Southern box is illuminated:

(1) Actuate pushbutton labeled "start".

(2) After approximately 6 minutes, signal indication should change from stop to diverging route clear, Rule 304(d) or diverging route approach, Rule 308(c). Before proceeding onto Highway 64, warn highway traffic by hand protection.

(3) If, after complying with (1) and (2) above, signal remains in stop indication, obtain Form S-1 from Dispatcher, proceed at restricted speed to the power-operated switch located near the clearance point of mainline, stop, and hand line for movement onto mainline. After complete movment is on mainline, restore power-operated switch for movement toward the AW&W connection track with both hand and power levers left pointing westward.

When movement is to be made from mainline onto the east leg of wye at Oakland City Junction, M.P. 177.3-W, after circuit between eastbound and westbound signal locations is left clear, be governed by the following:

(1) Stop movement just east of westbound mainline signal.

(2) Actuate pushbutton located on post near westbound mainline signal.

(3) Line springswitch for movement onto east leg of wye. Mainline signal will indicate restricted proceed, Rule 309(b), for movement onto east leg of wye toward the AW&W. Note: In order to receive signal indication when returning to mainline, restore springswitch to normal position.

(4) If, after complying with steps (1), (2) and (3), mainline signal displays Stop, Rule 310(c), movement may be made onto east leg wye after power-operated switch is hand lined for movement.

b. Not Interlocked (Rule 98)

Belleville	L&N R.R.
Centralia	BN R.R., ICG R.R. and M&I R.R.
Mt. Vernon	L&N and MP R.R.
Fairfield	Prairie Trunk R.R.
Browns	ICG R.R.
Mt. Carmel	ConRail
Princeton	L&N R.R.
Oakland City	Conrail
Oakland City Jct. (West Leg Wye)	AW&W R.R.
Ayrshire	AW&W R.R.
Huntingburg	Ferdinand R.R.
Huntingburg	EB Line (Evansville)
Huntingburg	EB Line (Dubois)
Corydon Junction	LNA&C R.R.
Boonville Wye	Yankeetown Dock Corp.
Rockport Junction	RB Line
Lincoln City	LC Line
Evansville	ICG R.R. and L&N R.R.
Lawrenceburg	LL Line

7. DRAWBRIDGES Not Interlocked (Rule 98)

Wabash River Bridge (M.P. 150.0-W)	Mt. Carmel
Wabash River Bridge (M.P. ConRail 127.6 - P.S.I. Lead)	Mt. Carmel

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

Two tracks extend between:
L.S. Junction, (M.P. 274.9-W) to Fourth St., (M.P. 276.2-W).
Tatem (M.P. 268.3-W) to K&I Jct., (M.P. 268.9-W)

ENDS OF TWO OR MORE TRACKS Interlocked

L.S. Junction	(M.P. 274.9-W)
Fourth St.	(M.P. 276.2-W)
Tatem	(M.P. 268.3-W)
K&I Jct.	(M.P. 268.9-W)

9. AUTOMATIC BLOCK SYSTEM (Rules 300(a) thru 318 and 505 thru 521 and 607)

Automatic block signal rules are effective between:
Coapman (M.P. 6.2-W) and 64.5W.,
M.P. 66.5W and K&I Jct. (M.P. 268.9-W)
L.S. Jct. (M.P. 274.9-W) and SJ Tower (M.P. 357.8-W).

9. AUTOMATIC BLOCK SYSTEM (Cont'd)

For the purposes of Rule 517, at the following locations waiting times shown must be observed:

Milepost	Location	Time
160.2-W to 164.8-W	Princeton, Ind. (Within yard limits)	6 minutes
176.6-W	Oakland City, Ind. (West Leg Wye)	6 minutes
192.6-W	Stapleton, Indiana	12 minutes
198.0-W to 201.9-W	Huntingburg, Indiana (Yard Limits)	6 minutes
228.3-W	English, Indiana	8 minutes
231.3-W	Temple, Indiana	6 minutes
247.3-W	Ramsey, Indiana	12 minutes
250.8-W	Corydon, Indiana	12 minutes
287.6-W	West End, Bluegrass Runaround	8 minutes
293.9-W	Fisherville, Kentucky	10 minutes
300.6-W	Veechdale, Kentucky	10 minutes

When a stop signal is encountered entering mainline in automatic block territory, the following procedures will be used:

(1) Obtain Form-S train order;
(2) Comply with provisions of Rule 517;
(3) The proper waiting period is required, even if an opposing train has just passed.

When necessary for a train to pass another train standing on the main track, pushbutton devices will be activated on bungalow at locations with waiting period as listed:

Milepost	Location	Waiting Period
7.7-W	East End, Coapman Yard	8 minutes
33.5-W	West End, New Baden Siding	8 minutes
35.5-W	East End, New Baden Siding	8 minutes
84.1-W	West End, Mt. Vernon Siding	5 minutes
86.1-W	East End, Mt. Vernon Siding	8 minutes
110.2-W	West End, Moon Siding	5 minutes
112.6-W	East End, Moon Siding	8 minutes
139.9-W	West End, Simpson Siding	5 minutes
141.9-W	East End, Simpson Siding	8 minutes

10. TRAIN MOVEMENTS
(Rules 5 and 82 thru 671)

a. CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

NONE.

b. REMOTE CONTROL TERRITORY
(Rules 300(a) thru 318 and 530 thru 560

Remote Control is effective between:

Tatem (M.P. 268.3-W) and K&I Jct. (M.P. 268.9-W)
Floyd St. (M.P. 276.8-W) and West End Dumesnil (M.P. 278.2-W)
Talmage (M.P. 342.3-W) and SJ Tower (M.P. 357.8-W)

Interlocked Switches are controlled as follows:

Location	Mile Post	By Operators
Tatem	268.3-W	K&I Louisville
Fourth St.	276.2-W	Floyd Street

When a stop signal will not clear, it will be necessary to have the Operator give verbal permission and the Dispatcher must issue a Form S-1 train order in addition before allowing a train to pass the signal at the following locations:

Westbound at Talmage
Eastbound at Dumesnil
Westbound at Tatem

c. OTHER TRAIN MOVEMENTS
RULE D-251

Between L.S. Jct. (M.P. 274.9-W) and Fourth St. (M.P. 276.2-W)

Trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 through D-155 and D-251.

Reverse movements on double tracks will be made in accordance with the provisions of Rule 93.

DIVISION WIDE

Where it is known that a road crossing will be blocked over **five (5)** minutes, the Conductor and/or Engineer **will** arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public.

When a train can be stopped short of crossing to avoid blocking it, arrange to do so . If there is an emergency that prevents the crossings from being cut, the conductor on the train will immediately notify the Chief Dispatcher, by the quickest available means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

C. OTHER TRAIN MOVEMENTS (Cont'd)

Cars equipped with chain tie-down devices must not be moved unless chains are properly secured.

Crews must not pull or switch with cars with bands attached unless bands are secured or removed. It is the Consignee's responsibility to remove all bands and unload and clean all empty equipment.

Inbound crews must lock all doors, extinguish all lights, and turn off radio on caboose(s) upon arrival at terminals. Additionally, to prevent freezing of toilets, during period of cold weather, fire should be left burning in stove. Defective equipment on inbound cabooses must be reported to the appropriate terminal officer upon arrival at terminal.

High and wide cars from interchange points **must** be inspected, and train moving high and wide cars **must** have copy of high and wide clearance file before moving cars. Cranes must have boom trailing even if detached. (See Rule 109(j)).

Cabooses and locomotives at outlying points are to be locked when not in use. If you have a locomotive or caboose on a outlying local or work train which cannot be locked, you must immediately notify your Trainmaster or the Chief Dispatcher's office.

The following locations are not considered outlying points, and it is not necessary to lock equipment:

Danville, Kentucky
Louisville, Kentucky
Huntingburg, Indiana
Princeton, Indiana
Coapman, Illinois
Centralia, Illinois

ALBERS

When trains stop at Albers, Illinois to pick up unit coal train, the crossing at M.P. 38.1-W leading into International Harvester Company must be opened for vehicular traffic while pickup is being made.

The following information and procedure will be used for the coal loading operation at Monterey Coal Mine No. 2.

A scale house and a track scale are located on the mine lead prior to reaching the loop switch. The cars will be weighed automatically, entering the mine empty and exiting the mine loaded. However, the scale will not compute the weight of car if the train exceeds the predetermined speed. Therefore, while approaching the scale from either direction and until the cab or last car has cleared the scale by 50 feet, **DO NOT EXCEED 4 MILES PER HOUR.** Signals have been installed on the lead to assist the train crew in determining the speed and to insure that cars are properly weighed. The following signal aspects will govern:

GREEN -- Speed is 4 MPH or less -- scale should be functioning properly;

YELLOW or **AMBER --** Speed is over 4 MPH -- reduce speed;

RED -- Speed is over 5 MPH -- scale will not function properly.

Southern Railway employees will not be permitted in the confines of the scale house.

The train will be moved around the loop in clockwise direction. Before entering the loading silo, a member of the train crew, equipped with walkie-talkie, must check with the loading supervisor and will then remain with him for the purpose of relaying instructions via walkie-talkie until loading is completed.

The conductor must record the time and date loading starts and ends and furnish this information to the Agent at Mt. Carmel, Illinois.

Southern Railway employees must not ride on outside of engine or cars while passing under silo **nor walk under silo at any time.**

There is to be **absolutely NO SMOKING** in silo area while loading coal at Albers. Monterey Mine employees have instructions to shut down and call supervisor if this rule is violated.

CENTRALIA

Cars must not be left on ICG running track South (East) of the crossover from BN inbound lead to ICG interchange track.

Cars set out on the west end of the Old Pass Track must be left 20 feet from derail.

MOUNT VERNON
(MP R.R.)

When required to enter the MP Railroad main line, switch keys will be secured from the operator. These keys must be returned to the operator before leaving. Electric locks on MP main line switches have a white light that burns when switch unlocks. Before operating electric lock or entering main line, "Track and Time Limits" must be secured from MP Operator and complied with in accordance with Rule 402 from the Uniform Code of Operating Rules shown on following page.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

MOUNT VERNON (Cont'd)
(MP R.R.)

402. (Uniform Code). Track and Time Limits. — Trains or engines may occupy the main track or a controlled siding within specified limits for time periods authorized by control operator specifying track and time limits and track or tracks to be used, to be worked, for example: "Track and time limits granted on North Track 1:10 AM until 1:25 AM between north and south switches of AB siding," or "between Signal No. 625 and Signal No. 655."

While occupying track limits within time granted, trains and engines may move in either direction without flag protection, but must move at Low Speed. (The Uniform Code defines Low Speed as a speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.)

A train or engine granted track and time limits, after stopping, may pass a block signal indicating Stop or Stop, Then Proceed at Low Speed:

(1) To enter track and time limits.
(2) Within track limits.

Rules 104(a), Rule 104(c), and interlocking rules and interlocking signals must be observed.

Trains and engines must be clear before expiration of the time granted.

If not clear by the time specified, protection must be afforded in both directions as prescribed by Rule 99.

If additional time is required, authority must be obtained from control operator before authorized time limit has expired.

Control operator must be notified when trains and engines are clear of the track limits granted, except when control operator authorizes by signal indication, a train or engine to move out of the track limits in the same direction in which it entered, it will be considered clear when it has passed such signal indication.

To hold track limits for the time authorized on track or track specified, such track or tracks must be occupied continuously, or a main track switch left open.

No movement may be made under this rule until enginemen have received and understand the track and time limits granted.

When requesting track and time limits, employee will state his name, occupation, location and when applicable, train or engine number, and will repeat track limits and time granted, to the control operator who will then give his "OK."

Trains received from MP R.R. must be checked for shifted loads, LP gas, hazardous material cars properly spaced, engines in tow.

LP gas for Moon must be set off at Bluford. Any other bad orders must be set off as soon as practical. New engines must be on head end of train.

MAUD

Engines must not cross unloading pit in side track No. 164-4, M.P. 145.8-W, serving Wabash Asphalt Company.

MOUNT CARMEL
(CONRAIL)

To handle movement on PSI lead from Southern MP-148.9-W to tail track switch, ConRail M.P. 130.6, trains will obtain block permission from operator at Princeton and will require permission from ConRail dispatcher to cross ConRail main line, ConRail M.P. 127.4 (south of Hwy. #1 bridge). Permission of ConRail dispatcher may be obtained through operator at Princeton.

When movement is completed from Mt. Carmel to Public Service of Indiana Gibson Plant (tail track switch), crew must report clear to operator at Princeton.

When coal has been unloaded at Gibson Plant, crew must receive authority from operator at Princeton to make reverse move from PSI "Gibson Plant" to Mt. Carmel. Permission must be obtained from ConRail dispatcher each time the ConRail main line is crossed.

Trains and engines using Conrail connection track and ConRail track from Southern M.P. 150.0-W and ConRail track M.P. 126.4 to M.P. 127.4, must receive permission to occupy ConRail track from ConRail dispatcher through Operator at Princeton, then permission from operator at Princeton to occupy PSI lead from ConRail M.P. 127.4 to tail track switch ConRail M.P. 130.6. When coal is unloaded, permission from operator at Princeton to make reverse move on PSI lead and permission from ConRail dispatcher to occupy ConRail main line back to Mt. Carmel are required.

The Cairo Branch (ConRail M.P. 126.4 to M.P. 128.3) is entirely within yard limits with no first class trains scheduled. The

10. TRAIN MOVEMENTS (Cont'd)

MOUNT CARMEL (Cont'd)

provisions of ConRail Rule S-93 govern movements of trains and engines on this branch.

Shown below are ConRail Operating Rules that apply to this operation:

S-93 (ConRail). Within yard limits movements not authorized by timetable schedule or train order may be made on the main track by signal indication or permission by the train dispatcher or operator. Protection against second class, extra trains and engines is not required. The time of first class trains must be cleared as prescribed by the rules.

Second class, extra trains and engines must move within yard limits prepared to stop short of other yard movements, train and obstructions unless the main track is known to be clear.

NOTE: Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.

NOTE: Where no form of block signal is in effect, signal indication or permission of the train dispatcher or operator is not required.

The operator at Princeton will not permit conflicting movements on this track.

Southern Rule 105 is applicable. Maximum authorized speed is 15 MPH.

Reduce speed to 5 MPH through all switches on ConRail at Mt. Carmel. Watch for bad footing and close clearance on south side of east end of old pass track at Mt. Carmel due to material stored. Will not clear a man riding on side of car.

PRINCETON

Westbound road crews arriving Princeton must initiate radio contact with operator or agent starting at Francisco to determine the disposition of train to avoid blocking crossings.

Eastbound road crews arriving Princeton must initiate radio contact with operator or agent starting at Lyles to determine disposition of train and **must not pass Brown Street** until authorized to avoid blocking crossings.

OAKLAND CITY JUNCTION AND AYRSHIRE
(ALGERS, WINSLOW & WESTERN RAILWAY)

The following instructions apply to Southern Railway trains and engines when using Algers, Winslow & Western Railway Company tracks at Oakland City Junction and Ayrshire:

1. All movements on AW&W are to be at restricted speed.
2. All trains or engines entering the AW&W Railroad at Oakland City Junction or at Ayrshire must receive permission from the AW&W by radio or other means of communication before occupying tracks.
3. Maximum Speed on AW&W Railway is 10 MPH.
4. Maximum Speed when diverging through any Turnout on AW&W Railway is 10 MPH.
5. Maximum Speed on Scale Track is 5 MPH.
6. A mailbox is located northeast of the connecting switch to AW&W main line and the Southern Railway eastbound connection track at Oakland City Junction, Indiana. All waybills, switchlists, manifests, or Company mail for AW&W are to be placed in this box.

RULE 671 AND 663

When necessary to protect train movement through interlocking limits at (1) A&S Crossing, Coapman; (2) MP Crossing, Mt. Vernon; (3) Prairie Trunk Crossing, Fairfield; (4) ICG Crossing, Browns; (5) ConRail Crossing, Mt. Carmel; (6) L&N Crossing, Princeton, and (7) ConRail Crossing, Oakland City. In addition to complying with provisions of Rule 671, **Form S-(1) train order must be received from Dispatcher before proceeding.**

HUNTINGBURG

A yard track being used by a road train setting out or picking up cars must not be used by a yard crew until contact has been made to assure that both crews fully understand the moves to be made in that track.

Road crews picking up cars must notify yard crew on duty before coupling to pickup cars or releasing hand brakes. Cars that remain in the track after pickup must be properly secured.

Look out for close clearance on all yard tracks in Huntingburg Yard.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

BOONVILLE WYE - BOONVILLE - NESTOR (Yard Limits)

Trains or engines going on duty between M.P. 15.1-EB and M.P. 19.5-EB or entering this Southern Railway trackage for the first time during a particular tour of duty will establish contact, either via radio or telephone (502/635-7520), with West End/Branch dispatcher, Louisville, before making any movements on any tracks between these mileposts. He will then transmit any train orders that will affect the movement within the Boonville Wye-Boonville-Nestor Yard Limits. Trains or engines entering Southern trackage between these mileposts, except Trains No. 82 and No. 83, that are to proceed beyond these mileposts will use the same procedure for obtaining train orders to govern the movement.

Close clearance exists between the main track (north side) and the Warrick County Co-op track scale, M.P. 16.8-EB. Close clearance, also, exists between Warrick County Co-op Fertilizer Spur (south of main line, M.P. 16.8-EB) and the building south of this track. Crew members must not mount or dismount equipment from the main track at this location. Rule GR-13(a) applies.

YANKEETOWN DOCK CORPORATION

Use of Yankeetown Dock Corp. tracks from Boonville Wye, M.P. 10.1-BY to Yankeetown Dock, M.P. 0.0-BY, and from Boonville Wye, M.P. 10.1-BY to Eby, M.P. 17.2-BY is controlled by Yankeetown Dock Dispatcher.

Before **entering** or **fouling** Yankeetown Dock Corp. tracks at **any point** authority must be received by radio, telephone, or other means of communication from Yankeetown Dock Dispatcher. Bell phone No. (812) 853-3387. All movements will be reported clear to the Yankeetown Dock dispatcher by similar means of communication when use of their main line has ended and movement is in clear.

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.

WARRICK

All tracks serving Alcoa's Warrick Works are yard tracks. Rule 105 applies. Unless otherwise provided, the maximum speed for all tracks at Warrick is 10 miles per hour.

Southern crews serving Warrick are cautioned to look out for trackmobiles and track machinery on any track at any time. If notified that a trackmobile or track machinery is working at any location, Southern movements are not to use the track involved until notified by Warrick Yard Office Personnel or by the Alcoa supervisor handling the trackmobile/track machinery movement that such equipment is in the clear or protected by flag.

Southern crews must keep a constant lookout for substandard clearances on all tracks and in all buildings. When substandard clearance is encountered, apply Rule GR-13(a).

All tracks that are, at any time, used for the loading or unloading of rail shipments are protected by derails. These derails are handled by Alcoa personnel, only. Before entering or leaving any of these tracks, Southern crews must arrange for the proper Alcoa employee to handle the derail in question. This may be accomplished, via radio, in conjunction with Warrick Yard office personnel. Southern crews must observe the position of these derails before allowing their movement to pass over any such derail.

A coupled, in-motion track scale is located adjacent to the North Alcoa Spring Switch at M.P. 0.6-BY of the Yankeetown Dock Corporation main line. All inbound and outbound Southern trains or engines must pass over this scale enroute to or from the Yankeetown Dock main line unless relieved of this requirement by Warrick Yard Office personnel. From either direction, the scale must be approached at a speed of less than three (3) miles per hour and weighing must be handled at a speed of less than two (2) miles per hour. After crossing the scale with the lead engine, the signals located adjacent to the scale will give the following indications: Green = Normal Speed-Proceed; Amber = Caution-Slow to Normal Speed; Red = Excess Speed-Slow to Normal Speed. When practicable, a crew member must be in position to observe these signal indications or arrange for communication of their indications, via radio, by another competent employee. Stopping or braking on the scale should occur only in the event of an emergency. Movement in one direction must clear the scale prior to making a reverse movement.

EVANSVILLE

All tracks west of U.S. 41 Highway crossing, M.P. 0.9-EB, are yard tracks. Rule 105 applies. All switches between M.P. 0.0-EB and M.P. 0.9-EB do not have a normal position. Crews handling any cars for the first time during a particular tour of duty must

10. TRAIN MOVEMENTS (Cont'd)

EVANSVILLE (Cont'd)

examine any switches under these cars for proper alignment before moving the cars.

Crews are cautioned to be aware of bad footings and close clearances throughout the Evansville Yard Limits.

JASPER

Industry tracks serving Engineered Fuels Distribution, Inc., (M.P. 51.6-EB - M.P. 51.8-EB) are located through a tipple which is supported by a pole located north of the main track at M.P. 51.7-EB. For movement on the main track at this location, crews must consider this pole as a "close clearance structure" and apply Rule GR-13(a). For movement on the industry tracks at this location, Rule GR-13(f) will apply.

DUBOIS

The former EB main line east from Dubois (M.P. 63.3-EB) to French Lick (M.P. 79.0-EB) is owned by the Indiana Railway Museum. Southern crews have trackage rights between M.P. 63.3-EB and the west edge of the county road crossing at Cuzco (M.P. 68.1-EB). Indiana Railway Museum trackage is an industry lead. Rule 105 governs. Unless otherwise restricted, the maximum speed on Indiana Railway Museum trackage is 10 miles per hour. A Hayes type derail is located approximately 400 feet east of the Highway 545 road crossing (M.P. 63.4-EB). Southern crews may not pass the bridge located at M.P. 63.5-EB without permission from the Chief Dispatcher, Louisville, or proper officer. Southern crews placing cars for storage will properly cut each private and public crossing, regardless if used or not. Each cut of cars must be properly secured. A car-by-car list of cars taken to storage must be furnished to the Agent at Jasper by the conductor of the assignment placing the storage cars.

DUNCAN HILL

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. 263.3-W. At any time between these two points if speed exceeds 15 MPH, train air brake will be applied. All trains must apply air brake if needed no later than road crossing M.P. 263.4-W. 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. 263.7-W.

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 protect train movement 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. 261.8-W, 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).

When trains double Duncan Hill, east end of first cut **MUST** be left west of private crossing, M.P. 261.9-W. Also, west end of second cut **MUST** be left east of main line signal location at east end Duncan Siding.

Radio operated trains operating eastbound will have the feed valve cut out on the R.C.U. before entering Duncan Tunnel and remain cut out until the entire train has descended the grade.

Engines engaged in pusher service, after having assisted a train over Duncan Hill must, in addition to train order authority, receive oral permission from Dispatcher at Louisville, prior to departing Duncan in an eastward direction.

When necessary for train to double Duncan Hill, and in addition assisted by pushers on second cut, in order to move majority of train over crest of hill, first cut must be left west of crossover, M.P. 261-W.

LOUISVILLE
(K&IT R.R.)

Eastbound St. Louis District trains arriving K&I Yard will leave waybills in bill box located approximately 100 feet East of the Code-a-phone booth at Bank Street Overpass, unless instructed to leave waybills on cab.

Inbound Louisville District trains will leave waybills at Market Street Yard Office or in bill box adjacent to Bank Street Office unless instructed by Yardmaster to leave waybills with K&IT messenger.

10. TRAIN MOVEMENTS (Cont'd)

c. OTHER TRAIN MOVEMENTS (Cont'd)

LOUISVILLE (Cont'd)
(K&IT R.R.)

Conductors will leave all reports, including Handle and Delay Report (Form 733), at the Call Office.

When yarding train in K&I Terminal, Youngtown, leave tow units on train when not coupled in MU.

LOUISVILLE

Crossings within the city limits of Louisville, Kentucky are not to be blocked in excess of five (5) minutes.

FOURTH STREET

Allied Drum Service crossing, M.P. 276.1-W must be cut when extended delay will be encountered at 12th Street or 15th Street by westbound trains. Phone on signal case, M.P. 276.1, north side of main track just west of Allied Drum Service crossing, should be used when necessary to cut crossing and recouple when movement can be resumed.

To Contact Floyd Street, dial: 368

15TH STREET

Eastbound trains stopping at the ICG crossing Louisville must stop West of 15th Street highway crossing at grade until the ICG crossing has been properly flagged before proceeding.

BUECHEL

Eastbound trains picking up at Buechel must stop the caboose after crossing Jennings Lane; and after pick up is completed air test will be made West of Old Shepherdsville crossing.

APPLIANCE PARK

Before move is made using Storage No. 1 extension track through crossing at Old Shepherdsville Road, M.P. 282.4-W, crossing signal gates must be in **DOWN** position. Pushbutton box is located on main instrument case on northeast side of crossing; inside are two pushbuttons, one marked **RAISE** and the other marked **LOWER**, for use if needed.

LAWRENCEBURG

When switching on Coal Trestle in Lawrenceburg Supply at Lawrenceburg, Kentucky, M.P. 331.3-W:

Under no circumstances will the engine operate beyond the first eight panels of this trestle.

Four-axle cars each with gross weight not exceeding 200,000 lbs. and a Type 4-4 Diesel Engine with gross weight not exceeding 260,000 lbs. can operate on the first eight panels of this trestle.

Four-axle cars each with gross weight not exceeding 125,000 pounds can be shoved beyond the first eight panels. A single 169,000 pound car can be shoved beyond the first eight panels if a 60,000 pound spacer car separates it from a car not exceeding 125,000 pounds.

S. J. TOWER

Westbound trains moving from north leg of wye track of Louisville Division main track at M.P. 356.8W using electric switch lock. **MUST** stay in the clear east of **insulated joints and post painted yellow,** located 204 feet east of main track switch, until electric lock is in the **UNLOCKED** position.

TYRONE

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

SEE RULE 1301.

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.

10. TRAIN MOVEMENTS (Cont'd)

TYRONE (Cont'd)

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 recharged 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 eight (8) miles per hour.

Should caboose gauge show train line pressure below 70 pounds, the train must be stopped immediately and brakes recharged before proceeding down grade.

There are two safety tracks springing from this spur. Normal position of these safety track switches is lined and locked to safety track.

d. ADDITIONAL YARD LIMITS (Rule 93)

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 Class and Inferior Class trains and engines within Yard Limits as follows:

Main tracks Nos. 1 and 2 between old DV Tower (M.P. 116.4) and South Danville (M.P. 118.4) are 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.

All trains will observe yard limits and comply with BN Operating Rules and Special Instructions between M.P. 64.5-W and M.P. 66.5-W at Centralia.

e. JOINT TRACKAGE

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

BN Jct. (M.P. 64.4-W to M.P. 66.5-W) ..... BN R.R.
K&I Jct. (M.P. 288.9W to L. S. Jct. (M.P. 274.9W) .... K&IT R.R.
S. J. Tower (M.P. 113.3) to Danville (M.P. 116.6) ..... Kentucky Division

All trains and engines while operating over foreign railroads and connecting divisions will be governed by rules, timetables, and special instructions of such railroad or divisions.

Employees engaged in operations at any station where use of facilities of other lines are involved in interchange movements will be governed by timetables, rules and instructions of these lines.

f. OTHER RESTRICTIONS AND SPECIAL INSTRUCTIONS (Rule GR-8)

HOURS OF SERVICE LAW

Provisions of the Federal Hours of Service Law will be complied with completely.

Two (2) hours prior to the Hours of Service Law catching a crew member of a train operating on line of road the Conductor of that train will notify the Chief Dispatcher of the exact time and the crew member, or members, affected by the Hours of Service Law.

MINIMUM FLAGGING DISTANCES (Rule 99)

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 mile
11 - 20 MPH	1/2 mile
21 - 30 MPH	3/4 mile
31 - 40 MPH	1 mile
41 - 50 MPH	1 & 1/4 miles
51 - 60 MPH	1 & 1/2 miles
61 - 70 MPH	1 & 3/4 miles
71 - 80 MPH	2 miles

RAIL SECURITY SERVICE

When moving on Government bills of lading annotated "Rail Security Service Required" or "RSS Required" are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner.

COAPMAN AND PRINCETON—EASTBOUND

(Central Standard Time)

Station Nos.	Miles From St. Louis	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	SECOND CLASS 127 Daily	111 Daily	119 Daily	123 Daily		THIRD CLASS 71 Daily Ex. Sun.	73 Daily		
				Lv. A.M.	P.M.	P.M.	P.M.		A.M.	A.M.		
6W	5.6	XOBW..... COAPMAN (10.2) .....NCP		11 00	5 00	.....	11 00	.....	4 00	.....	.....	.....
16W	15.8	..... BELLEVILLE (9.4).....		11 20	5 20	.....	11 20	.....	4 30	.....	.....	.....
25W	25.2	..... SCOTT FIELD (7.5).....		11 30	5 30	.....	11 30	.....	4 40	.....	.....	.....
33W	32.7	..... NEW BADEN (5.1)		11 45	**5 45**112	.....	11 40	.....	5 00	.....	.....	.....
38W	37.8	..... ALBERS (0.8)		11 50	5 50	.....	11 45	.....	5 10	.....	.....	.....
39W	38.6	.....MONTEREY MINE (7.6).....		11 51	5 51	.....	11 46	.....	5 11	.....	.....	.....
47W	46.2	..... BARTELSO (6.7).....		12 01PM	6 00	.....	12 01AM	.....	5 30	.....	.....	.....
53W	52.9	..... POSEY (4.7).....		12 05	6 05	.....	12 05	.....	5 40	.....	.....	.....
58W	57.6	..... HOFFMAN (6.6).....		12 10	6 10	.....	12 10	.....	5 50	A.M.	.....	.....
65W	64.2	X { W.....CENTRALIA (2.1) .....NP		12 15	6 15	P.M.	**12 20**124	.....	6 00	**7 00**128	.....	.....
66W	66.3	X { .....ICG CROSSING (5.8)		12 20	6 20	6 00	12 30	.....	A.M.	7 05	.....	.....
72W	72.1	.....WALNUT HILL (6.1)		12 30	6 30	6 10	12 40	.....	.....	7 20	.....	.....
78W	78.2	..... DIX (7.9).....		12 40	6 40	6 20	12 50	.....	.....	7 30	.....	.....
87W	86.1	X { YW.. MT. VERNON (1.7) .....NP		12 50	6 50	6 30	1 00	.....	.....	7 40	.....	.....
88W	87.8	X { ..... M.P. CONN. (5.3)		12 55	6 55	6 35	1 05	.....	.....	7 45	.....	.....
93W	93.1	..... MARLOW (2.5)		1 00	7 00	6 40	1 10	.....	.....	7 50	.....	.....
96W	95.6	..... BLUFORD (6.2).....		1 05	7 05	6 45	1 15	.....	.....	7 55	.....	.....
102W	101.8	..... KEENES (2.9)		1 10	7 10	6 50	1 20	.....	.....	8 00	.....	.....
105W	104.7	.....WAYNE CITY (3.1)		1 15	7 15	6 55	1 25	.....	.....	8 05	.....	.....
108W	107.8	..... SIMS (3.9)		1 20	7 20	7 00	1 30	.....	.....	8 10	.....	.....
112W	111.7	..... MOON (5.9).....		1 25	7 25	7 05	1 35	.....	.....	8 15	.....	.....
118W	117.6	W.....FAIRFIELD (8.3).....		1 30	7 30	7 10	1 40	.....	.....	8 20	.....	.....
126W	125.9	.....GOLDEN GATE (8.5)		1 40	7 40	7 20	1 50	.....	.....	8 30	.....	.....
134W	134.4	..... ALBION (3.9) .....DP		1 50	7 50	7 30	2 00	.....	.....	8 40	.....	.....
139W	138.3	..... BROWNS (2.4).....		1 55	7 55	7 35	2 05	.....	.....	8 50	.....	.....
141W	140.7	..... SIMPSON (10.2)		**2 00**120	8 00	7 40	2 10	.....	.....	**9 00**72	.....	.....
151W	150.9	XW.....MT. CARMEL (11.9) ..... P		2 15	8 15	7 55	2 25	.....	.....	9 15	.....	.....
163W	162.8	XOW .....PRINCETON .....NP		**2 40**112	8 40	8 20	2 50	.....	.....	9 40	.....	.....
				Ar. P.M.	P.M.	P.M.	A.M.		A.M.	A.M.		
				Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily		
				127	**111**	**119**	**123**		**71**	**73**		

At Centralia BN Timetable and Rules governs between BN junction switches.

(Central Standard Time)

PRINCETON AND COAPMAN—WESTBOUND

Capacity of Tracks in cars: Sidings	Other Tracks	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	SECOND CLASS 128 Daily	120 Daily	112 Daily	124 Daily		THIRD CLASS 70 Daily Ex. Sun.	72 Daily		
		Ar.		A.M.	P.M.	P.M.	A.M.		A.M.	A.M.		
.....	Yard	XOBW..... COAPMAN (10.2) .....NCP		8 30	.....	6 30	2 00	.....	7 55	.....	.....	.....
.....	100	..... BELLEVILLE (9.4).....		8 05	.....	6 10	1 30	.....	7 35	.....	.....	.....
.....	51	..... SCOTT FIELD (7.5).....		7 55	.....	6 00	1 15	.....	7 25	.....	.....	.....
195	12	..... NEW BADEN (5.1)		7 45	.....	**5 45**111	1 00	.....	7 15	.....	.....	.....
.....	20	..... ALBERS (0.8)		7 36	.....	5 40	12 50	.....	7 10	.....	.....	.....
.....	Lead	.....MONTEREY MINE (7.6).....		7 35	.....	5 38	12 48	.....	7 08	.....	.....	.....
.....	29	..... BARTELSO (6.7).....		7 25	.....	5 30	12 40	.....	7 00	.....	.....	.....
.....	15	..... POSEY (4.7).....		7 15	.....	5 20	12 35	.....	6 50	.....	.....	.....
.....	31	..... HOFFMAN (6.6).....		7 10	.....	5 10	12 30	.....	6 40	A.M.	.....	.....
125	50	X { W.....CENTRALIA (2.1) .....NP		**7 00**73	P.M.	5 00	**12 20**123	.....	6 30	11 00	.....	.....
.....	.....	X { .....ICG CROSSING (5.8)		6 55	3 40	4 50	12 15	.....	A.M.	10 55	.....	.....
.....	7	.....WALNUT HILL (6.1)		6 50	3 30	4 40	12 10	.....	.....	10 50	.....	.....
.....	44	..... DIX (7.9).....		6 45	3 20	4 30	12 01AM	.....	.....	10 40	.....	.....
195	Yard	X { YW.....MT. VERNON (1.7) .....NP		6 40	3 10	4 20	11 50	.....	.....	10 30	.....	.....
.....	.....	X { .....M.P. CONN. (5.3)		6 35	3 05	4 15	11 45	.....	.....	10 25	.....	.....
.....	9	..... MARLOW (2.5)		6 30	3 00	4 10	11 40	.....	.....	10 20	.....	.....
.....	9	.....BLUFORD (6.2).....		6 25	2 55	4 05	11 35	.....	.....	10 15	.....	.....
.....	15	..... KEENES (2.9)		6 20	2 50	4 00	11 30	.....	.....	10 10	.....	.....
.....	67	.....WAYNE CITY (3.1)		6 15	2 45	3 55	11 25	.....	.....	10 00	.....	.....
.....	7	..... SIMS (3.9)		6 10	2 40	3 50	11 20	.....	.....	9 55	.....	.....
205	4	..... MOON (5.9).....		6 05	2 35	3 45	11 15	.....	.....	9 50	.....	.....
.....	58	W.....FAIRFIELD (8.3).....		6 00	2 30	3 40	11 10	.....	.....	9 40	.....	.....
.....	29	.....GOLDEN GATE (8.5)		5 50	2 20	3 30	11 00	.....	.....	9 30	.....	.....
.....	50	..... ALBION (3.9) .....DP		5 45	2 10	3 25	10 50	.....	.....	9 15	.....	.....
.....	45	..... BROWNS (2.4).....		5 40	2 05	3 20	10 45	.....	.....	9 05	.....	.....
195	.....	..... SIMPSON (10.2)		5 35	**2 00**127	3 15	10 40	.....	.....	**9 00**73	.....	.....
.....	76	XW.....MT. CARMEL (11.9) ..... P		5 20	1 40	3 00	10 25	.....	.....	8 40	.....	.....
154	Yard	XOW .....PRINCETON .....NP		5 00	1 15	**2 40**127	10 00	.....	.....	8 20	.....	.....
				Lv. A.M.	P.M.	P.M.	P.M.		A.M.	A.M.		
				Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily		
				128	**120**	**112**	**124**		**70**	**72**		

At Centralia BN Timetable and Rules governs between BN junction switches.

PRINCETON AND YOUNGTOWN—EASTBOUND

(Central Standard Time)

Station Nos.	Miles From St. Louis	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 22	SECOND CLASS 89 Daily Ex. Sun.	123 Daily	231 Daily	121 Daily	127 Daily	111 Daily	119 Daily		
		Lv.		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
163W	162.8	X OW ..... PRINCETON 2.0 ..... NP		2 00	3 00	**6 10**232	11 00	4 00	9 00	**11 00**122		
164W	164.8	X ..... EAST JUNCTION 4.6		2 05	3 05	6 15	11 05	4 05	9 05	11 05		
170W	169.4	..... FRANCISCO 5.7		2 15	3 15	6 25	11 15	4 15	9 15	11 15		
176W	175.1	..... OAKLAND CITY 1.5 ..... P		2 25	3 20	6 30	11 20	4 20	9 20	11 25		
177W	176.6	..... OAKLAND CITY JCT. 4.9		2 30	3 25	6 35	11 25	4 25	9 25	11 30		
182W	181.5	..... AYRSHIRE 1.8		2 35	**3 30**128	6 40	**11 30**88	4 30	9 30	11 35		
184W	183.3	..... WINSLOW 15.8		2 40	3 35	6 45	11 35	4 35	9 35	11 40		
200W	199.1	XOYBW . HUNTINGBURG 7.2 ..... NP		**3 00**128	4 00	7 00	12 01 PM	**5 00**124	**10 00**122	12 10 AM		
207W	206.3	..... ST. ANTHONY 7.8		3 05	4 10	7 10	12 10	5 10	10 10	12 20		
215W	214.1	..... BIRDSEYE 4.9		3 15	4 25	7 25	12 25	5 25	10 25	12 30		
219W	219.0	..... ECKERTY 3.3		3 30	4 40	7 40	12 40	5 40	10 40	12 45		
223W	222.3	..... TASWELL 6.1		3 40	**4 45**232	7 45	**12 45**112	5 45	10 45	12 55		
229W	228.4	..... ENGLISH 3.3		3 50	4 50	7 50	12 55	5 55	10 55	1 05		
232W	231.7	..... TEMPLE 4.1		4 00	5 00	7 55	1 00	6 05	11 05	1 15		
236W	235.8	..... MARENGO 4.4		4 10	5 10	8 05	1 10	6 15	11 15	1 25		
241W	240.2	..... MILLTOWN 3.6		4 15	5 15	8 10	1 20	6 20	11 20	1 35		
244W	243.8	..... DEPAUW 3.7		**4 20**232	5 20	**8 15**120	1 25	6 25	11 25	**1 40**128		
248W	247.5	..... RAMSEY 3.2		4 25	5 25	8 25	1 30	6 30	11 30	1 45		
251W	250.7	..... CORYDON JCT. 2.3		4 30	5 30	8 30	1 35	6 35	11 35	1 50		
254W	253.0	..... CRANDALL 5.9		4 35	5 35	8 35	1 40	6 40	11 40	1 55		
259W	258.9	..... GEORGETOWN 3.0		4 40	5 40	8 40	1 45	6 45	11 45	2 00		
262W	261.9	..... DUNCAN 5.0		4 45	5 45	**8 45**88	1 50	6 50	11 50	2 05		
267W	266.9	..... PUBLICO 0.7		4 50	5 55	9 00	1 55	6 55	11 55	2 10		
268W	267.6	X W .... NEW ALBANY 0.7		4 55	6 00	9 05	2 00	7 00	12 01 AM	2 15		
269W	268.3	..... TATEM 0.6		5 00	6 05	9 10	2 10	7 05	12 05	2 20		
270W	268.9	..... K&I JCT. 2.1										
272W	271.8	XYTOBW YOUNGTOWN ..... NP		5 30	6 30	9 30	**2 30**124	**7 30**122	**12 30**128	2 30		
		Ar.		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.		
				Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		
				89	**123**	**231**	**121**	**127**	**111**	**119**		

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

YOUNGTOWN AND PRINCETON—WESTBOUND

Capacity of Tracks in cars: Sidings	Other Tracks	TIMETABLE NO. 6 Effective DECEMBER 6, 1981 STATIONS	Track Diagram See Page 28	SECOND CLASS 128 Daily	232 Daily	120 Daily	88 Daily Ex. Sat.	112 Daily	124 Daily	122 Daily		
		Ar.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
154	Yard	X OW ..... PRINCETON 2.0 ..... NP		4 00	**6 10**231	10 30	12 10	2 30	6 00	**11 00**119		
.....	.....	X ..... EAST JUNCTION 4.6		3 50	6 05	10 20	12 01 PM	2 20	5 50	10 50		
.....	20	..... FRANCISCO 5.7		3 45	6 00	10 15	11 50	2 15	5 45	10 45		
.....	52	..... OAKLAND CITY 1.5 ..... P		3 40	5 55	10 10	11 40	2 10	5 40	10 40		
.....	Yard	..... OAKLAND CITY JCT. 4.9		3 35	5 50	10 05	11 35	2 05	5 35	10 35		
178	.....	..... AYRSHIRE 1.8		**3 30**123	5 45	10 00	**11 30**121	2 00	5 30	10 30		
.....	18	..... WINSLOW 15.8		3 25	5 40	9 55	11 25	1 55	5 25	10 25		
230	Yard	XOYBW . HUNTINGBURG 7.2 ..... NP		**3 00**89	5 20	9 30	11 00	1 30	**5 00**127	**10 00**111		
.....	3	..... ST. ANTHONY 7.8		2 50	5 10	9 20	10 50	1 20	4 50	9 50		
56	6	..... BIRDSEYE 4.9		2 35	5 05	9 05	10 35	1 05	4 35	9 35		
.....	16	..... ECKERTY 3.3		2 25	4 55	8 55	10 25	12 55	4 25	9 25		
200	5	..... TASWELL 6.1		2 15	**4 45**123	8 45	10 15	**12 45**121	4 15	9 15		
.....	10	..... ENGLISH 3.3		2 05	4 40	8 40	10 00	12 35	4 05	9 05		
.....	63	..... TEMPLE 4.1		2 00	4 35	8 35	9 50	12 30	4 00	9 00		
.....	56	..... MARENGO 4.4		1 55	4 30	8 30	9 40	12 20	3 55	8 50		
95	20	..... MILLTOWN 3.6		1 45	4 25	8 20	9 30	12 10	3 45	8 45		
181	14	..... DEPAUW 3.7		**1 40**119	**4 20**89	**8 15**231	9 20	12 05 PM	3 40	8 40		
.....	15	..... RAMSEY 3.2		1 35	4 10	8 05	9 10	11 55	3 35	8 30		
.....	17	..... CORYDON JCT. 2.3		1 30	4 00	7 55	9 05	11 45	3 25	8 20		
192	8	..... CRANDALL 5.9		1 25	3 55	7 50	9 00	11 40	3 20	8 15		
.....	4	..... GEORGETOWN 3.0		1 15	3 50	7 40	8 50	11 35	3 15	8 10		
200	29	..... DUNCAN 5.0		1 10	3 40	7 35	**8 45**231	11 30	3 10	8 05		
.....	Lead	..... PUBLICO 0.7		12 50	3 20	7 20	8 30	11 10	2 50	7 50		
.....	Yard	X W .. NEW ALBANY 0.7		12 45	3 15	7 15	8 25	11 05	2 45	7 45		
.....	.....	..... TATEM 0.6		12 40	3 10	7 10	8 20	11 00	2 40	7 40		
.....	.....	..... K&I JCT. 2.9										
.....	Yard	XYTOBW ... YOUNGTOWN ..... NP		**12 30**111	3 00	7 00	8 10	10 50	**2 30**121	**7 30**127		
		Lv.		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
				Daily	Daily	Daily	Daily Ex.Sat.	Daily	Daily	Daily		
				128	**232**	**120**	**88**	**112**	**124**	**122**		

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

10. TRAIN MOVEMENTS (Cont'd)

RULE N

Road and Yard Conductors will notify the Chief Dispatcher immediately by radio or telephone communication whenever an injury, on-the-job illness, derailment or any accident resulting in damage occurs. Form 22 will be submitted as soon as possible thereafter to the Chief Dispatcher.

In the event of a Grade Crossing Accident, the Conductor will: (a) Complete all of Form 22-G except the shaded areas, (b) Forward the form in the prescribed manner to the Chief Dispatcher.

When submitting Form 22 for personal injuries involving **equipment,** be sure to indicate car or engine initial and number, and type of car or engine, such as box, gondola, SD-45, etc.

The Chief Dispatcher's microwave telephone numbers are Louisville 200 or 261. His Bell telephone number is Area Code (502) 635-7010 for collect calls.

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

Spring switches are located as follows:

Coapman	East End Lead, M.P. 8.3-W
New Baden	Both ends of siding
Monterey Mine	Lead, M.P. 38.6-W
Mt. Vernon	Both ends of siding
Moon	Both ends of siding
P.S.I. Connection	Lead, M.P. 148.8-W
Simpson	Both ends of siding
Princeton	Both ends of siding
Oakland City Jct.	East Wye Switch
Ayrshire	Both ends of siding
Ayrshire	AW&W R.R. Connection
Huntingburg	Evansville Branch Connection
Huntingburg	Both ends of siding
Boonville	East end, East Leg Wye Track
Taswell	Both ends of siding
Depauw	Both ends of siding
Crandall	Both ends of siding
Duncan	Both ends of siding
Fourth Street	End of double track
Tucker	Both ends of siding
Joyes	Both ends of siding
Waddy	Both ends of siding
Coal Chute	Both ends of siding
Talmage	Both ends of siding

12. ENTRANCE SWITCH TO SIDINGS (Rules S-89, S-89(a) and S-89(c) and 105)

Unless otherwise provided enter at first switch of first siding.

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

a. MAXIMUM SPEEDS

Unless otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN COAPMAN AND M.P. 209-W

All trains	55 MPH
except: Over A&S crossing, M.P. 6.2-W	10 MPH
Westbound trains, M.P. 7.0-W	30 MPH
Eastbound trains, M.P. 62.4-W	45 MPH
In siding, New Baden	10 MPH
M.P. 64.4-W to M.P. 66.5-W	10 MPH
Over MP crossing, M.P. 87.7-W	25 MPH
Over Prairie Trunk crossing, M.P. 116.8-W	35 MPH
Eastbound trains with more than 75 cars, M.P. 119.0-W	30 MPH
Over ICG Railroad crossing, M.P. 138.3-W	35 MPH
Over ConRail crossing, M.P. 149.9-W	35 MPH
Over L&N Railroad crossing, M.P. 162.4-W	15 MPH
When using east or west crossover in other than straight track movement at Princeton	10 MPH
Old Main track, Princeton	5 MPH
Over ConRail crossing, M.P. 175.1-W	25 MPH
In siding, Ayrshire	10 MPH
Huntingburg: All tracks other than main tracks	10 MPH

BETWEEN M.P. 209.0-W AND SJ TOWER

All trains	45 MPH
except: In siding, Taswell	10 MPH
In siding, Milltown	10 MPH
In siding, Crandall	10 MPH

13. SPEED RESTRICTIONS (Cont'd)

BETWEEN M.P. 209.0-W AND SJ TOWER

Eastbound radio trains between M.P. 246.0-W and M.P. 249.0-W	30 MPH
M.P. 274.9-W to M.P. 279.6-W	20 MPH
In siding, Appliance Park	10 MPH
Over L&N crossing, M.P. 276.2-W	20 MPH
Over L&N crossing, M.P. 276.7-W	20 MPH
In siding, Tucker	10 MPH
Over L&N crossing, M.P. 307.2-W	35 MPH
Between M.P. 350.7-W & M.P. 352.7-W	20 MPH

Trains with **more** than 75 cars **will not exceed** 30 MPH between M.P. 323.7-W and M.P. 350.6-W.

A speed of 25 MPH must not be exceeded using crossover between Kentucky Division, No. 1 track and Western Division Main Track at S. J. Tower.

BETWEEN HUNTINGBURG AND BOONVILLE

All trains	35 MPH

BETWEEN EVANSVILLE AND BOONVILLE

All trains	25 MPH

BETWEEN HUNTINGBURG AND DUBOIS

All trains	25 MPH
except: Between M.P. 53.0-EB and 55.0-EB	10 MPH

BETWEEN ROCKPORT AND ROCKPORT JCT.

All trains	10 MPH
except: M.P. 0.4-RB, Rockport runaround track	5 MPH
Over Barmet Industry and runaround track, M.P. 1.7-RB	5 MPH

BETWEEN LINCOLN CITY AND CANNELTON

All trains	25 MPH
except: Between M.P. 0.0-LC to M.P. 2.0-LC	10 MPH

BETWEEN LAWRENCEBURG AND LEXINGTON

All trains	25 MPH
except: M.P. 2.0-LL, over Cedar Brook Viaduct	10 MPH
except: M.P. 3.2-LL, over Kentucky River Bridge	10 MPH

V&C BELT, E. ST. LOUIS, ILL.

All trains	15 MPH

DANVILLE YARD

A speed of 5 MPH must not be exceeded on all Yard track at Danville except No. 1 and No. 2 main tracks.

A speed of 20 MPH must not be exceeded between M.P. 116.5 and M.P. 117.4.

A speed of 30 MPH must not be exceeded between M.P. 118.4 and M.P. 119.4.

YANKEETOWN DOCK CORPORATION

All trains	10 MPH

SIX-AXLE DIESEL UNITS

These restrictions **do not** apply to main track.

Six-axle diesel units may operate over the following tracks at a speed not to exceed ten (10) MPH:

Birdseye
Algers, Winslow & Western Railroad, except on Shy Siding and Scale Track

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

Princeton - All Yard Tracks
Huntingburg Yard - Over east and west leads in Huntingburg Yard
Huntingburg - Through Wye
Eckerty
Temple - All tracks
Duncan - House track
New Albany - Not to go into yard beyond 5th Street
Prestonia
Appliance Park - Yard tracks, wye, GE Main, Runaround tracks
Fisherville
Turner
Lawrenceburg - All tracks
Harrodsburg - On Long Siding only
Algers, Winslow & Western Railroad - Shy Siding

13. SPEED RESTRICTIONS (Cont'd) (Rules 109 thru 109(j) and 1012)

SIX-AXLE DIESEL UNITS (Cont'd)

Six-axle engines may not operate over the following tracks:

Belleville, Ill - Scott Air Force Base
Blue Grass Industrial Park Lead
Team tracks - One and two
Intermodal Terminal -
Switching Lead, South
End of G.E. Runaround, Appliance Park
Harrodsburg - except Long Siding
Veechdale

b. OTHER SPEED AND MISCELLANEOUS RESTRICTIONS

Unless otherwise restricted, trains must not exceed fifteen (15) MPH in all sidings.

Rail-Highway trains consisting **entirely** of TTX (TOFC, COFC, Tri-level, Bi-level) or passenger equipment may operate at maximum authorized Rail-Highway or passenger train speeds not to exceed sixty (60) MPH. Rail-Highway trains will be designated by unique train numbers in Series 207 through 239 and 707 through 739.

Trains handling flat cars loaded with creosoted poles must not exceed forty-five (45) MPH.

Trains, except unit coal trains, must not exceed speed of forty (40) MPH when handling **loaded** open top hopper cars. Unit coal trains will be designated by unique train numbers in series 240 through 299 and 740 through 799.

Trains must not exceed a speed of forty (40) MPH when handling loaded or empty FOREIGN open top ore hopper cars and ore jennies shorter than 36 feet over strikers.

All System Maintenance of Way air dump cars are restricted to maximum speed of forty (40) MPH.

Trains handling empty bulkhead flats, UP 259000 to UP 259309 and UP 215000 to UP 215399 series, must not exceed speed of fifty (50) MPH.

The following Southern Pacific flat cars are restricted to forty (40) MPH when moving empty:

508007	508146	508180	508265	508327	508354
508074	508149	508231	508287	508329	508373
508081	508162	508245	508320	508335	508383
508082	508177	508264	508324	508343	508391

All trains handling loaded tank cars must not exceed forty-five (45) MPH on jointed rail.

Trains handling single transformer loads with net weight exceeding 200,000 pounds will not exceed forty-five (45) MPH.

Before leaving initial terminal, determine if your train has any loaded open top hopper cars, flat cars loaded with creosoted poles, placarded loaded tank cars, or other cars that restrict the speed of your train.

AMTRAK locomotives numbered 500 - 649 are SDP-40 type locomotives and must not exceed thirty-five (35) MPH on curves and fifty (50) MPH maximum. There are no special speed restrictions on AMTRAK locomotives numbered 200 - 499.

Steam locomotives are restricted to speeds of:

No. 630 and No. 722	45 MPH
No. 4501	50 MPH
No. 750 and 2716	55 MPH

SPEED RESTRICTIONS WHEN HANDLING CARS CONTAINING HAZARDOUS MATERIALS

All trains handling shipments of (1) nuclear reactor fuel elements, irradiated; (2) radioactive waste materials; (3) radioactive material shipping containers (casks) must not exceed speed of thirty-five (35) MPH. When trains handling these shipments meet, pass, or are passed by another train, one train must be standing while the other train moves past at a speed not faster than thirty-five (35) MPH.

Trains handling LP gas must not exceed 45 MPH.

Trains handling placarded loaded tank cars are restricted to the following maximum authorized speeds on the following line segments:

Line Segment Between	Maximum Authorized Speed Handling Placarded Loaded Tank Cars
M.P. 6.3-W to M.P. 209.0-W	50 MPH
M.P. 46.9-EB to M.P. 16.6-EB	30 MPH

c. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will check speed indicator on controlling unit for accuracy. If any inaccuracy is detected, appropriate adjustment of speed will be made to comply with provisons of Rule 109.

c. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)

Tampering with or making adjustments to speed indicators or speed recorders by engine and train crews is **prohibited.** No one except qualified personnel from the Mechanical Department is authorized to make adjustments.

Padlock hasps on magnetic tape speed recorders on locomotives are not to be broken under any circumstances.

Engineers will not leave a terminal with speed indicator on the lead or control unit inoperative except when authorized by Division Superintendent. When the speed indicator on the control unit fails on line of road, the Engineer will immediately notify the Dispatcher by first available means of communication.

Engineers arriving at terminals will report to the terminal officer or yardmaster, and General Foreman or Foreman on duty the number of any unit in consist with speed indicator not functioning.

Tests for accuracy will be made at the following locations and engineers will adjust speed in accordance with any inaccuracy:

South End - Western Division

Eastbound - M.P. 281-W to M.P. 282-W
Westbound - M.P. 357-W to M.P. 356-W

Middle District - Western Division

Eastbound - M.P. 169-W to M.P. 170-W
Westbound - M.P. 259-W to M.P. 258-W
Westbound - M.P. 255-W to M.P. 254-W

West End - Western Division

Eastbound - M.P. 20-W to M.P. 21-W
M.P. 90-W to M.P. 91-W
M.P. 70-W to M.P. 71-W
Westbound - M.P. 141-W to M.P. 140-W

EB, RB, LC and BY LINES

Eastbound - M.P. 2-EB to M.P. 3-EB
M.P. 20-EB to M.P. 21-EB
M.P. 48-EB to M.P. 49-EB
M.P. 5-LC to M.P. 6-LC
M.P. 2-RB to M.P. 3-RB
Westbound - M.P. 44-EB to M.P. 43-EB
M.P. 21-EB to M.P. 20-EB
M.P. 15-EB to M.P. 14-EB
M.P. 21-LC to M.P. 20-LC
M.P. 15-RB to M.P. 14-RB
Northbound - (Yankeetown Dock) - M.P. 2-BY to M.P. 3-BY
Southbound - (Yankeetown Dock) - M.P. 9-BY to M.P. 8-BY

NOTE: Tests for accuracy will be made at other locations in addition to those shown when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

d. SPEED RESTRICTIONS THROUGH TURNOUTS

A train entering or leaving a siding or moving through a crossover or turnout must not exceed 15 MPH unless otherwise provided.

Maximum speeds through turnouts listed below govern all trains. When moving on Rule 304 (Diverging Route Clear), a train must approach the turnout not exceeding the speed authorized for that turnout.

Location	M.P.	Maximum Speed In MPH
Tatem	268.3-W	25
S.J. Tower, Ky.	357.8-W	40

e. SPEED RESTRICTIONS OVER STREET CROSSINGS

M.P. 0.9-EB over US Highway 41	5 MPH
M.P. 1.1-EB over Willow Rd.	5 MPH
M.P. 1.6-EB over Weinbach Rd.	5 MPH
M.P. 2.2-EB over Boeke Rd.	5 MPH
M.P. 3.2-EB, Asylum Lead	5 MPH
M.P. 3.5-EB over Green River Rd.	5 MPH
M.P. 15.8-LC, Over Highway 245	5 MPH

f. SPEED RESTRICTIONS ON CURVES COAPMAN YARD TO PRINCETON

Mile Post Location BETWEEN		Speed In MPH
6.3-W	6.5-W	40
8.5-W	8.9-W	35
8.9-W	9.9-W	40
9.9-W	11.7-W	45

13. SPEED RESTRICTIONS (Cont'd)

f. SPEED RESTRICTIONS ON CURVES (Cont'd)

COAPMAN YARD TO PRINCETON (Cont'd)

Mile Post Location BETWEEN		Speed in MPH
15.9-W	16.2-W	40
16.2-W	17.9-W	45
17.9-W	18.2-W	40
18.2-W	18.5-W	45
36.0-W	36.2-W	50
36.2-W	36.7-W	45
36.7-W	37.1-W	50
42.1-W	42.3-W	50
43.8-W	44.0-W	45
47.6-W	48.0-W	45
64.2-W	66.4-W	10
66.4-W	66.6-W	35
66.6-W	67.2-W	40
67.2-W	67.7-W	45
77.9-W	78.2-W	45
81.3-W	82.6-W	45
85.6-W	87.3-W	45
87.3-W	88.2-W	25
88.2-W	89.2-W	45
96.9-W	97.1-W	50
116.6-W	116.8-W	35
116.8-W	119.6-W	50
130.1-W	130.4-W	50
134.1-W	134.6-W	45
149.9-W	151.0-W	35
151.0-W	158.0-W	40
160.7-W	161.8-W	45
161.8-W	162.4-W	35
162.4-W	162.7-W	15

PRINCETON TO YOUNGTOWN

Mile Post Location BETWEEN		Speed in MPH
162.7-W	164.6-W	45
164.6-W	164.9-W	40
164.9-W	165.4-W	45
169.9-W	170.2-W	50
172.5-W	173.4-W	50
174.8-W	176.3-W	50
181.4-W	181.9-W	50
186.4-W	188.0-W	45
192.3-W	192.9-W	50
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	238.8-W	35
244.8-W	245.0-W	40
245.0-W	245.4-W	35
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	266.7-W	30
266.7-W	268.7-W	25
268.7-W	269.0-W	10

YOUNGTOWN TO DANVILLE

Mile Post Location BETWEEN		Speed in MPH
274.9-W	275.2-W	15
275.2-W	279.9-W	20
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	308.6-W	25
308.6-W	317.3-W	35
317.3-W	319.9-W	30
319.9-W	323.7-W	35
323.7-W	328.3-W	40

f. SPEED RESTRICTIONS ON CURVES (Cont'd)

YOUNGTOWN TO DANVILLE (Cont'd)

Mile Post Location BETWEEN		Speed in MPH
328.3-W	335.7-W	35
335.7-W	336.6-W	30
336.6-W	338.9-W	35
338.9-W	341.4-W	30
341.4-W	343.0-W	45
343.0-W	343.3-W	35
343.3-W	344.4-W	40
344.4-W	350.6-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

	SD-40 SD-45 U-30-C U-33-C	B36-7 GP-39X GP-50 GP-40X SD-35	GP-30 GP-35 GP-38 U-23B B-23-7	SD7, SD-9 GP-9, GP-18 GP-7 SW1500
Eastbound				
Coapman—Cooper	3450	3100	2300	1700
Cooper—Mt. Carmel	5350	4750	3600	2650
Mt. Carmel—Huntingburg	4300	3850	2900	2150
Huntingburg—Youngtown	2300	2050	1550	1100
Youngtown—Lawrenceburg	2500	2200	1650	1200
Lawrenceburg—Danville	4100	3650	2750	2000
Evansville—Boonville	*	3300*	2500	1850*
Boonville—Huntingburg	*	3350*	2500	1850*
Huntingburg—Dubois	*	3600*	2700	2000*
Westbound				
Danville—Lawrenceburg	3900	3450	2600	1900
Lawrenceburg—Youngtown	2650	2350	1750	1300
Youngtown—Duncan	1200	1100	825	625
Duncan—Huntingburg	2200	1950	1500	1100
Huntingburg—Coapman	4000	3550	2650	1950
Dubois—Huntingburg	*	3400*	2550	1850*
Huntingburg—Boonville	*	4950*	3700	2700*
Boonville—Evansville	*	3550*	2650	1950*

* 6-axle units restricted over these lines.

These ratings are for single unit and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line when necessary. When engines will not handle their rating, the engineer must make notification to the Chief Dispatcher; Conductor will make written report to Trainmaster.

In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted a ton.

When 1,000 H.P. yard switchers are used in road service, the rating will be 300 tons less per unit than the rating given for GP-7 road switchers.

Road switchers having 1750 horsepower (GP-18) will handle 15% more tonnage than shown.

Freight trains except radio trains must not exceed 150 cars unless authorized by Chief Dispatcher.

SOUTHERN RAILWAY SYSTEM
LOCOMOTIVE SERIES TABLE

0171-0196	GP18	1733	SW9	3800-3804	U30C
0201	SD7	2300-2347	SW1500	3805-3814	U33C
0202-0207	SD9	2348-2393	MP15DC	3815-3820	B36-7
0210-0214	GP35	2525-2643	GP30	3900-3969	U23B
0215-0224	SD35	2645-2715	GP35	3970-4023	B23-7
0914-0941	SLUG	2716-2822	GP38	4600-4605	GP39X
1002-1012	SW1	2823-2878	GP38AC	5000-5256	GP38-2
1015	SW8	2879-2886	GP38	6138-6147	FP7
1026-1083	NW2	3000-3099	SD35	6246-6268	GP9
1088-1092	TR2	3100-3169	SD45	7000-7002	GP40X
1098-1132	SW7	3170-3200	SD40	7003-7092	GP50
1133-1143	SW9	3201-3328	SD40-2	8210-8300	GP7

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. LOCOMOTIVES—Instructions and Restrictions

Engines may be operated coupled unless otherwise noted:

Not more than three 6-axle SD-35, SD-40, SD-45, U-30-C, U-33-C or three 4-axle GP-39X, GP-40X, GP-50, B-36-7 or any combination of these locomotives coupled may be operated under power including dynamic braking on head end of trains (except on designated trains).

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

a. LOCOMOTIVES—Instructions and Restrictions (Cont'd)

Not more than four 4-axle GP-30, GP-35, GP-38, U-23-B, B-23-7, or any combination of these locomotives coupled may be operated under power including dynamic braking on head end of trains (except on designated trains).

Not more than four 4-axle GP-18, GP-7, GP-9, or any combination of these locomotives coupled may be operated under power on head end of trains.

When GP-7 and/or GP-9 locomotives are trailing in a four unit consist, in making a reverse movement on an ascending grade handling cars, the two lead units of the locomotive consist will be taken "off line" before starting the reverse movement. The two lead units will not be placed back "on line" until the reverse movement has been completed or instructed to do so by proper authority.

When GP-7 and/or GP-9 locomotives are handled behind three or more locomotives having a horespower rating of a GP-38 (2000 horsepower) or greater, engineer will not use power above No. 3 throttle notch when making reverse movement.

GP type locomotives must always be in the lead when operating in a consist with SD type locomotives.

EMD SW-1500 type units, series 2300 through 2347, inclusive, and MP-15 type units, series 2348 through 2393, inclusive, will be handled as follows:

(a) SW-1500's must not exceed fifty (50) MPH in lieu of restriction imposed by Operating Rule 109(f).
(b) EMD MP-15 type locomotives, series 2348 through 2393, inclusive must not be operated under power in eighth notch in excess of twenty (20) MPH.
(c) Must be used as lead unit when operated in road service in multiple, due to not being equipped with dynamic braking.
(d) Dynamic brake must not be used when these units are part of the engine consist or are being towed.
(e) Will not be operated in multiple in a locomotive combination that has a total of 14 powered axles, which include axles on SW-1500 and MP-15 locomotives.
(f) Cannot be towed with locomotive combinations that have a total of more than 14 powered axles.
(g) Must not be used as lead unit in combinations outlined above, unless equipped with a speed indicator.

The emergency feature of Conrail, PC and NYC locomotives are so designed that power or engine speed will not be reduced from an emergency application of the brakes from any source other than the brake handle itself. Also, on C&O/B&O locomotives, when an emergency brake application occurs from any source other than the brake itself, the locomotives may not reduce power or engine speed for approximately 20 seconds.

USE OF DYNAMIC BRAKE

The dynamic brake is the first priority for controlling train speed. It must be applied a sufficient distance in advance to insure slowing to the desired speed safely.

The dynamic brake amperage must be increased gradually allowing slack to bunch safely against the engine.

When entering switches, crossovers, or turnouts restricted to 25 MPH or less, the dynamic brake must not exceed 400 AMPS until the lead half of the train is through the switch, crossover or turnout.

The dynamic brake must not be released in severe undulating (rip-rap) terrain or on a heavy descending grade. It can be released with train on level grade or at bottom of grade with the engine on ascending grade. When releasing the dynamic brake, time must be allowed for slack to adjust before applying power.

If necessary, train air brake may also be used with dynamic brake applied. After each air brake application, the independent brake handle must be depressed frequently and held at least 4 seconds for each unit in the consist and until brake pipe exhaust ceases to keep locomotive brakes released. When releasing train air brakes, the dynamic brake must be kept fully applied until air brakes have released throughout the train.

If train air brake applies in emergency with slack bunched while in dynamic braking, the locomotive brake should be applied enough to keep slack bunched, prevent runout on the head end and prevent engine wheels from sliding.

Dynamic brake amperage must not exceed 400 amps when making a planned stop with train air brakes.

CRESTING GRADE

As the locomotive consist crests the summit, the throttle must be reduced to maintain a safe level of forces in those couplers at the crest of the grade. Further throttle reductions may be made to keep the speed constant and amperage at a safe level.

After the throttle has been reduced to idle and the speed is increasing with one half the train over the crest on heavy grades, the dynamic brake is then gradually applied and amperage increased to a level that will generate enough retarding force to control the train at a constant speed. The speed should not be allowed to increase until two thirds of the train is over the crest.

CRESTING GRADE (Cont'd)

USE OF THE LOCOMOTIVE BRAKE

The locomotive independent brake may be used only in switching, handling a light engine and starting a train on descending grade. The locomotive independent brake is not to be applied in train operation except in case of emergency.

The locomotive brake may be allowed to apply to a safe level from an automatic brake application when there are more locomotives than cars in the train or in very short trains when slowing or stopping. The locomotive brake is to be bailed off during an automatic brake application on other type trains. The independent brake valve must be held in the bailed or release position four seconds for each locomotive in the consist after each automatic brake pipe application and at frequent intervals during braking to fully release the brakes on the locomotives in other than radio operated trains.

Under no circumstances will the locomotive independent brake and dynamic brake be used together. When the dynamic and train brake (automatic brake pipe reduction) are combined, the independent brake valve must be bailed and held in this position four seconds for each unit in the consist after each automatic brake application and at frequent intervals during braking. (This procedure will release the locomotive brakes if the dynamic brake release interlocks do not function and if there are units in the consist not equipped with dynamic brakes).

When an emergency brake application occurs while the train is moving, the locomotive brake should be bailed if the slack is stretched at the time of the emergency application to prevent jackknifing the train. If the slack is bunched at the time of the emergency application, the locomotive brake should be applied to a safe level that will prevent locomotive wheels from sliding and to keep the slack bunched, preventing run out on the head end of the train.

USE OF TRAIN AIR BRAKE

The dynamic brake is the first priority brake for controlling train speed. The train air brake is to be used when the dynamic brake is not available or in an emergency. The train air brake can also be used with the dynamic brake when additional braking is required.

To slow the train when dynamic brake is not available, the initial brake pipe reduction of 5 to 8 p.s.i. should be made while working power, keeping the locomotive brake released. After the air brakes have taken effect throughout the train, throttle setting should be reduced gradually, keeping the train stretched. Additional reductions of 2 to 3 p.s.i. may be made to further reduce speed. These reductions should total at least 10 p.s.i. to insure that the train brakes fully release.

After placing the automatic brake valve in release position, gradually reduce throttle to keep in-train forces at safe levels while train brakes are releasing.

To stop when dynamic brake is not available, use the same procedure as for slowing. Additional brake applications of 2 to 3 p.s.i. should be made to complete the stop, keeping the locomotive brake released. Just before stopping, place the throttle in idle.

If train air brake applies in emergency while the train is stretched, the independent brake must be bailed to keep the locomotive brake released and let the train remain stretched, preventing jackknifing.

When air brakes are applied to a consist of more than 100 cars and dynamic brake is not operating or not available, the train must be stopped before releasing train air brake (does not apply when cresting or descending heavy grades or to radio trains, or to Rail-Highway trains).

When air brakes are applied to a consist of more than 125 cars with the dynamic brake operating, the train must be stopped before releasing train air brakes (does not apply when cresting or descending heavy grades or to radio trains, or to Rail-Highway trains).

FREIGHT TRAIN AIR BRAKE RUNNING RELEASES

After air brake is applied, running release must not be made until the last brake pipe application has become effective on the rear car of the train. To insure a complete release, a total reduction of 10 p.s.i. or more should be made.

A running release must not be made with any slack bunched unless dynamic brake is in use.

Running release must not be made after emergency application. After emergency application the automatic brake valve must be placed in emergency position until the train stops.

Running release may be made as follows if the reduction is less than 15 p.s.i.:

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

a. LOCOMOTIVES — Instructions and Restrictions (Cont'd)

FREIGHT TRAIN AIR BRAKE RUNNING RELEASES (Cont'd)

No. Cars	Dynamic Brake Operating	Lowest Allowable Speed for Release
Over 125	With or Without	STOP
101 - 125	With	35 MPH
101 - 125	Without	STOP
75 - 100	With or Without	30 MPH
0 - 74	--- (no restrictions) ---	

Above table does not apply when cresting or descending heavy grades, to radio trains, or to Rail-Highway trains.

Engineers on passenger, through freight and local runs which originate and terminate at points where engine house forces are maintained, will:

(a) Fill out one Form 1059 for controlling unit in consist and an additional 1059 report on each unit having reportable defects.
(b) Place Form 1059, Locomotive Inspection Report, in designated holder on the operating unit.

Engineers on runs tying up at outlying points and engineers in yard service at points where engine house forces are not maintained will inspect locomotives at such points and will at time such inspection is made:

(a) Fill out Form 1059, Locomotive Inspection Report, for each unit or units of the consist and mail promptly to the Master Mechanic.
(b) Fill out Form 1044, Inspection Made Report, for each unit or units of the consist and place in designated holder on each unit. Remove and destroy old Form 1044.

STARTING AND SHUTTING DOWN ENGINES

Unless relieved by another crew, or receive instruction to the contrary, all locomotives will be shut down when temperature is not expected to go below 40 degrees, at the end of run or tour of duty at designated engine terminals.

Terminal Officers or their representatives will instruct you to leave the locomotives running if the next crew will use these locomotives within 30 minutes, or if it is know that a condition exists that is detrimental to shutting the locomotives down.

Following procedure will be used to shut down individual locomotives:

1. Place isolation switch in START position.
2. Push STOP button until engine stops. **DO NOT STOP ENGINES WITH THROTTLE STOP.**
3. Turn off fuel pump switch, control switch, generator field switch, all light switches, and radio breaker.

At outlying points, **WHEN OUTSIDE TEMPERATURE IS NOT EXPECTED TO GO BELOW 40°**, and when engine will be idling one hour or more, engine will be shut down unless otherwise instructed by Chief Dispatcher's Office.

If it is known that engine has weak batteries or any other condition which would prevent restarting once shut down, Chief Dispatcher's office must be notified. When necessary to start engine, the following procedure must be followed:

1. Check engine for oil and water.
2. Check air box drains. The air box drains are located underneath the locomotives at the governor end of the diesel engine. On all models purchased since the SD-24's there is a common drain. It is located at the end of the fuel tank in the middle. All other EMD models (GP-7, GP-9, GP-18 and switch engines) have a drain on each side of the locomotive. Both sides must be checked. If water is found leaking out air box drains, **DO NOT CRANK.**
3. Before cranking engine:
   (a) Be sure fuel pump is **not** running.
   (b) Open all cylinder test cocks.
   (c) Turn engine over three revolutions by using the start button. If water is observed exhausting out of a cylinder test cock continuously, the engine should **not** be started.
   (d) Close test cocks **tight.**
4. Turn on fuel pump and prime engine with fuel until fuel is observed in the engine mounted sight glass.
5. Crank engine. On all of the locomotives that have starter motors for cranking, observe the instructions at the starter button location. The starter motors should only be engaged for twenty (20) seconds, maximum and allowed to cool down for two (2) minutes. Presently, the following locomotives are equipped with starter motors:

2823 - 2878 5000 - 5256 3100-3328
7000 - 7092 4600 - 4605

STARTING AND SHUTTING DOWN ENGINES (Cont'd)

6. After engine is running, retighten all cylinder test cocks that can be heard exhausting. The low water alarm and low oil buttons should be checked while and after cranking to be sure they have not kicked out. Batteries can be run down trying to crank engines if these buttons are tripped.
7. Test cock wrenches can be obtained from Mechanical Department.

THESE INSTRUCTIONS APPLY WHEN TEMPERATURE IS NOT EXPECTED TO GO BELOW 40°. IF PREDICTED LOW IS UNDER 40°, ENGINES WILL BE LEFT IDLING. IN CASE OF QUESTION, CONTACT CHIEF DISPATCHER'S OFFICE BEFORE SHUTTING DOWN ENGINES.

When locomotive consists are run light, idle trailing units.

When locomotives are moved in tow, they should be idled unless conditions warrant shutting them down.

When a train (other than Rail-Highway) is operated with less than 50% of tonnage for the units on the train, then one unit should be idled.

PUSHER SERVICE

When performing pusher service, the following procedure will be used by the pusher engine:

1. Couple engines to the rear of the train or cut to be shoved. Place automatic brake valve in handle off position. Cut the double-heading cock out on the pusher engines, allowing the trainline air to be controlled by the lead engine.
2. Couple the trainline air hoses and open both angle cocks.
3. If a caboose is ahead of the pusher engines, it must be unoccupied while shoving.
4. When pusher service is no longer required, the movement must STOP.
5. Close both angle cocks.
6. Cut in the double-heading cock on the pusher engines, test independent brake and separate from the train.
7. Restore employee back on the caboose of the train that was shoved.
8. No more than 12 powered axles (except GP39X, GP40X, GP50, B-36-7 - 8 axles) may be operated by pusher engine consist.

Good communications must be established during such a move.

When Conrail, PC, NYC and C&O/B&O engines are operated as the controlling unit, they are not to be used as a "pusher" locomotive, under any circumstances.

PROCEDURE FOR STANDARD TRAIN BRAKE TEST

1. Charge the train to required pressure.
2. After receiving proper signal, make a continuous **15 pound** equalizing reservoir pressure reduction.
3. After brake pipe exhaust ceases, cut out the pressure maintaining feature (if so equipped), cut out brake pipe cutoff valve on 26-L equipment, wait 45 seconds, and then time the brake pipe leakage for one minute which must not exceed 5 PSI per minute.
4. Reduce the equalizing reservoir pressure below the brake pipe pressure not exceeding 3 PSI. Cut in brake pipe cutoff valve on 26-L equipment. Make a full service application. When the brake pipe exhaust ceases, cut out the brake pipe cutoff valve on 26-L equipment.
5. When signal for release is received, place the automatic brake valve handle in "release" or "run" position and cut in the brake pipe cutoff valve on 26-L equipment, cut in maintaining feature on other equipment if so equipped.

CHANGING OPERATING ENDS OF LOCOMOTIVES

The following procedure must be followed when changing operating ends of locomotive consists. **These instructions apply to all type road locomotives equipped with 26-L brake.**

Locomotives Being Cut Out:

1. Move automatic brake valve handle to service position and make a 20 pound reduction.
2. After brake pipe exhaust stops, place cutoff valve in CUT OUT position.
3. Place automatic brake valve in HANDLE OFF position and place pin in handle.
4. Apply independent brake valve handle to full application.
5. Place MU valve in the desired TRAIL position.
6. Place independent brake handle in fully released position.
7. Place selector lever in OFF position. (AAR control stands do not have a selector).
8. Place reverse lever in NEUTRAL and lock. (AAR standard control stands have instructions posted in the cab to remove reverse lever. Where so posted, reverse lever must be removed).
9. Place control and fuel pump switch, engine run switch and generator field switch in OFF position.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

a. LOCOMOTIVES — Instructions and Restrictions (Cont'd)

CHANGING OPERATING ENDS OF LOCOMOTIVES (Cont'd)

Locomotives Being Cut In:

1. Place the engine run switch, and control and fuel pump switch, in ON position.
2. Leave reverse lever in NEUTRAL position. (Where reverse lever has been removed on AAR standard control stands, reverse lever must be replaced and left in NEUTRAL position.)
3. Make certain throttle lever is in IDLE, selector lever is in OFF (AAR control stands do not have a selector).
4. Apply independent brake valve handle to FULL application.
5. Place MU valve in LEAD position.
6. Remove pin from automatic brake valve handle and place in "Release" or "Running" position.
7. Place cutoff valve in FRGT position.
8. Place generator field switch in ON position.

ENGINE HORNS

Prior to leaving on-duty point it must be determined that the horn on the lead unit is working properly. If this horn is inoperative, or becomes inoperative during tour of duty, the Chief Dispatcher must be notified.

Under no condition will the horns be cut out on either end of the controlling units.

ENGINE RADIOS

Trains, other than outlying assignments, must have operable radio on the control unit before departing initial terminal. Road failures between terminals or at outlying points must be reported to Chief Dispatcher.

TOWED OR INOPERATIVE ENGINES

When towing Engines 1002 through 1143, 1733, or 8231 through 8237, which have either the No. 6 or No. 14 EL type locomotive brake, the locomotive should be shut down and the main reservoirs drained below 25 PSI. The independent and automatic brake valves should be placed in running position. The brake pipe cut-out cock to the automatic brake valve "cut-out". The dead engine feature must be cut "in". The dead engine feature is located near the distributing valve between the main reservoir and brake pipe.

Diesel yard engines in tow will be handled only in local freight service not to exceed thirty (30) MPH, except EMD SW-1500 and MP-15 type locomotives, series 2300 through 2393, inclusive, may be towed up to a speed not exceeding fifty (50) MPH.

The maximum number of units that may be handled in tow on the head end of a train by size and type are as follows:

*3 - SD, GP39X, GP50, GP40X, U-30C, U-33C, or B-36-7 units.
*4 - GP30, GP35, GP38, U-23B or B23-7 units.
*1 - GP-7, or GP-9, or GP-18 unit.

NOTE: Do not mix GP-7, GP-9 or GP-18 units with any other type locomotive being towed. When towing engines on the head end, all hoses must be connected. When GP-7, GP-9 and/or GP-18 series locomotives are being towed, they must not be put on the line for service.

* - **Exception:** On designated Unit Coal Trains.

LOCOMOTIVES SET OFF OR PICKED UP

Engineers setting off diesel units on line of road must see that control and fuel pump switch is left in "ON" position when units are to idle due to weather conditions.

Likewise, when diesel units are picked up as trailing units on line of road, engineers must see that control and fuel pump switch is left in "OFF" position.

If necessary to set off or leave an engine on line of road on other than a track designated for tying up or setting off engines, permission must first be obtained from the chief dispatcher and the engine left coupled to a car with an effective hand brake applied on engine and on the car coupled to engine.

In setting hand brake on SD-35 locomotives, set up brake as tight as possible, then cut out engine brake at the truck. Finish applying hand brake, then cut brake back in the truck.

With the engine brake applied, hand brake cannot be applied tight enough to hold engine when air leaks off.

HIGH VOLTAGE CABINETS

Locomotive high voltage cabinets are kept locked and are not to be opened except by an officer or in emergency situations and only then after complying with the following precautions:

1. A locomotive must be isolated and shut down before attempting to extinguish a fire in the high voltage cabinet.

HIGH VOLTAGE CABINETS (Cont'd)

2. A locomotive must be isolated before opening the high voltage cabinet to gain access to traction motor cut-out switches.

Under **no** circumstances should anyone pull the ground relay knife switch on any locomotive. If this switch is pulled, there is no ground relay protection on the locomotive, not only creating a hazardous condition for personnel but also the possibility of extensive damage to main generator, alternator, high voltage cabinet or traction motors.

BACK-UP MOVEMENTS

Trains are not to be backed up account inability to start. If the train cannot be started after taking slack, other arrangements are to be made.

Consideration prior to back-up movement must be given to tonnage, train length, position of heavy and light cars, grade conditions, track curvature, turnouts, locomotive type and number in the consist.

1. No more than 12 powered axles (except GP39X, GP40X, GP50, B-36-7 - 8 axles) should be used to make a back-up movement where track and train conditions indicate a high risk for jackknifing, rail turnover, or pushing cars off the outside of sharp curves.
2. Train air brakes are to be fully released before applying power.
3. Amperage should be limited to a safe level throughout the movement.

RADIO TRAINS

When moving Locotrol Radio Equipped Master Units from the initial engine terminal to the train or from the train to the final engine terminal, the Locotrol Radio Equipment will not be turned on unless coupled to the Radio Controlled Units and Radio Receiver Car.

At points where radio trains **stop to change crews,** the following procedure will be observed:

1. The inbound engineer will apply the automatic air brake when stopping, cut out the feed valve on the remote units and leave the air brake applied.
2. The outbound engineer will release the brake with the remote feed valve **still cut out;** when advised from the caboose the air pressure is rising, the remote feed valve may then be cut in and the train depart.

When radio trains are to be left unattended, the radio control units are to be set up so they can be handled by a yard engine, the feed valve cut out and the units isolated. The radio equipment on the master controlling units must be shut down and brakes further applied using the conventional automatic brake valve. In addition, a sufficient number of hand brakes must be applied.

CAUTION: When Radio Train malfunctions occur, notify Chief Dispatcher.

When continuity is lost and cannot be regained, the train will be stopped and the Radio Controlled units will be switched to the head end of the train and operated as a conventional train.

If switching cannot be performed at place of malfunction and it is necessary to move train to the first available switching point, a designated employee will ride the radio control units to make sure wheels are turning freely.

Anytime a radio train in empty unit coal train service is being operated with the remote controlled equipment on the head end, and the equipment on the radio car is turned on, the locotrol equipment on the lead locomotive must be turned on and continuity must be maintained at all times, and the following three (3) conditions **must** be observed:

1. A 27-point trainline jumper cable **must never** be connected between the head end units and the remote controlled equipment.
2. The feed valve on the radio car **must** be cut out on the console of the lead unit.
3. The MU switch on the console of the lead unit **must** be in the **IDLE** position.

When radio trains are stopped, the correct procedure for insuring a continuous trainline must be observed.

The procedure is:

1. Make full service brake application.
2. Center reverser.
3. Apply engine brake with push button.
4. Cut out feed valve switch on console.
5. Place isolation switch in "isolate" position.
6. Feed valve should indicate "out."

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

RADIO TRAINS (Cont'd)

To release brakes:

7. Place isolation switch in "MU" position.
8. Push automatic release button.
9. When pressure rises on cab, turn feed valve to "on."
10. Push automatic release button.
11. Push independent (engine brake) release button.

Trains towing radio receiver cars will keep the receiver car next to their engine(s) when picking up on line of road.

SELECT-A-POWER FUEL SAVER OPERATING INSTRUCTIONS

The fuel saving device reduces the throttle to Number 1 position on trailing units when full power is not needed for maintaining maximum authorized speed.

The fuel saver switch on each unit in the consist must be in the "Run" position for proper operation. (This switch is located on the fuel saver device).

To Isolate Units:

(1) Push the "Subtract Button" each time a trailing unit is to be taken off line.
(2) The power change yellow light will indicate the command is being executed.
(3) Each unit taken off line will extinguish a red status light on the fuel saver which indicate the number of units on line.

To Restore Units on Line:

(1) Push the "Add Power Button" each time a trailing unit is to be placed on line.
(2) The power change yellow light will indicate the command is being executed.
(3) Each unit plaed on line will light a red status light on the fuel saver which indicates the number of units on line.

Malfunction Indication:

A flashing red train line fault light indicates a defective train line circuit. (A generator field switch in the up position on a trailing unit will give a train line fault indication). If train line fault indication still exists all fuel saver devices are to be isolated.

The Select-A-Power Fuel Saver is nullified when the dynamic brake is used or throttle is placed in idle. Dynamic brakes on trailing unit are not nullified when thes units are in the fuel saving mode.

b. DIESEL UNIT AND CAR RESTRICTIONS

The weight of engines and cars is limited as follows:

GROSS WEIGHT IN POUNDS

	UNIT		LOADED CAR	
Between	**4-4**	**6-6**	**(4-Wheel Truck)**	**(6-Wheel Truck)**
Coapman & Danville	245,000 (b)268,000	(b)(c)414,000	220,000 (a)286,000	(b)315,000
Evansville & Dubois	245,000 (b)268,000	(b)414,000	220,000 (a)286,000	(b)300,000
Lincoln City & Cannelton	245,000 (b)268,000		220,000 (a)286,000	(b)300,000
Rockport Jct. & Rockport	245,000 (b)268,000		220,000 (a)286,000	(b)300,000
Lawrenceburg & Lexington	(e)(f)200,000 (b)(g)268,000		140,000 (d)177,000 (a)(g)263,000	
Mt. Carmel & Carol (PSI)	245,000 (b)268,000	(b)414,000	220,000 (a)286,000	(b)315,000

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

Coupled Length ..... 37' 9"
Truck Centers ..... 25' 3"
Axle Spacing in Trucks ..... 5' 8"

b. DIESEL UNIT AND CAR RESTRICTIONS (Cont'd)

These cars must not be handled on side or industrial tracks, except where authorized.

(b) Must not be handled on side or industrial tracks, except where authorized.

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

(d) Loaded cars weighing between 140,000 lbs. and 177,000 lbs. must have a 90,000 lbs. or less gross weight spacer car at each end of the load.

(e) The maximum axle load for diesel units is 50,000 lbs. per axle.

(f) A maximum of 2 diesel units may be operated across Cedar Brook Viaduct (M.P. 2.0-LL) or Kentucky River Bridge (M.P. 3.1-LL), provided a 50,000 lbs. or less gross weight spacer car is on each end of each unit.

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

c. LOADING OF 100-TON CARS

For on-line movement only, the following listed 100-ton cars are authorized to be loaded to 286,000 lbs. gross weight. Other 100-ton cars moving on-line and all off-line movements exceeding 263,000 lbs. gross weight must be authorized by Assistant Vice President-Transportation, Atlanta.

(Revised 3-1-81)

SERIES	TYPE
	CG
11500 — 11514	8 ft. BHD Bulkhead Flat
11600 — 11649	10 ft. Bulkhead Flat (90 ton)
	SOU
347 — 352	Tank
1000 — 1749	8 ft. Side Gondola (aluminum)
4999 — 4999	Tank (airjet)
6215 — 6364	Covered Hopper (90-ton aluminum)
6365 — 6964	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 — 42469	20 ft. or larger Door Box (hycube)
42470 — 42604	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
43148 — 43185	16 ft. Door Box
43186 — 43293	16 ft. Door Box (hycube)
43400 — 43495	16 ft. Door Box (hycube)
50097 — 50097	Flat (well car)
50900 — 50904	Under 6 ft. BHD Bulkhead Flat
50905 — 50906	Flat
62300 — 62399	Gondola, Covered Coil
62740 — 62764	4 ft. 6 in. Side Gondola (CUF)
62896 — 62955	4 ft. 6 in. Side Gondola (w/cov.& cradles)
62962 — 62986	4 ft. 6 in. Side Gondola (CUF)
63000 — 63199	3 ft. 3 in. Side Gondola
75000 — 76599	Hopper
76600 — 78399	Hopper (four compartment)
78400 — 79299	Hopper
79300 — 79339	Hopper (Auto Unload)
79425 — 79999	Hopper (Auto Unload)
85000 — 85499	Covered Hopper
88000 — 88999	Covered Hopper
90100 — 90403	Covered Hopper (airslide)
90850 — 90999	Covered Hopper
91000 — 91599	Covered Hopper (centerflow)
91800 — 92399	Covered Hopper
96000 — 99699	Covered Hopper
100300 —102099	Hopper (aggregate)
103300 —103999	Hopper (aggregate)
105000 —105249	Hopper (limestone)
109950 —109999	Hopper (limestone)
114000 —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

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

c. LOADING OF 100-TON CARS (Cont'd)

SERIES	TYPE
	SOU
116100 —116199	10 ft. BHD Bulkhead Flat (CUF)
133000 —134749	Hopper (woodchip)
139725 —139999	Gondola rotary dump (woodchip)
350000 —352661	Hopper
390000 —390499	Hopper (Auto Unload)
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)
565200 —565599	10 ft. Door Box (EOC)
569000 —569124	10 ft. Door Box (CUF, w/bulkheads)
586000 —586249	16 ft. Door Box (EOC, Bulkheads)
587000 —587049	16 ft. Door Box (EOC)
991931 —991949	Work Equipment (Air Dump)
991976 —991983	Work Equipment (50 cy. Air Dump)
994100 —994349	Work Equipment (Ballast)
995000 —995007	Tank (Non-Revenue)

d. 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. For line of road movement, a derrick must be handled on head end of train with the required leading spacer car next to the engine.
3. Derricks must not be operated over structures on industrial tracks except with specific authority.
4. 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 in special restrictions below for line or structure over which derrick is being handled.

(B) Special Restrictions:

Group 4 derrick must not be handled on Western Division.

Evansville to Dubois; Lincoln City to Cannelton; Rockport to Rockport Junction.
No special restrictions.

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

Lawrenceburg to Lexington:
Derricks must not be handled across Cedar Brook Viaduct (M.P. 2.0-LL) and Kentucky River Bridge (M.P. 3.1-LL).

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

f. 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 MPH. 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.

g. SCALE TEST CARS

Scale test cars will be handled only on authority of the Chief Dispatcher in accordance with Rule 109(i), and in local freight trains where practicable. SOU 992550, SOU 992551 and SOU 992552 have long wheelbase and are not restricted as to speed or position in train. All other scale test cars must stand next ahead of caboose, must not be coupled to any car over 50 ft. long, and must not exceed 25 MPH.

h. AIR DUMP CARS

ALL System air dump cars are restricted to maximum speed of forty (40) MPH. The following cars must be handled only in local freight or work trains:

SOU 991951 through SOU 991965.

Other System air dump cars may be handled in through trains that are permitted to handle open-top equipment.

I. DEPRESSED CENTER AND MULTI-WHEELED EQUIPMENT

All depressed center flat cars equipped with six-wheel trucks if empty, or loaded with a net weight of 100,000 lbs. or less, must be handled in the rear 25% of the train.

Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed or flat car must be handled on or near the head end of trains - except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.

Loads in any equipment with waybill carrying "high value" sticker and/or transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed or flat cars will not be **humped** or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. All cars will be coupled in the same manner to a cut in which such equipment is standing.

J. EXCESSIVE DIMENSION EQUIPMENT

Freight cars stenciled "C," "E" and "F," and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Western Division.

Fully enclosed auto rack cars (exeeding Plate "F" but not exeeding 19' 0" above top rail) may be handled on all main tracks and sidings of the Western Division **except** under Sou. Rwy. overpass on AW&W R.R., M.P. C-3.2.

Other cars exceeding 17' 0" which may be stenciled "F+" or "Exceeds Plate F" cannot be defined because of varying dimensions and cannot be specifically restricted. The route for movement of these "F+" or "Exceeds Plate F" cars must be cleared by Chief Dispatcher.

It must be determined that adequate clearance exists before handling these cars on Industry Tracks.

k. EXCESSIVE CURVATURE

Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks:

(1) Long cars must not be handled through No. 6 turnouts.
(2) Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.
(3) Long cars must not be handled on curves exceeding 17 degrees.

Due to excessive curvature of the tracks at the locations listed below, only one car will be handled and must be coupled to the engine and extreme caution must be exercised to prevent any derailment:

Certain-Teed (Rag Track), E. St. Louis, Illinois
Tru-Bilt Supply Company, Buechel, Kentucky
E. T. Slider Company, New Albany, Indiana
August Barth Leather Co., New Albany Indiana
Austin Nichols Co. (J.T.S. Brown Co.), Tyrone, Ky.
Wye Track, Mt. Vernon, Ill.

l. OTHER EQUIPMENT RESTRICTIONS

An engine equipped with snowplows (deflectors) must not couple to the diaphragm end of a passenger-type car; a freight car must be used as spacer.

When coupling to a loaded placarded tank car, do not stand closer than 15 feet from the tank car dome. The contents of the car may splash from the dome during and immediately after coupling.

Tank cars observed leaking should be reported to the Chief Dispatcher at once.

Tank cars found leaking before they are placed on an industry track for unloading must be reported and held for repairs before they are spotted for unloading.

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15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

I. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

Train and yard crews are not to pull or switch with open top or covered hoppers where hopper doors are left open.

All top hatches and bottom outlets are to be closed by the customer prior to pulling car. This applies to open top hoppers, as well as covered hoppers.

Cars equipped with plug type doors will not be moved from industrial tracks or out of yards with doors open. **Doors must be closed and latched before being moved.**

Industries will still be responsible for closing plug type doors.

Be sure that end doors are closed and secured on all enclosed tri-level cars before they are moved.

The "Best Friend of Charleston" loaded on its own equipment cars **will not be humped** in yards and will be carefully handled on line of road. Cars containing the "Best Freind" will be shoved to a coupling and other cars will not be dropped to a coupling with this equipment.

SOU 900096 and other similar cars used to handle steam coal for steam locomotives must be shoved to rest while being switched.

Train crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood must be done sufficiently ahead of the arrival of passenger trains so as to avoid unnecessary delay to passenger trains.

In order to protect passenger trains against loads of pulpwood with excessive dimensions in consist of trains being met or passed, the following instructions will apply:

(1) A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

(2) Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed unless notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

(3) When notified that train being met or passed has been inspected and there are not excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Before switching partially loaded woodrack cars, be sure load is balanced.

Poles or similar loads on flat cars or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.

All propane and LP gas must be handled on rear of local freight trains. Where local freight trains are not operated, propane and LP gas will be handled on rear of secondary through freight trains.

16. PASSENGER TRAIN NOTES

NONE

17. OFFICERS - PHYSICIANS - WATCH INSPECTORS

a. DIVISION OFFICERS

V. R. McWilliams, Superintendent of Terminals	Coapman, Ill.
J. E. Blacklidge, Trainmaster	Princeton, Ind.
J. J. Barrett, Terminal Trainmaster	Princeton, Ind.
J. B. Guess, Trainmaster	Louisville, Ky.
A. L. Crockett, Trainmaster	Louisville, Ky.
R. D. Todd, Trainmaster	Buechel, Ky.
J. T. Moon, II, Trainmaster	Huntingburg, Ind.
A. S. Kelly, Terminal Trainmaster	Coapman, Ill.
R. E. Brinson, Terminal Trainmaster	Coapman, Ill.
C. R. Lewis, General Yardmaster	Coapman, Ill.
T. O. Brock, Division Engineer	Louisville, Ky.
C. H. Groce, Division Engineer	Princeton, Ind.
I. R. Mauney, Syst.Gen.Rd.Foreman of Engines	Atlanta, Ga.
J. S. Anderson, Gen.Rd.Foreman of Engines	Chattanooga, Tenn.
R. E. Deutsch, Gen.Rd.Frmn.of Engs.,System	Atlanta, Ga.
J. I. Vardaman, Gen.Rd.Foreman of Engines	Birmingham, Ala.
F. N. Duke, Rd.Foreman of Engs., System	Atlanta, Ga.

a. DIVISION OFFICERS (Cont'd)

C. E. Head, Rd.Foreman of Engs., System	Atlanta, Ga.
H. C. Hawkins, Rd. Foreman of Engines	Louisville, Ky.
W. A. Dixon, Road Foreman of Engines	Louisville, Ky.
D. K. Higdon, Road Foreman of Engines	Princeton, Ind.
A. D. Thomas, Chief Dispatcher	Louisville, Ky.

b. PHYSICIANS' DIRECTORY

T. Bryan, INT	Belleville, Ill.
W. H. Walton, GS & GP	Belleville, Ill.
K. O. Green, OPH	Belleville, Ill.
D. L. Jerome, OTO	Belleville, Ill.
N. R. Shippey, RAD	Belleville, Ill.
E. J. Szewczyk, OPH	Belleville, Ill.
T. S. Szewczyk, OPH	Belleville, Ill.
E. F. Stephens, GS	Centralia, Ill.
V. W. Hollo, GS	Clayton, Mo.
R. Q. Bailey, GP	Danville, Ky.
S. H. Reid, FP	Danville, Ky.
C. W. Sisk, GP	Danville, Ky.
C. K. Mahaffey, RAD	Danville, Ky.
W. P. Bass, OPH	Danville, Ky.
J. L. Guckien, OPH	Evansville, Ind.
L. R. Nonte, GS	Evansville, Ind.
R. J. Noveroske, RAD	Evansville, Ind.
A. S. Ritz, GS	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.
D. C. Flannagan, OPH	Jasper, Ind.
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. Ellis, ORTHO	Louisville, Ky.
D. Ghazi, ORTHO	Louisville, Ky.
Melvyn Koby, OPH	Louisville, Ky.
D. W. Karp, OPH	Louisville, Ky.
R. A. Magallon, GS	Louisville, Ky.
Roy A. Martin, OTO	Louisville, Ky.
W. M. Twyman, GS	Louisville, Ky.
T. R. Young, GP	Mt. Carmel, Ill.
J. M. Modert, GP	Mt. Vernon, Ill.
W. H. Ganer, Jr., GS	New Albany, Ind.
J. Y. McCullough, Jr. SURG	New Albany, Ind.
V. Bundy, SURG	New Albany, Ind.
P. J. Biedenharn, GP	New Baden, Ill.
R. K. Foley, ORTHO	Princeton, Ind.
H. Rayes, GS	Princeton, Ind.
W. R. Wells, GP	Princeton, Ind.
J. C. Glackman, Jr., GP	Rockport, Ind.
D. Chatham, GP	Shelbyville, Ky.
W. H. Lewin, OPH	St. Louis, Mo.
C. N. Hall, GP	Versailles, Ky.
E. R. Cantwell, OPH	Vincennes, Ind.

KEY TO PHYSICIANS' DIRECTORY

CARDIO — Cardiology (heart)
DERM — Dermatology (skin)
DENT SURG — Dental Surgery
EENT — Eye, Ear, Nose, Throat
FP — Family Practice
GP — General Practice
GS — General Surgery
GYN — Gynecology
INT — Internal Medicine
NEURO — Neurosurgery
OM — Occupational Medicine
OPH — Ophthalmology (eye)
ORS — Orthopedic Surgeon
ORTHO — Orthopedics (bone)
OTO — Otolaryngology (ear)
PATH — Pathology (laboratory)
PSY — Psychiatry
PS — Plastic Surgeon
RAD — Radiology (X-ray)
SURG — Surgery
URO — Urology (kidneys and bladder)

17. OFFICERS-PHYSICIANS-WATCH INSPECTORS (Cont'd)

c. WATCH INSPECTORS

Short Jewelers	Lexington, Ky.
Brinkers Jewelers	Cahoria, Ill.
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.
Clater Jewelers	Louisville, Ky.
Mark J. Searce	Shelbyville, Ky.
Graves Jewelry Store	Harrodsburg, Ky.

STANDARD WATCHES

Standard railroad watches of makes and models listed below are approved for purposes of Rule 2:

POCKET WATCHES:

ELGIN
16 size 21 Jewel B.W. Raymond

HAMILTON
16 size 23 Jewel #950
16 size 21 Jewel #992

WRIST WATCHES

BALL
TRAINMASTER #1604B

BULOVA
ACCUTRON Quartz (SMQ)
Railroad Model Series 242
ACCUTRON Railroad Model
ACCUTRON Ladies Quartz
Models 91270 and 92274

ELGIN
21 Jewel B.W. Raymond Chronometer

HAMILTON
Electric R.R. Special #50
Electric R.R. Special #51
Electric R.R. Special #52
Electric - 910917 - White

RODANIA
Quartz Watch - Model 9361,
Ref. 3488.20

SEIKO
Quartz Model HA163M
Quartz Model HA164M
Quartz CM101M
Quartz Ladies Model UXO15M

ALL watches must be in good condition and run within a variation of 30 seconds per week.

1. Clean Bulova Accutron watches every four (4) years. Clean all other APPROVED watches every two (2) years.
2. RENEW the battery in ALL electric watches ANNUALLY.

18. ASSIGNMENTS OF AGENTS AND OPERATORS

STATION	WEEKDAYS	SAT. & SUN.
Coapman	Continuous	Continuous
		Except 4 PM until 12 MN Sunday
Centralia	Continuous	Continuous
Mt. Vernon	Continuous	Continuous
Albion	7:00 AM to 4:00 PM	Sat. 7:00AM to 4:00 PM Sunday Closed
Mt. Carmel	7:00 AM to 4:00 PM	Sat. 7:00 AM to 4:00 PM Sunday Closed
Princeton	Continuous	Continuous
Jasper	6:45AM to 3:45 PM	Closed
Huntingburg	Continuous	Continuous
Warrick	Continuous	Sat. 8:00 AM to 11:59 PM Sun. 8:00 AM to 4:00 PM
Evansville	8:00 AM to 1:00 AM	4:00 PM to 1:00 AM
Youngtown	Continuous	Continuous
Floyd Street	Continuous	Continuous
Lawrenceburg	7:00 AM to 4:00 PM	Sat. 7:00 AM to 4:00 PM Sunday Closed
Danville	Continuous	Continuous

19. BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Name	M.P. Location	Station Number	Car Capacity	Open End
Eddy Paper Co.	14.9-W	15-W	5	East
Shapiro Brothers	18.6-W	19-W	5	West
Illinois-Power	18.8-W	19-W	4	West
Shiloh, Ill.	22.3-W	22W	4	East
Rakee Elevator	32.7-W	33-W	18	West
Illinois Power	66.9-W	67-W	4	West
Merriam	121.8-W	122-W	4	West
Wabash Valley Farm Svc	127.4-W	127-W	10	West
Illinois Power	133.3-W	134-W	4	East
Illinois Grain	136.0-W	136-W	40	Both
Bellmont	142.4-W	143-W	10	Both
Maud	146.0-W	146-W	22	Both
Lyles, Ind.	156.8-W	157-W	20	Both
Indiana Grain	160.8-W	161-W	40	Both
Douglas	166.1-W	166-W	4	West
Velpen	189.7-W	190-W	9	East
Stapleton	192.5-W	193-W	4	East
Bretzville	203.4-W	204-W	3	East
Chesapeake Container Corp.	205.0-W	205-W	7	West
Arpac Poultry, Ind.	248.8-W	249-W	20	East
Indiana Processing Co.	249.4-W	249-W	3	East
Roll Forming	305.7-W	306-W	8	East
Shelby County Grain	307.0-W	307-W	4	West
Florida Tile Co.	327.7-W	328-W	14	West
Florida Tile co.	328.0-W	328-W	15	West
General Cable	328.8-W	329-W	20	West
Milner	6.2-LL	6-LL	23	Both
Kight Lumber	4.4-EB	4-EB	6	East
Complete Lumber	4.5-EB	4-EB	6	East
Big G Lumber	4.6-EB	4-EB	6	East
Carter Lumber Co.	6.6-EB	6-EB	4	West
Stevenson	7.1-EB	7-EB	6	West
W. R. Grace	9.5-EB	9-EB	5	West
Indiana Hardwood Corp.	9.7-EB	9-EB	6	West
Stall Equipment Co.	10.7-EB	11-EB	7	West
Hy-Rock Products	14.1-EB	14-EB	40	Both
Johnsburg	40.6-EB	41-EB	4	East
Red-E-Mix	47.8-EB	48-EB	2	West
Engineered Fuels	51.6-EB	51-EB	38	Both
Jofco, Inc., Plant Two	52.2-EB	52-EB	7	West
Bradley	13.0-RB	13-RB	7	West
Rock Hill	4.3-RB	4-RB	4	West
Indiana-Michigan Elec. Co	3.2-RB	3-RB	100	East
Barmet of Ind.	1.7-RB	2-RB	70	West
Lamar	15.8-LC	16-LC	20	West
Swain Ind.	12.1-LC	12-LC	5	East
Tell City Ind. Park	7.6-LC	8-LC	5	East
Sound Design, Inc.	4.5-LC	4-LC	1	East
Kennecott Commercial	4.5-LC	4-LC	24	East
Troy	6.7-LC	7-LC	3	West
Maxon Marine Const.	2.0-LC	2-LC	5	East

20. TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.6
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.2	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	132	27.3
54	66.7	70	51.4	102	35.2	134	26.8
55	65.5	72	50.0	104	34.6	136	26.5
56	64.3	74	48.6	106	34.0	145	24.8
57	63.2	76	47.4	108	33.3	150	24.0
58	62.1	78	46.2	110	32.7	180	20.0
59	61.0	80	45.0	112	32.1	240	15.0
60	60.0	82	43.9	114	31.6	360	10.0
						720	5.0

21. COMMUNICATION & SIGNAL INFORMATION

INSTRUCTIONS FOR MANUAL OPERATION OF DUAL-CONTROL SWITCH MACHINES IN CTC OR REMOTE CONTROL TERRITORY (Rule 533)

To operate switch manually:

1. Secure authority from control station to remove power from switch.

21. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

INSTRUCTIONS FOR MANUAL OPERATION OF DUAL-CONTROL SWITCH MACHINES IN CTC OR REMOTE CONTROL TERRITORY

2. Unlock both levers.
3. Operate short lever from "Power" or "Motor" to extreme opposite position showing "Hand."
4. Operate long lever marked "Hand-Throw" until it engages mechanism and moves switch points to desired position. This may or may not occur on first attempt to move switch points.
5. Complete stroke with long lever marked "Hand-Throw" and secure with lock, examine switch points before moving train or engine over the switch.
6. When authorized movements have been completed, restore switch to power operation.
7. Restore long lever marked "Hand-Throw" to original position.
8. Restore short lever marked "Hand" to position showing "Power" or "Motor" and lock.
9. Report to Control Station switch restored to Power Operation.

INSTRUCTIONS RELATIVE TO THE OPERATION OF HAND OPERATED SWITCHES EQUIPPED WITH G.R.S. ELECTRIC LOCKS

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

A. FOR MOVEMENT FROM MAIN TRACK TO SIDING OR SPUR TRACK:
   1. Stop engine or cars just ahead of switch points.
   2. Open door of lock housing which has a standard switch lock on it.
   3. Lift lock lever until it rests against stop in 45 degree position. Then observe when indicator clears or moves to the 45 degree position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can then be operated the same as any other hand thrown switch.

B. FOR MOVEMENTS FROM SIDING OR SPUR TRACK TO THE MAIN TRACK:
   1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
   2. Lift lock lever until it rests against stop in 45 degree position. After predetermined time interval has expired, indicator should clear and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

After a movement into or out of the switch has been completed and the hand lever or switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock ousing closed ad locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 517 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

INSTRUCTIONS FOR OPERATION OF ELECTRIC SWITCH LOCK AT ENTRANCE TO OLD SOUTHERN MAIN NEAR TATEM (M.P. 269.1-W), TALMAGE (M.P. 344.4-W) and S. J. TOWER WYE TRACK (M.P. 356.8-W)

1. Remove padlock and open door.
2. Move operating handle to the intermediate position (as far as it will go) and wait for banner to show UNLOCKED.
3. Move operating handle to the left as far as it will go. Switch may be thrown.
4. To lock switch, return switch to normal and return operating handle to normal position, close door and replace lock.
5. To use emergency release, operate handle to intermediate position, remove seal, hold down emergency release lever, and move operating handle to unlock position.
6. Notify dispatcher in event emergency release is used to unlock switch.

DETECTORS (RULES 101(b), 959, 1014, 1035, 1080)

For hot box and dragging equipment detectors listed below, a revolving red light has been placed on detector buildings governing movements on adjacent main track. For dragging equipment detectors using flashing lights, the detector is in one location and lights in another as shown below.

LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Hot Box Detector Name	Milepost Location	Track Side Revolving Light Located	Direction Activated
Albers, Ill.	37.9-W	South	Both
Centralia, Ill.	60.9-W	South	Both
Mt. Vernon, Ill.	81.0-W	South	Both
Wayne City, Ill.	103.6-W	North	Both
Ellery, Ill.	131.0-W	North	Both
Lyles, Ind.	157.8-W	North	Both
Ayrshire, Ind.	179.0-W	South	Both
St. Anthony, Ind.	204.8-W	North	Both
Temple, Ind.	231.0-W	South	Both
Corydon Jct., Ind.	251.6-W	North	Both*
Fisherville, Ky.	293.4-W	North	Both*
Avenstoke, Ky.	323.0-W	North	Both
Harrodsburg, Ky.	348.4-W	South	Both*

* - Inbound also read by General Foreman.

DRAGGING EQUIPMENT DETECTORS REVOLVING LIGHTS

Dragging Equip. Detector Name	Milepost Location	Track Side Revolving Light Located	Direction Activated
Taswell, Ind.	222.3-W	North	Both

DRAGGING EQUIPMENT DETECTORS FLASHING LIGHTS

Detector Location	Light Location	Side of Track	Direction
Georgetown	259.3-W	South	Eastbound
Jeffersontown	288.0-W Siding	North	Eastbound
Jeffersontown	288.0-W Main	South	Eastbound
Clark	293.1-W	North	Westbound

After the detector comes into view and prior to the lead locomotive passing the detector, the head end of every train will call to the caboose crew's attention via radio that the train is approaching a hot box detector, dragging equipment detector or clearance detector. The flagman or conductor will respond after the caboose passes the detector by saying, "All clear," or "All dark on the box."

When the hot box detector records excessive journal temperature, or the dragging equipment detector has been hit, the light will immediately display revolving or flashing red, and train must be stopped promptly and inspected by crew members for hot journal or dragging equipment in accordance with Operating Rule 1035.

In case of no radio on caboose, the conductor must take necessary action to stop the train as required by Rule 959.

This light, when actuated, will remain on for approximately seven seconds after caboose passes detector.

When a crew member goes to inspect a suspected hot box, in addition to tools and supplies, he will take available fire extinguishing material for use when needed.

When stopped by red light, even though hot box center advises the tape is clear, the train must be inspected.

When notified to check a hotbox on a car at a specific location in the train, and crews do not find an overheated journal, they are to check journals five cars ahead and five cars behind. If no overheated journals are found, then journals on the same eleven cars on the opposite side must be checked.

When a train is stopped by the Detector Center for a hotbox, dragging equipment or clearance detector indication, the following information must be given to the Detector Center as quickly as radio communication can be established:

(1) Car Initial and Number
(2) Hot or not hot (or type of dragging equipment or clearance problem found)
(3) Type of car
(4) Loaded or empty
(5) Type of journal
(6) Standard, or unusual journal configuration (if cars are not hot)
(7) Disposition of car

It must be clearly understood that this information is to be furnished in each instance when the train is stopped by the Detector Center, regardless of whether or not there is a hotbox, dragging equipment or clearance problem.

21. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

DRAGGING EQUIPMENT DETECTORS (Cont'd) FLASHING LIGHTS

In the event that the crew is unable to establish radio communication with the Detector Center after the above information has been obtained, **the crew must immediately** contact the Chief Dispatcher and pass this information to him.

LOCATION OF DISPATCHER CONTROLLED RADIO BASE STATIONS

Location	Frequency	Weekdays	Weekends
Albers, Ill.	Road & Dispatcher	Continuous	Continuous
Albion, Ill.	Road & Dispatcher	Continuous	Continuous
Alton, Ky.	Road & Dispatcher	Continuous	Continuous
Augusta, Ind.	Road & Dispatcher	Continuous	Continuous
Belleville, Ill.	Road & Dispatcher	Continuous	Continuous
Centralia, Ill.	Road & Dispatcher	Continuous	Continuous
Dix, Ill.	Road & Dispatcher	Continuous	Continuous
Georgetown, Ind.	Road & Dispatcher	Continuous	Continuous
Harrodsburg, Ky.	Road & Dispatcher	Continuous	Continuous
Marengo, Ind.	Road & Dispatcher	Continuous	Continuous
Princeton, Ind.	Road & Dispatcher	Continuous	Continuous
Riceville, Ind.	Road & Dispatcher	Continuous	Continuous
Tennyson, Ind.	Road	Continuous	Continuous
Veechdale, Ky.	Road & Dispatcher	Continuous	Continuous
Wayne City, Ill.	Road & Dispatcher	Continuous	Continuous

LOCATION OF WAYSIDE RADIO BASE STATION

Location	Freq.	Weekdays	Weekends
Albion, Ill.	Road	7 am - 4 pm	Sat. Same Sun. Closed
Centralia, Ill.	Road	Continuous	Continuous
E. St. Louis, Ill.	Road	Continuous	Sat. Same Sun. Closed 4 pm - 12 MN
Mt. Carmel, Ill.	Road	7 am - 4 pm	Closed
Yankeetown Dock, Ind.	Road	Continuous	Continuous
Mt. Vernon, Ill.	Road	Continuous	Continuous
Evansville, Ind.	Road	8 am - 1 am	4 pm - 1 am
Oakland City, Ind. (AW&W)	Road	Continuous	Continuous
Huntingburg, Ind.	Road	Continuous	Continuous
Jasper, Ind.	Road	6:45 am - 3:45 pm	Closed
Princeton, Ind.	Road	Continuous	Continuous
*Tennyson, Ind.	Road	Continuous	Continuous
Warrick, Ind.	Road	Continuous	Sat. 8 - 11:59 pm Sun. 8 - 4 pm
Buechel, Ky.	Road	NOTE 1	NOTE 1
Danville, Ky.	Road	Continuous	Continuous
Lawrenceburg, Ky.	Road	7 am - 4 pm	Sat. Same Sun. Closed
Lexington, Ky.	Road	Continuous	Continuous
Louisville, Ky.	Road	Continuous	Continuous

Note 1: Continuous Except: Closed midnight Saturday until 7:00 am Sunday; Closed 3:00 pm Sunday until 7:00 am Monday and Closed 12 midnight Monday until 7:00 am Tuesday.

* — Remote from Huntingburg.

22. HAZARDOUS MATERIALS & POLLUTANTS

CAUTION: LEAKING CHLORINE VAPORS FROM TANK CARS CAN CAUSE INJURY TO THE RESPIRATORY SYSTEM WHEN BREATHED. EVEN IN LOW CONCENTRATIONS, ANYTIME CHLORINE CAN BE SMELLED YOU SHOULD GET OUT OF THE AREA AS QUICKLY AS POSSIBLE, AND REPORT THE LEAK TO THE APPROPRIATE OFFICER.

At the commencement of each trip, or when cars are picked up or set off on line of road, Conductors must examine, or require competent crew member to:

(1) Inspect the six (6) head cars behind the engine and the six (6) rear cars ahead of the caboose to identify placarded cars not properly spaced. Crew members taking charge of trains running through a terminal must get in position to make this check without additional delay to the train.
(2) Examine all waybills of the train to identify any cars containing Hazardous Materials.

Do not move any placarded car, loaded or empty, on line of road without a waybill.

At all locations where tank cars placarded Flammable Gas are in a shove move, a crew member suitably equipped for the purpose of protecting the shove must:

a. Place himself at or ahead of the leading car for the entire distance of the shove.
b. After the shove move has stopped, a crew member must walk the cut to determine that all such placarded cars are on the track.

Any time loaded cars containing Hazardous Materials are picked up on line of road and no agent or other clerical forces are on duty, the Dispatcher must be notified that pick-up includes Hazardous Materials.

Hazardous Material Placards must be securely in place before moving from customer's siding cars loaded with hazardous material or empty tank cars previously loaded with hazardous materials. Cars with placards missing, **MUST NOT** be pulled.

Cars placarded "Explosives," "Flammable" or "Flammable Gas" **MUST NOT** be left on any track unless track is free from combustible material such as dead grass and weeds.

Placarded cars **MUST NOT** be parked next to buildings except at unloading or loading facilities.

When shoving cuts containing "Flammable Gas" into the Forwarding Yard at Hump Yards, the movement must not exceed five (5) MPH, and a crew member must be on the leading end of the lead "Flammable Gas" car in the cut. No cuts may be shoved into adjacent tracks until the crew member protecting the leading end has reported the cut secured and in the clear of adjacent tracks.

To comply with rules and regulations governing the handling of "Flammable Gas," all Yard Foremen and affected yard personnel involved in handling tank cars containing "Flammable Gas" must be notified prior to handling such cars that such cars must be handled in accordance with instructions contained in the Hazardous Material Switching Chart.

Notification to yard foremen may be made orally in person or by radio. Yard Foremen will notify affected yard personnel.

Shipments containing hazardous materials for transportation may not be accepted in a rail car unless the placards for the hazardous materials are affixed as required by regulations and specified on shipping papers.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:
ALL SPILLS, DISCHARGES, OR RELEASS OF HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, AND HAZARDOUS WASTE INTO THE ELEMENTS (AIR, LAND, OR WATER), ALSO ALL SPILLS, DISCHARGES, OR RELEASES OF ALL OILS OR OTHER POLLUTANTS.

INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL ACCIDENTS

1. Check for injuries, provide assistance as needed, notify dispatcher.
2. Check waybills and documents for hazardous materials cars in train--waybills stamped **DANGEROUS GAS** or **EXPLOSIVE** or **POISON GAS** or **RADIOACTIVE MATERIAL** in upper left corner.
3. Do not go near derailed or damaged hazardous material car to investigate accident.

INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL ACCIDENTS

4. Give dispatcher information on:
   a. Injuries.
   b. How many cars are involved, with their location and condition where possible to obtain this information safely.
   c. Each hazardous material car: initial and number, contents, placards, shipper, and condition of car where possible to obtain this information safely.
   d. Danger to surrounding area: homes, schools, streams, if applicable.
5. Review information and recommendations contained in the **TRANSPORTATION EMERGENCY ACTION GUIDE FOR HAZARDOUS MATERIALS INCIDENTS** posted in locomotives and cabooses, and take action as necesary.
6. Inform local authorities of the contents of each car that presents a hazard, tell them about the EMERGENCY ACTION GUIDE and advise them to keep people away from the accident. This **DOES NOT** mean evacuation unless the GUIDE calls for same.
7. Report all information above to the first railrod officer who reaches the scene.

HAZARDOUS MATERIAL SWITCHING CHART

1	2	SWITCHING OPERATIONS 3	4	5	6
TYPE OF CAR	PLACARD APPLIED ON CAR	SHALL NOT BE CUT OFF IN MOTION OR ALLOWED TO BE STRUCK BY A FREE MOVING CAR	SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON PLACARDED CAR	WHEN HAND BRAKES ARE USED, PRECEDING CARS MUST CLEAR LADDER BEFORE CUTOFF	MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS
ANY CAR*	"EXPLOSIVES A"	X	X		X
ANY CAR*	"POISON GAS"	X			
TANK CAR	ANY LOADED PLACARD			X	
COFC TOFC	ANY PLACARD	X			
TANK CAR	FLAMMABLE GAS	X			

* - Includes flat cars carrying trailers or containers.

EXPLANATION OF TRACK DIAGRAMS:

~ ~ ~ ~ ~ — Automatic Block Signal Territory - Single Track

≈ ≈ ≈ ≈ ≈ — Automatic Block Signal Territory - Double Track

---------- — Centralized Train & Remote Control Territory - Single Track

= = = = = = = — Centralized Train & Remote Control Territory - Double Track

>>>>>>> — Train Order (Dark Territory) - Single Track

»»»»»»» — Train Order (Dark Territory) - Double Track

23. INDEX TO SPECIAL INSTRUCTIONS

23. INDEX TO SPECIAL INSTRUCTIONS (Cont'd)

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Position in train of placarded cars containing hazardous materials

NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description placards.

NOTE B: Cars with same placards may be placed next to each other.

Cars placarded 

or

No restrictions

RESTRICTIONS

	Cars placarded: EXPLOSIVES A	Cars placarded: POISON GAS	Cars placarded: RADIOACTIVE	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:
	(See: NOTE B)			CORROSIVE, POISON, CHLORINE, ORGANIC PEROXIDE, OXIDIZER, OXYGEN, FLAMMABLE, FLAMMABLE SOLID, NON-FLAMMABLE GAS, FLAMMABLE GAS, FLAMMABLE SOLID W, BLASTING AGENTS	Corrosive, Poison, Chlorine, Organic Peroxide, Oxidizer, Oxygen, Flammable, Flammable Solid, Non Flammable Gas, Flammable Gas, Flammable Solid W, Poison Gas	DANGEROUS, BLASTING AGENTS, CORROSIVE, FLAMMABLE SOLID, OXIDIZER, ORGANIC PEROXIDE, CHLORINE, FLAMMABLE GAS, NON-FLAMMABLE GAS, POISON, OXYGEN, FLAMMABLE SOLID W, FLAMMABLE, EXPLOSIVES A
Must not be nearer than the sixteenth car from the engine or occupied caboose		•		(See: NOTES A & B)		
Must not be nearer than the sixth car from the engine or occupied caboose	•			•		
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	•	•		•		
MUST NOT BE NEXT TO: Engine	•	•	•	•	•	
MUST NOT BE NEXT TO: Loaded flat car (1)	•	•		• (2)		
MUST NOT BE NEXT TO: Open top car (3)	•	•		•		
MUST NOT BE NEXT TO: Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	•	•		•		
MUST NOT BE NEXT TO: Car containing lighted heaters, stoves or lantern	•	•		•		
MUST NOT BE NEXT TO: Occupied car	• (4)	• (4)		•		
MUST NOT BE NEXT TO: Occupied caboose	• (4)	• (4)	•	•	•	
MUST NOT BE NEXT TO: Explosives A		•	•	•		•
MUST NOT BE NEXT TO: Poison Gas	•		•	•		•
MUST NOT BE NEXT TO: Radioactive	•	•		•		•
MUST NOT BE NEXT TO: Undeveloped film			•			
MUST NOT BE NEXT TO: Any loaded placarded car (other than combustible)	•	•	•			

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.

(2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.

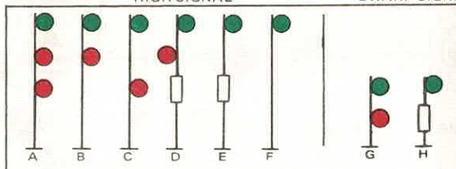
(3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(4) A rail car placarded EXPLOSIVES A or POISON GAS in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A placards.

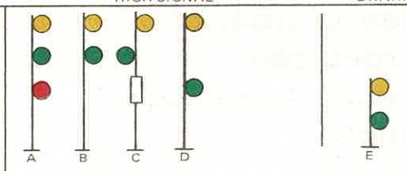
SOUTHERN RAILWAY SYSTEM

AUTOMATIC BLOCK, INTERLOCKING SIGNALS, CTC AND REMOTE CONTROL SIGNALS

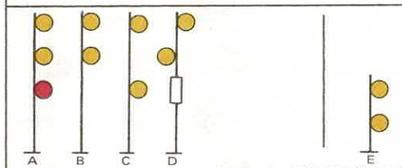
HIGH SIGNAL	DWARF SIGNAL



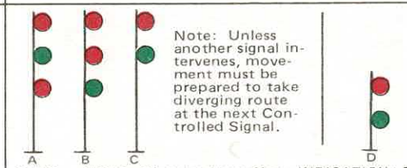
RULE 301 — NAME: Clear. INDICATION: Proceed.



RULE 302 — NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.

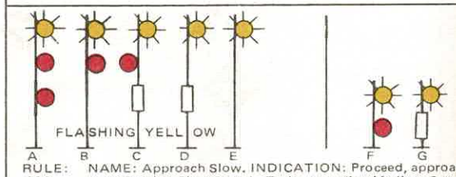


RULE 303 — NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.

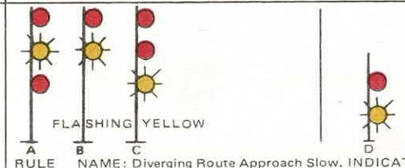


Note: Unless another signal intervenes, movement must be prepared to take diverging route at the next Controlled Signal.

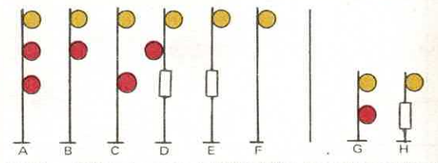
RULE 304 — NAME: Diverging Route Clear. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).



RULE 306 — NAME: Approach Slow. INDICATION: Proceed, approaching next signal at Slow Speed. Train exceeding Medium Speed must at once reduce to that speed.

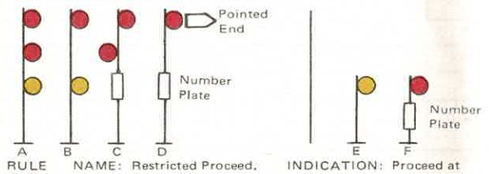


RULE 306.1 — NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.

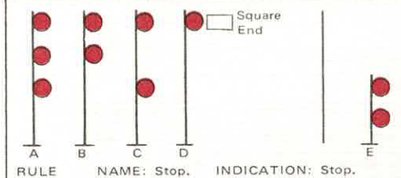


RULE 307 — NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.

RULE 308 — NAME: Diverging Route Approach. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



RULE 309 — NAME: Restricted Proceed. Restricted Speed. INDICATION: Proceed at



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.