

**PADUCAH  
AND  
LOUISVILLE  
RAILWAY,  
INC.**

**TIMETABLE**

**NO. 2**

**Effective 12:01 a. m.**

**Monday, Jan. 1, 1996**

A. V. Reck.....President and Chief Executive Officer  
D. E. Sill.....Assistant Vice President and General Manager  
G. I. James.....Transportation Superintendent

## North

<b>LOUISVILLE DISTRICT</b> <b>Timetable No. 2</b> <b>Effective 12:01 a.m.</b> <b>Monday, January 1, 1996</b>		
<b>Siding</b>	<b>Mile Post</b>	<b>Stations</b>
<b>Feet</b>		
....	1.8	Louisville
....	2.3	NS Crossing
....	4.6	Shively
....	16.7	N. Kosmosdale
....	17.9	S. Kosmosdale
....	21.3	CSX Crossing
....	28.4	Tip Top
	29.5	N. Fort Knox
3760	30.3	S. Fort Knox
	45.8	N. Cecilia
5465	47.1	S. Cecilia
....	50.0	Stephensburg
	61.5	N. Big Clifty
5465	62.6	S. Big Clifty
	70.6	N. Leitchfield
4200	71.5	S. Leitchfield
....	77.6	Millwood
	83.8	N. Caneyville
6015	85.1	S. Caneyville
	95.7	N. Horse Branch
4695	96.8	S. Horse Branch
....	103.5	Horton
....	107.5	N. Beaver Dam
....	108.6	S. Beaver Dam
....	117.6	Rockport
....	125.8	Central City

## South

### SPECIAL INSTRUCTIONS LOUISVILLE DISTRICT

#### 1. STANDARD CLOCKS

Louisville ..... Yard Office

#### 93. YARD LIMITS

Between:

MP	1.8	and	MP	6
MP	16	and	MP	18
MP	122	and	MP	125.8

All trains or engines moving within Yard Limits Louisville (MP 1.8 and MP 6) must obtain permission from Operator at Louisville or Train Dispatcher and be in possession of current General Order before occupying main track.

# **101. MAXIMUM SPEED**

Between: MPH

MP 1.8 and MP 125.8 .....35

## **101 (b). LOWER SPEEDS**

Between: MPH

On LI tracks between Kentucky

Street and Clagg Tower .....	8
Standard Oil Lead .....	10
Cane Run Lead .....	10
Battlefield Yard .....	10
LG & E Cane Run Plant .....	8
Louisville-All other tracks .....	8
Kosmosdale - LG & E Millcreek Plant .....	8
MP 1.8 and MP 3.5 .....	10
MP 3.5 & MP 124.5 (Six Axle Non Radial Truck Locomotives) .....	25
MP 16.7 and MP 17.9 (Northward Track) .....	25
MP 20.5 and MP 23 .....	30
MP 23 and MP 25 .....	25
MP 25 and MP 28.3 .....	30
MP 31.7 and MP 41 .....	30
MP 52 and 1st Curve South of MP 59 .....	30
Curve at MP 63 and 1st Curve North of MP 65 .....	30
MP 71 and MP 81 .....	30
MP 85 and 1st Curve North of MP 91 .....	30
MP 97 and MP 99 .....	30
MP 99 and MP 100 .....	25
MP 100 and MP 102 .....	30
1st Curve North of MP 105 .....	30
MP 107.5 and MP 108.6 (Southward Track) .....	25
MP 110.5 and MP 117.6 .....	30
MP 117.6 and MP 118.2 .....	20
MP 118.2 and MP 122.4 .....	30

## **MEASURED MILE**

MP 6 to MP 7 Southward  
MP 119 to MP 118 Northward

**101 (e).** Trains or engines desiring to use Cane Run/Standard Oil Lead at Louisville must contact Operator direct via telephone or radio. A member of the crew will advise Operator of movement to be made and track to be occupied. After determining that there is no conflicting movement, Operator will then grant permission to occupy track. Whenever movement is complete and train or engine clears track, crew member will report to Operator and will not re-enter track unless separate permission is obtained. During the hours that Operator is not on duty, permission to use track will be obtained from Train Dispatcher.

### **103 (d). PUBLIC GRADE CROSSINGS**

All trains or engines must stop and be preceded by a flagman over Kentucky St. crossing at Louisville.

**104.** Normal Position of switches on south leg of Cane Run Wye is for south leg of wye.

### **109. BULLETIN BOARDS**

Louisville.....Yard Office

### **111 (g). DEFECTIVE EQUIPMENT DETECTOR**

MP	31.4	Ft. Knox
MP	50.0	Stephensburg
MP	103.5	Horton

### **M-151. TWO MAIN TRACKS**

Between

MP 16.7 and MP 17.9

The west track (No. 1) is the northward main track.

The east track (No. 2) is the southward main track.



Between:

MP 107.5 and MP 108.6

The west track (No. 1) is the northward main track.

The east track (No. 2) is the southward main track.

### 230. TPCS IN EFFECT

Between:

MP 1.8 and MP 125.8

### 500. ABS IN EFFECT

Between:

MP 3.5 and MP 125.8

### 560. SPRING SWITCH NORMAL POSITION

Kosmosdale:

\* MP 16.7 .....No. 2

\* MP 17.9 .....No. 1

Beaver Dam:

\* MP 107.5 .....No. 2

\* MP 108.6 .....No. 1

\* Switches are equipped with key operated time release devices.

### 608. MANUAL INTERLOCKINGS

#### LOCATION

#### CONTROL STATION

MP 21.3/West Point CSXT

CSXT Train  
Dispatcher  
Jacksonville, FL

MP 117.9/Rockport Drawbridge

Train  
Dispatcher  
Paducah, KY

### 610. AUTOMATIC INTERLOCKING

#### LOCATION

MP 2.3 Crossing

Norfolk Southern

## North

ELIZABETHTOWN DISTRICT Timetable No. 2 Effective 12:01 a.m. Monday, January 1, 1996	
Mile Post	Stations
5.4	Elizabethtown
0.0	Cecilia

## South

### SPECIAL INSTRUCTIONS ELIZABETHTOWN DISTRICT

#### 93. YARD LIMITS

Between:

MP 0.0 and MP 0.5

#### 101. MAXIMUM SPEED

Between: MPH

MP 0.0 and MP 5.4.....25

#### 101 (b). LOWER SPEEDS

Between:

MP 4.6 and MP 5.4 .....10

#### 230. TPCS IN EFFECT:

Between:

MP 0.0 and MP 5.4

## North

<b>PADUCAH DISTRICT</b> <b>Timetable No. 2</b> <b>Effective 12:01 a.m.</b> <b>Monday, January 1, 1996</b>		
<b>Siding</b>	<b>Mile Post</b>	<b>Stations</b>
<b>Feet</b>		
....	125.8	Central City
....	126.7	J K Junction
6565	140.9	N. Pond
	142.5	S. Pond
	144.3	East Diamond
	148.3	N. West Yard
....	149.3	S. West Yard
....	149.4	N. Warrior
....	149.7	S. Warrior
....	151.3	Sentry
....	153.5	Richland
....	162.4	North Dawson
....	163.7	Dawson Jct
....	165.7	Dawson Springs
....	178.4	Cedar Bluff
....	181.0	Princeton
....	183.0	Dulaney Jct
....	189.5	Fairview
9425	198.6	N. Eureka
	200.5	S. Eureka
	201.5	N. Reed
	201.6	Grand Rivers
....	203.3	S. Reed
....	205.8	G V Jct
....	210.0	Calvert
....	226.0	Paducah

## South

### SPECIAL INSTRUCTIONS PADUCAH DISTRICT

#### 1. STANDARD CLOCKS

West Yard .....Yard Office  
 Princeton.....Yard Office  
 Calvert .....Yard Office  
 Paducah .....Yard Office

19. Between approximately one (1) hour after sunrise until approximately one (1) hour before sunset, when visibility is not restricted to one-half mile or less, the

display of an unlighted marker is not required for trains operating between Paducah and Eureka.

### 93. YARD LIMITS

#### Between:

MP 140.9 and MP 149.8  
MP 178.4 and MP 183.0  
MP 205.8 and MP 213.0  
MP 221.0 and MP 226.0

All trains or engines moving within Yard Limits Paducah (MP 221.0 and MP 226.0) must obtain permission from Operator at Paducah and be in possession of current General Order before occupying main track.

### 101. MAXIMUM SPEED

#### Between:

MPH

MP 125.8 and MP 226.0 ..... 35

#### 101 (b). LOWER SPEEDS

#### Between:

MPH

MP 125.8 and MP 126.7 ..... 25  
MP 126.1 (CSXT connection switch) ..... 20  
MP 162.3 (Through Turnout) ..... 25  
Through First Curve South of MP 163 and MP 165.7  
(No. 1 Track) ..... 25  
MP 162.3 and MP 163.7 (No. 2 Track) ..... 25  
MP 163.1 over switch (No. 2 Track) ..... 20  
MP 163.7 (Through Turnout No. 2 Track) ..... 25  
MP 165.7 (Through Turnout) ..... 25  
MP 178.4 (Through Turnout) ..... 25  
MP 180.4 and MP 180.6 ..... 30  
MP 183.0 (Through Turnout) ..... 25  
MP 200.5 and MP 204.6 ..... 25  
MP 201.6 BRT 3 (All Tracks) ..... 8  
MP 202.8 BRT 2 (Through Shaker House) ..... 8  
MP 205.8 (Through Turnout) ..... 25  
MP 223.2 (Through Crossover) ..... 10  
MP 224.3 and MP 226.0 ..... 10  
MP 224.0 and MP 226.0 (Six Axle Non Radial Truck  
Locomotives) ..... 8  
MP 224.0 and P & I RR (No. 1 Zip Track) ..... 10



MP 224.0 and P & I RR (No. 2 Zip Track). . . . . 10

Paducah North Yard (Track No.'s  
1 Through 17) . . . . . 8

Paducah South Yard (Track No.'s  
1 Through 14) . . . . . 8

**EXCEPTED TRACK**

The following has been identified as Excepted Track under FRA Track Safety Standards 213.4, which restricts operating speed to 10 MPH and provides that no freight train be operated that contains more than five (5) cars that require placarding by Hazardous Material Regulation 49 CFR Part 172.

- 1.) Madisonville Lead
- 2.) Paducah: All former L & N trackage
- 3.) Paducah: City Lead
- 4.) Paducah: Tipple Track
- 5.) Paducah: South Yard,  
                    Tracks 1 through 4,  
                    Tracks 7 through 14

**MEASURED MILE**

MP 131 to MP 132 Southward  
MP 216 to MP 215 Northward

**109. BULLETIN BOARDS**

West Yard .....	Yard Office
Princeton .....	Yard Office
Calvert .....	Yard Office
Paducah .....	Yard Office

**111 (g). DEFECTIVE EQUIPMENT DETECTORS**

MP 153.5 Richland  
MP 189.5 Fairview  
MP 206.5 Gilbertsville  
    No. 1 Southward Track  
    No. 2 Northward Track

## **M151. TWO MAIN TRACKS**

### **Between:**

MP 125.8 and MP 126.7 (Inbound/East Outbound/West)  
MP 162.3 and MP 165.7 (No. 1 Track/West  
No. 2 Track/East)  
MP 178.4 and MP 183.0 (No. 1 Track/West  
No. 2 Track/East)  
MP 205.8 and MP 224.0 (No. 1 Track/West  
No. 2 Track/East)

## **230. TPCS IN EFFECT**

### **Between:**

MP 125.8 and MP 226.0

## **279. ELECTRIC LOCK SWITCHES**

MP 151.3 (Sentry) .....Approached Locked  
MP 189.5 (Fairview/North Switch)..Approached Locked  
MP 189.9 (Fairview/South Switch)..Approached Locked  
MP 202.7 (Crossover) .....Approached Locked

## **301. ENGINES AND OTHER EQUIPMENT DESIGNATED BELOW MUST NOT BE OPERATED OVER THE FOLLOWING LOCATIONS**

### **Kentucky Stone Quarry:**

Beyond clearance point of empty tracks.  
Six (6) axle engines are prohibited on all  
tracks.

### **Thompson Pipe Lead Princeton:**

Six (6) axle engines are prohibited.

BRT3: Over bridge and circle track.

BRT2: All trains except for unit coal and/or rock  
are prohibited from entering shaker  
house.

**500. ABS IN EFFECT**

**Between:**

MP 140.9 and MP 149.8  
MP 178.4 and MP 183.0  
MP 205.8 and MP 224.1

**525. CTC IN EFFECT**

**Between:**

MP 125.8 and MP 140.9  
MP 149.8 and MP 178.4  
MP 183.0 and MP 205.8

**560. SPRING SWITCH NORMAL POSITION**

MP 223.1 (Paducah) Northward Track  
.....For The Crossover  
MP 223.2 (Paducah) Southward Track  
.....For Main Track

**North**

<b>GREENVILLE DISTRICT</b> <b>Timetable No. 2</b> <b>Effective 12:01 a.m.</b> <b>Monday, January 1, 1996</b>		
<b>Siding</b>	<b>Mile Post</b>	<b>Stations</b>
<b>Feet</b>		
....	126.7	J K Jct
....	132.9	Beech Creek
....	133.8	Greenville
....	139.5	Graham
....	147.0	White Plains
5300	149.8	N Nortonville
	150.9	S Nortonville
....	151.0	CSXT Crossing
....	156.1	Charolais
....	160.6	Magic
....	164.7	Dawson Jct

**South**
**SPECIAL INSTRUCTIONS**  
**GREENVILLE DISTRICT**
**101. MAXIMUM SPEED**

Between: MPH

MP 126.7 and MP 164.7 .....25

**101 (b). LOWER SPEEDS**

Between: MPH

MP 130.3 (Over Road Crossing).....10

MP 132 and MP 135.4.....10

MP 137.5 and MP 138.....10

MP 139.8 (Over South Switch  
Graham).....10

MP 151 and MP 157.3.....10

**MEASURED MILE**

MP 129 to MP 130 (Southward)

MP 161 to MP 162 (Northward)

**EXCEPTED TRACK**

The following has been identified as Excepted Track under FRA Track Safety Standards 213.4, which restricts



operating speed to 10 MPH and provides that no freight train shall be operated that contains more than (5) five cars that require placarding by Hazardous Material Regulation 49 CFR Part 172.

1.) Reed Mineral

**230. TPCS IN EFFECT:**

Between:

MP 126.7 and MP 164.7

**500. ABS IN EFFECT**

Between:

MP 126.7 and MP 164.7

**610. AUTOMATIC INTERLOCKING**

MP 151.0

Crossing

CSXT

## North

<b>MAYFIELD DISTRICT</b> <b>Timetable No. 2</b> <b>Effective 12:01 a.m.</b> <b>Monday, January 1, 1996</b>	
Mile Post	Stations
226.0	Paducah
242.5	Hickory
244.8	General
248.2	Mayfield
252.3	Clayburn

## South

### SPECIAL INSTRUCTIONS MAYFIELD DISTRICT

#### 1. STANDARD CLOCKS

Paducah ..... Yard Office

#### 93. YARD LIMITS

Between:

MP 226.0 and MP 229.0

#### 101. MAXIMUM SPEED

Between: MPH

MP 226.0 and MP 252.3 .....25

#### 101 (b). LOWER SPEEDS

Between: MPH

Paducah-South Yard, Tracks 1

Through 14 .....8

MP 247 and MP 249 .....10

MP 252.3 (KT Clay Lead-over Bridge).....5

#### 109. BULLETIN BOARDS

Paducah ..... Yard Office

#### 230. TPCS IN EFFECT

Between:

MP 226.0 and MP 252.3

## North

MAXON DISTRICT Timetable No. 2 Effective 12:01 a.m. Monday, January 1, 1996	
Mile Post	Stations
229.6	C R Jct
234.3	Maxon
239.6	A E C

## South

### SPECIAL INSTRUCTIONS MAXON DISTRICT

#### 93. YARD LIMITS

Between:

MP 234.3 and MP 239.6

Trains or engines moving within yard limits must obtain permission and be governed by instructions of operator Paducah or Train Dispatcher.

#### 98. RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED

Unless otherwise provided, trains or engines must stop as follows:

Maxon

IC Crossing

Crossing is equipped with color light signals. A member of the crew desiring to move over crossing must obtain permission from the IC Train Dispatcher before operating key release.

#### 101. MAXIMUM SPEED

Between:

MPH

MP 229.6 and MP 239.6 .....25

#### 101 (b). LOWER SPEEDS

Maxon. Over IC Crossing .....  
Within Martin Marietta Plant/AEC .....5

**104. NORMAL POSITION OF SWITCHES**

Maxon .....For The Wye

**230. TPCS IN EFFECT:**

Between:

MP 229.6 and MP 239.6



**SYSTEM  
SPECIAL INSTRUCTIONS**

**101 (a).** Trains not equipped with an operable event recorder must be operated at a speed not exceeding 30 MPH.

Federal Regulations require that the lead locomotive be equipped with an event recorder. If all the locomotives at MU'd and operated from a single control, the event recorder may be located in other than the lead locomotive.

**111 (f).** Whenever a defect detector stops a train for a suspected HOT BOX, the suspected car must be set out and the Train Dispatcher notified.

**301. ENGINES AND OTHER EQUIPMENT  
DESIGNATED BELOW MUST NOT BE OPERATED  
OVER THE FOLLOWING LOCATIONS**

More than nine (9) diesel units must not be operated on any train.

**876.** The following radio base and wayside stations are identified by location channel and times attended. These stations are controlled by the Train Dispatcher in Paducah:

<b>LOCATION</b>	<b>CHANNEL</b>	<b>TIMES ATTENDED</b>
Rabbit Hash Ridge	1	Continuous
Eastview	1	Continuous
Millwood	1	Continuous
Windy Hill	1	Continuous
Central City	1	Continuous
Madisonville	1	Continuous
Princeton	1	Continuous
Iuka	1 and 2	Continuous
Paducah	1	Continuous

# PADUCAH AND LOUISVILLE RAILWAY OFFICERS

NAME	TITLE	LOCATION
<b>EXECUTIVE</b>		
A. V. Reck	President & CEO	Paducah
D. E. Sill	Assistant VP & General Mgr	Paducah
<b>TRANSPORTATION</b>		
G. I. James	Transportation Superintendent	Paducah
J. P. Deming	Senior Trainmaster	Paducah
J. L. Roberts	Senior Trainmaster	West Yard
L. J. Griffin	Senior Trainmaster	Louisville
R. D. Nixon	Trainmaster	Paducah
S. J. Keiran	Trainmaster	Louisville
D. L. Barnes	Agent	Paducah
K. B. West	Supv Locomotive Engineers	Paducah
R. W. Burzynski	Chief Train Dispatcher	Paducah
G. P. Glasscock	Chief Train Dispatcher	Paducah
J. R. Chapman	Train Dispatcher	Paducah
G. W. Phelps	Train Dispatcher	Paducah
J. A. Fillinger	Train Dispatcher	Paducah
J. F. Lutin	Train Dispatcher	Paducah
H. E. Hight	Train Dispatcher	Paducah
J. W. Heilig	Train Dispatcher	Paducah
<b>MECHANICAL</b>		
W. O. Albritton	Mechanical Superintendent	Paducah
C. B. Brievogel	Locomotive Foreman	Paducah
M. R. Phillips	General Car Foreman	Paducah
T. D. Rousey	General Foreman	Louisville
<b>ENGINEERING</b>		
W. H. Sandefur	Engineering Superintendent	Paducah
S. P. Walker	Manager Field Engineering	Paducah
C. D. Edwards	Track Supervisor	Paducah
R. A. Buchanan	Track Supervisor	West Yard
L. D. Russell	Track Supervisor	Cecilia
D. S. DeJarnatt	Assistant Field Engineer	Paducah
<b>COMMUNICATION AND SIGNAL</b>		
D. E. Pflueger	Superintendent C & S	Paducah