

# SOUTHERN RAILWAY SYSTEM

WESTERN LINES

## ST. LOUIS AND LOUISVILLE DIVISIONS

TIME TABLE No.

# 48

Effective 9:15 P. M. (Central Time)

FRIDAY, APRIL 17, 1936

FOR THE GOVERNMENT OF EMPLOYEES ONLY

L. F. DeRAMUS - - - - - General Manager  
L. M. TRIPLETTE - - General Superintendent Transportation  
G. W. ADAMS - - - - - Superintendent  
J. F. SHERIDAN - - - - - Assistant Superintendent

Capacity of Tracks in Cars		Station Nos.	Distance from St. Louis	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936 STATIONS	Minimum time in minutes between stations		FIRST CLASS		SECOND CLASS			THIRD CLASS		
Sidings	Other Tracks				Pass.	Fr't.	23 Daily	1 Daily	57 Daily	59 Daily	51 Daily	61 Ex. Sun.	63 Ex. Sun.	
				Lv.			A. M.		P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
		0W		ST. LOUIS (Un. Sta.) N			8 40		9 20					
		3W	3.2	RELAY			s 8 58		s 9 38					
		3W	3.3	BROADWAY			9 00		9 40					
		4W	4.0	Y. TENTH STREET			9 02		9 42	P. M.	P. M.	A. M.	A. M.	
	1050	6W	5.8	CWT. COAPMAN N		3	9 05		9 45	12 30	7 00	2 00	6 45	
		8W	7.7	X N JUNCTION		3	9 10	56	9 48	12 40	7 10	2 10	7 00	2
66	50	13W	13.1	W. COOPER		8 11	9 20		9 56	1 00	7 30	2 30	7 20	
	35	16W	16.0	BELLEVILLE JUNC. D		5 6	9 25		10 01	1 11	7 36	2 36	7 30	
	75	17W	17.5	BELLEVILLE		3 3	s 9 29		s 10 05					
54		20W	20.4	MILLER		3 5	9 35	62	10 08	1 19	7 45	2 45	7 38	
56	5	25W	25.4	W. GRASSLAND		5 8	9 43		10 14	1 27	7 53	2 53	7 58	56
53	31	33W	32.9	Y. NEW BADEN N		8 11	s 9 53		10 23	1 40	8 05	3 05	8 30	62
	22	38W	38.0	ALBERS D		6 7	f 10 00		10 29	1 48	8 12	3 12	8 45	
54	35	42W	42.1	W. GERMANTOWN D		5 6	f 10 07		10 34	54	8 19	3 19	9 03	
60	21	47W	46.6	BARTELSON D		5 7	f 10 14		10 40	2 14	8 26	3 26	9 10	
	27	53W	52.9	POSEY		7 10	f 10 22		10 47	2 24	8 38	3 38	9 25	
57	8	58W	57.6	W. HOFFMAN		5 8	f 10 29		10 53	2 40	8 46	3 46	9 40	
55	50	65W	65.1	CENTRALIA N		8 12	s 10 38		s 11 01	3 00	9 00	3 58	9 55	
60	8	72W	72.1	WALNUT HILL D		7 11	f 10 55		11 18	3 20	9 15	4 15	10 15	
60	15	78W	78.2	DIX		7 9	f 11 04		11 26	3 30	9 29	4 24	10 30	A. M.
104	200	87W	87.3	WCY MT. VERNON N		10 14	s 11 20	61 64	s 11 45	3 55	10 00	4 45	11 00	23 6 00
58		93W	93.4	MARLOW		7 9	f 11 35		12 01	AM	4 10	10 14	5 22	56 A. M. 6 15
	23	96W	96.1	BLUFORD		3 5	f 11 41		12 05	4 15	10 20	5 27		6 25
	30	102W	101.8	KEENES		6 9	f 11 49		12 11	4 25	10 29	5 36		6 40
63	24	105W	104.7	W. WAYNE CITY D		3 5	s 11 55		12 15	4 30	10 35	5 42		7 10
	21	108W	107.8	SIMS		4 4	f 12 01	PM	12 19	4 35	10 41	5 46		7 25
40		112W	111.7	CAMPBELL		4 6	12 07	52	12 23	4 41	10 47	5 52		7 45
70	34	118W	117.6	FAIRFIELD N		6 10	s 12 17		s 12 33	4 55	11 00	6 02		8 15
60	22	126W	126.1	W. GOLDEN GATE D		9 13	s 12 35	24	12 50	5 10	11 15	6 17		8 45 64
45	30	134W	134.4	ALBION D		9 13	s 12 48		s 1 02	5 24	11 30	6 31		9 15
67	19	139W	138.5	W. BROWN'S N		5 6	s 12 57		1 09	5 32	11 37	6 37		9 45
	45	143W	142.6	BELLMONT D		5 6	f 1 04		1 14	5 40	11 45	6 43		10 00
60	10	146W	145.7	MAUD		4 4	f 1 09		1 18	5 44	11 50	6 48		10 15
28	60	151W	151.1	W. MT. CARMEL NP		6 9	s 1 20		s 1 28	5 55	12 02	6 57		10 39 52
58	6	158W	158.0	BECK P		7 11	1 35		1 40	6 10	12 16	7 10		11 00
		160W	160.3	WEST JUNCTION NP		3 4	1 39		1 43	6 15	12 25	7 15		11 10 24
	545	163W	162.6	WCT. SHOPS NP		4				6 45	12 35	7 30		11 30
20	40	161W	161.6	PRINCETON Ar.			s 1 42		s 1 45					
							P. M.		A. M.	P. M.	A. M.	A. M.	A. M.	A. M.
							Daily		Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
				(St. L.-Lou.)			23		1	57	59	51	61	63

Capacity of Tracks in Cars		Station Nos.	Distance from St. Louis	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		Minimum time in minutes between stations		FIRST CLASS		SECOND CLASS			THIRD CLASS	
Sidings	Other Tracks			STATIONS	Pass.	Fr't.	2 Daily	24 Daily	56 Daily	52 Daily	54 Daily	62 Ex. Sun.	64 Ex. Sun.	
				Ar.				A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.
		0W		ST. LOUIS (Un. Sta.)..N				7 35	4 40					
		3W	3.2	RELAY			s	7 15	4 20					
		3W	3.3	BROADWAY				7 04	4 11					
		4W	4.0	Y. TENTH STREET				7 01	4 08					
	1050	6W	5.8	CWT. COAPMAN...N		3		6 57	4 05	A. M.	P. M.	A. M.	A. M.	
		8W	7.7	X N JUNCTION		3		6 53	4 01	9 00	4 20	12 10	11 15	
66	50	13W	13.1	W... COOPER		8	11	6 43	3 51	8 40	4 01	11 45	11 00	
	35	16W	16.0	BELLEVILLE JUNC. D		5	6	6 38	3 46	8 25	3 22	11 30	10 45	
	75	17W	17.5	BELLEVILLE		3	3	s 6 34	s 3 42	8 18	3 15	11 21	10 00	
54		20W	20.4	MILLER		3	5	s 6 29	s 3 37					
56	5	25W	25.4	W... GRASSLAND		5	8	6 23	3 37	8 08	3 05	11 11	9 35	23
53	31	33W	32.9	Y... NEW BADEN...N		8	11	6 13	3 31	7 58	2 55	11 02	8 45	
	22	38W	38.0	ALBERS...D		6	7	6 13	s 3 21	7 44	2 40	10 51	8 30	61
54	35	42W	42.1	W. GERMANTOWN...D		5	6	6 06	f 3 11	7 35	2 30	10 44	8 15	
60	21	47W	46.6	BARTELSO...D		5	7	6 00	f 3 04	7 28	2 24	10 34	8 05	
	27	53W	52.9	POSEY		7	10	5 54	f 2 56	7 20	2 14	10 05	7 30	
57	8	58W	57.6	W... HOFFMAN		5	8	5 45	f 2 47	7 10	2 04	9 55	7 20	
55	50	65W	65.1	CENTRALIA...N		8	12	5 39	f 2 40	7 00	1 55	9 45	7 10	
60	8	72W	72.1	WALNUT HILL...D		7	11	s 5 27	s 2 25	6 45	1 40	9 30	6 50	
60	15	78W	78.2	DIX		7	9	5 14	f 2 10	6 25	1 20	9 15	6 35	
104	200	87W	87.3	WCY MT. VERNON...N		10	14	5 05	f 2 00	6 15	1 10	8 50	6 25	A. M.
58		93W	93.4	MARLOW		7	9	s 4 45	s 1 40	5 55	12 50	8 30	6 10	56
	23	96W	96.1	BLUFORD		3	5	4 33	s 1 40	5 22	12 38	8 10	A. M.	10 45
	30	102W	101.8	KEENES		6	9	4 29	f 1 30	5 07	12 33	8 05		10 35
63	24	105W	104.7	W. WAYNE CITY...D		3	5	4 22	f 1 25	4 57	12 24	7 55		10 25
	21	108W	107.8	SIMS		4	4	4 18	f 1 17	4 52	12 19	7 50		10 10
40		112W	111.7	CAMPBELL		4	6	4 13	s 1 12	4 52	12 19	7 50		10 10
70	34	118W	117.6	FAIRFIELD...N		6	10	4 08	f 1 07	4 47	12 14	7 40		10 00
60	22	126W	126.1	W. GOLDEN GATE...D		9	13	s 4 00	1 01	4 41	12 07	7 30		9 45
45	30	134W	134.4	ALBION...D		9	13	3 47	s 12 53	4 31	11 36	7 15		9 30
67	19	139W	138.5	W... BROWN'S...N		5	6	s 3 35	f 12 35	4 16	11 23	6 55		8 45
	45	143W	142.6	BELLMONT...D		5	6	3 26	s 12 21	4 01	11 10	6 40		8 00
60	10	146W	145.7	MAUD		4	4	3 21	s 12 12	3 51	11 00	6 30		7 35
28	60	151W	151.1	W... MT. CARMEL...NP		6	9	3 17	f 12 05	3 45	10 54	6 20		7 20
58	6	158W	158.0	BECK...P		7	11	s 3 10	f 11 59	3 40	10 49	6 15		7 10
		160W	160.3	WEST JUNCTION NP		3	4	2 56	s 11 50	3 30	10 39	5 30		6 57
545	163W	162.6	WCT... SHOPS...NP			4		2 53	11 34	3 15	10 24	5 30		6 15
20	40	161W	161.6	PRINCETON				2 50	11 30	3 10	10 20	5 25		6 10
				Lv.				A. M.		3 00	10 10	5 15		6 00
								Daily	Daily	A. M.	A. M.	P. M.	A. M.	A. M.
								Daily	Daily	A. M.	A. M.	P. M.	A. M.	A. M.
				(St. L.-Lou.)				2	24	56	52	54	62	64

# PRINCETON AND LOUISVILLE—EASTBOUND

(ST. LOUIS DIVISION)

Capacity of Trains in Cars	Siding	Other Tracks	Station Nos.	Distance from St. Louis	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936	Minimum time in minutes between stations	FIRST CLASS			SECOND CLASS				THIRD CLASS
							1 Daily	9 Daily	23 Daily	59 Daily	51 Daily	57 Daily	81 Daily	65 Ex. Sun.
					STATIONS	Pass Frt.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.
20	40	161W	161.6	2.6	PRINCETON	3	1 45		1 42					
	545	163W	162.6	1.6	WCT. SHOPS NP	3				12 50	8 00	7 05		6 00
		164W	164.2	5.7	EAST JUNCTION P	7 10	2 02 <sup>56</sup>		1 57	12 55	8 05	7 10		6 05
46	26	170W	169.9	5.6	FRANCISCO DP	7 10	2 11		f 2 05	1 05	8 15	7 20		6 16
54		176W	175.5	6.6	OAKLAND CITY NP	8 12	s 2 20 <sup>2</sup>		s 2 15	1 15 <sup>56</sup>	8 25	7 35		6 30
60	100	182W	182.1	1.7	W. AYRSHIRE P	2 3	2 29		2 24	1 30	8 40	7 47		6 45
	23	184W	183.8	4.2	WINSLOW NP	5 8	2 31		s 2 27	1 35	8 43	7 50		6 50
60		188W	188.0	2.1	YHARTWELL JUNG NP	3 4	2 38		2 34	1 59 <sup>2</sup>	9 01 <sup>52</sup>	8 00		7 00
	26	190W	190.1	5.8	VELPEN P	7 11	2 41		f 2 38					7 05
60		196W	195.9	3.7	WOODS P	4 7	2 49	A. M.	2 45	2 20	9 19	8 15	A. M.	7 20
	360	200W	199.6	4.3	WCY. HUNTINGBURG NP	5 8	s 3 05	8 40 <sup>52</sup>	s 3 00 <sup>54</sup>	2 45	9 40	8 40	12 35 <sup>56</sup>	7 30
	6	204W	203.9	3.0	BRETZVILLE	4 6		f 8 55						
52	20	207W	206.9	7.6	ST. ANTHONY NP	9 13	3 25 <sup>59 82</sup>	f 9 01	f 3 15	3 25 <sup>1 82</sup>	10 02 <sup>24</sup>	9 00	1 22 <sup>2</sup>	7 44
	34	215W	214.5	2.0	BIRDSEYE NP	3 4	f 3 37	s 9 16	s 3 28	3 55	10 20	9 20	1 45	8 02 <sup>52</sup>
45	7	217W	216.5	2.9	RICEVILLE P	4 5	3 40	f 9 21	3 32	4 00	10 25	9 25	1 50	8 10
	18	219W	219.4	3.4	W. ECKERTY D	4 6	3 45	s 9 25	f 3 37	4 05	10 31	9 31	1 56	8 20
37	11	223W	222.8	6.1	TASWELL N	10 13	3 52	s 9 37 <sup>24</sup>	f 3 43	4 12	10 39 <sup>66</sup>	9 39	2 15 <sup>82</sup>	8 30
20	19	229W	228.9	2.9	ENGLISH NP	4 5	s 4 02	s 9 50 <sup>66</sup>	s 3 54	4 25	10 52	9 52	2 28	9 25 <sup>24 66</sup>
45	4	232W	231.8	4.5	TEMPLE P	5 8	4 07	f 9 55	3 58	4 30	10 57	9 57	2 33	9 31
53	15	236W	236.3	4.3	MARENGO D	5 8	4 17	s 10 05	s 4 08	4 45	11 12	10 12	2 50	9 45
44	100	241W	240.6	3.8	W. MILLTOWN NP	5 7	f 4 25	s 10 14 <sup>65</sup>	s 4 19	5 00	11 27	10 20 <sup>56</sup>	3 10	10 14 <sup>9</sup>
54	10	244W	244.4	3.6	DE PAUW DP	4 7	4 31	s 10 20	f 4 27	5 10	11 37	10 35	3 25	10 40
46	8	248W	248.0	3.2	RAMSEY NP	4 6	4 37	s 10 30	s 4 37	5 20	11 47	10 45	3 35	10 50
	19	251W	251.2	2.3	CORYDON JUNG DP	3 4	4 42	s 10 38	s 4 46	5 27	11 53	10 51	3 43	11 00
38	8	254W	253.5	5.9	CRANDALL DP	7 11	4 46	s 10 45	s 4 52	5 32	11 59	10 55	3 48	11 10
33	9	259W	259.4	3.0	GEORGETOWN D	4 6	4 54	s 10 55	s 5 03 <sup>10</sup>	5 45	12 12 <sup>PM</sup>	11 08	4 05	11 25
64	8	262W	262.4	5.9	DUNCAN N	10 13	4 59	f 11 00	f 5 10	6 00 <sup>52</sup>	12 25 <sup>54</sup>	11 15	4 15	11 35
	195	268W	268.3	2.5	WNEW ALBANY N		s 5 10	s 11 10	s 5 25	6 15	12 38	11 38 <sup>2</sup>	4 30	11 55 <sup>54</sup>
	2000	271W	270.8	2.9	WCYT YOUNGTOWN N					6 45	1 00	12 10	5 00	12 30
	3	UD	273.7		LOUISVILLE (Cent. Sta.)		5 40	11 30	15 50					
					Ar.		A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.
						Pass Frt.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
							1	9	23	59	51	57	81	65

(St. L.-Lou.)

# LOUISVILLE AND PRINCETON—WESTBOUND

(ST. LOUIS DIVISION)

Capacity of Tracks in Cars	Siding	Other Tracks	Station Nos.	Distance from St. Louis	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		FIRST CLASS			SECOND CLASS				THIRD CLASS		
					STATIONS		24 Daily	10 Daily	2 Daily	52 Daily	54 Daily	56 Daily	82 Daily	66 Ex. Sun.		
					Ar.	Pass	Fr't.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	
20	40	161W	161.6	... PRINCETON ..	3	s11 28			s 2 50							
	545	163W	162.6	WCT. SHOPS ..NP	3				9 55	4 20	1 50			1 15		
		164W	164.2	EAST JUNCTION .P	7	11 16			2 38	9 48	4 10	1 37 <sup>1</sup>		1 05		
46	26	170W	169.9	... FRANCISCO .DP	7	f11 08			2 30	9 38	4 00	1 27		12 55		
54		176W	175.5	OAKLAND CITY .NP	8	s10 59			s 2 20 <sup>1</sup>	9 28	3 50	1 15 <sup>59</sup>		12 45		
				W. AYRSHIRE ..P	2	10 50			2 07	9 13	3 38	1 01		12 30		
60	100	182W	182.1	... WINSLOW ..NP	2	s10 47			2 05	9 10	3 35	12 58		12 25		
	23	184W	183.8	Y HARTWELL JUNC.NP	5	10 40			1 59 <sup>59</sup>	9 01 <sup>51</sup>	3 25	12 50		12 17		
60		188W	188.0	... VELPEN ...P	3	f10 37			1 56					12 12		
	26	190W	190.1	... WOODS ..P	4	10 28	P. M.		1 48	8 45	3 10	12 35	A. M.	12 01 <sup>PM</sup>		
	360	200W	199.6	WCY HUNTINGBURG.NP	5	s10 15	7 00		s 1 35	8 35 <sup>9</sup>	3 00 <sup>23</sup>	12 25 <sup>AM 81</sup>	3 45	11 45		
	6	204W	203.9	... BRETZVILLE ..	4	10 06	f 6 40		1 26					11 25		
52	20	207W	206.9	ST ANTHONY .NP	9	10 02 <sup>51</sup>	f 6 35		1 22 <sup>81</sup>	8 15	2 42	11 45	3 25 <sup>59 1</sup>	11 19		
				BIRDSEYE .NP	3	s 9 51	s 6 25		1 11	8 02 <sup>65</sup>	2 29	11 30	2 45	11 05		
45	7	217W	216.5	... RICEVILLE .P	4	9 47	f 6 19		1 07	7 57	2 24	11 26	2 35	10 55		
	18	219W	219.4	W. ECKERTY ..D	4	9 42	f 6 14		1 02	7 52	2 19	11 21	2 25	10 49		
37	11	223W	222.8	... TASWELL ..N	10	9 37 <sup>9</sup>	s 6 09		12 57	7 45	2 12	11 15	2 15 <sup>81</sup>	10 39 <sup>51</sup>		
				ENGLISH .NP	4	s 9 25 <sup>65 66</sup>	s 5 57		f12 45	7 25	1 47	10 52	1 40	9 50 <sup>9</sup> 9 00 <sup>24 65</sup>		
45	4	232W	231.8	... TEMPLE ...P	5	9 17	f 5 50		12 39	7 20	1 42	10 47	1 35	8 45		
53	15	236W	236.3	... MARENGO ..D	5	9 12	s 5 44		f12 31	7 10	1 30	10 32	1 20	8 30		
44	100	241W	240.6	W. MILLTOWN NP	5	s 9 05	s 5 37		f12 25	7 00	1 18	10 20 <sup>57</sup>	1 10	8 20		
54	10	244W	244.4	... DE PAUW ...DP	4	8 59	s 5 30		12 19	6 45	1 04	10 07	12 59	8 05		
				RAMSEY ...NP	4	8 54	s 5 25		12 14	6 37	12 57	10 00	12 50	7 55		
	19	251W	251.2	CORYDON JUNC. DP	3	8 50	s 5 19		12 10	6 31	12 51	9 54	12 43	7 45		
38	8	254W	253.5	... CRANDALL .DP	7	8 47	s 5 13		12 07 <sup>AM</sup>	6 27	12 46	9 50	12 38	7 38		
33	9	259W	259.4	GEORGETOWN .D	4	8 38	s 5 03 <sup>23</sup>		11 58	6 15	12 31	9 36	12 26	7 25		
				DUNCAN ...N	10	8 33	f 4 56		11 53	6 00 <sup>59</sup>	12 25 <sup>PM 51</sup>	9 30	12 20 <sup>AM</sup>	7 18		
	195	268W	268.3	W NEW ALBANY.N		s 8 18	s 4 43		s11 38 <sup>57</sup>	5 35 <sup>1</sup>	11 55 <sup>65</sup>	9 00	11 55	6 55		
	2000	271W	270.8	WCYT YOUNGTOWN N						5 10	11 30	8 30	11 30	6 30		
	3	UD	273.7	LOUISVILLE (Cent. Sta.)		8 00	4 25		11 20							
				Lv.		A. M.	P. M.		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.		
						Daily	Daily		Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
						24	10		2	52	54	56	82	66		

(St. L.-Lou.)

## LOUISVILLE AND DANVILLE—EASTBOUND (LOUISVILLE DIVISION)

Capacity of Tracks in Cars		Station Nos.	Distance from Louisville	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936	Minimum time in minute between stations		FIRST CLASS		SECOND CLASS					THIRD CLASS
					Pass.	Fr't.	1 Daily	23 Daily	59 Daily	51 Daily	85 Daily	55 Daily	57 Daily	67 Mon. Wed. Fri.
				Lv.			A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
		3ud	0.0	LOUISVILLE (Cent. Sta.)			6 00	8 30						
2000	271W	2.9		WCYT. YOUNGTOWN N			6 10	8 40 <sup>85</sup>	7 30	2 30	8 45 <sup>23</sup>	9 15	1 30	7 45
300	275W	6.9		W L. S. JUNCTION N			6 20	8 50	7 45	2 45	9 05	9 35	1 45	8 05
	276W	8.2		FOURTH AVE N	2	3	6 24 <sup>54</sup>	8 55 <sup>86</sup>	7 50	2 50	9 10	9 40	1 50 <sup>52</sup>	8 10
	277W	8.7		FLOYD STREET N										
					5	6								
79	75	280W	11.6	DUMESNIL			6 31	9 01	8 00	3 00	9 20	9 50	2 00	8 20
65	20	283W	15.0	BUECHEL D	4	6	6 36	9 05	8 10	3 07 <sup>56</sup>	9 28	10 00	2 10	8 30
33	8	287W	19.2	JEFFERSONTOWN D	5	8	6 45 <sup>24</sup>	9 13	8 26	3 20	9 46	10 18	2 28	8 45
69		290W	21.8	TUCKER	3	5	6 50	9 16	8 33	3 26	9 53	10 25	2 34	8 53
54	4	294W	25.8	W. FISHERVILLE	5	7	6 56	9 23	8 43	3 34	10 03	10 35	2 44	9 05
					3	5								
68		296W	28.3	CLARK	5	8	7 02	9 26	8 50	3 40	10 10	10 42	2 51	9 38 <sup>50</sup>
78		301W	33.0	CARRPO P	4	5	7 11	9 34	9 08	3 52	10 25	11 00	3 09	9 55
65	4	304W	35.9	JOYES	4	5	7 15	9 38	9 15 <sup>50</sup>	3 58	10 31	11 06	3 15	10 01
12	33	308W	40.4	W. SHELBYVILLE N	5	8	7 26	9 50	9 35	4 15	10 50	11 25	3 32	10 20
65		309W	40.7	BELL	5	7	7 27	9 51	9 36	4 18	10 52	11 27	3 34	10 25
					5	7								
50		312W	44.4	HOOPER	4	6	7 34	9 58	9 45	4 26	11 00	11 36	3 43	10 35
65	10	315W	47.4	HEMP RIDGE	3	5	7 39	10 04	9 52 <sup>68</sup>	4 32	11 06	11 42	3 50	10 41
65	10	318W	50.1	WADDY	6	9	7 45	10 09	10 05	4 40	11 16	11 52 <sup>52</sup>	4 00 <sup>54</sup>	10 51
50	3	323W	55.0	AVENSTOKE	5	8	7 52 <sup>50</sup>	10 16	10 15	4 49	11 28 <sup>52</sup>	12 02 <sup>AM</sup>	4 10 <sup>86</sup>	11 02
52	6	327W	59.3	ALTON	4	6	8 00	10 22	10 24	4 58	11 38	12 11	4 19	11 12
					4	6								
78	11	330W	63.0	WC. COAL CHUTE P	1	2	8 04	10 26	10 36	5 10	11 50	12 25	4 35	11 19
40	60	331W	63.3	Y. LAWRENCEBURG N	7	12	8 10	10 32	10 41	5 15	11 55	12 35	4 40	11 35
65	3	338W	69.8	NEVIN	2	3	8 20	10 42 <sup>52</sup>	10 55	5 29	P. M.	12 50	4 54	11 50
54	10	340W	71.7	W. SALVISA	6	9	8 24	10 45	10 59	5 33		12 55	5 07 <sup>24</sup>	11 55
65	10	345W	76.7	TALMAGE P	5	8	8 32 <sup>68</sup>	10 52	11 09	5 43		1 05	5 20	12 18 <sup>PM 56</sup>
					5	8								
64		350W	81.2	JUDD	3	5	8 39	10 57	11 20	6 02 <sup>2</sup>		1 15	5 30	12 28
65	80	352W	84.0	HARRODSBURG D	2	3	8 50	11 10	11 30	6 15		1 25	5 40	12 50
				BURGIN JCT.	6	9								
	35	358W	90.1	S. J. TOWER N			9 00	11 20	11 45 <sup>56</sup>	6 30		1 40 <sup>54</sup>	6 00 <sup>50</sup>	1 10
	1005	361W	93.2	WCY. DANVILLE N Ar.			9 10	11 30	12 05	7 00		2 00	6 30	1 30
							A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
					Pass.	Fr't.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
							1	23	59	51	85	55	57	67

(St. L.-Lou.)

# DANVILLE AND LOUISVILLE—WESTBOUND

## (LOUISVILLE DIVISION)

Capacity of Tracks in Cars		Station Nos.	Distances from Louisville	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936	Minimum time in minutes between stations		FIRST CLASS		SECOND CLASS					THIRD CLASS
							24 Daily	2 Daily	54 Daily	86 Daily	50 Daily	56 Daily	52 Daily	68 Tue. Thu. Sat.
Sidings	Other Tracks			STATIONS	Pass.	Fr't.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.
		3ud	0.0	Ar. LOUISVILLE (Cent. Sta.)			7 30	8 50						
2000	271W	2.9	2.9	WCYT. YOUNGTOWN .N			7 15	8 35	6 30	6 50	11 00	4 00	2 10	12 40
300	275W	6.9	4.0	W L. S. JUNCTION .N			7 05	8 21	6 10	6 30	10 40	3 40	1 50	12 20
	276W	8.2	1.3	FOURTH AVE .N	2	3	7 02	8 17	6 04	6 20	10 35	3 35	1 45	12 15 PM
	277W	8.7	0.5	FLOYD STREET .N										
			2.9		5	6								
79	75	280W	11.6	DUMESNIL			6 56	8 12	5 47	6 13	10 25	3 20	1 35	11 59
65	20	283W	15.0	BUECHEL .D	4	6	6 52	8 05	5 37	6 04	10 13	3 07	1 25	11 50
33	8	287W	19.2	JEFFERSONTOWN D	5	8	6 45	7 57	5 27	5 54	10 03	2 56	1 15	11 40
69		290W	21.8	TUCKER	3	5	6 39	7 52	5 21	5 48	9 58	2 51	1 10	11 30
54	4	294W	25.8	W. FISHERVILLE	5	7	6 30	7 44	5 08	5 35	9 43	2 38	12 57	11 15
			2.5		3	5								
68		296W	28.3	CLARK	5	8	6 26	7 39	5 03	5 30	9 38	2 33	12 52	11 08
78		301W	33.0	CARRPO .P	4	5	6 17	7 32	4 51	5 18	9 26	2 21	12 40	10 56
65	4	304W	35.9	JOYES	4	5	6 13	7 28	4 45	5 12	9 15	2 15	12 34	10 50
12	33	308W	40.4	W. SHELBYVILLE .N	5	8	6 05	7 20	4 33	5 00	8 48	2 03	12 22	10 35
65		309W	40.7	BELL	5	7	6 01	7 15	4 28	4 55	8 43	1 57	12 17	10 25
			3.7											
50		312W	44.4	HOOPER	4	6	5 56	7 10	4 18	4 44	8 33	1 48	12 07 AM	10 02
65	10	315W	47.4	HEMP RIDGE	3	5	5 51	7 05	4 10	4 36	8 25	1 41	11 59	9 52
65	10	318W	50.1	WADDY	6	9	5 47	7 02	4 00	4 30	8 15	1 35	11 52	9 41
50	3	323W	55.0	AVENSTOKE	5	8	5 38	6 52	3 39	4 10	7 52	1 16	11 28	9 26
52	6	327W	59.3	ALTON	5	8	5 30	6 43	3 29	3 56	7 30	1 06	11 16	9 16
			3.2		4	6								
78	11	330W	63.0	WC COAL CHUTE .P	1	2	5 26	6 39	3 23	3 50	7 24	1 00	11 10	9 10
40	60	331W	63.3	Y. LAWRENCEBURG .N	7	12	5 18	6 30	3 09	3 40	7 09	12 43	10 57	9 00
65	3	338W	69.8	NEVIN	2	3	5 09	6 21	2 54	A. M.	6 54	12 31	10 42	8 46
54	10	340W	71.7	W. SALVISA	6	9	5 07	6 17	2 51		6 51	12 28	10 26	8 42
65	10	345W	76.7	TALMAGE .P	6	9	5 00	6 08	2 41		6 41	12 18	10 16	8 32
			4.5		5	8								
64		350W	81.2	JUDD	3	5	4 52	6 02	2 33		6 33	12 08 PM	10 08	8 10
65	80	352W	84.0	HARRODSBURG .D	2	3	4 44	5 54	2 23		6 23	11 58	9 58	8 00
			1.3	BURGIN JCT.	6	9	4 42	5 52	2 20		6 20	11 55	9 55	7 30
	35	358W	90.1	S. J. TOWER .N	6	9	4 36	5 46	2 10		6 10	11 45	9 45	7 20
	1005	361W	93.2	WCY. DANVILLE .N			4 30	5 40	2 00		6 00	11 35	9 35	7 10
				Lv.			A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
					Pass.	Fr't.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thu. Sat.
				(St. L.-Lou.)			24	2	54	86	50	56	52	68

## EVANSVILLE AND FRENCH LICK—EASTBOUND (ST. LOUIS DIVISION)

Capacity of Tracks in Cars		Station Nos.	Distance from Evansville	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936	Minimum time in minutes between stations		FIRST CLASS				SECOND CLASS	THIRD CLASS
Sidings	Other Tracks				Pass.	Fr't.	9 Daily	Mixed 5 Ex. Sun.	Mixed 41 Ex. Sun.	81 Daily	103 Ex. Sun.	
				Lv.								
	45	0EB	0.0	WOT EVANSVILLE . D				A. M.	A. M.	P. M.	P. M.	A. M.
				3.7	4	6		7 00			9 30	9 15 <sup>102</sup>
	40	4EB	4.0	ASYLUM				7 08			9 40	9 27
				3.4	4	6		7 13				9 33
	8	7EB	7.4	STEVENSON								9 41
				4.2	5	8		f 7 20			9 55	9 41
	10	12EB	11.6	CHANDLER . D								9 46
				2.3	3	5						
	50	14EB	13.9	CYPRESS CREEK								
				3.0	4	6						
				Lv.								
	47	17EB	16.9	W. BOONVILLE . N				s 7 30			10 15	10 05
				1.0	1	2		7 33			10 18	10 10
	100	18EB	17.9	NESTOR							10 24	10 20
				3.0	4	6		7 37 <sup>102</sup>			10 26	10 27
	100	21EB	20.9	Y. POLK WYE				f 7 38			10 33	10 40
				0.9	1	2						
	13	22EB	21.8	DE GONIA				f 7 45				
				4.1	5	7						
	65	13	26EB	TENNYSON								
				5.1	6	10						
				Lv.								
	60	15	31EB	GENTRYVILLE				f 7 56		P. M.	10 44	11 00
				1.5	2	3						
				Lv.								
				1.5	2	3		7 58		2 12	10 47	11 05
	75	34EB	33.5	WY LINCOLN CITY . D				s 8 05		2 15	11 00	11 28
				1.0	1	2						
				3.3	4	6		s 8 12		P. M.	11 06	11 45
	74	37EB	36.8	DALE . D							11 15	12 01 <sup>PM</sup>
				2.5	3	5		8 16				
	35	39EB	39.3	HILL TOP								
				1.7	2	3						
				Lv.								
	16	41EB	41.0	JOHNSBURG				f 8 19		A. M.	11 20	12 15
				6.7	8	12						
	360	200W	47.7	WCY HUNTINGBURG . N				8 35		6 00	11 45	1 00
				6.5	8	12						
	100	54EB	54.2	JASPER . D				A. M.		s 6 30	P. M.	P. M.
				8.6	10	15						
	75	37	63EB	DUBOIS . D						s 6 50		
				6.7	8	12						
	46	7	70EB	W. CUZCO				f 7 05				
				2.7	3	5						
				Lv.								
	6	72EB	72.2	NORTON				f 7 15				
				1.4	2	3						
	45	74EB	73.6	BURTON TUNNEL				7 18				
				5.4	6	10		7 35				
	200	79EB	79.0	WY FRENCH LICK . N								
				1.0								
	80EB	80.0		WEST BADEN								
				Ar.								
								A. M.	A. M.	P. M.	P. M.	P. M.
								Daily 9	Ex. Sun. 5 Mixed	Ex. Sun. 41 Mixed	Daily 81	Ex. Sun. 103
				(St. L.-Lou.)	Pass.	Fr't.						

# FRENCH LICK AND EVANSVILLE—WESTBOUND

(ST. LOUIS DIVISION)

Capacity of Tracks in Cars		Station Nos.	Distance from Evansville	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		Minimum time in minutes between stations		FIRST CLASS				SECOND CLASS	THIRD CLASS	
Sidings	Other Tracks			STATIONS				Pass.	Fr't.	Mixed 6 Ex. Sun.	10 Daily	42 Ex. Sun.	82 Daily	102 Ex. Sun.
				Ar.				A. M.		P. M.	P. M.		A. M.	A. M.
	45	0EB	0.0	WCT. EVANSVILLE . D					8 35				6 15	9 00 <sup>103</sup>
	40	4EB	4.0	ASYLUM	3.7	4	6		8 25				5 55	8 40
	8	7EB	7.4	STEVENSON	3.4	4	6		8 19				5 47	8 35
	10	12EB	11.6	CHANDLER . D	4.2	5	8		s 8 13				5 38	8 25
	50	14EB	13.9	CYPRESS CREEK	2.3	3	5							8 20
					3.0	4	6							
	47	17EB	16.9	W.. BOONVILLE . N					s 8 05				5 26	8 10
	100	18EB	17.9	NESTOR	1.0	1	2		7 59				5 21	7 47
	100	21EB	20.9	Y... POLK WYE	3.0	4	6		7 55				5 11	7 37 <sup>9</sup>
	13	22EB	21.8	DE GONIA	0.9	1	2		f 7 54				5 09	7 22
65	13	26EB	25.9	TENNYSON	4.1	5	7		f 7 47				4 59	7 15
					5.1	6	10							
60	15	31EB	31.0	GENTRYVILLE					s 7 39	P. M.			4 48	7 01
		33EB	32.5	ROCKPORT JUNCTION	1.5	2	3		7 37	7 47			4 43	6 58
	75	34EB	33.5	WY LINCOLN CITY . D	1.0	1	2		s 7 35 <sup>42</sup>	7 45 <sup>10</sup>			4 40	6 55
	74	37EB	36.8	DALE . D	3.3	4	6		s 7 28	P. M.			4 28	6 25
35		39EB	39.3	HILL TOP	2.5	3	5		7 23				4 20	6 18
					1.7	2	3							
	16	41EB	41.0	JOHNSBURG				A. M.	f 7 20				4 15	6 15
	360	200W	47.7	WCY. HUNTINGBURG . N	6.7	8	12	11 00	7 10				4 00	6 00
	100	54EB	54.2	JASPER . D	6.5	8	12	s 10 15	P. M.				A. M.	A. M.
75	37	63EB	62.8	DUBOIS . D	8.6	10	15	s 8 50						
46	7	70EB	69.5	W.... CUZCO	6.7	8	12	f 8 30						
					2.7	3	5							
	6	72EB	72.2	NORTON				f 8 20						
45		74EB	73.6	BURTON TUNNEL	1.4	2	3	8 17						
	200	79EB	79.0	WY FRENCH LICK . N	5.4	6	10	8 00 <sup>5</sup>						
		80EB	80.0	WEST BADEN	1.0									
				Lv.				A. M.	P. M.	P. M.			A. M.	A. M.
						Pass.	Fr't.	Ex. Sun.	Daily	Ex. Sun.			Daily	Ex. Sun.
								6 Mixed	10	42			82	102

(St. L.-Lou.)



**EASTBOUND**

**LAWRENCEBURG AND LEXINGTON**  
(LOUISVILLE DIVISION)

**WESTBOUND 11**

SECOND CLASS			Capacity of Tracks in Cars		Station Nos.	Distance from Lawrenceburg	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		Minimum time in minutes between stations	FIRST CLASS		SECOND CLASS
85 Daily	Mixed 11 Ex. Sun.		Sidings	Other Tracks			STATIONS			Pass.	Fr't.	Mixed 12 Ex. Sun.
A. M. 12 05	A. M. 10 00	12	40	60	331W	0.0	Lv. Y. LAWRENCEBURG	Ar. N			A. M. 9 35	A. M. 3 30
12 15	10 10	f	18	36	3 X	2.6	TYRONE	2.6	4 7	f	9 20	3 22
12 30	10 25	f	42		6 X	5.9	MILNER	3.3	5 8	f	9 11	3 10
12 42	10 50	s	15	57	10 X	10.4	VERSAILLES	4.5	7 11	f	9 00	2 57
12 53	11 02	f		4	15 X	14.7	PISGAH	4.3	7 11	f	6 25	2 45
1 00	11 10	f		4	17 X	17.0	ELK CHESTER	2.3	4 6	f	6 18	2 38
1 08	11 18	f	28		19 X	19.0	VAN METER	2.0	3 5	f	6 13	2 33
1 30	11 35			918	24 X	24.0	WCT LEXINGTON	5.0	8 12	f	6 00	2 20
A. M. 85	Ex. Sun. 11 Mixed						Ar. Lv.		Pass. Fr't.	Ex. Sun. 12 Mixed		Daily 86

**EASTBOUND**

**BURGIN JCT. AND BURGIN**  
(LOUISVILLE DIVISION)

**WESTBOUND**

Capacity of Tracks in Cars			Station Nos.	Distance from Burgin	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		Minimum time in minutes between stations
Sidings	Other Tracks	STATIONS			All Trains		
			352W	4.1	Lv. BURGIN JCT.	Ar.	
	75	4 Z		0.0	BURGIN	Lv.	16
					Ar.		All Trains

**EASTBOUND**

**VERSAILLES AND GEORGETOWN**  
(LOUISVILLE DIVISION)

**WESTBOUND**

SECOND CLASS			Capacity of Tracks in Cars		Station Nos.	Distance from Versailles	TIME TABLE No. 48 EFFECTIVE APRIL 17, 1936		Minimum time in minutes between stations	SECOND CLASS	
Mixed 111 Ex. Sun.			Sidings	Other Tracks			STATIONS			All Trains	Mixed 112 Ex. Sun.
A. M. 6 45			15	57	10 X	0.0	Lv. Y. VERSAILLES	Ar. D			A. M. 8 50
f 6 52				1	2 Y	2.2	BONITA	2.2	7	f	8 37
f 7 01				10	5 Y	5.0	WALLACE	2.8	9	f	8 28
s 7 06			18	5	7 Y	7.1	MIDWAY	2.1	5	f	8 23
f 7 15				2	10 Y	10.0	KENNEY	2.9	9	s	8 23
f 7 22					12 Y	12.2	PEAK	2.2	7	f	8 11
f 7 26					13 Y	13.5	HERNDON	1.3	4	f	8 04
7 40	112			75	17 Y	16.7	WY. GEORGETOWN	3.2	10	f	8 00
A. M. 111 Mixed							Ar. Lv.		All Trains	Ex. Sun. 112 Mixed	

(St. L.-Lou.)

## SPECIAL INSTRUCTIONS

### CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

ALL REGULAR EASTBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule No. 72.  
 Train No. 302 is superior to Train No. 301, Lincoln City to Cannelton.  
 Train No. 102 is superior to Train No. 103, Huntingburg to Evansville.

1. Special instructions do not relieve employees from proper protection of their train according to Rule 99.

#### 2. ADDITIONAL INITIAL STATIONS (Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station. Clearance card must be received by all trains before leaving Union Station, St. Louis.

#### ADDITIONAL CLEARANCE CARD STATION (Rules 1141 and 1301)

East bound passenger trains must obtain clearance card before leaving Coapman.

Trains must obtain clearance card before leaving Huntingburg and Lawrenceburg.

Rockport and Cannelton branch trains must obtain clearance card before leaving Lincoln City.

#### 3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS (Rules 1142 and 1302)

Coapman,	Evansville,
Mt. Vernon,	Louisville (Central Station).
Shops,	Youngtown {
Princeton Passenger Station,	Caller Office
Huntingburg,	Round House,
New Albany (Yard Office),	F. Shanty,
Lincoln City,	Lawrenceburg,
	Danville,
	Lexington

#### 4. TRAIN REGISTERS (Rules 83, 222 and 1143)

St. Louis (Union Station),	Rockport,
Coapman,	Cannelton,
Shops,	Louisville (Central Station),
Huntingburg,	Fourth Avenue,
New Albany {	Lawrenceburg,
Yard Office	S. J. Tower,
Passenger Station,	Danville,
Evansville	Versailles,
Lincoln City,	Lexington.
Rockport Junction,	
French Lick,	

First-class trains only will register at passenger station, New Albany. Eastbound freight trains will register by ticket form 721 at New Albany except when displaying signals for a following section conductors must register in person.

First-class trains may register by ticket Form 721, at Coapman, New Albany Yard Office, Fourth Avenue, and S. J. Tower, except when displaying signals for a following section conductors must register in person.

Regular west bound Rockport Branch trains only will register at Rockport Junction

Freight trains may register by ticket form 721 at Huntingburg except when displaying signals for following section conductors must register in person.

Freight trains may register by ticket Form 721 at S. J. Tower.

West bound freight trains will register by ticket Form 721, at Fourth Avenue, except when displaying signals for a following section conductors must register in person.

Main line trains may register by ticket form 721 at Lawrenceburg except when displaying signals for following section conductors must register in person.

#### 5. STANDARD CLOCKS (Rule 3)

St. Louis,	French Lick,
Coapman,	Louisville (Central Station),
Mt. Vernon,	(Dispatcher's Office),
Shops (Telegraph Office),	Youngtown,
Huntingburg,	Danville,
New Albany (Yard Office)	Lexington.

#### 6. RAILROAD CROSSINGS AT GRADE

Interlocked— (Rules 98-601 to 683)	
V. & C. Junction.....	T. R. R. A.
Coapman.....	A. & S. R. R.
Centralia.....	M. I. R. R.
Centralia.....	I. C. R. R.
Mt. Vernon.....	C. & E. I. R. R.
Mt. Carmel.....	C. C. C. & St. L. Ry
West Junction.....	C. & E. I. R. R.
Princeton (New Main).....	C. & E. I. R. R.
New Albany "Vincennes Street".....	P. R. R.
Fourth Avenue.....	L. & N. R. R.
Floyd Street.....	L. & N. R. R.

#### Not Interlocked—

Fairfield.....	B. & O. R. R.
Browns.....	I. C. R. R.
Oakland City.....	E. I. & T. H. R. R.
Huntingburg.....	Evansville Branch.
New Albany "East Street".....	P. R. R.
New Albany "Vincennes Street".....	C. I. & L. Ry.
Evansville.....	C. & E. I. R. R.
L. S. Junction.....	I. C. R. R.
Shelbyville.....	L. & N. R. R.

All trains approach L. & N. crossing Shelbyville prepared to stop short of crossing and if safety gate is set against L. & N. then proceed without making safety stop.

#### 7. JUNCTIONS—(Rules 98 and 601 to 683)

##### Interlocked—

Centralia.....	C. B. & Q. R. R.
West Junction.....	Old & New Main
New Albany "Tenth St.".....	P. R. R.
New Albany "Vincennes Street".....	B. & O. R. R.-C. I. & L. Ry.
L. S. Junction.....	K. & I. T. R. R.
S. J. Tower.....	C. N. O. & T. P. Ry.

##### Not Interlocked—

Centralia.....	C. B. & Q. R. R.
East Junction.....	Old & New Main.
Enosville.....	A. W. & W. R. R.
Huntingburg.....	Ferdinand R. R.
Corydon Junction.....	L. N. A. & C. R. R.
New Albany "State St.".....	P. R. R.
Mile post 10.2 EB.....	E. S. & N.
Rockport Junction.....	Rockport Branch.
Lincoln City.....	Cannelton Branch.
French Lick.....	C. I. & L. Ry.
Lawrenceburg.....	Lexington Branch
Burgin Junction.....	Burgin Branch.
Burgin.....	C. N. O. & T. P. Ry
Versailles.....	Georgetown Branch.
Lexington.....	C. N. O. & T. P. Ry.
Georgetown.....	C. N. O. & T. P. Ry.

#### 8. DRAWBRIDGES—(Rules 98 and 601 to 683)

Wabash River Bridge.....	Mt. Carmel
Ohio River Bridge.....	Louisville

#### 9. ENDS OF DOUBLE TRACK—(Rules 151 to 153)

East St. Louis (Tenth St.) and XN Junction.
East St. Louis (Tenth St.) and Dyke (Yard Movement only)
LS Junction and Fourth Ave.

#### 12. TRAIN MOVEMENTS—(Rules 251 to 254, 281 to 283)

Between New Albany and Duncan, trains and engines will run on single track against opposing trains by Electric Train Staff, which will supersede time table authority and take the place of train orders. A train or engine must not proceed from New Albany or Duncan until staff is received from operator and in the actual possession of the engineman. Second class and inferior trains must return Staff to operator unless have sufficient running time to clear the time of first class trains in both directions.

Westbound freight trains must not back out of Duncan Siding.

No. 9 at Huntingburg will pull up at the station, then back up and head through the east wye.

No. 10 at Huntingburg will pull through east wye and back up to station.

Trains 9 and 10 at Huntingburg will move between St. Louis-Louisville main track and Evansville main track under yard limit rule No. 93.

Extra trains may run ahead of third-class trains without orders.

Between L. S. Junction and Fourth Avenue, trains and engines will run with the current of traffic by manual block and interlocking signals whose indications will supersede time-table superiority and will take the place of train orders.

Between Fourth Avenue and Floyd Street trains and engines will run on single track against opposing trains by manual block and interlocking signals whose indications will supersede time-table superiority and will take the place of train orders.

(St. L.-Lou.)

**HELPING TRAINS**

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

**13. YARD LIMITS**

(Rule 93)

East St. Louis-Coapman,	Ayrshire,	Rockport,
Miller,	Huntingburg,	Between L. S.
New Baden,	Milltown,	Junction and
Centralia,	Corydon Junction,	Prestonia,
Mt. Vernon,	New Albany,	Shelbyville,
Fairfield,	Evansville,	Lawrenceburg,
Albion,	Nestor-Boonville,	Harrodsburg,
Browns,	Lincoln City,	Burgin,
Mt. Carmel,	Jasper,	Tyrone,
Princeton,	French Lick,	Versailles,
Shops,	Tell City,	Lexington,
Oakland City,	Cannelton,	Georgetown,

**14. SPEED RESTRICTIONS**

East St. Louis.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Belleville.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Germantown.....	Through trains.....	20 miles per hour.
	Other trains.....	10 miles per hour.
Centralia.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Mt. Vernon.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Wayne City.....	All trains.....	10 miles per hour.
Fairfield.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Browns.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Bellmont.....	Passenger trains.....	12 miles per hour.
	Freight trains.....	8 miles per hour.
Mt. Carmel.....	Passenger trains.....	10 miles per hour.
	Freight trains.....	6 miles per hour.
Princeton.....	Passenger trains.....	8 miles per hour.
	Freight trains.....	6 miles per hour.
Francisco.....	All trains.....	10 miles per hour.
Huntingburg.....	All trains.....	6 miles per hour.
Milltown.....	All trains.....	10 miles per hour.
New Albany.....	All trains.....	10 miles per hour.
Evansville.....	Passenger trains.....	12 miles per hour.
	Freight trains.....	8 miles per hour.
Rockport.....	All trains.....	8 miles per hour.
Tell City.....	All trains.....	6 miles per hour.
Troy.....	All trains.....	4 miles per hour.
Shelbyville.....	All trains.....	6 miles per hour.
Lawrenceburg.....	All trains.....	3 miles per hour.
Harrodsburg.....	All trains.....	10 miles per hour.
Versailles.....	All trains.....	4 miles per hour.
Lexington.....	All trains.....	6 miles per hour.
Midway.....	All trains.....	7 miles per hour.

Trains handling steam derricks, ditching machines, pile drivers, steam shovels and revolving cranes will not exceed a speed of 25 miles per hour.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

All trains reduce speed six miles per hour over Main street crossing Belleville.

All trains 15 miles per hour on C. B. & Q. tracks Centralia.

Trains or engines must not exceed three miles per hour over any of the fixed spans of Wabash River Bridge Mt. Carmel.

All trains on old main 20 miles per hour over switch West Junction.

East-bound freight trains must stop at Duncan to inspect train.

Trains must not exceed twenty miles per hour between switches at English and Marengo, or over East and West switches at Milltown.

Coupled engines must not exceed speed of 20 miles per hour as follows:

Golden Hollow Viaduct, 220-0.	Big Blue River Bridge, 240-6.
Western Twin Viaduct, 220-6.	Salisbury Viaduct, 251-0.
Eastern Twin Viaduct, 220-8.	Big Indian Creek, 252-2.
Millers Hollow Viaduct, 226-8.	

All trains approach French Lick under control expecting to find main track occupied by other trains.

Westbound passenger trains reduce speed to 30 miles per hour and west-bound freight trains reduce speed to 20 miles per hour around old washer curve east of Lake.

Passenger trains reduce speed to 35 miles and freight trains to 25 miles per hour over track shown below.

Curve mile post 37, Mill switch Germantown, reverse curve west of mile post 48, Dix curve, reverse curve just west of mile post 82, two curves east of Fairfield mile post 118 and 119.3, curves Murens, Ayrshire and Iron Bridge, through Birdseye, Riceville, Taswell, three curves west of Temple, curves between Temple and Marengo tunnel, three curves just west of Milltown and around big curve just west of Tunnel No. 2.

All trains reduce speed to 5 miles per hour over street car crossing North Willow Road, Evansville.

All trains reduce speed to 25 miles per hour over curve west of Ferdinand Railroad Evansville Branch.

All trains reduce speed to 15 miles per hour over L. & N. crossing Floyd Street.

West-bound trains ten miles per hour over highway just west of Buechel station.

Eastbound trains reduce speed to 30 miles per hour between Pope Lick viaduct and mile post 25.

All trains must stop at Main St. Crossing, Lawrenceburg.

All trains reduce speed to ten miles per hour over Kentucky River bridge on Lexington branch, and six miles per hour over Elkhorn Creek bridge 9-1-Y and Cane Run bridge 14-Y on Georgetown branch.

**15. ENTRANCE SWITCH TO SIDINGS**

(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding. When a train which is to hold the main track is first to arrive at meeting point, fixed by train order switch must be properly set for opposing train to enter siding.

Where there are two parallel sidings enter the right hand track.

Trains meeting at Huntingburg. Westbound inferior trains take siding at cross-over switch East of coal chute. Eastbound inferior trains take siding West switch No. 1 track old yard.

**16. MANUAL BLOCKS**

(Rules 301 to 383)

Manual block system is effective between Mt. Carmel and Duncan.

Inferior trains must not occupy the main track in any block when a first-class train is due to enter same block at the first block station in advance or in the rear.

**17. ROAD CROSSINGS**

(Rules 30 and 31)

In Illinois beginning not more than ninety rods and not less than eighty rods from each road crossing the bell must be rung continuously and the whistle sounded alternately until engine is within fifty feet of the crossing.

In Indiana beginning not more than one hundred rods and not less than eighty rods from each road crossing the bell must be rung continuously and the whistle sounded alternately until engine reaches the crossing.

In Kentucky beginning not less than fifty rods from each road crossing the bell must be rung or the whistle sounded continuously or alternately until engine reaches the crossing.

(St. L.-Lou.)

**SPECIAL INSTRUCTIONS—Continued**

**LOCATION OF NON-CLEARANCE STRUCTURES**

Bridges and Tunnels will not clear the heads of persons standing on top of any covered car, and following described water cranes, signal posts, etc., are in close proximity to the tracks and will not permit of a person riding on side of car, or engine step or leaning out gangway or cab of engine or exposing his body near them, to-wit:

**MAIL CRANES**—A mail crane will not clear persons riding on side of car step or tank step or leaning out of the gangway or cab of an engine while arms of crane are in use holding mail bag. It is not safe to hang on side of car or engine while passing any mail cranes, the lower foundations of which have a clearance of 7 feet from center of track.

All through bridges have a lateral clearance of 7 feet from center of track. This clearance is unsafe for a person on side of box car while train is in motion. Stock pen chutes on side tracks will not clear a person riding on side of car or leaning out of gangway or cab of engine.

**WATER CRANE** on main line and Evansville Branch at Huntingburg, and on engine track at New Albany, will not clear a person riding on side of car or engine step, or leaning out of gangway or cab of engine. Box Car Loader at Shiloh and New Baden Mines; Coal Chutes at Princeton (also sand house), Mt. Vernon and Lawrenceburg will not clear a person on top, or on side of car, or leaning out of gangway or cab of engine. Gravel tipple track No. 5, Rockport, Stone chutes at Marengo, Milltown and Tyrone Quarries will not clear engine or man on top of or side of any car.

**Between St. Louis and Princeton**

**BRIDGES. LOCATION.**

L. & N. R. R. Crossing, Belleville.

No. 151.4w, Through Bridge..... Wabash River, Mt. Carmel

**Between Princeton and Louisville**

**BRIDGES. LOCATION.**

Through Bridge over Blue River on Stone Quarry Track, Milltown.

**TUNNELS. LOCATION.**

- Tunnel No. 1.....Bet. New Albany and Duncan.
- Tunnel No. 2.....Bet. Georgetown and Crandall.
- Tunnel No. 3.....Bet. Ramsey and Depauw.
- Tunnel No. 4.....Bet. Marengo and Temple.
- Tunnel No. 5.....Bet. English and Taswell.

**Between Louisville and Danville**

**BRIDGES. LOCATION.**

Overhead highway bridge M. P. 31.2.

Overhead highway bridge at 7th Street, Shelbyville.

**LOAD LIMITS**

The weight of engines and cars is limited as follows:

**BETWEEN EAST ST. LOUIS AND LOUISVILLE.  
BETWEEN EVANSVILLE AND WEST BADEN.**

KIND	TYPE	TOTAL WEIGHT
Pacific.....	4-6-2	235,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Mikado.....	2-8-2	(a) 292,500 lbs.
Yard Engines.....	0-6-0	145,000 lbs.
Derricks.....		171,600 lbs.
Loaded Cars.....		(b) 210,000 lbs.

(a) May be operated between Evansville and West Baden and Princeton M. P. 162.6 and M. P. 205 with speed reduced to 25 miles per hour over Patoka River Bridges 182.6 and 191.0.

(b) No restrictions except cars weighing 169,000 lbs. or over between Centralia and Louisville must have spacer car at each end weighing not over 103,000 lbs.

Coupled engines may be operated except that over Wabash River Bridge 151.4 when either engine weighs over 172,000 lbs., they must be separated by two spacer cars each weighing not over 120,000 lbs.

**Between LINCOLN CITY AND ROCKPORT.**

KIND	TYPE	TOTAL WEIGHT
Pacific.....	4-6-2	235,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Derricks.....		171,600 lbs.
Loaded Cars.....		210,000 lbs.

(St. L.-Lou.)

**Between LINCOLN CITY AND CANNELTON.**

KIND	TYPE	TOTAL WEIGHT
Pacific.....	4-6-2	235,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Derricks.....		171,600 lbs.
Loaded Cars.....		210,000 lbs.

**Between LOUISVILLE AND DANVILLE.**

KIND	TYPE	TOTAL WEIGHT
Mikado.....	2-8-2	292,500 lbs.
Pacific.....	4-6-2	300,000 lbs.
Mountain.....	4-8-2	334,240 lbs. L. & N. Detour
8-wheel switch.....	0-8-0	214,000 lbs.
Derrick.....		241,000 lbs.
Loaded cars.....		210,000 lbs.

Coupled engines may be operated.

**Between LAWRENECBURG AND LEXINGTON.**

**Between HARRODSBURG AND BURGIN.**

KIND	TYPE	TOTAL WEIGHT
Consolidation.....	2-8-0	172,000 lbs.
10 Wheel.....	4-6-0	172,000 lbs.
Loaded Cars.....		140,000 lbs. (a) 169,000 lbs.
Derricks.....		(a) 144,000 lbs.

Coupled engines may be operated except over Cedar Brook Viaduct and Young's High Bridge.

(a) Over 140,000 lbs. must have spacer car at each end not over 110,000 lbs.

**Between VERSAILLES AND GEORGETOWN.**

KIND	TYPE	TOTAL WEIGHT
Consolidation.....	2-8-0	127,000 lbs.
10 Wheel.....	4-6-0	127,000 lbs.
Loaded Cars.....		136,000 lbs. (a) 169,000 lbs.
Derricks.....		(a) 144,000 lbs.

(a) Over 136,000 lbs. must have spacer car at each end not over 90,000 lbs.

**HOSPITALS**

- St. Mary's Hospital.....East St. Louis, Ill.
- St. Elizabeth's Hospital.....Belleville, Ill.
- St. Mary's Hospital.....Centralia, Ill.
- Methodist Hospital.....Princeton, Ind.
- St. Edward's Hospital.....New Albany, Ind.
- Sts. Mary & Elizabeth Hospital.....Louisville, Ky.

**VETERINARIANS**

- F. R. Butz, Chief Veterinarian.....Cincinnati, O.
- R. Rives.....East St. Louis, Ill.
- C. A. Davidson.....Princeton, Ind.
- Dr. G. E. Norman.....Jasper, Ind.
- F. A. Krausgrille.....New Albany, Ind.
- H. C. Harthill.....Louisville, Ky.
- M. H. Doller.....Danville, Ky.
- Dr. C. G. Ryle.....Georgetown, Ky.

**LIVE STOCK AGENTS**

- V. A. SLAUGHTER, General Live Stock Agent.....Washington, D. C.
- J. J. HOOPER, Live Stock Claim Agent.....Washington, D. C.
- R. S. TAYLOR, Route Agent.....Cincinnati, O.

**WATCH INSPECTORS**

- R. P. Wiggins, 123 N. 18th St.....St. Louis, Mo.
- Zerwick Jewelry Co.....East St. Louis, Ill.
- F. G. Wehrle and Son, 16 E. Main St.....Belleville, Ill.
- W. Roy Price.....Mt. Vernon, Ill.
- Herman Vollmer.....Princeton, Ind.
- E. J. Welp.....Huntingburg, Ind.
- Herbert Dieckman.....Evansville, Ind.
- Jacob Roland.....Cannelton, Ind.
- W. H. Nuetzel.....Rockport, Ind.
- J. O. Endris.....New Albany, Ind.
- B. Weinberg, 305½ S. Fifth Street.....Louisville, Ky.
- E. H. Kahn.....Danville, Ky.
- V. Webb Kidd, 116 S. Limestone.....Lexington, Ky.
- Hill's Jewelry Store.....Georgetown, Ky.

LIST OF SURGEONS

Dr. Chas. H. Starkel (Chief Surgeon)	Belleville, Ill.
Dr. C. P. Renner (Local Surgeon)	Belleville, Ill.
Dr. M. L. Klinefelter, Orthopedic Surgeon	St. Louis, Mo.
Dr. A. B. McQuillan, Assistant, 1st Nat'l. Bank Bldg.	East St. Louis, Ill.
Dr. E. C. Spitze, Oculist	East St. Louis, Ill.
Dr. E. C. Asbury	New Baden, Ill.
Dr. A. L. Fischer	Hoffman, Ill.
Dr. J. B. Meirink	Germantown, Ill.
Dr. W. D. Richardson	Centralia, Ill.
Dr. F. M. Edwards, Assistant	Centralia, Ill.
Dr. Todd B. Ward	Mt. Vernon, Ill.
Dr. L. W. Young	Fairfield, Ill.
Dr. A. L. Boston	Albion, Ill.
Dr. C. F. Bruan	Belmont, Ill.
Dr. S. W. Schneek	Mt. Carmel, Ill.
Dr. M. P. Hollingsworth	Princeton, Ind.
Dr. Charles A. Miller	Princeton, Ind.
Dr. A. H. Rhodes, Oculist	Princeton, Ind.
Dr. J. W. McGowan	Oakland City, Ind.
Dr. E. G. Lukemeyer	Huntingburg, Ind.
Dr. F. R. Gobble	English, Ind.
Dr. Novy Gobble, Asst.	English, Ind.
Dr. Jesse J. Johnson	Milltown, Ind.
Dr. G. D. Baker	Crandall, Ind.
Dr. H. K. Engleman	Georgetown, Ind.
Dr. W. H. Garner, Res. 922 E. Spring St., Office, Bank and Spring Sts.	New Albany, Ind.
Dr. Carl Schoen, Assistant, Res. 1725 State St., Office, Bank and Spring Sts.	New Albany, Ind.
Dr. J. N. Jerome, 703 SE. 2nd St.	Evansville, Ind.
Dr. J. Guy Hoover	Boonville, Ind.
Dr. E. E. Allenbaugh	Dale, Ind.
Dr. Leo A. Salb	Jasper, Ind.
Dr. J. R. Dillinger	French Lick, Ind.
Dr. Porter J. Coultas	Tell City, Ind.
Dr. D. D. Conner	Cannelton, Ind.
Dr. Calder D. Ehrman	Rockport, Ind.
Dr. Herman Humphrey, Res. 1412 Goddard Ave., Tel. Highland 5950, Office 1108-09-10 Heyburn Bldg., Tel. Jackson 2353	Louisville, Ky.
Dr. L. Ray Ellars, Asst., Res. 521 S. Western Parkway, Tel. Shawnee 0100, Office 1108-09-10 Heyburn Bldg., Tel. Jackson 2353	Louisville, Ky.
Dr. Gaylord C. Hall, Oculist, Room 705 Brown Bldg.	Louisville, Ky.
Dr. Wm. R. Pryor, Asst. Oculist, Heyburn Bldg.	Louisville, Ky.
Dr. J. R. Shacklett	Jeffersonstown, Ky.
Dr. E. B. Smith	Shelbyville, Ky.
Dr. J. F. Jesse	Waddy, Ky.
Dr. J. W. Gilbert	Lawrenceburg, Ky.
Dr. D. Hunter Coleman	Harrodsburg, Ky.
Dr. J. R. Cowan	Danville, Ky.
Dr. Geo. H. Gregory	Versailles, Ky.
Dr. William D. Reddish	Lexington, Ky.
Dr. Robert L. Carrick, Oculist	Lexington, Ky.

DIVISION OFFICERS

J. FRITZ, Superintendent of Terminals	East St. Louis, Ill.
C. W. PATES, Train Master	Huntingburg, Ind.
A. McFATRIDGE, Assistant Train Master	Princeton, Ind.
E. F. BAKER, Train Master	Louisville, Ky.
J. H. DEVNEY, Chief Dispatcher	Louisville, Ky.
R. H. SHIVELL, Dispatcher	Louisville, Ky.
J. ECKERTY, Dispatcher	Louisville, Ky.
J. R. DEARING, Dispatcher	Louisville, Ky.
R. O. GILLEY, Dispatcher	Louisville, Ky.
E. A. CAMP, Dispatcher	Louisville, Ky.
E. F. NORTH, Dispatcher	Louisville, Ky.
C. E. WILLIS, Dispatcher	Louisville, Ky.
L. H. MILLER, Dispatcher	Louisville, Ky.
F. P. WILLIAMS, Dispatcher	Louisville, Ky.
W. S. LAFOLLETTE, Dispatcher	Louisville, Ky.
R. O. McLIN, Dispatcher	Louisville, Ky.
F. I. GEDDES, Dispatcher	Louisville, Ky.
R. M. CRAWFORD, Dispatcher	Louisville, Ky.
J. C. ELLIS, Dispatcher	Louisville, Ky.
J. H. PETERS, Dispatcher	Louisville, Ky.

(St. L.-Lou.)

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	Between St. Louis and Danville		LOCATION
	Station No.	Miles	
Lake	9 W.	8.6 W.	
Avery Mine (On old main line)	13 W.	13.0 W.	
Oak Hill Mine	14 W.	13.8 W.	
Schurman Mine	15 W.	14.7 W.	
Glendale Mine	16 W.	15.5 W.	
Star Brewery	18 W.	17.7 W.	
Muren Mine	18 W.	18.6 W.	
Little Oak Mine	21 W.	20.7 W.	
Shiloh	22 W.	22.3 W.	
Scott Field	24 W.	24.1 W.	
Zachary	48 W.	47.7 W.	
*Okaw	51 W.	51.1 W.	
*Idlewood	83 W.	82.7 W.	
Boyleston	113 W.	112.7 W.	
Merriam	122 W.	121.8 W.	
Ellery	129 W.	129.1 W.	
*East Mt. Carmel	152 W.	152.0 W.	
Lyle	157 W.	156.7 W.	
Douglas	166 W.	166.4 W.	
Mine Junction	168 W.	168.2 W.	
Liberty Mine	172 W.	172.0 W.	
Enosville	177 W.	176.8 W.	
Ayrshire Nos. 7 and 8 Mines (No. 5 Switch)	181 W.	180.5 W.	
Stapleton	193 W.	192.7 W.	
Duff	195 W.	194.9 W.	
Kyana	209 W.	209.0 W.	
Mentor	213 W.	213.1 W.	
Goetz Brick Yard	266 W.	266.3 W.	
Prestonia	278 W.	10.1 W.	
Whitner	281 W.	12.9 W.	
*Dravo	285 W.	17.2 W.	
*Bryan	286 W.	17.9 W.	
*L. S. Park	298 W.	30.5 W.	
Veechdale	300 W.	32.5 W.	
McBrayer	336 W.	4.5 X.	
Vanarsdell	342 W.	10.5 X.	
Convoy	347 W.	15.6 X.	

Between Evansville and French Lick

Smythe	4 EB.	3.6 EB.
Garvin	5 EB.	4.7 EB.
Bryan Mine	11 EB.	10.5 EB.
Erie Canal Mine	11 EB.	11.0 EB.
Korff's Mine	14 EB.	13.9 EB.
Pigeon Creek Mine	18 EB.	17.8 EB.
Scales Mine	18 EB.	18.1 EB.
Sunlight	18 EB.	18.3 EB.
*Crystal	66 EB.	66.2 EB.

Branches

Dunn's Switch (Cannelton Branch)	7 LC.	7.4 LC.
*Young's High Bridge (Lexington Branch)	4 X.	66.6 W.
*Cleveland (Lexington Branch)	12 X.	76.4 W.
*Payne (Lexington Branch)	21 X.	83.4 W.
*Viley's (Georgetown Branch)	3 Y.	3.0 Y.

Note.—Stations marked \* have no local or team tracks.

# LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN TENDER AND CABOOSE

BETWEEN	EAST AND WESTBOUND, CONSOLIDATED				
	22 in. x 30 in. Cylinder Class 600, 700, and 800 Superheated	25 in. x 30 in. Cylinder Class 725, 781, 786 and 835	Mikado 27 in. x 30 in. Cylinder Class 4500	21 in. x 28 in. Cylinder Class 400 and 500	
Coapman and Cooper	1450	1550		1100	
Cooper " Mt. Carmel	1850	1950		1400	
Mt. Carmel " Princeton	2200	2300		1700	
Princeton " Huntingburg	1750	1850	2200	1250	
Huntingburg " Alton	1150	1250	1450	800	
Alton " Danville	1550	1650	1850	1150	
Alton " Lexington				850	
Huntingburg " Evansville	1650	1950	2125	1325	
Huntingburg " French Lick	2150	2250	2600	1400	

Third Class or extra trains west bound Cooper to Coapman will fill at Cooper to 4,000 tons.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineman will be sent by wire to the Chief Dispatcher. Conductor will make written report upon arrival at terminal.

## NOTES

### ST. LOUIS DIVISION.

Time of trains between St. Louis Union Station and Broadway is shown only for convenience; trains between those points will be governed by rules and Time Table of Terminal R. R. Association of St. Louis.

At Centralia between C. B. & Q. Junction Switches, all trains will be governed by rules and Time Table of C. B. & Q. R. R. and proceed as way is seen to be clear.

Nos. 23 and 24 stop on signal Scott Field

Nos. 23, 2 and 24 stop Washington Ave., St. Louis

Nos. 23 and 24 stop on signal Boyleston

Nos. 23 and 24 stop on signal Merriam

Nos. 23 and 24 stop on signal Ellery

Nos. 23 and 24 stop on signal Lyle

Nos. 23 and 24 stop on signal Duff.

Train 24 will stop at stations between New Albany and Huntingburg to pick up pay passengers for points west of Huntingburg, and to discharge pay passengers from points east of Louisville.

Nos. 9 and 10 stop on signal Kyana

No. 1 will discharge passengers for points between Huntingburg and New Albany at Huntingburg to be picked up by train No. 9. Agents in selling tickets for this train to such points should sell to Huntingburg only and instruct passengers to purchase local tickets at this point.

Time of trains between New Albany and Youngtown or Louisville Central Station is shown only for convenience.

Between State Street and 10th Street, New Albany, all trains will be governed by rules and Time Table of Pennsylvania R. R.

Between 10th Street, New Albany, and Youngtown or Thirteenth Street Louisville, all trains will be governed by rules and Time Table of K. & I. T. R. R.

Between Thirteenth Street and Central Station, Louisville, all trains will be governed by rules and Time Table of I. C. R. R.

Normal position of switch at East Junction will be set and locked for main line via shops.

Between French Lick and West Baden all trains will be governed by rules and Time Table of C. I. & L. R. R. Times of trains between these points is shown only for convenience.

### LOUISVILLE DIVISION.

Between Thirteenth Street and Central Station, Louisville, all trains will be governed by rules and Time Table of I. C. R. R. Time of trains between these points is shown only for convenience.

Between L. S. Junction and Youngtown or Thirteenth Street, Louisville, all trains will be governed by the rules and Time Table of K. & I. T. R. R. Time of trains between these points is shown only for convenience.

Between S. J. Tower and Danville all trains will be governed by the rules and Time Table of C. N. O. & T. P. Ry. Time of trains between these points is shown only for convenience.

Nos. 23 and 24 stop on signal North Main Street, Lawrenceburg.

Nos. 1 and 2 stop on signals Virginia Avenue, Whitner, Dravo, Bryan, L. S. Park, Veechdale, North Main Street Lawrenceburg, McBrayer, Vanarsdell.

Nos. 11 and 12 stop on signal at Young's High Bridge, Cleveland and Payne.

Nos. 111 and 112 stop on signal at Viley's.

All trains, while on tracks of C. N. O. & T. P. R. R. at Burgin, Lexington and Georgetown, will be governed by rules and time tables of that Company.

**WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW, SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES:**

Train No.	Station	Wait for	Train	Time	Train No.	Station	Wait for	Train	Time
23	St. Louis	Connections		10 minutes	24	Danville	C.N.O.&T.P.	44	1 hour, 30 minutes
42	Lincoln City		10	Indefinitely	24	Danville	C.N.O.&T.P.	2	30 minutes, when passengers are reported
					2	Danville	C.N.O.&T.P.	4	15 minutes