

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

ST. LOUIS AND LOUISVILLE DIVISIONS

TIME TABLE No.

71

Effective 12:01 A. M. (Central Time)

SUNDAY, JUNE 10, 1945

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CLARK HUNGERFORD - - - - - General Manager
L. M. TRIPLETTE - - General Superintendent Transportation
E. L. KEISTER - - - - - Superintendent

ST. LOUIS AND PRINCETON—EASTBOUND

Capacity of Tracks in Cars		Station Nos.	Distance from St. Louis	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945 STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
Sidings	Other Tracks				23 Daily	51 Daily	57 Daily	59 Daily	61 Ex. Sun.	63 Ex. Sun.	
				Lv.	A. M.		A. M.	P. M.	P. M.	A. M.	A. M.
		0W		ST. LOUIS (Un. Sta.) N	6 30						
		3W	3.2	X RELAY	6 50						
		3W	3.3	X BROADWAY	6 52						
		4W	4.0	XY TENTH STREET	6 55		A. M.	P. M.	P. M.	A. M.	
	Yard	6W	5.8	XCWT COAPMAN N	7 00	61	2 00	12 30	7 00	7 10	23
		8W	7.7	X N JUNCTION	7 06	56 61	2 10	12 40	7 10	7 16	56 23
58	50	13W	13.1	W COOPER P	7 16		2 30	1 00	60	7 30	
	37	16W	16.0	BELLEVILLE JCT. D	7 20		2 36	1 06		7 34	
	75	17W	17.5	BELLEVILLE	7 25	s					
48		20W	20.4	MILLER P	7 32		2 45	1 15		7 45	
51	5	25W	25.4	SCOTT FIELD	7 45	s	2 53	1 23		7 53	8 06
47	31	33W	32.9	NEW BADEN N	7 55	s	3 05	1 35		8 05	8 30
	22	38W	38.0	ALBERS D	8 02	f	3 12	1 42		8 12	8 40
47	35	42W	42.1	W. GERMANTOWN D	8 08	f	3 19	1 49	52	8 19	8 50
54	21	47W	46.6	BARTELSON DP	8 16	f	3 26	1 56		8 26	9 00
	27	53W	52.9	POSEY	8 24	f	3 38	2 08		8 38	9 10
52	8	58W	57.6	HOFFMAN	8 32	f	3 46	2 16		8 46	9 38
54	55	65W	63.1	XW CENTRALIA NP	8 39	60	3 58	2 24	54	8 58	10 05
54	8	72W	72.1	WALNUT HILL D	9 11	f	4 15	2 37		9 15	10 37
54	15	78W	78.2	DIX	9 20	f	4 25	2 46		9 30	10 56
W44 E51	Yard	87W	87.3	XWCY MT. VERNON N	9 35	s	4 40	3 09	24	9 50	11 30
51		93W	93.4	MARLOW	9 51	f	5 05	3 50		10 10	A. M.
	23	96W	96.1	BLUFORD	9 57	f	5 10	3 55		10 15	6 25
	30	102W	101.8	KEENES	10 05	f	5 20	4 05		10 25	6 40
57	24	105W	104.7	W. WAYNE CITY DP	10 11	62	5 25	4 12		10 32	7 10
	21	108W	107.8	SIMS	10 16	f	5 30	4 17		10 37	7 25
38		112W	111.7	CAMPBELL	10 22		5 40	4 23		10 43	7 45
56	34	118W	117.6	X FAIRFIELD N	10 35	52	5 50	4 35		10 55	8 15
55	22	126W	126.1	W. GOLDEN GATE D	10 49	s	6 05	4 50		11 10	8 45
39	30	134W	134.4	ALBION D	11 04	s	6 20	5 05		11 25	9 15
60	19	139W	138.5	X BROWN'S D	11 12	s	6 30	5 15		11 35	9 50
	45	143W	142.6	BELLMONT D	11 18	f	6 40	5 23		11 43	10 15
68	10	146W	145.7	MAUD	11 23	f	6 50	5 27		11 47	10 23
24	60	151W	151.1	XW MT. CARMEL NP	11 40	s	7 00	5 37	54	11 57	10 50
51		158W	158.0	BECK DP	11 55		7 20	5 55		12 15	AM
	Yard	163W	162.6	XWYCT PRINCETON N	12 10	PM	7 45	6 10		12 30	11 25
				Ar.			A. M.	P. M.		A. M.	A. M.
					Daily		Daily	Daily		Ex. Sun.	Ex. Sun.
					23		51	57		59	61

Capacity of Tracks in Cars		Station Nos.	Distance from St. Louis	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945	FIRST CLASS			SECOND CLASS			THIRD CLASS	
Sidings	Other Tracks				STATIONS	24 Daily			56 Daily	52 Daily	54 Daily	60 Ex. Sun.
				Ar.	P. M.							
		0W		ST. LOUIS (Un. Sta.) N	6 45							
		3W	3.2	X RELAY	6 15							
		3W	3.3	X BROADWAY	6 07							
		4W	4.0	XY TENTH STREET	6 05							
	Yard	6W	5.8	XCWT COAPMAN N	6 01			8 00	4 20	12 10 AM	1 30	
		8W	7.7	X N JUNCTION	5 50			7 00 ²³ ₆₁	2 50	11 01	1 12	
58	50	13W	13.1	W COOPER P	5 40			6 47	2 40	10 45	1 00 ⁵⁷	
	37	16W	16.0	BELLEVILLE JCT. D	5 35			6 41	2 35	10 40	12 45	
	75	17W	17.5	BELLEVILLE	5 30							
48		20W	20.4	MILLER P	5 18			6 33	2 25	10 30	12 30 PM	
51	5	25W	25.4	SCOTT FIELD	5 10			6 25	2 17	10 20	11 55	
47	31	33W	32.9	NEW BADEN N	4 56			6 14	2 07	10 05	11 30	
	22	38W	38.0	ALBERS D	4 49			6 05	2 00	9 57	10 55	
47	35	42W	42.1	W. GERMANTOWN D	4 43			5 58	1 49 ⁵⁷	9 50	10 30	
54	21	47W	46.6	BARTELSON DP	4 35			5 50	1 25	9 40	10 02	
	27	53W	52.9	POSEY	4 27			5 40	1 15	9 30	9 48	
52	8	58W	57.6	HOFFMAN	4 20			5 30	1 03	9 20	9 38 ⁶¹	
54	55	65W	63.1	XW CENTRALIA NP	4 00			5 17	12 47	8 58 ⁵⁹	8 39 ²³	
54	8	72W	72.1	WALNUT HILL D	3 40			5 05	12 30	8 38	7 55	
54	15	78W	78.2	DIX	3 30			4 55	12 16	8 27	7 45	
W44 E51	Yard	87W	87.3	XWCY MT. VERNON N	3 09 ⁵⁷			4 40 ⁵¹	12 01 PM	8 10	7 30	10 50
51		93W	93.4	MARLOW	2 59			4 17	11 40	7 47	A. M.	10 35
	23	96W	96.1	BLUFORD	2 54			4 05	11 35	7 38		10 29
	30	102W	101.8	KEENES	2 45			3 55	11 23	7 28		10 17
57	24	105W	104.7	W. WAYNE CITY DP	2 39			3 50	11 11	7 23		10 11 ²³
	21	108W	107.8	SIMS	2 34			3 45	10 55	7 18		9 25
38		112W	111.7	CAMPBELL	2 28			3 38	10 50	7 12		9 15
56	34	118W	117.6	X FAIRFIELD N	2 18			3 26	10 35 ²³	6 57		9 05
55	22	126W	126.1	W. GOLDEN GATE D	2 03			3 12	10 14	6 37		8 45 ⁶³
39	30	134W	134.4	ALBION D	1 52			2 57	9 58	6 22		8 00
60	19	139W	138.5	X BROWN'S D	1 45			2 46	9 50 ⁶³	6 12		7 45
	45	143W	142.6	BELLMONT D	1 38			2 40	9 42	6 03		7 35
68	10	146W	145.7	MAUD	1 33			2 35	9 38	5 57		7 25
24	60	151W	151.1	XW MT. CARMEL NP	1 25			2 25	9 29	5 37 ⁵⁷		7 00 ⁵¹
51		158W	158.0	BECK DP	1 10			2 10	9 13	5 15		6 15
	Yard	163W	162.6	XYWCT PRINCETON N	1 00			1 45	9 00	5 00		6 00
				Lv.	P. M.			A. M.	A. M.	P. M.	A. M.	A. M.
					Daily			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
					24			56	52	54	60	62

PRINCETON AND LOUISVILLE—EASTBOUND (ST. LOUIS DIVISION)

Capacity of Tracks in Cars	Siding/Other Tracks	Station Nos.	Distance from St. Louis	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945	FIRST CLASS			SECOND CLASS				THIRD CLASS	
					23 Daily	81 Daily	59 Daily	51 Daily	57 Daily	67 Ex. Sun.			
				STATIONS									
				Lv.	P. M.		A. M.	A. M.	A. M.	P. M.	A. M.		
..	Yrd.	163W	162.6	XYWCTPRINCETONN	s 12 10			12 50	8 00 ⁵²	6 35	5 45		
..	..	164W	164.2	EAST JUNCTION.P	12 25			12 55	8 05	6 40	5 50		
40	26	170W	169.9	FRANCISCO .DP	f 12 35 ²⁴ ₆₆			1 05 ⁵⁶	8 15	6 50	5 57		
48	35	176W	175.5	X OAKLAND CITY .NP	s 12 44			1 15	8 25	7 00	6 07		
55	100	182W	182.1	XW AYRSHIRE .P	12 56			1 33	8 37	7 12	6 20		
..	23	184W	183.8	WINSLOW .D	s 1 01			1 50	8 40	7 15	6 25		
54	..	188W	188.0	Y HARTWELL JCT. NP	1 06			1 59	8 48	7 23	6 55 ⁵²		
54	..	196W	195.9	WOODS .P	1 17		A. M.	2 15	9 05	7 40	7 05		
..	Yrd.	200W	199.6	XWCY HUNTINGBURG NP	s 1 40		12 01 ⁵⁶	2 50 ⁸²	9 35	8 15	7 20		
46	20	207W	206.4	ST. ANTHONY NP	f 1 55		12 20	3 05	9 50	8 35	7 35		
..	24	215W	214.5	BIRDSEYE .DP	s 2 07		12 38	3 25	10 15	9 00	7 51		
40	7	217W	216.5	RICEVILLE NCP	2 10		12 42	3 29	10 20 ⁶⁶	9 04	7 55		
..	18	219W	219.4	W. ECKERTY .D	f 2 16		12 47	3 34	10 27	9 10	8 01		
32	11	223W	222.8	TASWELL .N	f 2 24 ⁵⁴		12 53	3 40	10 45 ²⁴	9 17	8 08		
16	19	229W	228.9	ENGLISH .DP	s 2 36		1 07	3 53	11 05	9 30	8 30		
43	4	232W	231.8	TEMPLE .NCP	2 40		1 11	3 58	11 15	9 35	8 35		
47	15	236W	236.3	MARENGO .DP	s 2 52		1 25 ⁸²	4 10	11 28	9 47	8 50 ⁶⁶		
38	100	241W	240.6	XW MILLTOWN NP	s 3 02		1 40	4 45 ⁵²	11 45	10 10 ⁵⁶	10 07 ²⁴		
47	10	244W	244.4	DE PAUW .DP	f 3 13		1 52	4 53	11 57	10 20	10 30		
39	8	248W	248.0	RAMSEY .NCP	s 3 25		2 00	5 00	12 06 ^{PM}	10 28	11 00		
..	19	251W	251.2	X CORYDON JCT. DP	s 3 35		2 06	5 07	12 14	10 35	11 10		
33	8	254W	253.5	CRANDALL .DP	s 3 45		2 12	5 12	12 21	10 39	11 15		
28	9	259W	259.4	GEORGETOWN .D	s 3 59		2 25	5 24	12 30 ⁵⁴	10 52	11 30		
28	81	262W	262.4	X DUNCAN .N	f 4 05		2 30	5 30	12 37	10 57	11 35		
..	195	268W	268.3	XW NEW ALBANY.N	s 4 15		2 45	5 45	12 55	11 15	11 55 ⁵⁴		
..	Yrd.	271W	270.8	WCYT YOUNGTOWN N		3 00 ⁵²	6 10 ⁶⁶	1 15	11 30 ⁸²	12 30		
..	..	3 UD	273.7	LOUISVILLE (Cent. Sta.)..	5 00								
				Ar.	P. M.		A. M.	A. M.	P. M.	P. M.	P. M.		
					Daily		Daily	Daily	Daily	Daily	Ex. Sun.		
					23		81	59	51	57	67		

(St. L.-Lou.)

LOUISVILLE AND PRINCETON—WESTBOUND

(ST. LOUIS DIVISION)

Capacity of Tracks in Cars	Station Nos.	Distance from St. Louis	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945	FIRST CLASS			SECOND CLASS				THIRD CLASS		
				24 Daily			52 Daily	54 Daily	56 Daily	82 Daily	66 Ex. Sun.		
Stings Other Tracks	Station		STATIONS	Ar.	P. M.		A. M.	P. M.	A. M.	A. M.	P. M.		
.. Yrd.	163W	162.6	XYWCTPRINCETON N	s	1 00		8 00 ⁵¹	4 45	1 35		1 10		
..	164W	164.2	EAST JUNCTION P		12 43		7 40	4 40	1 15		1 00		
40	26 170W	169.9	.. FRANCISCO DP	f	12 35 ²³		7 30	4 30	1 05 ⁵⁹		12 45 ²³		
48	35 176W	175.5	X OAKLAND CITY NP	s	12 22 ⁶⁶		7 17	4 20	12 50		12 02 ^{PM}		
55	100 182W	182.1	XW.AYRSHIRE.. P		12 12		7 05	4 05	12 36		11 48		
..	23 184W	183.8	... WINSLOW... D	s	12 09		7 02	4 00	12 33		11 42		
54	... 188W	188.0	Y. HARTWELL JCT. NP		12 02 ^{PM}		6 55 ⁶⁷	3 52	12 25		11 34		
54	... 196W	195.9	... WOODS... P		11 47		6 40	3 37	12 10	A. M.	11 18		
.. Yrd.	200W	199.6	XWCY. HUNTINGBURG NP	s	11 40		6 30	3 30	12 01 ^{AM}	2 50 ⁵⁹	11 10		
46	20 207W	206.4	.. ST. ANTHONY NP	f	11 13		6 04	3 07	11 20	2 28	10 50		
..	24 215W	214.5	... BIRDSEYE DP	s	11 02		5 49	2 47	11 07	2 15	10 35		
40	7 217W	216.5	... RICEVILLE NCP		10 57		5 45	2 35	11 02	2 11	10 20 ⁵¹		
..	18 219W	219.4	W.. ECKERTY.. D	f	10 52		5 40	2 30	10 57	2 06	10 05		
32	11 223W	222.8	... TAWELL.. N	f	10 45 ⁵¹		5 33	2 24 ²³	10 50	2 00	9 59		
16	19 229W	228.9	... ENGLISH DP	s	10 31		5 15	2 00	10 35	1 42	9 32		
43	4 232W	231.8	... TEMPLE NCP		10 24		5 10	1 55	10 30	1 38	9 15		
47	15 236W	236.3	... MARENGO DP	f	10 15		4 55	1 40	10 20	1 25 ⁵¹	8 50 ⁶⁷		
38	100 241W	240.6	XW MILLTOWN NP	s	10 07 ⁶⁷		4 45 ⁵⁹	1 30	10 10 ⁵⁷	1 10	8 30		
47	10 244W	244.4	.. DE PAUW DP	f	9 57		4 29	1 15	9 58	12 55	8 10		
39	8 248W	248.0	... RAMSEY NCP	f	9 51		4 21	1 05	9 50	12 47	8 00		
..	19 251W	251.2	X. CORYDON JCT. DP	s	9 45		4 15	12 55	9 44	12 41	7 50		
33	8 254W	253.5	.. CRANDALL DP	f	9 39		4 10	12 50	9 40	12 37	7 40		
28	9 259W	259.4	.. GEORGETOWN D	f	9 30		3 57	12 30 ⁵¹	9 26	12 26	7 25		
28	31 262W	262.4	X... DUNCAN... N		9 25		3 52	12 20 ^{PM}	9 20	12 20 ^{AM}	7 18		
..	195 268W	268.3	XW NEW ALBANY N	s	9 05		3 30	11 55 ⁶⁷	8 55	11 55	6 55		
.. Yrd.	271W	270.8	WCYT YOUNGTOWN N				3 00 ⁸¹	11 30	8 30	11 30 ⁵⁷	6 30 ⁵⁹		
..	3 UD	273.7	LOUISVILLE (Cont. Sta.)		8 45								
			Lv.		A. M.		A. M.	A. M.	P. M.	P. M.	A. M.		
					Daily		Daily	Daily	Daily	Daily	Ex. Sun.		
					24		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. 71 EFFECTIVE JUNE 10, 1945	FIRST CLASS			SECOND CLASS				THIRD CLASS
Sidings	Other Tracks				23 Daily			57 Daily	59 Daily	51 Daily	55 Daily	69 Ex. Sun.
				STATIONS								
					P. M.			A. M.	A. M.	P. M.	P. M.	A. M.
		3rd	0.0	LOUISVILLE (Cent. Sta.) . . . Lv.	7 00							
	Yrd.	271W	2.9	WCYT. YOUNGTOWN . N	7 10			1 30	7 30	2 30	9 15	8 00
	Yrd.	275W	6.9	XW L. S. JUNCTION . N	7 20			1 45	7 45	2 45	9 35	8 15
		276W	8.2	X FOURTH AVE . . . N	s 7 23			1 50	7 55	2 50	9 40	8 22
		277W	8.7	X FLOYD STREET . N								
91		75 280W	11.6	DUMESNIL	7 30			2 00	8 16	3 00	9 50	8 40
58		20 283W	15.0	BUECHEL D	f 7 36			2 10	8 25	3 07 ⁵⁶	9 57	8 55
33		8 287W	19.2	JEFFERSONTOWN . D	f 7 43			2 28	8 40	3 20	10 12	9 25 ⁵⁰
63		290W	21.8	TUCKER P	f 7 48			2 34	8 46	3 26	10 19	9 30
50		4 294W	25.8	W. FISHERVILLE . D	f 7 55			2 44	8 54	3 34	10 27	9 38
63		6 296W	28.3	CLARK P	f 8 02			2 51	9 00 ⁵⁰	3 40	10 35	9 45
71		301W	33.0	CARRPO P	8 10			3 09	9 12	3 52	10 47	9 55
58		4 304W	35.9	JOYES P	8 14			3 15	9 18	3 58	10 52 ⁵²	10 01
12	33	308W	40.4	XW SHELBYVILLE . N	s 8 26			3 32	9 35	4 15	11 15	10 20
58		309W	40.7	BELL P	8 29			3 34	9 36	4 18	11 20	10 25 ⁶⁸
45		312W	44.4	HOOPER P	f 8 36			3 43	9 45	4 26	11 29	10 35
58		315W	47.4	HEMP RIDGE . . . P	f 8 42			3 50	9 52 ⁶⁸	4 32	11 35	10 41
58	10	318W	50.1	WADDY	f 8 47			4 00 ⁵⁴	10 05	4 40	11 45	10 51
50		3 323W	55.0	AVENSTOKE . . . P	f 8 54			4 10	10 15	4 49	11 55	11 02
47		6 327W	59.3	ALTON	f 9 02			4 19	10 24	4 58	12 04 ^{AM}	11 12
73		11 330W	62.5	XWC COAL CHUTE . P	9 07			4 30	10 36	5 10	12 18	11 19
38	60	331W	63.3	XY LAWRENCEBURG . N	s 9 16			4 40	10 41	5 15	12 28	11 35
58		338W	69.8	NEVIN P	f 9 26 ⁵²			4 53	10 55	5 29	12 43	11 50
49	10	340W	71.7	W. SALVISA P	f 9 31			4 57	10 59	5 33	12 51	11 55
58	10	345W	76.7	TALMAGE P	f 9 38			5 17 ²⁴	11 09	5 43	1 01	12 18 ^{PM 56}
57		350W	81.2	JUDD P	9 46			5 28	11 20	5 55	1 11	12 28
60	80	352W	84.0	X HARRODSBURG . D	s 10 03			5 38	11 30	6 05	1 22	12 50
		358W	90.1	S. J. TOWER . . . N	10 15			5 50 ⁵⁰	11 45 ⁵⁶	6 20	1 40 ⁵⁴	1 10
	Yrd.	361W	93.2	WCY. DANVILLE . N	10 25			6 00	12 05	7 00	2 00	1 30
				Ar.	P. M.			A. M.	P. M.	P. M.	A. M.	P. M.
					Daily 23			Daily 57	Daily 59	Daily 51	Daily 55	Ex. Sun. 69

(St. L.-Lou.)

DANVILLE AND LOUISVILLE—WESTBOUND
(LOUISVILLE DIVISION)

Capacity of Tracks in Cars		Station Nos.	Distance from Louisville	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945	FIRST CLASS			SECOND CLASS				THIRD CLASS
Sidings	Other Tracks				24 Daily	54 Daily	50 Daily	56 Daily	52 Daily	68 Ex. Sun.		
STATIONS					A. M.	A. M.	P. M.	A. M.	P. M.	P. M.		
		3ud	0.0	LOUISVILLE (Cent. Sta.)	7 55							
	Yrd.	271W	2.9	WCYT. YOUNGTOWN	7 39	6 30	10 30	4 00	12 20		12 40	
	Yrd.	275W	6.9	XW L. S. JUNCTION	7 26	6 10	10 00	3 40	11 59		12 20	
		276W	8.2	X. FOURTH AVE.	8 22	6 04	9 55	3 35	11 55		12 15 PM	
		277W	8.7	X. FLOYD STREET								
91	75	280W	11.6	DUMESNIL	7 16	5 47	9 45	3 20	11 45		11 59	
58	20	283W	15.0	BUECHEL	7 10	5 37	9 35	3 07	11 39		11 50	
33	8	287W	19.2	JEFFERSONTOWN	7 04	5 27	9 25	2 56	11 32		11 40	
63		290W	21.8	TUCKER	7 00	5 21	9 20	2 51	11 28		11 30	
50	4	294W	25.8	W. FISHERVILLE	6 52	5 08	9 10	2 38	11 19		11 15	
63	6	296W	28.3	CLARK	6 48	5 03	9 00	2 33	11 14		11 08	
71		301W	33.0	CARRPO	6 41	4 51	8 43	2 21	11 05		10 56	
58	4	304W	35.9	JOYES	6 36	4 45	8 37	2 15	10 52		10 50	
12	33	308W	40.4	XW SHELBYVILLE	6 26	4 33	8 23	2 03	10 39		10 35	
58		309W	40.7	BELL	6 22	4 28	8 18	1 57	10 38		10 25	
45		312W	44.4	HOOPER	6 17	4 18	8 10	1 48	10 31		10 02	
58		315W	47.4	HEMP RIDGE	6 12	4 10	8 02	1 41	10 24		9 52	
58	10	318W	50.1	WADDY	6 08	4 00	7 56	1 35	10 19		9 41	
50	3	323W	55.0	AVENSTOKE	6 59	3 39	7 40	1 16	10 06		9 26	
47	6	327W	59.3	ALTON	6 53	3 29	7 30	1 06	9 57		9 16	
73	11	330W	62.5	XWC COAL CHUTE	5 48	3 23	7 24	1 00	9 48		9 00	
38	60	331W	63.3	XY. LAWRENCEBURG	5 36	3 09	7 09	12 43	9 38		8 50	
58		338W	69.8	NEVIN	5 27	2 54	6 54	12 31	9 26		8 25	
49	10	340W	71.7	W. SALVISA	5 23	2 51	6 51	12 28	9 01		8 20	
58	10	345W	76.7	TALMAGE	5 17	2 41	6 41	12 18	8 48		8 10	
57		350W	81.2	JUDD	5 10	2 33	6 33	12 08 PM	8 35		8 00	
60	80	352W	84.0	X HARRODSBURG	5 00	2 23	6 23	11 58	8 27		7 50	
		358W	90.1	S. J. TOWER	4 51	2 10	6 10	11 45	8 12		7 20	
	Yrd.	361W	93.2	WCY. DANVILLE	4 45	2 00	6 00	11 35	8 00		7 10	
				Lv.	A. M.	A. M.	A. M.	P. M.			A. M.	
					Daily 24	Daily 54	Daily 50	Daily 56	Daily 52		Ex. Sun. 68	

(St. L.-Lou.)

EASTBOUND

EVANSVILLE AND HUNTINGBURG

WESTBOUND

(ST. LOUIS DIVISION)

THIRD CLASS	SECOND CLASS			Capacity of Tracks in Cars		Station Nos.	Distance from Evansville	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945		SECOND CLASS			THIRD CLASS
	103 Ex. Sun.	81 Daily	41 Ex. Sun.	Sidings	Other Tracks			STATIONS		82 Daily	102 Ex. Sun.	42 Ex. Sun.	
P M	P. M.	A. M.						Lv.	Ar.	A. M.	A. M.		P. M.
12 20	9 00			Yard	0EB	0.0	XWCT EVANSVILLE D			6 15	11 50		
12 30	9 10				40	4EB	8.4 ASYLUM			5 55	11 35		
12 45	9 35				10	12EB	8.2 CHANDLER D			5 38	11 15		
1 20	9 50				115	17EB	5.8 XWY BOONVILLE NC			5 26	11 00		
1 30	10 05				100	18EB	1.0 X NESTOR			5 21	10 25		
1 40	10 12				13	22EB	3.9 DE GONIA			5 09	10 17		
1 48	10 20			52	13	26EB	4.1 TENNYSON			4 59	10 10		
2 00	10 31	A. M.		40		31EB	6.1 GENTRYVILLE			4 48	9 56		P. M.
2 05	10 35	11 47				33EB	1.5 ROCKPORT JUNCTION			4 43	9 53		5 47
2 20	10 50	11 50		39	45	34EB	1.0 XWY LINCOLN CITY D			4 40	9 50		5 45
2 26	10 55	A. M.			40	37EB	3.3 X DALE D			4 28	9 20		P. M.
2 35	11 01			24		39EB	2.5 HILL TOP			4 20	9 04		
3 00	11 25				Yard	200W	8.4 XWCY HUNTINGBURG N			4 00	8 45		
P. M.	P. M.	A. M.						Ar.	Lv.	A. M.	A. M.		P. M.
Ex. Sun.	Daily	Ex. Sun.								Daily	Ex. Sun.		Ex. Sun.
103	81	41								82	102		42

EASTBOUND

HUNTINGBURG AND FRENCH LICK

WESTBOUND

(ST. LOUIS DIVISION)

SECOND CLASS			Capacity of Tracks in Cars		Station Nos.	Distance from Evansville	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945		SECOND CLASS		
	5 Ex. Sun.		Sidings	Other Tracks			STATIONS		6 Ex. Sun.		
	A. M.						Lv.	Ar.	A. M.		
	6 00		Yard	200W	47.7	XWCY HUNTINGBURG N			11 00		
	6 30			100	54EB	54.2	X JASPER		10 15		
	6 50			37	63EB	62.8	8.6 DUBOIS D		8 50		
	7 35 s			200	79EB	79.0	16.2 XWY FRENCH LICK D		8 00 s		
					80EB	80.0	1.0 WEST BADEN				
	A. M.						Ar.	Lv.	A. M.		
	Ex. Sun.								Ex. Sun.		
	5								6		

(St. L.-Lou.)

EASTBOUND

LAWRENCEBURG AND LEXINGTON
(LOUISVILLE DIVISION)

WESTBOUND

SECOND CLASS				Capacity of Tracks in Cars		Station Nos.	Distance from Lawrenceburg	TIME TABLE No. 71 EFFECTIVE JUNE 10, 1945		SECOND CLASS			
		11 Ex. Sun.	A. M.	Siding	Other Tracks			STATIONS		Lv.	Ar.	A. M.	12 Ex. Sun.
								2 30	40				
		2 38	18	36	3 X	2.6	X.....TYRONE..... ^{3.6}			5 40			
		2 47	42		6 X	5.9MILNER..... ^{3.8}			5 31			
		3 05	15	57	10 X	10.4	X...VERSAILLES..D ^{4.5}			5 20			
		4 00 12		Yard	24 X	24.0	XWCT LEXINGTON..N ^{13.6}			4 30 11			
		A. M.						Ar.	Lv.	A. M.			
		Ex. Sun. 11								Ex. Sun. 12			

(St. L.-Lou.)

SPECIAL INSTRUCTIONS

MAXIMUM SPEED ON CURVES BETWEEN RELAY, ILLINOIS, AND S. J. TOWER, KENTUCKY

In accordance with Rule 108, and unless otherwise restricted, trains will not exceed maximum speed on curves as shown below.

Location	M.P.	Between and	M.P.	M.P.H.	Location	M.P.	Between and	M.P.	M.P.H.
Relay—Coapman Curves	3.0		3.4	25	St. Anthony—Ramsey Curves	210.0		214.2	45
					"	214.3		221.2	50
					"	221.2		233.1	45
					"	233.2		234.1	40
					"	234.2		245.7	50
Coapman—Miller Curves	6.4		8.9	45	Crandall—Youngtown Curves	255.8		266.6	50
"	9.1		18.5	50	"	266.7		269.5	20
Centralia—Walnut Hill Curves	64.2		66.4	25	L. S. Junction—Dumesnil Curves	7.0		9.3	25
Dix—Marlow Curves	81.3		82.1	55	Jeffersontown—Hooper Curves	20.9		24.2	50
"	85.8		88.1	25	"	24.4		27.0	45
					"	27.1		31.1	50
					"	31.8		32.8	45
					"	33.4		36.1	50
					"	36.5		39.7	45
					"	39.9		41.7	35
					"	43.8		44.4	45
West Junction—East Junction Curves	161.1		162.7	20	Hooper—Nevin Curves	44.5		52.8	45
					"	53.0		6.5X	50
Winslow—Woods Curves	186.4		191.7	50	Nevin—Talmage Curves	7.3X		10.3X	40
Woods—St. Anthony Curves	198.5		199.9	25	Judd—S. J. Tower Curves	19.9X		21.1X	20
"	201.8		204.5	50					

(St. L.-Lou.)

DIVISION OFFICERS

B. F. HARRIS, Superintendent Terminals	St. Louis, Mo.
R. F. RICHARDT, Trainmaster	Coapman, Ill.
A. McFATRIDGE, Trainmaster	Princeton, Ind.
P. M. WALLIS, Trainmaster	Huntingburg, Ind.
J. P. MUMFORD, Trainmaster	Louisville, Ky.
J. H. DEVNEY, Chief Dispatcher	Louisville, Ky.
F. I. GEDDES, Night Chief 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. M. CRAWFORD, Dispatcher	Louisville, Ky.
J. H. DODD, Dispatcher	Louisville, Ky.
J. N. MATTHEWS, Dispatcher	Louisville, Ky.
O. W. NETTLESHIP, Dispatcher	Louisville, Ky.
S. L. BENHAM, Dispatcher	Louisville, Ky.
S. F. STITES, Dispatcher	Louisville, Ky.
J. B. MARGRAVE, Road Foreman Engines	Louisville, Ky.
F. S. SANDERS, Road Foreman Engines	Louisville, Ky.

LIST OF SURGEONS

Dr. V. P. Siegel, Assistant, 1st Nat'l Bank Bldg.,	East St. Louis, Ill.
Dr. E. C. Spitze, Oculist	East St. Louis, Ill.
Dr. C. P. Renner	Belleville, Ill.
Dr. E. C. Asbury	New Baden, Ill.
Dr. A. L. Fischer	Hoffman, Ill.
Dr. J. A. Bauer	Germantown, Ill.
Dr. J. Carl Hall	Centralia, Ill.
Dr. F. M. Edwards, Consultant	Centralia, Ill.
Dr. Todd B. Ward	Mt. Vernon, Ill.
Dr. L. W. Young	Fairfield, Ill.
Dr. A. L. Boston	Albion, Ill.
Dr. C. F. Brian	Belmont, Ill.
Dr. S. W. Schneck	Mt. Carmel, Ill.
Dr. Charles A. Miller	Princeton, Ind.
Dr. O. T. Brazelton	Princeton, Ind.
Dr. A. H. Rhodes, Oculist	Princeton, Ind.
Dr. E. R. Ropp	Oakland City, Ind.
Dr. E. G. Lukemeyer	Huntingburg, Ind.
Dr. S. L. McKinney, Assistant	Huntingburg, Ind.
Dr. Novy Gobbel	English, Ind.
Dr. Jesse J. Johnson	Milltown, Ind.
Dr. G. D. Baker	Crandall, Ind.
Dr. H. K. Engelman	Georgetown, Ind.
Dr. James Y. McCullough, 7th & Spring Sts.	New Albany, Ind.
Dr. J. N. Jerome, 703 SE 2nd St.	Evansville, Ind.
Dr. Edgar H. Weber, Assistant	Evansville, Ind.
Dr. D. W. Loomis, Acting Co-Surgeon	Boohville, 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. Calder D. Ehrman	Rockport, Ind.
Dr. Heman Humphrey, Res. 1412 Goddard Ave., Tel. Highland 5950, Office 1108-09-10 Heyburn Bldg., Tel. Jackson 2353	Louisville, Ky.

Dr. William E. Summerville	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. W. Barnett Owen, Consultant Orthopedic Surgeon, Heyburn Bldg.	Louisville, Ky.
Dr. Gaylord C. Hall, Oculist, Room 705, Brown Bldg.,	Louisville, Ky.
Dr. C. W. Kelly, Acting Asst. Oculist, Francis Bldg.,	Louisville, Ky.
Dr. J. R. Shacklett	Jeffersonton, Ky.
Dr. E. B. Smith	Shelbyville, Ky.
Dr. Boyd Caudill, Acting	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.

HOSPITALS

St. Mary's Hospital	East St. Louis, Ill.
St. Elizabeth's Hospital	Belleville, Ill.
St. Mary's Hospital	Centralia, Ill.
Gibson General 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.
M. H. Doller	Danville, Ky.

LIVE STOCK AGENTS

N. Moore, General Live Stock Agent	Atlanta, Ga.
J. E. Epperson, Live Stock Agent	St. Louis, Mo.
C. L. Dautrich, Gen. Freight Claim Agent	Chattanooga, Tenn.

WATCH INSPECTORS

R. P. Wiggins, 123 N. 18th St.	St. Louis, Mo.
Zerweck Jewelry Co.	East St. Louis, Ill.
F. G. Wehrle and Son, 16 E. Main St.	Belleville, Ill.
W. Roy Price	Mt. Vernon, Ill.
W. H. Miller	Princeton, Ind.
H. W. Strolin, Jr.	Huntingburg, Ind.
J. B. Groves, 7 S. E. 5th Ave.	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.
W. Webb Kidd, 105 West Main Street	Lexington, Ky.
Ernest Chumley	Harrodsburg, Ky.

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.

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

2. INITIAL STATIONS (Rules 4, 84, 1141 and 1301)

A train must receive a clearance card before leaving its initial station.

ADDITIONAL CLEARANCE CARD STATION (Rules 1141 and 1301)

Clearance card must be received by all trains before leaving Union Station, St. Louis "XN" Office Princeton, and Huntingburg.

Eastbound passenger trains must obtain clearance card before leaving Coapman.

Lawrenceburg branch trains must obtain clearance card before leaving Lawrenceburg and Lexington.

(St. L.-Lou.)

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 111, 1142, 1302 and 1387)

St. Louis (Union Station),	Evansville,
Coapman { Yard Office,	Louisville { Fourth Avenue,
{ Round House,	{ Central Station,
Mt. Vernon,	{ Caller Office,
Princeton { Yard Office,	Youngtown { Round House,
{ Round House,	{ F. Shanty,
Huntingburg { Yard Office,	Shelbyville,
{ Round House,	Lawrenceburg,
Milltown,	Danville { Yard Office,
New Albany (Yard Office),	{ Round House,
Rockport,	

4. TRAIN REGISTERS

(Rules 83, 84 and 1143)

St. Louis (Union Station),	French Lick,
Coapman,	Rockport,
Princeton,	Cannelton,
Huntingburg,	Louisville (Central Station),
New Albany Yard Office,	Fourth Avenue,
Evansville,	Lawrenceburg.
Lincoln City,	Branch train only,
Rockport Junction,	S. J. Tower,
	Danville.

Regular westbound Rockport Branch trains only will register at Rockport Junction.

All trains may register by Ticket Form 721 at S. J. Tower, Fourth Ave., New Albany Yard Office and Coapman.

Evansville Branch Trains will register at Lincoln City by ticket form 721, when operator is on duty.

5. STANDARD CLOCKS

(Rule 3)

St. Louis	Huntingburg,
Coapman,	Louisville (Central Station),
Mt. Vernon,	(Dispatcher's Office),
Princeton "XN" Office,	Youngtown (Caller Office),
Evansville,	Fourth Ave.,
New Albany (Yard Office),	Danville

6. RAILROAD CROSSINGS AT GRADE

(Rules 98-601a to 671)

Interlocked—

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.
Princeton	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	C. C. C. & St. L. Ry.
Huntingburg	Evansville Branch
New Albany "East Street"	P. R. R.
New Albany "Vincennes Street"	C. I. & L. Ry.
Evansville	C. & E. I. R. R.
Rockport	E. & O. V. R. R.
L. S. Junction	I. C. R. R.
Shelbyville	L. & N. R. R.

Trains and engines must approach Pennsylvania crossing East Street, New Albany, under control and stop short of crossing unless signals display proceed indication.

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 601a to 671)

Interlocked—

Centralia	C. B. & Q. R. R.
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.
Huntingburg	Ferdinand R. R.
Corydon Junction	L. N. A. & C. R. R.
New Albany "State St."	P. R. R.
Rockport Junction	Rockport Branch
Lincoln City	Cannelton Branch
French Lick	C. I. & L. Ry.
Lawrenceburg	Lexington Branch
Lexington	C. N. O. & T. P. Ry.

8. DRAWBRIDGES

(Rules 98 and 601a to 671)

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

9. ENDS OF DOUBLE TRACK

(Rules 85, 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.

10. TRAIN MOVEMENTS

(Rules 5, 251 to 254, 261 to 264)

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 superiority. 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 and engines, if delayed after receiving staff, must return it to operator unless they have sufficient time to clear first class trains in both directions in accordance with rules 86 and 88(a).

All trains, including first-class trains or engines must move under control through Princeton Yard. The provisions of Rule 93 to apply to first-class trains as well as to second and inferior class and extra trains or engines but inferior trains or engines must not delay first-class trains.

Westbound freight trains must not back out of Duncan Siding.

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.

11. YARD LIMITS

(Rule 93)

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

(St. L.-Lou.)

12. HELPING TRAINS (Rule 1657)

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, and 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.

14. SPEED RESTRICTIONS (Rules 108, 1305 and 1306)

Princeton	20 miles per hour.
Francisco	25 miles per hour.
Milltown	25 miles per hour.
New Albany	10 miles per hour.
Shelbyville	15 miles per hour.
Lawrenceburg	15 miles per hour.
Harrodsburg	10 miles per hour.
Versailles	4 miles per hour.

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

Maximum speed passenger trains hauled by passenger type steam locomotive sixty miles per hour. Freight trains hauled by any type locomotive fifty miles per hour. Engines without cars will not exceed the above speed. When passenger trains haul freight cars or when freight engines haul either freight or passenger cars maximum speed of freight train to govern.

Trains handling loaded hopper bottom coal cars, loaded tank cars or flat cars loaded with creosoted poles will not exceed a speed of 45 miles per hour.

These speeds must be further reduced on curves where conditions require it to insure safe movement.

Trains or engines must not exceed 15 miles an hour entering or leaving sidings or moving through crossovers or turnouts.

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.

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

Trains or engines must not exceed a speed of ten miles per hour over Cedar Brook Viaduct M. P. 65.0W and Kentucky River Bridge M. P. 66.1W.

Where not otherwise restricted maximum speed for all trains or engines between Evansville and French Lick forty miles per hour, between Rockport and Rockport Jct., Lincoln City and Cannelton, Lawrenceburg and Lexington thirty miles per hour.

Trains or engines will not exceed speed of 20 miles per hour within limits of all interlocking plants.

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.	

Trains and engines using other than their regular running track will be governed by the speed restrictions on the track they are using.

When the track is inundated, diesel-electric switch locomotives and diesel-electric road locomotives may be run through water not in excess of three inches over top of rail at a speed not to exceed three miles an hour.

15. ENTRANCE SWITCH TO SIDINGS (Rules 88, 88a, 89, 89a-b-c, 90 and 1642 to 1645)

Spring Switch is located at end of double track X. N. Junction. Trains must not exceed a speed of 20 miles per hour while passing through this switch.

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 301a 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.

18. AIR BRAKE INSTRUCTIONS TO ENGINEMEN AND TRAINMEN

When the brakes are applied in any manner except by engineers' brake valve, close throttle, place automatic brake valve on lap and allow it to remain on lap until train comes to a stop.

The application of brakes in this manner will be indicated by—
Steam Locomotives—Pressure on brake cylinder air gauge, train pulling hard or slowing down.

Diesel-Electric Locomotives—Brake cylinder pressure on air gauge, train pulling hard, speed indicator falling in miles per hour, or transition indicator moving toward the red.

If necessary to prevent sliding of driving wheels, the driving brake cylinder pressure can be graduated with the independent brake valve.

When an emergency application is made, allow automatic brake valve to remain on lap at least two (2) minutes before releasing.

When train is stopped under such circumstances, it must not proceed until proper signal is given.

Before giving signal to proceed, trainmen must know the brakes are released and pressure is being restored.

(St. L.-Lou.)

SPECIAL INSTRUCTIONS—Concluded

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	Between St. Louis and Danville		LOCATION
	Station No.	Miles	
Muren Mine	18 W.	13.6 W.	
Little Oak Mine	21 W.	20.7 W.	
Shiloh	22 W.	22.3 W.	
Boyleston	113 W.	112.7 W.	
Merriam	122 W.	121.8 W.	
Ellery	129 W.	129.1 W.	
Lyle	157 W.	156.7 W.	
Douglas	166 W.	166.4 W.	
Enosville, P.	177 W.	176.8 W.	
Ayrshire (No. 5 Switch), P.	181 W.	180.5 W.	
Velpen, P.	190 W.	190.1 W.	
Stapleton, P.	193 W.	192.7 W.	
Duff	195 W.	194.9 W.	
Bretzville	204 W.	203.9 W.	
Mentor	213 W.	213.1 W.	
Prestonia	278 W.	10.1 W.	
Whitner	281 W.	12.9 W.	
*L. S. Park	298 W.	30.5 W.	
Veechdale	300 W.	32.5 W.	
McBrayer	336 W.	4.5 X.	

Between Evansville and French Lick

Smythe	4 EB.	3.6 EB.
Garvin	5 EB.	4.7 EB.
Stevenson	7 EB.	7.4 EB.
Pigeon Creek Mine	18 EB.	17.8 EB.
Sunlight	18 EB.	18.3 EB.
Johnsburg	41 EB.	41.0 EB.
Cuzco	70 EB.	69.5 EB.
Norton	72 EB.	72.2 EB.

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

LOAD LIMITS

The weight of engines and cars is limited as follows:
Between EAST ST. LOUIS AND LOUISVILLE.

KIND	TYPE	TOTAL WEIGHT
Pacific	4-6-2	235,000 lbs.
Diesel-Electric (4 Unit)	4-4	900,000 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 (75 ton Cap'y)		171,600 lbs.
Loaded Cars		(b) 210,000 lbs.

(a) May be operated between 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) Between Centralia and Princeton and between Huntingburg and Louisville, cars weighing 169,000 lbs. or over must have spacer cars 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 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	292,500 lbs.
Yard Engines	0-6-0	145,000 lbs.
Derricks (75 ton Cap'y)		171,600 lbs.
Loaded Cars	4 Wheel Truck	210,000 lbs.
Loaded Cars	6 Wheel Truck	270,000 lbs.

Between LINCOLN CITY AND CANNELTON.

Between LINCOLN CITY AND ROCKPORT.

KIND	TYPE	TOTAL WEIGHT
Pacific	4-6-2	235,000 lbs.
Consolidation	2-8-0	216,500 lbs.
Derricks (75 ton Cap'y)		171,600 lbs.
Loaded Cars	4 Wheel Truck	210,000 lbs.
Loaded Cars	6 Wheel Truck	270,000 lbs.

Between LOUISVILLE AND DANVILLE.

KIND	TYPE	TOTAL WEIGHT
Mikado	2-8-2	292,500 lbs.
Pacific	4-6-2	300,000 lbs.
Diesel-Electric (4 Unit)	4-4	900,000 lbs.
Mountain	4-8-2	334,240 lbs. L. & N. Detour
Yard Engines	0-8-0	214,000 lbs.
Derricks (120 ton Cap'y)		241,000 lbs.
Loaded Cars	4 Wheel Truck	210,000 lbs.
Loaded Cars	6 Wheel Truck	270,000 lbs.

Coupled engines may be operated.

Between LAWRENCEBURG AND LEXINGTON.

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 (50 ton Cap'y)		(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.

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

BETWEEN	EAST AND WESTBOUND			
	Mikado 27 in. by 30 in. Cylinder	Consolidation 24 in. by 30 in. Cylinder	Consolidation 22 in. by 30 in. Cylinder	Consolidation 21 in. by 28 in. Cylinder
Coapman and Cooper		1550	1450	1100
Cooper " Mt. Carmel		1950	1850	1400
Mt. Carmel " Princeton		2300	2200	1700
Princeton " Huntingburg	2200	1850	1750	1250
Huntingburg " Louisville		1250	1150	
Louisville " Alton	{ East—1450 West—1550 }	1250	1150	850
Alton " Danville	2150	1650	1550	1150
Alton " Lexington				900
Huntingburg " Evansville	2250	1950	1650	1325
Huntingburg " French Lick	2750	2250	2150	1400

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

Third Class or extra trains westbound 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. (St. L.-Lou.)

HOURS TRAIN ORDER OFFICES

Station	Week Days	Sundays	Station	Week Days	Sundays
Coapman	Continuous	Continuous	English	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Belleville			Temple	.4:00 P.M. to 8:00 A.M.	4:00 P.M. to 8:00 A.M.
Jct.	7:00 A.M. to 4:00 P.M.	Closed	Marengo	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
New			Milltown	Continuous	Continuous
Baden	Continuous	Continuous	Depauw	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Albers	8:00 A.M. to 5:00 P.M.	Closed	Ramsey	.4:00 P.M. to 8:00 A.M.	4:00 P.M. to 8:00 A.M.
German-			Corydon		
town	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Jct.	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Bartelso	.8:00 A.M. to 5:00 P.M.	Closed	Crandall	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Centralia	Continuous	Continuous	George-		
Walnut			town	8:00 A.M. to 5:00 P.M.	Closed.
Hill	8:00 A.M. to 5:00 P.M.	Closed	Duncan	Continuous	Continuous
Mt. Vernon	Continuous	Continuous	New Albany	Continuous	Continuous
Wayne			4th Ave.		
City	7:00 A.M. to 4:00 P.M.	7:00 A.M. to 4:00 P.M.	(Lou)	Continuous	Continuous
Fairfield	Continuous	Continuous	Floyd St.	Continuous	Continuous
Golden			Buechel	.8:00 A.M. to 5:00 P.M.	Closed
Gate	8:00 A.M. to 5:00 P.M.	Closed	Jefferson-		
Albion	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	town	7:00 A.M. to 4:00 P.M.	Closed
Browns	7:30 A.M. to 3:30 P.M.	11:00 A.M. to 1:00 P.M.	Fisherville	8:00 A.M. to 5:00 P.M.	Closed
Bellmont	.7:45 A.M. to 4:45 P.M.	Closed	Shelbyville	Continuous	Continuous
Mt. Carmel			Lawrence-		
Tower	Continuous	Continuous	burg	Continuous	Continuous
Beck	7:00 A.M. to 4:00 P.M.	7:00 A.M. to 4:00 P.M.	Harrods-		
Princeton	Continuous	Continuous	burg	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Francisco	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Versailles	7:00 A.M. to 4:00 P.M.	Closed
Oakland			Evansville	7:00 A.M. to 4:00 P.M.	9:00 P.M. to 10:00 P.M.
City	Continuous	Continuous	Chandler	.8:00 A.M. to 5:00 P.M.	Closed
Winslow	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Boonville	8:00 A.M. to 8:00 P.M.	Closed
Hartwell			Lincoln		
Jct.	Continuous	Continuous	City	8:00 A.M. to 5:00 P.M.	Closed
Hunting-			Dale	8:00 A.M. to 5:00 P.M.	Closed
burg	Continuous	Continuous	Dubois	8:00 A.M. to 5:00 P.M.	Closed
St. Anthony	Continuous	Continuous	French		
Birdseye	.8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Lick	7:00 A.M. to 4:00 P.M.	7:00 A.M. to 4:00 P.M.
Riceville	.4:00 P.M. to 8:00 A.M.	4:00 P.M. to 8:00 A.M.	Cannelton	8:00 A.M. to 5:00 P.M.	Closed
Eckerty	.8:00 A.M. to 5:00 P.M.	Closed	Tell City	.8:00 A.M. to 5:00 P.M.	Closed
Taswell	Continuous	Continuous	Rockport	.8:00 A.M. to 5:00 P.M.	Closed

NOTES

Nos. 23 and 24 stop Washington Ave., St. Louis, for pay passengers only.

Train No. 24 will be held at Danville for connections on instructions of Chief Dispatcher.

Nos. 23 and 24 stop on signal Boyleston, Merriam, Ellery, Lyle, Duff, Velpen, Virginia Avenue, Whitner, L. S. Park, Veechdale, North Main Street, Lawrenceburg, McBrayer, Vanarsdell.

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.

Time of trains between New Albany and Youngstown 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 Youngstown or Thirteenth Street, Louisville, all trains will be governed by rules and Time Table of K. & I. T. 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.

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 Youngstown 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.

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