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**Apply Your ABILITY
 To Your RESPONSIBILITY**

**LOUISVILLE AND NASHVILLE
 RAILROAD COMPANY**

EVANSVILLE DIVISION

TIME TABLE No.

45

TAKES EFFECT

SUNDAY, OCTOBER 14, 1945

AT 12:01 A. M., CENTRAL STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
 OF EMPLOYEES ONLY**

W. E. SMITH,
 Vice President and
 General Manager

R. C. PARSONS,
 Ass't Vice President and
 Ass't General Mgr.

L. L. MORTON,
 Ass't Vice President and
 Ass't General Mgr.

J. G. METCALFE,
 Sup't of Transportation

C. D. LOVE,
 General
 Superintendent

JOHN H. FISH,
 Superintendent

H. E. DEITZ,
 Assistant
 Superintendent

SPECIAL INSTRUCTIONS

SUB-DIVISIONS

Between East St. Louis and Evansville, including branches.
 Between North Howell and Amqui, including branches.
 Between Henderson and Strawberry, including branches.
 Between Owensboro and Russellville, including branches.
 Louisville Division time-table governs movements of all trains between Louisville and Strawberry and between Amqui and Nashville. Conductors and enginemen must have a current copy of the Louisville Division time-table in their possession before entering on joint track.
 Round House is initial station for Nos. 51, 53, 55 and 93.

DOUBLE TRACK TERRITORY

Between Round House and W. F. Tower,
 Between Evansville and F. S. Tower.

AUTOMATIC BLOCK SIGNALS

Illinois Transfer Junction (East St. Louis) and Amqui.
 Stephensport and Strawberry.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
W. F. Tower	End Double Track	For Northward movements
Belleville	North	For main track.
Ashley	South	For main track.
Mt. Vernon, Ill.	Both	For main track.
Shops; Mt. Vernon, Ill.	North	For main track.
McLeansboro	Both	For main track.
Robanna, Ill.	North	For main track.
Enfield	North	For main track.
Trumbull	South	For main track.
Carmi	North	For main track.
Upton	South	For main track.
Mt. Vernon, Ind. (east siding)	North	For main track.
Belknap	South	For main track.
South Howell (yard)	South	For main track.
F. S. Tower	End Double Track	For northward movements.
Henderson (east siding)	South	For main track.
Henderson (west siding)	North	For main track.
Sebree	Both	For main track.
Hanson (south siding)	South	For main track.
Atkinson (north siding)	North	For cut-off main track.
Morton (cut-off main)	South	For main track.
Nortonville	Both	For main track.
Latham (north siding)	North	For main track.
McMada	Both	For main track.
Guthrie (north siding)	North	For main track.
Guthrie (south bound siding)	South	For main track.
Adams (south siding)	South	For main track.
Greenbrier	South	For main track.
Baker's	North	For main track.
Goodlettsville (north siding)	North	For main track.
Doyle	North	For main track.
Irvington (north siding)	South	For main track.
Long Branch	North	For main track.

Southward movements from siding Mt. Vernon, Ill., and northward movements from siding Shop, Ills. must be at restricted speed between these spring switches.

STANDARD CLOCKS

Roundhouse—Train-order Office.	Earlington—Train-order Office.
Howell—Train-order Office.	Guthrie—Train-order Office.
Howell—Roundhouse Office.	Strawberry—Train-order Office.
Evansville—Train-order Office.	Owensboro—Train-order Office.
	Russellville—Train-order Office.

YARD LIMITS

Roundhouse	Atkinson	Hopkinsville	Holt Mine
Mt. Vernon, Ill.	Madisonville	Guthrie	Bevier
Howell	Trident	Owensboro	Drakesboro
Evansville	Providence	Irvington	Beech Creek Jct.
Henderson	Earlington	Strawberry	Russellville
Arklow	Morton	Central City	Moorman

BULLETIN BOARDS

Roundhouse—Train-order Office.	Henderson—Train-order Office.
Roundhouse—Engineers' Wash Room.	Earlington—Train-order Office.
McLeansboro—Train-order Office.	Earlington—Roundhouse.
Howell—Train-order Office.	Atkinson—Train-order Office.
Howell—Roundhouse.	Owensboro—Train-order Office.
Evansville—Train-order Office.	Owensboro—Roundhouse.
Evansville—Engineers Washroom.	Russellville—Roundhouse.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES In miles per hour.

Between	Passenger	Freight, Work and mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
East St. Louis and Amqui	*60	40	30
Henderson and Strawberry	60	35	30
Owensboro and Russellville	45	30	25
Shawneetown Branch	40	25	20
Morganfield Branch	35	30	20
Elkton and Guthrie Railroad	25	25	20
Reinecke Branch	35	25	20
Atkinson and Hartford	45	35	20

*70 when handled by K Class or Diesel engines.

Over drawbridges	15
Loaded hopper cars	35
Loaded hopper cars, Morganfield Branch	30 (Other Branches 20)
Engines run backwards on branches	15
Through turnouts and crossovers	15
Over railroad crossings	{ Passenger 35 Freight 25
Except Nortonville	{ Passenger 25 Freight 25

A speed of 10 miles per hour must not be exceeded at any point between Eighth Avenue and Passenger Station, Evansville.

Freight locomotives in passenger service:

J-3, J-4, J-4a classes	50
J-1, J-1a, J-2, J-2a classes	45
H-23 to H-27b, H-28a, H-29, H-29a classes	40
All other freight locomotives	35

On curves or under other conditions where restricted speed is desired for safety, freight locomotives when handling passenger trains must not exceed the speed that is permissible for the same type of engine when handling freight trains.

Freight trains when drawn by J-3, J-4, K, and L type locomotives between East St. Louis, Amqui, Henderson, and Strawberry are allowed a maximum speed of 45 miles per hour.

When moving on lead, and switch for any track is against movement, that track must not be fouled until switch has been set for lead. When moving out of a track, do not foul lead until switch has been properly set.

HENDERSON: The North home signal governs movements from the River track and House tracks and southward main track movements.

Southward trains and yard engines must reduce speed to 8 miles per hour approaching the Home signal. Trains and yard crews must know there are no southward trains in view approaching before entering upon the main track from the River track and House tracks.

E. & G. JUNCTION: Before passing from the Elkton & Guthrie Railroad to the Main Line, it must be known there are no southward trains in view approaching. Southward main line trains must reduce speed to 8 miles per hour until it is seen that a train is not passing from the Elkton and Guthrie Railroad to the main line.

SPECIAL INSTRUCTIONS

TRAIN REGISTERS

Location	For	Registered by Card Form 230
Round House	All Trains	First Class Trains.
McLeansboro	Shawneetown Branch Trains.	
Shawneetown	All Trains	
North Howell	{Trains enroute to and from St. Louis Subdivision	
Evansville	All Trains	
Henderson	First Class Trains	First Class Trains.
Atkinson	All Trains	First Class Trains.
Earlington	All Trains	First Class Trains.
Hopkinsville	All Trains	All Trains.
Guthrie	All Trains	First Class Trains.
Amqui	All Trains	All Trains.
Owensboro, Union Station	First Class Trains and O & N Trains	First Class Trains.
Strawberry	All Trains	All Trains.
Russellville	All Trains	
Beech Creek Junction	{All trains holding meeting orders	{During hours office is open.

The registration of northward trains at Round House will indicate the arrival of such trains at W. F. Tower. When trains, superior by timetable or train-order, have not arrived at Round House, southward trains will secure engine number by train-order, and will be on look-out for them on double track or at W. F. Tower, identifying same before entering on single track at W. F. Tower.

Nos. 12, 52, 54, 88, 90, 92 and 94 will be advised by train-order at either Nashville or Amqui when superior trains have arrived at Amqui.

First class trains scheduled via Earlington, and Nos. 21 and 22 will be registered at Atkinson by the dispatcher through the operator. Such register will apply as at Arklow.

Morganfield Branch trains will be registered at Atkinson, by the dispatcher through the operator. Such register of southward trains will apply as at Madisonville and for northward trains at Providence.

Nos. 152, 154 and 156 will be advised by train-order at either Louisville or Strawberry when superior trains have arrived at Strawberry.

RAILROAD CROSSINGS AT GRADE

Location	Name of Railroad	Protection
E. St. Louis	Southern	Stop Boards.
E. St. Louis	Terminal R. R. Assn.	Stop Boards.
E. St. Louis	Alton & Southern	Interlocking.
Nashville	Missouri-Pacific	Interlocking.
Ashley	I. C.	Interlocking.
Woodlawn	C. B. & Q.	Interlocking.
Mt. Vernon, Ill.	Mo. Pac.	Gate.
Mt. Vernon, Ill.	C. & E. I.	Interlocking.
Enfield Junct.	B. & O.	Interlocking.
Carmi	C. C. C. & St. L.	Interlocking.
Mt. Vernon, Ind.	C. & E. I.	Gate.
Evansville	C. C. C. & St. L.	Interlocking.
Eldorado	C. C. C. & St. L.	Interlocking.
Henderson, Cotton Mill	I. C.	Gate.
Arklow	Earlington Cut-Off	Interlocking.
Trident	M. H. & E.	Electrically locked de- rails against M.H. & E.
Morton	Earlington Cut-Off	Spring Switch.
Nortonville	I. C.	Interlocking.
Guthrie	Louisville Division	Stop Boards.
Providence	I. C.	Stop Boards.
Upland	I. C.	Gate Against I. C.
Owensboro	I. C.	Gate Against I. C.
Owensboro (Lewis St.)	O. & N.	Gate Against O. & N.

RAILROAD CROSSINGS AT GRADE (Continued)

Location	Name of Railroad	Protection
West Point	I. C.	Interlocking.
Moorman	O. & N. and M.H. & E.	Stop Boards.
Russellville	Louisville Division	Gate against O. & N.

MT. VERNON, ILLS.: Crossing with the Missouri Pacific Railroad is protected by hand-operated gate normally set against Missouri Pacific trains, and is automatically locked when an L. & N. train is within 5,600 feet Northward and 10,100 feet Southward of the crossing. Electric Home signals are located 450 feet on each side of the crossing, the position of the gate determining their indication; when found at Proceed, trains may pass over at a speed not to exceed 20 miles per hour; if at Stop, trains must not pass the Home signal until it has cleared. If the signals are out of order, trains will proceed after a member of the crew has advanced to the crossing for protection.

ENFIELD JUNCTION: The normal position of the signals at B. & O. crossing displays Proceed indication for L. & N. trains.

MT. VERNON, IND.: The crossing with the C. & E. I. is protected by a hand-operated gate normally set for L. & N. trains and locked in position by the two-lever interlocking machine.

Trains must approach the crossing at restricted speed until it is seen to be clear. A northward L. & N. train within 9,200 feet or southward L. & N. train within 17,200 feet of the crossing will electrically lock the gate to normal position. The manipulation of the levers to unlock the gate will cause the Home signals to assume the Stop position.

Instructions for the emergency operation of the gate will be found in iron box locked with L. & N. and C. & E. I. switch locks, attached to the instrument case at the crossing.

TRIDENT: The crossing is protected with derails located 170 feet each side of crossing on M. H. & E., set in derailing position normally and STOP signals each side of crossing on Henderson Division, normally in caution or proceed position. Detailed instructions for operation of this protection by M. H. & E. trains is posted in telephone booth at the crossing.

GUTHRIE: Passenger trains will not be required to flag the Louisville Division crossing. They must, however, come to a full stop before reaching the crossing, and not proceed unless engine crew has a clear and unobstructed view of approaching trains on the Louisville Division. All other trains and engines must come to a stop before reaching the crossing and be flagged over it by a member of the crew.

MOORMAN: Trains must come to a stop and be flagged over the crossing.

OWENSBORO: Trains and engines, in either direction, must come to a stop at Stop Board and send a flagman ahead to a point where he can see clear around the curve before passing over the crossing of main track in Lewis street, and before rounding the curve at the ice factory just west of above crossing; also before crossing Allen street (unless protected by regular watchman), and Fourteenth street.

ST. LOUIS AND MT. VERNON, ILL.—SOUTHWARD

SECOND CLASS

FIRST CLASS

Distance from Louisville
via Aracun

TIME TABLE
No. 45
Takes Effect Sunday,
October 14, 1945,
at 12:01 A. M.

STATIONS

SECOND CLASS				FIRST CLASS				Distance from Louisville via Aracun	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.				
	75	73	29	71		55	53				93	51	
	Freight	Freight	Local Freight	Freight		Passenger	Passenger				Dixie Limited	Passenger	
	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily				Daily	Daily	
	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.				
						10.30	9.20	2.45	8.30	486.81	L	ST. LOUIS	3.20
						\$10.50	\$ 9.40	\$ 3.05	\$ 8.49	483.61		EAST ST. LOUIS	0.50
	5.00	9.00	5.30	1.00		10.53	9.43	3.12	8.52	483.11	L	ROUND HOUSE	1.70
	5.10	9.10	5.40	1.09		10.57	9.47	3.16	8.56	481.41		ILL. TRANSFER JUNC.	4.13
	5.20	9.20	5.50	1.19		11.02	9.52	3.21	9.01	477.28		W. F. TOWER	4.87
	5.38	9.38	6.09	1.37		11.10	10.00	3.28	9.09	472.41		SUMMIT	2.80
	5.48	9.48	6.30	1.44		11.16	\$10.12	\$ 3.38	\$ 9.19	469.61		BELLEVILLE	5.70
	6.00	10.00	6.40	1.53		11.22	10.19	3.44	f 9.26	463.91		RENTCHLERS	4.50
	6.10	10.10	6.57 ⁵⁶	2.01		11.27	10.24	3.49 ⁷⁶	f 9.33	459.41		MASCOUTAH NC E	3.14
	6.20	10.20	7.10 ⁷⁴	2.08		11.31	10.27	3.52	9.37	456.27		RAYHILL	3.76
	6.30	10.30	7.20	2.15		11.35	10.31	3.56	f 9.43	452.51		NEW MEMPHIS	3.50
	6.40	10.43 ⁹²	7.27	2.22		11.39	10.35	4.00 ⁵²	f 9.48	449.01		VENEDY	3.80
	6.50	11.02 ²⁸	7.35	2.29		11.43	f10.40	4.04	f 9.55	445.21		OKAWVILLE NC E	4.00
	7.00	11.10	7.45	2.36		11.47 ⁷⁸	10.45	4.08	f10.02	441.21		ADDIEVILLE	6.50
	7.10	11.25	8.00	2.46		11.55	\$10.52	\$ 4.15	\$10.10	434.71		NASHVILLE	5.00
	7.20	11.40	8.15	2.54		12.01	11.00 ⁷⁸	4.23	f10.19 ⁹²	429.71		BEAUCOUP	5.60
	7.30	11.50	8.30	3.04		12.08	\$11.07	\$ 4.30	\$10.26 ²⁸	424.11		ASHLEY	9.00
	7.47	12.07	8.53	3.19		12.20	11.23	4.46	f10.44	415.11		WOODLAWN NC E	2.20
	7.52	12.12	9.00	3.25		12.23	11.26	4.49	f10.48	412.91		DRIVERS	4.80
	8.02	12.22	9.30 ²⁸	3.42 ⁶⁴		12.31	\$11.36	\$ 4.59	\$10.57	408.11	A	MT. VERNON, ILL. N	
	P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	P. M.	A. M.				
	Daily	Daily	Daily ex. Sunday	Daily		Daily	Daily	Daily	Daily				
	75	73	29	71		55	53	93	51				

Regular southward trains are superior to trains of the same class moving in the opposite direction.

MT. VERNON, ILL. AND ST. LOUIS—NORTHWARD

TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.	Car Capacity of Passing Stations, based on 44 feet per car.	FIRST CLASS						SECOND CLASS					
		54	56	92	52			74	28	76	78		
		Passenger	Passenger	Dixie Limited	Passenger			Freight	Local Freight	Freight	Freight		
		Daily	Daily	Daily	Daily			Daily	Daily ex- Sunday	Daily	Daily		
STATIONS		A. M.	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	A. M.			
A ST. LOUIS 3.20		6.15	8.10	12.20	5.30								
EAST ST. LOUIS 0.50		5.49 s 5.44	7.45 s 7.40	11.47 s 11.42	5.06 s 5.01								
A ROUND HOUSE N 1.70		5.41	7.36	11.39	4.58		8.30	2.00	5.00	1.20			
ILL. TRANSFER JUNC. 4.13		5.35	7.30	11.32	4.52		8.15	1.30	4.48	1.10			
W. F. TOWER E 4.87		5.29	7.23	11.26	4.47		8.05	1.15	4.35	1.00			
SUMMIT E 2.80	45	5.21	7.15	11.18	4.39		7.50	1.00	4.20	12.45			
BELLEVILLE N 5.70	70	s 5.16	7.10	s 11.14	s 4.34		7.43	12.45	4.15	12.40			
RENTCHLERS E 4.50	52	f 5.04	7.03	11.02	f 4.23		7.30	12.15	4.01	12.28			
MASCOUTAH NC E 3.14	64	f 4.58	6.57 ²⁹	10.56	f 4.17		7.20	12.01	3.49 ⁹³	12.19			
RAYHILL E 3.76	51	4.52	6.53	10.51	4.10		7.10 ²⁹	11.35	3.36	12.13			
NEW MEMPHIS E 3.50	52	f 4.48	6.48	10.47	f 4.06		7.00	11.25	3.30	12.07			
VENEDY E 3.80	46	f 4.43	6.43	10.43 ⁷³	f 4.00 ⁹³		6.50	11.15	3.20	12.01			
OKAWVILLE NC E 4.00	61	f 4.38	6.38	10.39	f 3.53		6.43	11.02 ⁷³	3.13	11.55			
ADDIEVILLE E 6.50	63	f 4.33	6.33 ⁷⁴	10.35	f 3.47		6.33 ⁵⁶	10.55	3.05	11.47 ⁵⁵			
NASHVILLE N 5.00	37	s 4.24	6.26	s 10.28	s 3.38		6.14	10.45	2.55	11.20			
BEAUCOUP E 5.60	53	f 4.15	6.19	10.19 ⁵¹	f 3.28		6.02	10.35	2.45	11.00 ⁵³			
ASHLEY N 9.00	50	s 4.09	6.12	s 10.12	s 3.21		5.50	10.26 ⁵¹	2.35	10.43			
WOODLAWN NC E 2.20	70	f 3.52	5.59	9.57 ²⁸	f 3.08		5.29	9.57 ⁹²	2.15	10.23			
DRIVERS E 4.80	22	f 3.49	5.56	9.55	f 3.04		5.25	9.42	2.10	10.18			
L MT. VERNON, ILL. N	49	s 3.42 ⁷¹	5.49	s 9.50	s 2.58		5.17	9.30 ²⁹	2.00	10.08			
		A. M.	A. M.	A. M.	P. M.		A. M.	A. M.	P. M.	P. M.			
		Daily	Daily	Daily	Daily		Daily	Daily ex- Sunday	Daily	Daily			
		54	56	92	52		74	28	76	78			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

MT. VERNON, ILL. AND HOWELL—SOUTHWARD

SECOND CLASS

FIRST CLASS

 Distance from Louisville
via Amqui

TIME TABLE
No. 45
Takes Effect Sunday,
October 14, 1945,
at 12:01 A. M.

STATIONS

SECOND CLASS				FIRST CLASS				Distance from Louisville via Amqui	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.	
75	73	29	71	53	93	51	55		STATIONS	
Freight	Freight	Local Freight	Freight	Passenger	Dixie Limited	Passenger	Passenger			
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily			
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.			
8.02	12.22	9.30 ²⁸	3.42 ⁵⁴	s11.36	s 4.59	s10.57	12.31	408.11	L	MT. VERNON, ILL. N — 0.90 —
8.10	12.30	9.41 ⁹²	4.00	11.42	5.01	11.04	12.38	407.21		SHOPS E — 3.60 —
8.15	12.35	10.00	4.12	11.46	5.05	11.08	12.42	408.61		SHIRLEY E — 3.10 —
8.22	12.42	10.23	4.18	f11.50	5.08	f11.13	12.46	400.51		OPDYKE E — 3.30 —
8.32	12.52	10.33	4.24	f11.56	5.14	f11.19	12.50	397.21		BELLE RIVE E — 3.90 —
8.42	1.02	10.43	4.31	f12.02	f 5.20	s11.25	12.54	393.31		DAHLGREN NC E — 5.60 —
8.54	1.14 ⁷⁶	11.00	4.40 ⁷⁴	12.08	5.26	f11.32	1.00	387.71		DELAFIELD E — 5.00 —
9.05 ⁷⁸	1.22	11.20	5.13 ⁵⁶	s12.14	s 5.32	s11.38	1.06	382.71		McLEANSBORO N — 5.70 —
9.17	1.32	11.30	5.22	12.24	5.44	f11.48	1.13	377.01		THACKERAY E — 3.50 —
9.24	1.39	11.52 ⁵¹	5.30	12.28	5.48	11.52 ²⁹	1.17	373.51		ROBANNA E — 3.70 —
9.35	1.53 ⁵²	12.00	5.35	f12.34	5.56	f11.59	1.21	369.81		ENFIELD NC E — 5.30 —
9.43	2.13	12.25 ⁷⁶	5.43	12.40	6.01	12.05	1.27	364.51		TRUMBULL E — 4.20 —
9.55	2.21	12.32	5.55	s12.51	s 6.11	s12.15 ⁷⁶	f 1.35	360.31		CARMi N — 3.70 —
10.08	2.28	12.40	6.05	12.55	6.15	f12.21	1.40	356.61		EPWORTH E — 4.20 —
10.20	2.35	12.46	6.15	12.59	6.22	f12.28	1.45	352.41		MAUNIE E — 2.20 —
10.27	2.40	12.51	6.22	1.03	6.26	12.33	1.49	350.21		RIOLADO E — 4.70 —
10.35	2.48	12.58	6.30 ²⁸	1.08	6.31	12.38	1.54 ⁵⁴	345.51		UPTON E — 4.10 —
10.45	2.56	1.09 ⁵²	6.38	s 1.14	s 6.37	s12.44	2.00	341.41		MT. VERNON, IND. N — 3.98 —
10.53	3.02	1.30	6.45	1.22	6.44	12.52	2.05	337.43		LAMOTT E — 4.42 —
11.00	3.09	1.38	6.52	1.28 ⁵⁴	6.49	12.57 ⁵²	2.10	333.01		LIPPE E — 4.33 —
11.08	3.16	1.48	6.59	1.33	6.54	1.02	2.15	328.68		BELKNAP E — 5.28 —
11.20	3.28	2.00	7.10	1.40	7.05 ⁷⁸	1.09	2.22	323.40		NORTH HOWELL E — 0.40 —
11.30	3.35	2.10	7.20					323.00	A	HOWELL N — 1.79 —
				2.00	7.25	1.20	2.40	325.19	A	EVANSVILLE N
P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily			
75	73	29	71	53	93	51	55			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

HOWELL AND MT. VERNON, ILL.—NORTHWARD

TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.	Car Capacity of Passing Stations, based on 44 feet per car.	FIRST CLASS								SECOND CLASS							
		54	56	92	52					74	28	76	78				
		Passenger	Passenger	Dirie Limited	Passenger					Freight	Local Freight	Freight	Freight				
		Daily	Daily	Daily	Daily					Daily	Daily ex. Sunday	Daily	Daily				
STATIONS		A. M.	A. M.	A. M.	P. M.					A. M.	A. M.	P. M.	P. M.				
A MT. VERNON, ILL. N 0.90	49	s 3.42 ⁷¹	5.49	s 9.50	s 2.58					5.17	9.30 ²⁹	2.00	10.08				
SHOPS E 3.60	58	3.30	5.42	9.41 ²⁹	2.49					5.15	9.15	1.50	9.58				
SHIRLEY E 3.10	54	3.25	5.37	9.36	2.41					5.09	9.05	1.43	9.51				
OPDYKE E 3.30	53	f 3.21	5.33	9.33	f 2.37					5.03	8.55	1.37	9.43				
BELLE RIVE E 3.90	65	f 3.16	5.29	9.28	f 2.32					4.57	8.50	1.31	9.35				
DAHLGREN NCE 5.60	52	f 3.10	5.24	f 9.22	f 2.27					4.50	8.40	1.24	9.27				
DELAFIELD E 5.00	52	3.03	5.18	9.15	f 2.19					4.40 ⁷¹	8.25	1.14 ⁷³	9.17				
McLEANSBORO N 5.70	54	s 2.58	5.13 ⁷¹	s 9.09	s 2.13					4.30	8.15	1.02	9.05 ⁷⁵				
THACKERAY E 3.50	59	2.47	5.06	9.00	f 2.03					4.20	7.55	12.50	8.50				
ROBANNA E 3.70	52	2.42	5.01	8.54	1.58					4.12	7.45	12.40	8.43				
ENFIELD NCE 5.30	67	f 2.37	4.56	f 8.49	f 1.53 ⁷³					4.04	7.35	12.35	8.36				
TRUMBULL E 4.20	71	2.29	4.50	8.40	1.46					3.55	7.25	12.25 ²⁹	8.26				
CARMI N 3.70	60	s 2.23	f 4.44	s 8.34	s 1.40					3.45	7.15	12.15 ⁵¹	8.16				
EPWORTH E 4.20	65	2.10	4.38	8.25	f 1.30					3.38	6.54	11.50	8.08				
MAUNIE E 2.20	57	2.05	4.33	f 8.19	f 1.25					3.31	6.44	11.42	8.02				
RIOLADO E 4.70	48	2.00	4.28	8.15	1.20					3.25	6.38	11.35	7.55				
UPTON E 4.10	54	1.54 ⁵⁵	4.23	8.10	1.15					3.18	6.30 ⁷¹	11.27	7.48				
MT. VERNON, IND. N 3.98	41W 53E	s 1.46	4.17	s 8.04	s 1.09 ²⁹					3.10	6.15	11.17	7.40				
LAMOTT E 4.42	53	1.34	4.11	7.55	1.02					3.03	6.00	11.08	7.33				
LIPPE E 4.33	52	1.28 ⁵³	4.06	7.50	12.57 ⁵¹					2.56	5.53	11.00	7.28				
BELKNAP E 5.28	64	1.22	4.01	7.46	12.51					2.49	5.45	10.50	7.20				
NORTH HOWELL E 0.40		1.13	3.53	7.38	12.42					2.38	5.35	10.35	7.05 ⁹³				
L HOWELL N 1.79										2.30	5.30	10.30	7.00				
L EVANSVILLE N		1.05	3.45	7.30	12.35												
		A. M.	A. M.	A. M.	P. M.					A. M.	A. M.	A. M.	P. M.				
		Daily	Daily	Daily	Daily					Daily	Daily ex. Sunday	Daily	Daily				
		54	56	92	52					74	28	76	78				

Regular southward trains are superior to trains of the same class moving in the opposite direction.

EVANSVILLE AND NORTH HOWELL—SOUTHWARD

FIRST CLASS

93	89	51	151	11	252	292	153		95	91	56	53	155	254	Distance from Louisville via Amqui	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		
The Dixie Limited	Passenger	Passenger	Passenger	The Dixie Flagler	Passenger	Dixie Limited	Passenger		The Dixie Flyer	Mall and Express	Passenger	Passenger	Passenger	Passenger			STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
9.15	8.05	1.45	1.40	1.23	12.35	7.30	6.45		6.20	5.15	3.45	3.05	3.00	1.05	325.19	L	EVANSVILLE	N
															324.63	A	EIGHTH AVENUE	
9.20	8.10	1.51	1.45	1.28	12.42	7.38	6.51		6.25	5.20	3.53	3.10	3.05	1.13	323.40	A	NORTH HOWELL	E
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily				
93	89	51	151	11	252	292	153		95	91	56	53	155	254				

NORTH HOWELL AND HENDERSON—SOUTHWARD

FIRST CLASS

				93	89	51	151	11		153	95	91	53	155	Distance from Louisville via Amqui	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		
				The Dixie Limited	Passenger	Passenger	Passenger	The Dixie Flagler		Passenger	The Dixie Flyer	Mall and Express	Passenger	Passenger			STATIONS	
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily				
				P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	A. M.				
				9.20	8.10	1.51	1.45	1.28		6.51	6.25	5.20	3.10	3.05	323.40	L	NORTH HOWELL	E
						§ 1.53				f 6.52					323.00		HOWELL	N
				9.22	8.12	1.55	1.47	1.30		6.54	6.27	5.22	3.12	3.07	321.82		SOUTH HOWELL	E
				9.27	8.17	2.00	1.52	1.35		6.59	6.32	5.27	3.17	3.12	317.44		F. S. TOWER	E
				9.35 ⁹⁰	8.32 ⁶⁶	2.08	1.42	1.42		§ 7.10	§ 6.45	§ 5.35	§ 3.34	§ 3.22	312.80	A	HENDERSON	N
				P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	A. M.				
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily				
				93	89	51	151	11		153	95	91	53	155				

HOWELL AND HENDERSON—SOUTHWARD

SECOND CLASS

					69	181	67	65		157	21	173	63	179	Distance from Louisville via Amqui	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		
					Freight	Freight	Freight	Freight		Freight	Local Freight	Local Freight	Freight	Freight			STATIONS	
					Daily	Daily	Daily	Daily		Daily	Mon. Wed., Fri.	Daily ex. Sunday	Daily	Daily				
					P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.				
				9.30	5.15	3.30	9.30			9.00	5.30	4.00	3.30	12.40	323.00	L	HOWELL	N
				9.35	5.18	3.35	9.32			9.05	5.35	4.02	3.35	12.42	321.82		SOUTH HOWELL	E
				9.44 ⁹⁰	5.31	3.45	9.40			9.15	5.45	4.12	3.45	12.50	317.44		F. S. TOWER	E
				9.55	5.45	3.55	9.50			9.30	6.12 ⁹²	4.30	3.58	1.00	312.80	A	HENDERSON	N
				P. M.	P. M.	P. M.	A. M.			A. M.	A. M.	A. M.	A. M.	A. M.				
				Daily	Daily	Daily	Daily			Daily	Mon. Wed., Fri.	Daily ex. Sunday	Daily	Daily				
				69	181	67	65			157	21	173	63	179				

Regular southward trains are superior to trains of the same class moving in the opposite direction.

NORTH HOWELL AND EVANSVILLE—NORTHWARD

TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		FIRST CLASS														
		54	253	55	156	88	92		152	52	251	12	293	154	90	94
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	The Dixie Limited		Passenger	Passenger	Passenger	The Dixie Flagler	The Dixie Limited	Passenger	Mail and Express	The Dixie Flyer
		Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
A	EVANSVILLE N	12.35	2.00	2.40	3.25	6.30	7.00		12.05	12.10	1.20	5.35	7.25	8.25	10.15	11.35
	0.56 L EIGHTH AVENUE															
	1.23 L NORTH HOWELL E	12.10	1.40	2.22	2.55	6.08	6.30		11.47	11.55	1.09	5.27	7.05	8.00	9.50	11.11
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		54	253	55	156	88	92		152	52	251	12	293	154	90	94

HENDERSON AND NORTH HOWELL—NORTHWARD

TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		Our Capacity of Passing Sidings, based on 44 feet per car.	FIRST CLASS									
			156	88	92	152	52		12	154	90	94
STATIONS		Passenger	Passenger	The Dixie Limited	Passenger	Passenger		The Dixie Flagler	Passenger	Mail and Express	The Dixie Flyer	Passenger
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.	A. M.
A	NORTH HOWELL E yard	2.55	6.08	6.30	11.47	11.55		5.27	8.00	9.50	11.11	12.10
	0.40 HOWELL N yard					f11.53			f 7.58			
	1.18 SOUTH HOWELL E yard	2.53	6.05	6.27	11.44	11.50		5.25	7.55	9.49	11.06	12.05
	4.38 F. S. TOWER E	2.48	6.00	6.22	11.40	11.45		5.20	7.49	9.44 ⁶³	11.00	11.59
	4.64 L HENDERSON N	70E 72W s 2.35	s 5.50	6.12 ²¹	s11.31	s11.37		5.13	s 7.40	s 9.35 ⁹³	s10 51	s11.50
		A. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
		156	88	92	152	52		12	154	90	94	54

HENDERSON AND HOWELL—NORTHWARD

TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.		Our Capacity of Passing Sidings, based on 44 feet per car.	SECOND CLASS									
			180	68	62	22	172		182	64	158	66
STATIONS		Freight	Freight	Freight	Local Freight	Local Freight		Freight	Freight	Freight	Freight	
		Daily	Daily	Daily	Tues. Thur., Sat.	Daily ex. Sunday		Daily	Daily	Daily	Daily	
		A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	
A	HOWELL N yard	1.00	3.10	8.50	1.00	1.05		3.20	3.30	8.45	8.50	
	1.18 SOUTH HOWELL E yard	12.40	3.05	8.45	12.45	1.00		2.57	3.25	8.38	8.47	
	4.38 F. S. TOWER E	12.30	2.55	8.35	12.35	12.50		2.40	3.15	8.28	8.38	
	4.64 L HENDERSON N	70E 72W 12.15	2.40	8.25	12.20	12.40		2.25	3.05	8.15	8.32 ⁸⁹	
		A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	
		Daily	Daily	Daily	Tues. Thur., Sat.	Daily ex. Sunday		Daily	Daily	Daily	Daily	
		180	68	62	22	172		182	64	158	66	

Regular southward trains are superior to trains of the same class moving in the opposite direction.

HENDERSON AND HOPKINSVILLE—SOUTHWARD

SECOND CLASS							FIRST CLASS					Distance from Louisville via Abingdon	TIME TABLE No. 45			
69	41	67	31	65	21	63	93	89	51	11	95		91	53	Takes Effect Sunday, October 14, 1945, at 12:01 A. M.	
Freight	Mixed	Freight	Mixed	Freight	Local Freight	Freight	The Dixie Limited	Passenger	Passenger	The Dixie Flagler	The Dixie Flyer		Mail and Express	Passenger		
Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Mond., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	STATIONS	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
9.55		3.55		9.50	6.12 ⁹²	3.58	9.35 ⁹⁰	8.32 ⁶⁶	2.08	1.42	6.45	5.35	3.34	312.80	L HENDERSON	N
														3.86		
10.05		4.04		9.58	6.20	4.08	9.39	8.37	2.17	1.46	6.51	5.41 ⁸⁸	3.40	308.94	RANKIN	E
														3.72		
10.15		4.13		10.05	6.26	4.16	9.43	8.41	2.21	1.49	6.55	5.47	3.44	305.22	AGNEW	E
														3.93		
10.31 ⁹⁴		4.21		10.11	6.37	4.24	9.47	8.46	2.26	1.53	7.00	5.57 ⁹²	3.48	301.29	ROBARDS	E
														4.78		
10.44		4.29		10.18	6.50	4.34	9.52	8.52	2.33 ⁶⁴	1.57	7.05	6.02	3.55	296.51	SEBREE	N
														3.84		
10.57		4.35		10.25	7.00	4.43	9.56	8.56 ⁹⁰	2.40	2.01	7.10	6.06	3.59	292.67	BRETON	E
														5.46		
11.13 ⁵⁴		4.48 ¹²		10.48 ⁵²	7.16 ⁹⁶ ₆₂	4.51	10.02	9.02	2.48	2.06 ⁶⁴	7.16 ⁶² ₂₁	6.12	4.05	287.21	SLAUGHTERS NC	E
														5.11		
11.25		5.00		10.58 ²²	7.55	5.08 ⁸⁸	10.07 ⁹⁴	9.07	2.56	2.11	7.22	6.18	4.10	282.10	HANSON	E
														5.02		
11.35		5.10		11.08	8.13	5.18	10.12	9.12	3.04	2.16	7.27	6.23	4.15	277.08	ARKLOW	E
														0.70		
Via Cut-off	5.35	Via Cut-off	3.10	Via Cut-off	8.15	Via Cut-off	10.13	9.13	3.05	Via Cut-off	7.28	6.24	4.16	276.38	TRIDENT	E
	5.50		3.20		8.20		10.15	9.20	3.09		7.34	6.27	4.22	275.43	MADISONVILLE	N
														4.25		
	6.10		3.30		8.50		10.25	9.35 ⁹⁴	3.20		7.46	6.39	4.35	271.18	EARLINGTON	N
														0.72		
11.40		5.15		11.10		5.20				2.17				275.21	ATKINSON	N
														3.55		
11.50		5.35		11.20		5.45				2.21				271.66	OKEMA	
														3.96		
12.01		5.45		11.29	9.10	5.55 ⁶²	10.30	9.47	3.28	2.25	7.52	6.45	4.42 ⁸⁸	267.70	MORTON	N
														3.52		
12.10		5.54		11.37	9.25	6.05	10.35 ⁵⁴	9.56	3.36	2.29	8.00	6.50	4.50	264.18	NORTONVILLE	N
														3.00		
12.20		6.03		11.45	9.50 ⁵²	6.14	10.39	10.01	3.42	2.32	8.05	7.00	4.55	261.18	ROMNEY	E
														1.84		
					10.00				f 3.45					259.34	MANNINGTON NC	
														2.20		
12.30 ⁸⁸		6.10 ⁶⁶		11.52	10.17	6.22	10.44	10.06	3.49	2.36	8.10	7.05	5.02 ⁹²	257.14	SELDON	E
														3.87		
12.41		6.25		12.01	10.30	6.32	10.50	10.13 ⁵⁴	3.56	2.40	8.16 ²²	7.11	5.08	253.27	CROFTON	N
														5.65		
12.51		6.40		12.09	10.45	6.45	10.58	10.19	f 4.05 ¹²	2.46	8.23	7.18	5.14 ⁶²	247.62	KELLY	E
														3.18		
1.00		6.48		12.15 ⁶⁴	10.53	6.53	11.02	10.23	4.10	2.49	8.27	7.22	5.18	244.44	HUMO	E
														3.67		
1.10		6.56		12.28	11.01	7.03	11.06	10.27	4.15	2.54	8.31	7.27	5.23	240.77	LATHAM	E
														1.26		
1.20		7.01		12.30	11.10	7.08	11.09	10.35	4.20	2.56	8.40	7.30	5.33	239.51	A HOPKINSVILLE	N
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Mond., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
69	41	67	31	65	21	63	93	89	51	11	95	91	53			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

HOPKINSVILLE AND HENDERSON—NORTHWARD

TIME TABLE
No. 45
Takes Effect Sunday,
October 14, 1945,
at 12:01 A. M.

Car Capacity of
Passing Columns based
on 44 feet per car.

STATIONS		FIRST CLASS										SECOND CLASS						
		88	92	52	12	90	94	54	62	32	22	40	64	66	68			
		Passenger	The Dixie Limited	Passenger	The Dixie Flagler	Mail and Express	The Dixie Flyer	Passenger	Freight	Mixed	Local Freight	Mixed	Freight	Freight	Freight			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Tues., Thur., Sat.	Daily ex. Sunday	Daily	Daily	Daily			
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
A	HENDERSON	N	70E 72W	\$ 5.50	6.12 ²¹	\$11.37	5.13	\$ 9.35 ⁹³		\$10.51	\$11.50	8.25		12.20		3.05	8.32 ⁸³	2.40
	RANKIN	E	71	5.41 ⁹¹	6.05	11.25	5.08	9.20		10.40	11.39	8.15		12.00		2.55	8.15	2.26
	AGNEW	E	70	5.35	6.01	11.20	5.05	9.13		10.35	11.35	8.08		11.50		2.48	8.02	2.20
	ROBARDS	E	84N 64S	5.31	5.57 ⁹¹	f11.14	5.02	9.07		10.31 ⁶⁹	11.30	8.00		11.40		2.41	7.54	2.12
	SEBREE	N	71	\$ 5.25	5.52	\$11.04	4.57	9.01		10.25	11.25	7.50		11.30		2.33 ⁵¹	7.44	2.03
	BRETON	E	70	5.19	5.48	f10.55	4.53	8.56 ⁸³		10.20	11.18	7.40		11.15		2.16	7.36	1.55
	SLAUGHTERS NC	E	70	5.13	5.42	\$10.48 ⁶⁵	4.48 ⁶⁷	8.47		10.14	11.13 ⁶⁹	7.16 ⁹⁵ 21		11.04		2.06 ¹¹	7.25	1.46
	HANSON	E	56N 51S	5.08 ⁶³	5.37	\$10.40	4.43	8.41		10.07 ⁹³	11.07	7.00		10.53 ⁶⁵		1.50	7.15	1.35
	ARKLOW	E	yard	5.03	5.32	10.33	4.38	8.35		9.54	11.01	6.50		10.38		1.42	7.05	1.25
	TRIDENT	E	wye	5.02	5.31	10.32	4.37	8.34		9.53	10.59	Via Cut-off	9.30	10.36	1.45	Via Cut-off	Via Cut-off	Via Cut-off
	MADISONVILLE	N	34	\$ 5.00	5.30	\$10.27 ²²	4.36	\$ 8.29		\$ 9.50	\$10.56		\$ 9.24	10.27 ⁵²	\$ 1.40			
	EARLINGTON	N	38	\$ 4.52	5.24	\$10.18	4.31	\$ 8.20		\$ 9.35 ⁸⁹	\$10.51		9.15	9.35	1.30			
	ATKINSON	N	50N 54S									6.30				1.40	6.57	1.18
	OKEMA		78									6.10				1.30	6.48	1.08
	MORTON	N	65 CO. 50 H.D.	4.42 ⁵³	5.14	\$10.07	4.27	8.09		9.26	10.41	5.55 ⁶³		9.10		1.20	6.38	12.58
	NORTONVILLE	N	96	\$ 4.33	5.10	\$ 9.55	4.23	\$ 8.01		\$ 9.21	\$10.35 ⁹³	5.50		8.55		1.10	6.28	12.48
	ROMNEY	E	53N 77S	4.24	5.06	9.50 ²¹	4.19	7.56		9.14	10.21	5.40		8.45		1.00	6.20	12.40
	MANNINGTON NC					f 9.46								8.34				
	SELDON	E	50N 50S	4.20	5.02 ⁶⁵	9.42	4.15	7.51		9.10	10.17	5.30		8.26		12.53	6.10 ⁶⁷	12.30 ⁶⁹
	CROFTON	N	71N 70S	4.15	4.55	\$ 9.36	4.10	7.46		9.06	10.13 ⁸⁹	5.25		8.16 ⁹⁵		12.43	6.00	12.10
	KELLY	E	53N 50S	4.09	4.48	f 9.28	4.05 ⁵¹	7.39		9.00	10.05	5.14 ⁵³		8.01		12.25	5.50	11.57
	HUMO	E	71	4.05	4.44	9.23	4.02	7.35		8.56	10.01	4.58		7.55		12.15 ⁵⁵	5.40	11.48
	LATHAM	E	61N 52S	4.01	4.39	9.18	3.58	7.30		8.52	9.57	4.53		7.45		11.57	5.30	11.38
L	HOPKINSVILLE	N		\$ 3.58	4.36	\$ 9.10	3.56	\$7.27		\$ 8.50	\$ 9.55	4.50		7.40		11.54	5.27	11.28
				A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily ex. Sunday	Tues., Thur., Sat.	Daily ex. Sunday	Daily	Daily	Daily
				88	92	52	12	90		94	54	62	32	22	40	64	66	68

Regular southward trains are superior to trains of the same class moving in the opposite direction.

HOPKINSVILLE AND AMQUI—SOUTHWARD

SECOND CLASS						FIRST CLASS						Distance from Louisville via Amqui	TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		
67	65	25	21	63	69	93	89	51	11	95	91		53	L	STATIONS
Freight	Freight	Local Freight	Local Freight	Freight	Freight	The Dixie Limited	Passenger	Passenger	The Dixie Flagler	The Dixie Flyer	Mail and Express		Passenger		
Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
7.01	12.30		11.10	7.08	1.20	11.09	10.35	4.20	2.56	8.40	7.30	5.33	239.51	HOPKINSVILLE	
														1.07	
7.05	12.35		11.30	7.13	1.25	11.11	10.37	4.24	2.58	8.42	7.35 ²²	5.35	238.44	McMADA	
														3.61	
7.19 ⁹⁰	12.43		11.43 ⁶⁴	7.22 ²²	1.35	11.15 ⁶⁸	10.41	4.29	3.01	8.47	7.40	5.40	234.83	CASKY	
														5.05	
7.30	12.52		11.51	7.30	1.44	11.21	10.46	4.36	3.06	8.53 ⁵²	7.45	5.47	229.78	PEMBROKE	
														3.13	
7.36	12.58		11.57	7.36	1.50	11.25	10.50 ⁶⁸	4.41	3.09	8.57	7.49	5.51	226.65	WEST FORK	
														3.35	
7.42	1.04		12.09	7.42	1.55	11.29	10.54	4.46 ⁶⁶	3.12	9.01	7.54	5.57	223.30	TRENTON	
														3.79	
7.50	1.10		12.20	7.48	2.04	11.33	10.58	4.51	3.15	9.05	7.59	6.02	219.51	MOORES	
														3.74	
8.15 ⁹⁴	1.20	12.15	12.40	8.15 ⁹¹ 52	2.14	11.45	11.15	5.00	3.19	9.18 ²⁶	8.15 ⁶² 63	6.20	215.77	GUTHRIE	
														3.61	
8.43	1.30	12.25		8.26	2.21	11.50	11.20	5.10	3.23	9.24	8.23	6.28	212.16	SADLERS	
														3.57	
9.00 ⁶⁴	1.40	12.35		8.33	2.30	11.54	11.25	5.16	3.27 ¹²	9.28	8.28	6.35	208.59	ADAMS	
														4.19	
9.08	1.50	12.50		8.43 ²⁶	2.40	11.59	11.30	5.24	3.32	9.34	8.34 ²⁶	6.43	204.40	CEDAR HILL	
														3.27	
9.14	1.56	1.00		8.50	2.45	12.02	11.34	5.29	3.35	9.37	8.39	6.48	201.13	KINNEY	
														4.01	
9.22 ⁶⁸	2.15	1.20		9.00	2.58 ⁶² 63	12.07	11.41	5.35	3.40 ⁶⁶	9.45 ⁶⁴	8.45	7.00	197.12	SPRINGFIELD	
														4.04	
9.32	2.25	1.30		9.10	3.11	12.12	11.47	5.42	3.45	9.52	8.55	7.08	193.08	COURTLAND	
														3.19	
9.42	2.32	1.40		9.20 ⁶⁴	3.26 ⁹²	12.17	11.51	5.46	3.48	9.56	9.00	7.12 ²⁶	189.89	GREENBRIER	
														5.05	
10.00	2.43	1.55		9.30	3.39	12.25	11.59	5.55	3.57	10.05	9.10 ⁶⁴	7.21 ⁵²	184.84	BAKERS	
														4.34	
10.10	2.56 ¹² 66	2.09		9.38	4.00	12.30	12.04	6.00 ⁹⁰	4.01	10.10	9.16	7.27	180.50	GOODLETTSVILLE	
														3.72	
10.20	3.05	2.20		9.47	4.20	12.34	12.08	6.08	4.05	10.15	9.21	7.32	176.78	AMQUI	
														13.22	
11.15	4.00	3.00		10.45	5.20								190.00	RADNOR	
														9.69	
						1.00	12.40	6.35	4.23	10.40	9.45	8.00	186.50	NASHVILLE	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
67	65	25	21	63	69	93	89	51	11	95	91	53			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

AMQUI AND HOPKINSVILLE—NORTHWARD

TIME TABLE No. 45 Takes Effect Sunday, October 14, 1945, at 12:01 A. M.		Car Capacity of Passenger Seating, based on 44 feet per car.	FIRST CLASS						SECOND CLASS								
			88	92	52	12	90	94	54	62	22	26	64	66	68		
			Passenger	The Dixie Limited	Passenger	The Dixie Flagler	Mail and Express	The Dixie Flyer	Passenger	Freight	Local Freight	Local Freight	Freight	Freight	Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thur., Sat.	Daily ex. Sunday	Daily	Daily	Daily	
STATIONS			A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
A	HOPKINSVILLE	N	s 3.58	4.36	s 9.10	3.56	s 7.27		s 8.50	s 9.55	4.50	7.40		11.54	5.27	11.28	
	— 1.07 —																
	McMADA	E	54	3.51	4.34	9.07	3.55	7.23		8.42	9.44	4.45	7.35 ⁹¹		11.51	5.22	11.22
	— 3.61 —																
	CASKY	E	72N 71S	3.47	4.30	f 9.02	3.52	7.19 ⁶⁷		8.37	9.40	4.40	7.22 ⁶³		11.43 ²¹	5.15	11.15 ⁹³
	— 5.05 —																
	PEMBROKE	E	71N 71S	3.42	4.25	s 8.53 ⁹⁵	3.47	7.13		8.31	9.34	4.35	7.06		11.26	5.05	10.55
	— 3.13 —																
	WEST FORK	E	50N 51S	3.39	4.22	8.47	3.44	7.09		8.28	9.30	4.30	7.00		11.10	4.56	10.50 ⁸⁹
	— 3.35 —																
	TRENTON	D E	74N 71S	3.35	4.18	s 8.42	3.41	7.05		8.24	9.26	4.25	6.52		11.00	4.46 ⁶¹	10.25
	— 3.79 —																
	MOORES	E	50N 50S	3.31	4.14	8.37	3.38	7.00		8.20	9.20	4.19	6.44		10.50	4.36	10.15
	— 3.74 —																
	GUTHRIE	N	89N 77SB 73NB	s 3.26	4.10 ⁶²	8.30 ⁶³ s 8.15 ⁹¹	3.34	s 6.55		s 8.15 ⁶⁷	s 9.15	4.10 ⁹²	6.35	9.18 ⁹⁵	10.40	4.28	10.07
	— 3.61 —																
	SADLERS	E	56N 49S	3.14	3.53	f 8.06	3.30	6.44		8.04	9.04	3.30		9.10	10.22	4.18	9.58
	— 3.57 —																
	ADAMS	E	49N 50S	3.10	3.49	s 8.01	3.27 ¹¹	6.40		8.00	9.00 ⁶⁷	3.20		9.05	10.14	4.10	9.50
	— 4.19 —																
	CEDAR HILL	NC E	54N 61S	3.06	3.45	s 7.55	3.23	6.36		7.56	8.56	3.11		8.43 ⁶³ 8.25 ⁹¹	10.06	4.01	9.40
	— 3.27 —																
	KINNEY	E	50N 50S	3.02	3.41	7.50	3.20	6.32		7.52	8.52	3.06		8.10	9.55	3.52	9.33
	— 4.01 —																
	SPRINGFIELD	N	53N 62S	⁶² 2.58 ⁶⁹	3.36	s 7.42	3.15	s 6.26		f 7.46	s 8.46	2.58 ⁸⁸ 2.58 ⁶⁹	8.00	9.45 ⁹⁵	3.40 ¹¹	9.22 ⁶⁷	
	— 4.04 —																
	COURTLAND	E	50N 61S	2.51	3.30	7.34 ²⁶	3.11	6.20		7.39	8.39	2.30		7.34 ⁵²	9.28	3.27	9.13
	— 3.19 —																
	GREENBRIER	NC E	87NB 84SB	2.47	3.26 ⁶⁸	f 7.28	3.08	6.15		7.35	8.35	2.20		7.12 ⁵³	9.20 ⁶³	3.19	9.05
	— 5.05 —																
	BAKERS	E	65	2.38	3.18	7.21 ⁵³	3.00	6.05		7.25	8.25	1.55		6.56	9.10 ⁹¹	3.06	8.50
	— 4.34 —																
	GOODLETTSVILLE	NC E	64N 61S	2.33	3.13	s 7.15	2.56 ⁶⁵ 66	6.00 ⁵¹		7.20	8.20	1.48		6.48	8.50	2.56 ⁶⁵ ¹²	8.40
	— 3.72 —																
L	AMQUI	N	62NB 62SB	2.28	3.08	f 7.10	2.52	5.55		7.15	8.15	1.40		6.40	8.40	2.30	8.30
	— 13.22 —																
L	RADNOR											1.00		6.00	8.00	1.50	7.50
	— 9.69 —																
L	NASHVILLE	N		2.10	2.50	6.50	2.35	5.35		6.55	7.55						
				A. M.	A. M.	A. M.	P. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Tues. Thur., Sat.	Daily ex. Sunday	Daily	Daily	Daily
				88	92	52	12	90		94	54	62	22	26	64	66	68

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD

HENDERSON AND IRVINGTON

NORTHWARD

SECOND CLASS				FIRST CLASS			Distance from Louisville	TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.	Car Capacity of Passing Stations, based on 44 feet per car.	FIRST CLASS			SECOND CLASS						
181	157	173	179	151	153	155				156	152	154	172	182	158	180			
Freight	Freight	Local Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Local Freight	Freight	Freight	Freight			
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily			
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	STATIONS		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
				1.40	6.45	3.00	155.4	L	EVANSVILLE	NA		3.25	12.05	8.25					
5.15	9.00	4.00	12.40				153.2		2.2	HOWELL	N				1.05	3.20	8.45	1.00	
5.45	9.30	4.30	1.00	2.00	7.10	3.22	143.0		10.2	HENDERSON	N	106	2.35	11.31	7.40	12.40	2.25	8.15	12.15
5.58	9.45	4.40	1.09	2.05 ¹⁸²	7.16	3.27	138.9		4.1	SOAPER	E	68	2.21	11.26	7.19	12.30	2.05 ¹⁵¹	7.55	11.48
6.05	9.50	4.48	1.14	2.09	7.20	3.30	136.1		2.8	BASKETT	E	42	2.18	11.23	7.16	12.24	1.50	7.45	11.42
6.13	9.55	4.55	1.18	2.12	7.24	3.34	133.6		2.5	SPOTTSVILLE	E	53	2.14	11.19	7.13	12.18	1.43	7.34	11.37
6.18	10.05	5.00	1.21	2.16	7.28	3.38	131.9		1.7	BEALS	E	76	2.08	11.15	7.09	12.10	1.37	7.25	11.32
6.23	10.10	5.05	1.25	2.19	7.32	3.41	129.6		2.3	REED	E	62	2.05	11.12	7.06 ¹⁵⁸	12.06	1.32	7.06 ¹⁵⁴	11.28
6.33	10.18	5.13	1.32	2.23	7.37	3.45	126.4		3.2	NEWMAN	E	65	2.02	11.08	7.02	11.59	1.27	6.49	11.23
6.40 ¹⁵⁸	10.26	5.21	1.40	2.26	7.41	3.48	123.4		3.0	STANLEY	E	54	1.59	11.05	6.58	11.52	1.21	6.40 ¹⁶¹	11.18
6.53 ¹⁵⁴	10.37	5.33	1.55 ¹⁵⁵	2.30	7.47	3.53	119.0		4.4	MATTINGLY	E	68	1.55 ¹⁷⁹	11.00	6.53 ¹⁸¹	11.42	1.13	6.30	11.10
7.17	10.54 ¹⁵²	5.45	2.03	2.35	7.53	3.57	114.6		4.4	CONWAY	E	45	1.50	10.54 ¹⁵⁷	6.47	11.31	1.01	6.19	11.00
7.25	11.00	5.51	2.08	2.42	8.02	4.02	113.6		1.0	OWENSBORO	NC		1.45	10.47	6.42	11.25	12.55	6.14	10.55
7.35	11.12 ¹⁷²	6.10	2.20	2.50	8.13	4.17	112.1		1.5	DOYLE	N	89	1.30	10.37	6.26	11.12 ¹⁵⁷	12.25	6.04	10.40
7.45	11.20	6.25	2.30	2.55	8.18	4.22	107.2		4.9	ROSS	E	60	1.24	10.31	6.18	10.45	12.10	5.54	10.23
7.50	11.27	6.34	2.40	2.59	8.25	4.27	103.9		3.3	MACEO	E	74	1.20	10.27 ¹⁷²	6.12	10.27 ¹⁵²	12.01	5.46	10.17
7.58	11.35	6.47	2.50	3.04	8.30	4.31	99.8		4.1	WAITMAN	E	66	1.15	10.22	6.06	9.55	11.50	5.33	10.09
8.05	11.42 ¹⁸²	6.57	3.00	3.09	8.36	4.35	96.4		3.4	LEWISPORT	NC	E 112	1.11	10.17	6.02	9.45	11.42 ¹⁵⁷	5.23	10.03
8.15	11.50	7.10	3.12	3.14	8.42	4.39	92.3		4.1	ADAIR	E	61	1.07	10.11	5.53	9.31	11.31	5.12	9.56
8.20	11.57	7.21	3.20	3.17	8.46	4.42	89.5		2.8	PETRIE	E	66	1.04	10.08	5.48	9.21	11.25	5.03	9.51
8.29	12.05	7.35	3.30	3.23	8.54 ¹⁷²	4.50	85.9		3.6	HAWESVILLE	DE	31	12.59	10.03	5.44	8.54 ¹⁵³	11.17	4.52	9.47
8.39	12.15	7.55	3.43	3.29	9.00	4.56	81.2		4.7	SKILLMAN	E	57	12.53	9.56	5.35	8.30	11.08	4.40	9.38
8.51	12.25	8.15 ¹⁷²	3.58	3.35	9.05	5.02	76.0		5.2	SHOPS	E	69	12.48	9.49	5.28	8.15 ¹⁷³	10.55	4.25	9.28
8.56	12.30	8.20	4.02	3.40	9.10	5.07	74.6		1.4	CLOVERPORT	N	13	12.43	9.43	5.23	8.10	10.48	4.20	9.23
9.11 ¹⁸⁰	12.45	8.39	4.18	3.48	9.20	5.13	68.7		5.9	HOLT	E	64	12.35	9.36	5.13	7.50	10.20	4.03	9.11 ¹⁸⁴
9.20	12.55	8.50	4.27	3.55 ¹⁵⁸	9.32 ¹⁵²	5.18	65.4		3.3	STEPHENSSPORT	E	60	12.31	9.32 ¹⁵³	5.07	7.39	10.10	3.55 ¹⁵¹	9.05
9.32	1.05	9.02	4.38	3.59	9.44	5.23	61.7		3.7	SAMPLE	E	42	12.25	9.27	5.02	7.26	9.58	3.35	8.58
9.42	1.12	9.22 ¹⁵²	4.45	4.02	9.48 ¹⁸²	5.28	58.9		2.8	MYSTIC	E	35	12.21	9.22 ¹⁷³	4.57	7.18	9.48 ¹⁵³	3.28	8.52
9.52	1.30	9.35 ¹⁸²	4.54	4.07	9.54	5.32	55.9		3.0	LODIBURG	E	78	12.18	9.17	4.52	7.07	9.35 ¹⁷³	3.21	8.45
10.02	1.45	9.45	5.04	4.12	10.02	5.38	52.4		3.5	WEBSTER	E	24	12.13	9.10	4.47	6.56	9.23	3.12	8.38
10.14	2.00	9.58	5.15	4.18	10.10	5.50	49.0	A	3.4	IRVINGTON	NL	117N 72S	12.06	9.04	4.40	6.44	9.14	3.04	8.30
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.							A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily
181	157	173	179	151	153	155							156	152	154	172	182	158	180

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD

IRVINGTON AND STRAWBERRY

NORTHWARD

SECOND CLASS				FIRST CLASS			Distance from Louisville	TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.	Car Capacity of Passing Stations, based on 44 feet per car.	FIRST CLASS			SECOND CLASS				
181	157	173	179	151	153	155				152	154	156	172	182	158	180	
Freight	Freight	Local Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Local Freight	Freight	Freight	Freight	
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.			A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.		
10.14	2.00	9.58	5.15	s 4.18	s10.15	s 5.50	49.0	L	IRVINGTON NA	117N 72S	s 9.04	s 4.30	s12.06	6.44	9.14	3.04	8.30
									3.6								
10.26	2.20	10.23 ¹⁵³	5.30	4.25 ¹⁵⁴	f10.23 ¹⁷³	5.56	45.4		GUSTON E	75	8.54	f 4.25 ¹⁵¹	11.59	6.32	9.05	2.56	8.15
									3.4								
10.38	2.28	10.40	5.42	4.32	s10.30	6.02	42.0		EKRON E	73	8.46	s 4.16	11.55	6.20	8.55	2.47	8.09
									4.2								
10.50	2.36 ¹⁵⁸	10.55	6.07 ¹⁵⁵ 172	s 4.38	s10.40	6.07 ¹⁷² 173	37.8		BRANDENBURG NCE	55	s 8.39 ¹⁸²	s 4.10	11.50	6.07 ¹⁵⁵ 173	8.39 ¹⁸²	2.36 ¹⁵⁷	8.01
									4.1								
11.04	2.45	11.14	6.34	4.44	f10.50	6.13	33.7		LONG BRANCH E	63	8.32	f 4.02	11.43	5.42	8.10	2.08	7.46
									2.7								
11.20	2.52	11.24	6.40	4.47	f10.55	6.17	31.0		ROCK HAVEN E	66	8.29	f 3.58	11.40	5.32	8.03	2.00	7.41
									3.4								
11.36 ¹⁵⁶	3.00	11.34	6.50	4.51	11.01	6.21	27.6		BARTLES E	65	8.25	3.53	11.36 ¹⁸¹	5.20	7.53	1.52	7.33
									3.6								
11.50	3.10	11.46	7.00	4.56	f11.07	6.27	24.0		HOWARD E	70	8.21	f 3.48	11.32	5.06	7.43	1.43	7.25
									1.4								
		11.51			s11.11	f 6.32	22.6		WEST POINT DE			s 3.45		5.01			
									1.3								
11.59	3.19	11.56	7.08	5.00	11.15	6.35	21.3		KATHARYN E	54	8.17	3.42	11.28	4.46	7.35	1.36	7.15
									5.1								
12.15	3.35 ¹⁵⁴	12.10	7.21 ¹⁸²	5.06	f11.23	6.43	16.2		MEDORA E	69	8.11	f 3.35 ¹⁵⁷	11.21	4.36	7.21 ¹⁷⁹	1.24	7.00
									5.7								
12.30	3.58	12.30	7.35	5.11	11.31	6.50	10.5		BISHOFF E	60	8.05	3.28	11.15	4.14	7.08	1.10	6.45
									4.6								
12.45	4.15	12.50	7.45	5.17	11.36	6.58 ¹⁸²	5.9		STRAWBERRY N	97	7.59	3.22	11.09	4.00	7.00 ¹⁵⁵	1.00	6.30
									(S. W. Tower)								
1.15	5.00	1.00	8.00					3.2	SOUTH LOUISVILLE N								
									2.7								
				5.35	12.05	7.20	0.0	A	LOUISVILLE NL		7.45	3.10	10.55				
									3.2								
A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily
181	157	173	179	151	153	155					152	154	156	172	182	158	180

Southward				ELKTON AND GUTHRIE				Northward			
SECOND CLASS		Distance from Louisville via Amqui	E. and G. Railroad TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.		Car Capacity of Passing Stations, based on 44 feet per car.	SECOND CLASS					
25	Mixed		26	Mixed							
Daily ex. Sunday			Daily ex. Sunday								
A. M.			A. M.								
11.30	227.27	L	ELKTON	A	11.15						
			2.00								
f11.35	205.27		BRADSHAW	4	f11.05						
			2.60								
f11.42	222.67		HERMON	4	f10.58						
			3.10								
f11.50	219.57		ANDERSON	4	f10.51						
			3.28								
11.59	216.29		E. & G. JUNCTION E		10.43						
			0.52								
12.05	215.77	A	GUTHRIE NL	89	10.40						
P. M.					A. M.						
Daily ex. Sunday					Daily ex. Sunday						
25					26						

Southward				CLAY AND TRIDENT (MORGANFIELD BRANCH)				Northward			
SECOND CLASS		Distance from Louisville via Amqui	TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.		Car Capacity of Passing Stations, based on 44 feet per car.	SECOND CLASS					
41	Mixed		40	Mixed							
Daily ex. Sunday			Daily ex. Sunday								
P. M.			P. M.								
3.30	299.49	L	CLAY	E A	22	3.20					
			4.01								
f 3.55	295.48		UPLAND	E wye	f 3.00						
			3.30								
s 4.45	292.18		PROVIDENCE	D E	40	s 2.35					
			6.90								
f 5.15	285.28		NEBO		17	s 2.05					
			8.90								
5.35	276.38	A	TRIDENT	EL	50	1.45					
P. M.					P. M.						
Daily ex. Sunday					Daily ex. Sunday						
41					40						

Regular southward trains are superior to trains of the same class moving in the opposite direction.

OWENSBORO AND RUSSELLVILLE

Southward			Northward		
SECOND CLASS	Distance from Louisville via Russellville	TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.	Our Capacity of Passing Stidings, based on 44 feet per car.	SECOND CLASS	SECOND CLASS
				10	
Local Freight				Local Freight	
Daily ex. Sunday				Daily ex. Sunday	
9		STATIONS		A. M.	
	214.91	L OWENSBORO NC A			
		Union Station 0.55			
6.30	214.36	I. C. JUNCTION		11.15	
		4.72			
6.52	209.64	PETTIT E	47	10.40	
		3.65			
6.58	205.99	BROWNS VALLEY E	25	10.30	
		2.75			
7.08	203.24	UTICA E		10.20	
		3.09			
7.18	200.15	LIVIA E	26	10.10	
		3.27			
7.28	196.88	NUCKOLS E	49	10.01	
		2.33			
7.38	194.55	LIVERMORE NC E	29	9.55	
		3.49			
7.43	191.06	ISLAND NC E	36	9.35	
		3.17			
7.51	187.89	VICKS E	47	9.20	
		1.48			
7.56	186.41	MOORMAN E		9.10	
		3.14			
8.06	183.27	SOUTH CARROLLTON E	45	8.50	
		3.47			
8.20 ¹⁰	179.80	CENTRAL CITY NC E	39	8.20 ⁹	
		3.16			
8.50	176.64	CLEATON E	32	7.55	
		1.03			
9.04	175.61	BEVIER NC E	50	7.50	
		2.70			
9.10	172.91	DRAKESBORO DE	32	7.35	
		1.79			
9.15	171.12	BROWDER DE	40	7.27	
		1.74			
9.20	169.38	BEECH CREEK JCT NO E	Branch	7.22	
		0.92			
9.23	168.46	BELTON NC E	17	7.19	
		1.98			
9.30	166.48	TWIN TUNNELS E	40	7.14	
		1.99			
9.35	164.49	PENROD E	17	7.09	
		2.90			
9.50	161.59	DUNMOR E	30	6.56	
		3.03			
10.00	158.56	DIAMOND SPRINGS E	37	6.46	
		1.71			
10.10	156.85	WOLF LICK E	35	6.40	
		2.40			
10.25	154.45	LEWISBURG NC E	27	6.33	
		2.02			
10.40	152.43	EDWARDS E	35	6.26	
		2.49			
10.55	149.94	EPLEYS E	39	6.20	
		4.93			
11.20	146.73	DANBY E	29	6.12	
		0.89			
11.55	143.66	A RUSSELLVILLE NL yard		6.00	
A. M.				A. M.	
Daily ex. Sunday				Daily ex. Sunday	
9				10	

Southward **HARTFORD AND TRIDENT** Northward

SECOND CLASS		Distance from Louisville via Amqui	M. H. & E. R. R.		Our Capacity of Passing Stidings, based on 44 feet per car.	SECOND CLASS	
	31		TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.				32
	Mixed						Mixed
	Daily ex. Sunday						Daily ex. Sunday
	P. M.	STATIONS			P. M.		
	12.50	311.48	L	HARTFORD DE A	40	12.30	
				5.6			
f	1.05	305.88		CENTERTOWN E	19	11.58	
				4.7			
f	1.15	301.18		KRONOS E	25	11.40	
				5.0			
s	1.35	296.18		MOORMAN E	31	11.25	
				4.0			
f	1.45	292.18		BREMEN	9	11.00	
				2.0			
f	1.50	290.18		LYNN CITY	13	10.45	
				2.5			
f	1.55	287.68		MILLPORT E	9	10.30	
				6.5			
f	2.10	281.18		ANTON E	40	10.00	
				4.4			
s	3.00	276.78		ATKINSON N yard	s 9.40		
				0.4			
	3.05	276.38	A	TRIDENT E L	Wye	9.30	
	P. M.					A. M.	
	Daily ex. Sunday					Daily ex. Sunday	
	31					32	

McLEANSBORO AND SHAWNEETOWN

Southward		(SHAWNEETOWN BRANCH)		Northward		
SECOND CLASS	Distance from Louisville via Amqui	TIME TABLE No. 45 Takes effect Sunday, October 14, 1945, at 12:01 A. M.		SECOND CLASS		
		35				34
		Mixed				Mixed
		Daily				Daily
	A. M.	STATIONS			P. M.	
	7.15	382.71	L	McLEANSBORO N A	36	12.50
				7.50		
f	7.30	390.21		DALES	21	11.50
				4.50		
f	7.55	394.71		BROUGHTON	20	11.35
				8.54		
s	8.20	403.25		ELDORADO N	11	11.00
				2.41		
f	8.30	405.66		GRAYSON		10.50
				5.81		
f	8.45	411.47		EQUALITY	22	10.38
				3.09		
f	8.55	414.56		LAWLER		10.28
				2.66		
s	9.05	417.22		JUNCTION	8	10.18
				4.93		
	9.20	422.15		WYATT		10.03
				0.89		
	9.35	423.04	A	SHAWNEETOWN NC E L		10.00
A. M.						A. M.
Daily						Daily
35						34

TRAIN ORDER OFFICES

"D" offices will be open from 8:00 A. M. to 5:00 P. M., "NO" offices from 8:00 P. M. to 5:00 A. M., "NC" offices during the hours designated in this timetable.

Offices shown below will be open during the hours named:

Station	Week Days	Sunday
Mascoutah	7:00 A. M. to 8:00 P. M.	Closed
Okawville	7:30 A. M. to 4:30 P. M.	Closed
Woodlawn	7:30 A. M. to 4:30 P. M.	Closed
Dahlgren	7:30 A. M. to 4:30 P. M.	Closed
Enfield	8:00 A. M. to 4:00 P. M.	Closed
Shawneetown	7:30 A. M. to 4:30 P. M.	Closed
Slaughters	7:00 A. M. to 4:00 P. M.	Closed
Mannington	8:30 A. M. to 5:30 P. M.	Closed
Trenton	8:00 A. M. to 5:00 P. M.	Closed
Cedar Hill	7:45 A. M. to 4:45 P. M.	Closed
Greenbrier	3:00 P. M. to 7:00 A. M.	Closed
Goodlettsville	6:45 A. M. to 3:45 P. M.	Closed
Providence	8:30 A. M. to 5:30 P. M.	Closed
Hartford		Closed
Owensboro	7:00 A. M. to 10:00 P. M.	7:00 A. M. to 10:00 P. M.
Lewisport	7:30 A. M. to 4:30 P. M.	Closed
Hawesville		Closed
Bradenburg	8:15 A. M. to 5:15 P. M.	Closed
West Point		Closed
Livermore	7:30 A. M. to 4:30 P. M.	Closed
Island	7:30 A. M. to 4:30 P. M.	Closed
Central City	7:30 A. M. to 5:30 P. M.	Closed
Bevier	8:30 A. M. to 5:30 P. M.	Closed
Drakesboro		Closed
Browder		Closed
Belton	8:30 A. M. to 5:30 P. M.	Closed
Lewisburg	8:30 A. M. to 5:30 P. M.	Closed

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

The following towns and cities on this division have ordinances relative to whistling in certain limits. Below is quoted briefly the requirements as to each town or city:—

- Evansville:— It is unlawful to sound whistle in Evansville, including Howell, Ind., except as a brake signal, or when absolutely necessary to prevent injury to person or property. Bell must ring continuously while engine is running.
- Henderson:— Bell on locomotive shall ring continuously while in motion in city limits. It is unlawful to blow whistle of locomotive unreasonably or unnecessarily, either day or night. Penalty for violation, ten to fifty dollars.
- Madisonville:— Unlawful to blow whistle in the city limits except for regular station order signals and emergency.
- Nortonville:— Trains required to whistle for crossing at least 100 yards before reaching crossing, also shall not make unnecessary noise with engine.
- Central City:— Trains and engines will flag over Broad street and Morehead street crossings.

City ordinances restrict speed of trains in miles per hour as follows:

Belleville	10 (Passenger)
	6 (Freight)
Mt. Vernon, Ill.	10 (Passenger)
	6 (Freight)
Howell (Barker Ave.)	10
Henderson	25
Madisonville	6
Hopkinsville	12
Springfield	30
Owensboro	12 (Passenger)
	10 (Freight)
Hawesville	15
Cloverport	15
Lewisburg	15
Drakesboro	10
Bevier	10
Livermore	10

STREET AND HIGHWAY CROSSINGS, CITY REGULATIONS (Cont'd)

Attention is called to Tennessee State Law, Section 2628 of the Code, reading in part as follows:

"Subsection 3. On approaching a city or town, the bell or whistle shall be sounded when the train is at a distance of one mile, and at short intervals until it reaches its depot or station; and on leaving a town or city, the bell or whistle shall be sounded when the train starts, and at intervals until it has left the corporate limits.

"Subsection 4. Every railroad company shall keep the engineer, fireman, or some other person upon the locomotive, always upon the lookout ahead; and when any person, animal or other obstruction appears upon the road the alarm whistle shall be sounded; the brakes put down, and every possible means employed to stop the train and prevent an accident."

Subsection 3 above is applicable at the following incorporated towns on this Division: Springfield and Greenbrier.

Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point exactly one mile from the City Limits on either side of the city or town there is a "CW" post. The whistle should be sounded—one long blast as the engine is passing the "CW" post, so the engineman will be in position to testify that it was sounded exactly at the post. The engine bell should be ringing from the time the engine passes the "CW" post until the station is reached, if the train stops, and must again be started before the train leaves the station and rung continuously until the train passes out of the city limits. If the train does not stop at the station the bell must be rung continuously from the "CW" post until the train passes out of the city limits on the opposite side of city.

SUPERIORITY OF TRAINS

Superior Trains	Superior To	Requirements
No. 152	No. 153	
No. 40	No. 41	
No. 26	No. 25	
No. 32	No. 31	

Trains handling passengers may occupy the main track at Irvington and Owensboro passenger stations without protection as prescribed in transportation rules 93(a) and 99. All trains will approach those locations expecting to find main track occupied by trains handling passengers doing their station work.

Unless otherwise directed by train order, the following trains will not protect against following extra trains between points shown:

- Nos. 32 and 31 between Atkinson and Hartford.
- Nos. 34 and 35 between Junction and McLeansboro.
- Nos. 40 and 41 between Trident and Clay.
- Nos. 26 and 25 between E. & G. Junction and Elkton.

Under these instructions, extra trains, including work extras, must not follow regular trains named between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

Between 7:00 A. M. and 5:00 P. M. daily except Sunday, section men and bridge men on the Shawneetown Branch, M. H. & E., and Morganfield Branch will only protect against regular schedule trains between McLeansboro and Junction, between Moorman and Hartford, and between Trident and Clay. When an extra is operated between any of these points between 7:00 A. M. and 5:00 P. M. Sunday excepted, it will be preceded by a motor car to notify section men, bridge men and others concerned of the operation of the extra train. The train dispatcher, when issuing order to extras on these branches during above hours will add the following to the order: "Motor car is preceding you to notify section, bridge men and others of extra following." If your order does not contain this information, call the attention of the train dispatcher to the matter.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Madisonville.....	Southward trains at passenger depot. Northward trains at north switch of siding.

When passenger trains meet at Mt. Vernon, Ill., either by time table or train order, the northward train will enter the siding through the cross-over north of the station.

When Henderson sub-division first class trains meet, or wait or with right of track order to Henderson for first class trains, either by time-table or train orders, they will use tracks in interlocking plant in front of passenger depot, unless otherwise directed by train order.

Northward trains meeting or terminating at Earlington that are required to take siding will head in at south switch of siding.

When trains meet at Strawberry by schedule or train order the northward train will not pass SW tower before arrival of the southward train.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
Nos. 51, 53, 55, 93.....	Round House.....	Clearance Form A will be delivered conductor and engineman by operator.
All Trains.....	Mt. Vernon, Ill., Shawneetown, Madisonville, Atkinson, Earlington, Hopkinsville, Guthrie, Hartford, Central City.	Clearance Form A during office hours.
All trains from Howell Yard.	Howell Yard.....	Clearance Form A.
No. 41.....	Atkinson.....	Clearance Form A before leaving Trident.
Nos. 12, 52, 54, 88, 90, 92, 94.	Amqui.....	Clearance Form A will be delivered to conductor and engineman by operator.
First Class Trains.....	Owensboro.....	Clearance Form A during office hours.
All Trains.....	Beech Creek Jct.....	Clearance Form A during office hours.

Trains filling schedules shown below will proceed on schedules indicated, without Clearance, Form A:

Schedule Arriving	At Station	Proceed As
No. 26.....	Elkton.....	No. 25
No. 40.....	Clay.....	No. 41

Owensboro sub-division southward special trains departing from North Howell must procure Clearance Form A at Howell Round House.

Evansville: Southward trains will procure Clearance Form A for movement south of North Howell. Owensboro sub-division first class trains will receive Clearance Form A authorizing movement south of Henderson, only one Clearance Form A being necessary.

Illinois Central southward freight trains will proceed to Henderson without Clearance Form A.

Owensboro sub-division southward trains from Howell Yard will procure Clearance Form A for movement south of Henderson, only one Clearance Form A being necessary.

Henderson: Northward trains from Owensboro sub-division and Illinois Central are not required to obtain Clearance Form A, and will proceed on same schedule and section and display same signals, if any displayed, as arriving at Henderson, extras to continue as extras. Trains must be governed by indication of train order signal.

STOPS FOR PASSENGERS

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
No. 51.....	Queen's Lake, Saturdays and Sundays; Barnsley for revenue passengers; Lowland, Busby's Crossing and Elmwood.
No. 52.....	Elmwood, Busby's Crossing and Lowland to pick up or let off revenue passengers; Queen's Lake, Saturday and Sunday.
No. 53.....	Mascoutah, Sebree, Pembroke and Trenton for revenue passengers: Adams and Cedar Hill to pick up revenue passengers for Nashville and let off revenue passengers from Hopkinsville and points north, and from Memphis Line points.
No. 54.....	Amqui to pick up revenue passengers for Evansville or beyond. Also to receive passengers from No. 7. Trenton and Pembroke to let off revenue passengers from points south of Guthrie and to pick up revenue passengers for points north of Hopkinsville, where scheduled to stop. Slaughters to let off revenue passengers from Madisonville and points south, and pick up revenue passengers for Henderson and points north. Sebree for revenue passengers. Maunie, Roaches and French Village for revenue passengers.
No. 55.....	Belleville, Nashville, Ashley, Mt. Vernon, Ill., McLeansboro, and Mt. Vernon, Ind., for revenue passengers for points south of Evansville where connecting trains make stop, and Mt. Vernon, Ill., to let off revenue passengers from St. Louis and East St. Louis.
No. 56.....	Mt. Vernon, Ind., McLeansboro, Mt. Vernon, Ill., Ashley, Nashville and Belleville to let off passengers from points south of Evansville and from C. & E. I. No. 97, and passengers occupying the sleepers from Evansville, and at Mt. Vernon, Ind., McLeansboro, Mt. Vernon, Ill., Ashley and Nashville to pick up revenue passengers for East St. Louis, St. Louis and points beyond.
No. 88.....	Springfield for revenue passengers.
No. 89.....	Sebree to let off revenue passengers from Henderson, Evansville and points north. At Springfield for revenue passengers for Nashville and beyond, and to leave from Clarksville, Henderson and beyond.
No. 92.....	At Springfield, Guthrie, Hopkinsville, Earlington, Madisonville and Henderson to let off revenue passengers from Tullahoma, Tenn. and beyond; Thackeray, Belle Rive, Opdyke and Mascoutah for revenue passengers; Woodlawn to let off revenue passengers from Mt. Vernon, Ills., and points south; Upton and Epworth Sunday only for revenue passengers.
No. 93.....	At Belle Rive, Thackeray, Enfield and Maunie for revenue passengers; and at Earlington and Guthrie to pick up passengers for Tullahoma or beyond.
No. 95.....	Sebree for revenue passengers; Amqui to discharge passengers from Chicago, St. Louis and beyond.
No. 151.....	Lodiburg, Guston and Ekron for revenue passengers on or off.
No. 152.....	Ekron, Guston and Lodiburg, for revenue passengers on or off.
No. 153.....	Addison and Stites.
No. 154.....	Stites and Addison.
No. 155.....	Brandenburg for revenue passengers.
No. 156.....	Brandenburg for Louisville revenue passengers; Hawesville for revenue passengers.
Nos. 40-41..	Manitou, Schmetzers and Nocturne.
Nos. 32-31..	Newcoal, Smallhaus, Robridge and Bishnor.
Nos. 34-35..	Brooklyn and Hoodville.
Regular Stops	
No. 93.....	Maunie on Sunday.
Nos. 51-52..	Stops for U. S. Mail; Ridgetop when necessary.

USE OF SIDINGS AND SPECIAL MOVEMENTS.

Trains and yard engines operating over the Union Track between L. & N. passenger Station and C. & E. I. Belt Yard will be governed by the C. & E. I. Time-Table, and yard foreman and enginemen must have current copy of that time-table before using the Union Track.

BETWEEN HOWELL AND EVANSVILLE.

Signals carried to and from Evansville by trains operating south of Henderson will be placed at Evansville, and such trains southward will receive Clearance Form A at Evansville.

In order to distinguish passenger trains of subdivisions operating between Evansville and North Howell, trains 51, 52, 53, 54, 92 and 93 operating on St. Louis sub-division are numbered in the two-hundred series between these points.

Trains will approach North Howell, junction of double track and wye at a speed of not to exceed ten (10) miles per hour, and must stop unless route is seen and known to be clear and all switches properly lined for their movement. Trains in either direction must approach all crossovers between Howell and Evansville at restricted speed prepared to stop until it is seen the track is clear and that crossovers are not being used.

Passenger trains from St. Louis Sub-division will occupy the southward main track between North Howell and Howell, and will be handled through the south crossover for movement to Evansville, unless they meet an outbound passenger train en route to St. Louis sub-division, and, if conditions permit, the inbound train will be permitted to crossover to the northward main track and occupy the northward main track up to signal No. 3232. The outbound train en route to St. Louis sub-division when holding meet with inbound train will stop to clear the wye and wait the arrival of the inbound train, unless signalled by the switchtender to proceed southward to clear crossover just south of wye between the southward and northward main tracks.

All northward movements on northward main track at Howell will be on lookout for movements to and from yard through crossover between northward main track and yard, located just south of Broadway Street crossing and crossovers just north of Broadway Street crossing, and when signal No. 3232 is found in stop position, will not proceed until yellow hand signal is given to proceed by switchtender.

Light engines, and yard engines with or without cars moving in either direction between North Howell and Evansville are authorized to proceed ahead of first and second class trains. Trains must not be delayed by reason of above movements.

I. C. and Big Four trains, regular or extra entering upon L. & N. main track at 8th Ave., enroute to North Howell, South Howell or to Evansville as the case may be, are authorized to proceed without Clearance Form A.

I. C. and Big Four trains, regular or extra northward enroute to 8th Ave., are authorized to proceed from North Howell without Clearance Form A.

I. C. and Big Four, second class and inferior trains may proceed from Eighth Avenue to North Howell ahead of superior class trains.

I. C. and Big Four, second class and inferior trains may proceed from North Howell to Eighth Avenue ahead of superior class trains.

Big Four passenger movements, inbound, when necessary, will use the west leg of the wye, be handled through the crossover to the northward main track at Eighth Avenue, and backed to the Evansville passenger station. The back-up movement will be controlled by the conductor by means of back-up hose attached at rear of train.

BETWEEN NORTH HOWELL AND F. S. TOWER

Inferior trains and helping engines are authorized to precede and run ahead of superior trains between North Howell and F. S. Tower on Proceed Automatic Signal indication, but when the automatic signal system is out of service, second class and inferior trains and helping engines must clear superior trains in the same direction as required by the Rules.

BETWEEN F. S. TOWER AND HENDERSON.

The movements of trains between F. S. Tower and Henderson will be made in accordance with indications given by fixed signals.

The signal governing northward movements from Henderson is located just north of the switching lead to the freight house and is numbered 3122.

The signal governing southward movement from F. S. Tower to Henderson is the top arm of southward home signal at F. S. Tower and is numbered 3171.

USE OF SIDINGS AND SPECIAL MOVEMENTS (Continued)

Signals 3122 and 3171 are Stop signals and in addition to having automatic control, are under the control of the Operator at Henderson.

These signals, when in Proceed, or Approach position, establish the authority for train movements between F. S. Tower and Henderson without regard to superiority. If in Stop position, trains must be governed by Time Table and Train Rules, obtaining orders to move, if necessary.

Southward trains making movement through F. S. Tower from northward main must be governed by dwarf signal located at clearance point of double track switch.

The intermediate automatic signals between Henderson and F. S. Tower must be observed.

The switch at Rahms and the two switches leading to the L. & N. freight yard tracks just north of Henderson interlocking are equipped with apparatus to lock them electrically. It should be understood that this does not relieve trainmen from locking the switches with the standard switch lock.

The switch at Rahms is electrically locked at all times, except as unlocked by the operator at Henderson. To make a movement into or out of Rahms siding, the conductor must ask the operator at Henderson to release the switch. This may be done by means of telephone located at Rahms switch.

The switches to the freight yard tracks at Henderson are electrically locked only when a train is approaching Henderson and has passed the double signal location (Signals 3151 and 3152) south of Rahms switch, or when northward signal 3122 at Henderson is cleared for a northward movement, but in the latter case the switch is again automatically unlocked when the rear end of the train clears signal 3122. If these locks should fail, the operator at Henderson should be called over the phone located at the switches, and this operator will then unlock the switches by means of an electric release operated from his office.

Each switch lock is equipped so that it can be unlocked mechanically if it should fail to unlock electrically. Before unlocking the lock mechanically, permission to do so for the switch at Rahms and for the switches at Henderson must be obtained from the operator at Henderson. After this permission has been obtained the seal on the electric lock can then be broken, lock cover raised and then by pushing in on lock armature and holding same until switch latch is operated. When it becomes necessary to unlock the lock mechanically, the operator will notify the Signal Maintainer, who will make repairs so that the lock will operate as intended.

When northward trains that are scheduled via Earlington Cut-Off from Morton, hold orders to Morton against southward trains running out of Earlington on the main line, they will use the main track to the Earlington Cut-Off Connection north of the telegraph office, but will be governed by train rules and train orders as to opposing trains from the Earlington Cut-Off. Southward main line trains will be governed accordingly and stop to clear the Earlington Cut-Off switch north of the telegraph office until the expected train has arrived. When trains that are scheduled via Earlington Cut-Off meet at Morton, the old cut-off main track will be used as siding.

BETWEEN HENDERSON AND STRAWBERRY.**AT IRVINGTON:**

Unless otherwise directed, Northward trains will use South siding, and Southward trains will use North siding when taking siding to meet or be passed.

BETWEEN HENDERSON AND AMQUI.**AT HENDERSON:**

The east siding at Henderson will be used by southward second class and inferior trains when taking siding to be met or passed by other trains unless otherwise directed. The west siding at Henderson will be used by northward second class and inferior trains when taking siding to be met or passed by other trains, unless otherwise directed.

USE OF SIDINGS AND SPECIAL MOVEMENTS (Continued)

At Robards, Hanson, Atkinson, Romney, Seldon, Crofton, Kelly, Lat-ham, Casky, Pembroke, West Fork, Trenton, Moores, Sadlers, Adams, Cedar Hill, Kinney, Springfield, Courtland, and Goodlettsville:

Northward trains will use the south siding and Southward trains will use the north siding at each of these points.

AT EARLINGTON:

The siding (known as south drill) at Earlington will be used by northward trains terminating at Earlington, and by other northward trains when necessary to take siding to be met or passed by other trains unless otherwise directed by train order. Southward trains terminating at Earlington as well as other southward trains when necessary to take siding to be met or passed will head in south No. 1, track just south of old No. 9, coal mine. East Drill siding will be used as directed by train order.

AT MORTON:

The H. D. siding at Morton will be used by trains scheduled via Earlington when taking siding to be met or passed by other trains. The old Cut-Off main track will be used by trains scheduled via the Earlington Cut-off when taking siding to be met or passed by other trains. Extra trains will use the H. D. siding at Morton to meet or pass trains unless otherwise directed by train order.

AT GUTHRIE:

The northbound siding at Guthrie will be used by northward trains when taking siding to be met or passed by other trains unless otherwise directed. The north siding, which is located north of the Louisville Division Crossing, will be used by southward trains to take siding to be met or passed by other trains. The southbound siding will be used by southward trains when necessary to clear trains in the south yard.

AT GREENBRIER:

The northbound siding (middle track) will be used by northward trains and the southbound siding (outside track) will be used by southward trains when taking siding to be met or passed by other trains.

The normal position for the inside switch at south end will be lined for southbound siding and at north end for northbound siding.

All trains taking siding at Greenbrier will line the inside switch in addition to the main track switch. The inside switch must be restored to normal position when movement is completed.

USE OF JOINT TRACKS.**L. & N. R. R. and C. C. C. & St. L. Ry. at Carmi.**

The use of the L. & N. and C. C. C. & St. L. joint track at Carmi will be governed by interlocking signals and trains will be given precedence as follows: passenger trains, light engines, work trains, through freights, local freights. The use of other L. & N. tracks at Carmi by C. C. C. & St. L. trains or engines and the use of other C. C. C. & St. L. tracks at Carmi by L. & N. trains or engines must not be made until after permission is obtained from operator and must be under protection as prescribed by Rule 99.

Trains must not occupy or hold joint track longer than may be necessary for movement over it.

In case of doubt as to which train arrived first, L. & N. trains shall have precedence.

Providence Coal Co., Providence.

The main and mine tracks of the Providence Coal Company, Providence, are used jointly by the L. & N. R. R. and the I. C. R. R.

The normal position of the switch at the connection of the Morganfield Branch and Providence Coal Company main tracks will be for the Morganfield Branch track.

HELPER ENGINES.**Between North Howell and Belknap.**

The helper engine, when assisting a train over Belknap grade, has the rights of the train to which it is coupled.

The helper engine has the right to return from Belknap to North Howell ahead of second class trains.

HELPER ENGINES (Continued)

The helper engine is authorized to return to North Howell against northward second class and inferior trains under the protection of a flag to be left at North Howell for that purpose. A member of the crew, preferably the field man, will be left at North Howell to hold second class and inferior trains until the return of the helper engine, unless directed to the contrary by the foreman in charge of the engine.

In the event it is desired to hold the helper engine at Belknap for a following movement, an understanding will be had with the flagman to that effect.

In all cases, helper engines in returning from Belknap will clear passenger trains as per rule, and will observe the block signal rules in connection with all movements. In the event two engines are used in the helping service, and the first engine is held at Belknap for the second engine, the engines will be coupled at Belknap and returned to Howell as one movement.

Between North Howell and Henderson.

When coupled to and assisting a train, the helper engine has the right and schedule of that train.

Helper engine assisting trains will complete the trip to Henderson and must clear block 3122 before starting back to Howell on the return trip; helper engine is authorized to make the return trip same as any scheduled train and will be governed by special instructions for movement of trains between F. S. Tower and Henderson.

USE OF RETAINERS.

When necessary, and upon request of engineman, a sufficient number of retaining valves will be used to control train descending Summit Grade and between Greenbrier and Bakers.

AIR BRAKES.

Not less than 85 per cent of all air brakes in train must be operative. Engine and tender to be figured as two cars and caboose as one car.

DRAWBRIDGES.

Location	Mile	Protection	
Wabash River	H 351	Emergency	Unattended.
Green River	HR 133	Interlocking with derrails	Attendant.
Green River	HE 117	Hand signals	Attendant.
Green River	D 195	Hand signals	Attendant.

There is no drawtender located at Wabash River bridge. When it is necessary to turn the draw, it will be handled by employes of the Maintenance of Way Department and, before opening the draw, they will display Restricted-Speed signals at the proper distance; and Stop signals at each end of the bridge, and will not remove these signals until the drawbridge is locked and in position for trains to pass.

A block signal is located 4000 feet north of, and 2481 feet south of the center of the drawbridge, and are connected with the drawbridge. A train finding these signals in Stop position must ascertain if the draw is in proper position before attempting to pass over same and will look out for Stop hand signals at ends of draw, even if the automatic block signals are in Proceed position.

Trainmen are prohibited from riding on the roofs of box cars when approaching or passing over Wabash River bridge. This bridge has a lateral clearance of fifteen feet, and trainmen must not expose themselves to danger by extending their heads or arms out of caboose or cab windows when passing over same.

Trains must approach drawbridge at Green River, Mile HR-133, at a speed that will enable them to stop before reaching Home signal of drawspan, and will look for stop signals at end of draw, even if interlocking signals are in Proceed position.

If it becomes necessary to use hand signals on account of the Home signals being inoperative, yellow flags by day and yellow lights by night shall be used to signal trains to proceed over the drawbridge.

Trains must approach drawbridges at Green River, Miles HE-117 and D-195 at a speed that will enable them to stop before reaching drawspan and will look for Stop hand signals at end of draw.

DRAWBRIDGES (Continued)

Red flags by day and red lights by night will be displayed at the ends of the fixed span adjoining the drawspan, and shall not be removed until the draw is safe for the passage of trains, and until trains shall have approached so that the engineman can see the red signal removed. A Proceed signal shall be given by the drawtender by using yellow flag by day and yellow light by night. Enginemen will answer signal before crossing the drawspan.

Boards are located north and south of drawbridges. Before reaching board enginemen must call for signal from drawtenders and reduce speed so as to be prepared to stop if Stop signal at end of drawspan is not removed.

TONNAGE RATINGS OF ENGINES

Class of Engines	Normal	A	B	C	D	Class of Engines	Normal	A	B	C	D
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East St. Louis to Mt. Vernon, Ill.

J3	1750	1575	1400	1225	1050	H27, H27a	1125	1010	895	780	665
H29a	1400	1260	1120	980	840	H23	950	855	760	665	575

Mt. Vernon, Ill., to Howell

J3	1800	1620	1445	1260	1080	H27, H27a	1175	1060	945	825	710
H29a	1450	1305	1160	1015	870	H23	1000	900	800	700	600

Howell to Ashley

J3	1750	1575	1405	1225	1050	H27, H27a	1060	960	850	740	635
H29a	1450	1305	1160	1015	870	H23	950	855	760	665	570

Ashley to East St. Louis

J3	2800	2520	2240	1960	1680	H27, H27a	1600	1445	1280	1120	960
H29a	2500	2250	2000	1750	1500	H23	1300	1170	1040	910	780

Between McLeansboro and Shawneetown

H23	1300	1170	1040	910	780
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Howell to Henderson (Without Helper)

J4	2800	2600	2400	2200	2000	H28a, H29	1550	1415	1280	1145	1010
J3	2400	2200	2000	1800	1600	H27, H27a	1350	1235	1120	1005	890
H29a	1700	1550	1450	1250	1100	H23	1050	965	880	795	710

Between Howell and Atkinson (with Helper Howell to Henderson)

J4	3400	3060	2720	2360	2140	H27, H27a	1800	1620	1440	1260	1080
J3	3000	2700	2400	2100	1800	H23	1600	1440	1280	1120	960
H29a	2700	2430	2160	1890	1620						

Earlington to Morton and Between Atkinson and Guthrie

J4	3200	2890	2580	2270	1960	H27, H27a	1800	1620	1440	1260	1080
J3	2800	2530	2260	1990	1720	H23	1600	1440	1280	1120	960
H29a	2500	2250	2000	1750	1500						

Guthrie to Radnor

J4	2700	2440	2180	2020	1760	H27, H27a	1400	1260	1120	980	840
J3	2300	2080	1860	1640	1420	H23	1165	1050	920	815	700
H29a	1800	1620	1440	1260	1080						

Morton to Earlington

J4	2100	1930	1760	1590	1420	H27, H27a	1200	1080	960	840	720
J3	1700	1530	1360	1190	1020	H23	1000	900	800	700	600
H29a	1550	1395	1240	1085	930						

Radnor to Guthrie

J4	2100	1890	1680	1470	1260	H27, H27a	1100	990	880	770	660
J3	1700	1530	1360	1190	1020	H23	800	720	640	560	480
H29a	1500	1350	1200	1050	900						

TONNAGE RATINGS OF ENGINES (Continued)

Class of Engines	Normal	A	B	C	D	Class of Engines	Normal	A	B	C	D
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Earlington to Atkinson

J4	1700	1570	1440	1310	1180	H27, H27a	1000	900	800	700	600
J3	1300	1170	1040	910	780	H23	830	745	675	590	510
H29a	1200	1080	960	840	720						

Between Clay and Providence

J4	3150	2875	2600	2325	2050	H27, H27a	2000	1800	1600	1400	1200
J3	2750	2475	2200	1925	1650	H23	1400	1260	1120	980	840
H29	2500	2250	2000	1750	1500						

Providence to Lurock

J4	2050	1885	1720	1555	1390	H27, H27a	1200	1080	960	840	720
J3	1650	1485	1320	1155	990	H23	1000	900	800	700	600
H29	1500	1350	1200	1050	900						

Lurock to Atkinson. Atkinson to Providence

J4	2600	2380	2160	1940	1720	H27, H27a	1600	1440	1280	1120	960
J3	2200	1980	1760	1540	1320	H23	1450	1305	1160	1015	870
H29	2000	1800	1600	1400	1200						

South Louisville to Long Branch. Guston to Henderson. Henderson to Mystic. Guston to South Louisville. Between Atkinson and Hartford.

J3	3200	2880	2660	2340	2020	H27, H27a	2225	2000	1780	1555	1335
H29a	2900	2610	2320	2030	1740	H25a	1850	1655	1480	1295	1110
H28a, H29	2750	2475	2200	1925	1650						

Mystic to Guston

J3	2400	2160	1920	1680	1440	H27, H27a	1600	1440	1280	1120	960
H29a	2150	1935	1720	1505	1290	H25a	1450	1305	1160	1015	870
H28a, H29	1920	1730	1535	1345	1150						

Long Branch to Brandenburg (Single)

J3	1850	1665	1480	1295	1110	H27, H27a	1250	1125	1000	875	750
H29a	1600	1440	1280	1120	960	H25a	1165	1050	930	815	700
H28a, H29	1525	1375	1220	1070	915						

Brandenburg to Guston

J3	2800	2520	2240	1960	1680	H27, H27a	1950	1755	1560	1365	1170
H29a	2500	2250	2000	1750	1500	H25a	1750	1575	1400	1225	1050
H28a, H29	2400	2160	1920	1680	1440						

Henderson to Howell (Owensboro Division)

J3	2800	2520	2240	1960	1680	H27, H27a	1875	1685	1500	1310	1125
H29a	2300	2070	1840	1610	1380	H25a	1725	1555	1380	1210	1035
H28a, H29	2200	1980	1760	1540	1320						

Owensboro to Central City

J4	2100	1890	1680	1470	1260	H29a	1630	1465	1305	1140	980
J3	1820	1640	1455	1275	1090	H29, H28a	1565	1410	1250	1095	940
J2	2165	1950	1730	1515	1300	H27, H27a	1250	1125	1000	875	750
J1a	2030	1825	1625	1420	1220	H25a	1165	1050	930	815	700

TONNAGE RATINGS OF ENGINES (Continued)

Class of Engines	Normal	A	B	C	D	Class of Engines	Normal	A	B	C	D
Central City to Russellville											
J4	1900	1710	1520	1330	1140	H29a	1480	1330	1185	1035	890
J3	1650	1485	1320	1155	990	H29, H28a	1415	1275	1130	990	850
J2	1960	1765	1570	1370	1175	H27, H27a	1130	1015	905	790	680
J1a	1840	1655	1470	1290	1105	H25a	1055	950	845	740	635

Russellville to Beech Creek Junction

J4	1415	1275	1130	990	850	H29a	1100	990	880	770	660
J3	1225	1100	980	860	735	H29, H28a	1055	950	845	740	635
J2	1460	1315	1170	1020	875	H27, H27a	840	755	670	590	505
J1a	1370	1235	1095	960	820	H25a	785	705	630	550	470

Beech Creek Junction to Central City

J4	1600	1440	1280	1120	960	H29a	1245	1120	995	870	745
J3	1390	1250	1110	975	835	H29, H28a	1195	1075	955	835	715
J2	1650	1485	1320	1155	990	H27, H27a	950	855	760	665	570
J1a	1550	1395	1240	1085	930	H25a	890	800	710	625	535

Central City to Moorman

J4	3200	2880	2560	2240	1920	H29a	2490	2240	1990	1745	1495
J3	2775	2500	2220	1940	1665	H29, H28a	2385	2145	1910	1670	1430
J2	3300	2970	2640	2310	1980	H27, H27a	1905	1715	1525	1335	1145
J1a	3095	2785	2475	2165	1855	H25a	1775	1600	1420	1240	1065

Moorman to Owensboro

J4	4555	4100	3645	3190	2735	H29a	3545	3190	2835	2480	2125
J3	3955	3560	3165	2770	2375	H29, H28a	3400	3060	2720	2380	2040
J2	4700	4230	3760	3290	2820	H27, H27a	2710	2440	2170	1895	1625
J1a	4410	3970	3530	3085	2645	H25a	2530	2275	2025	1770	1520

ST. LOUIS TERMINALS—SPECIAL INSTRUCTIONS

MOVEMENT OF TRAINS BETWEEN EAST ST. LOUIS AND ROUND HOUSE.

Trains and engines must not exceed a speed of six miles per hour between East St. Louis and Round House.

Trains northward may proceed against overdue trains southward under protection. Enginemen of southward trains will keep a lookout for trains northward, protecting against them.

Attention is called to the Block Signaling between Junction of the B. & O. and "K" Tower, located just east of the Vandalia Crossing, which will govern as follows:

The upper arm of the two-arm semaphore located 650 feet east of Vandalia Crossing, east of "K" Tower, controls movement of westward Baltimore & Ohio trains and engines; the lower arm controls the movement of trains and engines from L. & N. rails using the cross-over from eastward to westward track.

Semaphore located directly in front of "K" Tower, controls the movement of eastward trains and engines using eastward main track, also movement of eastward trains and engines using westward track through crossover to the eastward track and onto L. & N. rails.

In case there are trains or engines on both east and westward tracks destined to the L. & N. tracks and a Proceed signal is given, the trains will, in addition, be governed by a signal from the Crossing Watchman, particular care being exercised to know that the way is clear before proceeding.

Southward passenger trains, as well as other movements, must be at restricted speed and keep a lookout for freight trains crossing over to the Yard, near Summit Avenue Scale House, south of Round House Yard Office. This will not relieve crews from taking the necessary precautions to protect themselves.

When moving on lead, and switch for any track is against movement, that track must not be fouled until switch has been set for lead. When moving out of a track, do not foul lead until switch has been properly set.

CAR LIMIT

E. St. Louis to Howell	65 cars
Howell to E. St. Louis	45 cars
Between Howell and Henderson	69 cars
Between Henderson and Guthrie	75 cars
Between Guthrie and Radnor	60 cars
Between Earlington and Clay	100 cars
Between Henderson and Louisville	65 cars

Trains will be assisted when tonnage exceeds:

1200 tons—J3 class engine Howell to Belknap.

900 tons—H29a class engine Howell to Belknap.

800 tons—H27 class engine Howell to Belknap.

750 tons—H23 class engine Howell to Belknap.

1300 tons—J3 class engine Earlington to summit of Barnsley grade.

1150 tons—H29a class engine Earlington to summit of Barnsley grade.

875 tons—H23 class engines Earlington to summit of Barnsley grade.

Fifteen tons more or less than the above ratings for H23, H25 and H27 class engines and twenty-five tons more or less for J2, J3, J4 and H29a class engines will be considered full tonnage.

Tonnage of unweighed loads will be estimated as follows:

Cars of 100,000 lbs. capacity—75 tons.

Cars of 80,000 lbs. capacity—60 tons.

SYMBOL FREIGHT TRAIN SCHEDULES

(These schedules do not confer any time-table authority)

Southward			Between E. St. Louis and Radnor					Northward		
ED-9	LH-9	ED-3	CED-7	ED-7	Stations	CED-2	ED-4	ED-2	ED-6	ED-8
(1)	(1)	(1)	(1)	(1)		(1)	(1)	(1)	(1)	(1)
PM	PM	PM	AM	AM		AM	PM	PM	AM	AM
6.50	6.25	1.00		1.00	E. St. Louis		5.00	9.00	5.00	9.00
11.50	11.25	7.00		9.00	Howell		10.00	2.00	8.15	1.00
1.20		9.00	11.00	11.00	Howell	8.30		12.30	6.15	12.01
8.00		3.00	4.00	4.00	Guthrie	2.30		5.30	12.15	6.00
11.00		6.00	7.00	7.00	Radnor	12.30		3.30	10.15	4.00
AM	PM	AM	PM	PM		AM	AM	AM	AM	PM

Southward			Between Howell and So. Louisville				Northward	
LH-9	LH-3	LH-7	Stations	LH-4	LH-2	LH-8		
(1)	(1)	(1)		(1)	(1)	(1)		
PM	PM	AM		AM	PM	PM		
11.55	9.30	11.00	Howell	8.00	12.30	11.30		
8.00	5.30	8.00	So. Louisville	10.30	4.30	2.30		
AM	AM	PM		PM	AM	PM		

(1) Daily.

Trains must be run at restricted speed, around the curves where the view is obscured and at all other points in the St. Louis Terminals, especially at street crossings.

Flagmen of trains northward must maintain position on rear platform of rear car in train between Illinois Transfer Junction and Round House with Stop signals at hand ready for immediate use in case train is stopped or is not making running time. These instructions also apply to yard engine movements except that flagmen will maintain the best possible position on rear car in cut to enable them to go out promptly to protect when necessary.

MOVEMENT OF TRAINS ON DOUBLE TRACK BETWEEN ROUND HOUSE AND W. F. TOWER

The normal position of the switch at the north end of double track, located at the yard office, at East St. Louis, will be for the northward track, and will be handled by train crews or some other authorized employe. Should the position of this switch be against either the south or north bound movement, a member of the train crew will line the switch when necessary.

Northward passenger trains must approach switch at north end of double track at restricted speed, and stop to clear the southbound main and will not proceed until receiving the proceed indication of the lower arm of the semaphore covering movement into Relay Depot. This will not relieve crews from taking necessary precautions to protect themselves.

In movement over the Terminal and Southern crossings, trains will stop and flag the first crossing, approach the second crossing at restricted speed, and will flag the second crossing when the weather conditions are such as to prevent the engineman from having a clear view of the crossing before reaching it, except, Northward passenger trains will stop at the Terminal Crossing, and if the view is clear and no trains approaching in either direction on Terminal Track, it will not be necessary for a member of the crew to flag the crossing.

Trains moving between St. Louis and East St. Louis will be governed by time table and special instructions of the TRRA.

LIST OF SURGEONS

LOCAL SURGEONS

Dr. I. L. FOULON,
East St. Louis, Ill.

Dr. ED. BECHTOLD,
Belleville, Ill.

Dr. R. F. LISCHER,
Mascoutah, Ill.

Dr. JAS. McILWAIN,
Okawville, Ill.

Dr. P. B. RABENNECK,
Nashville, Ill.

Dr. WILLIAM D. WALKER,
Ashley, Ill.

Dr. C. O. HAMILTON,
Mt. Vernon, Ill.

Dr. ROLAND R. CROSS,
Dahlgren, Ill.

Dr. JOS. C. VICKERS,
McLeansboro, Ill.

Drs. ROBT. V. and
G. C. FERRELL, Eldorado, Ill.

Dr. W. C. MERSHIMER,
Shawneetown, Ill.

Dr. JOHN A. LEGIER,
Carmi, Ill.

Dr. J. E. GREGORY,
Maunie, Ill.

LOCAL SURGEONS—Continued.

Dr. F. W. OLIPHANT,
Mt. Vernon, Ind.

Dr. L. JOHN VOGEL,
Mt. Vernon, Ind.

Dr. J. O. STROTHER,
Henderson, Ky.

Dr. JOHN C. ROGERS,
Henderson, Ky.

Dr. J. E. JENKINS,
Sebree, Ky.

Dr. F. P. STROTHER,
Madisonville, Ky.

Dr. W. L. MORSE
Earlington, Ky.

Dr. WM. L. MOORE,
Nortonville, Ky.

Dr. S. H. WILLIAMS,
Crofton, Ky.

Dr. GANT GAITHER,
Hopkinsville, Ky.

Dr. E. M. FREY,
Guthrie, Ky.

Dr. W. W. PORTER,
Springfield, Tenn.

Dr. SAM J. FENTRESS,
Goodlettsville, Tenn.

Dr. JOHN S. OLDHAM,
Owensboro, Ky.

LOCAL SURGEONS—Continued.

Dr. F. M. GRIFFIN,
Hawesville, Ky.

Dr. W. H. BROWN,
Irvington, Ky.

Dr. S. H. STITH,
Brandenburg, Ky.

Dr. J. V. PREWITT,
West Point, Ky.

Dr. D. T. ROBERTS, Asst.,
West Point, Ky.

Dr. W. E. SUMMERVILLE,
Louisville, Ky.

Dr. J. W. CONWAY,
Morganfield, Ky.

Dr. A. L. FRANKLIN,
Providence, Ky.

Dr. OSCAR ALLEN,
Centertown, Ky.

Dr. A. B. RILEY,
Hartford, Ky.

Dr. I. L. DENTON,
Fordsville, Ky.

Dr. J. E. KINCHELOE,
Hardinsburg, Ky.

Dr. B. E. BOONE, Jr.,
Elkton, Ky.

Dr. L. E. JOHNSON,
Russellville, Ky.

LOCAL SURGEONS—Continued.

Dr. K. P. SUTTON,
Lewisburg, Ky.

Dr. F. L. JOHNSON,
Livermore, Ky.

Dr. JOHN WALTON,
Central City, Ky.

Dr. O. V. BROWN,
Island, Ky.

DISTRICT SURGEONS

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E. St. Louis, Ill.

Drs. HARTZ & WEBER,
Evansville, Ind.

Drs. EVE & EDWARDS,
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Dr. L. RAY ELLARS,
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OCULISTS

Dr. EUGENE McQUILLAN,
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Dr. B. D. RAVDIN,
Dr. M. RAYDIN (Consulting),
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Dr. ROBERT E. SULLIVAN,
Nashville, Tenn.

Dr. D. M. GRIFFITH,
Owensboro, Ky.

Dr. C. W. KELLY,
Louisville, Ky.

C. R. BOWMAN

Trainmaster, St. Louis Sub-
Division-St. Louis Terminals
Evansville, Ind.

N. L. DUNNING

Assistant Trainmaster
Howell-Evansville Terminals
Evansville, Ind.

E. J. BECKER

Assistant Trainmaster
St. Louis-E. St. Louis Terminals
E. St. Louis, Ill.

W. P. WINSTEAD

Trainmaster, Henderson Sub-
Division, Evansville, Ind.

B. C. CROCKETT

Chief Train Dispatcher
Evansville, Ind.

J. H. MILLEN

Traveling Engineer, St. Louis and
Owensboro Sub-Divisions
Evansville, Ind.

LYN MERRIFIELD

Trainmaster, Owensboro and
O. & N. Sub-Divisions
Evansville, Ind.

V. M. WHITAKER

Night Chief Train Dispatcher,
Evansville, Ind.

A. E. WOOD

Traveling Engineer, Henderson
and O. & N. Sub-Divisions
Nashville, Tenn.

