

**DON'T
GET
HURT**

THE BALTIMORE & OHIO RAILROAD COMPANY

WESTERN REGION

SAFETY ABOVE EVERYTHING



ST. LOUIS DIVISION

TIME TABLE No. 46

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

SUNDAY, JANUARY 19, 1947

46

A. H. WOERNER,
Superintendent

ST. LOUIS DIVISION

SUPERINTENDENT

A. H. WOERNER

ASSISTANT SUPERINTENDENT

J. F. ROBBERT

TRAIN MASTERS

Cincinnati, Washington and Louisville Sub-Divisions
C. A. BOYD

Illinois and Springfield Sub-Divisions
J. H. LINDSAY

ASSISTANT TRAIN MASTERS

O. A. SMITH

C. D. RUSSELL

CHIEF TRAIN DISPATCHERS

J. E. McKAY

C. A. BLACK

C. A. HAIG

TRAIN DISPATCHERS

J. N. CHERRY
W. H. RICHARDS

M. W. KIRSCH
H. R. SCHROEDER
E. O. McKAY

P. E. TRUTT
C. L. INMAN
C. A. HARRIS

G. V. BIES
M. F. WESHINSKEY
H. A. GIBBONS

FRED BENGE
R. W. HUNTINGTON
H. B. JOHNSTON

L. J. BIES
A. C. SPILLMAN
R. W. FERGUSON
R. A. TRAPP

J. E. MOORE
H. C. NEFF
C. B. SPILLMAN
J. E. KIRCHNER
OTTO GHARST

MASTER MECHANIC

F. M. GALLOWAY

ROAD FOREMEN OF ENGINES

Cincinnati, Washington and Louisville Sub-Divisions
E. L. FLEMING

Illinois and Springfield Sub-Divisions
ELZA THARP

ASSISTANT ROAD FOREMAN OF ENGINES

CLINTON GIBSON

RULES EXAMINER

L. E. CONNERLEY

DIVISION ENGINEERS

Cincinnati, Washington and Louisville Sub-Divisions
P. W. ELMORE

Illinois and Springfield Sub-Divisions
J. G. BEGLEY

ASSISTANT DIVISION ENGINEERS

Cincinnati, Washington and Louisville Sub-Divisions
E. R. McKEE

Illinois and Springfield Sub-Divisions
W. M. WELLS

CLAIM AGENTS

GEO. F. OBERLANDER
CINCINNATI, O.

E. W. SARGEANT
NORTH VERNON, IND.

J. R. BRADFORD
OLNEY, ILL.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department
W. M. KENNEDY, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Cincinnati, O. Dr. Louis Feid,
 818 Union Central Life Bldg.
 Dr. Emil R. Sweptson,
 818 Union Central Life Bldg.
 Dr. A. J. Huesman,
 2546 Auburn Avenue.
 Dr. Herman Keck, Oculist,
 22 W. 7th St.
 Dr. Chas. A. Hofling, Oculist,
 308 Doctors Bldg., 19 Garfield Pl.
 Covington, Ky. Dr. Charles J. Farrell,
 1001 Madison Ave.
 Lawrenceburg, Ind. Dr. W. J. Fagaly
 Aurora, Ind. Dr. E. R. Wallace.
 Milan, Ind. Dr. Lowell G. Hunter.
 Osgood, Ind. Dr. George S. Row.
 North Vernon, Ind. Dr. W. H. Stemm.
 Deputy, Ind. Dr. John W. Green.
 Charlestown, Ind. Dr. D. W. Robertson.
 New Albany, Ind. Dr. T. J. Marshall
 Jeffersonville, Ind. Dr. James Y. McCullough.
 Dr. N. C. Isler.
 Louisville, Ky. Dr. Wm. E. Summerville,
 1110 Heyburn Bldg.
 Dr. L. Ray Ellars,
 1110 Heyburn Bldg.
 Seymour, Ind. Dr. Harold P. Graessle.
 Brownstown, Ind. Dr. C. E. Gillespie, Oculist.
 Mitchell, Ind. Dr. D. J. Cummings.
 Loogootee, Ind. Dr. James R. Hamilton.
 Dr. John W. Strange.
 Washington, Ind. Dr. Chester P. Fox.
 Dr. B. O. Burress.
 Dr. E. B. Smoot.
 Dr. Claudius L. Boyd.
 Vincennes, Ind. Dr. Norman E. Beckes.
 Dr. A. B. Knapp, Oculist.
 Dr. Bernard A. Weber.
 Olney, Ill. Dr. Frank C. Weber.
 Dr. Paul C. Weber.
 Dr. H. N. Fisher, Oculist.
 Clay City, Ill. Dr. Curtis Henderson.
 Flora, Ill. Dr. H. D. Fehrenbacher.
 Dr. Howard B. Dillman.
 Xenia, Ill. Dr. J. L. Bryan.
 Dr. D. E. Fatheree.
 Salem, Ill. Dr. Harry A. Cunningham.
 Odin, Ill. Dr. Wm. N. Hamilton.
 Carlyle, Ill. Dr. J. Q. Roane.
 Breese, Ill. Dr. F. H. Ketterer.
 O'Fallon, Ill. Dr. W. R. Ketterer.
 Dr. Edward Trippel.
 East St. Louis, Ill. Dr. O. B. Boyd, Murphy Building.
 Dr. Howard C. Knapp, Oculist.
 Murphy Building.
 Dr. Madison J. Pulliam,
 816 University Club Bldg.
 St. Louis, Mo. Dr. Oliver Abel, Jr.
 4952 Maryland Ave.
 Dr. Carl J. Gissy, Oculist,
 616-18 Metropolitan Bldg.
 Grand and Olive Sts.
 Dr. Robt. W. Stevens.
 Missouri Theatre.
 534 N. Grand Ave.
 Beardstown, Ill. Dr. Thos. G. Charles.
 Ashland, Ill. Dr. Walter S. Taylor.
 Dr. Don Deal.
 Springfield, Ill. Dr. Geo. W. Staben.
 Dr. John Deal, Oculist.
 Taylorville, Ill. Dr. G. L. Armstrong.
 Cowden, Ill. Dr. H. H. Pettry.
 Altamont, Ill. Dr. Harry W. Schumacher.

COMPANY'S SURGEONS - Continued

Fairfield, Ills. Dr. L. W. Young.
 Springer, Ill. Dr. G. L. Cremens.
 Shawneetown, Ill. Dr. W. C. Mersheimer.

HOSPITALS.

Breese, Ill. St. Joseph's.
 Cincinnati, Ohio. St. Mary's.
 East St. Louis, Ill. St. Mary's.
 Flora, Ill. Flora Hospital.
 Louisville, Ky. Saints Mary and Elizabeth.
 Milan, Ind. Whitlach Clinic.
 Olney, Ill. Olney Sanitarium.
 Salem, Ills. Salem Hospital
 Springfield, Ill. St. John's.
 Springfield, Ill. Springfield Hospital and Training
 School.
 Taylorville, Ill. Taylorville Hospital.
 Vincennes, Ind. Good Samaritan.
 Washington, Ind. Daviess County.

EXAMINING POINTS.

CINCINNATI—Railway Express Agency Building, York and
 McLean Streets, Monday and Thursday,
 9:00 A. M. to 12:00 Noon.

NORTH VERNON—Second, Third and Fourth Tuesdays of
 each month, 8:00 A. M., to 10:00 A. M.

LOUISVILLE—By Appointment.

SHOPS—Monday and Thursday, 9:00 A. M., to 11:30 A. M.

FLORA—Tuesday, 11:00 A. M., to 12:00 Noon.

EAST ST. LOUIS—(Murphy Building) Second and Fourth
 Wednesdays of each month, 8:00 A. M., to 9:45 A. M.

MEDICAL EXAMINERS' TERRITORIES.

Cincinnati to Seymour, both inclusive }
 North Vernon to Louisville, both inclusive } Dr. F. H. Hutchinson,
 Beardstown to Pana, both inclusive..... } Cincinnati, O.

Seymour exclusive to St. Louis inclusive } Dr. Claude A. Lloyd,
 Pana exclusive to Shawneetown inclusive } Washington, Ind.

Reports of disability and death should be forwarded to the
 respective Medical Examiners.

Rules Governing Services of COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over other business
 except train orders.

2. In case of injuries to passengers or employees requiring surgical aid,
 the surgeon of the company who can reach the point the quickest will be
 immediately called by the officer in charge and the case put in his exclusive
 control. If impossible to secure immediate attendance of company's surgeon,
 other surgical aid should be promptly secured to attend until the arrival of
 the company's surgeon.

Upon arrival of the company's surgeon he shall assume charge of the
 situation making proper arrangements with the surgeon already in attendance
 for continuance, or discontinuance of services.

3. When a number of persons are injured the services of competent
 surgeons in the vicinity should at once be secured and every attention given
 the injured. Company's surgeon should be immediately notified, giving
 number of persons injured and what will probably be required for their relief.

4. The company will not be responsible for the employment of other
 surgeons than those above named and no obligation of any kind, beyond the
 services required while awaiting the arrival of the Company's surgeon or
 subsequently arranged for by him, will be assumed by the company.

5. The officer in charge will arrange to have the injured persons removed
 from the scene of the accident as promptly as possible, providing an ambulance
 or other conveyance, and sending a man, or men, with the injured persons
 when necessary; any expense incurred to be billed direct to the company, or
 paid by the person in charge, who will present a statement and receive
 voucher.

6. No important surgical operation should be performed previous to the
 arrival of the company's surgeon, except such as may be required for the
 immediate safety of the patient.

7. While company's surgeons will be assigned to duty within prescribed
 limits, they will be expected to go out of such limits whenever required.

8. Employees will be expected, whenever able, to visit the company
 surgeon's office for treatment.

9. When an injured employee selects a surgeon other than the one
 appointed the company will be relieved of any obligation to pay for his
 service, and such surgeon will look to the employee for his compensation.

FULLER NANCE, M. D.,

Medical and Surgical Director.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS.
On single track eastward trains are superior to westward trains of the same class.

2. LOCATION OF WATCH INSPECTORS.

Cincinnati	Southam Watch Co.
North Vernon	Humphrey Jewelry Store
Louisville	R. G. Tafel & Son Co.,
Seymour	Louis Tiemeier
Mitchell	R. L. Mendenhall
Washington	J. P. Hagel
Vincennes	Leo. A. Simon.
Lawrenceville	G. H. Schmalhausen
Flora	Mrs. N. B. Hettiger.
Breese	Frank Eschmann.
E. St. Louis	Zerweck Jewelry Co.,
St. Louis	R. P. Wiggins
Springfield	Collins & Co.

3. STANDARD CLOCK, BULLETIN BOARD, AND TRAIN REGISTER.
(Located as indicated by "x".)

	Stand-ard Clock	Bulle-tin Board	Train Regi-ster
Cincinnati			
Stock Yards Round House.....	x	x	x-w
G.C. Telegraph Office, C.U.T.....	x	x	x-w
C.U.T. Engine House.....	x	x	x-w
Storrs Jct.....	x		x
C.W. Cabin.....			x
Dearborn.....			x
Cochran.....			x
Milan.....			x
North Vernon Telegraph Office.....	x		x
Whitcomb.....		x	
Watson.....			x
New Albany.....			x
Louisville Central Station.....	x	x	x-w
Jeffersonville, N. Y. C. Yard Office...	x	x	x-w
Youngtown.....	x	x	x-w
Seymour.....		x	
Mitchell.....	x	x	x-w
Washington.....	x	x	x-w
Shops.....			
Telegraph Office.....	x	x	x
Crew Dispatcher's Office.....		x	
Vincennes.....	x	x	x-w
Lawrenceville.....	x	x	x-w
Flora.....			
Telegraph Office.....	x	x	x-a-x-w
Yard Master's Office.....		x	
Shattuc.....			
Breese.....	x	x	x-w
H.N. Cabin.....			x
Venice.....	x	x	x-w
St. Louis Union Station.....	x	x	x-w
Shawneetown.....	x	x	x
Wyatt.....			x
Junction.....			x
Ridgely (Alton Yard Office).....	x	x	x
Springfield (Alton Pass'gr Station)....	x		
Beardstown (CB&Q Telegraph Office)....	x		x

a- Springfield Sub-Division trains only.
w—indicates "Watch comparison only."
All trains may register with Form C at the following stations:
Storrs Junction, CW Cabin, Dearborn, Cochran, Milan, North Vernon, Watson, HN Cabin.
Finney, Clearance on trains will be given by Train Dispatcher on train order or Form A.
Enginemen of first class trains are relieved of examining register at Junction and Wyatt.

4. FORM A.
All trains will receive Form A at North Vernon and Flora. All trains originating at Central Station, Louisville, will get Form A from either VI office at the east end of Ohio River bridge, or the office at New Albany during the hours the latter office is open.
Clearance Card Form 13, will be secured by westward trains at Cincinnati Union Terminal, and Clearance Card Form A

No. 368, will be secured by eastward trains at Union Station, St. Louis. Rule 83-B modified.

Trains will not be required to get Form A at Wyatt and Junction and at Shawneetown when office is closed. Rule 83-B modified.

Engines and trains, other than first class, starting from K Tower, will get Form A from operator at K Tower before using No. 2 track east of L. & N. connection.

5. SPEED RESTRICTIONS.

LIMITS	CLASS OF SERVICE.		
	Passen-ger and Ex-press Trains	Passen-ger and Ex-press Trains handled by Freight Engines and Fast Freight Trains	Slow Freight, Local, Pickup and Work Trains
Between Storrs Junction and Milan.....	65	50	40
Between Milan and North Vernon.....	75	50	40
Except as noted below.			
Ends of double track, except westward at Finney, Cochran, Milan; eastward at Dearborn, Finney, CW Cabin.....	25	25	25
Trains will not exceed a speed of twenty (20) miles per hour between overhead bridge at Mile Post 3 and a point One Thousand (1000) feet east of the main track switch at the Southwest approach to the Cincinnati Union Terminal, also thru crossover at Storrs Jct.....			
Addyston and North Bend.....	45	30	30
Finney, westward trains moving from single main track to No. 2 track.....	15	15	15
Finney, eastward trains moving from No. 2 track to single main track.....	30	30	30
Lawrenceburg City Limits.....	15	15	15
Aurora City Limits.....	15	15	15
Between Cochran & Dillsboro both tracks	50	35	35
Between Dillsboro & Milan on No. 1 track	45	35	35
Between Milan and Mile Post 37, east of Cold Springs, on No. 2 track.....	50	35	35
Between Mile Post 37, east of Cold Springs and Dillsboro, on No. 2 track.....	45	35	35
East of Osgood, Bridge 48-99, Laughery Creek.....	60	45	40
East of Nebraska Bridge 60-78, Otter Creek	60	45	40
Between Oakdale and North Vernon....	45	30	30
North Vernon, over Walnut St. Fifth St. and Madison Ave. Crossings.....	10	10	10
Other Street Crossings, North Vernon....	25	25	25
Between North Vernon and Shops.....	80	55	40
Except as noted below.			
Seymour City Limits.....	8	8	8
Around Curve, M. P. 94, West of Dunham	60	50	40
Around three curves Brownstown.....	50	40	40
Between Mile Post 99 and Mile Post 100 East of Vallonia.....	50	40	40
Medora City Limits.....	35	35	35
Around Curves, between first Curve East of M. P. 108 and East End Big Tunnel.	50	40	30
Between West End Big Tunnel and West End Tunnelton Passing Siding.....	60	50	40
Through tunnels.....	45	40	30
Between West End Tunnelton passing track and Mile Post 124 East of Mitchell....	45	30	30
Rock Lick Branch.....	15	15	15
Between Mitchell and Mile Post 140, one mile East of East Switch, Willow Valley	70	50	40
Between Mile Post 140, one mile East of East Switch Willow Valley and West end Peeks Curve.....	55	40	40
Shoals, between river bridge and second crossing east of depot.....	30	30	30
Shoals Bridge 147-21, MacArthur Engines	10	10	10
Between West end Peeks Curve and West switch Loogootee.....	65	50	40

SPECIAL INSTRUCTIONS—Continued.

Around Curve Loogootee Station.....	50	40	30
Loogootee street crossings 6 A.M. to 8 P.M.	25	25	25
Washington City Limits.....	35	35	35
Between Shops and K Tower.....	80	55	40
Except as noted below.			
Thru reverse curves at Shops station....	45	30	30
N. Y. C. Crossing west of Shops.....	50	30	30
Vincennes, principal street crossings....	12	12	12
Vincennes, Wabash River Bridge 189-34..	25	25	25
Vincennes, Wabash River Bridge 189-34			
MacArthur Engines.....	10	10	10
Olney I. C. Crossing.....	60		
Between Furman and Caseyville.....	45	30	30
Between Caseyville and K. Tower.....	65	50	40
Ends of Double Track, except eastward and westward at HN Cabin.....	25	25	25
HN Cabin, leaving or entering No. 2 track	30	30	30
Between K Tower and Venice.....	15	15	15
Between North Vernon and New Albany..	65	50	40
Between Watson and Mile Post 5.....	50	40	30
Between Mile Post 5 and Jeffersonville....	45	40	30
Except as noted below.			
North Vernon, over Walnut St. Fifth St. and Madison Ave. Crossings.....	10	10	10
Other Street Crossings, North Vernon....	25	25	25
Charlestown Bridge 40-63 N. Y. C. engines S-1A and S-1B with class PT-4 tenders.	20	20	20
Watson, over junction switch of Jeffersonville Sub-Division going to or from New Albany.....	25	25	25
Between K & I Bridge & New Albany depot	10	10	10
Short Route Trestle, Louisville.....	10	10	10
Between Shawneetown and Fairfield.....	40	30	30
Between Fairfield and Flora.....	25	20	20
Between Flora and Springfield.....	45	30	30
Between Springfield and Beardstown.....	40	30	30
Except as noted below.			
Between Shawneetown and Bridge 2....	20	20	20
Junction-Over temporary trestle.....	5	5	5
Cowden-Over automatic interlocker....	20	20	20
Pana-All trains will come to stop at near street line before proceeding over State Street.			
Trains will not exceed speed of twenty (20) miles per hour within interlocking limits over Wabash R. R. crossing, Taylorville, Ill.			
Between M. P. 163 and Springfield.....	35	25	25
Springfield—Around curve Cook St.....	20	20	20
Springfield—Capitol Avenue.....	10	10	10
Springfield—End of double track Fourth St.	10	10	10
Springfield—Over C. & I. M. crossing..	10	10	10
Springfield—Over wye, 8th Street.....	10	10	10
Springfield—Over Alton connection, 3rd St.	10	10	10
Springfield—All trains operating in and out of Alton Depot will stop before passing alley between Jefferson and Madison Sta.			
Between Ashland and Bluff Springs.....	30	20	20
At speed posts on division where stated speed is lower than that shown above, it will govern.			
When picking up Form A or train order.	25	25	25
Entering or leaving siding.....	10	10	10
Through cross-overs.....	10	10	10
Engine without engine or pony truck....	20	20	20
Engine moving backward with cars.....	20	20	20

Maximum Speed of Light Engines

SUB - DIVISION

	Cincinnati, Washington, Illinois		Louisville		Springfield west of Flora		Springfield east of Flora	
	For- ward	Back- ward	For- ward	Back- ward	For- ward	Back- ward	For- ward	Back- ward
Diesel Engines	60	45	60	45	45	30	40	25
Steam	50	40	50	40	35	15	30	15
Class E 27	50	30	50	30	25	15	25	15

Where the maximum speed of a Division or Sub-Division is 25 miles or less the same speed will apply to light engines in forward motion.

Speed of Relief Trains	Cinti - Lou Wash - Ill	Springfield west of Flora	Springfield east of Flora
	Engine in forward motion..	35	25	20
Engine in backward motion..	20	15	15
With crane ahead of engine..	20	15	15

General

Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains.

Trains whose consist indicates they have gasoline in drums loaded in box cars will not exceed speed of Forty (40) miles per hour.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour between Storrs Junction and East St. Louis, North Vernon and New Albany, Watson and Jeffersonville; and 20 miles per hour on Springfield Sub-Division.

Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.

Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.

Scale test cars will not be handled on "QD" trains, but may be handled on other through trains. These cars are not equipped with air brakes, and must be placed in train three cars from caboose, and train must not exceed a speed of Thirty-five (35) miles per hour.

No. 11 will reduce speed to twenty (20) miles per hour at Lawrenceville to dispatch U. S. Mail.

No. 50 will reduce speed to thirty (30) miles per hour at Nabb to dispatch U. S. Mail.

No. 54 will reduce speed to twenty (20) miles per hour at Charlestown to dispatch U. S. Mail.

No. 12 will reduce speed to five (5) miles per hour passing platform Seymour to dispatch mail.

6. TRAIN ORDERS.

Rule 133 will apply in delivering train orders at Seymour, Brownstown, Medora, Tunnelton, Mitchell, Loogootee, Montgomery, Shops, Vincennes, Bridgeport, Sumner and Clay City.

7. EXTRA TRAINS.

8. OPERATING TRAINS BY SIGNAL INDICATION.

9. SPACING TRAINS.

Rules 305 to 377, inclusive, are in effect between North Vernon and New Albany, and between Watson and Middle Crossover. The automatic signals between opposing home signals at Watson interlocking are adjuncts to the manual block and rules 305 to 377 are in effect.

Rules 505 to 519, inclusive, are in effect between Storrs Jct. and K Tower. On double track for reverse running, rules 305 to 377, inclusive, are in effect.

Conductors of westward first class trains will report arrival at Bradfordton and conductors of eastward first class trains will report arrival at Rochester by telephone to operator at Springfield.

Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically sets the signals governing eastward train at STOP

SPECIAL INSTRUCTIONS—Continued.

to the next passing siding west and westward trains should immediately operate a push button located in small box on the side of relay box adjacent to the absolute signal.

Trains moving out at either end of passing sidings to make opposing moves on main tracks must operate a push button located in small box on side of relay box adjacent to the signal at end of siding to restore operation of the signal.

10. FIXED SIGNALS.

Between west end Whitecomb Passing Track and K Tower Operating Rules 134 and 513 are modified to the effect that trains, after opening switch, will wait (5) minutes instead of (3) minutes.

During the hours telegraph offices at Seymour, Brownstown, Medora, Tunnelton, Mitchell, Loogootee, Montgomery, Shops, Vincennes, Bridgeport, Sumner, and Clay City are closed, semi-automatic block signals there located and used in the delivery of train orders, will be observed as automatic block signals, and if found in stop position when office is closed, switch points will be examined and train be governed by automatic signal rules.

The upper arm of the two arm semaphore, located 650 feet east of Penna. crossing K Tower, controls movements of westward Baltimore & Ohio trains and engines on No. 1 track only. Westward trains using reverse track will be governed by hand signal from Switch Tender. The lower arm controls movement of trains and engines from L. & N. rails using the cross-over from No. 2 to No. 1 track. This signal will only advance a train to the Penna. crossing. Permission to use the crossing will be given by Switch Tender.

Semaphore located directly in front of K Tower controls the movement of eastward trains and engines using No. 2 track, also movement of eastward trains and engines using No. 1 track through cross-over to No. 2 track and onto L. & N. rails.

Main track switches are equipped with switch lamps in the State of Indiana. Rule 27-E modified.

11. HAND SIGNALS AND FLAGGING.

At Storrs Junction, trains and engines will approach and move at restricted speed on main tracks and through cross-overs and will not foul cross-overs nor proceed until receive signal from switch tender and be governed by flag or light signal as follows: Green signal for all main track movements. Yellow signal for all cross-over movements. At K Tower a yellow signal will be used by switch tender for signaling both eastward and westward trains and engines operating on Baltimore and Ohio tracks over Pennsylvania crossing. Before accepting signal from switch tenders, enginemen must know that switches are properly lined for their movement. Rule 28-A modified.

On Springfield Sub-Division, except between Wyatt and Junction and between Flora and Bradfordton, second and third class trains are relieved from protecting the rear of their train except when on time of an over due first class train. When other trains are run over these territories, second and third class trains will be notified and protection afforded. Rule 99 modified.

12. JOINT AND SPECIAL USE OF TRACKS.

Cincinnati Union Terminal Company Rules are in effect between Union Terminal, Cincinnati and Storrs Junction.

Cincinnati Terminal Division time table is in effect between Oakley and Storrs Junction.

The Kentucky and Indiana Terminal Railroad Company time table is in effect between New Albany and Thirteenth Street, Louisville, and Youngtown.

The Short Route time table is in effect between Thirteenth Street and Central Station, Louisville.

Terminal Railroad Association time table is in effect between St. Louis and Relay Depot via Eads Bridge and Between St. Louis and Willows via Merchants Bridge.

St. Louis Municipal Bridge Railway time table is in effect between Gratiot Street and Broadway via MacArthur Bridge.

Springfield joint time table is in effect between Avenue and First Street.

C. & I. M. time table is in effect between Avenue and WR Tower, Ridgely.

Trains or engines using B. and O. Tracks on Jeffersonville Sub-Division west of Middle Crossover will report in clear to Operator Watson after clearing crossover and will not again foul crossover until proper authority is received from Operator Watson. Normal position of switch at Middle Crossover will be for B. & O.

Trains or engines moving in either direction through the wye at North Vernon will use back wye which is track next to coal elevator and all movements will be preceded by flagmen. No. 1 storage track Lawrenceville and No. 2 running track between East Switch, Bridgeport and Lawrenceville are combined to make a new track known as No. 2 running track. Authority for its use must be secured by Train Order. Trains using No. 2 running track will proceed at restricted speed, expecting to find track occupied.

A proceed indication on the home signal at Willows for trains running via Merchants Bridge Route will be authority to use No. 2 track Willows to HN Cabin.

Trains or engines may use Avenue Track between Willows and K Tower in either direction under yard rules at restricted speed.

Trains using Alton main tracks, at Springfield between Passenger station and Third Street Wye must obtain permission from Yardmaster or Operator to enter Alton main track.

No. 1 transfer track Beardstown will be used as main track to C. B. & Q. passenger station. This track is also used by C. B. & Q. yard engines. Trains will not exceed speed of ten miles per hour looking out for C. B. & Q. yard engines.

Leverman at Ashland on duty 8:00 A.M. to 5:00 P.M., daily except Sunday. At all other hours, interlocking plant will be left lined for Alton R. R.

Leverman at Tansey on duty, 7:00 A.M. to 11:00 P.M., daily. At all other hours, interlocking plant will be left lined for I. T. R. R.

Leverman at Taylorville on duty 8:10 A.M. to 12:00 Noon; 1:00 P.M. until passage of No. 40, daily except Sunday. At all other hours, interlocking plant will be left lined for Wabash Ry.

Leverman at Enfield on duty 7:00 A.M. to 4:00 P.M., daily except Sunday. At all other hours, interlocking plant will be left lined for L. & N. Ry.

Leverman Norris City off duty 8:00 A.M. Sunday to 7:00 A.M. Monday and interlocking plant left lined for N. Y. C. Ry.

All trains will stop at Wyatt and Junction and will run at restricted speed between Wyatt and Shawneetown.

13. OPERATION OF AIR BRAKES.

Handling of Back-up Hose

At points where back-up hose is used to control the movement of cars handled through city streets, or to control back-up movement, trainmen will see that back-up hose is coupled to the front of the leading car, that the air is coupled through from back-up hose to engine, and that proper brake test is made by application of air through the back-up hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the make-up of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the back-up hose in each case.

When passenger trains are being backed into stations, trainmen in charge of the movement must know that air brake and train air signal equipment are coupled through from front of leading car to engine and are operative, that (except where car has back-up valve) back-up hose is coupled to front of leading car and angle cock open. Trainmen will test same and know that it is in proper working order before signaling engineman.

Engineman will control speed of train and make all stops, except in an emergency of which he is not aware. Trainmen will take position at back-up hose or back-up valve and signal by communicating signals and hand signals. When communicating signal to stop is not acted on promptly by the engineman, also in emergency cases, trainman in charge will be held responsible for stopping movement at once by the valve on the back-up hose or back-up valve.

Trains operating in territories where back-up hose are required as covered by timetable instructions, and in Form 1118-D Rev. 1, will have back-up hose applied by car inspectors (where they are available), after which they will be tested by the trainmen to know that they are in proper working order.

SPECIAL INSTRUCTIONS—Continued.

At points where car inspectors are not available, Trainmen will see that the back-up hose is removed when train reaches destination or where it is interchanged to another railroad. Disposition of such hose removed will be furnished by the Trainmaster or Superintendent.

14. SPRING SWITCHES.

Eastward trains using No. 2 track from Dearborn to Finney, finding color position home signal at Finney in "Stop" position will be governed by Rules 509-B and 509-C. If it is necessary to pass through a spring switch when the signal displays a stop indication, the spring switch will be operated by hand and restored to normal position by hand after train has passed. This does not supersede Rule 127.

Eastward trains using No. 1 track from Dearborn to Finney, finding dwarf signals in "Stop" position will press push button marked "Take Signal" and if there is no conflicting move, the signal will immediately change to "Proceed" position, but in the event there is a train on the approach circuit on No. 2 track, it will take three minutes before the signal will give a proceed indication.

If after clearing the dwarf signal governing the eastward movement from No. 1 track, it is not desired to make the move, push button marked "Cancel Signal" will be pressed, which will cause the dwarf signal to go to "Stop" position and other signals to function normally.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

Station	Railroad Crossings	Position of Signal indicating clear route for St. Louis Div. Trains.
Storrs Junction...	N. Y. C.....	Hand Signal from switch tender.
Dearborn.....	N. Y. C.....	Interlocking
Lawrenceburg.....	N. Y. C.....	Interlocking
North Vernon.....	Penna. Main Line.....	Horizontal
North Vernon.....	Penna. Lou. Sub.....	Horizontal
North Vernon.....	N. Y. C.....	Horizontal
X Tower.....	Penna.....	Interlocking
Watson.....	Penna.....	Interlocking
Jeffersonville, Ninth Street...	Penna.....	Trainmen flag crossing.
Seymour.....	Penna.....	Horizontal
Mitchell.....	C. I. & L.....	Horizontal
West of Shops.....	N. Y. C.....	Automatic Interlocking
Vincennes.....	C. & E. I. & Penna.....	Horizontal
Vincennes.....	River Track.....	Interlocking
Lawrenceville.....	N. Y. C.....	Interlocking
Olney.....	Ill. Central.....	Interlocking
Salem.....	C. & E. I.....	Interlocking
Odin.....	Ill. Central.....	Interlocking
Sandoval.....	Ill. Central.....	Interlocking
Shattuc.....	C. B. & Q.....	Interlocking
O'Fallon.....	I. T. R. R.....	Interlocking
H N Cabin.....	Alton & Southern.....	Interlocking
Willows.....	T. R. R. A. & Southern.....	Interlocking
E. St. Louis.....	Penna.—T. R. R. A.....	Hand Signal from switch tender.
Ashland.....	Alton.....	Interlocking
Springfield.....	Alton.....	Semaphore
Springfield.....	Wabash.....	Automatic Interlocking
Springfield.....	C. & I. M.....	Horizontal
Springfield.....	Ill. Cent. & C. & I. M.....	Interlocking
Tansey.....	I. T. R. R.....	Interlocking
Taylorville.....	Wabash.....	Interlocking
Pana.....	C. & E. I. & Ill. Central.....	Interlocking
Tower Hill.....	N. Y. C.....	Interlocking
Cowden.....	N. Y. C. & St. L.....	Automatic Interlocking
Altamont.....	C. & E. I.....	Trainmen flag crossing.
Altamont.....	Penna.....	Interlocking
Edgewood.....	Ill. Central.....	Interlocking
Fairfield.....	Southern.....	Trainmen flag crossing.
Enfield.....	L. & N.....	Interlocking
Norris City.....	N. Y. C.....	Interlocking
Drawbridges		
Vincennes.....	Wabash River.....	Interlocking

In the State of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and in the State of Indiana not less than 40 feet nor

more than 500 feet from the crossing and in the State of Illinois within 800 feet from crossing, and will not proceed until the route is clear.

16. YARDS.

It is unlawful for any employee of a railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a "running track" within yard limits, unless protected by a flagman, or red light is on end of car, during that period, 30 minutes before sunset to 30 minutes after sunrise.

Rule 93 is modified to provide that yard engines working between First Street, Springfield and Bradfordton will occupy the main track only when authorized to do so by train order.

No. 79 will move in yard limits at Flora expecting to find main track occupied with cars unprotected by flagman. Rules 93 and 99 modified.

17. HELPER ENGINES.

After receiving Form A helper engine and engines doubling will run with current of traffic as extras between Milan and Cochran, and may run ahead of second class trains. Rule 86 modified.

Helper engines may run ahead of second class trains between Oakdale and North Vernon, Mitchell and Tunnelton, Fritchton and Vincennes, and O'Fallon and K Tower. Rule 86 modified.

18. MAIL.

Safety Rule 43 is modified to permit the dispatchment of newspapers from moving trains. Care must be exercised to avoid accidents.

No. 1 will stop to dispatch Mail at Lawrenceburg on instructions from postal clerks.

19. WATER AND FUEL.

In emergency water may be obtained on Diesel locomotives at other than regular watering places as follows:

CINCINNATI: South of North truck crossing East side of track No. 5 and North of South truck crossing East side of track No. 8 in Union Terminal. Engine crews will notify Cincinnati Union Terminal in advance when necessary for Diesel engines to have water at Cincinnati, so that trains can be routed to proper tracks.

MITCHELL: City hydrant south of main track, Sixth Street, 450 feet west of station. Wrench at station.

WASHINGTON: City hydrant, 62 feet south of main track, Meridian Street, and 55 feet south of main track East Second Street. Wrench at Station.

FLORA: Company hose house 70 feet north of main track, 150 feet west of engine house. Company standard fire hydrant wrench to be used.

20. WHISTLE SIGNALS.

Rules 14 (da) and (ea) are in effect on Louisville and Springfield Sub-Divisions.

21. HIGHWAY CROSSING PROTECTION.

22. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than 24 hours:

*Delhi.....	7:00 A.M. to 11:00 P.M.
*North Bend.....	6:00 A.M. to 1:30 P.M.
*Dillsboro.....	8:00 A.M. to 5:00 P.M.
*Holton.....	7:00 A.M. to 4:00 P.M.
Butlerville.....	8:00 A.M. to 4:00 P.M.
Butlerville.....	6:00 P.M. to 2:00 A.M.
*Charlestown.....	8:00 A.M. to 5:00 P.M.
	7:30 A.M. to 3:30 P.M.
*New Albany.....	4:30 P.M. to 12:30 A.M.
†New Albany.....	8:00 A.M. to 2:00 P.M.
*Brownstown.....	8:00 A.M. to 12:00 Mdt.
*Tunnelton.....	7:30 P.M. to 4:30 A.M.
Huron.....	8:00 A.M. to 12:00 Mdt.
*Shoals.....	7:00 A.M. to 7:00 A.M.
†Shoals.....	11:00 P.M. to 7:00 A.M.
*Montgomery.....	7:30 A.M. to 4:30 P.M.
Washington.....	9:00 P.M. to 5:00 A.M.
*Washington.....	8:00 A.M. to 5:30 P.M.
†Washington.....	9:30 A.M. to 1:30 P.M.
	4:00 P.M. to 5:30 P.M.
	7:00 A.M. to 3:00 P.M.
	8:00 P.M. to 4:00 A.M.
*Bridgeport.....	7:30 A.M. to 4:30 P.M.
*Sumner.....	7:30 A.M. to 4:30 P.M.
*Claremont.....	7:00 A.M. to 4:00 P.M.
*Noble.....	7:00 A.M. to 4:00 P.M.
*Clay City.....	8:00 A.M. to 5:00 P.M.
*Xenia.....	7:00 A.M. to 4:00 P.M.

SPECIAL INSTRUCTIONS—Continued.

*Tuka.....	7:00 A.M. to	4:00 P.M.
*Carlyle.....	8:30 A.M. to	5:00 P.M.
*Trenton.....	8:00 A.M. to	5:00 P.M.
*Shawneetown.....	7:30 A.M. to	4:30 P.M.
*Ridgway.....	7:00 A.M. to	4:00 P.M.
*Norris City.....	7:30 A.M. to	4:30 P.M.
*Enfield.....	7:00 A.M. to	4:00 P.M.
*Mill Shoals.....	6:45 A.M. to	3:45 P.M.
*Fairfield.....	6:20 A.M. to	3:20 P.M.
*Cisne.....	6:15 A.M. to	3:15 P.M.
*Louis.....	6:15 A.M. to	3:15 P.M.
*Cowden.....	6:45 A.M. to	3:45 P.M.
*Pana.....	7:15 A.M. to	4:15 P.M.
*Owaneco.....	7:45 A.M. to	4:45 P.M.
*Taylorville.....	7:00 A.M. to	4:00 P.M.
*Edinburg.....	7:00 A.M. to	4:00 P.M.
*Rochester.....	7:00 A.M. to	4:00 P.M.
*Pleasant Plains.....	8:00 A.M. to	5:00 P.M.
*Ashland.....	8:00 A.M. to	5:00 P.M.
*Philadelphia.....	8:00 A.M. to	5:00 P.M.
*Virginia.....	8:00 A.M. to	5:00 P.M.

* Daily except Sunday. † Sunday only.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS	Heaviest class of engine permitted	Cars Gross Weight in lbs.
Storrs Jet. to St. Louis.....	Q-3	240,000
Brownstown		
Keifer Paper Co.....	Q-3	240,000
Mitchell		
Rock Lick Branch.....	P-5	220,000
Fritchton		
Standard Coal Co. Siding.....	Q-3	240,000
Sandoval		
Sandoval Zinc Co., Bridges.....	E-27-A	200,000
Breese		
North Mine Empty Track. Bridge.....	E-27-A	180,000
Shawneetown Branch		
Flora to Shawneetown.....	P-5	220,000
Springfield Branch		
Flora to Beardstown.....	P-5	220,000
North Vernon to New Albany.....	T-1	240,000
Watson to Jeffersonville.....	S-1	240,000

For Exceptions see Form 1594 Special.

Engines will not be operated on trestle at Alton Box Board Company, Carlyle.

MacArthur engines will not be operated over the Hame and Chain track New Albany.

24. CLEARANCES.

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company.

Train and Enginemen are prohibited from riding on top of engines, box cars, and other high equipment when passing under wires at the following points where the clearance is less than 27 feet above top of rail.

POLE	LOCATION
9-48	Delhi-Mitchell Brick Co.
33-25	Dillsboro—East of station
51-30	Osgood—Elevator track
51-47	Osgood—Texas Spur
72-02	North Vernon—West leg of Wye
72-37	North Vernon—Pin & Bracket track
	Watson—S. I. Ry. Trolley wires
85-31	Seymour
86-29	Seymour
86-35	Seymour
87-13	Seymour
87-25	Seymour
94-40	East of Brownstown
95-09	East of Brownstown
100-40	Vallonia

101-07	Vallonia—Canning factory spur
126-22	Mitchell—Monon Crossing
141-17	Willow Valley
142-14	Willow Valley
146-06	Shoals—Station track
169-18	Washington—City Pound track
197-31	Lawrenceville
197-38	Lawrenceville E. End Central Lead Track
197-45	Lawrenceville W. End Central Lead Track
198-12	Lawrenceville
220-02	Olney—I. C. Connection
Clay City,	Light Plant Spur
	W. End House track
	E. End House track
Flora,	East wye
Xenia,	W. End Team Track
	E. End Team Track
Norris City,	N. Y. C. Crossing
	West Wye
Enfield,	South Wye
268-06	Salem—M. I. Connection
268-07	Salem—Mine track
273-21	Odin—I. C. Main tracks
276-27	Sandoval—Smelter track
276-39	Sandoval—East spur Wabash Ref. Co.
Sandoval,	I. C. wires over B & O tracks
	I. C. wires over I. C. tracks at transfer
277-05	Sandoval—Transfer track
281-14	Shattuc—C B & Q connection
281-21	Shattuc—Spur track
294-10	East Mill Track, Beckemeyer
299-10	Breese—Mill track
Taylorville,	North Walnut Street
	Cherokee Street
Tansey,	Illinois Terminal Crossing.

25. CLASSIFICATION, WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits	Track	Classification	No.
Storrs Jet. to.....	North track...	Westward main track..	1
CW Cabin.....	South track...	Eastward main track..	2
Finney to.....	North track...	Westward main track..	1
Dearborn.....	South track...	Eastward main track..	2
Cochran to.....	North track...	Westward main track..	1
Milan.....	South track...	Eastward main track..	2
HN Cabin to.....	North track...	Westward main track..	1
K Tower.....	South track...	Eastward main track..	2

25A. As provided for in Rule 5, passing sidings at following points are designated for use as indicated below:

Cochran.....	North Siding.....	As westward siding
	South Siding.....	As eastward siding
Seymour.....	North Siding.....	As westward siding
	South Siding.....	As eastward siding
Mitchell.....	North Siding.....	As eastward siding
	South Siding.....	As westward siding
Olney.....	North Siding.....	As westward siding
	South Siding.....	As eastward siding

26. TELEPHONES.

Where train order office is closed, trains meeting with accident or unusual delay, conductor will arrange to call nearest open office by telephone, or if conditions warrant, call Chief Dispatcher's Office, Washington, telephone No. 1580, 8:00 A.M., to 5:00 P.M., daily except Sunday and Holidays, all other times call Telephone No. 678, and in using business telephone instruct exchange to reverse charges.

Location of Telephones:

Telephones are located in booth, box, or station building at ends of passing sidings and cross-overs except:

Location	[Pole No.]	Connected With
Cincinnati Sub-Division		
Cold Springs, no 'phone east end siding.....		
Louisville Sub-Division		
James, in watchman's house,		} N. Vernon
Walnut St.....	0-11	
Illinois Sub-Division		
Flora, in switchman's shanty east end Eastbound passing track..	242-39	} Flora

SPECIAL INSTRUCTIONS—Continued.

Other Telephones located in booth, or box
at following locations:
Cincinnati Sub-Division.

Location	Pole No.	Connected With
Sedamsville.....	3-12	} CW Cabin and Storrs
Culloms.....	5-20	
Anderson Ferry.....	5-45	
St. Joe.....	7-16	
St. Joe.....	8-01	} C. W. Cabin and Delhi
St. Joe.....	8-09	
St. Joe.....	8-29	
Finney.....	18-06	
Finney, on porch of Finney ..	18-13	} Dearborn, North Bend and Delhi
Treating Plant Office.....		
Columbia Power Spur.....	18-32	} Dearborn
Miami River Bridge.....	20-07	
West Lawrenceburg.....	22-17	} Dearborn and Cochran
Aurora, George St.....	25-24	
Aurora, Freight Office.....		} Dearborn and Cochran
Cochran, east side of Sand ..	27-05	
House.....		} Dearborn and Cochran
West of Cochran.....	27-26	
West of Cochran.....	29-28	} Milan and Dillsboro
West of Cochran.....	30-13	
Dillsboro, west end section ..	34-04	} Milan
tool house.....		
East of Cold Springs.....	35-25	} Milan and Dillsboro
East of Moore's Hill.....	39-02	
Moore's Hill.....	40-09	} Milan
Milan, East of Depot.....	42-23	
Dabney.....	55-18	} Osgood, Holton and Butlerville
Nebraska, middle of siding.....	62-07	
Oakdale Hill.....	70-73	} N. Vernon, Butlerville
Washington Sub-Division		
North Vernon, west end wye....	72-25	} North Vernon and Seymour
Whitcomb Yard, west end No. 2 track.....	73-22	
Whitcomb Yard, west end Tail Track.....	73-37	} North Vernon and Seymour
West of Whitcomb.....	75-19	
East of Hayden, overhead bridge.	76-11	} Seymour
Fleming.....	82-29	
Seymour, O'Brien St.....	86-35	} Seymour
Seymour, Band Saw Mill Track..	88-10	
Spark's Ferry.....	109-22	} Tunnelton and Medora
Fort Ritner.....	113-30	
West of Big Tunnel.....	115-21	} Tunnelton and Mitchell
East of Little Tunnel Cut.....	119-28	
Rivervale.....	120-41	} Tunnelton and Mitchell
Mill Creek Hill.....	122-41	
Mitchell, Meridian St.....	126-07	} Mitchell
Mitchell, in shop foreman's office.	126-17	
Mitchell, in sand house.....	126-17	} Huron and Mitchell
Just West Georgia.....	132-13	
East end cinder fill.....	134-37	} Shoals
West of Willow Valley Tunnel..	142-11	
West of Peek's Curve.....	150-20	} Loogootee
Mead's Crossing.....	165-25	
In box on pole.....	167-16	} Montgomery and Washington
East of Washington, in Booth Reliance Co.....	168-15	
N. Y. C. interchange, Washington, west end south side.....	169-42	} Washington and Shops

Louisville Sub-Division

Near Muscatatuck River.....	3-36	} Dispatchers Circuit
Paris.....	12-23	
Big Creek.....	13-26	} Deputy
Nabb.....	28-31	
Bethany Switch.....	43-19	} Marysville
Watson, west end new interchange	46-18	
West end wye in PRR box.....	47-18	} Charlestown and Watson
New Albany station platform....	54-06	
		} Watson and New Albany

Jeffersonville Sub-Division

West end wye on Jeffersonville Branch.....	0-27	} Watson
Jeffersonville, east crossover....	4-20	
Jeffersonville middle crossover...	4-39	
Jeffersonville, in N. Y. C. Yard office		

Illinois Sub-Division

Shops Yard, West end, switchman's shanty.....	171-10	} Shops and Wheatland
West End Shops yard, in booth..	171-16	
Chappel, at N. Y. C. Crossing...	172-07	
Middle Standard Mine Siding...	175-18	
Julian Mine lead switch.....	181-15	} Vincennes
Reed Spur, East of Vincennes...	185-42	
Vincennes, River track crossing, back of Tower.....	189-05	
West end Wabash River Bridge..	189-18	
Beman, George Field Spur.....		} Vincennes and Lawrenceville
East end River Track, Lawrenceville.....	197-30	
Switchman's shanty South side near entrance Indian Refining Co.....		
Lawrenceville, West end Central Lead track.....	198-08	
Lawrenceville, in Car Inspector's shanty.....		} Olney and Noble
Olney, Freight House Office.....		
Absolute signal east of Noble....	225-38	
Oil Spur, East of Noble.....	226-31	
East of Clay City.....	231-01	} Dispatchers Circuit Clay City and Flora
East of Flora.....	238-18	
Kenner.....	247-01	} Flora and Xenia
Bannister.....	263-04	
Salem, Car Inspectors Room in Depot.....		} Salem
Owsley, West of Salem.....	270-19	
Beckemeyer.....	293-24	} Dispatchers Circuit
O'Fallon, absolute signal east....	318-44	
O'Fallon, I. T. Ry. Tower.....		} Carlyle
Ruby Mine.....	324-47	
Sargent's Mine East of Caseyville.	325-33	} HN Cabin and O'Fallon
West end long curve.....	326-20	
Caseyville, station.....		} HN Cabin, K Tower
HN Cabin, A.&S. Connection...		

SPECIAL INSTRUCTIONS—Continued.

27.

UNCLASSIFIED.

No. 29 will not carry passengers.

Time of trains at Cincinnati, Louisville, Youngtown, Springfield, Relay Depot and St. Louis, shown in Italics, is for information only.

HOLIDAYS: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

28. ADDITIONAL REGULAR AND FLAG STOPS.

No. 1—When misses connection at Cincinnati with No. 57 will stop at Lawrenceburg, Aurora, Milan and Osgood to discharge passengers from the East.

No. 61 and 62 will stop, on signal, at flag stations to receive or discharge U. S. Mail.

29.

EXPLANATION OF LETTERS.

- D Day train order station.
- N Night train order station.
- DN Day and night train order station.
- DPN Day part night train order station.
- NPD Night part day train order station.
- C Stop on signal to pick up passengers for Cincinnati or beyond.
- G Wait at Mitchell thirty (30) minutes for motor coach connection when passengers are reported.
- H Stop on signal to discharge passengers from Cincinnati, Louisville or beyond; or pick up passengers for St. Louis.
- J Stop on signal to discharge passengers from St. Louis; or pick up passengers for Cincinnati or Louisville.
- K Stop on signal Sunday only to pick up passengers for Cincinnati.
- M Stop daily except Sunday and stop on Sunday to discharge passengers from Cincinnati, Louisville or beyond; or pick up passengers for St. Louis.
- P Stop on signal to discharge passengers from Cincinnati or points east thereof.
- Q Stop on signal to pick up passengers for or discharge passengers from Washington, D. C. or beyond.
- R Stop on signal to pick up passengers for Louisville, Cincinnati and points east thereof where train is scheduled to stop; or to discharge passengers from points west of St. Louis.
- W Stop on signal to discharge passengers from St. Louis or pick up passengers for St. Louis.
- X Stop on signal to pick up passengers for Louisville, Cincinnati, and beyond or to discharge passengers from St. Louis and beyond.
- Z Stop on signal to pick up passengers for points beyond St. Louis.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

WESTWARD.

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 46 January 19, 1947.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS								SECOND CLASS			THIRD CLASS	
				1	57	3	121	61	63	29	11	99	97	91	81	
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY Ex. Sunday
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.	A.M.
	DN	CINCINNATI 1.7		7.30	7.38	9.05	9.10	5.30	7.00	9.45	12.10					
1.7	DN	End of STORRS JCT. Dbl. Tk. 5.0		6.36	6.41	8.11	8.16	4.36	6.06	8.51	11.16		8.40	1.00	9.00	9.00
6.7	DN	End of C. W. CABIN Dbl. Tk. 3.8		6.42	6.47	8.17	8.23	4.42	6.12	8.58	11.23		8.48	1.14	9.08	9.10
10.5	DPN	DELHI 1.1	135	6.46	6.51	8.21	8.27	4.49	6.16	9.03	11.27		8.55	1.20	9.18	9.40
11.6		FERN BANK 1.0						F 4.50								
12.6		ADDYSTON 2.5						F 4.51								
15.1	D	NORTH BEND 3.2	107	6.51	6.57	8.26	8.32	F 4.55	6.22	9.10	11.32		9.12	1.28	9.34	9.58
18.3		End of FINNEY Dbl. Tk. 0.8		6.55	7.01	8.30	8.36	F 4.59	6.26	9.15	11.36		9.20	1.33	9.42	10.10
19.1		COLUMBIA PARK 2.6						F 5.00								
21.7	DN	End of DEARBORN Dbl. Tk. (NYC) 0.4		6.59	7.05	8.34	8.40	5.05	6.31	9.25	11.40		9.26	1.39	9.50	10.20
22.1		LAWRENCEBURG 0.9 (NYC)	97	7.00	7.10	8.35	8.41	5.08	6.33	9.26	11.43					
23.0		NEBO 2.8		7.01	7.12	8.36	8.42	5.10	6.35	9.27	11.46		9.30	1.41	9.55	10.31
25.8		AURORA 1.5		7.04	7.17	8.39	8.45	5.16	6.40	9.30	11.51					
27.5	DN	COCHRAN 6.6 Dbl. Track	63	7.06	7.20	8.41	8.47	5.20	6.42	9.32	11.54		9.48	1.50	10.10	11.05
33.9	D	DILLSBORO 3.7		7.13	7.27	8.48	8.54	5.30	6.49	9.39	12.02		10.00	2.00	10.30	11.40
37.6		COLD SPRINGS 2.6	68	7.17	7.33	8.52	8.59	F 5.36	6.54	9.44	12.08		10.15	2.08	10.40	11.56
40.2		MOORE'S HILL 2.4		7.22	7.38	8.57	9.03	5.41	6.58	9.49	12.13		10.25	2.15	10.50	12.10
42.6	DN	MILAN 2.7 Dbl. Track	50	7.26	F 7.44	9.01	9.07	5.46	F 7.05	9.54	12.18		10.31	2.25	11.00	12.20
45.5		PIERCEVILLE 2.1	55	7.29	7.48	9.04	9.10	F 5.49	7.09	9.57	12.22		10.36	2.30	11.04	12.30
47.4		DELAWARE 4.1	52	7.31	7.51	9.06	9.12	F 5.52	7.12	9.59	12.24		10.41	2.35	11.08	12.40
51.5	DN	OSGOOD 4.1	154	7.36	F 7.56	9.11	9.16	5.00	F 7.18	10.04	12.29		10.47	2.41	11.14	1.00
55.6		DABNEY 2.5						F 6.05								
58.1	D	HOLTON 4.0	57	7.42	8.04	9.17	9.22	5.09	7.27	10.10	12.35		11.00	2.51	11.24	1.20
62.1		NEBRASKA 3.5	160	7.46	8.09	9.21	9.27	5.14	7.31	10.14	12.40		11.20	2.57	11.30	1.30
65.6	DPN	BUTLERVILLE 2.8	160	7.50	8.13	9.25	9.32	5.18	7.35	10.18	12.44		11.27	3.05	11.35	1.40
68.4		OAKDALE 3.8	160	7.53	8.16	9.30	9.37	F 6.21	7.38	10.21	12.47		11.32	3.28	11.40	1.50
72.2		RILEY 0.5	48	7.57	8.20	9.34	9.43	6.26	7.42	10.25	12.52		11.39	3.37	11.49	1.59
73.7	DN	NORTH VERNON (Penna.) (NYC)	A	7.58	A 8.21	A 9.35	A 9.44	A 6.30	A 7.43	A 10.26	A 12.53		A 11.40	A 3.38	A 11.50	A 2.00
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.	P.M.
		Time over Sub-Division..		1.22	1.40	1.24	1.28	1.54	1.37	1.35	1.37		3.00	2.38	2.50	5.00
		Average speed per hour..		51.9	42.6	50.7	48.4	37.3	43.9	44.8	43.9		23.7	27.0	25.1	14.2

Passenger trains will not exceed a speed of 75 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from St. Louis	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 46 January 19, 1947.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS								SECOND CLASS					THIRD CLASS	
				30	12	54	62	122	2	4	58	98	94	88	96	90	80	
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
266.8	DN	(NYC) NORTH VERNON 0.5	48	4.60	5.03	9.23	10.56	3.00	3.23	6.55	8.20	2.30	3.30	9.27	6.15	11.30	8.25	
266.8		RILEY 3.8		4.51	5.04	9.24	10.56	3.01	3.24	6.56	8.21	2.31	3.31	9.43	6.26	11.31	8.26	
270.6		OAKDALE 2.8	160	4.56	5.09	9.30	11.05	3.07	3.28	7.01	8.26	2.40	3.40	9.52	6.35	11.40	8.35	
273.4	DPN	BUTLERVILLE 3.5	160	5.15	5.12	9.35	11.11	3.11	3.32	7.04	8.29	2.46	3.46	9.57	6.41	11.46	8.40	
276.9		NEBRASKA 4.0	160	5.19	5.16	9.39	11.20	3.15	3.36	7.08	8.33	2.52	3.52	10.03	6.47	11.54	8.45	
280.9	D	HOLTON 2.5	57	5.24	5.21	9.45	11.26	3.20	3.41	7.12	8.37	2.58	3.58	10.09	6.53	12.04	8.55	
283.4		DABNEY 4.1					11.30											
287.6	DN	OSGOOD 4.1	154	5.32	5.29	9.53	11.40	3.28	3.48	7.18	8.44	3.07	4.07	10.18	7.02	12.29	9.53	
291.6		DELAWARE 2.1	52	5.37	5.34	9.58	11.46	3.33	3.53	7.26	8.49	3.13	4.13	10.24	7.12	12.40	10.08	
293.7		PIERCEVILLE 2.7	55	5.40	5.37	10.00	11.50	3.35	3.55	7.30	8.51	3.16	4.16	10.27	7.16	12.45	10.12	
296.4	DN	MILAN End of 2.4 Dbl. Tk	57	5.43	5.40	10.03	12.00	3.39	3.58	7.33	8.54	3.20	4.20	10.31	7.20	12.50	10.36	
298.8		MOORE'S HILL 2.6		5.46	5.43	10.06	12.05	3.42	4.01	7.36	8.57	3.26	4.26	10.39	7.26	12.56	11.15	
301.4		COLD SPRINGS 3.7		5.50	5.47	10.10	12.11	3.46	4.05	7.39	9.00	3.33	4.33	10.47	7.32	1.03	11.30	
305.1	D	DILLSBORO 6.6		5.55	5.52	10.15	12.17	3.51	4.10	7.44	9.05	3.40	4.40	10.56	7.39	1.13	11.45	
311.7	DN	COCHRAN End of 1.5 Dbl. Tk	63	6.03	6.00	10.23	12.27	3.59	4.18	7.53	9.14	3.50	4.50	11.05	7.53	1.26	12.30	
313.8		AURORA 2.8		6.08	6.05	10.27	12.32	4.02	4.21	7.56	9.17							
316.0		NEBO (NYC) 0.9	97	6.12	6.09	10.31	12.37	4.06	4.25	8.00	9.21	3.57	4.57	11.12	8.05	1.35	1.00	
316.9		LAWRENCEBURG (NYC) 0.4		6.15	6.12	10.34	12.45	4.10	4.29	8.04	9.23							
317.3	DN	DEARBORN End of 2.6 Dbl. Tk		6.17	6.14	10.37	12.47	4.13	4.32	8.07	9.25	4.01	5.01	11.16	8.12	1.39	1.30	
319.9		COLUMBIA PARK 0.8					12.51										97	
320.7		FINNEY End of 3.2 Dbl. Tk		6.23	6.19	10.44	12.53	4.18	4.37	8.12	9.30	4.06	5.06	11.21	8.17	1.45	1.45	
323.9	D	NORTH BEND 2.5	107	6.29	6.24	10.50	12.59	4.23	4.41	8.17	9.34	4.12	5.12	11.27	8.23	1.51	2.00	
326.4		ADDYSTON 1.0					1.03											
327.4		FERN BANK 1.1					1.05											
328.6	DPN	DELHI 3.8	135	6.51	6.31	10.57	1.08	4.30	4.49	8.25	9.41	4.21	5.21	11.36	8.32	2.00	2.20	
328.8	DN	C. W. CABIN End of 5.0 Dbl. Tk		7.05	6.36	11.01	1.14	4.37	4.53	8.30	9.45	4.26	5.26	11.41	8.37	2.15	2.30	
337.3	DN	STORRS JCT. End of 1.7 Dbl. Tk		7.15	6.44	11.09	1.24	4.46	4.59	8.39	9.54	4.35	5.35	11.50	8.45	2.30	2.40	
339.0	DN	CINCINNATI		8.25	7.60	11.16	1.30	5.55	6.05	9.46	11.00							
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	
		Time over Sub-Div. Av'ge speed per hr.		2.25 29.4	1.41 42.1	1.46 40.2	2.29 28.6	1.46 40.0	1.36 44.4	1.44 41.0	1.34 45.3	2.05 34.0	2.05 34.0	2.23 29.8	2.30 28.4	3.00 23.7	6.15 11.4	

Passenger trains will not exceed a speed of 75 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Cincinnati	Train Order Stations	WASHINGTON SUB-DIVISION TIME TABLE No. 46 January 19, 1947.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS						SECOND CLASS			THIRD CLASS			
				11	1	3	121	61	29	91	99	97	83			
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday				
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.			
72.7	DN	NORTH VERNON (Penna)		\$ 1.07	\$ 8.02	\$ 9.39	\$10.00	\$ 6.40	\$10.45	.....	12.01	12.40	3.38	11.00	.....	.....
75.1		0.4 WHITCOMB (NYC)	45	1.09	8.03	9.40	10.01	6.42	10.47	.....	12.05	12.50	3.39	11.05	.....	.....
78.9		5.8 HAYDEN	95	1.15	8.09	9.46	10.07	6.55	10.54	.....	12.15	1.00	3.47	11.15	.....	.....
82.6		3.7 FLEMING		1.19	8.12	9.49	10.11	7.05	10.58	.....	12.21	1.06	3.52	11.23	.....	.....
87.2	DN	4.6 SEYMOUR (Penna)	124	\$ 1.26 ⁹⁸	8.16 ^W	9.53 ^W	\$10.15 ⁶²	\$ 7.15	\$11.03	.....	12.30	1.15	4.00 ⁸²	11.35	.....	.....
92.2		DUNHAM	80	1.33	8.22	9.59	10.23	7.25	11.16	.....	12.38	1.25	4.08	11.45	.....	.....
97.8	DPN	5.6 BROWNSTOWN	88	1.40	8.28	10.05	10.29	7.34	11.22	.....	12.45	1.32	4.15	12.15	.....	.....
101.0		3.2 VALLONIA	88	1.45	8.32	10.09	10.33	7.39	11.26	.....	12.55	1.38	4.20	12.25	.....	.....
105.4	DN	4.4 MEDORA	109	1.50	8.37	10.13	10.37	7.47	11.31	.....	1.05 ⁹⁸	1.45	4.26	12.45	.....	.....
110.6		5.2 SPARKSVILLE	95	1.56	8.43	10.19	10.43	7.55	11.37	.....	1.13	2.05 ¹²²⁻⁸²	4.34	12.55	.....	.....
113.7		FORT RITNER		.....	.....	.....	.....	\$ 8.00	.....	.....	.....	.....	.....	.....	.....	.....
117.7	N	4.0 TUNNELTON	98	2.05 ⁹⁴	8.52 ⁶²	10.28	10.52	8.07	11.47	.....	1.25	2.19	4.55 ⁹⁶	1.15 ⁸²	.....	.....
121.0		3.3 RIVERVALE		2.09	8.56	10.32	10.56	8.12	11.51	.....	1.30	2.30	5.00	1.25	.....	.....
126.4	DN	5.4 MITCHELL (CI & L)	150	\$ 2.22	9.04	10.40	11.07	8.25	\$12.05	.....	1.45 ⁹⁴	2.50	5.12	2.07 ¹²²⁻²	.....	.....
131.9		5.5 GEORGIA	96	2.28	9.10	10.46	11.13	8.33	12.12	.....	2.00	3.00	5.26 ⁴	2.19	.....	.....
138.0	DPN	6.1 HURON	89	2.34	9.16	10.52	11.19	8.41	12.18	.....	2.10	3.09	5.35	2.27	.....	.....
141.4		3.4 WILLOW VALLEY	55	2.38	9.20	10.56	11.23 ⁸²	8.45	12.22	.....	2.16	3.15	5.41	2.35	.....	.....
147.0	DN	5.6 SHOALS		2.44	9.26	11.02	11.29	8.55	12.28	.....	2.25	3.23	5.49	2.50	.....	.....
147.7		0.7 MARTIN	81	2.45 ⁹¹	9.27	11.03 ⁸²	11.30	8.57	12.29	.....	3.16 ¹¹⁻³⁰⁻¹²	3.25	5.51	3.06	.....	.....
152.4		3.1 QUARRY	53	2.50 ³⁰	9.32	11.08	11.35	9.03	12.34	.....	3.32	3.32	5.58	3.15	.....	.....
155.5	DN	4.5 LOOGOOTEE	90	2.54	9.35	11.11	11.39	9.11	12.38	.....	3.32	3.38	6.04	3.25	.....	.....
160.0		2.5 CANNELBURG	55	3.01 ¹²	9.39	11.15	11.43	9.16	12.43	.....	3.44	3.49	6.10	3.35	.....	.....
162.5	D	7.1 MONTGOMERY	92	3.13	9.42	11.18	11.46	9.20	12.45	.....	3.49	3.55 ⁹⁶	6.15	3.55	.....	.....
162.6	DPN	0.8 WASHINGTON	102	\$ 3.33	\$ 9.50	\$11.26	\$12.00	\$ 9.35	\$ 1.00 ⁹⁴	.....	3.59	4.05 ⁸³	6.25	4.10 ⁹⁶⁻⁹⁹	.....	.....
170.4	DN	SHOPS		3.38	9.52 ⁸²	11.28	12.02	9.40	1.02	.....	A 4.05	A 4.10	A 6.30	A 4.15	.....	.....
				A.M.	A.M.	A.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.	P.M.		
		Time over Sub-Division..		2.31	1.50	1.49	2.02	3.00	2.17		4.04	3.30	2.52	5.15		
		Average speed per hour..		38.8	53.3	53.8	48.0	32.6	42.8		24.0	27.9	32.7	18.6		

**Passenger trains will not exceed a speed of 80 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

EASTWARD.

Distance from St. Louis	Train Order Stations	WASHINGTON SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS						SECOND CLASS				THIRD CLASS	
				30	12	62	122	2	4	94	88	96	98	82	
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	
		TIME TABLE No. 46													
		January 19, 1947.													
168.6	DN	SHOPS 0.8		2.10	2.39	7.20	12.40	1.08	4.39	12.25	6.30	3.30	10.30	10.00	
169.4	DPN	WASHINGTON 7.1	102	\$ 2.22	\$ 2.48	\$ 7.40	\$12.50	\$ 1.16	\$ 4.45	12.30	6.35	3.35	10.35	10.10	
176.5	D	MONTGOMERY 2.5	92	2.32	2.58	F 7.50	12.58	1.24	4.53	12.45 ²⁹	6.45	3.45 ⁸³	10.46	10.20	
179.0		CANNELBURG 4.5	55	2.35	3.01 ¹¹	\$ 7.54	1.01	1.27	4.56	12.52	6.49	3.49 ⁸⁹	10.50	10.25	
183.5	DN	LOGOOTEETEE 3.1	90	2.40	3.06	\$ 8.01	1.06	1.31	5.01	12.58	6.55	3.55	10.57	10.40	
188.6		QUARRY 4.7	53	2.50 ¹¹	3.10	8.04	1.10	1.34	5.04	1.02	6.59	3.59	11.02	10.46	
191.5		MARTIN 0.7	81	2.56	3.16 ⁹¹	8.10	1.15	1.39	5.09	1.09	7.05	4.05	11.10	11.03	
192.0	DN	SHOALS 5.6		2.57	3.17	\$ 8.14	1.16	1.40	5.10	1.11	7.07	4.07	11.12	11.05	
197.0		WILLOW VALLEY 3.4	55	3.03	3.23	F 8.20	1.22	1.46	5.16	1.19	7.15	4.15	11.20	11.23	
201.0	DPN	HURON 6.1	89	3.07	3.27	F 8.24	1.26	1.50	5.20	1.25	7.21	4.21	11.27	12.03	
207.1		GEORGIA 5.5	96	3.14	3.34	F 8.31	1.33	1.57	5.26	1.33	7.29	4.29	11.40	12.18	
212.0	DN	MITCHELL (CI&L) 5.4	252	\$ 3.28	\$ 3.49	\$ 8.40	\$ 1.45 ⁸³	\$ 2.07 ⁸³	\$ 5.36 ⁹¹	1.45	7.39	4.40	12.05 ²⁹	12.50	
218.0		RIVERVALE 3.3		3.36	3.57	F 8.48	1.53	2.15	5.44	1.55	7.49	4.50	12.23	1.04	
221.5	N	TUNNELTON 4.0	98	3.40	4.01	F 8.52 ¹	1.57	2.19 ⁹⁹	5.48	2.05 ¹¹	7.54	4.55 ⁹⁷	12.29	1.15 ⁸³	
225.5		FORT RITNER 3.1		.....	.....	F 9.02	.....	.....	.....	.....	.....	.....	.....	.....
228.4		SPARKSVILLE 5.2	95	3.48	4.10	F 9.07 ⁸²⁻⁹⁹	2.05	2.28 ⁸²	5.56	2.20	8.06	5.07	12.41	2.32 ¹²²⁻²⁻⁹⁹	
233.6	DN	MEDORA 4.4	109	3.53	4.16	\$ 9.15	2.10	2.34	6.01	2.28	8.14	5.15	12.49	2.43	
238.0		VALLONIA 3.2	88	3.57	4.21	F 9.21	2.14	2.38	6.05	2.34	8.32 ¹	5.21	12.55 ⁹¹	2.50	
241.2	DPN	BROWNSTOWN 5.6	88	4.01	4.26	\$ 9.26	2.18	2.43	6.09	2.39	8.38	5.26	1.01	3.15	
246.8		DUNHAM 5.0	80	4.06	4.31	9.32	2.23	2.49	6.14	2.47	8.46	5.34	1.11	3.30	
251.8	DN	SEYMOUR (Penna) 4.6	120	\$ 4.18	4.40	\$10.15 ³⁻¹²¹	\$ 2.36	\$ 2.58	\$ 6.25	3.00	8.56	5.44	1.26 ¹¹	4.00 ⁹⁷	
256.4		FLEMING 3.7		4.24	4.46	F10.20	2.42	3.03	6.31	3.08	9.05	5.52	1.35	4.15	
260.1		HAYDEN 5.8	95	4.28	4.50	F10.25	2.46	3.07	6.35	3.15	9.12	5.59	1.41	4.22	
265.9		WHITCOMB 0.4	45	4.34	4.56	10.35	2.52	3.13	6.42 ⁶¹	3.25	9.22	6.09	2.00	4.38	
268.3	DN	(NYC) NORTH VERNON (Penna)		A 4.35	A 4.59	A10.40	A 2.53	A 3.15	A 6.44	A 3.30	A 9.27	A 6.15	A 2.10	A 4.45	
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	
Time over Sub-Division..				2.25	2.20	3.20	2.13	2.07	2.05	3.05	2.57	2.45	3.40	6.45	
Average speed per hour..				40.4	41.9	29.3	44.1	46.2	46.9	31.9	33.1	35.4	26.7	14.4	

Passenger trains will not exceed a speed of 80 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from North Vernon	Train Order Stations	LOUISVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS	THIRD CLASS											
				TIME TABLE No. 46																	
				January 19, 1947.																	
				59	57	51	55	63		89	NYC 79	85									
DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY												
A.M.	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.													
	DN	NORTH VERNON (Penna) 0.6 (NYC)	97	\$ 5.55	\$ 8.27	\$10.10	\$ 3.30	\$ 7.48													
0.0		JAMES		5.56	8.28	10.11	3.31	7.49					12.55 ⁵⁶		3.00		3.00 ⁵⁰				
0.8		LOVETT	75	6.03	8.35	10.18	3.38	7.55					1.10		3.20		3.13				
10.4		COMMISKEY	63	F 6.09	8.39	10.23	3.42 ⁸⁵	7.59 ⁵⁸					1.16		3.28		3.42 ⁵⁵				
18.0		PARIS		F 6.13																	
18.0	DN	DEPUTY 5.2	56	F 6.18	8.44	10.28	3.46	8.09					1.23		3.37		3.55				
20.2		BLOCHER	75	6.24	8.57 ⁵⁴	10.33 ⁸⁴	3.52	8.15					1.31		3.45		4.05				
26.2		LEXINGTON	58	F 6.31	9.03	10.38	3.57	8.21					1.38		3.55		4.15				
28.7		NABB		F 6.36													4.22				
30.2	DN	MARYSVILLE 3.3	75	F 6.40	9 10	10 43	4.02	8.26 ⁷⁸					1.48		4.05		4.25				
33.5		OTISCO	75	6.44	9 15	10 47	4.06	8.30					1.55		4.11		4.35				
40.5	D	CHARLESTOWN	75	F 6.57	P 9.26 ⁸⁴	P 10 57	F 4.16	8.39					2.05		4.23		5.00				
46.7	DN	WATSON	89	7.05	9.36	11.05	4.24	8.48					2.15		4.40		5.20				
53.5		(Penna) FLOYD	65	7.15	9.44	11 12	4.32	8.59					2.30				5.36 ⁵²				
54.1	DPN	NEW ALBANY 1.6 (CI&L) (K&T Co.)		\$ 7.25	\$ 9.53	\$11.15	\$ 4.35	\$ 9.03					2.35				5.55				
55.7	DN	YOUNGTOWN 2.0											A 2.60				A 6.05				
57.7		LOUISVILLE (Central Station)		A 7.40	A 10.05	A 11.25	A 4.45	A 9.15													
				A.M.	A.M.	A.M.	P.M.	P.M.					A.M.		A.M.		P.M.				
		Time over Sub-Division..		1.45	1.38	1.15	1.15	1.27					1.55		1.40		3.05				
		Average speed per hour..		32.9	35.2	46.1	46.1	39.6					29.0		28.0		18.0				

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from North Vernon	Train Order Stations	JEFFERSONVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					THIRD CLASS												
				TIME TABLE No. 46																	
				January 19, 1947.																	
				NYC 79																	
DAILY																					
A.M.																					
46.7	DN	WATSON	89										4.40								
59.4		MIDDLE CROSSOVER											A 4.55								
58.4		JEFFERSONVILLE																			
													A.M.								
		Time over Sub-Division..											22.15								
		Average speed per hour..											22.8								

Passenger trains will not exceed a speed of 50 miles per hour between Watson and Mile Post 5, and 45 miles per hour between Mile Post 5 and Jeffersonville.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect will not be exceeded.

EASTWARD.

Distance from Louisville	Train Order Stations	LOUISVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS	
											NYC	
				54	50	52	58	56	90		84	78
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY
				A.M.	P.M.	P.M.	P.M.	P.M.				
TIME TABLE No. 46 January 19, 1947.												
		LOUISVILLE <i>(Central Station)</i>		8.10	1.30	5.25	7.00	11.35				
9.0	DN	YOUNGTOWN <i>1.8 (K&ITCo.)</i>							9.30	8.30		
9.6	DPN	NEW ALBANY <i>0.6 (CI&L)</i>		\$ 8.20	\$ 1.40	C 5.35	\$ 7.10	\$11.45				
4.8		FLOYD <i>6.8 (Penna)</i>	65	8.21	1.41	5.36 85	7.11	11.46				
11.0	DN	WATSON <i>6.2</i>	89	8.28	1.48	5.43	7.19	11.53				
17.2	D	CHARLESTOWN <i>7.0</i>	75	C 8.35	C 1.57	\$ 5.51	7.26	F11.59				
84.8		OTISCO <i>3.3</i>	75	8.43	2.05	5.59	7.34	12.08				
27.5	DN	MARYSVILLE <i>1.5</i>	75	8.47	2.09	6.03	7.38	12.12				
30.0		NABB <i>3.5</i>										
32.5		LEXINGTON <i>5.0</i>	58	8.52	2.14	6.08	7.43	12.18				
37.5		BLOCHER <i>5.2</i>	75	8.57 57	2.19	6.14	7.48	12.23				
42.7	DN	DEPUTY <i>2.4</i>	56	9.02	2.24	6.19	7.54	12.29				
45.1		PARIS <i>2.2</i>										
47.5		COMMISKEY <i>3.6</i>	63	9.07	2.29	6.24	7.59 63	12.34				
50.9		LOVETT <i>6.2</i>	75	9.11	2.34	6.28	8.03	12.38				
57.1		JAMES <i>0.6</i>	97	9.17	2.41	6.36	8.12	12.45				
57.7	DN	NORTH VERNON <i>(Penna)</i>		A 9.19	A 2.45 85	A 6.38	A 8.14	A12.47 89				
				A.M.	P.M.	P.M.	P.M.	A.M.				
Time over Sub-Division..				1.09	1.15	1.13	1.14	1.12				
Average speed per hour..				50.7	46.1	47.4	46.7	48.0	30.4	3.10	1.40	

Passenger trains will not exceed a speed of 65 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Jeffersonville	Train Order Stations	JEFFERSONVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS							
TIME TABLE No. 46 January 19, 1947.											
1.0		JEFFERSONVILLE <i>1.0 (Penna)</i>									
6.7	DN	MIDDLE CROSSOVER <i>5.7 (Penna)</i>									
		WATSON	89								
Time over Sub-Division..											
Average speed per hour..											

Passenger trains will not exceed a speed of 45 miles per hour between Jeffersonville and Mile Post 5, and 50 miles per hour between Mile Post 5 and Watson. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect will not be exceeded.

WESTWARD.

Distance from Cincinnati	Train Order Stations	ILLINOIS SUB-DIVISION TIME TABLE No. 46 January 19, 1947.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS				THIRD CLASS		
				29	11	1	3	121	91	95	97	99	71	73	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A.M.	A.M.	A.M.	A.M.	P.M.		A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
170.4	DN	SHOPS 6.3 (NYC)		1.02	3.38	9.52	11.28	12.02		5.05	1.20	6.55	8.00	6.15 ⁸⁸	
178.7	DPN	WHEATLAND 6.6	107	1.09	3.45	9.58	11.34	12.08		5.15	1.43 ⁷⁰	7.05	8.10	6.30	
183.3		FRITCHTON 5.2	95	1.15	3.52	10.03	11.39	12.14		5.25	1.55	7.15 ⁹⁸	8.20	6.58	
188.5	DN	VINCENNES (Penna) 4.9 (C&EI)	132	1.40 ^S	4.05 ^S	10.12 ^S	11.48 ^S	12.20 ^S		5.36 ⁸⁸	2.10	7.25	8.40	7.30	
193.4		BEMAN 5.0	156	1.56 ¹²	4.12	10.17	11.54 ⁰	12.37 ⁷⁰		6.00	2.20	7.35	9.00	7.50	
198.4	DN	LAWRENCEVILLE (NYC) 4.0	147	2.15 ^F	4.18	10.22 ¹¹	11.59 ⁷⁰	12.52 ¹²²		6.10	2.33 ⁹⁶	7.45	9.10	8.20	
203.4	D	BRIDGEPORT 5.8	160	2.20	4.24	10.26	12.05	12.57		6.17	2.40	7.50	9.16	8.30	
208.2	D	SUMNER 5.9	90	2.26	4.30	10.31 ⁷⁰	12.11	1.03		6.30	2.50	7.58	9.26	8.45	
214.1	D	CLAREMONT 6.2	117	2.32	4.36	10.36 ⁷⁰	12.17 ²	1.09		6.42	2.58	8.06	9.36	9.00	
220.3	DN	OLNEY (IC) 7.7	78	2.42 ^F	4.44 ⁸⁸	10.42 ⁰	12.31	1.17		6.55	3.14	8.15	9.45	10.00 ⁷⁰	
223.0	D	NOBLE 7.1	102	2.52	4.54	10.48	12.39	1.24		7.08	3.31 ⁴	8.24	9.58	10.30	
226.1	D	CLAY CITY 7.4	93	3.03	5.01	10.54 ⁷¹	12.46	1.30		7.20	3.45	8.33	10.19	11.20 ¹⁻¹²²	
242.6	DN	FLORA 8.4	84	3.30 ^S	5.15 ^S	11.07 ¹²²	12.56 ⁷²	1.40 ^M		7.50 ⁷⁰	4.00	9.00	10.40	11.45 ²	7.30
250.9	D	XENIA 2.7	104	3.45 ⁸⁸	5.29	11.16	1.04 ⁹⁶	1.52		8.10	4.20	9.20 ⁹⁴	11.08		7.45
253.6		GREENDALE 5.8	100	3.48	5.32	11.19	1.07	1.55		8.15	4.25	9.25 ⁹⁴	11.13		7.50
259.4	D	IUKA 8.4	102	3.54	5.38	11.27 ²	1.12	2.00		8.23	4.42 ⁹⁸	9.37	11.30 ³⁰		8.00
267.8	DN	SALEM (C&EI) 5.7	72	4.05 ^H	5.47	11.34 ⁰	1.20	2.08		8.36	4.55	10.00	11.42		8.15
273.6	DN	ODIN (IC) 3.7	93	4.25 ^H	5.55	11.39 ⁷²	1.26	2.13		8.46	5.05	10.10	12.02		8.30
277.2	DN	SANDOVAL (IC) 4.0	65	4.31	6.00	11.42	1.29	2.16		8.52 ⁷³	5.11	10.15	12.10		8.52 ⁹¹
281.2	DN	SHATTUC (CB&Q) 5.3	96	4.35	6.04	11.45	1.33	2.20		8.58	5.17	10.21	12.31 ¹²		9.20
286.6		HUEY 4.2	75	4.41	6.10	11.50	1.38	2.26 ⁴		9.05	5.25	10.30	12.58		9.30
290.7	D	CARLYLE 3.7	79	4.45 ^H	6.15	11.54	1.42	2.40		9.12	5.32	10.42 ³⁰	1.05		9.45
294.4		BECKEMEYER 5.0	75	4.49	6.20	11.57 ⁹⁶	1.46	2.44		9.18	5.38	10.50	1.11		10.00 ⁷²
299.4	DN	BREESE 4.2	99	4.54	6.26	12.01	1.51	2.49		9.43 ⁷²	5.50	11.00	1.20		10.54 ¹²²⁻²
303.8		AVISTON 4.2	165	4.58	6.31	12.05	1.55	2.54		9.51	5.59	11.07	1.27		11.05
307.8	D	TRENTON 3.8	134	5.03	6.35	12.09	1.59	2.59		10.06 ¹²²	6.07	11.13	1.33		11.29 ⁹⁶
311.6		SUMMERFIELD 2.9	101	5.08	6.39	12.12	2.04 ⁴	3.03		10.13	6.12	11.20	1.33		11.39
314.6		LEBANON 5.7	75	5.11	6.42	12.15	2.15	3.06		10.18	6.17	11.25	1.43		11.50
320.2	DN	O'FALLON (ITRR) 0.8		5.17	6.50	12.20	2.22	3.14		10.28	6.28	11.35	1.53		12.05
321.0		CARBON 2.6	88	5.18	6.51 ⁷²	12.21 ⁷³	2.23	3.15 ⁹⁸		10.34 ²	6.30	11.50 ¹²	1.54		12.21 ¹
323.8		FURMAN 4.4	79	5.23	6.54	12.24	2.27	3.18		10.45	6.35	12.00	1.59 ⁸⁸		1.00
328.0		CASEVILLE 3.1	75	5.30	7.01	12.31	2.37	3.28		10.53 ⁹⁶	6.44	12.15	2.10		1.20
331.1	DN	End of Double Track H. N. CABIN (A&S) 3.0		5.40	7.05	12.34	2.43 ⁹⁸	3.33		11.10	6.50 ⁹⁴	12.22	2.17		1.26 ⁴
334.1		WILLOWS (TRR) 1.4 (Southern)		5.45	7.09	12.37	2.48	3.38		11.16	6.57	12.30	2.23		1.40
336.6	DN	K. TOWER 0.2 (Penna) (TRR)		6.00	7.15	12.39	2.53 ⁹⁸	3.43		11.20 ^A	7.05 ⁹⁴	12.40 ^A	2.30		1.40 ^A
338.7		RELAY DEPOT 3.3		6.09 ^S	7.19 ^P	12.40 ^S	3.55 ^S	3.45 ^S							
339.0	DN	ST. LOUIS		6.30 ^A	7.40 ^A	1.00 ^A	3.15 ^A	4.05 ^A							
		Time over Sub-Division..		4.58	3.37	2.47	3.25	3.41		6.15	5.45	5.45	6.30	6.30	6.30
		Average speed per hour..		33.5	45.6	59.7	48.3	44.8		26.2	28.7	28.7	25.4	13.1	14.3

Passenger trains will not exceed a speed of 80 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from St. Louis	Train Order Stations	ILLINOIS SUB-DIVISION TIME TABLE No. 46 January 19, 1947.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS				THIRD CLASS				
				122	2	4	30	12	88	96	98	94	72	70			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday		
				A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.			
3.3	DN	ST. LOUIS 3.3 RELAY DEPOT 0.2		9.20	10.05	1.25	9.30	11.15									
3.5	DN	(Penna) (TRR) K. TOWER 1.4 (TRR)		9.36	10.19	1.39 73	9.48	11.31	1.35	10.45	2.30 3	7.00 95		6.10			
4.9		WILLOWS 3.0 (Sou)		9.38	10.21	1.41	9.50	11.33	1.39	10.48	2.35	7.04		6.15			
7.9	DN	H. N. CABIN End of Double Track 3.1 (A&S)		9.41	10.24	1.44 73	9.54	11.36	1.45	10.53	2.43 3	7.10 95		6.20			
11.0		CASEVILLE 4.4	75	9.44	10.27	1.47	9.58	11.40	1.50	10.58 91	2.48	7.15		6.25			
15.4		FURMAN 2.6	79	9.51	10.32	1.53	10.05	11.47	1.59 99	11.07	2.58	7.26		6.35			
18.0		CARBON 0.8	88	9.54	10.34 91	1.55	10.08	11.50 97	2.03	11.11	3.15 121	7.30		6.51 11			
18.8	DN	O'FALLON (ITRR) 5.7		9.55	10.35	1.56	10.09	11.51	2.05	11.13	3.17	7.32		7.30			
24.5		LEBANON 2.9	75	10.00	10.40	2.01	10.15	11.57	2.12	11.20	3.25	7.40		8.15			
27.4		SUMMERFIELD 3.8	101	10.03	10.43	2.04 3	10.18	12.00	2.16	11.24	3.29	7.44		8.25			
31.3	D	TRENTON 4.2	134	10.06 91	10.46	2.07	10.22	12.04	2.21	11.29 73	3.34	7.49		9.15			
35.4		AVISTON 4.2	165	10.10	10.50	2.11	10.26	12.08	2.27	11.35	3.40	7.55		9.25			
39.6	DN	BREESE 5.0	118	10.14 73	10.54 73	2.15	10.30	12.13	2.36	11.45	3.50	8.10		9.43 91			
44.6		BECKEMEYER 3.7	75	10.18	10.58	2.19	10.35	12.18	2.43	11.57 1	3.57	8.18		10.00 73			
48.3	D	CARLYLE 4.2	100	10.21 72	11.01	2.22	10.42 97	12.22	2.48	12.05	4.02	8.23		10.21 122			
52.5		HUBY 5.3	75	10.25	11.05	2.26 121	10.48	12.26	2.54	12.11	4.08	8.29		10.50			
57.8	DN	SHATTUC (CB&Q) 4.0	96	10.29	11.09	2.31	10.54	12.31 99	3.01	12.18	4.15	8.36		11.00			
61.8	DN	SANDOVAL (IC) 3.7	65	10.32	11.12 72	2.35	10.58	12.35	3.06	12.23	4.20	8.42		11.12 3			
65.5	DN	ODIN (IC) 5.7	93	10.35	11.15 w	2.39	11.05	12.39	3.11	12.28	4.25	8.47		11.39 1			
71.2	DN	SALEM (C&EI) 8.4	95	10.41	11.20 w	2.49	11.20	12.45	3.18	12.35	4.32	8.55		11.48 1			
76.6	D	IUKA 5.8	102	10.49	11.27 1	2.58	11.30 99	12.54	3.28	12.45	4.42 95	9.07		12.10			
85.4		GREENDALE 2.7	100	10.54	11.34	3.04	11.36	12.59	3.35	12.52	4.48	9.15		12.20			
88.1	D	XENIA 8.4	104	10.57	11.37	3.07	11.40	1.02	3.45 29	1.04 3	4.53	9.20 97		12.30			
98.6	DN	FLORA 7.4	153	11.07 1	11.49 71	3.18	12.10	1.11	4.05	1.40 121	5.30	9.40		12.50 3	7.50 91		
103.9	D	CLAY CITY 7.1	93	11.20 71	11.56	3.25	12.20	1.18	4.15	1.50	5.40	9.50		8.35			
111.0	D	NOBLE 7.7	102	11.27 w	12.02	3.31 95	12.27	1.24	4.24	1.58	5.50	9.58 99		8.55			
118.7	DN	OLNEY (IC) 6.2	132	11.35 w	12.11 J	3.42	12.40	1.31	4.44 11	2.07	6.00	10.07		10.00 71			
124.9	D	CLAREMONT 5.9	117	11.41	12.17 3	3.49	12.48	1.37	4.54	2.14	6.09	10.14		10.12			
130.8	D	SUMNER 5.8	90	11.46	12.22	3.55	12.55	1.42	5.01	2.21	6.16	10.21		10.31 1			
136.6	D	BRIDGEPORT 4.0	160	11.52	12.27	4.01	1.01	1.47	5.08	2.28	6.23	10.28		10.43			
140.6	DN	LAWRENCEVILLE 5.0 (NYC)	147	11.59 3	12.32 J	4.05	1.12	1.51	5.13	2.33 95	6.30	10.33		11.30			
145.6		BEMAN 4.9	156	12.05 70	12.37 121-70	4.10	1.18	1.56 29	5.19	2.39	6.40	10.39		12.42 3-121 2-122			
150.5	DN	VINCENNES (C&EI) 5.2 (Penna)	132	12.20 121	12.48	4.20	1.40 29	2.09	5.36 91	2.50	7.00	11.00		1.25			
155.7		FRITCHTON 6.6	95	12.28	12.56	4.27	1.50	2.16	5.48	3.01	7.15 97	11.15		1.34			
163.5	DPN	WHEATLAND 6.3 (NYC)	107	12.34	1.02	4.33	1.57	2.22	5.56	3.09	7.25	11.25		1.43 95			
168.6	DN	SHOPS		12.40	1.08	4.39	2.10	2.39	6.05 71	3.20	7.35	11.35		2.30			
				P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		P.M.	P.M.		
Time over Sub-Division..				3.04	2.49	3.00	4.22	3.08	4.30	4.35	5.05	4.35		5.50	6.40		
Average speed per hour..				53.8	58.8	55.0	37.8	52.7	36.1	36.0	32.4	36.0		15.9	10.8		

Passenger trains will not exceed a speed of 80 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

WESTWARD.

THIRD CLASS			FIRST CLASS			Distance from Beardstown	Train Order Stations	SPRINGFIELD SUB-DIVISION	Passing Sidings Capacity in 40 ft. Cars	Distance from Shawneetown	FIRST CLASS		SECOND CLASS		THIRD CLASS	
74	76			40	41							77		75		
DAILY Ex. Sunday	DAILY Ex. Sunday			DAILY Ex. Sunday	DAILY Ex. Sunday							DAILY Ex. Sunday		DAILY Ex. Sunday		
P.M.	P.M.			P.M.	A.M.		A.M.		A.M.							
A 2.00				A 9.15	164.8	DN	FLORA 7.3	35	74.0	S 5.30					6.15	
1.40				S 8.58	148.9	D	LOUIS 3.5		81.8	S 5.44					6.35	
1.20				F 8.49	143.4		RIFFLE 4.1		84.8	F 5.52					6.50	
1.05				S 8.41	138.5		IOLA 6.7		88.9	S 6.00					7.05	
12.40				S 8.29	132.6	DN	EDGEWOOD (IC) 5.5	35	95.6	S 6.13					7.30	
12.10				F 8.18	127.1		GILMORE 5.6		101.1	F 6.22					7.45	
				S 8.08	121.5	DN	ALTAMONT (Penna) 5.9 (C&EI)	30	108.7	S 6.35					8.10	
				F 7.53	115.6		MOCCASIN 3.3		112.6	F 6.47					8.30	
				S 7.46	112.3		BEECHER CITY 2.9		116.9	S 6.54					8.40	
				F 7.40	109.4		HOLLIDAY 3.1		118.8	S 7.00					8.50	
				S 7.33	106.8	D	COWDEN (NYC&STL) 5.6	39	121.9	S 7.09					9.10	
				S 7.22	100.7		LAKewood 5.6		127.5	S 7.20					9.25	
				S 7.10	95.1		TOWER HILL (NYC) 6.5		133.1	S 7.30					9.40	
				S 6.58	88.6	D	PANA (IC-C&EI) 5.8	27	139.6	S 7.48					10.00	
				F 6.43	82.8		MILLERSVILLE 2.9		145.4	F 7.58					10.20	
				S 6.38	79.9	D	OWANECO 3.1	26	148.3	S 8.04					10.35	
				F 6.32	76.8		VELMA 4.3		151.4	F 8.10					10.50	
				S 6.23	72.6	D	TAYLORVILLE (Wab) 5.3	37	155.7	S 8.21					11.20	
				S 6.12	67.8		SHARPSBURG 3.6	40	161.0	S 8.30					11.40	
				S 6.05	63.6	D	EDINBURG 0.8	18	164.6	S 8.37					11.55	
				6.00	62.8		G. W. PASSING SIDING 3.5	34	165.4	S 8.39					11.59	
				F 5.54	59.3		BRECKENRIDGE 1.6		168.9	F 8.45					12.11	
				F 5.51	57.7		BERRY 4.3		170.5	F 8.49					12.21	
				S 5.44	53.4	D	ROCHESTER 5.1	33	174.8	S 8.58					12.37	
				5.34	48.3		(ITRR) TANSEY Joint Time Tb. 1.5		179.9	S 9.07					12.49	
				5.30	46.8		AVENUE (IC) (Wabash) 1.3		181.4	S 9.10		6.00			12.55	
				5.25	45.6		FOURTH STREET 0.1		182.7	S 9.15		6.10				
				5.23	45.4		RUTLEDGE STREET 0.2		182.8	S 9.17		6.11				
				S 5.20	45.0	DN	SPRINGFIELD (Alton) 0.2		183.0	S 9.20						
				5.10	45.4		RUTLEDGE STREET 3.3		182.8	S 9.33		6.11				
				5.05	41.6		BOND 1.1		186.0	S 9.40		6.20				
				F 5.03	40.5		BRADFORDTON 3.5	17	187.7	S 9.42		6.25				
				F 4.57	37.0		FARMINGDALE 3.4		191.2	F 9.49		6.38				
				F 4.51	35.6		RIEHLAND 3.8		194.6	F 9.56		7.05				
				S 4.45	29.8	D	PLEASANT PLAINS 4.6	33	198.4	S 10.03		7.25				
				S 4.36	25.2	D	ASHLAND (Alton) 2.9	17	203.0	S 10.13		7.50				
				F 4.30	22.9		GURNEY 4.3		205.8	F 10.18		8.00				
				S 4.23	18.6	D	PHILADELPHIA 2.3	25	209.6	S 10.25		8.20				
				F 4.17	16.3		BURLINGAME 3.2		211.9	F 10.29		8.30				
				S 4.11	13.1	D	VIRGINIA 3.6	21	215.1	S 10.38		9.00				
				F 4.04	9.5		CASS 4.3		218.7	F 10.45		9.10				
				S 3.55	5.2		BLUFF SPRINGS 5.2		222.0	S 10.54		9.30				
				3.45		DN	BEARDSTOWN 7.6	30	222.2	A 11.10		A 9.50				
A.M.	A.M.			P.M.			Time over Sub-Division..		A.M.		A.M.		P.M.			
7.00	3.25			5.30			Average speed per hour..		5.40		3.50		6.40			
15.3	13.7			28.0					27.2		12.2		16.1			

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule 5, and such other restrictions as may be in effect, will not be exceeded.

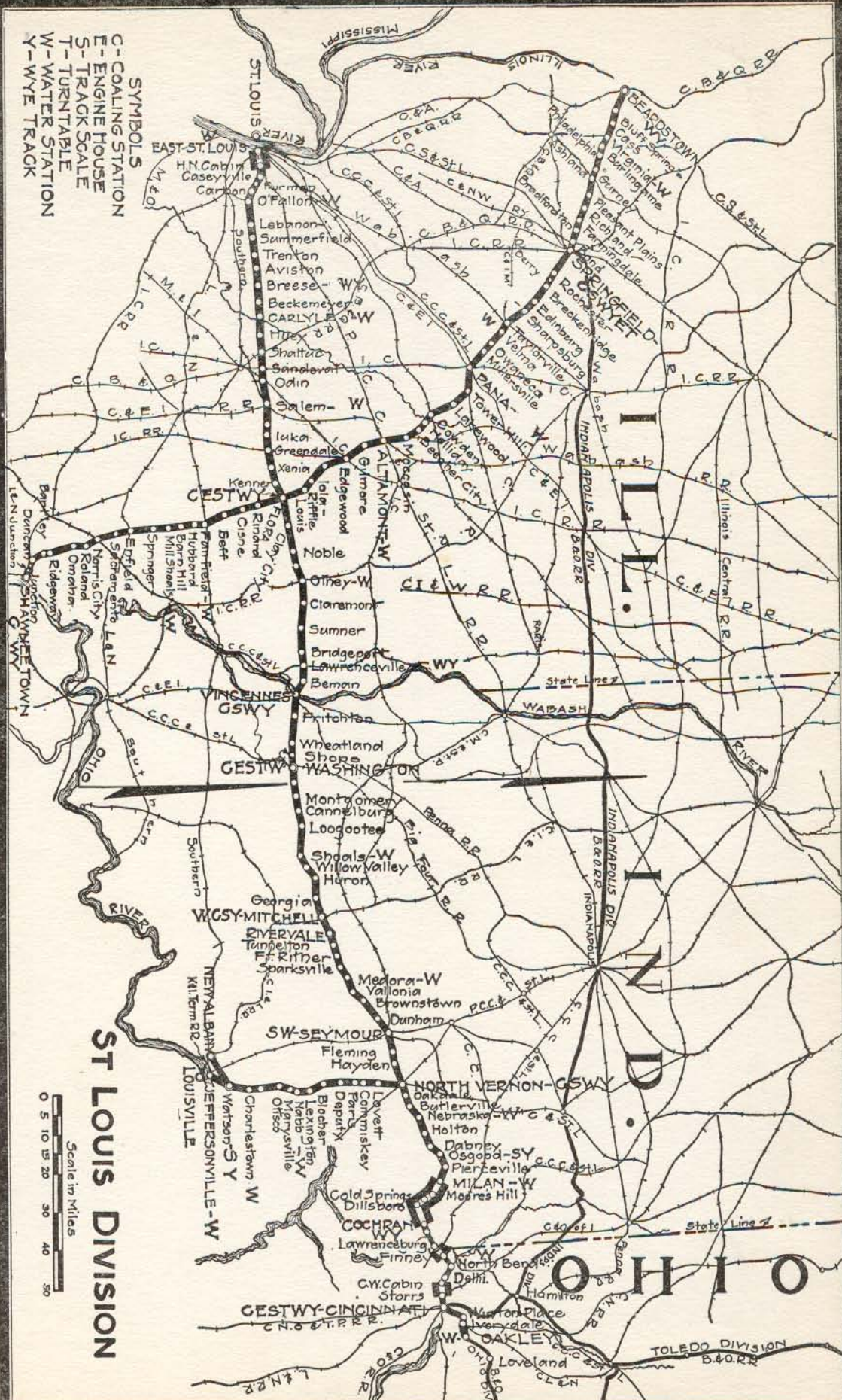
EASTWARD.

WESTWARD.

THIRD CLASS		FIRST CLASS		Distance from Beardstown	Train Order Stations	SPRINGFIELD SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	Distance from Shawneetown	FIRST CLASS		SECOND CLASS	THIRD CLASS	
L&N 135	78		42						43	79	L&N 134		
DAILY	Mon. Wed. Fri. Only		DAILY Ex. Sunday			TIME TABLE No. 46			DAILY Ex. Sunday		Tues. Thur. Sat. Only	DAILY	
A.M.	A.M.		A.M.			January 19, 1947.			P.M.		P.M.	A.M.	
.....	7.15	.....	6.00	154.2	DN	FLORA		74.0	A12.30	.....	A 3.00	.....	.....
.....	7.37	.....	\$ 6.22	161.1		RINARD	10	87.1	\$12.09	.....	2.30	.....	.....
.....	7.50	.....	\$ 6.33	165.3	D	CISNE	32	88.9	\$11.59	.....	2.00	.....	.....
.....	8.03	.....	\$ 6.44	170.6		GEFF	3	87.6	\$11.47	.....	1.40	.....	.....
.....	8.20	.....	\$ 6.58	175.3	D	FAIRFIELD	26	88.9	\$11.36	.....	12.48	.....	.....
.....	8.28	.....	F 7.04	178.2		HUBBARD		60.0	F11.25	.....	12.15	.....	.....
.....	8.37	.....	\$ 7.11	181.9		BARN HILL	17	46.3	11.18	.....	12.05	.....	.....
.....	9.00	.....	\$ 7.18	184.7	D	MILL SHOALS	45	43.5	\$11.13	.....	11.45	.....	.....
.....	9.20	.....	\$ 7.29	189.5		SPRINGER	25	38.7	\$11.03	.....	11.20	.....	.....
.....	9.40	.....	\$ 7.40	195.1	D	ENFIELD (L&N)	13	33.1	\$10.53	.....	10.53	.....	.....
.....	9.55	.....	F 7.48	199.8		SACRAMENTO		28.4	F10.44	.....	10.30	.....	.....
.....	10.38	.....	\$ 7.58	203.3	D	NORRIS CITY	36	24.9	\$10.38	.....	10.15	.....	.....
.....	10.55	.....	F 8.04	206.5		ROLAND (NYC)		21.7	F10.30	.....	9.53	.....	.....
.....	11.10	.....	\$ 8.12	210.0		OMAHA	22	18.2	\$10.25	.....	9.45	.....	.....
.....	11.45	.....	\$ 8.25	216.8	D	RIDGWAY	33	11.4	\$10.14	.....	9.32	.....	.....
.....	12.00	.....	F 8.30	219.9		BARTLEY		8.3	F10.07	.....	9.20	.....	.....
9.15	12.10	.....	\$ 8.35	222.1		JUNCTION		6.1	\$10.03	.....	9.15	10.28	.....
9.24	12.20	.....	\$ 8.41	225.3		NEW SHAWNEETOWN		2.9	\$ 9.57	.....	9.10	10.18	.....
9.30	12.30	.....	8.50	227.5		WYATT		0.7	9.53	.....	9.05	10.13	.....
.....	A12.55	.....	A 9.00	228.2	D	SHAWNEETOWN			9.50	.....	9.00	.....	.....
A.M.	P.M.		A.M.						A.M.		A.M.	A.M.	
.15	5.40		3.00			Time over Sub-Division....			2.40		6.00	.15	
21.6	13.2		24.6			Average speed per hour....			27.7		12.3	21.6	

Passenger trains will not exceed a speed of 40 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

SYMBOLS
 C-COALING STATION
 E-ENGINE HOUSE
 S-TRACK SCALE
 T-TURNTABLE
 W-WATER STATION
 Y-WYE TRACK



ST LOUIS DIVISION

