

INDEX

Page

ST. LOUIS-EVANSVILLE:

Schedules .....3,4,5,6  
 Shawneetown Branch Schedules..... 10  
 Special Instructions .....1,2,12,13,14,15,16  
 St. Louis Terminal Special Instructions..... 17

NORTH HOWELL-AMQUI:

Schedules .....5,6,7,8  
 Morganfield Branch Schedules..... 10  
 M. H. & E. R. B. Schedules..... 10  
 Special Instructions .....1,2,12,13,14,15,16

HENDERSON-STEAWBERRY:

Schedules ..... 9  
 Special Instructions .....1,2,12,13,14,15,16

OWENSBORO-RUSSELLVILLE:

Schedules ..... 11  
 Special Instructions .....1,2,12,13,14,15,16

SURGEONS AND OCULISTS..... 18

MAP .....(Back Cover)

**SPEED TABLE**

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	0	40	1	30
10	6	0	45	1	20
15	4	0	50	1	12
20	3	0	55	1	05
25	2	24	60	1	00
30	2	0	65	0	55
35	1	43	70	0	52

**LOUISVILLE AND NASHVILLE  
RAILROAD COMPANY**

**EVANSVILLE DIVISION**

**TIME TABLE No.**

**87**

TAKES EFFECT

**SUNDAY, NOVEMBER 15, 1964  
AT 12:01 A. M., CENTRAL STANDARD TIME**

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

**C. S. SANDERSON,**  
Vice Pres. and General Manager

**C. N. WIGGINS,**  
Ass't General Mgr.

**A. JAMES, Jr.,**  
Ass't General Mgr.

**S. P. STRICKLAND,**  
Chief Trans. Officer

**P. H. CROFT,**  
Superintendent

**G. T. BREUNIG,**  
Ass't 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 No. 53.

### DOUBLE TRACK TERRITORY

Between Round House and W. F. Tower.  
Between Evansville and F. S. Tower.  
Between north end interlocking plant and Clay Street at Henderson.

### AUTOMATIC BLOCK SIGNALS

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

### OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS.

Rules 261 to 263, inclusive, and 525 to 531, inclusive, are effective between Henderson and Strawberry (Main track). Henderson to Amqui.

Within CTC territory, where maximum allowable speed is more than 20 MPH, trains or engines must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock.

Trains or engines using hand operated switch not equipped with electric lock must leave the main track occupied by engine or cars, or main track switch open.

### SPRING SWITCHES

Name of Siding	End Located	Normal Position
W. F. Tower.....	End Double Track.....	For Northward movements.
Summit.....	Both.....	For main track.
Belleville.....	Both.....	For main track.
Rentchlers.....	Both.....	For main track.
Mascoutah.....	South.....	For main track.
Addi-ville.....	Both.....	For main track.
Beaucoup.....	North.....	For main track.
Ashley.....	Both.....	For main track.
Woodlawn.....	South.....	For main track.
Mt. Vernon, Ill.....	North.....	For main track.
Shops; Mt. Vernon, Ill.....	Both.....	For main track.
Delafield.....	Both.....	For main track.
McLeansboro.....	Both.....	For main track.
Thackeray.....	South.....	For main track.
Enfield.....	North.....	For main track.
Trumbull.....	Both.....	For main track.
Carmi.....	North.....	For main track.
Epworth.....	South.....	For main track.
Maunie.....	North.....	For main track.
Upton.....	Both.....	For main track.
Mt. Vernon, Ind. (east siding).....	Both.....	For main track.
Lamott.....	Both.....	For main track.
Belknap.....	Both.....	For main track.
South Howell (yard).....	South.....	For main track.
F. S. Tower.....	End Double Track.....	For Northward movements.
Henderson (east siding).....	North.....	For main track.

### STANDARD CLOCKS

Roundhouse—Train-order Office. Atkinson—Train-order Office.  
Howell—Train-order Office. Guthrie—Train-order Office.  
Howell—Roundhouse Office. Strawberry—Train-order Office.  
Evansville—Train-order Office. Doyle—Train-order Office.  
Russellville—Train-order Office.

### YARD LIMITS

E. St. Louis	Arklow	Morton	Central City
Roundhouse	Atkinson	Hopkinsville	Drakesboro
Mt. Vernon, Ill.	Madisonville	Guthrie	Beech Creek Jct.
Howell	Trident	Owensboro-Doyle	Russellville
Evansville	Providence	Strawberry	Moorman
Henderson	Earlington		

### BULLETIN BOARDS

Roundhouse—Train-order Office.	Guthrie—Yard Office.
Roundhouse—Engineers' Wash Room (E. St. Louis).	Atkinson, Ky.—Yard Office and Locker Room.
Howell—Train-order Office.	Doyle—Train-order Office.
Howell—Roundhouse.	Owensboro—Roundhouse.
Evansville—Conductors locker room.	Russellville—Roundhouse.
Evansville—Engineers Washroom.	Russellville—Train-order Office.

### LIST OF TRACKS USED FOR STORAGE PURPOSES:

Henderson Division		L H & St L	
Name	Car Capacity	Name	Car Capacity
Okema .....	80	Strawberry .....	97
Romney .....	159	Medora .....	50
Seldon .....	115	Howard .....	62
West Fork .....	105	Ekron .....	92
Pembroke .....	140	Irvington .....	117
Slaughters .....	60	Sample .....	31
Adams .....	75	Waitman .....	66
Greenbrier .....	73	Stanley .....	31
		Newman .....	42
		Reed .....	34
		Baskett .....	39

### MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES

In miles per hour.

Between	Passenger	Freight, Work and mixed	File Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
E. St. Louis and Ill. Transfer Jet....	55	40	30
Illinois Transfer Jet. and Amqui....	*70	50	30
Henderson and Strawberry.....	60	50	30
Owensboro and Russellville.....	45	30	25
Shawneetown Branch.....	40	25	20
Morganfield Branch.....	35	30	20
Atkinson and Hartford.....	25	25	20

\*Certain types of diesels have a maximum speed restriction of 65 miles per hour that must not be exceeded.

Over drawbridges ..... 15  
Through turnouts and crossovers ..... 15

Trains, yard cuts and light engines will NOT exceed a speed of TEN miles per hour when entering or leaving the yard at North Howell—either to and from the St. Louis sub-division, or to and from double track. The entire train or cut must pass over these turnouts not to exceed ten miles per hour.

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

### SPECIAL INSTRUCTIONS

#### MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES

In miles per hour (Continued)

In leaving terminals, passenger conductors should see that a member of the crew places himself in position to see signals given by ground forces or others, who may have discovered irregularities when the train began moving.

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.

#### TRAIN REGISTERS

Location	For	Registered by Card Form 230
Round House.....	All Trains.....	First Class Trains.
McLeansboro.....	Shawneetown Branch Trains..	
Junction.....	All Trains.....	All Trains.
New Shawneetown, East Switch	All Trains.....	
B&O Wye.....		
North Howell.....	{Trains enroute to and from St. Louis Subdivision.....	
Evansville.....	All Trains.....	
Atkinson.....	{All Trains to and from the Morganfield and M. H. & E. branches .....	
	{All Trains originating and terminating .....	
Shamrock Jet.....	All Trains, L. & N. & I. C.....	
Providence.....	All Trains, L. & N. & I. C.....	
Amqui.....	All Trains.....	
Doyle.....	O & N Trains.....	
Strawberry.....	All Trains.....	
Russellville.....	All Trains.....	
Beech Creek Junction.....	{All trains holding meeting orders .....	

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.

#### 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.....	Automatic Interlocking.
Nashville.....	Missouri-Pacific.....	Automatic Interlocking.
Whaley.....	I. C.....	Automatic Interlocking.
Woodlawn.....	C. B. & Q.....	Automatic Interlocking.
Mt. Vernon, Ill.....	Mo. Pac.....	Electric Lock Derails.

#### RAILROAD CROSSINGS AT GRADE (Continued)

Location	Name of Railroad	Protection
Mt. Vernon, Ill.....	C. & E. I.....	Interlocking.
Enfield Junct.....	B. & O.....	Interlocking.
Mt. Vernon, Ind.....	C. & E. I.....	Gate.
Eldorado.....	C. C. C. & St. L.....	Interlocking.
Henderson, Cotton Mill..	I. C.....	Gate.
Trident.....	M. H. & E.....	Electrically C. T. C. locked derails against M. H. & E.
Nortonville.....	I. C.....	Automatic Interlocking.
Guthrie.....	Nashville Division....	Interlocking.
Providence.....	I. C.....	Stop Boards.
Owensboro.....	I. C.....	{Interlocking with automatic block signals.
Owensboro (Lewis St.)..	Old O. & N. Main.....	
West Point.....	I. C.....	Gate against M. H. & E.
Moorman.....	O. & N. and M.H.&E....	
Russellville.....	Nashville Division....	Gate against O. & N.
White City branch.....	I. C. R. R.....	Stop Boards.

No train will be permitted to depart from its initial terminal ahead of time called to depart.

**MT. VERNON, ILL.:** Crossing with the Missouri Pacific Railroad is protected by hand-operated electric locked derails, normally in derailing position on Missouri Pacific tracks on both sides of crossing, and will be automatically locked when L. & N. train is within 5,600 feet south, and 10,100 feet north of the crossing.

Electric home signals are located 450 feet on each side of crossing, the position of the electric locked derails determining their indication. When found at approach or proceed position, trains may pass over crossing at a speed not to exceed 15 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 of their movement.

Time release can be run by Missouri Pacific trains and derails operated in three (3) minutes while L. & N. trains are on approach circuit.

L. & N. trains standing between signals governing movement over crossing will lock derails on Missouri Pacific tracks in derailing position.

All trains in both directions must approach this crossing under full control until home signal is seen to display approach or proceed indication.

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

**MCLEANSBORO:** Shawneetown branch trains returning to McLeansboro should approach that station at restricted speed expecting to find engines performing switching service in the industrial area leading off the Shawneetown Branch Main in McLeansboro.

**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 electric locked gate.

Trains must approach the crossing at restricted speed until it is seen to be clear. A northward L. & N. train within 2,048 feet or southward L. & N. train within 1,400 feet of the crossing will electrically lock the gate to normal position. The manipulation of the time release 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. signal lock and C. & E. I. switch lock, attached to the instrument case at the crossing. Time release can be run by C. & E. I. R. R. and gates operated in two minutes while L. & N. R. R. trains are on circuit.

**OWENSBORO:** Trains and engines in either direction must come to 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 the old O. & N. main track at Lewis St., and before rounding the curve at the ice factory just west of above crossing; also before crossing Daviess Street. Movements in both directions must stop before proceeding over 14th St. at O. & N. roundhouse and flag against motor traffic.

## ST. LOUIS AND HOWELL—SOUTHWARD

SECOND CLASS					FIRST CLASS					Distance from Louisville via Anglin	TIME TABLE	
81	83	29	37	51					53		No. 87	Takes effect Sunday, November 15, 1964, at 12:01 A.M.
Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight					Georgetown-Humming Bird		STATIONS	
Daily	Daily	Daily ex-Sunday	Mon. Wed. Fri.	Daily					Daily			
P. M.	P. M.	A. M.	A. M.	A. M.					P. M.			
										4.30	486.81	L ST. LOUIS
										4.48	483.61	3.20 EAST ST. LOUIS
										4.50	483.11	0.50 ROUNDHOUSE
	5.30	12.30	4.30		12.30					4.55	481.41	1.70 ILL. TRANSFER JUNC.
	5.40	12.36	4.40		12.37					5.00	477.28	4.13 W. F. TOWER E
	5.55	12.45	4.50		12.46					5.06	472.41	4.87 SUMMIT E
	6.15	12.55	5.08		12.56					5.14	469.61	2.80 BELLEVILLE NC E
	6.25	12.59 <sup>28</sup>	5.15		1.00					5.22	463.91	5.70 RENTCHLERS E
	6.35	1.07	5.35		1.08					5.28	459.41	4.50 MASCOUTAH NC E
	6.45	1.13	5.55		1.14					5.36	452.51	7.90 NEW MEMPHIS E
	6.55	1.26	6.12		1.24					5.44	445.21	7.30 OKAWVILLE NC E
	7.05	1.39	6.26		1.34					5.48	441.21	4.00 ADDIEVILLE E
	7.18	1.44	6.35 <sup>52</sup>		1.39					5.57	434.71	6.50 NASHVILLE NC E
	7.28 <sup>58</sup>	1.54	6.50 <sup>54</sup>		1.48					6.03	429.71	5.00 BEAUCOUP E
	7.38	2.04	7.09		1.55					6.10	424.11	5.60 ASHLEY E
	7.45	2.10	7.40		2.03					6.24	415.11	9.00 WOODLAWN E
	8.00	2.22	8.00		2.18					6.35 <sup>58</sup>	408.11	7.00 MT. VERNON ILLS. E
	8.09	2.31	8.15		2.27					6.40	407.21	0.90 SHOPS E
	8.11	2.33	8.45 <sup>28</sup>		2.29					6.44	403.61	3.60 SHIRLEY E
	8.17	2.39	9.20		2.35					6.51	397.21	6.40 BELLE RIVE E
	8.25	2.47	9.30		2.48					6.56	393.31	3.90 DAHLGREN NC E
	8.30	2.52	9.45		2.53					7.03	387.71	5.60 DELAFIELD E
	8.38	3.00	10.00		3.01					7.10	382.71	5.00 MCLEANSBORO NC E
	8.49	3.11	10.10 <sup>84</sup>	8.15	3.09					7.20	377.01	5.70 THACKERAY E
	8.58	3.20	10.20	8.25	3.17					7.29	369.81	7.20 ENFIELD NC E
	9.11	3.33	10.30 <sup>84</sup>	8.45	3.30					7.35	364.51	5.30 TRUMBULL E
	9.17	3.39	10.40	8.55	3.36					7.44	360.31	4.20 CARMi NE
	9.23	3.45	10.50	9.05	3.41					7.50	356.61	3.70 EPWORTH E
	9.29	3.51	11.00	9.15	3.48					7.56	352.41	4.20 MAUNIE E
	9.35	3.59	11.10	9.25 <sup>84</sup>	3.53 <sup>52</sup>					8.04	345.51	6.90 UPTON E
	9.45	4.05	11.20	9.44	4.05					8.10	341.41	4.10 MT. VERNON IND NE
	9.52	4.10	11.30	9.53	4.15					8.15	337.43	3.98 LAMOTT E
	10.00	4.30 <sup>58</sup>	11.35	10.10	4.27 <sup>54</sup>					8.25	328.68	8.75 BELKNAP E
	10.15	4.40	11.50	10.35	4.40 <sup>28</sup>					8.33	323.40	5.28 NORTH HOWELL E
	10.25	4.50	12.05	10.55	5.10					9.00	323.00	0.40 HOWELL N
	10.35	5.00	12.15	11.10	5.25					9.00	325.19	1.79 EVANSVILLE N
	P. M.	P. M.	P. M.	A. M.	A. M.					P. M.		
	Daily	Daily	Daily ex-Sunday	Mon. Wed. Fri.	Daily					Daily		
	81	83	29	37	51					53		

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

## HOWELL AND ST. LOUIS—NORTHWARD

TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		Car Capacity of Passing Station, based on 44 feet per car	FIRST CLASS					SECOND CLASS				
			54					52	28	84	34	58
			Georgian-Humming Bird					Fast Freight	Local Freight	Fast Freight	Local Freight	Fast Freight
			Daily					Daily	Daily ex-Saturday	Daily	Sun. Tues. Thurs.	Daily
STATIONS			A. M.				A. M.	P. M.	P. M.	A. M.	P. M.	
A	ST. LOUIS		8.35									
	3.20 EAST ST. LOUIS		7.53									
A	0.50 ROUND HOUSE N		7.49			9.00	2.00	1.30		9.45		
	1.70 ILL. TRANSFER JUNG.		7.46			8.15	1.30	12.58		9.00		
	4.13 W. F. TOWER E		7.41			7.55	1.20	12.40		8.40		
	4.87 SUMMIT E	45	7.34			7.40	1.10	12.28		8.30		
	2.80 BELLEVILLE NC E	70	7.30			7.35	12.59 <sup>83</sup>	12.22		8.25		
	5.70 RENTCHLERS E	130	7.22 <sup>52</sup>			7.22 <sup>54</sup>	12.20	12.12		8.15		
	4.50 MASCOUTAH NC E	64	7.17			7.10	12.10	12.02		8.04		
	7.90 NEW MEMPHIS E	52	7.09			6.57	11.50 <sup>84</sup>	11.50 <sup>28</sup>		7.54		
	7.30 OKAWVILLE NC E	61	7.01			6.45	11.35	11.41		7.44		
	4.00 ADDIEVILLE E	130	6.57			6.35 <sup>29</sup>	11.15	11.31		7.38		
	6.50 NASHVILLE NC E	37	6.50 <sup>29</sup>			6.20	10.59	11.23		7.28 <sup>81</sup>		
	5.00 BEAUCOUP E	53	6.42			6.08	10.30	11.16		7.12		
	5.60 ASHLEY E	50	6.36			6.00	10.20	11.08		7.02		
	9.00 WOODLAWN E	130	6.23			5.48	9.50	10.56		6.47		
	7.00 MT. VERNON ILLS. NE	38	6.12			5.33	9.30	10.44		6.35 <sup>53</sup>		
	0.90 SHOPS E	58	6.04			5.30	8.45 <sup>29</sup>	10.42		6.31		
	3.60 SHIRLEY E	54	5.59			5.24	8.20	10.36		6.25		
	6.40 BELLE RIVE E	65	5.52			5.14	8.10	10.29		6.13		
	3.90 DAHLGREN NC E		5.47			5.07	7.59	10.24		6.08		
	5.60 DELAFIELD E	130	5.40			5.00	7.47	10.17		6.00		
	5.00 McLEANSBORO NC E	54	5.33			4.48	7.30	10.10 <sup>29</sup>	10.50	5.50		
	5.70 THACKERAY E	59	5.23			4.38	7.01	9.59	10.39	5.40		
	7.20 ENFIELD NC E	67	5.11			4.23	6.45	9.50	10.30 <sup>29</sup>	5.27		
	5.30 TRUMBULL E	130	5.05			4.16	6.25	9.44	10.21	5.20		
	4.20 CARMi NE	60	5.00			4.06	6.15	9.38	10.16	5.10		
	3.70 EPWORTH E	65	4.51			3.59	5.30	9.32	10.08	5.02		
	4.20 MAUNIE E	57	4.46			3.53 <sup>51</sup>	5.20	9.25 <sup>37</sup>	10.00	4.55		
	6.90 UPTON E	130	4.36			3.44	5.10	9.14	9.44	4.45		
	4.10 MT. VERNON IND. N E	41W 53E	4.31			3.38	5.00	9.07	9.36	4.35		
	3.98 LAMOTT E	53	4.27 <sup>51</sup>			3.32	4.52	9.02	9.30	4.30 <sup>83</sup>		
	8.75 BELKNAP E	130	4.18			3.20	4.40 <sup>51</sup>	8.50	9.15	4.20		
	5.28 NORTH HOWELL E		4.08			3.02	4.20	8.32	9.01	4.05		
	0.40 HOWELL N					3.00	4.15	8.30	9.00	4.00		
	1.79 EVANSVILLE N		4.00									
			A. M.			A. M.	A. M.	A. M.	A. M.	P. M.		
			Daily			Daily	Daily ex-Saturday	Daily	Sun. Tues. Thurs.	Daily		
			54			52	28	84	34	58		

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

## EVANSVILLE AND NORTH HOWELL—SOUTHWARD

### FIRST CLASS

										93	53	95	254	Distance from Louisville via Amqui	TIME TABLE		
										Georgian-Humming Bird	Georgian-Humming Bird	The Dixie Flyer	Georgian-Humming Bird		No. 87		
										Daily	Daily	Daily	Daily		Takes effect Sunday, November 15, 1964, at 12:01 A.M.		
										P. M.	P. M.	A. M.	A. M.		STATIONS		
										10.15	9.35	6.20	4.00	325.19	L	EVANSVILLE	N
														324.63	A	EIGHTH AVE.	
										10.19	9.39	6.25	4.08	323.40	A	NO. HOWELL	E
										P. M.	P. M.	A. M.	A. M.				
										Daily	Daily	Daily	Daily				
										93	53	95	254				

## NORTH HOWELL AND HENDERSON—SOUTHWARD

### SECOND CLASS

### FIRST CLASS

83	157	57	51	21	173	63	183				Distance from Louisville via Amqui	TIME TABLE				
Fast Freight	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Freight	Fast Freight	93	53	95		No. 87				
Daily	Daily	Daily	Daily	Daily ex. Sunday	Tue., Thur. Sat.	Daily	Daily	Georgian-Humming Bird	Georgian-Humming Bird	The Dixie Flyer		Takes effect Sunday, November 15, 1964, at 12:01 A.M.				
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.		STATIONS				
										10.19	9.39	6.25	323.40	L	NORTH HOWELL	E
													323.00		HOWELL	N
										10.21	9.41	6.27	321.82		SOUTH HOWELL	E
										10.26	9.45	6.32	317.44		F. S. TOWER	E
										10.33	9.53	6.40	312.80	A	HENDERSON	NE
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			P. M.	P. M.	A. M.				
Daily	Daily	Daily	Daily	Daily ex. Sunday	Tue., Thur. Sat.	Daily	Daily			Daily	Daily	Daily				
83	157	57	51	21	173	63	183			93	53	95				

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

### NORTH HOWELL AND EVANSVILLE—NORTHWARD

TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		FIRST CLASS											
		54	92	253	94								
		Georplan-Humming Bird	Passenger	Georplan-Humming Bird	The Dixie Flyer								
		Daily	Daily	Daily	Daily								
STATIONS		A. M.	P. M.	P. M.	P. M.								
A	EVANSVILLE 0.58	N	3.25	12.15	9.00	8.05							
	EIGHTH AVE. 1.23												
L	NO. HOWELL	E	2.48	12.04	8.33	7.42							
			A. M.	P. M.	P. M.	P. M.							
			Daily	Daily	Daily	Daily							
			54	92	253	94							

### HENDERSON AND NORTH HOWELL—NORTHWARD

TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		Car Capacity of Passing sidings, based on 44 feet per car	FIRST CLASS						SECOND CLASS							
			54	92	94				184	84	158	172	22	66	58	
			Georplan-Humming Bird	Passenger	The Dixie Flyer				Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Freight	Fast Freight	
			Daily	Daily	Daily				Daily	Daily	Daily	Mon. Wed., Fri.	Daily ex. Sunday	Daily	Daily	
STATIONS			A. M.	P. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
NORTH HOWELL	0.40	E	Yard	2.48	12.04	7.42										
HOWELL	1.18	N	Yard							1.30	7.00	12.30 <sup>157</sup>	1.30	3.30	4.15	3.00
SOUTH HOWELL	4.38	E	Yard	2.46	12.01	7.40				12.43	5.50	12.25	1.25	3.15	4.05	1.38
F. S. TOWER	4.64	E		2.40	11.56	7.35				12.30	5.40	12.20	1.05	3.05	3.55	1.30
L HENDERSON	NE	70E		2.35	11.45	7.30				12.05	5.30 <sup>21</sup>	12.10	12.50	2.55	3.45	1.20
				A. M.	A. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily				Daily	Daily	Daily	Mon. Wed., Fri.	Daily ex. Sunday	Daily	Daily
				54	92	94				184	84	158	172	22	66	58

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

## HENDERSON AND AMQUI—SOUTHWARD

SECOND CLASS						FIRST CLASS						Distance from Louisville via Amqui	TIME TABLE No. 87			
83	57	51	21	25	63						93		53	95	Takes effect Sunday, November 15, 1964, at 12:01 A.M.	
Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Freight						Georgian- Humming Bird		Georgian- Humming Bird	The Dixie Flyer	STATION	
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily						Daily		Daily	Daily		
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.						P. M.	P. M.	A. M.			
9.17	9.20	7.17	5.30 <sup>84</sup>		4.07						10.33	9.53	6.40	312.80	L HENDERSON	NE
9.22	9.26	7.22	5.45		4.12						10.37	9.57	6.47	308.94	RANKIN	E
9.40	9.34	7.40	6.05		4.25						10.44	10.04	6.55	301.29	ROBARDS	E
			6.25										7.00	296.51	SEBREE	E
9.57	9.52	7.57	6.30		4.39 <sup>84</sup>						10.52	10.12	7.05	292.67	BRETON	E
10.13	10.05	8.17	6.55		5.08						11.02	10.23	7.15	282.10	HANSON	E
10.21	10.12	8.27	7.00		5.15						11.07	10.28	7.20	277.08	ARKLOW	E
VIA CUT-OFF	VIA CUT-OFF	VIA CUT-OFF	7.02		VIA CUT-OFF						11.08	10.29	7.24	276.38	TRIDENT	E
			7.10								11.13	10.30	7.33	275.43	MADISONVILLE	E
			7.43 <sup>95</sup>								11.18	10.34	7.43 <sup>21</sup>	271.18	EARLINGTON	E
10.30	10.14	8.35			5.20									275.21	ATKINSON	NE
10.50	10.27	8.50	8.30		5.50						11.23	10.38	7.47	267.70	MORTON	E
10.59	10.40 <sup>92</sup>	9.01	8.45		6.00						11.27	10.42	7.52	264.18	NORTONVILLE	E
11.18	11.05 <sup>22</sup>	9.25	9.00		6.30						11.41	10.57	8.08	253.27	CROFTON	E
11.24	11.15 <sup>58</sup>	9.35	9.08		6.42						11.47	11.03	8.14	247.62	KELLY	E
11.33	11.26	9.45	9.15		7.06						11.55	11.12	8.22	240.77	LATHAM	E
			9.20								11.57	11.14	8.29	239.51	HOPKINSVILLE	E
11.40	11.46	10.00 <sup>92</sup> 10.22 <sup>22</sup>	9.30		7.30						12.03	11.21	8.34	234.83	CASKY	E
11.55	12.02	10.40 <sup>58</sup>	9.45 <sup>92</sup> 10.30 <sup>22</sup> 9.58		7.50						12.15	11.34	8.46	223.30	TRENTON	E
12.29 <sup>54</sup> 9.33	12.15 <sup>66</sup>	10.53	11.00	10.35	8.10						12.29 <sup>54</sup> 8.33	11.41	9.05	215.77	GUTHRIE	NE
1.30	12.56	11.10		10.50	8.30 <sup>26</sup>						12.38	11.54	9.20 <sup>92</sup> 2.26	204.40	CEDAR HILL	E
1.46 <sup>84</sup>	1.18	11.25		11.10	9.03 <sup>95</sup> 9.30 <sup>92</sup>						12.46	12.03	9.30 <sup>63</sup>	197.12	SPRINGFIELD	E
1.53	1.28	11.35 <sup>66</sup> 2.25		11.35 <sup>66</sup> 5.51	9.40 <sup>58</sup>						12.50	12.09 <sup>54</sup>	9.35 <sup>58</sup>	193.08	COURTLAND	E
2.05	1.40	11.50		11.55	9.57						12.59 <sup>84</sup>	12.22	9.48	184.84	BAKERS	E
2.12	1.48	12.00		12.05	10.05						1.03	12.28	9.53	180.50	GOODLETTSVILLE	E
2.20	1.55	12.10		12.15	10.15						1.07	12.32 <sup>84</sup>	9.58	176.78	AMQUI	NE
4.00	3.00	1.00		1.25	11.00									190.00	RADNOR	E
											1.55	1.05	10.30	186.50	NASHVILLE	N
A. M.	P. M.	P. M.	A. M.	P. M.	A. M.						A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily						Daily	Daily	Daily			
83	57	51	21	25	63						93	53	95			

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



### AMQUI AND HENDERSON—NORTHWARD

TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.			Car Capacity of Passing Sidings, based on 44 feet per car	FIRST CLASS						SECOND CLASS				
				92	94	54				84	26	22	66	58
				Passenger	The Dixie Flyer	Georgia- Humming Bird				Fast Freight	Local Freight	Local Freight	Freight	Fast Freight
				Daily	Daily	Daily				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
STATIONS				A. M.	P. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.
A	HENDERSON	NE	70E	11.45	7.30	2.35				5.30 <sup>21</sup>		2.55	3.45	1.20
	3.86													
	RANKIN	E	96	11.38	7.19	2.26				5.12		2.30	3.35	1.05
	7.65													
	ROBARDS	E	164	11.30	7.12	2.17				4.50		2.20	3.15	12.55
	4.78													
	SEBREE	E	Storage 70	11.24	7.07							2.10		
	3.84													
	BRETON	E	104	11.20	7.02	2.08				4.39 <sup>63</sup>		2.01	2.55	12.35
	10.57													
	HANSON	E	120	11.10	6.52	1.57				4.13		1.45	2.30	12.20
	5.02													
	ARKLOW	E	84	11.05	6.47	1.51				4.05		1.34	2.23	12.10
	0.70													
	TRIDENT	E	WYE	11.02	6.46	1.49				VIA CUT-OFF		1.32	VIA CUT-OFF	VIA CUT-OFF
	0.95													
	MADISONVILLE	E	Storage 34	11.00	6.45	1.45						1.30		
	4.25													
	EARLINGTON	E	178	10.50	6.37	1.40						1.20		
	0.72													
	ATKINSON	NE	160							3.50			2.20	12.01
	7.51													
	MORTON	E	130	10.44	6.31	1.36				3.35		12.30	2.00	11.45
	3.52													
	NORTONVILLE	E	200	10.40 <sup>57</sup>	6.26	1.32				3.27		11.40 <sup>58</sup>	1.51	11.40 <sup>22</sup>
	10.91													
	CROFTON	E	161	10.25	6.10	1.17				3.05		11.05 <sup>57</sup>	1.29	11.25
	5.65													
	KELLY	E	133	10.19	6.05	1.11				2.55		10.51	1.15	11.15 <sup>57</sup>
	8.85													
	LATHAM	E	118	10.11	5.55	1.03				2.43		10.38	1.02	11.07
	1.26													
	HOPKINSVILLE	E		10.10	5.52	12.59						10.34		
	4.68													
	CASKY	E	148	10.00 <sup>51</sup>	5.42	12.52				2.30		10.22 <sup>51</sup>	12.40	10.58
	11.53													
	TRENTON	E	155	9.45 <sup>22</sup>	5.30	12.40				2.15		10.03 <sup>21</sup> 9.40 <sup>92</sup>	12.25	10.40 <sup>51</sup> 10.30 <sup>21</sup>
	6.53													
	GUTHRIE	NE	125S 164N	9.35	5.20	12.29 <sup>93</sup>				2.05	9.45	9.30	12.15 <sup>57</sup>	10.15
	11.37													
	CEDAR HILL	E	133	9.20 <sup>85</sup>	5.06	12.19				1.56	9.20 <sup>95</sup> 8.30 <sup>63</sup>		11.48	10.01
	7.28													
	SPRINGFIELD	E	Storage 26 Siding 88	9.03 <sup>63</sup>	4.59	12.12				1.46 <sup>93</sup>	8.00		11.40	9.50
	4.04													
	COURTLAND	E	120	8.59	4.49	12.09 <sup>53</sup>				1.38	6.45		11.35 <sup>51</sup> 11.35 <sup>25</sup>	9.40 <sup>63</sup> 9.35 <sup>95</sup>
	8.24													
	BAKERS	E	61	8.48	4.39	11.59				12.59 <sup>93</sup>	6.15		11.16	9.20
	4.34													
	GOODLETTSVILLE	E	139	8.43	4.34	11.54				12.42	6.01		11.06	9.06
	3.72													
	AMQUI	NE	62NB 62SB	8.38	4.30	11.50				12.32 <sup>53</sup>	5.40		10.52	8.55
	13.22													
	RADNOR									11.45	5.00		10.10	8.30
	9.89													
L	NASHVILLE	N		8.20	4.15	11.35								
				A. M.	P. M.	P. M.				P. M.	A. M.	A. M.	A. M.	A. M.
				Daily	Daily	Daily				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
				92	94	54				84	26	22	66	58

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

## SOUTHWARD

## HENDERSON AND STRAWBERRY

## NORTHWARD

SECOND CLASS						Distance from Louisville	TIME TABLE			Car Capacity of Passing Sidings, based on 44 feet per car	SECOND CLASS			
	131	183	157	173	No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.			184	172		158	132		
Freight	Fast Freight	Fast Freight	Local Freight				Fast Freight	Local Freight	Fast Freight		Freight			
Wed. Fri. Sun.	Daily	Daily	Tue. Thurs. Sat.	STATIONS			Daily	Mon. Wed. Fri.	Daily		Tue. Thur. Sat.			
A. M.	A. M.	P. M.	A. M.				A. M.	P. M.	P. M.	A. M.				
					155.4	L	EVANSVILLE	NA						
		2.00	12.30 <sup>158</sup>	4.00	153.2		HOWELL	N		1.30	1.30	12.30 <sup>157</sup>		
		2.30	12.50 <sup>172</sup>	5.00	143.0		HENDERSON	NE	106	12.05	12.50 <sup>157</sup>	12.10		
		2.50	1.20	5.25	131.9		BEALS	E	83	11.35	12.05	11.55		
		3.10	1.40	5.45	119.0		MATTINGLY	E	81	11.15	11.40	11.30		
		3.20	1.50	6.00	113.6		OWENSBORO	E		11.05	11.30	11.20		
	3.25	3.50	2.20	6.45	112.1		DOYLE	NC E	N82 S82	11.00	11.10 <sup>158</sup>	11.10 <sup>172</sup>	4.30	
	3.40	4.05 <sup>132</sup>	2.35	7.00	103.9		MACEO	E	87	10.25	9.55	10.35	4.05 <sup>183</sup>	
	3.50	4.17	2.45	7.40	96.4		LEWISPORT	E	116	10.15	9.40	10.25	3.55	
	4.10	4.30	3.00	8.10	87.2		GRAVEL PIT	E	82	10.00	9.20	10.10	3.40	
				8.20	85.9		HAWESVILLE	E			9.00			
	4.25	4.50	3.15	8.45	76.0		SHOPS	E	92	9.45	8.45	9.50	3.05	
				9.00	74.6		CLOVERPORT	E			8.40			
	4.45	5.05	3.30	9.30 <sup>156</sup>	65.4		STEPHENSPO	E	80	9.30	8.15	9.30 <sup>173</sup>	2.35	
	5.01	5.20	3.45	10.00	55.9		LODIBURG	E	82	9.15	8.00	9.00	2.15	
	5.10	5.30	3.57	10.15	49.0		IRVINGTON	E	117	9.00	7.45	8.50	2.05	
	5.35	6.00	4.15	10.40	37.8		BRANDENBURG	E	87	8.25	7.15	8.30	1.45	
	5.45	6.15	4.30	11.30	31.0		ROCK HAVEN	E	81	8.05	6.49	8.05	1.20	
	6.01	6.30	4.45	12.05	22.6		WEST POINT	E		7.50	6.39	7.50	1.05	
	<sup>172</sup> 6.37 <sup>183</sup>	<sup>172</sup> 6.37 <sup>131</sup>	4.50	12.15	21.3		KATHARYN	E	93	7.45	<sup>183</sup> 6.37 <sup>131</sup>	7.45	1.00	
	7.00	6.55	5.05	12.40	10.5		BISHOFF	E	85	7.30	5.40	7.30	12.45	
	7.20 <sup>158</sup>	7.20 <sup>158</sup>	5.30	1.00	5.9		STRAWBERRY (S. W. Tower)	E		7.20	5.30	7.20 <sup>131</sup> 183	12.35	
	7.45	7.30	6.00	1.15	3.2		SOUTH LOUISVILLE	N		7.00	5.00	7.00	12.15	
					0.0	A	LOUISVILLE	NL						
	A. M.	A. M.	P. M.	P. M.	Louisville Division Trains operate between Strawberry and Louisville on Eastern Standard Time					P. M.	A. M.	A. M.	A. M.	
	Wed. Fri. Sun.	Daily	Daily	Tue. Thurs. Sat.						Daily	Mon. Wed. Fri.	Daily	Tue. Thur. Sat.	
	131	183	157	173						184	172	158	132	

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

## HARTFORD AND TRIDENT

**Southward** **Northward**

Second Class		Distance from Louisville via Amqui	M. H. & E. R. R. TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		Car Capacity of Passing Sidings, based on 44 feet per car	Second Class	
131	132		Freight	Freight		Wed. Fri. Sun.	A. M.
A. M.			STATIONS				
		311.48	L HARTFORD D E A	32			
		305.88	5.8 CENTERTOWN E	30			
		301.18	4.7 KRONOS E	25			
			5.0				
	6.20	296.18	MOORMAN E	40 28	1.50		
	6.40	292.18	4.0 BREMEN		1.35		
	7.25	281.18	15.00 ANTON E	55	12.50		
	7.55	276.78	4.4 ATKINSON NE	Yard	12.30		
		276.38	0.4 TRIDENT E L	Wye			
A. M.						A. M.	
Tue. Thur. Sat.						Wed. Fri. Sun.	
131						132	

## McLEANSBORO AND SHAWNEETOWN

**Southward** (SHAWNEETOWN BRANCH) **Northward**

Second Class		Distance from Louisville via Amqui	TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		Car Capacity of Passing Sidings, based on 44 feet per car	Second Class	
135	35		Local Freight	Local Freight		36	136
Sat. Only	Sun. Tues. Thurs.		Mon. Wed. Fri.	Sat. Only			
P. M.	A. M.		A. M.	A. M.			
		11.20	L McLEANSBORO NCEA	37	5.55		
		11.40	7.50 DALES	21	5.35		
		11.55	4.50 BROUGHTON	20	5.25		
			8.54				
		12.20	ELDORADO	11	5.00		
		12.40	8.22 EQUALITY	22	4.35		
			5.75				
1.00	1.00	417.22	JUNCTION		4.17	4.17	
			2.78				
1.07	1.07	420.00	A NEW SHAWNEET'N NCL		4.08	4.08	
		423.04	3.04 SHAWNEETOWN				
P. M.	P. M.					A. M.	A. M.
Sat. Only	Sun. Tues. Thurs.					Mon. Wed. Fri.	Sat. Only
135	35					36	136

## CLAY AND TRIDENT

**Southward** (MORGANFIELD BRANCH) **Northward**

Second Class		Distance from Louisville via Amqui	TIME TABLE No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.		Car Capacity of Passing Sidings, based on 44 feet per car	Second Class	
135	35		Local Freight	Local Freight		36	136
Sat. Only	Sun. Tues. Thurs.		Mon. Wed. Fri.	Sat. Only			
P. M.	A. M.		A. M.	A. M.			
		299.49	L CLAY A				
		292.18	PROVIDENCE NC E	40			
		288.43	7.31 SHAMROCK JCT E				
			3.75				
		285.28	NEBO E	17			
			3.15				
		276.38	8.90 TRIDENT L	50			

## OWENSBORO AND RUSSELLVILLE

**Southward** **Northward**

Second Class		Distance from Louisville via Russellville	TIME TABLE			Car Capacity of Passenger Stations based on 44 feet per car	Second Class	
131	9		No. 87 Takes effect Sunday, November 15, 1964, at 12:01 A.M.				10	132
Freight	Local Freight						Local Freight	Freight
Tue. Thur. Sat.	Daily ex. Sunday		STATIONS				Daily ex. Sunday	Wed. Fri. Sun.
A. M.	A. M.				A. M.	A. M.		
4.40	6.30	214.91	L	OWENSBORO	A		11.15	3.20
				5.27				
4.59	6.52	209.64		PETTIT	E	47	10.40	3.05
				3.65				
5.10	6.58	205.99		BROWNS VALLEY	E	25	10.30	2.55
				2.75				
5.20	7.08	203.24		UTICA	E		10.20	2.45
				3.09				
5.30	7.18	200.15		LIVIA	E	26	10.10	2.35
				3.27				
5.40	7.28	196.88		NUCKOLS	E	49	10.01	2.25
				2.33				
5.50	7.33	194.55		LIVERMORE	NCE		9.55	2.15
				3.49				
6.00	7.43	191.06		ISLAND	E	36	9.35	2.05
				3.17				
6.10	7.51	187.89		VICKS	E	47	9.20	1.55
				1.48				
6.20	7.56	186.41		MOORMAN	E		9.10	1.50
				6.81				
	8.20 <sup>10</sup>	179.80		CENTRAL CITY	NCE	39	8.20 <sup>9</sup>	
				4.19				
	9.04	175.61		BEVIER	E	50	6.30	
				2.70				
	9.10	172.91		DRAKESBORO	NCE	57	5.35	
				1.79				
	9.15	171.12		BROWDER	DE	40	5.27	
				1.74				
	9.20	169.38		BEECH CREEK JCT.	E	Branch	5.22	
				7.79				
	9.50	161.59		DUNMOR	E	30	4.56	
				4.74				
	10.10	156.85		WOLF LICK	E	35	4.40	
				2.40				
	10.25	154.45		LEWISBURG	DE		4.33	
				2.02				
	10.40	152.43		EDWARDS	E		4.26	
				2.49				
	10.55	149.94		EPLEYS	E	39	4.20	
				5.82				
	11.55	143.66	A	RUSSELLVILLE	NCL	Yard	4.00	
A. M.	A. M.						A. M.	A. M.
Tue. Thur. Sat.	Daily ex. Sunday						Daily ex. Sunday	Wed. Fri. Sun.
<b>131</b>	<b>9</b>						<b>10</b>	<b>132</b>

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

**TRAIN ORDER OFFICES**

"D" offices will be open from 8:00 A. M. to 5:00 P. M. closed Sat. Sun. "NC" offices during the hours designated in this timetable.

Offices shown below will be open during the hours named:

Station	Monday through Friday	Saturday	Sunday
Okawville.....	7:30 A. M. to 4:30 P. M.	Closed	Closed
Dahlgren.....	7:30 A. M. to 4:30 P. M.	Closed	Closed
Enfield.....	7:00 A. M. to 4:00 P. M.	Closed	Closed
Shawneetown...	7:30 A. M. to 4:30 P. M.	Closed	Closed
Providence.....	8:30 A. M. to 5:30 P. M.	Closed	Closed
Livermore.....	7:30 A. M. to 4:30 P. M.	Closed	Closed
Central City....	8:30 A. M. to 5:30 P. M.	Closed	Closed
Drakesboro.....	8:30 A. M. to 5:30 P. M.	Closed	Closed
Mascoutah.....	8:30 A. M. to 5:30 P. M.	Closed	Closed

Offices Open Daily except as noted:

McLeansboro, Ill.—closed 9:00 P. M. to 11:59 P. M.

Nashville, Ill.—closed 9:45 P. M. to 5:45 A. M.

Belleveille, Ill.—closed { 7:59 A. M. to 8:59 A. M.  
6:00 P. M. to 11:59 P. M.

Russellville, Ky.— { Open 11:45 A. M. to 7:45 P. M. Mon. thru Sat.  
Open 11:30 P. M. to 7:30 A. M. Sun. thru Fri.  
Closed 7:45 P. M. Sat. to 11:30 P. M. Sun.

Doyle—closed 3:30 P. M. to 11:30 P. M. Sun.

**STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS**

Trains making switching or reverse movements over crossing protected with gates, bells, wigwag signals, or flashing light signals will see that the crossing protection is operating, otherwise such train movements will protect their movement over such crossings, flagging such crossings, if necessary.

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 regular station 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:

Belleveille .....	.25
Mt. Vernon, Ill. ....	.25
Evansville .....	.25
Howell (Barker Ave.) ..	.10
Henderson .....	.25
Madisonville .....	.6
Earlington .....	.20
Nortonville .....	.25
Hopkinsville .....	.25
Trenton .....	.15
Springfield .....	.30
Owensboro .....	.25
Hawesville .....	.15
Cloverport .....	.15
Lewisburg .....	.15
Drakesboro .....	.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. 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. 132.....	No. 9.....	.....

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

Nos. 36 and 35 between Junction and McLeansboro.

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.

**CLEARANCE OF TRAINS**

Trains	Stations	Requirements
No. 53.....	Round House .....	Clearance Form A will be delivered conductor and engineman by operator.
All Trains ....	Mt. Vernon, Ill.....	
Trains originating .....	Guthrie .....	Clearance Form A.
Trains originating .....	Atkinson .....	Clearance Form A.
All Trains ....	Hartford, Central City....	Clearance Form A during office hours.
All trains from Howell Yard.	Howell Yard .....	
Northward Second and Inferior Class Trains	Badnor (RA).....	Clearance Form A.

NOTE—First-class trains having received Form A at Nashville will not be required to get Clearance Form A from Henderson Division Dispatcher at Amqui.

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

Schedule Arriving	At Station	Proceed As
No. 35.....	Shawneetown.....	No. 36

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

Clearance Form A addressed to southward Owensboro Division trains originating at Evansville or Howell, and to northward Owensboro Division trains originating at Louisville or Strawberry will authorize them to proceed on signal indications as required by the rules and special instructions.

Evansville: Southward trains will procure Clearance Form A for movement south of North Howell. St. Louis Division trains will procure Clearance Form A for movement north of North Howell.

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

Henderson: Northward trains 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.

**STOPS FOR PASSENGERS**

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

Trains	Stations
No. 95.....	Sebree for revenue passengers. Earlington for revenue passengers.
No. 94.....	Sebree for revenue passengers. Earlington for revenue passengers.
No. 54.....	Stops at Hopkinsville and Madisonville to leave pay passengers from Decatur, Chattanooga and beyond, and to take pay passengers for St. Louis, or Chicago, and beyond. Also stops at Henderson, Ky., to take on revenue passengers for Chicago and St. Louis and beyond and let off passengers from Nashville and beyond.  Ashley, Ill., to leave pay passengers from points south of Evansville and passengers occupying sleeping cars from Evansville and beyond, and to take pay passengers for E. St. Louis and beyond.
No. 92.....	Springfield for revenue passengers. Earlington and Sebree for revenue passengers.
No. 53.....	Enfield for revenue passengers; Maunie to discharge revenue passengers from St. Louis and beyond and to pick up revenue passengers for Evansville and beyond and Maunie on Sunday to take on or leave revenue passengers.  Henderson to detrain revenue passengers from St. Louis Division points.  Madisonville and Hopkinsville to discharge revenue passengers from Evansville or beyond, and to take for Nashville or beyond.
No. 93.....	Madisonville and Hopkinsville to leave pay passengers from Evansville and beyond and to take any passengers for Nashville and beyond.

**EMERGENCY WATERING HYDRANTS**

McLeansboro, Ill., located east side of track north of station at side of old water tank.

Guthrie, Ky., located south end of passenger station.

Earlington, Ky., located north end of old freight station.

Owensboro, Ky., O. & N. Roundhouse.

**USE OF SIDINGS AND SPECIAL MOVEMENTS.**

Transfer and yard movements over Union Track between North home signal Belt Yard and Evansville will be governed by Rule 93. Yard Foremen and Enginemen must have current copy of C. & E. I. Time-Table before using the Union Track.

**BETWEEN HOWELL AND EVANSVILLE**

Signals carried 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 sub-divisions operating between Evansville and North Howell, trains 53 and 54 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 wye 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 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 with the current of traffic, ahead of first and second class trains. Trains must not be delayed by reason of above movements. This does not modify second paragraph Rule 93 and does not modify Rule 99 in connection with protecting against first class trains.

Three-way color light signals are located, on east side of northward main, just south of elevated tower 8th Ave., the normal indication for all routes being red, and are operated by the towerman. All northward movements on northward main, southward movements on southward main, all movements through crossover and movements to and from Big Four wye must receive green indication before proceeding. All movements against current of traffic, except normal northward movements through crossover, must receive hand signals from towerman.

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.

All conductors and enginemen must have in their possession current L. & N. timetable governing movements of all trains and engines between Evansville and Howell, and be governed by same.

When trains or engines on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative. If the movement of a first class train is involved, the Yardmaster or his representative will direct and protect it only under the specific instructions of a Trainmaster, Asst. Trainmaster, or General Yardmaster, who will personally see that the movement is fully protected. Conductors and enginemen, after satisfying themselves that their trains are protected, will proceed at restricted speed.

When necessary for light engines, yard cuts, etc., including Big Four, I. C. and C. & E. I. engines to move between South and North Howell over northbound main, authority must be obtained from the Yardmaster and Dispatcher regardless of the indication of Signal 3213.

**USE OF SIDINGS AND SPECIAL MOVEMENTS (Continued)  
BETWEEN NORTH HOWELL AND F. S. TOWER**

Inferior trains 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 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 switch at north end of double track and is numbered 3132.

The signal governing southward movement from F. S. Tower to Henderson located at clearance point of double track is numbered 3171.

Signals 3132 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.

**BETWEEN HENDERSON AND AMQUI  
AT HENDERSON:**

The northward one-unit light signal located on east side of LH&S freight main, just north of LH&S yards (O 13 RD) is an automatic signal indicating Red—Stop and Proceed, Yellow—Approach, or Green—Clear.

All movements on LH&S freight main between automatic signal O 13 RD and interlocking home signal 13 RD will be made at restricted speed.

To avoid possibility of northward LH&S tonnage trains stalling on the approach to Henderson Bridge, they will not pass signals O 13 RD and 5 R until a Green—Proceed indication is displayed.

Yard engines or trains performing work, before occupying the LH&S freight main between the signals referred to in preceding paragraph, or before re-entering it after having cleared it, must ascertain that the track is not occupied by a northward train between them and automatic signal O 13 RD.

Yard engines or trains performing work at Henderson will keep in close touch with operator to avoid delays to trains.

The operator at Henderson will operate signals and power operated switches, and will control electric locks, governing the proper routes through the interlocking. All trains moving through this interlocking will be governed by signal indications, as provided by the Rules of the Transportation Department.

**AT MORTON:**

A light indicator is located on top of telephone pole 480 feet south of cantilever signal at Morton. To avoid blocking street crossings, southward trains in siding will proceed to south end of siding only or when light is displayed and then will be governed by block signal indication.

If white light is not displayed, trainmen will communicate with dispatcher.

**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.

**USE OF SIDINGS AND SPECIAL MOVEMENTS (Continued)****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. E.

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.

**USE OF JOINT TRACKS****L. & N. R. R. & I. C. R. E. at Providence, Ky.**

The south yard limit board at Providence is located 3,000 feet south of Shamrock Junction.

That portion of the Morganfield Branch within yard limits at Providence, between I. C. Junction and the yard limits south of Shamrock Junction, is operated jointly with L. & N. and I. C. trains. All operations will be made in accordance with Yard Limit Rule 93 and other Rules of the L. & N. Transportation Department. Northward L. & N. trains will stop at yard board south end of yard limits and then proceed as required by Yard Rules. Southward I. C. trains will not enter the L. & N. Main Track at Providence without first obtaining train order from L. & N. Dispatcher authorizing their movement between I. C. Junction Providence and Shamrock Mine.

**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.

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.

**DRAWBRIDGES.**

Location	Mile	Protection	
Wabash River	H 351	Emergency	Unattended.
Green River	HR 133	Interlocking	Draw Tenders will only be used when clearance under bridge is less than thirty feet.

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.

**Green River Drawbridge—Mile HR-133, Spottsville, Ky.**

If route over drawbridge is clear, the Home and Approach signals will clear before train reaches approach signal. Transportation Rules Nos. 662 and 662(a) will not apply at Spottsville Drawbridge Interlocker.

When Bridgetender not on duty and Home signal is in "Stop" position and inoperative, Transportation Department Rule 671 will apply, and movement must be made at restricted speed.

**DRAWBRIDGES (Continued)**

When Bridgetender is on duty and Home signal is in "Stop" position and inoperative, yellow flag by day and yellow lights by night shall be used to signal trains to proceed over the drawbridge, and movement must be made at restricted speed.

Between the hours of 9:00 a.m. and 5:00 p.m. Monday thru Saturday trains will approach drawbridges at Smallhaus, Ky., Mile HE-117 and Livermore, Ky., Mile D-194, under full control, stopping at STOP boards located on north and south ends of these two drawbridges, and will proceed only at restricted speed across these bridges when it is known the track is properly lined for the movement.

Between the hours of 5:00 p. m. to 9:00 a. m. daily the draw spans at Livermore and Smallhaus will be opened and locked for passage of boats. When the span is open for boats, STOP gates will be placed across the tracks, 130 feet from draw span on each side, and in addition hand throw derails, with indicating target light, on the rails approximately 100 feet on each side of bridge approach.

**TONNAGE RATING OF ENGINES**

Class of Engines	Normal	A	B
<b>SOUTHWARD</b>			
<b>East St. Louis to Belleville, Ill.</b>			
F-7, RS-3, GP-7, GP-9.....	1800	1620	1460
FP-7 .....	1690	1520	1370
GP-30, GP-35 .....	2000	1900	1800
U-25-B .....	2100	2000	1890
S-80 .....	1400	1260	1130
<b>Belleville to Mt. Vernon, Ill.</b>			
F-7, RS-3, GP-7, GP-9 .....	2000	1800	1620
FP-7 .....	1880	1690	1520
GP-30, GP-35 .....	2200	2100	2000
U-25-B .....	2310	2205	2100
S-80 .....	1600	1440	1295
<b>Mt. Vernon, Ill. to McLeansboro.</b>			
F-7, RS-3, GP-7, GP-9.....	2300	2070	1860
FP-7 .....	2160	1940	1750
GP-30, GP-35 .....	2500	2400	2300
U-25-B .....	2625	2520	2415
S-80 .....	1800	1640	1455
<b>McLeansboro to Carmi, Ill.</b>			
F-7, RS-3, GP-7, GP-9.....	2000	1800	1620
FP-7 .....	1880	1690	1520
GP-30, GP-35 .....	2200	2100	2000
U-25-B .....	2310	2205	2100
S-80 .....	1600	1440	1295
<b>Carmi to Howell, Ind.</b>			
F-7, RS-3, GP-7, GP-9.....	2300	2070	1860
FP-7 .....	2160	1940	1750
GP-30, GP-35 .....	2500	2400	2300
U-25-B .....	2625	2520	2415
S-80 .....	1800	1620	1455
<b>NORTHWARD</b>			
<b>Howell to McLeansboro, Ill.</b>			
F-7, RS-3, GP-7, GP-9.....	1900	1710	1540
FP-7 .....	1780	1600	1440
GP-30, GP35 .....	2100	2000	1900
U-25-B .....	2205	2100	2000
S-80 .....	1440	1295	1165
<b>McLeansboro to Mt. Vernon, Ill.</b>			
F-7, RS-3, GP-7, GP-9.....	2300	2070	1860
FP-7 .....	2160	1940	1750
GP-30, GP-35 .....	2500	2400	2300
U-25-B .....	2625	2520	2415
S-80 .....	2000	1800	1620
<b>Mt. Vernon, Ill. to Ashley.</b>			
F-7, RS-3, GP-7, GP-9.....	1900	1710	1540
FP-7 .....	1780	1600	1440
GP-30, GP-35 .....	2100	2000	1900
U-25-B .....	2205	2100	2000
S-80 .....	1440	1295	1165



## TONNAGE RATINGS OF ENGINES (Continued)

Class of Engines	Normal	A	B
<b>Ashley to East St. Louis, Ill.</b>			
F-7, RS-3, GP-7, GP-9.....	3600	3240	2910
FP-7 .....	3385	3050	2740
GP-30, GP-35 .....	3800	3700	3600
U-25-B .....	3990	3885	3780
S-80 .....	2500	2250	2025
<b>Between McLeansboro and Shawneetown</b>			
S-80 .....	1800	1620	1460
<b>Howell to Atkinson (HD) Howell to Henderson (OD).</b>			
F-7, RS-3, GP-7, GP-9.....	3230	2905	2615
FP-7 .....	2910	2615	2355
GP-30, GP-35 .....	3450	3350	3250
U-25-B .....	3625	3525	3325
<b>Atkinson to Guthrie.</b>			
F-7, RS-3, GP-7, GP-9.....	2805	2525	2270
FP-7 .....	2525	2270	2045
GP-30, GP-35 .....	3000	2700	2400
U-25-B .....	3150	2835	2520
<b>Guthrie to Radnor.</b>			
F-7, RS-3, GP-7, GP-9.....	2200	1980	1780
FP-7 .....	1980	1780	1605
GP-30, GP-35 .....	2400	2300	2200
U-25-B .....	2520	2415	2310
<b>Radnor to Guthrie.</b>			
F-7, RS-3, GP-7, GP-9.....	1775	1600	1440
FP-7 .....	1640	1440	1295
GP-30, GP-35 .....	1950	1850	1750
U-25-B .....	2050	1950	1850
<b>Guthrie to Morton.</b>			
F-7, RS-3, GP-7, GP-9.....	2805	2525	2275
FP-7 .....	2525	2275	2045
GP-30, GP-35 .....	3000	2900	2800
U-25-B .....	3150	3045	2940
<b>Morton to Henderson.</b>			
F-7, RS-3, GP-7, GP-9.....	3630	3255	2975
FP-7 .....	3250	2980	2635
GP-30, GP-35 .....	3800	3700	3600
U-25-B .....	3990	3885	3750
<b>Henderson to Howell.</b>			
F-7, RS-3, GP-7, GP-9.....	3230	2910	2620
FP-7 .....	2920	2615	2355
GP-30, GP-35 .....	3400	3300	3200
U-25-B .....	3570	3465	3350
<b>Between Morton and Earlington.</b>			
F-7, RS-3, GP-7, GP-9.....	1700	1530	1360
GP-30, GP-35 .....	1900	1800	1700
U-25-B .....	1995	1890	1785
<b>Between Clay and Providence.</b>			
F-7, RS-3, GP-7, GP-9.....	2750	2475	2200
GP-30, GP-35 .....	2950	2850	2750
U-25-B .....	3100	2995	2885
<b>Providence and Lurock.</b>			
F-7, RS-3, GP-7, GP-9.....	1650	1480	1320
GP-30, GP-35 .....	1850	1750	1650
U-25-B .....	1950	1850	1735
<b>Lurock to Atkinson, Atkinson to Providence.</b>			
F-7, RS-3, GP-7, GP-9.....	2200	1980	1760
GP-30, GP-35 .....	2400	2300	2200
U-25-B .....	2520	2415	2310

## TONNAGE RATINGS OF ENGINES (Continued)

Class of Engines	Normal	A	B
<b>Atkinson and Hartford.</b>			
F-7, RS-3, GP-7, GP-9.....	3700	3330	2960
GP-30, GP-35 .....	3900	3800	3700
U-25-B .....	4095	3990	3885
<b>Henderson to Stephensport.</b>			
F-7, RS-3, GP-7, GP-9.....	4500	4050	3600
FP-7 .....	4050	3650	3280
GP-30, GP-35 .....	4750	4650	4550
U-25-B .....	4990	4890	4780
<b>Stephensport to Brandenburg.</b>			
F-7, RS-3, GP-7, GP-9.....	2400	2260	1950
FP-7 .....	2250	1935	1740
GP-30, GP-35 .....	2600	2500	2400
U-25-B .....	2730	2625	2520
<b>Brandenburg to South Louisville.</b>			
F-7, RS-3, GP-7, GP-9, FP-7, GP-30, GP-35, U-25B Any Tonnage Available			
<b>South Louisville to Irvington.</b>			
F-7, RS-3, GP-7, GP-9.....	1800	1620	1460
FP-7 .....	1620	1460	1315
GP-30, GP-35 .....	2000	1900	1800
U-25-B .....	2110	1995	1890
<b>Irvington to Henderson.</b>			
F-7, GP-7, GP-9, RS-3.....	4500	4050	3645
FP-7 .....	4050	3645	3280
GP-30, GP-35 .....	4750	4650	4500
U-25-B .....	4990	4885	4725
<b>Henderson to Howell (OD)</b>			
F-7, GP-7, GP-9, RS-3.....	3000	2700	2430
FP-7 .....	2700	2430	2290
GP-30, GP-35 .....	3200	3100	3000
U-25-B .....	3360	3255	3150
<b>Owensboro to Central City.</b>			
F-7, RS-3, GP-7.....	1820	1640	1475
GP-30, GP-35 .....	2020	1920	1820
U-25-B .....	2120	2015	1910
<b>Central City to Russellville.</b>			
F-7, RS-3, GP-7, GP-9.....	1700	1510	1325
GP-30, GP-35 .....	1900	1800	1700
U-25-B .....	1995	1890	1785
<b>Russellville to Beech Creek Jct.</b>			
F-7, RS-3, GP-7, GP-9.....	1225	1100	995
GP-30, GP-35 .....	1425	1325	1225
U-25-B .....	1500	1390	1285
<b>Beech Creek Jct. to Central City.</b>			
F-7, RS-3, GP-7, GP-9.....	2000	1800	1620
GP-30, GP-35 .....	2200	2100	2000
U-25-B .....	2310	2205	2100
<b>Central City to Moorman.</b>			
F-7, RS-3, GP-7, GP-9.....	2500	2250	2025
GP-30, GP-35 .....	2700	2600	2500
U-25-B .....	2835	2730	2625
<b>Moorman to Owensboro.</b>			
F-7, RS-3, GP-7, GP-9.....	2500	2250	2025
GP-30, GP-35 .....	2700	2600	2500
U-25-B .....	2835	2730	2625

NOTE: FP-7 locomotives in freight service — 10% less than F-7 type locomotive.

RS-3 handles 150 tons more than F-7, GP-7 on O&N Sub-Division only.

When GP-30, GP-35 or U-25-B units are used in consist with lower horse power units the tonnage rating of the lowest horse power unit will be used for all units in the consist.

GP-7 class locomotives will not exceed a speed of 10 mph over bridge 342 Rector Creek mile M-398.3 Shawneetown Branch.

**TONNAGE RATINGS**

Earlington to Guthrie				Radnor to Guthrie			
S-2	660	HP	770 tons	S-2	600	HP	550 tons
S-80	1000	HP	1200 tons	S-80	1000	HP	900 tons
S-80	1200	HP	1500 tons	S-80	1200	HP	1100 tons
Guthrie to Radnor				Guthrie to Earlington			
S-2	660	HP	600 tons	S-2	660	HP	770 tons
S-80	1000	HP	1000 tons	S-80	1000	HP	1200 tons
S-80	1200	HP	1200 tons	S-80	1200	HP	1500 tons
Howell to Atkinson				Atkinson to Henderson			
S-80, S-85, S-86				S-80, S-85, S-86			
1000	HP	2000 tons		1000	HP	2000 tons	
S-87				S-87			
1200	HP	2700 tons		1200	HP	2700 tons	
Henderson to Howell							
S-80, S-85, S-86							
1000	HP	1400 tons					
S-87							
1200	HP	1700 tons					

Trains will be assisted when tonnage exceeds:

3000 tons—2 units F-7-Diesel Howell to Belknap.

2 FP-7 Diesel units 2820 tons Howell to Belknap.

A variation of 35 tons is permissible in loading trains handled by single unit F-7 Diesel.

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.

F, GP & RS Class engines multiplied with FP-7s will each be given tonnage rating of FP-7.

**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.

L&N trains and light engines in both directions will be governed by hand signals from the crossing watchman at "K" Tower, East St. Louis, using yellow flag by day and yellow light by night.

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.

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 southward movements. Crews of all northward movements will handle the switches, and when movement completed, will line the switch to normal position. All trains, yard cuts, and engines must see and know that switch is properly lined for their movement before moving over same.

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.

Trains must not exceed a speed of 25 m.p.h. between 7th and 18th Streets, E. St. Louis, and when moving against current of traffic between 7th and 18th Streets, must not exceed speed of 15 m.p.h.

A yard indicator system is in service within the yard limits at East St. Louis, and governs the movements of all trains and engines on both the northbound and southbound main tracks in either direction to the extent covered in these instructions.

The indicators display the following indications:  
Lunar "WHITE" indicating "PROCEED",  
"RED" indicating "STOP".

A train or engine must not pass any of the indicators displaying "STOP" indication until permission has been obtained from the operator, RD office, East St. Louis.

The absence of either a Lunar "WHITE" or "RED" aspect in any of the indicators must be considered the same as a "STOP" indication.

A northward indicator is located at 11th Street and will govern northward movements on northbound main from that location to the next northward indicator which is located at south end of East St. Louis yards just north of north crossover switch.

The northward indicator located at south end of East St. Louis yards just north of the north crossover switch will govern northward movements on northward main from that point to the end of double track. From the end of double track northward, movements will be made as governed by the present existing special instructions and signals.

A southward indicator located just south of the end of double track near the yard office governs southward movements on the northward main track from the end of double track to the next southward indicator which is located just north of the north crossover switch south end of East St. Louis yards.

The southward indicator located north of north crossover south end of East St. Louis yards governs southward movement on the northward main track from the indicator to a fixed "RED" indicator located at 11th Street. Southward movements on northward main track must not be made beyond this "RED" indicator at 11th Street without first obtaining permission from the operator, RD office, East St. Louis.

A southward indicator located just north of east side train yard switch at south end of East St. Louis yards governs southward movement on the southward main track, and after passing this indicator, trains and engines will be governed by the existing rules and special instructions concerning movements on the southward main track.

Southward indicators are located just north of Summit Ave. yard switch, and just north of the east side train yard switch which will govern movements of trains or engines from the yard onto either the southward or northward main tracks. When the letter "S" is displayed on either of these two indicators, switches for the desired route may be lined after which the indicator will display a "PROCEED" indication. If a southward movement is desired from either of these yard switches to the northward main, permission must be obtained from the yardmaster, and the operator fully advised before movement is made.

## LIST OF SURGEONS

### LOCAL SURGEONS

Dr. C. E. BALDREE, Jr.  
Belleville, Ill.

Dr. P. J. KOESTERER,  
Mascoutah, Ill.

Dr. C. W. LONGWELL,  
Nashville, Ill.

Dr. J. M. MODERT,  
Mt. Vernon, Ill.

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

Dr. R. C. BROWN,  
Carmi, Ill.

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

Dr. J. S. NEWMAN,  
Dr. E. C. BOWLING,  
Dr. W. H. CAVE,  
Henderson, Ky.

Dr. JAS. L. SALMON,  
Dr. F. A. SCOTT, Associate  
Madisonville, Ky.

### LOCAL SURGEONS—Continued

Dr. P. T. HIGGINS,  
Dr. D. M. CLARDY, Associate  
Hopkinsville, Ky.

Dr. J. E. WILKISON,  
Springfield, Tenn.

Dr. ROYCE E. DAWSON,  
Dr. LESLIE C. DODSON,  
Owensboro, Ky.

Dr. B. PRESLEY SMITH,  
Hawesville, Ky.

Dr. W. J. CATES,  
Cloverport, Ky.

Dr. R. O. NASER,  
Brandenburg, Ky.

Dr. WILBERT TWYMAN,  
Louisville, Ky.

Dr. R. D. LYNN,  
Elkton, Ky.

### LOCAL SURGEONS—Continued

Dr. RALPH E. CARDWELL,  
Providence, Ky.

Dr. CARLISLE V. DODSON,  
Dr. L. E. JOHNSON,  
Russellville, Ky.

Dr. SAMUEL L. SCOTT,  
Livermore, Ky.

Dr. D. C. SEWARD,  
Doctors Building  
Nashville, Tenn.

Dr. CHAMBLISS R. JOHNSTON,  
2388 West End Ave.  
Nashville, Tenn.

Dr. MARK A. JUDGE,  
Central City, Ky.

Dr. A. J. SUTHERLAND,  
District Surgeon  
1904 Hayes St.  
Nashville 4, Tenn.

Dr. JOHN T. BATE,  
301 W. Ormsby  
Louisville, Ky.

### OCULISTS

Dr. THADDEUS SZEWCZYK,  
402 E. 9th St.  
East St. Louis, Ill.

Dr. EUGENE McQUILLAN  
Consultant  
First National Bank Bldg.  
E. St. Louis, Ill.

Dr. CHAS. F. LEICH,  
124 S.E. First St.  
Evansville, Ind.

Drs. LYLE, DRIVER & ROWE,  
508 Midstate Medical Center  
Nashville, Tenn.

Dr. WILL R. PRYOR,  
Heyburn Bldg.  
Louisville, Ky.

### DISTRICT SURGEONS

Dr. A. F. HRASKY,  
627 Murphy Bldg.  
East St. Louis, Ill.

Drs. HARTZ & WEBER,  
123 S.E. Second St.  
Dr. B. B. ROSENBLATT,  
Associate  
Evansville, Ind.

### B. M. MITCHELL

Trainmaster  
Evansville-Howell Terminals  
Howell, Ind.

### F. A. GREEN

Trainmaster  
St. Louis & L.H. & St.L.  
Sub Divisions  
Evansville, Ind.

### T. L. WILLIAMS

Trainmaster  
Henderson & O.&N.  
Sub Divisions  
Evansville, Ind.

### F. L. ROY

Trainmaster  
Atkinson District  
Atkinson, Ky.

### E. J. BECKER

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

### A. B. NOONAN

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

### E. R. LITTLE

Assistant Trainmaster  
Evansville-Howell Terminals  
Howell, Ind.

### DEWEY KELLEY, JR.

Chief Train Dispatcher  
Evansville, Ind.

### J. W. PLANQUE

Traveling Engineer, Assistant Trainmaster,  
Henderson Sub-Division  
O. & N. Sub-Division  
Evansville, Ind.

### J. B. TROSPER

Traveling Engineer, Assistant Trainmaster,  
St. Louis Sub-Division  
Including Evansville-Howell and  
East St. Louis Terminals, L.H. & St.L.  
Evansville, Ind.

# EVANSVILLE DIVISION

