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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 Mins. Secs.	Miles Per Hour	1 Mile in 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 48	70	0 52

LOUISVILLE AND NASHVILLE RAILROAD COMPANY

EVANSVILLE DIVISION

TIME TABLE No.

7

TAKES EFFECT

SUNDAY, MAY 16, 1971

AT 12:01 A.M. CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. D. STRENCH,
Vice-President—Operations

S. P. STRICKLAND,
Chief Transportation Officer

A. JAMES, JR.,
General Mgr.—Northern Region

J. R. PARSONS, JR.,
Superintendent

R. H. SPICER,
Ass't Superintendent

B. M. MITCHELL,
Ass't Superintendent

SPECIAL INSTRUCTIONS

SUB-DIVISIONS

East St. Louis, between East St. Louis and Evansville including branches.

Henderson, between Evansville and Amqui, including branches.

LH&StL, between Henderson and Strawberry, including branches.

O&N, between Owensboro and Russellville, including branches.

Chicago, between Evansville and Woodland Jct., including branches.

TWO OR MORE TRACKS

BETWEEN:

Roundhouse and W. F. Tower.

Evansville (300 feet South of Ohio St. Crossing) and F. S. Tower.

North and South end Henderson interlocking.

Louisville and Strawberry.

Amqui and Nashville-Radnor. (Note a. and b.)

a. Single track over Cumberland River Drawbridge.

b. Single track over Cumberland River Bridge. (Radnor Cut-Off).

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

BETWEEN:

Illinois Transfer Junction (East St. Louis) and North Howell.

Evansville and F. S. Tower.

Amqui and Nashville-Radnor.

a. Rules D 251 through D 254 are effective between Roundhouse and W. F. Tower, Evansville and F. S. Tower, Amqui and Nashville-Radnor.

b. Rules 21 and 21 (a) are not effective between Evansville and F. S. Tower.

Amqui and Nashville-Radnor.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

BETWEEN:

F. S. Tower and Amqui except within interlocking limits.

Henderson and Strawberry except within interlocking limits.

Where Normal Speed is more than twenty (20) miles per hour, trains 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 using hand operated switch not equipped with electric lock must leave the main track occupied by engine or cars, or main track switch open.

INTERLOCKING LIMITS

Location	Limits
E. St. Louis CB&Q RR. Broadway St.	From northward dwarf signal, located 90 ft. south of crossing to southward dwarf signal, located 90 ft. north of crossing.
E. St. Louis	Northward main. From northward signal, located 1950 ft. south of MP-480 to southward dwarf signal, located 1600 ft. south of MP-480. Southward main. From southward signal, located 1600 ft. south of MP-480 to northward dwarf signal, located 1950 ft. south of MP-480.
Nashville	From southward signal, located 300 ft. south of MP-435 to northward signal, located 800 ft. south of MP-435.
Ashley	From southward signal, located 1400 ft. south of MP-424 to northward signal, located 1800 ft. south of MP-424.
Woodlawn	From southward signal, located 1900 ft. south of MP-416 to northward signal, located 2900 ft. south of MP-416.
Mt. Vernon, Ill.	From southward signal, located 1750 ft. south of MP-407 to northward signal, located 2150 ft. south of MP-407.
Enfield Junction	From northward signal, located 300 ft. north of MP-370 to southward signal, located 650 ft. north of MP-370.
Carmi	From northward signal, located 900 ft. north of MP-359 to signal bridge, located 1300 ft. south of MP-360 and to northward signal on PC, located 1100 ft. south of Junction switch south of Little Wabash Bridge.
Eldorado	Northward signal, located 210 ft. south of PC. Crossing to southward signal, located 200 ft. north of crossing.
South Howell	Southward main. From southward signal, located 750 ft. south of MP-322 to dwarf signal, located 1250 ft. south of MP-322. Northward main. From northward signal, located 1250 ft. south of MP-322 to dwarf signal, located 500 ft. south of MP-322. Southward signal, located on Southward yard lead track 500 ft. from northward main.

Henderson From southward signal located 2600 ft. south of MP 318 on southward main and southward dwarf signal located 2600 ft. south of MP 318 on northward main to northward signal located 800 ft. south of MP 312 on Henderson sub-division, also to northward signal located on I.C. R.R., 275 ft. south of I.C. R.R. Junction switch.

Nortonville From northward signal, located 70 ft. south of MP-264 to southward signal, located 600 ft. south of south switch Nortonville, Ky.

Guthrie HD Main. From southward signal, located 250 ft. north of Nashville Div. crossing to southward signal, located 225 ft. south of crossing.
HD North Siding. From southward dwarf signal, located 150 ft. north of crossing to northward dwarf signal, located 150 ft. south of crossing.

West Point From southward signal, located 500 ft. north of I.C. Crossing to northward signal, located 400 ft. south of I.C. Crossing.

Spottsville, Ky., From northward signal located 2500 ft. north of MP Green River 132 to southward signal located 4000 ft. north of Bridge, Mile MP 132.
HR-133.

STANDARD CLOCKS

Roundhouse—Train Order Office.	Doyle—Train Order Office.
Howell—Train Order Office.	Russellville—Train Order Office.
Howell—Locker Room.	Skillman—Train Order Office.
Evansville—Train Order Office.	Brandenburg—Train Order Office.
Atkinson—Train Order Office.	McLeansboro—Train Order Office.
Guthrie—Train Order Office.	Mt. Vernon, Ill.—Train Order Office.
Strawberry—Train Order Office.	

TRAIN ORDER OFFICES

STATIONS	Hours Train Order Offices Open	Days Train Order Office Closed
Roundhouse, Ill.a	Continuous
Belleville, Ill.	7:00 A.M. to 4:00 P.M.... Saturday & Sunday
Mascoutah, Ill.	3:00 A.M. to 5:00 P.M.... Saturday & Sunday
Okawville, Ill.	7:30 A.M. to 4:30 P.M.... Saturday & Sunday
Nashville, Ill.	7:30 A.M. to 4:30 P.M.... Saturday & Sunday
Mt. Vernon, Ill.a	Continuous
Dahlgren, Ill.	7:30 A.M. to 4:30 P.M.... Saturday & Sunday
McLeansboro, Ill.	3:30 A.M. to 5:30 P.M.... Saturday & Sunday
Enfield, Ill.	7:00 A.M. to 4:00 P.M.... Saturday & Sunday
Carmi, Ill.	Continuous
Mt. Vernon, Ind.	Continuous
Howell Tower Howell, Ind.a	Continuous
DS Office, Evansville, Ind.a	Continuous
Henderson, Ky.a	Continuous
Atkinson, Ky.a	Continuous—(except) ...11:00 P.M. Sunday to 7:00 A.M. Monday
Hopkinsville, Ky.a	3:00 A.M. to 4:00 P.M.... Saturday & Sunday
Guthrie, Ky.a	3:30 A.M. to 5:30 P.M.... Saturday & Sunday
Springfield, Tenn.a	3:30 A.M. to 5:30 P.M.... Saturday & Sunday
Amqui, Tenn.a	Continuous
Radnor, Tenn.	Continuous
RA Office	Continuous
Doyle, Ky.a	5:30 A.M. to 2:30 P.M.... Saturday & Sunday
Skillman, Ky.a	7:00 A.M. to 11:00 P.M. Monday thru Thursday } 7:00 A.M. to 3:00 P.M. } Saturday Friday } 3:00 P.M. to 11:00 P.M. } Sunday }
Brandenburg, Ky.a	3:00 A.M. to 5:00 P.M.... Saturday & Sunday
Strawberry, Ky., SW Office a	Continuous
Russellville, Ky.a	7:00 A.M. to 7:00 P.M. Monday thru Friday } 7:00 A.M. to 3:00 P.M. } Sunday Saturday }
Drakesboro, Ky.a	3:30 A.M. to 5:30 P.M.... Saturday & Sunday
Central City, Ky.a	3:30 A.M. to 5:30 P.M.... Saturday & Sunday
Livermore, Ky.	7:30 A.M. to 4:30 P.M.... Saturday & Sunday
a. Stations not equipped with train order signal as prescribed by Rule 221.		

REGISTER STATIONS

Location	For	Registered by Card Form 230
Roundhouse.....	All Trains.....	
North Howell.....	{ Trains enroute to and from East St. Louis	
Evansville.....	All Trains.....	
Atkinson.....	{ All Trains to and from the Morganfield and M. H. & E. branches	
Amqui.....	All Trains.....	All Trains.
Doyle.....	O & N Trains.....	
Skillman.....	Trains originating and termi- nating	
Brandenburg.....	Trains originating and termi- nating	
Strawberry.....	All Trains.....	All Trains.
Russellville.....	All Trains.....	
Moorman.....	All Trains.....	

1. The registration of northward trains at Roundhouse will indicate the arrival of such trains at W. F. Tower. When trains, superior by time table or train order, have not arrived at Roundhouse, southward trains will secure engine number by train order, and will be on lookout for them on double track or at W. F. Tower, identifying same before entering on single track at W. F. Tower.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
All Trains	Mt. Vernon, Ill.	Clearance Form A.
All Trains	{ Central City	} Clearance Form A dur- ing office hours.
	{ Drakesboro	

1. Illinois Central southward freight trains will proceed to Henderson without Clearance Form A.
2. Illinois Central and Penn-Central trains, entering upon L&N main track at 8th Avenue enroute to North Howell, South Howell, or to Evansville, as the case may be, are authorized to proceed without Clearance Form A.
3. 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.

YARD LIMITS

E. St. Louis	Trident to Clay.	Beech Creek Jct.
Woodlawn, Ill.	Owensboro—(O&N)	Russellville
Mt. Vernon, Ill.	Central City	Moorman
Howell	Drakesboro	Moorman to Atkinson
Evansville		Browder

RAILROAD CROSSINGS AT GRADE

Location	Name of Railroad	Protection
E. St. Louis.....	PC T.R.R.A.....	Interlocking.
E. St. Louis.....	Southern.....	Stop Boards.
E. St. Louis.....	Terminal E. R. Assn....	Stop Boards.
E. St. Louis.....	Alton & Southern.....	Automatic Interlocking.
Nashville.....	Missouri-Pacific.....	Automatic Interlocking.
Ashley.....	I. C.....	Automatic Interlocking.
Woodlawn.....	C. B. & Q.....	Automatic Interlocking.
Mt. Vernon, Ill.....	Mo. Pac.....	Electric Lock Derails.
Mt. Vernon, Ill.....	C. & E. I.....	Interlocking.
Enfield Jct.....	B. & O.....	Automatic Interlocking.
Carmi, Ill.....	PC.....	Interlocking.
Mt. Vernon, Ind.....	Mt. Vernon Branch....	Gate.
Eldorado.....	PC.....	Automatic Interlocking.
½ half mile South of Junction, Shawnee- town Branch.....	Peabody Coal Co.....	Automatic Interlocking.
Henderson.....	I. C.....	Interlocking.
Trident.....	M. H. & E.....	Electric locked derails against M. H. & E. Signals on HD.
Nortonville.....	I. C.....	Automatic Interlocking.
Guthrie.....	Nashville Division....	Interlocking.
Providence.....	I. C.....	Stop Boards.
Owensboro.....	Illinois Central	Electric locked derails on I. C. Signals on L.H.&St.L.
Owensboro.....	Old O. & N. Main	Electric locked derails on O. & N. Signals on L.H.&St.L.
Owensboro.....	O. & N.	Stop Boards.
West Point.....	I. C.....	Interlocking.
Moorman.....	O. & N. and M.H.&E....	Stop Boards.
White City branch.....	I. C. R. R.....	Stop Boards.

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.
Bentchlers.....	Both.....	For main track.
Mascoutah.....	South.....	For main track.
Addieville.....	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.
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.
South Howell (crossover).....	Both.....	North end lined for crossover, South end lined for South Main.
Evansville (300 feet South of Ohio St. Crossing)	End Double Track	For Southward movements.
Henderson (east siding).....	North.....	For main track.
East Diamond.....	Junction.....	Lined for Main.

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EAST ST. LOUIS AND EVANSVILLE—SOUTHWARD

SECOND CLASS

				Distance from Louisville via Annual	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time	
725	793	731	761		STATIONS	
Piggy- back	Fast Freight	Local Freight	Fast Freight			
Daily	Daily	Daily	Daily			
P. M.	A. M.	A. M.	A. M.			
				483.61	L	EAST ST. LOUIS
7.00	1.00	4.30	7.00	483.11		0.50 ROUNDHOUSE O
7.10	1.37	4.40	7.10	481.41		1.70 ILL. TRANSFER JUNC.
7.25	1.46	4.50	7.25	477.28		4.13 IW. F. TOWER E
7.45	1.56	5.00	7.45	472.41		4.87 SUMMIT E
7.55	2.00	5.10	7.55	469.61		2.80 BELLEVILLE OE
8 05	2.08	5.20 ⁷⁶²	8.05	463.91		5.70 RENTCHLERS E
8.15	2.14	5.55	8.15	459.41		4.50 MASCOUTAH OE
8.25	2.24	6.12	8.25	452.51		6.90 NEW MEMPHIS E
8.35	2.34	6.26	8.35	445.21		7.30 OKAWVILLE OE
8.48	2.39	6.35	8.48	441.21		4.00 ADDIEVILLE E
						6.50
8.58	2.48	6.58	8.58	434.71		NASHVILLE OE
9.08	2.55	7.12	9.08	429.71		6.00 BEAUCOUP E
9.15	3.03	7.40	9.15	424.11		5.60 ASHLEY E
9.30	3.18	8.00	9.40 ⁷³⁰	415.11		9.00 WOODLAWN E
9.39	3.27	8.15	9.50	408.11		7.00 MT. VERNON ILL. OE
9.41	3.30 ⁷⁶²	8.45 ⁷³⁰	9.54	407.21		0.90 SHOPS E
9.47	3.35	9.20	10.06 ⁷³⁴	403.61		3.60 SHIRLEY E
9.55	3.44	9.30	10.14	397.21		6.40 BELLE RIVE E
10.00	3.49	9.40	10.22	393.31		3.90 DAHLGREN OE
10.08	3.55	9.47 ⁷³⁴	10.47	387.71		5.60 DELAFIELD E
10.19	4.03	10.10	10.58	382.71		5.00 McLEANSBORO OE
10.28	4.11	10.20	11.08	377.01		5.70 THACKERAY E
10.41	4.20	10.30	11.21	369.81		7.20 ENFIELD OE
10.47	4.26	10.40	11.30	364.51		5.30 TRUMBULL E
10.53	4.32	10.50	11.38	360.31		4.20 CARMi OE
10.59	4.39	11.00	11.45	356.61		3.70 EPWORTH E
11.05	4.49	11.10	11.53	352.41		4.20 MAUNIE E
11.15	5.13	11.20	12.14	345.51		6.90 UPTON E
						4.10
11.22	5.21 ⁷³⁰	11.30	12.36	341.41		MT. VERNON IND. OE
11.30	5.41	11.35	12.44	337.43		3.98 LAMOTT E
11.45	5.55	11.50	1.01	328.68		8.75 BELKNAP E
11.55	6.10	12.05	1.20	323.40		5.28 NORTH HOWELL E
12.05	6.25	12.15	1.40	323.00		0.40 HOWELL O
				325.19	A	1.79 EVANSVILLE O
A. M.	A. M.	P. M.	P. M.			
Daily	Daily	Daily	Daily			
725	793	731	761			

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

EVANSVILLE AND EAST ST. LOUIS—NORTHWARD

TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Slidings Based on 55 feet per car	SECOND CLASS																	
			762	794	730	796														
			Fast Freight	Fast Freight	Local Freight	Fast Freight														
			Daily	Daily	Daily	Daily														
STATIONS				A. M.	P. M.	P. M.	P. M.													
A	EAST ST. LOUIS																			
	0.50 ROUNDHOUSE	O			7.00	1.00	2.00	8.15												
	1.70 ILL. TRANSFER JUNG.				6.15	12.28	1.30	7.30												
	4.13 W. F. TOWER	E			6.02	12.10	1.20	7.10												
	4.87 SUMMIT	E	36		5.52	11.58	1.10	7.00												
	2.80 BELLEVILLE	OE	56		5.35	11.52	12.59	6.55												
	5.70 RENTCHLERS	E	104		5.20 ⁷³¹	11.42	12.20	6.45												
	4.50 MASCOUTAH	OE	51		5.10	11.32	12.10	6.37												
	6.90 NEW MEMPHIS	E	42		4.57	11.20	11.50	6.27												
	7.30 OKAWVILLE	OE	49		4.45	11.11	11.35	6.18												
	4.00 ADDIEVILLE	E	104		4.35	11.01	11.15	6.13												
	6.50 NASHVILLE	OE	30		4.20	10.53 ⁷³⁰	10.48	6.05												
	5.00 BEAUCOUP	E	42		4.08	10.46	10.30	5.55												
	5.60 ASHLEY	E	40		4.00	10.38	10.20	5.40												
	9.00 WOODLAWN	E	104		3.48	10.26	9.40 ⁷⁶¹	5.24												
	7.00 MT. VERNON ILL.	OE	30		3.33	10.14	9.30	5.15												
	0.90 SHOPS	E	46		3.30 ⁷⁹³	10.12	8.45 ⁷³¹	5.10												
	3.60 SHIRLEY	E	43		3.24	10.06 ⁷⁶¹	8.20	5.00												
	6.40 BELLE RIVE	E	52		3.14	9.59	8.10	4.51												
	3.90 DAHLGREN	OE	14		3.07	9.54	7.59	4.38												
	5.60 DELAFEILD	E	104		3.00	9.47 ⁷³¹	7.47	4.30												
	5.00 McLEANSBORO	OE	43		2.48	9.40	7.30	4.20												
	5.70 THACKERAY	E	47		2.38	9.29	7.01	4.10												
	7.20 ENFIELD	OE	54		2.23	9.20	6.45	3.57												
	5.30 TRUMBULL	E	104		2.16	9.14	6.25	3.50												
	4.20 CARMi	OE	48		2.06	9.08	6.15	3.40												
	3.70 EPWORTH	E	41		1.59	9.02	5.45	3.32												
	4.20 MAUNIE	E	46		1.53	8.55	5.39	3.25												
	6.90 UPTON	E	104		1.44	8.44	5.30	3.15												
	4.10 MT. VERNON IND.	OE	32W 33E		1.38	8.37	5.21 ⁷⁹³	3.05												
	3.98 LAMOTT	E	42		1.32	8.32	5.05	3.00												
	6.75 BELKNAP	E	104		1.20	8.20	4.55	2.50												
	5.28 NORTH HOWELL	E			1.02	8.02	4.35	2.35												
	0.40 HOWELL	O			1.00	8.00	4.30	2.30												
L	1.79 EVANSVILLE	O																		
					A. M.	A. M.	A. M.	P. M.												
					Daily	Daily	Daily	Daily												
					762	794	730	796												

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

AMQUI AND EVANSVILLE—NORTHWARD

TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Stations, feet per car	SECOND CLASS					
STATIONS			720	736	794	796	792	722
			Piggy- back	Least Freight	Fast Freight	Fast Freight	Fast Freight	Piggy Back
			Daily	Daily	Daily	Daily	Daily	Daily
			A. M.	P. M.	A. M.	P. M.	P. M.	P. M.
A	EVANSVILLE 1.79	O	11.59					5.00
	NORTH HOWELL 0.40	E						
	HOWELL 1.18	O		3.30	2.00	1.30	11.30	
	SOUTH HOWELL 4.38	E						
	F. S. TOWER 4.64	E						
	HENDERSON 3.86	OE						56
	RANKIN 7.65	E						76
	ROBARDS 8.62	E						128
	BRETON 10.57	E						83
	HANSON 5.02	E						96
	ARKLOW 0.70	E						
	ATKINSON- MADISONVILLE 7.51	OE						131
	MORTON 3.52	E						104
	NORTONVILLE 10.81	E						160
	CROFTON 5.65	E						128
	KELLY 6.85	E						106
	LATHAM 1.26	E						94
	HOPKINSVILLE 4.68	OE						
	CASKY 11.53	E						118
	TRENTON 6.53	E						124
	GUTHRIE 11.37	OE		9.30				100S 131N
	CEDAR HILL 7.28	E						106
	SPRINGFIELD 4.04	OE						40
	COURTLAND 8.24	E						96
	BAKERS 4.34	E						48
	GOODLETTSVILLE 3.72	E						111
	AMQUI 13.22	OE	6.05		7.30	6.25	4.35	11.50
	RADNOR 9.69	O			7.00	6.00	4.00	
L	NASHVILLE	E	5.45					11.30
			A. M.	A. M.	P. M.	A. M.	P. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily
			720	736	794	796	792	722

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

HARTFORD AND TRIDENT

Southward (MH&E BRANCH) **Northward**

Second Class		Distance from Louisville via Amqui	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Sidings, based on 65 feet per car	Second Class	
			STATIONS				
		311.48	L	HARTFORD	A	19	
				5.6			
		305.88		CENTERTOWN		24	
				4.7			
		301.18		KRONOS		20	
				5.0			
		296.18		MOORMAN	E	32S	
				4.0		22N	
		292.18		BREMEN			
				15.00			
		281.18		ANTON		39	
				4.4			
		276.78		ATKINSON	OE	Yard	
				0.4			
		276.38	A	TRIDENT	EL	Wye	

McLEANSBORO AND SHAWNEETOWN

Southward (SHAWNEETOWN BRANCH) **Northward**

Second Class		Distance from Louisville via Amqui	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Sidings, based on 65 feet per car	Second Class	
			STATIONS				
		382.71	L	McLEANSBORO OEA		30	
				7.50			
		390.21		DALES		14	
				4.50			
		394.71		BROUGHTON		16	
				8.54			
		403.25		ELDORADO		9	
				8.22			
		411.47		EQUALITY		18	
				5.75			
		417.22		JUNCTION			
				2.78			
		420.00	A	NEW SHAWNEET'N	L		
				3.04			
		423.04		SHAWNEETOWN			

OWENSBORO AND RUSSELLVILLE

Southward **Northward**

Second Class		Distance from Louisville via Russellville	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Sidings, based on 65 feet per car	Second Class	
			STATIONS				
	749						748
	Local Freight						Local Freight
	Daily ex. Sunday						Daily ex. Sunday
	A. M.						A. M.
	6.30	214.91	L	OWENSBORO	A	11.15	
				5.27			
	6.52	209.64		PETTIT		37	10.40
				3.65			
	6.58	205.99		BROWNS VALLEY		20	10.30
				2.75			
	7.08	203.24		UTICA			10.20
				3.09			
	7.18	200.15		LIVIA		21	10.10
				5.60			
	7.33	194.55		LIVERMORE	OE		9.55
				3.49			
	7.43	191.06		ISLAND			9.35
				3.17			
	7.51	187.89		VICKS		37	9.20
				1.48			
	7.56	186.41		MOORMAN	E		9.10
				6.61			
	8.20 ⁷⁴⁹	179.80		CENTRAL CITY	OE	31	8.20 ⁷⁴⁹
				4.19			
	9.04	175.61		BEVIER		40	6.30
				2.70			
	9.10	172.91		DRAKESBORO	OE	45	5.35
				1.79			
	9.15	171.12		BROWDER		32	5.27
				1.74			
	9.20	169.38		BEECH CREEK JCT.	Branch		5.22
				7.79			
	9.50	161.59		DUNMOR		24	4.56
				7.10			
	10.25	154.45		LEWISBURG			4.33
				4.51			
	10.55	149.94		EPLEYS		31	4.20
				5.82			
	11.55	143.66	A	RUSSELLVILLE	OL	Yard	4.00
	A. M.						A. M.
	Daily ex. Sunday						Daily ex. Sunday
	749						748

CLAY AND TRIDENT

Southward (MORGANFIELD BRANCH) **Northward**

Second Class		Distance from Louisville via Amqui	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 A.M. Central Standard Time		Car Capacity of Sidings, based on 65 feet per car	Second Class	
			STATIONS				
		299.49	L	CLAY	A		
				2.48			
		297.01		DOTIKI JCT.			
				3.09			
		293.92		DIAMOND JCT.			
				1.74			
		292.18		PROVIDENCE			
				3.75			
		288.43		SHAMROCK JCT.			
				3.15			
		285.28		NEBO		13	
				2.22			
		283.06		COLONIAL JCT.			
				4.75			
		278.31		COMO JCT.			
				1.93			
		276.38	A	TRIDENT	EL	40	

Continued from Page 2

BULLETIN BOARDS

Roundhouse—Train Order Office.
 Roundhouse—Engineers Wash-
 room (E. St. Louis)
 Howell—Yard Office.
 Howell—Roundhouse.
 Strawberry—Train Order Office.
 South Louisville—Engineers Wash-
 room FX Tower.
 Louisville—Union Station.
 Skillman—Train Order Office.
 Brandenburg—Train Order Office.
 McLeansboro—Train Order Office.
 Mt. Vernon, Ill.—Train Order Office.

Guthrie—Yard Office.
 Atkinson—Yard Office and
 Locker Room.
 Doyle—Train Order Office.
 Owensboro—Roundhouse.
 Russellville—Train Order Office.
 Radnor—RA Train Order Office,
 Main Yard Office, Engineers
 Washroom.
 Nashville—Union Station Register
 Office, Engineers Washroom.

OPERATING RULE 104(b) IS CHANGED TO READ AS FOLLOWS:

104(b) A train must not foul a main track until switches connected with the movement are properly set, or in the case of Spring or Automatic Switches, the normal route is seen to be clear.

A train must not foul other tracks until the normal route is seen to be clear.

Switches used must not be restored to normal position until movement is completed or clear of the main track involved.

When waiting to cross from one track to another and during the approach and passage of a train on the track or tracks involved, all switches connected with the movement must be in normal position.

HOT BOX DETECTOR SYSTEM

Between E. St. Louis and North Howell

Detector	Hot Box Indicator	Approach Indicator	Direction
North End— Okawville	North End— Addieville	On Signal No. 4431	Southward
North End— Carmi	North End— Trumbull	On Signal No. 3621	Northward

Between South Howell and Amqui

Detector	Hot Box Indicator	Approach Indicator	Direction
200 ft. North MP 299	North Robards	South Robards	Northward
150 ft. South MP 292	Slaughters, Signal No. 2871	On Signal No. 2901	Southward
MP 220	Guthrie Interlocking	North Guthrie	Southward
4000 ft. N. MP 199	South Cedar Hill	On Signal No. 2012	Northward

BETWEEN HENDERSON AND STRAWBERRY

Detector	Hot Box Indicator	Approach Indicator	Direction
3500 ft. North MP 41	South Irvington	Signal No. 461	Northward
3500 ft. North MP 41	North Brandenburg	Signal No. 392	Southward
600 ft. South MP 125	South Beals	Signal No. 1291	Northward
600 ft. South MP 125	North Mattingly	Signal No. 1202	Southward

1. A rotating beacon light, located on mast extended above bungalow at hot box detector, Ekron, Ky. and Newman, Ky., will be illuminated when overheated journal is detected on passing train. When illuminated, crews must carefully inspect train during travel between this location and Hot Box Indicator and, if hot journal observed, train must stop immediately for further inspection. If the beacon light is illuminated as train passes, and Approach Indicator (flashing white light) or Hot Box "(Hot Box)" indicator are not functioning, train must stop at Hot Box Indicator for inspection of entire train before proceeding.

2. When train is stopped by Hot Box Indicator, in addition to complying fully with provisions of Rules 112a, 112b, and 112c, if hot journal is not found on car registered by detector, crew member must inspect the two cars immediately ahead and immediately behind for hot journal, recording initials and numbers of such cars inspected on the printed form. Crew member must also report to the train dispatcher initial and number of the car registered by detector on which no hot journal is detected, and initials and numbers of the two cars immediately ahead and immediately behind which were inspected. Train dispatcher must record this information on train sheet.

3. Both the Conductor and Engineer are responsible to know the foregoing instructions are met under conditions described. When crew member reports to train dispatcher that no hot journal detected after inspection, train dispatcher must know provisions of these instructions have been complied with before permitting train to proceed.

SPEED RESTRICTIONS

1. Normal Speed (miles per hour).

Between	Pas- senger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars
E. St. Louis and Ill. Transfer Jct.....	50	40	30
Illinois Transfer Jct. and Evansville	50	45	30
Evansville and Amqui.....	60	50	30
Evansville and Strawberry.....	45	40	30
Owensboro and Russellville.....	45	30	25
Shawneetown Branch.....	40	25	20
Morganfield Branch.....	35	30	20
Atkinson and Hartford.....	25	25	20

(a) Over drawbridges15
 Through turnouts and crossovers15
 Owensboro, Ky., from O&N Connection
 to 25th street10

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

Belleville	25
Nashville, Ill.	25
Mt. Vernon, Ill.	25
Evansville	25
Howell (Barker Ave.)	10
Henderson	25
Sebree	25
Madisonville	6
Earlington	20
Nortonville	25
Crofton	35
Hopkinsville	25
Trenton	15
Springfield	30
Owensboro	25
Hawesville	15
Cloverport	15
Lewisburg	15
Drakesboro	10
Livermore	10

2. Trains of the East St. Louis Sub-Division having in consist "Flammable Compressed Gas" will not exceed a speed of twenty-five (25) miles per hour through incorporated villages, towns or cities as below listed:

Southward Trains

Venedy, Illinois
 Okawville, Illinois
 Addieville, Illinois
 Nashville, Illinois
 Ashley, Illinois
 Woodlawn, Illinois
 Mt. Vernon, Illinois
 Belle Rive, Illinois
 Dahlgren, Illinois
 McLeansboro, Illinois
 Enfield, Illinois
 Carmi, Illinois
 Maunie, Illinois

Northward Trains

Carmi, Illinois
 Enfield, Illinois
 McLeansboro, Illinois
 Dahlgren, Illinois
 Ashley, Illinois
 Mt. Vernon, Illinois
 Woodlawn, Illinois
 Ashley, Illinois
 Nashville, Illinois
 Addieville, Illinois
 Okawville, Illinois
 Venedy, Illinois
 Mascoutah, Illinois
 Belleville, Illinois
 East St. Louis, Illinois

Terminals will notify Conductors of trains by use of form (L&N) 463, "Notice of Cars containing explosives," of flammable compressed gas in train. Conductors will know by review of consist of waybills of any such commodity in train for compliance with speed restrictions and Illinois Commerce Commission order.

3. C-628, C-630, SD-35, SDP-35, SD-40, U-25C, U-28C. These six axle Diesel units must not exceed ten (10) miles per hour thru all turnouts and crossovers.

4. Scale Test cars series 41500-41504 and N. & C. 90160 are restricted to maximum speed of twenty-five (25) miles per hour and must be handled only in local freight service immediately ahead of caboose.

5. Normal Speed for trains of solid piggyback cars is sixty (60) miles per hour, or not to exceed Normal Speed for passenger trains where passenger train maximum is less than sixty (60) miles per hour, except on curves where maximum speed for freight trains is less than for passenger trains, the freight train speed must not be exceeded. When slow orders reduce the Normal Speed of passenger trains, piggyback trains must not exceed the reduced speed for freight trains set up in this territory.

Roller bearing Hi-cube cars and automobile rack cars may be classified and accepted as piggyback cars to prevent the restricting of speed of piggyback trains, but any other freight equipment handled in these trains must result in the application of maximum allowable speed for freight trains over the territory in which such cars run.

6. Trains handling 100 ton hoppers series 190,000 are restricted to ten (10) miles per hour between Trident and Pyro Jct.

7. Trains handling units of welded rail must not exceed forty (40) miles per hour and must be handled near the head end of the train and in no case will such rail be handled more than ten cars from the pulling locomotive.

8. Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed.

These instructions do not apply to loaded chip wood cars in series L&N 31000 to 32054.

9. Maximum gross weight limitations.

Gross weight 263,000 pounds, 4 axle cars. Maximum axle load 65,750 pounds on following sub-divisions of the Evansville Division:

East St. Louis	Henderson	LH&StL
O&N	MH&E	MB

Including all spurs.

Shawneetown Branch between McLeansboro and Shawneetown, 4 axle cars 220,000 pounds. Maximum axle load 55,000 pounds.

Maximum weights shown above must not be exceeded except on authority of the Chief Dispatcher, who will obtain authority from Clearance Engineer in office of Chief Transportation Officer.

LIST OF TRACKS USED FOR STORAGE PURPOSES:

Henderson Division		L H & St L	
Name	Car Capacity	Name	Car Capacity
Sebree	56	Medora	30
Slaughters	60	Howard	62
Okema	80	Ekron	50
Earlington	142	Irvington	80
Romney	159	Sample	25
Seldon	115	Waitman	15
Pembroke	56	Stanley	31
Adams	75	Newman	30
Greenbrier	73	Reed	34

EMERGENCY WATERING HYDRANTS

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

Henderson, Ky., South End Passenger Station.

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

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

Atkinson, Ky., South End of platform.

SPECIAL MOVEMENTS

1. At Hopkinsville, Ky., it is permissible for trains to clear up in the following tracks to allow trains to pass, but **MUST NOT** open switch or foul main track without permission from the Dispatcher.

Track No. 91, 18th St., 425 feet north of MP No. 239.

Track No. 88, 17th St., 1000 feet north of MP No. 239.

Cross over track No. 94, 12th St., 2200 feet north of MP No. 239.

Cross over track No. 96, 3rd St., 4000 feet north of MP No. 239.

Cross over track No. 101, 1st St., 5000 feet north of MP No. 239.

Track No. 95, milk track, 300 feet north of MP No. 240.

Track No. 98, scale track, 575 feet north of MP No. 240.

2. It is permissible for all types of cars with a minimum length of forty (40) feet to move between piggyback flats and/or auto rack cars. When moving cars shorter than forty (40) feet between two piggyback cars and/or auto rack cars, two cars must be used.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

3. 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.

4. 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.

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

(a) "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.

(b) "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."

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

(d) 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 run continuously from the "CW" post until the train passes out of the city limits on the opposite side of city.

6. Within the State of Illinois, in Automatic Block Signal System Limits, except within Yard Limits, when a train is moving under circumstances in which it may be overtaken by another train, the flagman must take whatever action necessary to provide full protection.

SPECIAL MOVEMENTS (Continued)

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals, a sufficient distance to provide full protection against a following train moving at Restricted Speed. When recalled, and safety of train will permit, he may return to his train. When necessary for rear of train to be protected under such circumstances, Engineer must sound whistle signal, Rule 14(c), but failure of Engineer to sound this signal does not relieve flagman from protecting train as required.

7. Unauthorized blocking of safety pedal on locomotives is prohibited. If any safety appliance becomes inoperative on a locomotive, and it is necessary to be cut out, Engineer must report it on the work report stating the reason for cutting out these safety devices.

8. All six (6) axle diesel units must be kept off team, house, industrial and scale tracks and the following Branches and Mine Spurs, except can operate to Bell & Zoller Mine on Pee Vee Spur and Cimarron Mine on Cimarron Spur:

O&N Sub-Division
Morganfield Branch South of Como Jct.
M H and E Branch
East Diamond Spur
Homestead Spur
White City Branch
Powerful Mine Spur
Mannington Branch
Reinecke Branch, Madisonville
Atkinson Mine Track
Shawneetown Branch

(a) All six (6) axle diesel units are restricted to ten (10) miles per hour through the Evansville Wye and the Memphis Line Siding at Guthrie, Ky.

(b) All six (6) axle engines can operate to clearance point only of the following tracks:

Romney Storage track
Seldon Storage track
Earlington Yard
Morton Yard

9. Company Oil Service cars in series 40917-40942 must be handled in local freight service, not more than four (4) cars ahead of the caboose.

10. Cars in series 40966-40987 are equipped with six (6) 100-ton capacity axles and, when loaded, have a gross weight of 350,000 lbs. Because of their heavy weight these cars must be handled near head end of train.

11. MotW Camp Cars must be handled carefully in terminals, and over the road movement must be in local freight service just ahead of caboose.

12. **ASHLEY, ILL.:** Instructions for emergency operation of the automatic interlocking will be found located just above the push buttons on side of signal bungalow at automatic interlocking plant.

13. **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.

(a) 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 fifteen (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.

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

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

SPECIAL MOVEMENTS (Continued)

14. **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.

15. **MT. VERNON, IND.:** The crossing with the Mt. Vernon Branch is protected by a hand-operated gate normally set for East St. Louis trains and locked in position by electric lock.

(a) Trains must approach the crossing at Restricted Speed until it is seen to be clear. A northward East St. Louis train within 1,800 feet or southward East St. Louis train within 1,400 feet of the crossing will electrically lock the gate to normal position.

(b) Instructions for the emergency operation of the gate will be found in iron box locked with L&N signal lock and C&EI switch lock, attached to the instrument case at the crossing. Time release can be run by Mt. Vernon Branch trains and gates operated in two minutes while East St. Louis trains are on circuit.

16. **EVANSVILLE:** A crossing gate has been placed in service at the L&N Railroad and Southern Railroad Crossing at Union Track Junction in Evansville, Indiana.

The normal position of this gate will be locked across the Southern Railroad track. All Southern trains will stop at this crossing and ascertain that no L&N train is approaching the crossing, then unlock gate and swing gate across the L&N Railroad track and lock gate in that position. After Southern train has cleared the crossing the gate will be returned across the Southern track and locked.

L&N trains will approach this crossing prepared to stop but will not be required to stop if gate is found lined against movement over the Southern Railroad.

17. **OWENSBORO:** Trains 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 Street, and before rounding the curve at the ice factory just west of above crossing; also before crossing Daviss Street. Movements in both directions must stop before proceeding over 14th Street at O. & N. roundhouse and flag against motor traffic.

18. **NORTONVILLE, KY.:** Instructions for emergency operation of the automatic interlocking will be found located just above the push buttons on side of signal bungalow at automatic interlocking plant.

19. **AT HENDERSON:** Northward LH&StL Sub-Division trains must not pass signal on east side of LH&StL Main or signal on east side of LH&StL Siding, each signal located 4,000 feet north of LH&StL Mile Post 142, except on "Clear" indication of such signal, except it is permissible for trains to pass these signals displaying an approach indication when there is work to be done in the yards at Henderson.

20. **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.

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

21. A train finding a Conditional Stop track sign properly displayed when such train does not hold an effective Form W train order requiring train to stop at that location as prescribed by Rule 40(b), must immediately stop and, after stopping, must make effort to contact either the train dispatcher or the Maintenance Foreman, or both, in an effort to determine whether there is or should be a Form W train order in effect. If unable to contact either the Maintenance Foreman or train dispatcher by radio, train may proceed at Restricted Speed to the first available telephone, where the engineer must advise the train dispatcher of the conditions and be governed by his instructions.

SPECIAL MOVEMENTS (Continued)**USE OF JOINT TRACKS****1. L. & N. R. R. and PC at Carmi.**

(a) The use of L. & N. tracks by PC trains and the use of PC tracks by L. & N. trains must not be made until after permission is obtained from operator and must be under protection as prescribed by Rule 99.

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

2. Providence Coal Co., Providence.

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

(b) 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.

3. L. & N. R. R. & I. C. R. R.

(a) Yard limits on the MB Branch extends from 2000 feet north of MP 278, Como Junction, Ky., to the end of Morganfield Branch MP 299. All trains must operate within these yard limits in accordance with L&N operating Rule 93.

(b) Southward I.C. trains must not enter the L&N main track at Providence, Ky., without first obtaining authority from the I.C. West Yard operator who must obtain such authority from the L&N operator at Atkinson, Ky., via Bell telephone or other communications.

(c) Northward I.C. trains upon clearing L&N main track at Providence, Ky., must advise West Yard I.C. operator who must immediately notify the L&N operator at Atkinson, Ky., of train clearing L&N main track.

(d) Trains operating between Diamond Junction and Pyro, Ky., on I. C. R. R. tracks, will on arrival at Providence, call I. C. Operator at Princeton Yard, Telephone No. 0-17, and secure authority to proceed Diamond Junction to Pyro and will operate according to I. C. Operating Department Rule 93.

Trains enroute Diamond Junction to Pyro will advise Operator at Princeton Yard of arrival time at Pyro.

Reverse procedure will apply to trains operating Pyro to Diamond Junction.

HELPER ENGINES**1. Between North Howell and Belknap.**

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

(b) The helper engine has the authority to return from Belknap to North Howell ahead of second class trains.

(c) 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.

(d) 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.

DRAWBRIDGES

1. 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.
Green River	D 194	Stop Boards	Draw Tender on Duty
Green River	HE 117	Stop Boards	Draw Tender on Duty

(a) There is no draw tender located at Wabash River bridge. When it is necessary to turn the draw, it will be handled by employes on the Maintenance of Way Department, before opening the draw,

DRAWBRIDGES (Continued)

they will display Track Speed Signs 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.

(b) A southward train finding absolute block signal located 4,000 feet north of this drawbridge indicating Stop. In addition with complying with Rule 509, must not move any part of train onto drawbridge until it is known that bridge is safe for passage of trains.

(c) A northward train finding permissive block located 2,481 feet south of this drawbridge indicating restricted proceed, in addition to complying with provisions of Rule 291, must not move any part of train onto drawbridge until it is safe for passage of train.

(d) Wabash River bridge has a lateral clearance of fifteen (15) 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.

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

(a) When Bridgetender not on duty and Interlocking Signal displaying a stop indication Rule 671 will apply.

(b) Movement on the drawbridge will be authorized by hand signal from the Bridgetender with a yellow flag by day or yellow light by night.

(c) In either case, movement on drawbridge must be made at Restricted Speed.

(d) When Bridgetender is on duty and Interlocking 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.

3. Green River Drawbridge—Mile HE-117 Smallhaus, Ky.

Mile D-194 Livermore, Ky.

(a) All 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.

(b) 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.

USE OF DERAILS ON BRANCHES AND INDUSTRIAL SPURS

Train orders will not be required for operation on the following branches and industrial spurs:

Location	Name of Branch
McLeansboro	Shawneetown Branch
Moorman	M H & E Branch

Derails will be located on the main tracks of these branches at the clearance point of junction with the main track, except on Shawneetown Branch derail is located adjacent to Mile Post M 383. The following exceptions to the requirements of Rule 104(d) are made.

Derails located at main line junction points of branches, listed above, will be kept set in normal position at all times, except when the branches are occupied by engines or trains. When derails are in normal position (set to derail) it will indicate that no train or engine is on the branch and that movements may be made to the branch.

When the derail is set and locked off of the track, it will indicate that a train or engine is occupying such branch and no other train or engine movement may be made unless protected in accordance with Rule No. 99.

Movements over other Branches not shown on Time Table or Special Instructions may be made, but must be protected by leaving Flagman at Junction Point.

DIVISION OFFICIALS

R. F. LUSBY

Trainmaster
IH&STL Sub-Divn
Owensboro, Ky.

S. G. FRUECHTENICHT

Trainmaster
Chicago Sub-Divn
Wansford-Danville
Evansville, Ind.

P. H. SIMPSON

Trainmaster
East St. Louis Sub-Divn
Evansville, Ind.

F. L. ROY

Trainmaster
O&N Sub-Divn
Atkinson District
Atkinson, Ky.

D. L. BOUCHARD

Trainmaster
HD Sub-Divn
Evansville, Ind.

R. L. BARNARD

Trainmaster
Chicago Sub-Divn
Danville-Woodland Jct.
Danville, Ill.

R. E. JONES

Asst. Supt. Terminals
Evansville Terminals
Evansville, Ind.

E. J. BECKER

Trainmaster
St. Louis Terminals
East St. Louis, Ill.

M. L. QUIRK

Asst. Trainmaster
St. Louis Terminals
East St. Louis, Ill.

J. A. KING

Asst. Trainmaster
St. Louis Terminals
East St. Louis, Ill.

J. R. ADAMS

Trainmaster
Evansville Terminals
Evansville, Ind.

J. B. TATE

Trainmaster
Evansville Terminals
Evansville, Ind.

M. E. WADE

Asst. Trainmaster
Evansville Terminals
Evansville, Ind.

S. W. SNUFFIN

Asst. Trainmaster
Evansville Terminals
Evansville, Ind.

R. J. WEBSTER

Asst. Trainmaster
Evansville Terminals
Evansville, Ind.

J. W. STROUD

Asst. Trainmaster
Evansville Terminals
Evansville, Ind.

E. W. BRATCHER

Agent—Asst. Trainmaster
Evansville, Ind.

I. HOSHAUER

Agent—Asst. Trainmaster
Danville, Ill.

T. D. DUGGAN

Traveling Engr.—
Asst. Trainmaster
Evansville, Ind.

J. F. DAILY

Traveling Engr.—
Asst. Trainmaster
Evansville, Ind.

C. L. SWITZER

Traveling Engr.—
Asst. Trainmaster
Evansville, Ind.

T. L. KING

Asst. Traveling
Engineer
Evansville, Ind.

DEWEY KELLEY, JR.

Chief Dispatcher
Evansville, Ind.

LIST OF SURGEONS

LOCAL SURGEONS

Dr. A. F. PAREDES,
4601 State St.
E. St. Louis, Ill.

Dr. C. R. FRAZER, JR.,
1401 Gary St.
E. St. Louis, Ill.

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

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

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

Dr. A. C. TOBEY,
McLeansboro, Ill.

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

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

Dr. J. S. NEWMAN,
Henderson, Ky.

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

Dr. D. M. CLARDY,
Hopkinsville, Ky.

LOCAL SURGEONS—Continued

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

Dr. WILLIAM McMANUS,
Dr. E. DAWSON,
Owensboro, Ky.

Dr. B. PRESLEY SMITH,
Hawesville, Ky.

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

Dr. MILTON HERSBERG,
Clinton, Ind.

Dr. WILBERT TWYMAN,
Louisville, Ky.

Dr. RALPH E. CARDWELL,
Providence, Ky.

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

Dr. SAMUEL L. SCOTT,
Livermore, Ky.

Dr. J. C. PENNINGTON, JR.,
Dr. KENNETH CLASSEN,
928 Gallatin Rd., Madison
Tel. 865-0700
607-W Due West Ave., Madison
Tel. 865-4150
Nashville, Tenn.

LOCAL SURGEONS—Continued

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

Dr. N. C. TOPPING,
Dr. ROBERT N. KABEL,
Dr. ROBERT J. BURKLE,
Terre Haute, Ind.

Dr. I. H. SCOTT,
Sullivan, Ind.

Dr. ELLSWORTH W. BECKES,
Vincennes, Ind.

Dr. VIRGIL McCARTY,
Princeton, Ind.

Dr. HERMAN L. HIRSCH,
Mt. Vernon, Ind.

Dr. K. H. HAMMOND,
Hoopeston, Ill.

Dr. RAYMOND STEIN,
Dr. D. D. SPICER,
Danville, Ill.

OCULISTS

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

Dr. CHAS. F. LEICH,
124 SE First St.
Evansville, Ind.

OCULISTS—Continued

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

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

Dr. ALBERT ROME,
309 N. Logan
Danville, Ill.

Dr. R. C. SPEAS,
402 Tribune Building
Terre Haute, Ind.

DISTRICT SURGEONS

Dr. C. E. BALDREE, JR.,
26 E. Washington
Belleville, Ill.

Drs. HARTZ & WEBER,
123 SE Second St.

Dr. B. B. ROSENBLATT,
Associate
Evansville, Ind.

Dr. A. J. SUTHERLAND,
1904 Hayes St.
Nashville, Tenn.

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

TERMINAL INSTRUCTIONS

BETWEEN HOWELL AND EVANSVILLE

1. At Barker Ave., an information signal is located on signal case, and when displaying a white light, indicates that junction switch is lined for movement of East St. Louis Division trains onto Henderson Division main track. When this information light is extinguished, East St. Louis Division trains must stop before fouling Barker or Claremont Avenues.

(a) Between South Howell, North Howell, and Evansville Passenger Station, all trains must run at YARD SPEED regardless of an "Approach" or "Proceed" indication of a Block or Interlocking Signal.

(b) Rule 513 does not apply within these limits.

2. Trains will NOT exceed a speed of ten (10) miles per hour when entering or leaving the yard at North Howell—either to and from the East St. Louis sub-division, or to and from double track. The entire train must pass over these turnouts not to exceed ten (10) miles per hour.

3. Train movements over Union Track between North home signal Belt Yard and Evansville will be governed by Rule 93.

4. I. C. and PC trains, 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.

5. I. C. and PC trains, northward enroute to 8th Ave., are authorized to proceed from North Howell without Clearance Form A after getting permission from the Yardmaster or his representative.

6. When trains 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 or Asst. Trainmaster, 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.

7. When necessary for trains to move between South and North Howell over northbound main from the yard, authority must be obtained from the yardmaster and dispatcher.

E. ST. LOUIS TERMINALS

1. Trains must not exceed five (5) miles per hour between East St. Louis and Roundhouse.

2. 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:

3. 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; the lower arm controls the movement of trains from L. & N. rails using the crossover from eastward to westward track.

4. L. & N. trains 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.

5. Member of crew flagging the Southern crossing for southward movements that do not intend to foul the A&S interlocking must press the push button located at Southern crossing.

6. 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.

7. 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.

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

9. Trains must not exceed a speed of twenty-five (25) miles per hour 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 fifteen (15) miles per hour.

(a) Northward indicator is located at 11th St., all northward movements on northbound main must receive permission from yardmaster to pass this signal.

(b) Movements must not be made against the current of traffic from the end of double track at the Yardmaster's tower to the yard limit board just south of the Alton & Southern crossing without first obtaining permission from the Yardmaster at East St. Louis, or an official on the ground.

(c) Northward trains will contact the Yardmaster at East St. Louis for instructions approaching W.F. Tower.

SPECIAL INSTRUCTIONS—NASHVILLE TERMINAL

TWO OR MORE TRACKS

Between Maplewood and Church Street.
 Between Maplewood and North Radnor (Radnor Cut-off).
 Between Church Street and Shops.
 Between South End and Terminal Limits Atlanta Division.
 Between South End and Terminal Limits Birmingham Division.

NOTE: Single track over Cumberland River Drawbridge and single track over Cumberland River Bridge (Radnor Cut-off).

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are Effective Between:

Maplewood and Nashville.
 Maplewood and Radnor.
 Radnor and Brentwood.
 Nashville and Fourth Avenue.
 Shops and Radnor.

} Except within interlocking

Within these Automatic Block Signal System Limits in Nashville Terminal all trains will be governed by signal indications which supercedes time-table superiority of trains.

Rules 21 and 21(a) will not apply.

INTERLOCKING

Maplewood	Birmingham Division Freight
Cumberland River Drawbridge	Departure
Church Street	Radnor Receiving Yard
South End	North Radnor
Oak Street	Cumberland River Bridge
A-2	Radnor Cut-off
Vine Hill	11th Avenue
Blackman Lane	Shops

STANDARD CLOCKS

Nashville —Kayne Avenue Yard Office.
 Nashville —Union Station Register Office.
 Radnor —RA Train Order Office.
 Radnor —Enginemen's Wash Room.

TRAIN ORDER OFFICES

*Church Street Tower.....Continuous
 *South End Tower.....Continuous
 *Vine Hill Tower.....Continuous
 *Radnor.....Continuous
 *Stations not equipped with train order signal.

REGISTER STATIONS

Nashville —Kayne Avenue Yard Office.
 Nashville —Union Station Register Office.
 Radnor —RA Train Order Office.

CLEARANCE OF TRAINS

All Birmingham Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Vine Hill.

All Louisville and Evansville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Amqui.

All Atlanta Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at South End Tower.

All Nashville Division trains originating at Union Station or Kayne Avenue Yard may leave without Clearance Form A but must receive Clearance Form A at Church Street Tower.

Before leaving Union Station or Kayne Avenue Yard, conductors will ascertain from Operator what signals, if any, will be displayed, and when signals will be required, such signals will be displayed from Union Station or Kayne Avenue Yard.

SPRING SWITCHES

Location	Normal Position
Maplewood: Radnor Cut-off, northward main track with Louisville Division northward main track	For Radnor Cut-off, northward main track.
North end of Cumberland River Bridge, Radnor Cut-off. (North end of single track gauntlet)	For northward main track.
South end of Cumberland River Bridge, Radnor Cut-off. (South end of single track gauntlet)	For southward main track.

BULLETIN BOARDS

Nashville —Kayne Avenue Yard Office.
 Nashville —Union Station, Register Office.
 Radnor —Enginemen's Wash-Room.
 Radnor —Bowl Office.

SPEED RESTRICTIONS

Normal (Miles per hour)	Page	All other Trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
Between Shops Interlocking and 8th Ave. Bridge via Kayne Ave. Yard	20	20	
Between Cedar Street and 8th Ave. Bridge via passenger station	10	10	
Between South End Tower and Oak Street	15	15	
Between Oak St. and Birmingham Division Freight Departure Interlocking Plant	50	30	
Through crossover, Craighead		20	
Between crossover, Craighead, and Main Office, Radnor		30	
Main Office, Radnor, to receiving yard		10	
Between North Radnor Interlocking and 8th Ave. Bridge		15	
Through crossovers and turn-outs (except Craighead)	15	10	
Between Maplewood and Foster Street	50	25	
Between Foster St. and CR Drawbridge	25	25	
On Cumberland River Drawbridge	15	15	
Across 2nd and 3rd Ave. Grade Crossings	10	10	
Between 3rd Ave. and Church St.	15	15	
Between 4th Avenue and South End Tower	20	15	
Between Maplewood and CR Bridge, Radnor Freight cut-off	40	25	
On CR Bridge, Radnor cut-off	15	15	
Between CR Bridge, Radnor cut-off, and Radnor	40	25	

SPECIAL MOVEMENTS:

1. When signals governing movement on Cumberland River bridge (Radnor Cut-off) are found indicating "Stop," operator, RA Office, will be called promptly from block telephone located near signal, who will arrange for signal maintainer to go to that point to correct trouble and move trains across the bridge.

2. The movement of trains against the current of traffic between interlockings listed below will be made only on written instructions from the Terminal Trainmaster of the Nashville Terminal or his representative:

Maplewood and CR Drawbridge, except movements from the south end of East Nashville Yard to CR Drawbridge on the northward main track may be made with permission from the operator at CR Drawbridge, who will protect such movements.

Maplewood and Radnor (Radnor cut-off).

3. The movement of trains against the current of traffic between CR Drawbridge and Church Street Interlockings; and between South End and Oak Street Interlockings will be made on signal indication and such movements protected by Interlocking Operators.

4. Movements from Louisville end Eighth Avenue Wye to northward Absolute Block Signal at Cumberland River Drawbridge Interlocking will be made on verbal authority of Operator, Cumberland River Drawbridge.

5. All movements against the current of traffic and diverted movements from the normal route on main tracks within Nashville Terminal operating limits will be made at restricted speed except between Oak Street and Brentwood.

6. Movements from the Maplewood Wye must not be made to the southward cut-off main track until permission is obtained from Operator, Amqui. Permission must be obtained from Operator, Cumberland River Drawbridge, before movement is made from Maplewood Wye to northward main track, and permission must be obtained from Operator, Amqui, before movement is made from northward main track to southward main track through crossover located at south end of Maplewood Wye.

7. In the event means of communication fail, Rule 99 to be complied with.

8. All switches of pocket tracks in receiving yard, Radnor, must be restored to normal position immediately after movements over them are completed.

9. Trains move on left hand main track between Cumberland River Bridge (Radnor Cut-off) and Radnor.

10. Dwarf colorlight information signals located on West Nashville lead, alongside "NEW Yard" or Location 517 track No. 1 at north and south end of this track are information indicators only, their purpose to let crews know there are no conflicting movements between these lights.

The use of the above information light does not in any way affect the application of Rule No. 93 through this area.

I. L. BELL	Superintendent
G. D. McCALL	Superintendent-Terminals
W. T. STILL	Trainmaster
H. B. MARTIN	Trainmaster
W. R. WEBB	Assistant Trainmaster
L. W. DICKSON	Assistant Trainmaster
L. K. McCORMICK	Assistant Trainmaster
R. L. HONEYCUTT	Assistant Trainmaster

TONNAGE RATINGS

Trains will be assisted when tonnage exceeds:

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

A variation of 35 tons is permissible in loading trains.

Tonnage of unweighed loads will be estimated as follows:

Cars of 200,000 lbs. capacity—132 tons.

Cars of 140,000 lbs. capacity—95 tons.

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

Cars of 80,000 lbs. capacity—60 tons.

Tonnage rating for F-7, FA-2, GP-7, GP-9 and GP-18 class locomotives used between Atkinson, Ky., and Pyro, Ky., will be 2100 tons per unit.

When more than one class of road freight locomotives are used in a consist of locomotives, each locomotive will handle its own time table tonnage rating.

TONNAGE RATINGS OF ENGINES

1. Class and Number of Locomotives

Column No. 1. RS-3 (100-199), FA-2 (300-384), FB-2 (385-395), GP-7 (400-489), GP-7A (490-495), GP-9 (501-541), F-9A (550-558), F-9B (575-578), FP-7A (601-672), F-7B (702-716), FP-7B (720-725), F-7A (800-863), GP-18 (900-904), SW-1500 (5000-5009).

Column No. 2. GP-30 (1000-1057), GP-35 (1100-1115), GP-40 (3000-3029), C-420 (1300-1315), U-25B (1600-1626), U-28B (2500-2504), GP-38 (4000-4019), U-30B (2505-2509).

Column No. 3. C-628 (1400-1414), C-630 (1425-1432), SD-35 (1200-1221), SDP-35 (1700-1703), SD-40 (1225-1228), U-25C (1500-1517), U-28C (1525-1532).

Column No. 4. S-30 (2300-2376), S-35 (2102-2150), S-86 (2210-2219), S-87 (2224-2299), G-90 (2160-2169).

SOUTHWARD

EVANSVILLE AND CHICAGO

NORTHWARD

Second Class			First Class	Distance from Chicago	TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 a.m. Central Standard Time	Our Capacity of Car Sidings based on 55 feet per car	First Class	Second Class		
721	791	797					720	792	790	
Play-back	Fast Freight	Fast Freight					Play-back	Fast Freight	Fast Freight	
Daily	Daily	Daily					Daily	Daily	Daily	
P. M.	A. M.	A. M.			P. M.	A. M.	A. M.			
				0.0	CHICAGO					
				3.3	37th STREET					
				18.0	YARD CENTER wox					
							8.15			
							7.00	11.55		3.00

Trains operating between Woodland Junction and Chicago will be governed by joint L&N-C&EI Time Table and Special Instructions and Uniform Code of Operating Rules.

1.35	3.00	7.45		82.6	WOODLAND JCT T			5.30	9.10	1.15
				88.1	MILFORD					
				94.2	WELLINGTON	245				
				99.2	HOOPESTON (X)N&W (M) (B)					
				107.1	ROSSVILLE JCT. T	244				
				120.0	R. A. JCT.					
				123.1	DANVILLE (X)N&W (M) (B)	Yd.				
				123.6	(X)PC (M)					
				124.8	OAKLAWN TD (B) (S) W					
				125.8	WALZ (X) (A) CMSTP&P					
2.25	5.00	9.15		126.5	BREWER, ILL. (S) W (B)	Yd.	4.40	8.00	12.15	
				128.9	R. B. JCT.					
				137.6	DICKASON	312				
				141.1	CAYUGA (X)N&W (A)					
				149.7	W. R. O.	272				
				154.6	HILLSDALE (X)B&O (B) (A)					
				162.9	CLINTON	355				
				171.9	O. C. JCT.					
				173.8	DEWEY JCT.	97				
				174.8	DEWEY (X)CMSTP&P (M)					
				176.5	HALEY (X)PC (M) (B)					
				177.5	TERRE HAUTE (X)PC (M)					
				179.9	BAKER (S) T W (B)	230				
				181.1	(X)CMSTP&P (M)					
				182.0	SPRING HILL (X)PC (M) (B)					
				182.0	SPRING HILL (X)CMSTP&P					
				192.9	FARMERSBURG	89				
				203.7	SULLIVAN W (B)	183				
				204.4	(X) I. C. (A)					
				220.0	OAKTOWN	180				
				229.5	SMITH	86				
				234.6	VINCENNES (X)B&O (M) (B)	44				
				234.9	(X)PC (A)					
				236.4	ALICE (S) W	133				
				246.3	DECKER	86				
				252.3	MILLER (B)	86				
				257.9	GIBSON	97				
				260.0	PRINCETON (X)SOU (B) (A)					
				265.3	KING	278				
				276.3	INGLE	87				
7.00	10.00	3.30		283.6	WANSFORD TD (B) (S) W	Yd.	12.01	2.00	6.00	
				285.8	UNION TRACK JCT. (X)SOU (Y) (G)					
				287.2	EVANSVILLE (Union Station) (S)					
A. M.	A. M.	P. M.					P. M.	A. M.	P. M.	
Daily	Daily	Daily					Daily	Daily	Daily	
721	791	797					720	792	790	

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

ROSSVILLE JCT. AND JUDYVILLE
Southward Branch Northward

		TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 a.m. Central Standard Time			
Mile Post		STATIONS	Siding Capacity in cars		
107.1		ROSSVILLE JCT. (Y)			
110.1		JOHANNOTT (X) CMSTP&P (A)			
114.2		PENCE (Y)			
116.0		STEWART (X) PC G			
120.4		JUDYVILLE (Y)			

Yard Limits Rossville Jct. — Judyville.

Cars with capacity of over 175,000 lbs. must not be moved on Subdiv. without authority of Superintendent.

Judyville — derail on main track 300 ft. north of elevator track switch.

Maximum Speed: MPH
 Rossville Jct. — Judyville 10

Railroad Crossings Not Interlocked:

Stewart — P.C. Gate normally across L&N and locked and semaphore arm on gate post vertical. L&N trains stop, crews operate gate and restore to normal after movement over crossings is complete.

MT. VERNON JCT. AND MT. VERNON
Southward Branch Northward

		TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 a.m. Central Standard Time			
Mile Post		STATIONS	Siding Capacity in cars		
265.4		M. V. JCT. T			
271.5		OWENSVILLE			
277.4		CYNTHIANA			
282.3		POSEVILLE (X) IC (G)			
286.5		WADESVILLE			
295.7		SOLITUDE			
301.3		(X) ST LOUIS SUB DIV G			
302.1		MT. VERNON (S) (Y) T (B)			

Rule 99 (d) in effect M.V. Jct. to Mt. Vernon.

Yard Limits — MP 265-16 — MP 266-12.
 MP 298 — end of Subdiv.

Mt. Vernon Morris track — Engine must not pass over scale.

Maximum Speed: MPH
 M. V. Jct. — Mt. Vernon (except as below) 40
 North South Owensville to Route 65 25
 Cynthia — Around curve 25
 Poseyville — I. C. Crossing to North Switch 25
 Wadesville — Under overhead Bridge 20
 Mt. Vernon — Between Northend Strawboard track and
 Second Street G. E. Lead 10

O. C. JCT. AND BRAZIL
Southward Branch Northward

		TIME TABLE No. 7 Takes effect Sunday, May 16, 1971 at 12:01 a.m. Central Standard Time			
Mile Post		STATIONS	Siding Capacity in cars		
171.9		O. C. JCT. (Y)			
175.0		BURNETT (X) PC (M) (Y)			
184.6		BRAZIL (B) (Y)			

Yard limits O. C. Jct. — Brazil.

Brazil — End of L&N is at west line of Chicago St.

Brazil — derail on main track just south of Route 40.

Approach Brazil expecting to find cars on main track.

Brazil Clay Plant No. 2 — Two derrails. One near main track — one at plant road crossing.

Maximum Speed: MPH
 O. C. Jct. to Brazil 20
 Burnett over Bridge E-1748 10
 Brazil over Old National Road 10

EXPLANATION OF CHARACTERS

- (A) — Automatic Interlocking.
- (B) — Radio Base Station.
- D — Diesel Fuel Oil.
- (G) — Gate — Normal position against conflicting route.
- G — Gate — Normal position against this Sub-div.
- (M) — Manual Interlocking.
- (S) — Stop Sign.
- T — Turntable or Wye.
- W — Water.
- (X) — Railroad Crossing at Grade.
- (Y) — Yard Limits.
- * — Mail Crane.
- § — Track Scale.
- (S) — Train Order Office.

SPECIAL INSTRUCTIONS

Chicago Sub-division

The Uniform Code of Operating Rules, effective June 2, 1968, will govern operations of the Louisville & Nashville RR Company, between Evansville, Ind. and Woodland Jct., Ill. Special instructions may be issued by proper authority.

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

REGISTER STATIONS

Danville.....Interlocking
 Oaklawn.....Register Room
 Baker.....Yard Office
 Mt. Vernon, Ind.....Depot
 Wansford.....Yard Office

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
49	1	14
50	1	12
55	1	5
59	1	2
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

ABS CTC Woodland Jct. to Union Track Jct.

Time Table Supplement issued October 15, 1969, signature of D. D. Strench, Vice President-Operations, applicable to Rules 281 to 292 inclusive, is in effect on the Chicago-Subdivision, but not including Woodland Jct. Employees whose duties are in any way affected must provide themselves with a copy of this circular and have with current time table while on duty.

Two main tracks designated East and West between RA Jct. and RB Jct.

Northward trains originating Evansville or Wansford secure clearance.

Road crews going on duty Oaklawn, whether receiving their train or engine at Oaklawn or Brewer secure clearance.

Yard Limits—Union Track Jct. to Howell.

Rule 99(k) in effect South Crossover Brewer to Union Track Jct.

Within the State of Illinois, in automatic block Signal System Limits, except within yard limits, when a train is moving under the circumstances in which it may be overtaken by another train, the flagman must take whatever action necessary to provide full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals, a sufficient distance to provide full protection against a following train moving at low speed, as provided for by Rule 99(j) of The Uniform Code of Operating Rules. When recalled, and safety of train will permit, he may return to this train. When necessary for rear of train to be protected under such circumstances, engineer must sound whistle signal, Rule 14(c), but failure of engineer to sound this signal does not relieve flagman from protecting train as required.

Automatic Interlockings Walz, Cayuga, Hillsdale, Sullivan, Vincennes and Princeton—Rule 345 not in effect.

Exception to Rule 105. Sidings governed by rules 286 or 288. Trains or engines must not enter, re-enter or foul such siding without signal indication or permission of control operator.

Movements over following highway crossings must be protected by crew member on ground: Cayuga N&W Wye—Division St.; WRO Spur—Route 63; Young Spur—Route 41; Breed Spur—Route 41; King Farm track—Route 41; Wansford Yankeetown Track—Route 41; Lynch Road and Peters Road.

Danville Jct.—Train order signal—Top arm for Chicago Subdiv.—Lower arm for Westville Subdiv. C&EI.

Central Nitrogen—Engines must not cross track scales.

Note—Trains originating Baker secure clearance Northward at Haley and Southward at Spring Hill.

Young—Depress center cars with more than 4 wheel trucks must not be handled around Wye.

Kelce Switch—Low Tipple will not clear engine, caboose or box car.

Sullivan—Both I.C. connections—Movement must be made with air coupled and working on all cars.

Vincennes—Bierhaus Track—hand throw derail must be operated before track is used. By City ordinance in the city of Vincennes, Indiana, train and engine crews are prohibited from blocking any street crossing or sidewalk in the city of Vincennes for a period longer than 10 minutes. This is for trains standing or switching and does not apply to trains or engines making continuous moves in one direction.

King—Siding must not be entered, re-entered or fouled without signal indication or permission of Dispatcher.

Evansville Belt Railway Spur between Belt Yard and Howell—Railroad Crossings not interlocked: MP 286-9—I.C.: MP 287.4 PC.

Evansville—A crossing gate has been placed in service at the L&N Railroad and Southern Railroad crossing at Union Track Junction in Evansville, Indiana.

The normal position of this gate will be locked across the Southern Railroad track. All Southern Trains will stop at this crossing and ascertain that no L&N train is approaching the crossing, then unlock gate and swing gate across the L&N Railroad track and lock gate in that position. After Southern train has cleared the crossing the gate will be returned across the Southern Track and locked.

L&N trains will approach this crossing prepared to stop but will not be required to stop if gate is found lined against movement over the Southern Railroad.

	MPH	
	Psgr.	Frt.
Woodland Jct.—R.A. Jct.	50	40
Piggyback trains must not exceed a speed of 40 MPH between Woodland Jct. and R.A. Jct.		
Hoopeston—Until engine over street crossing	50	40
Brothers Spur—except bridge D-1179	30	30
over bridge D-1179)	10	10
R.A. Jct.—MP 122	40	40
M.P. 122—M.P. 122-35	20	20
M.P. 122-35—MP 123-17	15	15
M.P. 123-17—South crossover Brewer	20	20
South Crossover Brewer—R.B. Jct.	40	40
R.B. Jct.—Evansville (except as below)	60	60
Cayuga—until engine over street crossings	30	30
WRO Spur	15	15
except west of Route 63	5	5
Hunt Spur	10	10
MP 162-31—MP 162-34	35	35
MP 163-0—MP 163-10	40	40
MP 163-20—MP 164-10	55	50
MP 176-20—MP 177-8	30	30
MP 177-8—MP 178-5	20	20
MP 178-5—MP 179-16	30	30
Young Spur	10	10
Oaktown—Until engine over street crossings	30	30
MP 227-20—MP 228-15	50	50
MP 233-15—MP 233-31	55	50
Vincennes—over B&O Crossing	15	15
Vincennes—over PC Crossing	10	10
MP 233-31—MP 237-10	25	25
Decker—over White River Bridge & Trestle	20	20
MP 253—MP 254	55	50
MP 254-40—MP 255-35	55	50
MP 259-0—MP 260-4	40	40
Ft. Branch—until engine over street crossings	40	40
Haubstadt	25	25
South end siding WD—Belt Yd.	40	40
Belt Yd.—Union Track Jct.	20	20
Union Track Jct.—Evansville	15	15
except Between 5th & Clark St.	10	10
until engine over Fulton Ave.	10	10
Belt Ry. Spur	10	10
Wansford Between letter track switches & main track	10	10

Trains of the Chicago Subdivision having in consist "Flammable Compressed Gas" will not exceed a speed of twenty-five (25) miles per hour through Incorporated Village, Towns or Cities as below listed:

Southward Trains	Northward Trains
Milford, Illinois	Milford, Illinois
Wellington, Illinois	
Hoopeston, Illinois	
Rossville, Illinois	
Danville, Illinois	

Terminals will notify conductors of trains by use of form (L&N) 463, "Notice of cars containing explosives," of Flammable Compressed Gas in trains. Conductors will know by review of consist or waybills

of any such commodity in train for compliance with speed restrictions and Illinois Commerce Commission Order.

Maximum Speed for trains of solid piggyback cars is sixty (60) miles per hour, or not to exceed Maximum Speed for passenger trains where passenger train maximum is less than sixty (60) miles per hour, except on curves where maximum speed for freight trains is less than for passenger trains, the freight train speed must not be exceeded. When slow orders reduce the Maximum Speed of passenger trains, piggyback trains must not exceed the reduced speed for freight trains set up in this territory.

Roller bearing Hi-cube cars and automobile rack cars may be classified and accepted as piggyback cars to prevent the restricting of speed of piggyback trains, but any other freight equipment handled in these trains must result in the application of maximum allowable speed for freight trains over the territory in which such cars run.

Business Tracks	MP
Milford	88.1
Rossville	105.2
Brothers Spur	107.1 to 125.4
Henning	111.8
Collison	119.8
Brothers	125.4
Alvin	111.2
Bismarck	114.3
West Newell	118.4
Gessie	131.0
Perrysville	134.2
Dickason Pt	138.1
Newport	146.9
WRO Spur	149.4
Montezuma	153.3
Hunt Spur	162.0
Atherton	167.3
Central Nitrogen	171.0
Young Spur	186.2
Kelce Switch	187.2
Breed Switch Spur	196.3
Shelburn	198.4
Paxton	209.3
Carlisle	213.2
Emison	224.7
Purcell	241.0
Hazelton	248.7
Patoka	255.3
Ft. Branch	266.6
Haubstadt	269.7
Stacer	273.6
PC Connection	283.0
Belt Yard	284.6
Belt Ry. Spur	284.6 to 288.2

1. Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page.

2. Engines running light must not exceed 45 MPH. Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

2-A. Engines handled in tow must not be moved in excess of authorized engine speed shown in Item 2 for that type of engine.

Engines with flat spots in excess of 2 1/4 inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru No. 10 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
In straightaway movement when moving points of No. 10 spring switches	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches	35
In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.	

All turnouts are No. 10, except as shown in 3-A.

3-B. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected)	30

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Ditchers and Burro Cranes, loaded on flat cars..... 30

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes. Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table, except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity.

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
25	15
30	20
35	25
45	35
50	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... } Maximum Freight Train Speed

Scale test cars 30

Scale test cars must be handled next ahead of the caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

Welded or jointed rail trains and snow plows..... 40 MPH

Unless otherwise instructed by Superintendent, rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

3-C. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed	
Four wheel truck cars.....Head end cars	3.00 inches
Four wheel truck cars.....All others	3.25 inches
Six wheel truck cars.....Head end type	and sleepers 3.25 inches
Six wheel truck cars.....Coaches	3.50 inches
If length of flat spot is greater than above, maximum speed	10 MPH.

3-D. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close when practicable, a Train Order, Form X, must be issued, specifying the restriction.

When not practicable to obtain train order, Form X, conductor must inform engineer of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispatcher.

3-E. Missouri Pacific Railroad and Chicago and Eastern Illinois Railroad forms of train orders and clearances will be accepted and used on the Louisville and Nashville Railroad between Evansville and Woodland Jct.

Louisville and Nashville Railroad forms of train orders, Train Order Form "19" and Clearance Form "A" will be accepted and used on the Evansville Division between Evansville and Woodland Jct.

4. MAXIMUM TRAIN SPEED:

Passenger train handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

5. Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than forty (40) miles per hour, the lower speed must be observed.

6. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

Danville	Interlocking Office ^x
Oaklawn	Register Room.....
Oaklawn	XN-Telegraph Office [*]
Oaklawn	Dispatchers' Office [*]
Brewer	Yard Office Washroom
Haley	Telegraph Office [*]
Baker	Yard Office
Vincennes	Diesel House ^{**}
Mt. Vernon, Ind. ...	Depot
Wansford	Yard Office
Evansville	Union Station Telegraph Office....
Evansville	Trainmen's Locker Room ^{**}

^{*} Standard Clock Only

^{**} General Order Book Only

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding 263,000 pounds weight must not be handled except as authorized by Superintendent.

Such authority together with any restrictions, must be attached to the waybill. If speed restrictions required, Train Order Form X must be issued covering.

On subdivisions where maximum gross weight that can be handled is less than 263,000, the maximum weight that can be handled will be shown on schedule page of that subdivision, thus (Max. Wt. 220,000 lbs.). Cars exceeding weight shown must not be handled except as authorized by Superintendent.

SD 40 type engines must not be operated on subdivs. where max. gross wt. limitation is less than 240,000 lbs. except as authorized by Superintendent.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

Outside ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

Rule 330:—5 minutes or more will be considered delay, except when any delay occurs after passing Approach Signal to an interlocking, train or engine must approach Absolute Signal of Interlocking at low speed.

9. SWITCHES.

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

9-A. Location of No. 16 or 20 Switches and Turnouts:

All remote control switches are either No. 16 or No. 20 turnouts except:

- All switches, Danville interlocking.
- All switches PC crossing interlocking at MP 123 pole 21.
- Sullivan—South end of siding.
- Vincennes—South end of siding.
- Alice—North end of siding.
- Wansford—South end of yard.

9-D. A Yellow Stripe around Switch Staff or Operating Lever of Hand Throw Switch will indicate that diverging track protected by derail.

11. OPERATION OVER FOREIGN LINES:

Trains and Engines using foreign line Railroads will be governed by their Rules and Instructions.

Employees of foreign line Railroads are subject to Rules, Timetable and special instructions of this Railroad while occupying its tracks.

Joint tracks, between crossover Gibson and Southern Yard Princeton, the following Southern Railroad bulletined instructions are in effect:

First class trains numbers 153 and 154 will operate under provisions of operating rules 93 and Yard Speed as contained in current book of operating rules effective August 1, 1956, within Princeton, Indiana Yard Limit.

The Yard Limit sign at Princeton, Indiana is located 1,036 feet West of MP 161-W.

Time-out circuits have been provided in the Automatic Approach clearing of the Interlocking at the L&N crossing at Princeton, Indiana, for East Bound trains occupying the Main track in the vicinity of crossover for switching Cargill. Approach timing for clearing the L&N Interlocking will be effective from MP 160-W to Brown Street, MP 161-5. Trains or engines occupying this section of track in excess of four (4) minutes and thirty (30) seconds will restore the Home signal at the L&N crossing to Red (Rule 292) and will receive a Yellow approach indication (Rule 285) at Eastbound Signal No. 1614 at Brown Street. Eastbound trains that have activated this time-out approach will restore Home signal at L&N crossing to Proceed (Rule 281) after passing Embree Street, MP 161-6-W, if no conflicting moves are being made over this crossing.

12. HOT BOX DETECTORS:

Location	Graph read at
MP 102-34—Bi-Directional	Hoopston (opr)
MP 144-14—Bi-Directional	Haley (opr)
MP 239-32—Bi-Directional	Vincennes (opr)

14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:

1. When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

2. OPERATING DIESEL ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

3. PASSING BETWEEN DIESEL UNITS:

Train and Engine men, except in emergency, must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B units.

4. SPECIAL INSTRUCTIONS, FREIGHT SERVICE:

Employees will not ride or walk on the roof of any moving car. Head brakeman on freight trains will ride in lead unit when practicable.

23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

1. L&N Safety Rules, Nov. 1st, 1970.
2. Rules and instructions governing the operation of a Railroad Radio Communication system.
3. Circular 81, Rules and Instructions for the government and protection of employees whose duties require them to go between, under or about engines or cars.
4. Maintenance and operation of air and dynamic brakes, air signal and train handling instructions.
5. Uniform Code of Operating Rules.

24. WATCH INSPECTION:

Employees required to use standard watches must present watch and certificate to a designated inspector once each two years for inspection.

28. In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.

30. USE OF RADIO WITH ORDERS FORM U AND X.

When radio is used to convey information or instructions in connection with movement through limits of approach orders, stop orders or conditional stop orders the foreman after contacting train involved must identify himself thus: (example) "Foreman Smith in charge of tamping gang between MP 101 and MP 102 using order No. 522." If track is clear and safe for passage of train will add, "We are clear of Northward main track. Extra 620 North may proceed not exceeding 30 MPH" (or at speed specified).

The engineer must identify himself as follows: "Engineer Jones on Extra 620 North proceeding through limits of Order No. 522 as instructed by Foreman Smith".

TONNAGE RATINGS OF ENGINES—Continued from Page 16

EAST ST. LOUIS SUB-DIVISION												
	Column No. 1			Column No. 2			Column No. 3			Column No. 4		
SOUTHWARD	Normal	A	B	Normal	A	B	Normal	A	B	Normal	A	B
East St. Louis to Belleville, Ill.....	1800	1620	1460	2000	1900	1800	2700	2430	2190	1400	1260	1130
Belleville to Mt. Vernon, Ill.....	2000	1800	1620	2200	2100	2000	3000	2700	2430	1600	1440	1295
Mt. Vernon, Ill. to McLeansboro.....	2300	2070	1860	2500	2400	2300	3450	3105	2790	1800	1640	1455
McLeansboro to Carmi, Ill.....	2000	1800	1620	2200	2100	2000	3000	2700	2430	1600	1440	1295
Carmi to Howell, Ind.....	2300	2070	1860	2500	2400	2300	3450	3105	2790	1800	1620	1455
NORTHWARD												
Howell to Belknap.....	1500	1310	1140	1700	1600	1500	2450	2165	1910	1040	895	765
Belknap to McLeansboro, Ill.....	1900	1710	1540	2100	2000	1900	2850	2565	2310	1440	1295	1165
McLeansboro to Mt. Vernon, Ill.....	2300	2070	1860	2500	2400	2300	3450	2070	1860	2000	1800	1620
Mt. Vernon, Ill. to Ashley.....	1900	1710	1540	2100	2000	1900	2850	2565	2310	1440	1295	1165
Ashley to East St. Louis, Ill.....	3600	3240	2910	3800	3700	3600	5400	4860	4365	2500	2250	2025
HENDERSON SUB-DIVISION												
SOUTHWARD												
Howell to Atkinson.....	3230	2905	2615	3450	3350	3250	4845	4357	3922	2000	1700	1400
Atkinson to Guthrie.....	2805	2525	2270	3000	2700	2400	4207	3787	3405	1200	1000	800
Guthrie to Radnor.....	2200	1980	1780	2400	2300	2200	3300	2970	2670	1000	900	810
NORTHWARD												
Radnor to Guthrie.....	1775	1600	1440	1950	1850	1750	2662	2400	2160	900	810	700
Guthrie to Morton.....	2805	2525	2275	3000	2900	2800	4207	3787	3405	1200	1080	912
Morton to Henderson.....	3630	3255	2975	3800	3700	3600	5445	4882	4462	2000	1800	1620
Henderson to Howell.....	3230	2910	2620	3400	3300	3200	4845	4365	3930	1400	1260	1134
NORTHWARD AND SOUTHWARD												
Between Morton and Earlington.....	1700	1530	1360	1900	1800	1700	2550	2295	2040	1200	1080	912
Between Clay and Providence.....	2750	2475	2200	2950	2850	2750	4125	3712	3300			
Providence and Lurock.....	1650	1480	1320	1850	1750	1650	2475	2220	1980			
Lurock to Atkinson, Atkinson to Providence.....	2200	1980	1760	2400	2300	2200	3300	2970	2640			
Atkinson to Hartford.....	3700	3330	2960	3900	3800	3700	5550	4995	4440			
LH&StL SUB-DIVISION												
SOUTHWARD												
Howell to Henderson.....	3230	2905	2615	3450	3350	3250	4845	4357	3922	2000	1700	1400
Henderson to Stephensport.....	4500	4050	3600	4750	4650	4550	6750	6075	5400			
Stephensport to Brandenburg.....	2400	2260	1950	2600	2500	2400	3600	3390	2925			
Brandenburg to South Louisville.....												
NORTHWARD												
South Louisville to Irvington.....	1800	1620	1460	2000	1900	1800	2700	2430	2190			
Irvington to Henderson.....	4500	4050	3645	4750	4650	4500	6750	6075	5467			
Henderson to Howell.....	3000	2700	2430	3200	3100	3000	4500	4050	3645			
O&N SUB-DIVISION												
SOUTHWARD												
Owensboro to Central City.....	1820	1640	1475	2020	1920	1820	2730	2460	2212			
Central City to Russellville.....	1700	1510	1325	1900	1800	1700	2550	2265	1987			
NORTHWARD												
Russellville to Beech Creek Jct.....	1225	1100	995	1425	1325	1225	1837	1650	1492			
Beech Creek Jct. to Central City.....	2000	1800	1620	2200	2100	2000	3000	2700	2430			
Central City to Moorman.....	2500	2250	2025	2700	2600	2500	3750	3375	3037			
Moorman to Owensboro.....	2500	2250	2025	2700	2600	2500	3750	3375	3037			

