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LOUISVILLE & NASHVILLE RAILROAD COMPANY

EVANSVILLE DIVISION

TIME-TABLE No.

9

TAKES EFFECT

SUNDAY, DECEMBER 15, 1974

AT 12:01 A.M. CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

C. N. WIGGINS
Vice President — Operations

K. C. DUFFORD
Assistant Vice President — Operations

S. P. STRICKLAND
Ass't Vice President — Transportation

A. C. JONES, JR.
Superintendent

C. M. HARDIN
Ass't Superintendent

S. G. FRUECHTENICHT
Ass't Superintendent

J. B. TATE
Ass't Superintendent — Terminals
Evansville, Ind.

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

E. St. Louis — Train Order Office
 E. St. Louis — Crew's Washroom
 Mt. Vernon, Ill. — Train Order Office
 McLeansboro, Ill. — Train Order Office
 Howell — Yard Office and Roundhouse
 Henderson — Depot
 Atkinson — Yard Office and Locker Room
 Hopkinsville — Depot
 Guthrie — Yard Office
 Springfield — Engineer's Washroom
 Doyle — Train Order Office
 Brandenburg — Train Order Office
 South Louisville — Engineer's Washroom
 FX Tower
 Strawberry — Train Order Office
 Russellville — Train Order Office
 Brewer, Ill. — Yard Office and Locker Room
 Baker, Ind. — Yard Office
 Vincennes — Freight House
 Princeton — Depot Waiting Room
 Wansford — Yard Office and Locker Room
 Mt. Vernon, Ind. — Second Street Depot

SUB-DIVISIONS

St. Louis, between E. 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 Woodland Jet. and Evansville, including branches.

TWO OR MORE TRACKS

Between:

E. St. Louis and W. F. Tower
 North Howell and F. S. Tower
 North and South Ends Henderson Interlocking
 Amqui and Nashville — Radnor
 RA Jet. and Danville

STANDARD CLOCKS

E. St. Louis — Train Order Office
 Mt. Vernon, Ill. — Train Order Office
 McLeansboro — Train Order Office
 Mt. Vernon, Ind. — Train Order Office
 Howell — Train Order Office and
 Locker Room
 Henderson — Train Order Office
 Atkinson — Train Order Office
 Hopkinsville — Train Order Office

STANDARD CLOCKS — Continued

Guthrie — Train Order Office
 Springfield — Train Order Office
 Doyle — Train Order Office
 Skillman — Train Order Office
 Brandenburg — Train Order Office
 Strawberry — Train Order Office
 South Louisville — Engineer's Washroom
 Russellville — Train Order Office
 Oaklawn, Ill. — Dispatcher's Office
 Brewer — Yard Office and Locker Room
 Haley — Train Order Office
 Baker — Yard Office
 Vincennes — Freight House
 Princeton — Train Order Office
 Wansford — Yard Office
 Evansville — Dispatcher's Office

TRAIN ORDER OFFICES

Station	Hours Open
*E. St. Louis.....	Continuous
Belleville.....	8:00 A.M. to 12:00 Noon and 3:15 P.M. to 5:00 P.M., Closed Sat. and Sun.
Mascoutah.....	1:15 P.M. to 3:00 P.M., Closed Sat. and Sun.
Okawville.....	1:15 P.M. to 3:00 P.M., Closed Sat. and Sun.
Nashville, Ill.....	7:30 A.M. to 12:00 Noon and 3:15 P.M. to 4:30 P.M., Closed Sat. and Sun.
*Mt. Vernon, Ill....	Continuous
McLeansboro.....	8:00 A.M. to 10:30 A.M. and 3:20 P.M. to 5:00 P.M., Closed Sat. and Sun.
Carmi.....	Continuous, except closed from 11:00 A.M. to 12:30 P.M. Mon. thru Fri.
Mt. Vernon, Ind..	7:00 A.M. to 11:00 P.M. Mon. thru Fri., 8:30 A.M. to 3:00 P.M. Sat., Closed Sun.
*Howell.....	Continuous
*Henderson.....	Continuous
*Atkinson.....	Continuous
*Hopkinsville.....	8:00 A.M. to 4:00 P.M., Closed Sat. and Sun.
*Guthrie.....	6:00 A.M. to 2:00 P.M. Mon. and Sat., 6:00 A.M. to 10:00 P.M. Tues. thru Fri., Closed Sun.
*Springfield.....	8:00 A.M. to 5:00 P.M., Closed Sat. and Sun.
*Amqui.....	Continuous
*Doyle.....	Continuous except closed 10:30 P.M. to 6:30 A.M. Sat. and Sun.

SPECIAL INSTRUCTIONS — Continued

TRAIN ORDER OFFICES — Continued

Station	Hours Open
*Skillman.....	6:30 A.M. to 2:30 P.M. Mon. thru Sat., 2:00 P.M. to 10:00 P.M. Sun. thru Thur.
*Brandenburg.....	8:00 A.M. to 5:00 P.M., Closed Sat. and Sun.
*Strawberry (SW).....	Continuous
*Russellville.....	5:30 A.M. to 1:30 P.M. and 3:00 P.M. to 11:00 P.M. Mon. thru Fri., 5:30 A.M. to 1:30 P.M. Sat., Closed Sun.
*Drakesboro.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
*Central City.....	8:30 A.M. to 5:30 P.M., Closed Sat. and Sun.
*Spring Hill.....	Continuous
Haley.....	Continuous
Danville.....	Continuous
*Princeton.....	7:00 A.M. to 4:00 P.M. Mon. thru Sat. and 9:00 P.M. to 6:00 A.M., Mon. thru Fri., Closed Sun.

*Station not equipped with fixed signal as prescribed by Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
Brewer Yard Office.....	Trains originating and terminating	
Baker Locker Room.....	Trains originating and terminating	
Princeton Waiting Room.....	Trains originating and terminating	
Howell Train Order Office.....	All trains	
Henderson Train Order Office.....	Trains originating and terminating	

REGISTER STATIONS — Continued

Location	For	Register by Card Form 230
Atkinson Train Order Office.....	All trains to and from the Morganfield and MH&E branches, all trains originating and terminating	
Guthrie Train Order Office.....	Trains originating and terminating	
Springfield Train Order Office.....	Trains originating and terminating	
Amqui Train Order Office.....	All trains	All trains
E. St. Louis Train Order Office.....	All trains	
Mt. Vernon, Ind. Depot, Second St.....	Mt. Vernon Br. Trains originating and terminating	
Doyle Yard Office.....	Trains originating and terminating	
Skillman Train Order Office.....	Trains originating and terminating	
Brandenburg Train Order Office.....	Trains originating and terminating	
Strawberry (SW) Train Order Office.....	All trains	All trains
Moorman Phone Booth.....	O&N trains, including trains to and from O&N via MH&E	
Russellville Train Order Office.....	All trains	

The registration of northward trains at E. St. Louis will indicate the arrival of such trains at W.F. Tower. When trains, superior by time-table or train order, have not arrived at E. St. Louis, 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.

SPECIAL INSTRUCTIONS — Continued**CLEARANCE OF TRAINS**

All trains secure Clearance Form A at Mt. Vernon, Ill.

All trains secure Clearance Form A at Central City and Drakesboro, Ky., during office hours.

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.

Illinois Central Gulf trains, entering L&N main track at 8th Avenue en route to Howell or to Evansville, are authorized to proceed without Clearance Form A.

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

Engine number on Clearance Form A addressed to regular train is not required.

Southward trains originating at Baker may depart Baker but will obtain Clearance Form A at Spring Hill.

Northward trains originating at Baker, may depart Baker but will obtain Clearance Form A at Haley.

All northward trains will secure Clearance Form A at Amqui.

ICG trains, northward en route to 8th Avenue, are authorized to proceed from North Howell without Clearance Form A after getting permission from the Yardmaster or his representative.

YARD LIMITS

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

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Hoopeston.....	N&W.....	Automatic Interlock'g
Danville.....	N&W.....	Interlocking
Danville.....	PC.....	Interlocking
Walz.....	CMStP&P.....	Automatic Interlock'g
Cayuga.....	N&W.....	Automatic Interlock'g
Hillsdale.....	B&O.....	Automatic Interlock'g
Dewey.....	CMStP&P.....	Interlocking
Haley.....	PC.....	Interlocking
Spring Hill Belt.....	CMStP&P.....	Interlocking
Spring Hill.....	CMStP&P.....	Interlocking
Sullivan.....	ICG.....	Automatic Interlock'g
Vincennes.....	B&O.....	Interlocking
Princeton.....	Southern.....	Automatic Interlock'g
Harwood.....	ICG.....	Automatic Interlock'g (See Note 1)
Evansville.....	L&N Belt.....	Gate (See Note 2)
Henderson.....	ICG.....	Interlocking
Trident.....	L&N (MB Br.).....	Electric Lock-Derails (See Note 3)
Nortonville.....	ICG.....	Automatic Interlock'g

RAILROAD CROSSINGS AT GRADE — Continued

Location	Railroad	Protection
Guthrie.....	L&N (Nashville Division)	Interlocking
E. St. Louis.....	PC/TRRA.....	Stop Boards
E. St. Louis.....	Southern.....	Stop Boards
E. St. Louis.....	TRRA.....	Stop Boards
E. St. Louis.....	A&S.....	Automatic Interlock'g
Nashville, Ill.....	M&I.....	Automatic Interlock'g
Ashley.....	ICG.....	Automatic Interlock'g
Woodlawn.....	BN.....	Automatic Interlock'g
Mt. Vernon, Ill.....	MoPac.....	Electric Lock Derails (See Note 4)
Mt. Vernon, Ill.....	C&EI.....	Interlocking
Enfield.....	B&O.....	Automatic Interlock'g
Carmi.....	PC.....	Interlocking
Mt. Vernon, Ind.....	L&N (CD Sub-Div)	Semi-Automatic Interlocking (See Note 5)
Owensboro.....	ICG.....	Electric Lock-Derails (See Note 6)
Owensboro.....	L&N (O&N Br.).....	Electric Lock-Derails (See Note 7)
West Point.....	ICG.....	Interlocking
Burnett.....	PC.....	Interlocking
Poseyville.....	ICG.....	Gate (See Note 8)
Eldorado.....	PC.....	Automatic Interlock'g
Junction, Mile 418.5.....	Peabody Coal Co.....	Automatic Interlock'g
White City.....	ICG.....	Stop Boards
Moorman.....	L&N (MH&E Br.).....	Stop Boards
Moorman.....	L&N (O&N Br.).....	Stop Boards

Note 1. Instructions for the operation of this Automatic Interlocker will be found in bungalow on East side of main track.

Note 2. Obtain permission from Train Dispatcher and be governed by instructions received, being sure to notify Dispatcher when movement is complete.

Note 3. The crossing with the MB Branch is protected by hand-operated electric locked derails, normally in derailing position on MB tracks on both sides of crossing. Signals are located on the Henderson Sub-division.

Note 4. 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.

Interlocking 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 ten (10) miles per hour.

Time release can be run by Missouri Pacific trains and

(Continued on page 10)

SOUTHWARD

HOWELL AND EAST ST. LOUIS

NORTHWARD

THIRD CLASS		SECOND CLASS			Distance from Louisville via Amouin	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Seating Based on 55 feet per car	SECOND CLASS			THIRD CLASS	
731	733	725	761	793				794	762	796	730	732
Local Freight	Local Freight	Piggy- back	Fast Freight	Fast Freight				Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight
Tue., Thur., Sat.	Tue., Thur., Sat.	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sat.	Mon., Wed., Fri.
A.M.	A.M.	P.M.	A.M.	A.M.	STATIONS	A.M.	P.M.	P.M.	A.M.	A.M.		
	5.00	7.00	8.00	1.00	483.61	L E. ST. LOUIS OA 4.00		6.15	12.55	11.30		10.15
	5.10	7.10	8.10	1.10	479.61	A&S CROSSING 2.33		6.00	12.40	11.10		9.55
	5.20	7.25	8.25	1.20	477.28	W. F. TOWER 4.87		5.50	12.30	11.00		9.45
	5.30	7.45	8.45	1.30	472.41	SUMMIT 2.80	36	5.40	12.20	10.50		9.25
	5.35 ⁷⁹⁴	7.55	8.55	1.35	469.61	BELLEVILLE O 5.70	56	5.35 ⁷⁹³	12.10	10.40		9.20
	5.50	8.05	9.05 ⁷³²	1.45	463.91	RENTCHLERS 4.50	104	5.20	11.59	10.30		9.05 ⁷³¹
	6.05	8.15	9.15	1.51	459.41	MASCOUTAH O 6.90	51	5.10	11.50	10.20		8.45
	6.20	8.25	9.25	2.01	452.51	NEW MEMPHIS 7.30	42	4.57	11.40	10.10		8.35
	6.35	8.35	9.35	2.11	445.21	OKAWVILLE O 4.00	49	4.45	11.30	10.00		8.20
	6.50	8.48	9.45	2.17	441.21	ADDIEVILLE 6.50	104	4.35	11.20	9.50		8.10
	7.00	8.58	9.57	2.27	434.71	NASHVILLE O 5.00	30	4.20	11.10	9.40		8.00
	7.10	9.08	10.07	2.35	429.71	BEAUCOUP 5.60	42	4.12	11.03	9.30		7.45
	7.20	9.16 ⁷⁹⁶	10.15	2.45	424.11	ASHLEY 9.00	40	4.04	10.55	9.16 ⁷²⁵		7.35
	7.45	9.30	10.40 ⁷⁶²	3.00	415.11	WOODLAWN 7.00	104	3.48	10.40 ⁷⁶¹	9.02		7.15
6.00	8.00	9.40	10.55	3.15	408.11	MT. VERNON ILL. O 0.90	30	3.33	10.26	8.50	7.45	7.00
6.10		9.43	11.00	3.18	407.21	SHOPS 3.60	46	3.30	10.23	8.45	7.35	
6.20		9.48	11.10	3.24 ⁷⁹⁴	403.61	SHIRLEY 6.40	43	3.24 ⁷⁹³	10.17	8.35	7.25	
6.30		9.58	11.20	3.34	397.21	BELLE RIVE 9.50	52	3.14	10.07	8.25	7.15	
6.55 ⁷⁹⁰		10.15	11.45	3.50	387.71	DELAFIELD 5.00	104	3.00	9.52	8.05	6.55 ⁷³¹	
7.05		10.25	11.55	4.00	382.71	MCLEANSBORO O 5.70	43	2.49	9.42	7.55	6.35	
7.15		10.35	12.05	4.10	377.01	THACKERAY 7.20	47	2.39	9.32	7.45	6.25	
7.25		10.45	12.20	4.20	369.81	ENFIELD 5.30	54	2.24	9.22	7.33	6.10	
7.35		10.55	12.30	4.29	364.51	TRUMBULL 4.20	104	2.16	9.14	7.25	6.00	
7.50		11.01	12.40	4.35	360.31	CARMI O 3.70	48	2.06	9.08	7.15	5.50	
7.57		11.06	12.50	4.40	356.61	EPWORTH 4.20	41	2.00	9.02	7.07	5.42	
8.05		11.15	1.00	4.50	352.41	MAUNIE 6.90	46	1.54	8.55	7.00	5.35	
8.20		11.30	1.20	5.05	345.51	UPTON 4.10	104	1.44	8.44	6.50	5.25	
8.38 ⁷⁶²		11.40	1.30	5.15 ⁷³⁰	341.41	MT. VERNON IND. O 3.98	32	1.38	8.38 ⁷³¹	6.41	5.15 ⁷⁹³	
8.45		11.50	1.40	5.25	337.43	LAMOTT 8.75	42	1.32	8.32	6.35	5.07	
8.59		12.05	1.55	5.40	328.68	BELKNAP 5.28	104	1.20	8.20	6.20	4.55	
9.10		12.20	2.10	5.55	323.40	NORTH HOWELL 0.40		1.05	8.05	6.05	4.35	
9.30		12.30	2.25	6.10	323.00	A HOWELL LO		1.00	8.00	6.00	4.30	
A.M.	A.M.	A.M.	P.M.	A.M.				A.M.	A.M.	P.M.	A.M.	A.M.
Tue., Thur., Sat.	Tue., Thur., Sat.	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sat.	Mon., Wed., Fri.
731	733	725	761	793				794	762	796	730	732

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

SOUTHWARD

HOWELL AND AMQUI

SECOND CLASS										Distance from Louisville Via Amqui	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	
737	791	795	793	723	769	721	725	STATIONS				
Local Freight	Fast Freight	Fast Freight	Fast Freight	Piggy- back	Fast Freight	Piggy- back	Piggy- back					
Daily ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.					
	9.00	8.00	2.00	11.00	8.00	6.30	4.30	323.00	L	HOWELL	OA	
								317.44		F. S. TOWER		
								312.80		HENDERSON	O	
								308.94		RANKIN		
								301.29		ROBARDS		
								292.67		BRETON		
								282.10		HANSON		
								277.08		ARKLOW		
	5.00							275.21		ATKINSON- MADISONVILLE	O	
								267.70		MORTON		
								264.18		NORTONVILLE		
								253.27		CROFTON		
								247.62		KELLY		
								240.77		LATHAM		
								239.51		HOPKINSVILLE	O	
								234.83		CASKY		
								223.30		TRENTON		
								215.77		GUTHRIE	O	
								204.40		CEDAR HILL		
								197.12		SPRINGFIELD	O	
								193.08		COURTLAND		
								180.50		GOODLETTSVILLE		
	12.30	4.30	3.40	9.30	5.40	3.30	11.10	176.78		AMQUI	O	
	1.00					4.00		190.00		RADNOR	O	
		5.00	4.00	10.00	6.00		11.30	186.50	A	NASHVILLE	L	
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.				
	Daily ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	737	791	795	793	723	769	721	725				

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

HOWELL AND AMQUI

NORTHWARD

TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time		Car Capacity of Sidings Based on 55 feet per car.	SECOND CLASS													
			768	720	796	722	790	794	792	736						
			Fast Freight	Piggy- back	Fast Freight	Piggy- back	Fast Freight	Fast Freight	Fast Freight	Local Freight						
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday						
STATIONS			P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.						
L	HOWELL OA	Yard	1.00	3.30	6.00	7.00	10.00	2.00	3.00							
	5.56															
	F. S. TOWER															
	4.64															
	HENDERSON O	56														
	3.86															
	RANKIN	76														
	7.65															
	ROBARDS	128														
	8.62															
	BRETON	83														
	10.57															
	HANSON	96														
	5.02															
	ARKLOW															
	0.70															
	ATKINSON- MADISONVILLE O	131								1.00						
	7.51															
	MORTON	104														
	3.52															
	NORTONVILLE	160														
	10.91															
	CROFTON	128														
	5.65															
	KELLY	106														
	6.85															
	LATHAM	94														
	1.26															
	HOPKINSVILLE O															
	4.68															
	CASKY	154														
	11.53															
	TRENTON	124														
	6.53															
	GUTHRIE O	100S 131N														
	11.37															
	CEDAR HILL	106														
	7.28															
	SPRINGFIELD O	40														
	4.04															
	COURTLAND	168														
	12.58															
	GOODLETTSVILLE	111														
	3.72															
	AMQUI O	49N 49S	5.30	9.50	10.30	1.20	2.30	6.30	7.30	5.30						
	13.22															
	RADNOR O		5.00		10.00		2.00	6.00		5.00						
	9.69															
A	NASHVILLE L			9.30		1.00			7.00							
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday						
			768	720	796	722	790	794	792	736						

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

SOUTHWARD

HOWELL AND LOUISVILLE

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS								
	735	763	761					762	760	734						
	Local Freight	Fast Freight	Fast Freight					Fast Freight	Fast Freight	Local Freight						
	Daily P.M.	Daily A.M.	Daily A.M.					Daily A.M.	Daily P.M.	Daily P.M.						
STATIONS																
			11.30	12.01	153.2	L HOWELL AO				9.00	9.00					
					143.0	HENDERSON O	85									
					131.9	BEALS	66									
					119.0	MATTINGLY										
		3.30			113.6	OWENSBORO						10.00				
					112.1	DOYLE O	N65 S65									
					103.9	MACEO	69									
					96.4	LEWISPORT	93									
					87.2	GRAVEL PIT										
					82.0	SKILLMAN O	150									
					76.0	SHOPS										
					74.6	CLOVERPORT										
					65.4	STEPHENSPOINT	64									
					49.0	IRVINGTON	179									
					37.8	BRANDENBURG O	70									
					31.0	ROCK HAVEN	64									
					22.6	WEST POINT										
					21.3	KATHARYN	74									
					10.5	BISHOFF	68									
					5.9	STRAWBERRY (S. W. Tower) O										
		11.30	7.30	8.00	3.2	SOUTH LOUISVILLE				1.00	1.00	2.00				
					0.0	A LOUISVILLE L										
		P.M.	P.M.	A.M.	Louisville Division Trains operate between Strawberry and Louisville on Eastern Standard Time			A.M.	P.M.	P.M.						
		Daily	Daily	Daily				Daily	Daily	Daily						
		735	763	761				762	760	734						

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

SOUTHWARD

HOWELL AND CHICAGO

NORTHWARD

SECOND CLASS					Distance from Chicago	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stidings Based on 59 feet per car	SECOND CLASS				
721	797	795	791	723				790	792	798	720	722
Piggy-back	Fast Freight	Fast Freight	Fast Freight	Piggy-back				Fast Freight	Fast Freight	Fast Freight	Piggy-back	Piggy-back
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily
P.M.	P.M.	A.M.	A.M.	A.M.			P.M.	P.M.	A.M.	A.M.		
		3.00			0.0	CLEARING		3.00				
8.30				12.30	3.3	37th STREET			4.00	8.00		
9.15	5.00	5.00	1.00	1.15	18.0	YARD CENTER O 64.6		12.01	10.00	7.00		
10.35	6.30	6.30	2.30	2.35	82.6	WOODLAND JCT. 11.6		10.00	6.00	2.00		
					94.2	WELLINGTON 5.0	245					
					99.2	HOOPESTON 7.9						
					107.1	ROSSVILLE JCT. 12.9	244					
					120.0	R. A. JCT. 3.1						
					123.1	DANVILLE O 3.4	Yard					
12.00	1.00	10.00	6.00	3.35	126.5	BREWER 2.4	Yard	9.00	5.00	1.00		
					128.9	R. B. JCT. 8.7						
					137.6	DICKASON 12.1	312					
					149.7	WRO 13.2	272					
					162.9	CLINTON 11.9	355					
					174.8	DEWEY 1.7	97					
					176.5	HALEY O 3.4						
					179.9	BAKER 23.8	230					
					203.7	SULLIVAN 16.3	183					
					220.0	OAKTOWN 9.5	180					
					229.5	SMITH 5.1	86					
					234.6	VINCENNES 1.8	44					
					236.4	ALICE 9.9	133					
					246.3	DECKER 6.0	86					
					252.3	MILLER 5.6	86					
					257.9	GIBSON 1.2	97					
					259.1	PRINCETON O 6.2						
					265.3	KING 11.0	278					
					276.3	INGLE 7.6	189					
					283.9	HARWOOD 3.4	101					
6.00	10.00	6.00	4.00	10.00	287.3	A HOWELL OL	Yard	12.01	6.00	1.00		
A.M.	A.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.		
Daily	Daily	Daily	Daily	Daily		Trains operating between Woodland Junction and Yard Center will be governed by joint L&N-C&EI Time Table and Special Instructions and Uni- form Code of Operating Rules.		Daily	Daily	Daily		
721	797	795	791	723				790	792	798		
									720	722		

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

McLEANSBORO AND SHAWNEETOWN					MT. VERNON JCT. AND MT. VERNON				
SOUTHWARD (SHAWNEETOWN BRANCH)			NORTHWARD		SOUTHWARD (MT. VERNON BRANCH)			NORTHWARD	
SECOND CLASS		Distance from Louisville via Amqui	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Sidings Based on 55 feet per car	SECOND CLASS		Distance from Chicago	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Siding Capacity in cars
			STATIONS					STATIONS	
		382.71	L McLeansboro OA 7.50	30			265.4	M. V. JCT. 6.1	
		390.21	DALES 4.50	14			271.5	OWENSVILLE 5.9	
		394.71	BROUGHTON 8.54	16			277.4	CYNTHIANA 4.9	
		403.25	ELDORADO 8.22	9			282.3	POSEYVILLE 4.2	
		411.47	EQUALITY 5.75	18			286.5	WADESVILLE 9.2	
		417.22	JUNCTION 2.78				295.7	SOLITUDE 5.6	
		420.00	A New Shawneet'n L 3.04				301.3	St. Louis Sub Div. 0.8	
		423.04	SHAWNEETOWN				302.1	MT. VERNON O	

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

HARTFORD AND ATKINSON SOUTHWARD (MH&E BRANCH)				NORTHWARD				OWENSBORO AND RUSSELLVILLE SOUTHWARD				NORTHWARD			
SECOND CLASS	Distance from Louisville via Amqui	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stingers Based on 55 feet per car	SECOND CLASS	SECOND CLASS	Distance from Louisville via Russellville	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stingers Based on 55 feet per car	SECOND CLASS	SECOND CLASS					
		STATIONS							STATIONS						
	311.48	L HARTFORD A	19			214.91	L OWENSBORO A								
		5.6					5.27								
	305.88	CENTERTOWN	24			209.64	PETTIT								
		1.7					3.65								
	304.18	ALSTON				205.99	BROWNS VALLEY	20							
		3.0					2.75								
	301.18	KRONOS	20			203.24	UTICA								
		5.0					3.09								
	296.18	MOORMAN	32S 22N			200.15	LIVIA	21							
		4.0					5.60								
	292.18	BREMEN				194.55	LIVERMORE O								
		3.6					3.49								
	288.58	MILLPORT	Branch			191.06	ISLAND	26							
		4.6					3.17								
	283.98	NEWCOAL	Branch			187.89	VICKS	37							
		2.8					1.48								
	281.18	ANTON				186.41	MOORMAN	Wye							
		4.4					6.61								
	276.78	A ATKINSON L O	Yard			179.80	CENTRAL CITY O	31							
							4.19								
						175.61	BEVIER	40							
							2.70								
						172.91	DRAKESBORO O	45							
							1.79								
						171.12	BROWDER	32							
							1.74								
						169.38	BEECH CREEK JCT.	Branch							
							7.79								
						161.59	DUNMOR	24							
							7.10								
						154.45	LEWISBURG								
							4.51								
						149.94	EPLEYS	31							
							5.82								
						143.66	A RUSSELLVILLE OL	Yard							

CLAY AND ATKINSON SOUTHWARD (MORGANFIELD BRANCH)				NORTHWARD			
SECOND CLASS	Distance from Louisville via Amqui	TIME-TABLE No. 9 Takes effect Sunday December 15, 1974 at 12:01 a.m. Central Standard Time	Car Capacity of Stingers Based on 55 feet per car	SECOND CLASS	SECOND CLASS	SECOND CLASS	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					
		3.37					
	288.81	PROVIDENCE No. 1					
		0.38					
	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	TRIDENT	40				
		0.4					
	276.78	A ATKINSON L O	Yard				

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

SPECIAL INSTRUCTIONS — Continued**RAILROAD CROSSINGS AT GRADE — Continued**

derails operated in three (3) minutes while L&N trains are on approach circuit.

SPECIAL INSTRUCTIONS AUTOMATIC INTERLOCKING

At automatic interlockings, if all other means to secure authority for a movement have failed and it is necessary to provide flag protection and no train or engine is approaching on conflicting route, the train or engine should be moved forward within interlocking signal limits and stopped not closer than 50 feet from the crossing. After waiting within interlocking signal limits for five (5) minutes and no train or engine is approaching on the conflicting route, lighted fuseses should be placed on each side of L&N track at the crossing and movement be made through interlocking at Restricted Speed.

Note 5. Chicago Sub-division trains and engines desiring to use this crossing will be governed by instructions posted in the push button box on the south side of the signal relay bungalow located at the crossing.

Note 6. The crossing with the Illinois Central Gulf is protected by hand-operated electric locked derails, normally in derailing position on Illinois Central Gulf tracks on both sides of crossing. Signals are located on the LH&StL Sub-division.

Note 7. The crossing with the O&N Branch is protected by hand-operated electric locked derails, normally in derailing position on the O&N Branch tracks. Signals are located on the LH&StL Sub-division.

Note 8. Gate will be left in position for last movement over crossing and must be properly secured. Trains will come to a full stop regardless of position of gate and proceed only when crossing is known to be clear.

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.

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.

EXCEPTION TO RULE 99 (d)

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

TRAIN OPERATION 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.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
W.F. Tower.....	End of two or more tracks	For Northward main track
Belleville.....	North end	For main track
Rentchlers.....	Both ends	For main track
Addieville.....	Both ends	For main track
Woodlawn.....	Both ends	For main track
Delafield.....	Both ends	For main track
Trumbull.....	Both ends	For main track
Upton.....	Both ends	For main track
Belknap.....	Both ends	For main track
South Howell Yard.....	South End Yard Lead	For main track
South Howell.....	Both ends of main track Crossover	North end lined for Crossover, South end lined for Southward main track
Evansville — 300 feet south of St. Joseph Ave.....	North end yard lead	For main track
F.S. Tower.....	End of Two or More Tracks	For Northward main track
Henderson.....	North end East Siding	For LH&StL main track
East Diamond Spur.....	Junction	For main track

SPECIAL INSTRUCTIONS — Continued
DEFECT DETECTOR SYSTEM

Defect Indicator	Approach	Direction
MP H-452.7	None	Bi-directional
MP H-425.9	None	Bi-directional
MP H-390.6	None	Bi-directional
MP H-355.1	None	Bi-directional
MP H-294.3	None	Bi-directional
MP H-262.0	None	Bi-directional
MP H-236.5	None	Bi-directional
MP H-212.2	None	Bi-directional
MP H-194.2	None	Bi-directional
MP ZA-254.1*	None	Bi-directional
MP ZA-222.5*	None	Bi-directional
MP ZA-189.3*	None	Bi-directional
MP ZA-158.2*	None	Bi-directional
MP ZA-131.7	None	Bi-directional
MP HR-131.3	MP HR-129.7	Northward
MP HR-119.3	MP HR-121.0	Southward
MP HR-48.0	MP HR-46.4	Northward
MP HR-38.3	MP HR-39.9	Southward

*Denotes Defect Detector equipped with dragging equipment indicator.

Trains must not stop with any portion of train on detector where bi-directional Hot Box Detector with display boards are located when it can reasonably be avoided.

Should it be necessary for a train to stop on one of these detectors, the entire train must be inspected for a Hot Box, as stopping on a detector will cancel any portion of train that has been checked.

In addition, in checking for Hot Box from numerals on display board, the actual journal count must be made and consist must not be used in attempting to determine location of hot journal.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Between:

Woodland Jct. and 8th Avenue, Evansville except within interlocking limits.

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

Henderson and Strawberry except within interlocking limits.

RULE 551 APPLIES TO THE FOLLOWING SIDINGS:

Clinton	Dickason	Wellington
WRO	Rossville Jct.	King

INTERLOCKING RULES ARE EFFECTIVE:

A&S Crossing	Henderson	Hillsdale
Nashville, Ill.	Nortonville	Dewey
Ashley	Guthrie	Haley
Woodlawn	Spottsville	Spring Hill
Mt. Vernon, Ill.	West Point	Sullivan
Enfield	Hoopeston	Vincennes
Carmi	Danville	Princeton
Mt. Vernon, Ind.	Walz	Harwood
Eldorado	Cayuga	Burnett
Junction (mile 418.5)		

SPEED RESTRICTIONS

Normal Speed of Trains in miles per hour

Between	Psg.	Freight, Work, and Mixed	Pile Drivers, Derricks, Ditchers, Wrecking Outfits and other Top-Heavy Cars
E. St. Louis and A&S.....	25	25	25
A&S and Howell.....	50	45	30
Howell and Amqui.....	50	45	30
Henderson and Strawberry.....	30	30	25
Woodland Jct. to ZA 123.0.....	40	35	25
Mile ZA 123.0 to ZA 127.6.....	20	20	20
Mile ZA 127.6 to ZA 138.0.....	40	35	25
Mile ZA 138.0 to ZA 162.0.....	50	50	30
Mile ZA 162.0 to ZA 234.0.....	50	40	30
Mile ZA 234.0 to ZA 236.0.....	25	25	25
Mile ZA 236.0 to ZA 246.0.....	50	50	30
Mile ZA 246.0 to ZA 258.0.....	50	40	30
Mile ZA 258.0 to ZA 261.0.....	40	40	30
Mile ZA 261.0 to ZA 279.3.....	50	50	30
Mile ZA 279.3 to ZA 286.3.....	50	40	30
Mile ZA 286.3 to ZA 287.2.....	25	25	20
Mile ZA 287.2 to 8th Av.....	10	10	10
Owensboro and Russellville.....	45	30	25
Shawneetown Branch.....	45	25	20
Morganfield Branch.....	35	30	20
MH&E Branch.....	25	25	20
Mt. Vernon Branch.....	25	25	25
Brothers Spur.....	25	25	25
WRO Spur.....	10	10	10
Hunt Spur.....	25	25	25
Brazil Spur.....	10	10	10
Young Spur.....	10	10	10
Breed Spur.....	25	25	25
Over Drawbridges.....	10	10	10
Except Spottsville Drawbridge			
Mile Post HR 133.....	25	25	10
Through Crossovers and Turnouts..	15	15	15
Except through turnouts, power switches located at Wellington, Rossville Jct., R.A. Jct., R.B. Jct., Dickason, WRO, Clinton, Dewey, North end Baker, South end Springhill, North end Sullivan, Oaktown, Smith, South end Alice, Decker, Miller, Gibson, King, Ingle, W. F. Tower, and Arklow.....	25	25	25

EXCEPTIONS TO NORMAL SPEED

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 wood chip cars in Series L&N 31000 to 32054.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Trains picking up cars on line of road that have previously been set out account hot box and repaired will not exceed five (5) miles per hour for the first ten minutes, then gradually increase the speed during the next ten minutes to twenty-five (25) miles per hour and this 25 miles per hour must not be exceeded during the trip to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where it can be readily seen by members of the crews, and a close watch must be maintained so that appropriate action can be taken in the event the journal again becomes overheated.

Scale test cars, including L&N 41498 through 41502 are restricted to a maximum speed of twenty-five miles per hour, and must be handled next to caboose in local freight trains only.

Trains handling units of welded rail must not exceed forty (40) miles per hour.

All six-axle type locomotives are restricted to forty (40) miles per hour on the Chicago Sub-division, between Evansville and Woodland Jct.

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 speed 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.

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

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Between :

TRRA (E. St. Louis) and North Howell
South Howell and F.S. Tower

Rules D 251 through D 254 are effective between South Howell and F. S. Tower. Rules 21 and 21 (a) are not effective between South Howell and F. S. Tower.

MAXIMUM ALLOWABLE GROSS WEIGHT

Maximum Gross Weight of freight cars allowed on the Evansville Division is 263,000 lbs.

Exceptions:

McLeansboro to Shawneetown	220,000 lbs.
Brazil Spur	220,000 lbs.
Belt Line-Evansville	220,000 lbs.

Cars exceeding Maximum Weight at any point must not be handled in train without specific authority of Chief Dispatcher.

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAINS

Attention is called to Tennessee State Law, Section 65-1208 of the Code, reading in part as follows:

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

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

Subsection 3 above is applicable to the following incorporated towns on this Division:

Springfield
Greenbrier

Boards indicating the location of the corporate limits of cities and towns in Tennessee have been erected, and at a point exactly one mile from the City Limits on either side of the city or town there is a "CW" post. The 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 the bell must be rung continuously from the "CW" post until the train passes out of the city limits on the opposite side of city.

The following towns and cities on this division have ordinance 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 of 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.

Owensboro: (See page 15)

CITY ORDINANCE, MAXIMUM SPEED OF TRAINS

Name of City	Speed (Miles Per Hour)
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
Hoopeston	40
Cayuga	30
Oaktown	30
Ft. Branch	40
Haubstadt	25

Trains of the St. Louis and Chicago Sub-divisions, having in consist, "Flammable Compressed Gas," will not exceed a speed of twenty-five (25) miles per hour through the following incorporated villages, towns, or cities in the State of Illinois:

E. St. Louis	Woodlawn	Maunie
Belleville	Mt. Vernon	Milford
Mascoutah	Belle Rive	Wellington
Okawville	Dahlgren	Hoopeston
Addieville	McLeansboro	Rossville
Nashville	Enfield	Danville
Ashley	Carmi	

Terminals will notify Conductors of trains by use of Form (L&N) 463, "Notice of Cars Containing Explosives," or 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.

EMERGENCY WATERING HYDRANTS

Station	Location
McLeansboro, Ill.....	East side of track north of station
Henderson, Ky.....	West side of track at south end of passenger station
Atkinson, Ky.....	East side of track at south end of passenger station platform
Guthrie, Ky.....	West side of track at south end of passenger station
Skillman, Ky.....	Engine service track
Alice, Ind.....	West side of track at site of old Alice Yard Office
Sullivan, Ind.....	East side of track at coal chute
Baker, Ind.....	West side of main track just south of Hulman Street

JOINT TRACK OPERATIONS

L&N and PC at Carmi:

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.

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

Providence Coal Co., Providence:

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

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.

L&N and ICG:

Yard limits on the MB Branch extend from 2,000 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.

Southward ICG trains must not enter the L&N main track at Providence, Ky., without first obtaining authority from the ICG West Yard Operator who must obtain such authority from the L&N Operator at Atkinson, Ky., via telephone or other communications.

Northward ICG trains upon clearing L&N main track at Providence, Ky., must advise West Yard ICG Operator who must immediately notify the L&N Operator at Atkinson, Ky., of train clearing L&N main track.

Movements over ICG track between Diamond Jct. and Pyro, Ky., will be made in accordance with ICG Operating Rule 93. L&N trains must secure authority through Operator at Atkinson, Ky., by radio or other means of communication. Operator at Atkinson will secure authority for L&N movements by telephone or other means of communication from ICG Train Dispatcher direct or through ICG West Yard Operator.

L&N trains returning from Pyro will advise Operator at Atkinson time ICG track cleared at Diamond Jct. by radio or other means of communication. Operator will promptly notify ICG Operator at West Yard or ICG Train Dispatcher direct.

JOINT TRACK OPERATIONS—Continued**L&N and B&O Between Junction and Shawneetown:**

Between Junction and Shawneetown, L&N trains and engines will be governed by the provisions of B&O Railroad Operating Rule 93-A. Applicable portions of this rule are quoted below. First class trains are not scheduled between Junction and Shawneetown.

B&O Railroad Operating Rule No. 93-A “. . . the main tracks within yard limits may be used clearing the time of first class trains at the next station where time is shown, but not less than 5 minutes. “Second class, extra trains and engines must approach and move within yard limits prepared to stop within one-half range of vision unless the main track is known to be clear by automatic block signal indication . . .”

L&N RR and Southern at Princeton, Ind.:

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

Time-out circuits have been provided in the Automatic Approach clearing of the Interlocking at the L&N crossing at Princeton, for eastbound 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.

L&N and C&EI:

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

HELPER ENGINE OPERATION**Between North Howell and Belknap:**

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

The helper engine has the authority to return from Belknap to North Howell ahead of second-class and inferior trains.

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

the return of the helper engine, unless directed to the contrary by the foreman in charge of the engine.

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

DRAWBRIDGES**Wabash River Drawbridge — Mile H-351, Maunie, Ill.:**

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

A northward train finding permissive block signal located 2,481 feet south of this drawbridge indicating “Restricted Proceed,” in addition to complying with provisions of Rule 291, must particularly check to see that moveable rail on draw portion aligns properly before lead wheels of locomotive pass over this rail joint.

A southward train finding absolute block signal located 4,000 feet north of this drawbridge indicating “Stop,” in addition to complying with Rule 509, must particularly check to see that moveable rail on draw portion aligns properly before lead wheels of the locomotive pass over this rail joint.

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.

**Green River Drawbridge — Mile HE-117, Smallhaus, Ky.
Mile D-194, Livermore, Ky.**

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.

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.

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

When Bridgetender not on duty and Interlocking Signal displaying a “Stop” indication, Rule 671 will apply.

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

In either case, movement on drawbridge must be made at “Restricted Speed.”

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 movements must be made at “Restricted Speed.”

SIX-AXLE DIESEL UNITS RESTRICTED

All six-axle diesel units must be kept off team, house, industrial, and scale tracks and the following Sub-divisions, Branches, and Mine spurs, except can operate to Bell & Zoller Mine on PEE VEE spur and Cimarron Mine on Cimarron Spur:

LH&StL Sub-Division
 O&N Sub-Division
 Morganfield Branch North of Como Jct.
 MH&E Branch
 East Diamond Spur
 Homestead Spur
 White City Branch
 Powerful Mine Spur
 Mannington Branch
 Reinecke Branch, Madisonville
 Atkinson Mine Track
 Shawneetown Branch
 Mt. Vernon Branch
 Breed Switch Spur
 Young Spur
 Brazil Spur
 Hunt Spur
 WRO Spur
 Brothers Spur

If necessary to fill out and/or set off at any of these tracks, Conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his locomotives.

Six-axle locomotives numbered 1400 to 1432 and 1500 to 1525 are restricted and should not be operated on the Evansville Division.

All six-axle engines can operate to clearance point only on the following tracks:

Romney Storage Track
 Seldon Storage Track
 Earlington Yard
 Morton Yard

U-28C, U-30C, SD-40-2, SD-40, SD-35, SD-P35, SD-38. These six-axle diesel units must not exceed ten (10) miles per hour through all turnouts and crossovers.

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.

EQUIPMENT AND CARS RESTRICTED

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.

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.

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.

MISCELLANEOUS SPECIAL INSTRUCTIONS

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.

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.

HOPKINSVILLE: 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 239.

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

Crossover track No. 96, 3rd St., 4000 feet north MP 239.

Crossover track No. 101, 1st St., 5000 feet north MP 239.

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

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 when light is displayed and then will be governed by block signal indication.

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

OWENSBORO: Movements in both directions must stop before proceeding over 14th Street and flag against motor traffic.

VINCENNES: Bierhaus Track-hand throw derail.

SULLIVAN: Both ICG Connections-Movement must be made with air coupled and working on all cars.

KELCE SWITCH: Low Tipple will not clear engine, caboose, or box car.

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

MT. VERNON, IND.: Continental elevator track—Engine must not pass over scale.

MISCELLANEOUS SPECIAL INSTRUCTIONS — Continued

BRAZIL: End of L&N track is at west line of Chicago St. Derail on lead track just south of Route 40. Clay Plant No. 2 — Two derails, one near lead track and one at plant road crossing.

ATHERTON: Central Nitrogen — Engines must not cross track scales.

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.

MILE HR-26: All trains must approach Pilchner's Landing Crossing prepared to stop, looking out for heavy equipment using crossing.

SPECIAL INSTRUCTIONS — E. ST. LOUIS TERMINAL

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.

In movement over the TRRA 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 engineer from having a clear view of the crossing before reaching it.

All train and engine movements between W.F. Tower and E. St. Louis are under the jurisdiction and authority of the yardmaster at E. St. Louis.

Northward trains will contact the Yardmaster at E. St. Louis for instructions approaching W.F. Tower.

SPECIAL INSTRUCTIONS — HOWELL-WANSFORD-TERMINAL

ICG Belt Railway Spur protected by Stop Boards.

All train and engine movements between South Howell and North Howell and between North Howell and Wansford via Belt Railway Spur and/or Union Track are under the authority and jurisdiction of the Yardmaster at Howell Tower. All movements in this territory must be made at Yard Speed. Rule 513 does not apply within these limits.

Trains will NOT exceed a speed of ten (10) miles per hour when entering or leaving the yard at North Howell. The entire

train must pass over these tracks not to exceed ten (10) miles per hour.

Trains and engines are restricted to a speed of ten (10) miles per hour on the Belt Railway Spur and Union Track, also over Pigeon Creek Bridge South End Wansford Yard.

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 Draw-bridge 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	} Except within interlocking
Maplewood and Radnor	
Radnor and Brentwood	
Nashville and Fourth Avenue	
Shops and Radnor:	

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

Rules 21 and 21(a) will not apply.

INTERLOCKING

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

SPECIAL INSTRUCTIONS — NASHVILLE TERMINAL — Continued

STANDARD CLOCKS

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

TRAIN ORDER OFFICES

*Church Street TowerContinuous
 *South End TowerContinuous
 *Vine Hill TowerContinuous
 *RadnorContinuous
 *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 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.

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 Washroom
 Radnor —Bowl Office

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 Superintendent-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 and 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 to the southward main on the Radnor Cut-off will not be made until permission is obtained from the Operator at Amqui. Before using the hand-throw crossover located just south of Maplewood Wye and between the north and southward mains on Radnor Cut-off permission will be obtained from the Operator at Amqui.

Movements from the Maplewood Wye to the northward passenger main will not be made until permission is obtained from the Operator at Cumberland River Drawbridge.

Before using the hand-throw crossover located just south of Maplewood Wye, and between the north and southward passenger mains, permission will be obtained from the Operator at Amqui, in addition to the Operator at Cumberland River Drawbridge.

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

8. All switches of pocket tracks in receiving yard, Radnor,

**SPECIAL INSTRUCTIONS — NASHVILLE
TERMINAL — Continued**

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. All trains approaching the spring switch at the north end of the Cumberland River Bridge on the Radnor Cut-off be prepared to stop, expecting to find the switch lined against their movement.

11. Color light information signals on West Nashville Branch, located approximately eighty (80) feet north of 37th Ave., No. and just north of Charlotte Ave. Crossing, are information indicators only. Their purpose is to let crew know there are no conflicting movements between these lights. The indicator light located just north of Charlotte Avenue Crossing is not APPROACH SIGNAL to shops interlocking.

The following procedure will govern transfer cuts moving over A-2 Line from Radnor to Nashville when setting off in South Nashville Yard:

Cars not to be set-off in South Nashville will be left south of the Lebanon Branch turnout from Atlanta Division northward main track. After completing set-off in South Nashville the return movement to rear portion of cut may be made on Atlanta Division northward main track on permission of Operator, South End Tower, to pass dwarf signal, located just east of Continental Grain Company, while displaying a stop indication, as this signal cannot be cleared for this Southward movement on northward main track while cars are standing on northward main track south of the Lebanon Branch turnout.

J. B. Sellers Superintendent
G. D. McCall Superintendent-Terminal
W. T. Still Trainmaster
H. B. Martin Trainmaster
W. R. Webb Trainmaster
L. W. Dickson Trainmaster
L. K. McCormick Trainmaster
R. L. Honeycutt Trainmaster
C. W. Allen Assistant Trainmaster
R. E. Marquardt Assistant Trainmaster
J. R. Coppinger Assistant Trainmaster

SPEED RESTRICTIONS

Normal (Miles per hour)	Psgr.	All other trains and Engs.	Work, Mixed, Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top-heavy Cars.
Maplewood to Foster St.	50	25	
Foster St. to North End CR Drawbridge.....	25	25	
North End CR Draw- bridge to Cedar St.	15	10	
Cedar St. to Oak St.	15	10	
Oak St. to 4th Ave.....	15	10	
Oak St. to Brentwood.....	50	30	
Cedar St. to Shops.....	20	20	
On 12th Ave. Wye.....	10	10	
Thru crossover at Craighead.....	20	20	
Crossover at Craig- head to Main Yd. Office.....		30	
Thru crossovers and Turnouts (Except Craighead)	15	10	
On A-2 Line.....	10	10	
RADNOR CUT OFF			
Maplewood to CR Bridge.....	40	40	25
On CR Bridge.....	15	15	
CR Bridge to North Radnor.....	40	40	25

Engines and cars must not exceed 10 miles per hour on Front Street lead and other tracks in Front Street District.

Trains and engines entering and leaving Receiving and Departure Yards must not exceed 10 miles per hour.

Trains and engines making southward moves on long lead south end Kayne Avenue Yard, approaching Fogg Street, must not exceed 6 miles per hour.

LIST OF SURGEONS — Nashville

Dr. Roy J. Renfro District Surgeon
Drs. Lyle-Rowe-Driver Oculists
Dr. J. C. Pennington, Jr. Local Surgeon
Dr. Kenneth Classon Local Surgeon

SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL**TWO OR MORE TRACKS**

Between Louisville (Union Station) and Mile Post 8
 Between Second Street, Louisville, and Frankfort Avenue
 Between TJ Tower and South Louisville (Railway Transfer)
 Between MN Tower and Preston Street

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal Rules are in effect between:
 10th and Kentucky Streets and Mile Post 8.

INTERLOCKING

Interlocking Rules are in effect at: Fourth and G Streets, SW Tower, Big Ditch Strawberry, MN Tower, and Floyd and J Street.

STANDARD CLOCKS

Union Station (Dispatcher's Office)
 Strawberry (Train Order Office)
 South Louisville (Main Yard Office and Engineers' Wash-room)

TRAIN ORDER OFFICES

KS, Strawberry
 MN Tower

REGISTER STATIONS

Location	For	Register By Card Form 230
Louisville Union Station.....	First-class trains	
South Louisville, Main Yard Office..	Second-class and inferior trains	Second-class and inferior trains
FX Tower, Locker Room.....	Second-class and inferior trains	Second-class and inferior trains
KS Office, Strawberry.....	Southward second-class and inferior trains en route to Louisville Division All Evansville Division second-class and inferior trains	All Evansville Division second-class and inferior trains

YARD LIMIT

Between Union Station and Mile Post 8.

RAILROAD CROSSING AT GRADE

Location	Railroad	Protection
Fourth and G Streets.....	Southern	Interlocking

SPRING SWITCHES

Location	Normal Position
10th and Kentucky Streets.....	For southward main
North of Kentucky Street.....	For Penn Central main

BULLETIN BOARDS

Union Station (Register Room and Conductors' Room)
 South Louisville (Main Yard Office and Roundhouse)
 FX Tower (Locker Room)

SPECIAL MOVEMENTS

Within the Louisville Terminal limits, trains must not open a switch to a main track, or occupy a main track, except on authority of the Yard Dispatcher. After obtaining such authority, the main track may be occupied, and Rule 513 will not apply.

Trains, except first-class trains, moving on a main track within Louisville terminal limits, must move at Yard Speed, regardless of a Proceed or Approach indication of a Block or Interlocking Signal.

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 Assistant Trainmaster, who will personally see that the movement is fully protected.

Trains from the Evansville Division arriving at Strawberry will continue on the same schedules as arriving, and extras will continue as extras.

The use of the engine whistle within the city limits of Louisville is prohibited except as prescribed by Rule 14(j) and to prevent accident. When the view is obscured on account of weather or other conditions, the engineer may sound signal as prescribed by Rule 14(J) for crossings at grade, and proceed at Restricted Speed.

Dwarf signals just south of Kentucky Street near Union Station governing northward and southward movements, when found in stop indication, train must stop. After train stops, may proceed at restricted speed.

The normal position for the crossover switches of No. 25 crossover at the south end of Strawberry will be for the drill

**SPECIAL INSTRUCTIONS — LOUISVILLE
TERMINAL — Continued**
SPECIAL MOVEMENTS — Continued

and will be kept lined for the drill except while crossover movement is being made.

SPEED RESTRICTIONS

Through turnouts and crossovers:15 mph

All trains will move at Yard Speed between Kentucky Street and Union Station.

LOUISVILLE DIVISION OFFICIALS

W. T. Dudley Superintendent
W. H. Vaught Assistant Superintendent
C. Whidby Assistant Superintendent

LOUISVILLE TERMINALS

R. E. Jones Superintendent
J. D. Thomas Trainmaster
H. P. Hamblen Trainmaster
C. M. Tatum Trainmaster
A. Thiel Assistant Trainmaster
R. R. Tichenor Assistant Trainmaster
C. J. Burton Assistant Trainmaster
J. B. Lutts, Jr. Assistant Trainmaster
R. N. Cotton Assistant Trainmaster
F. L. Coakley Assistant Trainmaster
D. B. Sharp Assistant Trainmaster
J. B. Noble Assistant Trainmaster

OTHER TRACKS — Evansville Division

Station	Mile	Capacity 55 ft. Cars	Switch Leads
Milford.....	ZA-88	48	Both ends
Dickason Pit.....	ZA-139	76	Both ends
Central Nitrogen.....	ZA-171	55	Both ends
Farmersburg.....	ZA-193	89	Both ends
Shelburn.....	ZA-199	53	Both ends
Paxton.....	ZA-209	10	North
Purcell.....	ZA-241	19	Both ends
Princeton.....	ZA-259	60	Both ends
King.....	ZA-263	70	Both ends
Ft. Branch.....	ZA-267	60	Both ends
Haubstadt.....	ZA-270	26	Both ends
Sebree.....	H-297	56	Both ends
Slaughters.....	H-287	10	Both ends
Okema.....	HC-272	80	Both ends
Earlington.....	H-271	142	Both ends
Romney.....	H-261	159	Both ends
Pembroke.....	H-229	50	Both ends
Greenbrier.....	H-190	15	North
Baker.....	H-185	40	South
Reed.....	HR-130	34	South
Newman.....	HR-126	30	South
Stanley.....	HR-123	31	South
Gravel Pit.....	HR-87	63	Both ends
Sample.....	HR-62	25	North
Irvington.....	HR-49	80	Both ends
Ekron.....	HR-42	50	South
Howard.....	HR-24	62	South
Stites.....	HR-19	15	North
Medora.....	HR-16	30	South

SPEED TABLE

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

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

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. W. A. Heinrich Evansville, Ind.
 Dr. B. B. Rosenblatt (Associate) Evansville, Ind.
 Dr. C. E. Baldree, Jr. Belleville, Ill.
 Dr. Roy J. Renfro Nashville, Tenn.
 Dr. W. Twyman Louisville, Ky.

OCULISTS

Drs. Lyle, Driver & Rowe Nashville, Tenn.
 Dr. Albert Rome Danville, Ill.
 Dr. R. C. Speas Terre Haute, Ind.
 Dr. Thaddeus Szewczyk E. St. Louis, Ill.
 Dr. Elizabeth Sowa Evansville, Ind.

LOCAL SURGEONS

Dr. C. R. Frazer, Jr. 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. Herman L. Hirsch Mt. Vernon, Ind.
 Dr. J. S. Newman Henderson, Ky.
 Dr. Jas. L. Salmon Madisonville, Ky.
 Dr. F. A. Scott (Associate) Madisonville, Ky.
 Dr. D. M. Clardy Hopkinsville, Ky.
 Dr. J. E. Wilkison Springfield, Tenn.
 Dr. William McManus Owensboro, Ky.
 Dr. E. Dawson Owensboro, Ky.
 Dr. B. Presley Smith Hawesville, Ky.
 Dr. Earl S. Buchele Cloverport, Ky.
 Dr. W. D. Hatfield Irvington, Ky.
 Dr. R. O. Naser Brandenburg, Ky.
 Dr. Milton Hersberg Clinton, Ind.
 Dr. Ralph E. Cardwell Providence, Ky.
 Dr. Carlisle V. Dodson Russellville, Ky.
 Dr. L. E. Johnson Russellville, Ky.
 Dr. Samuel L. Scott Livermore, Ky.
 Dr. J. C. Pennington, Jr. Nashville, Tenn.
 Dr. Kenneth Classen Nashville, Tenn.
 Dr. N. C. Topping Terre Haute, Ind.
 Dr. Robert N. Kabel Terre Haute, Ind.
 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. K. H. Hammond Hoopeston, Ill.
 Dr. Raymond Stein Danville, Ill.
 Dr. D. D. Spicer Danville, Ill.

EVANSVILLE DIVISION OFFICIALS

Evansville, Indiana

P. H. SIMPSON
 Trainmaster
 Henderson Sub-Divn.

L. C. LOVE

Trainmaster
 Chicago Sub-Divn.
 Wansford-Baker

R. L. BARNARD

Trainmaster
 St. Louis Sub-Divn.

T. D. DUGGAN

Road Foreman of Engines-
 Asst. Trainmaster

C. L. SWITZER

Road Foreman of Engines-
 Asst. Trainmaster

J. F. DAILY

Road Foreman of Engines-
 Ass't. Trainmaster

T. L. KING

Road Foreman of Engines-
 Asst. Trainmaster

Evansville Terminal

W. E. CLARK

Trainmaster

R. C. WALKER

Asst. Trainmaster

J. W. STROUD

Asst. Trainmaster

P. M. THOMAS

Asst. Trainmaster

P. T. WRIGHT

Asst. Trainmaster

I. HOSHAUER

Asst. Trainmaster-Agent

C. STUMPF

Asst. Trainmaster

DEWEY KELLEY, JR.

Chief Dispatcher
 Evansville, Ind.

St. Louis Terminal

J. A. KING

Trainmaster

D. W. ONLEY

Asst. Trainmaster

N. W. LOVELL

Asst. Trainmaster

Danville, Illinois

D. L. BOUCHARD

Trainmaster
 Chicago Sub-Divn.
 Baker-Woodland Jct.

M. L. QUIRK

Trainmaster-Agent
 Danville Terminal

Terre Haute, Indiana

L. E. BROWN

Asst. Trainmaster-Agent

Owensboro, Kentucky

F. E. PURSLEY

Trainmaster
 LH&StL Sub-Divn.

C. G. MARTIN

Asst. Trainmaster

E. L. FRASHIER

Asst. Trainmaster-Agent

Atkinson, Kentucky

F. L. ROY

Trainmaster
 O&N Sub-Divn.
 Atkinson District

B. E. TALLEY

Asst. Trainmaster

TONNAGE RATINGS OF LOCOMOTIVES

Column 1. RS-3 (100-259), GP-7 (388-495), GP-9 (501-545), F-9A (550-558), FP-7A (693), F-7A (803-863), GP-18 (900-904), C-418 (910-914), SW-1500 (5000-5029), MP-15 (5030-5039)

Column 2. GP-30 (1000-1060), GP-35 (1100-1128), C-420 (1300-1335), RS-20 (1350), U-25B (1600-1626), U-28B (2500-2502), U-30B (2503-2509), U-23B (2700-2834), GP-40 (3000-3029), GP-40-2 (3030-3039), GP-38 (4000-4049), GP-38-2 (4050-4144), SD-38-2 (4500-4504)

Column 3. SD-35 (1200-1220), SDP-35 (1221-1224), SD-40 (1225-1258), SD-40-2 (1259-1278 and 3554-3593), C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1533), U-30-C (1470-1499 and 1534-1582)

Column 4. S-90 (2160-2169), S-86 (2202-2219), S-87 (2221-2299), S-80 (2301-2376), RS-3M (2380)

NOTE: When figuring tonnage, each unit will carry its time-table rating.

SOUTHWARD	Col. 1	Col. 2	Col. 3	Col. 4
Yard Center to Terre Haute.....	2900	3200	4350	
Terre Haute to Wansford.....	2250	2475	3375	
East St. Louis to Belleville.....	1800	2000	2700	1400
Belleville to Mt. Vernon, Ill.....	2000	2200	3000	1600
Mt. Vernon, Ill. to McLeansboro.....	2300	2500	3450	1800
McLeansboro to Carmi.....	2000	2200	3000	1600
Carmi to Howell.....	2300	2500	3450	1800
Howell to Henderson.....	3230	3450	4845	2000
Henderson to Atkinson.....	3230	3450	4845	2000
Atkinson to Guthrie.....	2805	3000	4207	1200
Guthrie to Radnor.....	2200	2400	3300	1000
Earlington to Morton.....	1700	1900	2550	1200
Clay to Providence.....	2750	2950	4125	
Providence to Atkinson.....	2200	2400	3300	
Pyro to Atkinson.....	2100			
Hartford to Atkinson.....	3700	3900	5550	
Henderson to Stephensport.....	4000	4750	6750	
Stephensport to Brandenburg.....	2400	2600	3600	
Brandenburg to South Louisville.....				
Owensboro to Central City.....	1820	2020	2730	
Central City to Russellville.....	1700	1900	2550	

NORTHWARD

Russellville to Beech Creek Jct.....	1225	1425	1837	
Beech Creek Jct. to Central City.....	2000	2200	3000	
Central City to Owensboro.....	2500	2700	3750	
South Louisville to Irvington.....	1800	2000	2700	
Irvington to Henderson.....	4500	4750	6750	
Henderson to Howell (LH&StL).....	3000	3200	4500	
Henderson to Howell (HD).....	3230	3400	4845	1400
Radnor to Guthrie.....	1775	1950	2662	900
Guthrie to Morton.....	2305	3000	4207	1200
Morton to Earlington.....	1700	1900	2550	1200
Morton to Henderson.....	3630	3800	5445	2000
Providence to Clay.....	2750	2950	4125	
Atkinson to Providence.....	2200	2400	3300	
Atkinson to Hartford.....	3700	3900	5550	
Howell to Belknap.....	1500	1700	2450	1040
Belknap to McLeansboro.....	1900	2100	2850	1440
McLeansboro to Mt. Vernon, Ill.....	2300	2500	3450	2000
Mt. Vernon, Ill. to Ashley.....	1900	2100	2850	1440
Ashley to E. St. Louis.....	3600	3800	5400	2500
Wansford to Terre Haute.....	2250	2475	3375	
Terre Haute to Yard Center.....	2900	3200	4350	

