

# SOUTHERN RAILWAY SYSTEM

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WESTERN LINES

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## ST. LOUIS LOUISVILLE DIVISIONS

TIME TABLE No.

# 94

Effective 2:01 A. M. (Central Time)

SUNDAY, JULY 23, 1961

Time Shown on Louisville Division  
is Eastern Standard Time

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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W. H. MOORE - - - - - General Manager

W. L. HOFMANN - - - - - Superintendent

EASTBOUND—EAST ST. LOUIS AND PRINCETON—WESTBOUND

ST. LOUIS DIVISION (CENTRAL TIME)

Table with columns: THIRD CLASS, SECOND CLASS, FIRST CLASS, Capacity of Tracks in 50 Ft. Cars, Station Nos., Distance from St. Louis, TIME TABLE No. 94 EFFECTIVE JULY 23, 1961, STATIONS, FIRST CLASS, SECOND CLASS, THIRD CLASS. Includes train numbers 61, 57, 153, 154, 56, 60 and various station names like East St. Louis, Broadway, Tenth Street, etc.

NOTE: At Centralia between C. B. & Q. Junction Switches, all trains and engines will be governed by the rules and time table of C. B. & Q. R. R.

EASTBOUND—PRINCETON AND YOUNGTOWN—WESTBOUND

ST. LOUIS DIVISION (CENTRAL TIME)

Table with columns: THIRD CLASS, SECOND CLASS, FIRST CLASS, Capacity of Tracks in 50 Ft. Cars, Station Nos., Distance from St. Louis, TIME TABLE No. 94 EFFECTIVE JULY 23, 1961, STATIONS, FIRST CLASS, SECOND CLASS, THIRD CLASS. Includes train numbers 83, 5, 57, 153, 154, 56, 6 and various station names like Princeton, East Junction, Francisco, etc.

(St. L.-Lou.)

Central Standard Time shown on this page between Vincennes Street and Youngtown is for information only; K. & I. T. R. R. Time Table governs between those points.

EASTBOUND

YOUNGTOWN AND DANVILLE

WESTBOUND

LOUISVILLE DIVISION (EASTERN TIME)

THIRD CLASS	SECOND CLASS			FIRST CLASS	Capacity of Tracks in 50 Ft. Cars	Station Nos.	Distance from Lawrenceburg	Distance from Louisville	TIME TABLE No. 94 EFFECTIVE JULY 23, 1961		FIRST CLASS	SECOND CLASS		THIRD CLASS
	69	57	59						153	154		56	52	
Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Sidings	Other Tracks			Lv.	Ar.	A. M.	P. M.	P. M.	Tue. Thur. Sat.
7 50	12 30	5 20	10 00	Yrd. 271W			2.9		XYTOBW. YOUNGTOWN..N		6 00	12 40 PM	11 59	1 40
8 10	12 45	5 40	10 15	Yrd. 275W			6.9		X. L.S. JUNCTION ...		4 42	11 25	11 16	12 33
8 20	12 56	5 50	10 23	276W			8.2		X FOURTH STREET ..		4 37	11 15	11 13	12 28
				277W			8.7		X FLOYD STREET N					
				15 278W			9.7		X.. PRESTONIA .. P					
8 30	1 06	6 00	10 31	135 280W			11.1		X.. DUMESNIL .. P		4 29	11 08	11 06	12 20
				Yrd. 281W			12.9		X.. WHITNER .. P					
				Yrd. 282W			14.5		XY. APPLIANCE PARK P					
8 56	1 12	6 06	10 37	70 283W			15.0		X... BUECHEL.. DP		4 24	11 03	11 00	12 10 PM
9 25	1 22	6 16	10 47	38 287W			19.2		JEFFERSONTOWN.P		4 17	10 56	10 53	11 59
9 30	1 27	6 21	10 52 56	202 290W			21.7		TUCKER .. P		4 13	10 52 153	10 49	11 51
9 41	1 33	6 27	10 58	31 294W			25.8		FISHERVILLE P		4 06	10 40	10 42	11 39
				15 300W			32.7		VEECHDALE.. P					
9 56	1 54	6 48	11 22 68	163 4304W			35.9		JOYES .. P		3 49	10 22	10 25	11 22 153
10 10 56	2 05	6 59	11 31	41 52 308W			40.4		XW SHELBYVILLE DP		3 39	10 10 69	10 16	10 31
10 56	2 34	7 24	11 56	117 9 318W			50.1		WADDY .. P		3 22	9 53	9 56	10 06
				21 323W			55.0		AVENSTOKE .. P					
				5 327W			59.4		ALTON .. P					
11 25	3 04 154	7 48	12 21 PM	117 9 330W			62.5		COAL CHUTE P		3 04 57	9 32	9 32	9 35
11 35	3 07	7 49	12 23	Yrd. 331W		0.0	63.3		XYW. LAWRENCEBURG DP		2 58	9 29 68	9 30	9 29 56
				11 336W		4.4	67.7		McBRAYER .. P					
11 50	3 20	7 59	12 34	52 338W		6.4	69.7		NEVIN .. P		2 46	9 17	9 19	9 05
12 18 PM	3 38	8 08	12 44	125 20 345W		13.3	76.6		TALMAGE .. P		2 38	9 06	9 09	8 50
1 02 153	3 45	8 25 68	1 02 69	130 72 352W		20.6	83.9		X HARRODSBURG NC		2 22	8 50	8 54	8 25 59
1 20	3 56	8 36 56	1 12	358W		26.8	90.1		S. J. TOWER .. P		2 10	8 36 59	8 39	8 00
1 45	6 00	10 00	1 30	Yrd. 361W		29.9	93.2		XYOB DANVILLE..N		2 00	8 25	8 30	7 50
P. M.	A. M.	A. M.	P. M.						Ar.	Lv.	A. M.	A. M.	P. M.	A. M.
Mon. Wed. Fri. 69	Daily 57	Daily 59	Daily 153								Daily 154	Daily 56	Daily 52	Tue. Thur. Sat. 68

NOTE: Between L. S. Junction and Youngtown, all trains will be governed by the rules and time table of K. & I. T. R. R. Time of trains between these points is shown as information only.

Between S. J. Tower and Danville, all trains will be governed by the rules and time table of C. N. O. & T. P. Ry. Time of trains between these points is shown as information only.

Time Shown on Louisville Division is Eastern Standard Time

EASTBOUND

EVANSVILLE AND FRENCH LICK

WESTBOUND

ST. LOUIS DIVISION (CENTRAL TIME)

THIRD CLASS				Capacity of Tracks in 50 Ft. Cars	Station Nos.	Distance from Evansville	TIME TABLE No. 94 EFFECTIVE JULY 23, 1961		SECOND CLASS	THIRD CLASS		
83	85	5	7				8	82		84	6	
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sidings	Other Tracks		Lv.	Ar.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
A. M.	A. M.	A. M.	P. M.						A. M.	A. M.	A. M.	A. M.
12 35				Yard	0EB	0.0			XBW EVANSVILLE NCP		7 00	
12 55				36	4EB	3.2			ASYLUM			
1 05				9	12EB	11.4			CHANDLER		6 15	
1 12									XYBOONVILLE WYE. P		6 07	
				104	17EB	16.6			X.. BOONVILLE .. P		6 05	
				90	18EB	18.2			X... NESTOR .. P			
				12	22EB	21.6			DE GONIA			
	A. M.			12	26EB	25.7			TENNYSON P			A. M.
1 37	11 55		P. M.						ROCKPORT JUNCTION. P	A. M.]	5 32	10 15
1 39	12 01 PM		12 05	35	15 34EB	33.2			X... LINCOLN CITY ... P	17 35	5 30	10 10
1 44	P. M.		12 10		36 37EB	36.6			DALE	17 23	5 24	A. M.
1 48		A. M.	12 20	22	39EB	39.2			HILL TOP	7 17 1/2	5 16	A. M.
2 15		7 30	12 50		Yard 200W	46.9			XOWYB. HUNTINGBURG. NCP	7 00	5 00	10 30
A. M.		7 50	P. M.		90 54EB	53.8			X JASPER	A. M.	A. M.	10 05
		8 15			33 63EB	63.0			DUBOIS			9 45
		8 50 s			180 79EB	79.0			XY. FRENCH LICK. ...			9 10 s
					80EB	80.0			X.. WEST BADEN ...			
A. M.	P. M.	A. M.	P. M.						Ar.	Lv.	A. M.	A. M.
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Daily
83	85	5	7						(St. L.-Lou.)		8	82
												84
												6

NOTE: Between French Lick and West Baden, trains will be governed by the rules and time table of Monon R. R. Between Boonville Wye and Warrick trains will be governed by rules of Yankeetown Dock Corporation. Between Sunlight and Lynnville and Squaw Creek, trains will be governed by rules of Peabody Coal Co.

EASTBOUND

ROCKPORT AND ROCKPORT JUNCTION

WESTBOUND

ST. LOUIS DIVISION (CENTRAL TIME)

Table with columns for Third Class, Capacity of Tracks, Station Nos., Distance from Rockport, TIME TABLE No. 94 EFFECTIVE JULY 23, 1961, STATIONS, and Ex. Sun. for trains 85 and 84.

EASTBOUND

CANNELTON AND LINCOLN CITY

WESTBOUND

ST. LOUIS DIVISION (CENTRAL TIME)

Table with columns for Third Class, Capacity of Tracks, Station Nos., Distance from Cannelton, TIME TABLE No. 94 EFFECTIVE JULY 23, 1961, STATIONS, and Ex. Sun. for trains 7 and 8.

EASTBOUND

LAWRENCEBURG AND LEXINGTON

WESTBOUND

LOUISVILLE DIVISION (EASTERN TIME)

Table with columns for Second Class, Capacity of Tracks, Station Nos., Distance from Louisville, TIME TABLE No. 94 EFFECTIVE JULY 23, 1961, STATIONS, and Ex. Sun. for trains 11 and 12.

NOTE: All trains while on tracks of C. N. O. & T. P. Ry. at Lexington will be governed by rules and time table of that company.

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOOKS DAILY (Rule 707)

ALL REGULAR EASTBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with general rule No. S-72 except that train No. 84 is superior to train No. 85 Lincoln City to Rockport

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rules 4 and 83(c))

A train must receive a clearance card before leaving its initial station, except: Train No. 7 will leave Tell City on time table rights without clearance card. Train No. 83 will leave Evansville on time table rights without clearance card if no operator on duty. If no operator on duty, Train No. 82 will leave Huntingburg on time table rights without clearance card. Train No. 85 will leave Rockport on time table rights without clearance card. Trains will leave Lincoln City on time table rights without clearance card. Lawrenceburg branch trains will leave Lawrenceburg and Lexington on time table rights without clearance card when no operator is on duty. Trains must receive a clearance card before leaving Princeton.

2. BULLETIN BOOKS (Rules 707, 856, 1011, 1052 and 1076)

Coapman (Yard Office), (Wash House) Princeton (Call Office), Youngtown (Call Office, Round House, Lawrenceburg, Danville (Yard Office, Round House, Evansville, (Yard Office)

3. TRAIN REGISTERS (Rules 83, 83a, 83b)

Coapman, Princeton, Huntingburg, (Branch trains only), Evansville, Lincoln City, Rockport Junction, Rockport, Tell City, Youngtown, Lawrenceburg, (Branch trains only), Danville, Lexington. Trains 84 and 85 only will register at Rockport Junction. Rockport and Cannelton Branch Trains only will register at Lincoln City.

4. STANDARD CLOCKS (Rule 3)

Coapman, Princeton, Evansville, Huntingburg, Louisville (Dispatcher's Office), Youngtown (Call Office and Roundhouse Office), Danville, Lexington.

5. RAILROAD CROSSINGS AT GRADE

Interlocked—(Rules 98, 281 to 296, 505 to 671) V. & C. Junction.....T. R. R. A. Coapman .....A. & S. R. R. (Automatic) Centralia .....M. I. R. R. Centralia .....C. R. R. Mt. Vernon .....C. & E. I. R. R. Fairfield .....B. & O. R. R. (Automatic) Browns .....I. C. R. R. (Automatic) Mt. Carmel .....C. C. C. & St. L. Ry. Princeton .....C. & E. I. R. R. (Automatic) Oakland City .....C. C. C. & St. L. Ry. New Albany (Main Street).....P. R. R. (Note 1) Fourth Street.....L. & N. R. R. (Automatic) Floyd Street .....L. & N. R. R.

Not Interlocked—(Rule 98)

Huntingburg .....Evansville Branch (Note 1) Boonville Wye .....Yankeetown Dock Corp. (Note 1) Evansville .....C. & E. I. R. R. L. S. Junction .....I. C. R. R. Shelbyville .....L. & N. R. R. (Note 1)

Note 1—All trains and engines approach Evansville-French Lick Branch Crossing at Huntingburg, Yankeetown Dock Corporation Crossing at Boonville Wye, P.R.R. Crossing at Main Street, New Albany, and L. & N. Crossing at Shelbyville prepared to stop short of crossing and if safety gate is set for their movement, they may proceed at restricted speed without making safety stop.

6. JUNCTIONS

Interlocked—(Rules 98, 281 to 296, 505 to 671) Centralia .....C. B. & O. R. R. Oakland City.....C.C.C. & St. L. Ry. New Albany "Vincennes Street" .....B. & O. R. R.-Monon Ry. L. S. Junction.....K. & I. T. R. R. S. J. Tower .....C. N. O. & T. P. Ry

Not Interlocked—(Rule 98)

Fairfield .....B. & O. R. R. Browns .....I. C. R. R. Princeton .....C. & E. I. R. R. Huntingburg .....Ferdinand R. R. Huntingburg .....Evansville-French Lick Br. Corydon Junction .....L. N. A. & C. R. R. Boonville Wye .....Yankeetown Dock Corp. Rockport Junction .....Rockport Branch Lincoln City .....Cannelton Branch Evansville .....C. & E. I. R. R. French Lick .....Monon Ry. Lawrenceburg .....Lexington Branch Lexington .....C. N. O. & T. P. Ry

7. DRAWBRIDGES

Not Interlocked—(Rule 98) Wabash River Bridge .....Mt. Carmel

8. TWO OR MORE TRACKS

(Rules 5, S-89(c), 98, D-151 to D-153, 241, 251, 281 to 296, 505 to 671)

Two tracks extend between: L. S. Junction, M. P. 6.9W to Fourth St., M. P. 8.2W.

ENDS OF TWO OR MORE TRACKS

Interlocked: L. S. Junction, M. P. 6.9W and Fourth St., M. P. 8.2W.

9. AUTOMATIC BLOCK SYSTEMS

(Rules 281 to 296, 505 to 522)

Automatic block signal rules are effective between Mt. Carmel, M.P. 151.0 and Vincennes Street, New Albany, M.P. 269.5, L. S. Junction, M.P. 6.9 - W, and Fourth Street, M.P. 8.2 - W, East end Dumesnil, M.P. 11.6 - W, and West end of Talmage, M.P. 11.9 - X.

10. TRAIN MOVEMENTS (Rules 5 and 82 to 671)

REMOTE CONTROL TERRITORY (Rules 530 to 560) (a) Between Fourth St., M.P. 8.2W and East End Dumesnil, M.P. 11.6W. (b) Between West End of Talmage, M.P. 11.9X and S. J. Tower, M.P. 26.8X. Trains or engines will run on single track by block signals according to Rules 530 to 560.

Trains and engines authorized by control station to pass a Stop Signal in remote control territory must proceed at RESTRICTED speed and must examine all power-operated switches, derails and movable frog points until the leading truck of an engine or car has passed the protecting signal to insure they are in proper position for the movement.

(St. L.-Lou.)

**SPECIAL INSTRUCTIONS**

**OTHER TRAIN MOVEMENTS**

Trains or engines using the Southern Railway Sunlight Mine spur from Boonville Wye to the Peabody connection at Sunlight will be governed by Yard Speed (Rule 93). See Rule 105.

Southern Railway trains or engines will use the Peabody Coal Company industrial spur from the connection at Sunlight to Lynnville by the rules of the Peabody Coal Company.

All trains and engines before using tracks North of Boonville Wye, will lock semaphore signal at entrance to spur in Stop position until all work has been completed and they have cleared this spur, when signal should be locked in Clear position. Yard Speed must not be exceeded. See Rule 105.

Train No. 153 will observe rule 93 within yard limits at Coapman and Lawrenceburg. Train No. 154 will observe rule 93 within yard limits of Lawrenceburg, Buechel-L.S. Junction, New Albany, Huntingburg and Coapman. Second and inferior class, extra trains and engines must not delay first class trains.

Westbound freight trains must not back out of Duncan Siding.

On Huntingburg Branches, Diesel-Electric switch and road locomotives will not be run through water that is over top of the rails.

Foreign line trains using St. Louis-Louisville Division tracks will use their own markers displaying red to rear when on main track and changed to show yellow or green to rear when clear of main track.

**ROAD CROSSINGS (Rules 30 and 31)**

In Illinois beginning not more than ninety rods (1485 ft.) and not less than eighty rods (1320 ft.) from each road crossing the bell must be rung continuously and the whistle sounded alternately until the engine is within fifty feet of the crossing.

In Indiana, beginning not more than one hundred rods (1650 ft.) and not less than eighty rods (1320 ft.) from each road crossing, the bell must be rung continuously and the whistle sounded alternately, until engine reaches the crossing.

In Kentucky, beginning not less than fifty rods (825 ft.) from each road crossing, the bell must be rung or the whistle sounded, continuously, or alternately, until engine reaches the crossing.

**11. SPRING SWITCHES (Rules 104(b), 104(c) and 517)**

Coapman	.....	East end of leads
Germantown	.....	West end of siding
Centralia	.....	West end of siding
Mt. Vernon	.....	West end of siding
Moon	.....	Both ends of siding
Simpson	.....	Both ends of siding
Princeton	.....	Both ends of siding
Ayrshire	.....	Both ends of siding
Birdseye	.....	Both ends of siding
Temple	.....	Both ends of siding
Milltown	.....	Both ends of siding
Crandall	.....	Both ends of siding
Duncan	.....	East end of siding
Fourth Street	.....	End of double track
Dumesnil	.....	Both ends of siding
Tucker	.....	Both ends of siding
Joyes	.....	Both ends of siding
Waddy	.....	Both ends of siding
Coal Chute	.....	Both ends of siding
Talmage	.....	Both ends of siding
Harrodsburg	.....	Both ends of siding

**12. ENTRANCE SWITCH TO SIDINGS**

(Rules S-88, S-89, S-89(a) and S-89(c))

Unless otherwise provided, enter at first switch of first siding.

**13. SPEED RESTRICTIONS (Rules 109 and 1012)**

Where not otherwise restricted, the following maximum speed of trains is authorized:

- Between Coapman and Mt. Carmel: 49 miles per hour.
- Between Mt. Carmel and M.P. 208: 55 miles per hour.
- Between M.P. 208 and S.J. Tower: 45 miles per hour.
- Between Evansville and French Lick: 40 miles per hour.
- Between Rockport and Rockport Junction: 30 miles per hour.
- Between Lincoln City and Cannelton: 30 miles per hour.
- Between Lawrenceburg and Lexington: 30 miles per hour.

Trains or engines must not exceed a speed of ten (10) miles per hour over Sixth Street Underpass, M.P. 16.5B on the Belleville, Illinois freight house branch.

Trains or engines must not exceed a speed of 10 miles per hour over Cedar Brook Viaduct, M.P. 65.0W and Kentucky River Bridge, M.P. 66.1W.

Trains or engines must not exceed a speed of 20 miles per hour within limits of interlocking plants, except westbound trains at Centralia, and all trains at Mt. Vernon, Fairfield, Browns and Oakland City.

Speed of 15 miles per hour must not be exceeded while entering or leaving sidings or moving through crossovers or turnouts: except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points, where speed of 45 miles per hour must not be exceeded.

**SPEED RESTRICTIONS ON CURVES**

Where not otherwise restricted, the following speeds are authorized:

ST. LOUIS DIVISION			LOUISVILLE DIVISION		
Between			Between		
M.P. and	M.P.	M.P.H.	M.P. and	M.P.	M.P.H.
8.3	9.8	30	7.0W	8.1W	25
15.8	18.5	35	8.1W	9.5W	20
36.5	37.0	40	16.9W	17.1W	40
42.0	42.3	40	19.7W	29.4W	40
43.7	44.0	40	31.8W	32.9W	35
47.6	48.1	40	34.7W	35.0W	40
64.2	66.4	25	39.6W	40.5W	25
87.4	87.9	35	40.5W	41.7W	35
149.9	151.0	35	43.7W	43.9W	30
162.4	162.5	15	43.9W	44.8W	35
169.9	170.1	45	48.2W	50.2W	35
172.5	172.6	45	50.2W	52.5W	40
180.8	181.5	45	52.5W	52.8W	30
186.4	187.7	45	54.7W	55.7W	40
198.4	198.6	45	60.3W	60.5W	40
215.6	216.7	35	1.9 X	2.1 X	40
218.3	218.5	40	4.8 X	5.1 X	40
221.8	222.4	40	7.3 X	10.3 X	40
225.0	226.1	40	13.4 X	13.5 X	40
226.1	227.8	30	19.9 X	21.1 X	15
228.0	229.6	40			
232.4	232.6	40			
236.0	236.3	40			
237.9	238.5	35			
245.0	245.4	35			
255.8	256.3	35			
262.1	263.3	25			
266.7	266.9	20			
268.4	269.5	10			

(St. L.-Lou.)

**SPECIAL INSTRUCTIONS**

**14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS**

EASTBOUND	F-7, GP-7 and GP-9 Gear Ratio	FM Road Switchers Gear Ratio	FM Trainmaster SD-24 Gear Ratio
	62/15	63/15	74/18
Coapman-Cooper	1600	1650	2500
Cooper-Huntingburg	1850	1900	2950
Huntingburg-Youngtown	1250	1250	2000
Youngtown-Lawrenceburg	1250	1300	2000
Lawrenceburg-Danville	1800	1950	2800
Evansville-Boonville	1750	1750	
Boonville-Huntingburg	1800	1850	
Huntingburg-French Lick	2000	2100	

  

WESTBOUND			
	F-7, GP-7 and GP-9 Gear Ratio	FM Road Switchers Gear Ratio	FM Trainmaster SD-24 Gear Ratio
	62/15	63/15	74/18
Danville-Lawrenceburg	1800	1950	2800
Lawrenceburg-Youngtown	1300	1300	2000
Youngtown-Duncan	650	700	1100
Duncan-Huntingburg	1200	1250	2000
Huntingburg-Coapman	1850	1900	3500
French Lick-Huntingburg	2100	2150	
Huntingburg-Boonville	2200	2250	
Boonville-Evansville	1850	1900	

When units having F-7 rating are used with 1600 HP Road Switchers, F-7 Tonnage will govern for all units.

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineman will be sent by wire to the Chief Dispatcher. Conductor will make written report upon arrival at terminal.

**15. LOAD LIMIT AND EQUIPMENT RESTRICTIONS (Rule 708)**

The weight of engines and cars is limited as follows:

- Between East St. Louis & Youngtown
- Between Evansville & West Baden
- Between Youngtown & Danville

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	6-6	390,000 lbs.
Diesel Electric	4-4	260,000 lbs.
Derrick (250-ton cap'y)		(a) 383,000 lbs.
Derrick (150-ton cap'y)		(b) 269,000 lbs.
Derrick (120-ton cap'y)		(c) 247,300 lbs.
Loaded Cars	4-wheel truck	251,000 lbs.
Loaded Cars	6-wheel truck	300,000 lbs.

(a) May be handled only from Danville to Youngtown and from Youngtown to but not over Little Blue River Bridge, MP 227.6, provided that spacer car not less than 40-ft. long,

weighing not more than 90,000 lbs., is placed at each end of derrick.

(b) Must have spacer car not less than 40-ft. long, weighing not more than 90,000 lbs., at each end of derrick, except that two 90,000 lb. spacer cars each not less than 40-ft. long, must be at each end of derrick when passing over Little Blue River Bridge MP 227.6 with speed not exceeding 10 miles per hour.

(c) Must have spacer car not less than 40 ft. long weighing not more than 90,000 lbs. at each end of derrick. Speed over Little Blue River Bridge MP 227.6 must not exceed 10 miles per hour.

Between Lincoln City & Cannelton		
Between Lincoln City & Rockport		
KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	260,000 lbs.
Derrick (120-ton cap'y)		(c) 229,000 lbs.
Loaded Cars	4-wheel truck	251,000 lbs.
Loaded Cars	6-wheel truck	300,000 lbs.

(St. L.-Lou.)

SPECIAL INSTRUCTIONS

Between Lawrenceburg & Lexington

Table with 3 columns: KIND, TYPE, TOTAL WEIGHT. Rows include Diesel Electric, Derrick (250-ton cap'y), and Loaded Cars.

\* Having 50,000 lb. maximum axles.

Coupled diesel units may be operated except over Cedar Brook Viaduct and Kentucky River Bridge.

(d) Over Cedar Brook Viaduct and Kentucky River Bridge single diesel units must be followed by a spacer car weighing not more than 50,000 lbs.

(e) May be handled from Lawrenceburg to but not over Cedar Brook Viaduct MP 65.0-W, and from Lexington to but not over Kentucky River Bridge, MP 66.1-W, provided that spacer car not less than 40-ft. long, weighing not more than 90,000 lbs.

(f) Cars weighing over 140,000 lbs., but not exceeding 169,000 lbs., must be separated at each end by a spacer car weighing not more than 110,000 lbs.

DIVISION OFFICERS

- J. H. SHARP, Superintendent Terminals ..... Coapman, Ill.
L. WOODALL, Jr., Trainmaster ..... Huntingburg, Ind.
C. E. HENDRY, Trainmaster ..... Louisville, Ky.
J. B. MALLORY, Trainmaster ..... Princeton, Ind.
J. V. CRUMP, Trainmaster ..... Buechel-Appliance Park, Ky.
M. P. OVIATT, Division Engineer ..... Louisville, Ky.
J. L. FISHER, Asst. Division Engineer ..... Princeton, Ind.
W. C. DOVE, Gen. Road Foreman of Engines ..... Chattanooga, Tenn.
F. S. SANDERS, Road Foreman of Engines ..... Huntingburg, Ind.
J. P. SANDERS, Road Foreman of Engines ..... Louisville, Ky.
R. C. BEIL, Road Foreman of Engines ..... Louisville, Ky.
J. D. TURPIN, Road Foreman of Engines ..... Princeton, Ind.
R. L. BENHAM, Chief Dispatcher ..... Louisville, Ky.
H. W. BOZEMAN, General Yard Master ..... Coapman, Ill.

LOCAL SURGEONS

- Dr. V. P. Siegel ..... East St. Louis, Ill.
Dr. Jos. W. Compton, Assistant ..... East St. Louis, Ill.
Dr. Eugene E. McQuillan, Oculist ..... East St. Louis, Ill.
Dr. C. P. Renner ..... Belleville, Ill.
Dr. Chas. E. Baldree ..... Belleville, Ill.
Dr. E. C. Asbury ..... New Baden, Ill.
Dr. J. Carl Hall ..... Centralia, Ill.
Dr. W. W. Davidson ..... Centralia, Ill.
Dr. W. G. Parker ..... Mt. Vernon, Ill.
Dr. Marshall W. Hall, Ass't ..... Mt. Vernon, Ill.
Dr. Kenneth O. Hubble ..... Fairfield, Ill.

- Dr. A. J. Boston ..... Albion, Ill.
Dr. Tommy R. Young ..... Mt. Carmel, Ill.
Dr. John J. McIntosh, Oculist ..... Mt. Carmel, Ill.
Dr. Virgil McCarty ..... Princeton, Ind.
Dr. John K. Folck, Assistaunt ..... Princeton, Ind.
Dr. H. K. Stork ..... Huntingburg, Ind.
Dr. John M. Bretz, Assistant ..... Huntingburg, Ind.
Dr. Novy Gobbel ..... English, Ind.
Dr. G. D. Baker ..... Crandall, Ind.
Dr. H. K. Engelman ..... Georgetown, Ind.
Dr. William H. Garner ..... New Albany, Ind.
Dr. James Y. McCullough, Assistant ..... New Albany, Ind.
Dr. W. H. Garner, Jr., Ass't ..... New Albany, Ind.
Dr. Edgar H. Weber ..... Evansville, Ind.
Dr. F. Minton Hartz, Assistant ..... Evansville, Ind.
Dr. William M. Cockrum, Oculist ..... Evansville, Ind.
Dr. Leo A. Salb ..... Jasper, Ind.
Dr. John P. Salb, Assistant ..... Jasper, Ind.
Dr. John M. James, Ass't ..... Tell City, Ind.
Dr. John C. Glackman, Jr. .... Rockport, Ind.
Dr. Wilbert M. Twyman ..... Louisville, Ky.
Dr. John T. Bates ..... Louisville, Ky.
Dr. R. Glenwood Spurling, Neurosurgeon ..... Louisville, Ky.
Dr. Will R. Pryor, Oculist ..... Louisville, Ky.
Dr. Chas. T. Moran, Asst. Oculist ..... Louisville, Ky.
Dr. R. J. Seebold ..... Buechel, Ky.
Dr. Donald Chatham ..... Shelbyville, Ky.
Dr. Geo. F. Gilbert ..... Lawrenceburg, Ky.
Dr. T. O. Merideth, Asst. .... Harrodsburg, Ky.
Dr. C. B. Van Arnsdall, Jr., Ass't ..... Harrodsburg, Ky.
Dr. O. L. Mays ..... Danville, Ky.
Dr. G. H. Gregory ..... Versailles, Ky.
Dr. C. Noel Hall, Asst. .... Versailles, Ky.
Dr. William D. Reddish ..... Lexington, Ky.

HOSPITALS

- St. Mary's Hospital ..... East St. Louis, Ill.
St. Elizabeth's Hospital ..... Belleville, Ill.
St. Mary's Hospital ..... Centralia, Ill.
Gibson General Hospital ..... Princeton, Ind.
St. Edward's Hospital ..... New Albany, Ind.
Floyd County Memorial Hospital ..... New Albany, Ind.
SS. Mary & Elizabeth Hospital ..... Louisville, Ky.
St. Joseph Hospital ..... Lexington, Ky.
Ephriam McDowell Memorial Hospital ..... Danville, Ky.

VETERINARIANS

- Jas. M. Atteberry ..... Albion, Ill.
J. D. Huston ..... Harrodsburg, Ky.
M. H. Doller ..... Danville, Ky.

(St. L.-Lou.)

WATCH INSPECTORS

- Wiggins Jewelry Co. .... St. Louis, Mo.
Zerweck Jewelry Co. .... East St. Louis, Ill.
Laird Jewelers ..... Mt. Vernon, Ill.
J. Hershel Monroe ..... Princeton, Ind.
Welp Jewelers ..... Huntingburg, Ind.
J. B. Groves ..... Evansville, Ind.
Jacob Roland ..... Cannelton, Ind.
J. O. Endris ..... New Albany, Ind.
B. Weinberg ..... Louisville, Ky.
Mark J. Scearce ..... Shelbyville, Ky.
Earl Law ..... Harrodsburg, Ky.
Graves Jewelry Store ..... Danville, Ky.
Russel Hocker ..... Lexington, Ky.

HOURS OF SERVICE OF TRAIN ORDER OFFICES

St. Louis Division — Central Time

Table with 4 columns: Stations, Week-days, Saturdays, Sundays. Lists various stations and their service hours.

Louisville Division — Eastern Time

Table with 4 columns: Stations, Week-days, Saturdays, Sundays. Lists various stations and their service hours.

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Between East St. Louis, Danville and Lexington

Table with 5 columns: NAME, NO., LOCATION, CAPY., OPEN END. Lists stations like Shiloh, Merriam, Ellery, Lyles, Douglas, Enosville, Velpen, Stapleton, Bretzville, Milner, Kings Ranch.

Between Evansville, French Lick, Rockport and Cannelton

Table with 5 columns: NAME, NO., LOCATION, CAPY., OPEN END. Lists stations like Smythe, Stevens Lumber, Stevenson, Three Coal Co., Bradley, Rock Hill, Lamar, Evanston, Johnsburg, Cuzco.

LOCATION OF TELEPHONES IN ADDITION TO THOSE INDICATED IN STATION COLUMNS

Merriam Ellery Enosville Stapleton

TABLE FOR DETERMINING TRAIN SPEEDS

Table with 6 columns: Sec. per Mile, Miles per Hour, Sec. per Mile, Miles per Hour, Sec. per Mile, Miles per Hour. Shows speed data for various distances.

(St. L.-Lou.)

