

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

R. A. Brian

LOUISVILLE DIVISION AND BRANCHES.

No. 100.

TIME TABLE.

No. 100.

TAKES EFFECT

SUNDAY, NOVEMBER 6, 1904, AT 5.00 P. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

CENTRAL TIME STANDARD.

G. E. EVANS,
GENERAL MANAGER.

C. B. PHELPS,
SUPT. TRANSPORTATION.

C. J. KLEIN,
SUPT. LOUISVILLE TERMINALS.

E. E. SNYDER,
SUPERINTENDENT.

FIRST DIVISION. S. B. AND G. R. R. SPECIAL INSTRUCTIONS.

OBSERVE BULLETIN BOARDS DAILY AND NOTE ALL NEW ORDERS.

Nos. 1, 2, 3, 4, 6, 7, and 8 have right of track over Nos. 5, 9, 10, 23, 24, 25, 26, 41, 42, 43, 44, 90, 91, 92 and 93.

No. 3 will take siding at Gosson for No. 4.

No. 21 will take siding at all regular meeting points and meeting points made by special orders unless otherwise directed.

Nos. 21 and 22 will allow trains of the same class running in the same direction to pass and run ahead of them when overtaken.

Nos. 71, 72, 73, 74, 75, and 76 will pass and run ahead of other second class trains when overtaken. All other second class trains will let Nos. 71, 72, 73, 74, 75, and 76 by without delay.

If from any cause the speed of a train is so much reduced as to endanger the rear, the conductor will be held responsible for fully protecting it by the use of the proper signals.

Should a flagman be recalled before reaching a point, as required by Rules 96, 97, and 99, he must, to protect his train while returning, place a caution signal at a proper distance as per Rule 99, going farther back if necessary.

A train handled by two or more engines coupled together will be governed by the same rules as if handled by a single engine. The front engine will give the necessary signals and regulate the speed as required by the rules.

All freight trains approaching passing sidings will sound the whistle, as per Rule 39. The engineman will then receive a signal from the conductor. If signaled to stop, he will answer as per Rule 40; if to proceed, he will answer as per Rule 42. The signal must be given by the conductor to the flagman, and be passed to the engineman through the front brakeman. If a signal is not received by the engineman, the train must be stopped before passing the siding. If the whistle is not sounded by the engineman as required, the proper signal must be passed in the usual manner, and cause of failure to sound the whistle immediately ascertained. Great care must be taken before stopping to see that the train has not parted.

Enginemens of passenger trains approaching passing sidings at which they are to meet or be passed by trains of the same or superior class, either by time-table or order, or inferior class trains by order, will immediately after sounding the station whistle as per Rule 39, give one short blast of the whistle as per Rule 40. Conductors will place themselves in position to hear these signals, and failing to clearly hear and understand them, must stop their trains.

When two or more engines are coupled to a train their main reservoirs must be coupled together and all the brakes must be connected through to and operated from the head engine. The other engine or engines must be kept in readiness to take charge of the train should it become necessary.

The maximum speed of passenger trains between Louisville and Bowling Green is fifty (50) miles per hour.

The maximum speed of fast freight trains between South Louisville and Bowling Green is thirty-five (35) miles per hour. All other freights thirty (30) miles per hour.

The Interlocking Switch at End of Double Track will be handled by the telegraph operator. The normal position of this switch is for north bound trains. A semaphore signal is located 50 feet north of switch to govern south-bound trains, and north-bound trains will be governed by semaphore signal located 20 feet south of switch.

Trains must have the right to single track before calling for switch to be changed. Operator must not change switch to single track before receiving signal.

All trains must not exceed a speed of ten (10) miles per hour over switch at End of Double Track, Lebanon Junction.

All trains must approach End of Double Track, Lebanon Junction, and cross-over switches at Bardstown Junction under full control prepared to stop until track is seen to be clear and switches set in proper position.

When trains have orders to meet at East Siding and the north-bound train takes siding, the north-bound train will, in case the south-bound train has not yet arrived, pull up to the telegraph office at Lebanon Junction, using the track on east side of coal bin, from which point they will proceed on double track. Register of arrival at Lebanon Junction will be due notice of arrival of the train at East Siding. If south-bound train is in sight at Lebanon Junction the conductor of north-bound train will send a brakeman ahead on Main Track to notify south-bound train of arrival at East Siding. This to avoid any confusion in event both trains meet on opposite side of coal bin where engine number and markers can not be seen. Trains using track on east side of coal bin must move cautiously, expecting to find track occupied.

North-bound trains wanting to take siding, or south-bound trains on siding wanting to pull out, at South Switch, Glasgow Junction, will signify same by blowing four (4) short blasts of the whistle, when operator will throw switch. North-bound trains wanting switch set for siding will blow the signal six hundred (600) feet south of switch. North-bound trains must not call for train order signal until engine has passed over switch.

DR. GEO. W. GRIFFITHS, : Louisville, Ky.
DR. S. W. BATES, : Shepherdsville, Ky.

R. C. MORRISON,

Master of Trains,
LOUISVILLE, KY.

North switch of west passing track and south switch of east passing track at Dividing Ridge will be operated from the tower. Trains wanting to take the siding will signify the same by four (4) short blasts of the whistle, when Operator will throw the switch. South-bound trains having to take siding at Dividing Ridge will use west passing track; north-bound trains will use east passing track. Enginemen must not call for switch until after train order signal has been called for.

Trains that are to take siding at switches handled by operators must approach switches prepared to stop in case Operators fail to throw switches; enginemen must be particular to blow distinct signals.

Operators handling switches must not throw switch until called for.

Sand pipes on engine must be kept tightly closed while passing over switches.

All trains must register in book provided for that purpose at Louisville, "FX" tower at South Louisville, Bardstown Junction, Lebanon Junction, and Bowling Green.

First Division trains will not stop at Bardstown Junction to register. Conductors of trains passing Bardstown Junction between 7 o'clock A. M. and 7 o'clock P. M. will deliver card, Form 92, to the operator, who will correctly register the train and retain card for his file.

First Division trains passing Bardstown Junction between 7 o'clock P. M. and 7 o'clock A. M. will not register at that station.

At register points where first class trains are not required to stop, conductors will deliver card, Form 92, to the operator, who will correctly register the train and retain card for his file.

Conductors of all trains will deliver register card, Form 92, to operator at "FX" tower, who will correctly register the train and retain card for his file.

The register-book at Lebanon Junction will show the register of Springfield Branch trains at Bardstown Junction. The train dispatcher will give the operator at Lebanon Junction the register of Springfield Branch trains at Bardstown Junction.

Operators at Lebanon Junction will be held responsible for the correct registration of trains as given them by the train dispatcher.

Knoxville Branch passenger trains will get clearance or movement order at Lebanon Junction as per Rule No. 369.

Regular trains will not be required to get clearance or movement order at Springfield, Glasgow, or Glasgow Junction, as per Rule 369.

The clocks in the train dispatcher's office at Louisville and telegraph offices Union Station, South Louisville, Lebanon Junction, and Bowling Green, are standard clocks.

All trains must reduce speed to six (6) miles per hour over Main Street crossing, Elizabethtown.

No. 2 will stop at Lebanon Junction to let off passengers from points south of Bowling Green.

No. 3 will stop at Glasgow Junction to let off passengers from Louisville or Elizabethtown for Glasgow.

No. 3 will stop on signal at Smiths Grove on Monday for passengers.

Nos. 3 and 4 will stop on signal at Glasgow Junction to take on and let off passengers holding tickets allowing stopover privileges to visit Mammoth Cave.

No. 5 will stop on signal at all points north of Lebanon Junction to take on passengers for points south of Lebanon Junction on main line, and will stop on signal at Lynnland and Sunnyside.

No. 6 will stop on signal at Sunnyside and Lynnland for passengers, and will stop at points north of Lebanon Junction to let off passengers from points south of Lebanon Junction. On Sunday No. 6 will stop on signal at Hubers.

No. 7 will stop on signal at Senora and Cave City for passengers for points on Henderson and St. Louis Divisions at which No. 54 stops.

Nos. 9, 10, 23, 24, 41, 42, 90, 91, 92 and 93 will stop on signal at all stations and platforms.

No. 23 will stop on signal at all stations and platforms north of Bardstown Junction to take on passengers for points on Springfield Branch.

No. 25 will stop at Hubers and Gap-in-Knob to let off passengers.

No. 44 will stop at points north of Bardstown Junction to let off passengers from points on Springfield Branch.

Freight trains will not carry passengers.

YARD LIMITS.

Yard limits will be designated by standard yard limit boards south of Highland Park, north and south of Lebanon Junction, and north of Bowling Green.

All trains must approach South Louisville, Bardstown Junction, Lebanon Junction, Glasgow Junction, and Bowling Green, cautiously, expecting to find main track occupied.

LIST OF SURGEONS.

DR. J. E. JOHNSON, : Lebanon Junction, Ky.
DR. F. P. STRICKLER, : Elizabethtown, Ky.
DR. J. J. ADAMS, : Munfordville, Ky.

J. B. ARBEGUST,

Master of Trains Louisville Terminal,
LOUISVILLE, KY.

INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS ON MULDRAUGH'S HILL.

South-bound extras will not leave Colesburg unless both hill engines are there, unless otherwise directed by Special Orders.

All trains must keep fifteen minutes apart while ascending or descending the hill.

Operators at Colesburg and Tunnel Hill must hold the fixed signal at red, to keep trains leaving their respective stations the required time apart ascending or descending the hill.

Operator at Tunnel Hill will hold north-bound freight trains that are following passenger trains until the passenger train has arrived at Colesburg.

All trains must use schedule or minimum time descending Muldraugh's Hill.

After assisting trains up the hill, helping engines will have the right to return from Tunnel Hill to Colesburg ahead of north-bound delayed second and inferior class trains.

Helping Engines must in all cases be attached to the forward end of trains requiring help up the hill.

Lamps must be lighted in coaches of passenger trains before train enters Muldraugh's Hill Tunnel.

While passing through the tunnel during the day, flagmen must, in addition to the day signals, have a red lamp lighted and placed on rear platform ready for use.

Enginemen of all trains must give a long blast of the whistle when they pass out of the tunnel.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH GAUNTLET OVER SALT RIVER BRIDGE AT SHEPHERDSVILLE.

An interlocking system of derail switches, and signals governing same, has been established at that point, and will be controlled by the operator in "S C" tower at south end of bridge.

Location of derail on north bound track 1,000 feet south of south end of bridge.

Location of home signal on north bound track 1,050 feet south of south end of bridge.

Location of distant signal on north bound track 2,050 feet south of south end of bridge.

Location of derail on south bound track 590 feet north of north end of bridge.

Location of home signal on south bound track 650 feet north of north end of bridge.

Location of distant signal on south bound track 1,650 feet north of north end of bridge.

All trains from either direction must approach the bridge under full control prepared to stop at home signal if signals are not clear.

Trains receiving clear signals have the right of track over the bridge regardless of all other trains.

The distant signal when set against a train will show a horizontal green arm by day and in addition a green light at night. When clear the arm will be dropped to an angle of 45 degrees, and in addition will show a white light at night.

The home signal when set at danger will show a horizontal red arm by day and in addition a red light at night. When set at safety the arm will be dropped to an angle of 45 degrees, and in addition will show a white light at night.

The normal position of these signals will be danger. They will only be changed to safety to allow trains to pass, and under no circumstances must a train approach these signals expecting to find them clear.

South-bound trains must not exceed a speed of 15 miles per hour through curves on either side of bridge.

WATER STATIONS.

FIRST DIVISION—Louisville, South Louisville, Bardstown Junction, Lebanon Junction, Colesburg, Elizabethtown, Bonneville, Cave City, Bowling Green.

SPRINGFIELD BRANCH—Bardstown, Valley Hill.

GLASGOW RAILROAD—Glasgow.

Bardstown Junction, Lebanon Junction, Elizabethtown, and Cave City Water Stations are regular stops for first and second class trains.

All water stations are regular stops for second and inferior class trains.

J. M. SCOTT,

Chief Train Dispatcher,
LOUISVILLE, KY.

RECEIVED

Master of Trains,
LOUISVILLE, KY.

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KNOXVILLE BRANCH AND C. & O. S. R. R. SPECIAL INSTRUCTIONS.

OBSERVE BULLETIN BOARDS DAILY AND NOTE ALL NEW ORDERS.

If from any cause the speed of a train is so much reduced as to endanger the rear, the conductor will be held responsible for fully protecting it by the use of the proper signals.

Should a flagman be recalled before reaching a point, as required by Rules 96, 97, and 99, he must, to protect his train while returning, place a caution signal at a proper distance as per Rule 99, going farther back if necessary.

A train handled by two or more engines coupled together will be governed by the same rules as if handled by a single engine. The front engine will give the necessary signals and regulate the speed as required by the rules.

Enginemen of passenger trains approaching passing sidings at which they are to meet or be passed by trains of the same or superior class, either by timetable or order, or inferior class trains by order, will immediately after sounding the station whistle as per Rule 39, give one short blast of the whistle as per Rule 40. Conductors will place themselves in position to hear these signals, and failing to clearly hear and understand them, must stop their trains.

When two or more engines are coupled to a train their main reservoirs must be coupled together and all the brakes must be connected through to and operated from the head engine. The other engine or engines must be kept in readiness to take charge of the train should it become necessary.

All freight trains approaching passing sidings will sound the whistle as per Rule No. 39.

The engineman will then receive a signal from the conductor. If signaled to stop, he will answer as per Rule No. 40; if to proceed, he will answer as per Rule No. 42.

The signal must be given by the conductor to the flagman, and be passed to the engineman through the front brakeman.

If a signal is not received by the engineman, the train must be stopped before passing the siding.

Great care must be taken before stopping to see that the train has not parted.

If the whistle is not sounded by the engineman, as required, the proper signal must be passed in the usual manner, and the cause of failure to sound the whistle immediately ascertained.

The maximum speed of passenger trains between Lebanon Junction and Jellico is forty-five (45) miles per hour.

The maximum speed of freight trains between Lebanon Junction and Jellico is thirty (30) miles per hour.

C. & O. Branch trains must not exceed a speed of 25 miles per hour.

All trains must register in book provided for that purpose at Lebanon Junction, Lebanon, Greensburg, Sinks, Livingston, Corbin, Saxton, and Jellico.

At register points where first class trains are not required to stop, conductors will deliver card, Form 92, to the operator, who will correctly register the train and retain card for his file.

North-bound freight trains will not stop at Sinks to register. Conductors of these trains will deliver card, Form 92, to the operator, who will correctly register the train and retain card for file.

The clocks in the train dispatcher's office at Livingston, and telegraph offices at Lebanon Junction, Corbin, and Jellico are standard clocks.

Knoxville Branch passenger trains will get clearance or movement order at Lebanon Junction as per Rule No. 369.

All trains passing Livingston and Corbin will get a clearance or movement order as per Rule 369.

All K. L. & J. trains, including trains from Halsey, will get a clearance or movement order at Saxton as per rule 369. Trains will not be required to get clearance or movement order at Halsey.

All trains must use schedule or minimum time descending Altamont Hill on Knoxville Branch, and Calvary Hill and Muldraugh's Hill on C. & O. Branch.

Lamps must be lighted in coaches of passenger trains before train enters Muldraugh's Hill Tunnel on the C. & O. Branch and tunnels between Maretburg and Altamont on the Knoxville Branch.

Knoxville Branch and K. C. Division trains must be run with caution on joint track between Livingston and Sinks, keeping sharp lookout for each other.

C. V. Division trains will use Knoxville Branch main track within the yard limits at Corbin, under protection of danger signals.

All trains must reduce speed passing the following stations, viz: New Haven, to six miles per hour; New Hope, south-bound, to twelve miles per hour, north-bound to six miles per hour; Lebanon, to eight miles per hour; Junction City, to six miles per hour; Shelby City, to six miles per hour; Stanford, south-bound, to eight miles per hour, north-bound, to twelve miles per hour; East Bernstadt, to twelve miles per hour; Williamsburg, to twelve miles per hour; Mt. Vernon, south-bound, to twelve miles per hour.

K. C. Division trains will be subject to the rules and instructions governing Knoxville Branch trains between Sinks and Livingston.

K. C. Division south-bound trains will get clearance or movement orders as per Rule 369 at Sinks before going on to Knoxville Branch.

K. C. Division trains must come to a full stop before entering joint track at Sinks, and register in book provided for that purpose.

All north-bound K. C. freight trains will head in and pull through siding at Sinks.

All K. C. south-bound trains of any class, receiving orders to meet K. B. north-bound trains of any class at Sinks, will not use K. B. main track, but remain on K. C. main track, unless otherwise instructed.

No. 26 has right of track against Nos. 79 and 93 between C. & O. Junction and Lebanon.

Trains 60 and 61 have right of track to terminals against each other. 62 and 63 have right of track to terminals against each other.

When second and inferior class trains meet at Nelsonville, St. Marys, C. & O. Junction, Rowland, Hazel Patch, Pittsburg, and London, either by Time Table or Special Orders, the south-bound trains will take siding unless otherwise directed.

Nos. 46 and 49 will run via Wilton Junction and Wilton.

No. 46 will head over to Wilton and back out.

No. 49 will back over to Wilton and head out.

Nos. 46 and 49 will leave a register card, Form 92, properly filled out, in box provided for that purpose at Wilton Junction, before going over the Wilton Branch. Returning will do the same before going on to the Knoxville Branch.

Nos. 46 and 49 will use 10 minutes between Wilton Junction and Wilton.

Regular trains of inferior class and extra trains passing Wilton Junction when Nos. 46 and 49 are over-due and have not been met or passed, will stop and check register cards, Form 92, in the box provided for that purpose, and be governed by them as per Rule No. 136.

After train No. 77 has become fifteen minutes late, Knoxville Branch second class trains will have the right to proceed under protection of danger signals, at a rate of speed not to exceed six miles per hour. No. 77, when delayed to exceed fifteen minutes, will proceed in a like manner as against second class Knoxville Branch trains.

A green target by day, and a green and white light by night, is located 250 feet south of south switch at C. & O. Junction to determine the location of trains 78 and 79 or 92 and 93. This will show a green stain by day and a green light by night when these trains are on Knoxville Division, and will show no signal by day and a white light by night when they are on the C. & O. Branch. A green target is located 500 feet south of south switch at C. & O. Junction to determine the location of trains Nos. 77 and 80. This target will show a green stain when these trains are on the Knoxville Division and will show no signal when they are on the C. & O. Branch.

Nos. 5 and 26 will approach the passenger platform at Livingston under full control, expecting to find the other there doing work.

South-bound, second and inferior class trains will hold main track at Livingston against second and inferior class north-bound trains, unless otherwise directed by special orders.

North-bound, second and inferior class trains will head in at the switch just north of Rockcastle River bridge and pull through Livingston yard, unless otherwise directed.

Nos. 27, 28, 29, and 30 will allow trains of the same class, running in the same direction, to pass and run ahead of them when overtaken.

Nos. 23, 24, 78, 79, 92 and 93 will stop on signal at all stations and platforms. Nos. 25 and 26 will stop on signal at Mt. Ash.

Freight trains will not carry passengers.

YARD LIMITS.

Yard limits will be designated by standard yard limit boards south of Lebanon Junction, north and south of Lebanon, north and south of Rowland, north and south of Livingston, north and south of Corbin yard limits, north and south of Saxton, and north of Jellico.

All trains must approach Lebanon Junction, Lebanon, C. & O. Junction, Rowland, Sinks, Livingston, Corbin, Saxton, and Jellico, cautiously, expecting to find main track occupied.

WATER STATIONS.

KNOXVILLE BRANCH—Lebanon Junction, Boston, New Haven, Lebanon, Cozatt, Rowland, Brodhead, Livingston, Hazel Patch, Pittsburg, Lily, Corbin, Williamsburg, Jellico.

C. & O. S. R. R.—Calvary, Greensburg.

New Haven, Lebanon, Brodhead, Livingston, and Calvary Water Stations are regular stops for first class trains.

All water stations are regular stops for second and inferior class trains.

LIST OF SURGEONS.

DR. J. E. JOHNSON, . . .	Lebanon Junction, Ky.	DR. J. S. GIVENS, . . .
DR. R. C. McCHORD, . . .	Lebanon, Ky.	DR. J. H. PARKER, . . .
DR. W. A. BROWN, . . .	Parksville, Ky.	DR. E. S. MOSS, . . .
DR. J. F. PEYTON, . . .	Stanford, Ky.	DR. L. M. SCOTT, . . .
DR. J. S. COOPER, . . .	Livingston, Ky	

Pittsburg, Ky.
Corbin, Ky.
Williamsburg, Ky
Jellico, Tenn.

L. M. WESTERFIELD,

Master of Trains
LIVINGSTON, KY.

C. A. MOORE.

Chief Train Dispatcher
LIVINGSTON, KY.

SOUTH BOUND

BETWEEN LOUISVILLE AND BOWLING GREEN

SECOND CLASS										L. C. & L DIV. TRAINS—FIRST CLASS.				FIRST CLASS										Numbers of Stations	From Louisville	TIME TABLE	
21 Local Freight	19 Through Freight	11 Through Freight	15 Through Freight	13 Through Freight	75 Fast Freight	73 N. O. Fast Freight	71 N. O. Fast Freight	8 Eastern Express	6 Eastern Express	4 Limited	2 Fast Line	93 Accom.	91 Accom.	43 Passeng'r	25 K. B. Express	28 K. B. Mail	9 Accom.	7 Eastern Express	5 Express	3 Fast Line	1 Limited						
Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Sunday only	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Daily	Daily	Daily	Minimum Time in Minutes per Station for South-bound Trains					
																							For South-bound Trains	0	Lv. LOUISVILLE N.	No. 100 In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.	
6.00AM	7.05PM	1.15AM	11.00PM	3.10PM	7	11.00AM	5.05AM	10.00PM				6.40	# 6.10	7.40	# 4.20	8.40	# 8.25	# 5.15	3.10	# 8.10	2.55	9.38	10	0	"A" STREET JUNC.	1.3	
6.20	7.25	1.32	11.16	3.36	11.15	5.18	10.15				6.51	# 6.22	8.00	# 4.33	8.50	# 8.37	# 5.28	3.19	8.22	3.04	9.47	10	10	SOUTH PARK	9.4		
6.38	7.40	1.46	11.28	3.48	11.24	5.27	10.25				6.58	# 6.29	8.10	# 4.41	8.56	# 8.45	# 5.36	3.25	8.29	3.10	9.52	10	13	BROOKS' STATION D.	13.3		
6.40	7.44	1.50	11.32	3.52	11.27	5.30	10.28				7.00	# 6.32	8.14	# 4.45	8.59	# 8.48	# 5.40	3.27	8.31	3.12	9.54	4	15	HUBERS.	14.8		
7.00	7.55	2.00	11.40	3.58	11.36	5.36	10.37				7.06	# 6.39	8.22	# 4.53	9.05	# 8.55	# 5.48	3.32	8.37	3.17	9.59	10	18	SHEPHERDSVILLE "SC" Tower.	18.1		
7.30	8.07	2.12	11.50PM	4.08	11.46	5.46	10.47				7.14	# 6.50PM	8.30AM	# 5.02PM	9.12	# 9.03	# 5.58	3.39	8.45	3.23	10.04	7	22	BARDSTOWN JUNC. D.	22.1		
7.50	8.15	2.20	12.00MN	4.16	11.53AM	5.53	10.54				7.20				9.18	# 9.09	# 6.05	3.44	8.51	3.27	10.08	13	25	BELMONT	25.0		
8.10	8.30	2.35	12.30AM	4.30	12.05PM	6.06	11.09				7.30PM				# 9.30PM	# 9.20AM	# 6.13	3.54	# 9.03	# 10	3.35	10	10	LEBANON JUNC. N.	29.7		
8.30	8.55	2.54	12.40	4.52	12.16	6.15	11.18										6.15	3.56	9.05	3.40	10.16	4	31	EAST SIDING	30.5		
8.35	9.00	2.59	12.47	5.00	12.22	6.20	11.23										6.20	3.58	# 9.09	3.44	10.18	5	32	BOOTH'S	32.0		
8.50	9.12	3.06	1.07	2	5.10	12.30	6.27	11.30									6.25	4.01	# 9.14	# 21	3.47	10.21	20	34	COLESBURG N.	34.0	
9.50	9.45	3.36	1.35	5.48	6	12.55	7.2	7.13	4	11.55PM	70						# 6.37	72	4.15	# 16	# 26	# 14	4	39	TUNNEL HILL N.	39.1	
10.25	10.10	4.14	74	3	1.55	18	6.15	72	1.06	22	7.26	12.05AM					# 0.45	# 4.24	# 9.37	# 14	# 11	# 43	18	42	ELIZABETHTOWN N.	42.5	
11.00	10.52	76	4.55	2.15	6.38	1.30	7.44	12.33	2								7.00	4.34	# 9.52	4.25	10.52	76	7	50	GLENDALE D.	49.8	
11.22	11.10	5.02	2.23	6.47	1.38	7.52	12.45										7.05	4.38	# 9.57	4.29	10.56	6	53	NOLIN	52.6		
11.52	11.18	5.09	2.29	6.54	1.45	8.07	10	12.55	18								7.10	4.41	# 10.03	4.33	11.00	12	55	SONORA N.	54.9		
12.16PM	11.30PM	5.23	2.40	7.20	2	2.00	8.21	1.10									7.20	73	4.47	# 10.12	4.39	11.06	15	59	UPTON D.	59.5	
12.50	12.05AM	5.45	3.05	74	7.48	2.25	10	8.38	1.35								7.31	4.55	6.72	# 10.25	22	4.48	11.14	8	66	BONNIEVILLE N.	65.9
1.00	12.30	6.00	3.24	8.02	2.36	8.48	1.46										7.36	4.59	# 10.33	72	4.52	11.18	10	69	DIVIDING RIDGE N.	69.1	
1.25	12.40	6.25	4	3.35	8.14	2.48	8.58	1.58									7.43	5.04	# 10.41	4.57	11.23	18	8	78	72.9	MUNFORDVILLE D.	
1.42	12.48	6.38	4	3.43	8.24	2.57	9.04	2.22	2.06								7.48	5.08	# 10.52	8	5.01	11.26	13	76	76.5	ROWLETT'S D.	
2.15	1.02	6.56	3.56	8.44	3.15	9.17	2.22	74									7.58	5.17	# 11.03	5.08	11.32	7	81	80.6	80.6	HORSE CAVE	
2.25	1.09	7.12	10	4.03	8.54	3.25	9.22	2.30									8.04	5.21	11.08	5.12	11.36	2	4	83	83.3	WOODLAND	
2.35	1.18	7.17	4.13	9.05	76	3.35	72	9.25	12	2.35							8.08	5.23	# 11.10	5.14	11.38	14	44	85	84.6	CAVE CITY N.	
3.18	72	1.48	74	7.45	22	4.34	9.21	4.00	6	9.45	2.55						8.20	5.34	# 11.28	5.22	11.45	14	90	90.5	90.5	GLASGOW JUNC. N.	
3.48	2.10	8.13	4.50	14	9.31	4.14	9.58	3.12									8.30	76	5.42	# 11.34	5.30	11.52	10	96	95.9	95.9	ROCKY HILL
4.25	2.25	8.30	12	5.00	9.42	18	4.25	77	10.16	8	3.24						8.38	5.48	# 11.42	5.36	11.57PM	6	100	99.9	99.9	SMITH'S GROVE N.	
4.45	2.35	8.42	5.05	9.50	4.32	10.26	3.31										8.43	5.52	# 11.47	5.40	12.00MN	10	102	102.3	102.3	OAKLAND	
4.55	2.40	8.47	5.10	9.55	4.38	10.31	3.36										8.46	5.54	11.50AM	5.46	12.02AM	10	104	104.4	104.4	GOSSOM	
5.25	2.58	9.12	5.39	3.4	6.18	22	10.08																				

BETWEEN BOWLING GREEN AND LOUISVILLE

NORTH BOUND

"D," Day Train-Order

"N" Night and Day Train Order Office

to NO. 11 Night Train Order Office.

All Regular South-bound Trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

SOUTH BOUND

BETWEEN LEBANON JUNCTION AND LIVINGSTON

"D." Day Train-Order Office.

"N." Night and Day Train-Order Office.

"NO." Night Train-Order Office.

All Regular South-bound Trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

BETWEEN LIVINGSTON AND LEBANON JUNCTION

NORTH BOUND

TIME TABLE		Distance between Stations	Minutes back Stations for North-bound Freight Trains Less Sodas Based on 1000 Pounds per Cwt.	FIRST CLASS						SECOND CLASS													
				26 Express	4 Cincinnati Express	24 Mail	6 K. C. Mail.	78 Passenger	92 Accom.	80 Mixed	28 Local Freight	32 Through Freight	34 Iroquois Coke Ex.	36 Through Freight	38 Through Freight	52 Live Stock Freight	54 C. G. D. Freight.	40 K. C. Local Freight	42 K. C. Thro. Freight	* 44 C. G. D. and Live Stock	70 K. C. Thro. Freight	72 K. C. Thro. Freight	74 K. C. Thro. Freight.
No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.			Daily	Daily	Daily	Daily	Daily ex. Sunday	Sunday only.	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily
STATIONS																							
Ar. LEBANON JUNC. N.	70	13	6:20AM								6:20AM 70	6:00AM	1:00AM 37	1:30PM 51	8:50AM	9:00PM 37	3:00AM						
BOSTON	40	40	6:08								5:55	5:45	12:40	1:10	8:35	8:40	2:40						
NELSONVILLE	41	12	6:00								5:35 26	5:03	12:23	12:50	8:15	8:25 23	2:22						
NEW HAVEN N.	28	9	5:50								4:45	4:30	12:01AM	12:25	7:55 27	8:03 33	2:00 37						
GETHSEMANE	27	5	5:43								4:20	4:06	11:42PM	12:02PM	7:35	7:40	1:38						
NEW HOPE D.	22	5	5:40								4:00	3:52	11:35	11:55AM	7:25	7:35	1:30						
CHICAGO	37	5	5:30								2:59 24,51	3:13	11:14	11:15 33	7:02	7:14 79	1:08						
LORETTO D.	41	14	5:27								2:30	3:05 37	11:07 37	11:00	6:54	7:05	12:55						
ST. MARY'S	49	14	5:18								2:05	2:35	10:43 25	10:40 23	6:30	6:45 35	12:30AM						
LEBANON N.	57	15	5:06								2:35	2:45	7:45	8:00	5:00PM	1:40 1:00	2:05	10:10 27	9:55 27	6:00	6:10	11:59PM 37	
C. & O. JUNCTION	87	5	5:00								2:30	7:37AM	7:54AM	4:50PM	12:40 23	1:55	10:00	9:45	5:54	6:00	11:50		
AMBOY	40	11	4:53								2:25				12:20	1:35	9:47	9:30	5:35	5:45	11:39		
PENICKS	25	3	4:50								2:22				12:15PM	1:30	9:42	9:25	5:30	5:40	11:34		
RILEY'S D.	28	9	4:44								2:16				11:55AM	1:12	9:25	9:10	5:10	5:20	11:16 26		
GRAVEL SWITCH	22	8	4:38								2:10				11:40 27	1:00	9:12	8:55	4:54	5:10	10:59		
ALICETON	35	4	4:35 31,38								2:07				11:26 23	12:52 37	9:03	8:50	4:35 26,37	5:00 37	10:55		
BRUMFIELD D.	27	8	4:30								2:01 33				11:15	12:35	8:52	8:38	4:12	4:47	10:45		
MITCHELLSBURG	30	5	4:26								1:57				11:00	12:25AM	8:44	8:28	4:06	4:35	10:40		
COZATT N.O.	31	4	4:23								1:58				10:46	11:56PM	8:35	8:20	4:00	4:20	10:35		
PARKSVILLE	34	15	4:20								1:51				10:40	11:44 25	8:26 35	8:10	3:49	4:10	10:28		
JUNCTION CITY N.	35	8	4:08								1:40 1:25 27				10:15	11:25	8:00	7:50	3:29	3:51	10:10		
SHELBY CITY	24	8	4:06								1:21				10:05	11:16	7:54	7:42	3:24	3:45	10:05		
KNOB LICK	46	14	4:00								1:14				9:55	11:02	7:41	7:32	3:10	3:20 33	9:55		
STANFORD	24	5	3:50								1:04				9:20	10:45	7:17	7:07	2:46	2:58	9:37		
ROWLAND N.	38	11	3:45								1:00				9:05	10:35	7:10 37	6:57	2:40 37	2:50	9:30 35		
MAYWOOD	27	15	3:38								12:50 23				8:50	10:22	6:50	6:35 37	2:20	2:40 27	9:15		
CRAB ORCHARD D.	62	11	3:26 37								12:35				8:25	10:02 36	6:20	6:12	1:55	2:18	8:55		
GUM SULPHUR	42	16	3:18								12:27				8:10	9:52	6:00	5:56	1:36	2:08	8:40		
BRODHEAD N.	40	12	3:12								12:21				7:55	9:40	5:44	5:45	1:25	1:55	8:30 37		
MARETBURG	31	7	3:08								12:11				7:40 37	9:25	5:22	5:30	1:05 26	1:40	8:10		
MOUNT VERNON D.	43	7	2:57								12:06PM				7:20	9:15 67	5:10 27,33	5:20	1:24	1:29 27	8:00		
PINE HILL	50	6	2:46								11:52AM				6:55	8:55	4:42	4:56 37	12:25	12:43	7:34		
SINKS N.	46	9	2:42								11:48	12:03PM			6:40	8:40	4:30	4:40	12:10AM	12:30	7:25	8:45AM	6:30AM
Lv. LIVINGSTON N.	71	9	2:35AM								11:40AM	11:55AM			6:25AM	8:25PM	4:15PM 72	4:25AM	11:55PM 36	12:05PM	7:10PM	8:30AM 37	6:15AM
				Daily	Daily	Daily	Daily	Daily ex. Sunday	Sunday only.	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	
				26	4	24	6	78	92	80	28	32	34	36	38	52	54	40	42	44	70	72	74

"D." Day Train-Order Office

"N." Night and Day Train-Order Office

"NO." Night Train-Order Office

* Meal Station

All Regular South-bound Trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

NORTH BONANZA

BETWEEN LIVINGSTON AND JELlico

SECOND CLASS												FIRST CLASS						NIGHT TRAIN	
83	81	65	63	51	43	37	35	33	31	29		61	49	47	23	25			
Through Freight	Through Freight	K. L. & J. Freight	Mixed	Through Freight	K. C. Thro. Freight	Through Freight	C. G. D. Freight	Through Freight	Through Freight	Local Freight		Passenger	Mixed	Mixed	Mail	Express			
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily			
				10.20PM	7.40AM	5.45AM	12.01AM	6.00PM	8.40AM	7.30AM									
				10.32	7.49	5.54	12.18	6.14	8.49	7.39									
				11.00	8.00	6.10	12.30	6.30	9.00	8.00									
				11.50	8.85	6.55	1.05	7.25	9.40	8.45									
				11.59PM	8.43	7.20	1.18	7.50	9.55	9.30									
				12.08AM	8.53	7.40	1.44	8.20	10.20	10.20									
				12.24	9.05	8.08	2.05	8.45	10.48	10.48									
				12.36	9.13	8.27	2.24	9.15	10.57	11.15									
11.30PM	7.00PM			1.05AM	20	9.30AM	62	9.00AM	2.50AM	9.35PM	11.15AM	11.35AM	3.20PM	10.30AM	3.12PM	2.34			
11.40	7.10										12.30		3.35	10.45		3.24			
11.44	7.14										12.40		3.39	10.50		3.26			
11.48	7.18										12.55		4.02	10.55		3.30			
											1.30		4.08	11.06		3.41			
											1.50		4.27	11.15		3.48			
											2.15		4.40	11.24		3.57			
											2.37		4.48	11.31		4.02			
											2.44		4.55	11.39		4.11			
											3.49		5.07	11.51		4.26			
											4.01		5.15	11.54AM		4.30			
											4.40		7.10AM	5.27		4.40			
											5.30PM		7.20AM	5.40PM		4.50AM			
												Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily			
Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	61	49	47	23	25				
83	81	65	63	51	43	37	35	33	31	29									

"D." Day Train-Order Office.

"N." Night and Day Train-Order Office.

"NO." Night Train-Order Office.

All Regular South-bound Trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.

BETWEEN LIVINGSTON AND JELlico

TIME TABLE		SOUTH BOUND		NIGHT TRAIN	
No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.				
from Louisville	Distance				
C 140	140.1	Lv. LIVINGSTON	N.		
143	143.0	PERTH			
146	146.6	HAZEL PATCH	N.		
152	152.9	EAST BERNSTADT	N.		
155	155.8	PITTSBURG	D.		
157	157.4	LONDON	N.		
162	162.4	FARISTON			
166	165.9	LILY	D.		
171	171.8	CORBIN	N.		
174	174.3	WOODBINE	D.		
175	174.9	WILTON JUNCTION			
176	176.0	KREMLIN			
179	179.0	BRUMMET			
182	181.2	ROCKHOLD	D.		
185	185.0	WOFFORD			
188	188.0	WATT'S CREEK			
189	189.2	WILLIAMSBURG	N.		
194	193.8	PLEASANT VIEW			
195	194.9	JONES			
198	197.7	SAXTON	N.		
201	200.9	JELLICO	N.		

"D." Day Train-Order Office.
 "N." Night and Day Train-Order Office.
 "NO." Night Train-Order Office.

BETWEEN C. & O. JUNCTION AND GREENSBURG

C. & O. SOUTHERN DIVISION

BETWEEN BARDSTOWN JUNCTION AND SPRINGFIELD

SPRINGFIELD DIVISION

BETWEEN JELlico AND LIVINGSTON

NORTH BOUND

TIME TABLE

No. 100

In Effect Sunday, Nov. 6, 1904,
at 5:00 p.m.

	Arrival Place	Departure Place	FIRST CLASS					SECOND CLASS											
			26 Express	24 Mail	46 Mixed	48 Mixed	60 Passenger	30 Local Freight	32 Through Freight	34 Iroquois Coke Ex.	36 Through Freight	38 Through Freight	44 K. C. Thro. Freight	52 Live Stock Freight	54 C. G. D. Freight	62 Mixed	64 K. L. & J. Freight	82 Through Freight	84 Through Freight
STATIONS			Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
Ar. LIVINGSTON ... N.	71	8	2:25AM	11:35AM				5:45PM	8:15PM	4:00PM	4:10AM	11:30PM	6:00PM 33	12:05PM	6:55PM				
..... PERTH	68	9	2:14	11:28				4:45	8:04	3:42	3:57	11:14	5:49	11:29	6:41				
..... HAZEL PATCH ... N.	63	22	2:09 26	11:22 32				4:30	7:55	3:32	3:48	11:00 61	5:42	11:22AM 24	6:30 33				
.... EAST BERNSTADT ... N.	105	8	1:56	11:09				3:34	7:25 33	3:05	3:24	10:25	5:20	10:45	6:05				
.... PITTSBURG ... D.	405	8	1:50	11:04				3:05	7:05	2:56	3:12	10:05	5:10	10:35	5:54				
.... LONDON ... N.	52	8	1:44 35	10:58				2:44 34,23	6:52	2:44 23,30	3:02	9:50	5:00	10:20 29,31	5:44				
.... FARISTON	51	13	1:33	10:48 27,28				1:30	6:26	2:15	2:41 28	9:30	4:40	10:05	5:24				
.... LILY ... D.	55 40	9	1:25	10:40				12:55	6:25	1:58	2:24 35	9:15 33	4:25	9:55	5:10				
.... CORBIN ... N.	50	15	1:05 61	10:30AM	10:10AM	3:12PM		12:15PM 29	6:00PM	1:30PM	2:00AM	8:50PM	4:00PM	9:30AM 43	4:45PM		10:00PM	6:00AM	
.... WOODBINE ... D.	66	8	12:58		9:56	2:53		11:15									9:45	5:47	
.... WILTON JUNCTION	00	4	12:57		9:51 26	2:47		11:05									9:42	5:42	
.... KREMLIN	14	3	12:55		9:21	2:44		10:55 47									9:36	5:36	
.... BRUMMET	46	7	12:48		9:14	2:35		10:25									9:20	5:22	
.... ROCKHOLD ... D.	29	6	12:44		9:08	2:25		9:55									8:45	5:12	
.... WOFFORD	23	8	12:37 33		9:00	2:15 29		9:40									8:05 67	4:55	
.... WATTS CREEK	71	4	12:31		8:51	2:00		9:34									7:50	4:40	
.... WILLIAMSBURG ... N.	33		12:29		8:47	1:55		9:10									7:25	4:11 28	
.... PLEASANT VIEW	46	12	12:19		8:35	1:41		8:45									6:48	3:40	
.... JONES	22	8	12:17		8:28 30	1:37		8:28 45									6:40	3:35	
.... SAXTON ... N.	22	9	12:11		8:20	1:25	6:10AM	7:58								1:10PM	7:10PM	6:15 33	
Lv. JELlico ... N.			12:05AM		8:10AM	1:15PM	6:00AM	7:45AM								1:00PM	7:00PM	6:00PM	2:30AM
			Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily
			26	24	46	48	60	30	32	34	36	38	44	52	54	62	64	82	84

"D," Day Train-Order Office.

"N," Day and Night Train-Order Office.

"NO," Night Train-Order Office.

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BETWEEN BARDSTOWN JUNCTION AND SPRINGFIELD

SOUTH BOUND

SPRINGFIELD BRANCH.

NORTH BOUND

SECOND CLASS			Numbers of Stations	Distance from Louisville	TIME TABLE			SECOND CLASS		
91	43	41			No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.	Passenger	Accom.	42	44
Accom.	Accom.	Passenger							Accom.	Accom.
Sunday only	Daily ex. Sunday	Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday	Sunday only	
STATIONS										
s 6.50PM	s 9.30AM	s 5.02PM	10	22.1	LV. BARDSTOWN JCT. N Ar	2.9	10	s 7.03AM	s 4.10PM	s 8.45AM
s 6.56	s 9.42	s 5.08	4	22.5	CLERMONT	1.7	4	s 6.53	s 3.17	s 8.34
s 7.01	s 9.55	s 5.13	7	26.6	HOBBS	2.2	7	s 6.48	s 3.10	s 8.29
s 7.07	s 10.05	s 5.19	10	28.8	LOTUS	2.6	10	s 6.43	s 3.02	s 8.24
s 7.15	s 10.20	s 5.27	4	31.4	DEATSVILLE	1.7	4	s 6.38	s 2.50	s 8.19
s 7.20	s 10.25	s 5.33	13	33.1	SAMUELS	4.2	13	s 6.34	s 2.44	s 8.15
s 7.30	s 10.45	s 5.44	8	37.3	NAZARETH	2.1	5	s 6.24	s 2.30	s 8.05
s 7.35	s 11.00	s 5.52	12	39.4	BARDSTOWN D	3.0	12	s 6.17	s 2.20	s 8.00
s 7.44	s 11.27	s 6.01	6	42.4	EARLY TIMES	2.9	6	s 6.07	s 2.07	s 7.50
s 7.50	s 11.37	s 6.07	11	45.3	WOODLAWN	3.5	10	s 5.59	s 1.57	s 7.42
s 8.00	s 11.54AM	s 6.17	6	48.8	CROAKES	1.9	6	s 5.51	s 1.47	s 7.34
s 8.05	s 12.03PM	s 6.22	10	50.7	BOOKER	3.1	12	s 5.46	s 1.41	s 7.30
s 8.13	s 12.15	s 6.30	17	54.8	VALLEY HILL	5.6	13	s 5.40	s 1.33	s 7.24
	12.40PM	6.45PM	59	59.4	Ar. SPRINGFIELD D. Lv			5.30AM	1.20PM	7.15AM
Sunday only	Daily ex. Sunday	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday	Sunday only
91	43	41						42	44	90

BETWEEN C. & O. JUNCTION AND GREENSBURG

SOUTH BOUND C. & O. SOUTHERN DIVISION.

NORTH BOUND

SECOND CLASS			Numbers of Stations	Distance from Louisville	TIME TABLE			SECOND CLASS		
77	79	93			No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.	Passenger	Accom.	72	78
Mixed.							Daily ex. Sunday	Daily ex. Sunday	Sunday only	
STATIONS										
s 11.10AM	s 7.48PM	s 9.06PM	14	68	68.0	LV. C. & O. JUNCTION. Ar	4.7	29	14	7.53AM
s 11.31	s 8.02	s 9.20	13	73	72.7	CALVARY	4.8	22	13	7.40
s 11.50AM	s 8.15	s 9.31	10	77	77.0	PHILLIPSBURG	3.5	16	15	7.30
s 12.05PM	s 8.25	s 9.40	19	80	80.8	SPURLINGTON	6.3	10	19	7.20
s 12.25	s 8.40	s 9.54	16	86	86.6	CAMPBELLSVILLE	4.9	28	16	7.05
s 12.55	s 8.58	s 10.08	8	91	91.5	WRIGHTS	1.9	9	6	6.48
s 1.05	s 9.02	s 10.12	16	98	98.4	WHITEWOOD	5.0	6	16	6.44
1.30PM	9.15PM	10.25PM	98	98.4	Ar. GREENSBURG. D. Lv					6.30AM
Daily ex. Sunday	Daily ex. Sunday	Sunday only								
77	79	93								

BETWEEN GLASGOW JUNCTION AND GLASGOW

SOUTH BOUND

GLASGOW BRANCH.

NORTH BOUND

SECOND CLASS			Numbers of Stations	Distance from Louisville	TIME TABLE			SECOND CLASS		
105	103	101			No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.	Accom.	Accom.	Accom.	Accom.
Accom.	Accom.	Accom.					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
Daily ex. Sunday	Daily	Daily ex. Sunday								
STATIONS										
5.40PM	11.30AM	7.10AM	12	90.5	LV. GLASGOW JUNCTION N Ar	6.1	12	6.45AM	10.20AM	3.50PM
s 5.55	s 11.45AM	s 7.25	16	97	OIL CITY	4.5	16	s 6.26	s 10.05	s 3.35
6.10PM	12.01PM	7.40AM	101	107.1	Ar. GLASGOW	34	13	6.10AM	9.50AM	3.20PM
Daily ex. Sunday	Daily	Daily ex. Sunday						Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
105	103	101						100	102	104

BETWEEN KESWICK AND HALSEY

SOUTH BOUND JELlico, BIRD EYE & NORTHERN RAILWAY.

NORTH BOUND

SECOND CLASS			Numbers of Stations	Distance from Louisville	TIME TABLE			SECOND CLASS		
63	61	Mixed.			No. 100	In Effect Sunday, Nov. 6, 1904, at 5:00 p.m.	Pass.	Accom.	60	62
							Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
STATIONS										
5.20PM	7.03AM	108.9	Ar.	KY109	KESWICK	5.1	20	6.17AM	1.15PM	
4.30PM	6.15AM	204.0	Lv.	G204J	HALSEY	4.30PM	20	6.25AM	2.00PM	
Daily ex. Sunday	Daily ex. Sunday	63	61							

"D." Day Train-Order Office.

"N." Night and Day Train-Order Office.

All Regular South-bound Trains have the right of track over trains of the same class moving in the opposite direction when running in accordance with General Rule No. 84.
Glasgow Branch Regular Trains in either direction will have right of track to terminals against each other.

SPECIAL INSTRUCTIONS—LOUISIANE TERMINALS.

will do what they can to get home as fast as possible. However, the most important thing is to remain calm and act as calmly as possible. If you feel like you're getting overwhelmed, take a deep breath and try to focus on something else. You may also want to consider seeking help from a professional therapist or counselor.

RULES GOVERNING THE HANDLING OF FREIGHT TRAINS WITH AIR BRAKES.

1. All cars with efficient air brakes shall be placed in service. Fifty per cent of cars in trains must be equipped with air.

Where air brake cars are taken in a train, the hose and pipe must be thoroughly blown out by opening cock on rear end of car.
 2. Trains will be handled with air brakes as per instructions. If air brakes fail, hand brakes must be used.
 3. When stops are made on grades, hand brakes must be used to assist in preventing train from moving.

4. The retaining valves will be used on the following descending grades: Muldraugh's Hill on First Division; Junction City, Brodhead, Pine Hill, and Altamont grades on Knoxville Branch; Muldraugh's Hill on C. & O. Branch. All retainers must be promptly released at the foot of grades.

5. Trains handled with air brakes when stopped for water may stop within fifty feet of water stations, and the engine be detached and moved to receive the water, and then be returned to train. Trains taking coal at Lebanon Junction may stop within fifty feet of coaling station, and the engine be detached and

and the other two were found to have been made by the same person. The first was a small, thin, light-colored, roughly rectangular piece of wood, about 10 cm long and 5 cm wide, with a hole bored through it horizontally near one end. The second was a larger, more irregular piece of wood, about 15 cm long and 10 cm wide, with a hole bored through it vertically near one end. Both pieces of wood were found to have been cut from the same tree, which had been felled some time previously. The wood was found to be very soft and easily broken.

moved to receive the coal and then be returned to train. In such cases the air brakes must not be depended upon to hold the train.

6. In regulating the speed of a train and making service stops the engineer must, before applying the air, be particular to observe that the train has not parted. The train men must be at their posts to give the necessary signals and assistance if needed.

7. If a train should part between air brake cars, the engineman will immediately, as soon as discovered, shut off steam and move the brake valve to lap position. If parting occurs between non-air brake cars, Rule 103 must be observed.

SPECIAL INSTRUCTIONS—LOUISVILLE TERMINALS.

Yard limits L., C. & L. Division extend from Yard Limit Board at Clifton to First Street and to South Louisville.

Yard limits, Louisville Division, for scheduled passenger trains, extend from "A" Street Junction to Union Station. Yard limits for all other trains and yard engines extend from Highland Park to Broadway.

All regular trains must use full schedule time.

Extra passenger trains must use 3 minutes between Clifton and East Louisville, 8 minutes between East Louisville and Water Street, 12 minutes between East Louisville and Transfer Junction, 6 minutes between Transfer Junction and South Louisville, and 5 minutes between Transfer Junction and A Street Junction.

Extra freight trains must use 6 minutes between Clifton and East Louisville, 10 minutes between East Louisville and Water Street, 16 minutes between East Louisville and Transfer Junction, and 14 minutes between Transfer Junction and South Louisville.

Extra trains and yard engines will use seven (7) minutes between Union Station or Kentucky Street and "A" Street Junction, and eight (8) minutes between "A" Street Junction and South Louisville.

All trains will operate between "A" Street Junction and Union Station regardless of each other, and under the directions of or on signal from the yard-masters or switch-tenders.

Conductors of L., C. & L. Division trains Nos. 1, 3, and 7 and Louisville Division trains Nos. 2, 4, and 8 must see that "back up" hose with whistle attachment is properly attached to the rear end of their trains before attempting to back from "A" Street Junction to the Union Station, and must invariably ride on rear car when backing to the station.

L., C. & L. Division trains Nos. 1, 3, and 7 will, upon signal from the switch-tender, run on the south leg of the "Y" at "A" Street Junction on to the north-bound main line of Louisville Division and back into the Union Station.

Louisville Division trains Nos. 2, 4, and 8 will, on signal from the switch-tender, run over the south leg of the "Y" at "A" Street Junction on to the "A" Street main line, and back through the north leg of the "Y" on to the north-bound main line and into Union Station. The flagman of these trains will set the "A" Street main line switch for the north leg of the "Y."

"A" Street track must be operated with great caution, with trains and engines under full control approaching all street crossings.

All trains and engines must approach "A" Street Junction under control, and proceed only on signal from the switch tender.

Enginemen must control the speed of trains backing from "A" Street Junction all the way to stop at Union Station platform. Passing the switch-tender's shanty at north end of blacksmith shop the speed of train must not exceed eight (8) miles per hour. When the rear car of train enters the train shed the rate of speed must not exceed four (4) miles per hour. To couple on to cars which are to be taken on, the engineman will be governed by signals from the trainmen on the rear. Conductors and enginemen will be held responsible for rough handling or severe shocks in coupling on to cars. Conductors are not relieved from making emergency stops at any point.

Conductors must sound the back-up hose whistle frequently and loudly when backing from "A" Street Junction to Union Station.

All trains must approach and pass through yard limits under control, expecting to find main track occupied. (See Rule 93-C.)

Yard engines will work between 6 a.m. and 7 p.m. daily on Railway Transfer and on "A" Street. Freight trains must run carefully, expecting to find these yard engines using the main track, especially in the vicinity of Goss Avenue and Ballard's Mills. This will not relieve yard men from using all necessary precautions to protect their trains, especially in foggy weather and when working on or near sharp curves, or where the view is in any way obstructed.

Engine whistle must not be sounded within limits of city of Louisville, except in cases of danger and to prevent accidents.

Trains must not exceed 12 miles per hour over cross-over between Hill Street bridge and "A" Street Junction.

Trains will be governed by joint instructions issued by Louisville & Nashville Railroad and Southern Railway Companies in regard to movement over interlocking switches near South Louisville.

Yard engines running from one point to another in yard limits will have one man on front of engine, or if backing, on rear, who will keep a lookout for signals and obstructions.

Yard engines are subject to instructions of the yardmaster of the yard they may be in.

When trains running in opposite directions are passing on double track in the city limits, great care must be used to avoid running over persons who are walking on the track.

Yard foremen, when working at the Kentucky Public Elevator, must leave a man at the Illinois Central main track switch for proper protection.

When passenger trains are due at South Louisville, freight trains and switch runs must not do any switching that will block or endanger passengers at that station.

Doors of cars must be securely fastened and not left hanging in such a manner as to endanger passing trains.

The K. & I. switch leading to K. & I. siding immediately west of Seventh and Magnolia streets, when not in use, must be left set for the K. & I. main track, and when necessary to throw cars out of the K. & I. siding on to the K. & I. main track, or on to the L. & N. main track, one switchman must remain at this switch for proper protection; one man must always be on the front or head car in direction moving while switching at this point.

Yard engines helping trains out of East Louisville must not go beyond Ewing Avenue crossing. Yard engines going to Crescent Hill to do work will use the north-bound main track going out, and the south-bound main track returning. This in order to prevent alarm bell ringing continuously.

All main track switches must be kept locked. Whenever switch engines have main track switch in use, switch must be set for main track or man stationed at the switch for proper protection.

Passenger trains entering Water Street Station must pull down toward Second Street far enough for rear car to clear First Street when same can be done without blocking Second Street.

No cars or trains must be moved where persons are accustomed to walk on the track without someone on the forward end of the car or train in a position to give warning of its approach and to control its movements. This applies to detached cars as well as cars being pushed ahead of an engine. Attention is called to Rules Nos. 104 and 104(a).

Road engines, having crews with them other than enginemen and firemen, when running backward pulling caboose or cars, must have one of the crew on tank in front as a lookout; at night the lookout must have white light in addition to light already required. Enginemen and firemen of light road engines, not accompanied by crews, must constantly be on lookout ahead.

Whenever it becomes necessary to operate either of the main tracks between East Louisville and First and Water streets as a single track, timely notice must be given to the Chief Train Dispatcher at East Louisville, who will give proper orders to all regular trains and to the Yardmaster at East Louisville, who will control movement of switch engines, light road engines, and all extras.

Switch engines, light road engines, and all extras, under conditions named above, moving between East Louisville and First and Water streets, in either direction, will not exceed a speed of six (6) miles per hour, and must be protected by a flagman, who will proceed in advance of engines or extras, south-bound, East Louisville to Campbell Street; north-bound, Campbell Street to East Louisville; Yardmaster at East Louisville will furnish the flagman.

When a train arrives in Terminals with cars behind the caboose, it is evidence that the cars are defective, and the cars must be uncoupled from the caboose and switched independent of the other cars in the train. The train must not be switched until the defective cars have been removed. Where a train is left standing on a grade in yard with cars behind the caboose, proper precaution must be taken by the yardmen to see that a sufficient number of brakes are set on the train before switching the cars from behind the caboose.

Yardmen must give proper warning to platform laborers before handling cars in and out of freight houses.

Engine bell must be rung while passing through South Louisville Yards, especially when using the L., C. & L. main track through the North Yard.

When handling passenger equipment from yard to yard the air must be coupled up and used; when handling freight cars from yard to yard at least twenty per cent (20 per cent) air must be coupled up and used.

Sand pipes on engines must be tightly closed when passing over interlocking switches and track scales in Louisville Terminals.

From yard to yard, switch engines running light must have one man at least as lookout on front of engine in direction moving; when handling ten cars or less, one man as lookout must be on front of engine in direction moving, and the other men must be on top of cars in proper places; when handling more than ten cars all men must be out on top in proper places; whenever engine with high tank is used in yard service a man must be placed on top of tank as lookout when engine is running backward, regardless of number of cars handled. See Rule No. 104 and 104 (a). These instructions do not relieve enginemen and firemen from keeping sharp lookout.

When fogs are so dense or weather conditions such that streets or road-crossings are entirely obscured from view, approach under full control until it is seen that crossings are clear. On Railway Transfer between Preston Street and South Louisville, in foggy or stormy weather, enginemen will sound whistle approaching all crossings, avoiding, however, all unnecessary whistling.

Main Stem First Division Train No. 44 will use track No. 1 for delivery of cars in North Yard at South Louisville unless otherwise instructed by the Yardmaster. Conductor will see that switches are properly lined up, and rear end of train being delivered is properly protected.

Enginemen must proceed cautiously, and not to exceed six (6) miles per hour with light engines, through side-tracks in South Louisville Yard, keeping sharp lookout for obstructed tracks, and will require firemen to keep sharp lookout.

Passenger trains when backing through cross-over at the Hub will not exceed a speed of fifteen (15) miles per hour.

When backing switch-runs, trains, or cars into the South and North Yards at South Louisville, back in slowly and carefully, and not to exceed a speed of six (6) miles per hour. Men must be stationed in proper position to see that such movements are safely made, and no side-wiping or running through switches result.

As the grade of the South Yard is descending to the south ladder, sufficient hand-brakes must be securely set on cars nearest the south ladder, no matter what distance up in the yard the run, train, or cars may stop, whether headed in or backed in.

Enginemen must see that their firemen keep sharp lookout for signals and position of switches.

L., C. & L. conductors will register arrival and departure of trains at the North Yard office at South Louisville; they will require their brakemen and flagmen to be out on top of train in proper position until train is delivered at point where road engine is cut off. This does not relieve conductor from seeing that his train is safely and properly delivered when taken on through to the South Yard.

Switch movements to and from the Hugh McLean Lumber Company's side track at Highland Park must be made in broad daylight only, and a switchman must remain at the main track switch for proper protection.

Road-engines going to or from round-houses, after sunset, must display red light at rear of tank on right-hand back corner marker-bracket for protection.

Whenever mail trains between First Street and East Louisville, or between Transfer Junction and East Louisville, which take on mail from cranes at Story Avenue or at Broadway, use the other main track in an emergency, they must stop at the Post-Office stations at Story Avenue and Broadway for the U. S. Mail. Conductors will see that the U. S. Mail is taken on with the least possible delay.

South-bound L., C. & L. freight trains approaching the North Yard office at South Louisville must call for signal from switch-tender or herald as per Rule 46.

Before coming out of the K. & I. at Seventh and Magnolia a man must be sent ahead to see that derailler is off of the rail; foremen will be held responsible for correct position of this derailler.

Yard engines before performing service at the Louisville Packing Company must notify the Towerman at East Louisville that they are going to use the south-bound main track between East Louisville and Story Avenue for such service, and will post themselves as to the arrival of regular and extra trains, and will arrange with Towerman for proper protection. Foremen and enginemen, however, will be held equally responsible for fully protecting themselves at this point, and will let trains pass without delay. All trains must approach New Main Street under full control, expecting to find yard engine working at this point.

Trains must approach the signals governing the interlocking switches at East Louisville, Transfer Junction, and South Louisville under control, and must not exceed a speed of 10 miles per hour over these switches.

The normal position of Combination Switch at South Louisville is WHITE. In this position it is set for the new lead from the L., C. & L. main track, as well as for No. 2 track from the cross-over direct from No. 1 to the Combination Switch.

For protection of trains while using cross-over near the "Hub" track a semaphore signal has been located on west side of south-bound main track near Seventh and Magnolia.

This signal only governs the north-bound main track, Seventh and Magnolia, to the cross-over near switch-tender's cabin at the "Hub," and not the south-bound main track.

It is operated by the switch-tender, and will have one of two positions:

First—Fixed position, a Green Blade extended horizontally by day or a Green Light at night will indicate "Caution," and that cross-over is in use, and trains will not use cross-over until signal is changed to safety.

Second—A Green Blade inclined at an angle of forty-five (45) degrees by day or a White Light at night will indicate Safety or Go Ahead.

The cross-over switches leading to and from the north and south-bound main tracks and yard track No. 1 at south end of South Louisville yard will be operated from "FX" tower.

These switches are equipped with low targets and will show white for main track and red when set for yard. A semaphore has been located on east side of north-bound main track, 1,700 feet south of south yard, and will govern the movement of north-bound trains. When switches are set for main track this semaphore arm will be dropped, and at night will show a white light. When switches are set for yard this semaphore arm will stand horizontal, and at night will show a green light. Trains finding signal horizontal or green must come under control and not pass over the cross-over switch until switches are seen to be right.

C. J. KLEIN,

Supt. Louisville Terminals.

J. B. ARBEGUST,

Master of Trains, Louisville Terminals.