

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

LOUISVILLE, CINCINNATI & LEXINGTON DIVISION.

No. 78.

# TIME TABLE.

No. 78.

TAKES EFFECT

SUNDAY, JUNE 26, 1898, AT 8.00 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD.

J. G. METCALFE,  
GENERAL MANAGER.

G. E. EVANS,  
SUPT. TRANSPORTATION.

C. A. DAVIES,  
SUPERINTENDENT.

# GENERAL INSTRUCTIONS.

REG—Observe Bulletin Boards daily and note all new orders.

All second and inferior class trains, including extras, will be required to get a movement order or a clearance card or order before leaving Lagrange.

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 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.

When a train is run with two engines equipped with air, coupled together, the air brake and whistle signal must be connected through to, and operated from, the head engine. The driving brakes on the front engine must be set out. The second engine will act as an auxiliary, but must be in readiness to assume charge of the train if it becomes necessary.

All Water Stations are regular stops for all trains.

The maximum speed of Passenger Trains will be 45 miles per hour on Cincinnati Division north of Lagrange, except on descending grades, where the scheduled speed must not be exceeded; 50 miles per hour on Cincinnati Division south of Lagrange; 45 miles per hour on Lexington Branch, and between Christiansburg and Anchorage.

The maximum speed of Freight Trains will be 30 miles per hour on Cincinnati Division; 25 miles per hour on Lexington Branch; 30 miles per hour between Christiansburg and Anchorage.

All Passenger Trains will reduce speed to twenty-five (25) miles per hour, and all Freight Trains will reduce speed to fifteen (15) miles per hour passing through all tunnels.

While passing through Lagrange, the speed of Freight Trains and light engines must be reduced to six (6) miles per hour, and the speed of Passenger Trains must be reduced to twelve (12) miles per hour.

Trains must not exceed a speed of six (6) miles per hour passing through the streets of Frankfort.

The speed of all trains must be reduced to six (6) miles an hour over the Frankfort Bridge No. 53.

All trains will reduce speed to twelve (12) miles per hour between the slow boards at Eminence and Midway.

All trains must approach the end of the double track at Anchorage under full control, and reduce speed to fifteen miles per hour passing over the interlocking switch. The usual position of the switch will be for the south-bound track. North-bound trains, in passing from the double to the single track, must signal as per Rule 46, if they have the right to the single track, but not otherwise. The Operator must not change the switch for north-bound trains when he knows that it will be first used by a south-bound train, nor in any case until the signal is blown.

The normal position of the switch at Christiansburg will be for the Shelby Cut Off.

The train order signal on west side of depot at Christiansburg will govern trains on the Shelby Cut Off and the signal on the east side of the depot will govern trains running via Lagrange.

The clocks in offices at Cincinnati, Latonia, Lexington, Anchorage, East Louisville, and Louisville are standard clocks.

All trains must be registered at Louisville, East Louisville, Anchorage, Lagrange, Latonia, Cincinnati, Shelbyville, Christiansburg, Frankfort, and Lexington, in books provided for that purpose. At points where trains are not required to stop, Conductors will deliver a card, Form 92, to Operator, who will correctly register them and retain card for delivery.

The Operator at Latonia is held responsible for the correct and prompt registration of Passenger Trains at that point. In case of failure to receive register card, Form 92, from Conductor, he must at once communicate with Train Dispatcher, or, in case of wire trouble, with Operator at L. & N. Passenger Station, Cincinnati, so as to make sure that he receives proper authority to make correct registration of signals, reporting Conductor's failure to Chief Dispatcher. In case signals are carried to Latonia, or to any intermediate point between Cincinnati and Latonia, trains must be protected by Chief Train Dispatcher according to Rule 112.

Passenger Trains, while backing into Cincinnati Depot, must not run at a speed to exceed six miles per hour. Trainmen must be in a position to give the Engineman signals when necessary. The Engineman and Fireman must keep sharp lookout for signals, and see that the train is stopped at the proper time.

When trains have orders to meet at Anchorage, or when the meeting point is shown on Time Table, the train required by the rules to take siding will occupy the Shelby Branch main track under the protection of a flag, and will not proceed to end of double track unless stated so in order.

Full-faced type indicates meeting and passing points.

Small figures opposite the full-faced type indicate the number of the train or trains to be met or passed.

South-bound Passenger Trains will wait indefinitely at Milldale for K. C. Transfer Trains unless otherwise instructed.

All north-bound trains must cross Bank Lick Turnpike just south of Maurice at a speed not exceeding six miles per hour between the hours of 6 p. m. and 6 a. m.

Passenger Trains must use schedule time between Wilder and Newport, and between New-port and Cincinnati.

All trains must use full schedule time between Jett and Frankfort, and between West Frankfort and Frankfort.

YARD LIMITS.—Yard limits at East Louisville, Lagrange, Latonia, Shelbyville, Frankfort, and Lexington will be designated by standard yard limit boards.

All trains must approach Newport, Milldale, Latonia, Lagrange, Anchorage, Frankfort, West Frankfort, and Lexington cautiously, with trains under control, expecting to find main track occupied.

Trains must not exceed a speed of ten miles per hour over street crossings at Shelbyville.

All trains must be brought to a stop before crossing the track of the Kentucky Central Division at Milldale, and the Southern Railway, near Lexington, and be governed by signals at Newport for C. & O. R. R. At Milldale, K. C. trains of same class have preference. At Newport and Lexington L. & N. trains of same class have the preference. Superior class trains have preference over inferior class at all crossings.

All Conductors and Enginemen running between East Louisville and Louisville, Union Station, and between East Louisville and Louisville, First-street Depot, must have a copy of the Louisville Terminal Time Table in their possession, and be governed by its time and rules while between these points.

Freight Trains will not carry passengers.

The siding south of the crossing of the L. & N. R. R. and C. & O. R. R. will be known as Newport.

## RULES GOVERNING BLOCKING OF TRAINS BETWEEN EAST LOUISVILLE AND LAGRANGE.

Between the hours of 6:15 a.m. and 8:00 p.m., trains running between Lagrange and East Louisville, in either direction, are not permitted to follow a passenger train from Lagrange, Beckner, Poowee Valley, Anchorage, St. Matthews, and East Louisville until it has arrived at the next telegraphic station, and the train dispatcher has given permission.

Their movements will be controlled by the train order signals (as per Rule 243a) at the stations named, and operators will not change the signal from danger until they have received permission from the train dispatcher.

When a train is held under these rules, it must be provided with clearance order, Form 455, before proceeding.

Operators must promptly report to the train dispatcher arrival of all trains at their stations, and must be careful to know that the entire train has arrived.

If the line fails, operators will be governed by Rule 379, giving written notice to all trains to that effect, and time last preceding train passed their station.

These rules do not in any way relieve employees from a strict observance of all general and special rules.

## RULES GOVERNING THE HANDLING OF FREIGHT TRAINS WITH AIR BRAKES.

1. All cars with efficient air brakes shall be placed in service, except as provided in Rule 160. 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 the car.

2. The air brakes should be used as far as practicable to make stops and to regulate speed. When hand brakes are used in connection with air brakes, they must be used on the cars immediately behind the air-brake cars. When making an emergency stop, the engineer's valve should be put in the emergency position and left there until a full stop is made or the danger past. When the brakes are released, hand brakes must be released first. The crew will be held responsible for the control of the train with hand brakes as heretofore.

3. When stops are made on grades, hand brakes must be used to assist in preventing trains from moving.

4. When trains, handled with air brakes, stop for water at Ten Mile or Bristol water stations, they may stop within fifty feet of the tank, and the engine be detached and removed to receive water and then be returned to train. When this is done, the air brakes must not be depended upon to hold the train.

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

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

## WATER STATIONS.

Cincinnati Division.—Louisville, East Louisville, Lagrange, Worthville, Sparta, Ten Mile, Bristow, and Cincinnati.

Lexington Branch.—Lagrange, Eminence, Kennebec, Frankfort, Midway, and Lexington.

Shelby R. R.—Shelbyville.

## SPECIAL INSTRUCTIONS.

Passengers on No. 1 for points between Lagrange and Louisville will be transferred to No. 9 at Lagrange.

No. 2 will use schedule time between Bank Lick and Maurice.

No. 2 will stop on signal at Glencoe, Elliston, and Verona, for passengers for Newport and Cincinnati.

No. 3 on Saturday will stop at Walton to let off passengers.

No. 3 will stop on signal at Walton to let off Transfer Checkman, and at Pewee Valley to let off passengers from Cincinnati.

No. 4 has right of track against No. 1.

No. 4 will stop on signal at Lagrange for passengers from Lexington Branch for Cincinnati.

Passengers on No. 5 for points between Lagrange and East Louisville will be transferred to No. 17 at Lagrange.

No. 5 will stop at Lakeland to let off attendants with patients for Central Asylum from points north of Lagrange.

No. 5 will stop on signal at Rice's.

No. 5, on Sunday, will stop on signal at Pewee Valley.

No. 5, on Sunday, will stop at all stations and platforms south of Lagrange to let off passengers received north of Lagrange.

No. 6 will stop on signal at Lagrange to receive passengers for points at which it stops.

No. 6 will stop on signal at Pendleton, Turners, Sanders, and Walton to let off passengers from Louisville and to receive passengers for Cincinnati.

No. 6 on Sunday will stop at Pewee Valley to let off passengers from Louisville and to receive passengers for Cincinnati.

No. 7 will stop at Lagrange to let off passengers for Lexington Branch.

No. 7, on Sunday, will stop on signal at Anchorage.

No. 8 will stop on signal at Rice's.

No. 8, on Sunday, will wait at Anchorage for No. 55's connection.

No. 8, on Sunday, will stop on signal at all stations and platforms south of Lagrange.

Nos. 9, 10, 11, 12, 13, and 14 will stop on signal at all stations and platforms.

No. 13 will not be required to get a clearance order.

Nos. 13 and 14 will leave register card, form 92, in box provided for that purpose at Beard.

No. 14 has right of track to Beard against No. 13.

No. 14 will leave Water Street eight minutes after the departure of No. 22.

No. 15 will stop on signal at all stations and platforms north of Lagrange and at Penn, Bashaw, and Warwick Villa, and at all stations south of Lagrange to let off passengers received north of Lagrange.

No. 16 will stop on signal at all stations and platforms.

No. 17 will take siding at Hutton for No. 22.

No. 17 will stop on signal at Bracktown, Bachelor, Hoge, Tarascon, Irwin, Peru, and at all time-table stations south of Camden to let off passengers received north of Beard.

No. 18 will stop on signal at all stations and platforms.

No. 18 will wait at Anchorage for No. 51's connection.

No. 19 will have right of track at Frankfort ten minutes before leaving time without the protection of a flag.

Nos. 19 and 20 will stop on signal at all stations and platforms north of Anchorage.

No. 21 will take siding at Christiansburg for No. 22, using the Lexington Branch main track.

No. 23 will take siding at Shelbyville for No. 24.

No. 21 will stop on signal at Bagdad to receive passengers for Shelbyville.

Nos. 21, 22, and 23 will stop at Midway to let off and to receive passengers from and to points on C. & O. Ry.

Nos. 21, 22, 23, and 24 will stop at Anchorage to let off and to receive passengers from and to points on C. & O. Ry.

No. 24 will stop at Bagdad to let off passengers from Shelbyville.

No. 25 will run on Tuesday, Thursday, and Saturday.

No. 26 will run on Monday, Wednesday, and Friday.

No. 28 will stop on signal at all stations and platforms.

Nos. 25, 26, 32, and 33 will allow trains of the same class running in the same direction to pass and run ahead of them when overtaken.

No. 33 will use south siding at Worthville meeting No. 74.

Nos. 51, 52, and 55 will stop on signal at all stations and platforms.

Nos. 53 and 54 will stop at all stations and platforms on Shelby Railroad and at all stations between Anchorage and Louisville to receive and let off passengers for and from points on Shelby Railroad.

No. 54 has right of track to Shelbyville against No. 53.

## LIST OF SURGEONS--L., C. & L. DIVISION.

**Dr. W. O. ROBERTS**, Louisville, Ky., Chief Surgeon.

**Dr. S. W. ADKINS**, Glencoe, Ky.

**Dr. A. N. JONES**, Walton, Ky.

**Dr. R. LEE BIRD**, Milldale, Ky.

**Dr. J. L. PHYTHIAN**, Newport, Ky.

**Dr. W. A. JEMISON**, Eminence, Ky.

**Dr. E. E. HUME**, Frankfort, Ky.

**Dr. W. E. SLEET**, Midway, Ky.

**Dr. R. C. FALCONER**, Lexington, Ky.

**Dr. FRANK BEARD**, Shelbyville, Ky. (Surgeon of L. & N. R.R.)

**Dr. R. D. PRATT**, Shelbyville, Ky. (Surgeon of C. & O. Ry.)

**O. B. HOLLINGSWORTH**,

Master of Trains,

EAST LOUISVILLE, KY.

**BRENT ARNOLD**,

Supt. Terminals,

CINCINNATI, OHIO.

**C. J. KLEIN**,

Supt. Terminals,

LOUISVILLE, KY.

**A. G. FRAZIER**,

Chief Train Dispatcher,

EAST LOUISVILLE, KY.

SOUTH BOUND

## BETWEEN CINCINNATI AND LAGRANGE

"PZ" Box Train-Order Option

"N." Day and Night Train-Order Office

II. 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 LAGRANGE AND CINCINNATI

NORTH BOUND

TIME TABLE		FIRST CLASS					SECOND CLASS			THIRD CLASS																		
No. 78		Passenger Trains	Car Freight	Baggage	Luggage	Mail	2	4	6	Limited Express	8	Eastern Express	36	72	74	Live Stock Freight	Fast Freight	Fast Freight	32	34	38	40	Through Freight	Through Freight	Through Freight			
		Takes Effect Sunday, June 26, 1908, at 8:00 a.m.																										
STATIONS		Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
At.	CINCINNATI N.	1.8	7.05PM	4.05PM	7	5.55PM	11.50PM																					
	NEWPORT N.	2.1	6.55	3.55	7	5.45	11.40																					
	WILDER	0.8	6.49	3.50	7	5.39	11.34																					
	MILLDALE D.	0.6	6.48	3.47	7	5.34	11.31																					
	LATONIA N.	2.1	6.43	3.46	7	5.33	11.30																					
	MAURICE	4.2	6.35	3.41	7	5.27	11.24	7																				
	INDEPENDENCE	4.2	6.26	3.34	7	5.20	11.14																					
	BANK LICK	4.2	6.16	3.26	7	5.12	11.05																					
	WALTON N.	3.7	6.08	3.21	7	5.05	10.58																					
	VERONA D.	5.0	5.98	3.14	7	4.56	10.49																					
	ZION	5.3	5.42	3.02	7	4.45	10.36																					
	ELLISTON D.	2.5	5.38	2.59	7	4.42	10.32																					
	GLENCOE N.	5.0	5.28	2.51	7	4.35	10.22	7																				
	SPARTA D.	6.2	5.18	2.44	7	4.28	10.13																					
	SANDERS	2.9	5.12	2.40	7	4.24	10.08																					
	EAGLE	3.7	5.05	2.35	7	4.19	10.01	7																				
	WORTHLVILLE N.	4.1	4.55	2.26	7	4.10	9.52																					
	ENGLISH	4.0	4.48	2.20	7	4.04	9.45	7																				
	BARNES	4.9	4.41	2.13	7	3.57	9.35																					
	TURNER	1.6	4.38	2.11	7	3.55	9.32																					
	CAMPBELLSBURG N.	1.2	4.31	2.06	7	3.49	9.24	7																				
	SULPHUR	4.7	4.20	1.57	7	3.40	9.15																					
	PENDLETON	5.4	4.13	1.53	7	3.35	9.08																					
	VADEN	4.6	4.05	1.47	7	3.29	9.01																					
Lv.	LAGRANGE N.	1.1	4.02PM	10	40	1.45PM	3.27PM	7	8	5.58AM																		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		2	4	6	8													36	72	74	32	34	38	40				

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

## INTERSTATE AND CINCINNATI

SOUTH BOUND

## BETWEEN LAGRANGE AND LOUISVILLE

THIRD CLASS																SECOND CLASS								TIME TABLE					
99	95	39	35	33	31	25	78	71	53	13	55	51	23	21	19	17	15	11	9	7	6	3	1	No. 78	Takes Effect June 26, 1898, at 8:00 a.m.				
C. & O. R. w/o D. S.	C. & O. R. w/o D. S.	Through Freight	Through Freight	Local Freight	Through Freight	L. S. Local F. R.	N. O. Fast Fr.	N. O. Fast Fr.	Shelbyr. Accom.	Beard Accom.	Sunday Pass.	Sunday only.	C. & O. Lon. Exp.	Frankfort Accom.	Louisville Express	Western Express	Lagrange Accom.	Lagrange Accom.	Nashville Express	Louisville Express	Fast Line	Limited	Locality	Distance					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Locality	Distance				
		4.30AM	12.30PM	3.27PM	1.44AM	12.40PM	2.35PM	7.30PM	1/2															83.3 Lv... LAGRANGE N.					
		4.45	12.46	3.40	2.06	12.56	2.55	7.42																	87.3 BUCKNERS D.				
		4.57	12.58	3.50	2.15	1.08	3.05	7.50																	91.0 1 CAMDEN				
		5.08	1.04	3.55	2.18	1.27	3.98	40	7.53		0.50AM														92.8 BEARD				
		5.15	2.06	1.25	4.10	2.21	2.04	3.11	7.56		0.53														96.7 PEWEE VALLEY D.				
		5.21	2.00	4.25	2.27	2.11	3.17	8.01		0.58															96.9 O'BANNON				
		7.15AM	5.26	2.05	1.44	2.33	4.48	2.18	3.23	8.97	2	3.90PM	10.03	24	8.31AM	7.55PM	7.30PM	10.36PM	7.45	11.34	4.58	22	6.59	7.45	142 20	10.57	2.07	7.29	
		7.18	5.29	2.09	5.25	2.35	2.22	3.26	8.09	3.33	10.06	7.33	7.57	7.37	10.37	7.47	11.36	5.01	7.01	7.48	1.43	10.58	2.08	7.30	99.2 End of Double Track				
		7.24	5.39	2.15	5.45	2.45	2.32	3.34	8.15	3.40	10.14	7.40	8.04	7.41	10.41	7.51	11.40	5.08	7.08	7.53	1.46	11.02	2.12	7.33	102.1 LAKELAND				
		7.31	5.46	2.21	6.00	2.51	2.45	3.42	8.21	3.47	10.21	7.47	8.12	7.45	10.45	7.55	11.44	5.15	7.16	7.58	1.49	11.06	2.16	7.36	104.2 LYNDON				
		7.37	5.51	2.26	6.20	2.59	3.10	3.47	8.25	3.50	10.26	7.52	8.17	7.47	10.47	7.58	11.46	5.17	7.21	8.01	1.51	11.08	2.18	7.38	106.6 CRESCENT HILL				
		7.45	6.00AM	2.43PM	6.50PM	3.10AM	3.33PM	4.00AM	8.35PM	8.55	10.33	8.58	8.23	7.50	10.51	8.03	11.50	5.21	7.27	8.05	1.54PM	11.11AM	2.31AM	7.42PM	108.7 E. LOUISVILLE N.				
		7.55AM								4.05PM	10.40AM	9.05AM	8.30AM	7.55PM	10.58AM	8.10AM	11.57AM	5.28PM	7.34AM	8.12PM					D 110.4 Ar. Louisville 1st St. Sta.				
																										N 113.7 Ar. Louisville Union Sta.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
99	95	39	35	33	31	25	73	71	53	13	55	51	23	21	19	17	15	11	9	7	5	3	1						

"D." Day Train-Order Office.

"N." Day and Night Train-Cedar 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.

## BETWEEN LOUISVILLE AND LAGRANGE

NORTH BOUND

ANSI Document Order: 986

"N.Y." Day and 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 LEXINGTON AND ANCHORAGE

SOUTH BOUND

			THIRD CLASS		SECOND CLASS		FIRST CLASS						TIME TABLE				
			99 C. & O. Kings Disp.	95 C. & O. Ex Reg. No.	25 Local Freight		53 Shelbyville Accom.	29 Through Freight		55 Sunday Passenger	51 Shelbyville Passenger	23 C. & O. Limited	21 C. & O. Loc. Exp.	19 Frankfort Accom.	17 Louisville Express	15 Western Express	No. Train No. 78
			Daily	Daily	Toes, Thur. and Sat.		Daily ex. Sunday	Daily		Sundays only	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Takes Effect Sunday, June 26, 1909, at 4:00 a.m.
																	STATIONS
																	Lv. C. & O. DEPOT
																	LEXINGTON N.
																	FREIGHT YARD
																	VILEYS
																	TARNALLTON
																	PATNER
																	MIDWAY D.
																	SPRING STATION
																	DUCKERS
																	JETTS
																	QUANTOCK
																	ELEVATOR SIDING
																	FRANKFORT D.
																	WEST FRANKFORT
																	BENSON
																	HATTON
																	BAGDAD
																	CHRISTIANSBURG N.
																	SHELBYVILLE D.
																	SCOTT
																	SIMPSONVILLE
																	LONG RUN
																	EASTWOOD
																	AVOCAS
																	ANCHORAGE N.
			Daily 99	Daily 95	Toes, Thur. and Sat. 25		Daily ex. Sunday 53	Daily 29		Sundays only 55	Daily ex. Sunday 51	Daily 23	Daily 21	Daily ex. Sunday 19	Daily ex. Sunday 17	Daily ex. Sunday 15	

"D." Day Train-Order Office.

"N." Day and 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 ANCHORAGE AND LEXINGTON

NORTH BOUND

TIME TABLE No. 78		Between Stations	FIRST CLASS						SECOND CLASS				THIRD CLASS			
			16 Lexington Express	18 Eastern Express	20 Frankfort Accom.	22 C. & O. Atlantic Ex.	24 C. & O. Limited	52 Shelbyville Passenger	30 Through Freight	54 Shelbyville Accom.	90 C. & O. K'wha Disp.	98 C. & O. Bus Rigs Dep.	26 Local Freight	Mon., Wed., and Fri.		
Takes Effect Sunday, June 26, 1898, at 8:00 a.m.			Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily				
STATIONS																
AP. C. & O. DEPOT.																
LEXINGTON N.			5.40PM	10.59AM		11.09	8.39				3.05PM	12.15AM	3.30PM			
FREIGHT YARD			5.38	10.57		11.07	8.37		7.20AM							
VILEYS	3.5	10	5.28	10.48		11.01	8.31		7.04		2.52	12.04AM	3.15			
YARNALLTON	3.5	10	5.19	10.41		10.56	8.25		6.52		2.40	11.54PM	3.05			
PAYNES	3.6	10	5.13	10.33		10.50	8.19		6.40		2.24	11.44	2.47			
MIDWAY D	3.6	10	5.06	10.25		10.44	8.12		6.25	28	1.59	11.32	2.32	15.80		
SPRING STATION	3.9	11	4.58	10.15		10.37	8.05		6.00		1.44	11.20	12.40			
DUCKERS	3.0	7	4.53	10.09		10.33	8.00		5.45		1.34	11.10	12.25			
JETTS	2.2	6				10.30	7.56		5.35		1.27	11.00	12.10PM			
QUANTOCK	0.8	1	4.49	10.05												
ELEVATOR SIDING	2.4	20											10.30	28		
FRANKFORT D	0.9	5														
WEST FRANKFORT	0.9	5	4.35	9.50	7.12PM	10.18	7.42		5.05		12.57	10.18	11.25AM			
BENSON	4.8	14	4.30	9.45	7.07	10.13	7.37		4.55		12.47	10.08	11.15			
HATTON	3.2	14	4.22	9.35	6.59	10.06	7.30		4.40	95	12.34	9.47	10.45			
BAGDAD	4.5	15	4.16	9.29	6.53	10.00	7.25		4.30		12.24	9.38	10.30			
CHRISTIANSBURG N.	2.5	5	4.07	9.19	6.44	9.51	7.17		4.10		12.13	9.26	10.12	10.18	9.19	21.22
SHELBYVILLE D.	8.3	20	4.02PM	9.12AM	6.37PM	9.46	7.12		3.55AM		12.07PM	9.20	8.35AM			
SCOTTS	5.9	13				9.28	7.00	23	6.32PM		10.50AM	11.38AM	8.50			
SIMPSONVILLE	4.0	10				9.22	6.51	28	6.23		10.40	11.23	8.32			
LONG RUN	6.1	16				9.17	6.46	28	6.15		10.29	11.13	8.21			
EASTWOOD	1.7	8				9.10	6.40	28	6.05		10.19	10.57	8.06			
AVOCA	3.0	11				9.05	6.37	28	6.01		9.57	10.51	8.00			
ANCHORAGE N.	2.4	8				8.59	6.32	28	5.54		9.50	10.43	7.52			
			Daily ex. Sunday 16	Daily ex. Sunday 18	Daily ex. Sunday 20	Daily 22	Daily 24	Daily 52	Daily 30	Daily ex. Sunday 54	Daily 90	Daily 98	Mon., Wed., and Fri. 26			

"D," Day Train-Order Office.

"N," Day and 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.

NORTH BOUND

BETWEEN ANCHORAGE AND LEXINGTON

## SOUTH BOUND

## BETWEEN CHRISTIANSBURG AND LAGRANGE

## NORTH BOUND

THIRD CLASS		SECOND CLASS		FIRST CLASS			TIME TABLE		FIRST CLASS				SECOND CLASS		THIRD CLASS	
				19	17	16	No. 78 Takes Effect Sunday, June 26, 1898, at 8:00 a.m.		16	18	20			30		26
	<b>25</b> Local Freight.		<b>29</b> Through Freight.				DAILY ex. Sunday.	DAILY ex. Sunday.	DAILY ex. Sunday.	DAILY ex. Sunday.	DAILY ex. Sunday.	DAILY ex. Sunday.			Through Freight.	Local Freight.
Tues., Thurs., and Sat.			Daily.												Daily.	Mos. Wed. and Fri.
9.12AM		12.15AM			6.22AM	10.17AM	3.40PM	44.6		22	4.02PM	9.12AM 25	6.37PM		3.55AM	8.35AM
9.23		12.28			6.29	10.28	3.45	47.6	8	23	3.57	9.05	6.32		3.45	8.25
9.38		12.38			6.34	10.28	3.51	50.0		17	3.51	9.00	6.27		3.35	7.55
10.10		12.43			6.37	10.31	3.54	51.7		17	3.44	8.57	6.24		3.25	7.40
10.35		12.50			6.41	10.35	3.58	54.0	5	27	3.40	8.52	6.20		3.10	7.05
11.30		1.05			6.46	10.45	4.08	58.8	13	16	3.30	8.42	6.11		2.55	6.50
11.45AM		1.18			6.55	10.51	4.14	61.5		27	3.24	8.35	6.06		2.45	6.20
12.34PM		1.30AM			7.07AM	11.05AM	4.25PM	67.0	15	160	3.14PM 22	8.25AM	5.56PM		2.30AM	5.45AM
Tues., Thurs., and Sat.		Daily.	<b>29</b>		Daily ex. Sunday.	Daily ex. Sunday.	Daily ex. Sunday.				Daily ex. Sunday.	Daily ex. Sunday.	Daily ex. Sunday.		Daily.	Mos. Wed. and Fri.
<b>25</b>				<b>19</b>	<b>17</b>	<b>15</b>				<b>16</b>	<b>18</b>	<b>20</b>			<b>30</b>	<b>26</b>

"D." Day Train-Order Office.

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