

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

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LOUISVILLE, CINCINNATI & LEXINGTON DIVISION.

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No. 78.

**TIME TABLE.**

No. 78.

TAKES EFFECT

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

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FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

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CENTRAL TIME, STANDARD.

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J. G. METCALFE,  
GENERAL MANAGER.

G. E. EVANS,  
SUPT. TRANSPORTATION.

C. A. DAVIES,  
SUPERINTENDENT.

# GENERAL INSTRUCTIONS.

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 cut 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 schedule 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 file.

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 Newport and Cincinnati.

All trains must use full schedule time between Jetts 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'y will be known as Newport.

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

Between the hours of 6:15 a.m. and 8:05 p.m., trains running between Lagrange and East Louisville, in either direction, are not permitted to follow a passenger train from Lagrange, Buckners, Peewee Valley, Anchorage, St. Matthews, and East Louisville until it has arrived at the next telegraph 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 engineman'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 Bristow 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 lap 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, Keenebec, 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 Peru, Bashaws, 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 Hatton 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. R'y.

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

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. CUTHBERT THOMPSON, Anchorage, Ky.

Dr. W. S. FORWOOD, Pewee Valley, Ky.

Dr. C. N. GOLDSBOROUGH, Lagrange, Ky.

Dr. O. M. HUMSTON, Campbellsburg, Ky.

Dr. W. S. GOLDEN, Worthville, Ky.

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. R'y.)

**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

THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from Cincinnati	TIME TABLE			
39 Through Freight	35 Through Freight	33 Local Freight	31 Through Freight	73 New Orleans Ex. Freight	71 New Orleans Fast Freight	7 Nashville Express	5 Louisville Express	3 Fast Line	1 Limited		No. 78 Takes Effect Sunday, June 28, 1899, at 8:00 a.m.	STATIONS		
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Lv.	Ar.	
										11.00AM		7.40AM	11.00PM	4.05PM
										11.10	7.50	11.10	4.15	1.8
										11.15	7.55	11.15	4.21	3.9
										11.16	7.56	11.16	4.22	4.8
										11.19	8.00	11.19	4.26	5.4
										11.24	8.06	11.26	4.32	8.3
										11.32	8.15	11.36	4.43	12.5
										11.40	8.25	11.46	4.54	17.4
										11.46	8.33	11.54PM	5.05	21.1
										11.54AM	8.42	12.02AM	5.13	26.1
										12.03PM	8.52	12.12	5.22	32.4
										12.06	8.57	12.15	5.27	34.9
										12.13	9.06	12.24	5.37	39.9
										12.10AM	4.28	12.20	5.46	45.3
										12.16	4.42	12.24	5.51	48.1
										12.24	4.52	12.29	5.58	51.8
										12.48	5.03	12.34	6.05	55.9
										1.10	5.20	12.42	6.15	59.9
										1.30	5.42	12.50	6.25	64.8
										1.38	5.50	12.53	6.30	66.4
										1.53	6.05	1.00	6.40	69.6
										2.03	6.17	1.06	6.48	74.3
										2.15	6.30	1.12	6.57	77.6
										2.30	6.42	1.19	7.05	82.2
										2.35AM	7.07PM	1.21PM	7.07PM	83.3
										Daily	Daily	Daily	Daily	
										<b>39</b>	<b>35</b>	<b>33</b>	<b>31</b>	
										<b>73</b>	<b>71</b>	<b>7</b>	<b>5</b>	
										<b>3</b>	<b>1</b>			

"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 LAGRANGE AND CINCINNATI

NORTH BOUND

## TIME TABLE

No. 78

Takes Effect Sunday, June 26, 1898, at 8.00 a.m.

Distance between stations.  
Car Capacity of Passenger Seating.  
Min. Time per Sta. for Non-bound Pt. Through.

STATIONS	Distance between stations.	Car Capacity of Passenger Seating.	Min. Time per Sta. for Non-bound Pt. Through.	FIRST CLASS				SECOND CLASS			THIRD CLASS							
				2	4	6	8	36	72	74	32	34	38	40				
				Fast Line Daily	Fast Mail Daily	Limited Express Daily	Eastern Express Daily	Live Stock Freight Daily	Fast Freight Daily	Fast Freight Daily	Local Freight Daily ex. Sunday	Through Freight Daily	Through Freight Daily	Through Freight Daily				
Ar. CINCINNATI N	1.8			7.05AM	4.05PM	5.55PM	11.50AM											
NEWPORT N	2.1			6.55	3.55	5.45	11.40											
WILDER	0.8			6.49	3.50	5.39	11.34											
MILLDALE D	0.6			6.48 6.45	3.47	5.34	11.31											
LATONIA N	2.9	10		6.43	3.46	5.33	11.30	3.30AM	5.30AM	8.15PM	4.26PM	7.30PM	5.15AM	10.45AM				
MAURICE	4.2	34	15	6.35	3.41	5.27	11.24	3.10	5.20	3.00	4.00	7.16	4.58	10.30				
INDEPENDENCE	4.9	41	15	6.26	3.34	5.20	11.14	2.55	5.05	2.45	3.34	7.02	4.43	10.10				
BANK LICK	3.7	43	12	6.16	3.26	5.12	11.05	2.35	4.50	2.30	3.00	6.48	4.26	9.50				
WALTON N	5.0	76	15	6.08	3.21	5.05	10.58	2.20	4.40	2.05	2.47	6.39	4.13	9.32				
VERONA D	6.3	50	30	5.58	3.14	4.56	10.49	2.00	4.25	1.50	2.00	6.24	3.53	9.12 8.20	6.33 36			
ZION	2.5	56	8	5.42	3.02	4.45	10.36	1.30	3.50	1.20	1.35	5.59	3.23	7.34				
ELLISTON D	5.0	43	22	5.38	2.59	4.42	10.32	1.20	3.43	1.13	1.25	5.53	3.15	7.24				
GLENCOE N	5.4	55	18	5.28	2.51	4.35	10.22	1.00	3.23	1.00	1.25	5.47	2.55	6.59				
SPARTA D	2.9	62	8	5.18	2.44	4.28	10.13	12.32 } 12.10AM } 73	3.11	12.43	12.20PM	4.55	2.40	6.44				
SANDERS	3.7	49	10	5.12	2.40	4.24	10.08	11.40PM	3.04	12.37	11.45AM	4.42 } 4.24 } 6, 71	2.30	6.34				
EAGLE	4.1	54	11	5.05	2.35	4.19	10.01	11.25	2.55	12.29	11.30	3.55	2.15	6.22				
WORTHVILLE N	4.0	99	12	4.55	2.26	4.10	9.52	11.05	2.35	12.10	11.00	3.30	1.55	6.02				
ENGLISH	4.9	48	15	4.48	2.20	4.04	9.45	10.50	2.25	12.02PM	10.48	3.17	1.10 } 12.58 } 3, 73	5.47				
BARNES	1.6	44	5	4.41	2.13	3.57	9.35	10.28	2.09	11.52AM	10.24	3.02	12.29	5.29				
TURNER	3.2	15	18	4.38	2.11	3.55	9.32	10.22	2.03	11.48	10.19	2.56	12.19AM	5.24				
CAMPBELLSBURG N	4.7	62	21	4.31	2.06	3.49	9.24	10.10	1.53	11.41	10.09 } 9.24 } 5, 8	2.42	11.59PM	5.12				
SULPHUR	3.4	59	11	4.20	1.57	3.40	9.15	9.50	1.27	11.23	8.49	2.22	11.35	4.47				
PENDLETON	4.6	64	15	4.13	1.53	3.35	9.08	9.40	1.00	11.16	8.37	2.10 } 1.53 } 4, 33	11.27	4.37				
VADEN	1.1	19	3	4.05	1.47	3.29	9.01	9.25	12.48	11.06	8.25	1.26	11.07	4.20				
Lv. LAGRANGE N	1.1	140	3	4.02AM	1.45PM	3.27PM	8.58AM	9.20PM	12.35AM	10.55AM	8.20AM	1.21PM	10.57PM	4.02AM	2 39			
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	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.

1 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 LOUISVILLE

## SOUTH BOUND

**TIME TABLE**  
No. 78  
Takes Effect June 23, 1906,  
at 8.00 a.m.

THIRD CLASS					SECOND CLASS				FIRST CLASS											Distance from Cincinnati.	Stations			
99 C. & O. R. with Dis.	95 C. & O. R. Reg. Dis.	39 Through Freight	35 Through Freight	33 Local Freight	31 Through Freight	25 L. B. Local Frt.	73 N. O. Ex. Frt.	71 N. O. Fast Frt.	53 Shelbyv. Accom.	13 Beard Accom.	55 Sunday Pass.	51 Shelbyv. Accom.	23 C. & O. Limited	21 C. & O. Lou. Exp.	19 Frankfort Accom.	17 Louisville Express	15 Western Express	11 Lagrange Accom.	9 Lagrange Accom.			7 Nashville Express	5 Louisville Express	3 Fast Line
Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily	Tue, Thu, and Sat.	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Sundays only.	Daily ex. Sund.	Daily	Daily	Daily ex. Sund.	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily
		4.30AM	12.30PM	3.27PM <sup>6</sup> / <sub>16</sub>	1.44AM <sup>9</sup>	12.40PM	2.35AM	7.30PM <sup>1</sup> / <sub>12</sub>							7.10AM	11.05AM	4.25PM	6.25AM	7.15PM <sup>1</sup> / <sub>12</sub>	1.21PM <sup>34</sup>	10.34AM	1.44AM <sup>31</sup>	7.07PM <sup>9</sup> / <sub>17</sub>	83.3
		4.45	12.46 <sup>34</sup>	3.40	2.06	12.56 <sup>34</sup>	2.55	7.42						7.19	11.13	4.33	6.33	7.23 <sup>12</sup>	1.28	10.43 <sup>74</sup>	1.52	7.15 <sup>12</sup>	87.3	
		4.57	12.58	3.50	2.15	1.08	3.05	7.50						7.27 <sup>32</sup>	11.20	4.40	6.40	7.30	1.33 <sup>4</sup>	10.48	1.57	7.20	91.0	
		5.08	1.04	3.55	2.18	1.27 <sup>14</sup> 1.34 <sup>7</sup>	3.08 <sup>40</sup>	7.53		9.50AM				7.29	11.22	4.43	6.43	7.32	1.34 <sup>26</sup>	10.49	1.58	7.21	92.3	
		5.15 <sup>20</sup>	1.25 <sup>14</sup> 1.54 <sup>20</sup>	4.10	2.21	2.04	3.11	7.56		9.53				7.33	11.25	4.46	6.46 <sup>32</sup>	7.34	1.36 <sup>35</sup>	10.51	2.00	7.23	93.7	
		5.21	2.00	4.25	2.27	2.11	3.17	8.01		9.58				7.39	11.29	4.52 <sup>10</sup>	6.52	7.40	1.39	10.54	2.03	7.26	95.9	
2.20AM	7.15AM	5.26	2.06	4.44 <sup>10</sup> 4.58 <sup>15</sup>	2.33 <sup>40</sup>	2.18	3.23	8.07 <sup>36</sup>	3.30PM	10.03 <sup>74</sup>	8.31AM	7.55AM	7.30PM	10.36AM <sup>90</sup>	7.45	11.34	4.58 <sup>33</sup>	6.59	7.45	1.42 <sup>28</sup>	10.57	2.07	7.29	98.4
2.25	7.18	5.29	2.09	5.25	2.35	2.22	3.26	8.09	3.33	10.06	8.33	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
2.33	7.24	5.39	2.15	5.45	2.45	2.32	3.34	8.15	3.40	10.14	8.40	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
2.40	7.31	5.46	2.21	6.00	2.54	2.45	3.42	8.21	3.47	10.21	8.47	8.12	7.45	10.45	7.55	11.44	5.15	7.16	7.58	1.49	11.06	2.16	7.36	104.9
2.44	7.37	5.51	2.26	6.20	2.59	3.10	3.47	8.25	3.50	10.26	8.52	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
2.50	7.45	6.00AM	2.43PM	6.50PM	3.10AM	3.35PM	4.00AM	8.35PM	3.55	10.33	8.58	8.23	7.50	10.51	8.03	11.50	5.21	7.27	8.05	1.54PM	11.11AM	2.21AM	7.42PM	108.7
3.00AM	7.55AM								4.05PM	10.40AM	9.05AM	8.30AM	7.58PM	10.58AM	8.10AM	11.57AM	5.28PM	7.34AM	8.12PM					
																				2.10PM	11.27AM	2.40AM	8.00PM	110.4
Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily	Tue, Thu, and Sat.	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Sundays only.	Daily ex. Sund.	Daily	Daily	Daily ex. Sund.	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	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-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.

# BETWEEN LOUISVILLE AND LAGRANGE

## NORTH BOUND

TIME TABLE No. 78 Takes Effect June 26, 1898, at 8:00 a.m.	STATIONS	Distance between stations.	FIRST CLASS												SECOND CLASS						THIRD CLASS								
			2	4	6	8	10	12	16	18	20	22	24	28	52	14	54	36	72	74	90	98	26	32	34	38	40		
			Fast Line	Fast Mail	Limited Express	Eastern Express	Lagrange Accom.	Lagrange Accom.	Lexington Express	Eastern Express	Frankfort Accom.	C. & O. Atlantic Ex.	C. & O. Limited	Lagrange Accom. Sunday only	Shelbyv. Accom.	Beard Accom.	Shelbyv. Accom.	Live Stock Freight	Fast Freight	Fast Freight	C. & O. K'wha Dis.	C. & O. One Edge Exp.	L. B. Local Ft.	Local Freight	Through Freight	Th'gh Freight	Th'gh Freight		
	Ar. LAGRANGE N.	140	4.02AM <sup>29,40</sup>	1.45PM	3.27PM <sup>33</sup>	5.58AM	5.23PM	7.30 <sup>37,71</sup>	8.14PM <sup>33</sup>	8.25AM	5.50PM			2.17PM			9.00PM	12.35AM	10.55AM			5.45AM	7.50AM	1.21PM	10.57PM	3.24PM			
	BUCKNERS D.	4.0 68	3.54	1.39	3.20	5.50	5.15	7.23 <sup>39</sup> 7.15 <sup>71</sup>	8.05	8.16	5.48			2.08			8.46	12.23	10.43	5		5.32	7.37	12.56 <sup>25</sup> 12.46 <sup>35</sup>	10.45	3.22			
	CAMDEN	3.7 88	3.47	1.33 <sup>7</sup>	3.15	5.44	5.07	7.04	2.57	8.09	5.41			2.00			8.34	12.13	10.21			5.22	7.27 <sup>19</sup>	12.14	10.35	3.11			
	BEARD	1.3 82	3.45	1.27 <sup>26</sup>	3.13	5.42	5.04	7.02	2.53	8.07	5.38			1.57		9.30AM	8.30	12.10	10.18			5.18	7.02	12.11	10.32	3.03 <sup>7</sup>			
	PEWEE VALLEY D.	1.4 62	3.43	1.25 <sup>35</sup>	3.12	5.40	5.00	6.59	2.50	8.05	5.35			1.54 <sup>39</sup>		9.26	8.26	12.07AM	10.15			5.08	6.20	11.56AM	10.20	2.45			
	O'BANNON	2.2 82	3.39	1.21	3.09	5.35	4.52 <sup>15</sup>	6.52	2.43	8.00	5.28			1.48		9.20	8.17	11.59PM	10.09			5.00	6.11	11.44	10.12	2.33 <sup>7</sup>			
	ANCHORAGE N. End of Double Track.	2.6 94	3.35	1.17	3.05	5.31	4.44 <sup>39</sup>	6.45	2.37	7.55	5.22		8.54AM	6.28PM	1.42 <sup>7</sup>	5.47PM	9.14	9.35AM	8.07 <sup>71</sup>	11.51	10.03 <sup>13</sup>	10.36AM <sup>21</sup>	7.45PM	5.00	6.11	11.44	10.12	2.33 <sup>7</sup>	
	LAKELAND	0.8 26	3.33	1.16	3.04	5.30	4.41	6.43	2.34	7.53	5.21		8.53	6.26	1.39	5.44	9.12	9.33	7.56	11.48	10.00	10.30	7.37	4.56	6.05	11.40	10.08	2.28	
	LYNDON	2.9 11	3.26	1.10	2.59	5.25	4.33	6.36	2.25	7.44	5.16		8.48	6.21	1.30	5.35	9.04	9.25	7.40	11.36	9.49	10.17	7.25	4.47	5.50	11.23	9.53	2.11	
	ST. MATTHEWS D.	2.8 72	3.23	1.07	2.56	5.22	4.26	6.31	2.17	7.38	5.13		8.45	6.17	1.22	5.27	8.57	9.20	7.32	11.28	9.42	10.10	7.17	4.41	5.40	11.15	9.45	2.03	
	CRESCENT HILL	1.7 11	3.21	1.05	2.54	5.20	4.23	6.28	2.13	7.33	5.11		8.43	6.15	1.18	5.23	8.53	9.17	7.27	11.23	9.38	10.06	7.12	4.38	5.30	11.10	9.40	1.55	
	E. LOUISVILLE N.	2.1 10	3.16AM	1.00PM	2.51PM	5.16AM	4.17	6.22	2.07	7.27	5.07		8.39	6.10	1.12	5.17	8.47	9.10	7.15PM	11.15PM	9.30AM	10.00	7.05	4.30AM	5.20AM	11.00AM	9.30PM	1.45AM	
	Lv. Louisville 1st St. Sta.	1.7					4.10PM	6.15PM	2.00PM	7.20AM	5.00PM				1.05PM	5.10PM	8.40AM	9.00AM			9.50AM	6.55PM							
	Lv. Louisville Union Sta.	5.0	3.00AM	12.45PM	2.35PM	8.00AM																							
			Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sunday	Daily ex. Sun.	Daily ex. Sunday	Daily	Daily	Sunday only	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily	Daily	Daily	Daily	Mn. Wd. and Fri.	Daily ex. Sun.	Daily	Daily	Daily	Daily	
			2	4	6	8	10	12	16	18	20	22	24	28	52	14	54	36	72	74	90	98	26	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.

SOUTH BOUND

BETWEEN LEXINGTON AND ANCHORAGE

Time from Lexington	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from Lexington		
	99 C. & O. K'wha Disp.	95 C. & O. Eas Ridge Dep.	25 Local Freight	53 Shelbyville Accom.	29 Through Freight	55 Sunday Passenger	51 Shelbyville Passenger	23 C. & O. Limited	21 C. & O. Lou. Exp.	19 Frankfort Accom.		17 Louisville Express	15 Western Express
	Daily	Daily	Tues., Thur., and Sat.	Daily ex. Sunday	Daily	Sundays only	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday		Daily ex. Sunday	Daily ex. Sunday
	8.55PM	2.45AM	5.00AM		9.25PM			5.20PM	8.20AM				
	9.05	2.53	5.10		9.40			5.21	8.21		8.35AM	2.00PM	
	9.14	3.02	5.20		9.55			5.28	8.28		8.37	2.02	
	9.23	3.10	5.35		10.07			5.28	8.28				
	9.33	3.20	5.50/6.25 <sup>30</sup>		10.19			5.38	8.38				
	9.44	3.31	6.40		10.31			5.44	8.43		9.06	2.32 <sup>28</sup>	
	9.58	3.39	6.50		10.40			5.51	8.50		9.14	2.40	
	10.00	3.44	7.00		11.00 <sup>98</sup>			5.56	8.54		9.20	2.46	
	10.30/28, 98/11.15 <sup>1</sup>				11.15 <sup>99</sup>			5.59	8.57		9.24	2.51	
	11.28	4.05	7.30		11.18			6.13	9.09	5.50AM	9.37	3.04	
	11.33	4.10	7.40		11.23			6.19	9.14	5.55	9.45 <sup>18</sup>	3.09	
	11.50PM	4.40 <sup>30</sup>	8.05		11.38			6.27	9.22	6.02	9.52	3.18	
	12.05AM	5.00	8.25		11.49PM			6.34	9.29 <sup>18</sup>	6.08	10.00 <sup>22</sup>	3.25	
	12.35	5.25	8.50		12.12AM			6.44 <sup>20</sup>	9.40 <sup>26</sup>	6.17	10.12 <sup>26</sup>	3.35	
	12.43	5.35	9.12AM <sup>18</sup>		12.18AM			6.48	9.46 <sup>22</sup>	6.22AM	10.17AM	3.40PM	
	1.08	6.00			2.15PM		7.35AM	7.00AM	7.00	10.01			
	1.23	6.17			2.30		7.46	7.10	7.09	10.07			
	1.38	6.30			2.45		7.56	7.20	7.15	10.12			
	1.50	6.43			3.00		8.09	7.33	7.21	10.19 <sup>64</sup>			
	1.56	6.50			3.05		8.15	7.39	7.25	10.24			
	2.06	7.02			3.15		8.24	7.48	7.30	10.30			
	2.20AM	7.15AM			3.30PM		8.31AM	7.55AM	7.36PM	10.36AM <sup>90</sup>			

TIME TABLE  
No. 78  
Takes Effect Sunday, June 28, 1898, at 8:00 a.m.

STATIONS
Lv. C. & O. DEPOT
LEXINGTON N.
FREIGHT YARD
3.5 VILEYS
7.0 YARNALLTON
10.6 PAYNES
11.1 MIDWAY D.
18.0 SPRING STATION
21.0 DUCKERS
23.2 JETTS
23.5 QUANTOCK
27.8 ELEVATOR SIDING
28.7 FRANKFORT D.
29.6 WEST FRANKFORT
34.4 BENSON
37.6 HATTON
42.1 BAGDAD
44.6 CHRISTIANBURG N.
52.9 SHELBYVILLE D.
56.8 SCOTTS
60.8 SIMPSONVILLE
64.9 LONG RUN
68.5 EASTWOOD
69.6 AVOCA
72.0 Ar ANCHORAGE N.

"D," Day Train-Order Office.

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

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# BETWEEN ANCHORAGE AND LEXINGTON

NORTH BOUND

TIME TABLE		FIRST CLASS					SECOND CLASS				THIRD CLASS	
No. 78		16	18	20	22	24	52	30	54	90	98	26
Takes Effect Sunday, June 26, 1898, at 8:00 a.m.		Lexington Express	Eastern Express	Frankfort Accom.	C. & O. Atlantic Ex.	C. & O. Limited	Shelbyville Passenger	Through Freight	Shelbyville Accom.	C. & O. K'wha Disp.	C. & O. Blue Ridge Disp.	Local Freight
STATIONS		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Mon., Wed., and Fri.
Ar	C. & O. DEPOT				11.10AM	8.40PM						
	LEXINGTON N.	5.40PM	10.59AM		11.09	8.39						
	FREIGHT YARD	5.38	10.57		11.07	8.37		7.20AM		3.05PM	12.15AM	3.30PM
3.5	VILEYS	F 5.28 <sup>23</sup>	F 10.48		11.01	8.31		7.04		2.52	12.04AM	3.15
8.5	YARNALLTON	F 5.19	F 10.41		10.56	8.25		6.52		2.40	11.54PM	3.05
3.6	PAYNES	F 5.13	F 10.33		10.50	8.19		6.40		2.24 <sup>16</sup>	11.44	2.47
3.5	MIDWAY D.	F 5.06	F 10.25		10.44	F 8.12		6.25 <sup>25</sup>		1.59 <sup>26</sup>	11.32	2.32 <sup>15,90</sup> 1.59
3.9	SPRING STATION	F 4.58	F 10.15		10.37	8.05		6.00		1.44	11.20	12.40
3.0	DUCKERS	F 4.53	F 10.09		10.33	8.00		5.45		1.34	11.10	12.25
2.2	JETTS	F 4.49	F 10.05		10.30	7.56		5.35		1.27	11.00 <sup>29</sup>	12.10PM
0.3	QUANTOCK											
4.3	ELEVATOR SIDING										10.30 <sup>99</sup>	
0.9	FRANKFORT D.	F 4.35	F 9.50	7.12PM	10.18	F 7.42		5.05		12.57	10.18	11.25AM
0.9	WEST FRANKFORT	4.30	9.45 <sup>17</sup>	7.07	10.13	7.37		4.55		12.47	10.03	11.15
4.8	BENSON	F 4.22	F 9.35	F 6.59	10.06	7.30		4.40 <sup>95</sup>		12.34	9.47	10.45
3.2	HATTON	F 4.16	F 9.29 <sup>21</sup>	F 6.53	10.00 <sup>17</sup>	7.25		4.30		12.24	9.38	10.30
4.5	BAGDAD	F 4.07	F 9.19 <sup>28</sup>	F 6.44 <sup>23</sup>	9.51 <sup>26</sup>	7.17		4.10		12.13	9.26	10.12 <sup>17,18</sup> 9.19 <sup>21,22</sup>
2.5	CHRISTIANSBURG N.	F 4.02PM	F 9.12AM <sup>25</sup>	F 6.37PM	9.46 <sup>21</sup>	7.12		3.55AM		12.07PM	9.20	8.35AM
8.3	SHELBYVILLE D.				9.28	F 7.00 <sup>23</sup>	6.32PM		10.50AM	11.38AM	8.50	
3.9	SCOTTS				9.22	6.51	F 6.23		F 10.40	11.23	8.32	
4.0	SIMPSONVILLE				9.17	6.46	F 6.15		F 10.29	11.13	8.21	
4.1	LONG RUN				9.10	6.40	F 6.05		F 10.19 <sup>21</sup>	10.57	8.06	
1.7	EASTWOOD				9.05	6.37	F 6.01		F 9.57	10.51	8.00	
3.0	AVOCA				8.59	6.32	F 5.54		F 9.50	10.43	7.52	
2.4	ANCHORAGE N.				8.54AM	6.28PM	F 5.47PM		F 9.35AM	10.36AM <sup>21</sup>	7.45PM	
		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Mon., Wed., and Fri.
		16	18	20	22	24	52	30	54	90	98	26

"D," Day Train-Order Office.

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

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SOUTH BOUND

BETWEEN CHRISTIANSBURG AND LAGRANGE

NORTH BOUND

THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from Lexington.	Minimum Time bet. Stations for South-bound Freight Trains.	Distance between Stations.	Minimum Time bet. Stations for North-bound Freight Trains.	Car Capacity of Passenger Sidings.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
25 Local Freight. Tues., Thur., and Sat.	29 Through Freight. Daily.		19 Frankfort Accom. Daily ex. Sunday.	17 Louisville Express. Daily ex. Sunday.	15 Western Express. Daily ex. Sunday.	16 Lexington Express. Daily ex. Sunday.	18 Eastern Express. Daily ex. Sunday.						20 Frankfort Accom. Daily ex. Sunday.	30 Through Freight. Daily.	26 Local Freight. Mon., Wed., and Fri.				
9.12AM <sup>18</sup>	12.18AM		f 6.22AM	f 10.17AM	f 3.40PM	f 4.02PM	f 9.12AM <sup>25</sup>	f 6.37PM	3.55AM	8.35AM									
9.28	12.28		f 6.29	f 10.23	f 3.45	f 3.57	f 9.06	f 6.32	3.45	8.25									
9.38	12.38		f 6.34	f 10.28	f 3.51 <sup>16</sup>	f 3.51 <sup>16</sup>	f 9.00	f 6.27	3.35	7.55									
10.10 <sup>7</sup>	12.43		f 6.37	f 10.31	f 3.54	f 3.44	f 8.57	f 6.24	3.25	7.40									
10.35 <sup>17</sup>	12.50		s 6.41	s 10.35 <sup>26</sup>	s 3.58	s 3.40	s 8.52	s 6.20	3.10	7.05									
11.30	1.05		f 6.50 <sup>26</sup>	f 10.45	f 4.08	f 3.30	f 8.42	f 6.11	2.55	6.50 <sup>19</sup>									
11.45AM	1.13		f 6.55	f 10.51	f 4.14	f 3.24	f 8.35	f 6.06	2.45	6.20									
12.34PM	1.30AM		s 7.07AM	s 11.05AM	s 4.25PM	s 3.14PM <sup>33</sup>	s 8.25AM	s 5.56PM	2.30AM	5.45AM									
Tues., Thur., and Sat. 25	Daily. 29		Daily ex. Sunday. 19	Daily ex. Sunday. 17	Daily ex. Sunday. 15	Daily ex. Sunday. 16	Daily ex. Sunday. 18	Daily ex. Sunday. 20	Daily. 30	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.