

# LOUISVILLE & NASHVILLE RAILROAD COMPANY.

LOUISVILLE, CINCINNATI & LEXINGTON DIVISION.

No. 89.

## TIME TABLE.

No. 89.

TAKES EFFECT

SUNDAY, MARCH 3, 1901, AT 7.00 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD.

G. E. EVANS,  
GENERAL MANAGER.

C. B. PHELPS,  
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 Freight Trains approaching passing sidings will sound the whistle, as per Rule 39. The enginemen will then receive a signal from the conductor. If signalled 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 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.

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 second-class Freight Trains on the Cincinnati Division will be thirty-five (35) miles per hour; of third and inferior class Freight Trains, thirty (30) miles per hour. The maximum speed of Freight Trains on the Lexington Branch will be twenty-five (25) miles per hour. The maximum speed of Freight Trains between Anchorage and Christiansburg will be thirty (30) miles per hour.

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 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.

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

The speed of all trains must be reduced to fifteen (15) miles per hour between slow boards north and south of the sharp curve on mile 67, Lexington Branch.

All trains must approach the signals governing the interlocking switches at Anchorage under control, and must reduce speed to fifteen (15) miles per hour running over the cross-overs.

Enginemen must not use sand while passing over the interlocking switches at East Louisville and Anchorage.

North-bound Cincinnati Division trains that use the Shelby Branch to take siding at Anchorage must be protected by a flag.

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

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

The clocks in offices at Cincinnati, Latonia, Lexington, 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.

Trains passing Latonia, that register by card, Form 92, will deliver the card at Latonia Avenue.

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.

All trains, running via the Shelby Cut Off, that use the Lexington Branch main track at Christiansburg must be protected by a flag.

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.

Independence is a night telegraph office only.

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

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

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

All engines, in both directions, approaching Walcutt Pike Crossing, on sharp curve on mile 67, Lexington Branch, must sound the whistle continuously from the whistle posts to crossing.

All trains must be brought to a stop before crossing the track of the Kentucky Central Division at Latonia, and be governed by signals at Newport for C. & O. R. R. At Latonia K. C. trains of same class have preference. At Newport 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 8:25 a. m. and 7:30 p. m., daily except Sunday, and from 8:00 a. m. to 7:40 p. m. on Sundays, trains running between Lagrange and East Louisville, in either direction, are not permitted to follow a passenger train from Lagrange, Buckners, Pewee 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.

The position of the block semaphore signal at East Louisville will be lowered at all times when block is clear, and will only be held at red while trains are occupying block.

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 employes 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, Latonia, and Cincinnati.

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

Shelby R. R.—Shelbyville.

## SPECIAL INSTRUCTIONS.

No. 1 will stop on signal at Newport for passengers for Louisville and points beyond.  
No. 2 will use schedule time between Bank Lick and Maurice. All other northbound passenger trains will use schedule time between Independence and Maurice.  
No. 2 will stop on signal at Glencoe to let off passengers from Louisville, and 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 Pewee Valley to let off passengers from Cincinnati.  
No. 4 has right of track against No. 9.  
No. 4 will stop on signal at Lagrange for passengers from Lexington Branch for Cincinnati.  
No. 5 will take siding for No. 8.  
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 has right of track against No. 9.  
No. 6 will stop on signal at Lagrange to receive passengers.  
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 at Lakeland to let off attendants with patients for Central Asylum from points south of Louisville.

No. 8 will use north crossover at Southern Avenue, Latonia, meeting No. 7.  
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, 11, and 12 will stop on signal at all stations and platforms.  
No. 9 will take siding at Pendleton for No. 10.  
No. 10 will stop on signal at all stations and platforms between Anchorage and Lagrange.  
No. 10 will not exceed schedule time between Sanders and Cincinnati.  
No. 15 will stop on signal at all stations and platforms north of Lagrange and at Peru, Bashaws, and Warwick Villa, and at all time table 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, Tarasoon, Irwin, Peru, Ormsby, Bashaws, and Warwick Villa.  
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.  
No. 19 will stop on signal at all stations and platforms north of Anchorage.  
No. 20 will stop on signal at all stations and platforms.  
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.  
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.  
Nos. 27 and 28 will stop on signal at all stations and platforms.  
Nos. 51, 52, and 55 will stop on signal at all stations and platforms.  
No. 53 will stop on signal at Bashaws.  
No. 53 will stop at all stations and platforms on Shelby Railroad and at all stations and platforms between Anchorage and Louisville to let off passengers from points on Shelby Railroad.  
No. 54 will stop on signal at all stations and platforms on Shelby Railroad.  
No. 54 has right of track to Shelbyville against No. 53.  
Nos. 100, 102, and 104 will use the main track between Bloomfield Junction and Shelbyville under the protection of danger signals, and will not exceed a speed of six (6) miles per hour.  
Extra trains will have right of track over Nos. 100, 101, 102, 103, and 104 after they are thirty minutes late.

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

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

Dr. CUTHBERT THOMPSON, Anchorage, 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, Latonia, Ky.  
Dr. J. L. PHYTHIAN, Newport, Ky.  
Dr. W. A. JEMISON, Eminence, Ky.  
Dr. CURTIS AUSTIN, Bagdad, 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.)

**JOHN HARRIS,**

Master of Trains,

EAST LOUISVILLE, KY.

**BRENT ARNOLD,**

Supt. Terminals,

CINCINNATI, OHIO.

**C. J. KLEIN,**

Supt. Terminals,

LOUISVILLE, KY.

**J. W. ENSMINGER,**

Chief Train Dispatcher,

EAST LOUISVILLE, KY.

SOUTH BOUND

BETWEEN CINCINNATI AND LAGRANGE

Miles	THIRD CLASS				SECOND CLASS		FIRST CLASS					Time from Cincinnati	TIME TABLE	
	39	35	33	31	73	71	9	7	5	3	1		No. 89	Takes Effect Sunday, March 3, 1901, at 7:00 a.m.
	Through Freight Daily	Through Freight Daily	Local Freight Daily ex. Sunday	Through Freight Daily	New Orleans Ex. Freight Daily	New Orleans Fast Freight Daily	Louisville Express Daily ex. Sunday	Nashville Express Daily	Louisville Express Daily	Fast Line Daily	Limited Daily			
0												0	CINCINNATI	N
1.8							8.25 <sup>W</sup>	11.15 <sup>AM</sup>	7.40 <sup>AM</sup>	11.15 <sup>PM</sup>	6.00 <sup>PM</sup>	1.8	NEWPORT	N
3.9							8.35	11.25	7.50	11.25	6.10	3.9	WILDER	
4.8							8.40	11.30	7.55	11.30	6.15	4.8	LATONIA	D
5.4							8.41	11.31 11.34	7.56	11.31 11.34	6.16 6.19	5.4	LATONIA	N
6.3							8.46	11.36	8.00	11.36	6.21	6.3	MAURICE	
7.2							8.53	11.40	8.06	11.41	6.26	7.2	INDEPENDENCE	N
8.1	10.30 <sup>PM</sup>	7.00 <sup>AM</sup>	7.40 <sup>AM</sup>	7.40 <sup>PM</sup>	10.00 <sup>PM</sup>	1.30 <sup>PM</sup>	8.42	11.48	8.15	11.50	6.34	8.1	BANK LICK	
9.0	10.40	7.10	7.50	8.12	10.08	1.37	4.12	11.50 <sup>AM</sup>	8.25	11.50 <sup>PM</sup>	6.42	9.0	WALTON	D
9.9	11.05	7.33	8.15	8.30	10.28	2.00	4.19	12.02 <sup>PM</sup>	8.33	12.02 <sup>PM</sup>	6.49	9.9	VERONA	N
10.8	11.20	7.50	8.37	8.45	10.45	2.25	4.28	12.08	8.42	12.14	6.56	10.8	IZON	
11.7	11.35	8.05	8.52	8.57	11.00	2.45	4.38	12.17	8.52	12.23	7.05	11.7	ELLINGTON	N
12.6	11.50 <sup>PM</sup>	8.20	9.12	9.12	11.15	3.14	4.45	12.20	9.05	12.26	7.08	12.6	GLENSCOE	D
13.5	12.23 <sup>AM</sup>	8.52	9.30	9.30	11.33	3.32	4.51	12.27	9.06	12.34	7.15	13.5	SPARTA	D
14.4	12.45	9.09	9.40	9.38	11.41	3.40	5.04	12.33	9.14	12.41	7.21	14.4	SANDERS	
15.3	1.10	9.25	10.24	9.55	11.57 <sup>PM</sup>	3.58	5.10	12.37	9.20	12.45	7.25	15.3	EAGLE	
16.2	1.24	9.40	10.48	10.10	12.10 <sup>AM</sup>	4.27	5.17	12.42	9.26	12.50	7.30	16.2	WORTHVILLE	N
17.1	1.31	9.46	11.08	10.18	12.16	4.33	5.24	12.47	9.33	12.55	7.35	17.1	ENGLISH	
18.0	1.40	10.01	11.40 <sup>AM</sup>	10.28	12.24	4.41	5.34	12.55	9.45	1.04	7.44	18.0	BARNES	
18.9	1.55	10.15	12.01 <sup>PM</sup>	10.45	12.35	4.48	5.42	1.00	9.55	1.14	7.52	18.9	TURNER	
19.8	2.30	10.35	12.20	10.59	1.04	5.00	5.47	1.06	10.00	1.18	7.55	19.8	CAMPBELLSBURG	N
20.7	2.45	11.03	12.40	11.19	1.35	5.15	5.55	1.13	10.09	1.27	8.03	20.7	SULPHUR	
21.6	2.53	11.13	12.45	11.25	1.40	5.21	6.03	1.19	10.17	1.33	8.09	21.6	PENDLETON	
22.5	3.08	11.39	1.13	11.40 <sup>PM</sup>	1.55	5.35	6.13	1.24	10.24	1.39	8.15	22.5	LAGRANGE	N
23.4	3.18	11.55 <sup>AM</sup>	1.57	12.10 <sup>AM</sup>	2.08	5.42	6.20 <sup>PM</sup>	1.32 <sup>PM</sup>	10.34 <sup>AM</sup>	1.48 <sup>AM</sup>	8.20 <sup>PM</sup>	23.4		
24.3	3.32	12.10 <sup>PM</sup>	2.10	12.40	2.15	6.57						24.3		
25.2	4.02 <sup>AM</sup>	12.30 <sup>PM</sup>	2.40 <sup>PM</sup>	1.00 <sup>AM</sup>	2.35 <sup>AM</sup>	7.15 <sup>PM</sup>						25.2		
	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily			
	39	35	33	31	73	71	9	7	5	3	1			

"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. 89 Takes Effect Sunday, March 3, 1901, at 7.00 a.m.		FIRST CLASS					SECOND CLASS			THIRD CLASS			
STATIONS	Distance between Stations.	2	4	6	8	10	36	72	74	32	34	38	40
		Fast Line Daily	Fast Mail Daily	Vestibuled Limited Daily	Eastern Express Daily	Cincinnati Express Daily ex. Sunday	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	5.50PM	11.55AM	8.35PM							
NEWPORT N.	2.1	6.55	3.55	5.40	11.45	8.25							
WILDER	0.8	6.49	3.50	5.34	11.40	8.20							
LATONIA (Passenger Station) D.	0.6	6.48 6.45	3.47	5.31	11.37	8.17							
LATONIA N.	2.9	6.43	3.46	5.30	11.36	8.16	3.30AM	4.30AM	2.30PM	4.35PM	7.40PM 31	6.00AM	10.45AM
MAURICE	32	6.35	3.41	5.26	11.30	8.12 31	3.10	4.20	2.15	4.20	7.30	5.45	10.30
INDEPENDENCE N.	4.2	6.26	3.34 32	5.20	11.19	8.06	2.55	4.08	2.00 71	4.02 3.34 4, 9	7.16	5.30	10.10
BANK LICK	4.9	6.16	3.26	5.13	11.10	7.59	2.40	3.53	1.41	3.00	7.01	5.12	9.50
WALTON D.	3.7	6.08	3.21	5.07	11.08	7.54	2.30	3.43	1.31	2.45 71	6.49 1	5.00	9.32
VERONA N.	5.0	5.58	3.14 71	4.58	10.54	7.47	2.15	3.28	1.18	2.00	6.24	4.35	9.12 6, 33 8.20 36
ZION	6.3	5.42	3.02	4.48	10.40	7.37	1.38	3.01	12.51	1.35	5.54	4.00	7.34
ELLISTON N.	2.5	5.38	2.59	4.45 9	10.35	7.34	1.30	2.54	12.44	1.25	5.44	3.53	7.24
GLENCOE D.	5.0	5.28	2.51	4.36	10.24 33	7.28	1.10 39	2.38	12.37PM 7	12.55	5.24	3.88	6.59
SPARTA D.	5.4	5.18	2.44	4.27 71	10.14	7.21 1	12.41 } 3 12.10AM } 7, 3	2.25	11.53AM	12.33PM 7	5.04 9	3.18	6.44
SANDERS	2.9	5.12	2.40	4.22 34	10.09	7.13	11.35PM	2.18	11.47	11.59AM	4.33 } 6, 71 4.22 }	3.10	6.34
EAGLE	3.7	5.05	2.35	4.16	10.01 35	7.04	11.20	2.08	11.40 32, 33	11.40 33, 74	3.45	3.00	6.22
WORTHVILLE N.	4.1	4.55	2.26	4.07	9.52	6.55	10.45 31	1.55 39	11.25	10.50	3.25	2.45	6.02
ENGLISH	4.0	4.48	2.20	4.01	9.45 6	6.48	10.32	1.45	11.15	10.35 36	3.14	2.30 39	5.47
BARNES	4.9	4.41	2.13	3.54	9.35	6.39	10.18	1.35 } 3, 73 1.14 }	11.03 35	10.10	3.00	2.11	5.29
TURNER	1.6	4.38	2.11	3.52	9.32	6.36	10.12	1.24	10.59	10.00 6	2.55	2.07	5.24
CAMPBELLSBURG N.	3.2	4.31	2.06	3.47	9.24 32	6.28 71	10.00	1.32	10.50	9.24 8	2.40	1.55 } 3, 73 1.27 }	5.12
SULPHUR	4.7	4.20	1.57 33	3.40	9.15	6.19	9.40	1.20 31	10.38	8.49	2.22	1.50	4.47
PENDLETON	3.4	4.13	1.53	3.35	9.08	6.13 9	9.30	12.02AM	10.24 5	8.37	2.10 33	1.40 31	4.37
Lv. LAGRANGE N.	5.7	4.02AM 39, 40	1.46PM 34	3.27PM 33	8.58AM	6.00PM	9.12PM	11.30PM	9.55AM	8.20AM	1.46PM 7, 4	12.05AM	4.02AM 2, 39

"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 LAGRANGE AND LOUISVILLE

THIRD CLASS							SECOND CLASS					FIRST CLASS											Mile. Time bet. Sta. for South-bound Ex. Trains	Distance from Cincinnati	TIME TABLE		
99 C. & O. Eastwa. Sta.	95 C. & O. Sta. Edg. Sta.	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.	55 Sunday Pass.	51 Shelbyv. Accom.	27 Lagrange Accom.	23 C. & O. Limited	21 C. & O. Lou. Exp.	19 Frankfort Accom.	17 Louisville Express	15 Western Express	11 Lagrange Accom.	9 Louisville Express	7 Nashville Express	5 Louisville Express	3 Fast Line			1 Limited	Takes Effect Mar. 3, 1901. at 7.00 a. m.	STATIONS
Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily	Tue, Thu, and Sat.	Daily	Daily	Daily ex. Sun.	Sundays only.	Daily ex. Sund.	Sunday only.	Daily	Daily	Daily ex. Sund.	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily			
		4.30AM	12.30PM	3.27PM <sup>6</sup> / <sub>10</sub>	1.00AM	12.40PM	2.35AM	7.22PM <sup>12</sup>				6.35PM			7.05AM	11.05AM	4.25PM	6.25AM	6.23PM	1.32PM <sup>34</sup>	10.34AM	1.48AM	8.24PM	83.8	Lv.	LAGRANGE N.	
		4.45	12.46 <sup>34</sup>	3.45	1.20	12.56 <sup>34</sup>	2.55	7.37				6.43			7.15	11.13	4.33	6.33	6.32	1.39 <sup>4</sup>	10.43	1.56	8.31	87.3		BUCKNERS D.	
		4.57	12.58	3.55	1.30	1.08	3.05	7.45				6.51			7.24 <sup>32</sup>	11.20	4.40	6.40	6.39	1.44	10.48	2.01	8.36	91.0		CAMDEN	
		5.08	1.04	4.00	1.35	1.27 <sup>4</sup>	3.08 <sup>40</sup>	7.48				6.54			7.26	11.23	4.43	6.43	6.41	1.45	10.49	2.03	8.37	92.3		BEARD	
		5.15 <sup>26</sup>	1.25 <sup>4</sup>	4.10	2.05 <sup>3</sup>	1.47 <sup>7</sup>	3.11	7.51				6.57			7.30	11.27	4.46	6.46 <sup>32</sup>	6.45	1.47 <sup>26</sup>	10.51	2.05 <sup>31</sup>	8.39 <sup>36</sup>	93.7		PEWEE VALLEY D.	
		5.21	1.50 <sup>126</sup>	4.20	2.25	2.11	3.17	7.56				7.04			7.37	11.32	4.52 <sup>20</sup>	6.52	6.52 <sup>12</sup>	1.50 <sup>28</sup> / <sub>36</sub>	10.54	2.09	8.42	95.9		O'BANNON	
3.10AM	6.00AM	5.26	2.05	4.44 <sup>15</sup> / <sub>20</sub>	2.33 <sup>40</sup>	2.18	3.23	8.01 <sup>36</sup>	3.30PM	8.31AM	7.55AM	7.11	7.30PM	10.36AM <sup>00</sup>	7.45	11.39	4.58 <sup>33</sup>	6.59	6.57	1.54	10.57	2.13	8.45	98.4		ANCHORAGE N. End of Double Track.	
3.18	6.08	5.29	2.09	5.25	2.35	2.22	3.26	8.03	3.33	8.33	7.57	7.14	7.37	10.37	7.47	11.41	5.00	7.01	6.59	1.55	10.58	2.14	8.46	99.2		LAKELAND	
3.22	6.17	5.39	2.15	5.45	2.45	2.32	3.34	8.09	3.40	8.40	8.04	7.21	7.41	10.41	7.51	11.47	5.05	7.03	7.05	1.58	11.02	2.17	8.49	102.1		LYNDON	
3.31	6.26	5.46	2.25	6.00	2.54	2.45	3.42	8.15	3.47	8.47	8.12	7.28	7.45	10.45	7.55	11.54	5.11	7.16	7.11	2.01	11.06	2.20	8.52	104.9		ST. MATTHEWS D.	
3.36	6.33	5.51	2.30	6.20	2.59	3.10	3.47	8.18	3.50	8.52	8.17	7.33	7.47	10.47	7.58	11.58AM	5.14	7.21	7.14	2.04	11.08	2.22	8.54	106.6		CRESCENT HILL	
3.45	6.45	6.00AM	2.45PM	6.50PM	3.10AM	3.35PM	4.00AM	8.40PM	3.55	8.58	8.23	7.40	7.50	10.51	8.03	12.03PM	5.18	7.27	7.18	2.08PM	11.11AM	2.26AM	8.58PM	108.7		E. LOUISVILLE N.	
4.00AM	7.00AM									4.05PM	9.05AM	8.30AM	7.47PM	7.58PM	10.55AM	8.10AM	12.10PM	5.25PM	7.34AM	7.25PM					D	110.4	Ar. Louisville 1st St. Sta.
																				7.25PM	11.27AM	2.45AM	9.15PM		N	113.7	Ar. Louisville Union Sta.
Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily	Tue, Thu, and Sat.	Daily	Daily	Daily ex. Sun.	Sundays only.	Daily ex. Sund.	Sunday only	Daily	Daily	Daily ex. Sund.	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily			

"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. 89 Takes Effect Mar. 8, 1901 at 7:00 a.m.	STATIONS	FIRST CLASS													SECOND CLASS						THIRD CLASS				
		2 Fast Line Daily	4 Fast Mail Daily	6 Vestibuled Limited Daily	8 Eastern Express Daily	10 Cincin'ati Express Daily ex. Sun.	12 Lagrange Accom. Daily ex. Sun.	16 Lexington Express Daily ex. Sunday	18 Eastern Express Daily ex. Sun.	20 Frankfort Accom. Daily ex. Sunday	22 C. & O. At- lantic Ex. Daily	24 C. & O. Limited Daily	28 Lagrange Accom. Sunday only	52 Shelbyv. Accom. Daily	54 Shelbyv. Accom. Daily ex. Sun.	36 Live Stock Freight Daily	72 Fast Freight Daily	74 Fast Freight Daily	90 C. & O. K'wha Dis. Daily	98 C. & O. Eas Edge Exp. Daily	26 L. B. Local Ft. Daily and Fri.	32 Local Freight Daily ex. Sun.	34 Through Freight Daily	38 Th'gh Freight Daily	40 Th'gh Freight Daily
	LAGRANGE N.	4:02 <sup>AM</sup>	1:46 <sup>PM</sup>	3:27 <sup>PM</sup>	8:58 <sup>AM</sup>	5:56 <sup>PM</sup>	7:22 <sup>PM</sup>	3:14 <sup>PM</sup>	8:25 <sup>AM</sup>	5:23 <sup>PM</sup>					9:12 <sup>PM</sup>	11:30 <sup>PM</sup>	9:55 <sup>AM</sup>			5:45 <sup>AM</sup>	7:50 <sup>AM</sup>	1:32 <sup>PM</sup>	12:05 <sup>AM</sup>	3:34 <sup>PM</sup>	
4.0	BUCKNERS D.	3:54	1:39	3:20	8:50	5:48	7:14	3:05	8:16	5:15		2:09			9:02	11:18	9:45			5:32	7:37	12:54 <sup>PM</sup>	11:52 <sup>PM</sup>	3:22	
8.7	CAMDEN	3:47	1:30	3:15	8:44	5:41	7:07	2:57	8:09	5:07		2:02			8:50	11:10	9:37			5:22	7:24	12:44 <sup>PM</sup>	11:40	3:11	
1.3	BEARD														8:45	11:07	9:35			5:18	7:02	12:11	11:37	3:04 <sup>PM</sup>	
1.4	FEWEE VALLEY D	3:43	1:25	3:12	8:40	5:35	7:00	2:50	8:05	5:00		1:56			8:39	11:04	9:32			5:15	6:46	12:09 <sup>PM</sup>	11:33	2:52	
2.2	O'BANNON	3:39	1:21	3:08	8:35	5:28	6:52	2:43	8:00	4:52		1:50			8:11	10:57	9:26			5:08	6:20	11:56 <sup>AM</sup>	11:24	2:45	
2.6	ANCHORAGE N. End of Double Track.	3:35	1:17	3:05	8:31	5:22	6:44	2:37	7:55	4:44	8:54 <sup>AM</sup>	6:28 <sup>PM</sup>	1:42	5:47 <sup>PM</sup>	9:50 <sup>AM</sup>	8:01	10:49	9:20	10:36 <sup>AM</sup>	7:45 <sup>PM</sup>	5:00	6:11	11:44	11:12	2:38 <sup>PM</sup>
0.8	LAKELAND	3:33	1:16	3:04	8:30	5:21	6:41	2:34	7:53	4:41	8:53	6:25	1:39	5:44	9:48	7:56	10:46	9:16	10:30	7:40	4:56	6:05	11:40	11:08	2:28
2.9	LYNDON	3:25	1:11	2:59	8:25	5:16	6:33	2:25	7:44	4:33	8:48	6:20	1:30	5:35	9:40	7:40	10:34	9:06	10:17	7:25	4:47	5:50	11:23	10:53	2:11
2.8	ST. MATTHEWS D	3:21	1:07	2:56	8:22	5:13	6:26	2:17	7:38	4:26	8:45	6:16	1:22	5:27	9:35	7:32	10:27	9:00	10:10	7:17	4:41	5:40	11:15	10:45	2:08
1.7	CRESCENT HILL	3:18	1:04	2:54	8:20	5:11	6:23	2:13	7:33	4:23	8:43	6:14	1:18	5:23	9:32	7:27	10:23	8:57	10:06	7:12	4:38	5:30	11:10	10:40	1:55
2.1	E. LOUISVILLE N.	3:12 <sup>AM</sup>	1:00 <sup>PM</sup>	2:51 <sup>PM</sup>	8:16 <sup>AM</sup>	5:07	6:17	2:07	7:27	4:17	8:39	6:10	1:12	5:17	9:25	7:15 <sup>PM</sup>	10:15 <sup>PM</sup>	8:50 <sup>AM</sup>	10:00	7:05					
1.7	Lv. Louisville 1st St. Sta.				5:00 <sup>PM</sup>	6:10 <sup>PM</sup>	2:00 <sup>PM</sup>	7:20 <sup>AM</sup>	4:10 <sup>PM</sup>	8:32 <sup>AM</sup>	6:02 <sup>PM</sup>	1:05 <sup>PM</sup>	5:10 <sup>PM</sup>	9:15 <sup>AM</sup>						9:50 <sup>AM</sup>	6:55 <sup>PM</sup>				
5.0	Lv. Louisville Union Sta.	2:55 <sup>AM</sup>	12:45 <sup>PM</sup>	2:35 <sup>PM</sup>	8:00 <sup>AM</sup>																				
		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	Daily	Daily	Daily	Daily	Daily and Fri.	Daily ex. Sun.	Daily	Daily	Daily
		2	4	6	8	10	12	16	18	20	22	24	28	52	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

FOURTH CLASS		THIRD CLASS			SECOND CLASS		FIRST CLASS					Miles from Lexington	Distance from Lexington	TIME TABLE	
103 S. B. & O. Mixed	101 S. B. & O. Passenger	99 C. & O. K'wha Disp.	95 C. & O. Ras Kigs Dep.	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
Daily ex. Sunday	Daily	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	STATIONS	
									5:20PM	8:20AM				LEXINGTON N	
									5:22	8:21				FREIGHT YARD	
			10:00PM	1:20AM	5:00AM				5:24	8:23		8:35AM	2:00PM		
			10:15	1:28	5:10				5:30	8:28		8:43	2:09	VILEYS	8.5
			10:25	1:37	5:20				5:35	8:33		8:51	2:16	YARNALLTON	7.0
			10:35	1:45	5:35				5:41	8:38		8:58	2:24	PAYNES	10.6
			10:50	1:55	5:50				5:47	8:43		9:06	2:32	MIDWAY D	14.1
			11:20	2:06	6:40				5:54	8:50		9:14	2:40	SPRING STATION	18.0
			11:30	2:13	6:50				5:59	8:54		9:20	2:46	DUCKERS	21.0
			11:36	2:19	7:00				6:02	8:57		9:25	2:51	JETTS	23.2
														QUANTOCK	23.5
														ELEVATOR SIDING	27.8
														FRANKFORT N	28.7
			11:59PM	2:40	7:30				6:14	9:09	5:45AM	9:38	3:04	WEST FRANKFORT	29.5
			12:08AM	2:45	7:40				6:19	9:14	5:50	9:46	3:09	BENSON	34.4
			12:28	3:00	8:05				6:28	9:22	5:57	9:53	3:18	HATTON	37.6
			12:48	3:15	8:25				6:35	9:30	6:03	10:00	3:25	BAGDAD	42.1
			1:15	3:45	8:50				6:44	9:40	6:12	10:12	3:35	CHRISTIANSBURG N	44.6
			1:23	4:05	9:12AM				6:48	9:46	6:17AM	10:17AM	3:40PM	SHELBYVILLE D	52.9
8:30AM	6:40PM	1:45	4:30		2:15PM		7:45AM	7:10AM	7:00	10:01				BLOOMFIELD JUNCTION	53.4
8:40AM	6:45PM	1:48	4:33		2:18		7:47	7:12	7:04	10:02				SCOTTS	56.8
		2:00	4:50		2:30		7:53	7:18	7:09	10:07				SIMPSONVILLE	60.8
		2:20	5:10		2:45		8:02	7:27	7:15	10:14				LONG RUN	64.9
		2:35	5:25		3:00		8:12	7:37	7:21	10:21				EASTWOOD	66.6
		2:40	5:30		3:05		8:16	7:41	7:25	10:24				AVOCA	69.6
		2:55	5:41		3:15		8:22	7:47	7:30	10:30				ANCHORAGE N	72.0 Ar
		3:10AM	6:00AM		3:30PM		8:31AM	7:55AM	7:36PM	10:36AM					
Daily ex. Sunday	Daily	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		
103	101	99	95	25	53	29	55	51	23	21	19	17	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		FIRST CLASS						SECOND CLASS				THIRD CLASS		FOURTH CLASS		
No. 89		16	18	20	22	24	52	30	54	90	98	26	100	102	104	
Takes Effect Sunday, March 8, 1901, at 7:00 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	S. B. & O. Passenger	S. B. & O. Passenger	S. B. & O. Mixed	
STATIONS		Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Mon., Wed., and Fri.	Daily ex. Sunday	Sunday only	Daily ex. Sunday	
Ar	C. & O. DEPOT				11.10AM	8.35PM										
	LEXINGTON N.	5.40PM	10.59AM		11.09	8.34										
	FREIGHT YARD	5.38	10.57		11.07	8.32		7.20AM		3.05PM	12.15AM	3.30PM				
3.5	VILEYS	5.30 <sup>23</sup>	10.48		11.01	8.27		7.04		2.52	12.04AM	3.15				
3.5	YARNALTON	5.20	10.41		10.56	8.22		6.52		2.40	11.54PM	3.05				
3.6	PAYNES	5.14	10.33		10.50	8.16		6.40		2.24 <sup>16</sup>	11.44	2.47				
3.5	MIDWAY D.	5.07	10.25		10.44	8.09		6.25 <sup>26</sup>		1.59 <sup>20</sup>	11.32	2.32 <sup>15.00</sup> 1.59				
3.9	SPRING STATION	4.58	10.15		10.37	8.02		6.00		1.44	11.20 <sup>99</sup>	12.40				
3.0	DUCKERS	4.53	10.09		10.33	7.57		5.45		1.34	11.10	12.25				
2.2	JETTS	4.49	10.05		10.30	7.53		5.35		1.27	11.00 <sup>29</sup>	12.10PM				
0.3	QUANTOCK															
4.3	ELEVATOR SIDING															
0.9	FRANKFORT N.	4.35	9.51	6.42PM	10.18	7.41		5.05		12.57	9.55	11.25AM				
0.9	WEST FRANKFORT	4.30	9.46 <sup>17</sup>	6.37	10.13	7.36		4.55		12.47	9.45	11.15				
4.8	BENSON	4.22	9.36	6.28 <sup>23</sup>	10.06	7.29		4.40		12.34	9.32	10.45				
3.2	HATTON	4.16	9.30 <sup>21</sup>	6.20	10.00 <sup>17</sup>	7.24		4.30		12.24	9.23	10.30				
4.5	BAGDAD	4.07	9.19 <sup>26</sup>	6.12	9.51 <sup>26</sup>	7.16		4.15		12.13	9.11	10.12 <sup>17,18</sup> 9.19 <sup>21,22</sup>				
2.5	CHRISTIANSBURG N.	4.02PM	9.12AM <sup>25</sup>	6.06PM	9.46 <sup>21</sup>	7.12		4.05AM <sup>25</sup>		12.07PM	9.05	8.35AM				
8.3	SHELBYVILLE D.				9.27	7.00 <sup>23</sup>	6.32PM		11.02AM	11.38AM	8.40		7.00AM	7.30AM	1.55PM	
.5	BLOOMFIELD JUNCTION				9.25	6.56	6.30		10.59	11.33	8.37		6.50AM	7.20AM	1.45PM	
3.4	SCOTTS				9.21	6.52	6.23		10.52	11.23	8.28					
4.0	SIMPSONVILLE				9.15	6.46	6.15		10.41	11.13	8.18					
4.1	LONG RUN				9.08	6.39	6.05		10.31	10.57	8.03					
1.7	EASTWOOD				9.05	6.36	6.01		10.24 <sup>21</sup>	10.51	7.59					
3.0	AVOCA				8.59	6.31	5.54		10.05	10.43	7.52					
2.4	ANCHORAGE N.				8.54AM	6.26PM	5.47PM		9.50AM	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.	Daily ex. Sunday	Sunday only	Daily ex. Sunday	
		16	18	20	22	24	52	30	54	90	98	26	100	102	104	

"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 CHRISTIANSBURG AND LAGRANGE

**SOUTH BOUND**

**NORTH BOUND**

THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Lexington.	Mileage from Christiansburg to Lexington.	Mileage from Christiansburg to South-bound Freight Trains.	Mileage from Christiansburg to North-bound Freight Trains.	Distance between Stations.	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.	
9.12AM <sup>18</sup>			12.18AM			f 6.17AM			f 10.17AM			f 3.40PM			44.6	8	Lv-CHRISTIANSBURG-N-AR	3.0	6	f 4.02PM	f 9.12AM <sup>25</sup>	f 6.06PM			4.05AM <sup>95</sup>		8.35AM
9.23			12.28			f 6.23			f 10.23			f 3.45			47.6	5	CROPPERS	2.4	6	f 3.57	f 9.06	f 6.00			3.45		8.25
9.38			12.38			f 6.28			f 10.28			f 3.51 <sup>16</sup>			50.0	4	PLEASUREVILLE	1.7	4	f 3.51 <sup>16</sup>	f 9.00	f 5.55			3.35		7.55
10.10			12.48			f 6.31			f 10.31			f 3.54			51.7	5	HILL SPRING	2.8	5	f 3.44	f 8.57	f 5.52			3.25		7.40
10.35 <sup>17</sup>			12.50			s 6.35			s 10.35 <sup>25</sup>			s 3.58			54.0	18	EMINENCE D.	4.8	18	s 3.40	s 8.52	s 5.47			3.10		7.05
11.30			1.05			f 6.44 <sup>26</sup>			f 10.45			f 4.08			58.8	8	SMITHFIELD	2.7	8	f 3.30	f 8.42	f 5.38			2.55		6.44 <sup>19</sup>
11.45AM			1.18			f 6.49			f 10.51			f 4.14			61.5	15	JERICO	5.5	15	f 3.24	f 8.35	f 5.33			2.45		6.20
12.34PM			1.30AM			s 7.00AM			s 11.05AM			s 4.25PM			67.0		Ar-LAGRANGE N Lv			s 3.14PM <sup>33</sup>	s 8.25AM	s 5.23PM			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.**