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SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in Mins. Secs.	Miles Per Hour	1 Mile in Mins. Secs.
5	12 0	40	1 30
10	6 0	45	1 20
15	4 0	50	1 12
20	3 0	55	1 05
25	2 24	60	1 00
30	2 0	65	0 55
35	1 48	70	0 52

LOUISVILLE & NASHVILLE RAILROAD COMPANY

CINCINNATI DIVISION

TIME TABLE No.

80

TAKES EFFECT

SUNDAY, APRIL 26, 1964

AT 12:01 A. M., EASTERN STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

C. S. SANDERSON,
Vice President
& General Mgr.

C. N. WIGGINS,
Ass't General Mgr.

A. JAMES, JR.,
Ass't General Mgr.

S. P. STRICKLAND,
Chief Trans. Officer

M. R. BLACK,
Superintendent

C. B. MATTHEWS,
Ass't Superintendent

C. W. WATSON,
Ass't Superintendent

SUB-DIVISIONS

Between Cincinnati and Corbin, including P. & M. Branch.
 Between Latonia and Louisville.
 The movement of trains within Louisville Terminal limits will be under the jurisdiction of Louisville Division.

DOUBLE TRACK TERRITORY

Between Spring Lake and Sinks.
 Between HK Tower and Frankfort Ave., Louisville.

AUTOMATIC BLOCK SIGNALS

Between Spring Lake and Sinks.
 Between HK Tower and Frankfort Ave., Louisville.

OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

Rules 261 to 263, inclusive, and Rules 525 to 531, inclusive, are effective between Latonia and HK Tower, L-L Subdivision and between Sinks and Corbin.

INTERLOCKING PLANTS

Winchester (C. & O. crossing), Patio and Sinks.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Morning View (northward siding) ..	North.....	For northward main.
Falmouth (southward siding).....	South.....	For southward main.
Falmouth (northward siding).....	North.....	For northward main.
Paris (southward siding).....	North.....	For northward main.
South Patio (southward siding).....	South.....	For southward main.
Ford.....	North.....	For main track.
	South.....	For northward main.
	North.....	For southward main.
Wildie.....	South.....	For northward main.
	North.....	For southward main.
Latonia Yard.....	South.....	For siding.

Trains moving against the current of traffic over a Spring Switch must approach such switch prepared to stop until it is seen that color-light switch target is displaying a proceed indication. When switch target displays STOP indication, the switch must be inspected and known to be in safe condition before train moves over it.

STANDARD CLOCKS

Paris..... Train-Order Office.
 Corbin..... East Yard Office.
 Corbin..... Passenger Station.
 Louisville..... Union Station.
 So. Louisville..... Main Yard Office.
 Strawberry..... Train-Order Office.

YARD LIMITS

Cynthiana, Paris, Winchester, Patio, Richmond, Corbin and Maysville.

C. & O. engines may use L. & N. tracks in Maysville Yard as per Rule No. 93.

F. & C. trains and engines may use L. & N. tracks in Paris Yards as per Rule No. 93.

BULLETIN BOARDS

Paris... Train-Order Office.
 Patio... Train-Order Office.
 Corbin.. Passenger Station.
 Corbin.. East Yard Office.
 Corbin.. Roundhouse.
 Lexington.. G.M. Tower.
 Lexington.. Roundhouse.
 Lexington.. Yard Office.

Lexington.. C&O Passenger Station.
 Ravenna... Yard Office.
 Ravenna... Roundhouse.
 Louisville.. Union Station.
 Louisville.. 10th St. Roundhouse.
 So. Louisville.. Yard Office.
 So. Louisville.. Roundhouse.

For C. & O. Trains, Louisville; Hancock St. Tower; Central Station C. & O. Yard Office; C. & O. Roundhouse.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES
in miles per hour

Between	Passenger	Freight, Work, and Mixed.	File Drivers, Steam Shevels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
Spring Lake and Corbin.....	70	*45	30
Paris and Maysville.....		30	15
Latonia and LaGrange.....	65	*45	30
LaGrange and Louisville City Limits	65	*45	35
Spring Lake and Sinks Movements			
Against Current of Traffic.....	55	45	30

*50 Fast Freight

Note: Certain of our Diesel locomotives (GP-7s, F-7s, RS-3s, FA-2s, GP-9s and F-9s) have a maximum speed of 65 miles per hour, based on their gear ratio, and when used in passenger service will not exceed that speed.

Trains and engines must not exceed fifteen (15) miles per hour through turnouts and crossovers.

Trains will not exceed a speed of twenty-five (25) miles per hour through Anchorage and HK Tower to permit the gates to go down properly before the train reaches the crossing.

Trains will not exceed a speed of thirty (30) miles per hour through St. Matthews.

Movements against the current of traffic on the northward main track between mile post 6 and Frankfort Avenue, Louisville, will be made at restricted speeds to permit proper operation of crossing gates.

TRAIN REGISTERS

Location	For	Register By Card, Form 230
Paris	All trains except main line through freights	All first class trains and freight trains originating or terminating at Paris.
Patio	First class trains and trains terminating	First class trains.
Corbin - Passenger Station	All first class trains
Corbin-Yard Office "C B"	All freight trains
Maysville	All trains
Louisville	First class trains
So. Louisville ...	Second class and inferior trains

RAILROAD CROSSINGS AT GRADE

Railroad	Location	Protection
C. & O. Railway.....	Winchester	Interlocker.

SOUTHWARD					MAYSVILLE AND PARIS					NORTHWARD						
SECOND CLASS					Distance from Cincinnati	TIME TABLE					Car Capacity of Passing Sidings, based on 44 feet per car	SECOND CLASS				
				137		No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M. Eastern Standard Time										
				Local Freight								138				
				Daily ex. Sunday		STATIONS						Daily ex. Sunday				
				A. M.							A. M.					
				11.20	131.00	L	MAYSVILLE	NCA	Yard	10.25						
				11.35	127.05		3.88 SOMO		12	9.40						
				11.44	122.63		4.42 MARSHALL		18	9.30						
				11.52	118.46		4.17 HELENA		15	9.20						
				11.57	115.70		2.78 FLEMINGSBURG JCT.		13	9.10						
				12.04	113.27		2.43 NEPTON		10	9.00						
				12.09	111.72		1.55 EWING		10	8.55						
				12.40	98.20		13.52 CARLISLE		32	8.10						
				12.52	90.70		7.50 MILLERSBURG		17	7.55						
				1.55	81.67	A	9.03 PARIS	N L	Yard	7.30						
				P. M.							A. M.					
				Daily ex. Sunday							Daily ex. Sunday					
				137							138					

TRAIN-ORDER OFFICES

“D” offices will be open from 8:00 a.m. to 5:00 p.m.

“NC” offices, shown below, will be open during the hours designated below:

Station	Week Days	Saturday-Sunday
Butler.....	{ 8:30 A. M. to 12:30 P. M. 1:30 P. M. to 5:30 P. M. }	Closed.
Falmouth.....	{ 8:00 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M. }	Closed.
Maysville.....	{ 8:00 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M. }	Closed Sunday.

TRAIN-ORDER SIGNAL INDICATIONS

COLORED LIGHT TYPE TRAIN-ORDER SIGNALS are in service at Paris, Patio, and MN Tower. Indications of these signals will be by light, both day and night. GREEN aspect, as seen from an approaching train, indicates Proceed. YELLOW aspect indicates Approach at restricted speed and receive ‘19’ train orders or Clearance Form A. RED aspect, indicates Stop.

AT PARIS: Signals will remain in Proceed position, except when orders are on hand for delivery to trains. Enginemen will not call for or acknowledge these signals, and will not be required to see them change as specified in Rule 221-(a).

AT PATIO: Enginemen will not call for or acknowledge these signals, but will be required to see them change as specified in Rule 221-(a). ‘Proceed’ or ‘19’ indication of these signals will also indicate at that time as follows:

Trains	Indicating
Trains from former E. K. Div. enroute to Cincinnati Div.	That No. 18 has departed, if overdue, unless otherwise advised by train-order.

AT MN TOWER: This signal is for northward movements only, and will remain in ‘Proceed’ position except when orders are on hand for delivery to trains. Enginemen will not call for or acknowledge this signal and will not be required to see it change as specified in Rule 221-(a).

Northward first-class trains must keep a careful lookout for trains ahead between TJ Tower and MN Tower at Louisville and must not exceed the maximum allowable speed for freight trains unless the track is seen to be clear. Trains stopped or delayed must be promptly protected as per Rule 99 against first-class trains.

USE OF SIDINGS

Sidings at North Cabin, Flanagan, Boonsboro, Fort Estill and Donara, may be blocked with cars at any time without further notice. When sidings are clear, interested trains will be notified.

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

Anti-whistling ordinances obtain within the city limits of Falmouth, Cynthia, Maysville, Lagrange, Pewee Valley and Richlawn. Through these limits, and Paris, Winchester, and Richmond, Signals 14J and L will not be sounded. Signal 14M will not be sounded approaching Paris. Engine bell will ring continuously through these limits and whistle signals should only be sounded when necessary to prevent accident and then not unnecessarily loud or long.

City Ordinances Restrict Speed of Trains, Over Street Crossings and Through Streets in miles per hour, as follows:

Butler	25	Paris	15	East Bernstadt....	20
Falmouth	20	Winchester	15	London	25
Cynthiana	20	Richmond	35	Carlisle	6
Lagrange	12	Pewee Valley	25		

(Continued on Page 9)

CINCINNATI TERMINALS

CINCINNATI AND SPRING LAKE—LATONIA—SOUTHWARD

FIRST CLASS										Distance from Cincinnati	TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time		
			1	17	5				99				
			Passenger	The Flamingo	The Humming Bird				The Pan- American				
			Daily	Daily	Daily				Daily				
			P. M.	P. M.	P. M.				A. M.				
			11.15	6.30	6.45							L	CINCINNATI
			11.19	6.34	6.49						1.25		C. T. JUNCTION
			11.24	6.39	6.54						2.68		COVINGTON
			11.26	6.41	6.56						3.49		K. C. JUNCTION
			11.31	6.47	6.59						5.13		LATONIA (Passenger Station) N
				6.50							6.37		DECOURSEY N
				6.54							9.33	A	SPRING LAKE E
			P. M.	P. M.	P. M.						A. M.		
			Daily	Daily	Daily						Daily		
			1	17	5						99		

SPECIAL INSTRUCTIONS—CINCINNATI TERMINALS.

The Time Table rules and regulations of the Chesapeake & Ohio Railway Company, operating the Covington & Cincinnati Elevated Railroad and Transfer and Bridge, will govern between KC Junction and CT Junction, and of the Cincinnati Union Terminal north of CT Junction.

DOUBLE TRACK TERRITORY

Between KC Junction and Rosedale Interlocking.

AUTOMATIC BLOCK SIGNALS

Between KC Junction and Latonia; between Point Isabella and Latonia.

INTERLOCKING PLANTS

Newport, KC Junction, Latonia, Rosedale, Decoursey and Spring Lake.

ELECTRIC SWITCH LOCKS

Both ends of crossover from main track to siding, and switch to Liberty Cherry Plant, Latonia are equipped with electric switch locks. Permission to use such switches must be obtained from Operator, Latonia Passenger Station.

STANDARD CLOCKS

Cincinnati.....Terminal Crew Dispatcher's Office.
Decoursey.....Locker Room Diesel Shop

YARD LIMITS

Cincinnati, Latonia, Spring Lake.

BULLETIN BOARDS

Cincinnati, Terminal Crew Dispatcher's Office.
Decoursey: South Hump; North Hump; Yard Office, No. 26; Locker Room Diesel Shop; No. 12, and Locker Room South Bowl.
Latonia: Piggyback Ramp, Crew Caller's Office, Latonia.

TRAIN REGISTERS

Location	For	Register by Card, Form 280
Cincinnati	All trains
Decoursey Diesel Shop	All second class trains.	All second class trains.

RAILROAD CROSSINGS AT GRADE

Railroad	Location	Protection
C. & O. Railway	Newport	Interlocking.

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour

Between	Passenger	Freight, Work and Mixed	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits, and other top heavy cars
KC Jct. and Spring Lake..	40	20	15

	Passenger	Freight
Through turnouts and cross-overs.....	15	15
Through wye at Latonia.....	10	10

All Freight trains and Yard movements entering Decoursey Yard, via Main track or Yard tracks, must maintain a speed not in excess of ten (10) miles per hour passing No. 12 location and Locust Crossing, located at south end of "C" Yard East, to permit a proper check and recording of all equipment in such movements.

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

Anti-whistling ordinances obtain within the city limits of Covington and Newport. Through these limits, signals 14J and L will not be sounded. Signal 14M will not be sounded approaching Latonia, Wilders and Newport. Engine bell will ring continuously through these limits and whistle signals should only be sounded when necessary to prevent accident and then not unnecessarily loud or long.

City Ordinances Restrict Speed of Trains, Over Street Crossings and Through Streets in miles per hour, as follows:

Newport.....	6	Covington.....	15
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CLEARANCE OF TRAINS

Trains	Stations	Requirements
All southward first class trains	Latonia (Pass. Sta.)	Clearance Form A.
All southward second class trains	Decoursey Diesel Shop.	Clearance Form A.

STOPS FOR PASSENGERS

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
Nos. 1 and 4.....	Latonia, to receive or discharge passengers.

Regular southward trains are superior to trains of the same class moving in the opposite direction.

CINCINNATI TERMINALS

LATONIA—SPRING LAKE AND CINCINNATI—NORTHWARD

TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time	Distances from Cincinnati	FIRST CLASS									
		6	18	4							98
		The Humming Bird	The Flamingo	Passenger							The Pan- American
		Daily	Daily	Daily							Daily
STATIONS		A. M.	A. M.	P. M.							P. M.
A CINCINNATI		8.00	8.10	12.35							9.30
1.25 C. T. JUNCTION	1.25	7.50	8.00	12.28							9.25
1.43 COVINGTON	2.68	7.45	7.56	12.23							9.21
0.81 K. C. JUNCTION	3.49	7.40	7.54	12.21							9.18
1.64 LATONIA (Passenger Station)	5.13	7.36	7.50	12.17							9.14
1.24 DECOURSEY	6.37		7.43								
2.06 L SPRING LAKE	9.33		7.38								
		A. M.	A. M.	P. M.							P. M.
		Daily	Daily	Daily							Daily
		6	18	4							98

APPLICATION OF SCHEDULE TIME AND POINT

Time of first class schedules at DeCoursey applies at Mile Post 5.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Mahogany.....	South.....	For Main Track.
Wilder.....	Both.....	For Main Track.
Latonia Lard.....	North.....	For Siding.

SPECIAL MOVEMENTS

Cincinnati, Latonia, DeCoursey

Between KC Jet. and Latonia trains authorized by the Yardmaster or Switchtender at DeCoursey, or the Operator at Latonia, to enter the main track may proceed, running with the current of traffic, being governed by interlocking and automatic block signals, and running ahead of overdue superior trains.

Movements between Cincinnati and Latonia via Newport will be made without train orders. A proceed indication of the middle or bottom light of Signal No. 42 at Southern Ave. or hand signal from operator at Latonia or hand signal from operator at Pt. Isabella, or verbal permission from train dispatcher by telephone, will be authority to proceed as per Rule 93, being governed by block signal indications. Meeting points may be arranged by message or verbally, by the train dispatcher.

Northward signal 1062, located at south switch at Wilder is equipped with "Take Siding" signal and when it displays the letter "S" trains, cuts or engines will take siding and call the train dispatcher after clearing the main track.

Trains, engines or cuts finding signal 1064, northward, and signals 1061 and 1063, southward, at Wilder, and signal 1071, southward at Danas, in STOP position, will stop and call train dispatcher for instructions. Signal 1064, northward, and signal 1063, southward, located at north end of Wilder, can be controlled by the train dispatcher at Latonia, and may be placed in STOP position regardless of indications of

preceding signals, and movements approaching these signals must be governed accordingly. When main track is cleared for any purpose, between Latonia and Cincinnati (via Newport), it must not again be fouled without permission from the train dispatcher.

Trains, engines or cuts finding signal 1091, southward, at south end of N. & C. Bridge, in STOP position will call operator at KC Jet.

At NX Cabin, Newport, Ky., in the event Home Signals of Interlocking plant governing movements, crossing over the C&O Railroad or onto the C&O Railroad, display STOP indication and C&O movement is not passing or approaching the crossing the Yard Foreman or Engineer will communicate by telephone, located at or adjacent to the Home Signals, with the L&N Train Dispatcher and determine if the route is intended for continued movement of train via L&N, or to the C&O. Authority must be obtained from the Yardmaster at KC Jet. to pass signal displaying STOP indication. Switches must be placed on "Hand" operation as per the rules. After the first switch involved has been placed in "Hand" throw position wait five (5) minutes placing lighted Red Fuses on each side of crossing in position to protect the movement and proceed on hand signals given by member of the crew. When so instructed by the Operator at KC Jet. a member of train or engine crew will operate emergency push button in box on East end of Relay case which is located between NX Cabin and No. 1 C&O track. Instructions for operating push button are located in telephone box adjacent to this Relay box.

Movements against the current of traffic between Latonia and KC Junction will be made on written authority of the Terminal Train Master, issued by Operator, Latonia. Yardmasters at No. 26, and Operators, Latonia, must know such movements are fully protected.

Transfer crews of other railroads, whose rules provide for red flags in daytime as markers, may use red flags while occupying L. & N. tracks.

Trains, engines or cuts finding southward signal No. 31 north of Covington tunnel in STOP position will call operator at Latonia for instructions.

Engines clearing the Main Track between KC Junction and Latonia must not again foul it without permission from the operator at Latonia.

CINCINNATI TERMINALS

R. G. ILL
Train Master

W. E. GILSTRAP
Assistant Train Master

J. E. O'BRYANT
Assistant Train Master

H. P. HAMBLÉN
Assistant Train Master

C. F. TYRELL
Assistant Train Master

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SPRING LAKE AND CORBIN—SOUTHWARD

SECOND CLASS						FIRST CLASS					Distance from Cincinnati	TIME TABLE			
49	43			63	45	65			17			No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time	STATIONS		
Freight	Fast Freight			Local Freight	Freight	Fast Freight			The Flamingo						
Daily ex. Sunday	Daily			Daily ex. Sunday	Daily	Daily			Daily						
A. M.	P. M.			A. M.	A. M.	A. M.			P. M.						
4.00	3.45				1.05				6.54		9.33	L	SPRING LAKE	E	
													13.60		
4.22	4.07				1.27				7.10		22.93		MORNING VIEW	E	
4.35	4.18				1.38				7.19		30.59		BUTLER	NC E	
4.45	4.27				1.47				7.27		36.98		CATAWBA	E	
													4.45		
4.55	4.33				1.53				7.32		41.43		FALMOUTH	NC E	
5.12	5.00				2.20				7.55		60.73		GARNET	E	
													6.84		
5.22	5.09				2.29				8.03		67.37		CYNTHIANA	E	
5.35	5.19				2.39				8.12		74.37		SHAWHAN	E	
													7.30		
5.45	5.29				2.59				8.22		81.67		PARIS	N	
5.56	5.41				3.11				8.32		90.51		AUSTERLITZ	E	
6.10	5.50				3.20				8.40		97.18		NORTH CABIN	E	
6.20	5.52				3.21				8.52		97.69		WINCHESTER	N	
													0.65		
6.30	5.55			7.00	3.24				8.55		98.34		PATIO	N	
	6.03			7.10	3.32				9.00		104.33		FLANAGAN	E	
	6.08			7.20	3.37				9.05		107.88		FORD	E	
	6.11			7.25	3.40				9.08		109.40		BOONSBORO	E	
	6.33			8.05	3.54				9.40		119.82		RICHMOND	E	
	6.41			8.40	4.00				9.45		122.73		FORT ESTILL	E	
	6.56			9.05	4.15				10.10		132.87		BEREA	E	
	7.11			10.25	4.30				10.24		143.86		WILDIE	E	
	7.21			10.40	4.40				10.34		150.89		DONARA	E	
	7.25			10.45	4.44	12.55			10.37		152.81		SINKS	E	
	7.28			10.55	4.48	12.59			10.40		154.17		CALIF	E	
	7.31			11.05	4.53	1.04			10.43		156.98		PERTH NORTH	E	
	7.36			11.15	4.59	1.10			10.47		159.98		PERTH SOUTH	E	
	7.59			11.41	5.24	1.42			11.07		170.84		BOURNE	E	
	8.02			12.20	5.28	1.47			11.15		173.72		LONDON	E	
	8.09			1.25	5.35	1.55			11.22		180.22		FRANTZ	E	
	8.45			1.50	6.05	2.25			11.45		188.09	A	CORBIN	N	
													7.87		
A. M.	P. M.			P. M.	A. M.	A. M.			P. M.						
Daily Ex. Sun.	Daily			Daily ex. Sunday	Daily	Daily			Daily						
49	43			63	45	65			17						

Regular southward trains are superior to trains of the same class moving in the opposite direction.

CORBIN AND SPRING LAKE—NORTHWARD

TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time		Car Capacity of Passenger Sidings, based on 44 feet per car	FIRST CLASS					SECOND CLASS						
			18					64			44	46	66	42
			The Flamingo					Local Freight			Fast Freight	Freight	Fast Freight	Fast Freight
			Daily					Daily ex Sunday			Daily	Daily ex. Sunday	Daily	Daily
STATIONS			A. M.				P. M.		P. M.	A. M.	P. M.	A. M.		
A	SPRING LAKE	E	7.38						6.30	7.30		4.05		
	13.60													
	MORNING VIEW	E	7.21						5.35	7.06		3.41		
	7.66													
	BUTLER	NC E	7.11						5.23	6.55		3.29		
	6.39													
	CATAWBA	E	7.03						5.14	6.45		3.20		
	4.45													
	FALMOUTH	NC E	6.56						5.07	6.35		3.13		
	19.70													
	GARNET	E	6.33						4.42	6.07		2.48		
	6.64													
	CYNTHIANA	E	6.25						4.32	5.55		2.39		
	7.00													
	SHAWHAN	E	6.16						4.21	5.41		2.29		
	7.30													
	PARIS	N	6.07						4.06	5.30		2.14		
	6.84													
	AUSTERLITZ	E	5.53						3.38	5.16		1.46		
	6.87													
	NORTH CABIN	E	5.47						3.29	5.06		1.37		
	0.51													
	WINCHESTER	N	5.45						3.27	5.04		1.35		
	0.65													
	PATIO	N	5.33				12.05		3.24	5.00		1.32		
	5.99													
	FLANAGAN	E	5.26				11.40		3.08			1.16		
	3.55													
	FORD	E	5.20				11.20		2.52			1.00		
	1.52													
	BOONSBORO	E	5.17				11.10		2.48			12.56		
	10.42													
	RICHMOND	E	5.05				10.50		2.33			12.41		
	2.91													
	FORT ESTILL	E	4.55				10.40		2.28			12.36		
	10.14													
	BEREA	E	4.42				9.55		2.13			12.21		
	10.99													
	WILDIE	E	4.27				9.25		1.57			12.05		
	7.03													
	DONARA	E	4.19				8.40		1.46			11.54		
	1.92													
	SINKS	E	4.16				8.35		1.40		11.42	11.50		
	1.36													
	CALIF	E	4.13				8.30		1.35		11.37	11.45		
	2.81													
	PERTH NORTH	E	4.09				8.25		1.30		11.32	11.40		
	3.00													
	PERTH SOUTH	E	4.05				8.20		1.25		11.27	11.35		
	10.86													
	BOURNE	E	3.50				7.50		12.55		10.57	11.05		
	2.88													
	LONDON	E	3.45				7.45		12.51		10.53	11.01		
	6.50													
	FRANTZ	E	3.36				7.25		12.41		10.43	10.51		
	7.87													
L	CORBIN	N	3.25				7.00		12.30		10.00	10.40		
			A. M.				A. M.		P. M.	A. M.	P. M.	P. M.		
			Daily				Daily ex. Sunday		Daily	Daily ex. Sunday	Daily	Daily		
			18				64		44	46	66	42		

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LATONIA AND LOUISVILLE—SOUTHWARD

SECOND CLASS										FIRST CLASS				Distance from Cincinnati	TIME TABLE No. 80	
75	145	71	391	141	87	73	1	5	321	99	Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time					
Fast Freight	Fast Freight	Fast Freight	C. & O. Freight	Local Freight	Local Freight	Fast Freight	Passenger	The Humming Bird	C. & O. Passenger	The Pan-American						
Daily	Daily	Daily	Daily	Daily ex. Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	STATIONS					
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.						
10.00		2.00			6.00	5.30	11.31	6.59		9.15	5.11	L LATONIA (Pass. Sta.) N				
10.04		2.04			6.05	5.34	11.34	7.01		9.17	6.02	0.91 LATONIA (South End) E				
10.29		2.29			6.35	5.58	11.50	7.19		9.34	18.06	12.04 BANK LICK E				
							11.57	7.24		9.40	21.09	3.03 WALTON E				
10.42		2.42			7.03 ⁶	6.13	12.05	7.31		9.47	27.42	6.33 VERONA E				
11.05		3.05			7.30 ⁷²	6.44 ⁶	12.23 ⁷⁴	7.49		10.05 ⁹⁸	39.40	11.98 GLENCOE E				
							12.34	7.54		10.13	45.14	5.74 SPARTA E				
							12.38	7.57		10.17	48.03	2.89 SANDERS E				
11.30 ⁷⁴		3.26			9.18 ⁸⁶	7.06 ⁷²	12.48	8.05 ⁹⁸		10.26	55.01	6.98 WORTHVILLE E				
11.59		3.55			10.45 ⁹⁹	7.34	1.22	8.26		10.45 ⁹⁷	69.71	14.70 CAMPBELLSBURG E				
12.21		4.20 ⁷⁶			11.11	8.00 ⁸⁶	1.42	8.47		11.06	82.35	12.64 LAGRANGE E				
12.45		4.45			11.53	8.25	2.01	9.05		11.24	97.37	15.02 POGUE E				
12.47	5.33	4.47	12.58	9.50	11.55	8.27	2.02	9.06	10.07	11.25	98.15	0.78 H K TOWER (End of Double Track) E				
12.50	5.35	4.49	1.00	9.52	11.58	8.29	2.03	9.07	10.08	11.26	98.70	0.55 ANCHORAGE E				
1.00	5.45	4.59	1.10	10.03	12.10	8.39	2.10	9.13	10.15	11.33	105.19	8.49 ST. MATTHEWS E				
1.08	5.53	5.06	1.19	10.15	12.25	8.47	2.18	9.20	10.22	11.41	108.70	3.51 M N TOWER N				
			1.30								110.04	1.34 A PRESTON STREET				
1.20	6.03	5.18		10.22	12.35	8.58	2.26	9.29	10.29	11.49	111.49	2.79 T J TOWER E				
1.30	6.50	5.30		11.20	1.30	9.05					112.99	1.50 A SOUTH LOUISVILLE N				
							2.30	9.33	10.34	11.53	112.28	0.23 A-STREET JUNCTION				
							2.33	9.36	10.37	11.56	112.51	1.17 K. & I. JUNCTION				
							2.45	9.50	10.47	12.10	113.68	1.17 A LOUISVILLE N				
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.						
Daily	Daily	Daily	Daily	Daily ex. Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily						
75	145	71	391	141	87	73	1	5	321	99						

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LOUISVILLE AND LATONIA—NORTHWARD

TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time		Car Capacity of Passenger Seating, based on 44 feet per car	FIRST CLASS				SECOND CLASS							
			6	4	322	98	142	74	86	72	392	76	144	
			The Humming Bird	Passenger	C. & O. Passenger	The Pea- American	Local Freight	Fast Freight	Local Freight	Fast Freight	C. & O. Freight	Fast Freight	Fast Freight	
			Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Monday Wednesday Friday	Daily	Daily	Daily	Daily	
STATIONS			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
LATONIA (Pass. Sta.)	N		7.36	12.17		9.14		1.20	12.10		9.00		6.30	
LATONIA (South End)	E	120	7.33	12.15		9.10		1.15	12.02		8.36		6.26	
BANK LICK	E	230	7.16	11.55		8.52		12.57	11.29		8.11		6.06	
WALTON	E		7.11	11.51		8.48								
VERONA	E	202	7.03 ⁸⁷	11.42		8.41		12.43	10.30		7.55		5.51	
GLENCOE	E	150	6.44 ⁷³	11.25		8.23		12.23 ¹	10.05 ⁸⁹		7.30 ⁸⁷		5.31	
SPARTA	E		6.37	11.18		8.16								
SANDERS	E		6.33	11.13		8.13								
WORTHVILLE	E	201	6.24	11.05		8.05 ⁵		11.30 ⁷⁵	9.10 ⁸⁷		7.06 ⁷³		5.10	
CAMPBELLSBURG	E	209	6.03	10.45 ⁸⁹ 87		7.28		11.05	8.25		6.42		4.45	
LAGRANGE	E	196	5.45	10.08		7.10		10.40	8.00 ⁷³		6.18		4.20 ⁷¹	
POGUE	E	171	5.29	9.46		6.50		10.15	6.46		5.55		3.13	
H K TOWER (End of Double Track)	E		5.27	9.44	3.20	6.47	5.20	10.12	6.41		5.52	8.32	3.11	11.45
ANCHORAGE	E		5.26	9.43	3.18	6.46	5.07	10.10	6.20		5.50	8.29	3.09	11.43
ST. MATTHEWS	E	40	5.19	9.36	3.09	6.39	4.57	10.00	6.00		5.40	8.16	3.00	11.30
M N TOWER	N		5.12	9.29	3.01	6.32	4.50	9.50	5.35		5.30	8.04	2.50	11.20
PRESTON STREET	L										8.00			
T J TOWER	E		5.05	9.23	2.54	6.25	4.40	9.40	5.20		5.15		2.40	11.10
SOUTH LOUISVILLE	N	Yard					4.30	9.30	5.10		5.00		2.30	11.00
A-STREET JUNCTION			5.00	9.19	2.50	6.21								
K & I JUNCTION			4.58	9.17	2.48	6.19								
LOUISVILLE	N		4.55	9.15	2.45	6.15								
			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
			Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Monday Wednesday Friday	Daily	Daily	Daily	Daily	
			6	4	322	98	142	74	86	72	392	76	144	

(Continued from Page 2)

Anchorage: Engine whistle must not be sounded within city limits, except in emergency. Engine bell may be rung not to exceed one minute as a signal that standing train is about to start. On southward trains, engine bell only will be used approaching Old Harrods Creek Road crossing. On northward trains, the engine bell must be rung and whistle sounded, as required by rule, approaching this crossing.

Crossing gates at Johnson Avenue, just north of HK Tower, will not operate for southward movements when southward home signals at HK Tower are indicating stop.

Crossing gates at Grey Tower Avenue, just south of HK Tower, will not operate for northward movements when northward home signal at HK Tower is indicating stop.

When necessary to pass either of these signals indicating stop, as provided for in Rule 509(a), a flagman must precede train or engine being moved onto crossing.

Between MP 7 and Louisville engine whistle will not be sounded except in case of emergency. Engine bell will ring continuously through these limits.

SUPERIORITY OF TRAINS

Superior Trains	Superior To
No. 138.....	No. 137.....

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Falmouth.....	No. 18 at Station platform.
Cynthiana.....	No. 17 and 18 at Station platform.
Paris.....	First-class trains at passenger station.
Winchester....	
Richmond.....	
Berea.....	
London.....	No. 17 at Station platform.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
First Class trains.	Winchester.....	Clearance Form A.

Trains filling schedules shown below will proceed on schedules indicated, without Clearance Form A:

Schedule Arriving	At Station	Proceed as
No. 138.....	Maysville.....	No. 137

Extra trains may be started from DeCoursey and Corbin (Cincinnati-Corbin sub-division) through the use of Clearance Form A, the issuance of which will be authorized by the train dispatcher, except when means of communication fail the operator may issue Clearance Form A on authority of yardmaster. The operator will show on the Clearance Form A, in the space provided for "Number," the word "Extra" followed by the number of the engine, the direction, and the name of the station to which the train is to be run.

Extra trains may be started from Latonia and MN Tower, between Corbin and Sinks and points intermediate, through the use of Clearance Form A, the issuance of which will be authorized by the train dispatcher. The operator will show on Clearance Form A, in the space provided for "Number" the word "Extra", followed by the engine number, the direction, and the name of the station to which the train is to be run.

Between Latonia and HK Tower, and between Corbin and Sinks work extras may be created by authority of the train dispatcher through use of Clearance Form A. Operators must show on Clearance Form A, in the space provided for number, the words "Work Extra," followed by the number of the engine. Work extras so created will proceed as directed.

Between TJ Tower and HK Tower Louisville, trains or engines, moving with the current of traffic, will be governed by block signal indication and may proceed ahead of overdue superior trains. If stopped or delayed, they must promptly protect as per Rule 99.

Louisville Division trains entering the Cincinnati Division at Sinks will assume the same schedule, and display the same signals, if any, and extra trains will continue as extras to designated terminals.

Unless otherwise directed by train-order, northward freight trains enroute to the Cincinnati Division, from the former E. K. Division at Patio, will run extra to their designated terminal, or turning point, without Clearance Form A or train-order.

Former E. K. Division trains entering the Cincinnati Division at HK Tower will not be required to get Clearance Form A, and will, unless otherwise directed by train-order, assume the same schedule, and display the same signals, if any, and extra trains will continue as extras, to designated terminals.

Yardmaster at South Louisville and Hancock Street Yard, or their representatives, are authorized to start northward trains without Clearance Form A, displaying signals as may be necessary. Unless otherwise directed by train-order at MN Tower, Latonia-Louisville Subdivision northward trains will continue on same schedule and display the same signals, if any, and extra trains will continue as extras.

STOPS FOR PASSENGERS

Trains will stop on signal to receive or discharge passengers as follows:

Trains	Stations
No. 17...	Stops at London to discharge revenue passengers from Covington or beyond, and to pick up passengers for Atlanta and beyond.
No. 18...	Stops at London to detrain revenue passengers from Atlanta and beyond, and to pick up revenue passengers for Covington and beyond.
No. 4.....	Sulphur, English, Elliston and Zion.
No. 1.....	Verona and Glencoe to discharge revenue passengers; Glencoe to receive revenue passengers for Campbellsburg or beyond.
No. 99....	LaGrange to discharge revenue passengers from Covington and beyond.

CHESAPEAKE AND OHIO TRAINS

No. 321—Crescent Hill to discharge revenue passengers from Ashland or beyond.

No. 321 and 322—Anchorage to receive or discharge revenue passengers for or from Ashland or beyond.

STOPS FOR MAIL AND EXPRESS

Trains	Stations
CINCINNATI-CORBIN SUB-DIVISION:	
No. 17—London daily except Sunday U. S. mail.	
No. 4.....	Verona, Elliston, Glancee, Turners, Sulphur and Pendleton to receive or dispatch U. S. Mail.
No. 4.....	Campbellsburg to receive and/or dispatch express on instructions from express messenger.
No. 4.....	LaGrange, Daily. Reduce speed to five miles per hour to exchange U. S. Mail.
No. 4.....	LaGrange, to receive and/or dispatch express on instructions of express messenger or signal displayed by agent.
No. 1.....	LaGrange, daily, to receive or dispatch U. S. Mail.
No. 1.....	Walton to dispatch or receive express.

**SPECIAL MOVEMENTS
PARIS**

Passenger flagmen will take a position 30 feet from rear of train, enginemen will not sound whistle signals 14D, 14E or 14Q-3, and all trains will approach Paris passenger station prepared to stop, expecting to find a passenger train performing station work.

MAYSVILLE BRANCH

Between 7:00 A.M. and 4:00 P.M. daily except Saturday and Sunday sectionmen and bridgemen on the Paris-Maysville Branch will only protect against regularly scheduled trains between Paris and Maysville. When more than one section of regularly scheduled train is operated, or when an extra train is operated between 7:00 A.M. and 4:00 P.M., Saturday and Sunday excepted, it will be preceded by a motor car to notify sectionmen, bridgemen and others concerned of the operation of such train.

The train dispatchers, when issuing orders to extra section of regularly scheduled train or to extra train being operated on the Paris-Maysville Branch during the above hours, will add the following to the order: "Motor car is preceding you to notify sectionmen, bridgemen and others of the section or the extra following." If your order does not contain this information call the attention of the train dispatcher to the matter.

Unless otherwise directed by train order the following trains will not protect against following extra trains between points shown:

Nos. 138 and 137 between Paris and Maysville.

Under these instructions, extra trains, including work extras, must not follow regular trains named between points specified, except under protection, until they are informed by Train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

BETWEEN NORTH CABIN AND PATIO

Between former Eastern Kentucky Division connection at North Cabin and Patio, trains running with the current of traffic will be governed by interlocking and automatic block signals, running ahead of overdue superior trains.

Signal 961 at North Cabin, is semi-automatic signal and controlled by the Operator at Patio. When this signal is in stop position, trains must not pass it without permission from the operator at Patio, who must be communicated with promptly over telephones located on posts near the signal.

Trains entering the southward main track from former Eastern Kentucky Division at North Cabin will be governed by the signal located on the connection track which will not clear until the main track switch is open. If indicator is in Approach position, trains may open the main track switch and the signal will assume a Proceed position. If indicator is in stop position, trainmen must communicate with the operator at Patio before opening the main track switch and will be governed by his instructions.

Southward trains and engines are superior to northward trains and engines on the southward former Eastern Kentucky Division siding at Patio. All northward movements on this track must be protected, including movements from the wye connection northward to the tower at Patio.

Freight trains must not enter the main track when there is any cause that will prevent them from making their usual running time without first consulting the operator at Patio. Movements over double track between Patio and North Cabin in either direction must be made without delay. Southward trains will clear dwarf signal of interlocking plant at Patio before bringing train to a stop. This dwarf signal located about 800 feet south of southward home signal.

CORBIN

Switchtenders are located at following points:

North end of East Yard
North end of West Yard.

Switchtenders will use yellow flags by day and yellow lights by night for signaling, except that switchtenders at north end of West Yard will use green flags and lights for signaling to northward passenger trains from passenger yard, and switchtenders at north end of East Yard will use green flags and lights for signaling to trains leaving that end of the East Yard.

There will be no switchtender-herder on duty at the north end of East Yard from 7:00 a.m. Saturdays to 3:00 p.m. Mondays.

There will be no switchtender-herder on duty at the north end of West Yard from 7:00 a.m. to 3:00 p.m. on Sundays and Mondays.

In the absence of switchtender-herders, yardmasters will assign tracks.

Second class and inferior trains and engines will handle their own switches for movements to be made where switchtender-herders are not on duty.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of highline will be lined for outbound freight movements. When these switches are used by yard crews or others, they must be restored to the above positions after movement has been completed.

Switches for first class trains will continue to be handled by switchtender-herders.

Cincinnati Division double track extends through passenger yard to a point just north of Signal No. 1728 located near freight house shed.

Northward Cincinnati Division trains from East Yard will proceed on clear indication of Signal No. 1722.

The top light of color light Signal No. 1711, located just north of Early Addition crossing governs movements over southward main to Signal No. 1725 at the freight house. The middle light governs movements over the inbound Cincinnati Division freight main to freight yards, or to the outbound C. V. passenger main. The third, or bottom light, governs movements either to the northward or southward main, or into station tracks 1, 2 or 4.

The top light of dwarf Signal No. 1724 governs movements on the northward main to Signal No. 1714. The bottom light governs movements on the southward main to Signal No. 1711. This signal will display indications as follows:

Red over Red—Stop
Green over Red—Proceed
Yellow over Red—Approach
Red over Yellow—Restricting.

Inbound trains will be governed by signal indications, and signal from switchtenders will not be required.

All trains will approach crossovers north and south of Center Street at restricted speed.

All trains, or engines, will not exceed speed of 10 M.P.H. passing platforms, Corbin Passenger Station.

The time of passenger trains applies at the passenger yard tracks where such trains are received or from which they depart; the time of freight trains applies at the yard tracks where they are received or from which they depart.

When moving on lead, and switch for any track is against movement, that track must not be fouled until switch has been set for lead. When moving out of track, do not foul lead until switch has been properly set.

AIR BRAKES:

The brake pipe pressure on passenger, freight and switch locomotives and air charging plants must be set as follows:

Passenger Locomotives:	— 110 pounds.
Freight Locomotives:	— 90 pounds.
Switch Locomotives:	— 80 pounds when handling freight train and 110 pounds when handling passenger train.
Yard Air Charging Plants:	— 80 pounds.

USE OF RETAINERS

Descending Maysville Hill retainers will be used when in the judgment of the engineer and/or conductor they are necessary.

Descending Crooked Hill, retainers will not be used unless in judgment of the engineer retainers are necessary for safe operation. In this event, engineer must require head brakeman to turn up sufficient retainers on head end of train to insure safe descent of grade.

If retainers are used, train must stop at "Retainer Boards," located at top and foot of grade, for retainers to be turned up or down.

When trains are to descend Crooked Hill without the use of retainers, speed approaching summit of grade must not exceed 25 miles per hour and, while descending grade, each application of air brakes must be made in ample time to prevent train exceeding speed of 25 miles per hour. In addition, if brake pipe pressure drops to 50 pounds, or if speed of train is less than 8 miles per hour, train must be stopped, and with engine brake fully applied, release train brakes and wait a minimum of 6 minutes by the watch, before proceeding.

TONNAGE RATING OF ENGINES

Class of Engines	Normal	A	B	Class of Engines	Normal	A	B
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Decoursey to Patio

F-7, GP-7, F-9, GP-9,				S-80	1730	1635	1540
FA-2, FB-2, RS-3....	2000	1900	1800	S-2	1220	1160	1100
GP-30, GP-35	2200	2090	1980				
U-25B	2300	2185	2070				

Patio to Perth

F-7, GP-7, F-9, GP-9,							
FA-2, FB-2, RS-3....	1700	1615	1530				
GP-30, GP-35	1870	1776	1683				
U-25B	1955	1856	1759				

Perth to East Bernstadt

F-7, GP-7, F-9, GP-9,							
FA-2, FB-2, RS-3....	1100	1045	990				
GP-30, GP-35	1210	1149	1089				
U-25B	1265	1201	1139				

East Bernstadt to Corbin

F-7, GP-7, F-9, GP-9,							
FA-2, FB-2, RS-3....	2700	2565	2430				
GP-30, GP-35	2970	2821	2673				
U-25B	3105	2949	2794				

Corbin to Ford

F-7, GP-7, F-9, GP-9,							
FA-2, FB-2, RS-3....	2700	2565	2430				
GP-30, GP-35	2970	2821	2673				
U-25B	3105	2949	2794				

TONNAGE RATING OF ENGINES

Class of Engines	Normal	A	B	Class of Engines	Normal	A	B
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Ford to Patio

F-7, GP-7, F-9, GP-9,							
FA-2, FB-2, RS-3....	2000	1900	1800				
GP-30, GP-35	2200	2090	1980				
U-25B	2300	2185	2070				

Patio to Decoursey

F-7, GP-7, F-9, GP-9,				S-80	4500	4275	4050
FA-2, FB-2, RS-3....	5500	5225	4950	S-2	3100	2945	2790
GP-30, GP-35	6050	5747	5445				
U-25B	6325	6008	5692				

Maysville to Somo

S2 Diesel	500	455	410
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Somo to Carlisle

S2 Diesel	730	660	590
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Between Carlisle and Paris

Carlisle to Pleasant Valley
Cowan to Maysville

S2 Diesel	930	840	760
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Pleasant Valley to Cowan

S2 Diesel	750	690	625
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Latonia to LaGrange

F-7, GP-7, F-9, GP-9,				S-80	1050	1000	950
FA-2, FB-2, RS-3....	1800	1235	1170	S-2	590	560	530
FP-7, S-87	1170	1110	1050				
GP-30, GP-35	1430	1358	1287				
U-25B	1495	1419	1345				

LaGrange to South Louisville

F-7, GP-7, F-9, GP-9,				S-80	3075	2920	2765
FA-2, FB-2, RS-3....	3800	3610	3420	S-2	1560	1475	1390
FP-7, S-87	3420	3250	3080				
GP-30, GP-35	4180	3971	3762				
U-25B	4370	4151	3933				

South Louisville to LaGrange

F-7, GP-7, F-9, GP-9,				S-80	1650	1565	1480
FA-2, FB-2, RS-3....	1900	1805	1710	S-2	930	885	840
FP-7, S-87	1710	1625	1540				
GP-30, GP-35	2090	1987	1881				
U-25B	2185	2078	1966				

LaGrange to Latonia

F-7, GP-7, F-9, GP-9,				S-80	1150	1090	1030
FA-2, FB-2, RS-3....	1465	1390	1315	S-2	685	650	615
FP-7, S-87	1320	1255	1190				
GP-30, GP-35	1613	1529	1448				
U-25B	1707	1599	1514				

Note: When GP-30, GP-35 or U-25B units are used in consist with lower horse power units the tonnage rating of the lowest horse power unit will be used for all units in the consist.

No. 42 to be limited to 1500 tons per unit account fast schedule.
No. 43 to be limited to 1000 tons per unit account fast schedule.
The tonnage of unweighed loads of coal will be estimated as follows for tonnage rating of trains.
100,000 Lbs. Capacity Cars, 73 tons.
140,000 Lbs. Capacity Cars, 100 tons.

LOUISVILLE TERMINALS

SOUTHWARD—LOUISVILLE DIVISION TRAINS—NORTHWARD

FIRST CLASS						Distance from Louisville			TIME TABLE					FIRST CLASS							
5	15	99	6	1	No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M., Eastern Standard Time					6	4	16	98	5							
The Humming Bird	The South Wind	The Pan-American	Monor	Passenger						The Humming Bird	Passenger	The South Wind	The Pan-American	Monor							
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily							
P. M.	P. M.	P. M.	A. M.	A. M.	STATIONS					A. M.	A. M.	P. M.	P. M.	P. M.							
	10.15	4.10	12.30	9.30	3.10	0	L	LOUISVILLE	N	4.35	8.50	12.40	5.55	7.00							
	10.17	4.12	12.32	9.33	3.13	1.17		K. & I. JUNCTION		4.23	8.21	12.29	5.41	6.53							
	10.18	4.13	12.33		3.14	1.40	A	A STREET JCT.		4.22	8.20	12.28	5.39								
	P. M.	P. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	P. M.							
	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily							
	5	15	99	6	1					6	4	16	98	5							

SPECIAL INSTRUCTIONS—LOUISVILLE TERMINALS

Cincinnati Division trains will operate to and from Louisville, South Louisville, and Preston Street on Cincinnati Division Time Table and train-orders from Chief Dispatcher of that division.

DOUBLE TRACK

- Between Louisville (Union Station) and Mile Post 8.
- Between 2nd Street Louisville and Frankfort Avenue.
- Between TJ Tower and South Louisville (Railway Transfer).
- Between MN Tower and Preston Street.

AUTOMATIC BLOCK SIGNALS

- Between 10th and Kentucky Streets and Mile Post 8.
- Between A Street Jct. and Frankfort Avenue.

INTERLOCKING STATIONS

Interlocking plants are located at A Street Junction, Fourth and G Streets, SW Tower, MN Tower, TJ Tower, and Floyd and J Streets.

SPRING SWITCH

Location	Normal Position
Jackson and Water Street...	For movement thru the cross-over from the southward to the northward main.
10th and Ky. Street.....	Southward main.
A Street between 1st Street and 2nd Street.....	Northward main.

STANDARD CLOCKS

- Union Station—train-order office and Conductors' room.
- South Louisville—main yard office.

YARD LIMITS

- Between Union Station and Mile Post 8 and Frankfort Avenue.

BULLETIN BOARDS

- Union Station—train-order office and Conductors' room.
- Tenth Street—engineers' wash room.
- South Louisville—main yard office and roundhouse.
- For C. & O. E.'s Trains
- Central Station, Seventh Street.
- Hancock Street Tower.
- Roundhouse, Floyd Street.

TRAIN REGISTERS

Location	For	Register By Card Form 230
Louisville Union Station	First Class Trains.....
South Louisville, Main Yard office.....	Second Class and Inferior Trains.....	Second Class and Inferior trains.

RAILROAD CROSSING AT GRADE

Railroad	Location	Protection
Southern.....	Fourth and G Street.....	Interlocking.
Southern.....	Floyd and J Streets.....	Interlocking.
L. & N.....	MN Tower.....	Interlocking.

MAXIMUM ALLOWABLE SPEED IN MILES PER HOUR

	BETWEEN		
	Passenger.	Freight Mixed.	Fast Freight Mixed and other top-heavy cars.
Mile Post T-5 (Cincinnati Division) and Frankfort Ave.....	30	25	20
Frankfort Ave. and Kentucky St. on Railway Transfer	40	25	20
Kentucky St. on Railway Transfer and TJ Tower...	25	25	15
TJ Tower and A-Street Junction.....	15	15	15
Union Station and Mile Post 5 (Louisville Division).	40	25	20
A Street Junction and Union Station when train is being shoved.....	15	15	15
TJ Tower and South Louisville on Railway Transfer...	20	20	20
MN Tower and Preston St. on Water Street Line.....	20	20	20
Through turnouts and crossovers.....	15	15	15

All trains will move at restricted speed between Kentucky Street and Union Station.

SPECIAL MOVEMENTS

Switchtender located just north of Kentucky Street will use green flags by day and green lights by night for signalling for southward movements, and yellow flags by day and yellow lights by night for signalling for northward movements. All trains will move out of and into passenger station tracks only on receipt of proper signal from switchtender as provided for in the foregoing.

Trains entering Union Station, Louisville, must stop at Kentucky Street, if do not receive proper signal from switchtender.

Unless otherwise directed, all inbound passenger trains except No. 16 will turn on the Wye at A Street Junction and back into Union Station. Markers will not be changed for this movement.

Yard engines will not occupy the A Street connection (except east of Second Street and west of Fifth Street) between the hours of 6:00 a. m. and 8:00 p. m. to serve industries.

All trains and engines will approach crossovers north and south of K&I Junction at restricted speed.

When trains or engines on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative. If the movement of a first-class train is involved, the Yardmaster or his representative will direct and protect it only under the specific instructions of a Trainmaster or Assistant Trainmaster, who will personally see that the movement is fully protected. Conductors and engineers, after satisfying themselves that their trains are protected, will proceed at restricted speed.

Regular trains from the Evansville Division arriving at SW Tower will continue on the same schedules as arriving, and extras will continue as extras.

SPECIAL MOVEMENTS—Continued:

Dwarf signals just south of Kentucky Street near Union Station covering north and southbound movements are designated as stop and proceed signals and their indications are covered by Rule 509-B.

The use of the engine whistle within the city limits of Louisville is prohibited except as prescribed by Rule 14(j) and to prevent accident. When the view is obscured on account of weather or other conditions, the engineer may sound signal as prescribed by Rule 14(1) for crossings at grade, and proceed at restricted speed.

Yard engines with work in the block between MN Tower and Crescent Hill will obtain permission from the towerman at MN Tower to occupy the block.

Between New Main Street and Story Avenue (which streets are be-

tween MN Tower and Preston Street on the East Louisville-Water Street Line) yard cuts are relieved of flagging except against first-class trains; and second-class and inferior trains and engines will move in this territory expecting to find the track occupied at any point by engines or cars not protected by flagman.

Proceed indication of Home signal at MN Tower, A Street Junction and SW Tower, will authorize southward second class and inferior trains to proceed ahead of over due first-class trains.

Northward first class trains must keep a careful lookout for trains ahead between TJ Tower and MN Tower and must not exceed the maximum allowable speed for freight trains unless the track is seen to be clear.

Trains stopped or delayed must be promptly protected as per Rule 99 against first-class trains.

LOUISVILLE TERMINALS

E. R. HARRIS, JR.

Train Master

R. E. JONES

Ass't Train Master

J. B. LUTTS, JR.

Ass't Train Master

C. M. TATUM

Ass't Train Master

J. J. BURKE

Ass't Train Master

A. H. DORTON

Ass't Train Master

FORMER E. K. DIVISION — SPECIAL INSTRUCTIONS

SUB-DIVISIONS

Between Ravenna and HK Tower, including Branches. Between Ravenna and Lowndes, including Branches.

Trains must have orders to operate over the following Branches and territory not shown on time table:

Lewis-Eminence territory, First Creek Branch, Lots Creek Branch, Jakes Branch, Montgomery Creek Branch Spur, Blair Fork, Rockhouse Branch-Blackey to Deane, Caudill Branch Spur-Duo to Carbon Glow, Camp Branch Spur and Yonts Fork Spur.

DOUBLE TRACK TERRITORY

Lexington and GM Tower. Ravenna and Pryse.
North Cabin and Patio. Perritt and Typo.

The south end of double track at Patio is located at connection track switch of former Eastern Kentucky Division with northward Cincinnati Division main track.

OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

Rules 261 to 263 inclusive and 525 to 531 inclusive are effective between Patio and end of double track at Cow Creek (main track) and between end of double track at Pryse and end double track Perritt. Also between Typo and H.T. Tower and between B.G. Tower and Blackey.

AUTOMATIC BLOCK SIGNALS

HK Tower and Lexington.
Patio and H.T. Tower.
B.G. Tower and Blackey.

INTERLOCKING PLANTS

Are in service at GM Tower, Winchester, and Patio.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Lewis	North..	For Main track.
Gath	South..	For Main track.
Benson	South..	For Main track.
West Frankfort	North..	For Main track.
	South..	For Main track.
Cliffside	South..	For Main track.
	North..	For Main track.
Jett	South..	For Main track.
McKee	North..	For Main track.
South Patio	South..	For Main track.
Irvine, junction of Southward Freight Main with main track	North..	For Southward Freight Main.
Cow Creek, north end of double track	North..	For Southward Main track.
Cow Creek, south end drill track and southward main...	South..	For drill track.
Pryse, south end double track...	South..	For Northward Main track.
Perritt, north end double track.	North..	For Southward Main track.
Typo, south end of double track	South..	Crossover movement to Northward Main.

STANDARD CLOCKS

GM Tower
RavennaTrain dispatcher's office
RavennaYard Office
RavennaRoundhouse
JacksonPassenger Station
North HazardYard Office

YARD LIMITS

Shelbyville Ravenna-Irvine
West-Frankfort-Cliffside North Hazard-Hazard
Lexington-West Lexington Dent (Leatherwood Branch)
Patio-North Cabin

BULLETIN BOARDS

GM Tower Jackson—Depot
West Lexington—Boundhouse North Hazard—Yard Office
West Lexington—Yard Office North Hazard—Roundhouse
Ravenna—Yard Office
Ravenna—Passenger Station
Ravenna—Boundhouse

FOR C&O TRAINS

Louisville—Train order office at Hancock St. Tower
Louisville—Train order office at Central Station
Lexington—Yard Office at Netherland and Passenger Station
Louisville—C&O Boundhouse

TRAIN REGISTERS

Location	For	Register By Card, Form 230
MN Tower	{Second class and inferior trains	{Second class and inferior trains.
HK Tower.....	All Southward trains.....	All Southward trains.
Frankfort.....	First class trains.....	First class trains.
GM Tower.....	All trains.....	All trains.
Bok.....	Yard engines.....	{Throw register card in box on post at Junction as train passes.
Patio	All trains.....	All trains.
Ravenna Yard Office.....	{Second class and inferior trains	
Jackson.....	All trains originating and terminating	
North Hazard Yard Office.....	{Second class and inferior trains originating and terminating.....	
Jeff.....	All trains enroute to or from Carrs Fork Branch.	Throw register card in box on post east side of track near south switch of crossover leading from main track to Carr's Fork Main Track.
Morey.....	{Montgomery Creek Branch trains and all trains that hold a meeting point at Morey with opposing trains	Throw register card in box on booth door as train passes.
Sassafras (South Y Switch).....	All trains.....	{Throw card in chute on booth door.
Dent.....	All trains.....	All trains.
Blackey.....	{All trains enroute to or from Rockhouse Branch.	Throw register card in box on post east side of track near junction of Rockhouse Branch and passing siding at Blackey.
Pat.....	As instructed.....	{Throw register card in box on post near wye switch, West side.
Jimhill.....	For all trains.....	{Throw register card in box on post West side of track near North switch.
Caudill	{All trains holding meeting point at Caudill.....	{Throw register card in box as train passes.
Neon.....	All trains.....	{Throw register card in box on post west side of track north switch of wye track.

Second class and extra trains enroute from Louisville-South Louisville to former Eastern Kentucky Division must receive Clearance Form A at MN Tower.

All southward former Eastern Kentucky Division trains will register by card at HK Tower, throwing card in box located on east side of track as train passes. Northward trains will not register at HK Tower.

TRAIN REGISTERS—Continued

Northward former Eastern Kentucky Division trains must check train register at HK Tower against superior schedules when necessary. The positive identification of southward trains on double track between HK Tower and MN Tower, or the registration of such trains at MN Tower, will indicate their arrival at HK Tower. The registration of northward trains at MN Tower will indicate their departure from HK Tower unless overtaken between MN Tower and HK Tower.

Trains entering former Eastern Kentucky Division at HK Tower will, unless otherwise directed by train order, assume the same schedule and display the same signals, if any, and extra trains will continue as extras to designated point. It will not be necessary to secure Clearance Form A at HK Tower.

Trains are relieved of checking train registers at Shelbyville, Frankfort, GM Tower, Patio, Jeff, Dent, and Fleming, EXCEPT AGAINST SCHEDULES ORIGINATING OR TERMINATING AT THESE STATIONS, when schedules effecting their movement have been previously checked or identified.

Train register at Lexington is located in the train order office GM Tower.

The registration of northward trains at Patio will indicate the departure of such trains from North Cabin unless overtaken between Patio and North Cabin.

Trains receiving train order or orders affecting their movement at Blackey must check the train or trains at Blackey before departing that station.

The register of northward trains at Dent will indicate their arrival at Blackey.

TRAIN-ORDER OFFICES

"D" offices will be open from 8:00 A.M. to 5:00 P.M.; "NO" offices from 8:00 P.M. to 5:00 A.M.; "NC" offices during the hours designated below:

Stations	Hours Train Order Offices Open	Hours and Days Train Order Offices Closed
Shelbyville.....	8:00 A.M. to 5:00 P.M..... Mondays through Saturdays.	5:00 P.M. Saturdays to 8:00 A.M. Mondays
Frankfort.....	7:00 A.M. to 11:00 P.M. Daily	11:00 P.M. to 7:00 A.M. Daily
Avon.....	7:00 A.M. to 12:00 N..... 1:00 P.M. to 4:00 P.M.....	Closed 4:00 P.M. Fridays to 7:00 A.M. Mondays
Dent.....	7:00 A.M. to 4:00 P.M..... Mondays through Fridays...	4:00 P.M. to 7:00 A.M. Mondays through Fridays.
Whitesburg.....	8:00 A.M. to 5:00 P.M. Mondays through Fridays 7:00 A.M. to 4:00 P.M. Saturdays.	5:00 P.M. to 8:00 A.M. Mondays through Fridays 4:00 P.M. Saturdays to 8:00 A.M. Mondays
Fleming.....	7:00 A.M. to 12:00 noon..... 1:00 P.M. to 4:00 P.M.....	Closed 4:00 P.M. Fridays to 7:00 A.M. Mondays

TRAIN-ORDER SIGNAL INDICATIONS

COLOR LIGHT TYPE TRAIN-ORDER SIGNALS are in service at Frankfort, GM Tower and Patio. Indications of these signals will be by LIGHT, both day and night. RED aspect, indicates STOP and report for train orders or Clearance Form A. YELLOW aspect, indicates-approach at restricted speed and receive "19" train orders or Clearance Form A. GREEN aspect, indicates-Proceed.

AT FRANKFORT and PATIO: The normal indication of the train order signal is STOP. Enginemen will not call for or acknowledge these signals, but will be required to see them change as specified in Rules 221(a), and 221(b).

AT GM TOWER: There is no train order signal governing the movement of northward trains. The normal indication of train order signal for southward trains is STOP. Enginemen will call for and acknowledge signal as prescribed in Rules 221(a) and 221(b).

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour.

Between	Passenger	Freight work and Mixed	File Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
West Lexington and West Frankfort.....	45	40	30
West Frankfort and HK Tower.....	55	45	30
Lewis and Eminence...	35	35	30
Lexington-Winchester...	55	40	25
Winchester-Jeff.....	40	40	25
Jeff-Lowndes.....	40	35	25
First Creek.....	20	20	10
Lots Creek.....	20	20	10
Blackey-Duo.....	20	20	10
Duo-Carbon Glow.....	10	10	10
Duo-Deane-Pat-Sapphire.	30	30	20
Carr's Fork Branch.....	20	20	10
Montgomery Creek Branch.....	20	20	10
Leatherweed Creek Branch.....	20	20	10
Blair Fork Branch.....	20	20	10
Other branch lines.....	20	10	10
Through turnouts and cross-overs.....	15	15	15

The following speed restrictions must be observed between Lexington and H.K. Tower, via Shelby Branch by C&O trains when handled by following C&O class diesel locomotives:

Class	Kind	Engine Numbers	Weight Each Unit	No. Axles per Unit	No. Units per Locomotive
MTB-16	Baldwin	5528-5529	365,600%	6	1 to 3 units
	1600HP	5533-5569	365,600%	6	1 to 3 units
MTA-16	ALCo.	5570-5595	361,500%	6	1 to 3 units
	1600HP				
MRSA-18	ALCo.	6700-6709	360,000%	6	1 to 4 units
	1800HP		- 1%		
MRSA-24	ALCo.	6800-6811	390,000%	6	1 to 4 units
	2400HP		- 1%		
MRSE-15	E.M.D.	5700-5797	260,416%	4	1 to 5 units
	1500HP	5800-5811	246,000%	4	1 to 5 units
		5812-5900	260,416%	4	1 to 5 units
MRSE-17	E.M.D.	5901-6263	256,300%	4	1 to 5 units
	1750HP				
FPE-15	E.M.D.	8000-8015	257,700%	4	1 to 5 units
	4500HP	8500-8506	245,100%	4	1 to 5 units
RFE-15A	E.M.D.	7000-7093	248,500%	4	2 "A" units
RFE-15B	4500HP	7500-7546	248,500%	4	3 units (2A&1B) 4 units (2A&2B)
SD-18	E.M.D.	1800-1818	363,000%	6	1 to 4 units
	1800HP				
U-25-B	G.E.	2500-2537	269-700%	4	1 to 4 units
	2500HP				

Bridge 47, Mile W-56.8.....	.45 mph. maximum
Bridge 107, Mile XW-31.2.....	.35 mph. maximum
Bridge 108, Mile XW-31.3.....	.45 mph. maximum
Bridge 110, Mile XW-32.7.....	.45 mph. maximum

It is permissible to operate F7A, F7B, S87 and SW7 Diesel units, (one to four units) on the Hermitage Spur. The speed restrictions are as follows:

Bridge 3, mile W-70.1A, 10 mph.
Bridge 4, mile W-70.6A, 10 mph.

It is permissible to operate the above Diesels from Louisville to Lexington, via Shelbyville.

The maximum allowable speed on Hermitage Spur is twenty miles an hour except over Bridges 3 and 4, where a speed of ten miles an hour must not be exceeded.

(Continued on page 20)

SOUTHWARD—LEXINGTON AND HK TOWER—NORTHWARD

SECOND CLASS			FIRST CLASS			Distance from Lexington	TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M. Eastern Standard Time			Car Capacity of Plying Station based on 44 feet per car	FIRST CLASS			SECOND CLASS		
141	391	145			321						322			144	142	392
Local Freight	C. & O. Freight	Fast Freight			C. & O. Passenger						C. & O. Passenger			Fast Freight	Local Freight	C. & O. Freight
Daily ex. Sunday	Daily	Daily			Daily						Daily			Daily	Daily ex. Sunday	Daily
A. M.	A. M.	P. M.			A. M.			STATIONS		P. M.			A. M.	A. M.	P. M.	
	10.30				8.15	0.0	L	LEXINGTON	A		5.05				11.00	
	10.41				8.20	0.7		WEST LEXINGTON		46	5.01				10.48	
5.30	10.43	3.01			8.21	1.2		GM TOWER	N		5.00		2.05	10.26	10.46	
5.36	10.48	3.07			8.25	3.7		VILEY	E	54	4.56		1.55	10.16	10.41	
5.50	11.01	3.18			8.35	10.8		PAYNES	E	64	4.46		1.45	9.56	10.28	
5.55	11.06	3.23			8.39	13.6		McKEE	E	82	4.42		1.40	9.48	10.23	
5.57	11.08	3.25			8.40	14.3		MIDWAY	E	16	4.41		1.38	9.46	10.21	
6.21	11.27	3.40			8.53	23.4		JETT	E	49	4.28		1.20	9.29	10.02	
6.42	11.42	3.55			9.02 ¹⁴²	28.0		CLIFFSIDE	E	73	4.20		1.05	9.02 ³²¹	9.47	
6.44	11.44	3.57			9.06	28.5		FRANKFORT	NC	Yard	4.17		1.04	8.44	9.45	
7.17	11.48	4.12 ³²²			9.11	29.4		WEST FRANKFORT	E	94	4.12 ¹⁴⁵		1.01	7.53	9.42	
7.27	11.56	4.20			9.17	34.2		BENSON	E	79	4.06		12.53	7.45	9.34	
7.37 ¹⁴²	12.03	4.30			9.22	38.3		GATH	E	83	4.01		12.46	7.37 ¹⁴¹	9.27	
7.57	12.15	4.45			9.31	44.3		LEWIS	E	135	3.54		12.35	7.15	9.15	
8.12	12.30	5.01			9.41	53.1		SHELBYVILLE	NCE	25	3.45		12.19	6.25	9.00	
8.17	12.31	5.02			9.42	53.6		BLOOMFIELD JCT.	E		3.42		12.18	6.20	8.59	
8.47	12.42	5.12			9.52	61.0		SIMPSONVILLE	E	42	3.34		12.05	6.01	8.48	
9.02	12.51	5.20			9.59	66.8		EASTWOOD	E	25	3.27		11.55	5.46	8.39	
9.25	12.55	5.29			10.03	69.8		AVOCA	E	35	3.23		11.49	5.36	8.35	
9.50	12.58	5.33			10.07	71.7	A	HK TOWER	LE	25	3.20		11.45	5.20	8.32	
A. M.	P. M.	P. M.			A. M.					P. M.			P. M.	A. M.	P. M.	
Daily ex. Sunday	Daily	Daily			Daily					Daily			Daily	Daily ex. Sunday	Daily	
141	391	145			321						322			144	142	392

Regular southward trains are superior to trains of the same class moving in the opposite direction.

RAVENNA AND LOWNDES—SOUTHWARD

SECOND CLASS										Distance from Lansing	TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M. Eastern Standard Time	
149	79			51	39	245	25	61			STATIONS	
Wine Run Daily ex. Saturday P. M.	Freight Daily P. M.			Local Freight Daily ex. Sunday A. M.	Local Freight Daily ex. Sunday A. M.	Freight Daily A. M.	Local Freight Daily ex. Sunday A. M.	Freight Daily A. M.				
	1.30					7.00	6.00	1.30			49.2	L RAVENNA N
	2.00					7.25	6.20	1.48			55.0	PRYSE E
	2.20					7.45	6.40	2.12			63.0	EVELYN E 12.0
	2.50					8.30	7.20	2.48			75.0	HEIDELBERG E 6.8
	3.08					8.50	8.00	3.10			81.8	BEATTYVILLE E 3.6
	3.20					9.00 ²⁵	9.00 ²⁴⁵	3.20			85.4	ST. HELENS E 8.3
	3.45					9.25	9.55	3.45			93.7	OAKDALE E 3.8
	4.00					9.48	10.19 ²⁶	3.56			97.5	YEADON E 3.3
	4.10					9.58 ²⁶	10.35	4.06			100.8	GENTRY E 2.8
	4.20					10.08	11.00	4.16			103.6	JACKSON E 5.9
	4.50					10.35	11.20	4.35			109.5	HADDIX E 8.6
	5.15					11.00	11.50	5.00			118.1	WHICK E 12.1
	5.46					11.40	12.35	5.43			130.2	PERRITT E 15.7
	6.18					12.20	1.15	6.20			145.9	COMBS E 1.1
8.00	6.25			10.30	8.00	12.30	1.30	6.30			147.0	A L NORTH HAZARD N 0.9
8.06				10.35	8.05						147.9	HAZARD N C 3.8
8.14				10.45	8.30						151.5	EDJOUET E 2.3
8.20				10.51	8.35						153.8	JEFF E 7.4
8.36				11.09	8.50						161.2	COOLIDGE E 3.3
8.42				11.20	9.00						164.5	DENT N C E 8.8
9.02					9.25						173.3	BLACKKEY E 5.1
9.17					9.40						178.4	ROXANA E 4.7
9.29					10.01						183.1	UZ E 6.6
9.44					10.25						189.7	WHITESBURG N C E 2.5
9.49					10.45						192.2	HARVIE E 6.9
10.09					11.20						199.1	KONA E 2.6
10.20					11.30						201.7	A L NEON E 1.0
					11.45						202.7	A FLEMING N C 1.1
											203.8	LOWNDES
P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	A. M.				
Daily ex. Saturday	Daily			Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily				
149	79			51	39	245	25	61				

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LOWNDES AND RAVENNA—NORTHWARD

TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at 12:01 A. M. Eastern Standard Time		Car Capacity of Pulling Strings based on 44 tons per car.	SECOND CLASS												
			26	40	52						50				
STATIONS						Local Freight	Local Freight	Local Freight						Mine Run	
						Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday						Daily ex. Saturday	
						P. M.	P. M.	P. M.						A. M.	
A	RAVENNA	N	Yard			2.30									
	5.8														
	PRYSE	E				1.50									
	8.0														
	EVELYN	E	123			1.25									
	12.0														
	HEIDELBERG	E	164			12.45									
	6.8														
	BEATTYVILLE	E	121			12.15									
	3.6														
	ST. HELENS	E	113			10.50									
	8.3														
	OAKDALE	E	125			10.26									
	3.8														
	YEADON	E	110			10.19 ²⁵									
	3.3														
	GENTRY	E	124			9.58 ²⁴⁵									
	2.8														
	JACKSON	E	195			9.38									
	5.9														
	HADDIX	E				8.45									
	8.8														
	WHICK	E	128			8.20									
	12.1														
	PERRITT	E				7.45									
	15.7														
	COMBS	E				7.05									
	1.1														
A L	NORTH HAZARD	N	Yard			7.00	3.55	4.50						1.18	
	0.9														
	HAZARD	N C					3.50	4.41						1.13	
	3.6														
	EDJOUET	E	153				3.30	4.29						12.58	
	2.3														
	JEFF	E					3.25	4.25						12.53	
	7.4														
	COOLIDGE	E	118				3.10	4.08						12.38	
	3.3														
A L	DENT	N C E	194					3.00	4.00						12.30
	8.8														
	BLACKKEY	E	171					2.15							12.12
	5.1														
	ROXANA	E	99					2.05							11.55
	4.7														
	UZ	E	114					1.40							11.40
	6.6														
	WHITESBURG	N C E	58					1.20							11.17
	2.5														
	HARVIE	E	112					1.05							11.12
	6.9														
	KONA	E	67					12.40							10.55
	2.6														
L	NEON	E	Yard					12.30							10.40
	1.0														
L	FLEMING	N C						12.05							
	1.1														
	LOWNDES		23												
						A. M.	P. M.	P. M.						P. M.	
						Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday						Daily ex. Saturday	
						26	40	52						50	

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD—LEXINGTON AND RAVENNA—NORTHWARD

SECOND CLASS			FIRST CLASS			Distance from Lexington	TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at Eastern Standard Time		Car Capacity of Passenger Siding based on 44 feet per car	FIRST CLASS			SECOND CLASS	
47	245		321								322		244	242
Freight	Fast Freight		C. & O. Passenger								C. & O. Passenger		Fast Freight	Freight
Daily	Daily		Daily								Daily		Daily	Daily
P. M.	A. M.		A. M.				STATIONS		P. M.		P. M.	P. M.		
			8.15				L LEXINGTON A		5.05					
							0.6							
8.30	2.30		8.20			0.6	WEST LEXINGTON N	46	5.01		2.50	11.45		
							0.5							
8.35	2.35					1.1	DODGE STREET	Wye			2.40	11.35		
							4.8							
8.45	2.45					5.9	CHICLE E				2.30	11.22		
							0.9							
8.48	2.48					6.8	BOK E				2.28	11.18		
							0.7							
8.50	2.50					7.5	MONTROSE F	8			2.26	11.15		
							2.6							
8.55	2.55					10.1	FENWICK E				2.22	11.10		
							1.9							
9.00	3.00					12.0	AVON N C E	73			2.18	11.05		
							3.6							
9.07	3.07					15.6	WYANDOTTE E	30			2.12	10.55		
							5.9							
9.19	3.19					21.5	NORTH CABIN E	33			2.01	10.40		
							0.5							
9.25	3.23					22.0	WINCHESTER N				1.55	10.35		
							0.7							
9.30	3.30					22.7	PATIO E N	SB187 NB87			1.52	10.30		
							13.4							
	3.55					36.1	SLOAN E	235			1.27			
							8.6							
	4.11					44.7	CALLA E				1.11			
							3.3							
	4.22					48.0	IRVINE E	Yard			1.05			
							1.2							
	4.30					49.2	A RAVENNA L N	Yard			1.00			
P. M.	A. M.		A. M.							P. M.	P. M.	P. M.		
Daily	Daily		Daily							Daily	Daily	Daily		
47	245		321							322	244	242		

Southward DENT AND LEATHERWOOD Northward

2nd CLASS		Distance from Lexington	LEATHERWOOD CREEK BRANCH TIME TABLE No. 80 Takes effect Sunday, April 26, 1964, at Eastern Standard Time		Car Capacity of Passenger Siding based on 44 feet per car	2nd CLASS	
51			52				
Local Freight			Local Freight				
Daily ex. Sunday			Daily ex. Sunday				
A. M.		STATIONS	P. M.				
11.20	164.5	DENT N C E	194	4.00			
		1.5					
11.25	166.0	WALTER	MIII	3.45			
		5.0					
11.55	171.0	JIMHILL E	99	2.30			
		3.8					
12.20	174.8	LEATHERWOOD	Mine	12.55			
P. M.				P. M.			
Daily ex. Sunday				Daily ex. Sunday			
51				52			

Regular southward trains are superior to trains of the same class moving in the opposite direction.

(SPECIAL INSTRUCTIONS—Continued)

MAXIMUM ALLOWABLE SPEED—Continued

All trains will approach initial and terminal stations for passenger and mixed trains at restricted speed, expecting to find outbound trains occupying main track ten minutes in advance of schedule departing time and inbound trains discharging passengers and putting train away.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Mile 32, Bloomfield Br.	Southern R'y	Gate (Electric Lock).
Winchester	C. & O.	Interlocker.
West Lexington	C. & O. Belt	Gate.

The normal position of the Manually Controlled Crossing Gate at Southern Railway Crossing, Mile 32 Bloomfield Branch is against L. & N. movements. L. & N. crews will operate the gate by opening it for movement of their trains over the crossing and will re-set same in normal position after clearing the crossing. The normal position of the Manually Controlled Crossing Gate over C. & O. Belt Line, West Lexington is for L. & N. movements.

STREET AND HIGHWAY CROSSINGS, AND CITY REGULATIONS

Midway..... Whistle not to be sounded except in case of emergency. Bell to be rung passing through City limits.

Frankfort..... Whistle not to be used between tunnel and river bridge except in emergency. Bell to be rung.

Lexington.... Whistle not to be used in city limits except in emergency. Bell to be rung at all times while engine is moving.

Shelbyville... } Whistle to be sounded within city limits in emergency only.
Simpsonville.. } Bell to be rung.

City ordinances restrict speed of trains in miles per hour as follows:

Eminece.....15	Lexington. {	Through City Limits....15
Pleasureville.....15		Over street crossings....12
Frankfort.....6	Beattyville.....15	
Midway.....8	Whitesburg.....10	

The following speed restrictions apply, but by special instructions of the Division Officers and not by City Ordinances

Lexington (Water Street). 6
Hazard..... 6, until engine has passed over crossing.

All trains and engines will run not to exceed six miles per hour between Bloomfield Junction and Southern Railway grade crossing. All trains and engines will come to a stop and be flagged over Main Street crossing (Bloomfield Branch) at Shelbyville.

SUPERIORITY OF TRAINS

Superior Trains	Superior To	Requirements
No. 392.....	Nos. 141, 145, and 391	-----
No. 322.....	Nos. 321.....	-----
No. 144.....	No. 141.....	-----

TRAINS TAKING SIDING

Sidings at Viley, Midway, Eastwood, Avoca, H. K. Tower and Pleasureville may be blocked with cars at any time without further notice.

Southward trains at Patio Tower will be governed by signal indications as to use of southward siding or main track from that point.

Should trains operating on the main track, clear the main track, by using the following branches: Smoot Creek Spur, Sand Lick Branch, Thornton Creek Spur, spur track at Kona leading to Kona No. 2 Mine, and Potters Fork, a trainman must be left at the Junction to notify trains of the same or inferior class that the train in question is on the Branch or Spur.

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
GM Tower.....	{ At cross-over under Southern viaduct where freight trains enter yard.
Perritt.....	At End of double track.
North Hazard...	{ Southward second class and inferior trains terminating at North Hazard, at first yard track switch south of Hazard Tunnel. Northward second class and inferior trains terminating at North Hazard, at point in yard track opposite yard office.
Hardburly.....	At run-around track.
Leatherwood....	At Run-around track.

CLEARANCE OF TRAINS

Trains	Stations	Requirements
First class southward...	GM Tower.....	{ Clearance Form A when office at Lexington is closed.
Through trains between Ravenna and South-Lou.....	} GM Tower.....	Clearance Form A.
C. & O. Freight Trains southward.....		
All trains originating..	Patio	Clearance Form A.
Second class and inferior trains.....	{ Ravenna yard office.....	} Clearance Form A.
Second class and inferior trains originating at North Hazard	{ North Hazard yard office.....	
All Southward trains....	Dent.....	{ Clearance Form A when office open.
All trains operating into Fleming	} Fleming	} Clearance Form A when office open.

No. 321 will leave Lexington without Form "A" or train orders and secure clearance Form "A" at G.M.Tower.

Through southward extra trains arriving at Patio, proceed as extras to Ravenna.

Trains filling schedules shown below will proceed on schedules indicated, without Clearance Form A.

Schedule Arriving	At Station	Proceed as
No. 51	Leatherwood	No. 52
No. 39	Fleming	No. 40

Trains going to the Bloomfield Spur will call the dispatcher from Bloomfield Junction and notify him when train is clear of the Shelby Branch main track. Trains coming from the Bloomfield Spur will call the dispatcher from Bloomfield Junction and secure proper check against over due superior trains before occupying the Shelby Branch main track to enable such trains to reach Shelbyville.

Northward extras and work extras arriving Dent from Leatherwood Creek Branch, enroute to North Hazard, will continue as an extra.

Northward Extras and Work Extras arriving Jeff from Carrs Fork Branch, enroute to North Hazard, will continue as an Extra.

Northward trains arriving at Blackey will assume schedule and display the same signals, if any, and extra trains will continue as extra trains.

Southward trains receiving train order or orders affecting their movement at Blackey must check the train or trains at Blackey before departing that station.

Northward Extra trains may be started from Ravenna for movement to Patio, and Southward Extra trains may be started from Ravenna through the use of clearance form "A", the issuance of which will be authorized by the Train Dispatcher. The operator will show on clearance form "A" in the space provided for "Number" the word "Extra" followed by the engine number, the direction and the name of the station to which the train is to be run. Extras so created will proceed as directed but in no case will they proceed northward beyond Patio or southward beyond Blackey unless authorized by train order.

Work Extras may be created by the authority of the Train Dispatcher in the territory between Patio and Blackey through the use of Clearance Form "A". Operators will show on the Clearance Form "A" in the space provided for "Number" the words "Wk Ex" followed by the number of the engine. Work Extras so created will proceed as directed but in no case will they proceed northward beyond Patio or southward beyond Blackey unless authorized by train order.

STOPS FOR PASSENGERS

Trains will stop on signal to receive and discharge passengers as follows:

Trains	Stations
C. & O. Trains Nos. 321, 322.....	Midway to receive or discharge revenue passengers.
C. & O. Trains Nos. 321, 322.....	Anchorage to receive or discharge revenue passengers from Ashland and beyond.
C. & O. Train No. 321	Crescent Hill to discharge revenue passengers from Ashland and beyond.
C. & O. No. 321.....	Stop on flag at Hatton, Ky. to receive and deliver parcel post or fragile mail.

SPECIAL MOVEMENTS

BLOOMFIELD SPUR:

Not more than one movement is permitted on Bloomfield Spur at the same time. Trains may operate on this Spur as necessary without orders, first ascertaining from the Train Dispatcher whether or not there are any trains using the Spur.

AT FRANKFORT

Trains handling passengers are relieved of protecting against following trains as required by Rule 99 while occupying the main track at Frankfort Passenger Station in the performance of their station work. All trains will approach Frankfort Passenger Station at restricted speed, expecting to find passenger trains occupying the main track not protected by flagman.

HERMITAGE SPUR

Not more than one movement is permitted on Hermitage Spur at the same time. Trains may operate on this spur as necessary without orders, first ascertaining from the Train Dispatcher whether or not there are any trains using the spur.

BETWEEN GM TOWER—DODGE STREET AND LEXINGTON

Second class and inferior trains will operate between Lexington and G. M. Tower as prescribed by Rule 93 and will not be required to clear or check the register against first class trains for movement between these points. First class trains will run at restricted speed between these points expecting to find the main track occupied. C&O southward second class and inferior trains will check register at Netherland Yard against trains affecting their movement south of G. M. Tower.

All movements from Dodge Street to West Lexington, via north leg of wye (except scheduled trains) must be protected by flag. Movements West Lexington to Dodge Street, via north leg of wye, will move without flagging, inferior movements clearing scheduled trains on north leg of wye in accordance with operating rules. Except when flag protection is given by a member of the crew in charge, movements via north leg of wye from Dodge Street to West Lexington, required to be so protected, will move only on signal given by yellow flag by day and yellow light by night.

West or southward movements over the Belt line, between the L&N and CNO&TP Railroads, will be made without flagging; but each movement east or northward from CNO&TP to the L&N or C&O Yard, must be protected by flag over this portion of the Belt Line.

BETWEEN DODGE STREET—WEST LEXINGTON—GM TOWER

All extra and scheduled trains in both directions moving over south leg of wye will operate in accordance with timetable, train order and/or Rule 93, clearing scheduled trains in accordance with operating rules. All other movements via south leg of wye between West Lexington and Dodge Street in both directions, must be protected by flag.

BETWEEN NORTH CABIN AND PATIO

Between North Cabin and Patio trains running with the current of traffic will be governed by interlocking and automatic block signals, running ahead of overdue superior trains.

Trains entering the southward main line from the former E. K. Division at North Cabin will be governed by the signal located on the connection track. This signal will not clear until the main line switch is open. Trains desiring to enter Cincinnati Division main will be governed by the switch indicator, located near the main line switch stand. If this indicator is in approach position, trains may open the main line switch and the signal will assume proceed position. If this indicator is in stop position, trainmen must communicate with the operator at Patio before opening the main line switch and will be governed by his instructions.

Southward trains and engines are superior to northward trains and engines on the former Eastern Kentucky Division southward siding at Patio.

All northward movements on this track must be protected. This includes movement from the wye connection northward to the tower at Patio.

Signal 961 at North Cabin, is semi-automatic signal and controlled by the operator at Patio. When this signal is in stop position, trains must not pass it without permission from the operator at Patio, who must be communicated with promptly over telephones located on posts near the signal.

Freight trains must not enter the main track when there is any cause that will prevent them from making their usual running time, without first consulting the operator at Patio. Movements over double track between Patio and North Cabin in either direction must be made without delay. Southward trains will clear dwarf signals of interlocking plant at Patio before bringing train to a stop.

HELPER ENGINES BETWEEN RAVENNA AND WINCHESTER

When northward Cincinnati Division Trains require assistance between Ravenna and Winchester, the train will be shoved with helper engine behind the caboose. The air on helper engine must be coupled up and brake valve cut out. Train will not be stopped at Patio for helper engine to be detached, and when caboose reaches proper location, conductor or trainman of the train being assisted will arrange to make use of the uncoupling rod carried on the caboose for this purpose, close angle cock at rear of caboose and separate air hose, permitting emergency application of air brakes on helper engine. The engineman of helper engine will handle the engine accordingly. The following sign board has been erected at a point 17 rail lengths north of the south switch of the northward siding at Patio, reading: "HELPEES CUT OFF HERE." This is the proper location for helper engine to be cut off.

If the train that is being assisted is brought to a stop at Patio, the helper engine will stay behind the train and when ready to depart will shove the train to the sign board mentioned above. After the helper engine has been detached from the train requiring assistance to Patio, enginemen will be governed by signals and instructions of the operator in turning the engine enroute to Ravenna. Helper engine must secure Clearance Form "A" at Patio before returning to Ravenna.

BETWEEN COW CREEK AND PRYSE

Trains and engines running with the current of traffic between the end of double track at Cow Creek and end of double track at Pryse will be governed by block signal indication and may proceed ahead of overdue superior trains.

When southward trains are ready to leave the yards at Ravenna they will operate push button and when light is displayed they will proceed to Cow Creek and be governed by indication of the leaving signal.

HELPER ENGINES BETWEEN JACKSON AND OAKDALE

Helper engines will operate between Jackson and Oakdale as per Transportation Department Rules 261 to 263, inclusive, and Rules 526 to 531, inc.

When the helper engines are in siding at Jackson and it is desired to enter the main track for the purpose of coupling to train to be assisted and when permission is received from train dispatcher to enter the main track the helper crew will place the lever of the Dual control switch machine located at south switch Jackson in hand-throw position and after making move over the switch replace the lever to Power position, notifying dispatcher that the move is completed.

The air brakes must be coupled through to the helping engines at the rear end of the train and the brake valves cut out on the helper engines.

After northward freight train requiring helper engine service stops at Jackson for that purpose, the helper engines should be coupled to the rear of the train, automatic brake valve cutout cock on helper engines should be closed and train line angle cocks between engines and on rear of caboose opened.

The air brake system on the train should then be charged to not less than 5 pounds below standard pressure for that train, and a 20 pound brake pipe reduction made by the engineer in charge of train to determine whether air brakes apply on the helper engines. If the air brakes apply, signal should be given the engineer in charge of train to release the air brakes; inspection must be made to determine that brakes on helper engines have applied and released.

After the foregoing test has been made the engineer of helper engine will be so notified.

Northward trains will be pushed with helper engines behind the caboose. The train will not be stopped for helper engines to be detached and when caboose reaches a point approximately 20 rail lengths north of the north switch of passing siding at Yeadon, conductor or trainman of train being assisted will arrange to make use of the uncoupling rod carried on caboose for this purpose, close angle cock at rear of caboose and separate air hose, permitting emergency application of brakes on helper engines. The enginemen of helper engines will handle their engines accordingly.

When the equipment is too weak to withstand the helper engines pushing, the helper engines must be cut into the train ahead of such equipment and arrangements be made as necessary with full understanding of all concerned as to putting train together after it has been helped over the grade.

When helper engines are to go north of cut off point north of north switch at Yeadon they will immediately after cutting off from the train return to the north switch of siding at Yeadon and after receiving signal indication to proceed southward they will then move south of the northward leaving signal (or Dwarf signal if in siding) and obtain Proceed signal indication before moving northward.

BETWEEN END DOUBLE TRACK PERRITT AND END DOUBLE TRACK TYPO

Trains and engines running with the current of traffic between end double track Perritt and end double track Typo will be governed by block signal indications and may proceed ahead of overdue superior trains.

Trains moving between Typo and Perritt must contact and secure permission from the dispatcher before making a crossover movement from one main track to the other main track.

TRAINS FROM FIRST CREEK BRANCH

When ready to enter the main track will push a button located at the clearance point to notify the train controller that they are ready to proceed southward on the main track, and will proceed upon proper indication of the signal located on Branch.

TRAINS ENROUTE TO FIRST CREEK BRANCH FROM THE PASSING SIDING, TYPO

The normal position of the switch connecting the First Creek Branch with the north end of the passing siding at Typo is for movements to or from the main track, however, this switch may be left in the position last used, and all trains or engines approaching the switch will expect to find it in either position.

MOVEMENT ON NORTHWARD SIDING BETWEEN COMBS AND TYPO

Northward siding with automatic block signal protection for northward trains only. This siding may be used by southward trains with the permission of the train dispatcher.

Any train or engine occupying the northward siding between Combs and Typo, after clearing that track, must receive permission from the Train Dispatcher before reoccupying it.

BETWEEN COMBS AND BG TOWER

When a northward train desires to enter the main track at HT Tower from the yard, from the shop track, or from the Hill track, button will be pushed, notifying the train controller that the train or engine is ready to proceed, and if train controller is ready for the movement to be made the letter "S" on signal governing movement from the track in question will be illuminated, which will be authority for switches to be lined, and for the movement to be made when the proper signal is displayed.

DAVIDSON BRANCH SPUR—BUFFALO CREEK SPUR

Not more than one movement is permitted on Davidson Branch Spur and Buffalo Creek Spur at the same time. Trains may operate on these Spurs as necessary without orders, first ascertaining from the Train Dispatcher whether or not there are any trains using the Spurs.

BUCKEYE BRANCH SPUR

Not more than one train movement will be permitted on Buckeye Branch Spur at the same time. Before using this spur crew member should contact and secure permission from train dispatcher and will notify him when they have completed their work and cleared the spur.

TRAINS FROM CARBS FORK BRANCH

When trains are ready to proceed to the main track, they will push a button located just south of the highway crossing to notify the train controller that they are ready to proceed. If the train controller is ready for the movement to be made, a light on push-button post will be displayed, which will be authority for the train to proceed to the first signal and be governed by signal indication. If, upon your arrival, the white light is displayed, it will not be necessary for you to stop and use push button.

DENT

When trains originating at Dent are ready to proceed from either end of the passing siding to main track, they will push a button located on west side of siding near clearance point to notify the Train Controller that they are ready to proceed. If the Train Controller is ready for the movement to be made the proper leaving signal indication will be displayed.

TRAINS TO AND FROM ROCKHOUSE BRANCH

The normal position of switch leading to Rockhouse Branch from passing track, Blackey, Ky., will be for movement to and from Rockhouse Branch instead of movement through passing track.

The lower arm of northward entering signal, Blackey, Ky., will be changed to "inoperative." When movement desired through passing track northward, entering signal will display "stop" indication. Authority must be secured from Train Controller to make move, member of crew handle power switch by hand and also reverse the hand throw switch leading to Rockhouse Branch. For southward movement through passing track it will only be necessary to handle Rockhouse Branch switch and be governed by signal indication.

Electric lock governing movement from Rockhouse Branch to passing track will be disconnected. If Train Controller is ready for movement to be made from Rockhouse Branch to passing track, a "white" light on push button post will be displayed which will be authority for train to proceed. If white light not displayed, member of train crew must call Train Controller.

POTTERS FORK SPUR

Not more than one movement is permitted on Potters Fork Spur at the same time and information will be obtained from the train dispatcher whether or not there are any trains using the Spur.

USE OF RETAINERS

Upon request of engineman, the following number of retaining valves will be used to control train.

From	To	Number Required to be Turned Up
Chenowee.....	Oakdale.....	One third of cars in train.
Harveyton.....	Bonnyman.....	One fourth of cars in train.
Hardburly.....	Duane.....	One third of cars in train.
Anco.....	Sassafras.....	One third of cars in train.
Leatherwood.....	Jim Hill.....	Two thirds of cars in train.
Jewell Ridge.....	Jim Hill.....	Two thirds of cars in train.
Carbon Glow.....	Strongheart.....	All cars in train.
Strongheart.....	Harther.....	One third of cars in train.
Lowndes.....	Neon.....	One fourth of cars in train.

Trains must be stopped for the purpose of turning up and turning down retainers.

TONNAGE RATINGS OF ENGINES SOUTHWARD

Class of Engines	Normal	A	B	Class of Engines	Normal	A	B
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Lexington to West Frankfort

FA-2 ALCO G.E.....	3050	2745	2470
F-7 E.M.D., RS-3 ...	3050	2745	2470
GP-30, GP-35	3355	3019	2717
U-25B	3508	3156	2841

West Frankfort to Christiansburg

FA-2 ALCO G.E.....	1795	1615	1455
F-7 E.M.D., RS-3 ...	1795	1615	1455
GP-30, GP-35	1974	1776	1600
U-25B	2064	1857	1673

Christiansburg to H. K. Tower

FA-2 ALCO G.E.....	1635	1475	1330
F-7 E.M.D., RS-3 ...	1635	1475	1330
GP-30, GP-35	1798	1622	1463
U-25B	1880	1696	1529

Lexington to Patio

FA-2 ALCO G.E.....	2180	1960	1765	S-87	1350	1215	1094
F-7 E.M.D., RS-3 ...	2180	1960	1765				
GP-30, GP-35	2398	2156	1941				
U-25B	2507	2254	2029				

Patio to Ravenna

FA-2 ALCO G.E.....	2125	1915	1725
F-7 E.M.D., RS-3 ...	2125	1915	1725
GP-30, GP-35	2337	2106	1897
U-25B	2443	2202	1983

(Continued)

TONNAGE RATINGS OF ENGINES—Continued.
SOUTHWARD—Continued

Class of Engines	Normal	A	B
Ravenna to North Hazard (Except Oakdale to Yeadon)			
RS-3	2500	2250	2000
GP-30, GP-35	2750	2475	2200
U-25B	2875	2588	2300
Oakdale to Yeadon			
RS-3	2000	1800	1600
GP-30, GP-35	2200	1980	1760
U-25B	2300	2070	1840
North Hazard to Neon			
RS-3	2500	2250	2000
GP-30, GP-35	2750	2475	2200
U-25B	2875	2587	2300

NORTHWARD

Christiansburg to West Frankfort—Jett to Lexington			
FA-2 ALCO G.E.	2215	1995	1795
F-7 E.M.D., RS-3 ...	2215	1995	1795
GP-30, GP-35	2436	2194	1974
U-25B	2547	2294	2064
Frankfort to Jett			
FA-2 ALCO G.E.	1185	1065	960
F-7 E.M.D., RS-3 ...	1185	1065	960
GP-30, GP-35	1303	1171	1056
U-25B	1362	1224	1104
H. K. Tower to Christiansburg			
FA-2 ALCO G.E.	1800	1620	1460
F-7 E.M.D., RS-3 ...	1800	1620	1460
GP-30, GP-35	1980	1782	1606
U-25B	2070	1904	1679
Patio to West Lexington			
FA-2 ALCO G.E.	2635	2370	2130
F-7 E.M.D., RS-3 ...	2635	2370	2130
GP-30, GP-35	2898	2607	2343
U-25B	3030	2726	2450

Class of Engines	Normal	A	B
Ravenna to Patio			
1 Diesel Unit.....	3335	3000	2700
GP-30, GP-35	3668	3300	2970
U-25B	3836	3450	3105
North Hazard to Ravenna (except Gentry to Chenowee)			
1 Diesel Unit.....	6000	5400	4860
GP-30, GP-35	6000	5900	5800
U-25B	6300	6195	6090
Gentry to Chenowee (Without Helpers)			
1 Diesel Unit.....	2000	1800	1600
GP-30, GP-35	2200	1980	1760
U-25B	2300	2070	1840

NOTE

When GP-30, GP-35 or U-25B units are used in consist with lower horse power units the tonnage rating of the lowest horse power unit will be used for all units in the consist.

Trains operating from Neon-North Hazard to Ravenna, or from Jackson to Ravenna, will, in the absence of special instructions to the contrary, handle only the Gentry to Chenowee (with helpers) ratings for such trains.

Normal tonnage ratings will govern except when otherwise instructed. Trains started with other than normal ratings, on account of weather conditions, will apply the same ratings at intermediate points.

Local freight trains will be governed by Rule 1012.

The tonnage assigned in Table herein is the rating for ruling grades. Where conditions are favorable Rule 1012 will govern.

Two engines double-headed of any class will handle their combined rating unless otherwise arranged.

For multiple unit Diesels, multiply the single rating by two or three, which ever may be used.

Unweighed cars of coal shall be estimated as follows:

- 100,000 lb. capacity cars— 76 tons
- 120,000 lb. capacity cars— 86 tons
- 140,000 lb. capacity cars—100 tons

DIVISION OFFICIALS

A. J. REILLY,
Train Master,
Latonia, Ky.

V. B. ROGERS,
Train Master,
Ravenna, Ky.

H. SHAFER,
Asst. Train Master,
Latonia, Ky.

K. L. STIVERS,
Train Master,
Hazard, Ky.

A. F. LOHMOELLER,
Chief Train Dispatcher,
Latonia, Ky.

H. E. WILSON,
Chief Train Dispatcher,
Ravenna, Ky.

E. L. OWENS,
Traveling Engineer,
Latonia, Ky.

R. J. DENNEY,
Traveling Engineer,
Latonia, Ky.

T. W. WOOLERY,
Traveling Engineer,
Ravenna, Ky.

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. Robt. E. Reichert.....Covington, Ky.	Dr. John M. Allen.....Lexington, Ky.
Dr. John T. Bate.....Louisville, Ky.	Dr. K. P. Smith (Asst.).....Corbin, Ky.
	Dr. Charles C. Rutledge (Asst.).....Hazard, Ky.

OCCULISTS

Dr. Louis ReikCovington, Ky.	Dr. W. O. Preston.....Lexington, Ky.
Dr. Wm. M. Buttermore.....Corbin, Ky.	Dr. Will B. Pryor.....Louisville, Ky.
Dr. Joseph Ballard.....Lexington, Ky.	Dr. C. L. Combs.....Hazard, Ky.

LOCAL SURGEONS

Dr. Otto Salsbery (Orthopedic Consultant).....Covington, Ky.	Dr. H. W. Terrell.....Corbin, Ky.
Dr. John L. Cassidy (Medical Consultant).....Covington, Ky.	Dr. J. M. Huey.....Walton, Ky.
Dr. R. J. Rust.....Newport, Ky.	Dr. Hugh Williams.....Carrollton, Ky.
Dr. Herbert Bieber.....Latonia, Ky.	Dr. E. G. Houchin.....LaGrange, Ky.
Dr. Charles O. Carothers.....Cincinnati, O.	Dr. B. B. Sleadd.....Middletown, Ky.
Dr. John F. Lyons.....Cincinnati, O.	Dr. Burl Mack.....Pewee Valley, Ky.
Dr. Ralph Carothers.....Cincinnati, O.	Dr. B. B. Sleadd.....Anchorage, Ky.
Dr. W. M. Townsend.....Falmouth, Ky.	Dr. Maurice Bell.....Eminence, Ky.
Dr. Robt. L. McKinney.....Falmouth, Ky.	Dr. W. F. Carter.....Pleasureville, Ky.
Dr. H. Todd Smiser.....Cynthiana, Ky.	Dr. B. F. Shields.....Shelbyville, Ky.
Dr. R. T. McMurtry.....Cynthiana, Ky.	Dr. Donald Chatham.....Shelbyville, Ky.
Dr. William H. Cox.....Paris, Ky.	Dr. Branham B. Baughman.....Frankfort, Ky.
Dr. M. B. Denham.....Maysville, Ky.	Dr. T. P. Leonard.....Frankfort, Ky.
Dr. Ben F. Allen.....Flemingsburg, Ky.	Dr. Ben Roache.....Midway, Ky.
Dr. M. C. Darnell.....Lexington, Ky.	Dr. S. G. Marcum.....Irvine, Ky.
Dr. H. C. Herring.....Lexington, Ky.	Dr. O. C. Amstutz.....Irvine, Ky.
Dr. B. F. Combs (Associate).....Lexington, Ky.	Dr. B. B. Snowden.....Ravenna, Ky.
Dr. B. F. Robinson.....Lexington, Ky.	Dr. F. C. Lewis.....Jackson, Ky.
Dr. James Ross.....Lexington, Ky.	Dr. L. H. Wagers.....Blue Diamond, Ky.
Dr. J. B. Green.....Lexington, Ky.	Dr. Dana Snyder.....Hazard, Ky.
Dr. James M. Chase, Jr. (Consulting Surgeon).....Lexington, Ky.	Dr. M. B. Payne.....Hazard, Ky.
Dr. Robert F. Brashear.....Winchester, Ky.	Dr. Cordell H. Williams.....Hazard, Ky.
Dr. Shelby Carr.....Richmond, Ky.	Dr. Lundy Adams.....Blackey, Ky.
Dr. William P. Grise.....Richmond, Ky.	Dr. Bert C. Bach.....Whitesburg, Ky.
Dr. John C. Baker.....Berea, Ky.	Dr. Carl Pigman.....Whitesburg, Ky.
Dr. E. C. Seeley.....London, Ky.	Dr. B. F. Wright.....Seco, Ky.
Dr. Frank Catron.....Corbin, Ky.	

