THINK SAFETY-
WORK SAFELY

COUPLING SPEED NOT EXCEEDING 4 MILES PER HOUR WILL

PREVENT
LADING
DAMAGE

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

WESTERN DIVISION

TIMETABLE No.

7

Effective 12:01 A. M. (Eastern Standard Time)

SUNDAY, JANUARY 9, 1972

Central Standard Time Will Govern Between Louisville and Coapman

Eastern Standard Time Will Govern Between All Other Stations

FOR THE GOVERNMENT OF EMPLOYEES ONLY

E. B. BURWELL - - - - - - - - - - - General Manager
E. K. RATLIFF - - - - - - - - - - - Superintendent
S. C. SHERIFF - - - - - - - Assistant Superintendent
R. L. BENHAM - - - - - - - - Assistant Superintendent
R. L. MACKLEY - - - - - - Assistant Superintendent

CINCINNATI AND DANVILLE—SOUTHBOUND

(EASTERN STANDARD TIME)

Station Nos.	Miles from Cinti.	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	FIRST CLASS								SECOND CLASS
						151 Daily	229 Daily	143 Daily			65 Ex. Sun.
		Lv.				A.M.	A.M.	P.M.			A.M.
C 1	0.0	XB ....CINCINNATI..... N				8 00	8 30	4 00			6 30
		3.0									
0	3.0	XWO ....LUDLOW									
		6.8									
7	9.8	..... ERLANGER									
		2.7									
11	12.5	..... RICE									
		9.5									
21	22.0	..... BRACHT									
		2.5									
...	24.5	..... ADAMS									
		4.9									
...	29.4	..... BLACKWELL									
		2.6									
...	32.0	..... REID									
		6.1									
35	38.1	..... WILLIAMSTOWN									
		4.9									
40	43.0	..... MASON									
		4.0									
...	47.0	..... BLANCHET									
		3.6									
...	50.6	..... ROHAN									
		6.0									
54	56.6	..... SADIEVILLE									
		5.6									
60	62.2	..... ROGERS GAP									
		3.2									
...	65.4	..... DELAPLAIN									
		4.4									
67	69.8	..... GEORGETOWN									
		2.3									
...	72.1	..... AKERS									
		5.4									
74	77.5	..... GREENDALE									
		2.1									
...	79.6	..... FAYETTE									
		2.1									
79	81.7	WB.... LEXINGTON .....P									
		1.5									
...	83.2	..... ROSEMONT									
		2.4									
83	85.6	..... BISHOP									
		7.4									
91	93.0	..... NICHOLASVILLE									
		2.8									
...	95.8	..... JESSAMINE									
		2.3									
96	98.1	..... WILMORE									
		4.5									
100	102.6	..... HIGH BRIDGE									
		2.4									
102	105.0	..... BROWN									
		4.0									
106	109.0	..... BURGIN									
		1.7									
...	110.7	..... FAULKNER									
		2.6									
110	113.3	..... S. J. TOWER									
		3.3									
114	116.6	WYOB.. DANVILLE .....P				11 01	11 15	7 00			1 45
		Ar.				A.M.	A.M.	P.M.			P.M.
						Daily	Daily	Daily			Ex. Sun.
						151	229	143			65

DANVILLE AND CINCINNATI—NORTHBOUND

(EASTERN STANDARD TIME)

Capacity of tracks in 55 ft. cars: Other Tracks	Capacity of tracks in 55 ft. cars: Sidings	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 — STATIONS	FIRST CLASS								SECOND CLASS
				126 Daily	230 Daily	150 Daily		144 Daily			66 Ex. Sun.
		Ar.		A.M.	A.M.	P.M.		P.M.			A.M.
Yard	....	XB ....CINCINNATI..... N	.....	5 00	11 30	5 00	.....	11 00	.....	.....	11 55
		3.0									
Yard	....	XWO ....LUDLOW	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.8									
....	....	..... ERLANGER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7									
Lead	....	..... RICE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		9.5									
3	....	..... BRACHT	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5									
....	....	..... ADAMS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9									
....	....	..... BLACKWELL	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6									
....	....	..... REID	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.1									
55	....	..... WILLIAMSTOWN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9									
9	....	..... MASON	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0									
....	....	..... BLANCHET	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6									
....	....	..... ROHAN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.0									
26	....	..... SADIEVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.6									
8	....	..... ROGERS GAP	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2									
....	....	..... DELAPLAIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4									
Yard	....	..... GEORGETOWN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3									
....	....	..... AKERS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4									
14	....	..... GREENDALE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1									
....	....	..... FAYETTE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1									
Yard	....	WB.... LEXINGTON .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5									
....	....	..... ROSEMONT	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4									
Lead	....	..... BISHOP	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.4									
26	....	..... NICHOLASVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8									
....	....	..... JESSAMINE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3									
40	....	..... WILMORE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.5									
....	....	..... HIGH BRIDGE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4									
56	....	..... BROWN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0									
60	....	..... BURGIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.7									
....	....	..... FAULKNER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6									
....	....	..... S. J. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3									
Yard	....	WYOB.. DANVILLE .....P	.....	12 01	9 00	10 50	.....	8 00	.....	.....	5 30
		Lv.		A.M.	A.M.	A.M.		P.M.			A.M.
				Daily	Daily	Daily		Daily			Ex. Sun.
				126	230	150		144			66

DANVILLE AND OAKDALE—SOUTHBOUND

(EASTERN STANDARD TIME)

Station Nos.	Miles from Cinti.	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	FIRST CLASS								SECOND CLASS
					127 Daily	151 Daily	229 Daily	143 Daily			97 Ex. Sun.
		Lv.			A. M.	A. M.	A. M.	P. M.			A. M.
114	116.6	WYOB.. DANVILLE .....P	.....	.....	9 00	11 01	11 30	7 00	.....	.....	5 00
	1.7										
....	118.3	.... SOUTH DANVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.5										
118	120.8	..... JUNCTION CITY ....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.5										
....	123.3	..... BOWEN	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.7										
....	130.0	..... PALM	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.6										
....	132.6	..... GENEVA	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.2										
133	134.8	..... SOUTH FORK	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.4										
136	139.2	.... KINGS MOUNTAIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.0										
139	142.2	..... WAYNESBURG	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.8										
....	145.0	..... SMITH	.....	.....	.....	.....	.....	.....	.....	.....	.....
	9.7										
....	154.7	..... NORWOOD	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.2										
158	160.9	WB.... SOMERSET .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0										
....	161.9	..... WOODS	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.4										
....	166.3	..... GROVE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
167	169.9	..... TATEVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	7.4										
....	177.3	..... K. D. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.1										
179	181.4	.. CUMBERLAND FALLS ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
	9.2										
187	190.6	..... WHITLEY	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.8										
190	192.4	B..... STEARNS .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.4										
....	194.8	..... REVILO	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.4										
....	198.2	..... SILERVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	7.8										
203	206.0	..... BEAR CREEK	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.5										
207	209.5	Y..... ONEIDA .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.0										
....	211.5	..... PEMBERTON	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
212	215.1	..... HELENWOOD	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.2										
....	215.3	..... PHILLIPS	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.5										
219	221.8	..... ROBBINS	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.1										
223	225.9	..... GLEN MARY	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
226	229.5	..... HUFFMAN	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.5										
229	232.0	..... SUNBRIGHT	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.0										
....	237.0	..... ANNADEL	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6										
238	241.6	..... LANCING .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.8										
....	244.4	..... C. W. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6										
....	249.0	..... COLEMAN	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.2										
248	251.2	..... CAMP AUSTIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.2										
251	254.4	WTO.... OAKDALE .....P..	.....	.....	2 00	3 30	2 45	1 00	.....	.....	11 55
		Ar.			P. M.	P. M.	P. M.	A. M.			A. M.
					Daily	Daily	Daily	Daily			Ex. Sun.
					127	151	229	143			97

OAKDALE AND DANVILLE—NORTHBOUND

(EASTERN STANDARD TIME)

Capacity of tracks in 55 ft. cars		TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972	FIRST CLASS								SECOND CLASS
Other Tracks	Sidings	STATIONS		128 Daily	230 Daily	150 Daily	160 Daily	144 Daily	126 Daily	124 Daily	96 Ex. Sun.
		Ar.		A. M.	A. M.	A. M.	P. M.	P. M.	P.M.	A.M.	P. M.
Yard	....	WYOB.. DANVILLE .....P	.....	9 00	8 30	10 45	7 30	7 00	10 00	2 40	1 15
		1.7									
....	....	.... SOUTH DANVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5									
114	....	..... JUNCTION CITY ....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5									
....	....	..... BOWEN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.7									
....	....	..... PALM	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6									
....	....	..... GENEVA	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2									
....	....	..... SOUTH FORK	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4									
45	....	.... KINGS MOUNTAIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.0									
12	....	..... WAYNESBURG	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8									
....	....	..... SMITH	.....	.....	.....	.....	.....	.....	.....	.....	.....
		9.7									
....	....	..... NORWOOD	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.2									
Yard	....	WB.... SOMERSET .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0									
....	....	..... WOODS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4									
....	....	..... GROVE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6									
80	....	..... TATEVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.4									
....	....	..... K. D. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1									
20	....	.. CUMBERLAND FALLS ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
		9.2									
13	....	..... WHITLEY	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.8									
Yard	....	B..... STEARNS .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4									
....	....	..... REVILO	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4									
....	....	..... SILERVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.8									
12	....	..... BEAR CREEK	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5									
Yard	....	Y..... ONEIDA .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.0									
8	....	..... PEMBERTON	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6									
85	....	..... HELENWOOD	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.2									
....	....	..... PHILLIPS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.5									
30	....	..... ROBBINS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1									
12	....	..... GLEN MARY	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6									
....	....	..... HUFFMAN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5									
42	....	..... SUNBRIGHT	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.0									
....	....	..... ANNADEL	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6									
26	....	..... LANCING .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8									
....	....	..... C. W. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6									
....	....	..... COLEMAN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2									
....	....	..... CAMP AUSTIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2									
Yard	....	WTO.... OAKDALE .....P..	.....	2 00	3 55	4 45	1 30	2 00	2 05	9 00	5 30
		Lv.		A. M.	A. M.	A. M.	P. M.	P. M.	P.M.	P.M.	A. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
				128	230	150	160	144	126	124	96

OAKDALE AND CHATTANOOGA—SOUTHBOUND

(EASTERN STANDARD TIME)

Station Nos.	Miles from Cinti.	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	FIRST CLASS								SECOND CLASS
						229 Daily	151 Daily	143 Daily			67 Ex. Sun.
		Lv.				P. M.	P. M.	A. M.			A. M.
251	254.4	WTOB.. OAKDALE .....P				2 50	3 30	1 00			6 00
	0.4										
....	254.8	..... TUNNEL 25									
	0.6										
....	255.4	..... TUNNEL 26									
	2.9										
255	258.3	..... HARRIMAN JCT. ....P				3 05					
	2.2										
258	260.5	..... EMORY GAP .....P									
	0.9										
259	261.4	..... E. G. TOWER									
	6.3										
265	267.7	..... ROCKWOOD .....P									
	8.4										
273	276.1	..... RODDY									
	7.2										
280	283.3	..... SPRING CITY .....P									
	10.3										
291	293.6	..... EVENSVILLE									
	6.5										
297	300.1	..... DAYTON									
	9.6										
307	309.7	..... SALE CREEK									
	7.4										
314	317.1	..... RATHBURN									
	4.1										
318	321.2	..... DAISY									
	3.3										
322	324.5	..... CAVE SPRINGS									
	4.2										
326	328.7	..... HIXSON .....P									
	2.1										
328	330.8	Y..... TENBRIDGE .....P									
	1.0										
329	331.8	..... HULSEY									
	0.6										
330	332.4	..... CITICO JCT.									
	2.2										
333	334.6	WXOB.. deButts YD. .....N				4 45	5 30	3 30			12 15
	3.4										
335	338.0	WYXO ..CHATTANOOGA ..N									
		Ar.				P. M.	P. M.	A. M.			P. M.
						Daily	Daily	Daily			Ex. Sun.
						229	151	143			67

CHATTANOOGA AND OAKDALE—NORTHBOUND

(EASTERN STANDARD TIME)

Capacity of tracks in 55 ft. cars: Other Tracks	Capacity of tracks in 55 ft. cars: Sidings	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	FIRST CLASS								SECOND CLASS
					230 Daily	150 Daily		160 Daily	144 Daily	124 Daily	68 Ex. Sun.
		Ar.			A. M.	A. M		P. M.	P. M.	P.M.	A. M.
Yard	....	WTOB.. OAKDALE .....P	.....	.....	3 55	4 45	.....	1 30	2 00	9 00	11 45
		0.4									
....	....	..... TUNNEL 25	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6									
....	....	..... TUNNEL 26	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9									
Yard	....	..... HARRIMAN JCT. ....P	.....	.....	{3 45 {3 15	.....	.....	.....	.....	.....	.....
		2.2									
Yard	....	..... EMORY GAP .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.9									
....	....	..... E. G. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.3									
Yard	137	..... ROCKWOOD .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		8.4									
6	182	..... RODDY	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.2									
42	182	..... SPRING CITY .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		10.3									
33	N 118 S 118	..... EVENSVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.5									
116	136	..... DAYTON	.....	.....	.....	.....	.....	.....	.....	.....	.....
		9.6									
25	182	..... SALE CREEK	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.4									
7	....	..... RATHBURN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1									
12	161	..... DAISY	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3									
....	178	..... CAVE SPRINGS	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2									
10	127	..... HIXSON .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1									
68	....	Y..... TENBRIDGE .....P	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0									
....	....	..... HULSEY	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6									
....	....	..... CITICO JCT.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2									
Yard	....	WXOB.. deButts YD. .....N	.....	.....	1 15	1 45	.....	10 30	11 30	6 15	6 00
		3.4									
Yard	....	WYXO ..CHATTANOOGA ..N	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Lv.			A. M.	A. M.		A. M.	A. M.	P.M.	A. M.
					Daily	Daily		Daily	Daily	Daily	Ex. Sun.
					230	150		160	144	124	68

EASTBOUND—COAPMAN AND PRINCETON—WESTBOUND

(CENTRAL STANDARD TIME)

FIRST CLASS				Capacity of tracks in 55 ft. cars		Station Nos.	Miles from St. Louis	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972	FIRST CLASS		SECOND CLASS	
	119 Daily	127 Daily	123 Daily	Sidings	Other Tracks			STATIONS	124 Daily	120 Daily	128 Daily	
	P.M.	P.M.	A.M.					Lv. Ar.	P.M.	P.M.	A.M.	
.....	.....	1 15	1 15	....	Yard	6W	5.6	XOBW.. COAPMAN .....NC	5 00	.....	4 00	.....
							10.2					
.....	.....	1 37	1 37	....	100	16W	15.8	..... BELLEVILLE .....P	4 02	.....	2 25	.....
							9.4					
.....	.....	1 51	1 51	....	51	25W	25.2	....SCOTT AIR FORCE BASE..P	3 50	.....	2 10	.....
							7.5					
.....	.....	2 00	2 00128	205	12	33W	32.7	..... NEW BADEN .....P	3 40	.....	2 00123	.....
							5.1					
.....	.....	.....	.....	....	20	38W	37.8	..... ALBERS	.....	.....	.....	.....
							4.2					
.....	.....	2 11	2 11	....	16	42W	42.0	..... GERMANTOWN ....P	3 25	.....	1 30	.....
							4.2					
.....	.....	2 18	2 18	....	29	47W	46.2	..... BARTELSO .....P	3 15	.....	1 19	.....
							6.7					
.....	.....	.....	.....	....	22	53W	52.9	..... POSEY .....P	.....	.....	.....	.....
							4.7					
.....	.....	2 33	2 33	....	31	58W	57.6	..... HOFFMAN .....P	2 55	.....	1 04	.....
							6.6					
.....	P.M.	2 45124	2 42	135	50	65W	64.2	XW.... CENTRALIA ....NP	2 45127	P.M.	12 55	.....
							1.8					
.....	5 00	.....	.....	.....	.....	66W	66.3	..... I. C. CROSSING	.....	4 10	.....	.....
							6.1					
.....	5 10	3 01	3 01	....	12	72W	72.1	..... WALNUT HILL .....P	2 20	3 55	12 28	.....
							6.1					
.....	5 20	3 09	3 09	....	14	78W	78.2	..... DIX .....P	2 12	3 45	12 20	.....
							9.1					
.....	5 45	3 20120	3 20	205	Yard	87W	87.3	XYBW ..MT. VERNON ....NP	2 00	3 20127	12 09 AM	.....
							5.8					
.....	6 01	3 33	3 33	....	12	93W	93.1	..... MARLOW .....P	1 50	.....	11 56	.....
							2.8					
.....	.....	.....	.....	....	9	96W	95.9	..... BLUFORD .....P	.....	.....	.....	.....
							5.9					
.....	6 15	3 44	3 44	....	20	102W	101.8	..... KEENES	1 39	2 59	11 46	.....
							2.9					
.....	6 20	3 48	3 48	....	67	105W	104.7	X..... WAYNE CITY ....DP	1 35	2 55	11 42	.....
							3.1					
.....	.....	.....	.....	....	9	108W	107.8	..... SIMS .....P	.....	.....	.....	.....
							3.9					
.....	6 30	3 57	3 57	145	22	112W	111.7	..... MOON .....P	1 25	2 45	11 33	.....
							5.9					
.....	6 38	4 04	4 04	....	58	118W	117.6	XW .....FAIRFIELD .....DP	1 15	2 35	11 25	.....
							8.3					
.....	6 50	4 14	4 14	....	37	126W	125.9	..... GOLDEN GATE ....P	1 05	2 25	11 15	.....
							8.5					
.....	6 59	4 24	4 24	....	62	134W	134.4	..... ALBION .....DP	12 53	2 10	11 04	.....
							3.9					
.....	7 05	.....	.....	....	45	139W	138.3	B..... BROWNS .....P	.....	.....	.....	.....
							2.4					
.....	7 15	4 32	4 32	205	....	141W	140.7	..... SIMPSON .....P	12 43	2 00	10 56	.....
							1.7					
.....	.....	.....	.....	....	19	143W	142.4	..... BELLMONT .....P	.....	.....	.....	.....
							8.5					
.....	7 30	4 43	4 43	....	76	151W	150.9	XW.... MT. CARMEL ....NP	12 25	1 45	10 40	.....
							11.9					
.....	8 10	5 05	5 05	154	Yard	163W	162.8	XOW.. PRINCETON ....NP	12 05	1 20	10 00	.....
	P.M.	P.M.	A.M.					Ar. Lv.	P.M.	P.M.	P.M.	
	Daily 119	Daily 127	Daily 123						Daily 124	Daily 120	Daily 128	

At Centralia B.N. Timetable governs between B.N. junction switches.

EASTBOUND—PRINCETON AND YOUNGTOWN—WESTBOUND
(CENTRAL STANDARD TIME)

FIRST CLASS			Capacity of tracks in 55 ft. cars		Station Nos.	Miles from St. Louis	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972	FIRST CLASS		SECOND CLASS
119 Daily	127 Daily	123 Daily	Sidings	Other Tracks			STATIONS	124 Daily	120 Daily	128 Daily
P.M.	P. M.	A. M.					Lv. Ar.	A. M.	P.M.	P. M.
8 10128	5 05	5 05	154	Yard	163W	162.8	XOW.. PRINCETON ....NP	10 59	1 20	8 00119
							2.0			
8 15	5 10	5 10	....	....	164W	164.8	X.... EAST JUNCTION ....P	10 50	1 10	7 42
							4.6			
8 25	5 16	5 16	....	20	170W	169.4	..... FRANCISCO .....P	10 40	1 00	7 33
							5.7			
8 40	5 25	5 25	44	32	176W	175.1	..... OAKLAND CITY ....P	10 30	12 50	7 24
							6.4			
8 55	5 33	5 33	205	....	182W	181.5	..... AYRSHIRE .....P	10 20	12 40	7 14
							1.8			
			....	5	184W	183.3	..... WINSLOW			
							15.8			
9 25	6 00128	6 00	....	Yard	200W	199.1	XOYBW.. HUNTINGBURG ...NP	9 50	12 10PM	6 00127
							7.2			
			....	5	207W	206.3	..... ST. ANTHONY .....P			
							7.8			
9 55	6 23	6 23	45	11	215W	214.1	..... BIRDSEYE .....P	9 20	11 40	5 40
							4.9			
			....	16	219W	219.0	..... ECKERTY .....P			
							3.3			
10 10	6 36	6 36	205	10	223W	222.3	..... TASWELL .....P	9 07	11 25	5 25
							6.1			
10 20	6 46	6 46	....	32	229W	228.4	..... ENGLISH .....DP	8 51	11 05	5 11
							3.3			
10 30	6 50	6 50	....	63	232W	231.7	..... TEMPLE .....P	8 46	11 00	5 06
							4.1			
10 50	7 01	7 01	....	56	236W	235.8	..... MARENGO .....P	8 36	10 48	4 50
							4.2			
11 05	7 07	7 07	100	50	241W	240.2	..... MILLTOWN .....P	8 28	10 40	4 43
							3.9			
			....	14	244W	243.9	..... DEPAUW .....P			
							3.6			
11 20	7 20	7 20	....	15	248W	247.5	..... RAMSEY .....P	8 17	10 27	4 30
							3.2			
11 25	7 25	7 25	....	17	251W	250.7	..... CORYDON JCT. ....P	8 10	10 20	4 25
							2.3			
11 32	7 30	7 30	200	8	254W	253.0	..... CRANDALL .....P	8 05	10 15	4 15
							5.9			
			....	4	259W	258.9	..... GEORGETOWN ....P			
							3.0			
11 59	7 44	7 45124	210	29	262W	261.9	X..... DUNCAN .....P	7 45123	9 50	4 00
							5.0			
			....	Yard	267W	266.9	..... PUBLICO			
							0.7			
12 15AM	7 55	7 56	....	Yard	268W	267.6	XW.... NEW ALBANY .....P	7 29	9 20	3 47
							1.9			
12 25	8 04	8 05	....	....	270W	269.5	VINCENNES STREET ..	7 20	9 10	3 40
							2.3			
1 10	11 30	10 30120	....	Yard	271W	271.8	XYTOBW.. YOUNGTOWN ..N	7 10	9 00123	3 30
A.M.	P. M.	A. M.					Ar. Lv.	A. M.	A.M.	P. M.
Daily 119	Daily 127	Daily 123						Daily 124	Daily 120	Daily 128

Central Standard Time shown on this page between Vincennes Street and Youngtown is for information only; K. & I. T. R. R. Timetable governs between these points.

EASTBOUND—YOUNGTOWN AND DANVILLE—WESTBOUND

(EASTERN STANDARD TIME)

SECOND CLASS		FIRST CLASS		Capacity of tracks in 55 ft. cars		Station Nos.	Miles from St. Louis	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972		FIRST CLASS		SECOND CLASS	
161 Daily	127 Daily		123 Daily	Sidings	Other Tracks			STATIONS		124 Daily		128 Daily	160 Daily
A.M.	A. M.		P. M					Lv.	Ar.	A. M.		P. M	A.M.
5 20	1 30	.....	12 10	....	Yard	271W	271.8	XYTOBW	YOUNGTOWN N	6 45	.....	2 45	12 10
									4.0				
5 37124	1 45	.....	12 25	....	Yard	275W	274.9		L.S. JUNCTION	5 37161	.....	1 38	11 01
									1.3				
.....	1 53	.....	12 33	....	....	276W	276.2		FOURTH STREET	5 22	.....	1 23	10 50
									0.5				
.....	.....	.....	.....	....	....	277W	276.7	X	FLOYD STREET N	.....	.....	.....	.....
									1.0				
.....	.....	.....	.....	....	15	278W	277.7		PRESTONIA P	.....	.....	.....	.....
									1.4				
5 50	2 01	.....	12 41	135	....	280W	279.1		DUMESNIL P	5 14	.....	1 16	10 30
									1.8				
.....	.....	.....	.....	....	Yard	281W	280.9	X	WHITNER P	.....	.....	.....	.....
									1.6				
.....	.....	.....	.....	....	Yard	282W	282.5		Y APPLIANCE PARK P	.....	.....	.....	.....
									0.5				
5 59	2 07	.....	12 47	....	70	283W	283.0		BUECHEL P	5 09	.....	1 11	10 01
									4.2				
6 15	2 17	.....	12 57	....	15	287W	287.2		JEFFERSONTOWN P	5 02	.....	1 04	9 50
									2.5				
6 20	2 22	.....	1 00128	202	....	290W	289.7		TUCKER P	4 58	.....	1 00123	9 45
									4.1				
.....	2 28	.....	1 08	....	8	294W	293.8		FISHERVILLE P	4 51	.....	12 45	9 30
									6.9				
.....	.....	.....		....	15	300W	300.7		VEECHDALE P	.....	.....	.....	.....
									3.2				
6 59	2 52	.....	1 32	195	12	304W	303.9		JOYES P	4 34	.....	12 27	9 10
									4.5				
7 10	3 01	.....	1 41	....	22	308W	308.4	XW	SHELBYVILLE DP	4 24	.....	12 15 PM	8 55
									9.7				
7 40	3 26	.....	2 06	117	9	318W	318.1		WADDY P	4 07	.....	11 58	8 30
									4.9				
.....	.....	.....	.....	....	8	323W	323.0		AVENSTOKE P	.....	.....	.....	.....
									4.4				
.....	.....	.....	.....	....	5	327W	327.4		ALTON	.....	.....	.....	.....
									3.1				
8 10	3 50124	.....	2 31	200	9	330W	330.5		COAL CHUTE P	3 50127	.....	11 37	8 00
									0.8				
8 15	3 53	.....	2 33	....	Yard	331W	331.0	XYW	LAWRENCEBURG DP	3 43	.....	11 34	7 50
									4.4				
.....	.....	.....		....	11	336W	335.4		McBRAYER	.....	.....	.....	.....
									2.0				
8 25	4 04	.....	2 44	....	8	338W	337.8		NEVIN P	3 31	.....	11 22	7 35
									6.9				
8 50	4 14	.....	2 54	200	20	345W	344.3		TALMAGE P	3 24	.....	11 11	7 20
									7.3				
9 10	4 32	.....	3 12	....	110	352W	351.6	XW	HARRODSBURG NP	3 07	.....	10 55	6 55
									6.2				
9 20	4 42	.....	3 22	....	....	358W	357.8		S. J. TOWER P	2 55	.....	10 41	6 40
									3.1				
1 00	8 00	.....	8 00	....	Yard	361W	360.9	WYOB	DANVILLE	2 45	.....	10 30	6 30
A. M.	A. M.		P. M.					Ar.	Lv.	A. M.		A. M.	P.M.
Daily	Daily		Daily							Daily		Daily	Daily
161	127		123							124		128	160

Eastern Standard Time shown on this page between Youngtown and L. S. Junction is for information only; K. & I. T. R. R. Timetable governs between these points.

EASTBOUND—ROCKPORT AND ROCKPORT JUNCTION—WESTBOUND
(CENTRAL STANDARD TIME)

THIRD CLASS			Capacity of tracks in 55 ft. cars: Sidings	Capacity of tracks in 55 ft. cars: Other Tracks	Station Nos.	Miles from Rockport	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	THIRD CLASS				
							Lv. Ar.					
.....	.....	.....	....	45	16RB	0.0	X..... ROCKPORT	.....	.....	.....	.....	.....
						9.1						
.....	.....	.....	....	20	7RB	9.1	..... CHRISNEY	.....	.....	.....	.....	.....
						6.8						
.....	.....	.....	....	....	33EB	16.2	..... ROCKPORT JCT. ....P	.....	.....	.....	.....	.....
							Ar. Lv.					
							No Scheduled Trains This District					

EASTBOUND—CANNELTON AND LINCOLN CITY—WESTBOUND
(CENTRAL STANDARD TIME)

THIRD CLASS			Capacity of tracks in 55 ft. cars: Sidings	Capacity of tracks in 55 ft. cars: Other Tracks	Station Nos.	Miles from Cannelton	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	SECOND CLASS				
							Lv. Ar.					
.....	.....	.....	....	45	23LC	0.0	XY.... CANNELTON	.....	.....	.....	.....	.....
						2.3						
.....	.....	.....	....	41	20LC	2.3	X..... TELL CITY	.....	.....	.....	.....	.....
						20.2						
.....	.....	.....	35	15	34EB	22.5	X.... LINCOLN CITY ....P	.....	.....	.....	.....	.....
							Ar. Lv.					
							No Scheduled Trains This District					

EASTBOUND—LAWRENCEBURG AND LEXINGTON—WESTBOUND
(EASTERN STANDARD TIME)

SECOND CLASS			Capacity of tracks in 55 ft. cars: Sidings	Capacity of tracks in 55 ft. cars: Other Tracks	Station Nos.	Miles from Lawrenceburg	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	THIRD CLASS				
		21 Ex. Sun.						22 Ex. Sun.				
		A. M.					Lv. Ar.	P. M.				
.....	.....	8 00	....	Yard	331W	0.0	XYW..LAWRENCEBURG..DP	1 00	.....	.....	.....	.....
						2.6						
.....	.....	.....	16	52	3LL	2.9	X..... TYRONE	.....	.....	.....	.....	.....
						7.8						
.....	.....	8 35	14	51	10LL	10.7	XY.... VERSAILLES	12 30 PM	.....	.....	.....	.....
						13.6						
.....	.....	9 30 22 A. M.	....	Yard	24LL	24.3	XOB.. LEXINGTON	10 00 21 A. M.	.....	.....	.....	.....
							Ar. Lv.					
		Ex. Sun. 21						Ex. Sun. 22				

NOTE: Trains 21 & 22 will not protect against EXTRA TRAINS unless instructed to do so by train order.

EASTBOUND—EVANSVILLE AND FRENCH LICK—WESTBOUND
(CENTRAL STANDARD TIME)

THIRD CLASS 83 Daily	Capacity of tracks in 55 ft. cars: Sidings	Capacity of tracks in 55 ft. cars: Other Tracks	Station Nos.	Miles from Evansville	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	SECOND CLASS	THIRD CLASS 82 Daily
A.M.					Lv. Ar.	.....	A. M.
12 01	....	Yard	0EB	0.0	XBW.. EVANSVILLE ..NCP	.....	8 00
					3.2		
.....	....	36	4EB	3.2	.... STOCKWELL PARK	.....	.....
					8.2		
12 30	....	9	12EB	11.4	..... CHANDLER	.....	7 15
					4.4		
.....	....	....	16EB	15.8	XY.. BOONVILLE WYE. ..P	.....	7 07
					0.8		
1 10	....	104	17EB	16.6	X..... BOONVILLE .....DP	.....	7 05
					1.6		
.....	....	90	18EB	18.2	X..... NESTOR	.....	.....
					3.4		
.....	....	6	22EB	21.6	..... DE GONIA	.....	.....
					4.1		
.....	....	12	26EB	25.7	..... TENNYSON .....P	.....	.....
					6.4		
2 15	....	....	33EB	32.1	..ROCKPORT JUNCTION..P	.....	6 32
					1.1		
2 20	35	15	34EB	33.2	X.... LINCOLN CITY ....P	.....	6 30
					3.4		
2 30	....	36	37EB	36.6	..... DALE	.....	6 24
					2.6		
2 35	22	....	39EB	39.2	..... HILL TOP	.....	6 16
					7.7		
3 00	....	Yard	200W	46.9	XOWYB.. HUNTINGBURG ..NP	.....	6 00
					6.9		
A. M.	....	90	54EB	53.8	X..... JASPER .....P	.....	A. M.
					9.2		
.....	....	33	63EB	63.0	..... DUBOIS	.....	.....
					16.0		
.....	....	180	79EB	79.0	XY.... FRENCH LICK	.....	.....
					1.0		
.....	....	....	80EB	80.0	X..... WEST BADEN	.....	.....
A. M.					Ar. Lv.		A. M.
Daily 83							Daily 82

NOTE: Between French Lick and West Baden, trains will be governed by the rules and time table of L.&N.R.R.
Between Boonville Wye and Warrick trains will be governed by rules of Yankeetown Dock Corporation.
Between Sunlight and Lynnville and Squaw Creek, trains will be governed by rules of Peabody Coal Co.

SOUTHBOUND—HARRIMAN AND STATE MINES—NORTHBOUND
(EASTERN STANDARD TIME)

SECOND CLASS 35 Ex. Sun.	Capacity of tracks in 55 ft. cars: Sidings	Capacity of tracks in 55 ft. cars: Other Tracks	Miles from Harriman	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972 STATIONS	Station Nos.	SECOND CLASS 36 Ex. Sun.
A M				Ar. Lv.		A. M.
11 50	35	Yard	0.0	XYOB.. HARRIMAN .....N	OH	7 30
				5.7		
11 28	....	....	5.7	..... DeARMOND	7H	7 48
				1.7		
11 17	....	....	7.4	..... CHRISTMAS	8H	7 58
				2.7		
11 05	....	9	10.1	..... BLUE GEM	11H	8 10
				2.9		
10 55	....	10	14.0	..... COALFIELD	14H	8 20
				2.8		
10 40	....	6	15.8	..... STEPHENS	17H	8 30
				2.7		
10 30 36	25	20	18.5	X..... PETROS	19H	9 40 35
				0.5		
.....	....	....	19.0	X..... STATE MINES	....	.....
A. M.				Lv. Ar.		A. M.
35 Ex. Sun.						36 Ex. Sun.

NOTE: Time shown between Harriman and DeArmond as information only. Employees will be governed by Tennessee Division Time Table.

SOUTHBOUND—HARRIMAN AND CROSSVILLE SIDING—NORTHBOUND

(EASTERN STANDARD TIME)

SECOND CLASS				Capacity of tracks in 55 ft. cars		Miles from Nashville	TIMETABLE No. 7 EFFECTIVE JANUARY 9, 1972	Station Nos.	THIRD CLASS			
			38 Ex. Sat.	Sidings	Other Tracks		STATIONS		37 Ex. Sat.			
			A. M.				Ar. Lv.		A.M.			
			11 15	....	11	165.8	XYOB.. HARRIMAN	166H	7 05			
						2.3						
			11 11	....	Yard	163.5	XYO.. EMORY GAP	163H	7 15			
						6.6						
			10 59	42	E 5 E88	156.9	X..... ROCKWOOD	157H	7 30			
						7.5						
				55	W29 E10	149.4	..... DAYSVILLE	150H				
						3.4						
				....	E 24	146.0	..... OZONE	146H				
						4.4						
			10 21	40	56	141.6	XY ..CRAB ORCHARD	142H	8 15			
						6.6						
				54	W 16	135.0	..... DORTON	135H				
						4.2						
			10 00 37	....	116	130.8	X..... CROSSVILLE	131H	9 00 38			
						0.7						
				60	....	130.1	X..CROSSVILLE SIDING	....				
			A. M.				Lv. Ar.		A. M.			
			38 Ex. Sat.	NOTE: Trains 37&38 will not protect against EXTRA TRAINS between M. P. 159-H and Crossville unless instructed to do so by train order.					37 Ex. Sat.			

SPECIAL INSTRUCTIONS CONSULT BULLETIN BOOKS (Rule GR-10)

ALL REGULAR EAST AND NORTHBOUND TRAINS are superior to trains of the same class in the opposite direction, in accordance with Rule S-72, Except: No. 124 is superior to No. 123 from west switch to siding at Princeton, to Coapman.

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rules 4 and 83c)

A train must receive a clearance card before leaving its initial station except at Cincinnati Union Terminal, Danville, Oakdale and Eastbound trains from Youngtown.

All trains will leave Lincoln City, trains No. 36 and No. 37 will leave Harriman, train No. 35 will leave Petros and train No. 38 will leave Crossville without clearance card.

Train No. 83 will leave Evansville, train No. 82 will leave Huntingburg, train No. 21 will leave Lawrenceburg, and train No. 22 will leave Lexington without clearance card if no operator on duty.

2. BULLETIN BOOKS (Rules GR-10, 856, 1011 and 1076)

Gest Street Yard Office,
Gest St. Yard Enginemen & Yard Trainmen's Locker Room,
Ludlow (Engine House),
Lexington,
Danville (Yard Office), (Engine House),
Oneida,
Oakdale (Yard Office),
Harriman (H. & N. E. Yard Office),
deButts Yard (Yard Office), (Engine House),
Somerset.
Coapman (Yard Office), (Wash House),
Mt. Vernon (Yard Office),
Princeton (Call Office),
Huntingburg (Yard Office), (Diesel Shop),
Warrick (Yard Office),
Evansville (Yard Office),
Youngtown (Call Office), (Round House),
Buechel (Depot),
Lawrenceburg (Depot),

3. TRAIN REGISTERS (Rules 83, 83a, 83b)

Cincinnati (Gest Street "DI" Tower),
Oakdale (Yard Office),
Coapman,
Princeton,
Huntingburg, (Branch trains only),
Boonville Wye,
Evansville,
Emory Gap, Crossville, (Crossville Branch Trains only),
deButts Yard (Yard Office),
Lincoln City,
Rockport Junction Rockport Branch Trains only.
Tell City,
Youngtown,
Lawrenceburg, (Branch trains only),
Danville,
Lexington (Lawrenceburg Branch Trains only),

Centralia Registry Station for originating and terminating trains only.

Rockport and Cannelton Branch Trains only will register at Lincoln City.

The Operators at Gest Street will register all trains on information given them by the train dispatcher.

4. STANDARD CLOCKS (Rule 3)

Cincinnati (Union Terminal Station), (Gest Street Yard Office),
Somerset,
Oakdale,
deButts Yard
Coapman,
Princeton,
Evansville,
Huntingburg,
Youngtown (Call Office and Roundhouse Office),

5. RAILROAD CROSSINGS AT GRADE

Interlocked—(Rules 98, 300(a) to 318, 505 to 671)

Junction City, Ky. .....L. & N. R. R.
East End Ave.,
Chattanooga, Tenn. .....L. & N. R. R., Belt Ry.
V. & C. Junction .....T. R. R. A.
Coapman .....A. & S. R. R. (Automatic)
Centralia .....M. P. R. R. (M. I. R. R.)
Centralia .....I. C. R. R.
Mt. Vernon .....L. & N. R. R. (C. & E. I. R. R.)
Fairfield .....B. & O. R. R. (Automatic)
Browns .....I. C. R. R. (Automatic)
Mt. Carmel .....Penn-Central Ry.
Princeton .....L. & N. R. R. (Automatic)
Oakland City .....Penn-Central Ry.
New Albany (Main Street) ..Penn-Central Ry. (Note 1)
Fourth Street .....L. & N. R. R. (Automatic)
Floyd Street .....L. & N. R. R.

Not Interlocked—(Rule 98)

Huntingburg .....Evansville Branch (Note 1)
Boonville Wye .....Yankeetown Dock Corp. (Note 1)
Evansville .....L. & N. R. R. (Note 2)
L. S. Junction .....I. C. R. R.
Shelbyville .....L. & N. R. R. (Note 1)

Note 1—All trains and engines approach Evansville-French Lick Branch Crossing at Huntingburg, Yankeetown Dock Corporation Crossing at Boonville Wye, P.R.R. Crossing at Main Street, New Albany, and L. & N. Crossing at Shelbyville prepared to stop short of crossing and if safety gate is set for their movement, they may proceed at restricted speed without making safety stop.

Note 2—Movements over grade crossing of L.&N.R.R. and Southern R.R. main tracks at Evansville, Ind. are controlled by gate displaying a STOP sign, normally set across Southern. Trains or engines must stop clear of crossing and gate. After ascertaining that there is no conflicting movement and setting gate across L&N, trains or engines may proceed, restoring gate to normal position after movement over crossing is completed.

6. JUNCTIONS

Interlocked—(Rules 98, 300(a) to 318, 505 to 671)

Cincinnati .....Union Terminal Station.
"SJ" Tower .....Louisville Main Track
Harriman Junction .....Tennessee Division—
State Mines Branch
Citico Junction .....Georgia and Tennessee Divisions
East End Ave., Chattanooga . Terminal Station.
Centralia .....B. N. R. R. (C. B. & Q. R. R.)
Oakland City .....Penn-Central Ry.
New Albany "Vincennes
Street" .....B. & O. R. R.-Monon Ry.
L. S. Junction .....K. & I. T. R. R.
"SJ" Tower .....Cincinnati Main Track

Not Interlocked—(Rule 98)

Cincinnati .....P. C. (N. Y. C. R. R.)
B. & O. R. R. L. & N. R. R.
P. C. R. R. C. & O. Ry.
Walton .....L. & N. R. R.
Lexington .....Lawrenceburg Branch
L. & N. R. R.
C. & O. Ry.
Junction City .....L. & N. R. R.
Stearns .....K. & T. Ry.
Oneida .....Tenn. Ry.
Helenwood .....New River R. R.
Emory Gap .....Crossville Branch
Harriman Tennessee Div. ...Crossville Branch, L. & N. R. R.,
and State Mines Branch
Fairfield .....B. & O. R. R.
Browns .....I. C. R. R.
Princeton .....L. & N. R. R.
Huntingburg .....Ferdinand R. R.,
Evansville-French Lick Br.
Corydon Junction .....L. N. A. & C. R. R.
Boonville Wye .....Yankeetown Dock Corp.
Rockport Junction .....Rockport Branch
Lincoln City .....Cannelton Branch
Evansville .....L. & N. R. R.
French Lick ..... L. & N.
Lawrenceburg .....Lexington Branch

7. DRAWBRIDGES

Interlocked—(Rules 98, 300(a) to 318, 505 to 671)

Tennessee River Bridge .....M.P. 331.3

Not Interlocked—(Rule 98)

Wabash River Bridge .....Mt. Carmel

8. TWO OR MORE TRACKS

(Rules 5, S-89c, 98, D-151 to D-155, 251, 300(a) to 318, 505 to 671)

Two tracks extend between:
Cincinnati, (M.P. 0), and Rice, (M.P. 12.5).
Bracht, (M.P. 22.0), and Reid, (M.P. 32.0).
Mason, (M.P. 43.0), and Rohan, (M.P. 50.6).
Rogers Gap, (M.P. 62.2), and Akers, (M.P. 72.1).
Greendale, (M.P. 77.5), and Bishop, (M.P. 85.6).
Jessamine, (M.P. 95.8), and Brown, (M.P. 105.0).
Faulkner, (M.P. 110.7), and Bowen, (M.P. 123.3).
Palm, (M.P. 130.0), and South Fork, (M.P. 135.6).
Kings Mountain, (M.P. 139.2), and Smith, (M.P. 145.0).
Norwood, (M.P. 154.7), and Woods, (M.P. 161.9).
Grove, (M.P. 166.3), and Tateville, (M.P. 169.9).
K.D. Tower, (M.P. 177.3), and Cumberland Falls, (M.P. 181.4).
Whitley, (M.P. 190.6), and Silerville, (M.P. 198.2).
Bear Creek, (M.P. 206.0), and Phillips, (M.P. 215.3).
Robbins, (M.P. 221.8), and Huffman, (M.P. 229.5).
Annadel, (M.P. 237.0), and C.W. Tower, (M.P. 244.4).
Coleman, (M.P. 248.8), and North end Tunnel 25, (M.P. 254.8).
South end Tunnel 26, (M.P. 255.4), and E.G. Tower,
(M.P. 261.4).
Hixson (M.P. 328.7) and (M.P. 333.3).
L. S. Junction, (M.P. 274.9W) to Fourth St., (M.P. 276.2W).

ENDS OF TWO OR MORE TRACKS

Interlocked:
L. S. Junction, (M.P. 274.9W) to Fourth St., (M.P. 276.2W).

9. AUTOMATIC BLOCK SYSTEM

(Rules 300(a) to 318 and 505 to 521)

Automatic block signal rules are effective between Mt. Carmel, (M.P. 151.0W), and Vincennes Street, New Albany, (M.P. 269.5W).
L. S. Junction, (M.P. 274.9W), and S. J. Tower (MP 357.7W).

10. TRAIN MOVEMENTS

(Rules 5 and 82 to 671)

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

Rules 300(a) to 318 and 530 to 560

Centralized Traffic Control System effective between:
Ludlow, (M.P. 3), and Tenbridge (M.P. 331.2).

REMOTE CONTROL TERRITORY

(Rules 530 to 560)

Remote control is effective between: (Double track territory)

Gest Street. Cincinnati, (M.P. 0), and Ludlow, (M.P. 3).
Tenbridge, (M.P. 331.2), and Chattanooga, (M.P. 336.2).

The two main tracks are signaled for traffic in either direction and trains and engines will move on either track in either direction by block signals according to Rules 530 to 560.

Interlocked Switches are Controlled as follows:

Location	M.P.	By Operator
Ludlow	3	Gest Street
Tenbridge	331.2	CH Tower

Remote control is effective between: (Single Track Territory)

Fourth St., (M.P. 276.2W), and East End Dumesnil, (M.P. 279.6W) (Note 1).

West End of Talmage, (M.P. 342.9W) and S. J. Tower, (M.P. 357.8W).

Trains or engines will run on single track by block signals according to Rules 530 to 560.

Interlocked Switches are Controlled as follows:

Location	M.P.	
S. J. Tower	357.8-W	Dispatcher Somerset

Note 1 — In Remote Control Territory between Fourth St., (M.P. 276.2W), and East End Dumesnil, (M.P. 279.6W), first, second and inferior class trains and extra engines must move at yard speed within yard limits.

OTHER TRAIN MOVEMENTS

When necessary to flag through block limits where a tunnel intervenes a train must not proceed through the tunnel until a flagman in advance has reported to the conductor or engineer that the way is clear.

Eastbound Radio Trains receiving a Stop indication on Eastbound signal located at the east switch to Duncan Siding, MP 261.8W, after being authorized to proceed in accordance with Rule 509, will actuate push button located on the signal mast before entering the block. This will set radio equipment in Duncan Tunnel to the proper channel for an eastbound movement. Such train may then proceed in accordance with Rule 509 (a).

All state mines branch trains and all Crossville branch trains must stop at Tennessee division turn outs at Harriman and will not foul Tennessee division main track until authorized by operator and will know the way is clear before proceeding.

Westbound freight trains must not back out of Duncan Siding, (M.P. 262-W).

Tracks are used jointly by other divisions or foreign lines as shown below:

Oakdale, (M.P. 254.4) to
Harriman Jct., (M.P. 258.3) .....Tennessee Division
CB&Q Jct., (M.P. 65W) .....BN R.R.
Vincennes Street, (M.P. 269.5W) to
L.S. Jct., (M.P. 271.W) .....K&IT R.R.
French Lick, (M.P. 79EB) and
West Baden, (M.P. 80EB) .....L&N R.R.
Citico Jct., (M.P. 332.4) and
Chattanooga, (M.P. 338) .....Chattanooga Station Co.

When a train or engine receives a stop signal at either end of the Tennessee River bridge, M.P. 331.4, the cause for which is not known, the train dispatcher will be immediately contacted, and if conditions permit, he may authorize that train or engine to proceed by Form S train order or Form 21-A. After being authorized to proceed such trains or engines must be preceded by a flagman, who will determine whether or not the draw span and the mitered rail ends are in proper position for passage. Flagman will remain at the first end of draw span and observe mitered rail ends until the leading truck of an engine or car has passed the protecting signal. After this movement, flagman will proceed to the other end of draw span and examine the mitered rail ends to determine that they are properly matched. Such trains or engines may then proceed in accordance with Form S train order or Form 21-A. Trains or engines authorized to proceed in this manner will not exceed restricted speed until the rear of the train has cleared the bridge.

Foreign line trains using Western Div. tracks will use their own markers, displaying red to rear when on main track and changed to show yellow or green to rear when clear of main track.

Trains or engines using the Southern Railway Sunlight Mine spur from Boonville Wye to the Peabody connection at Sunlight will be governed by Yard Speed (Rule 93). See Rule 105.

The following procedure will be observed when handling cars on descending grade Kentucky Utilities Co. spur track MP 3.6-LL, Tyrone, Ky.:

After train is made solid, all air hoses coupled, and angle cocks properly positioned the brake pipe must be charged to 100 pounds pressure for 20 minutes before brake test is made.

After air brake system is thus charged and upon receiving the signal to apply brakes, a 15 pound brake pipe service reduction must be made in automatic brake application, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection must be made to determine that brakes are applied on each car. When this inspection has been completed the release signal must be given and when brakes have released train will not depart until brake pipe has re-charged to 100 pounds pressure on engine for five (5) minutes.

Before descending the grade all retaining valve handles must be turned up to a 45 degree angle (high pressure position).

As soon as the train moves Engineer must make a brake application, and applications thereafter should be made as frequently as necessary in order to keep the speed of the train less than eight (8) miles per hour.

Should the train line pressure be reduced below 70 pounds on the train line air pressure gauge on the caboose, the train will be stopped immediately and train recharged before proceeding down grade.

There are 2 safety tracks springing from this spur, normal position of these safety track switches is lined and locked to safety track. See Rule 1301.

FIRST CLASS Trains will move at YARD SPEED and the provisions of Rule 93 will apply to FIRST CLASS Trains the same as to SECOND and INFERIOR class trains and engines in YARD LIMITS as follows:

Trains No. 124, 123 and 127 within yard limits at Coapman.

Trains No. 124 and 123 within yard limits of Buechel-L. S. Junction.

Train No. 124 within yard limits of Lawrenceburg and New Albany.

All trains within yard limits at Princeton and Huntingburg.

Employees of the Western Div. when using the tracks of The Cincinnati Union Terminal Co., or other joint tracks will be governed by their time tables, rules and regulations.

Employees of other Railroads when using Western Div. Tracks will be governed by its time table, rules and regulations.

11. SPRING SWITCHES

(Rules 104d, 104e, 104f and 517)

Spring switches are located as follows:

New Baden .....Both ends of siding
Mt. Vernon .....West end of siding
Moon .....Both ends of siding
Simpson .....Both ends of siding
Princeton .....Both ends of siding
Ayrshire .....Both ends siding
Huntingburg .....New Evansville Branch Connection
Boonville .....East end, East Leg Wye Track
Taswell .....Both ends of siding
Milltown .....Both ends of siding
Crandall .....Both ends of siding
Duncan .....Both ends of siding
Fourth Street .....End of double track
Tucker .....Both ends of siding
Joyes .....Both ends of siding
Waddy .....Both ends of siding
Coal Chute .....Both ends of siding
Talmage .....Both ends of siding

12. ENTRANCE SWITCH TO SIDINGS

(Rules S-88, S-89, S-89a and S-89c)

Unless otherwise provided enter at first switch of first siding.

Speed of 15 MPH must not be exceeded entering or leaving sidings or moving through crossovers or turnouts except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points, when speed of 45 MPH must not be exceeded.

No. 20 turnouts with 39 foot curved switch points are located as follows:

Erlanger, Ky	M.P.	9.8	Double Crossover
Rice, Ky.	M.P.	12.5	End Double Track
Bracht, Ky.	M.P.	22.0	End Double Track
Adams, Ky.	M.P.	24.5	Double Crossover
Blackwell, Ky.	M.P.	29.4	Double Crossover
Reid, Ky.	M.P.	32.0	End Double Track
Mason, Ky.	M.P.	43.0	End Double Track
Blanchet, Ky.	M.P.	47.0	Double Crossover
Rohan, Ky.	M.P.	50.6	End Double Track
Rogers Gap, Ky.	M.P.	62.2	End Double Track
Delaplain, Ky.	M.P.	65.4	Double Crossover
Georgetown, Ky.	M.P.	69.8	Double Crossover
Akers, Ky.	M.P.	72.1	End Double Track
Greendale, Ky.	M.P.	77.5	End Double Track
Fayette, Ky.	M.P.	79.6	Double Crossover
Rosemont, Ky.	M.P.	83.2	Double Crossover
Bishop, Ky.	M.P.	85.6	End Double Track
Jessamine, Ky.	M.P.	95.8	End Double Track
Wilmore, Ky.	M.P.	98.1	Double Crossover
High Bridge, Ky.	M.P.	102.6	Double Crossover
Brown, Ky.	M.P.	105.0	End Double Track
Faulkner, Ky.	M.P.	110.7	End Double Track
S. J. Tower, Ky.	M.P.	113.3	Double Crossover
South Danville, Ky.	M.P.	118.3	Double Crossover
Junction City, Ky.	M.P.	120.8	Double Crossover
Bowen, Ky.	M.P.	123.3	End Double Track
Palm, Ky.	M.P.	130.0	End Double Track
Geneva, Ky.	M.P.	132.6	Double Crossover
South Fork, Ky.	M.P.	134.8	End Double Track
Kings Mountain, Ky.	M.P.	139.2	End Double Track
Waynesburg, Ky.	M.P.	142.2	Double Crossover
Smith, Ky.	M.P.	145.0	End Double Track
Norwood, Ky.	M.P.	154.7	End Double Track
Woods, Ky.	M.P.	161.9	End Double Track
Grove, Ky.	M.P.	166.3	End Double Track
Tateville, Ky.	M.P.	169.8	End Double Track
K. D. Tower, Ky.	M.P.	177.3	End Double Track
Cumberland Falls, Ky.	M.P.	181.4	End Double Track
Whitley, Ky.	M.P.	190.6	End Double Track
Revilo, Ky.	M.P.	194.8	Double Crossover
Silerville, Ky.	M.P.	198.2	End Double Track
Bear Creek, Tenn.	M.P.	206.0	End Double Track
Pemberton, Tenn.	M.P.	211.5	Double Crossover
Phillips, Tenn.	M.P.	215.3	End Double Track
Robbins, Tenn.	M.P.	221.8	End Double Track
Glen Mary, Tenn.	M.P.	225.9	Double Crossover
Huffman, Tenn.	M.P.	229.5	End Double Track
Annadel, Tenn.	M.P.	237.0	End Double Track
Lancing, Tenn.	M.P.	241.6	Double Crossover
C. W. Tower, Tenn.	M.P.	244.4	End Double Track
Coleman, Tenn.	M.P.	249.0	End Double Track
Camp Austin, Tenn.	M.P.	251.2	Double Crossover
Tunnel 26	M.P.	255.4	End Double Track
E. G. Tower	M.P.	261.4	End Double Track
Hixson, Tenn.	M.P.	328.7	End Double Track
Tenbridge, Tenn.	M.P.	331.2	Crossover
Boyce, Tenn.	M.P.	331.8	North Crossover
S. J. Tower, Ky.	M.P.	113.3	Louisville Main Track

13. SPEED RESTRICTIONS

(Rules 109 to 109(j) and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN CINCINNATI AND CHATTANOOGA

All trains ..... 60 MPH

OHIO RIVER BRIDGE CINCINNATI

All trains ..... 20 MPH

HIGH BRIDGE (M.P. 103.0)

All trains ..... 40 MPH

L&N CROSSING JUNCTION CITY

All trains ..... 45 MPH

SPEED RESTRICTIONS (Continued)

CUMBERLAND RIVER BRIDGE (M.P. 166.8)

All trains ..... 55 MPH

TENNESSEE RIVER BRIDGE (M.P. 331.3)

All trains ..... 35 MPH

BETWEEN COAPMAN AND MT. CARMEL

All trains ..... 49 MPH
except: Between M.P. 6.0-W and 150.9-W ..... 40 MPH

BETWEEN MT. CARMEL AND M.P. 209.5-W

All trains ..... 55 MPH
except: Between M.P. 150.9-W and 203.0-W ..... 40 MPH

BETWEEN M.P. 209.5-W AND SJ TOWER

All trains ..... 45 MPH

BETWEEN EVANSVILLE AND FRENCH LICK

All trains ..... 25 MPH
except: Between M.P. 1.8-EB and 2.2-EB ..... 20 MPH
except: Between M.P. 3.7-EB and 3.8-EB ..... 20 MPH
except: Between M.P. 53.0-EB and 55.0-EB ..... 10 MPH
except: Between M.P. 74.0-EB and 75.0-EB ..... 10 MPH

BETWEEN ROCKPORT AND ROCKPORT JCT.

All trains ..... 20 MPH

BETWEEN LINCOLN CITY AND CANNELTON

All trains ..... 20 MPH

BETWEEN LAWRENCEBURG AND LEXINGTON

All trains ..... 25 MPH

BETWEEN DE ARMOND AND STATEMINES

All trains ..... 20 MPH

BETWEEN HARRIMAN AND CROSSVILLE

All trains ..... 30 MPH

V&C BELT, E. ST. LOUIS, ILL.

All trains ..... 15 MPH

All trains or engines will not exceed 20 MPH between M.P. 116.5 and 117.4 Danville Yard, and between M.P. 254.0 and No. 25 tunnel. (M.P. 254.8), and 30 MPH between M.P. 118.4 and M.P. 119.4

Main tracks No. 1 and 2 between old DV Tower, M.P. 116.4 and South Danville, M.P. 118.4 will be designated as "Yard Tracks". Provisions of Rules 93 and 105 will apply. All Trains using the above tracks between points designated will move at "Yard Speed".

Trains or engines must not exceed a speed of 10 MPH over Sixth Street Underpass (M.P. 16.5B) on the Belleville, Ill. Freight House branch, 10 MPH over Cedar Brook Viaduct, (M.P. 2.0LL), 10 MPH over Kentucky River Bridge, (M.P. 3.2LL).

Trains or engines must not exceed a speed of 20 MPH Eastbound through the interlocking plants at Centralia, and all trains through the interlocking plant at Mt. Carmel.

All north bound trains will not exceed speed of 20 MPH from the tunnel M.P. 150-H to Rockwood, on Crossville branch.

All Crossville branch trains will not exceed speed of 15 MPH through tunnel M.P. 153.3-H.

Trains handling scale test cars must not exceed a speed of 25 MPH and such cars will be handled just ahead of caboose, not to be coupled to a car which exceeds 50 feet in length and where practicable in local freight trains only. Such movement will be authorized by the Chief Dispatcher in accordance with Rule 109 (i).

Freight trains handling flat cars loaded with poles will not exceed 45 MPH and will not exceed 40 MPH when handling Air Dump Cars. Poles loaded on flat cars or in open top equipment above end of cars must not be handled in trains next to open shipments subject to damage by shifting load on adjacent car.

Freight trains handling loaded open top hopper cars will not exceed 40 MPH.

EMD SW-1500 type units, series 2300 through 2329, inclusive, will be restricted to a maximum speed of 50 MPH in lieu of restriction imposed by Operating Rule 109. These units are not equipped with dynamic brake. When these units are a part of the engine consist or are being towed, dynamic brakes must not be used.

SPEED RESTRICTIONS ON CURVES
CINCINNATI AND CHATTANOOGA

Between M.P.	and M.P.	MPH
Ludlow and Erlanger		
3.0 to	8.0	25
Erlanger and Williamstown		
18.8	19.0	55
Williamstown and Lexington		
40.0	45.6	50
51.0	51.8	55
54.0	56.6	50
81.2	81.7	40
Lexington and So. Danville		
81.7	82.0	40
101.6	103.9	40
113.3	118.3	55
So. Danville and Kings Mtn.		
118.3	119.0	55
130.1	130.5	55
134.3	135.2	50
135.2	136.0	45
136.0	138.2	50
138.2	139.2	55
Kings Mtn. and Somerset		
139.2	142.2	55
152.4	160.0	50
160.0	160.5	45
160.5	160.9	50
Somerset and Cumberland Falls		
160.9	161.9	50
163.2	163.7	45
165.2	166.2	55
166.2	169.0	45
169.0	179.0	55
179.0	180.0	40
180.0	181.6	45
Cumberland Falls and Phillips		
181.6	185.2	55
187.3	187.6	45
192.3	193.5	50
193.5	195.1	45
203.4	205.2	55
205.2	206.0	50
206.0	206.4	45
207.8	208.3	50

Between M.P.	and M.P.	MPH
Phillips and Robbins		
215.4	218.0	55
Robbins and Lancing		
222.0	222.6	45
222.6	223.6	40
223.6	229.3	45
229.3	229.5	40
229.5	241.5	45
Lancing and C.W. Tower No. 1 Track Only		
241.5	244.1	25
Lancing and C.W. Tower No. 2 Track Only		
241.5	244.1	40
C.W. Tower and Oakdale		
244.1	246.3	45
246.3	248.2	55
251.0	252.1	40
252.1	254.6	45

SPEED RESTRICTIONS ON CURVES (Continued)
CINCINNATI AND CHATTANOOGA

Between M.P.	and M.P.	MPH
Oakdale and Roddy		
254.6	254.7	35
254.7	257.8	50
257.8	259.4	40
259.4	262.9	45
262.9	266.4	55
268.6	270.3	45
273.6	274.7	55
Roddy and Evensville		
277.9	278.6	55
278.6	278.9	50
284.2	293.6	50

Between M.P.	and M.P.	MPH
Evensville and Daisy		
299.5	300.5	55
304.2	304.9	45
310.9	311.3	50
311.3	313.9	55
316.3	318.6	55
Daisy and Citico Jct.		
322.5	322.7	45
322.7	323.7	40
323.7	325.5	45
325.5	327.4	40
327.4	328.5	45
331.0	332.5	35
332.5	334.5	40

COAPMAN AND DANVILLE

Between M.P.	and M.P.	MPH
3.0-W	3.2-W	20
3.2-W	3.4-W	30
3.4-W	8.3-W	40
8.3-W	9.8-W	35
9.8-W	15.8-W	40
15.8-W	18.5-W	35
18.5-W	64.1-W	40
64.1-W	66.4-W	15
66.4-W	87.4-W	40
87.4-W	87.9-W	35
87.9-W	149.9-W	40
149.9-W	151.0-W	35
151.0-W	162.1-W	40
162.1-W	163.3-W	15
163.3-W	203.0-W	40
203.0-W	205.1-W	30
205.1-W	209.0-W	50
209.0-W	215.1-W	40
215.1-W	233.0-W	35
233.0-W	234.1-W	30
234.1-W	238.6-W	35
244.8-W	245.0-W	40
245.0-W	245.4-W	35

Between M.P.	and M.P.	MPH
245.4-W	246.0-W	40
255.8-W	258.7-W	35
258.7-W	262.1-W	40
262.1-W	263.7-W	25
263.7-W	266.5-W	30
266.5-W	266.9-W	35
266.9-W	268.5-W	25
268.5-W	269.5-W	10
275.0-W	275.5-W	15
275.5-W	277.4-W	25
284.9-W	287.7-W	40
287.7-W	289.6-W	35
289.6-W	291.2-W	30
291.2-W	292.9-W	35
292.9-W	299.8-W	40
299.8-W	317.3-W	35
317.3-W	319.9-W	30
319.9-W	323.7-W	35
323.7-W	350.9-W	30
350.9-W	351.9-W	15
351.9-W	352.7-W	20
352.7-W	353.0-W	35
353.0-W	357.6-W	40

CROSSVILLE AND HARRIMAN

Between M.P.	and M.P.	MPH
129.1-H	145.2-H	30
145.2-H	145.7-H	15
145.7-H	154.0-H	30
154.0-H	154.3-H	20
154.3-H	154.8-H	15

Between M.P.	and M.P.	MPH
154.8-H	156.4-H	20
156.4-H	163.5-H	30
163.5-H	164.8-H	15
164.8-H	165.5-H	20
165.5-H	166.0-H	10

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS

	SD-24 and SD-35 Freight Diesel Units	G.P.-30 and G.P.-35 Freight Diesel Units	F-7, G.P.-7 Alco or Other Freight Diesel Units	GP-38 Freight Diesel Units
SOUTHBOUND				
Cincinnati to Erlanger	1875	1700	1500	1725
Erlanger to Danville	4500	3625	2900	3335
Danville to Stearns	2200	1750	1400	1610
Stearns to Oakdale	2800	1875	1500	1725
Oakdale to Chattanooga ...	3500	2750	2200	2530
Harriman to Daysville	—	—	900	1035
Daysville to Crossville	—	—	1700	1955
NORTHBOUND				
Chattanooga to Oakdale ..	3500	2750	2200	2530
Oakdale to Helenwood	2200	1750	1400	1610
Helenwood to Danville	2250	1875	1500	1725
Danville to Cincinnati	3750	3500	2800	3220
Crossville to Crab Orchard	—	—	1800	2070
Crab Orchard to Harriman	—	—	2100	2415
EASTBOUND				
Coapman-Cooper	2500	2000	1600	1840
Cooper-Huntingburg	2950	2300	1850	2125
Huntingburg-Youngtown ..	1850	1550	1250	1400
Youngtown-Lawrenceburg	1850	1550	1250	1435
Lawrenceburg-Danville ...	2800	2250	1800	2070
Evansville-Boonville		2150	1750	2000
Boonville-Huntingburg		2250	1800	2070
Huntingburg-French Lick .		2500	2000	2300
WESTBOUND				
Danville-Lawrenceburg ...	2800	2250	1800	2070
Lawrenceburg-Youngtown .	2000	1600	1300	1495
Youngtown-Duncan	900	800	650	750
Duncan-Huntingburg	1850	1500	1200	1400
Huntingburg-Coapman	3000	2300	1850	2125
French Lick-Huntingburg .		2600	2100	2415
Huntingburg-Boonville		2700	2200	2530
Boonville-Evansville		2300	1850	2125

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineer will be sent to the Chief Dispatcher, and, in addition, engineers will contact the Dispatcher immediately, giving engine numbers and probable cause. Conductor will make written report upon arrival at terminal.

15. LOAD LIMIT AND EQUIPMENT RESTRICTIONS (Rule GR-21)

The weight of engines and cars is limited as follows:

BETWEEN CINCINNATI AND CHATTANOOGA

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a)268,000 lbs.
Diesel Electric	6-6	(a)414,000 lbs.
Loaded Cars	4-wheel truck	220,000 lbs.
Loaded Cars	4-wheel truck	(a)(b)263,000 lbs.
Loaded Cars	6-wheel truck	315,000 lbs.

(a) Must not be operated over structures on side or industry tracks unless authorized.

(b) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conform to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars.

BETWEEN COAPMAN & YOUNGTOWN
BETWEEN EVANSVILLE & WEST BADEN
BETWEEN YOUNGTOWN & DANVILLE

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a)268,000 lbs.
Diesel Electric	6-6	(a) (c) 414,000 lbs.
Loaded Cars	4-wheel truck	(e)220,000 lbs.
Loaded Cars	4-wheel truck	(a) (b) (e)263,000 lbs.
Loaded Cars	6-wheel truck	(d)300,000 lbs.

(a) Must not be operated over structures on side or industrial tracks unless authorized.

(b) 4 wheel truck cars weighing not more than 263,000 lbs. may be handled provided their coupled length, wheel base and axle spacing conform to one of Southern Railway No. 1000, 4000, 6000 or 8000 series cars.

(c) Cannot be handled West of Coapman Yard to points of interchange due to excessive curvature.

(d) Between Coapman and Danville cars up to 315,000 lbs., can be handled.

(e) Spur track at M.P. 47.1 EB, at Huntingburg, Ind., on line to French Lick, must be kept clear to permit passage of Southern 9770-9799 series cars.

BETWEEN LINCOLN CITY & CANNELTON
BETWEEN LINCOLN CITY & ROCKPORT

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	245,000 lbs.
Diesel Electric	4-4	(a)268,000 lbs.
Loaded Cars	4-wheel truck	220,000 lbs.
Loaded Cars	4-wheel truck	(a)263,000 lbs.
Loaded Cars	6-wheel truck	300,000 lbs.

(a) Must not be operated over structures on side or industrial tracks unless authorized.

BETWEEN HARRIMAN AND PETROS

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	245,000 lbs.
Loaded Cars.....	4-wheel truck	(a)220,000 lbs.

(a) Between Harriman and Stephens, Tenn. cars under 47 ft. long, with gross wt. not exceeding 263,000 lbs., can be handled, provided that speed over Little Emory River Bridge, MP 8.2-H does not exceed 10 MPH; also, between these points, cars not less than 54'6" long with gross wt. of 265,000 lbs., can be handled, provided that speed over Little Emory River Bridge, M.P. 8.2-H does not exceed 15 MPH.

BETWEEN LAWRENCEBURG & LEXINGTON

KIND	TYPE	TOTAL WEIGHT
Diesel Electric.....	4-4	(a)200,000 lbs.*
Loaded Cars.....	4-wheel truck	140,000 lbs.
Loaded Cars.....	4-wheel truck	(b)177,000 lbs.

*having 50,000 lb. maximum axles.

(a) Coupled diesel units may be operated except over Cedar Brook Viaduct, M.P. 2.0LL and Kentucky River Bridge, M.P. 3.1LL, single diesel units must be followed by a spacer car weighing not more than 50,000 lbs. A second diesel unit can be operated if it is separated from the first unit or any loaded car by a spacer car with gross weight not exceeding 50,000 lbs.

(b) Cars weighing over 140,000 lbs., but not exceeding 177,000 lbs., must be separated at each end by a spacer car weighing not more than 90,000 lbs.

From Lexington to but not over Kentucky River Bridge, M.P. 3.1LL, and from Lawrenceburg to but not over Cedar Brook Viaduct, M.P. 2.0LL, 263,000 lb. cars can be handled without spacer restrictions.

BETWEEN CROSSVILLE & HARRIMAN

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a) 268,000 lbs.
Loaded Cars	4-wheel truck	220,000 lbs.

(a) Must not be operated over structures on side or industrial tracks unless authorized.

DERRICKS

For the purpose of these restrictions derricks are divided into groups as follows:

Group 1. Derricks Sou. 903002, 12, 13, 14, 16 and 26 (250 ton derricks)

Group 2. Derricks Sou. 903010, 11, 15, 17, 18, 19, 20, 23 and 24 (150 ton derricks)

Group 3. Derricks Sou. 903005, 06, 07, 08 and 09 (150 ton derricks) and Derricks Sou. 903004 and 27 (120 ton derricks)

Group 4. Derrick Sou. 903021 — (120 ton derrick) and Derricks Sou. 903003, 22 and 28 (100 ton derricks)

Group 5. Derrick Sou. 903001 — (150 ton derrick)

(A) General Restrictions

1. Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
2. Derricks must not be operated over structures on industrial tracks except with specific authority.
3. Clearance restrictions given below are for derricks with stacks removed. With stack not removed additional restriction will apply.
4. Derrick speed shall not exceed the smallest of the following:
   a. Authorized freight train speed.
   b. Group 1 Derricks, 50 M.P.H.; Derricks Sou. 903005, 06, 11, 21 & 24, 30 M.P.H.; all other derricks, 25 M.P.H.
   c. Speed, if any, given below for line or structure over which derrick is being handled.

(B) Special Restrictions

NOTE: Group 5 derrick can be handled between Cincinnati and Chattanooga only.

CINCINNATI TO CHATTANOOGA:
EVANSVILLE TO WEST BADEN:
LINCOLN CITY TO CANNELTON:
ROCKPORT TO ROCKPORT JCT.

No Special Restrictions.

HARRIMAN TO PETROS:

(1) Group 1 derricks cannot be handled, and other derricks must not exceed speed of 20 MPH.

(2) Group 2 and 3 derricks cannot be handled between Stephens and Petros and must not exceed speed of 10 MPH over Emory River Bridge, M.P. 8.2-H.

COAPMAN TO DANVILLE:

(1) Group 1 derricks must not exceed speed of 25 MPH across Richland Creek Bridge, M.P. 17.4-W.

HARRIMAN TO CROSSVILLE:

(1) Group 1, 2, and 3 derricks cannot be handled.

LAWRENCEBURG TO LEXINGTON

(1) All derricks cannot be handled over Cedar Brook Viaduct, MP 2.0-LL and Kentucky River Bridge, MP 3.1-LL.

DIVISION OFFICERS

G. H. Binkley, Superintendent of Terminals ..... Coapman, Ill.
J. L. Eckler, Superintendent of Terminals ..... Cincinnati, O.
V. R. Brown, Superintendent of Safety ..... Lexington, Ky.
A. S. Kelly, Trainmaster ..... Princeton, Ind.
W. R. Mallard, Trainmaster ..... Huntingburg, Ind.
J. M. Conner, Trainmaster ..... Huntingburg, Ind.
J. E. Blacklidge, Trainmaster ..... Louisville, Ky.
S. W. Hunt, Trainmaster ..... Louisville, Ky.

DIVISION OFFICERS (Continued)

T. H. Howard, Trainmaster ..... Lexington, Ky.
J. H. Williams, Trainmaster ..... Danville, Ky.
K. N. Bounds, Assistant Trainmaster ..... Somerset, Ky.
Arvil Fowler, Trainmaster ..... Oakdale, Tenn.
J. B. Painter, Terminal Trainmaster ..... Coapman. Ill.
V. R. McWilliams, Terminal Trainmaster ..... Coapman, Ill.
C. M. Sklodosky, General Yardmaster ..... Coapman, Ill.
H. M. Newgent, Jr., Terminal Trainmaster .... Cincinnati, O.
W. T. Davis, Terminal Trainmaster ..... Cincinnati, O.
T. F. Sherlin, Terminal Trainmaster ..... Cincinnati, O.
G. R. Durham, Gen. Yardmaster ..... Cincinnati, O.
J. M. Franks, Terminal Trainmaster ..... Danville, Ky.
B. G. Monday, Terminal Trainmaster ..... Danville, Ky.
J. F. Chastine, General Yardmaster ..... Danville, Ky.
G. E. Drake, Division Engineer ..... Somerset, Ky.
B. A. Cothran, Assistant Division Engineer ..... Louisville, Ky.
W. J. Parrish, Assistant Division Engineer ..... Princeton, Ind.
J. R. Teeter, Assistant Division Engineer ..... Somerset, Ky.
G. Goldston, Syst. Gen. Rd. Foreman of Engines .... Atlanta, Ga.
J. A. Anderson, Gen. Rd. For. of Engines .... Chattanooga, Tenn.
J. R. Smith, Road Foreman of Engines ..... Somerset. Ky.
J. R. Morton, Road Foreman of Engines ..... Danville, Ky.
K. E. Meade, Road Foreman of Engines ..... Louisville, Ky.
R. A. Keeney, Road Foreman of Engines ..... Louisville, Ky.
R. L. Potate, Road Foreman of Engines ..... Louisville, Ky.
L. D. Dove, Road Foreman of Engines ..... Princeton, Ind.
J. F. Koontz, Road Foreman of Engines ..... Cincinnati, O.
J. W. Stivers, Road Foreman of Engines ..... Cincinnati, O.
J. G. Marley, Road Foreman of Engines ..... Cincinnati, O.
S. B. McCorkle, Road Foreman of Engines ..... Danville, Ky.
J. E. Underwood, Road Foreman of Engines ..... Danville, Ky.
B. J. Brown, Chief Dispatcher ..... Somerset, Ky.

PHYSICIANS DIRECTORY

C. E. Baldree, Jr. — GS ..... Belleville, Ill.
K. O. Green — OPH ..... Belleville, Ill.
D. L. Jerome — OTO ..... Belleville, Ill.
R. J. Seebold — GP ..... Buechel, Ky.
W. W. Davidson — GP ..... Centralia, Ill.
W. D. Grissom — ORTHO ..... Chattanooga, Tenn.
C. R. Kirk — OPH & OTO ..... Chattanooga, Tenn.
R. M. Landry — GS ..... Chattanooga, Tenn.
R. E. Mabe — INT ..... Chattanooga, Tenn.
A. McCravey — NEURO ..... Chattanooga, Tenn.
C. E. Newell — GS ..... Chattanooga, Tenn.
E. T. Newell, Jr. — GS ..... Chattanooga, Tenn.
W. H. Price — ORTHO ..... Chattanooga, Tenn.
C. Shaw — DERM ..... Chattanooga, Tenn.
W. H. Steele, Jr. — OPH ..... Chattanooga, Tenn.
W. G. Stephenson — GS ..... Chattanooga, Tenn.
E. E. Reisman — GS ..... Chattanooga, Tenn.
N. H. Swann — INT ..... Chattanooga, Tenn.
T. Asbury — OPH ..... Cincinnati, O.
S. W. Bell — INT ..... Cincinnati, O.
B. E. Boyer — SURG ..... Cincinnati, O.
C. O. Carothers — SURG ..... Cincinnati, O.
R. G. Carothers — GEN SURG ..... Cincinnati, O.
C. Schrimpf — OPH ..... Cincinnati, O.
E. Woliver — GEN SURG ..... Cincinnati, O.
R. Cofield — ORTHO ..... Covington, Ky.
E. B. Mersch — GS ..... Covington, Ky.
R. Q. Bailey — GP ..... Danville, Ky.
J. M. Baird — GP ..... Danville, Ky.
C. W. Sisk — GP ..... Danville, Ky.
C. K. Mahaffey — RAD ..... Danville, Ky.
J. J. Rodgers — GP ..... Dayton, Tenn.
F. Scroggin — GP ..... Dry Ridge, Ky.
S. Encinas — GP ..... English, Ind.
J. A. Crilly — RAD ..... E. St. Louis, Ill.
A. V. Parades — GS ..... E. St. Louis, Ill.
N. R. Shippey — RAD ..... E. St. Louis, Ill.
E. J. Szewczyk — OPH ..... E. St. Louis, Ill.

SPECIAL INSTRUCTIONS—Concluded

PHYSICIANS DIRECTORY (Continued)

T. S. Szeqczyk — OPH ..... E. St. Louis, Ill.
J. L. Guckien — OPH ..... Evansville, Ind.
R. T. Noveroske — RAD ..... Evansville, Ind.
E. H. Weber — GP ..... Evansville, Ind.
A. R. Marks —GS ..... Fairfield, Ill.
H. G. Wells — GS ..... Georgetown, Ky.
F. J. Hooper — GP & SURG ..... Harriman, Tenn.
J. R. Sisk — SURG ..... Harriman, Tenn.
J. M. Bretz — GP ..... Huntingburg, Ind.
H. K. Stork — GP ..... Huntingburg, Ind.
J. P. Salb — GP ..... Jasper, Ind.
E. N. Humston — GP ..... Lawrenceburg, Ind.
T. Scott — INT ..... Lexington, Ky.
K. R. Thompson, Jr. — ORTHO ..... Lexington, Ky.
J. O. VanMeter — GP ..... Lexington, Ky.
M. L. Dean — SURG ..... Lexington, Ky.
J. T. Bate — GS ..... Louisville, Ky.
J. B. Douglas — RAD ..... Louisville, Ky.
R. J. Ellis — ORTHO ..... Louisville, Ky.
R. A. Magallon — GS ..... Louisville, Ky.
K. H. McCrocklin — GS ..... Louisville, Ky.
W. R. Pryor — EENT ..... Louisville, Ky.
W. M. Twyman — GS ..... Louisville, Ky.
M. J. Weber — GP ..... Ludlow, Ky.
S. H. Flowers GS ..... Middlesboro, Ky.
T. R. Young — GP ..... Mt. Carmel, Ill.
M. W. Hall — GP ..... Mt. Vernon, Ill.
W. G. Parker — GS ..... Mt. Vernon, Ill.
W. H. Garner, Jr. — GEN SURG ..... New Albany, Ind.
J. Y. McCullough, Jr. — SURG ..... New Albany, Ind.
P. J. Biederharn — GP ..... New Baden, Ill.
H. M. Leeds — GP ..... Oneida, Tenn.
V. McCarty — GS & ORTHO ..... Princeton, Ind.
De Pruitt — RAD ..... Princeton, Ind.
W. R. Wells — GP ..... Princeton, Ind.
J. C. Glackman, Jr. — GP ..... Rockport, Ind.
T. A. Fuller — IM ..... Rockwood, Tenn.
D. Chatham — GP ..... Shelbyville, Ky.
A. B. Morgan — EENT ..... Somerset, Ky.
J. R. Biggs — RAD ..... Somerset, Ky.
V. F. Frye — SURG ..... Somerset, Ky.
R. H. Weddle — GS ..... Somerset, Ky.
W. H. Lewin — OPH ..... St. Louis, Mo.
N. Neifert — GP ..... Tell City, Ind.
C. N. Hall — GP ..... Versailles, Ky.
E. R. Cantwell — OPH ..... Vincennes, Ind.
H. A. Perry — GP ..... Whitley City, Ky.
V. C. Gillispie — GP ..... Wilmore, Ky.

KEY TO PHYSICIANS DIRECTORY

GP—General Practice
GS—General Surgery
SURG—Surgery
INT—Internal Medicine
ORTHO—Orthopedics (bone)
OTO—Otolaryngology (ear)
OPH—Ophthalmology (eye)
RAD—Radiology (x-ray)
NEURO—Neurosurgery
PSY—Psychiatry
EENT—Eye, Ear, Nose and Throat
CARDIO—Cardiology (heart)
DERM—Dermatology (skin)
PATH—Pathology (laboratory)
DENT SURG—Dental Surgery
URO—Urology (kidneys and bladder)

WATCH INSPECTORS

J. M. Sanders Jewelry Co. ..... Cincinnati, Ohio
E. T. Herzog ..... Covington, Ky.
Gooch Jewelers ..... Ludlow, Ky.
Russell Hocker ..... Lexington, Ky.
Freeman's Jewelry & Gift Nook ..... Somerset, Ky.
Stewart's Jewelry ..... Harriman, Tenn.
J. M. Sanders Jewelry Co. ..... Chattanooga, Tenn.
Zerweck Jewelry Co. ..... East St. Louis, Ill.
Laird Jewelers ..... Mt. Vernon, Ill.
J. Hershel Monroe ..... Princeton, Ind.
Melvin A. Lamey ..... Oakland City, Ind.
Ervin E. Kruger ..... Huntingburg, Ind.
Kruckemeyer & Cobb ..... Evansville, Ind.
J. O. Endris ..... New Albany, Ind.
Gardiner Jewelers ..... Louisville, Ky.
Mark J. Scearce ..... Shelbyville, Ky.
Graves Jewelry Store ..... Harrodsburg, Ky.

HOURS TRAIN ORDER OFFICES

Central Standard Time

Station	Week Days	Saturday & Sunday
Coapman	12:01 AM to 4:00 PM; Continuous Tuesday	Same as week days
Centralia	Continuous	Continuous
Mt. Vernon	Continuous	Continuous
Wayne City	8:00 AM to 5:00 PM	Closed
Fairfield	8:00 AM to 5:00 PM	Closed
Albion	8:00 AM to 5:00 PM	Closed
Mt. Carmel	Continuous	Continuous
Princeton	Continuous	Continuous
Oakland City	Continuous	Continuous
Huntingburg	Continuous	Continuous
Evansville	7:00 PM to 3:00 AM	Closed
English	7:00 AM to 4:00 PM	Closed
Youngtown	Continuous	Continuous
Boonville	8:00 AM to 5:00 PM	Closed

Eastern Standard Time

Youngtown	Continuous	Continuous
Floyd Street	Continuous	Continuous
Shelbyville	8:00AM to 5:00PM	Closed
Lawrenceburg	8:00AM to 5:00PM	Closed
Harrodsburg	Continuous	Continuous
Gest Street	Continuous	Continuous
deButts Yard	Continuous	Continuous

LOCATION OF TELEPHONES IN ADDITION TO THOSE INDICATED IN STATION COLUMNS

M.P. 758.5	M.P. 162.0	M.P. 331.0	MP. 233.5-W
M.P. 159.8	M.P. 162.8	M.P. 121.8-W	M.P. 266.9-W
M.P. 160.9	M.P. 312.7	M.P. 175.1-W	M.P. 269.3-W
MP. 161.0	M.P. 328.7	M.P. 192.5-W	M.P. 316.0-W
			M.P. 332.0-W

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	56	64.3	67	53.7	86	41.9
46	78.3	57	63.2	68	52.9	88	40.9
47	76.6	58	62.1	69	52.2	90	40.0
48	75.0	59	61.0	70	51.4	92	39.1
49	73.5	60	60.0	72	50.0	94	38.3
50	72.0	61	59.0	74	48.6	96	37.5
51	70.6	62	58.1	76	47.4	98	36.7
52	69.2	63	57.1	78	46.2	100	36.0
53	67.9	64	56.2	80	45.0	105	34.3
54	66.7	65	55.4	82	43.9	110	32.7
55	65.5	66	54.5	84	42.9	120	30.0

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Name	Location	Sta. No.	Car Cap.	Op. End
Nu-Tone Ins.	13.4	11A	5	South
Devon, Ky.	13.5	11A	5	South
Richwood	16.8	14A	8	South
Walton	20.6	18A	28	South
Crittenden	27.5	25A	21	South
Sherman	30.8	28A	7	South
Dry Ridge	34.3	32A	20	Both
Corinth	48.7	46A	16	South
Southern States	69.8	67A	26	South
Donerail	73.9	71A	7	North
K. U. Spur	84.4	82A	15	South
Gen. Contracting Spur	89.2	87A	10	North
Bryan Hunt Spur	90.7	88A	8	North
Standard Metals	122.4	120A	12	South
Moreland	126.6	124A	25	North
McKinney	131.5	129A	15	North
Eubank	146.0	143A	15	North
Science Hill	153.5	151A	15	South
Science Hill	153.5	151A	10	North
Cumberland W. & C.	156.5	154A	12	North
Warners Farm Supply	157.5	156A	9	South
Southern States	158.5	157A	12	North
Tecumseh Products Co.	163.0	161A	15	South
*Elihu	163.4	No track		
Koppers	165.2	163A	7	North
Cooper Steam Plant	166.5	164A		South
Burnside	167.7	165A	72	Both
Greenwood	179.0	176A	12	South
Flat Rock	187.1	187A	7	South
Pine Knot	196.6	194A	45	Both
Winfield, Tenn.	203.6	201A	30	Both
Blue Diamond	204.8	202A	50	South
Rugby Road	223.9	221A	28	South
Nemo	246.1	243A	10	South
*Lambert Bros. Quarry	262.8	260A	12	North
*Watts Bar	285.0	282A	50	Both
*Home Stores	308.8	307A	8	North
Bakewell	312.7	310A	8	North
Boyce	333.7	331A	In Chat. Yard	
Shiloh, Ill.	22.3W	22W	4	East
Merriam	121.8W	122W	4	West
Illinois Grain	136.0	136	40	Both
Maud	148.0	148	22	Both
Indiana Grain	160.8	161	40	Both
Lyles, Ind.	156.8W	157W	11	West
Douglas	166.1W	166W	4	West
Oakland City Jct.	176.6W	177W	90	West
Velpen	189.7W	190W	9	East
Stapleton	192.5W	193W	4	East
Bretzville	203.4W	204W	3	East
Indiana Processing Co.	249.4W	249	3	East
Blue Grass Ind. Pk., Ky.	287.9W	288W	Lead	East
Roll Forming	305.7W	304W	8	East
Florida Tile Co.	327.7W	328W	14	West
Florida Tile Co.	328.0W	328W	15	West
Milner	6.2LL	6X	23	Both
Kings Ranch	19.8LL	20X	7	West
Smythe, Ind.	3.7EB	4EB	3	West
Kight Lumber	4.4EB	4EB	6	East
Complete Lumber	4.5EB	4EB	6	East
Wolffin Lumber	4.6EB	4EB	6	East

Note. Stations marked thus * have no local or team tracks.

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS — Continued

Name	Location	Sta. No.	Car Cap.	Op. End
Stevenson	7.1EB	7EB	6	West
Korff	9.5EB	9EB	5	West
Indiana Hardwood Corp.	9.7EB	9EB	6	West
Three Oaks Coal Co.	10.7EB	11EB	7	West
Bradley	13.0RB	3RB	7	West
Rock Hill	4.3RB	12RB	4	West
Lamar	15.8LC	6LC	3	West
Evanston	11.4LC	11LC	3	West
Troy	6.7LC	16LC	3	West
Johnsburg	40.6EB	41EB	4	East
Red-E-Mix	47.8EB	47EB	2	West
Cuzco	69.5EB	70EB	4	East
Dayton Spur, Tenn.	132.9H	133H	14	South
Otter Creek	137.1H	138H	14	North
Gamble Construction Co.	142.2H	143H	11	North
Southern St. Lime Corp.	142.3H	143H	52	North
Westel	152.0H	152H	14	South
Cardiff	160.1H	161H	7	South

Note. Stations marked thus * have no local or team tracks.

SAFETY

IS OF

FIRST

IMPORTANCE

BE CAREFUL

THINK – LOOK

AND

LIVE