

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

EASTERN KENTUCKY DIVISION.

No. 61

TIME TABLE.

No. 61

TAKES EFFECT

SUNDAY, NOVEMBER 8, 1931, AT 12:01 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD.

W. E. SMITH,
GENERAL MANAGER.

L. L. MORTON,
ASS'T GENERAL MANAGER.

R. C. PARSONS,
SUPT. TRANSPORTATION.

J. D. HAYDON,
SUPERINTENDENT.

E. C. SPARKS,
ASS'T SUPERINTENDENT.

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CENTRAL TIME, STANDARD.

V. E. SMITH, GENERAL MANAGER. L. L. MORTON, ASS'T GENERAL MANAGER. R. C. PARSONS, SUPT. TRANSPORTATION. J. D. HAYDON, SUPERINTENDENT. E. C. SPARKS, ASS'T SUPERINTENDENT.

SPECIAL INSTRUCTIONS

RULE 221(a). Amended April 1, 1919.

WHEN A TRAIN APPROACHING A TRAIN-ORDER OFFICE HAS REACHED A POINT WHERE THE TRAIN ORDER SIGNAL IS ENTIRELY VISIBLE AND NOT TO EXCEED ONE-FOURTH OF A MILE THEREFROM, THE ENGINEMAN WILL GIVE FOUR SHORT SOUNDS OF THE WHISTLE; IF THERE ARE NO ORDERS FOR THE TRAIN THE SIGNAL MUST BE CHANGED TO "PROCEED." ENGINEMEN WILL ACKNOWLEDGE THIS CHANGE BY TWO SHORT SOUNDS OF THE WHISTLE OR IF THE SIGNAL IS NOT CHANGED TO "PROCEED" GIVE ONE SHORT SOUND. IF THERE ARE NO ORDERS FOR THE TRAIN, THE SIGNAL MUST BE HELD AT "PROCEED" UNTIL THE REAR END OF THE TRAIN HAS PASSED 200 FEET BEYOND THE SIGNAL, WHEN IT MUST AGAIN BE CHANGED TO "STOP." SHOULD THE SIGNAL BE FOUND IN "PROCEED" POSITION HOWEVER, ENGINEMEN WILL BRING TRAIN TO A STOP BEFORE PASSING THE SIGNAL, EVEN IF IT IS AFTERWARD CHANGED, GET CLEARANCE CARD, EXPLAINING IMPROPER POSITION, AND REPORT OCCURRENCE TO CHIEF TRAIN DISPATCHER FROM NEXT OPEN TRAIN-ORDER OFFICE WHERE A STOP IS REQUIRED.

DISPATCHING DISTRICTS.

1. Ravenna to North Hazard.
Ravenna to Chicle.
Ravenna to Cliffside.
North Cabin to Maloney.
North Hazard to McRoberts, including Lots Creek Branch.

Train Dispatchers working dispatching District No. 1 will number train orders consecutively beginning with No. 1 to No. 300. Those working District No. 2 will number train orders consecutively beginning with No. 301. Train orders issued in either dispatching district to first class trains that are to be fulfilled at Hazard, are fulfilled when the train arrives at Hazard, and the train must not proceed beyond that point unless it can do so according to time table authority or, unless provided with proper orders issued in the dispatching district in which the train moves beyond Hazard.

Train orders effective in dispatching District No. 1 may be addressed to north bound first class trains at Hazard and delivered to them at that point.

The passing track at Perritt is located north of the end of the double track.

The passing track at Bok is the former main track between Bok and East Lexington, and is connected with the present main track at south end only.

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

When necessary to take siding at Agawam and Friend, the west passing siding will be used by north bound trains and the east passing siding by south bound trains.

North bound second class and inferior trains using the main line to reach north yard at Ravenna, may do so under control, looking out for No. 12 heading out of coach track at passenger station, without receiving clearance on register or checking register against the schedule of No. 12.

When necessary to take siding at Tallega, south bound trains will use west passing siding and north bound trains will use east passing siding.

Both legs of the Wye at Maloney will be used for trains to meet and pass. Trains using the Wye at Maloney must do so under full control expecting to find the Wye occupied by other trains.

Nos. 181-182 and 307-308 are authorized to use the main track at Maloney in turning, under proper flag protection, without check on No. 1.

Unless otherwise directed south bound second class and inferior trains will take siding at Jackson.

North bound second class and inferior trains, arriving at Jackson on time table authority, or on any form of train order, against south bound second class and inferior trains, will hold the main track against such trains unless otherwise directed.

When the train order signal at Jackson is held in "stop" position, north bound second class and inferior trains will not foul the main track north of clearance point at north switch to the passing track, until "31" orders on hand for delivery to them at that point, are received.

All second and inferior class trains en route from First Creek Branch will call the Train Dispatcher from booth, located near water tank at Typo, before fouling either main track and receive his permission to proceed. In event of wire failure and the Train Dispatcher can not be reached, such trains may proceed on their schedule or right. Permission from the Train Dispatcher to move from the Branch will not relieve trains from observance of Rules 99 and 107.

Between the hours of 7:15 a. m. and 6:30 a. m. north bound second class and inferior trains are authorized to move from Hazard to North Hazard when No. 4 is not in sight or ready to depart, without checking register at Hazard against No. 4.

Second class and inferior trains and yard engines moving between Combs tunnel and Hazard tunnel must move at a rate of speed that will enable them to stop within one-half the range of vision.

The normal position of cross-over switches in north end of passing track at Typo, south end of passing track at Jeff and south end of passing track at Blackey is for movement to the branch lines.

Second class and inferior trains and light engines moving between north switch of Neon Yard and Fleming, on both legs of Wye and from Wye switch to a point one thousand feet thereof on Yonts Fork Branch, must move at a rate of speed that will enable them to stop within one-half the range of vision.

Nos. 7, 8, 107 and 108 have the right to occupy main track against second class and inferior trains at the passenger station at Fleming.

The normal position of Shea Fork Spur Switch at McRoberts is for movement to Shea Fork Spur.

All main track switches south of the passenger station at McRoberts must be set normal for the passing track.

The north switch of the passing track at McRoberts is located about 300 feet south of Mile Post 299 and the south end of this track terminates at the first cross-over south of McRoberts passenger station.

Full face type is shown at end of double track as a precautionary measure and to indicate that the opposing train is scheduled to be met on the double track.

The abbreviation E. D. T. on face of time table denotes end of double track.

When a train is being assisted by a helping engine attached to the rear, the conductor and flagman of the train that is being assisted, are responsible for seeing that full protection is afforded against following movements.

All passing sidings between Ravenna and Cliffside, and all passing sidings between Chicle and Maloney on L. & M. Branch (except Bok and Avon), passing tracks at Wolfcoal, Chavies, Perritt, Hoyt, Typo, Combs, Vieco, Sassafras, Mayking, Thornton Creek Branch, Kona Mine No. 2, push-back track Seco, push-back track at Elk Horn Mine Nos. 5-6 and passing siding at Lowndes may be expected to have cars on them at any time, also passing track at Lothair between 3:00 p. m. and 12 midnight daily, and all trains will be governed accordingly.

When, for any reason, cars are left on main track, proper protection in each direction, must be afforded section forces and others, as well as train movements, against such obstructions.

Rule No. 98 will apply at Cliffside, Nicholasville Junction, Richmond, L. & A. Jct., Irvine, Ravenna, Chicle, Patio, North Cabin, Pryse, Maloney, O. & K. Junction, Perritt, Typo, North Hazard, O. B. Tower, Duane, B. G. Tower, Jeff, Morey, Blackey, and North and South Wye Switches at Neon.

MAXIMUM WEIGHT OF FREIGHT CARS AND ENGINES ALLOWED TO RUN ON EASTERN KENTUCKY DIVISION.

BETWEEN	Gross Weight 4 Axle Cars 2 or more Together	Maximum Axle Load 4 Axle Cars	ENGINES			
			FREIGHT		PASSENGER	
			Class	Weight	Class	Weight
Cliffside & Nicholasville	190,000 Lbs	47,500 Lbs	H27	191,700 Lbs	K4	233,000 Lbs
Nicholasville & Irvine	130,000 "	32,500 "	F9	119,000 "		119,000 "
Chicle & North Winchester	210,000 "	52,500 "	J5	334,000 "	L1	334,240 "
North Winchester & Glencairn	160,000 "	40,000 "	H18	163,600 "	G13	166,000 "
Glencairn & Maloney	160,000 "	40,000 "	H23	183,400 "	K2A	201,500 "
North Cabin & McRoberts	210,000 "	52,500 "	J5	334,000 "	L1	334,240 "
Heidelberg & Idamay	210,000 "	52,500 "	H29A	220,000 "	K4	233,000 "
Blue Grass Coal Co. No. 2, Hazard, Ky.	210,000 "	52,500 "	J3	292,000 "	K5	284,000 "
Hatfield Reliance Coal Co. Glomawr, Ky.	210,000 "	52,500 "	J2	326,000 "	L1	334,240 "
Cameo Coal Co. Mayking, Ky.						
Crawford Coal Co. Windon, Ky.						
Consolidation Mine No. 213	210,000 "	52,500 "	J1	302,000 "	L1	334,240 "
All other branch lines and spurs	210,000 "	52,500 "	J2A	328,000 "	L1	334,240 "

aEngines weighing 119,000 pounds or less may be double headed between Irvine and Cliffside.

b140,000 gross weight may be handled thus----	40,000 lbs. Empty Car	140,000 lbs. Gross Weight	40,000 lbs. Empty Car
c170,000 gross weight may be handled thus----	90,000 lbs. Empty Car	170,000 lbs. Gross Weight	90,000 lbs. Empty Car

H28 and heavier engines must not be used on old house track, Winchester Lumber Manufacturing Company's track and the Industrial tracks at Winchester.

At O. & K. Junction, J1 engines may operate on the tracks of the O. & K. Railroad as far as the clearance point at the south end of the O. & K. house track. No engines heavier than H23 class will be permitted to go beyond that point and no Eastern Kentucky Division engines whatever will be permitted to go on Cane Creek Bridge at the north end of the O. & K. yard nor over the O. & K. scales.

MAXIMUM ALLOWABLE SPEEDS.

	Passenger Trains	Frt. and Work Trains; Passr. Equip. handled by Frt. Engrs. running light.	Trains backing	High Side Hoppers under load	Wrecking Outfits; Ditchers; Pile Drivers; Locomotive Cranes and other top-heavy cars.
Cliffside-Hereford	35	25	15	20	15
Hereford-Ravenna	40	25	15	20	15
Chicle-Ravenna	40	25	15	25	25
Ravenna-Wolfcoal	40	25	15	25	25
Wolfcoal-McRoberts	35	25	15	25	25
North Cabin-Nada	35		15	20	15
Nada-Maloney	30		15	20	15
North Winchester-Gordonton		25	15	20	15
Gordonton-Indian Fields		20	15	20	15
Indian Fields-Slade		25	15	20	15
Slade-Maloney		20	15	20	15
Branch Lines, except Carr's Fork and Montgomery Creek:					
Passenger	20		15		
Freight		10	10	10	10
Carr's Fork and Montgomery Creek Branches	20	20	10	20	20
Through turn-outs and over cross-overs	15	15	15	15	15
When receiving "19" orders	20	20			

YARD LIMITS.

Yard limits designated by yard limit boards are established at Cliffside, Irvine, Ravenna, Jackson, North Hazard, Neon, Bok, Patio-North Cabin-North Winchester. See Rule 107.

EMERGENCY TELEPHONE STATIONS.

The letter "E" shown opposite stations denotes emergency telephone stations.

Trainmen will post themselves as to the location of all emergency telephone stations and observe the instructions governing the use of the telephone in train and message.

After using the telephone, the cut-out switch must be left standing straight out.

EMERGENCY TELEPHONE STATIONS NOT SHOWN ON FACE OF TIME TABLE.

Patio (at cross-over south end yard, also at South Switch of south bound main track), Raker, Mina, Irvine (at overhead Bridge), Cow Creek at south end Ravenna, Millers Creek, Pryse, Lock 13, Yellow Rock, R. T. Davis Coal Station Jackson, D. Barwick, Krypton (at section house), Yerkes, Conda, Windon, Domino, Tauber, T. Diablock, Roan, Booth, 1,000 feet south of Bridge 102 south of Jeff, Harther, Felix, C. Laviers, Seco, Gordonton, Clay City in box on side of freight house, Slade and Aire.

CLEARANCE OR MOVEMENT ORDER.

TRAINS	STATIONS	REQUIREMENTS
Second class and inferior trains en route to E. K. Division	G. M. Tower----- (West Lexington)	Will get clearance or movement order from Asst. Superintendent of E. K. Division.
First class trains and extras departing from Lexington Union Station en route to E. K. Division	Lexington Union Station-----	Will get clearance or movement order from Asst. Superintendent of E. K. Division.
Nos. 12, 21 and 22	Richmond passenger station-----	Will get clearance or movement order.
All trains en route to E. K. Division	Chicle-----	Will NOT get clearance or movement order.
First class trains	Winchester-----	Will get clearance or movement order.
Second class and inferior trains	Patio tower at north end of yard-----	Will get clearance or movement order.
First class trains	Ravenna passenger station-----	Will get clearance or movement order.
Second class and inferior trains	Ravenna yard office--	Will get clearance or movement order.
South bound second class and inferior trains	Pryse-----	Will get clearance or movement order. First trains south and all north bound trains governed by train order signal.
Sturgeon Creek Branch trains and No. 26	Heidelberg-----	Will get clearance or movement order. After ing from Sturgeon Creek Branch, crew of must receive clearance or movement order before leaving Heidelberg as No. 26.
Nos. 27 and 28	Chavies-----	Will get clearance or movement order.
All north bound	Perritt-----	Will get clearance or movement order. South bound trains will be governed by train order signal.
South bound second class and inferior trains originating at North Hazard	North Hazard yard office-----	Will get clearance or movement order.
North bound second class and inferior trains and all trains en route to Lots Creek Branch	H. T. Tower-----	Will get clearance or movement order.
All first class	Hazard-----	Will get clearance or movement order from dispatcher in whose district train moves beyond Hazard.
Carr's Fork Branch trains	Jeff-----	Will get clearance or movement order.
Rockhouse Branch trains and No. 8	Blackey-----	Will get clearance or movement order. After turning from Rockhouse Branch, crew of must receive clearance or movement order before leaving Blackey.
Nos. 8 and 108	Fleming-----	Not required to get clearance or movement order. Crew filling schedule of No. 107 will fill No. 7 will fill No. 108.
All	McRoberts-----	Not required to get clearance or movement order. Crew filling No. 1's schedule will fill No. 101 will fill No. 2. No. 245 will fill No. 102.

Trains will not be required to secure clearance or movement order at Idamay, Ma Typo, Blue Diamond, Harveyton, Duane, Pioneer, Hardburly, Morey, Emmons, Sassafras, Anco, and Carbon Glow but will proceed on proper schedule corresponding with arriving schedule or as designated by the Chief Train Dispatcher.

Eastern Kentucky Division trains originating at Frankfort will get clearance or movement order from Eastern Kentucky Division Dispatcher governing movement from Cincinnati Division.

First class trains in either direction will not be required to secure a clearance or movement order at North Hazard.

Crew filling schedule of No. 28 will fill schedules of Nos. 301 and 302 on First Creek Branch and resume schedule of No. 28 at Typo after completion of same.

The train order office at south end of Hazard tunnel is designated as "H. T. Tower."

SPECIAL INSTRUCTIONS

E 221(a). Amended April 1, 1919.

WHEN A TRAIN APPROACHING A TRAIN-ORDER OFFICE HAS REACHED A POINT WHERE THE TRAIN ORDER SIGNAL IS ENTIRELY VISIBLE AND NOT TO EXCEED FOURTH OF A MILE THEREFROM, THE ENGINEMAN WILL GIVE FOUR SHORT BLS OF THE WHISTLE; IF THERE ARE NO ORDERS FOR THE TRAIN THE SIGNAL BE CHANGED TO "PROCEED." ENGINEMEN WILL ACKNOWLEDGE THIS CHANGE BY TWO SHORT SOUNDS OF THE WHISTLE OR IF THE SIGNAL IS NOT CHANGED TO "PROCEED" GIVE ONE SHORT SOUND. IF THERE ARE NO ORDERS FOR THE TRAIN, THE SIGNAL MUST BE HELD AT "PROCEED" UNTIL THE REAR END OF THE TRAIN HAS PASSED 200 FEET BEYOND THE SIGNAL, WHEN IT MUST AGAIN BE CHANGED TO "STOP." SHOULD THE SIGNAL BE FOUND IN "PROCEED" POSITION, HOWEVER, ENGINEMEN WILL BRING TRAIN TO A STOP BEFORE PASSING THE SIGNAL, EVEN IF IT IS AFTERWARD CHANGED, GET CLEARANCE CARD, EXPLAIN PROPER POSITION, AND REPORT OCCURRENCE TO CHIEF TRAIN DISPATCHER. FROM NEXT OPEN TRAIN-ORDER OFFICE WHERE A STOP IS REQUIRED.

DISPATCHING DISTRICTS.

1. Ravenna to North Hazard.
Ravenna to Chicle.
2. Ravenna to Cliffside.
North Cabin to Maloney.
North Hazard to McRoberts, including Lots Creek Branch.

Train Dispatchers working dispatching District No. 1 will number train orders consecutively beginning with No. 1 to No. 300. Those working District No. 2 will number train orders consecutively beginning with No. 301. Train orders issued in either dispatching district to first class trains that are to be fulfilled at Hazard, are fulfilled when the train is at Hazard, and the train must not proceed beyond that point unless it can do so without time table authority or, unless provided with proper orders issued in the dispatching district in which the train moves beyond Hazard.

Train orders effective in dispatching District No. 1 may be addressed to north bound class trains at Hazard and delivered to them at that point.

The passing track at Perritt is located north of the end of the double track.

The passing track at Bok is the former main track between Bok and East Lexington, and connected with the present main track at south end only.

The south end of double track at Patio is located at connection track switch of East Kentucky Division with north bound Cincinnati Division main track.

When necessary to take siding at Agawam and Friend, the west passing siding will be used by north bound trains and the east passing siding by south bound trains.

North bound second class and inferior trains using the main line to reach north yard at Ravenna, may do so under control, looking out for No. 12 heading out of coach track at Hazard station, without receiving clearance on register or checking register against schedule of No. 12.

When necessary to take siding at Tallega, south bound trains will use west passing siding and north bound trains will use east passing siding.

Both legs of the Wye at Maloney will be used for trains to meet and pass. Trains using the Wye at Maloney must do so under full control expecting to find the Wye occupied by trains.

Trains 181-182 and 307-308 are authorized to use the main track at Maloney in turning, without proper flag protection, without check on No. 1.

Unless otherwise directed south bound second class and inferior trains will take siding at Jackson.

North bound second class and inferior trains, arriving at Jackson on time table authority or on any form of train order, against south bound second class and inferior trains, will hold the main track against such trains unless otherwise directed.

When the train order signal at Jackson is held in "stop" position, north bound second class and inferior trains will not foul the main track north of clearance point at north switch of passing track, until "31" orders on hand for delivery to them at that point, are received.

First and second class trains en route from First Creek Branch will call the Train Dispatcher from booth, located near water tank at Typo, before fouling either main track or receiving his permission to proceed. In event of wire failure and the Train Dispatcher cannot be reached, such trains may proceed on their schedule or right. Permission from Train Dispatcher to move from the Branch will not relieve trains from observance of schedule of Nos. 99 and 107.

Between the hours of 7:15 a. m. and 6:30 a. m. north bound second class and inferior trains are authorized to move from Hazard to North Hazard when No. 4 is not in sight ready to depart, without checking register at Hazard against No. 4.

Second class and inferior trains and yard engines moving between Combs tunnel and Hazard tunnel must move at a rate of speed that will enable them to stop within one-half mile of vision.

The normal position of cross-over switches in north end of passing track at Typo, south end of passing track at Jeff and south end of passing track at Blackey is for movement to the main lines.

Second class and inferior trains and light engines moving between north switch of Hazard and Fleming, on both legs of Wye and from Wye switch to a point one thousand feet therefrom on Yonts Fork Branch, must move at a rate of speed that will enable them to stop within one-half the range of vision.

Trains 7, 8, 107 and 108 have the right to occupy main track against second class and inferior trains at the passenger station at Fleming.

The normal position of Shea Fork Spur Switch at McRoberts is for movement to Shea Fork Spur.

When main track switches south of the passenger station at McRoberts must be set normal for movement to the passing track.

The north switch of the passing track at McRoberts is located about 300 feet south of Mile Post 299 and the south end of this track terminates at the first cross-over south of McRoberts passenger station.

Full face type is shown at end of double track as a precautionary measure and to indicate that the opposing train is scheduled to be met on the double track.

The abbreviation E. D. T. on face of time table denotes end of double track.

When a train is being assisted by a helping engine attached to the rear, the conductor and flagman of the train that is being assisted, are responsible for seeing that full protection is afforded against following movements.

All passing sidings between Ravenna and Cliffside, and all passing sidings between Chicle and Maloney on L. & M. Branch (except Bok and Avon), passing tracks at Wolf-coal, Chavies, Perritt, Hoyt, Typo, Combs, Vicco, Sassafras, Mayking, Thornton Creek Branch, Kona Mine No. 2, push-back track Seco, push-back track at Elk Horn Mine Nos. 5-6 and passing siding at Lowndes may be expected to have cars on them at any time, also passing track at Lothair between 3:00 p. m. and 12 midnight daily, and all trains will be governed accordingly.

When, for any reason, cars are left on main track, proper protection in each direction, must be afforded section forces and others, as well as train movements, against such obstructions.

Rule No. 98 will apply at Cliffside, Nicholasville Junction, Richmond, L. & A. Jet., Irvine, Ravenna, Chicle, Patio, North Cabin, Pryse, Maloney, O. & K. Junction, Perritt, Typo, North Hazard, O. B. Tower, Duane, B. G. Tower, Jeff, Morey, Blackey, and North and South Wye Switches at Neon.

MAXIMUM WEIGHT OF FREIGHT CARS AND ENGINES ALLOWED TO RUN ON EASTERN KENTUCKY DIVISION.

BETWEEN	Gross Weight 4 Axle Cars 2 or more Together	Maximum Axle Load 4 Axle Cars	ENGINES			
			FREIGHT		PASSENGER	
			Class	Weight	Class	Weight
Cliffside & Nicholasville.....	190,000 Lbs.	47,500 Lbs.	H27	191,700 Lbs.	K4	233,000 Lbs.
Nicholasville & Irvine.....	113,000 "	32,500 "	F9	119,000 "		119,000 "
Chicle & North Winchester.....	210,000 "	52,500 "	J5	334,000 "	L1	334,240 "
North Winchester & Glencairn.....	160,000 "	40,000 "	H18	163,600 "	G13	166,000 "
Glencairn & Maloney.....	160,000 "	40,000 "	H23	183,400 "	K2A	201,500 "
North Cabin & McRoberts.....	210,000 "	52,500 "	J5	334,000 "	L1	334,240 "
Heidelberg & Idamay.....	210,000 "	52,500 "	H29A	220,000 "	K4	233,000 "
Blue Grass Coal Co. No. 2, Hazard, Ky.....	210,000 "	52,500 "	J3	292,000 "	K5	284,000 "
Hatfield Reliance Coal Co. Glomawr, Ky.....	210,000 "	52,500 "	J2	326,000 "	L1	334,240 "
Cameo Coal Co. Mayking, Ky.....						
Crawford Coal Co. Windon, Ky.....						
Consolidation Mine No. 213.....	210,000 "	52,500 "	J1	302,000 "	L1	334,240 "
All other branch lines and spurs.....	210,000 "	52,500 "	J2A	328,000 "	L1	334,240 "

Engines weighing 119,000 pounds or less may be double headed between Irvine and Cliffside.

1140,000 gross weight may be handled thus.....	40,000 lbs. Empty Car	140,000 lbs. Gross Weight	40,000 lbs. Empty Car
1170,000 gross weight may be handled thus.....	90,000 lbs. Empty Car	170,000 lbs. Gross Weight	90,000 lbs. Empty Car

H28 and heavier engines must not be used on old house track, Winchester Lumber Manufacturing Company's track and the Industrial tracks at Winchester.

At O. & K. Junction, J1 engines may operate on the tracks of the O. & K. Railroad as far as the clearance point at the south end of the O. & K. house track. No engines heavier than H23 class will be permitted to go beyond that point and no Eastern Kentucky Division engines whatever will be permitted to go on Cane Creek Bridge at the north end of the O. & K. yard nor over the O. & K. scales.

MAXIMUM ALLOWABLE SPEEDS.

	Passenger Trains	Frt. and Work Trains; Pass. Equip. handled by Frt. Eng.; Engines running light.	Trains backing	High Side Hoppers under load	Wrecking Outfits; Ditchers; Pile Drivers; Locomotive Cranes and other top- heavy cars.
Cliffside-Hereford.....	35	25	15	20	15
Hereford-Ravenna.....	40	25	15	20	15
Chicle-Ravenna.....	40	25	15	25	25
Ravenna-Wolfcoal.....	40	25	15	25	25
Wolfcoal-McRoberts.....	35	25	15	25	25
North Cabin-Nada.....	35		15	20	15
Nada-Maloney.....	30		15	20	15
North Winchester-Gordonton.....		25	15	20	15
Gordonton-Indian Fields.....		20	15	20	15
Indian Fields-Slade.....		25	15	20	15
Slade-Maloney.....		20	15	20	15
Branch Lines, except Carr's Fork and Montgomery Creek:					
Passenger.....	20		15		
Freight.....		10	10	10	10
Carr's Fork and Montgomery Creek Branches.....	20	20	10	20	20
Through turn-outs and over cross-overs.....	15	15	15	15	15
When receiving "19" orders.....	20	20			

YARD LIMITS.

Yard limits designated by yard limit boards are established at Cliffside, Irvine, Ravenna, Jackson, North Hazard, Neon, Bok, Patio-North Cabin-North Winchester. See Rule 93.

EMERGENCY TELEPHONE STATIONS.

The letter "E" shown opposite stations denotes emergency telephone stations.

Trainmen will post themselves as to the location of all emergency telephones and observe the instructions governing the use of the telephone in train and message service.

After using the telephone, the cut-out switch must be left standing straight out.

EMERGENCY TELEPHONE STATIONS NOT SHOWN ON FACE OF TIME TABLE.

Patio (at cross-over south end yard, also at South Switch of south bound passing track), Raker, Mina, Irvine (at overhead bridge), Cow Creek at south end Ravenna yard, Millers Creek, Pryse, Lock 13, Yellow Rock, R. T. Davis Coal Station Jackson, Dumont, Barwick, Krypton (at section house), Yerkes, Conda, Windon, Domino, Tauber, Tribbey, Diablock, Roan, Booth, 1,000 feet south of Bridge 102 south of Jeff, Harther, Felix, Caudell, Laviers, Seco, Gordonton, Clay City in box on side of freight house, Slade and Airedale.

CLEARANCE OR MOVEMENT ORDER.

TRAINS	STATIONS	REQUIREMENTS
Second class and inferior trains en route to E. K. Division.....	G. M. Tower..... (West Lexington)	Will get clearance or movement order from Assistant Superintendent of E. K. Division.
First class trains and extras departing from Lexington Union Station en route to E. K. Division.....	Lexington Union Station.....	Will get clearance or movement order from Assistant Superintendent of E. K. Division.
Nos. 12, 21 and 22.....	Richmond passenger station.....	Will get clearance or movement order.
All trains en route to E. K. Division.....	Chicle.....	Will NOT get clearance or movement order.
First class trains.....	Winchester.....	Will get clearance or movement order.
Second class and inferior trains.....	Patio tower at north end of yard.....	Will get clearance or movement order.
First class trains.....	Ravenna passenger station.....	Will get clearance or movement order.
Second class and inferior trains.....	Ravenna yard office.....	Will get clearance or movement order.
South bound second class and inferior trains.....	Pryse.....	Will get clearance or movement order. First class trains south and all north bound trains will be governed by train order signal.
Sturgeon Creek Branch trains and No. 26.....	Heidelberg.....	Will get clearance or movement order. After returning from Sturgeon Creek Branch, crew of No. 24 must receive clearance or movement order before leaving Heidelberg as No. 26.
Nos. 27 and 28.....	Chavies.....	Will get clearance or movement order.
All north bound.....	Perritt.....	Will get clearance or movement order. South bound trains will be governed by train order signal.
South bound second class and inferior trains originating at North Hazard.....	North Hazard yard office.....	Will get clearance or movement order.
North bound second class and inferior trains and all trains en route to Lots Creek Branch.....	H. T. Tower.....	Will get clearance or movement order.
All first class.....	Hazard.....	Will get clearance or movement order from dispatcher in whose district train moves beyond Hazard.
Carr's Fork Branch trains.....	Jeff.....	Will get clearance or movement order.
Rockhouse Branch trains and No. 8.....	Blackey.....	Will get clearance or movement order. After returning from Rockhouse Branch, crew of No. 8 must receive clearance or movement order before leaving Blackey.
Nos. 8 and 108.....	Fleming.....	Not required to get clearance or movement order. Crew filling schedule of No. 107 will fill No. 8. No. 7 will fill No. 108.
All.....	McRoberts.....	Not required to get clearance or movement order. Crew filling No. 1's schedule will fill No. 102. No. 101 will fill No. 2. No. 245 will fill No. 40.

Trains will not be required to secure clearance or movement order at Idamay, Maloney, Typo, Blue Diamond, Harveyton, Duane, Pioneer, Hardburly, Morey, Emmons, Sassafras, Anco, and Carbon Glow but will proceed on proper schedule corresponding with their arriving schedule or as designated by the Chief Train Dispatcher.

Eastern Kentucky Division trains originating at Frankfort will get clearance or movement order from Eastern Kentucky Division Dispatcher governing movement from Cliffside.

First class trains in either direction will not be required to secure a clearance or movement order at North Hazard.

Crew filling schedule of No. 28 will fill schedules of Nos. 301 and 302 on First Creek Branch, and resume schedule of No. 28 at Typo after completion of same.

The train order office at south end of Hazard tunnel is designated as "H. T. Tower."

SPECIAL INSTRUCTIONS—CONTINUED.

TRAIN REGISTERS.

LOCATION	FOR	REGISTER BY CARD, FORM 230
Richmond Passenger Station	Nos. 12, 21 and 22	
Irvine (in booth at cross-over)	Nos. 3 and 4	
Ravenna Passenger Station	First class trains.	
Ravenna Yard Office	Second class and inferior trains.	
Pryse	All trains.	All first class and north bound second class and inferior trains.
Heidelberg	Sturgeon Creek Branch trains and No. 26.	
Maloney	Nos. 3, 4, 7, 8, 307, 308, 181 and 182.	Register will be found in telephone booth.
O. & K. Junction	Nos. 4, 8, 17, 18, 19 and 20.	
Jackson	All trains.	Second class and inferior trains.
Perritt	All trains.	All first class, south bound second class and inferior trains and north bound second class and inferior trains, when given check by dispatcher.
Typo	First class and First Creek Branch trains.	Register will be found in box when office is closed.
Blue Diamond (in telephone booth)	Nos. 205, 207 and 208.	No. 205 in chute on door of booth. No. 208 check arrival of No. 205 from card and register No. 205 in book.
H. T. Tower	First class, Lots Creek Branch, and south bound second class and inferior trains terminating at North Hazard and Nos. 61 and 62.	All trains.
North Hazard Coal Chute (in booth)	Nos. 1, 2, 3, 4, 7 and 8.	
North Hazard Yard Office	South bound second class and inferior trains originating and north bound second class and inferior trains terminating at North Hazard.	
Hazard	First class trains and Nos. 67 and 68.	Nos. 67 and 68.
Jeff	When office is open all first class, all Carr's Fork Branch and south bound second class and inferior trains.	When office is open all first class and south bound second class and inferior trains.
Morey (in telephone booth)	Montgomery Creek Branch trains and all trains that hold a meeting point at Morey with opposing trains.	
Vico	Nos. 67, 68, 87.	
Sassafras (South Y Switch)	Second class and inferior trains.	
Blackey	All first class, Rockhouse Branch trains and Nos. 91 and 96.	When office is closed register will be found in box.
Neon	All trains.	First class trains.
Fleming	Nos. 1, 101, 107, 8, 7, 108.	Register will be found in box No. 101 by card, Form 230.
McRoberts	Nos. 1, 101, 245, 2, 102 and 40.	
Duane (in telephone booth)	All trains.	
Chicle	All trains.	All trains.
North Cabin	All trains.	
Patio	All trains.	All first class and south bound second class and inferior trains.

ATTENTION IS CALLED TO THE NECESSITY OF CAREFUL REGISTRATION AND CHECKING OF REGISTER AT NORTH CABIN (BY TRAINS THAT ARE REQUIRED TO REGISTER AT THIS POINT) TO INSURE A STRICT COMPLIANCE WITH RULE 91.

Where trains register by card, conductors must personally fill out and deliver card, Form 230.

The registration of north bound first class trains at Ravenna yard office may be taken as indicating the arrival of such trains at Pryse.

The operator at Hazard Passenger Station will promptly transmit to the operator at North Hazard Yard Office, the registration of Nos. 1, 3 and 7 and the operator at H. T. Tower will promptly transmit to the operator at North Hazard Yard office the registration of Nos. 2, 4, 8, 61 and 62. The operator at North Hazard Yard Office will be held responsible for correctly recording these registrations in train register. When signals are displayed by Nos. 1, 2, 3, 4, 7, 8, 61 and 62, the operator at North Hazard Yard Office will, immediately on receipt of the register, repeat it in full to the train dispatcher.

The operator at H. T. Tower will register all north bound second class and inferior trains departing from North Hazard.

The train register at North Hazard Yard Office may be taken as indicating the arrival at B. G. Tower and Hazard of north bound trains superior by time table or train order and will also indicate the departure from B. G. Tower and Hazard of superior class trains south-bound.

The registration at Hazard Passenger Station of south bound trains superior by time table or train order, or the positive identification of such trains on double track, may be taken as indicating their arrival at O. B. Tower.

The registration of first class trains south bound at H. T. Tower will indicate their arrival at Perritt.

No register will be maintained at B. G. Tower and it will, therefore, be necessary that when trains superior by time table or train orders are met on this double track that they be identified as required by rule and this identification will be taken as indicating their arrival at end of double track.

North bound second class and inferior trains must ascertain the departure of No. 8 from Blackey before passing that point.

The train dispatcher will register No. 2 at O. & K. Junction when the operator goes on duty at that point.

Operator at Ravenna Passenger Station must promptly transmit to the operator at Ravenna Yard Office the register of all trains registering at passenger station and operator at Ravenna Yard Office will be held responsible for correctly recording it in the train register.

When signals are displayed by regular trains registering at Ravenna Passenger Station the operator at the yard office will, immediately on receipt of the register, repeat it in full to the train dispatcher.

Where trains register by card, Form 230, operators will record same on train register, and file cards.

When trains are given the necessary information by train order in regard to overdue trains they will not be required to check the register and will register by card, Form 230, if operator is on duty.

MOVEMENT OF TRAINS BETWEEN CLIFFSIDE AND FRANKFORT.

The territory between Cliffside and Frankfort is part of the Louisville Division. Eastern Kentucky Division crews moving between these points will be governed by the time table and special instructions of the Louisville Division.

Schedules of Nos. 203 and 221 originate, and schedules of Nos. 204 and 222 terminate the cross-over switch south of the train order office at Cliffside.

Train orders Form "F" may be issued by Eastern Kentucky Division dispatcher between Frankfort and points on Eastern Kentucky Division beyond Cliffside.

MOVEMENT OF EASTERN KENTUCKY DIVISION TRAINS BETWEEN BOK AND WEST LEXINGTON—LEXINGTON.

Lexington Terminal, defined by yard boards at G. M. Tower, Chicle and Bok, is under jurisdiction of the Louisville Division. Trains between Chicle, West Lexington and Lexington will operate on schedules shown in Cincinnati Division time table and on orders issued by Chief Dispatcher of that division. Trains between Chicle and Bok will operate on schedules shown in Eastern Kentucky Division time table and on orders issued by the Assistant Superintendent of that division. The above trains are relieved of securing movement clearance order from Louisville Division, and need not be provided with Louisville Division time table.

Eastern Kentucky Division Train Dispatchers are authorized to place orders at Lexington or G. M. Tower, affecting movements of outbound Eastern Kentucky Division trains or beyond Chicle. Cincinnati Division Train Dispatchers are authorized to place orders at Patio or Winchester affecting movements of inbound trains at or beyond Chicle.

Junction switch at Chicle will be handled by operator. Trains will approach this switch under control and enginemen must know that switch is in proper position for the passage of their trains before entering switch or fouling adjoining main track, even though the order signal is displaying a clear indication.

All trains must approach the viaduct at West Lexington under control and enginemen must know that the track is clear and switches properly set before proceeding.

All movements from north wye switch to West Lexington, via south leg of wye, protect by flag.

All movements from north wye switch to West Lexington, via north leg of wye, except scheduled trains, protect by flag.

North leg of wye is main track.

Movements West Lexington to north wye switch, via either leg of wye, will move with flagging, inferior movements clearing scheduled trains on north leg of wye in accordance with operating rules.

Trains turning on wye at West Lexington will do so by heading through south leg of wye. Nos. 30, 31, 100, 290, 330, 341 and 401 will turn.

West or south bound movements over the Belt Line between the L. & N. and C. N. T. P. railroads will be made without flagging but each movement east or north bound C. N. O. & T. P. to the L. & N. or C. & O. Yard must be protected by flag over this portion of Belt Line track.

North bound Louisville Division second class and inferior trains will operate between West Lexington and Lexington as prescribed by Rule No. 93, and will not be required to check register against first class Cincinnati Division trains.

BETWEEN NORTH CABIN AND PATIO.

The movement of trains between Patio and North Cabin is under the jurisdiction of the Louisville Division. Eastern Kentucky Division crews will not be required to have a copy of Cincinnati Division Time Table for use at these points.

The movement of trains with the current of traffic between L. & M. crossing, North Cabin and Patio will be governed by automatic block signals, semi-automatic block signals and interlocking signals, the indications of which supersede time table superiority.

Trains entering the south bound main line from the Lexington and Maloney Branch 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 line will be governed by the switch indicator, located near the main line switch stand. When this indicator is in caution 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.

South bound trains and engines will have the right of track over north bound trains and engines on the south bound passing track at Patio.

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

First class trains of either division must receive clearance or movement order at Patio and second class and inferior trains of E. K. Division must receive clearance or movement order at Patio.

Trains entering the north bound main line from the Winchester Branch and the yard at Patio will be governed by the interlocking signals.

Signal 961 at North Cabin, equipped with two arms and Signal 963 at Main Street, equipped with "Call-on arm" are semi-automatic signals and are controlled by the operator at Patio. When these signals are in stop position trains must not pass them without permission from the operator at Patio who must be communicated with promptly over telephones located near the signals.

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. South bound trains will clear derails of interlocking plant at Patio before bringing train to a stop.

Trains must not exceed a speed of 15 miles per hour over Main Street and Broad Street, 15 miles per hour over C. & O. Crossing (entire train), and 5 miles per hour around at Patio. Sand must not be used on wye track.

All trains must come to a stop and be flagged over C. & O. Crossing. This crossing is connected with the automatic signals, and C. & O. trains may be occupying the crossing when the signals in clear position.

Trains must be protected at all times in accordance with Rule 99.

SPECIAL INSTRUCTIONS—CONTINUED.

TRAIN REGISTERS.

LOCATION	FOR	REGISTER BY CARD, FORM 230
Passenger on booth at cross-	Nos. 12, 21 and 22	
Passenger Station Yard Office	Nos. 3 and 4 First class trains	
	Second class and inferior trains	
	All trains	All first class and north bound second class and inferior trains.
Sturgeon Creek Branch trains and No. 26		
Nos. 3, 4, 7, 8, 307, 308, 181 and 182		Register will be found in telephone booth.
Nos. 4, 8, 17, 18, 19 and 20		
All trains		Second class and inferior trains.
	All trains	All first class, south bound second class and inferior trains and north bound second class and inferior trains, when given check by dispatcher.
First class and First Creek Branch trains		Register will be found in box when office is closed.
Nos. 205, 207 and 208		No. 205 in chute on door of booth. No. 208 check arrival of No. 205 from card and register No. 205 in book.
First class, Lots Creek Branch, and south bound second class and inferior trains terminating at North Hazard and Nos. 61 and 62		All trains.
Nos. 1, 2, 3, 4, 7 and 8		
South bound second class and inferior trains originating and north bound second class and inferior trains terminating at North Hazard		
First class trains and Nos. 67 and 68		Nos. 67 and 68.
When office is open all first class, all Carr's Fork Branch and south bound second class and inferior trains		When office is open all first class and south bound second class and inferior trains.
Montgomery Creek Branch trains and all trains that hold a meeting point at Morey with opposing trains		
Nos. 67, 68, 87		
Second class and inferior trains		
All first class, Rockhouse Branch trains and Nos. 91 and 96		When office is closed register will be found in box.
All trains		First class trains.
Nos. 1, 101, 107, 8, 7, 108		Register will be found in box No. 101 by card, Form 230.
Nos. 1, 101, 245, 2, 102 and 40		
All trains		
All trains		All trains.
All trains		
All trains		All first class and south bound second class and inferior trains.

ATTENTION IS CALLED TO THE NECESSITY OF CAREFUL REGISTRATION AND FILING OF REGISTER AT NORTH CABIN (BY TRAINS THAT ARE REQUIRED TO REGISTER AT THIS POINT) TO INSURE A STRICT COMPLIANCE WITH RULE 91. Where trains register by card, conductors must personally fill out and deliver card, No. 230.

The registration of north bound first class trains at Ravenna yard office may be taken as indicating the arrival of such trains at Pryse. The operator at Hazard Passenger Station will promptly transmit to the operator at Hazard Yard Office, the registration of Nos. 1, 3 and 7 and the operator at H. T. Tower will promptly transmit to the operator at North Hazard Yard office the registration of Nos. 1 and 62. The operator at North Hazard Yard Office will be held responsible for correctly recording these registrations in train register. When signals are displayed by Nos. 4, 7, 8, 61 and 62, the operator at North Hazard Yard Office will, immediately on receipt of the register, repeat it in full to the train dispatcher. The operator at H. T. Tower will register all north bound second class and inferior trains departing from North Hazard.

The registration at North Hazard Yard Office may be taken as indicating the arrival at Hazard and Hazard of north bound trains superior by time table or train order and will indicate the departure from B. G. Tower and Hazard of superior class trains south-bound.

The registration at Hazard Passenger Station of south bound trains superior by time table or train order, or the positive identification of such trains on double track, may be taken as indicating their arrival at O. B. Tower.

The registration of first class trains south bound at H. T. Tower will indicate their arrival at Perritt.

The register will be maintained at B. G. Tower and it will, therefore, be necessary that trains superior by time table or train orders are met on this double track that they be met as required by rule and this identification will be taken as indicating their arrival on double track.

South bound second class and inferior trains must ascertain the departure of No. 8 before passing that point.

The train dispatcher will register No. 2 at O. & K. Junction when the operator goes on that point.

The operator at Ravenna Passenger Station must promptly transmit to the operator at Hazard Yard Office the register of all trains registering at passenger station and operator at Hazard Yard Office will be held responsible for correctly recording it in the train register.

When signals are displayed by regular trains registering at Ravenna Passenger Station the operator at the yard office will, immediately on receipt of the register, repeat it in full to the train dispatcher.

Where trains register by card, Form 230, operators will record same on train register, and file cards.

When trains are given the necessary information by train order in regard to overdue trains they will not be required to check the register and will register by card, Form 230, if operator is on duty.

MOVEMENT OF TRAINS BETWEEN CLIFFSIDE AND FRANKFORT.

The territory between Cliffside and Frankfort is part of the Louisville Division. Eastern Kentucky Division crews moving between these points will be governed by the time table and special instructions of the Louisville Division.

Schedules of Nos. 203 and 221 originate, and schedules of Nos. 204 and 222 terminate at the cross-over switch south of the train order office at Cliffside.

Train orders Form "F" may be issued by Eastern Kentucky Division dispatchers between Frankfort and points on Eastern Kentucky Division beyond Cliffside.

MOVEMENT OF EASTERN KENTUCKY DIVISION TRAINS BETWEEN BOK AND WEST LEXINGTON—LEXINGTON.

Lexington Terminal, defined by yard boards at G. M. Tower, Chicle and Bok, is under the jurisdiction of the Louisville Division. Trains between Chicle, West Lexington and Lexington will operate on schedules shown in Cincinnati Division time table and on orders issued by Chief Dispatcher of that division. Trains between Chicle and Bok will operate on schedules shown in Eastern Kentucky Division time table and on orders issued by the Assistant Superintendent of that division. The above trains are relieved of securing movement or clearance order from Louisville Division, and need not be provided with Louisville Division time table.

Eastern Kentucky Division Train Dispatchers are authorized to place orders at Lexington or G. M. Tower, affecting movements of outbound Eastern Kentucky Division trains at or beyond Chicle. Cincinnati Division Train Dispatchers are authorized to place orders at Patio or Winchester affecting movements of inbound trains at or beyond Chicle.

Junction switch at Chicle will be handled by operator. Trains will approach this switch under control and enginemen must know that switch is in proper position for the passage of their trains before entering switch or fouling adjoining main track, even though the train order signal is displaying a clear indication.

All trains must approach the viaduct at West Lexington under control and enginemen must know that the track is clear and switches properly set before proceeding.

All movements from north wye switch to West Lexington, via south leg of wye, protect by flag.

All movements from north wye switch to West Lexington, via north leg of wye, except scheduled trains, protect by flag.

North leg of wye is main track.

Movements West Lexington to north wye switch, via either leg of wye, will move without flagging, inferior movements clearing scheduled trains on north leg of wye in accordance with operating rules.

Trains turning on wye at West Lexington will do so by heading through south leg of the wye. Nos. 30, 31, 100, 290, 330, 341 and 401 will turn.

West or south bound movements over the Belt Line between the L. & N. and O. N. O. & T. P. railroads will be made without flagging but each movement east or north bound from O. N. O. & T. P. to the L. & N. or O. & O. Yard must be protected by flag over this portion of Belt Line track.

North bound Louisville Division second class and inferior trains will operate between West Lexington and Lexington as prescribed by Rule No. 93, and will not be required to check register against first class Cincinnati Division trains.

BETWEEN NORTH CABIN AND PATIO.

The movement of trains between Patio and North Cabin is under the jurisdiction, and will be governed by the special instructions of the Cincinnati Division. Eastern Kentucky Division crews will not be required to have a copy of Cincinnati Division Time Table for operation between these points.

The movement of trains with the current of traffic between L. & M. crossing, North Cabin and Patio will be governed by automatic block signals, semi-automatic block signals and interlocking signals, the indications of which supersede time table superiority.

Trains entering the south bound main line from the Lexington and Maloney Branch 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 caution 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.

South bound trains and engines will have the right of track over north bound trains and engines on the south bound passing track at Patio.

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

First class trains of either division must receive clearance or movement order at Winchester and second class and inferior trains of E. K. Division must receive clearance or movement order at Patio.

Trains entering the north bound main line from the Winchester Branch and the yard at Patio will be governed by the interlocking signals.

Signal 961 at North Cabin, equipped with two arms and Signal 963 at Main Street, equipped with "Call-on arm" are semi-automatic signals and are controlled by the operator at Patio. When these signals are in stop position trains must not pass them without permission from the operator at Patio who must be communicated with promptly over telephones located on posts near the signals.

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. South bound trains will clear derails of interlocking plant at Patio before bringing train to a stop.

Trains must not exceed a speed of 15 miles per hour over Main Street and Broadway Street, 15 miles per hour over O. & O. Crossing (entire train), and 5 miles per hour around wye at Patio. Sand must not be used on wye track.

All trains must come to a stop and be flagged over O. & O. Crossing. This crossing is not connected with the automatic signals, and O. & O. trains may be occupying the crossing with the signals in clear position.

Trains must be protected at all times in accordance with Rule 99.

SPECIAL INSTRUCTIONS—CONTINUED.

BETWEEN NORTH CABIN AND PATIO—Continued. Additional E. K. Division Instructions.

The operator at interlocking tower located at north end of Patio yard will head all south bound second class and inferior trains through the south bound passing track at Patio, unless a "19" order is received from E. K. Division dispatcher authorizing such trains to hold the main line. North bound second class and inferior trains arriving at Patio on any form of train order or on time-table authority, against south bound second class and inferior trains, will hold main track against such trains.

The south bound passing track at Patio has a clearance length of 196 cars and the use of this track is governed by special instructions on pages 3 and 4, of this time table.

The north bound passing track has a clearance of 91 cars and the use of this track is governed by the definition of a "siding" and Rules 86, 87, 88, 89, 90, 90(a) and 90(h), Rules of the Operating Department.

When necessary to take siding at Patio, north bound trains will use the north bound passing track. South bound trains will use the south bound passing track, in accordance with special instructions governing its use on pages 3 and 4, of this time table.

OPERATION BETWEEN L. & A. JUNCTION AND RICHMOND.

Eastern Kentucky Division trains will use main track at Richmond between L. & A. Junction and cross over south of the north switch of north bound passing track as prescribed by Rule 93 after conferring with the Operator at Richmond.

All trains regardless of class and description moving in either direction on main track must run under control expecting to overtake other trains.

MOVEMENT OF WORK TRAINS UNDER FLAG PROTECTION.

When a Work Extra is working under protection of signals and the flagman is instructed to notify approaching trains to look out for such Work Extra at a certain point or points, the conductor of the Work Extra must write and sign two copies of instructions for each train signaled; the flagman of the Work Extra must deliver one copy each to the conductor and engineman of all trains signaled. Copies of instructions should be made at one writing by use of carbon paper. As an additional precaution, in all such cases the Work Extra when standing at a place where it cannot be plainly seen by an approaching train must be protected by second flagman.

Work Extras on double track must protect at all times against following extras.

Work Trains moving under flag protection against opposing trains must in all cases be preceded by a second flagman at sufficient distance to insure safe protection around curves and where the view is obstructed, owing to weather or other conditions.

MOVEMENT OF TRAINS AND THE HELPING ENGINES BETWEEN JACKSON-GENTRY AND OAKDALE.

The helping engines are superior to north bound second class and inferior trains between Gentry and Oakdale. When coupled to and assisting a train the helping engines have the right and schedule of that train.

North bound second class and inferior trains must not pass, nor foul the north switch of the passing siding at Gentry, without a train order authorizing them to do so, unless the helping engines are there, or attached to their train.

The helping engines will have the right to return from Chenowee or Oakdale to Gentry ahead of south bound second class and inferior trains. South bound second class and inferior trains will move carefully between these points, keeping a close lookout for the helping engines moving ahead of them. The helping engines must keep clear of first class trains in both directions as required by rule.

North bound trains may be helped out of Jackson as necessary upon instruction of the Chief Dispatcher and when this is done, the lead helping engine will not work steam and the rear helping engine will only work sufficient steam to keep the slack pushed up in the train. A SPEED OF 15 MILES AN HOUR MUST NOT BE EXCEEDED BETWEEN JACKSON AND GENTRY. The road engine will regulate the speed of the train.

When trains are helped out of Jackson, in order to avoid possibility of north bound train being shoved by Gentry, conductors of north bound trains will advise the helping engineers whether or not they hold a meeting point at Gentry and which train will take the siding. Helping engines will be governed accordingly in shoving train at Gentry, being particular not to work steam to such an extent that there will be any possibility of shoving the train by the switch or by the clearance point at the north end. Should the conductor fail to advise the engineers concerning this, it will be the duty of the helping engineers to ask him for the information.

It is the duty of the helper flagman to attach the helping engines and couple up the air when the helping engines are attached to a train at Jackson or Gentry and to uncouple the air and detach the helping engines after the train has been assisted over the grade.

The helping engines, when in helping territory between Jackson and Oakdale, will display two yellow flags by day and in addition two yellow lights by night, in the places provided for that purpose on the front of the engine, to designate them as helping engines. When two or more engines are used in helping service each engine will display these signals.

When two or more engines are used helping the same train, they may, if necessary, be placed at intermediate positions in the train with not more than one engine behind the caboose. The air brakes must be coupled through to the engines at the rear end of the train and the brake valves cut out on the helping engines.

In assisting trains in either direction, helping engines will remain attached to rear of train until train has passed entirely through Chenowee tunnel and has been brought to a stop. Engineers of helping engines after coupling up the rear of train at Chenowee, will not give a proceed whistle signal until a proceed signal has been received from the conductor of the train.

MOVEMENT OF TRAINS AND THE HELPING ENGINES BETWEEN GENTRY AND OAKDALE—Continued.

The conductor must be in a position to safely board his caboose before giving proceed signal.

When helping engines receive orders to meet trains at either Chenowee or Yeadon, helping engines will take siding unless otherwise directed in order.

When the caboose or other equipment is too weak to withstand the helping engines pushing, the helping 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 the helping engines are coupled to a train to assist it, the crew of such train is not relieved of protecting its train in accordance with Rule 99.

Sign boards indicating 40, 60 and 80 have been located those respective car lengths distances north of the north switch of Chenowee siding on the engineman's side north bound to assist enginemen to determine where to come to a stop on north bound trains, so the rear end of the train will be between switches or north of the siding at Chenowee.

If a train comes to a stop from any cause with the helping engines and caboose in Chenowee tunnel, the caboose, together with the helping engines, may be detached from the train and moved out of the tunnel immediately, taking all necessary precautions relative to protecting and recoupling to the train.

AUTOMATIC BLOCK SIGNALS.

Automatic Block Signals are in service between Oakdale and Jackson and between Perritt and Combs.

Dumont tunnel, Line tunnel north bound only (between Barwick and Chavies) and Combs tunnel (between Hazard and Lothair) are also protected by automatic block signals. Movement of trains in automatic block territory will be governed by Rules Governing use of Manual Block, Controlled Manual Block, Automatic Block and Interlocking Systems.

In Absolute Permissive Automatic Block territory reverse movements must not be made between the leaving signals of stations or sidings except under flag protection.

A tonnage signal is a round yellow disc with the letter "T" located in the center and when attached to a permissive signal on the left side of the mast, indicates that a train may pass at slow speed and proceed as per Automatic Block Signal Rule 522-B.

THE FOLLOWING AMENDMENT TO RULE NO. 11 OF THE OPERATING DEPARTMENT HAS BEEN ADOPTED.

11. A train finding a fusee burning red on or near its track must stop and extinguish the fusee, and then proceed at restricted speed. When burning yellow, it is a restricted speed signal. Red fusees must be placed in the center of the track, and yellow fusees outside the rail on the engineman's side.

Fusees must not be placed on roadway crossings, bridges or places where fire may be communicated by them, without protection.

D-11. On two or more tracks, a fusee burning red will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

11 (a). Trains must not pass stop signals displayed by foreman of repairs or others until they are removed, no matter upon which side of its tracks they are placed. When stationary restricted speed signals are used, they must be displayed on the right-hand or engineman's side of the track. When displayed on left-hand, or fireman's side, they will be disregarded.

D-11 (a). A restricted speed signal placed between main tracks indicates that same is for the protection of movements against the current of traffic.

The definition of restricted speed is as follows:

Proceed prepared to stop short of train, obstruction, or anything that may require the speed of the train to be reduced.

Effective February 1st, 1931 the following new rule has been adopted; "Enginemen are required, before coming to a stop at unusual points, and at usual stopping points when it is known by the Engineman that his train will be delayed to sound the whistle signal prescribed by Rule 14(c). Failure of the Engineman to sound this signal will in no manner relieve Conductor and Flagman from protecting the train."

Work trains occupying the main track within Automatic Block territory against over-due second class and inferior trains, in accordance with General Rule No. 97 (d) and (e), must station their flagman at the entrance to the block, but not less than the distance prescribed by Rule 99. The receipt of written instructions from such flagman, authorizing trains to proceed to a certain point, will not authorize them to pass an Automatic Block Signal at "Stop" unless the crew can see that the work train, whose flagging instructions they hold, is in the block and actuating the signal, causing it to display the Stop indication. If the work train cannot be seen from the entrance to the block, trains must be governed by Block Rule 522. Trains passing a block signal at "Stop" in accordance with these instructions must proceed under control.

"RULE 211-A, AMENDED JUNE 1, 1921."

The "19" train order may be used in restricting rights in Automatic Block Signal territory, except as follows:

1. When the superiority of the train is to be restricted at the point at which the order is placed.
2. When restricting right in the movement of other trains against the current of traffic.
3. When there is a congestion involving complicated or unusual movements.
4. When the train of superiority is a passenger train.
5. When a "31" order is awaiting delivery for such train.

"RULE 211-A, AMENDED JUNE 1, 1921"—Continued.

When "19" train orders are issued to a train in Automatic Block Signal territory, restrictive or not, the delivery must be accompanied by clearance card, Form 456-A, showing thereon the numbers of all orders, which must be checked by the conductor and engineman against the orders received.

If the orders and numbers shown on the clearance card do not correspond, the train must be brought to a stop, immediately protected and full understanding reached before proceeding.

GANGS WORKING WITHIN CAUTION SIGNAL LIMITS.

When two or more gangs are working within same caution signal limits, the gang in protection must display caution signals as provided by the rules. Any other gangs in the caution signal and the obstruction shall display on the engineman's side of the obstruction one hundred feet from the gang in the direction of the approaching train, an additional caution signal to indicate that the obstruction has not been passed.

STANDARD CLOCKS.

Standard clocks are located in train dispatcher's office, Ravenna, Ravenna Yard, Jackson Passenger Station, North Hazard, Neon, Lexington and West Lexington.

BULLETIN BOARDS.

Bulletin boards are located at West Lexington, Lexington Union Depot, Ravenna, Office, Passenger Station and Roundhouse), Jackson, North Hazard (Yard Office and General Foreman's Office) and Neon.

AIR BRAKES.

All efficient air-brake cars in freight trains should be coupled together, with brakes in and operative. Not less than 85 per cent of the cars in such trains must have the brakes used and operated by the engineer of the locomotive drawing the train.

NUMBER OF CARS REQUIRED WITH OPERATIVE BRAKES IN TRAINS OF VARIOUS LENGTHS.

1 to 6....All.	40 to 46....All except 6.	72 to 77....All except 1
7 to 13....All except 1.	47 to 52....All except 7.	78 to 83....All except 1
14 to 19....All except 2.	53 to 58....All except 8.	84 to 89....All except 1
20 to 26....All except 3.	59 to 65....All except 9.	90 to 95....All except 1
27 to 33....All except 4.	66 to 71....All except 10.	96 to 100....All except 1
34 to 39....All except 5.		

When two or more engines are coupled to a train, the main reservoir of all engines must be coupled together and all the brakes connected through to and operated from the engine.

When stops are made on grades, either on main track or sidings, hand brakes must be used to assist in preventing train from moving.

The following communicating signal is added to Operating Rule 16. One long whistle signal when running—look back for hand signal. When brakes are set the conductor or flagman will display a red hand signal from rear of train on engineer to call his attention to sticking brakes, and will continue to display signal until the brakes have been released.

When necessary to detach engine from a passenger train, or when cars are to be shoved, the engineman must reduce the brake pipe pressure at least 25 pounds before engine is detached from train. When train is recoupled and charged to at least 70 pounds, reduction of 20 pounds must be made upon request or proper signal to test brakes.

On a passenger train, after engine or engine crew has been changed or an engine closed, except for cutting off cars from rear, a running test of brakes must be made as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should be shut off unless conditions require it. In case the brakes do not operate properly in the test the signal for brakes must be given.

POINTS WHERE RETAINERS MUST BE TURNED UP BY FREIGHT TRAINS

FROM	TO	Number Required to be Turned Up
Top of Marble Creek Grade	Valley View	One third of cars in train.
Chenowee	Oakdale	Will be required to turn up retainers on one third of cars in train leaving Chenowee if required to take siding at Oakdale.
Harveyton	Bonnyman	One fourth of cars in train.
Pioneer	Duane	One third of cars in train.
Hardburly	Duane	One third of cars in train.
Anco	Sassafras	One third of cars in train.
Carbon Glow	Felix	All in train.
Felix	Harther	One third of cars in train.
Harther	Blackey	None.
McRoberts	Neon	One fourth of cars in train.

All retainers must be released promptly at foot of grades. Trains must be stopped for purpose of turning up and turning down retainers.

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

If a train should part between air-brake cars, the engineman will immediately, as soon as discovered, shut off steam and move the brake valve to lap position. If parting occurs between non-air-brake cars, Rule 101 must be observed.

SPECIAL INSTRUCTIONS—CONTINUED.

BETWEEN NORTH CABIN AND PATIO—Continued.

Additional E. K. Division Instructions.

The operator at interlocking tower located at north end of Patio yard will head all south bound second class and inferior trains through the south bound passing track at Patio, unless a "19" order is received from E. K. Division dispatcher authorizing such trains to hold main line. North bound second class and inferior trains arriving at Patio on any form of order or on time-table authority, against south bound second class and inferior trains, hold main track against such trains.

The south bound passing track at Patio has a clearance length of 196 cars and the use of track is governed by special instructions on pages 3 and 4, of this time table.

The north bound passing track has a clearance of 91 cars and the use of this track is governed by the definition of a "siding" and Rules 86, 87, 88, 89, 90, 90(a) and 90(h), Rules of Operating Department.

When necessary to take siding at Patio, north bound trains will use the north bound passing track. South bound trains will use the south bound passing track, in accordance with special instructions governing its use on pages 3 and 4, of this time table.

OPERATION BETWEEN L. & A. JUNCTION AND RICHMOND.

Eastern Kentucky Division trains will use main track at Richmond between L. & A. Junction and cross over south of the north switch of north bound passing track as prescribed by Rule 93 after conferring with the Operator at Richmond.

All trains regardless of class and description moving in either direction on main track must run under control expecting to overtake other trains.

MOVEMENT OF WORK TRAINS UNDER FLAG PROTECTION.

When a Work Extra is working under protection of signals and the flagman is instructed to notify approaching trains to look out for such Work Extra at a certain point or points, the conductor of the Work Extra must write and sign two copies of instructions for each train signaled; the flagman of the Work Extra must deliver one copy each to the conductor and the flagman of all trains signaled. Copies of instructions should be made at one writing by use of carbon paper. As an additional precaution, in all such cases the Work Extra when siding at a place where it cannot be plainly seen by an approaching train must be protected by second flagman.

Work Extras on double track must protect at all times against following extras.

Work Trains moving under flag protection against opposing trains must in all cases be protected by a second flagman at sufficient distance to insure safe protection around curves where the view is obstructed, owing to weather or other conditions.

MOVEMENT OF TRAINS AND THE HELPING ENGINES BETWEEN JACKSON-GENTRY AND OAKDALE.

The helping engines are superior to north bound second class and inferior trains between Gentry and Oakdale. When coupled to and assisting a train the helping engines have right and schedule of that train.

North bound second class and inferior trains must not pass, nor foul the north switch of passing siding at Gentry, without a train order authorizing them to do so, unless the helping engines are there, or attached to their train.

The helping engines will have the right to return from Chenowee or Oakdale to Gentry and of south bound second class and inferior trains. South bound second class and inferior trains will move carefully between these points, keeping a close lookout for the helping engines moving ahead of them. The helping engines must keep clear of first class trains in both directions as required by rule.

North bound trains may be helped out of Jackson as necessary upon instruction of the Chief Dispatcher and when this is done, the lead helping engine will not work steam and the helping engine will only work sufficient steam to keep the slack pushed up in the train. SPEED OF 15 MILES AN HOUR MUST NOT BE EXCEEDED BETWEEN JACKSON AND GENTRY. The road engine will regulate the speed of the train.

When trains are helped out of Jackson, in order to avoid possibility of north bound train being shoved by Gentry, conductors of north bound trains will advise the helping engineers whether or not they hold a meeting point at Gentry and which train will take the siding. Helping engines will be governed accordingly in shoving train at Gentry, being particular to work steam to such an extent that there will be any possibility of shoving the train by switch or by the clearance point at the north end. Should the conductor fail to advise the engineers concerning this, it will be the duty of the helping engineers to ask him for information.

It is the duty of the helper flagman to attach the helping engines and couple up the air on the helping engines are attached to a train at Jackson or Gentry and to uncouple the train and detach the helping engines after the train has been assisted over the grade.

The helping engines, when in helping territory between Jackson and Oakdale, will display two yellow flags by day and in addition two yellow lights by night, in the places provided that purpose on the front of the engine, to designate them as helping engines. When two or more engines are used in helping service each engine will display these signals.

When two or more engines are used helping the same train, they may, if necessary, be placed at intermediate positions in the train with not more than one engine behind the lead engine. The air brakes must be coupled through to the engines at the rear end of the train and the brake valves cut out on the helping engines.

In assisting trains in either direction, helping engines will remain attached to rear of train until train has passed entirely through Chenowee tunnel and has been brought to a stop. Engineers of helping engines after coupling up the rear of train at Chenowee, will not proceed until a proceed signal has been received from the conductor of the train.

MOVEMENT OF TRAINS AND THE HELPING ENGINES BETWEEN GENTRY AND OAKDALE—Continued.

The conductor must be in a position to safely board his caboose before giving proceed signal.

When helping engines receive orders to meet trains at either Chenowee or Yeadon, helping engines will take siding unless otherwise directed in order.

When the caboose or other equipment is too weak to withstand the helping engines pushing, the helping 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 the helping engines are coupled to a train to assist it, the crew of such train is not relieved of protecting its train in accordance with Rule 99.

Sign boards indicating 40, 60 and 80 have been located those respective car lengths distances north of the north switch of Chenowee siding on the engineman's side north bound to assist enginemen to determine where to come to a stop on north bound trains, so the rear end of the train will be between switches or north of the siding at Chenowee.

If a train comes to a stop from any cause with the helping engines and caboose in Chenowee tunnel, the caboose, together with the helping engines, may be detached from the train and moved out of the tunnel immediately, taking all necessary precautions relative to protecting and recoupling to the train.

AUTOMATIC BLOCK SIGNALS.

Automatic Block Signals are in service between Oakdale and Jackson and between Perrott and Combs.

Dumont tunnel, Line tunnel north bound only (between Barwick and Chavies) and Combs tunnel (between Hazard and Lothair) are also protected by automatic block signals. Movement of trains in automatic block territory will be governed by Rules Governing use of Manual Block, Controlled Manual Block, Automatic Block and Interlocking Systems.

In Absolute Permissive Automatic Block territory reverse movements must not be made between the leaving signals of stations or sidings except under flag protection.

A tonnage signal is a round yellow disc with the letter "T" located in the center and when attached to a permissive signal on the left side of the mast, indicates that a train may pass at slow speed and proceed as per Automatic Block Signal Rule 522-B.

THE FOLLOWING AMENDMENT TO RULE NO. 11 OF THE OPERATING DEPARTMENT HAS BEEN ADOPTED.

11. A train finding a fusee burning red on or near its track must stop and extinguish the fusee, and then proceed at restricted speed. When burning yellow, it is a restricted speed signal. Red fusees must be placed in the center of the track, and yellow fusees outside the rail on the engineman's side.

Fusees must not be placed on roadway crossings, bridges or places where fire may be communicated by them, without protection.

D-11. On two or more tracks, a fusee burning red will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

11 (a). Trains must not pass stop signals displayed by foreman of repairs or others until they are removed, no matter upon which side of its tracks they are placed. When stationary restricted speed signals are used, they must be displayed on the right-hand or engineman's side of the track. When displayed on left-hand, or fireman's side, they will be disregarded.

D-11 (a). A restricted speed signal placed between main tracks indicates that same is for the protection of movements against the current of traffic.

The definition of restricted speed is as follows:

Proceed prepared to stop short of train, obstruction, or anything that may require the speed of the train to be reduced.

Effective February 1st, 1931 the following new rule has been adopted; "Enginemen are required, before coming to a stop at unusual points, and at usual stopping points when it is known by the Engineman that his train will be delayed to sound the whistle signal prescribed by Rule 14(c). Failure of the Engineman to sound this signal will in no manner relieve Conductor and Flagman from protecting the train."

Work trains occupying the main track within Automatic Block territory against over-due second class and inferior trains, in accordance with General Rule No. 97 (d) and (e), must station their flagman at the entrance to the block, but not less than the distance prescribed by Rule 99. The receipt of written instructions from such flagman, authorizing trains to proceed to a certain point, will not authorize them to pass an Automatic Block Signal at "Stop" unless the crew can see that the work train, whose flagging instructions they hold, is in the block and actuating the signal, causing it to display the Stop indication. If the work train cannot be seen from the entrance to the block, trains must be governed by Block Rule 522. Trains passing a block signal at "Stop" in accordance with these instructions must proceed under control.

"RULE 211-A, AMENDED JUNE 1, 1921."

The "19" train order may be used in restricting rights in Automatic Block Signal territory, except as follows:

1. When the superiority of the train is to be restricted at the point at which the order is placed.
2. When restricting right in the movement of other trains against the current of traffic.
3. When there is a congestion involving complicated or unusual movements.
4. When the train of superiority is a passenger train.
5. When a "31" order is awaiting delivery for such train.

"RULE 211-A, AMENDED JUNE 1, 1921"—Continued.

When "19" train orders are issued to a train in Automatic Block Signal territory, whether restrictive or not, the delivery must be accompanied by clearance card, Form 456-A, showing thereon the numbers of all orders, which must be checked by the conductor and engineman against the orders received.

If the orders and numbers shown on the clearance card do not correspond, the train must be brought to a stop, immediately protected and full understanding reached before proceeding.

GANGS WORKING WITHIN CAUTION SIGNAL LIMITS.

When two or more gangs are working within same caution signal limits, the gang needing protection must display caution signals as provided by the rules. Any other gangs between the caution signal and the obstruction shall display on the engineman's side of the track, one hundred feet from the gang in the direction of the approaching train, an additional caution signal to indicate that the obstruction has not been passed.

STANDARD CLOCKS.

Standard clocks are located in train dispatcher's office, Ravenna, Ravenna Yard Office, Jackson Passenger Station, North Hazard, Neon, Lexington and West Lexington.

BULLETIN BOARDS.

Bulletin boards are located at West Lexington, Lexington Union Depot, Ravenna (Yard Office, Passenger Station and Roundhouse), Jackson, North Hazard (Yard Office and General Foreman's Office) and Neon.

AIR BRAKES.

All efficient air-brake cars in freight trains should be coupled together, with brakes out and operative. Not less than 85 per cent of the cars in such trains must have their air brakes used and operated by the engineer of the locomotive drawing the train.

NUMBER OF CARS REQUIRED WITH OPERATIVE BRAKES IN TRAINS OF VARIOUS LENGTHS.

1 to 6....All.	40 to 46....All except 6.	72 to 77....All except 11.
7 to 13....All except 1.	47 to 52....All except 7.	78 to 83....All except 12.
14 to 19....All except 2.	53 to 58....All except 8.	84 to 89....All except 13.
20 to 26....All except 3.	59 to 65....All except 9.	90 to 95....All except 14.
27 to 33....All except 4.	66 to 71....All except 10.	96 to 100....All except 15.
34 to 39....All except 5.		

When two or more engines are coupled to a train, the main reservoir of all engines must be coupled together and all the brakes connected through to and operated from the head engine.

When stops are made on grades, either on main track or sidings, hand brakes must be used to assist in preventing train from moving.

The following communicating signal is added to Operating Rule 16. One long blast of the air whistle signal when running—look back for hand signal. When brakes are sticking, the conductor or flagman will display a red hand signal from rear of train on engineman's side to call his attention to sticking brakes, and will continue to display signal until the brakes have been released.

When necessary to detach engine from a passenger train, or when cars are to be switched the engineman must reduce the brake pipe pressure at least 25 pounds before engine or cars are detached from train. When train is recoupled and charged to at least 70 pounds, a total reduction of 20 pounds must be made upon request or proper signal to test brakes.

On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

POINTS WHERE RETAINERS MUST BE TURNED UP BY FREIGHT TRAINS.

FROM	TO	Number Required to be Turned Up.
Top of Marble Creek Grade...	Valley View.....	One third of cars in train.
Chenowee.....	Oakdale.....	Will be required to turn up retainers on one third of cars in train before leaving Chenowee if required to take siding at Oakdale.
Harveyton.....	Bonnyman.....	One fourth of cars in train.
Pioneer.....	Duane.....	One third of cars in train.
Hardburly.....	Duane.....	One third of cars in train.
Anco.....	Sassafras.....	One third of cars in train.
Carbon Glow.....	Felix.....	All in train.
Felix.....	Harther.....	One third of cars in train.
Harther.....	Blackey.....	None.
McRoberts.....	Neon.....	One fourth of cars in train.

All retainers must be released promptly at foot of grades. Trains must be stopped for the purpose of turning up and turning down retainers.

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

If a train should part between air-brake cars, the engineman will immediately, as soon as discovered, shut off steam and move the brake valve to lap position. If parting occurs between non-air-brake cars, Rule 101 must be observed.

SPECIAL INSTRUCTIONS—CONTINUED.

STOPS FOR PASSENGERS.

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

TRAINS	STATIONS
Nos. 3 and 4	Gamboe, Raker, Mina, Cressy, Harg, Wiseman Crossing, Calloway Crossing, Millers Creek, Texola, Lock 13, Yellow Rock, Belle Point, Elkatawa, Dumont, Barwick, Krypton, Napfor, Dunraven, Yerkes, Butterfly, Conda, Domino, Lennut.
Nos. 1 and 2	Gamboe, Raker, Mina, Cressy, Harg, Wiseman Crossing, Calloway Crossing, Millers Creek, Texola, Lock 13, Yellow Rock, Belle Point, Krypton, Napfor, Yerkes, Conda, Butterfly, Cornettsville, Ice, Sergeant and Seco.
Nos. 7 and 8	Elkatawa, Dumont, Barwick, Krypton, Napfor, Dunraven, Yerkes, Conda, Butterfly, Domino, Lennut, Christopher, Diablock, Glomawr, Dakota, Alloway, Walter, Cornettsville, Klenco, Bluefield, Red Star, Elko, Tolson, Ice, Whitco, Caudell, Ermine, Sergeant, Millstone, Seco and Sowards.
No. 1	Avon to let off passengers from Louisville and beyond.
Nos. 1 and 3	Montrose, Fenwick and Wyandotte to let off passengers from Louisville and beyond.
Nos. 1 and 2	Haddix, Coolidge and all stations between Jackson and Beattyville (except Yeadon) on SUNDAYS.
No. 2	Coolidge for passengers to Winchester and beyond, including points south, via Cincinnati Division.
Nos. 7, 8, 307 and 308	Ware Crossing and Kinross.
Nos. 7, 8, 307, 308, 181 and 182	Watauga, Gordonton, Argyle, Virden, Shawanee, Nada, Derrick, Alfredale and Loomis.
No. 12	Trumbo, Labrot, Hunterton, Camp Daniel Boone, Whitlock and Estrada.
Nos. 11, 21 and 22	Trumbo, Labrot, Hunterton, Shanklin, Camp Daniel Boone, Whitlock, Estrada and Meadow Brook.
Nos. 67 and 68	Happy, Scuddy, Wiscoal and Agnes.
Nos. 167 and 168	Montoco, Green Ridge.
Nos. 117 and 118	Harther, Letcher, Duo and Felix.
Nos. 67 and 68	Christopher, Diablock and Glomawr.

TRAIN-ORDER OFFICES.

"NO" offices will be open during the periods named below:

STATIONS	OPEN WEEK DAYS	SUNDAYS
Versailles	7:00 A. M. to 4:00 P. M.	Closed.
Nicholasville	7:00 A. M. to 4:00 P. M.	Closed.
Moberley	7:30 A. M. to 4:30 P. M.	Closed.
Rice Station	7:00 A. M. to 4:00 P. M.	Closed.
Evelyn	7:00 A. M. to 4:00 P. M.	Closed.
Beattyville	7:30 A. M. to 3:30 P. M. 8:00 P. M. to 4:00 A. M.	7:30 A. M. to 3:30 P. M. 8:00 P. M. to 4:00 A. M.
Tallega	Continuous.	Closed 3:00 P. M. Sunday to 7:00 A. M. Monday.
Haddix	8:00 A. M. to 5:00 P. M.	Closed.
Whick	Continuous.	Closed 7:00 A. M. Sunday to 7:00 A. M. Monday.
Altro	7:00 A. M. to 4:00 P. M.	Closed.
Hazard	5:00 A. M. to 8:30 P. M.	5:00 A. M. to 8:00 A. M. 5:00 P. M. to 8:00 P. M.
Lothair	6:00 A. M. to 10:00 P. M.	Closed.
Jeff	Continuous.	Closed 2:30 P. M. Sunday to 6:30 A. M. Monday.
Vicco	8:00 A. M. to 5:00 P. M.	Closed.
Viper	7:00 A. M. to 4:00 P. M.	Closed.
Cornettsville	7:00 A. M. to 4:00 P. M.	Closed.
Blackey	Continuous.	Closed 3:00 P. M. Sunday to 7:00 A. M. Monday.
Whitesburg	Continuous.	Closed 10:00 P. M. Sunday to 6:00 A. M. Monday.
Bastin	8:30 P. M. to 4:30 A. M.	Closed 4:30 A. M. Sunday to 8:30 P. M. Monday.
Kona	8:30 P. M. to 11:30 P. M.	Closed.
McRoberts	7:30 A. M. to 4:30 P. M.	Closed.
North Winchester	7:30 A. M. to 4:30 P. M.	Closed.
Clay City	8:00 A. M. to 5:00 P. M.	Closed.
Stanton	8:20 A. M. to 5:20 P. M.	Closed.
Slade	8:00 A. M. to 5:00 P. M.	Closed.
Torrent	8:00 A. M. to 5:00 P. M.	Closed.
Fincastle	8:00 A. M. to 5:00 P. M.	Closed.

TIME OF TRAINS.

STATION	TIME APPLIES
Cliffside	At cross-over switch south of Train Order Office on Louisville Division.
Irvine	First class trains at passenger station.
Ravenna	First class trains at passenger station.
Perritt	At end of double track.
Typo	Schedules from or to First Creek Branch at main track cross-over switch leading to First Creek Branch. First class trains at passenger station.
Harveyton	At station platform.
Crawford	At switch leading from main track to double lead, opposite yard office.
North Hazard	Nos. 1, 2, 3, 4, 7 and 8 at coal chute. South bound second class and inferior trains terminating at North Hazard, at first yard track switch south of Hazard Tunnel. North bound second class and inferior trains terminating at North Hazard, at point in yard track opposite yard office.
Hardburly	At run-around track.
Jeff	Nos. 67, 68, 83, 85, 87, 84, 86 and 88 at cross-over switch leading from main track to Carr's Fork Branch.
Sassafras	Nos. 83, 84, 85, 86, 87 and 88 at South "Wye" switch.
Blackey	Nos. 8, 117, 118, 291 and 292 at cross-over switch leading from main track to Rockhouse Creek Branch. Both arriving and departing time of No. 8 applies at passenger station. Between 8:35 A. M. and 9:14 A. M. south bound second class and inferior trains may occupy main track between switches at Blackey against No. 8. Should it be necessary for No. 8 to use the main track between those times, the train must be properly protected by flag.

All trains will approach initial and terminal stations for passenger and mixed trains under full control, 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.

SUPERIORITY UNDER SPECIAL INSTRUCTIONS.

SUPERIOR TRAINS	SUPERIOR TO	REQUIREMENTS
Nos. 2, 4 and 8	Nos. 17 and 19	
Nos. 4 and 2	Nos. 7 and 11	
No. 168	No. 89	
No. 40	No. 61	
No. 96	No. 91	
Nos. 17, 18, 19 and 20	Second class and extra trains	Between Carbon Glow and Blackey ONLY. Second class and inferior trains are authorized to proceed ahead of trains named between O. & K. Junction and Jackson when trains named are not in sight or ready to depart.
Other second and inferior class trains		Local freight trains must let trains named pass without delay.
Second class trains	Third class and extra trains	Third class trains are authorized to proceed ahead of second class trains. Extra trains are authorized to proceed ahead of second and third class trains.

RAILROAD CROSSINGS AT GRADE.

RAILROAD	LOCATION	PROTECTION
C., N. O. & T. P.	Nicholasville Junction	Interlocking.
Cincinnati Division	Richmond	Interlocking.
Cincinnati Division	North Cabin	Interlocking.
C. & O.	Winchester	None.

At C. & O. Crossing, Winchester, all trains must come to a full stop and be flagged over the crossing.

Sand must not be used over interlocking switches and detector bars.

At Richmond and North Cabin the normal position of signals on Cincinnati Division is "Clear" and on the Eastern Kentucky Division is "Stop." Eastern Kentucky Division trains must stop and operate the plants from the cabin before crossing.

DISTRICT SURGEONS AND STAFF.

Dr. DAVID BARROW, District Surgeon.....Lexington, Ky.

Dr. W. O. BULLOCK, Associate Surgeon.....Lexington, Ky.

Dr. CHAS. C. GARR, Associate Surgeon.....Lexington, Ky.

LOCAL SURGEONS.

Dr. I. H. BROWN.....Winchester, Ky.
Dr. R. R. SNOWDEN.....Ravenna, Ky.
Dr. J. H. EVANS.....Beattyville, Ky.

Dr. WILGUS BACH.....Jackson, Ky.
Dr. M. E. HOGE.....Jackson, Ky.
Dr. M. E. COMBS.....Hazard, Ky.

Dr. A. M. GROSS.....Hazard, Ky.
Dr. G. D. ISON.....Blackey, Ky.
Dr. T. R. COLLIER.....Elsiecoal, Ky.

Dr. BERT C. BACH.....Whitesburg, Ky.
Dr. B. F. WRIGHT.....Seco, Ky.
Dr. H. R. SCAGGS.....Fleming, Ky.

Dr. JOS. BARR.....Frankfort, Ky.
Dr. S. A. BLACKBURN.....Versailles, Ky.
Dr. T. G. COOK.....Nicholasville, Ky.

Dr. H. C. JASPER.....Richmond, Ky.
Dr. I. W. JOHNSON.....Stanton, Ky.

K. W. GRAHAM,
Master of Trains,
RAVENNA, KY.

R. BUTLER,
Asst. Master of Trains,
HAZARD, KY.

W. M. PRESTON,
Asst. Master of Trains,
HAZARD, KY.

W. R. WINKLER,
Night Chief Train Dispatcher,
RAVENNA, KY.

In order to prevent delays to Cincinnati Division Nos. 33 and 29, Eastern Kentucky Division second class and inferior trains must not use Cincinnati Division Crossing at Richmond between the hours 10:00 a. m. and 2:00 p. m., until it is ascertained that such movement may be made without delay to Nos. 33 and 29. The telephone in the interlocking may be used to communicate with the operator at Richmond passenger station, who advise trainmen as to the whereabouts of Nos. 33 and 29. Eastern Kentucky Division freight trains before using the Cincinnati Division Crossing at North Cabin, must ascertain from Cincinnati Division dispatcher or the operator at Patio, the whereabouts of first class trains and must not delay them in crossing over.

Interlocking system rules will govern the movement of trains at North Cabin and Cincinnati Division Crossing at Richmond.

WATER STATIONS.

Valley View	Gentry	Tauber	Neon
Ravenna	Jackson	North Hazard	Patio
Old Landing	Whick	Jeff	Sloan
Heidelberg	Kildare	Blackey	North Winchester
Maloney	Typo	Whitesburg	Natural Bridge

Valley View, Ravenna, Jackson, North Hazard, Whitesburg and the coal chutes at Davis Mine and at North Hazard are regular water and coal stops for first class trains. All water stations and the coal chutes at R. T. Davis Mine and North Hazard are regular stops for second class and inferior trains.

ELECTRIC HEADLIGHTS.

Use Dimmer:

- In yards where yard engines are employed.
- At meeting points.
- Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
- When standing.
- On two or more tracks when approaching trains running in the opposite direction.
- A reasonable distance from open Train Order or Block offices in order to admit the safe delivery of 19 Train Orders and reading of engine numbers.

COLOR SIGNALS.

Color signals, as prescribed by Rule 10 of the Operating Department are changed to indicate as follows:

COLOR	INDICATION
Red	Stop.
Yellow	Caution and for delivery of "19" order.
Green	Clear—Proceed; and as prescribed by Rules 19 and 20.
Green and Yellow (comb.)	Flag stop for passengers and freight. See Rule 23.
White	As prescribed by Rules 12, 17, 17(a), 18, 19(a), 21, 24, 24(b), 33(a).
Blue	Car repairers' signal and interlocking signal indicator. Rule 26.

Unlighted night markers will be used as day markers.

Train-order signals will indicate:

Red	For stop "31" order.
Yellow	For delivery of "19" order.
Green	For proceed.

Block and interlocking signals will indicate:

Red	For stop.
Yellow	For caution.
Green	For clear.

Main track switches will indicate:

Green	When set for normal position.
Red	When set for siding.

Inside track switches will indicate:

Green	When set for normal position.
Yellow	When set for diverging track.

Derail switches will indicate:

Green	When set for trains to pass.
Yellow	When set to derail.

Yellow, instead of green fuses as prescribed in Rule 11, will be used on this division.

SPECIAL INSTRUCTIONS—CONTINUED.

STOPS FOR PASSENGERS.

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

TRAINS	STATIONS
and 4-----	Gamboa, Raker, Mina, Cressy, Harg, Wiseman Crossing, Calloway Crossing, Millers Creek, Texola, Lock 13, Yellow Rock, Belle Point, Elkatawa, Dumont, Barwick, Krypton, Napfor, Dunraven, Yerkes, Butterfly, Conda, Domino, Lennut.
and 2-----	Gambo, Raker, Mina, Cressy, Harg, Wiseman Crossing, Calloway Crossing, Millers Creek, Texola, Lock 13, Yellow Rock, Belle Point, Krypton, Napfor, Yerkes, Conda, Butterfly, Cornettsville, Ice, Sergent and Seco.
and 8-----	Elkatawa, Dumont, Barwick, Krypton, Napfor, Dunraven, Yerkes, Conda, Butterfly, Domino, Lennut, Christopher, Diablock, Glomawr, Dakota, Alloway, Walter, Cornettsville, Klenco, Bluefield, Red Star, Elko, Tolson, Ice, Whiteo, Caudell, Ermine, Sergent, Millstone, Seco and Sowards.
and 3-----	Avon to let off passengers from Louisville and beyond.
and 2-----	Montrose, Fenwick and Wyandotte to let off passengers from Louisville and beyond.
and 2-----	Haddix, Coolidge and all stations between Jackson and Beattyville (except Yeadon) on SUNDAYS.
and 3-----	Coolidge for passengers to Winchester and beyond, including points south, via Cincinnati Division.
and 307 and 308-----	Ware Crossing and Kinross.
and 307, 308, 181 and 182-----	Watauga, Gordonton, Argyle, Virden, Shawanee, Nada, Derrick, Airedale and Loomis.
and 2-----	Trumbo, Labrot, Hunterton, Camp Daniel Boone, Whitlock and Estrada.
and 21 and 22-----	Trumbo, Labrot, Hunterton, Shanklin, Camp Daniel Boone, Whitlock, Estrada and Meadow Brook.
and 68-----	Happy, Scuddy, Wiscoal and Agnes.
and 7 and 168-----	Montoco, Green Ridge.
and 7 and 118-----	Harther, Letcher, Duo and Felix.
and 68-----	Christopher, Diablock and Glomawr.

TRAIN-ORDER OFFICES.

"O" offices will be open during the periods named below:

STATIONS	OPEN WEEK DAYS	SUNDAYS
les-----	7:00 A. M. to 4:00 P. M.	Closed.
asville-----	7:00 A. M. to 4:00 P. M.	Closed.
ey-----	7:30 A. M. to 4:30 P. M.	Closed.
ation-----	7:00 A. M. to 4:00 P. M.	Closed.
-----	7:00 A. M. to 4:00 P. M.	Closed.
ville-----	7:30 A. M. to 3:30 P. M.	7:30 A. M. to 3:30 P. M.
-----	8:00 P. M. to 4:00 A. M.	8:00 P. M. to 4:00 A. M.
-----	Continuous.	Closed 3:00 P. M. Sunday to 7:00 A. M. Monday.
-----	8:00 A. M. to 5:00 P. M.	Closed.
-----	Continuous.	Closed 7:00 A. M. Sunday to 7:00 A. M. Monday.
-----	7:00 A. M. to 4:00 P. M.	Closed.
-----	5:00 A. M. to 8:30 P. M.	5:00 A. M. to 8:00 A. M.
-----	6:00 A. M. to 10:00 P. M.	5:00 P. M. to 8:00 P. M.
-----	Continuous.	Closed.
-----	8:00 A. M. to 5:00 P. M.	Closed 2:30 P. M. Sunday to 6:30 A. M. Monday.
-----	7:00 A. M. to 4:00 P. M.	Closed.
tsville-----	7:00 A. M. to 4:00 P. M.	Closed.
y-----	Continuous.	Closed 3:00 P. M. Sunday to 7:00 A. M. Monday.
burg-----	Continuous.	Closed 10:00 P. M. Sunday to 6:00 A. M. Monday.
-----	8:30 P. M. to 4:30 A. M.	Closed 4:30 A. M. Sunday to 8:30 P. M. Monday.
-----	3:30 P. M. to 11:30 P. M.	Closed.
erts-----	7:30 A. M. to 4:30 P. M.	Closed.
Winchester-----	7:30 A. M. to 4:30 P. M.	Closed.
ty-----	8:00 A. M. to 5:00 P. M.	Closed.
n-----	8:20 A. M. to 5:20 P. M.	Closed.
n-----	8:00 A. M. to 5:00 P. M.	Closed.
t-----	8:00 A. M. to 5:00 P. M.	Closed.
tle-----	8:00 A. M. to 5:00 P. M.	Closed.

TIME OF TRAINS.

STATION	TIME APPLIES
Cliffside-----	At cross-over switch south of Train Order Office on Louisville Division.
Irvine-----	First class trains at passenger station.
Ravenna-----	First class trains at passenger station.
Peritt-----	At end of double track.
Typo-----	Schedules from or to First Creek Branch at main track cross-over switch leading to First Creek Branch. First class trains at passenger station.
Harveyton-----	At station platform.
Crawford-----	At switch leading from main track to double lead, opposite yard office.
North Hazard-----	Nos. 1, 2, 3, 4, 7 and 8 at coal chute. South bound second class and inferior trains terminating at North Hazard, at first yard track switch south of Hazard Tunnel. North bound second class and inferior trains terminating at North Hazard, at point in yard track opposite yard office.
Hardburly-----	At run-around track.
Jeff-----	Nos. 67, 68, 83, 85, 87, 84, 86 and 88 at cross-over switch leading from main track to Carr's Fork Branch.
Sassafras-----	Nos. 83, 84, 85, 86, 87 and 88 at South "Wye" switch.
Blackey-----	Nos. 8, 117, 118, 291 and 292 at cross-over switch leading from main track to Rockhouse Creek Branch. Both arriving and departing time of No. 8 applies at passenger station. Between 8:35 A. M. and 9:14 A. M. south bound second class and inferior trains may occupy main track between switches at Blackey against No. 8. Should it be necessary for No. 8 to use the main track between those times, the train must be properly protected by flag.

All trains will approach initial and terminal stations for passenger and mixed trains under full control, 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.

SUPERIORITY UNDER SPECIAL INSTRUCTIONS.

SUPERIOR TRAINS	SUPERIOR TO	REQUIREMENTS
Nos. 2, 4 and 8-----	Nos. 17 and 19-----	
Nos. 4 and 2-----	Nos. 7 and 11-----	
No. 168-----	No. 89-----	
No. 40-----	No. 61-----	
No. 96-----	No. 91-----	Between Carbon Glow and Blackey ONLY.
Nos. 17, 18, 19 and 20-----	Second class and extra trains-----	Second class and inferior trains are authorized to proceed ahead of trains named between O. & K. Junction and Jackson when trains named are not in sight or ready to depart.
Other second and inferior class trains-----		Local freight trains must let trains named pass without delay.
Second class trains-----	Third class and extra trains-----	Third class trains are authorized to proceed ahead of second class trains. Extra trains are authorized to proceed ahead of second and third class trains.

RAILROAD CROSSINGS AT GRADE.

RAILROAD	LOCATION	PROTECTION
C., N. O. & T. P.-----	Nicholasville Junction-----	Interlocking.
Cincinnati Division-----	Richmond-----	Interlocking.
Cincinnati Division-----	North Cabin-----	Interlocking.
C. & O.-----	Winchester-----	None.

At C. & O. Crossing, Winchester, all trains must come to a full stop and be flagged over the crossing.

Sand must not be used over interlocking switches and detector bars.

At Richmond and North Cabin the normal position of signals on Cincinnati Division is "Clear" and on the Eastern Kentucky Division is "Stop." Eastern Kentucky Division trains must stop and operate the plants from the cabin before crossing.

In order to prevent delays to Cincinnati Division Nos. 33 and 29, Eastern Kentucky Division second class and inferior trains must not use Cincinnati Division Crossing at Richmond between the hours 10:00 a. m. and 2:00 p. m., until it is ascertained that such movements may be made without delay to Nos. 33 and 29. The telephone in the interlocking cabin may be used to communicate with the operator at Richmond passenger station, who will advise trainmen as to the whereabouts of Nos. 33 and 29. Eastern Kentucky Division freight trains before using the Cincinnati Division Crossing at North Cabin, must ascertain from Cincinnati Division dispatcher or the operator at Patio, the whereabouts of first class trains and must not delay them in crossing over.

Interlocking system rules will govern the movement of trains at North Cabin, Patio, and Cincinnati Division Crossing at Richmond.

WATER STATIONS.

Valley View	Gentry	Tauber	Neon
Ravenna	Jackson	North Hazard	Patio
Old Landing	Whick	Jeff	Sloan
Heidelberg	Kildare	Blackey	North Winchester
Maloney	Typo	Whitesburg	Natural Bridge

Valley View, Ravenna, Jackson, North Hazard, Whitesburg and the coal chutes at R. T. Davis Mine and at North Hazard are regular water and coal stops for first class trains. All water stations and the coal chutes at R. T. Davis Mine and North Hazard are regular stops for second class and inferior trains.

ELECTRIC HEADLIGHTS.

Use Dimmer:

- (a) In yards where yard engines are employed.
- (b) At meeting points.
- (c) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
- (d) When standing.
- (e) On two or more tracks when approaching trains running in the opposite direction.
- (f) A reasonable distance from open Train Order or Block offices in order to admit of the safe delivery of 19 Train Orders and reading of engine numbers.

COLOR SIGNALS.

Color signals, as prescribed by Rule 10 of the Operating Department are changed to indicate as follows:

COLOR	INDICATION
Red-----	Stop.
Yellow-----	Caution and for delivery of "19" order.
Green-----	Clear—Proceed; and as prescribed by Rules 19 and 20.
Green and Yellow (comb.)-----	Flag stop for passengers and freight. See Rule 28.
White-----	As prescribed by Rules 12, 17, 17(a), 18, 19(a), 21, 24, 24(b), and 33(a).
Blue-----	Car repairers' signal and interlocking signal indicator. See Rule 26.

Unlighted night markers will be used as day markers.

Train-order signals will indicate:

Red-----	For stop "31" order.
Yellow-----	For delivery of "19" order.
Green-----	For proceed.

Block and interlocking signals will indicate:

Red-----	For stop.
Yellow-----	For caution.
Green-----	For clear.

Main track switches will indicate:

Green-----	When set for normal position.
Red-----	When set for siding.

Inside track switches will indicate:

Green-----	When set for normal position.
Yellow-----	When set for diverging track.

Derail switches will indicate:

Green-----	When set for trains to pass.
Yellow-----	When set to derail.

Yellow, instead of green fuses as prescribed in Rule 11, will be used on this division.

DISTRICT SURGEONS AND STAFF.

Dr. DAVID BARROW, District Surgeon-----	Lexington, Ky.	Dr. W. O. BULLOCK, Associate Surgeon-----	Lexington, Ky.	Dr. CHAS. C. GARR, Associate Surgeon-----	Lexington, Ky.
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LOCAL SURGEONS.

Dr. I. H. BROWN-----	Winchester, Ky.	Dr. WILGUS BACH-----	Jackson, Ky.	Dr. A. M. GROSS-----	Hazard, Ky.	Dr. BERT C. BACH-----	Whitesburg, Ky.	Dr. JOS. BARR-----	Frankfort, Ky.	Dr. H. C. JASPER-----	Richmond, Ky.
Dr. R. R. SNOWDEN-----	Ravenna, Ky.	Dr. M. E. HOGE-----	Jackson, Ky.	Dr. G. D. ISON-----	Blackey, Ky.	Dr. B. F. WRIGHT-----	Seco, Ky.	Dr. S. A. BLACKBURN-----	Versailles, Ky.	Dr. I. W. JOHNSON-----	Stanton, Ky.
Dr. J. H. EVANS-----	Beattyville, Ky.	Dr. M. E. COMBS-----	Hazard, Ky.	Dr. T. R. COLLIER-----	Elsiecoal, Ky.	Dr. H. R. SCAGGS-----	Fleming, Ky.	Dr. T. G. COOK-----	Nicholasville, Ky.		

K. W. GRAHAM,
Master of Trains,
RAVENNA, KY.

R. BUTLER,
Asst. Master of Trains,
HAZARD, KY.

W. M. PRESTON,
Asst. Master of Trains,
HAZARD, KY.

W. R. WINKLER,
Night Chief Train Dispatcher,
RAVENNA, KY.

SOUTH BOUND

BETWEEN LEXINGTON AND RAVENNA

THIRD CLASS								SECOND CLASS			CINCINNATI DIVISION FIRST CLASS			FIRST CLASS								Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexing- ton.	TIME TABLE	
		147 South Lou. Ravenna Freight	182 Local Freight	77 Freight	79 Local Freight	145 South Lou. Ravenna Freight	73 Freight				17 Flamingo	33 Southland	31 Passenger	11 Passenger	3 Passenger	29 Knoxville Express	307 Passenger	7 Passenger	1 Passenger	No. 61 In Effect Sunday, November at 12:01 a. m.						
		Daily	Daily ex. Sunday	Daily	Tuesdays Thursdays Saturdays	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily ex. Sunday	Daily	STATIONS						
		6.00PM			5.30AM	2.55AM									11.09PM		11.30AM	11.03AM	9.30AM	9.30AM	12.10AM		W 94		L LEXINGTON	
																							W 93	0.6	WEST LEXINGTON	
		6.19			5.49	3.14									11.24		11.49	11.22	9.45	9.45	12.29		PL100	6.0	CHICLE	
		6.22			5.52	3.17									11.27		11.52 ¹⁴⁴	11.25 ¹⁴⁴	9.48	9.48	12.32		3 WL 99	6.9	BOK	
		6.24			5.54	3.19									11.28		11.53	11.26	F 9.49	F 9.49	12.33		2 " 100	7.7	MONTROSE	
		6.31			6.01	3.26									11.32		11.57AM	11.32	F 9.53	F 9.53	12.37		7 " 103	10.3	FENWICK	
		6.47			6.07	3.40 ³⁴									11.36		F 12.02PM	11.37	F 9.57	F 9.57	12.42		6 " 105	12.5	AVON	
		6.59 ¹⁴²			6.17	3.50									11.42 ²		12.08	11.43	F 10.02	F 10.02	12.48		8 " 108	15.7	WYANDOTTE	
		7.15	4.30PM		6.30 6.40	4.05					9.57PM	10.28AM	11.51			12.17	11.52	10.10	10.10	12.58		15 " "	21.9		NORTH CABIN (E. D. T.)	
		7.25	4.32		6.45	4.15					s 10.01	s 10.30	s 11.56PM			12.23 12.29	s 11.57	10.17AM	10.17AM	s 1.04 1.10		2 KC206	22.4		WINCHESTER	
		7.30	4.35PM	12.45PM	6.50	4.25	1.30AM				10.04PM	10.33AM	12.07AM			12.31 ⁴	12.02PM			1.12		2 " 207	23.0		PATIO (E. D. T.)	
		7.50		1.05	7.30	4.45	2.00 ⁷²									F 12.47				F 1.23		19 WJ214	30.1		AGAWAM	
		8.05		1.20	7.55 ⁷⁴	5.00	2.20									F 12.57				F 1.32 ⁷²		15 " 221	36.4		SLOAN	
		8.17		1.35	8.07	5.12	2.35										1.11				1.42		12 " 225a	41.2		FRIEND
		8.27		1.45	8.45 ¹⁴⁴	5.22	2.45										1.17				1.48		10 " 229	45.2		CALLA
		8.35		1.55	8.55	5.30	2.53							s 6.39PM	s 1.24					s 1.57		8 VB143	48.4		IRVINE	
		8.40PM		2.00PM	9.00AM	5.35AM	3.00AM								6.45PM	s 1.30PM				s 2.03AM		" 144	49.6	A	RAVENNA	
		Daily	Daily ex. Sunday	Daily	Tuesdays Thursdays Saturdays	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily ex. Sunday	Daily							
		147	182	77	79	145	73				17	33	31	11	3	29	307	7	1							

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

Eastern Kentucky Division ends at Chicle. Trains scheduled beyond Chicle on this time table are shown as information only. All movements between Chicle and Lexington-West Lexington will be governed by time table and special instructions of the Cincinnati Division.

SOUTH BOUND

BETWEEN LEXINGTON AND RAVENNA

THIRD CLASS						SECOND CLASS			CINCINNATI DIVISION FIRST CLASS		FIRST CLASS							Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexing- ton.	TIME TABLE	
147	182	77	79	145	73				17	33	31	11	3	29	307	7	1				No. 61	
South Lou. Ravenna Freight	Local Freight	Freight	Local Freight	South Lou. Ravenna Freight	Freight				Flamingo	Southland	Passenger	Passenger	Passenger	Knoxville Express	Passenger	Passenger	Passenger				In Effect Sunday, November 8, 1931, at 12:01 a. m.	
Daily	Daily ex. Sunday	Daily	Tuesdays Thursdays Saturdays	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily ex. Sunday	Daily					
6.00PM			5.30AM	2.55AM							11.09PM		11.30AM	11.03AM	9.30AM	9.30AM	12.10AM	W 94		0.6	L LEXINGTON	
																		W 93			WEST LEXINGTON	
6.19			5.49	3.14							11.24		11.49	11.22	9.45	9.45	12.29	3 PL100	6.0		CHICLE	N
6.22			5.52	3.17							11.27		11.52 ¹⁴⁴	11.25 ¹⁴⁴	9.48	9.48	12.32	2 WL 99	6.9		BOK	E
6.24			5.54	3.19							11.28		11.53	11.26	F 9.49	F 9.49	12.33	100	7.7		MONTROSE	E
6.31			6.01	3.26							11.32		11.57AM	11.32	F 9.53	F 9.53	12.37	7 103	10.3		FENWICK	E
6.47			6.07	3.40 ³⁴							11.36		F 12.02PM	11.37	F 9.57	F 9.57	12.42	6 105	12.5		AVON	E
6.59 ¹⁴²			6.17	3.50							11.42 ²		12.08	11.43	F 10.02	F 10.02	12.48	8 108	15.7		WYANDOTTE	E
7.15	4.30PM		6.30 6.40	4.05					9.57PM	10.28AM	11.51		12.17	11.52	10.10	10.10	12.58	15	21.9		NORTH CABIN (E. D. T.)	E
7.25	4.32		6.45	4.15					s 10.01	s 10.30	s 11.56PM		12.23 12.29	s 11.57	10.17AM	10.17AM	s 1.04 1.10	2 KC206	22.4		WINCHESTER	N
7.30	4.35PM	12.45PM	6.50	4.25	1.30AM				10.04PM	10.33AM	12.07AM		12.31 ⁴	12.02PM			1.12	19 207	23.0		PATIO (E. D. T.)	NE
7.50		1.05	7.30	4.45	2.00 ⁷²								F 12.47				F 1.23	15 WJ214	30.1		AGAWAM	E
8.05		1.20	7.55 ⁷⁴	5.00	2.20								F 12.57				F 1.32 ⁷²	221	36.4		SLOAN	NE
8.17		1.35	8.07	5.12	2.35								1.11				1.42	12 225a	41.2		FRIEND	E
8.27		1.45	8.45 ¹⁴⁴	5.22	2.45								1.17				1.48	10 229	45.2		CALLA	E
8.35		1.55	8.55	5.30	2.53						s 6.39PM	s 1.24					s 1.57	8 VB143	48.4		IRVINE	
8.40PM		2.00PM	9.00AM	5.35AM	3.00AM							6.45PM	s 1.30PM				s 2.03AM	144	49.6	A	RAVENNA	N
Daily	Daily ex. Sunday	Daily	Tuesdays Thursdays Saturdays	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily ex. Sunday	Daily					
147	182	77	79	145	73				17	33	31	11	3	29	307	7	1					

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

Eastern Kentucky Division ends at Chicle. Trains scheduled beyond Chicle on this time table are shown as information only. All movements between Chicle and Lexington-West Lexington will be governed by time table and special instructions of the Cincinnati Division.

BETWEEN RAVENNA AND LEXINGTON

NORTH BOUND

TIME TABLE		Distance between Sta- tions.	Car Capacity of Pas- senger Sidings based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS						CINCINNATI DIVISION FIRST CLASS			SECOND CLASS							THIRD CLASS				
No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.					34	7	307	12	4	30	8	308	2	18	32		72	80	181	74	144	78	142		
STATIONS					Passenger	Passenger	Passenger	Passenger	Passenger	Cincinnati Mail	Passenger	Passenger	Passenger	Flamingo	Southland		Freight	Local Freight	Local Freight	Freight	Ravenna South Lou. Freight	Freight	Ravenna South Lou. Freight		
		Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily		Daily	Mondays Wednesdays Fridays	Daily ex. Sunday	Daily	Daily	Daily	Daily					
A. LEXINGTON		4.11AM				1.30PM	1.58PM	5.52PM	5.52PM	12.25AM															
WEST LEXINGTON															9.10AM			12.20PM		8.10PM					
CHICLE N		3.52				1.09	1.43	5.36	5.36	12.07					8.51			11.59AM		7.49					
BOK E		3.49				1.06	1.40	5.33	5.33	12.04					8.48			11.52 } 11.25 }	3 29	7.39					
MONTROSE E		3.48				1.05	1.39	F 5.32	F 5.32	12.08AM					8.46			11.10		7.33					
FENWICK E		3.44				1.01	1.35	F 5.28	F 5.28	11.57PM					8.40			10.50		7.20					
AVON E		3.40 145				F 12.57	1.31	F 5.23	F 5.23	11.52					8.25			10.40		7.10					
WYANDOTTE E		3.35				12.52	1.25	F 5.17	F 5.17	11.42 31					8.10			10.31		6.59 147					
NORTH CABIN (E. D. T.) E		3.25	10.40AM	10.40AM		12.41	1.15	5.04PM	5.04PM	11.28	4.30AM	6.10PM			7.50 181	7.50AM80		10.16		6.40					
WINCHESTER N		3.16	10.37AM	10.37AM		12.39 } 12.34 }	1.13			11.26 } 11.20 }	4.22	6.02			7.40	7.48		10.14		6.30					
PATIO (E. D. T.) N E		3.12AM				12.31 3	1.09PM			11.16	4.19AM	5.59PM		2.30AM	7.30	7.45AM	9.00AM	10.11	5.35PM	6.20					
AGAWAM E						F 12.19				F 11.02				2.00 73	7.05		8.30	9.41	5.05	5.50					
SLOAN N E						F 12.05PM				F 10.50				1.32 1	6.40		7.55 79	9.16	4.30	5.16					
FRIEND E						11.53AM				10.40				1.02	6.20		7.35	8.58	4.10	4.58					
CALLA E						11.45				10.32				12.49	6.05		7.20	8.45 79	3.50	4.45					
IRVINE					11.25AM	11.33				10.20				12.35	5.50		7.05	8.35	3.35	4.35					
L. RAVENNA N					11.20AM 4	11.30AM				10.17PM				12.30AM	5.45AM		7.00AM	8.30AM	3.30PM	4.30PM					
		Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily		Daily	Mondays Wednesdays Fridays	Daily ex. Sunday	Daily	Daily	Daily	Daily					
		34	7	307	12	4	30	8	308	2	18	32		72	80	181	74	144	78	142					

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

Eastern Kentucky Division ends at Chicle. Trains scheduled beyond Chicle on this time table are shown as information only. All movements between Chicle and Lexington-West Lexington will be governed by time table and special instructions of the Cincinnati Division.

BETWEEN RAVENNA AND LEXINGTON

NORTH BOUND

TIME TABLE		Distance between Sta- tions.	Car Capacity of Pass- ing Sidings based on 42 feet per car.	Minimum Time be- tween Stations for North Bound freight Trains.	FIRST CLASS										CINCINNATI DIVISION FIRST CLASS			SECOND CLASS							THIRD CLASS	
No. 61 at Sunday, November 8, 1931, at 12:01 a. m.					34	7	307	12	4	30	8	308	2	18	32		72	80	181	74	144	78	142			
STATIONS					Passenger	Passenger	Passenger	Passenger	Passenger	Cincinnati Mail	Passenger	Passenger	Passenger	Flamingo	Southland		Freight	Local Freight	Local Freight	Freight	Ravenna South Lou. Freight	Freight	Ravenna South Lou. Freight			
		Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily	Daily ex. Sunday	Sunday only	Daily	Daily	Daily		Daily	Mondays Wednesdays Fridays	Daily ex. Sunday	Daily	Daily	Daily	Daily						
NGTON.....																										
T LEXINGTON.....		0.6	Yard																							
OLE.....N		5.4																								
		0.9																								
.....E		484																								
TROSE.....E		0.8	6	2																						
WICK.....E		2.6	25	11																						
N.....E		2.2	77	6																						
NDOTTE.....E		3.1	33	8																						
TH CABIN (E. D. T.).....E		6.2	29	15																						
HESTER.....N		0.5		2																						
O (E. D. T.).....NE		0.6	(SB196 NB91	2	s 3.16	10.37AM	10.37AM			12.39\	s 1.13			s 11.26\	s 4.22	s 6.02										
										12.34)				11.20)												
WAM.....E		7.2	(SB87 NB56	30	3.12AM					12.31 s	1.09PM			11.16	4.19AM	5.59PM										
AN.....NE		6.2	85	25						12.19				F 11.02												
										12.05PM				F 10.50												
ND.....E		4.8	(SB83 NB41	18																						
LA.....E		4.0	90	13						11.53AM																
NE.....		3.2	Yard	10						11.45																
ENNA.....N		1.2	Yard							s 11.25AM	s 11.33			s 10.20												
										11.20AM 4	s 11.30AM			s 10.17PM												

SOUTH BOUND

BETWEEN RAVENNA AND NORTH HAZARD

SECOND CLASS											FIRST CLASS										Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Regular south bound trains are superior to trains of the same class moving in the opposite direction.

OUTH BOUND

BETWEEN RAVENNA AND NORTH HAZARD

SECOND CLASS											FIRST CLASS										Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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	75 Mdse. Special	43 Freight	41 Freight	37 Freight	65 Freight	27 Local Freight	25 Local Freight	33 Freight	61 Freight						3 Passenger	19 O. & K. Passenger	7 Passenger	17 O. & K. Passenger	1 Passenger																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

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

BETWEEN NORTH HAZARD AND RAVENNA

NORTH BOUND

TIME TABLE No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.		Distance between Sta- tions.	Car Capacity of Pas- senger Sidings based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS										SECOND CLASS									
					4	18	8	20	2						42	26	62	32	28	64	66	38	44	
					Passenger	O. & K. Passenger	Passenger	O. & K. Passenger	Passenger						Freight	Local Freight	Freight	Freight	Local Freight	Freight	Freight	Freight	Freight	
STATIONS					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily						Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	
A. RAVENNA (E.D.T.)	N	6.1	Yard	15	11.15AM ¹²				10.04PM ⁷⁵						6.45AM	10.30AM	9.10AM	11.59AM ³⁷		5.00PM ⁴¹	8.45PM	12.40AM	3.50AM	
PRYSE (E.D.T.)	N E	3.9	98	10	11.00				9.50						6.15 ²⁶	9.55	8.55	11.40		4.30	8.15	12.15AM ⁶¹	3.25	
OLD LANDING	E	4.1	78	10	10.54				9.43						6.00	9.25	8.45	11.22		4.05	7.50 ⁴³	11.59PM	3.00	
EVELYN	N O E	5.9	135	15	10.46				9.36						5.45	8.55	8.35	11.00		3.45	7.25	11.45	2.40 ¹	
WILLOW	E	6.3	108	16	10.35 ³²				9.23						5.25 ³³	8.25 ⁶⁵	8.15 ⁶⁵	10.35 ⁴		3.15	6.55	11.30	2.15	
HEIDELBERG	N E	3.5	71 72	9	10.22				9.08						4.55	7.50 ²⁶ ⁶²	7.50 ²⁶ ²⁶	10.05		2.33 ³	6.20 ⁴¹	11.06 ⁷⁵	1.31 ⁶¹	
WHITE ASH	E	2.4	86	6	10.13				9.01 ⁴³						4.40	7.30	7.40	9.50		2.20	6.00	10.30	1.20	
BEATTYVILLE	N O E	2.6	88	7	10.05				8.53						4.30	7.15	7.31	9.40		2.05	5.45	10.20	1.10	
MALONEY	E	1.2	Wye	3	9.56		2.50PM ³		8.48						4.20	7.07	7.24	9.30		1.50	5.30	10.10	1.00	
ST. HELENS	E	4.1	56 54 82 77	10	9.51 ²⁶		2.41		8.45						4.15	7.03	7.21	9.25 ²⁶ ⁶⁵		1.45 ³⁷	5.25	10.05 ⁴³	12.55	
TALLEGA	N O	1.9	33	5	9.43 ⁶⁵		2.32		8.38						4.00	6.50 ³³	7.11	9.10		1.33	5.10	9.45	12.40	
ATHOL	E	3.1	82	8	9.39		2.26		8.34						3.45 ¹	6.32	7.06 ³³	9.00		1.28	4.55	9.38	12.35	
OAKDALE	E	2.1	10	6	9.33		2.18 ³⁷		8.29						3.35	6.22	6.58	8.50		1.20	4.40	9.30	12.25	
CHENOWEE	E	1.2	96	8	9.27		2.11		8.25						3.24	6.15	6.51	8.40		1.14 ⁷	4.30	9.23	12.19	
YEADON	E	2.6	74	22	9.24		2.07		8.21						3.16	6.07	6.43	8.35		12.52	4.20	9.15	12.11AM ⁷⁵	
GENTRY	E	1.5	6	6	9.17		1.59		8.16 ⁴¹						2.54 ⁶¹	5.45	6.21	8.12		12.30	3.39 ³	8.52	11.45PM ⁴³	
O. & K. Jct.	E	1.4	133	6	9.12 ¹⁷	9.50AM	1.56	3.05PM ³⁷	8.13						2.46	5.40	6.15	8.05		12.25	3.30	8.45	11.39	
JACKSON	N	3.9	100	10	8.58	9.45AM	1.43 ⁷	3.00PM	8.00						2.40	5.30AM	5.58	7.55 ³³	12.50PM	12.20	3.15 ³⁷	8.30 ⁴¹ 8.13	11.33	
KRAGON	E	2.5	112	6	8.48		1.35		7.53 ³⁸						2.28		5.48	7.30	12.35	12.07PM ⁶⁵	3.00	7.53 ²	11.18	
HADDIX	N O E	4.6	77	12	8.41 ³³		1.29		7.48						2.20		5.42	7.15 ²⁷	12.20PM ⁶⁵	11.50AM	2.54	7.30	11.05	
COPLAND	E	4.4	77	11	8.30 ²⁷		1.20		7.40						2.05		5.30	6.58	11.50AM	11.25	2.35	7.15	10.43	
WHICK	N O E	3.0	31	8	8.22		1.08 ⁶⁶		7.32						1.54		5.16	6.43	11.33	11.13	2.22 ⁷	6.50	10.25	
WOLFCOAL	E	2.6	71	7	8.16		12.59		7.26						1.43 ⁷⁵		5.08	6.25	11.10	11.00	2.10	6.30	10.15	
ALTRO	N O E	4.4	79	6	8.09		12.52		7.18						1.30 ⁴³		5.01 ¹	6.10	10.55	10.45	1.47 ⁶⁵	6.15	10.06 ⁴¹	
CHAVIES	E	2.5	133	14	7.59		12.40		7.08						1.13		4.35	5.40	10.23 ²⁷ ⁶⁴	10.23 ²⁷ ²⁸	1.15	5.50	9.43	
PERRITT (E.D.T.)	N E	5.5	140	15	7.53		12.34		7.03						1.06		4.25 ⁶¹	5.31 ¹	10.00 ³³	10.15 ³³	1.00	5.35 ³⁷ ³	9.33	
HOYT	E	5.9	70	3	7.35		12.16PM		6.46						12.47		4.10	5.00	9.30	9.40	12.40	5.00	8.51	
TYPO	E	1.0	64	4	7.18 ²⁸		11.58AM		6.26						12.27		3.54	4.30	9.00 6.55 ⁴	9.15	12.10	4.25	8.25	
CRAWFORD	E	2.0	Yard	5	7.16		11.56		6.23						12.18		3.51	4.22	6.45	9.08	12.01PM	4.13	8.13	
COMBS (E.D.T.)	N E	1.4	Yard	4	7.08		11.50 ²⁷		6.17 ³⁷						12.10		3.46	4.15 ⁶¹	6.35	9.00	11.55AM ²⁷	4.05	8.05	
L. NORTH HAZARD	N				7.03AM		11.39AM		6.08PM						12.05AM		3.42AM	4.05AM	6.30AM	8.55AM	11.50AM	4.00PM	8.00PM	
					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily															
					4	18	8	20	2															

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

BETWEEN NORTH HAZARD AND RAVENNA

NORTH BOUND

TIME TABLE No. 61 at Sunday, November 1931, at 12:01 a. m.				FIRST CLASS										SECOND CLASS										
STATIONS	Distance between Stations.	Car Capacity of Passenger Seating based on 42 feet per car.	Minimum time between Stations for North Bound Freight Trains.	4	18	8	20	2						42	26	62	32	28	64	66	38	44		
				Passenger	O. & K. Passenger	Passenger	O. & K. Passenger	Passenger						Freight	Local Freight	Freight	Freight	Local Freight	Freight	Freight	Freight	Freight		
				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily						Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily		
ENNA (E.D.T.).....N		Yard		\$ 11.15AM ¹²				\$10.04PM ⁷⁵						6.45AM	10.30AM	9.10AM	11.59AM ³⁷		5.00PM ⁴¹	8.45PM	12.40AM	3.50AM		
SE (E.D.T.).....N E	6.1	98	15	11.00				9.50						6.15 ²⁵	9.55	8.55	11.40		4.30	8.15	12.15AM ⁶¹	3.25		
LANDING.....E	3.9	78	10	\$10.54				\$ 9.43						6.00	9.25	8.45	11.22		4.05	7.50 ⁴³	11.59PM	3.00		
LYN.....N O E	4.1	135	10	\$10.46				\$ 9.36						5.45	8.55	8.35	11.00		3.45	7.25	11.45	2.40 ¹		
	5.9		15																					
LOW.....E		108		\$10.35 ³²				\$ 9.23						5.25 ³³	8.25 ⁶⁵	8.15 ⁶⁵	10.35 ⁴		3.15	6.55	11.30	2.15		
DELBERG.....N E	6.3	{N 71 S 72	16	\$10.22				\$ 9.08						4.55	7.50 ^{{25 62}	7.50 ^{{25 26}	10.05		2.33 ³	6.20 ⁴¹	11.06 ⁷⁵	1.31 ⁶¹		
TE ASH.....E	3.5	86	9	\$10.13				9.01 ⁴³						4.40	7.30	7.40	9.50		2.20	6.00	10.30	1.20		
TTYVILLE.....N O E	2.4	88	6	\$10.05				\$ 8.53						4.30	7.15	7.31	9.40		2.05	5.45	10.20	1.10		
	2.6		7																					
ONEY.....E		Wye		\$ 9.56		\$ 2.50PM ³		8.48						4.20	7.07	7.24	9.30		1.50	5.30	10.10	1.00		
HELENS.....E	1.2	{N 56 S 54	3	\$ 9.51 ²⁵		\$ 2.41		8.45						4.15	7.03	7.21	9.25 ^{{25 65}		1.45 ³⁷	5.25	10.05 ⁴³	12.55		
LEGA.....N O	4.1	{W 82 E 77	10	\$ 9.43 ⁶⁵		\$ 2.32		8.38						4.00	6.50 ³³	7.11	9.10		1.33	5.10	9.45	12.40		
OL.....E	1.9	33	5	\$ 9.39		\$ 2.26		8.34						3.45 ¹	6.32	7.06 ³³	9.00		1.28	4.55	9.38	12.35		
	3.1		8																					
DALE.....E		82		\$ 9.33		\$ 2.18 ³⁷		8.29						3.35	6.22	6.58	8.50		1.20	4.40	9.30	12.25		
ENOWEE.....E	2.1	10	6	\$ 9.27		\$ 2.11		8.25						3.24	6.15	6.51	8.40		1.14 ⁷	4.30	9.23	12.19		
DON.....E	1.2	96	8	9.24		2.07		8.21						3.16	6.07	6.43	8.35		12.52	4.20	9.15	12.11AM ⁷⁵		
TRY.....E	2.6	74	22	9.17		1.59		8.16 ⁴¹						2.54 ⁶¹	5.45	6.21	8.12		12.30	3.39 ³	8.52	11.45PM ⁴³		
	1.5		6																					
K. Jct.....E				\$ 9.12 ¹⁷	9.50AM	\$ 1.56	3.05PM ³⁷	8.13						2.46	5.40	6.15	8.05		12.25	3.30	8.45	11.39		
KSON.....N	1.4	133	6	\$ 8.58	9.45AM	\$1.43 ⁷	3.00PM	\$ 8.00						2.40	5.30AM	5.58	7.55 ³³	12.50PM	12.20	3.15 ³⁷	8.30 ⁴¹ 8.13	11.33		
GON.....E	3.9	100	10	\$ 8.48		\$ 1.35		7.53 ³⁸						2.28		5.48	7.30	12.35	12.07PM ⁶⁵	3.00	7.53 ²	11.18		
	2.5		6																					
DIX.....N O E		112		\$ 8.41 ³³		\$ 1.29		7.48						2.20		5.42	7.15 ²⁷	12.20PM ⁶⁵	11.50AM	2.54	7.30	11.05		
LAND.....E	4.6	77	12	\$ 8.30 ²⁷		\$ 1.20		7.40						2.05		5.30	6.58	11.50AM	11.25	2.35	7.15	10.43		
OK.....N O E	4.4	77	11	\$ 8.22		\$ 1.08 ⁶⁵		7.32						1.54		5.16	6.43	11.33	11.13	2.22 ⁷	6.50	10.25		
FCOAL.....E	3.0	31	8	\$ 8.16		\$12.59		7.26						1.43 ⁷⁵		5.08	6.25	11.10	11.00	2.10	6.30	10.15		
	2.6		7																					
RO.....N O E		71		\$ 8.09		\$12.52		\$ 7.18						1.30 ⁴³		5.01 ¹	6.10	10.55	10.45	1.47 ⁶⁵	6.15	10.06 ⁴¹		
AVIES.....E	4.4	79	11	\$ 7.59		\$12.40		\$ 7.08						1.13		4.35	5.40	10.23 ^{{27 64}	10.23 ^{{27 28}	1.15	5.50	9.43		
BRITT (E.D.T.).....N E	2.5	133	6	7.53		12.34		7.03						1.06		4.25 ⁶¹	5.31 ¹	10.00 ³³	10.15 ³³	1.00	5.35 ^{{37 3}	9.33		
T.....E	5.5	140	14	7.35		12.16PM		6.46						12.47		4.10	5.00	9.30	9.40	12.40	5.00	8.51		
	5.9		15																					
O.....E		70		\$ 7.18 ²⁸		\$11.58AM		\$ 6.26						12.27		3.54	4.30	9.00 ⁴ 6.55	9.15	12.10	4.25	8.25		
WFORD.....E	1.0	Yard	3	7.16		11.56		6.23						12.18		3.51	4.22	6.45	9.08	12.01PM	4.13	8.13		
BS (E.D.T.).....N E	2.0	64	5	\$ 7.08		\$11.50 ²⁷		\$ 6.17 ³⁷						12.10		3.46	4.15 ⁶¹	6.35	9.00	11.55AM ²⁷	4.05	8.05		
TH HAZARD.....N	1.4	Yard	4	7.03AM		11.39AM		6.08PM						12.05AM		3.42AM	4.05AM	6.30AM	8.55AM	11.50AM	4.00PM	8.00PM		
				Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily						Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily		
				4	18	8	20	2						42	26	62	32	28	64	66	38	44		

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

SOUTH BOUND

BETWEEN NORTH HAZARD AND McROBERTS

SECOND CLASS												FIRST CLASS										Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE	
																									No. 61	
																									In Effect Sunday, November 8, 1931, at 12:01 a. m.	
																									STATIONS	
		53	47	91	87	85	83	39	67	61	245						101	107	3	7	1					
		Freight	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Local Freight	Mixed	Freight	Local Freight						Passenger	Passenger	Passenger	Passenger	Passenger					
		Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday						Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily					
		7.30PM ⁸⁸	7.00PM ⁸⁶	2.10PM	1.40PM	1.25PM	1.15PM	6.50AM	6.40AM	5.05AM									5.58PM	3.42PM	6.05AM	1	VB242	147.3	L...NORTH HAZARD	
		7.31	7.01	2.11	1.41	1.26	1.16	6.51	6.41	5.07									6.01	3.48	6.13	3		147.4	...O. B. TOWER (E	
		7.35	7.05	2.15	1.45	1.30	1.20	6.55	6.45	5.10									6.05PM ²	3.50 3.55	6.15 6.35	2	243	148.3	...HAZARD	
		7.40	7.10	2.20	1.50	1.35	1.25	6.57	6.47	5.12										3.56	6.37	2		148.6	...B. G. TOWER (E	
		7.45	7.12 ⁸⁸	2.25	1.55	1.45	1.27	7.00	6.50	5.14										3.58	6.38	2	244	149.3	...LOTHAIR	
																						7				
		7.55	7.20	2.32	2.02	1.52	1.35	7.10	7.00	5.21										4.05	6.46	6	246a	152.1	...EDJOUET	
		8.05	7.26	2.38	2.10PM	1.58PM	1.42PM	7.20	7.10AM	5.27										4.10	6.50 6.56	7	249	154.2	...JEFF	
		8.15	7.33	2.45				7.30		5.34										4.16	7.01	7	251	156.8	...VIPER	
		8.35 ⁹⁶	7.45	3.00				7.42		5.46										4.26	7.11	12	256	161.7	...COOLIDGE	
																						16				
		9.00 ⁴⁸	8.01 ⁹⁶	3.20				8.00		6.02											4.41	7.25	14	262a	168.0	...ULVAH
		9.20	8.15	3.35PM				8.33 ⁸ 9.10 ⁴⁰		6.16											4.53 ²	7.39	12	268	173.8	...BLACKKEY
		9.40 ⁵²	8.30 ⁴⁸					9.45		6.28											5.05	7.53	12	273	178.5	...ROXANA
																						6				
		9.50	8.36					10.20		6.34											5.12	8.01	7	275	181.0	...ELSIECOAL
		10.00	8.45 ⁵²					10.35		6.41											5.19	8.08 ⁸ 8.21 ⁴⁰	15	278	183.8	...UZ
		10.23	9.00					11.10		6.58											5.38	8.26	12	284	189.8	...WHITESBURG
		10.40	9.15					11.55AM		7.13 ⁴⁰											5.53	8.35	5	289	194.7	...MAYKING
																							7	291a	196.7	...BASTIN
		10.46	9.20					12.15PM		7.18											5.59	8.40	7	294	199.4	...KONA
		11.00	9.30					12.30		7.26 ⁸											6.07	8.45	7	297	202.2	...NEON
		11.10PM	9.40PM					1.00PM		7.35AM	6.00AM						3.15PM	7.03AM		6.17	8.52	3				
																							3			
											6.10						3.25	7.13AM ⁸		6.25PM ¹⁰⁸	8.58	3	297a	203.2	...FLEMING	
											6.15						3.29				9.03	3	298a	204.3	...LOWNDES	
											6.20AM ⁴⁰						3.33PM ²				9.08AM ¹⁰²	3	300	205.3	A...McROBERTS	
		Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday						Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily					
		53	47	91	87	85	83	39	67	61	245						101	107	3	7	1					

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

OUTH BOUND

BETWEEN NORTH HAZARD AND McROBERTS

SECOND CLASS											FIRST CLASS					Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE					
																			No. 61					
																			In Effect Sunday, November 8, 1931, at 12:01 a. m.					
	53	47	91	87	85	83	39	67	61	245					101	107	3	7	1				STATIONS	
	Freight	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Local Freight	Mixed	Freight	Local Freight					Passenger	Passenger	Passenger	Passenger	Passenger					
	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday					Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily					
	7.30PM ⁸⁸	7.00PM ⁹⁶	2.10PM	1.40PM	1.25PM	1.15PM	6.50AM	6.40AM	5.05AM								5.58PM	3.42PM	6.05AM	1	VB242	147.3	L. NORTH HAZARD	N
	7.31	7.01	2.11	1.41	1.26	1.16	6.51	6.41	5.07								6.01	3.48	6.13	3		147.4	O. B. TOWER (E.D.T.)	
	7.35	7.05	2.15	1.45	1.30	1.20	6.55	6.45	5.10								6.05PM ²	3.50 ² 3.55 ²	6.15 ² 6.35 ²	2	243	148.3	HAZARD	N C
	7.40	7.10	2.20	1.50	1.35	1.25	6.57	6.47	5.12									3.56	6.37	2		148.6	B. G. TOWER (E.D.T.)	E
	7.45	7.12 ⁸⁸	2.25	1.55	1.45	1.27	7.00	6.50	5.14								6.58	6.38		2	244	149.3	LOTHAIR	N C E
																				7				
	7.55	7.20	2.32	2.02	1.52	1.35	7.10	7.00	5.21									4.05	6.46	6	246a	152.1	EDJOUET	E
	8.05	7.26	2.38	2.10PM	1.58PM	1.42PM	7.20	7.10AM	5.27									4.10	6.50 ² 6.56 ²	7	249	154.2	JEFF	N C E
	8.15	7.33	2.45				7.30		5.34									4.16	7.01	7	251	156.8	VIPER	N C E
	8.35 ⁹⁶	7.45	3.00				7.42		5.46									4.26	7.11	12	256	161.7	COOLIDGE	E
																				16				
	9.00 ⁴⁸	8.01 ⁹⁶	3.20				8.00		6.02									4.41	7.25	14	262a	168.0	ULVAH	E
	9.20	8.15	3.35PM				8.33 ⁸ 9.10 ⁴⁰		6.16									4.53 ²	7.39	12	268	173.8	BLACKKEY	N C E
	9.40 ⁵²	8.30 ⁴⁸					9.45		6.28									5.05	7.53	12	273	178.5	ROXANA	E
																				6				
	9.50	8.36					10.20		6.34									5.12	8.01	7	275	181.0	ELSIECOAL	E
	10.00	8.45 ⁵²					10.35		6.41									5.19	8.08 ⁴⁰ 8.21 ² 8.26 ²	15	278	183.8	UZ	E
	10.23	9.00					11.10		6.58									5.38		12	284	189.8	WHITESBURG	N C E
	10.40	9.15					11.55AM		7.13 ⁴⁰									5.53	8.35	5	289	194.7	MAYKING	E
	10.46	9.20					12.15PM		7.18									5.59	8.40	7	291a	196.7	BASTIN	E
	11.00	9.30					12.30		7.26 ⁸									6.07	8.45	7	294	199.4	KONA	N C
	11.10PM	9.40PM					1.00PM		7.35AM	6.00AM					3.15PM	7.03AM		6.17	8.52	7	297	202.2	NEON	N E
																				3				
										6.10					3.25	7.13AM ⁸		6.25PM ¹⁰⁸	8.58	3	297a	203.2	FLEMING	
										6.15					3.29				9.03	3	298a	204.3	LOWNDES	
										6.20AM ⁴⁰					3.33PM ²				9.08AM ¹⁰²	3	300	205.3	A. McROBERTS	N C E
	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday					Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily					
	53	47	91	87	85	83	39	67	61	245					101	107	3	7	1					

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

BETWEEN McROBERTS AND NORTH HAZARD

NORTH BOUND

TIME TABLE No. 61 In Effect Sunday, November 8, 1931, at 12.01 a. m.		Distance between Sta- tions.	Car Capacity of Pas- senger Stations based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS										SECOND CLASS												
					4	8	102	2	108							62	68	40	84	86	88	96	48	52			
					Passenger	Passenger	Passenger	Passenger	Passenger							Freight	Mixed	Local Freight	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Freight	
STATIONS					Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday						Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily				
A	NORTH HAZARD	N	Yard		7.03AM	11.39AM			6.08PM						3.42AM	11.50AM	12.45PM	6.50PM	7.00PM ⁴⁷	7.25PM ⁵³	9.50PM	10.35PM	11.30PM				
	O. B. TOWER (E.D.T.)		0.1	1	7.02	11.37			6.06						3.40	11.47	12.41	6.45	6.55	7.22	9.47	10.33	11.28				
	HAZARD	N O	0.9	3	7.00AM	11.35			6.05						3.37	11.45	12.38	6.40	6.50	7.20	9.45	10.30	11.25				
	B. G. TOWER (E.D.T.)	E	0.3	2		10.32			5.45						3.35	11.40	12.35	6.36	6.46	7.18	9.40	10.27	11.23				
	LOTHAIR	N O E	0.7	83	2	F 10.28			F 5.40						3.32	11.30	12.30	6.28	6.38	7.12 ⁴⁷	9.35	10.25	11.20				
			2.8	7																							
	EDJOUET	E	2.1	75	6		10.18		5.35						3.22	11.15	12.20	6.18	6.28	6.45	9.20	10.15	11.10				
	JEFF	N O E	2.6	49	7	S 10.13			S 5.29						3.15	11.00AM	12.11	6.00PM	6.10PM	6.20PM	9.10	10.04	11.00				
	VIPER	N O E	4.9	58	12	F 10.06			F 5.24						3.05		12.01PM				8.55	9.40	10.50				
	COOLIDGE	E	6.3	60	16	F 9.53			5.15						2.53		11.40AM				8.35 ⁵³	9.25	10.35				
	ULVAH	E	5.8	63	14	F 9.35			F 5.03						2.37		11.10				8.01 ⁴⁷	9.00 ⁵³	10.10				
	BLACKKEY	N O E	4.9	85	12	S 9.18 ¹¹⁸ 8.33 ³⁹ 8.21 ¹¹⁷			S 4.53 ⁷ 4.50 ³⁹ 4.38						2.23		10.50 ⁸ 9.10 ³⁹ 8.55				7.35PM	8.45	9.55				
	ROXANA	E	2.3	60	6	F 8.21			F 4.38						2.08							8.30 ⁴⁷	9.40 ⁵³				
	ELSIECOAL	E	2.8	Br.	7	F 8.14			F 4.33						2.00		8.25					8.05	9.06				
	UZ	E	6.0	61	15	F 8.08 ¹ 7.52			4.27						1.50		8.08 ¹ 7.25					7.54	8.45 ⁴⁷				
	WHITESBURG	N O E	4.9	61	12	S 7.41			S 4.12						1.35		7.13 ⁶¹					7.04	8.10				
	MAYKING	E	2.0	62	5	F 7.41			4.02						1.23							6.52	7.40				
	BASTIN	E	2.7	Br.	7	F 7.34			3.56						1.17		7.08					6.47	7.34				
	KONA	N O	2.8	70	7	F 7.26 ⁶¹			F 3.50						1.10		7.00					6.40	7.25				
	NEON	N E	1.0	Yard	3	F 7.18	9.22AM	F 3.43	6.30PM ⁴⁸						1.00AM		6.50					6.30PM ¹⁰⁸	6.55PM				
	FLEMING		1.1	27	3		7.15AM ¹⁰⁷	F 9.18	S 3.40	6.27PM ⁷							6.35										
	LOWNDES		1.0	27	3			9.14	3.37								6.30										
L	McROBERTS	N O E		64			9.10AM ¹	3.35PM ¹⁰¹									6.25AM ²⁴⁵										
						Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday					Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily				
						4	8	102	2	108					62	68	40	84	86	88	96	48	52				

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

BETWEEN McROBERTS AND NORTH HAZARD

NORTH BOUND

TIME TABLE				FIRST CLASS										SECOND CLASS												
No. 61																										
t Sunday, November 8,																										
31, at 12.01 a. m.																										
STATIONS																										
				4	8	102	2	108						62	68	40	84	86	88	96	48	52				
				Passenger	Passenger	Passenger	Passenger	Passenger						Freight	Mixed	Local Freight	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Mine Run	Freight			
				Daily	Daily ex.Sunday	Daily	Daily	Daily ex.Sunday						Daily	Daily ex. Sunday	Daily ex.Sunday	Daily ex. Sunday	Daily ex.Sunday	Daily ex.Sunday	Daily ex.Sunday	Daily ex.Sunday	Daily ex.Sunday	Daily			
RTH HAZARD.....N				Yard	1	7.03AM	11.39AM		6.08PM						3.42AM	11.50AM	12.45PM	6.50PM	7.00PM ⁴⁷	7.25PM ⁶³	9.50PM	10.35PM	11.30PM			
. TOWER (E.D.T.).....				0.1		7.02	11.37		6.06						3.40	11.47	12.41	6.45	6.55	7.22	9.47	10.33	11.28			
YARD.....N O				0.9		7.00AM	11.35		6.05						3.37	11.45	12.38	6.40	6.50	7.20	9.45	10.30	11.25			
. TOWER (E.D.T.).....E				0.3			10.32		5.45						3.35	11.40	12.35	6.36	6.46	7.18	9.40	10.27	11.23			
HAIR.....N O E				0.7	83		10.28		5.40						3.32	11.30	12.30	6.28	6.38	7.12 ⁴⁷	9.35	10.25	11.20			
				2.8																						
OUET.....E				2.1	75		10.18		5.35						3.22	11.15	12.20	6.18	6.28	6.45	9.20	10.15	11.10			
F.....N O E				2.6	49		10.13		5.29						3.15	11.00AM	12.11	6.00PM	6.10PM	6.20PM	9.10	10.04	11.00			
ER.....N O E				4.9	58		10.06		5.24						3.05		12.01PM				8.55	9.40	10.50			
OLIDGE.....E				6.3	60		9.53		5.15						2.53		11.40AM				8.35 ⁵³	9.25	10.35			
				6.3																						
AH.....E				5.8	63		9.35		5.03						2.37		11.10				8.01 ⁴⁷	9.00 ⁵³	10.10			
CKEY.....N O E				4.9	85		9.18 ¹¹⁸ 8.33 ³⁹ 8.21 ⁴⁰ 8.21 ¹¹⁷		4.53 ⁷ 4.50 ⁷						2.23		10.50 ⁸ 9.10 ³⁹				7.35PM	8.45	9.55			
KANA.....E				2.3	60		8.21		4.38						2.08		8.55					8.30 ⁴⁷	9.40 ⁵³			
				2.3																						
ECOAL.....E				2.8	Br.		8.14		4.33						2.00		8.25					8.05	9.06			
				2.8	61		8.08 ¹ 40		4.27						1.50		8.08 ¹ 8					7.54	8.45 ⁴⁷			
TESBURG.....N O E				6.0	61		7.52		4.12						1.35		7.25					7.04	8.10			
KING.....E				4.9	62		7.41		4.02						1.23		7.13 ⁶¹					6.52	7.40			
				2.0																						
TIN.....E				2.7	Br.		7.34		3.56						1.17		7.08					6.47	7.34			
A.....N O				2.8	70		7.26 ⁶¹		3.50						1.10		7.00					6.40	7.25			
N.....N E				1.0	Yard		7.18	9.22AM	3.43	6.30PM ⁴⁸					1.00AM		6.50					6.30PM ¹⁰⁸	6.55PM			
				1.0																						
MING.....				1.1			7.15AM ¹⁰⁷	F 9.18	s 3.40	6.27PM ⁷							6.35									
NDES.....				1.0	27			9.14	3.37								6.30									
OBERTS.....N O E				64				9.10AM ¹	3.35PM ¹⁰¹								6.25AM ²⁴⁵									
						Daily 4	Daily ex. Sunday 8	Daily 102	Daily 2	Daily ex. Sunday 108					Daily 62	Daily ex. Sunday 68	Daily ex. Sunday 40	Daily ex. Sunday 84	Daily ex. Sunday 86	Daily ex. Sunday 88	Daily ex. Sunday 96	Daily ex. Sunday 48	Daily 52			

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

SOUTH BOUND

BETWEEN FRANKFORT AND RAVENNA

NORTH BOUND

SECOND CLASS			FIRST CLASS				Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Frankfort.	TIME TABLE			Distance between Stations.	Car Capacity of Passenger Sittings based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS				SECOND CLASS	
	21		3	11	1	No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.										12	4	2		22	
	Mixed		Passenger	Passenger	Passenger												Passenger	Passenger	Passenger		Mixed
	Daily ex. Sunday		Daily	Daily	Daily				STATIONS		Daily	Daily	Daily		Daily ex. Sunday						
	7.40AM			8.40PM		3	W65	.0	L. FRANKFORT N. A (Louisville Division)	0.9	6		2.55PM		1.25PM						
						10	VB66	0.9	CLIFFSIDE E	4.3	Yard	10	2.50		1.20						
	F 8.05			F 8.55		3	71	5.2	GLENS CREEK	1.0		3	F 2.35		F 1.05						
	F 8.10			F 8.57		3	72	6.2	TAYLORTON	1.0		3	F 2.32		F 1.00						
	F 8.13			F 8.59		7	73	7.2	MILLVILLE		61	3	F 2.30		F 12.55						
						10	77	12.1	HEREFORD	4.9		12	F 2.20		F 12.40						
	S 8.40			S 4.20		14	82	16.2	VERSAILLES N O	4.1	55	10	S 2.12		S 12.25						
	F 9.18			F 4.32		3	87	21.7	FORT GARRETT	5.5	2	14	F 2.02		F 12.05PM						
						10	88	22.9	PINCKARD	1.2		3									
	F 9.25			F 4.35		10	92	26.7	KEENE		29	10	F 2.00		F 11.59AM						
	F 9.41			F 4.44		5	94	28.6	NEALTON	3.8	19	5	F 1.52		F 11.42						
	F 9.48			F 4.48		10	94	28.6	NEALTON	1.9	10	5	F 1.48		F 11.25						
	F 10.04			4.56		1	98a	32.3	NICHOLASVILLE JUNCTION	3.7		10	1.40		F 11.03						
						13	98	32.5	NICHOLASVILLE N O	0.2		1									
	S 10.05			S 4.57		20	103	37.7	LOGANA		19	13	S 1.39		S 11.02						
	F 10.18			F 5.07		14	107	41.4	VALLEY VIEW	5.2	12	10	F 1.29		F 10.48						
	F 10.38 22			S 5.17		16	107	41.4	VALLEY VIEW	3.7	25	14	S 1.16		F 10.38 21						
	F 11.00			F 5.30			112	47.0	MILLION	5.6	20	16	F 1.05		F 10.00						
						4	119	53.4	RICHMOND SHOPS	6.4											
	F 11.20			F 5.41			120	54.1	L. & A. JUNCTION		27	4	F 12.54		F 9.15						
	11.25			5.48			KC229	54.8	RICHMOND N	0.7	19		12.45		9.05						
	11.30						VB120	54.1	L. & A. JUNCTION	0.7			S 12.40		S 9.00						
	11.40					18				0.7	19	18	12.25		S 8.45						
	11.45AM			5.48		15	125	60.0	MOBERLEY N O	5.9			12.18		8.40						
	F 12.06PM 12			F 6.00		5	131	65.3	BRASSFIELD		35	15	F 12.06PM 21		F 8.15						
	F 12.35			F 6.10		9	133	67.4	PANOLA	5.3	16	8	F 11.55AM		F 8.00						
	F 12.50			F 6.15		5	136	70.9	REGES	2.1	22	9	F 11.50		F 7.50						
	F 1.05			F 6.21		8				3.5	10	8	F 11.44		F 7.40						
						5	138	72.7	RICE STATION N O	1.8											
	F 1.15			F 6.25		8	141	75.8	WEST IRVINE		23	8	F 11.39		F 7.30						
	F 1.30			F 6.31		5	143	77.4	IRVINE	3.1	20	5	F 11.33		F 7.15						
	S 1.45		S 1.24PM	S 6.39	S 1.56AM	4	144	78.6	A. RAVENNA N. L	1.6	15	4	S 11.25	S 11.38AM	S 7.05						
	1.55PM		S 1.30PM	6.45PM	S 2.08AM					1.2	Yard	4	11.20AM 4	S 11.30AM	S 10.17PM	7.00AM					
	Daily ex. Sunday		Daily	Daily	Daily								Daily	Daily	Daily	Daily ex. Sunday					
	21		3	11	1								12	4	2	22					

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

OUTH BOUND

BETWEEN FRANKFORT AND RAVENNA

NORTH BOUND

SECOND CLASS			FIRST CLASS			Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Frankfort.	TIME TABLE		Distance between Stations.	Car Capacity of Passenger Seating based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS			SECOND CLASS	
	21		3	11	1				No. 61					12	4	2	22	
	Mixed		Passenger	Passenger	Passenger				In Effect Sunday, November 8, 1931, at 12:01 a. m.					Passenger	Passenger	Passenger	Mixed	
	Daily ex. Sunday		Daily	Daily	Daily				STATIONS					Daily	Daily	Daily	Daily ex. Sunday	
	7.40AM			3.40PM		3	W65	.0	L. FRANKFORT N. A		6		3	2.55PM			1.25PM	
						10	VB66	0.9	(Louisville Division)		0.9		10					
	7.45			3.45		3	71	5.2	CLIFFSIDE E		4.3		3	2.50			1.20	
	F 8.05			F 3.55		3	72	6.2	GLENS CREEK		1.0		3	F 2.35			F 1.05	
	F 8.10			F 3.57		3	73	7.2	TAYLORTON		1.0		3	F 2.32			F 1.00	
	F 8.13			F 3.59		7			MILLVILLE		61		12	F 2.30			F 12.55	
						10	77	12.1	HEREFORD		4.9		10	F 2.20			F 12.40	
	F 8.27			F 4.10		14	82	16.2	VERSAILLES N O		4.1		14	S 2.12			S 12.25	
	S 8.40			S 4.20		3	87	21.7	FORT GARRETT		5.5		3	F 2.02			F 12.05PM	
	F 9.18			F 4.32		10	88	22.9	PINCKARD		1.2		10	F 2.00			F 11.59AM	
						5	92	26.7	KEENE		3.8		5	F 1.52			F 11.42	
	F 9.25			F 4.35		10	94	28.6	NEALTON		1.9		10	F 1.48			F 11.25	
	F 9.41			F 4.44		10	98a	32.3	NICHOLASVILLE JUNCTION		3.7		10	1.40			F 11.03	
	F 9.48			F 4.48		1					0.2		1					
	F 10.04			4.56		13	98	32.5	NICHOLASVILLE N O		5.2		13	S 1.39			S 11.02	
	S 10.05			S 4.57		20	103	37.7	LOGANA		3.7		20	F 1.29			F 10.48	
	F 10.18			F 5.07		14	107	41.4	VALLEY VIEW		5.6		14	S 1.16			F 10.38 21	
	F 10.38 22			S 5.17		16	112	47.0	MILLION		6.4		16	F 1.05			F 10.00	
	F 11.00			F 5.30		4	119	53.4	RICHMOND SHOPS		0.7		4	F 12.54			F 9.15	
	F 11.20			F 5.41			120	54.1	L. & A. JUNCTION		0.7			12.45			9.05	
	11.25			5.48			KC229	54.8	RICHMOND N		0.7			S 12.40 12.25			S 9.00 8.45	
	11.30 11.40					18	VB120	54.1	L. & A. JUNCTION		5.9		18	12.18			8.40	
	11.45AM			5.48		15	125	60.0	MOBERLEY N O		5.3		15	F 12.06PM 21			F 8.15	
	F 12.06PM 12			F 6.00		5	131	65.3	BRASSFIELD		2.1		5	F 11.55AM			F 8.00	
	F 12.35			F 6.10		9	133	67.4	PANOLA		3.5		9	F 11.50			F 7.50	
	F 12.50			F 6.15		5	136	70.9	REGES		1.8		5	F 11.44			F 7.40	
	F 1.05			F 6.21		8	138	72.7	RICE STATION N O		3.1		8	F 11.39			F 7.30	
	F 1.15			F 6.25		5	141	75.8	WEST IRVINE		1.6		5	F 11.33			F 7.15	
	F 1.30			F 6.31		4	143	77.4	IRVINE		1.2		4	S 11.25	S 11.33AM	S 10.20PM	S 7.05	
	S 1.45			S 6.39	S 1.56AM		144	78.6	A. RAVENNA N. L		Yard			11.20AM 4	S 11.30AM	S 10.17PM	7.00AM	
	1.55PM			S 6.45PM	S 2.03AM													
	Daily ex. Sunday		Daily	Daily	Daily									Daily	Daily	Daily	Daily ex. Sunday	
	21		3	11	1									12	4	2	22	

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

SOUTH BOUND

BETWEEN NORTH CABIN AND MALONEY

NORTH BOUND

SECOND CLASS				FIRST CLASS				TIME TABLE				FIRST CLASS				SECOND CLASS						
	181 Mixed	80 Local Freight	79 Local Freight			307 Passenger	7 Passenger	Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexing- ton.	No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.		Distance between Sta- tions.	Our Capacity of Passing Stages based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	8 Passenger	308 Passenger			79 Local Freight	80 Local Freight	182 Mixed
	Daily ex. Sunday	Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays			Sunday only	Daily ex. Sunday				STATIONS	Daily ex. Sunday				Sunday only			Tuesdays, Thursdays, Saturdays.	Mondays, Wednesdays, Fridays.	Daily ex. Sunday	
	8.00AM ⁸⁰	7.50AM	6.30AM			10.40AM	10.40AM			21.9	L----- NORTH CABIN -----E. A	35		4.59PM	4.59PM				6.40AM	8.00AM ¹⁸¹	4.25PM	
	^s 8.05	7.55AM ⁸⁰	6.35AM ⁷⁹			^F 10.44	^s 10.44	1	WL114	22.1	----- NORTH WINCHESTER -----N C	66	1	^F 4.57	^F 4.57				6.36AM ⁷⁹	7.56AM ⁸⁰	^s 4.22	
	^F 8.20					^F 10.49	^F 10.49	12	117	24.9	----- MISTLETOE -----E	12	12	^F 4.52	^F 4.52						^F 4.10	
	^F 8.35					^F 10.54	^F 10.54	15	121	28.3	----- L. & E. JUNCTION -----E	34	15	^F 4.47	^F 4.47						^F 3.55	
	^F 8.57					^F 11.09	^F 11.09	22	127	34.7	----- INDIAN FIELDS -----E	6.1	35	^F 4.32	^F 4.32						^F 3.20	
	^F 9.22					^F 11.24	^s 11.24	25	134	42.0	----- CLAY CITY -----N O E	7.3	50	^F 4.16	^F 4.16						^F 2.50	
	^F 9.36					^F 11.31	^s 11.31	14	138	45.9	----- STANTON -----N C	3.9	14	^F 4.09	^F 4.09						^F 2.35	
	^F 9.46					^F 11.38	^F 11.38	10	141	48.6	----- ROSSLYN -----E	2.7	35	^F 4.02	^F 4.02						^F 2.25	
	^F 10.00					^F 11.43	^F 11.43	10	144	51.5	----- FILSON -----E	2.9	40	^F 4.02	^F 4.02						^F 2.25	
	^F 10.20					^F 11.43	^F 11.43	20	144	51.5	----- FILSON -----E	5.0	34	^F 3.56	^F 3.56						^F 2.15	
	^F 10.20					^F 11.53	^F 11.53	7	149	56.5	----- SLADE -----N O E	2.1	10	^F 3.46	^F 3.46						^F 1.55	
	^F 10.27					^F 11.57	^F 11.57	2	151	58.6	----- CAMPTON JUNCTION -----E	0.2	BRCH	7	^F 3.42	^F 3.42					^F 1.45	
	^F 10.30					^F 11.58AM	^F 11.58AM	6	151a	58.8	----- NATURAL BRIDGE -----E	1.1	14	^F 3.41	^F 3.41						^F 1.40	
	^F 10.40					^F 12.01PM	^F 12.01PM	20	152	59.9	----- GLENCAIRN -----E	3.7	35	^F 3.39	^F 3.39						^F 1.35	
	^F 11.00					^F 12.10	^s 12.10	20	156	63.6	----- TORRENT -----N C	5.1	32	^F 3.30	^F 3.30						^F 1.20	
	^F 11.30					^F 12.28	^F 12.28	20	161	68.7	----- FINCASTLE -----E	5.7	30	^F 3.12	^F 3.12						^F 1.00	
	^s 11.55AM					^s 12.40PM	^s 12.40PM ¹⁸²	18	167	74.4	A----- MALONEY -----E. L		20	^s 3.00PM	3.00PM						^F 12.40PM ⁷	
	Daily ex. Sunday 181	Mondays, Wednesdays, Fridays 80	Tuesdays, Thursdays, Saturdays 79			Sunday only 307	Daily ex. Sunday 7							Daily ex. Sunday 8	Sunday only 308			Tuesdays, Thursdays, Saturdays. 79	Mondays, Wednesdays, Fridays 80	Daily ex. Sunday 182		

SOUTH BOUND

BETWEEN HEIDELBERG AND IDAMAY

(STURGEON CREEK BRANCH)

NORTH BOUND

THIRD CLASS							Minimum Time between Stations for North Bound Freight Trains.	Car Capacity of Passenger Sidings based on 42 feet per car.	Distance between Stations.	TIME TABLE		Distance from Lexington.	Station Numbers.	THIRD CLASS													
										No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.				STATIONS													
							23 Mixed																				
							Daily ex. Sunday																				
							8.00AM	5	VB170	75.9	L	HEIDELBERG	N	A	1.0	{ N71 S72	4	8.32AM									
							8.05	8	VA171	76.9		CARYTON					8	8.28									
							8.15AM 24		173	78.9	A	IDAMAY		L	2.0		8	8.20AM 23									
							Daily ex. Sunday 23																				

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

SOUTH BOUND

BETWEEN NORTH CABIN AND MALONEY

NORTH BOUND

SECOND CLASS				FIRST CLASS				Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE				Distance between Stations.	Car Capacity of Passenger Seating based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS				SECOND CLASS			
181	80	79		307	7	No. 61					8	308						79	80	182					
Mixed	Local Freight	Local Freight		Passenger	Passenger	In Effect Sunday, November 8, 1931, at 12:01 a. m.					Passenger	Passenger						Local Freight	Local Freight	Mixed					
Daily ex. Sunday	Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays		Sunday only	Daily ex. Sunday	STATIONS					Daily ex. Sunday	Sunday only						Tuesdays, Thursdays, Saturdays.	Mondays, Wednesdays, Fridays.	Daily ex. Sunday					
8.00AM ⁸⁰	7.50AM	6.30AM		10.40AM	10.40AM	1		21.9	L	NORTH CABIN	E. A	0.2	35	1	4.59PM	4.59PM		6.40AM	8.00AM ¹⁸¹	4.25PM					
^s 8.05	⁸⁰ 7.55AM	⁷⁹ 6.35AM		^F 10.44	^s 10.44	12	WL114	22.1		NORTH WINCHESTER	N C	2.8	66	^F 4.57	^F 4.57		⁷⁹ 6.36AM	⁸⁰ 7.56AM	^s 4.22						
^F 8.20				^F 10.49	^F 10.49	15	117	24.9		MISTLETOE	E	3.7	12	^F 4.52	^F 4.52				^F 4.10						
^F 8.35				^F 10.54	^F 10.54	22	121	28.3		L. & E. JUNCTION	E	6.1	34	^F 4.47	^F 4.47				^F 3.55						
^F 8.57				^F 11.09	^F 11.09	25	127	34.7		INDIAN FIELDS	E	7.3	55	^F 4.32	^F 4.32				^F 3.20						
^F 9.22				^F 11.24	^s 11.24	14	134	42.0		CLAY CITY	N O E	3.9	50	^F 4.16	^F 4.16				^F 2.50						
^F 9.36				^F 11.31	^s 11.31	10	138	45.9		STANTON	N C	2.7	35	^F 4.09	^F 4.09				^F 2.35						
^F 9.46				^F 11.38	^F 11.38	10	141	48.6		ROSSLYN	E	2.9	40	^F 4.02	^F 4.02				^F 2.25						
^F 10.00				^F 11.43	^F 11.43	20	144	51.5		FILSON	E	5.0	34	^F 3.56	^F 3.56				^F 2.15						
^F 10.20				^F 11.53	^F 11.53	7	149	56.5		SLADE	N O E	2.1	10	^F 3.46	^F 3.46				^F 1.55						
^F 10.27				^F 11.57	^F 11.57	2	151	58.6		CAMPTON JUNCTION	E	0.2	BRCH	^F 3.42	^F 3.42				^F 1.45						
^F 10.30				^F 11.58AM	^F 11.58AM	6	151a	58.8		NATURAL BRIDGE	E	1.1	14	^F 3.41	^F 3.41				^F 1.40						
^F 10.40				^F 12.01PM	^F 12.01PM	20	152	59.9		GLENCAIRN	E	3.7	35	^F 3.39	^F 3.39				^F 1.35						
^F 11.00				^F 12.10	^s 12.10	20	156	63.6		TORRENT	N C	5.1	32	^F 3.30	^F 3.30				^F 1.20						
^F 11.30				^F 12.28	^F 12.28	20	161	68.7		FINCASTLE	E	5.7	30	^F 3.12	^F 3.12				^F 1.00						
^s 11.55AM				^s 12.40PM	^s 12.40PM ¹⁸²	18	167	74.4	A	MALONEY	E. L			^s 3.00PM	3.00PM				^F 12.40PM	⁷					
Daily ex. Sunday	Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays		Sunday only	Daily ex. Sunday									Daily ex. Sunday	Sunday only		Tuesdays, Thursdays, Saturdays.	Mondays, Wednesdays, Fridays	Daily ex. Sunday						
181	80	79		307	7									8	308		79	80	182						

SOUTH BOUND

BETWEEN HEIDELBERG AND IDAMAY

(STURGEON CREEK BRANCH)

NORTH BOUND

THIRD CLASS										THIRD CLASS														
23 Mixed										24 Mixed														
Daily ex. Sunday										Daily ex. Sunday														
							8.00AM	5	VB170	75.9	L	HEIDELBERG	N	A	1.0	{ N71 S72	4	8.32AM						
							8.05	8	VA171	76.9		CARYTON			2.0		8	8.28						
							8.15AM	24		173	78.9	A	IDAMAY	L				8.20AM	23					
Daily ex. Sunday 23										Daily ex. Sunday 24														

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

BETWEEN TYPO AND HARVEYTON

(FIRST CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS				Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.				Minimum Time between Stations for North Bound Freight Trains.	Car Capacity of Passing Sidings based on 42 feet per car.	SECOND CLASS				THIRD CLASS							
		207 Mine Run	205 Mine Run				301 Local Freight											302 Local Freight					206 Mine Run	208 Mine Run				
		Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday											Daily ex. Sunday					Daily ex. Sunday	Daily ex. Sunday				
		2.30PM	2.00PM				7.10AM				20	VB237	142.9	L.....			TYPO.....	E..A	3.4	20	8.50AM				3.40PM	4.10PM		
		2.50	2.20				7.40				1	WK240a	146.3				KLOSS.....		.1	1	8.30				3.15	3.45		
		2.55PM	2.21				7.41	10	WK241	146.4		BLUE DIAMOND.....	E	1.7	Mine	8.29				3.10	3.40PM							
			2.35PM				8.00AM		WK242	148.1	A.....	HARVEYTON.....	E..L		13	8.10AM				3.00PM								
		Daily ex. Sunday 207	Daily ex. Sunday 205				Daily ex. Sunday 301									Daily ex. Sunday 302				Daily ex. Sunday 206	Daily ex. Sunday 208							

BETWEEN TYPO AND HARVEYTON

(FIRST CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS				THIRD CLASS			
		207 Mine Run	205 Mine Run				301 Local Freight			206 Mine Run	208 Mine Run
		Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday			Daily ex. Sunday	Daily ex. Sunday
		2.30PM	2.00PM				7.10AM			3.40PM	4.10PM
		2.50	2.20				7.40			3.15	3.45
		2.55PM	2.21				7.41			3.10	3.40PM
			2.35PM				8.00AM			3.00PM	
		Daily ex. Sunday 207	Daily ex. Sunday 205				Daily ex. Sunday 301			Daily ex. Sunday 206	Daily ex. Sunday 208

BETWEEN NORTH HAZARD AND PIONEER

(LOTS CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS				THIRD CLASS			
		93 Mine Run	97 Mine Run				401 Local Freight			94 Mine Run	98 Mine Run
		Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday			Daily ex. Sunday	Daily ex. Sunday
		5.00PM	4.50PM				8.05AM			8.40PM	8.10PM
		5.10	5.00				8.09			8.30	8.00
		6.10	5.20PM				8.25			8.00	7.40PM
		7.10PM					8.35AM ⁴⁰²			7.30PM	
		Daily ex. Sunday 93	Daily ex. Sunday 97				Daily ex. Sunday 401			Daily ex. Sunday 94	Daily ex. Sunday 98

BETWEEN DUANE AND HARDBURLY

(JAKES BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS				THIRD CLASS			
		97 Mine Run					403 Local Freight			98 Mine Run	
		Daily ex. Sunday					Daily ex. Sunday			Daily ex. Sunday	
		5.28PM					8.46AM ⁴⁰²			7.30PM	
		5.50PM					9.05AM ⁴⁰⁴			7.00PM	
		Daily ex. Sunday 97					Daily ex. Sunday 403			Daily ex. Sunday 98	

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

BETWEEN JEFF AND ANCO

(CARR'S FORK BRANCH)

SOUTH BOUND

NORTH BOUND

SECOND CLASS						FIRST CLASS			TIME TABLE						FIRST CLASS			SECOND CLASS					
									No. 61														
									In Effect Sunday, November 8, 1931, at 12:01 a. m.														
									STATIONS														

BETWEEN MOREY AND EMMONS

(MONTGOMERY CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

SECOND CLASS						FIRST CLASS			TIME TABLE				FIRST CLASS			SECOND CLASS					
									No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.												
									STATIONS												

BETWEEN BLACKKEY AND CARBON GLOW

(ROCKHOUSE CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS		FIRST CLASS		Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE		Distance between Stations.	Car Capacity of Passenger Seating based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS		SECOND CLASS		THIRD CLASS									
			291		91		117										No. 61					118		96		292			
			Local Freight		Mine Run		Passenger										In Effect Sunday, November 8, 1931, at 12:01 a. m.												
				Daily ex. Sunday			Daily ex. Sunday			STATIONS						Daily ex. Sunday			Daily ex. Sunday			Daily ex. Sunday							
			9.30AM		3.40PM		8.35AM ⁸		20	VB268	173.8	L	BLACKKEY		NCE	A	4.0	85	20	9.14AM ⁸	7.20PM	10.35AM							
			10.05AM		4.00PM		8.58AM ¹¹⁸			VH272	177.8	A	CARBON GLOW		E	L		Mine		8.59AM ¹¹⁷	5.05PM	10.15AM							
			Daily ex. Sunday 291		Daily ex. Sunday 91		Daily ex. Sunday 117													Daily ex. Sunday 118	Daily ex. Sunday 96		Daily ex. Sunday 292						

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

BETWEEN JEFF AND ANCO

(CARR'S FORK BRANCH)

SOUTH BOUND

NORTH BOUND

SECOND CLASS					FIRST CLASS			Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE		Distance between Stations.	Car Capacity of Passenger Seatings based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS			SECOND CLASS					
87	85	83	67	No. 61													68	86	84	88				
Mine Run	Mine Run	Mine Run	Mixed	In Effect Sunday, November 8, 1931, at 12:01 a. m.													Mixed	Mine Run	Mine Run	Mine Run				
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	STATIONS													Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday				
2.15PM	2.08PM	1.45PM	8.00AM					24	VB249	154.2	L	JEFF	N C E A	50					10.50AM	5.20PM	5.10PM	5.30PM		
2.40	2.30	2.10	8.15					10	VI253	158.7		DEFIANCE	E	4.5	Mine				10.20	4.55	4.45	5.10		
2.50	2.42	2.25	8.22					2	VI255	160.5		MOREY	E	1.8	Br.				10.06 ¹⁶⁸ 9.30 ¹⁶⁷	4.45	4.35 ⁸⁸	4.55 ⁹⁰ 3.25 ⁸⁴ 3.20 ⁸⁶		
2.55	2.45	2.27	8.25					3	VI255a	160.9		VICCO	N C E	0.4	14				9.15	4.40 ⁸⁴ 3.05 ⁸⁸	4.30 ⁸⁶	3.20 ⁸⁶		
3.00PM ⁸⁶	2.50PM	2.30	8.30					12	VI255b	161.4		SASSAFRAS		0.5	Wye				9.10	3.00PM ⁸⁷	4.25	3.15PM		
		2.45PM	8.40AM ⁸⁸						VK258a	163.6	A	ANCO	L	2.2	Mine				8.42AM ⁶⁷		4.05PM			
Daily ex. Sunday 87	Daily ex. Sunday 85	Daily ex. Sunday 83	Daily ex. Sunday 67																Daily ex. Sunday 68	Daily ex. Sunday 86	Daily ex. Sunday 84	Daily ex. Sunday 88		

BETWEEN MOREY AND EMMONS

(MONTGOMERY CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

SECOND CLASS				FIRST CLASS			Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE			Distance between Stations.	Car Capacity of Passenger Seating based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS			SECOND CLASS					
			89	167						No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.									168	90				
			Mine Run	Mixed															Mixed	Mine Run				
			Daily ex. Sunday	Daily ex. Sunday															Daily ex. Sunday	Daily ex. Sunday				
			3.30PM ⁸⁸	9.31AM ⁶⁸															10.04AM ⁶⁸	4.50PM ⁸⁸				
			4.00PM	9.46AM ⁶⁸															9.50AM ⁶⁷	4.10PM				
			Daily ex. Sunday	Daily ex. Sunday															Daily ex. Sunday	Daily ex. Sunday				
			89	167															168	90				

BETWEEN BLACKKEY AND CARBON GLOW

(ROCKHOUSE CREEK BRANCH)

SOUTH BOUND

NORTH BOUND

THIRD CLASS				SECOND CLASS		FIRST CLASS		Minimum Time between Stations for South Bound Freight Trains.	Station Numbers.	Distance from Lexington.	TIME TABLE		Distance between Stations.	Car Capacity of Passenger Seatings based on 42 feet per car.	Minimum Time between Stations for North Bound Freight Trains.	FIRST CLASS		SECOND CLASS		THIRD CLASS						
			291 Local Freight		91 Mine Run		117 Passenger				No. 61 In Effect Sunday, November 8, 1931, at 12:01 a. m.							118 Passenger		96 Mine Run		292 Local Freight				
			Daily ex. Sunday		Daily ex. Sunday		Daily ex. Sunday				STATIONS							Daily ex. Sunday		Daily ex. Sunday		Daily ex. Sunday				
			9.30AM		3.40PM		8.35AM ⁸	20	VB268	173.8L	BLACKKEY	N C E A	4.0	85	20	9.14AM ⁸		7.20PM		10.35AM						
			10.05AM		4.00PM		8.58AM ¹¹⁸		VH272	177.8A	CARBON GLOW	E L		Mine		8.59AM ¹¹⁷		5.05PM		10.15AM						
			Daily ex. Sunday 291		Daily ex. Sunday 91		Daily ex. Sunday 117									Daily ex. Sunday 118		Daily ex. Sunday 96		Daily ex. Sunday 292						

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

TONNAGE RATING

SOUTH BOUND.

Class of Locomotives	Per Cent Code	100 A	95 B	90 C	85 D	80 F	75 G	70 H	65 I	60 J
Lexington to Patio.										
1419 to 1449, 2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	1500	1425	1350	1275	1200	1125	1050	975	900
1450 to 1461, 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	1595	1515	1435	1355	1275	1195	1115	1035	955
1462 to 1495	J-2, J-2A	1700	1615	1530	1445	1360	1275	1190	1105	1020
1332 to 1374	H-29-A	1200	1140	1080	1020	960	900	840	780	720
Patio to Ravenna.										
1999	J-5	2560	2415	2275	2130	1990	1845	1700	1560	1415
1462 to 1495	J-2, J-2A	2600	2470	2340	2210	2080	1950	1820	1690	1560
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	2440	2320	2195	2075	1950	1830	1710	1690	1465
1750 to 1908	J-4	2500	2375	2250	2125	2000	1875	1750	1625	1500
1419 to 1449, 2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	2280	2165	2050	1940	1825	1710	1595	1480	1370
1500 to 1592	J-3	2175	2065	1955	1850	1740	1630	1525	1415	1365
1332 to 1374	H-29A	1940	1845	1745	1650	1550	1455	1360	1260	1165
1281 to 1331	H-28A, H-29	1860	1765	1675	1580	1490	1395	1300	1210	1115
848 to 943	H-10, H-20	1100	1045	990	935	880	825	770	715	660
Ravenna to Neon.										
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	1500	1425	1350	1275	1200	1125	1050	975	900
1462 to 1495	J-2, J-2A	1595	1515	1435	1355	1275	1195	1115	1035	955
1419 to 1449, 2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	1300	1235	1170	1105	1040	975	910	845	780
1500 to 1592	J-3	1200	1135	1075	1015	945	895	840	770	725
North Cabin to Indian Fields.										
848 to 943	H-10, H-20	700	665	630	595	560	525	490	455	420
700 to 812	H-5, H-9	600	570	540	510	480	450	420	390	360
Indian Fields to Maloney.										
848 to 943	H-10, H-20	850	810	765	725	680	640	595	555	510
700 to 812	H-5, H-9	720	685	650	610	575	540	505	470	430
Cliffside to Versailles.										
500 to 556	F-6, F-9	450	430	405	385	360	340	315	295	270
Versailles to Ravenna.										
500 to 556	F-6, F-9	600	570	540	510	480	450	420	390	360

NORTH BOUND.

Class of Locomotives	Per Cent Code	100 A	95 B	90 C	85 D	80 F	75 G	70 H	65 I	60 J
Patio to Lexington.										
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	2390	2270	2150	2030	1910	1790	1670	1550	1430
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	2250	2140	2025	1915	1800	1690	1575	1465	1350
1462 to 1495	J-2, J-2A	2550	2420	2295	2165	2040	1910	1785	1655	1530
1336 to 1374	H-29A	1930	1835	1740	1640	1545	1450	1350	1255	1160
Ravenna to Patio.										
1999	J-5	3792	3585	3380	3180	2975	2770	2565	2380	2155
1462 to 1495	J-2, J-2A	3740	3585	3365	3180	2990	2805	2620	2430	2245
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	3498	3325	3150	2973	2800	2625	2450	2275	2100
1750 to 1908	J-4	3620	3440	3260	3080	2900	2715	2535	2355	2170
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	3230	3070	2910	2745	2585	2420	2260	2100	1940
1500 to 1592	J-3	3124	2970	2810	2655	2500	2345	2185	2030	1875
1332 to 1374	H-29A	3125	2970	2815	2655	2500	2345	2190	2030	1875
1281 to 1331	H-28A, H-29	3000	2850	2700	2550	2400	2250	2100	1950	1800
848 to 943	H-10, H-20	1800	1710	1620	1530	1440	1350	1260	1170	1080
Neon to Ravenna.										
1462 to 1495	J-2, J-2A	5650	5365	5080	4800	4520	4235	3955	3670	3390
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	5300	5035	4770	4505	4240	3975	3710	3445	3180
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	4950	4700	4455	4200	3960	3710	3465	3215	2970
1500 to 1592	J-3	4850	4600	4355	4110	3875	3635	3390	3145	2905
Maloney to North Cabin.										
848 to 943	H-10, H-20	750	715	675	640	600	565	525	485	450
700 to 812	H-5, H-9	640	610	575	545	515	480	450	415	385
Ravenna to West Irvine.										
500 to 556	F-6, F-9	600	570	540	510	480	450	420	390	360
West Irvine to Valley View.										
500 to 556, except 552	F-6, F-9	500	475	450	425	400	375	350	325	300
Engine 552	F-9	360	342	324	306	288	270	252	234	216
Valley View to Versailles.										
500 to 556	F-6, F-9	400	380	360	340	320	300	280	260	240
Versailles to Cliffside.										
500 to 556	F-6, F-9	1000	950	900	850	800	750	700	650	600

When, on account of low temperature, snow or other causes it is not practical to haul 100 per cent rating, the Master of Trains or Chief Dispatcher will authorize temporary reductions as may be necessary, but such reductions must not be kept in effect longer than 24 hours without authority from the Superintendent or Asst. Superintendent. Tonnage on Ravenna-South Louisville trains will be 75 tons less than each table from Patio to West Lexington.

BUSINESS TRACKS BETWEEN STATIONS.

Station Number	NAME	Clearance Length (Feet)	End Connected	Station Number	NAME	Clearance Length (Feet)
VB101	Perry	160	North.		Danger Fork Spur.	
WJ212	Raker	496	Both.			
WJ219	Mina	392	Both.	VD245	Feetham	1,696
WJ221a	Cressy	193	South.	VD246a	Rytip	880
WJ225	Harg	290	Both.	VD246b	Ajax	1,533
VB148	Millers Creek	640	Both.	VD246d	Kearns	5,210
VB149	Texola	415	Both.	VD248	Pioneer	3,955
VB166	Yellow Rock	1,280	Both.		Jakes Branch Spur.	
VB172	Belle Point	972	South.			
VB195	Elkatawa	1,043	Both.			
VB200	Dumont	1,200	North.	VE248a	Tribbey	3,955
VB208	Gambill	354	Both.		Davidson Branch Spur.	
VB221	Barwick { Roscoe Shackleford Mine	406	Both.	WN244a	Ashco	800
	Barwick Coal Co. Spur	4,267	North.	WN245	Blue Grass No. 3	3,904
VB227	Krypton	951	Both.		Buffalo Creek Spur.	
VB229	Napfor	1,752	Both.			
VB233	Yerkes	680	Both.	WX245	Fourseam	6,734
VB234a	Conda		South.	WX246	Diota	
VB235	Butterfly	600	Both.		Buckeye Branch Spur.	
VB240	Domino	2,560	Both.			
VB241	Combs	2,594	North.			
VB241a	Lennut	520	Both.	WQ249	Kenmont	729
VB242a	Blue Grass No. 2	5,686	North.		Carr's Fork Branch.	
VB245	Christopher	1,182	Both.			
VB246	Glomawr	3,865	South.	VI252a	Happy	882
VB258a	Alloway	449	Both.	VI253a	Scuddy	980
VB260	Walter	300	Both.		Montgomery Creek Branch.	
VB261	Cornettsville	237	Both.			
VB262	Klenco	510	Both.	VL255	Montoco	1,500
VB264	Bluefield	1,075		VL256	Green Ridge	1,980
VB265	Red Star	2,690	South.		Stacey Branch.	
VB267	Elko	2,250	Both.			
VB280	Ice	671	Both.	VJ256	Allock	3,278
VB291	Sergeant	973	South.	VJ256a	Perrone	2,804
VB292	Apex	755	Both.		Knott Branch.	
VB292a	Laviers	2,100	Both.	VK257	Wiscoal	2,971
VB292b	Lorraine	490	Both.	VK258	Agnes	2,921
VB295	Seco	2,150	North.		Rockhouse Creek Branch.	
VB295a	Sowards	1,127	North.	VG269	Elsie No. 4	360
VB298	Elk Horn Mine No. 1-7	1,864	Both.	VG269a	Harther	650
VB299	Consolidation Mine 213	2,470	Both.	VG270	Letcher	120
VB300a	Consolidation Mine 214	4,494	Both.		Caudell Branch Spur.	
VB300b	Consolidation Mine 215	1,148	Both.	VH271a	Felix { Marion Coal Co.	1,551
					{ Felix Coal Co.	1,083
WL122	Gordonton	360	North.		Smoot Creek Spur.	
WL133	Shawnee	1,800	North.	SG276a	Flamingo	6,294
				SG277	Elsie No. 2	5,422
	Eversole Creek Spur.				Sand Lick Branch.	
				VF284a	Wolram	417
WZ225	{ Coneva No. 3	980	Both.	VF285	Belcraft	1,063
	{ Coneva No. 1	1,537	North.		Thornton Creek Spur.	
	First Creek Spur.			EO292	Winters	1,260
WK238	Gorman	256	South.	WP297	Potters Fork Spur.	
WK239	Bonnyman	3,543	Both.	WP298	Elk Horn Mine No. 3	3,076
WK239a	Windon	2,940	South.		Elk Horn Mine No. 4	3,248
WK240	Hayslen	1,960	North.	WY298	Yonts Fork Spur.	
WK241a	Blue Diamond No. 2	2,156	North.	WY299	Parsons	525
WK242	Harveyton	3,290	Both.		Elk Horn Mine No. 5-6	3,742
	Lots Creek Branch.			WG299	Bottom Branch Spur.	
					Elk Horn Mine 2	2,900
WV243	Wabaco				Shea Fork Spur.	
WV244	Hilton	1,218	Both.	WS300	Consolidation Mines 210, 211 and 212	4,252
WV245	Tauber	1,850	Both.			

TONNAGE RATING

SOUTH BOUND.

Class of Locomotives	Per Cent Code	100 A	95 B	90 C	85 D	80 F	75 G	70 H	65 I	60 J
Lexington to Patio.										
to 1449, 2400 to 1455, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	1500	1425	1350	1275	1200	1125	1050	975	900
to 1461, 1416, 1417, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	1595	1515	1435	1355	1275	1195	1115	1035	955
to 1495	J-2, J-2A	1700	1615	1530	1445	1360	1275	1190	1105	1020
to 1374	H-29-A	1200	1140	1080	1020	960	900	840	780	720
Patio to Ravenna.										
to 1495	J-5	2560	2415	2275	2130	1990	1845	1700	1560	1415
to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-2, J-2A	2600	2470	2340	2210	2080	1950	1820	1690	1560
to 1495	J-1A	2440	2320	2195	2075	1950	1830	1710	1690	1465
to 1398	J-4	2500	2375	2250	2125	2000	1875	1750	1625	1500
to 1449, 2400 to 1455, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	2280	2165	2050	1940	1825	1710	1595	1480	1370
to 1592	J-3	2175	2065	1955	1850	1740	1630	1525	1415	1365
to 1374	H-29A	1940	1845	1745	1650	1550	1455	1360	1260	1165
to 1331	H-28A, H-29	1860	1765	1675	1580	1490	1395	1300	1210	1115
to 943	H-10, H-20	1100	1045	990	935	880	825	770	715	660
Ravenna to Neon.										
to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	1500	1425	1350	1275	1200	1125	1050	975	900
to 1495	J-2, J-2A	1595	1515	1435	1355	1275	1195	1115	1035	955
to 1449, 2400 to 1455, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	1300	1235	1170	1105	1040	975	910	845	780
to 1592	J-3	1200	1135	1075	1015	945	895	840	770	725
North Cabin to Indian Fields.										
to 943	H-10, H-20	700	665	630	595	560	525	490	455	420
to 812	H-5, H-9	600	570	540	510	480	450	420	390	360
Indian Fields to Maloney.										
to 943	H-10, H-20	850	810	765	725	680	640	595	555	510
to 812	H-5, H-9	720	685	650	610	575	540	505	470	430
Cliffside to Versailles.										
to 556	F-6, F-9	450	430	405	385	360	340	315	295	270
Versailles to Ravenna.										
to 556	F-6, F-9	600	570	540	510	480	450	420	390	360

NORTH BOUND.

Class of Locomotives	Per Cent Code	100 A	95 B	90 C	85 D	80 F	75 G	70 H	65 I	60 J
Patio to Lexington.										
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	2390	2270	2150	2030	1910	1790	1670	1550	1430
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	2250	2140	2025	1915	1800	1690	1575	1465	1350
1462 to 1495	J-2, J-2A	2550	2420	2295	2165	2040	1910	1785	1655	1530
1336 to 1374	H-29A	1930	1835	1740	1640	1545	1450	1350	1255	1160
Ravenna to Patio.										
1999	J-5	3792	3585	3380	3180	2975	2770	2565	2380	2155
1462 to 1495	J-2, J-2A	3740	3585	3365	3180	2990	2805	2620	2430	2245
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	3498	3325	3150	2973	2800	2625	2450	2275	2100
1750 to 1908	J-4	3620	3440	3260	3080	2900	2715	2535	2355	2170
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	3230	3070	2910	2745	2585	2420	2260	2100	1940
1500 to 1592	J-3	3124	2970	2810	2655	2500	2345	2185	2030	1875
1332 to 1374	H-29A	3125	2970	2815	2655	2500	2345	2190	2030	1875
1281 to 1331	H-28A, H-29	3000	2850	2700	2550	2400	2250	2100	1950	1800
848 to 943	H-10, H-20	1800	1710	1620	1530	1440	1350	1260	1170	1080
Neon to Ravenna.										
1462 to 1495	J-2, J-2A	5650	5365	5080	4800	4520	4235	3955	3670	3390
1450 to 1461 and 1416, 1417, 1418, 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1A	5300	5035	4770	4505	4240	3975	3710	3445	3180
1419 to 1449-2400 to 2415, Ex. 1420, 1421, 1422, 1425, 1429, 1430, 1431, 1433, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1456, 2401, 2404, 2405, 2407, 2411, 2413 and 2414	J-1	4950	4700	4455	4200	3960	3710	3465	3215	2970
1500 to 1592	J-3	4850	4600	4355	4110	3875	3635	3390	3145	2905
Maloney to North Cabin.										
848 to 943	H-10, H-20	750	715	675	640	600	565	525	485	450
700 to 812	H-5, H-9	640	610	575	545	515	480	450	415	385
Ravenna to West Irvine.										
500 to 556	F-6, F-9	600	570	540	510	480	450	420	390	360
West Irvine to Valley View.										
500 to 556, except 552	F-6, F-9	500	475	450	425	400	375	350	325	300
Engine 552	F-9	360	342	324	306	288	270	252	234	216
Valley View to Versailles.										
500 to 556	F-6, F-9	400	380	360	340	320	300	280	260	240
Versailles to Cliffside.										
500 to 556	F-6, F-9	1000	950	900	850	800	750	700	650	600

When, on account of low temperature, snow or other causes it is not practical to haul 100 per cent rating, the Master of Trains or Chief Dispatcher will authorize temporary reductions as may be necessary, but such reductions must not be kept in effect longer than 24 hours without authority from the Superintendent or Asst. Superintendent. Tonnage on Ravenna—South Louisville trains will be 75 tons less than each table from Patio to West Lexington.

BUSINESS TRACKS BETWEEN STATIONS.

Station Number	NAME	Clearance Length (Feet)	End Connected	Station Number	NAME	Clearance Length (Feet)	End Connected
VB101	Perry	160	North.		Danger Fork Spur.		
WJ212	Raker	496	Both.				
WJ219	Mina	392	Both.	VD245	Feetham	1,696	Both.
WJ221a	Cressy	193	South.	VD246a	Rytip	880	Both.
WJ225	Harg	290	Both.	VD246b	Ajax	1,533	Both.
VB148	Millers Creek	640	Both.	VD246d	Kearns	5,210	Both.
VB149	Texola	415	Both.	VD248	Pioneer	3,955	Both.
VB166	Yellow Rock	1,280	Both.		Jakes Branch Spur.		
VB172	Belle Point	972	South.				
VB195	Elkatawa	1,043	Both.	VE248a	Tribbey	3,955	Both.
VB200	Dumont	1,200	North.		Davidson Branch Spur.		
VB208	Gambill	354	Both.				
VB221	Barwick {Roscoe Shackelford Mine Barwick Coal Co. Spur	406	Both.	WN244a	Ashco	800	Both.
		4,267	North.	WN245	Blue Grass No. 3	3,904	North.
VB227	Krypton	951	Both.		Buffalo Creek Spur.		
VB229	Napfor	1,752	Both.				
VB233	Yerkes	680	Both.	WX245	Fourseam	6,734	South.
VB234a	Conda	600	Both.	WX246	Diota		
VB235	Butterfly	2,560	Both.		Buckeye Branch Spur.		
VB240	Domino	2,594	North.				
VB241	Combs	520	Both.	WQ249	Kenmont	729	North.
VB241a	Lennut	5,686	North.		Carr's Fork Branch.		
VB242a	Blue Grass No. 2	1,182	Both.				
VB245	Christopher	3,865	South.	VI252a	Happy	882	Both.
VB246	Glomawr	449	Both.	VI253a	Scuddy	980	South.
VB258a	Alloway	300	Both.		Montgomery Creek Branch.		
VB260	Walter	237	Both.				
VB261	Cornettsville	510	Both.	VL255	Montoco	1,500	Both.
VB262	Klenco	1,075	South.	VL256	Green Ridge	1,980	Both.
VB264	Bluefield	2,690	Both.		Stacey Branch.		
VB265	Red Star	2,250	Both.				
VB267	Elko	671	Both.	VJ256	Allock	3,278	Both.
VB280	Ice	973	South.	VJ256a	Perrone	2,804	Both.
VB291	Sergeant	755	Both.		Knott Branch.		
VB292	Apex	2,100	Both.				
VB292a	Laviers	490	Both.	VK257	Wiscoal	2,971	Both.
VB292b	Lorraine	2,150	North.	VK258	Agnes	2,921	Both.
VB295	Seco	1,127	North.		Rockhouse Creek Branch.		
VB295a	Sowards	1,864	Both.	VG269	Elsie No. 4	360	South
VB298	Elk Horn Mine No. 1-7	2,470	Both.	VG269a	Harther	650	Both.
VB299	Consolidation Mine 213	4,494	Both.	VG270	Letcher	120	North.
VB300a	Consolidation Mine 214	1,148	Both.		Caudell Branch Spur.		
VB300b	Consolidation Mine 215			VH271a	Felix {Marion Coal Co. Felix Coal Co.	1,551	Both.
						1,083	Both.
WL122	Gordonton	360	North.	SG276a	Smoot Creek Spur.	6,294	Both.
WL133	Shawanee	1,800	North.	SG277	Flamingo	5,422	Both.
					Elsie No. 2		
				VF284a	Sand Lick Branch.	417	North.
				VF285	Wolram	1,063	Both.
WZ225	{Coneva No. 3 Coneva No. 1	980	Both.		Belcraft		
		1,537	North.	EC292	Thornton Creek Spur.	1,260	Both.
				WP297	Potters Fork Spur.		
WK238	Gorman	256	South.	WP298	Elk Horn Mine No. 3	3,076	Both.
WK239	Bonnyman	3,543	Both.		Elk Horn Mine No. 4	3,248	Both.
WK239a	Windon	2,940	South.		Yonts Fork Spur.		
WK240	Haylsen	1,960	North.	WY298	Parsons	525	Both.
WK241a	Blue Diamond No. 2	2,156	North.	WY299	Elk Horn Mine No. 5-6	3,742	North.
WK242	Harveyton	3,290	Both.				
				WG299	Bottom Branch Spur.		
					Elk Horn Mine 2	2,900	North.
					Shea Fork Spur.		
WV243	Wabaco			WS300	Consolidation Mines 210, 211 and 212	4,252	North.
WV244	Hilton	1,218	Both.				
WV245	Tauber	1,850	Both.				