

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

BALTIMORE AND OHIO RAILROAD WESTERN LINES



INDIANA DIVISION

TIME TABLE NO. 2

EFFECTIVE 12:01 A. M., CENTRAL STANDARD TIME

Sunday, April 20, 1919

A. A. IAMS,
Superintendent.

F. B. MITCHELL,
General Superintendent.

G. D. BROOKE,
Supt. of Transportation.

R. N. BEGIEN,
Federal Manager.

SAFETY FIRST

Safety means the conservation of human life.

Always be on the alert to avoid accidents.

Foggy and stormy weather require special attention to the speed of your train.

Exercise precaution and regularity in your work.

Take no chances.

You should always look before stepping on a track.

Furnish your train proper protection at all times.

Injuries often result by depending upon others to protect you.

Revue from time to time your Book of Rules.

Study your time table carefully.

Think of those dependent upon you before taking a chance
and you will

ALWAYS BE CAREFUL.

SURGICAL DEPARTMENT.

Company's Surgeons and Rules Governing their Employment

COMPANY'S SURGEONS.

DR. E. V. MILHOLLAND, CHIEF MEDICAL EXAMINER, Baltimore, Md.
 DR. R. D. SYKES, Assistant Chief Medical Examiner, Baltimore, Md.
 DR. A. C. HARRISON, Consulting Surgeon, 31 East North Avenue, St. Joseph's Hospital, or Mercy Hospital, Baltimore, Md.
 DR. PAGE EDMUNDS, Consulting Surgeon, Wentworth Apartments, 311 Cathedral Street, or University Hospital, Baltimore, Md.
 DR. IRVING J. SPEAR, Specialist in Nervous Diseases, 1810 Madison Avenue, Baltimore, Md.
 DR. G. C. LOCKARD, Medical Consultant, 4 E. Preston St., or University Hospital, Baltimore, Md.
 DR. C. R. G. FORRESTER, Consulting Surgeon, 10 La Salle St., Chicago, Ill.
 DR. WALTER R. GRIESS, Consulting Surgeon, 19 West 7th Street, Cincinnati, Ohio.
 DR. JOS. A. HALL, Consulting Surgeon, Carew Bldg., Cincinnati, Ohio.

Cincinnati, O.— DR. CHARLES M. PAUL, 19 West 7th St.
 “ “ DR. JOS. A. HALL, Carew Building.
 “ “ DR. LOUIS J. and LOUIS J. JR. FEID, 2156 Staebler Street. Tel. West-851.
 “ “ DR. ROBERT C. HELFLEBOWER, Eye and Ear Specialist, 22 West Seventh St.
 “ “ DR. WALTER R. GRIESS, 19 W. 7th St.

Norwood, O.— DR. J. C. CADWALLADER.
 Delhi, O.— DR. B. F. LEHMAN.
 Aurora, Ind.— DR. E. J. LIBBERT.
 Moores Hill, Ind.— DR. DAVID E. JOHNSTON.
 Pierceville, Ind.— DR. HUBERT P. BUTTS.
 Osgood, Ind.— DR. E. D. FREEMAN.
 Holton, Ind.— DR. C. E. HOLTON.
 Butlerville, Ind.— DR. M. F. DAUBENHEYER.
 North Vernon, Ind.— DR. W. H. STEMM.
 Commiskey, Ind.— DR. DENNIS W. MATTHEWS.
 Deputy, Ind.— DR. D. W. ROBERTSON.
 Lexington, Ind.— DR. CHAS. B. MATTHEWS.
 Charlestown, Ind.— DR. T. J. MARSHALL.
 Jeffersonville, Ind.— DR. W. M. VARBLE.
 “ “ DR. DAVID C. PEYTON.
 New Albany, Ind.— DR. F. H. WILCOX.
 Louisville, Ky.— DR. E. C. UNDERWOOD.
 Seymour, Ind.— DR. G. G. GRAESSLE.
 “ “ DR. W. M. CASEY.
 “ “ DR. CHAS. E. GILLESPIE.
 “ “ DR. GEO. H. KAMMAN.
 Brownstown, Ind.— DR. D. J. CUMMINGS.
 Medora, Ind.— DR. NEAL MATLOCK.
 Ft. Ritner, Ind.— DR. H. A. REED.
 Bedford, Ind.— DR. CHAS. H. EMERY.
 Mitchell, Ind.— DR. JAS. D. BYRNE.
 Huron, Ind.— DR. G. L. GIBBONS.
 Shoals, Ind.— DR. L. E. LONG.
 Loogootee, Ind.— DR. JOHN W. STRANGE.
 Montgomery, Ind.— DR. O. E. LETT.
 Washington, Ind.— DR. H. HERR.
 “ “ DR. T. F. SPINK.
 “ “ DR. GEO. W. BONEB, Eye Specialist.
 “ “ DR. A. A. RANG.

HOSPITALS.

St. Mary's Hospital—Betts and Linn Streets, Cincinnati, Ohio.
 Bedford City Hospital—Bedford, Ind.
 Saints Mary and Elizabeth Hospital—Twelfth Street and Magnolia Avenue, Louisville, Ky.
 Daviess County Hospital—Washington, Ind.

EXAMINING POINTS.

CINCINNATI—(Room 6 Central Depot), Mondays and Thursdays, 9:00 A. M. to 12:00 P. M.
 SEYMOUR—Tuesdays and Fridays, 11:30 A. M. to 2:00 P. M.
 SHOPS—Mondays, Wednesdays and Fridays, 9:00 A. M. to 11:30 A. M. and 1:00 to 4:00 P. M.

RULES.

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In all cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge, and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
 Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance of services.
3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
4. The Company will not be responsible for the employment of other surgeons than those above named and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon or subsequently arranged for by him, will be assumed by the Company.
5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.
6. No important surgical operation should be performed previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.
7. While Company Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
8. Employees will be expected, whenever able, to attend the Company Surgeon's office for treatment except where the distance is remote therefrom.
9. When a member of the Relief Department selects a surgeon other than the one appointed by the Company, the Relief Department will be relieved of any obligation to pay for his services and such surgeon will look to such member for his compensation.
10. First aid emergency boxes, directions for the use of which are posted on the inside cover, will be carried on trains and located at every important shop and station.

W. J. DUDLEY,
 Superintendent.

SPECIAL INSTRUCTIONS.

SUPERIORITY OF TRAINS.

On single track eastward trains are superior to westward trains of the same class.

1-A. Exceptions to No. 1.

No. 75 is superior to No. 74.

2. LOCATION OF STANDARD CLOCKS.

Union Depot, (Cincinnati),	Mitchell,
Storrs,	Shops,
Cochran,	Watson,
North Vernon,	Union Depot, (Louisville),
Seymour.	Youngtown, (Louisville),

2-A. LOCATION OF WATCH INSPECTORS.

Cincinnati, O.,	No. 3 Arcade,	R. L. Hummel.
Aurora, Ind.,		Phillip Horr.
North Vernon, Ind.,		H. E. Barth.
Louisville, Ky.,	346 E. Market St.,	J. B. Strubel.
Seymour, Ind.,		J. G. Laupus.
Mitchell, Ind.,		H. M. Clements.
Washington, Ind.,		Jepson Jewelry Co.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

Cincinnati,	Seymour,
Storrs,	Shops,
CE Cabin,	Watson,
CW Cabin,	New Albany,
Dearborn,	Union Depot, (Louisville)
Cochran,	Rivervale, For
Milan,	Bedford, Trains
North Vernon,	

Bulletin Boards.

Cincinnati,	Watson,
Storrs,	New Albany,
Cochran,	C. C. C. & St. L. Jct., (Jeffersonville)
Milan,	Union Depot, (Louisville)
North Vernon,	Youngtown, (Louisville)
Seymour,	
Mitchell,	
Shops,	

Conductors will register and Engineers will examine, except as follows:

First-class eastward trains at Seymour, North Vernon, Dearborn, Griffith, C W Cabin, CE Cabin, C. C. C. & St. L. Jct., (Jeffersonville), and westward trains at Storrs, CE Cabin, Cochran, New Albany; second and third-class and extra trains at Milan, and CW Cabin and second and third-class and extra westward trains at CE Cabin and Cochran need not stop at regular stations but will register with Form "C".

Conductors on eastward trains at New Albany and on first and second-class trains at Seymour and North Vernon, need not examine registers.

Eastward trains at Storrs, CW Cabin, Lawrenceburg Jct., Dearborn, North Vernon and Watson; Eastward second and third-class and extra trains at Cochran, Dearborn, Griffith and Milan will register with Form "C" in train order or Form "A" in train order containing proper instructions for crossing over.

FORMS & ARRIVAL

All trains at Seymour, North Vernon, Dearborn, Griffith and New Albany will receive... Eastward trains at Lawrenceburg Jct. will receive...

SPEED RESTRICTIONS.

LIMITS

	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains handled by Freight Engines and Fast Freight Trains	Extra, Slow Freight, Local, Pickup and Work Trains
Maximum speed of trains with open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains.....			
Troop trains handling passenger equipment, 35 miles per hour.....			
Troop trains handling freight equipment, 25 miles per hour.....			
Entering or leaving siding and through cross-overs.....	12	12	12
Ends of double track, Except Westward at C. E. Cabin, Cochran and Milan, and Eastward at C. W. Cabin.....	25	25	25
On double track against current of traffic..	30	20	20
Engines moving backward on tangent.....	20	20	20
Engines moving backward on curve.....	15	15	15
In Manual block territory where side or double order is to be received.....	20	20	20
When other than passenger trains are run on first class schedules the train orders will specify the maximum speed.....			
Trains handling steam crane will not exceed a speed of 35 miles per hour.....			
Light engines with or without caboose will not exceed a speed of 35 miles per hour			
Between Cincinnati and Washington.....	55	40	30
Between North Vernon and New Albany..	50	40	30
Between Watson and Jeffersonville.....	40	40	30
Between Rivervale and Bedford.....	15	15	15
(Except as noted below)			
Between Wood Street and Storrs.....	15	15	15
Wood Street, Cincinnati Cross-over.....	10	10	10
Oklahoma Connection, Oklahoma Junction to 8th St.	10	10	10
Between Manhattan Park and High Switch, Storrs.....	20	20	20
Between Griffith and Storrs, around curves	40		
Between Dearborn and Lawrenceburg Jct.	45		
Lawrenceburg, through city.....	15	15	15
Aurora, through city.....	15	15	15
Milan to Cochran, eastward.....	50	30	
Osgood, through city.....	25	25	25
Oakdale to North Vernon, westward.....	45	30	
From Mile Post 99 to Mile Post 100, east of Vallonia.....	45		
Between Mile Post 108 and Rivervale, around curves.....	45		
Through tunnels.....	45		
Mitchell to Rivervale (eastward).....	45	30	
Over Mill Creek curve, just west of Rivervale	40	35	30
Shoals, between river bridge and second crossing east of depot.....	6	6	6
Loogootee, between 6:00 a. m. and 8:00 p. m., over street crossings.....	25	25	25
Washington, through city.....	25	25	25
Between K. & I. Bridge & New Albany depot	12	12	12
Short Route Trestle, Louisville.....	15	15	15
Rock Lick Branch.....	10	10	10

BRAKEMEN, FLAGMEN AND FLAGGING.

Second and third-class and extra trains in both directions will approach Rivervale under control, expecting to find helper engine and Bedford Switcher occupying the main track. This does not relieve helper or Bedford Switcher crew from protecting under mile 99.

SPECIAL INSTRUCTIONS—CONTINUED

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with General Notice No. 143. Revised to October 1st, 1914, issued by Transportation Department and Bureau of Explosives, pamphlet No. 8, revised July 15, 1918.

8. EXTRA TRAINS.

Not applicable.

9. FIXED SIGNALS.

Rules 362 and 363 are modified to permit passenger trains to pass a stop signal to do platform work at stations at which they stop, except that no train will pass a stop signal far enough to run by the clearance of the passing track switch where an opposing train would enter siding, or pass clearance at end of double track where an opposing train would enter double track without first receiving hand signal from Signalmen. Before leaving, Conductor and Engineman will receive Form A part A, line 3.

At Oklahoma crossing (Storrs), signal vertical indicates clear for the C. C. C. & St. L. main line and B. & O. main line; signal horizontal indicates that C. C. C. & St. L. trains may not pass connection track switches, but indicates clear for B. & O. main line, but B. & O. trains will not pass connection track switches without signal from switchtender; signal diagonal indicates that Oklahoma route is lined up for either C. C. C. & St. L. or B. & O. trains, the road having right of way being indicated by switch tender's signals. The position of signal at night will be indicated by two red lights, one on either end of signal. B. & O. trains will approach Oklahoma connection track switches under control, and will not proceed if signal is in diagonal position unless signal is received from B. & O. switch-tender and switches are seen to be clear for main line.

RAILROAD CROSSINGS:

Stations.	Crossings.	Position of Signal Indicating clear route for B. & O. Trains.
Cincinnati Jct.,	Toledo Division.....	Diagonal
Oklahoma Con'tn.	Toledo Division.....	Interlocking
Storrs.....	C. C. C. & St. L.....	Interlocking
Dearborn.....	C. C. C. & St. L.....	Interlocking
Lawrenceburg.....	P. C. C. & St. L., Main Line	Horizontal
North Vernon....	P. C. C. & St. L., Lou. Dis...	Horizontal
North Vernon....	C. C. C. & St. L.....	Horizontal
Seymour.....	P. C. C. & St. L.....	Horizontal
Mitchell.....	C. I. & L.....	Horizontal
Washington.....	E. & I.....	Gate clear of track
Watson.....	L. & N. R. R. & L. Co..	Interlocking
X Tower.....	P. C. C. & St. L.....	Interlocking
Midway Tower....	L. & N. R. R. & L. Co..	Interlocking
Watson.....	L. & N. R. R. & L. Co..	Interlocking
North Tower....	P. C. C. & St. L.....	Interlocking
Jeffersonville, Ninth Street	P. C. C. & St. L.....	Trainmen to flag Crossing.
Jeffersonville, Sixth Street..	P. C. C. & St. L.....	Signal clear of track.

10. SPACING TRAINS.

Rules 301 to 377 inclusive, of Book of Rules are effective on the Indiana Division except in the automatic territory at and between North Vernon and Milan, and between Cochran and Dearborn, where rules 501 to 515 inclusive govern.

The automatic signals at and between North Vernon Station and Shops are adjuncts to the manual block in that section.

Absolute block will be maintained behind all trains Eastward between Mitchell and Rivervale, Milan and Cochran except helping engine going from Mitchell to Rivervale or Milan to Cochran may, under control, follow a freight train after the expiration of five minutes.

HELPER, SWITCH AND YARD ENGINES.

Switching will not be permitted on next track paralleling main track when passenger trains are passing.

Helper engines and engines doubling will return as extras from Milan to Cochran and run ahead of second-class trains.

12. TELEPHONES.

Not applicable.

13. AIR BRAKE, HAND BRAKE, TESTING, ETC.

The following is method of air brake test for freight trains. After coupling train, signal will be given from rear to apply brakes. Engineman after obtaining full brake pipe pressure will sound one short blast of whistle as notice to Air Inspector and train crew that brakes are to be applied and will make a reduction of twenty-five pounds for test. Inspector after inspecting brakes, while applied, will, when ready, signal engineman to release brakes. Train will not be released until Engineman receives proceed signal from rear, which will not be given until known that brakes on rear of train have released.

When helping engines are used on the rear end of trains, the air brake must be coupled up to helping engine operated from leading engine. If necessary to cut helping engine off without stopping train, the brakeman will close angle cock on rear end of the last car or caboose, and raise cutting lever and give engineer on helping engine signal to stop helping. When helping engine drops back far enough to pull air hose apart the brakes on helping engine will apply and stop engine, so there will be no danger of helping engine colliding with the train should a hose burst after cutting helper off.

After helper is stopped the angle cock will be closed on front end of engine and the Engineman will open his double heading cock under brake valve to release the engine brakes. When helping engines are used on rear end of passenger trains it will be necessary to stop train to cut helping engine off as the angle cock cannot be reached from the platform of passenger car.

14. WATER AND FUEL.

Not Applicable.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Track between Storrs and W D Tower is under control of the operator at W D Tower.

Trains and engines operating between these points will be governed by block signal indication which will supersede time table superiority.

Trains and engines will not pass cross-over switches east end of Storrs without receiving a proceed signal from the switch tender.

Trains or engines entering main track at east end of Storrs will secure permission of switch tender to do so. This permission will be obtained by the switch tender from operator at W D Tower.

Trains or engines coming from the ditch may proceed to Storrs when clear indication is given on home signal W D Tower. When caution indication is given on this signal to trains or engines coming from the ditch, it authorizes them to proceed only to the Tower for orders or instructions. When an order is to be delivered to a train or engine at W D Tower, a red flag by day or a red light by night will be displayed on the front of the tower.

Trains or engines moving from the street at W. D. Tower will receive a hand signal in addition to the dwarf signal, before they are authorized to proceed to Storrs.

16. JOINT OR SPECIAL USE OF TRACKS.

The Union Depot Time Table is effective between Central Union Depot and Wood Street. (Cincinnati). The C. C. & St. L. Ry. Time Table is effective between Griffith and Lawrenceburg Junction. The Kentucky and Indiana Terminal Railroad Company's Time Table is effective between New Albany and Thirteenth Street (Louisville) and Youngtown. The Short-Route Time Table is effective between Thirteenth Street and Seventh Street Union Depot, (Louisville).

All Trains run via C. C. C. & St. L. Ry. between Griffith and Lawrenceburg Junction.

No. 2 will run between Oklahoma Switch and Central Union Depot Cincinnati via Oklahoma track and 8th street.

17. MAIL.

Not applicable.

SPECIAL INSTRUCTIONS—CONTINUED

18. TRAIN ORDER OFFICES—IRREGULAR HOURS.

Train order offices open less than twenty-four hours.

Delhi	6:15 A. M. to 10:15 P. M.
Cold Springs	7:00 A. M. to 4:00 P. M.
*Delaware	6:30 A. M. to 3:30 P. M.
*Dabney	6:30 A. M. to 3:30 P. M.
*Holton	6:15 A. M. to 3:15 P. M.
*Butlerville	6:30 A. M. to 3:30 P. M.
Hayden	8:00 A. M. to 5:00 P. M.
Fleming	8:00 P. M. to 6:00 A. M.
*Vallonia	7:30 A. M. to 4:30 P. M.
*Cannelburg	6:30 A. M. to 3:30 P. M.
Montgomery	8:00 A. M. to 5:00 P. M.
Washington	12:01 A. M. to 4:00 P. M.
Lovett	8:00 A. M. to 5:00 P. M.
*Deputy	8:00 A. M. to 5:00 P. M.
*Lexington	8:00 A. M. to 5:00 P. M.
*Ottawa	8:00 A. M. to 5:00 P. M.
Charlestown	6:30 A. M. to 10:30 P. M.
*Bedford	8:00 A. M. to 5:00 P. M.

*Daily except Sunday.

19. MAXIMUM WEIGHT LIMITS—CARS.

Cincinnati to Shops	200,000 lbs.
North Vernon to Louisville	200,000 lbs.
Watson to C. C. C. & St. L. Jet. (Jeffersonville) ..	200,000 lbs.
Bedford to Rivervale	155,000 lbs.

See Form 6 for operation of engines.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

In the State of Ohio at railroad crossings not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and in the State of Indiana not less than 40 feet nor more than 500 feet from crossing, and will not proceed until the route is clear.

First class eastward trains will approach Watson under control, and will not attempt to pass until it is known that switches are properly set and track clear.

Trains will stop at Southern R. R. Junction New Albany and not proceed until track is known to be clear.

21. WHISTLE SIGNALS.

Rules 14 D. A. and 14 E. A. will apply on Louisville and Bedford Sub-Divisions.

22. MARKERS.

Not applicable.

23. TRAIN ORDERS.

As provided by Rule 211, book of rules, train orders, form 19, may be used to restrict the superiority of trains except that form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where rules 301 to 377, inclusive, are effective, when superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

To secure uniformity of train orders, following form of order has been adopted to notify certain train to take siding in making a meeting point:

"No..... Engine..... take siding and meet
No..... Engine..... at....."

UNCLASSIFIED.

When running switches are made to or from main track, the Conductor will handle switch, except on local freight trains when switch may be handled by the foreman.

All engines, except engines in yard service, will display red light at night on rear of tank when detached from train within yard limits.

Trainmen of freight trains will be required to ride out on their train at the following points:

Washington,	Milan,
Mitchell,	Griffith,
Seymour,	Storrs,
North Vernon,	New Albany,

29 and 30 will not carry passengers.

EXPLANATION OF LETTERS.

D	Day Train Order Station.
DN	Day and Night Train Order Station.
DPN	Day and part Night Train Order Station.
H	Stop on Signal to discharge passengers.
N	Night Train Order Station.
R	Regular stop Sunday only.
T	Stop to discharge passengers from Cincinnati.
W	Stop on signal to receive passengers for E. St. Louis or beyond.
X	Stop on signal Sunday only to receive or discharge passengers.
Y	Stop to discharge passengers from E. St. Louis or beyond.
Z	Stop on signal to receive passengers for Cincinnati or points beyond.

ADDITIONAL REGULAR AND FLAG STOPS.

CINCINNATI-WASHINGTON SUB-DIVISION

- 1 Will stop at Loogootee to discharge passengers from Cincinnati or points East thereof and on signal to receive passengers for St. Louis or beyond.
- 2 will stop on Signal at Aurora and Lawrenceburg Sunday only.
- 43 Will stop on signal at Osgood Sunday only to receive passengers for New Albany or Louisville.
- 44 will stop at Osgood, and Dillsboro, to discharge passengers from stations Louisville sub division.
- 44 will stop on signal at Pierceville for Milk Shipments.
- 65, 66, 67 and 68 will stop on Signal at Shields Mill to receive or discharge passengers.
- 67 and 68 will stop on Signal at North Bend to receive or discharge passengers.
- 67, 68, 69 and 70 will stop on signal at points between Cincinnati and Griffith to receive or discharge passengers to or from points west of Dearborn.
- 69 and 70 will stop on signal at Saylor Park, Fern Bank, North Bend, Cleves and Valley Junction to receive or discharge passengers.
- 46 Will stop at Aurora and Lawrenceburg to discharge passengers from Louisville Sub-Division not including North Vernon.

DIVISIONAL STAFF

SUPERINTENDENT

A. A. IAMS

TRAIN MASTERS

Cincinnati and Louisville Sub-Divisions

J. B. PURKHISER

Washington Sub-Division

H. S. SMITH

CHIEF TRAIN DISPATCHERS

G. V. COPELAND

C. F. DIXON

DISPATCHERS

**J. H. DEEMANN
C. C. MCGOWAN
B. W. PARKER**

**D. R. BEGLEY
R. G. HUNTINGTON
R. J. SANBERS**

**L. E. CONNERLY
C. E. HOLLAND
I. E. ...**

ROAD FOREMEN OF ENGINES

S. A. ROGERS

O. D. SEELINGER, Assistant

MASTER MECHANIC

J. M. SHAY

DIVISION ENGINEER

C. E. HERTH

ASSISTANT DIVISION ENGINEER

W. P. BALL

DIVISION OPERATOR

M. A. McARTHUR

WESTWARD.

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS													
				29	67	CC&St. L. 201	45	1	CC&St. L. 215	CC&St. L. 237	CC&St. L. 225	CC&St. L. 227	69	65	CC&St. L. 217	43	
				DAILY Ex. Tuesd'y	DAILY Ex. Sunday	DAILY Ex. Sa.&Su.	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	Sat. Only	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	CINCINNATI.		.....	7.00	.....	8.15	8.50	.....	.....	.....	.....	.....	3.50	.....	.....	6.15
.6	DN	W. D. TOWER 1.0		.....	7.02	.....	8.18	8.52	.....	.....	.....	.....	.....	3.52	.....	.....	6.17
1.6		OKLAHOMA SWITCH 0.1		12.27	.....	.....	8.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.7	DN	STORRS 1.4	65	12.28	7.06	.....	8.22	8.56	.....	.....	.....	.....	.....	3.56	.....	.....	6.21
3.1	DN	C. E. CABIN 3.6 Dbl. Track		12.35	7.10	.....	8.26	9.00	.....	.....	.....	.....	.....	4.00	.....	.....	6.25
6.7	DN	C. W. CABIN 3.8 Dbl. Track		12.42	7.15	.....	8.31	9.05	.....	.....	.....	.....	.....	4.05	.....	.....	6.30
10.5	DPN	DELHI 2.1	92	12.48	F 7.21	.....	8.36	9.10	.....	.....	.....	.....	.....	S 4.11	.....	.....	6.35
12.0		ADDYSTON 1.5	51	12.52	F 7.25	.....	8.39	9.13	.....	.....	.....	.....	.....	F 4.17	.....	.....	6.38
14.1	DN	GRIFFITH (CCC&StL) 8.0		12.56	7.28	.....	8.41	9.15	.....	.....	.....	.....	.....	F 4.21	.....	.....	6.41
	DN	LAWRENCEBURG JCT. (CCC&StL) 0.5		1.10	7.40	7.20	8.51	9.26	9.35	10.18	1.26	3.35	4.39	.....	.....	5.33	6.52
		HARDENTOWN 2.0		.....	.....	F 7.21	.....	.....	9.36	F 10.19	F 1.27	F 3.36	.....	.....	F 5.34	.....	.....
11.7	DN	DEARBORN (CCC&StL) 0.4 (CL&A)	68	1.17	7.46	7.26	8.56	9.31	9.41	10.24	1.32	3.41	4.44	.....	.....	5.39	6.57
12.1		LAWRENCEBURG 0.9 (CCC&StL)		1.19	S 7.50	.....	F 8.58	W 9.33	.....	.....	.....	.....	.....	S 4.48	.....	.....	S 7.01
13.0		NEBO 2.3	104	1.21	7.53	.....	9.00	9.35	.....	.....	.....	.....	.....	4.50	.....	.....	7.04
15.8		AURORA (CCC&StL) 1.5 (CL&A)		1.27	S 7.59	.....	F 9.06	W 9.40	.....	.....	.....	.....	.....	S 4.57	.....	.....	S 7.09
17.3	DN	COCHRAN 6.6 Dbl. Track	68	1.31	F 8.05	.....	9.09	9.43	.....	.....	.....	.....	.....	F 5.00	.....	.....	7.12
18.9	DN	DILLSBORO 3.7		1.41	S 8.14	.....	9.18	9.52	.....	.....	.....	.....	.....	S 5.10	.....	.....	7.22
17.6	D	COLD SPRINGS 2.6	73	1.50	F 8.22	.....	9.24	9.59	.....	.....	.....	.....	.....	F 5.17	.....	.....	7.28
10.9		MOORE'S HILL 2.4		1.58	F 8.28	.....	9.29	10.05	.....	.....	.....	.....	.....	S 5.24	.....	.....	7.33
14.6	DN	MILAN End of 2.7 Dbl. Track	58	2.09	S 8.43	.....	9.35	S 10.15	.....	.....	.....	.....	.....	S 5.34	.....	.....	7.41
15.3		PIERCEVILLE 2.1	59	2.14	F 8.49	.....	9.39	10.20	.....	.....	.....	.....	.....	S 5.39	.....	.....	7.45
17.4	D	DELAWARE 4.1	61	2.17	F 8.53	.....	9.42	10.23	.....	.....	.....	.....	.....	S 5.43	.....	.....	7.48
11.5	DN	OSGOOD 4.1	165	2.24	S 9.03	.....	9.47	10.28	.....	.....	.....	.....	.....	S 5.54	.....	.....	7.54
15.6	D	DABNEY 2.5	59	2.29	F 9.10	.....	9.52	10.33	.....	.....	.....	.....	.....	S 6.02	.....	.....	8.00
18.1	D	HOLTON 4.0	61	2.32	S 9.16	.....	9.55	10.36	.....	.....	.....	.....	.....	S 6.08	.....	.....	8.03
18.1	DN	NEBRASKA 3.5	86	2.37	S 9.22	.....	10.00	10.41	.....	.....	.....	.....	.....	F 6.20	.....	.....	8.08
16.6	D	BUTLERVILLE 2.8	172	2.42	S 9.28	.....	10.06	10.46	.....	.....	.....	.....	.....	S 6.26	.....	.....	8.12
16.4		OAKDALE 3.8	172	2.45	S 9.33	.....	10.10	10.49	.....	.....	.....	.....	.....	F 6.30	.....	.....	8.15
72.2	DN	NORTH VERNON (Penna) 0.9 (CCC&StL)	52	S 3.08	S 9.55	.....	S 10.18	S 11.00	.....	.....	.....	.....	.....	A 6.40	4.10	.....	S 8.21
73.1		WHITCOMB 5.8	129	3.11	10.00	.....	.....	11.03	.....	.....	.....	.....	.....	.....	.....	4.12	.....
78.9	D	HAYDEN 3.7	59	3.19	S 10.08	.....	.....	11.11	.....	.....	.....	.....	.....	F 4.20	.....	.....	.....
82.6	N	FLEMING 4.6	96	3.24	F 10.14	.....	.....	11.16	.....	.....	.....	.....	.....	F 4.25	.....	.....	.....
87.2	DN	SEYMOUR. (Penna) (CTH&SE) (IC&S)	54	S 3.31	S 10.21	.....	.....	S 11.23	.....	.....	.....	.....	.....	S 4.32	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		3.04	3.21	06	2.03	2.33	06	06	06	06	06	2.50	06	06	2.06
		Average speed per hour.....		26.8	26.8	25.0	36.5	35.2	25.0	25.0	25.0	25.0	25.0	26.4	40.9	25.0	35.7

**Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

WESTWARD.

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 2 April 20, 1919.	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS						
				CCC & St. L. 233	CCC & St. L. 231	3				97			81	89		
				Sat. Only P. M.	DAILY Ex. Sa. & Su. P. M.	DAILY P. M.				DAILY P. M.			DAILY Ex. Sunday A. M.	DAILY P. M.		
	DN	CINCINNATI.				9.00										
.6	DN	W. D. TOWER				9.03										
1.0		OKLAHOMA SWITCH														
1.7	DN	STORRS	65			9.07			11.15			6.00	9.30			
3.1	DN	O. E. CABIN				9.11			11.25			6.10	9.40			
6.7	DN	End of O. W. CABIN				9.16			11.35			6.20	9.50			
10.5	DPN	End of DELHI	92			9.21			11.45			6.30	10.00			
18.0		ADDYSTON	51			9.24			11.51			6.35	10.08			
	DN	GRIFFITH				9.27			11.56			6.40	10.13			
	DN	LAWRENCEBURG JCT.				6.17	6.32	9.39	12.20			6.59	10.35			
		HARDENTOWN				6.18	6.33									
31.7	DN	DEARBORN	68			6.23	6.38	9.44	12.30			7.07	10.45			
33.1		LAWRENCEBURG						9.48	12.32			7.15	10.47			
33.0		NEBO	104					9.52	12.35			7.20	10.50			
33.8		AURORA						9.58	12.42			7.30	10.57			
37.5	DN	COCHRAN	68					10.03	1.00			7.40	11.05			
33.9	DN	End of DILLSBORO						10.12	1.20			7.40	11.23			
37.6	D	COLD SPRINGS	73					10.20	1.50			8.48	11.40			
40.8		MOORE'S HILL						10.26	2.25			9.03	11.55			
43.6	DN	MILAN	58					10.36	2.45			9.35	12.10			
45.5		PIERCEVILLE	59					10.43	2.47			9.48	12.20			
47.4	D	DELAWARE	61					10.46	2.52			9.58	12.25			
51.5	DN	OSGOOD	165					10.53	3.02			10.28	12.37			
56.6	D	DABNEY	59					10.58	3.10			10.45	12.50			
58.1	D	HOLTON	61					11.01	3.15			10.55	1.05			
63.1	DN	NEBRASKA	86					11.06	3.23			11.10	1.20			
65.6	D	BUTLERVILLE	172					11.11	3.31			11.25	1.30			
63.4		OAKDALE	172					11.14	3.36			11.35	1.35			
72.8	DN	NORTH VERNON	52					11.20	3.52			12.05	1.55			
75.1		WHITCOMB	129					11.33	4.05			12.25				
78.9	D	HAYDEN	59					11.41	4.17			12.40				
83.6	N	FLEMING	96					11.46	4.25			12.50				
87.8	DN	SEYMOUR	54					11.52	4.40			1.15				
						P. M.	P. M.	P. M.	A. M.			P. M.	A. M.			
		Time over Sub-Division.....				.06	.06	2.52				7.15	4.25			
		Average speed per hour.....				25.0	25.0	31.3				15.3	16.5			

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EASTWARD.

Distance from Shops	Train Order Stations	CINCINNATI SUB-DIVISION	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS												
				TIME TABLE No. 2												
				April 20, 1919												
				12	CCC & St. L. 230	70	30	CCC & St. L. 228	10	66	CCC & St. L. 240	44	CCC & St. L. 236	CCC & St. L. 206	68	2
DAILY A. M.	DAILY Ex. Sunday A. M.	DAILY Ex. Sunday A. M.	DAILY Ex. Monday A. M.	DAILY Ex. Sunday A. M.	DAILY A. M.	DAILY Ex. Sunday A. M.	DAILY Ex. Sunday A. M.	DAILY A. M.	DAILY Ex. Sunday A. M.	DAILY Ex. Sunday P. M.	DAILY Ex. Sunday P. M.	DAILY P. M.				
85.8	DN	SEYMOUR (IC&S) (Penna) 4.6 (CTH&SE)	96	\$ 4.46 97	.....	.....	\$ 6.20	.....	.....	\$ 9.10	.....	.....	.....	\$ 4.02	\$ 4.58
87.8	N	FLEMING 3.7	96	4.53	.....	.....	6.27	.....	.....	F 9.18	.....	.....	.....	F 4.09	5.05
91.5	D	HAYDEN 6.3	59	4.58	.....	.....	6.33	.....	.....	F 9.25	.....	.....	.....	\$ 4.20	5.10
97.3		WHITCOMB 0.9	77	5.06	.....	.....	6.43	.....	.....	9.35	.....	.....	.....	65 4.29	5.18
98.8	DN	NORTH VERNON (CCC&StL) 3.8 (Penna)	52	\$ 5.08 5.17	.....	6.25	\$ 6.53	.....	.....	A 9.40 87	.....	.....	.....	\$ 4.35	\$ 5.26
108.0		OAKDALE 2.3	172	5.25	.....	F 6.31	7.02	.....	.....	.....	.....	.....	.....	F 4.43	5.33
104.8	D	BUTLERVILLE 3.5	172	5.28	.....	\$ 6.35	7.06	.....	.....	x10.06 45	.....	.....	.....	\$ 4.48	5.36
108.8	DN	NEBRASKA 4.0	86	5.33	.....	\$ 6.42	7.12	.....	.....	.....	.....	.....	.....	\$ 4.54	5.41
118.8	D	HOLTON 2.5	61	5.39	.....	\$ 6.50	7.19	.....	.....	x10.16	.....	.....	.....	\$ 5.01	5.46
114.8	D	DABNEY 4.1	59	5.43	.....	\$ 6.56	7.24	.....	.....	.....	.....	.....	.....	\$ 5.06	5.49
118.9	DN	OSGOOD 4.1	76	5.49	.....	\$ 7.05	7.30	.....	.....	x10.28 1-81	.....	.....	.....	\$ 5.15	5.54
123.0	D	DELAWARE 2.1	61	5.56	.....	\$ 7.14	7.37	.....	.....	.....	.....	.....	.....	\$ 5.21	6.01
126.1		PIERCEVILLE 2.7	59	5.59	.....	\$ 7.23	7.41	.....	.....	.....	.....	.....	.....	\$ 5.26	6.04
127.8	DN	MILAN 2.4 Dbl. Track	68	6.03	.....	\$ 7.32	7.50	.....	.....	.....	.....	.....	.....	\$ 5.34 69	6.08
130.8		MOORE'S HILL 2.6		6.07	.....	\$ 7.38	7.55	.....	.....	.....	.....	.....	.....	\$ 5.40	6.12
133.8	D	COLD SPRINGS 3.7		6.11	.....	F 7.44	8.01	.....	.....	.....	.....	.....	.....	F 5.45	6.16
136.5	DN	DILLSBORO 6.6		6.16	.....	\$ 7.54	8.07	.....	.....	.....	.....	.....	.....	\$ 5.54	6.21
143.1	DN	COCHRAN 1.3 Dbl. Track	68	6.25	.....	F 8.05 81-87	8.18 87-81	.....	.....	.....	.....	.....	.....	F 6.04	6.30
144.6		AURORA 2.8 (CCC&StL)		\$ 6.29	.....	\$ 8.09	8.21	.....	.....	.....	.....	.....	.....	\$ 6.10	6.38
147.4		NEBO 0.9	104	6.35	.....	8.15	8.27	.....	.....	.....	.....	.....	.....	6.17	6.38
148.3		LAWRENCEBURG 0.4 (CCC&StL)		\$ 6.38	.....	\$ 8.19	8.29	.....	.....	.....	.....	.....	.....	\$ 6.22	6.40
148.7	DN	DEARBORN (CCC&StL) 2.0	68	6.40	6.13	8.21	8.31	7.08 81	.....	9.11	11.16	10.08	8.21	6.24 233	6.42 231
158.0	DN	HARDENTOWN 0.5 LAWRENCEBURG JCT. (CC&StL) 8.0		.....	F 6.18	.....	.....	F 7.15	.....	9.18	.....	F10.11	F 3.28	.....	.....
				6.46	6.19	8.27	8.36	A 7.17 201	.....	A 9.19 1	11.22	A10.13 237	A 3.30 227	6.30 231	6.48 43
155.8	DN	GRIFFITH (CCC&StL) 1.5	51	6.58	.....	F 8.42 45	8.50 45	.....	.....	.....	.....	.....	.....	6.43 43	7.00
157.8		ADDYSTON 2.1		7.01	.....	F 8.45	8.52	.....	.....	.....	.....	.....	.....	F 6.47	7.03
159.9	DPN	DELHI 3.8	53	7.04	.....	F 8.49	8.55	.....	.....	.....	.....	.....	.....	F 6.52	7.06
163.7	DN	C. W. CAB End of 3.6 Dbl. Track		7.10 67	.....	8.54 1	9.02 1	.....	.....	.....	.....	.....	.....	6.58	7.11
167.3	DN	C. E. CABIN End of 1.4 Dbl. Track		7.15 67	.....	9.00 1	9.10 1	.....	.....	.....	.....	.....	.....	7.03	7.16
168.7	DN	STORRS 0.1	65	7.20	.....	9.06	9.15	.....	.....	.....	.....	.....	.....	7.08	7.20
168.8		OKLAHOMA SWITCH 1.0		.....	.....	.....	9.30	.....	.....	.....	.....	.....	.....	.....	7.21
169.8	DN	W. D. TOWER 0.6		7.24	.....	9.10	.....	8.18 45	.....	.....	.....	.....	.....	7.12	.....
170.4	DN	CINCINNATI.		A 7.30	.....	A 9.15	.....	.....	8.25	.....	.....	A12.00	.....	A 7.20	7.40
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	NOON	A. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division....		2.44	06	2.50	3.10	09	10	30	38	2.5	08	09	3.18	2.42
		Average speed per hour....		32.9	25.0	26.4	26.8	16.6	9.6	30.0	18.7	36.0	18.7	16.6	27.2	33.3

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EASTWARD.

Distance from Shops	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS			
				CCC & St. L.	CCC & St. L.					82	88		
				216	204	46			94				
				DAILY Ex. Sunday P. M.	Sat. Only P. M.	DAILY P. M.			DAILY A. M.		DAILY Ex. Sunday A. M.	DAILY P. M.	
85.8	DN	SEYMOUR (IC&S)(Penna) 4.6 (CTH&SE)	96						11.35 ₁			7.00	10.00
87.8	N	FLEMING 3.7	96						11.52			7.12	10.15
91.5	D	HAYDEN 5.8	59						12.05			7.22	10.35
97.3		WHITCOMB 0.9	77						12.25 ₈₁			7.40	11.33 ₃
98.8	DN	NORTH VERNON (CCC&StL) 3.8 (Penna)	52			6.05			12.35			7.52	11.40
109.0		OAKDALE 2.8	172			6.12			12.53			8.07	12.00
104.8	D	BUTLERVILLE 3.5	172			6.15			1.00			8.17	12.08
108.3	DN	NEBRASKA 4.0	86			6.20 ₆₉			1.12			8.32	12.20
118.3	D	HOLTON 2.5	61			6.25			1.25			8.50	12.40
114.8	D	DABNEY 4.1	59			6.28			1.33			9.10 ₆₇	12.50 ₈₉
118.9	DN	OSGOOD 4.1	76			6.33			1.43			9.47 ₄₅	1.07
183.0	D	DELAWARE 2.1	61			6.39			1.53			9.58 ₈₁	1.20
185.1		PIERCEVILLE	59			6.42			1.59			10.05	1.28
187.8	DN	MILAN 2.7 End of 2.4 Dbl. Track	68			6.46			2.05			10.15 ₁₋₄₄	1.40
180.8		MOORE'S HILL 2.6				6.50			2.12			11.00	1.50
188.8	D	COLD SPRINGS 3.7				6.54			2.19			11.15	2.00
186.5	DN	DILLSBORO 6.6				6.59			2.28			11.30	2.12
143.1	DN	COCHRAN End of 1.5 Dbl. Track	68			7.12 ₄₃			2.48			11.50	2.35
144.6		AURORA 2.8 (CL&A)				7.15			2.58			12.00	2.48
147.4		NEBO 0.9 (CCC&StL)	104			7.20			3.02			12.10	2.53
148.3		LAWRENCEBURG 0.4 (CL&A)				7.22			3.04			12.20	2.55
148.7	DN	DEARBORN (CCC&StL)	66	5.10	6.03	7.23			3.06			12.25	2.57
168.0	DN	HARDENTOWN 0.5 LAWRENCEBURG JCT. (CCC&StL) 8.0		5.25 217	6.10 233	7.29			3.16			12.35	3.10
155.3	DN	GRIFFITH (CCC&StL) 1.5	51			7.40			3.38			1.00	3.40
157.8		ADDYSTON 2.1				7.43			3.43			1.05	3.45
159.9	DPN	DELHI 3.8	53			7.46			3.49			1.15	3.55
163.7	DN	C. W. CABIN End of 3.6 Dbl. Track				7.51			4.00 ₆₉			1.30	4.05
167.3	DN	C. E. CABIN End of 1.4 Dbl. Track				7.56			4.10 ₆₉			1.40	4.15
168.7	DN	STORRS 0.1	65			8.00			4.30			2.00	4.30
168.8		OKLAHOMA SWITCH 1.0											
169.8	DN	W. D. TOWER 0.6				8.04							
170.4	DN	CINCINNATI.				8.10							
				P. M.	P. M.	P. M.			P. M.			P. M.	A. M.
		Time over Sub-Division		09	12	2.05			4.55			7.00	6.30
		Average speed per hour		16.6	12.5	36.0			17.9			12.5	13.5

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WESTWARD.

Distance from Cincinnati	Train Order Stations	WASHINGTON SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS				
				29	67	1	65	3	97	63	83				
				DAILY Ex. Tuesday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday			
				A. M.	A. M.	A. M.	P. M.	P. M.			A. M.	A. M.	A. M.		
87.8	DN	SEYMOUR. (Penna) (CTH&SE) 5.0 (IC&S)	54	\$ 3.34	\$10.26 ⁹⁴	\$11.27 ⁹⁴	\$ 4.36	\$11.57	.....	.....	5.20 ¹²	.....	.....	7.00	.....
98.8		DUNHAM 5.6	66	3.41	10.33 ⁹⁴	11.34	4.46 ²	12.05	.....	.....	5.37	.....	.....	7.10	.....
97.8	DN	BROWNSTOWN 3.2	94	3.48	\$10.41 ⁹⁴	\$11.41 ⁹⁴	\$ 4.56	\$12.13	.....	.....	5.59 ³⁰	.....	.....	7.30	.....
101.0	D	VALLONIA 4.4	94	3.53	\$10.47	11.46 ⁸⁴	5.02	12.19	.....	.....	6.13	.....	.....	8.00	.....
105.4	DN	MEDORA 5.2	117	3.59	\$10.55	11.52 ⁸⁴	5.10	12.25	.....	.....	6.25	.....	.....	8.30 ⁶⁶	.....
110.6		SPARKSVILLE 3 1	59	4.08 ¹²	\$11.03	11.59 ⁸⁴	5.18	12.32	.....	.....	6.37	.....	.....	8.55	.....
113.7	DN	FORT RITNER 4.0	57	4.18	\$11.09	12.03 ⁸⁴	5.25	12.37	.....	.....	6.45	.....	.....	9.07	.....
117.7		TUNNELTON 3.3	63	4.24	\$11.16 ⁸⁴	12.08 ⁸⁴	5.32	12.42	.....	.....	6.55	.....	.....	9.22 ⁹⁴	.....
121.0	DN	RIVERVALE 5.4	63	4.29	\$11.23	12.12 ⁸⁴	5.39	12.47	.....	.....	7.15	.....	.....	9.45	.....
126.4	DN	MITCHELL 5.5	270	4.41	\$11.37	\$12.24 ⁸⁸	5.52 ⁸⁸	1.01	.....	.....	7.50 ⁶⁶	.....	.....	10.20 ⁸⁴	.....
131.9		GEORGIA (CI&L) 6.1	71	4.54 ³⁰	\$11.46	12.33 ⁸⁴	6.01	1.11	.....	.....	8.43 ⁹⁴	.....	.....	10.35	.....
138.0	DN	HURON 3.4	95	5.02	\$11.55	12.40 ⁸⁴	6.10	1.19	.....	.....	9.05	.....	.....	10.55	.....
141.4		WILLOW VALLEY 4.7	59	5.07	\$12.00	12.45 ⁸⁴	6.16	1.24	.....	.....	9.15 ⁸⁴	.....	.....	11.05	.....
146.1		IRONTON 0.9	22	5.14	12.07	12.51	6.23	1.30	.....	.....	9.27	.....	.....	11.17	.....
147.0	DN	SHOALS 0.7		5.17	\$12.13	\$12.55 ⁸⁸	6.29 ⁸⁸	1.34	.....	.....	9.37	.....	.....	11.35	.....
147.7		MARTIN 4.7	85	5.19	12.16	12.58	6.32	1.37	.....	.....	9.45	.....	.....	11.40	.....
159.4		QUARRY 3.1	59	5.26	12.22	1.04	6.38	1.44	.....	.....	10.00	.....	.....	11.50	.....
155.5	DN	LOGOOTE 4.5	97	5.31	\$12.30 ⁸⁸	1.09 ⁸⁸	6.45 ⁸⁸	1.50	.....	.....	10.12	.....	.....	12.30 ⁸⁷	.....
159.0	D	CANNELBURG 2.5	59	5.33	\$12.37 ⁸⁸	1.13 ⁸⁸	6.52	1.57	.....	.....	10.25	.....	.....	12.50 ⁸⁷	.....
168.5	D	MONTGOMERY 2.2	79	5.42	\$12.45	1.17 ⁸⁸	6.59	2.00	.....	.....	10.35	.....	.....	1.30 ⁸⁸	.....
164.7		BLACK OAK 4.9	59	5.45	\$12.50	1.21 ⁸⁸	7.04	2.03	.....	.....	10.45	.....	.....	1.40	.....
169.6	DPN	WASHINGTON (Illinois Div.) 0.8 (E & I)	67	\$ 5.43	\$ 1.00 ⁶⁸	\$ 1.35 ⁶⁸	\$ 7.12 ⁶⁸	\$ 2.12 ⁶⁸	.....	.....	11.00	6.45	.....	1.55	.....
170.4	DN	SHOPS.		5.58 ⁹⁴⁻⁶⁸	\$ 1.10	1.40 ⁶⁸	\$ 7.20	2.22 ¹²	.....	.....	11.30	6.50 ⁹⁴⁻⁸⁴	.....	A 2.00 ²	.....
				A. M.	P. M.	P. M.	P. M.	A. M.			A. M.	A. M.		P. M.	
		Time over Sub-Division.....		2.24	2.44	2.14	2.44	2.25			6.10	9.05		7.00	
		Average speed per hour.....		34.6	30.4	37.5	36.4	34.5			13.4	9.06		71.8	

Passenger trains will not exceed a speed of 55 miles per hour.
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WESTWARD.

Distance from Riverdale	Train Order Stations	BEDFORD SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS				
				75											
				DAILY Ex. Sunday											
				A. M.											
3.4	DN	RIVERVALE. 3.4	63	8.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.8		SHEKES 1.4	3	F 8.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.8		CARR 2.5	19	F 8.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.8	D	DODD 3.5 BEDFORD (CI&L) (CTH&SE)	25	F 8.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.											
		Time over Sub-Division.....		50											
		Average speed per hour.....		13.0											

Passenger trains will not exceed a speed of 15 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Shops	Train Order Stations	WASHINGTON SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS	
				12	30	66	68	2	94	64	84	88
				DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY
				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.
	DN	SHOPS. 0.8		\$ 2.22 ₃	3.40	\$ 6.00 ₂₉₋₉₄	\$ 1.02	2.35 ₈₃	6.50 ₆₃₋₂₉₋₆₆	5.10	6.55 ₆₃	3.00
0.8	DPN	WASHINGTON (Illinois Div.) 4.9 (E & I)	87	\$ 2.27	\$ 3.45	\$ 6.13	\$ 1.05	\$ 2.40	6.55 ^A	5.15	7.00	3.05
5.7		BLACK OAK 2.2	59	2.39	3.59	6.28 ^F	1.22 ₆₇	2.54	7.10		7.10	3.20
7.9	D	MONTGOMERY 2.5	79	2.42	4.03 ^F	6.35 ^F	1.30 ₁	2.57	7.17		7.22	3.28
10.4	D	CANNELBURG 4.5	59	2.46	4.07 ^F	6.40 ^F	1.36 ₈₃	3.01	7.25		7.32	3.38
14.9	DN	LOGOOTEH 3.1	97	F 2.52	4.13	\$ 6.50	1.45	\$ 3.07	7.33		8.10	3.48
18.0		QUARRY 4.7	59	2.57	4.18	6.56	1.51	3.12	7.40		8.20	3.58
22.7		MARTIN 0.7	85	3.03	4.25	7.03	1.57	3.18	7.50		8.30	4.15
23.4	DN	SHOALS 0.9		F 3.08	4.29	7.09	2.03 ^F	3.22	7.56		8.50	4.22
24.3		IRONTON 4.7	22	3.10	4.31	7.12	2.06	3.26	8.00		8.55	4.26
29.0		WILLOW VALLEY. 3.4	59	3.17	4.39 ^F	7.19 ^F	2.13	3.33	8.15		9.15 ₉₇	4.45
32.4	DN	HURON 6.1	95	3.22	4.44 ^F	7.25 ^F	2.20	3.38	8.25		9.35	5.00
38.5		GEORGIA 5.5	71	3.31	4.54 ^F	7.85 ^F	2.30	3.45	8.43 ₉₇		9.55	5.25
44.0	DN	MITCHELL 5.4 (CI&L)	161	\$ 3.44	\$ 5.13	\$ 7.50	\$ 2.45	\$ 3.57	9.00		10.20 ₈₃	5.52 ₆₅
49.4	DN	RIVERVALE 3.3	63	3.53	5.22 ^F	8.00 ^F	2.55	4.06	9.12		10.50 ₈₃	6.30 ₆₅
52.7		TUNNELTON 4.0	63	3.57	5.28 ^F	8.07 ^F	3.02	4.10	9.22 ₈₃		11.16 ₆₇	6.45
56.7	DN	FORT FITNER 3.1	57	4.03	5.35 ^F	8.14 ^F	3.09	4.16	9.32		11.30	7.05
59.8		SPARKSVILLE 5.2	59	4.08	5.40 ^F	8.15 ^F	3.15	4.20	9.40		11.59 ₁	7.10
65.0	DN	MEDORA 4.4	117	4.15	5.48 ^F	8.24 ^F	3.24	4.27	9.51		12.20	7.33
69.4	D	VALLONIA 3.5	94	4.21	5.54 ^F	8.34 ^F	3.34	4.38	10.00		12.35	7.48
72.6	DN	BROWNSTOWN 5.3	94	F 4.26	5.59 ^F	8.41 ^F	3.41	4.38	10.07		1.00	8.00
76.2		DUNHAM 5.0	66	4.34	6.07 ^F	8.53 ^F	3.49	4.46 ₈₅	10.33 ₆₇		1.20	8.17
83.2	DN	SEYMOUR. (IC&S) (Penna) (CTH&SE)	96	\$ 4.42 ₉₇	\$ 6.15	\$ 9.05	\$ 3.57	\$ 4.53	11.05 ₁		1.45	8.40
				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
		Time over Sub-Division....		2.20	2.35	2.57	2.55	2.18	4.15	0.5	6.50	5.40
		Average speed per hour....		35.6	32.2	28.2	28.5	36.1	19.1	9.6	12.1	14.6

Passenger train^s will not exceed a speed of 55 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Bedford	Train Order Stations	BEDFORD SUB-DIVISION TIME TABLE No. 2 April 20, 1919	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					SECOND CLASS		THIRD CLASS	
				74								
				DAILY								
				A. M.								
3.5	D	BEDFORD. 3.5 (CI&L) (CTH&SE)	25	11.50								
6.0		DODD 2.5	19	12.05								
7.4		CARR 1.4	3	12.15								
10.8	DN	SHREKES 3.4	3	12.26								
		RIVERVALE.	63	12.40								
				P. M.								
		Time over Sub-Division....		50								
		Average speed per hour....		13.0								

Passenger trains will not exceed a speed of 25 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from North Vernon	Train Order Stations	LOUISVILLE SUB-DIVISION	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					• THIRD CLASS						
									CCC&StL 99	89	85				
				51	45	41	CCC&StL 33	43	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday				
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday				
				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
	DN	NORTH VERNON. <small>(Penna) 0.6 (CCC&StL)</small>	52	5.40	\$10.23	11.30	2.00	\$ 8.25	.....	1.00 80	2.10	6.30	.....	
0.0		JAMES <small>0.2</small>	104	5.42	10.26	11.32	2.02	8.27	.....	1.10	2.15	6.35	.....	
6.8	D	LOVETT <small>3.6</small>	80	F 5.52	10.34	F11.43	2.10	8.36	.....	1.30	2.30	6.55	.....	
10.4	DN	COMMISKEY <small>2.2</small>	68	F 5.58	10.39	F11.50	2.15	8.41	.....	1.40	2.38	7.10	.....	
12.0		PARIS <small>2.4</small>		F 6.03	10.42	F11.56	2.18	8.44	.....	1.50	2.43	7.25	.....	
15.0	D	DEPUTY <small>5.2</small>	60	F 6.08	10.45	F12.02	2.21	8.48	.....	2.00	2.48	7.45	.....	
20.8	DN	BLOCHER <small>5.0</small>	80	F 6.17	10.52	F12.11	2.28	8.55	.....	2.15	3.02	8.00	.....	
25.8	D	LEXINGTON <small>3.5</small>	62	F 6.24	10.59	F12.19	2.34	\$ 9.02	.....	2.30	3.12	8.20	.....	
28.7		NABBS <small>1.5</small>	31	F 6.30	11.04	F12.26	2.39	9.07	.....	2.40	3.20	8.40	.....	
30.8	DN	MARYSVILLE <small>3.3</small>	80	F 6.35	11.06	F12.32	2.41	9.09	.....	2.50	3.25	8.51 44	.....	
33.8	D	OTISCO <small>4.8</small>	80	F 6.41	11.10	F12.39	2.45	9.13	.....	3.05	3.45	9.05	.....	
35.3		CLARKE <small>2.2</small>	59	6.48	11.16	12.48	2.51	9.19	.....	3.38 42	4.00	9.15	.....	
40.8	DPN	CHARLESTOWN <small>6.2</small>	62	S 6.55	11.20	\$12.54	2.54	9.23	.....	3.50 42	4.10	9.30	.....	
45.7	DN	WATSON <small>(L&NRR&Co) 6.8</small>	60	F 7.05	11.28	F 1.04	3.02	9.31	.....	4.05	4.30	9.50 98	.....	
50.7		FLOYD <small>(L&NRR&Co) 0.6</small>	53	7.14	11.37	1.14	.....	9.43 48	.....	.....	4.50	.....	.....
55.7		NEW ALBANY <small>(Southern) 1.8 (C&L)</small>		\$ 7.14	11.40	1.16	.....	\$ 9.48 80	.....	.....	5.00	.....	.....
60.7		LOUISVILLE. <small>(7th Street)</small>		A 7.30	A 11.40	.....	.....	A 10.00	.....	.....	A 5.30	.....	.....
				A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
Time over Sub-Division....				1.50	1.32	2.00	2.02	1.34					3.05	3.20	3.20
Average speed per hour....				31.5	37.6	28.8	28.7	36.8					15.2	12.9	14.0

Passenger trains will not exceed a speed of 50 miles per hour.

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from North Vernon	Train Order Stations	JEFFERSONVILLE SUB-DIVISION	Passing Sidings Capacity in 42 ft. Cars	FIRST CLASS					THIRD CLASS		
									CCC&StL 99	85	
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
40.7	DN	WATSON. <small>(L&NRR&Co) 5.7</small>	60	3.02	.....	.....	.....	.....	4.05	10.00
48.4	DN	C. O. C. & ST. L. JUNC. <small>(Penna) 1.0</small>		3.10	.....	.....	.....	.....	4.30	10.15
48.4		JEFFERSONVILLE.		.....	.....	.....	.....	.....	.....	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Time over Sub-Division....				.08						.25	.15
Average speed per hour....				42.7						13.7	22.8

Passenger trains will not exceed a speed of 40 miles per hour.

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.