CINCINNATI SOUTHERN RAILWAY.

No. 1. TIME TABLE No. 1.

TO TAKE EFFECT MONDAY, JULY 23, 1888, AT 1.00 P. M.

For the Government and Information of Employes Only.

NOTE.- The time indicated in this Table is the Arriving Time for all Trains, except at points where arriving and leaving time is specified. No Train must arrive at or leave any Station before its time. Sufficient allowance is made in the time between Stations for doing all the regular business at the Stations.

SPECIAL RULES

Concerning the Movement of Trains by Telegraph.

1. *The greatest care and watchfulness must be exercised in sending and receiving orders in regard to running trains.*

2. A Red Flag by day and a Red Light by night are signals used at Telegraph Stations, and when displayed trains will stop for orders. ENGINEERS and CONDUCTORS of trains passing Night Offices will be careful to see that the Telegraph SIGNAL LAMP IS BURNING. In case it is not, train will be stopped and the fact ascertained whether or not any orders are at that Station for them. Night Offices are designated on face of Time Card. Trains that may arrive at a station where Signals are out, and there are no orders for them, will receive a Clearance Order, which will be written in the following form:

Date, ——— 18—.

To Train No.——:

No orders for Train No.——.

Signals are out for Train No.——.

Signed, ———, Opr.

———, Station.

3. Engineers and Conductors ON ALL trains will keep a sharp lookout for signals at ALL telegraph stations, and when signals are displayed, must not pass until ordered to do so by Train-dispatcher, or upon receipt of Clearance Order.

4. All Special Orders by Telegraph for the movement of trains will be numbered commencing with No. 1 at first of each month, and will be given in writing, addressed to Conductor and Engineer. The Conductor and Engineer will read the original order as written by operator receiving it, and will sign their names thereto, the Operator will then repeat the order back to the office sending the order, commencing with No. of order, then 1, or we, 13, always following signature of Conductor and Engineer, with No. of train they are running. When order is corrected by Train dispatcher, the correct time will be given, which time will be entered on order. The Operator will make two copies of the order, adding to them the reply *correct* which will be delivered to the Conductor and Engineer, who will see that they are exact copies of the order they have signed. Both copies will be signed by the Operator. Operators must not deliver a train order to Conductor and Engineer until both have *read* and *signed* original copy of order.

5. When an Agent or Operator receives an order to hold any train for any purpose, they must carry out the order strictly, and will be very careful to put out their Signals immediately upon receipt of an order for any train, and before they O. K. receipt of such order. Conductors and Engineers will respect such orders, and comply with the same in all cases.

6. Special orders are to be used by the train only to which they are addressed, and no other train will be allowed to use them. They are to be used *against such trains only as are expressly named therein; all other trains must be run against strictly as per Time Card.*

7. An order making a definite "Meeting Point," is of the following form:

"Trains Nos. ——and ——will meet and pass at——"

Upon an order of this form, the train arriving at the point named therein will *wait until the other train arrives*, unless the Conductor receives another order.

8. An order giving one train the right to the road against another to a certain point, until a certain time, is of the following form:

"Train No.—— can have until —— to——, against No.——."

Upon this order the train first named runs to the Station designated, before the given time, if it can, and from there it will *run as per Time Card* against the expected train, if the latter has not arrived. Should the former train fail to reach the Station designated within the time allowed it, it will run as per Time Card against the other expected train.

The train last named in the order will not leave the Station designated until five minutes after the time allowed for the other train to come in, after which time it will run as per Time Card.

9. An order giving one train the right to the road against another train *indefinitely* is of the following form:

"Train No.——will run to——regardless of Train No.——."

Upon this order the train first named will run upon (or as near as possible, but not ahead of) its Time Card, precisely as if the other did not exist, until the Station named therein is reached. From there, unless otherwise ordered, it will run as per Time Card. The train last named in the order must keep entirely clear of the main track, after five minutes previous to the schedule time of the former train, until it arrives. The last named train will always take the siding when practicable, and when not so must be fully protected by a flagman in the direction of the approaching train. A train running upon this order has a right to the main track at the Station named in the order over the other train, and the train last named in the order must keep the main track clear, or be fully protected in the direction of the approaching train, after five minutes previous to its Card Time.

NOTE.—By the direction in Rules Nos. 6 and 8, and in Telegraph Order to "Run as per card," is to be understood that the train will run in accordance with Rules 1, 2 and 3 on this Time Card, governing the rights of trains.

10. All Conductors of working trains (wood trains, gravel trains, ditching trains, etc.) must leave a written statement each morning of where they intend working, and their probable movements during the day, and must report at every Telegraph Station they pass.

11. It will be the duty of all Conductors and Engineers, when they see the telegraph line down, to report the fact to the first Telegraph Station they pass.

12. An order giving a train the right to run ahead of another will be of the following form:

"No. —— can use —— minutes on time of No. —— to run from —— to —— "

Under this order the first named train can use the time of the second named train as indicated in the order, to make the designated or any previous Station. The second named train will run not less than five minutes more behind her schedule time than that named in the order from the Station first named, until she passes the first named train.

13. After the receipt of an order, should the line cease to work before the "O K" is received, the Operator will not deliver such order, but will inform both the Conductor and Engineer of the occurrence, whose duty it is to adopt such precautions as will prevent accident. Trains will only proceed in such cases, under protection of a flag by day or red lantern by night until all doubt is removed.

14. Telegraph Operators will be furnished with proper signals for stopping trains, and will have them convenient and in order for immediate use when occasion requires. Before dark, Operators will always see to it that their signal lamps are properly trimmed and filled.

15. All extra and irregular trains running by telegraphic orders must be run with great care. The whistle must be sounded one-half mile from abrupt curves and obscure highway crossings.

NOTE.—Operators must not use the manifold paper for any purpose other than Train Orders.

The above rules are not calculated to interfere with any rules on the time table, but are special rules for moving trains by telegraph.

TRAINS SOUTHBOUND.					No. OF STATIONS	NAMES OF STATIONS.		TOTAL DISTANCE	TRAINS NORTHBOUND.				
Freight Trains.		Passenger Trains.							Passenger Trains.		Freight Trains.		
No. 7	No. 5.	No. 3.	No. 1. DAY EXPRESS.						No. 2. DAY EXPRESS.	No. 4.	No. 6.	No. 8.	
			P M						A. M.				
.....	.....	.....	.....		1	Lve ..... Cincinnati	Arr.		.....	.....	.....	.....	
.....	.....	.....	3 00		2	" ..... Ludlow	"	.0	11 00	.....	.....	.....	
						5.2							
.....	.....	.....	.....		3	Arr ..... Kenton Heights	"	5.2	.....	.....	.....	.....	
						1.1							
.....	.....	.....	3 16		4	" ..... Greenwood Lake.	"	6.3	10 42	.....	.....	.....	
						4.2							
.....	.....	.....	3 28		5	" ..... Dixon	"	10.5	10 32	.....	.....	.....	
						3.4							
.....	.....	.....	3 36		6	" ..... Richwood	"	13.9	10 24	.....	.....	.....	
						3.2							
.....	.....	.....	3 44		7	" ..... Walton	"	17.1	10 16	.....	.....	.....	
						3.8							
.....	.....	.....	3 54		8	" ..... Bracht	"	20.9	10 06	.....	.....	.....	
						2.6							
.....	.....	.....	4 04		9	" ..... Crittenden	"	24.5	9 56	.....	.....	.....	
						3.7							
.....	.....	.....	4 14		10	" ..... Sherman	"	28.2	9 46	.....	.....	.....	
						3.3							
.....	.....	.....	4 22		11	" ..... Dry Ridge	"	31.5	9 38	.....	.....	.....	
						3.5							
.....	.....	.....	4 30		12	" ..... Williamstown	"	35.0	9 29	.....	.....	.....	
						4.4							
.....	.....	.....	4 42		13	" ..... Mason	"	39.4	9 18	.....	.....	.....	
						4.1							
.....	.....	.....	4 54		14	" ..... Blanchet	"	43.5	9 06	.....	.....	.....	
						2.0							
.....	.....	.....	.....		15	" ..... Corinth	"	45.5	.....	.....	.....	.....	
						3.6							
.....	.....	.....	5 11		16	" ..... Hinton	"	49.0	8 49	.....	.....	.....	
						4.5							
.....	.....	.....	5 25		17	" ..... Sadieville	"	53.5	8 31	.....	.....	.....	
						6.5							
.....	.....	.....	5 45		18	" ..... Roger's Gap	"	60.0	8 15	.....	.....	.....	
						2.5							
					19	" ..... Kinkaid	"	62.5	.....	.....	.....	.....	
						4.4							
.....	.....	.....	6 00		20	" ..... Georgetown	"	66.9	7 58	.....	.....	.....	
						4.3							
.....	.....	.....	.....		21	" ..... Donerail	"	71.2	.....	.....	.....	.....	
						3.1							
.....	.....	.....	.....		22	" ..... Greendale	"	74.3	.....	.....	.....	.....	
						4.0							
.....	.....	.....	6 28		23	" ..... Lexington	"	78.3	7 30	.....	.....	.....	
						6.6							
.....	.....	.....	6 46		24	" ..... Providence	"	84.9	7 14	.....	.....	.....	
						5.4							
.....	.....	.....	7 00		25	" ..... Nicholasville	"	90.3	6 57	.....	.....	.....	
						4.9							
.....	.....	.....	7 15		26	" ..... Scott's	"	95.2	6 45	.....	.....	.....	
						4.8							
.....	.....	.....	7 27		27	" ..... Towers	"	100.0	6 30	.....	.....	.....	
						5.7							
.....	.....	.....	7 43		28	" ..... Burgin	"	105.7	6 15	.....	.....	.....	
						1.1							
.....	.....	.....	.....		29	" Harrodsburg Junct'n	"	106.8	.....	.....	.....	.....	
						6.5							
.....	.....	.....	8 00		30	" ..... Danville	"	113.3	5 55	.....	.....	.....	
						4.4							
.....	.....	.....	8 13		31	" ..... Danville Junction ..	"	117.7	5 45	.....	.....	.....	
						3.7							
.....	.....	.....	8 29		32	" ..... Moreland	"	123.4	5 31	.....	.....	.....	
						4.8							
.....	.....	.....	8 41		33	" ..... McKinney	"	128.2	5 19	.....	.....	.....	
						5.0							
.....	.....	.....	.....		34	" ..... South Fork	"	133.2	.....	.....	.....	.....	
						2.9							
.....	.....	.....	9 06		35	" ..... King's Mountain ..	"	136.1	4 52	.....	.....	.....	
						6.6							
.....	.....	.....	9 25		36	" ..... Eubank's	"	142.9	4 35	.....	.....	.....	
						7.4							
.....	.....	.....	9 42		37	" ..... Science Hill	Arr.	150 3	4 17	.....	.....	.....	
						7.2							
.....	.....	.....	10 00PM		38	Arr ..... Somerset	Lve.	157.5	4 00AM	.....	.....	.....	

* Trains do not Stop. † Flag Stations at which Trains must come to a full stop on signal. Figures in LARGE TYPE indicate meeting and passing points.

SPECIAL RULES.

STUDY SPECIAL AND GENERAL RULES WITH GREAT CARE.

1. Trains Nos. 1 and 2 run daily, except Sunday.

2. All Southbound Trains will take side-track for Northbound Trains of same class, unless otherwise ordered.

3. The speed of Passenger Trains must be reduced to twelve (12) miles per hour and Freight Trains to six (6) miles per hour, in crossing over Trestles 1, 2, 3, and 4, Eagle Creek Trestle, Kentucky River Bridge, South Fork, Green River Trestle, and through King's Mountain Tunnel.

4. Engineers must use great care, and keep their trains under full control, in passing all unsafe places caused by slides.

5. The Station where a train *commences or ends* its trip is the terminal Station for that train.

6. Any train failing to arrive at its terminal Station before the leaving time of a train of the same or a higher class, with which it has no schedule meeting point, must be kept entirely out of the way of such opposing train.

7. All trains will leave their terminal Stations and run regardless of trains of the same or lower class with which they have no schedule meeting point.

8. Before commencing their trips Conductors and Engineers must ascertain positively whether all trains whose non-arrival would affect their own movement have arrived.

EDWARD P WILSON, Sup't Transportation.

J. T. REDMON, Master of Trains.