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**LOUISVILLE & NASHVILLE
RAILROAD COMPANY**

CINCINNATI DIVISION

TIME TABLE No.

63

TAKES EFFECT

SUNDAY, SEPT. 27, 1953

**AT 12:01 A. M., CENTRAL STANDARD TIME
SOUTH OF SPRING LAKE AND LATONIA**

SUNDAY, SEPT. 27, 1953

**AT 1:01 A. M., EASTERN STANDARD TIME
NORTH OF SPRING LAKE AND LATONIA**

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

R. C. PARSONS,
General Manager

T. D. WILLIAMS,
Ass't General Manager

C. D. LOVE,
Ass't General Manager

J. C. GRISSOM,
Supt. of Transportation

I. W. NEWMAN,
Superintendent

J. W. LOVELL,
Ass't Superintendent

SUB-DIVISIONS

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

DOUBLE TRACK TERRITORY

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

AUTOMATIC BLOCK SIGNALS

Between Spring Lake and Corbin.
 Between Latonia and Frankfort Ave., Louisville.

INTERLOCKING PLANTS

Winchester (C. & O. crossing), Patio and H. K. Tower.

ELECTRIC SWITCH LOCKS

LaGrange.....Lexington Branch Junction Switch
 The Lexington Branch Junction main line switch is equipped with electric switch lock. In operating the switch by hand follow instructions issued covering Operation of Electric Switch Locks posted in telephone booth at Junction switch.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Morning View (northward siding)...	North.....	For northward main.
Falmouth (southward siding).....	South.....	For southward main.
Falmouth (northward siding).....	North.....	For northward main.
Paris (southward siding).....	North.....	For northward main.
	South.....	For southward main.
South Patio (southward siding).....	South.....	For main track.
Ford.....	North.....	For northward main.
	South.....	For southward main.
Wildie.....	North.....	For northward main.
	South.....	For southward main.
Perth.....	North.....	For northward main.
	South.....	For southward main.
H. K. Tower.....	North.....	For main track.
Camden.....	Both.....	For main track.
Buckner.....	Both.....	For main track.
Lagrange.....	Both.....	For main track.
Pendleton.....	Both.....	For main track.
Sulphur.....	Both.....	For main track.
Campbellsburg.....	Both.....	For main track.
Barnes.....	Both.....	For main track.
English.....	Both.....	For main track.
Worthville (Northward siding).....	Both.....	For main track.
Worthville (C. & W. Yard track).....	South.....	For main track.
Worthville (Southward siding).....	North.....	For main track.
Sanders.....	North.....	For main track.
Sparta.....	Both.....	For main track.
Glencoe.....	Both.....	For main track.
Zion.....	Both.....	For main track.
Verona.....	Both.....	For main track.
Walton.....	Both.....	For main track.
Bank Lick.....	Both.....	For main track.
Independence.....	Both.....	For main track.
Latonia.....	North.....	For siding.
Latonia South End.....	South.....	For main track.

Northward trains moving from siding at Walton through spring switch must proceed at restricted speed, not to exceed 5 miles per hour, until locomotive is over highway crossing.

Account of no automatic block signal protection, trains operating against the current of traffic over Spring Switches will approach such switches prepared to stop until it is seen that color-light signal displays green indicating that switch points are in proper position.

STANDARD CLOCKS

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

YARD LIMITS

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

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

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

BULLETIN BOARDS

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

Lexington..Yard Office.
 Lexington..Union Station.
 Ravenna...Yard Office.
 Ravenna...Roundhouse.
 Louisville..Union Station.
 Louisville..10th St. Roundhouse.
 So. Louisville..Yard Office.
 So. Louisville..Roundhouse.

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

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES
 in miles per hour

Between	Passenger	Southward Freight trains; Northward Fast and Manifest Freight trains handled by L or K type passenger locomotives or J-3, J-4 or M-1 type freight locomotives.	Other Freight, Work, and Mixed.	File Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
Spring Lake and Corbin.....	60	45	35	30
Paris and Maysville			30	15
Latonia and Lagrange	55		45	30
Lagrange and Louisville city limits	60		45	35

	Passenger	Freight
Through turnouts and cross-overs.....	15	15
Engines run backwards on Branches except Diesel	15	15
Freight engines handling passengers trains:		
M-1		60
J-3, J-4, J-4-a.....		60

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

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

TRAIN REGISTERS

Location	For	Register By Card, Form 230
Paris	All trains except main line through freights	All first class trains and freight trains originating or terminating at Paris.
Patio	First class trains and trains terminating	First class trains.
Corbin - Passenger Station	All first class trains	
Corbin-Yard Office "C R"	All freight trains	
Maysville	All trains	
Lagrange	All trains	All trains.
LaGrange (Lexington Branch Junction Switch)	All trains enroute to Lexington Branch	Leave register card in box at junction switch.
HK Tower	All trains	All trains.
Louisville	First class trains	
So. Louisville ...	Second class and inferior trains	

Trains passing Lagrange and HK Tower are relieved from checking the register against trains that have previously been checked or identified when such trains operate thru via the same route.

RAILROAD CROSSINGS AT GRADE

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

CINCINNATI TERMINALS

CINCINNATI AND SPRING LAKE—LATONIA—SOUTHWARD

SECOND CLASS				FIRST CLASS									Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 1:01 A. M. Eastern Standard Time			
49	43	61	45	3	5	17	1				7	99		33	L	CINCINNATI	N
Freight	Fast Freight	Local Freight	Fast Freight	Passenger	The Humming Bird	The Flamingo	The Azalea				Passenger	The Pan-American		The Southland			
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily		Daily			
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.				
				10.50	8.00	7.50	7.05					11.30	9.00	8.00			
				10.54	8.04	7.54	7.09					11.34	9.04	8.04	1.25	C. T. JUNCTION	
				10.59	8.09	7.59	7.14					11.40	9.09	8.09	1.43	COVINGTON	
				11.01	8.11	8.01	7.16					11.42	9.11	8.11	0.81	K. C. JUNCTION	
				11.06	8.14	8.07	7.21					11.49	9.15	8.14	1.62	LATONIA (Passenger Station)	N
10.20	5.50	7.00	5.55			8.10								8.16	1.24	DECOURSEY	N
10.25	5.55	7.05	6.00			8.14								8.20	2.96	SPRING LAKE	E
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					A. M.	A. M.	A. M.			
Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily			
49	43	61	45	3	5	17	1					7	99	33			

SPECIAL INSTRUCTIONS—CINCINNATI TERMINALS.

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

DOUBLE TRACK TERRITORY

Between KC Junction and Spring Lake.

AUTOMATIC BLOCK SIGNALS

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

INTERLOCKING PLANTS

Newport, KC Junction and Latonia.

STANDARD CLOCKS

- Cincinnati.....Telegraph Office.
- Cincinnati.....Round House.
- Latonia.....Chief Dispatcher's Office.
- DeCoursey.....Train-Order Office.

The clocks in Chief Dispatcher's office at Latonia and in the train-order office at DeCoursey are equipped with two hour hands. Red hand indicates Eastern Time and black hand Central Time.

YARD LIMITS

Cincinnati, Latonia, DeCoursey.

BULLETIN BOARDS

Cincinnati, Telegraph Office; Round House.
DeCoursey, South Hump; North Hump; New Yard Office; Yard-master's Office, No. 26; Enginemen's Wash Room; Round House, No. 12.

TRAIN REGISTERS

Location	For	Register by Card, Form 230
Cincinnati	All trains
Latonia (Pass. Sta.)	All southward Latonia-Louisville Subdivision trains	All trains.
DeCoursey	All trains except northward first class	Southward first class.

RAILROAD CROSSINGS AT GRADE

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

MAXIMUM ALLOWABLE SPEED OF TRAINS AND ENGINES in miles per hour

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

	Passenger	Freight
Through turnouts and cross-overs.....	15	15
Engines run backwards on Branches except Diesel	15	15
Through wye at Latonia.....	10	10

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

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

City Ordinances Restrict Speed of Trains, Over Street Crossings and Through Streets in miles per hour, as follows:
Newport..... 6 Covington..... 15

CLEARANCE OF TRAINS

Trains	Stations	Requirements
All trains.....	Cincinnati.....	Clearance Form 13.
All southward Latonia-Louisville Subdivision trains....	Latonia (Pass. Sta.)	Clearance Form A.
All southward Cincinnati-Corbin Subdivision first class trains.....	Latonia (Pass. Sta.)	Clearance Form A.

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

CINCINNATI TERMINALS

LATONIA—SPRING LAKE AND CINCINNATI—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 1:01 A. M. Eastern Standard Time	Distance from Cincinnati	FIRST CLASS										SECOND CLASS				
		2	6	18	4					8	98	32	46	42	62	44
		Passenger	The Humming Bird	The Flamingo	The Azalea					Passenger	The Pan-American	The Southland	Freight	Fast Freight	Local Freight	Fast Freight
		Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily
STATIONS		A. M.	A. M.	A. M.	P. M.				P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
A CINCINNATI N		6.45	7.45	8.05	12.05				4.50	9.15	9.25					
C. T. JUNCTION	1.25	6.29	7.35	7.58	11.49				4.38	9.06	9.17					
COVINGTON	2.68	6.22	7.30	7.53	11.43				4.33	8.58	9.12					
K. C. JUNCTION	3.49	6.17	7.26	7.49	11.38				4.29	8.54	9.09					
LATONIA N (Passenger Station)	5.13	6.13	7.22	7.45	11.33				4.25	8.50	9.06					
DECOURSEY N	6.37			7.39							9.02	5.30	6.55	1.00	5.15	
L SPRING LAKE E	9.33			7.34							8.58	4.00	6.20	12.25	4.40	
		A. M.	A. M.	A. M.	A. M.				P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	
		2	6	18	4				8	98	32	46	42	62	44	

STOPS FOR PASSENGERS

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

Trains	Stations
All trains.....	Transfer passengers at Cincinnati when practicable, but transfer may be made at Covington.
All southward.... (except Nos. 5, 99 and 33)	Latonia, to receive passengers.
All northward.... (except Nos. 6, 98 and 32)	Latonia, to receive or discharge passengers.
No. 3.....	Latonia, to discharge revenue passengers.

APPLICATION OF SCHEDULE TIME AND POINT

Time of first class schedules at DeCoursey applies at Station No. 12.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Mahogany.....	South.....	For Main Track.
Wilder.....	Both.....	For Main Track.
DeCoursey.....	South End B Yard.....	Southward Main.

SPECIAL MOVEMENTS

Cincinnati, Latonia, DeCoursey

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

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

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

Trains, engines or cuts finding signal 1064, northward, and signals 1061 and 1063, southward, at Wilder, and signal 1071, southward at Danas, in STOP position, will stop and call train dispatcher for instructions. Signal 1064, northward, and signal 1063, southward, located at north end of Wilder, can be controlled by the train dispatcher at Latonia, and may be placed in STOP position regardless of indications of preceding signals, and movements approaching these signals must be governed accordingly. When main track is cleared for any purpose, it must not again be fouled without permission from the train dispatcher.

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

Northward second class and inferior Latonia-Louisville Subdivision trains have right over southward second class and inferior Latonia-Louisville Subdivision trains from the south end of Latonia Yard to Latonia Passenger Station. Such northward trains clearing the main track at Latonia Yard for any reason must not again foul it without permission from the operator. Southward second class and inferior trains will move from Latonia Passenger Station to south end of Latonia Yard against northward second class and inferior trains per instructions of operator at Latonia Passenger Station, being governed by block and interlocking signals.

Orders held by northward Latonia-Louisville Subdivision second class and inferior trains are fulfilled on arrival at Latonia Passenger Station.

Switchtenders handling main track switches must use yellow flags by day and yellow lights by night.

Switchtenders are located at Station No. 12, DeCoursey Yard.

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

Trains, engines or cuts finding southward signal No. 81 north of Covington tunnel in STOP position will call operator at Latonia for instructions.

Movement on double track against current of traffic between Latonia and Spring Lake will be made on instructions of Yard Master at No. 12 and Yard Master at No. 26, and between Latonia and KC Junction on written instructions over the signature of the General Yard Master and authorized by the operator at Latonia. The Yard Masters at No. 12 and No. 26, and the operator at Latonia must know that these movements are protected.

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

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

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

SPRING LAKE AND CORBIN—SOUTHWARD

SECOND CLASS								FIRST CLASS					Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		
55	89	65	49	43	61	45	63				17	21		33	L	STATIONS
Fast Freight	Local Freight	Fast Freight	Freight	Fast Freight	Local Freight	Fast Freight	Local Freight				The Flamingo	The Flamingo		The Southland		
Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily	Daily		Daily		
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.				P. M.	P. M.	A. M.			
			9.25	4.55	6.05	5.00					7.14		7.20	9.33	SPRING LAKE	
			9.37	5.06	6.15	5.10					7.22		7.27	14.82	RYLAND	
			9.49	5.17	6.28	5.22					7.30		7.36	22.93	MORNING VIEW	
			10.00	5.28	6.38	5.33					7.39		7.45	30.59	BUTLER	
			10.10	5.37	6.48	5.43					7.47		7.52	36.98	CATAWBA	
			10.17	5.43	6.55	5.50					7.52		7.56	41.43	FALMOUTH	
			10.27	5.53	7.07	6.00					8.01		8.04	48.79	MORGAN	
			10.35	5.59	7.14	6.08					8.06		8.09	53.00	BOYD	
			10.46	6.10	7.25	6.19					8.15		8.18	60.73	GARNET	
			10.56	6.19	8.24 ³³	6.29					8.22		8.24 ⁶¹	67.37	CYNTHIANA	
			11.07	6.29	8.50	6.39					8.34		8.33	74.37	SHAWHAN	
			11.22	6.59	9.05	6.55					8.49		8.45	81.67	PARIS	
			12.00	7.11	9.30	7.15					9.00		8.56	90.51	AUSTERLITZ	
			12.10	7.20	9.50	7.25					9.07		9.03	97.18	NORTH CABIN	
			12.12	7.21	10.35	7.27					9.19		9.06	97.69	WINCHESTER	
			1.00	7.24	11.00	7.30	6.00				9.25		9.08	98.34	PATIO	
			1.10	7.32		7.38	6.10				9.29		9.13	104.33	FLANAGAN	
			1.20	7.37		7.46	6.20				9.34		9.19	107.88	FORD	
			1.25	7.40		7.51	6.25				9.37		9.22	109.40	BOONSBORO	
			1.35	7.48		8.01	6.40				9.44		9.29	115.45	OPHELIA	
			1.45	7.54		8.10	7.05				9.56		9.38	119.82	RICHMOND	
			2.00	8.00		8.16	7.40				10.02		9.43	122.73	FORT ESTILL	
			2.10	8.10		8.26	7.55				10.09		9.50	129.77	MAYDE	
			2.15	8.15		8.31	8.05				10.15		9.54	132.87	BEREA	
			2.25	8.23		8.40 ⁶³	8.45 ⁴⁵				10.30		10.00	138.70	SNIDER	
			2.35	8.30		8.50	9.25				10.36		10.06	143.86	WILDIE	
			2.45	8.40		9.00	9.40				10.45		10.14	150.89	DONARA	
4.43	10.20 ³³	1.25	2.50	8.44		9.05	9.45				10.47	10.30	10.16 ⁸⁹	152.81	SINKS	
4.50	10.28	1.30	3.00	8.50		9.11	9.55				10.52	10.35	10.20	156.00	LIVINGSTON	
5.10	10.45	1.35	3.07	8.56		9.18	10.05				10.58	10.41	10.24	158.84	PERTH	
5.20	10.58	1.44	3.17	9.05		9.28	10.15				11.04	10.49	10.31	163.56	KUFA	
5.40	11.11	1.54	3.37	9.20		9.45	10.41 ³³				11.14	10.59	10.41 ⁶³	168.22	EAST BERNSTADT	
5.50	11.20 ⁶³	2.02	3.47	9.28		9.55	11.20 ⁸⁹				11.20	11.07	10.47	173.72	LONDON	
6.00	11.30	2.10	4.00	9.35		10.03	12.25				11.28	11.17	10.53	178.39	FARISTON	
6.15	11.40	2.20	4.15	9.45		10.13	12.40				11.35	11.25	11.01	185.63	DORTHA	
7.50	11.55	2.35	6.00	10.15		10.55	12.50				11.49	11.35	11.10	188.09	CORBIN	
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.				P. M.	P. M.	A. M.			
Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday				Daily	Daily	Daily			
55	89	65	49	43	61	45	63				17	21	33			

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

CORBIN AND SPRING LAKE—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Car Capacity of Passenger Sleepers based on 44 feet per Car	FIRST CLASS						SECOND CLASS							
			18	24	32				46	88	42	64	62	56	44	66
			The Flamingo	The Flamingo	The Southland				Freight	Local Freight	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight	Fast Freight
			Daily	Daily	Daily				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily
STATIONS		A. M.	A. M.	P. M.			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
A SPRING LAKE E		6.34		7.58			3.00		5.20		11.25		3.40			
5.49 RYLAND E		6.27		7.51			2.30		5.08		11.15		3.20			
8.11 MORNING VIEW E	SB 89 NB111	6.18		7.43			2.00		4.56		10.45		3.05			
7.66 BUTLER NC E	SB 60	6.09		7.33			1.40		4.44		10.20		2.51			
6.39 CATAWBA E	84	6.02		7.26			1.15		4.35		9.50		2.39			
4.45 FALMOUTH NC E	SB137 NB126	5.53		7.20			12.55		4.28		9.27		2.30			
7.36 MORGAN E		5.44		7.10			12.30		4.18		9.05		2.20			
4.21 BOYD E		5.39		7.05			12.00		4.12		8.50		2.10			
8.13 GARNET E	74	5.31		6.56			11.25		4.03		8.35		1.58			
6.64 CYNTHIANA E	SB91 NB85	5.19		6.44			11.05		3.53		8.20		1.40			
7.00 SHAWHAN E	76	5.12		6.37			10.50		3.44		8.00		1.25			
7.30 PARIS N	SB122 NB 90	5.03		6.28			10.30		3.29		7.35		1.10			
8.84 AUSTERLITZ E		4.48		6.14			9.00		3.01		7.00		12.39			
6.67 NORTH CABIN E	86	4.42		6.08			8.45		2.52		6.28		12.27			
0.51 WINCHESTER N		4.40		6.06			8.40		2.50		6.05		12.25			
0.65 PATIO N	SB85 NB85	4.27		5.57			8.30		2.47	11.00	6.00		12.23			
5.99 FLANAGAN E	90	4.21		5.51			7.55		2.34	10.40			12.10			
3.55 FORD E	149	4.15		5.45			7.30		2.21	10.20			11.45			
1.52 BOONSBORO E	90	4.12		5.42			7.15		2.17	10.10			11.39			
6.05 OPHELIA E	90	4.05		5.35			7.00		2.09	10.00			11.27			
4.37 RICHMOND N	NB112	4.00		5.29			6.40		2.02	9.50			11.17			
2.91 FORT ESTILL E	100	3.50		5.20			5.50		1.57	9.40			11.10			
7.04 MAYDE E		3.43		5.12			5.33		1.46	9.25			10.50			
3.10 BEREA NC	98	3.36		5.05			5.29		1.42	8.55			10.43			
5.83 SNIDER E		3.24		4.59			5.05		1.32	8.40			10.30			
5.16 WILDIE E	154	3.19		4.54 ⁴⁶			4.54 ³²		1.26	8.25			10.20			
7.03 DONARA E	97	3.12		4.43			4.25		1.15	7.40			10.05			
1.92 SINKS E		3.09	3.40	4.40			4.20	4.25	1.11	7.35		11.42	10.00	10.42		
3.19 LIVINGSTON N	76	3.05	3.34	4.36			4.12	4.16	1.06	7.25		11.22	9.55	10.22		
2.84 PERTH E	109	3.00	3.26	4.31			4.02	4.10	1.00	7.15		11.15	9.48	10.15		
4.72 KUFA E	71	2.53	3.19	4.24			3.51	4.00	12.51	7.05		11.06	9.38	10.06		
4.66 EAST BERNSTADT E	87	2.45	3.11	4.16			3.40	3.45	12.40	6.50		10.55	9.25	9.55		
5.50 LONDON E	74	2.37	3.01	4.09			3.25	3.35	12.33	6.30		10.45	9.15	9.45		
4.67 FARISTON E		2.33	2.54	4.03			3.10	3.25	12.26	6.20		10.35	9.01	9.35		
7.24 DORTHA E		2.26	2.49	3.57			3.00	3.15	12.15	6.06		10.20	8.50	9.20		
2.46 CORBIN N	Yard	2.19	2.40	3.50			2.40	3.05	12.01	6.00		10.00	8.30	9.00		
		A. M.	A. M.	P. M.			P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
		Daily	Daily	Daily			Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily		
		18	24	32			46	88	42	64	62	56	44	66		

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

LATONIA AND HK TOWER—SOUTHWARD

THIRD CLASS		SECOND CLASS					FIRST CLASS					Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time				
241		77	71	75	87	73	3			5	1		15	7	99	STATIONS	
Local Freight		Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Passenger			The Humming Bird	The Azalean		Passenger	Passenger	The Pan-American		
Daily ex. Sunday		Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily			Daily	Daily		Daily	Daily	Daily		
A. M.		P. M.	P. M.	A. M.	A. M.	A. M.	P. M.			P. M.	P. M.	P. M.	A. M.	A. M.			
		6.30	5.10	11.00	5.00	2.30	10.06			7.14	6.21		10.49	8.15	5.11	L LATONIA (Pass. Sta.)	
		6.32	5.13	11.05 ⁸⁶	5.09 ²	2.35 ⁷⁰	10.09			7.16	6.24		10.52 ⁸⁶	8.17	6.02	LATONIA (South End)	
		6.48	5.35	11.27	5.35	2.52	10.21			7.26	6.35		11.02	8.28	13.28	INDEPENDENCE	
		6.57	5.46	11.38	5.44	3.02	10.28			7.32 ⁹⁸	6.42		11.08	8.34	17.80	BANK LICK	
		7.22 ⁹⁸	5.56	11.54	5.57 ⁶	3.10	10.35			7.37	6.48		11.16	8.41	21.51	WALTON	
		7.30	6.05	12.02	6.16	3.20	10.42			7.43	6.55		11.24	8.48	26.42	VERONA	
		7.51 ⁵	6.15	12.12	6.26	3.30	10.51			7.51 ⁷⁷	7.05 ⁹⁸		11.34	8.58	32.99	ZION	
		8.15	6.25	12.26	6.46 ⁷⁴	3.48	11.02			8.00	7.15		11.49	9.07 ⁸⁶	40.15	GLENCOE	
		8.28	6.34	12.34	7.15	3.58 ²	11.10 ⁷⁶			8.06	7.21		11.59	9.15	45.55	SPARTA	
		8.33	6.43 ⁹⁸	12.38	7.30	4.23	11.14			8.10	7.25		12.06	9.20 ⁴	48.44	SANDERS	
		8.49	6.58	12.51 ⁷²	8.10 ⁸⁶	4.38	11.32			8.20	7.38		12.24	9.30	56.17	WORTHVILLE	
		9.02	7.06	1.00	8.30	5.06 ⁶	11.39			8.26	7.46		12.32 ⁷²	9.35	60.16	ENGLISH	
		9.12	7.16	1.10	8.55 ⁴	5.20	11.47			8.32	7.54		12.39	9.41	65.05	BARNES	
		9.24	7.27	1.22	9.49 ⁹⁹	5.32	11.55 ⁷⁰			8.39	8.03		12.51	9.49 ⁹⁷	69.85	CAMPBELLSBURG	
		9.33	7.35	1.49 ⁸	10.25	5.40 ⁷⁴	12.07			8.45	8.09		12.59	9.55	74.66	SULPHUR	
		9.40	7.42	2.00	10.35	5.47	12.13			8.51	8.15		1.06	10.00	77.93	PENDLETON	
8.10 ⁴ 8.38 ²⁰		9.47 ⁷⁶	7.52	2.10	11.05	5.57	12.22			8.58	8.22	6.25	1.16	10.07	83.09	LAGRANGE	
8.48		9.58	7.57	2.15	11.15	6.02	12.27			9.03	8.27	6.32	1.21	10.11	85.76	BONHAM	
9.04		10.01	8.00	2.18	11.31 ⁷²	6.05 ⁸⁶	12.30			9.05	8.29	6.35	1.26 ⁸	10.13	87.57	BUCKNER	
9.14		10.07	8.06	2.24	11.40	6.11	12.34			9.10	8.33	6.41	1.32	10.18	91.82	CAMDEN	
9.20		10.11	8.11	2.29	11.45	6.16	12.37			9.13	8.36	6.47	1.35	10.20	93.99	PEWEE VALLEY	
9.30		10.18	8.19	2.37	11.55	6.24	12.42			9.18 ⁷⁶	8.40	6.54	1.41	10.25	98.15	H K TOWER (End of Double Track)	
A. M.		P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			P. M.	P. M.	P. M.	P. M.	A. M.			
Daily ex. Sunday		Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily			Daily	Daily	Daily	Daily	Daily			
241		77	71	75	87	73	3			5	1	15	7	99			

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

HK TOWER AND LATONIA—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Car Capacity of Passenger Sliding, based on 41 feet per Car	FIRST CLASS						SECOND CLASS									
			2	6	4	20	8	98			70	74	86	72	76			
			Passenger	The Humming Bird	The Azalea	Passenger	Passenger		The Pan- American			Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight		
			Daily	Daily	Daily	Daily	Daily		Daily			Daily	Daily	Daily ex. Sunday	Daily	Daily		
STATIONS			A. M.	A. M.	A. M.	A. M.	P. M.			A. M.	A. M.	A. M.	P. M.	A. M.				
LATONIA (Pass. Sta.)	N		5.13	6.22	10.33		3.25			7.50				2.45	8.05	11.30	2.47	12.38
LATONIA (South End)	E	120	5.09 ⁸⁷	6.19	10.29		3.22			7.48				2.35 ⁷³	8.00	11.05 ⁷⁵ 10.52 ⁷	2.41	12.32
INDEPENDENCE	E	78	4.58	6.09	10.18		3.12			7.38				2.12	7.48	10.33	2.29	12.18
BANK LICK	E	83	4.51	6.03	10.07		3.06			7.32 ⁵				2.03	7.38	10.25	2.17	12.10
WALTON	NCE	117	4.43	5.57 ⁸⁷	10.02		3.00			7.22 ⁷⁷				1.55	7.29	10.15	2.03	12.02
VERONA	E	85	4.31	5.51	9.56 ⁸⁶		2.54			7.15				1.44	7.20	9.56 ⁴	1.54	11.52
ZION	E	115	4.21	5.43	9.46		2.45			7.05 ¹				1.20	7.01	9.32	1.37	11.35
GLENCOE	NCE	74	4.08	5.33	9.38		2.36			6.54				1.04	6.46 ⁸⁷	9.07 ⁹⁹	1.22	11.20
SPARTA	NCE	81	3.58 ⁷³	5.26	9.30		2.30			6.47				12.54	6.36	8.42	1.12	11.10 ³
SANDERS	E	42	3.52	5.22	9.20 ⁹⁹		2.26			6.43 ⁷¹				12.49	6.31	8.35	1.07	10.52
WORTHVILLE	N	SB71 NB120	3.41	5.12	9.11		2.17			6.33				12.34	6.18	8.10 ⁸⁷	12.51 ⁷⁵	10.41
ENGLISH	E	65	3.24	5.06 ⁷³	9.02		2.07			6.27				12.26	6.10	7.42	12.32 ⁷	10.33
BARNES	E	35	3.16	5.00	8.55 ⁸⁷		2.01			6.21				12.18	6.02	7.35	12.21	10.25
CAMPBELLSBURG	NCE	140	3.03	4.54	8.47		1.55			6.15				11.55 ³	5.54	7.25	12.12	10.17
SULPHUR	E	58	2.57	4.47	8.40		1.49 ⁷⁵			6.09				11.35	5.40 ⁷³	7.05	11.56	10.07
PENDLETON	E	77	2.50	4.41	8.34		1.43			6.04				11.28	5.25	6.58	11.50	10.00
LAGRANGE	N	167	2.41	4.33	8.24 ²⁴¹	8.38 ²⁴¹	1.34			5.56				11.17	5.12	6.45	11.40	9.47 ⁷⁷
BONHAM	E	40	2.30	4.29	8.19	8.31	1.29			5.52				11.10	5.07	6.15	11.35	9.41
BUCKNER	E	86	2.28	4.27	8.16	8.27	1.26 ⁷			5.50				11.06	5.03	6.05 ⁷³	11.31 ⁸⁷	9.37
CAMDEN	E	114	2.23	4.23	8.11	8.21	1.21			5.46				11.00	4.55	5.54	11.25	9.31
PEWEE VALLEY	E		2.20	4.20	8.08	8.16	1.18			5.43				10.55	4.50	5.49	11.20	9.26
H K TOWER (End of Double Track)	N	NB113	2.15	4.15	8.03	8.10	1.13			5.38				10.47	4.42	5.41	11.12	9.18 ⁵
			A. M.	A. M.	A. M.	A. M.	P. M.			P. M.				P. M.	A. M.	A. M.	A. M.	P. M.
			Daily	Daily	Daily	Daily	Daily			Daily				Daily	Daily	Daily ex. Sunday	Daily	Daily
			2	6	4	20	8			98				70	74	86	72	76

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

HK TOWER AND LOUISVILLE—SOUTHWARD

FIRST CLASS											Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time					
			5	1	15	323	7					99	321	3	STATIONS		
			The Humming Bird	The Azalean	Passenger	C. & O. Passenger	Passenger					The Pan-American	C. & O. Passenger	Passenger			
			Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily			
			P. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.				
			9.18 ⁷⁶	8.40	6.54	4.25	1.41				10.25	10.03	12.42	98.15	L	H K TOWER (End of Double Track)	
			9.19	8.41	6.56	4.27	1.42				10.26	10.04	12.43	98.70		ANCHORAGE	
			9.25	8.49	7.07	4.36	1.51				10.33	10.12	12.51	105.19		ST. MATTHEWS	
			9.33	8.57	7.16	4.45	1.59				10.41	10.21	12.59	108.70		M N TOWER	
						4.50						10.24		110.04	A	PRESTON STREET	
			9.34	8.59	7.18		2.01				10.43		1.00	109.16		BAXTER AVENUE	
			9.40	9.05	7.24		2.07				10.49		1.06	111.49		T J TOWER	
			9.44	9.09	7.28		2.12				10.53		1.10	112.28		A-STREET JUNCTION	
			9.47	9.13	7.31		2.16				10.56		1.13	112.51		K. & I. JUNCTION	
			9.55	9.25	7.45	5.05	2.30				11.10	10.35	1.20	113.68	A	LOUISVILLE	
			P. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.				
			Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily				
			5	1	15	323	7				99	321	3				

HK TOWER AND LOUISVILLE—SOUTHWARD

THIRD CLASS			SECOND CLASS									Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time					
241			77	293	71	75	145	87					291	141	73	STATIONS		
Local Freight			Freight	C. & O. Freight	Fast Freight	Fast Freight	Fast Freight	Local Freight					C. & O. Freight	Local Freight	Fast Freight			
Daily ex. Sunday			Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday					Daily	Daily ex. Sunday	Daily			
A. M.			P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	A. M.				
			10.18	8.50	8.19	2.37	2.00	11.55				11.35	8.50	6.24	98.15	L	H K TOWER (End of Double Track)	
			10.20	8.52	8.20	2.39	2.02	12.00				11.37	8.52	6.25	98.70		ANCHORAGE	
			10.31	9.01	8.29	2.49	2.12	12.27				11.49	9.01	6.35	105.19		ST. MATTHEWS	
			10.41	9.11	8.39	2.59	2.20	12.40				11.59	9.11	6.45	108.70		M N TOWER	
				9.30								12.15			110.04	A	PRESTON STREET	
			10.43		8.41	3.09	2.22	12.50					9.13	6.47	109.16		BAXTER AVENUE	
			10.55		8.49	3.17	2.30	1.00					9.21	6.55	111.49		T J TOWER	
			11.10		9.40	4.15	3.10	1.15					10.10	7.30	112.99	A	SOUTH LOUISVILLE	
			A. M.		P. M.	P. M.	P. M.	P. M.				P. M.	A. M.	A. M.				
			Daily ex. Sunday		Daily	Daily	Daily	Daily ex. Sunday				Daily	Daily ex. Sunday	Daily				
			241		77	293	71	75	145	87		291	141	73				

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

LOUISVILLE AND HK TOWER—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Car Capacity of Passenger Stations, based on 44 feet per car	FIRST CLASS												
			2	6	4	20					8	322	98	324	
			Passenger	The Humming Bird	The Azalean	Passenger					Passenger	C. & O. Passenger	The Pan- American	C. & O. Passenger	
			Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
STATIONS			A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	P. M.	P. M.	
A	H K TOWER (End of Double Track)	N	NB113	2.15	4.15	8.03	8.10					1.13	2.07	5.38	6.28
	ANCHORAGE			2.13	4.14	8.02	8.09					1.12	2.05	5.37	6.26
	ST. MATTHEWS	E	66	2.05	4.07	7.54	7.59					1.04	1.55	5.29	6.16
	M N TOWER	N		1.57	4.00	7.46	7.51					12.56	1.47	5.21	6.08
L	PRESTON STREET											1.42		6.03	
	BAXTER AVENUE			1.55	3.59	7.44	7.49					12.54		5.19	
	T J TOWER	E		1.50	3.54	7.39	7.44					12.49		5.14	
	A-STREET JUNCTION			1.46	3.49	7.35	7.40					12.45		5.10	
	K. & I. JUNCTION			1.43	3.47	7.33	7.38					12.43		5.08	
L	LOUISVILLE	N		1.40	3.45	7.30	7.35					12.40	1.40	5.05	6.01
				A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily
				2	6	4	20					8	322	98	324

LOUISVILLE AND HK TOWER—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Car Capacity of Passenger Stations, based on 44 feet per car	SECOND CLASS													
			144	142	74	86					294	72	292	76	70	
			Fast Freight	Local Freight	Fast Freight	Local Freight					C. & O. Freight	Fast Freight	C. & O. Freight	Fast Freight	Freight	
			Daily	Daily ex. Sunday	Daily	Daily ex. Sunday					Daily	Daily	Daily	Daily	Daily	
STATIONS			A. M.	A. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	P. M.	
A	H K TOWER (End of Double Track)	N	NB113	12.20	4.30	4.42	5.41					10.15	11.12	7.14	9.18 ⁵	10.47
	ANCHORAGE			12.18	4.27	4.40	5.20					10.14	11.10	7.13	9.16	10.44
	ST. MATTHEWS	E	66	12.08	4.17	4.30	5.00					10.01	11.00	7.02	9.06	10.34
	M N TOWER	N		12.00	4.10	4.20	4.35					9.50	10.50	6.50	8.55	10.22
L	PRESTON STREET											9.45		6.45		
	BAXTER AVENUE			11.58	4.08	4.18	4.30						10.48		8.33	10.20
	T J TOWER	E		11.50	4.00	4.10	4.20						10.40		8.25	10.10
L	SOUTH LOUISVILLE	N	Yard	11.40	3.30	4.00	4.10						10.30		8.15	10.00
				P. M.	A. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	P. M.
				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday					Daily	Daily	Daily	Daily	Daily
				144	142	74	86					294	72	292	76	70

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

SOUTHWARD

MAYSVILLE AND PARIS

NORTHWARD

SECOND CLASS				Distance from Cincinnati	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Car Capacity of Passenger Seating based on 44 feet per Car	SECOND CLASS				
			137									
			Local Freight									
			Daily ex. Sunday									
			A. M.									
			10.20	131.00	L	MAYSVILLE NCA	Yard	9.25				
			10.35	127.05		SOMO	12	8.40				
			10.44	122.63		MARSHALL	18	8.30				
			10.52	118.46		HELENA	15	8.20				
			10.57	115.70		FLEMINGSBURG JCT.	13	8.10				
			11.04	113.27		NEPTON	10	8.00				
			11.09	111.72		EWING	10	7.55				
			11.20	106.45		PLEASANT VALLEY		7.40				
			11.30	103.93		MYERS		7.30				
			11.40	98.20		CARLISLE	32	7.10				
			11.52	90.70		MILLERSBURG	17	6.55				
			12.02	85.02		NEW FOREST		6.40				
			12.55	81.67	A	PARIS NL	Yard	6.30				
			P. M.					A. M.				
			Daily ex. Sunday					Daily ex. Sunday				
			137					138				

TIME OF E. K. DIVISION FIRST CLASS TRAINS BETWEEN NORTH CABIN AND PATIO

SOUTHWARD				TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time	NORTHWARD					
			3							
			Passenger							
			Daily							
			P. M.							
			12.28	L	NORTH CABIN EA	11.59				
			12.35		WINCHESTER N	11.55				
			12.45			11.45				
			12.49	A	PATIO NL	11.42				
			P. M.			A. M.				
			Daily			Daily				
			3			4				

TRAIN-ORDER OFFICES

“D” offices will be open from 8:00 a. m. to 5:00 p. m. ; “NO” offices from 8:00 p. m. to 5:00 a. m.

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

Station	Week Days	Saturday-Sunday
Walton.....	7:00 A.M. to 11:00 P.M....	7:00 A.M. to 11:00 P.M.
Glencoe.....	{ 7:25 A.M. to 12:00 Noon.. 1:00 P.M. to 4:25 P.M....	} Closed Saturday-Sunday.
Sparta.....	7:30 A.M. to 11:30 P.M.....	
Campbellsburg...	8:00 A.M. to 4:00 P.M.....	Closed Sunday.
Butler.....	{ 7:30 A.M. to 11:30 A.M.. 12:30 P.M. to 4:30 P.M..	} Closed Saturday-Sunday.
Falmouth.....	5:30 A.M. to 9:30 P.M.....	
Berea.....	7:30 A.M. to 11:30 P.M.....	7:30 A.M. to 11:30 P.M.
Maysville.....	7:00 A.M. to 4:00 P.M.....	Closed Saturday-Sunday

TRAIN-ORDER SIGNAL INDICATIONS

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

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

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

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

Trains	Indicating
Trains from E. K. Div. en-route to Cincinnati Div...	That Nos. 18 and 32 have departed, if overdue, unless otherwise advised by train-order.

AT RICHMOND: Enginemen will not call for or acknowledge these signals, but will be required to see them change as specified in Rule 221-(a).

AT LIVINGSTON: Enginemen will call for and acknowledge these signals, and will be required to see them change as specified in Rule 221-(a). A 'Proceed' or '19' indication will also indicate to southward second-class and inferior trains that, at that time, all over due southward first-class trains have passed unless otherwise advised by train order.

At TJ Tower: A proceed indication of the governing Home signal will authorize trains enroute from South Louisville to Cincinnati Division moving with the current of traffic to proceed ahead of overdue first-class trains from TJ Tower to MN Tower.

MN TOWER } Proceed indication of Home Signal will indicate to
 A STREET JCT. } second-class and inferior trains that at that time
 SW TOWER } overdue first-class trains have passed.

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

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

At HK Tower: Proceed indication of the home signal will indicate to southward second-class and inferior trains, in addition to clear route through the interlocker, that, at that time, all overdue first-class southward trains have passed.

Train-order signals will not be maintained at MN Tower and HK Tower. When orders are held for delivery to trains at these points indication will be given by flags by day, and lights by night, displayed from such points as will be plainly in view of approaching trains. Red flag or light will indicate "31" order, and yellow flag or light "19" order.

USE OF SIDINGS

The siding at Independence extends from south switch to cross-over, and business track from cross-over to north switch.

In taking siding at Worthville, the siding located on east side of main track will be used by northward trains, and the siding on west side of main track will be used by southward trains.

C. & W. Yard at Worthville may be used as auxiliary siding, leaving track No. 2 open for Carrollton trains.

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

STREET AND HIGHWAY CROSSINGS AND CITY REGULATIONS

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

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

Butler25	Paris15	East Bernstadt....20
Falmouth20	Winchester15	London20
Cynthiana20	Richmond15	Carlisle6
Lagrange12	Pewee Valley25	

Anchorage.....Whistle to be sounded within city limits only in emergency. Bell may be used not to exceed one minute as a signal that a standing train is about to start.

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

SUPERIORITY OF TRAINS

Superior Trains	Superior To
No. 98.....	No. 15.....
No. 138.....	No. 137.....

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Falmouth.....	No. 18 at Station platform.
Cynthiana.....	Nos. 17, 18, and 32 at Station Platform.
Paris.....	First-class trains at passenger station.
Winchester....	
Richmond.....	
Berea.....	
London.....	Nos. 17, 21, 24 at station platform.
LaGrange.....	No. 26 at Lexington Branch Jct. Switch.

CLEARANCE OF TRAINS

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

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

Trains	Stations	Requirements
First Class trains.	Winchester.....	Clearance Form A.
Northward second class and inferior trains ...	H. K. Tower.....	Clearance Form A.

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

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

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

Member of crew of E.K. Division train entering the Cincinnati Division at LaGrange will, after obtaining permission from the operator, unlock the electric switch lock and operate electric switch lock and line switch in accordance with instructions covering the operation of electric switch locks posted in telephone booth at Junction Switch. With switch opened and block unoccupied Signal L-271 should display YELLOW (Approach) indication. This will be authority for the train to enter the Cincinnati Division main track and proceed to train order office, unless otherwise instructed. Should Signal L-271 remain in Stop position after switch has been opened, engineman or conductor will immediately call Cincinnati Division Dispatcher and be governed by Transportation Department Rule 509(a).

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

Yardmaster at South Louisville and Hancock Street Yard and Stationmaster at Central Station, or their representatives, are authorized to start northward trains without Clearance Form A—displaying signals as may be necessary. Signals so displayed will be taken down at HK Tower unless confirmed by train-order from Chief Train Dispatcher.

STOPS FOR PASSENGERS

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

Trains	Stations
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CINCINNATI-CORBIN SUB-DIVISION:

No. 17....	London, Revenue Passengers from Covington and beyond.
No. 18....	London, Revenue Passengers for Covington and beyond.
No. 32....	Berea, revenue passengers from points south of Corbin, including Cumberland Valley Division, or for Cincinnati and beyond.

STOPS FOR PASSENGERS—Continued

Trains	Stations
LATONIA—LOUISVILLE SUB-DIVISION:	
No. 1.....	Sparta and Campbellsburg revenue passengers from Covington and beyond, or for Louisville and beyond.
No. 2.....	Elliston.
No. 3.....	Verona and Glencoe to discharge revenue passengers; Glencoe to receive revenue passengers for Campbellsburg or beyond.
No. 4.....	Campbellsburg and Sparta revenue passengers from Louisville and beyond, or for Covington and beyond.
No. 7.....	Elliston. Lakeland to discharge passengers from Latonia and points beyond.
No. 8.....	LaGrange, to let off passengers from Louisville or points beyond, and to pick up passengers for Latonia or points beyond.
No. 15....	Crestwood, Lakeland, Lyndon and Crescent Hill.
No. 20....	Crescent Hill, Lakeland; Lyndon to pick up passengers for LaGrange and beyond. Crestwood, to receive revenue passengers for points on the Eastern Kentucky Division beyond LaGrange.

CHESAPEAKE AND OHIO TRAINS

Nos. 321 and 323—Crescent Hill to discharge revenue passengers from Ashland or beyond.

Nos. 321, 322, 323 and 324—Anchorage to receive or discharge revenue passengers for or from Ashland or beyond.

STOPS FOR MAIL AND EXPRESS**CINCINNATI-CORBIN SUB-DIVISION:**

No. 32—Berea daily except Sunday for the handling of preferential U.S. Mail.

LATONIA—LOUISVILLE SUB-DIVISION

No. 2.....	Verona to receive or dispatch U.S. Mail. English on Monday and Thursday for milk.
No. 7.....	Verona, Elliston, Glencoe, English, Turners, Sulphur and Pendleton to receive or dispatch U.S. Mail.
No. 20....	Crestwood to receive express for stations on the Eastern Kentucky Division LaGrange and beyond.
Nos. 7 and 8....	LaGrange (except Sunday).....} Reduce speed to five miles per
No. 4.....	LaGrange, daily.....} hour to exchange U. S. Mail.
No. 2.....	Turners, reduce speed to 40 miles per hour to discharge U.S. Mail.

SPECIAL MOVEMENTS**PARIS**

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

MAYSVILLE BRANCH

Between 7:00 A.M. and 4:00 P.M. daily, except Saturday and Sunday, section men and bridge men on the Paris-Maysville Branch will only protect against regular schedule trains between Paris and Maysville. When an extra is operated between 7:00 A.M. and 4:00 P.M., Saturday and Sunday excepted, it will be preceded by a motor car to notify section men, bridge men and others concerned of the operation of this extra train.

The train dispatchers, when issuing order to extras on the branch during above hours will add the following to the order: "Motor car is preceding you to notify section, bridge men and others of the extra following." If your order does not contain this information, call the attention of the train dispatcher to the matter.

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

Nos. 138 and 137 between Paris and Maysville.

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

BETWEEN NORTH CABIN AND PATIO

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

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

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

When necessary to doublehead a passenger train from Winchester, in order to get a Corbin-Patio helping engine back to Corbin, all concerned must be fully advised of what is going to be done and the double-heading engine will use the southward main between Patio and Winchester. The doubleheading engine, in making this movement, will not be permitted to enter the southward main track until the operator at Patio has received information from the operator at Winchester that the passenger train to be doubleheaded has arrived and stopped at Winchester Passenger Station.

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

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

AT SINKS

A Proceed indication of the southward home signal on the Lebanon Branch will be authority for Lebanon Branch trains to proceed on the southward main track ahead of over-due superior trains from Sinks to Perth.

A Proceed indication of the southward home signal on the southward main track on the Cincinnati Division will be authority for Cincinnati Division trains to proceed on the southward main track ahead of over-due superior trains from Sinks to Perth.

BETWEEN SINKS AND CORBIN

Southward freight trains with full tonnage, or full modified rating, except No. 43 will not leave Perth ahead of Nos. 17 or 21 unless they have 45 minutes before such trains are due at East Bernstadt. In event there is anything wrong with the engine or train that would prevent making usual time up the hill, they must have whatever additional time is required. Within 50 tons of the specified tonnage will be considered full tonnage so far as these instructions are concerned.

CORBIN

Switchtenders are located at following points:

Center Street
North end of East Yard
North end of West Yard.

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

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

Northward Cincinnati Division trains from East Yard will proceed on clear indication of Signal No. 1722 and will not require signal from switchtenders at Center Street.

The top arm of color light Signal No. 1711, located near water treatment plant, governs movements over southward main to Signal No. 1725 at the freight house. The second light governs movements over the inbound Cincinnati Division freight main to freight yards, or to the outbound C. V. passenger main. The third, or bottom light, governs movements either to the northward or southward main, or into station tracks 1, 2 or 4.

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

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

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

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

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

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

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

HELPER SERVICE, FORD-PATIO

(1) Engines assigned to helper or pusher service no classification signals will be displayed on these engines.

(2) They will display marker lamps on the rear of tender when running light or when on the rear of and pushing a train, regardless of the direction in which headed.

(3) Helper engines will be headed north, and will be coupled on behind the caboose.

(4) The air on the helper engine must be coupled up and the brake valve cut out. Before the air hose are coupled between the caboose of train to be assisted and the helper engine, a service application of not less than 20 lbs. should be made on train and, likewise on helper engine, after which brake valve on helper engine should be cut out.

(5) Enginemen of helper engines will work steam continuously and will not shut off until after train is stopped by application of the air brakes.

(6) Helper engines will use the schedule and rights of trains they are assisting.

(7) Helper engines moving light between Patio and Boonsboro will run with the current of traffic, without orders, and will be governed by block signals, and interlocking signals, the indications of which supersede Time Table superiority.

(8) Helper engines leaving Patio or Ford light must first secure permission from the dispatcher or operator at Patio, except in case of wire trouble.

AIR BRAKES

Northward freight trains originating at Corbin, enroute to either Cincinnati Division or the Louisville Division, will carry 90 pounds brake pipe pressure and 120 pounds main reservoir pressure to designated terminals.

USE OF RETAINERS

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

Retainers on Crooked Hill will not be required, and the engineman in charge will be responsible for the safe operation of train descending this grade.

If the engineman in charge considers the use of retainers necessary to insure a safe operation, he will have the required number turned up on head end of train.

If retainers are used, stop must be made at "Retainer Boards" at top and bottom of grade to turn them up and turn them down.

When descending Crooked Hill without the use of retainers no attempt will be made to release brake if the brake pipe pressure has dropped to 50 pounds, or if the speed of the train has been reduced to less than 8 miles per hour; instead, the train must be brought to a stop, the train brakes released, and with the engine brakes applied wait at least 6 minutes, by the watch, before proceeding.

Such trains must not exceed a speed of 12 miles per hour approaching the summit of this grade.

In all cases, the conductor in charge must observe the air guage in caboose and make train book record of the time and the amount of pressure at London, Pittsburg and before approaching the top of Crooked Hill. If it is noted that brake pipe pressure is not being maintained he must stop the train and ascertain the cause.

TONNAGE RATING OF ENGINES

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

M1	3000	2850	2700	2550	2400	H29A	2040	1940	1835	1730	1630
J4A	2965	2815	2670	2520	2370	H27, H27A	1580	1480	1400	1325	1245
J4	2625	2495	2365	2230	2100						

Patio to Perth

M1	2600	2470	2340	2210	2080	J1	1900	1805	1710	1615	1520
J4A	2500	2375	2250	2125	2000	J3	1800	1710	1620	1530	1440
J4	2000	1900	1800	1700	1600						

Perth to Corbin

M1	1550	1475	1395	1315	1240	H29A	970	920	870	825	775
J4A	1410	1340	1270	1200	1125	H27, H27A	745	700	670	630	600
J4	1250	1185	1125	1060	1000	J2A	1295	1230	1165	1025	905

Corbin to Ford, and Ford to Patio with M1 Helper

M1	4150	3940	3735	3525	3320	J2A	3660	3475	3295	2930	2560
Two M1	8295	7885	7465	7050	6635	J4	3470	3295	3125	2950	2775
One M1, one J4A	8050	7650	7245	6845	6440	Two J4A	7800	7410	7020	6630	6240
One M1, one J4	7620	7240	6860	6480	6100	Two J4	6940	6600	6245	5900	5550
J4A	3900	3705	3510	3315	3120	One J4A, one J4	7370	7000	6630	6265	5900
						H29A	2545	2420	2290	2160	2035

Ford to Patio (Without Helper)

M1	2765	2625	2485	2350	2210	H29A	1420	1350	1280	1205	1135
J4A	2600	2470	2340	2210	2080	H27, H27A	1125	1065	1010	955	900
J4	2170	2060	1955	1840	1735	J2A	2240	2130	1905	1570	1120

Patio to Decoursey

M1	10000	9500	9000	8500	8000	H29A	4085	3880	3675	3475	3270
J4A	8500	8075	7650	7225	6800	H27, H27A	3125	2965	2810	2655	2500
J4	6940	6595	6245	5900	5555						

Maysville to Some

S2 Diesel	500	455	410	375	340
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Some to Carlisle

S2 Diesel	730	660	590	550	515
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**Between Carlisle and Paris
Carlisle to Pleasant Valley
Cowan to Maysville**

S2 Diesel	930	840	760	685	620
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Pleasant Valley to Cowan

S2 Diesel	750	690	625	570	510
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The tonnage of unweighed loads of coal will be estimated as follows for tonnage rating of trains.
 100,000 Lbs. Capacity Cars, 73 tons.
 140,000 Lbs. Capacity Cars, 100 tons.
 A variation of 35 tons is permissible in loading trains handled by one or more J or larger class engines; 20 tons in loading trains handled by one or more smaller than J class engines.

TONNAGE RATING OF ENGINES

Class of Engines	Normal	A	B	C	D	Class of Engines	Normal	A	B	C	D
Latonia to LaGrange											
J4A	1660	1575	1490	1405	1320	S-80	1050	1000	950	900	850
J4	1510	1435	1360	1285	1210	GP-7, F-7	1300	1235	1170	1105	1040
J3	1175	1115	1055	995	935	FP-7, S-87	1170	1110	1050	990	930
RS-3, FA-2	1335	1270	1205	1140	1075						

LaGrange to South Louisville

J4A	4350	4130	3910	3690	3470	S-80	3550	3370	3190	3010	2830
J4	4200	3990	3780	3570	3360	GP-7, F-7	3800	3610	3420	3230	3040
J3	3870	3675	3480	3285	3090	FP-7, S-87	3420	3250	3080	2910	2740
RS-3, FA-2	3835	3645	3455	3265	3075						

Latonia to South Louisville

FP-3 unit Diesel	3900	3700	3510	3315	3120	FA-2 3-unit Diesel	4000	3800	3610	3415	3220
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TONNAGE RATING OF ENGINES

Class of Engines	Normal	A	B	C	D	Class of Engines	Normal	A	B	C	D
South Louisville to LaGrange											
J4A	2530	2405	2280	2155	2030	S-80	1650	1565	1480	1395	1310
J4	2385	2265	2145	2025	1905	GP-7, F-7	1900	1805	1710	1615	1520
J3	2055	1950	1845	1740	1635	FP-7, S-87	1710	1625	1540	1455	1370
RS-3, FA-2	2050	1940	1835	1730	1625						

LaGrange to Latonia

J4A	1925	1830	1735	1640	1545	S-80	1150	1090	1030	970	910
J4	1775	1685	1595	1505	1415	GP-7, F-7	1465	1390	1315	1240	1165
J3	1375	1305	1235	1165	1095	FP-7, S-87	1320	1255	1190	1125	1060
RS-3, FA-2	1500	1425	1350	1275	1200						

South Louisville to Latonia

FP-3 unit Diesel	4400	4180	3960	3740	3520	FA-2 3-unit Diesel	4500	4280	4060	3840	3620
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A variation of 35 tons is permissible in loading trains handled by one or more J or larger class engines; 20 tons in loading trains handled by one or more smaller than J class engines.

J-4 class locomotives which have had boiler pressure increased from 200 pounds to 210 pounds will handle 4% increase in tonnage.

CINCINNATI DIVISION

W. T. DUDLEY

Train Master

W. R. HADLEY

Assistant
Train Master

R. J. BAILEY

Chief Train
Dispatcher

W. G. POFF

Traveling
Engineer

J. C. ARMSTRONG

Traveling
Engineer

CINCINNATI DIVISION

LIST OF SURGEONS

DISTRICT SURGEONS

Dr. J. A. Ryan.....Covington, Ky. Dr. John T. Bate (Consulting).....Louisville, Ky.
 Dr. Robt. E. Reichert.....Covington, Ky. Dr. Jos. A. Stoeckinger.....Lexington, Ky.

OCULISTS

Dr. C. N. Heisel.....Covington, Ky. Dr. Joseph BallardLexington, Ky.
 Dr. R. E. Strode.....Winchester, Ky. Dr. C. W. Kelly.....Louisville, Ky.
 Dr. Clarence DeWeeseLexington, Ky. Dr. H. N. Ritter.....Louisville, Ky.
 Dr. W. O. Preston (Associate).....Lexington, Ky.

LOCAL SURGEONS

Dr. E. J. Rust.....Newport, Ky. Dr. B. F. Combs (Associate).....Lexington, Ky.
 Dr. Herbert BieberLatonia, Ky. Dr. B. F. Robinson (Consulting).....Lexington, Ky.
 Dr. Ralph CarothersCincinnati, O. Dr. M. C. Darnell.....Lexington, Ky.
 Dr. John F. Lyons.....Cincinnati, O. Dr. R. H. Scobee.....Winchester, Ky.
 Dr. John M. Blades.....Butler, Ky. Dr. John A. Snowden (Associate).....Winchester, Ky.
 Dr. W. M. Townsend.....Falmouth, Ky. Dr. John Floyd, Sr.....Richmond, Ky.
 Dr. L. N. Todd.....Berry, Ky. Dr. John C. Baker.....Berea, Ky.
 Dr. H. Todd Smiser.....Cynthiana, Ky. Dr. R. G. Webb.....Livingston, Ky.
 Dr. E. T. McMurry.....Cynthiana, Ky. Dr. E. C. Seeley.....London, Ky.
 Dr. J. C. HartParis, Ky. Dr. K. P. Smith.....Corbin, Ky.
 Dr. William H. Cox (Associate).....Paris, Ky. Dr. H. W. Terrell.....Corbin, Ky.
 Dr. M. B. Denham.....Maysville, Ky. Dr. W. B. Messink.....Worthville, Ky.
 Dr. Ben F. Allen.....Flemingsburg, Ky. Dr. J. C. Hartman.....Campbellsburg, Ky.
 Dr. T. P. Scott.....Carlisle, Ky. Dr. B. B. Sleadd.....Middletown, Ky.
 Dr. G. F. Reynolds (Associate).....Carlisle, Ky. Dr. Burl MackPewee Valley, Ky.
 Dr. George H. Wilson.....Lexington, Ky. Dr. W. E. Summerville.....Louisville, Ky.

AMBULANCE

Swetnam, M. L. Sons.....Covington, Ky. T. M. Swindler Co.....Latonia, Ky.

LOUISVILLE TERMINALS

LOUISVILLE DIVISION TRAINS—SOUTHWARD

FIRST CLASS													Distance from Louisville	TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time			
156	5	1	21	154	7	15				99	6	3		STATIONS			
Passenger	The Humming Bird	The Azalea	The Flamingo	Passenger	Passenger	The South Wind				The Pan-American	C. I. & L.	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.					
	10.45	10.05	9.45	6.45	4.10	3.20	3.15				11.25	8.00			1.50	0	L
	10.48	10.08	9.48	6.48	4.13	3.24	3.17				11.28	8.03	1.53	1.17		K. & I. JUNCTION	
	10.49	10.09	9.49	6.49	4.14	3.25	3.18				11.29		1.54	1.40	A	A STREET JCT.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	A. M.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily				
	156	5	1	21	154	7	15				99	6	3				

SPECIAL INSTRUCTIONS—LOUISVILLE TERMINALS

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

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

AUTOMATIC BLOCK SIGNALS
 Between 10th and Kentucky Streets and Mile Post 8.
 Between A Street Jct. and Frankfort Avenue.

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

SPRING SWITCH

Location	Normal Position
Jackson and Water Street...	For movement thru the cross-over from the southward to the northward main.
10th and Ky. Street.....	Southward main.

STANDARD CLOCKS
 Union Station—train-order office.
 South Louisville—main yard office.
 SW Tower.

YARD LIMITS
 Between Union Station and Mile Post 8 and Frankfort Avenue.

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

TRAIN REGISTERS

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

RAILROAD CROSSING AT GRADE

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

MAXIMUM ALLOWABLE SPEED IN MILES PER HOUR

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

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

SPECIAL MOVEMENTS

A southward train approaching TJ Tower will not proceed over Preston Street until it has seen that home signal displays proceed indication.

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

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

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

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

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

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

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

LOUISVILLE TERMINALS

LOUISVILLE DIVISION TRAINS—NORTHWARD

TIME TABLE No. 63 Takes effect Sunday, Sept. 27, 1953, at 12:01 A. M. Central Standard Time		Distance from Louisville	FIRST CLASS													
			2	6	155	4	24						153	8	16	98
STATIONS			The Humming Bird	Passenger	The Azalea	The Flamingo						Passenger	Passenger	The South Wind	The Pan- American	C. I. & L.
		Passenger	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily
			A. M.	A. M.	A. M.	A. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.
A	LOUISVILLE	N 0	12.50	3.30	7.10	7.05	7.20					11.30	12.20	1.10	4.50	9.00
	K. & I. JUNCTION	1.17	12.25	3.21	6.46	6.42	7.07					11.05	12.09	1.03	4.41	8.43
L	A STREET JCT.	1.40	12.23	3.19	6.44	6.41	7.05					11.03	12.07	1.02	4.39	
			A. M.	A. M.	A. M.	A. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily
			2	6	155	4	24					153	8	16	98	5

SPECIAL MOVEMENTS—Continued:

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

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

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

Between New Main Street and Story Avenue (which streets are between MN Tower and Preston Street on the East Louisville-Water Street Line) yard cuts are relieved of flagging except against first-

class trains; and second-class and inferior trains and engines will move in this territory expecting to find the track occupied at any point by engines or cars not protected by flagman.

At TJ Tower: A proceed indication of the governing Home signal will authorize trains enroute from South Louisville to Cincinnati Division moving with the current of traffic to proceed ahead of overdue first-class trains from TJ Tower to MN Tower.

Proceed indication of Home signal at MN Tower, A Street Junction and SW Tower, will indicate to second class and inferior trains that at that time overdue first-class trains have passed.

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

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

T. E. SCHWIND
Train Master

C. L. STEPHENSON
Ass't Train Master

M. V. MAGUIRE
Ass't Train Master

G. M. BREUNER
Ass't Train Master

O. C. BANKS
Ass't Train Master

J. J. BURKE
Ass't Train Master

C. BABEY
Traveling Engr.

