

# SOUTHERN RAILWAY SYSTEM

## WESTERN LINES

The Cincinnati, New Orleans & Texas  
Pacific Railway Company

TIME TABLE No.

# 15

Effective 9:01 A. M. (Central Time)

SUNDAY, JANUARY 21, 1945

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

CLARK HUNGERFORD - - - - - General Manager  
L. M. TRIPLETTE - - - - - General Superintendent Transportation  
E. M. TOLLESON - - - - - Superintendent  
R. C. WILSON - - - - - Assistant Superintendent

## CINCINNATI AND DANVILLE—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 15 JANUARY 21, 1945		FIRST CLASS							SECOND CLASS			THIRD CLASS
		STATIONS		3 Daily	15 Daily	43 Daily	123 Daily Louisville Dn.	27 Daily	1 Daily	59 Daily	55 Daily	51 Daily	61 Ex. Sun.	
		Lv.	A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	P. M.	P. M.	A. M.		
C1	0.0	X. CINCINNATI	N	7 45 <sup>15</sup> <sub>61</sub>	7 50 <sup>31</sup> <sub>61</sub>	5 30		8 00	9 00	8 30	1 00	10 00	8 00 <sup>2</sup> <sub>15</sub>	
0	3.0	WCTO LUDLOW	k	7 48	8 7 <sup>55</sup>	5 35		8 04	9 04	8 35	1 05	10 05	8 05	
7	9.8	WX. ERLANGER	P	8 05	8 10	5 51		8 20	9 20	9 00	1 30	10 30	8 40	
11	13.5	<sup>3.7</sup> DEVON	P	8 09	8 17	5 56		8 25	9 25	9 05	1 35	10 35	8 50	
14	16.8	RICHWOOD	P	8 13	8 22	6 00		8 29	9 29	9 09	1 39	10 39	8 55	
18	20.0	<sup>3.8</sup> WALTON	P	8 17	8 28	6 05		8 34	9 34	9 14	1 44	10 44	9 00	
21	24.0	BRACHT	P	8 21	8 33	6 09		8 38	9 38	9 18 <sup>61</sup>	1 48	10 48	9 18 <sup>59</sup>	
25	27.5	<sup>3.5</sup> CRITTENDEN	P	8 25	8 39	6 14		8 43	9 43	9 22	1 52	10 52	9 30	
28	30.6	<sup>9.1</sup> SHERMAN	P	8 29	8 44	6 18		8 47	9 47	9 26	1 56	10 56	9 40	
32	34.3	DRY RIDGE		8 33	8 50	6 22		8 51	9 51	9 31	2 01	11 01	9 50	
35	38.1	<sup>2.8</sup> WY WILLIAMSTOWN	D	8 37	9 00	6 27		8 56	9 56	9 36	2 06	11 06	10 30	
40	42.5	<sup>4</sup> MASON	P	8 42	9 06	6 32		9 01	10 01	9 41	2 11	11 11	10 40	
44	46.6	<sup>4.1</sup> BLANCHET		8 47	9 12	6 37		9 06	10 06	9 46	2 16	11 16	10 50	
...	50.1	<sup>2.5</sup> ROHAN	P	8 51	9 20	6 41		9 10	10 10	9 50	2 20	11 20	10 55	
49	52.1	<sup>2.0</sup> HINTON		8 54	9 25	6 44		9 13	10 13				11 00	
54	56.0	<sup>4.8</sup> SADIEVILLE	P	9 00	9 32	6 50		9 19	10 19	9 58	2 28	11 28	11 15	
...	59.5	<sup>2.0</sup> LACYMOORE	P	9 03	9 37	6 53		9 22	10 22	10 01	2 31	11 31	11 20	
60	63.2	ROGERS GAP	P	9 07	9 42	6 57		9 26	10 26	10 05	2 35	11 35	11 30	
63	65.5	<sup>2.8</sup> DELAPLAIN	P		9 47									
67	70.2	<sup>4.7</sup> WX GEORGETOWN	...	m 9 14	9 57	f 7 06		9 34	10 34	10 15	2 45	11 45	12 10 PM	
71	74.3	<sup>4.1</sup> DONERAIL	P	9 19	10 03	7 12		9 39	10 39	10 30	3 00	12 01 AM	12 20	
74	77.4	GREENDALE		9 23	10 08	7 16		9 42	10 42	10 34	3 04	12 05	12 25	
79	81.8	<sup>4.4</sup> WCTX LEXINGTON	N	s 9 35	10 25	s 7 30		s 9 55	11 00	10 42	3 12	12 13	1 00	
85	88.0	<sup>6.3</sup> BRANSON	P	9 43	10 35	7 40		10 05	11 10	10 53	3 23	12 24	1 15	
91	93.4	<sup>5.4</sup> NICHOLASVILLE		9 49	10 43	d 7 47		10 11	11 16	10 59	3 29	12 30	1 30	
96	98.5	<sup>9.7</sup> WILMORE	P	9 55	10 51	d 7 54		10 16	11 21	11 06	3 36	12 37	1 45	
100	103.2	<sup>4.7</sup> HIGH BRIDGE	P	10 00	10 59	8 01		10 21	11 26	11 11	3 41	12 42	1 55	
106	108.9	<sup>5.7</sup> BURGIN		10 06	11 08	j 8 08		P. M.	10 29	11 34	11 21	3 51	12 52	2 10
110	113.2	<sup>6.3</sup> S. J. TOWER	N	10 11	11 14	8 13		10 15	10 34	11 39	11 26	3 56	12 57	2 25
114	116.5	<sup>8.3</sup> WOYXO DANVILLE	N	s10 20	s11 20	s 8 25		10 25	s10 45	s11 50	11 35	4 05	1 05	2 45
		Ar.		A. M.	A. M.	P. M.		P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.
				Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
				3	15	43		123	27	1	59	55	51	61

(C. N. O. &amp; T. P.)

# DANVILLE AND CINCINNATI—NORTHBOUND

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Capacity of trucks based on 30 feet per car.		FIRST CLASS										SECOND CLASS			THIRD CLASS						
TIME TABLE No. 15 JANUARY 21, 1945		STATIONS										2 Daily	28 Daily	44 Daily	124 Daily Louisville Ov.	16 Daily	4 Daily	52 Daily	54 Daily	50 Daily	62 Ex. Sun.
Other Trucks	Skillets	Ar	A. M.	A. M.	A. M.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Yard		X. CINCINNATI N	6 55	7 05	10 45		7 25	8 55	4 30	11 05	9 25	1 30									
Yard		WCIXO LUDLOW N	6 45	6 55	10 30		7 10	8 45	4 20	10 53	9 15	1 15									
116	N 96 S 98	WX ERLANGER P	6 36	6 46	10 20		7 00	8 36	4 05	10 38	9 00	12 55									
5		DEVON P	6 31	6 41	10 15		6 54	8 31	4 00	10 33	8 55	12 45									
8		RICHWOOD P	6 27	6 37	10 10		6 48	8 27	3 55	10 28	8 50	12 40									
28		WALTON P	6 22	6 32	10 05		6 42	8 22	3 50	10 23	8 45	12 35									
	N 84 S 84	BRACHT P	6 18	6 28	10 00		6 36	8 18	3 45	10 18	8 40	12 30									
21		CRITTIDEN P	6 14	6 24	9 56		6 30	8 14	3 41	10 14	8 36	12 20									
9		SHERMAN P	6 10	6 20	9 51		6 25	8 10	3 37	10 10	8 32	12 15									
33	N 53	DRY RIDGE P	6 05	6 15	9 46		6 18	8 05	3 32	10 05	8 27	12 10									
89	N 87 S 90	WYLLIAMSTOWN D	6 00	6 10	9 41		6 12	8 00	3 27	10 00	8 22	12 01 PM									
6		MASON P	5 55	6 05	9 36		6 04	7 55	3 22	9 54	8 17	11 25									
9		BLANCHET P	5 50	6 00	9 31		5 58	7 50	3 17	9 49	8 12	11 20									
	N 80 S 81	ROHAN P	5 46	5 56	9 27		5 50	7 46	3 13	9 45	8 08	11 15									
4		HINTON P	5 43	5 53	9 24		5 47	7 43				11 10									
42		SADIEVILLE P	5 36	5 46	9 17		5 39	7 36	3 03	9 33	7 58	11 00									
	N 86 S 86	LACYNDORE P	5 33	5 43	9 13		5 34	7 33	3 00	9 30	7 55	10 45									
8		ROGERS GAP P	5 29	5 39	9 09		5 30	7 29	2 55	9 25	7 50	10 40									
10		DELAPLAIN P					5 26														
125	N 111	WXGEORGETOWN	5 20	6 30	9 00		5 20	7 20	2 45	9 15	7 40	10 30									
9		DONERAIL P	5 15	5 25	8 51		5 10	7 15	2 31	9 02	7 26	9 45									
14		GREENDALE P	5 11	5 21	8 47		5 05	7 11	2 27	8 58	7 22	9 40									
Yard	N 95 S 90	WCTXLEXINGTON N	5 05	5 15	8 40		5 00	7 05	2 20	8 50	7 15	9 30									
11	N 84 S 118	BRANNON P	4 50	5 00	8 23		4 43	6 48	2 10	8 33	7 00	8 55									
118		NICHOLASVILLE	4 42	4 52	8 15		4 35	6 41	2 02	8 25	6 52	8 45									
40	N 96 S 92	WILMORE P	4 34	4 44	8 05		4 27	6 34	1 55	8 15	6 45	8 30									
107		HIGHBRIDGE P	4 27	4 37	7 57		4 19	6 27	1 48	8 08	6 38	8 15									
82	N 80 S 90	BURGIN	4 20	4 30	7 50	62	A. M.	4 11	6 20	1 40	8 00	6 30	8 05	62	7 30	44					
	N 161	S. J. TOWER N	4 15	4 25	7 45		4 51	4 05	6 15	1 35	7 55	6 25	7 25								
Yard		WCYXO DANVILLE N	4 10	4 20	7 40	54	4 45	4 00	6 10	1 30	7 50	6 20	7 15								
		Lv	A. M.	A. M.	A. M.		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.								
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.								
		(C. N. O. & T. P.)	2	28	44		124	16	4	52	54	50	62								

## DANVILLE AND OAKDALE—SOUTHBOUND

Station No.	Distance from Chocoma	TIME TABLE No. 15 JANUARY 21, 1945											
		FIRST CLASS						SECOND CLASS			THIRD CLASS		
		STATIONS											
		3	15	43		27	1	51	59	55	63		
Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Ex. Sun.				
	A. M.	A. M.	P. M.		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
114	116.5	WCYXO. DANVILLE. N	10 25	11 25	8 30		10 55	12 01		2 00	12 01	5 10	5 00
118	120.8	JUNCTION CITY. N	10 32	11 35	8 38		11 04	12 12		2 10	12 11	5 20	5 15
124	126.6	MORELAND	10 39	11 45	8 46		11 12	12 22		2 19	12 20	5 29	5 30
129	131.5	McKINNEY. P	10 44	11 53	8 52		11 18	12 28		2 26	12 27	5 36	5 40
133	134.8	F. O. TOWER. N	10 48	11 59	8 57		11 23	12 33		2 32	12 33	5 42	5 50
136	139.2	WKINGS MOUNTAIN	10 55	12 09 PM	9 05		11 32	12 42		2 45	12 46	5 55	6 05
143	146.0	EUBANK. P	11 04	12 21	9 15		11 42	12 52		2 55	12 56	6 05	6 30
151	153.5	SCIENCE HILL. P	11 13	12 33	9 24		11 51	1 01		3 04	1 05	6 14	6 50
158	160.9	WCTX SOMERSET. N	11 30	12 50	9 45		12 10 AM	1 20		3 17	1 18	6 27	7 05
163	166.4	U. S. JUNCTION. N	11 39	1 05	9 55		12 25	1 30		3 29	1 30	6 39	7 25
165	168.1	W. BURNSIDE. P	11 44	1 11	10 00		12 30	1 35		3 33	1 34	6 43	7 33
167	170.0	TATEVILLE. P	11 48	1 15	10 05		12 35	1 40		3 38	1 39	6 48	7 40
170	172.9	SLOAN'S VALLEY. P	11 53	1 20	10 10		12 40	1 45		3 44	1 57 16	6 54	7 47
174	177.6	K. D. TOWER. N	12 03 PM	1 29 16	10 22		12 52	1 58 2		3 56	2 12	7 06	8 05
176	179.0	GREENWOOD. P	12 06	1 32	10 25		12 55	2 01		4 00	2 16	7 10	8 10
182	182.0	C. B. TOWER. P	12 11	1 38	10 30		1 00	2 08		4 08	2 24	7 18	8 21
185.2		F. R. TOWER. N	12 16	1 43	10 35		1 05	2 13		4 15	2 31	7 25	8 30
190	192.4	WCX. STEARNS. P	12 26	2 00	10 47		1 17	2 25		4 33	2 50	7 43	8 50
194	196.6	Y. PINE KNOT. P	12 33	2 09	10 55		1 25	2 33		4 43	3 00	7 53	9 00
201	203.6	W. WINFIELD. P	12 41	2 19	11 03		1 33	2 41		4 51	3 08	8 01	9 15
207	209.5	YX. ONEIDA. P	12 49	2 30	11 13		1 42	2 51		5 03	3 20	8 13	9 35
212	215.1	YX HELENWOOD. P	12 57	2 40	11 23		1 51	3 01		5 13	3 30	8 23	9 47
216	218.7	NEW RIVER. N	1 02	2 46	11 29		1 57	3 07		5 19	3 36	8 29	10 00
219.2		BRIDGE JCT.											
220.8		TUNNEL JCT.											
221.5		R. O. TOWER. N	1 10	2 53	11 37		2 05	3 15		5 28	3 45	8 38	10 10
223	225.9	W. GLEN MARY. P	1 16	3 01	11 44		2 12	3 23		5 36	3 53	8 46	10 25
229	231.7	SUNBRIGHT. P	1 24	3 10	11 53		2 21	3 32		5 48	4 05	8 58	10 40
232	234.9	PILOT MOUNTAIN. P	1 28	3 15	11 57		2 25	3 36		5 53	4 10	9 03	10 48
238	241.1	WX LANCING. P	1 36	3 26	12 06 AM		2 34	3 45		6 04	4 21	9 14	11 05
244.4		C. W. TOWER. N	1 41	3 31	12 11		2 39	3 50		6 10	4 27	9 20	11 15
243	246.1	NEMO. P	1 44	3 35	12 14		2 42	3 53		6 14	4 31	9 24	11 25
248	251.2	CAMPAUSTIN. P	1 51	3 43	12 21		2 49	4 00		6 22	4 39	9 32	11 40
253.4		X G. F. TOWER. N	1 54	3 47	12 24		2 52	4 03					
251	254.4	WCTX OAKDALE. P	2 00	3 55	12 35		3 05	4 15		6 45	4 45	9 55	12 15
		Ar.	P. M.	P. M.	A. M.		A. M.	A. M.		A. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily		Daily	Daily		Daily	Daily	Daily	Ex. Sun.
		(C. N. O. & T. P.)	3	15	43		27	1		51	59	55	63

## OAKDALE AND DANVILLE—NORTHBOUND

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Capacity of tracks based on 50 feet per car.		TIME TABLE No. 15 JANUARY 21, 1945										
Other Tracks	Sidings	STATIONS	FIRST CLASS						SECOND CLASS			THIRD CLASS
			2 Daily	28 Daily	44 Daily	16 Daily	4 Daily	54 Daily	50 Daily	52 Daily	64 Ex. Sun.	
		Ar.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.
Yard		WCYXO DANVILLE N	4 05	4 15	4 30	3 55	3 05	6 45	5 15	12 30		1 30
75	N 39	JUNCTION CITY N	3 52	4 05	4 20	3 45	3 55	6 34	5 03	12 18		1 00
51		MORELAND	3 45	3 58	4 10	3 35	3 48	6 26	4 55	12 10		12 45
29	N 83	MCKINNEY P	3 39	3 52	4 00	3 25	3 42	6 18	4 47	12 02 AM		12 30
9	85	F. O. TOWER N	3 34	3 47	4 53	3 18	3 37	6 13	4 42	11 57		12 22
10	N 89 S 72	WKINGS MOUNTAIN N	3 27	3 40	4 46	3 10	3 30	6 06	4 35	11 50		12 15
20		EUBANK	3 17	3 31	4 37	2 57	3 21	5 57	4 26	11 41		12 01 PM
28	N 61	SCIENCE HILL P	3 07	3 22	4 27	2 45	3 12	5 48	4 17	11 32		11 45
Yard		WCTX SOMERSET N	2 50	3 05	4 10	2 30	3 55	5 28	3 57	11 12		11 20
		U. S. JUNCTION N	2 34	2 51	4 50	2 11	3 35	5 16	3 45	11 00		10 52
40	N 73	W. BURNSIDE P	2 30	2 47	3 54	2 07	3 30	5 12	3 41	10 56		10 45
4	N 75 S 76	TATEVILLE P	2 27	2 44	4 59	2 02	3 27	5 09	3 38	10 53		10 35
9	57	SLOAN'S VALLEY P	2 23	2 40	4 35	1 57 59	3 23	5 04	3 33	10 48		10 30
2		K. D. TOWER N	2 14	2 31	4 26	1 48 15	3 14	4 54	3 23	10 38		10 20
24		GREENWOOD P	2 12	2 29	4 24	1 45	3 12	4 52	3 21	10 36		10 15
11	S 37 N 1-90 N 2-45	C. B. TOWER P	2 08	2 25	4 20	1 38	3 08	4 47	3 16	10 31		10 08
20	S 100	F. R. TOWER N	2 03	2 20	4 15	1 33	3 03	4 41	3 10	10 25		10 00
Yard	S 89	WCX STEARNS P	1 51	2 05	4 00	1 20	3 50	4 26	2 55	10 10		9 40
80	88	Y. PINE KNOT P	1 45	1 58	4 53	1 10	3 43	4 20	2 49	10 04		9 15
40	88	W. WINFIELD P	1 37	1 50	4 45	1 01	3 35	4 12	2 41	9 56		9 00
Yard		YX ONEIDA P	1 28	1 40	4 35	12 51	3 25	4 01	2 31	9 46		8 45
90	N 88 S 74	YX HELENWOOD P	1 19	1 29	4 23	12 40	3 17	3 50	2 20	9 35		7 40
48		NEW RIVER N	1 12	1 22	4 16	12 32	3 11	3 41	2 11	9 26		7 20
		BRIDGE JCT.										
		TUNNEL JCT.										
	N 86 S 84	R. O. TOWER N	1 05	1 15	4 09	12 25	3 05	3 35	2 05	9 20		7 00
26	S 94	W. GLEN MARY P	12 58	1 08	4 02	12 16	2 58	3 27	1 57	9 12		6 45
42	N 79	SUNBRIGHT P	12 50	1 00	3 54	12 06	2 50	3 19	1 49	9 04		6 30
7	S 121	PILOT MOUNTAIN P	12 45	12 55	3 49	12 01 PM	2 45	3 12	1 42	8 57		6 15
60	N 119	WX LANDING P	12 35	12 45	3 39	11 51	2 35	2 58	1 28	8 43		6 00
		G. W. TOWER N	12 27	12 37	3 31	11 42	2 26	2 47	1 17	8 32		5 35
4		NEMO P	12 23	12 33	3 27	11 37	2 22	2 42	1 12	8 27		5 30
13		CAMP AUSTIN	12 16	12 26	3 21	11 30	2 16	2 35	1 05	8 20		5 20
		X. G. F. TOWER N	12 13	12 23	3 18	11 27	2 13					
Yard		WCTX OAKDALE	12 10	12 20	3 15	11 25	2 10	2 30	1 00	8 15		5 15
		Lv.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.		A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.
			2	28	44	16	4	54	50	52		64

(C. N. O. &amp; T. P.)

## OAKDALE AND CHATTANOOGA—SOUTHBOUND

Station No.	Distance from Clientment	TIME TABLE No. 15 JANUARY 21, 1945											
		FIRST CLASS						SECOND CLASS			THIRD CLASS		
		43 Daily	127 Daily Knoxville Division	1 Daily	3 Daily	101 Daily Knoxville Division	15 Daily	51 Daily	59 Daily	55 Daily	67 Ex. Sun.		
		STATIONS											
		Lv.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	
251	254.4	WCTX. OAKDALE	P	12 40	3 15	4 20	2 10	3 00	4 00	7 15	5 15	9 35	5 30
	254.8	TUNNEL 25		12 41	3 16	4 21	2 11	3 01	4 01	7 16	5 16	9 36	5 31
	255.4	TUNNEL 26		12 42	3 17	4 22	2 12	3 02	4 02	7 17	5 17	9 37	5 32
255	258.8	HARRIMAN	N	12 46	3 22	4 26	2 17	3 07	4 07	7 23	5 23	9 43	5 50
258	260.5	X. EMORY GAP	P	12 50	A. M.	4 30	2 21	P. M.	4 11	7 30	5 30	9 50	6 00
259	261.4	E. G. TOWER	P	12 51		4 31	2 22		4 13	7 31	5 31	9 51	6 05
261	263.9	CARDIFF	P	12 54		4 34	2 25		4 17	7 35	5 35	9 55	6 10
265	267.7	X. ROCKWOOD	N	1 00		4 41	2 32		4 28	7 45	5 45	10 05	6 35
270	273.1	GLEN ALICE	P	1 06		4 48	2 39		4 34	7 52	5 52	10 12	7 05
273	276.0	W. RODDY	P	1 10		4 52	2 43		4 38	7 57	5 57	10 17	7 15
277	280.5	LORRAINE	P	1 15	54	4 57	2 48		4 44	8 04	6 04	10 24	7 25
280	283.3	X. SPRING CITY	N	1 18		5 01	2 52		4 50	8 08	6 08	10 28	7 45
285	287.7	PENNINE	P	1 23		5 07	2 58		4 57	8 20	6 20	10 40	7 55
291	293.6	WX EVANSVILLE	N	1 30		5 14	3 05		5 05	8 28	6 35	10 48	8 28
297	300.1	DAYTON	P	1 37		5 21	3 13		5 15	8 36	6 45	11 09	8 45
302	305.1	GRAYSVILLE	P	1 44		5 28	3 21		5 23	8 45	6 54	11 20	9 00
305	307.6	COULTERVILLE	P	1 47		5 31	3 24		5 27	8 48	6 57	11 23	9 05
307	309.7	SALE CREEK	P	1 50	44	5 34	3 27		5 30	8 51	7 00	11 26	9 20
310	312.7	BAKEWELL	P	1 54		5 37	3 31		5 35	8 55	7 04	11 30	9 39
314	317.1	RATHBURN	P	1 59		5 42	3 36		5 43	9 01	7 10	11 36	9 45
318	321.2	X. DAISY	N						5 52				
319	322.3	W. MONTLAKE	P	2 05		5 48	3 42		5 55	9 10	7 19	11 45	10 31
322	324.6	CAVE SPRINGS	P	2 09		5 52	3 46		5 59	9 21	7 25	11 56	10 40
329	328.7	HIXON	P	2 15		5 58	3 52		6 05	9 30	7 32	12 05	10 55
328	331.2	WX TENBRIDGE	P	2 19		6 01	3 55		6 10	9 34	7 36	12 09	11 05
331	333.7	X. BOYCE	N	2 24		6 05	4 00		6 15	9 40	7 43	12 16	11 20
	335.9	WCTX. CITICO	N	2 27		6 08	4 03		6 20	10 00	8 00	12 30	11 30
335	338.0	XO CHATTANOOGA	N	2 40		6 20	4 15		6 30				
		Ar.	A. M.			A. M.	P. M.		P. M.	A. M.	P. M.	A. M.	A. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
				43	127	1	3	101	15	51	59	55	67

(C. N. O. &amp; T. P.)

# CHATTANOOGA AND OAKDALE—NORTHBOUND

Capacity of tracks based on 60 feet per car.		TIME TABLE No. 15 JANUARY 21, 1945		FIRST CLASS						SECOND CLASS			THIRD CLASS			
				16 Daily	102 Daily <small>Knoxville Dts.</small>	4 Daily	2 Daily	128 Daily <small>Knoxville Dts.</small>	44 Daily	50 Daily	52 Daily	54 Daily	68 Ex. Sun.			
Other Tracks	Slidings	STATIONS		Ar.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.		
Yard		WCTX	OAKDALE	P	11 20	12 20 <sup>50</sup>	2 05	12 05 <sup>128</sup>	12 15 <sup>28</sup>	3 10	12 30 <sup>102</sup>	7 45	2 00	10 30		
			TUNNEL 25	P	11 15	12 10	2 03	12 02	12 09	3 05	12 16	7 39	1 56	10 17		
			TUNNEL 28	P	11 14	12 09	2 02	12 01 <sup>AM</sup>	12 08	3 04	12 15	7 38	1 55	10 10		
43			HARRIMAN	N	11 09	12 05 <sup>50</sup>	1 58	11 58 <sup>128</sup>	12 05 <sup>2</sup>	3 01	12 10 <sup>102</sup>	7 33	1 50	10 00		
52		X	EMORY GAP	P	11 06		P. M.	1 55		11 55	A. M.	2 58	12 02	7 26	1 43	9 45
			E. G. TOWER	P	11 04			1 54		11 54		2 57	12 01 <sup>PM</sup>	7 25	1 42	9 30
16	62		CARDIFF	N	11 00			1 51		11 51		2 54	11 58	7 22	1 39	9 25
164	111	X	ROCKWOOD	N	10 53			1 45		11 46		2 47	11 52	7 16	1 33	9 15
12	56		GLEN ALICE	P	10 46			1 38		11 40		2 39	11 44	7 08	1 25	8 35
12	95	W	RODDY	P	10 42			1 34		11 37		2 35	11 40	7 04	1 21	8 30
7	55		LORRAINE	P	10 35			1 28		11 32		2 30	11 34	6 58	1 15 <sup>43</sup>	8 20
73	115	X	SPRING CITY	N	10 30			1 24		11 29		2 25	11 30	6 54	1 00	8 08 <sup>51</sup>
11	95		PENNINE	P	10 19			1 18		11 23		2 19	11 20	6 44	12 50	7 55 <sup>67</sup>
33	N 85 S 98	WX	EVENSVILLE	N	10 11			1 10		11 16		2 12	11 11	6 35 <sup>59</sup>	12 41	7 45
174	116		DAYTON	P	10 01			1 02		11 09 <sup>55</sup>		2 04	11 03	6 27	12 33	7 30
40	62		GRAYSVILLE	P	9 50			12 54		11 02		1 56	10 55	6 19	12 25	6 55
	95		COULTERVILLE	P	9 47			12 51		10 59		1 53	10 52	6 16	12 22	6 50
61	67		SALE GREEK	P	9 44			12 48		10 56		1 50 <sup>43</sup>	10 49	6 13	12 19	6 45
12	99		BAKEWELL	P	9 39			12 44		10 53		1 46	10 45	6 09	12 15	6 40
25	99		RATHBURN	P	9 33			12 39		10 48		1 41	10 41	6 05	12 11	6 30
12		X	DAISY	N	9 27											
25	N 89 S 99	W	MONTLAKE	P	9 25			12 32		10 42		1 33	10 31 <sup>67</sup>	5 55 <sup>15</sup>	12 01 <sup>AM</sup>	6 20
	101		CAVE SPRINGS	P	9 21 <sup>51</sup>			12 28		10 38		1 29	10 26	5 41	11 56 <sup>55</sup>	6 15
4	92		HIXON	P	9 15			12 22		10 32		1 22	10 20	5 35	11 50	6 05
39	68	X	TENBRIDGE	P	9 12			12 19		10 29		1 19	10 17	5 32	11 47	6 01 <sup>1</sup>
174	N 27	X	BOYDE	N	9 08			12 15		10 25		1 15	10 10 <sup>51</sup>	5 25	11 40	5 45
Yard		WCTX	CITICO	N	9 05			12 10		10 20		1 10	10 00	5 15	11 30	5 30
Yard		XO	CHATTANOOGA	N	9 00			12 01		10 10		1 00				
			Lv.		A. M.		P. M.			P. M.		A. M.	A. M.	P. M.	P. M.	A. M.
					Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
					16	102	4			2	128	44	50	52	54	68

(C. N. O. & T. P.)

# SPECIAL INSTRUCTIONS—Consult Bulletin Boards and Special Order Books Daily

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.

## SPECIAL INSTRUCTIONS

1. The Special Instructions do not relieve employees from proper protection of the train according to Rule 99.

## 2. ADDITIONAL CLEARANCE CARD STATIONS

(Rules 4, 84, 1141 and 1301)

Danville Nos. 27 and 28.  
Somerset; all first class trains.  
GF Tower No. 28.  
Dayton No. 67 and No. 68.

## 3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 111, 1142, 1302 and 1387)

Cincinnati— Union Terminal Station, Yard Office, Ludlow—Engine House, Lexington, Danville—Yard Office, Engine House,	Somerset, Ferguson Shops, Oakdale— "GF" Tower, Engine House, Passenger Station,	Citico— Yard Office, Engine House, Chattanooga— Terminal Station.
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## 4. TRAIN REGISTERS

(Rules 83, 84 and 1143)

Cincinnati— Union Terminal Station, Yard Office,	Danville, Somerset— Oakdale— "GF" Tower,	Citico, Chattanooga, Terminal Station.
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Conductors of first class trains may register by ticket at Danville.

Trains originating and terminating and first class trains only will register at Somerset.

The Operators at Cincinnati Yard Office, G. F. Tower and Citico will register first class trains on information given them by the train dispatcher, using special care as to signal displayed.

## 5. STANDARD CLOCKS

(Rule 3)

Cincinnati— Union Terminal Station, Yard Office, Ludlow Engine House, Lexington,	Danville— "DV" Tower, Somerset, Oakdale— "GF" Tower,	Citico, Chattanooga— Terminal Station.
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## 6. RAILROAD CROSSINGS AT GRADE—INTERLOCKED

(Rules 98 and 601a to 671)

Georgetown, Ky.—F. & C. R. R.  
Junction City, Ky.—L. & N. R. R.  
East End Ave., Chattanooga, Tenn.—N. C. & St. L. Ry., Belt Ry.

## 7. DRAW BRIDGES

(Rules 98 and 601a to 671)

Ohio River Bridge—Interlocked.  
Tennessee River Bridge—Interlocked.

## 8. JUNCTIONS

(Rules 98 and 601a to 671)

**Interlocked—**  
Cincinnati—Union Terminal Station.  
"SJ" Tower—Louisville Division.  
Harriman—Knoxville Division.  
Citico—Atlanta and Knoxville Divisions.  
East End Ave., Chattanooga—Terminal Station.

### Not Interlocked—

Lexington—Louisville Division.

## 9. INTERLOCKING SIGNALS

(Rules 601a to 671)

"MS" Tower—North End Ludlow Yard.  
Danville "DV" Tower—Cross-over Switches.  
"FO" Tower—Double Track Junction.  
Kings Mountain—Double Track Junction.  
"US" Junction—Double Track Junction.  
"KD" Tower—Double Track Junction.  
"CB" Tower—Double Track Junction.  
"FR" Tower—Double Track Junction.  
New River—Double Track Junction.

Bridge Junction—Double Track Junction.

Tunnel Junction—Double Track Junction.

"RO" Tower—Double Track Junction.

"CW" Tower—Double Track Junction.

Nemo—Double Track Junction.

"GF" Tower—Cross-over Switches.

North End Tunnel 25—Double Track Junction.

South End Tunnel 26—Double Track Junction.

Citico—Yard Switches.

Chattanooga (Terminal Station)—All Tracks.

## 10. AUTOMATIC BLOCK AND AUTOMATIC TRAIN

STOP SYSTEM

(Rules 401 to 406 and 501a to 522)

Automatic block signal and automatic train stop system rules are effective between Cincinnati and Chattanooga.

## 11. TRAIN MOVEMENTS

(Rules 251 to 254)

As shown below trains or engines will run with current of traffic by block signals whose indications will supersede time table superiority, but inferior trains must not delay superior trains.

Between South End Ludlow Yard and Erlanger.

Between "SJ" Tower and Danville.

Between Somerset—Passenger Station and Engine House lead and crossover Mile 161.8.

Between "GF" Tower and North end 25 tunnel and South end 26 tunnel to Harriman.

Between Boyce and Chattanooga.

(Rules 261 to 264)

As shown below trains or engines will run on single track against opposing trains by interlocking and block signals whose indications will supersede the superiority of trains.

Between "FO" Tower and Kings Mountain.

Between "CB" Tower and "FR" Tower.

Between New River and Bridge Junction.

Between Tunnel Junction and "RO" Tower.

Between "CW" Tower and Nemo.

Between North End Tunnel 25 and South End Tunnel 26.

Conductors of Southbound trains before proceeding from sidings "FO" Tower, "FR" Tower and "RO" Tower and Conductors of Northbound trains at "FR" Tower must receive telephone authority from Operators.

(Rules 501a to 522)

At the following interlocking plants, the signals governing the movement of trains on main track, from siding to main track or for reverse movement from double track to single track, in addition to being interlocked are block signals.

"MS" Tower, Ludlow.

"GF" Tower, Georgetown.

"DV" Tower.

"DJ" Tower, Danville.

"FO" Tower, Junction City.

"US" Junction.

"KD" Tower.

"CB" Tower.

"FR" Tower.

"NR" Tower, New River.

"RO" Tower.

"CW" Tower.

"GF" Tower, Oakdale.

"DB" Tower, M. P. 255.0.

"KJ" Tower, Harriman.

Tenn. River Bridge (M. P. 332).

Citico Tower.

East End Avenue Tower.

Dwarf signals governing the movement of trains out of the following sidings are automatic block signals.

Ferguson Shops—Coal Chute Track.

Watts Bar—North and South Switch.

Electric locks controlled by towerman and telephone communicating with tower are located as follows:

"S" Tower—South switch northbound siding.

"FO" Tower—South switch of siding.

"FR" Tower—North switch of northbound siding.

"RO" Tower—South switch of southbound siding.

"RO" Tower—South switch of southbound siding.

"CW" Tower—South switch of house track, Nemo.

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

(C. N. O. & T. P.)



## 11. TRAIN MOVEMENTS—Concluded

Telephones are located at or near the following tunnels, connecting North and South ends, as shown:

No. 2 Tunnel.	No. 12 Tunnel.
Nos. 3 and 4 Tunnels.	No. 15 Tunnel.
No. 5 Tunnel.	Nos. 22, 23 and 24 Tunnels.
Nos. 7, 8 and 9 Tunnels.	Nos. 25 and 26 Tunnels.
No. 11 Tunnel.	

No. 16 tunnel north end connected with dispatcher and message circuit.

## (Rules 30 and 31)

In Kentucky the bell must be rung or the whistle sounded continuously or alternately beginning at a distance of at least fifty rods from each road crossing and continuing until the engine reaches the road crossing.

In Tennessee the whistle must be sounded or the bell rung at a distance of a quarter of a mile from each road crossing and at short intervals until the train has passed the crossing. On approaching an incorporated City or Town the bell or whistle shall be sounded when the train is at a distance of one mile of corporate limits and at short intervals till it reaches its depot or station and on leaving a town or city, shall be sounded when the train starts and at intervals till it has left the corporate limits.

Employees of the C. N. O. & T. P. Railway when using the tracks of The Cincinnati Union Terminal Co. and the Chattanooga Station Co. or other joint tracks will be governed by their time tables, rules and regulations.

Between Citico and Chattanooga the movement of trains and engines will be governed by Chattanooga Terminal time table.

Employees of other Railroads when using C.N.O.&T.P. Railway will be governed by its time table, rules and regulations. Nos. 15 and 16 will stop on signal at:

Crescent Springs,	Ferguson Shop,	Silverside,
Corinth,	Elihu,	Isham,
South Fork,	College Grove,	Bear Creek,
Waynesburg,	Cumberland Falls,	Robbins,
Floyd,	Wiborg,	Rugby Road,
Pulaski,	Flat Rock,	Huffman,
Norwood,	Whitley,	Annald,

## CONDITIONAL STOPS:

Following symbols when placed before the figures on the schedule indicate conditional stops.

"a" Discharge revenue passengers from Somerset or beyond and pick up revenue passengers for Ludlow, Cincinnati or beyond.

"b" Discharge revenue passengers from Cincinnati and Louisville or pick up revenue passengers for Chattanooga or beyond or East of Oakdale.

"d" Discharge revenue passengers from Cincinnati or Ludlow or pick up revenue passengers for Somerset or beyond where scheduled to stop.

"h" Discharge revenue passengers from Cincinnati or Louisville or receive revenue passengers for Chattanooga or beyond.

"j" Receive or discharge revenue passengers to or from Cincinnati.

"k" Receive revenue passengers for Lexington and south thereof where scheduled to stop.

"m" Receive revenue passengers for Atlanta Division where scheduled to stop, Birmingham, Knoxville or beyond.

"n" Stop at Ludlow to discharge revenue passengers. Nos. 4 will discharge revenue passengers from Atlanta and A. G. S. and Memphis Divisions.

No. 43 and No. 44 discharge or pick up revenue passengers at Whiteley where scheduled to stop.

No. 28 will discharge revenue passengers at destination from Knoxville and beyond.

No. 27 will discharge revenue passengers from Louisville Division at destination.

## 12. HELPING TRAINS

(Rule 1657)

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and

the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

## 13. AIR BRAKE INSTRUCTIONS TO ENGINEMEN AND TRAINMEN

When brakes are applied in any manner except by engineer's brake valve, close throttle, place automatic brake valve on lap and allow it to remain on lap until train comes to a stop.

The application of brakes in this manner will be indicated by—  
Steam Locomotives—Pressure on brake cylinder air gauge, train pulling hard or slowing down.

Diesel-Electric Locomotives—Brake cylinder pressure on air gauge, train pulling hard, speed indicator falling in miles per hour, or transition indicator moving toward the red.

If necessary to prevent sliding of driving wheels, the driving brake cylinder pressure can be graduated with the independent brake valve.

When an emergency application is made, allow automatic brake valve to remain on lap at least two (2) minutes before releasing.

When train is stopped under such circumstances, it must not proceed until proper signal is given.

Before giving signal to proceed, trainmen must know the brakes are released and pressure is being restored.

## 14. YARD LIMITS

(Rule 93)

Cincinnati, O.	Oneida, Tenn.	Rockwood, Tenn.
Ludlow, Ky.	Helenwood, Tenn.	Spring City, Tenn.
Erlanger, Ky.	(Northbound)	Evansville, Tenn.
Georgetown, Ky.	Lancing, Tenn.	Daisy, Tenn.
Lexington, Ky.	(Northbound)	Tenbridge, Tenn.
Danville, Ky.	Oakdale, Tenn.	Boyce, Tenn.
Somerset, Ky.	Emory Gap, Tenn.	Citico, Tenn.
Stearns, Ky.		Chattanooga, Tenn.

## 15. DOUBLE TRACK

(Rules 85, 151 to 153)

Double track extends as follows:	Distance
From Cincinnati to "FO" Tower	133.7 miles
From Kings Mountain to "US" Junction	27.2 miles
From "KD" Tower to "CB" Tower	4.4 miles
From "EB" Tower to New River	33.5 miles
From Bridge Junction to Tunnel Junction	1.6 miles
From "BO" Tower to "CW" Tower	22.9 miles
From Nemo to North End Tunnel No. 25	8.7 miles
From South End Tunnel No. 26 to "EG" Tower	6.0 miles
From Boyce to Chattanooga	4.7 miles

Total..... 242.7 miles

## 16. ENTRANCE SWITCH TO SIDINGS

(Rules 88, 89, 90, 104, 105, 502B, 503A, 514, 517, 519 and 1642 to 1645)

Unless otherwise provided enter at first switch of first siding except Montlake and Evansville at which stations enter at first switch to the right. At Tateville trains enter siding at first switch to left. When a train which is to hold main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

When any part of a train is moving through a spring switch the speed must not exceed 15 miles per hour, except at the ends of double track where the speed must not exceed 25 miles per hour.

In case a train is stopped before passing entirely through the switch it must not be backed, unless switch is opened or set to siding by hand.

Trains or engines using double track in reverse direction must approach facing point spring switches under control.

"SS" signs are located adjacent to spring switches, and will also when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

(C. N. O. &amp; T. P.)

## SPECIAL INSTRUCTIONS—Continued

## 16. ENTRANCE SWITCH TO SIDINGS—Concluded

Spring switches are located as follows:	
Williamstown .....	South end Southbound siding
Rohan .....	North end Northbound siding
Rohan .....	South end Southbound siding
Lacy Moore .....	North end Northbound siding
Lacy Moore .....	South end Southbound siding
Georgetown .....	North end Northbound siding
Georgetown .....	South end Southbound siding
Lexington .....	North end Northbound siding
Lexington .....	South end Southbound siding
Brannon .....	North end Northbound siding
Brannon .....	South end Southbound siding
Wilmore .....	North end Northbound siding
Wilmore .....	South end Southbound siding
Burgin .....	South end Northbound siding
Burgin .....	South end Southbound siding
SJ Tower .....	North end siding
Danville Yard .....	South switch—West lead
McKinney .....	North end siding
Kings Mountain .....	South end Southbound siding
Science Hill .....	North end siding
Tateville .....	North end Northbound siding
Tateville .....	South end Southbound siding
Sloans Valley .....	North end South end siding
CB Tower .....	South end siding
CB Tower .....	End double track
Stearns .....	South end siding
Pine Knot .....	North end siding outgoing switch
Pine Knot .....	South end siding outgoing switch
Winfield .....	North end siding outgoing switch
Winfield .....	South end siding outgoing switch
Helenwood .....	South end Southbound siding
Glen Mary .....	South end siding
Sunbright .....	North end siding
Lancing .....	North end siding
EG Tower .....	End double track
Rockwood .....	North and South end siding
Rockwood .....	North and South end siding
Glen Alice .....	North and South end siding
Roddy .....	North and South end siding
Lorraine .....	North and South end siding
Spring City .....	North and South end siding
Pennine .....	North and South end siding
Evenaville .....	North end Northbound siding
Evenaville .....	South end Southbound siding
Dayton .....	North and South end siding
Graysville .....	North and South end siding
Coulterville .....	North and South end siding
Sale Creek .....	North and South end siding
Bakewell .....	North and South end siding
Rathburn .....	North and South end siding
Momlake .....	South end Southbound siding
Momlake .....	North end Northbound siding
Hixon .....	North and South end siding
Hixon .....	North and South end siding
Tenbridge .....	North and South end siding
Boyce .....	End double track

## 17. SPEED RESTRICTIONS

(Rules 108 and 1305)

Passenger trains handled by passenger type steam locomotives or Diesel-Electric locomotives, 70 miles an hour; except Diesel-Electric locomotives handling exclusive streamlined equipment, 80 miles per hour. Where exclusive streamlined equipment is handled by both passenger type steam and Diesel-Electric locomotives, 70 miles an hour to govern.

Freight trains hauled by Mikado, Diesel-Electric, Consolidation or passenger type locomotives, 60 miles an hour; except 45 miles an hour when handling loaded hopper bottom coal cars, loaded tank cars, or flat cars loaded with crossties poles.

These speeds must be further reduced on curves where conditions require it to insure safe and comfortable movement.

Engines without cars will be governed by speed according to class of engines.

When passenger trains handle freight cars, or when freight engines handle either freight or passenger cars, maximum speed of freight trains will govern.

Trains and engines using other than their regular running track will be governed by the speed restrictions on the track they are using.

When the track is inundated, Diesel-Electric switch locomotives and Diesel-Electric road locomotives may be run through water not in excess of three inches over top of rail at a speed not to exceed three miles an hour.

Passenger trains must not exceed 35 miles per hour, freight trains 25 miles per hour through tunnels, except that northbound freight trains must not exceed 10 miles per hour entering Tunnel No. 9, but may gradually increase speed to not exceeding 40 miles per hour at Gum Lick Viaduct, M. P. 175.9; night signals must be displayed on trains before and when passing through tunnels.

Trains or engines must not exceed 15 miles per hour entering or leaving sidings or moving through crossovers or turnouts; but where the turnout is "No. 16" or over, speed may be increased to 25 miles per hour.

Trains handling steam derricks, ditching machines, pile driver, scale test cars, steam shovels and revolving cranes on own wheels will not exceed speed of 25 miles per hour.

Whenever an engine not equipped with leading trucks is being hauled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of 25 miles per hour.

An engine in tow must, when practicable, be handled near the head end of train, except that an engine of light construction should be handled near the rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

First class trains will approach passenger station Ludlow, Lexington, Danville, Somerset and Oakdale under control expecting to find first class trains doing station work and at Oakdale switching between the two crossovers.

Northbound trains and engines will move under control between Crossover south of Yard Office Danville and "DV" Tower expecting to find southbound passenger trains doing station work on northbound main track at passenger station.

Ohio River Bridge .....

Ohio River Bridge .....	All trains 20 miles per hour
Dolans Dump Mile 6, North Mt. ....	All trains 25 miles per hour
Between Mile Post 8 and Ludlow ..	All trains 45 miles per hour
F&C Crossing, Georgetown .....	All trains 30 miles per hour
High Bridge .....	Passenger 45 miles per hour
	Freight 35 miles per hour

L&N Crossing, Junction City .....

L&N Crossing, Junction City .....	All trains 30 miles per hour
Around curve north end, south end	Passenger 40 miles per hour
and across South Fork viaduct ..	Freight 35 miles per hour

Cumberland River Bridge .....

Cumberland River Bridge .....	Passenger 30 miles per hour
	Freight 25 miles per hour

Between KD Tower and

U. S. Junction .....

U. S. Junction .....	Freight 40 miles per hour
New River Bridge .....	All trains 25 miles per hour
Oakdale—Freight Lea .....	All trains 10 miles per hour
Spring City, Highwa. Crossing .....	5:00 A. M. until 11:00 P. M. ....
	All trains 35 miles per hour

Tennessee River Bridge .....

Tennessee River Bridge .....	All trains 15 miles per hour over draw
Chattanooga, over Main Street	and Rossville Avenue .....
	All trains 8 miles per hour

Unless Crossing flagmen are on duty, or other approved signals are used to warn traffic on these streets, trains and engines before crossing them must stop and be flagged over them by a member of the train crew with proper signals. After the leading engine or car has cleared the crossings named, the speed may be increased not to exceed twenty miles per hour.

Trains must not use less than time shown below in crossing New River and Cumberland River Bridges.

Cumberland River .....

Cumberland River .....	Passenger .....	Twenty-eight (28) Seconds
	Freight trains .....	Thirty-four (34) Seconds
	Freight trains .....	Thirty-four (34) Seconds

New River, All Trains .....

New River, All Trains .....	Thirty-six (36) Seconds
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(C. N. O. & T. P.)

## MAXIMUM SPEED ON CURVES BETWEEN CINCINNATI, OHIO, AND CHATTANOOGA, TENN.

In accordance with Rule 106, and unless otherwise restricted, trains will not exceed maximum speed on curves as shown below.

Between Mile Post 3 and Mile Post 8—All trains 45 miles per hour, except 25 miles on Dolan's Dump.

Between Mile Post 8 and Mile Post 40—Passenger trains 65 miles per hour, freight trains 55 miles per hour, except reverse curve Mile Post 13.2 and curve north of L. & N. Underpass, Walton, passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 40 and Mile Post 59.2—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 59.2 and Mile Post 81—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except reverse curve north and first curve south of Delaplain, passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 81 and Mile Post 113—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except first curve south of Lexington depot, passenger trains 45 miles per hour, freight trains 40 miles per hour and on curves between mile post 101.5 and mile post 109, passenger trains 60 miles per hour.

Between Mile Post 113 and Mile Post 121—Passenger trains 60 miles per hour, freight trains 55 miles per hour.

Between Mile Post 121 and Mile Post 134—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except on curves at Mile Post 127 and Mile Post 130.3, passenger trains 60 miles per hour.

Between Mile Post 134 and Mile Post 139—All trains 45 miles per hour.

Between Mile Post 139 and Mile Post 152—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except between Mile Post 139 and Mile Post 141.2 and curve at Mile Post 150.4 passenger trains 60 miles per hour.

Between Mile Post 152 and Mile Post 161—Passenger trains 55 miles per hour, freight trains 50 miles per hour, except curve at mile post 160.4 all trains 40 miles per hour.

Between Mile Post 161 and Mile Post 166—Passenger trains 60 miles per hour, freight trains 55 miles per hour except on curves south end of Pittman Creek Bridge all trains 45 miles per hour.

Between Mile Post 166 and Mile Post 168—All trains 40 miles per hour.

Between Mile Post 168 and Mile Post 180—Passenger trains 45 miles per hour, freight trains 40 miles per hour.

Between Mile Post 180 and Mile Post 185.2—Passenger trains 50 miles per hour and freight trains 45 miles per hour.

Between Mile Post 185.2 and Mile Post 192—Passenger trains 65 miles per hour, freight trains 55 miles per hour except curve south of Mile Post 186, passenger trains 55 miles per hour, freight trains 50 miles per hour.

Curves between Mile Post 187 and Mile Post 188, passenger trains 50 miles per hour, freight trains 45 miles per hour. Curve at Mile Post 190, passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 192 and Mile Post 196—Passenger trains 50 miles per hour, freight trains 45 miles per hour, except between Mile Post 192 and Mile Post 194, passenger trains 45 miles per hour.

Between Mile Post 196 and Mile Post 215—Passenger trains 65 miles per hour, freight trains 55 miles per hour, except between

Mile Post 205 and Mile Post 205.5, passenger trains 50 miles per hour and freight trains 45 miles per hour.

Mile Post 207.9 passenger trains 50 miles per hour, freight trains 45 miles per hour.

Mile Post 212.0 passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 215 and Mile Post 224—All trains 45 miles per hour.

Between Mile Post 224 and Mile Post 231.2—Passenger trains 50 miles per hour, freight trains 45 miles per hour.

Between Mile Post 231.2 and Mile Post 235—Passenger trains 55 miles per hour, freight trains 50 miles per hour, except curve at Mile Post 233.4 all trains 40 miles per hour.

Between Mile Post 235 and Mile Post 242.5—Passenger trains 50 miles per hour, freight trains 45 miles per hour, except first and second curves south of Mile Post 236, passenger trains 45 miles per hour.

Between Mile Post 242.5 and Mile Post 246—All trains 45 miles per hour.

Between Mile Post 246 and Mile Post 251—Passenger trains 60 miles per hour freight trains 55 miles per hour.

Between Mile Post 251 and Mile Post 255.5—All trains 45 miles per hour.

Between Mile Post 255.5 and Mile Post 258—All trains 50 miles per hour.

Between Mile Post 258 and Mile Post 261.5—All trains 45 miles per hour.

Between Mile Post 261.5 and Mile Post 322.5—Passenger trains 65 miles per hour, freight trains 55 miles per hour except: Between Mile Posts 261.5 and 263—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Third curve south of Mile Post 264—Passenger trains 60 miles per hour, freight trains 55 miles per hour.

First curve north and first curve south of Mile Post 270—Passenger trains 50 miles per hour, freight trains 45 miles per hour.

First curve north of mile Post 274—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Posts 278 and 279—Passenger trains 60 miles per hour, freight trains 55 miles per hour.

Between Mile Posts 287 and 288—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Curve at Mile Post 290.8—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Posts 304.4 and 305—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

First and second curves south of Mile Post 311—Passenger trains 55 miles per hour, freight trains 50 miles per hour.

Mile Post 316 and Mile Post 319—Passenger trains 60 miles per hour, freight trains 55 miles per hour, except curve south of Mile Post 316—passenger trains 55 miles per hour, freight trains 50 miles per hour.

Between Mile Post 322.5 and Mile Post 328.5—All trains 45 miles per hour.

Between Mile Post 328.5 and Mile Post 335.5—Passenger trains 70 miles per hour, freight trains 55 miles per hour except first curve south of Tennessee River Bridge, passenger trains 55 miles per hour, freight trains 50 miles per hour.

## TONNAGE RATING

	Light Engines	Heavy Engines	Increased Pressure Heavy Engines
<b>SOUTHBOUND</b>			
Cincinnati to Danville....	2400 tons	2900 tons	3100 tons
Danville to Stearns.....	1250 tons	1850 tons	1750 tons
Stearns to Oakdale.....	1450 tons	1700 tons	1900 tons
Oakdale to Chattanooga....	2300 tons	2800 tons	3000 tons
<b>NORTHBOUND</b>			
Chattanooga to Oakdale....	2300 tons	2800 tons	3000 tons
Oakdale to Helenwood....	1250 tons	1850 tons	1750 tons
Helenwood to Danville....	1650 tons	2050 tons	2250 tons
Danville to Lexington....	360 tons	3550 tons	3750 tons
Lexington to Cincinnati....	3300 tons	3800 tons	4000 tons

## DIESEL ELECTRIC ENGINES

	SOUTHBOUND	2700 H.P.	4050 H.P.
Cincinnati to Danville .....	3200 Tons	3800 Tons	3800 Tons
Danville to Stearns .....	1800 Tons	2700 Tons	3000 Tons
Stearns to Oakdale .....	2000 Tons	3000 Tons	3000 Tons
Oakdale to Chattanooga .....	3100 Tons	3700 Tons	3700 Tons

## NORTHBOUND

Chattanooga to Oakdale .....	3100 Tons	3700 Tons	3700 Tons
Oakdale to Helenwood .....	1800 Tons	2700 Tons	3100 Tons
Helenwood to Danville .....	2100 Tons	3100 Tons	3100 Tons
Danville to Cincinnati .....	3500 Tons	4000 Tons	4000 Tons

Tonnage may be increased on instructions from Chief Dispatcher. (C. N. O. & T. P.)

**BUSINESS TRACKS OR STATIONS NOT SHOWN  
IN STATION COLUMN**

Between Ludlow and Danville		Name		Mile
Crescent Springs	7.3	Caldwell		115.5
Corinth, P	48.7			
Between Danville and Oakdale		Name		Mile
South Fork	136.2	Marsh		139.0
Waynesburg, P	135.4	Wittler, P		138.7
Floyd	148.0	Silversville		198.7
Palatka, P	151.1	Isham		201.1
Norwood	155.4	Bear Creek		204.7
Peterson Shop	162.4	Robbins		222.0
Cedar Grove	165.2	Turner Road, P		222.9
Cumberland Falls	181.8	Huffman, P		222.9
Whoberg	184.9	Annadel, P		226.6
Flat Rock				
Between Oakdale and Chattanooga		Name		Mile
Watts Bar, P	215.0			

**LOAD LIMITS (Rule 110)**

The weight of Engines and Cars is limited as follows:

**BETWEEN CINCINNATI AND CHATTANOOGA**

Kind	Type	Total Weight
Pacific	4-6-2	300,000 lbs.
Diesel-Electric Unit A	6-6	329,200 lbs.
Diesel-Electric Unit B	6-6	329,000 lbs.
Diesel-Electric Unit	6-6	229,800 lbs.
Diesel-Electric (4 Unit)	4-4	900,000 lbs.
Mikado	2-8-2	334,000 lbs.
Mountain	4-8-2	334,240 lbs.
Derrick (150 Ton Cap'y)		264,000 lbs.
Loaded Cars	4-Wheel Truck	251,000 lbs.
Loaded Cars	6-Wheel Truck	300,000 lbs.

NOTE—Coupled Diesel-Electric Units may be operated.

**HOURS TRAIN ORDER OFFICES**

Station	Week Days	Sundays
Gest Street, Cinti	.....Continuous	Same as week days
Williamstown	7:00 AM—4:00 PM	Same as week days
Lexington	.....Continuous	Same as week days
S J Tower	.....Continuous	Same as week days
D V Tower, Danville	.....Continuous	Same as week days
Junction City	.....Continuous	Same as week days
F O Tower	.....Continuous	Same as week days
Kings Mountain	.....Continuous	Same as week days
Somerset	.....Continuous	Same as week days
U S Junction	.....Continuous	Same as week days
K D Tower	.....Continuous	Same as week days
F R Tower	.....Continuous	Same as week days
New River	.....Continuous	Same as week days
E Tower	.....Continuous	Same as week days
C W Tower	.....Continuous	Same as week days
G F Tower	.....Continuous	Same as week days
D B Tower	.....Continuous	Same as week days
Harriman	.....Continuous	Same as week days
Rockwood	.....Continuous	Same as week days
Spring City	.....Continuous	Same as week days
Evansville	.....Continuous	Same as week days
Day	.....Continuous	Same as week days
Boycie	.....Continuous	Same as week days
Citico	.....Continuous	Same as week days

**DIVISION OFFICERS**

E. S. BOWLING, Superintendent Terminals	.....Cincinnati, O.
I. L. PRAET, Supt. Chattanooga Terminal	.....Chattanooga, Tenn.
H. B. GRIFFITH, Trainmaster	.....Danville, Ky.
C. W. PATES, Trainmaster	.....Danville, Ky.
M. F. SELF, Trainmaster	.....Oakdale, Tenn.
C. W. RUSSELL, Terminal Trainmaster	.....Cincinnati, O.
J. O. HONEYCUTT, Chief Dispatcher	.....Somerset, Ky.
C. F. DENNY, Night Chief Dispatcher	.....Somerset, Ky.
J. R. LEWIS, Dispatcher	.....Somerset, Ky.
A. S. FRYE, Dispatcher	.....Somerset, Ky.
L. M. JOHNSON, Dispatcher	.....Somerset, Ky.
G. C. KELLER, Dispatcher	.....Somerset, Ky.
G. GLASSCOX, Dispatcher	.....Somerset, Ky.
C. E. HENRY, Dispatcher	.....Somerset, Ky.
C. B. WILLIAMS, Dispatcher	.....Somerset, Ky.
C. H. CROSS, Dispatcher	.....Somerset, Ky.
M. E. SPRUNG, Road Foreman of Engines	.....Somerset, Ky.
W. C. DOVE, Road Foreman of Engines	.....Somerset, Ky.
M. COUPLAND, Road Foreman of Engines	.....Somerset, Ky.

**THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:**

Ralph G. Carothers, Chief Surgeon, Phone Main 4483,	409 Broadway, Cincinnati, O.
John A. Caldwell, Assistant to Chief Surgeon,	Phone Parkway 5785, 19 W. 7th St., Cincinnati, O.
Henry Stanbery (Oculist), Phone Parkway 2920.	Cincinnati, O.
Horace W. Reid (Oculist), Phone Parkway 7500.	Cincinnati, O.
H. E. McCord, Phone South 8708.	Ludlow, Ky.
Francis E. Bell, Assistant, Phone Colonial 5264.	Ludlow, Ky.
G. R. Coe, Acting Surgeon, Phone Parkway 2920.	Cincinnati, O.
J. J. Marshall, Phone 616.	Erlanger, Ky.
Harry Mann, Phone 996.	Crittenden, Ky.
C. M. Eckler, Phones 19 and 20.	Williamstown, Ky.
J. W. Baird, Phone 19.	Sadleville, Ky.
W. D. Reddish, Phone 144.	Lexington, Ky.
Wm. M. Brown, Assistant, Phone 497.	Lexington, Ky.
W. N. Offutt, Jr. (Asst. Oculist), Phone 461.	Lexington, Ky.
V. G. Cook, Phone 80.	Lexington, Ky.
T. G. Gillispie, Phone 731-D.	Nicholasville, Ky.
J. R. Cowan, Phone 64.	Wilmore, Ky.
O. L. May, Assistant, Phone 475.	Danville, Ky.
M. Lee Pipes, Phone 689.	Moreland, Ky.
C. M. Thompson, Phone 1 Long 2 Short.	Kings Mountain, Ky.
Carl Norlett, Phone 408.	Somerset, Ky.
A. J. Waite, Phone 230.	Somerset, Ky.
W. R. Cundiff (Oculist), Phone 307.	Somerset, Ky.
J. H. Horton	Stearns, Ky.
R. M. Smith	Stearns, Ky.
Milford E. Thompson, Phone 7503.	Oneida, Tenn.
Milford Thompson, Assistant, Phone 7503.	Oneida, Tenn.
F. F. Frazier, Phone 18204.	New River, Tenn.
Sam H. Jones, Jr., Phone 2304.	Sunbright, Tenn.
W. E. Gallion, Phone 18.	Oakdale, Tenn.
H. M. Carr, Phone 162.	Harriman, Tenn.
T. L. Bowman, Assistant.	Harriman, Tenn.
G. E. Wilson, Phone 99-8.	Rockwood, Tenn.
T. H. Phillips, Assistant.	Rockwood, Tenn.
W. P. McDonald, Phone 3131.	Spring City, Tenn.
Agnew Thomson, Phone 45.	Dayton, Tenn.
Albert C. Broyles, Assistant, Phone 119-J.	Dayton, Tenn.
J. W. Cliff, Phone 49-8.	Rathburn, Tenn.
Newell & Newell, Phone 7-1141.	Chattanooga, Tenn.
J. Marsh Freer (Asst.), Phone 7-1141.	Chattanooga, Tenn.
C. E. Newell, Assistant, Phone 7-1141.	Chattanooga, Tenn.
Willard Steele (Oculist), Phone 7-2214.	Chattanooga, Tenn.

**HOSPITALS**

Good Samaritan Hospital	.....Cincinnati, Ohio
John Graves Ford Memorial	.....Georgetown, Ky.
St. Joseph's Hospital	.....Lexington, Ky.
Ephraim McDowell Memorial Hospital	.....Danville, Ky.
Chamberlain Memorial Hospital	.....Rockwood, Tenn.
Thomson Hospital	.....Dayton, Tenn.
Newell & Newell Sanitarium	.....Chattanooga, Tenn.

**WATCH INSPECTORS**

The Southam Watch Co., 112 Dixie Terminal Bldg.	.....Cincinnati, O.
E. T. Herzog, 806 Madison Ave.	.....Covington, Ky.
Russell Hocker, 122 South Limestone.	.....Lexington, Ky.
E. H. Kahn Estate.	.....Danville, Ky.
Cundiff Bros.	.....Somerset, Ky.
A. F. Steinhefel.	.....Harriman, Tenn.
A. F. Steinhefel.	.....Chattanooga, Tenn.

**LIVE STOCK AGENTS**

N. Moore, General Live Stock Agent.	.....Atlanta, Ga.
J. E. Epperson, Live Stock Agent.	.....St. Louis, Mo.
C. L. Dautrich, General Freight Claim Agent.	.....Chattanooga, Tenn.

**VETERINARIANS**

Dr. F. R. Butz, Chief Veterinarian.	.....Cincinnati, O.
Dr. O. L. Sutton.	.....Cincinnati, O.
Dr. C. G. Ryle.	.....Georgetown, Ky.
Dr. E. W. Hagyard.	.....Lexington, Ky.
Dr. M. H. Doller.	.....Danville, Ky.
Dr. G. P. Hatchett.	.....Somerset, Ky.
Dr. G. P. Hatchett.	.....Chattanooga, Tenn.

(C. N. O. &amp; T. P.)