

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

The Cincinnati, New Orleans & Texas
Pacific Railway Company

TIME TABLE No.

36

Effective 1:00 A. M. (Central Time)

MONDAY, JANUARY 1, 1951

Central Standard Time shown on pages 6 and 7
at Citico and Chattanooga is for information
only; Chattanooga Terminal Time Table gov-
erns between these points.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

J. T. MOON - - - - - General Manager
W. W. SIMPSON - - - - - General Superintendent Transportation
L. L. WATERS - - - - - Superintendent
C. W. FATES - - - - - Assistant Superintendent

W. R. Brumbaugh

CINCINNATI AND DANVILLE—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 36 JANUARY 1, 1950	FIRST CLASS					SECOND CLASS				THIRD CLASS
			5 Daily	3 Daily	123 Daily Louisville Div.	1 Daily	27 Daily	51 Daily	59 Daily	55 Daily	53 Daily	61 Ex. Sun.
STATIONS			A. M.	A. M.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
C1	0.0	X. CINCINNATI .. N	7 30 ³ ₆₁	7 45 ⁵ ₆₁		8 15	8 50	5 00	8 30	1 00	4 30	8 00 ⁵ ₃
0	3.0	WCTXO LUDLOW ..	7 33	f 7 49		a 8 19	8 54	5 10	8 35	1 05	4 35	8 05
7	9.8	WX .. ERLANGER .. P	7 48	8 04		8 33	9 08	5 35	9 00	1 35	4 55	8 30
11	13.5	..... DEVON .. P	7 53	8 09		8 38	9 13	5 41	9 06	1 41	5 01	8 40
14	16.8	..... RICHWOOD .. P										8 45
18	20.6	..... WALTON .. P	8 01	8 17		8 46	9 21	5 50	9 15	1 50	5 10	8 55
21	24.0	..... BRACHT .. P										9 00
25	27.5	..... CRITTENDEN .. P	8 08	8 24		8 54	9 29	5 58	9 23	1 58	5 18	9 05
28	30.6	..... SHERMAN .. P										9 10
32	34.3	..... DRY RIDGE .. P	8 15	8 31		9 01	9 36	6 06	9 31 ⁶¹	2 07	5 26	9 31 ⁵⁹
35	38.1	WY WILLIAMSTOWN D	8 20	8 35		9 06	9 41	6 11	9 36	2 12	5 31	10 15
40	42.5	..... MASON .. P	8 25	8 40		9 11	9 46	6 16	9 41	2 17	5 36	10 25
49	51.8	..... HINTON .. P	8 35	8 50		9 21	9 56	6 28	9 52	2 29	5 47	11 00
54	56.6	..... SADIEVILLE .. P	8 40	8 56		9 27	10 02	6 34	9 58	2 35	5 53	11 20
...	59.2	..... LACYMOORE .. P		8 59		9 30	10 05	6 38	10 02	2 40	5 57	11 25
80	62.8	..... ROGERS GAP .. P	8 47	9 03		9 34	10 09	6 43	10 07	2 46	6 02	11 30
67	69.8	WX GEORGETOWN .. P	8 55	s 9 11		f 9 42	10 17	6 53	10 17	2 56	6 12	12 10 PM
71	73.9	..... DONERAIL .. P		9 16		9 47	10 22	7 00	10 24	3 03	6 18	12 20
74	77.0	..... GREENDALE .. P	9 04	9 20		9 51	10 26	7 05	10 29	3 08	6 23	12 27
79	81.7	WCTX LEXINGTON .. N	b 9 10	{s 9 25 9 35		{s 9 56 10 10	{s 10 32 10 45	7 13	10 38	3 17	6 33	1 00
85	87.7	..... BRANNON .. P	9 18	9 44		10 19	10 54	7 26	10 50	3 30	6 45	1 15
91	93.0	..... NICHOLASVILLE ..	9 24	9 49		10 25	11 00	7 32	10 56	3 36	6 51	1 40
96	98.1	..... WILMORE .. P	9 29	9 54		10 30	d 11 06	7 37	11 02	3 42	6 56	2 00
100	102.6	..... HIGH BRIDGE .. P	9 34	9 59		10 35	11 11	7 42	11 08	3 48	7 02	2 10
106	109.0	..... BURGIN .. P	9 41	10 06	P. M.	10 42	11 18	7 55	11 20	4 00	7 14	2 40
110	113.3	..... S. J. TOWER .. P	9 46	10 10	9 45	10 47	11 23	8 01	11 26	4 06	7 20	2 50
114	116.6	WCYXO. DANVILLE .. N	9 50	s 10 15	10 00	s 10 55	s 11 30	8 15	11 35	4 20	7 30	3 15
		Ar.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			5	3	123	1	27	51	59	55	53	61

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

DANVILLE AND CINCINNATI—NORTHBOUND

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Capacity of tracks based on 50 feet per car.		TIME TABLE No. 36 JANUARY 1, 1951		FIRST CLASS				SECOND CLASS				THIRD CLASS		
				28 Daily	2 Daily	124 Daily Louisville Div.	4 Daily	6 Daily	54 Daily	56 Daily	50 Daily	52 Daily	62 Ex. Sun.	
Other Tracks	Sidings	STATIONS		Ar.		P. M.		A. M.		P. M.		A. M.		
Yard		X	CINCINNATI	N	6 00	6 55		8 55	9 15	6 00	10 10	5 20	11 59	11 55
Yard			WCTXO LUDLOW		5 50	6 45		8 45	9 10	5 15	9 57	5 10	11 54	11 45
Yard	N 56 S 68		WX ERLANGER	P	5 41	6 36		8 36	9 00	5 00	9 42	4 56	11 44	11 30
			DEVON	P	5 36	6 31		8 31	8 54	4 53	9 37	4 50	11 38	11 00
			RICHWOOD	P										10 55
			WALTON	P	5 27	6 22		8 22	8 45	4 43	9 27	4 40	11 28	10 45
	N 126 S 84		BRACHT	P										10 35
			CRITTENDEN	P	5 19	6 14		8 14	8 37	4 33	9 18	4 30	11 20	10 30
			SHERMAN	P										10 20
	S 53		DRY RIDGE	P	5 10	6 05		8 05	8 28	4 22	9 09	4 20	11 11	10 15
	N 87 S 90		WY WILLIAMSTOWN	D	5 05	6 00		8 00	8 23	4 16	9 04	4 14	11 06	10 00
			MASON	P	5 00	5 55		7 55	8 18	4 10	8 59	4 07	11 00	9 30
			HINTON	P	4 48	5 43		7 43	8 07	3 55	8 45	3 52	10 48	9 10
			SADIEVILLE	P	4 41	5 36		7 36	8 00	3 46	8 38	3 44	10 39	9 00
	N 83 S 89		LACYS MOORE	P	4 38	5 33		7 33	7 57	3 42	8 35	3 40	10 35	8 50
			ROGERS GAP	P	4 34	5 29		7 29	7 53	3 37	8 30	3 35	10 30	8 45
Yard	N 130 S 111		WX GEORGETOWN	P	4 25	5 20		7 20	7 44	3 22	8 18 ⁶²	3 20	10 20	8 18 ⁵⁶
			DONERAIL	P	4 20	5 15		7 15	7 39	3 14	8 12	3 12	10 12	7 45
			GREENDALE	P	4 16	5 11		7 11	7 36	3 10	8 08	3 08	10 08	7 40
Yard	N 120 S 90		WCTX LEXINGTON	N	4 10	5 05		7 05	7 30	3 00	8 00	3 00	10 00	7 30
	N 94 S 113		BRANNON	P	3 55	4 50		6 40	7 20	2 47	7 45	2 45	9 44	7 10
			NICHOLASVILLE		3 47	4 42		6 33	7 13	2 37	7 35	2 35	9 34	7 00
	N 86 S 92		WILMORE	P	3 39	4 34		6 26	7 06	2 28	7 26	2 26	9 26	6 45
			HIGH BRIDGE	P	3 32	4 27		6 20	7 01	2 20	7 18	2 18	9 18	6 30
	N 80 S 90		BURGIN	P	3 25	4 20	A. M.	6 14	6 54	2 12	7 10	2 10	9 10	6 20
	N 161		S. J. TOWER	P	3 20	4 15	4 41	6 09	6 49	2 05	7 05	2 05	9 05	6 05
Yard			WCYXO DANVILLE	N	3 15	4 10 ¹²⁴	4 30 ²	6 05	6 45	2 00	7 00	2 00	9 00	6 00
			Lv		A. M.	A. M.	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.
					28	2	124	4	6	54	56	50	52	62

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

DANVILLE AND OAKDALE—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 36 JANUARY 1, 1951 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS
			5 Daily	3 Daily	1 Daily	27 Daily	51 Daily	59 Daily	55 Daily	53 Daily	63 Ex. Sun.
		Lv.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
114	116.6	WCYXO. DANVILLE. N	9 50	10 20	11 10	11 50	8 45	12 01	5 00	8 00	5 00
118	120.8	JUNCTION CITY. N	9 56	10 27	11 20	11 58	8 57	12 10	5 15	8 10	5 15
124	126.6	MORELAND. P	10 03	10 34	11 29	12 05 ^{AM}	9 05	12 18	5 24	8 18	5 35
129	131.5	McKINNEY. P	10 08	10 39	11 35	12 11	9 12	12 25	5 31	8 25	5 50
133	135.6	SOUTH FORK. P	10 13	10 44	11 40	12 16	9 18	12 32	5 38	8 32	6 00
136	139.2	WKINGS MOUNTAIN. N	10 21	10 52	11 48	12 24	9 30	12 43	5 50	8 43	6 27
143	146.0	EUBANK. P	10 30	11 00	11 58	12 34	9 40	12 53	6 00	8 53	6 47
151	153.5	SCIENCE HILL. P	10 38	11 08	12 07 ^{AM}	12 43	9 49	1 02	6 10	9 02	7 00
158	160.9	WCTX SOMERSET. N	10 47	11 17	12 17	12 53	10 00	1 14	6 25	9 14	7 15
165	167.7	BURNSIDE. P	10 55	11 25	12 30	1 10					7 35
167	170.1	TATEVILLE. P	11 09	11 38	12 45	1 27 ²⁸	10 15 ^{50 64}	1 34	7 00 ⁵²	9 34	7 40
170	172.7	SLOAN'S VALLEY. P	11 14	11 43	12 50	1 32	10 20	1 39	7 05	9 39	7 47
174	177.6	K. D. TOWER. P	11 22	11 51	12 59 ²⁸	1 41	10 35	1 53	7 20	9 53	8 05
179	181.8	CUMBERLAND FALLS. P	11 30	11 59	1 08	1 49	10 45	2 04	7 30	10 04	8 21
182	185.3	FLAT ROCK. P	11 35	12 04 ^{PM}	1 13	1 54	10 52	2 11	7 36	10 11	8 30
190	192.4	WCX. STEARNS. P	11 43	12 13	1 22	2 04	11 01	2 22	7 50	10 22	8 50
194	196.6	Y. PINE KNOT. P	11 48	12 19	1 29	2 11	11 07	2 32	8 00	10 32	9 00
201	203.6	W. WINFIELD. P	11 55	12 27	1 37	2 18	11 15	2 41	8 08	10 41	9 15
207	209.5	YX. ONEIDA. P	12 03 ^{PM}	12 38	1 46	2 27	11 27	2 53	8 20	10 53	9 35
212	215.1	YX HELENWOOD. P	12 10	12 48	1 55	2 35	11 37	3 05	8 30	11 05	9 47
216	218.7	NEW RIVER. P	12 15	12 53	2 00	2 40	11 42	3 11	8 36	11 11	10 00
219	219.2	BRIDGE JCT.									
220	220.8	TUNNEL JCT.									
221	221.5	R. O. TOWER. N	12 22	1 00	2 08	2 47	11 51	3 20	8 46	11 20	10 10
223	225.9	W. GLEN MARY. P	12 29	1 07	2 16	2 54	11 58	3 30	8 55	11 30	10 25
229	232.0	SUNBRIGHT. P	12 37	1 15	2 25	3 02	12 10 ^{PM}	3 42	9 07	11 42	10 40
232	234.9	PILOT MOUNTAIN. P	12 42	1 20	2 30	3 07	12 15	3 47	9 12	11 47	10 48
238	241.1	WX. LANCING. P	12 50	1 28	2 39	3 15	12 27	3 59	9 25	11 59	11 05
244	244.4	C. W. TOWER. N	12 55	1 33	2 44	3 20	12 33	4 05	9 31	12 05 ^{AM}	11 15
243	246.1	NEMO. P	12 58	1 36	2 47	3 23	12 37	4 09	9 35	12 09	11 25
248	251.2	CAMP AUSTIN. P	1 05	1 43	2 55	3 30	12 45	4 18	9 45	12 18	11 40
253	253.4	G. F. TOWER. N	1 08	1 46	2 58	3 33					
251	254.4	WCTX. OAKDALE.	1 10 ⁵¹	1 50 ^s	3 05 ^s	3 40 ^s	1 00 ^s	4 30	10 00	12 30	11 55
		Ar.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			5	3	1	27	51	59	55	53	63

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

OAKDALE AND DANVILLE—NORTHBOUND

Capacity of tracks based on 50 feet per car.		TIME TABLE No. 36 JANUARY 1, 1951		FIRST CLASS					SECOND CLASS				THIRD CLASS
				2	4	6	28	56	50	52	54	64	
Other Tracks	Sidings	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
		Ar.	A. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
Yard		WICYXO. DANVILLE. N	4 05	5 55	6 45		3 00	6 30	12 10	8 30	1 30	1 15	
75	N 39	JUNCTION CITY. N	3 55	5 45	6 38		2 51	6 10	11 45	8 10	1 10	12 45	
51		MORELAND. P	3 47	5 36	6 32		2 44	6 00	11 35	8 01	1 01	12 30	
29	N 120	McKINNEY. P	3 39	5 29	6 25		2 38	5 52	11 27	7 52	12 52	12 15 PM	
9		SOUTH FORK. P	3 33	5 23	6 20		2 33	5 46	11 21	7 46	12 46	11 55	
10	N 80 S 72	WKINGS MOUNTAIN. N	3 27	5 17	6 15		2 27	5 40	11 15	7 40	12 40	11 45	
29		EUBANK. P	3 18	5 08	6 06		2 18	5 30	11 05	7 30	12 30	11 35	
28	N 61	SCIENCE HILL. P	3 10	5 00	5 58		2 10	5 20	10 55	7 20	12 20 AM	11 20	
Yard		WCTX SOMERSET. N	2 55 2 45	4 45 4 35	5 45 5 35		1 55 1 44	5 00	10 35	7 00	11 59	11 00	
Yard		BURNSIDE. P	f 2 29										
30	130	TATEVILLE. P	2 26	4 19	5 20		1 27 27	4 38	10 15 51 64	6 39 55	11 39	10 15 51 50	
9	57	SLOAN'S VALLEY. P	2 21	4 14	5 15		1 22	4 33	10 10	6 33	11 33	9 55	
		K. D. TOWER. P	2 13	4 05	5 07		1 14 1	4 23	10 01	6 23	11 23	9 45	
11	S 89	CUMBERLAND FALLS. P	2 07	3 58	5 01		1 08	4 16	9 56	6 15	11 15	9 36	
29	N 1-90 N 2-48 S 36	FLAT ROCK. P	2 02	3 53	4 56		1 03	4 10	9 50	6 08	11 08	9 30	
Yard	S 109	WCX STEARNS. P	j 1 52	s 3 42	4 47		12 53	3 52	9 35	5 57	10 57	9 15	
80	88	Y. PINE KNOT. P	1 46	3 35	4 42		12 46	3 44	9 25	5 50	10 50	8 55	
40	88	W. WINFIELD. P	1 38	3 27	4 34		12 38	3 35	9 15	5 41	10 41	8 45	
Yard		YX. ONEIDA. P	1 30	s 3 17	4 26		s 12 28	3 25	9 05	5 30	10 30	8 30	
90	N 52 S 74	YX HELENWOOD. P	1 22	3 06	4 17		12 16	3 03	8 53	5 18	10 18	7 40	
43		NEW RIVER. P	1 15	2 59	4 10		12 09	2 43	8 43	5 11	10 11	7 20	
		BRIDGE JCT.											
		TUNNEL JCT.											
	N 56 S 84	R. O. TOWER. N	1 10	2 53	4 05		12 03 AM	2 37	8 37	5 05	10 05	7 00	
26	S 94	W. GLEN MARY. P	1 03	2 46	3 58		11 55	2 29	8 29	4 58	9 58	6 45	
42	N 79	SUNBRIGHT. P	12 55	2 38	3 50		11 47	2 20	8 20	4 50	9 50	6 30	
7	S 121	PILOT MOUNTAIN. P	12 50	2 33	3 45		11 41	2 13	8 13	4 43	9 43	6 15	
Yard	N 119	WX. LANCING. P	12 40	2 24	3 35		11 31	2 00	8 00	4 30	9 30	6 00	
		C. W. TOWER. N	12 32	2 17	3 27		11 22	1 48	7 48	4 18	9 18	5 35	
4		NEMO. P	12 28	2 13	3 24		11 18	1 43	7 43	4 13	9 13	5 30	
13		CAMP AUSTIN. P	12 21	2 06	3 17		11 11	1 35	7 35	4 05	9 05	5 20	
		G. F. TOWER. N	12 18	2 03	3 14		11 08						
Yard		WCTX. OAKDALE. P	12 15	2 00	3 12		11 05	1 30	7 30	4 00	9 00	5 15	
		Lv.	A. M.	P. M.	P. M.		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
			2	4	6		28	56	50	52	54	64	

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

OAKDALE AND CHATTANOOGA—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 36 JANUARY 1, 1951	FIRST CLASS				SECOND CLASS				THIRD CLASS
			1 Daily	127 Daily Knoxville Division	5 Daily	3 Daily	53 Daily	55 Daily	51 Daily	59 Daily	67 Ex. Sun.
		STATIONS									
		Lv.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
251	254.4	WCTX. OAKDALE .. P	3 10	3 50	1 10	1 55 ⁵¹	1 00	6 30	2 00 ³	5 00	5 00
	0.4	TUNNEL 25									
	254.8	TUNNEL 25									
	0.6	TUNNEL 28									
	255.4	TUNNEL 28									
	0.8	HARRIMAN									
255	258.3	HARRIMAN .. N	3 16	3 57	1 15	h 2 01	1 08	6 38	2 08	5 08	5 15
	2.2										
258	260.5	X.. EMORY GAP .. P		A. M.							5 25
	0.9										
259	261.4	E. G. TOWER .. P	3 21		1 21	2 06 ⁴	1 16	6 46	2 16	5 16	5 30
	2.5										
261	263.9	CARDIFF .. P	3 24		1 24	2 09	1 20	6 50	2 20	5 20	5 35
	3.8										
265	267.7	X.. ROCKWOOD .. NC	3 32		1 29 ⁴	h 2 15	1 28	6 58	2 30 ⁵²	5 28	6 00 ⁵⁰
	5.4										
270	273.1	GLEN ALICE .. P	3 40		1 34	2 22 ⁵²	1 35	7 05	2 46 ⁶	5 35	6 10
	3.0										
273	276.1	W.... RODDY .. P	3 44		1 38	2 26	1 39	7 09	2 55	5 39	6 20
	4.4										
277	280.5	LORRAINE .. P	3 49		1 43	2 31	1 45	7 15	3 01	5 45	6 30
	2.8										
280	283.3	X. SPRING CITY .. PD	3 53		1 46	h 2 35 ⁶	1 49	7 19	3 05	5 49	6 45
	4.4										
285	287.7	PENNINE .. P	4 00		1 51 ⁵²	2 40	1 56	7 26	3 12	5 56	6 55
	5.9										
291	293.6	W.. EVENSVILLE .. N	4 07		1 57	2 47	2 03	7 33	3 19	6 03	7 15
	6.5										
297	300.1	DAYTON .. P	4 15		2 04	h 2 54	2 11	7 41 ⁶⁷	3 27 ⁶⁸	6 11	7 41 ⁵⁵
	5.0										68
302	305.1	GRAYSVILLE .. P	4 23		2 10 ⁶	3 01	2 19	7 49	3 35	6 19	9 00
	2.5										
305	307.6	COULTERVILLE .. P	4 26		2 13	3 04	2 22	7 52	3 38	6 22	9 05
	2.1										
307	309.7	SALE CREEK .. P	4 28		2 15	3 06	2 24	7 54	3 40	6 24	9 10
	3.0										
310	312.7	BAKEWELL .. P	4 32		2 18	3 10	2 28	7 58	3 44	6 28	9 15
	4.4										
314	317.1	RATHBURN .. P	4 37		2 23	3 15	2 33	8 03	3 49	6 35 ⁵⁴	9 35
	4.1										
318	321.2	XW... DAISY .. PNC	4 43 ⁵⁰		2 28	3 20	2 38	8 08	3 54	6 40	10 13
	3.4										
322	324.6	CAVE SPRINGS .. P	4 48		2 32	3 24	2 43	8 13	3 59	6 45	10 27
	4.1										
326	328.7	HIXON .. P	4 54		2 38	3 30	2 50	8 20	4 06	6 52	10 40
	2.1										
328	330.8	WX. TENBRIDGE .. P	4 57		2 41	3 33	2 53	8 23	4 09	6 55	10 45
	2.9										
331	333.7	X.... BOYCE .. D	5 02 ⁶⁸		2 45	3 38	3 00	8 30	4 16	7 01	10 55
	3.2										
	336.9	WCTX. CITICO .. N	5 05		2 48	3 41	3 30	9 00	4 30	7 15	11 15
	2.1										
335	338.0	XO CHATTANOOGA N	5 20		3 00	3 55					
		Ar.	A. M.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			1	127	5	3	53	55	51	59	67

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

Central Standard Time shown on this page at Citico and Chattanooga is for information only; Chattanooga Terminal Time Table governs between these points.

CHATTANOOGA AND OAKDALE—NORTHBOUND

Capacity of tracks based on 50 feet per car.		TIME TABLE No. 36 JANUARY 1, 1951	FIRST CLASS				SECOND CLASS				THIRD CLASS
Other Tracks	Bidings	STATIONS	4 Daily	6 Daily	128 Daily <small>Knoxville Dly.</small>	2 Daily	50 Daily	52 Daily	54 Daily	56 Daily	68 Ex. Sun
		Ar.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
Yard		WCTX. OAKDALE ..P	s 1 55	3 12 ⁵²	10 50	s12 10	6 35	3 05 ⁶	8 20	12 50	10 45
		0.4 TUNNEL 25									
		0.6 TUNNEL 26	1 48	3 10	10 44	12 05	6 23	2 53	8 06	12 36	10 25
43		2.9 HARRIMAN ...N	1 43	3 06	10 40	12 01 ^{AM}	6 18	2 48	8 01	12 31	10 20
		2.2									
52		X. EMORY GAP ..P			P. M.						10 00
		0.9 E. G. TOWER ..P	1 39 ³	3 00		11 57	6 10	2 40	7 53	12 23	9 45
		2.5 CARDIFF									9 40
Yard	111	X. ROCKWOOD ..NC	c 1 29 ⁵	2 52		s11 48	6 00 ⁶⁷	2 30 ⁵¹	7 43	12 13	9 30
12	56	GLEN ALICE ..P	1 23	2 46 ⁵¹		11 41	5 53	2 22 ³	7 36	12 06	8 55
12	95	W. RODDY	1 19	2 43		11 37	5 48	2 10	7 31	12 01 ^{AM}	8 50
		4.4									
7	55	LORRAINE ...P	1 14	2 38		11 32	5 41	2 03	7 25	11 55	8 40
Yard	115	X. SPRING CITY ..PD	1 11	2 35 ³		11 29	5 37	1 59	7 21	11 51	8 30
7	95	PENNINE ...P	1 06	2 30		11 23	5 30	1 51 ⁵	7 14	11 44	8 15
33	N 85 S 98	W. EVENSVILLE ..N	12 59	2 23		11 16	5 21	1 35	7 05	11 35	8 00
174	116	DAYTON ...P	12 52	2 16		11 09	5 13	1 27	6 57	11 27	7 41 ⁵⁵ 67
40	82	GRAYSVILLE ...P	12 46	2 10 ⁵		11 02	5 05	1 20	6 50	11 20	7 00
		2.5									
	95	COULTERVILLE ..P	12 43	2 04		10 59	5 02	1 17	6 47	11 17	6 50
61	87	SALE CREEK ..P	12 41	2 01		10 57	4 59	1 14	6 44	11 14	6 45
12	99	BAKEWELL ...P	12 38	1 57		10 54	4 56	1 11	6 41	11 11	6 40
25	99	RATHBURN ...P	12 33	1 51		10 49	4 50	1 05	6 35 ⁵⁹	11 05	6 30
12	N 83 S 99	XW. DAISY ...PNC	12 27	1 44		10 43	4 43 ¹	12 58	6 28	10 58	5 55
		4.1 3.4									
	101	CAVE SPRINGS ..P	12 23	1 39		10 39	4 23	12 53	6 23	10 53	5 43
4	92	HIXON ...P	12 17	1 33		10 33	4 16	12 46	6 16	10 46	5 28
39	68	WX. TENBRIDGE ..P	12 15	1 30		10 30	4 13	12 43	6 13	10 43	5 23
174	N 27	X. BOYCE ...D	12 10	1 25		10 25	4 05	12 35	6 05	10 35	5 15 ¹
Yard		WCTX. CITICO ...N	12 06	1 20		10 20 ⁵⁶	4 00	12 30	6 00	10 30 ²	5 00
Yard		XO CHATTANOOGAN	12 01	1 15		10 15					
		2.1									
		Lv.	P. M.	P. M.		P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		(C. N. O. & T. P.)	4	6	128	2	50	52	54	56	68

Central Standard Time shown on this page at Citico and Chattanooga is for information only; Chattanooga Terminal Time Table governs between these points.

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,	Somerset, Ferguson Shops, Oakdale— "GF" Tower, Engine House, Passenger Station,	Citico— Yard Office, Engine House, Chattanooga— Terminal Station.
Ludlow—Engine House, Lexington, Danville—Yard Office, Engine House,		

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

Cincinnati— Union Terminal Station, Yard Office, Ludlow Engine House, Lexington,	(Rule 3) 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.
South Fork—Double Track Junction.
Kings Mountain—Double Track Junction.
Tateville—Double Track Junction and Cross-over.
Tateville—Both Ends of Siding.
Sloans Valley—Both Ends of Siding.

K. D. Tower—Double Track Junction.
Cumberland Falls—Double Track Junction and Siding.
Flat Rock—Double Track Junction and Sidings.
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 and Double Track Junction.
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 Crossover Mile 160.5 and Crossover Mile 161.8 Engines and Yard Engines.

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

Between Boyce and Citico.

(Rules 261 to 264)

As shown below, trains and engines will be governed by block and interlocking signals whose indications will supersede the superiority of trains for both opposing and following movements on same track.

Between South Fork and Kings Mountain.

Between Tateville and K. D. Tower.

Between Cumberland Falls and Flat Rock.

Between New River and Bridge Junction.

Between Tunnel Junction and R. O. Tower.

Between C. W. Tower and Nemo.

Between G. F. Tower and North end No. 25 Tunnel, North-bound main track.

Between North End Tunnel 25 and South End Tunnel 26.

As shown below trains and engines will run on either track in either direction by block and interlocking signals whose indications will supersede the superiority of trains for both opposing and following movements on same track.

Between S. J. Tower and Danville.

Between K. D. Tower and Cumberland Falls.

Between Bridge Junction and Tunnel Junction.

(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.

New River.

"GT" Tower, Georgetown.

Bridge Junction,

"SJ" Tower.

Tunnel Junction,

"DV" Tower, Danville.

"RO" Tower.

"DJ" Tower, Junction City.

"CW" Tower.

South Fork.

"GF" Tower, Oakdale.

Kings Mountain.

"DB" Tower, M. P. 255.0.

Tateville.

"KJ" Tower, Harriman.

Sloans Valley.

Tenn. River Bridge (M. P. 332)

K. D. Tower.

Citico Tower.

Cumberland Falls.

East End Avenue Tower.

Flat Rock.

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

Danville—South end, West lead.

Ferguson Shops—Coal Chute Track.

Flat Rock—South end Southbound Siding.

R O Tower—South end, Southbound Siding.

Watts Bar—North and South Switch.

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

New River—House Track, Brimstone Track.

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

Electric locks on switches and telephones communicating with the train dispatcher are located as follows:

Greenwood—East and West team tracks.

Cumberland Falls—House track, North end of Southbound siding.

Flat Rock—North end of Southbound siding.

Electric locks on switches and telephone communicating with the Operator D. V. Tower, Danville, are located as follows:

S. J. Tower—South end siding.

Caldwell.

North end D. V. Tower storage track Mile 115.7.

Trains or engines must not enter the main track through these electrically locked switches until permission has been secured from the train dispatcher or operator.

North switch of the southbound siding at Flat Rock must be unlocked by the train dispatcher before it can be thrown.

The electric machines in service at S. J. Tower, Tateville, Sloans Valley, K. D. Tower, Cumberland Falls, Flat Rock, New River, Bridge Junction and Tunnel Junction are arranged for either hand or electric operation. Detailed instructions with respect to the operation of these combination electric and hand operated switch machines and the electric locked switches are posted in telephone booths near the involved switches.

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.

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

No. 2 Tunnel.

No. 15 Tunnel.

Nos. 7, 8 and 9 Tunnels.

Nos. 22, 23 and 24 Tunnels.

No. 11 Tunnel.

Nos. 25 and 26 Tunnels.

No. 12 Tunnel.

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

A Diesel locomotive will be identified by the number of the control unit used in operating the locomotive.

Some Diesel locomotives are equipped with oscillating emergency, red, front-end lights—controlled by switch in cab of the locomotive.

When a train being hauled by one of these locomotives is stopped suddenly by emergency application of air brakes or other cause, this light must be displayed until it is ascertained that adjacent tracks are clear and safe for the movement of trains.

The red aspect must also be displayed when a train crosses over, or is using the opposite main track against current of traffic—or on single track when such train fails to clear main track in accordance with the Rules.

Opposing trains observing this emergency red light must stop immediately and not proceed until the way is known to be clear.

The red light is an additional precaution and does not relieve train and enginemen from full compliance with Rules 99 and 102.

(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.

FLAG OR CONDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

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

"b" Receive revenue passengers for Florida points.

"c" Discharge revenue passengers from Chattanooga and beyond, and pick up for Cincinnati and beyond.

"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 receive revenue passengers for Chattanooga or beyond.

"j" Receive or discharge revenue passengers to or from Chattanooga or beyond.

"y" Stop at Ludlow to discharge revenue passengers.

No. 4 will discharge revenue passengers from Atlanta and A. G. S. and Memphis Divisions or beyond.

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 as 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.

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

14. YARD LIMITS (Rule 93)

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

15. DOUBLE TRACK (Rules 85, 151 to 153)

Double track extends as follows:	Distance
From Cincinnati to South Fork	135.6 miles
From Kings Mountain to Tateville	30.9 miles
From "KD" Tower to Cumberland Falls	4.4 miles
From Flat Rock to New River	33.5 miles
From Bridge Junction to Tunnel Junction	1.6 miles
From "RO" 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 Citico	2.2 miles
Total	245.8 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 Daisy and Evensville at which stations enter at first switch to the right. 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 at restricted speed.

"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.

Spring switches are located as follows:

Bracht	North end Northbound siding
Williamstown	South end Southbound siding
Lacymoore	North end Northbound siding
Lacymoore	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
Bargin	North end Northbound siding
Bargin	South end Southbound siding
SJ Tower	North end siding
Danville Yard	South switch—West lead
McKinney	North end siding
South Fork	End double track
Kings Mountain	South end Southbound siding
Science Hill	North end siding
Cumberland Falls	South end siding

Flat Rock	South end Southbound Siding
	North end No. 1 Northbound Siding
	North end No. 2 Northbound Siding
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
R O Tower	South end Southbound siding
Glen Mary	South end siding
Sunbright	North end siding
Lancing	North end siding
EG Tower	End double track
Cardiff	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
Evensville	North end Northbound siding
Evensville	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
Daisy	South end Southbound siding
Daisy	North end Northbound siding
Cave Springs	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 or flat cars loaded with 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.

Box express cars equipped for passenger service but with freight trucks will be handled on local passenger or Mail and Express trains only, observing freight train speed restrictions.

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.

17. SPEED RESTRICTIONS—Continued
(Rules 108 and 1305)

Permission must be secured from the Chief Dispatcher before forwarding locomotives in tow, locomotive cranes on their own wheels, scale test cars, derricks and other roadway equipment, who will designate the train in which this equipment is to be handled and will restrict the speed of trains handling by "31" train order to 25 miles per hour, or less if conditions require.

Machines equipped with booms, on own wheels or loaded on open-top equipment, must not be handled in trains unless boom is trailing.

Whenever an engine not equipped with leading trucks is being handled 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.

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

Northbound trains and engines will move at reduced speed 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.

Trains or engines moving against the current of traffic on one of two or more tracks must approach highway railroad grade crossings which are protected with automatic flashing signals or bells at reduced speed as these devices do not provide protection for movements on double track in the reverse direction.

Ohio River Bridge	All trains 20 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	All trains 30 miles per hour
Cumberland River Bridge	Passenger 45 miles per hour Freight 40 miles per hour
Between Mile Post 172.8 and 173.9..	Passenger 40 miles per hour Freight 35 miles per hour

New River Bridge	All trains 25 miles per hour
Between Mile Post 219.5 and 220.6,	
Southbound main track	All trains 40 miles per hour
Spring City, Highway Crossing,	
5:00 A. M. until 11:00 P. M.	All trains 35 miles per hour
Tennessee River Bridge..	All trains 15 miles per hour over draw

Trains and engines must not exceed a speed of eight (8) miles per hour approaching Rossville Avenue or Main Street crossing Chattanooga and must not proceed on the crossing at the time another train or engine is clearing the crossing on another track. After the crossing has been cleared in one direction, reverse movement must not be made until the signals begin to operate, indicated by side lights on crossing signals or until the movement is protected by a member of the crew.

Trains must not use less than time shown below in crossing the following bridges:

High Bridge, Passenger trains	Nineteen (19)	Seconds
Freight trains	Twenty-five (25)	Seconds
Cumberland River—		
Passenger trains	Twenty-one (21)	Seconds
Freight trains	Twenty-three (23)	Seconds
New River, All Trains.....	Thirty-six (36)	Seconds

18. INSTRUCTIONS COVERING MOVEMENT OF SPERRY AND A. A. R. RAIL TEST CARS

When rail test cars are testing rail, flag protection must be provided to the rear.

In territory where trains operated by signal indication in accordance with Rule 261, the dispatcher or operator must be acquainted with proposed movement of a rail test car and not permit an opposing train to enter the block occupied by a rail test car.

C. T. C. Dispatchers and remote control operators must tag or obstruct levers which govern opposing movement of trains into the block occupied by a rail test car, and tag or obstructing peg must not be removed until the car is clear of the block.

When a rail test car is to test rail within interlocking limits, levermen must be notified of the movement and Rules 616 and 617 complied with so that levers affecting movement of the car will not be manipulated until the car has passed beyond interlocking limits.

When testing rail, rail test cars must approach all highway-railroad grade crossings which are protected by flashing light signals or automatic gates prepared to stop unless it is known that such protective devices are operating.

When not testing rail, rail test cars must be handled in accordance with rules applying to other train movements.

TONNAGE RATING

STEAM ENGINES

	Light	Heavy	Increased
	Mikado Engines	Mikado Engines	Pressure Heavy Mikado Engines
SOUTHBOUND			
Cincinnati to Erlanger ...	2425 tons	2925 tons	3125 tons
Erlanger to Danville ...	3000 tons	3550 tons	3750 tons
Danville to Stearns ...	1275 tons	1575 tons	1775 tons
Stearns to Oakdale	1475 tons	1725 tons	1925 tons
Oakdale to Chattanooga..	2325 tons	2825 tons	3025 tons
NORTHBOUND			
Chattanooga to Oakdale..	2325 tons	2825 tons	3025 tons
Oakdale to Helenwood...	1275 tons	1575 tons	1775 tons
Helenwood to Danville ...	1675 tons	2075 tons	2275 tons
Danville to Lexington ...	3075 tons	3575 tons	3775 tons
Lexington to Cincinnati..	3325 tons	3825 tons	4025 tons

**DIESEL ELECTRIC ENGINES
TONNAGE RATING—ONE-UNIT**

	F-3 and FT	F-7
	Gear Ratio	Gear Ratio
SOUTHBOUND		
Cincinnati to Erlanger.....	950 tons	1200 tons
Erlanger to Danville.....	2000 tons	2250 tons
Danville to Stearns.....	950 tons	1200 tons
Stearns to Oakdale.....	1025 tons	1400 tons
Oakdale to Chattanooga.....	1400 tons	1750 tons
NORTHBOUND		
Chattanooga to Oakdale.....	1400 tons	1750 tons
Oakdale to Helenwood.....	950 tons	1200 tons
Helenwood to Danville.....	1150 tons	1500 tons
Danville to Cincinnati.....	2000 tons	2250 tons

SPECIAL INSTRUCTIONS—Continued

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

In accordance with Rule 108, and unless otherwise restricted, trains will not exceed maximum speed on curves as shown below

Between Mile location	Passenger	Freight
Ludlow and Erlanger—		
3.0 to 5.9.....	45	45
5.9 to 6.3.....	25	25
6.3 to 8.0.....	45	45
Erlanger and Williamstown—		
8.0 to 12.8.....	65	55
12.8 to 13.5.....	55	50
13.5 to 18.9.....	65	55
18.9 to 19.4.....	55	50
19.4 to 40.0.....	65	55
Williamstown and Lexington—		
40.0 to 59.2.....	55	50
59.2 to 64.4.....	70	55
64.4 to 66.5.....	55	50
66.5 to 81.5.....	70	55
Lexington and S. J. Tower—		
81.5 to 82.0.....	45	40
82.0 to 101.5.....	70	55
101.5 to 109.0.....	60	55
109.0 to 113.0.....	70	55
113.0 to 116.0.....	60	55
S. J. Tower and Kings Mountain—		
116.0 to 119.0.....	50	25
119.0 to 126.8.....	70	55
126.8 to 127.5.....	60	55
127.5 to 130.3.....	70	55
130.3 to 130.5.....	60	55
130.5 to 134.0.....	70	55
134.0 to 136.5.....	40	35
136.5 to 139.0.....	45	45
Kings Mountain and Somerset—		
139.0 to 141.2.....	60	50
141.2 to 150.0.....	70	55
150.0 to 150.5.....	60	55
150.5 to 152.0.....	70	55
152.0 to 160.0.....	55	50
160.0 to 161.0.....	40	40
Somerset and Flat Rock—		
161.0 to 163.5.....	60	55
163.5 to 163.8.....	45	45
163.8 to 166.0.....	60	55
166.0 to 180.0.....	45	40
180.0 to 185.2.....	50	45
Flat Rock and Pine Knot—		
185.2 to 186.0.....	65	55
186.0 to 188.0.....	50	45
188.0 to 189.7.....	65	55
189.7 to 190.0.....	55	50
190.0 to 192.0.....	65	55
192.0 to 196.0.....	50	45
Pine Knot and Helenwood—		
196.0 to 205.0.....	65	55
205.0 to 206.5.....	50	45
206.5 to 207.7.....	65	55
207.7 to 208.8.....	50	45
208.8 to 211.9.....	65	55
211.9 to 212.1.....	55	50
212.1 to 215.0.....	65	55
Helenwood and Oakdale—		
215.0 to 224.0.....	45	45
224.0 to 231.2.....	50	45
231.2 to 235.2.....	55	50
235.2 to 237.0.....	45	40
237.0 to 241.5.....	50	45
241.5 to 246.0.....	45	45
246.0 to 251.0.....	60	55
251.0 to 255.5.....	45	45

Between Mile location	Passenger	Freight
Oakdale and Glen Alice—		
255.5 to 258.0.....	50	50
258.0 to 261.5.....	45	45
261.5 to 265.0.....	55	50
265.0 to 269.0.....	65	55
269.0 to 270.3.....	50	45
270.3 to 273.5.....	65	55
Glen Alice and Evensville—		
273.5 to 274.0.....	55	50
274.0 to 278.0.....	65	55
278.0 to 279.0.....	60	50
279.0 to 287.0.....	65	55
287.0 to 288.0.....	55	50
288.0 to 290.8.....	65	55
290.8 to 291.0.....	55	50
Evensville and Daisy—		
291.0 to 304.4.....	65	55
304.4 to 305.0.....	55	50
305.0 to 311.0.....	65	55
311.0 to 311.5.....	55	50
311.5 to 316.0.....	60	50
316.0 to 316.2.....	55	50
316.2 to 322.5.....	60	50
Daisy and Chattanooga—		
322.5 to 328.5.....	45	45
328.5 to 331.0.....	70	55
331.0 to 332.0.....	55	50
332.0 to 335.5.....	70	55

BUSINESS TRACKS OR STATIONS NOT SHOWN IN STATION COLUMN

Between Ludlow and Danville			
Name	Mile	Name	Mile
Crescent Springs	7.3	Delaplain, P	65.1
Blanchet	46.6	Bishop	84.9
Corinth, P	48.7	Caldwell	115.5
Between Danville and Oakdale			
Name	Mile	Name	Mile
Waynesburg, P	142.2	Whitley, P	190.0
Floyd	148.0	Silerville, P	198.7
Pulaski, P	151.1	Isham	201.1
Norwood	155.4	Bear Creek, P	205.7
Ferguson Shop	162.4	Robbins	222.0
Elihu	163.4	Rugby Road, P	223.9
Greenwood, P	179.0	Huffman, P	228.9
Wiborg	184.0	Annadel, P	236.6
Marsh	189.0		

Between Oakdale and Chattanooga	
Name	Mile
Watts Bar, P	285.0

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 (4 Unit) ..	4-4	900,000 lbs.
Mikado	2-8-2	334,000 lbs.
Mountain	4-8-2	334,240 lbs.
Derricks (150 Ton Cap'y)		265,000 lbs.
Loaded Cars	4-Wheel Truck	251,000 lbs.
Loaded Cars	6-Wheel Truck	300,000 lbs.

HOURS TRAIN ORDER OFFICES

Station	Week Days	Sundays
Gest Street, Cinti	Continuous	Same as week days
Williamstown	8:00 AM—5:00 PM	Closed Saturday and Sunday
Lexington	Continuous	Same as week days
D V Tower, Danville	Continuous	Same as week days
Junction City	Continuous	Same as week days
Kings Mountain	Continuous	Same as week days
Somerset	Continuous	Same as week days
R O 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	9:00 AM—5:00 PM	Monday
	9:00 AM—12:00 MN	Tuesday
	9:00 AM— 1:00 AM	Wednesday, Thursday, Friday
	12:01 AM— 1:00 AM	Saturday
	9:00 AM— 5:00 PM	Saturday
Spring City	7:00 AM—4:00 PM	Closed—Sunday and Saturday
Evansville	Continuous	Same as week days
Daisy	7:00 AM—10:00 PM	Tuesday, Wednesday, Thursday and Friday
	7:00 AM— 3:00 PM	Saturday and Monday
		8:00 AM—4:00 PM
Citico	Continuous	Same as week days
Boyce	7:00 AM— 4:00 PM	Closed Saturday and Sunday

DIVISION OFFICERS

M. F. Self, Superintendent Terminals	Cincinnati, O.
I. L. Pratt, Supt., Chattanooga Terminal	Chattanooga, Tenn.
H. B. Griffith, Trainmaster	Danville, Ky.
T. D. Moore, Jr., Trainmaster	Danville, Ky.
	Trainmaster
	Oakdale, Tenn.
C. G. Hamilton, Terminal Trainmaster	Cincinnati, O.
C. E. Price, Division Engineer	Somerset, Ky.
T. Crawford, Division Engineer	Somerset, Ky.
M. E. Strunk, Gen. Road Foreman of Engines, Birmingham, Ala.	
W. C. Dove, General Road Foreman of Engines	Somerset, Ky.
J. B. Margrave, Road Foreman of Engines	Somerset, Ky.
C. H. Delaney, Road Foreman of Engines	Somerset, Ky.
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.
L. Strunk, Dispatcher	Somerset, Ky.
O. E. Strunk, Dispatcher	Somerset, Ky.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

Ralph G. Carothers, Chief Surgeon, Phone Main 4483, 409 Broadway, Cincinnati, O.
B. E. Boyer, Assistant to Chief Surgeon, Phone Main 1311, Carew Tower, 5th and Vine Sts., Cincinnati, O.
John F. Lyons, Phone Main 4483, 409 Broadway, Cincinnati, O.
C. E. Schrimpf (Oculist), Phone Parkway 7581...Cincinnati, O.
Horace W. Reid (Oculist), Phone Parkway 7500...Cincinnati, O.
Francis E. Bell, Phone Colonial 5264...Ludlow, Ky.
M. J. Weber, Assistant, Phone Colonial 1655...Ludlow, Ky.
G. R. Coe, Surgeon, Phone Erlanger 6100...Erlanger, Ky.
Harry Mann, Phone 1412...Walton, Ky.

Fred Scroggins, Phone 5931	Williamstown, Ky.
J. W. Baird, Phone 2721	Sadieville, Ky.
Henry G. Wells, Phone 32	Georgetown, Ky.
W. D. Reddish, Phone 144	Lexington, Ky.
Wm. M. Brown, Assistant, Phone 1443	Lexington, Ky.
J. W. Scott, Medical Consultant, Phone 41	Lexington, Ky.
Wm. N. Offutt, Jr. (Oculist), Phone 1917	Lexington, Ky.
L. V. Williams, Phone 212-W	Nicholasville, Ky.
V. G. Gillispie, Phone 2271	Wilmore, Ky.
J. R. Cowan, Phone 64	Danville, Ky.
C. S. Jackson, Phone 256	Danville, Ky.
B. E. Caywood, Phone 722	Danville, Ky.
O. L. May, Assistant, Phone 475	Danville, Ky.
C. M. Thompson, Phone 1 Long 2 Short	Kings Mountain, Ky.
M. R. Holtzclaw, Phone 875	Somerset, Ky.
A. J. Wahle, Phone 230	Somerset, Ky.
Richard H. Weddle, Assistant, Phone 875	Somerset, Ky.
W. R. Cundiff (Oculist), Phone 307	Somerset, Ky.
R. M. Smith, Phone 16	Stearns, Ky.
Milford E. Thompson, Phone 135	Oneida, Tenn.
H. M. Leeds, Phone 135	Oneida, Tenn.
Milford Thompson, Assistant, Phone 135	Oneida, Tenn.
Sam H. Jones, Jr., Phone 2304	Sunbright, Tenn.
T. L. Bowman, Phone 250	Harriman, Tenn.
L. A. Killeffer, Assistant, Phone 55	Harriman, Tenn.
G. E. Wilson, Phone 69	Rockwood, Tenn.
T. H. Phillips, Assistant, Phone 112-J	Rockwood, Tenn.
W. P. McDonald, Phone 3131	Spring City, Tenn.
Max Lindsey, Assistant, Phone 2111	Spring City, Tenn.
Agnew Thomison, Phone 45	Dayton, Tenn.
Albert C. Broyles, Assistant, Phone 119-J	Dayton, Tenn.
J. W. Clift	Rathburn, Tenn.
Newell & Newell, Phone 7-1141	Chattanooga, Tenn.
J. Marsh Frere (Asst.), Phone 7-1141	Chattanooga, Tenn.
E. T. Newell, Jr., Phone 7-1141	Chattanooga, Tenn.
C. E. Newell, Assistant, Phone 7-9561	Chattanooga, Tenn.
Willard Steele (Oculist), Phone 7-2214	Chattanooga, Tenn.
Willard H. Steele, Jr. (Asst. Oculist), Phone 6-5251,	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.
Somerset City Hospital	Somerset, Ky.
Chamberlain Memorial Hospital	Rockwood, Tenn.
Thomison 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.
D. J. Gooch, 235 Elm St.	Ludlow, Ky.
Russell Hocker, 122 South Limestone	Lexington, Ky.
E. H. Kahn Estate	Danville, Ky.
Cundiff Bros.	Somerset, Ky.
Stewart-Bryan Jewelers	Harriman, Tenn.
Tom McGhee, 732 Cherry St.	Chattanooga, Tenn.

LIVE STOCK AGENTS

N. Moore, General Live Stock Agent	Atlanta, Ga.
J. E. Epperson, Live Stock Agent	St. Louis, Mo.

VETERINARIANS

Dr. R. L. Hall	Cincinnati, O.
Dr. C. E. Hagyard	Lexington, Ky.
Dr. M. H. Doller	Danville, Ky.
Dr. F. E. Tibballs	Somerset, Ky.
Dr. G. P. Hatchett	Chattanooga, Tenn.
Dr. G. P. Hatchett, Jr.	Chattanooga, Tenn.

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