

# LOUISVILLE & NASHVILLE RAILROAD COMPANY.

EASTERN KENTUCKY DIVISION.

No. 2.

## TIME TABLE.

No. 2.

TAKES EFFECT

SUNDAY, JANUARY 16, 1916, AT 11:59 P. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD.

B. M. STARKS,  
GENERAL MANAGER.

C. B. PHELPS,  
SUPT. TRANSPORTATION,

W. F. SHERIDAN,  
Asst. SUPT. TRANSPORTATION.

M. SEARGEANT,  
SUPERINTENDENT.

# SPECIAL INSTRUCTIONS.

## TRAIN REGISTERS.

LOCATION	FOR	REGISTER BY CARD, FORM 92
Frankfort	All trains	First class trains
Cliffside	All trains	All through trains
Ravenna	All trains	All through trains
Heidelberg	All trains	All through trains between the hours of 4:30 a.m. and 10:30 p.m.
Beattyville	All trains	First class trains
Maloney	All trains	First class through trains
O. & K. Junction	First class trains	In box provided for register card
Jackson	All trains	In box provided for register card
Dumont	Nos. 2, 3, 7, and 8	First class trains
Quicksand	Nos. 2, 3, 7, and 8	First class trains
Hazard	All trains	First class trains
Neon	All trains	First class trains
McRoberts	All trains	First class trains

Where trains register by card, Form 92, operators will record same in train register, and file cards.

When trains are given the necessary information by train order in regard to overdue trains they will not be required to check the register, and will register by card, Form 92.

## TIME OF TRAINS.

STATION	TIME APPLIES
Cliffside	At connection switch with siding of L. C. & L. Division.
Valley View	At passenger station.
Ravenna	First class trains at passenger station. Second class and extra trains at the yard track on which they are received or from which they depart.
Heidelberg	At passenger station. Sturgeon Creek Branch trains will occupy Sturgeon Creek Branch track.
Beattyville	At passenger station.
Jackson	First class trains at passenger station.
Hazard	First class trains at passenger station.

Passenger and mixed trains may occupy the main track at passenger platform of initial station ten minutes in advance of leaving time; other trains must approach such stations under control, expecting the main track to be occupied.

## SUPERIORITY UNDER SPECIAL INSTRUCTIONS.

SUPERIOR TRAINS	SUPERIOR TO	REQUIREMENTS
Nos. 1, 4, and 9	Other first class trains	Other first class trains must clear time of trains named five minutes when meeting and ten minutes when running ahead.
Nos. 17, 18, 19, and 20	Second class and extra trains	Second class and extra trains are authorized to proceed and run ahead of trains named between O. & K. Junction and Jackson when trains named are not in sight or ready to depart.
Nos. 32, 34, and 36	Nos. 41, 46, 49, and 21	Local freight trains must let trains named pass without delay.
Other second class and extra trains		Extra trains are authorized to proceed and run ahead of second class trains.
Second class	Extra trains	The helping engine has right of the train to which coupled. After helping a train to the top of the grade, the helping engine may move against opposing trains as protected by written flagging instructions and may run ahead of trains following in the same direction; but if delayed, must protect following trains as per Rule No. 99.
All	Helping engine between Jackson and Oakdale	

## STOPS FOR PASSENGERS.

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

TRAINS	STATIONS	REQUIREMENTS
All	Cliffside Richmond Shops Maloney Jackson Neon	Trains are not required to get clearance order. The crew filling No. 43's schedule will proceed as No. 44. The crew filling No. 47's schedule will proceed as No. 48. Trains are not required to get clearance order. The crew filling No. 7's schedule will proceed as No. 2. The crew filling No. 3's schedule will proceed as No. 8.
All	Idamay	
All	Quicksand	

## INSTRUCTIONS GOVERNING MOVEMENTS OF THE HELPING ENGINE BETWEEN JACKSON AND OAKDALE.

The helper engine will display two yellow flags by day, and in addition, two yellow lights by night, in the places provided for that purpose on the front of the engine, to designate it as the helping engine. When two or more engines are used in the same helping service, each engine will display these signals.

When two or more engines are used helping the same train, they may, if necessary, be placed at intermediate positions in the train with not more than one engine behind the caboose.

All north-bound trains will approach the water station at Elkatawa carefully, expecting to find a flagman for the helping engine in position to flag train and deliver written flagging instructions.

The air brakes must be coupled through to the engine at the rear end of the train and the brake valve cut out on the engines on the rear of the train.

The helping engine must assist in pushing until the train comes to a stop, gradually easing off as the train comes to a stop. No attempt should be made to detach the helping engine until the train comes to a stop.

Sign boards indicating 35, 45, and 55 have been located those respective car-length distances north from the middle point of Chenowee siding on the engineman's side, north-bound, to assist engineman to determine where to come to a stop so the rear end of the train will be between switches or north of the siding at Chenowee.

If the train comes to a stop from any cause with the helper engine and caboose in Chenowee Tunnel, the caboose together with the helping engine, may be detached from the train and moved out of the tunnel immediately, taking all necessary precaution relative to protecting and recoupling to the train.

## LIST OF U. S. MAIL CRANES THAT ARE NOT STOPS.

MILE NO.	NAME OF POST-OFFICE	TRAIN THAT EX- CHANGE U. S. MAIL
VB209	Howards Creek	1, 4
217	Roosevelt	1, 4
246	Douglas	1, 4
267	Gourd	1, 4
278	Oscaloosa	1, 4
282	Ice	1, 4
288	Ermine	1, 4
293	Sargent	1, 4
294	Craftsville	1, 4

## RAILROAD CROSSING AND JUNCTION PROTECTION.

The C. N. O. & T. P. Railway crossing at Nicholasville is protected by interlocking plant.

The Kentucky Division crossing at Richmond is protected by a gate and derail. The normal position of the gate is across Eastern Kentucky Division track. Before operating gate, trainmen must observe electric block indicators connected with Kentucky Division track, and if the indicators show danger, the crossing must be properly protected by flagman before operating the gate. When Eastern Kentucky Division trains are using the crossing, this gate must be locked across Kentucky Division track and immediately returned and locked in normal position across Eastern Kentucky Division track after clearing crossing.

When Eastern Kentucky Division trains are using the Kentucky Division crossing, a flagman must stand on the north side of the crossing and signal any approaching south-bound Kentucky Division train to stop.

Derail on Eastern Kentucky Division track is located 175 feet north from the crossing.

All trains must stop before using the crossing in either direction.

The junction switch of the O. & K. Railway, located at O. & K. Junction, is protected by electric track circuit block signals and has indicators (located at the junction switch) controlled by the position of the electric block signals. Trains will be governed by rules concerning same.

## GANGS WORKING WITHIN CAUTION SIGNAL LIMITS.

When two or more gangs are working within same caution signal limits, the gang needing protection must display caution signals as provided by the rules. Any other gangs between the caution signal and the obstruction shall display on the engineman's side of the track, one hundred feet from the gang in the direction of the approaching train, an additional caution signal to indicate that the obstruction has not been passed.

## SPECIAL INSTRUCTIONS—Continued.

### WATER STATIONS.

Versailles,	Meadow Brook, Mile VB 129,	Maloney,	Hazard,
Perry, Mile VB 102,	Ravenna,	Jackson,	Ulvah,
Valley View,	Old Landing,	Whick,	Whitesburg,
Richmond Shops,	Heidelberg,	Krypton,	Neon.

All water stations are regular stops for all trains.

### YARD LIMITS.

Yard limits designated by yard limit boards are located at Cliffside, Richmond Shops, Ravenna, Heidelberg, Beattyville, Maloney, Jackson, Quicksand, Hazard, Whitesburg and Neon-McRoberts.

### BULLETIN BOARDS.

Bulletin boards are located at Frankfort, Cliffside, Ravenna, Beattyville, Jackson, Hazard and Neon.

### STANDARD CLOCKS.

Standard clocks are located in train dispatcher's office, Ravenna, Beattyville, Jackson, Hazard and McRoberts.

### AIR BRAKES.

All efficient air-brake cars in freight trains should be coupled together, with brakes cut in and operated. Not less than 85 per cent of the cars in such trains must have their air brakes used and operated by the engineer of the locomotive drawing the train.

### NUMBER OF CARS REQUIRED WITH OPERATIVE BRAKES IN TRAINS OF VARIOUS LENGTHS:

1 to 6.	All.
7 to 13.	All except 1.
14 to 19.	All except 2.
20 to 26.	All except 3.
27 to 33.	All except 4.
34 to 39.	All except 5.
40 to 46.	All except 6.
47 to 52.	All except 7.
53 to 58.	All except 8.
59 to 65.	All except 9.
66 to 71.	All except 10.
72 to 77.	All except 11.
78 to 83.	All except 12.
84 to 89.	All except 13.
90 to 95.	All except 14.
96 to 100.	All except 15.

When two or more engines are coupled to a train, the main reservoirs of all engines must be coupled together and all the brakes connected through to and operated from the head engine.

When stops are made on grades, either on main track or sidings, hand brakes must be used to assist in preventing train from moving.

Retaining valves must be used on freight trains descending Marble Creek grade.

All retainers must be released promptly at foot of grades.

In regulating the speed of trains and in making service stops, the engineman must, before applying the air, be particular to observe that the train has not parted. The trainmen must be at their posts to give the necessary signals and assistance if needed.

If a train should part between air-brake cars, the engineman will immediately, as soon as discovered, shut off steam and move the brake valve to lap position. If parting occurs between non-air-brake cars, Rule 101 must be observed.

South-bound freight trains will stop at Logana and ascertain that brakes are in perfect condition for controlling trains, and will use twenty minutes actual running time between Logana and Valley View.

### COLOR SIGNALS.

Color signals, as prescribed by Rule 10 of the Operating Department, are changed to indicate as follows:

COLOR	INDICATION.
Red.	Stop.
Yellow	Caution and for delivery of "19" order.
Green	Clear—Proceed; and as prescribed by Rules 19 and 20.
Green and Yellow (comb.)	Flag stop for passengers and freight. See Rule 28.
White	As prescribed by Rules 12, 17, 17 (a), 18, 19 (a), 21, 24, 24 (b), and 33 (a).
Blue	Car repairers' signal and interlocking signal indicator. See Rule 26.

Train-order signals will indicate:

Red	For Stop "31" order.
Yellow	For delivery of "19" order.
Green	For Proceed.

Block and interlocking signals will indicate:

Red	For Stop.
Yellow	For Caution.
Green	For Clear.

Main track switches will indicate:

Green	When set for normal position.
Red	When set for siding.

Inside track switches will indicate:

Green	When set for normal position.
Yellow	When set for diverging track.

Derailed switches will indicate:

Green	When set for trains to pass.
Yellow	When set to derail.

Yellow, instead of green fuses as prescribed in Rule 11, will be used on this road.

### BUSINESS TRACKS BETWEEN STATIONS.

Station No.	NAME	CLEARANCE IN FEET.	END CONNECTED.
VB71	Glens Creek	375	Both.
85	Sunol	420	South.
101	Perry	160	South.
124	Estrada	160	North.
148	Millers Creek	1,360	Both.
166	Yellow Rock	1,280	Both.
172	Beile Point	975	South.
184	Johnsonville	400	Both.
191	Bright	400	Both.
203	Kragon	311	Both.
206	Tone	211	Both.
211	Lick	1,000	Both.
217	Wolfcoal	8,400	North.
222	Barwick	120	Both.
225	Reekie	88	Both.
230	Napier	160	Both.
235	Conda	160	Both.
237	Hortell	160	Both.
241	Domino	2,560	Both.
242	Lennut	520	Both.
245	Lothair	1,557	Both.
245a	Raccoon	200	Both.
250	Hamdin	400	Both.
251	Manco	116	Both.
257a	Mowbray	141	Both.
261	Henwood	150	Both.
262	Cornettsville	237	Both.
262a	Clokewood	120	Both.
273	Tolson	223	Both.
277	Barking	165	Both.
277a	Trailer	231	Both.
296	Seco	1,127	North.

### LIST OF SURGEONS.

Dr. C. A. FISH	Frankfort, Ky.
Dr. J. G. SOUTH	Frankfort, Ky.
Dr. S. M. STEDMAN	Versailles, Ky.
Dr. D. ALLEN PENICK	Nicholasville, Ky.
Dr. H. C. JASPER	Richmond, Ky.
Dr. C. MARQUET	Irvine, Ky.
Dr. C. E. BAKER	Heidelberg, Ky.
Dr. J. H. EVANS	Beattyville, Ky.
Dr. WILGUS BACH	Jackson, Ky.
Dr. R. I. KERR	Jackson, Ky.
Dr. M. E. HOGE	Quicksand, Ky.
Dr. A. M. GROSS	Hazard, Ky.
Dr. M. E. COMBS	Hazard, Ky.
Dr. JOHN J. FITZPATRICK	Whitesburg, Ky.
Dr. BERT C. BACH	Whitesburg, Ky.
Dr. G. D. JOHNSON	Fleming, Ky.

Frankfort, Ky.  
Frankfort, Ky.  
Versailles, Ky.  
Nicholasville, Ky.  
Richmond, Ky.  
Irvine, Ky.  
Heidelberg, Ky.  
Beattyville, Ky.  
Jackson, Ky.  
Jackson, Ky.  
Quicksand, Ky.  
Hazard, Ky.  
Hazard, Ky.  
Whitesburg, Ky.  
Whitesburg, Ky.  
Fleming, Ky.

**J. R. PATES,**  
Master of Trains, Ravenna, Ky.

**R. L. PILLING,**  
Asst. Master of Trains, Hazard, Ky.

**J. E. CLEARY,**  
Chief Train Dispatcher, Ravenna, Ky.

## SOUTH BOUND

# BETWEEN RAVENNA AND McROBERTS

SECOND CLASS												FIRST CLASS												TIME TABLE				
		35	49	33	45	31	27	21	29	41		13	3	19	11	1	17	15	5	9	7	Station Number	Distance from Point	Distance to Point	No. 2			
		Freight	Mixed	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight	Mixed	Passenger	Passenger	O. & K. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	In Effect Sunday January 16, 1916, at 11:59 p. m.				
		Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
		10.00PM <sup>34</sup>		1.45PM		6.30AM	5.00AM				8.40PM			1.21PM										V3144	78.6	L. RAVENNA N		
		10.15		2.00		6.45	5.27 <sup>36</sup>				8.49			1.30										14	149	83.7	PRYSE E	
		10.35		2.15 <sup>28</sup>		7.05	5.53 <sup>12</sup>				9.01			1.41										12	154	88.6	OLD LANDING E	
		10.50		2.32		7.20	6.05				9.11 <sup>34</sup>			1.50 <sup>28</sup>										10	158	92.7	EVELYN NC	
		11.13		2.53		7.43	6.20				9.23			2.01										14	164	98.6	WILLOW SHOALS E	
		11.35	4.00PM	3.20	9.25AM	8.08	6.40				9.38			2.15										14	170	104.9	HEIDELBERG N	
		11.55PM	4.10	3.30	9.40	8.25	7.00				9.46			2.28										8		174	108.4	WHITE ASH E
		12.05AM	4.20PM <sup>11</sup>	3.40 <sup>11</sup>	9.55AM <sup>15</sup>	8.35	7.25	7.15AM			9.55PM			2.30 <sup>15</sup>										7	177	110.8	BEATTYVILLE NC	
		12.15		3.55		8.45	7.40	7.25AM			5.30AM <sup>2</sup>			3.00PM <sup>16</sup>										180	113.9	MALONEY NC		
		12.20		4.00		8.50	7.45				5.40PM			4.40PM	10.18AM <sup>18</sup>									4	181	114.5	ST. HELENS NC E	
		12.37		4.20		9.15 <sup>32</sup>	8.10				5.14			5.06										13	185	118.6	TALLEGA N E	
		12.50		4.30		9.25	8.30				5.21			5.21										7	187	120.5	ATHOL NC E	
		1.02		4.42		9.35	8.50 <sup>32</sup>				5.31			5.31										10		190	123.6	OAKDALE E
		1.17		5.00		9.47	9.00				5.40			5.40										9	193	125.7	CHENOWEE E	
		1.35		5.20		10.11 <sup>4</sup>	9.15				5.49			5.49										14	196	129.5	ELKATAWA NC E	
		1.45		5.27		10.20	9.30				5.55 <sup>20</sup>	4.00PM		5.55 <sup>20</sup>	11.08 <sup>18</sup>	10.05AM <sup>4</sup>								6	197	131.9	O. & K. JCT NC E	
		2.00 <sup>36</sup>		5.40 <sup>20,34</sup>		10.30 <sup>27,28</sup>	10.00 <sup>31,4</sup>				6.00 <sup>34</sup>	4.05PM		6.00 <sup>34</sup>	11.15 <sup>1</sup>	10.15AM <sup>27</sup>								6	199	132.4	JACKSON N	
		2.20		5.57		10.50	11.00				6.10			6.10										8	201	134.8	DUMONT E	
											6.13PM <sup>8</sup>													4.29AM <sup>2</sup>	303	135.4	QUICKSAND	
		2.20		5.57		10.50	11.00																		201	134.8	DUMONT E	
		2.35		6.17		11.05	11.25																	16	205	138.8	HADDIX NC E	
		2.55		6.37		11.23	11.50AM																	17	210	143.4	COPLAND E	
		3.15		7.00		11.40AM	12.24PM																	20	214	147.8	WHICK NC E	
		3.45		7.30		12.05PM	1.10																	220	153.4	ALTRO NC E		
		4.05		7.50		12.23	1.35																	17	224	157.8	CHAVIES D E	
		4.25		8.10		12.38	2.20																	16	228	161.5	KRYPTON NC E	
		5.00 <sup>32</sup>		8.40		1.16 <sup>4</sup>	2.58 <sup>34</sup>																	18	234	167.2	YERKES E	
		5.18		9.00		1.45	3.44 <sup>4</sup>																	20	238	171.9	TYPO D E	
		5.40		9.30		2.15 <sup>34</sup>	5.00PM																	14	244	177.3	HAZARD N	
		6.00		9.50 <sup>36</sup>		2.35																		247	181.1	EDJOUET E		
		6.20		10.10		3.07 <sup>8</sup>																		20	252	185.8	VIPER D E	
		6.37		10.30		3.80																		19	257	190.7	HOMBRE E	
		7.10 <sup>4</sup>		10.55		3.55																		25	263	197.0	ULVAH NC E	
		7.40		11.25		4.25																		23	269	202.8	BLACKKEY D E	
		8.05		11.45PM		4.50																		20	274	207.7	ROXANA E	
		8.30 <sup>30</sup>		12.05AM		5.10																		20	279	212.8	UZ E	
		8.55		12.35		5.85																		24	285	218.8	WHITESBURG NC E	
		9.25		1.05 <sup>32</sup>		5.57																		16	290	223.7	MAYKING E	
		9.45		1.30		6.15																		19	294	228.4	KONA E	
		10.00AM <sup>34</sup>																										

Regular South-bound trains are superior to trains of the same class moving in the opposite direction when running in accordance with General Rule No. 72.

# BETWEEN McROBERTS AND RAVENNA

NORTH BOUND

TIME TABLE		Distance between stations	FIRST CLASS										SECOND CLASS										
No. 2 In Effect Sunday January 16, 1910, at 11:59 p. m.			2	12	4	18	14	6	10	16	20	8	42	22	32	30	28	46	34	290	36		
Stations	Time		Passenger	Passenger	Passenger	O. & K. Passenger	Passenger	Passenger	Passenger	O. & K. Passenger	Passenger	Mixed	Local Freight	Freight	Local Freight	Local Freight	Mixed	Freight	Local Freight	Freight			
		Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily			
A RAVENNA N	5.1	Yard	16			6.15AM				12.28PM						12.00PM		3.00PM		10.00PM 26		5.45AM	
PRYSE E	4.9	100	13			6.04				12.14						11.47AM		2.35		9.45		5.27 27	
OLD LANDING E	4.1	100	19			5.53 27				12.04PM						11.30		2.15 33		9.25		5.08	
EVELYN NO	5.9	104	14			5.43				11.55AM						11.10		1.50 11		9.11 13		4.50	
WILLOW SHOALS E	6.3	89	14			5.32				11.44						10.47		1.30		8.40		4.28	
HEIDELBERG N	3.5	104	8			5.18				11.80					6.30AM		10.25		1.10	2.00PM	8.18	4.05	
WHITE ASH E	2.4	92	7			5.09				11.22						6.10		10.05		12.45	1.50	8.03	
BEATTYVILLE NC	2.5	76	7			5.00AM				11.15				5.10PM		6.00	1.00PM	9.55 8.48		12.35	1.40PM	7.55	
MALONEY NC	2.5	76	7			5.35AM 27				11.00AM 14				5.00PM 3		5.50AM	12.50PM	9.40		12.20		7.45	
ST. HELENS NC E	1.2	130	4			5.30				10.54								9.35		12.15PM		7.30	
TALLEGA N E	4.1	187	13			5.21				10.44								9.15 37		11.55AM		7.05	
ATHOL NC E	1.9	173	7			5.15				10.39								9.00		11.45		6.58	
OAKDALE E	3.1	85	10			5.07				10.26								8.50 27		11.80		6.43	
CHENOWEE E	2.1	13	6			5.02				10.21								8.40		11.22		6.35	
ELKATAWA NC E	3.8	76	90			4.52				10.11 31								8.15	11.02 1		6.10		2.15
O. & K. JCT. NC E	1.5	76	6			4.49				10.05 17	11.08AM 1			5.50PM 3				8.10		10.45		6.05	
JACKSON N	1.4	75	6			4.45				10.00 27,20	10.58AM			5.45PM 34		6.25PM		8.00		10.30 27	6.00 3,20	2.00 25	
DUMONT E	2.4	Branch	8			4.40				10.00 27,20	10.58AM			5.20PM				7.45		10.00 7,4	5.20 33	1.45	
QUICKSAND	0.6					4.31AM 7									6.14PM 3								
DUMONT E	4.0	Branch	16							9.53								7.45		9.85		5.10	
HADDIX NC E	4.6	60	17							9.44								7.22		9.15		4.55	
COPLAND E	4.4	61	17							9.33								6.56 6		8.50		4.38	
WHICK NC E	5.6	68	20							9.22								6.25		8.30		4.20	
ALTRO NC E	5.6	57	20							9.07								6.05		8.00		3.57	
CHAVIES D E	4.4	64	17							8.55								5.45	7.32 8		3.40		11.55PM
KRYPTON NC E	3.7	76	16							8.42								5.20		7.00		3.18	
YERKES E	5.7	63	18							8.30								5.00 36		6.40		2.58 27	
TYPO D E	4.7	68	20							8.17 6								4.40		6.20		2.40	
HAZARD N	5.4	66	20							7.57								4.10	12.30PM	6.00AM	2.15 27		10.05
EDJOUET E	3.8	78	14							7.48								3.54	11.50AM		1.57 1		9.50 22
VIPER D E	4.7	90								7.37 29								3.35	11.20		1.25		9.31
HOMBRE E	4.9	47	25							7.26								3.23	10.55		1.05		9.15
ULVAH NC E	6.3	67	25							7.10 35								2.53	10.15		12.30		8.45
BLACKEY D E	5.8	58	23							6.56								2.33	9.45 6,29		12.10PM		8.25
ROXANA E	4.9	64	20							6.45								2.13	9.00		11.50AM		8.05
UZ E	5.1	73	20							6.33								1.53	8.30 35		11.30 29		7.45
WHITESBURG NC E	6.0	64	24							6.18								1.23	7.30		11.00		7.15
MAYKING E	4.9	63	16							6.07								1.05 33	7.00		10.42 5		6.57
KONA E	4.7	74	19							5.56								1.240	6.40		10.10		6.40
NEON N E	3.1	74	9							5.50								12.30AM	6.30AM		10.00AM 35	8.00PM	6.30PM 27
FLEMING	0.6	6								5.46								12.52	4.28				2.40
L McROBERTS NC E	2.2	9								5.40AM								12.45PM	4.20PM 1				2.20PM

Regular South-bound trains are superior to trains of the same class moving in the opposite direction when running in accordance with General Rule No. 72.

## SOUTH BOUND

# BETWEEN FRANKFORT AND RAVENNA

**NORTH BOUND**

SECOND CLASS			FIRST CLASS			TIME TABLE			FIRST CLASS			SECOND CLASS		
			25 Local Freight			13 Passenger	11 Passenger	No. 2 In Effect Sunday January 16, 1916, at 11:59 p. m.	12 Passenger	14 Passenger			26 Local Freight	
			Daily ex. Sunday			Daily ex. Sunday	Daily ex. Sunday	Distances from fort.	Station Numbers	Distance between Sta- tions.	Stations for North- bound Freight	Minimum Time betw. Sta- tions for North- bound Freight	Daily ex. Sunday	
			6.30AM			4.25PM	10.01AM	3	L	W 65	3	9.40AM	3.48PM	2.00PM
			6.35			* 4.30	* 10.05	13	Yard	78-66	13	* 9.35	* 3.43	1.50
			6.50			* 4.41	* 10.15	3		73	3	* 9.22	* 3.32	1.35
			6.53			* 4.48	* 10.17	55	7.2	73	5	* 9.20	* 3.30	1.30
			7.00			* 4.48	* 10.22	5		75	5	* 9.15	* 3.25	1.25
			7.08			* 4.53	* 10.27	7	9.3	77	7	* 9.10	* 3.20	1.15
			7.30			* 5.05	* 10.36	10	55	12.1	10	* 9.00	* 3.10	1.00
			7.50			* 5.17	* 10.48	14	87	16.2	14	* 8.46	* 2.57	12.35
			7.55			* 5.20	* 10.51	3	25	22.9	3	* 8.44	* 2.55	12.30
			8.37	12		* 5.27	* 10.58	10	20	26.7	10	* 8.37	* 2.48	12.20
			8.43			* 5.30	* 11.01	5	13	28.6	5	* 8.33	* 2.45	12.15PM
						* 5.39	* 11.09	10	32.3	NICHOLASVILLE JUNCTION	10	* 8.24	* 2.36	
			9.25			* 5.42	* 11.11	1	25	33.5	1	* 8.22	* 2.33	11.59AM
			9.40			* 5.55	* 11.23	26	12	37.7	13	* 8.10	* 2.21	11.23 11
			10.00			* 6.05	* 11.32	20	45	41.4	10	* 7.58	* 2.11	10.50
			10.30	26		* 6.18	* 11.43	14	20	47.0	14	* 7.45	* 2.00	10.30 26
			11.00			* 6.35	* 11.59AM	16	30	53.4	16	* 7.30	* 1.45	9.00
			11.02			6.39	12.04PM	4	54.1	L & A. JUNCTION	4	7.24	1.39	8.50
						* 6.45	(12.10)		54.8	RICHMOND	10	7.20	1.35	
						* 7.35	(12.15)		54.1	L & A. JUNCTION	120	* 7.15	* 1.30	
			11.02			7.38	12.18	10	30	60.0	10	7.10	1.25	8.50
			11.30			* 7.50	* 12.35	13	65.3	MOBERLEY	125	* 6.59	* 1.10	8.35
			11.50AM			* 8.08	* 12.47	5	18	BRASSFIELD	131	* 6.49	* 12.58	8.20
			12.05PM			* 8.08	* 12.52	14	21	PANOLA	133	* 6.44	* 12.52	8.10
			12.15			* 8.17	* 1.00	9	13	REGES	136	* 6.36	* 12.43	8.00
			12.39	14		* 8.22	* 1.04	5	22	RICE STATION	138	* 6.31	* 12.39	7.50
			12.49			* 8.30	* 1.11	8	18	WEST IRVINE	141	* 6.24	* 12.32	7.40
			1.05			* 8.35	* 1.16	5	77.4	IRVINE	143	* 6.20	* 12.28	7.35
			1.10PM			8.39PM	1.20PM	4	Yard	RAVENNA	144	6.16AM	12.24PM	7.30AM
			Daily ex. Sunday			Daily ex. Sunday	Daily ex. Sunday			Daily ex. Sunday		Daily ex. Sunday	Daily ex. Sunday	
			25			13	11			12		14		26

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# BETWEEN HEIDELBERG AND IDA MAY

(STURGEON CREEK BRANCH)

## SOUTH BOUND

## NORTH BOUND

SECOND CLASS						TIME TABLE						SECOND CLASS					
						<b>47</b> Mixed	<b>48</b> Mixed										
						Daily ex. Sunday	Daily ex. Sunday	Distance from Frank- fort.	Distance from Frank- fort.								
						2.20PM	7.00AM	104	104.9	L.....	HEIDELBERG.....	N. A	V. 170	8.15AM	3.45PM		
						2.23	7.03	3	105.6		DUDLEY PARK.....		V. 171	8.12	3.42		
						2.25	7.05	2	105.9		CARYTON.....		171a	8.10	3.40		
						2.35PM	7.15AM	8	107.9	A.....	IDA MAY.....	L	173	8.00AM	3.30PM		
						Daily ex. Sunday	Daily ex. Sunday										
						<b>47</b>	<b>43</b>										

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