

UNITED STATES RAILROAD ADMINISTRATION

W. G. MCADOO, DIRECTOR GENERAL OF RAILROADS

LOUISVILLE & NASHVILLE RAILROAD.

EASTERN KENTUCKY DIVISION.

No. 10.

TIME TABLE.

No. 10.

TAKES EFFECT

SUNDAY, DECEMBER 8, 1918, AT 12:01 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

CENTRAL TIME, STANDARD.

B. M. STARKS,
GENERAL MANAGER.

W. J. HAYLOW,
SUPT. TRANSPORTATION.

T. B. TURNER,
ASST. SUPT. TRANSPORTATION.

M. SEARGEANT,
SUPERINTENDENT.

E. L. WISE,
ASST. SUPERINTENDENT.

IF, UPON APPROACHING AN OPEN TRAIN ORDER OFFICE THE TRAIN ORDER SIGNAL IS FOUND IN PROCEED POSITION, ENGINEMEN WILL BRING TRAIN TO A STOP BEFORE PASSING SIGNAL, EVEN IF IT IS AFTERWARD CHANGED, GET A CLEARANCE CARD EXPLAINING IMPROPER POSITION, AND REPORT OCCURRENCE TO CHIEF TRAIN DISPATCHER FROM NEXT OPEN TRAIN ORDER OFFICE WHERE A STOP IS REQUIRED.

IN THIS CONNECTION, ATTENTION IS CALLED TO THE NECESSITY FOR A PROPER OBSERVANCE OF RULE 221-D.

SUBDIVISIONS.

CLIFFSIDE TO RAVENNA.
RAVENNA TO McROBERTS, INCLUDING STURGEON CREEK, QUICKSAND, FIRST CREEK AND LOTS CREEK BRANCHES.

DISPATCHING DISTRICTS.

Cliffside to Ravenna. Ravenna to Krypton. Krypton to McRoberts. Train dispatchers working the district between McRoberts and Krypton will number train orders consecutively from No. 1 to No. 300. Those working the district between Krypton and Ravenna will number train orders consecutively from No. 301 to No. 600, and those working the district between Ravenna and Cliffside will number train orders consecutively from No. 601. All train orders issued in these districts will be in effect according to Rule 230. Train orders issued in either the district between Ravenna and Krypton or the district between Krypton and McRoberts to be fulfilled at Krypton, are fulfilled when the train arrives at Krypton, and the train must not proceed unless it can do so according to Time-Table authority or unless provided with proper train orders issued in dispatching district in which train moves beyond Krypton.

Northbound second and inferior class trains will hold the main track against southbound second and inferior class trains at Krypton.

Northbound second and inferior class trains will hold the main track against southbound second and inferior class trains at North Hazard and after taking coal and water, will immediately pull down to clear the south shop track lead in case there is further delay at that point.

Trains taking siding in either direction for first-class trains at North Hazard, will use track No. 1. The south drill track between the two cross-over switches at scales will be used by first-class trains to meet and pass.

Passenger trains making station stop at Hazard must stop to clear toll bridge crossing. No southbound train will follow a passenger train closer than 20 minutes from North Hazard and no northbound train will follow a passenger train closer than 20 minutes from Viper. This will not relieve conductor and flagman of passenger trains from fully protecting their train between these points.

Coach track at Jackson will be used by first class trains to meet and pass.

Eastern Kentucky Division engines using O. & K. tracks at O. & K. Junction must not go on Cane Creek Bridge at north end of O. & K. Yard, nor on scales, without dead rails on scale track.

Rule No. 98 will apply at Ravenna, Maloney, O. & K. Junction, Dumont, Typo and North Hazard.

No. 105 will back past the south Y switch at Maloney and head in south Y. Nos. 102 and 152 will head out south Y at Maloney and back to Beattyville. All trains will approach Maloney under full control, looking out for these moves.

Nos. 62, 63 and 65 will leave a flagman at Lots Creek Branch connection at North Hazard, with written notice for opposing trains, of the arrival of trains named at North Hazard.

Shea Fork Spur switch at McRoberts will be set normal for Shea Fork Spur to protect descending grade on switching main line. Lots Creek Branch switch at North Hazard will be set normal for Lots Creek Branch.

All main track switches south of the passenger station at McRoberts must be set normal for the switching main line.

Trains Nos. 2, 102 and 152 have right to occupy main track to passenger station at Beattyville against second class and inferior trains. Any moves made north of the passenger station by these trains must be made under flag protection.

No. 153 will take siding at Beattyville for No. 6 and must ascertain before coming out of connection track from new yard that No. 6 has passed or that they will move away from Beattyville for No. 6.

Nos. 1 and 6 will leave a flagman at Dumont while they are on the Quicksand Branch, with written instructions to notify opposing trains of their arrival at Dumont, and to notify following trains that they are on the branch.

MAXIMUM WEIGHT OF FREIGHT CARS ALLOWED TO RUN ON EASTERN KENTUCKY DIVISION.

DIVISION	Gross Weight 4-Axle Cars 2 or More Together	Maximum Axle Load 4-Axle Cars
Frankfort to Versailles	170,000 Lbs.	42,500 Lbs.
Versailles to Nicholasville	160,000 Lbs.	40,000 Lbs.
Nicholasville to Irvine	130,000 Lbs.	32,500 Lbs.
Irvine to McRoberts	255,000 Lbs.	63,750 Lbs.
Caryton to Ida May	160,000 Lbs.	40,000 Lbs.

Eastern Kentucky, 140,000 Lbs. gross weight may be handled thus.

Engines weighing more than 119,000 pounds must not be operated between Irvine and Versailles. Engines weighing 119,000 pounds or less may be doubleheaded between Irvine and Versailles. Engines weighing more than 183,400 pounds must not be operated between Caryton and Ida May.

SPECIAL INSTRUCTIONS.

MAXIMUM SPEED.

	MILES PER HOUR	
	Passenger	Freight
Between Cliffside and Jackson	40	25
Between Jackson and McRoberts	30	25
Branch Lines	15	15
When handled by freight engines	25	

SPEED RESTRICTIONS.

Versailles, Nicholasville, Richmond, Beattyville, Valley View, Irvine, Engines—Running backward		
Trains handling wrecking outfits, pile drivers and top heavy cars, including loaded hopper cars:		
Main line		20
Branch lines		10
Bridge 39 (mile 105)	10	10
Bridge 40 (mile 105)	10	10

This speed must not be increased or decreased until the entire train has passed over these bridges.

Where "slow boards" are used they are located 2970 feet from slow track. Speed must be reduced to 6 miles per hour, or to the speed indicated on the slow board, and must not be exceeded UNTIL THE ENTIRE TRAIN has passed the "resume speed" signal.

TRAIN ORDER OFFICES.

"NO" offices will be open during the periods named below:

OFFICE	OPEN PERIOD	OFFICE	OPEN PERIOD
Versailles	7:30 A.M. to 5:30 P.M.	Maloney	5:00 A.M. to 11:00 P.M.
Keene	6:30 A.M. to 4:30 P.M.	St. Helens	7:00 A.M. to 5:00 P.M.
Nicholasville	7:50 A.M. to 5:40 P.M.	Athol	7:00 A.M. to 5:00 P.M.
Valley View	7:00 A.M. to 5:00 P.M.	O. & K. Junction	8:00 A.M. to 8:00 P.M.
Million	7:30 A.M. to 5:30 P.M.	Haddix	7:00 A.M. to 5:00 P.M.
Moherley	7:00 A.M. to 5:00 P.M.	Altro	7:00 A.M. to 10:00 P.M.
Panola	7:30 A.M. to 5:30 P.M.	Chavies	9:00 A.M. to 7:00 P.M.
Rice Station	8:30 A.M. to 6:30 P.M.	Ulvah	9:00 P.M. to 7:00 A.M.
Millers Creek	9:00 A.M. to 7:00 P.M.	Blackey	7:00 A.M. to 5:00 P.M.
Old Landing	7:00 P.M. to 5:00 A.M.	Roxana	5:00 P.M. to 3:00 A.M.
Evelyn	5:30 A.M. to 3:30 P.M.	McRoberts	7:00 A.M. to 5:00 P.M.

EMERGENCY TELEPHONE STATIONS.

The letter "E" shown opposite stations denotes emergency telephone stations. When trains meet at closed or non-train order station, and the train to be met is not in sight or hearing, the conductor must report at the emergency telephone station immediately after ascertaining his train is properly protected or is in clear and switch properly lined for main track and the engineman within ten minutes after arrival.

Conductors must report promptly to the dispatcher, using the nearest telephone, in case of emergency, accident, or delay.

After using the telephone, the cut-out switch must be left standing straight out.

EMERGENCY TELEPHONE STATIONS NOT SHOWN ON FACE OF TIME TABLE.

Cow Creek at south end Ravenna yard, Yellow Rock, and Wolf Coal.

CLEARANCE OR MOVEMENT ORDER.

TRAINS	STATIONS	REQUIREMENTS
Nos. 11, 12, 13, 14, 25 and 26	Richmond passenger station	Will get clearance or movement order.
All	Jackson	Will get clearance or movement order.
All	Krypton	Trains are not required to get clearance order. The crew filling No. 43's schedule will proceed as No. 44.
All	Ida May	Trains are not required to get clearance order. The crew filling No. 1's schedule will proceed as No. 101. The crew filling No. 6's schedule will proceed as No. 103.
All	Dumont	Trains are not required to get clearance order. The crew filling No. 101's schedule, will proceed as No. 104. The crew filling No. 103's schedule will proceed as No. 106. The crew filling No. 51's schedule will proceed as No. 2.
All	Quicksand	Trains are not required to get clearance order. The crew filling No. 201's schedule will proceed as No. 202. The crew filling No. 203's schedule will proceed as No. 204. The crew filling No. 205's schedule will proceed as No. 206.
Second Class and Inferior Trains.	North Hazard	Will get clearance or movement order. Are not required to get clearance or movement order.
Lots Creek Branch/Trains	North Hazard, Allais	The crew filling No. 62's schedule will proceed as No. 207; No. 63 proceed as No. 209; No. 65 proceed as No. 211; No. 207 proceed as No. 208; No. 209 proceed as No. 210; No. 211 proceed as No. 212.

CLEARANCE OR MOVEMENT ORDER—Continued.

TRAINS	STATIONS	REQUIREMENTS
All	McRoberts	Trains are not required to get clearance order. The crew filling No. 1's schedule will proceed as No. 8. The crew filling No. 3's schedule will proceed as No. 10. The crew filling No. 9's schedule will proceed as No. 4. The crew filling No. 7's schedule will proceed as No. 6. The crew filling No. 29's schedule will proceed as No. 30.

TRAIN REGISTERS.

LOCATION	FOR	REGISTER BY CARD FORM 92
Cliffside	All trains	First class trains.
Ravenna (Passenger Station)	First class trains.	
Ravenna (Yard Office)	Second class and inferior trains	
Heidelberg	Sturgeon Creek Branch trains and No. 23	
Beattyville	First and third class trains	
Maloney	First and third class trains	
O. & K. Junction	Nos. 4, 6, 17, 18 and 20.	Nos. 4 and 6.
Jackson	All trains	
Dumont	Nos. 2, 51, 101, 103, 104 and 106	In box provided for register card.
Quicksand	All trains	First class trains.
Krypton	Third class trains	
Typo	All trains	First class trains.
North Hazard	All trains	First class trains.
Neon	All trains	
McRoberts	All trains	
Lots Creek Branch Connection, North Hazard, Allais	Nos. 207, 208, 209, 210, 211, and 212	In box provided for register card.

Where trains register by card, Form 92, operators will record same on 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. O. & L. Division.
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	Sturgeon Creek Branch trains will occupy Sturgeon Creek Branch track.
Jackson	First class trains at passenger station.
Typo	First Creek Branch trains will occupy passing track opposite passenger station when receiving and discharging passengers.
North Hazard	Lots Creek Branch trains, at Lots Creek Branch connection.

All trains will approach initial and terminal stations for passenger and mixed trains, under full control, expecting to find outbound trains occupying main track ten minutes in advance of schedule departing time and inbound trains discharging passengers and putting train away.

SUPERIORITY UNDER SPECIAL INSTRUCTIONS.

SUPERIOR TRAINS	SUPERIOR TO	REQUIREMENTS
No. 202	Nos. 203 and 205	
No. 204	No. 205	
No. 208	Nos. 209 and 211	
No. 210	No. 211	
Nos. 4 and 6	No. 17	
No. 12	No. 11	
No. 14	No. 13	
No. 2	No. 105	
No. 102	No. 5	
Nos. 17, 18, and 20	Second class and extra trains	Second class and extra trains are authorized to proceed ahead of trains named between O. & K. Junction and Jackson when trains named are not in sight or ready to depart.
Other second and third class and extra trains		Local freight trains must let trains named pass without delay.
Second and third class	Third class and extra trains	Third class and extra trains are authorized to proceed ahead of second and inferior class trains.
All	Helping engine between Jackson and Oakdale	The helping engine has right of the 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 second and inferior class trains, but if delayed, must protect against following trains as per Rule No. 99.

STOPS FOR PASSENGERS.

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

TRAINS	STATIONS
Nos. 1 and 6	Wagers, Lock No. 13, Yellow Rock, Belle Point, Johnsonville, Kragon, Wolfcoal, Reekie, Napfor, Leonard, Domino, Lennut, Christopher, Karles, Glomawr, Dakota, Cornettsville, Dalna, Ice, Whitco, Sergeant, Millstone, and Seco.
Nos. 3 and 4	Wagers, Lock No. 13, Yellow Rock, Belle Point, Johnsonville, Kragon, Wolfcoal, Napfor, Leonard, Domino, Lennut, Christopher, Glomawr, Dakota, Cornettsville, Dalna, Ice, Whitco, Sergeant, Millstone, and Seco.
Nos. 1 and 4	Fuson.
No. 3 for passengers from Lexington and beyond.	Reekie and Karles.
Nos. 11 and 14	Trumbo, Camp Daniel Boone, Whitlock and Estrada.
Nos. 12 and 13	Trumbo, Hunterton, Sunol, Caveland, Shanklin, Perry, Lavinia, Camp Daniel Boone, Hayden House, Whitlock, Seelaus, Newland, Estrada, Meadow Brook, and Haupt.
Nos. 201, 202, 203, 204, 205, and 206	Gorman, Alex, Hayslen, Blue Diamond, and Dowlais.

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 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.

In helping trains in either direction, helping engines will remain attached to rear of train until train has passed entirely through Chenowee Tunnel and the train is brought to a stop for helping engine to be detached.

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

When the caboose or other equipment is too weak to withstand the helping engine pushing, the helping engine may be cut into the train ahead of such equipment or double head, and arrangements be made as necessary with full understanding of all concerned as to putting train together after it has been helped over the grade.

When the helper engine is coupled to a train to assist it, the train crew is not relieved of protecting its train in accordance with rule 99.

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 on northbound trains 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	TRAINS THAT EXCHANGE U. S. MAIL
VB245	Douglas	3,4
231	Ice	3,4
237	Ermine	3,4
293	Craftsville	3,4

AUTOMATIC BLOCK SIGNALS.

Automatic Block Signals protect movements through tunnel at O. & K. Junction, Dumont Tunnel, Hazard Tunnel (between North Hazard and Lennut), and Combs Tunnel (between Hazard and Lothair), and movements of trains at these locations will be governed by Rules Governing Use of Manual Block, Controlled Manual Block, Automatic Block, and Interlocking Systems.

SPECIAL INSTRUCTIONS—Continued.

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 cabin interlocking plant. Mechanical home signals are located on each side of this crossing about 400 feet from crossing on the E. K. Division, the normal indication of which is "STOP." Near the location of these home signals, interlocking derailleurs are placed, which normally set to derail.

To operate the crossing, the cabin must be entered and the door closed, and the interlocking system may then be handled according to the chart posted inside the cabin. After train has passed over crossing and beyond the protecting derailer, all levers must be returned to normal position, and unless this is done the door can not be opened. Care must be taken to clear derailleurs before operating the interlocking levers in cabin.

The normal position of signals on Kentucky Division is "CLEAR," and on the E. K. Division is "STOP." E. K. Division trains must stop and operate the plant from the cabin before crossing.

In order to prevent delay to Kentucky Division No. 33 by setting block signal against it, between the hours of 11:20 A. M. and 1:20 P. M. second class and inferior trains must not be run over the Kentucky Division crossing at Richmond until it is ascertained that such movements may be made without delay to No. 33. The telephone in the interlocking cabin may be used to communicate with the operator at Richmond passenger station, who will advise trainmen as to whereabouts of No. 33.

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.

WATER STATIONS.

Versailles,	Old Landing,	Jackson,	North Hazard,
Perry, Mile VB 102,	Heidelberg,	Whiek,	Ulvah,
Valley View,	Maloney,	Krypton,	Whitesburg,
Meadow Brook, Mile VB 129,	Elkatawa,	Typo,	Neon.
Ravenna,			

All water stations are regular stops for all trains. Trains with forty or more cars, must detach engine and one car from train before attempting to place engine for taking water.

POINTS AT WHICH ENGINES MAY BE TURNED.

STATION	TURN TABLE OR WYE	CLEARANCE LENGTH ON TAIL END OF WYE
Versailles	Wye	258 feet
Ravenna	Turn Table and Wye	400 feet
Heidelberg	Wye	Branch
Beattyville	Turn Table	
Maloney	Wye	Branch
Jackson	Wye	239 feet
North Hazard	Wye	165 feet
Whitesburg	Wye	70 feet
Neon	Wye	Branch

YARD LIMITS.

Yard limits designated by yard limit boards are located at Cliffside, Richmond Shops, Irvine, Ravenna, Jackson, Quicksand, Typo, North Hazard, Edjouet, Kona and Neon-McRoberts.

BULLETIN BOARDS.

Bulletin boards are located at Frankfort, Cliffside, Ravenna, yard and passenger station, Beattyville, Jackson, North Hazard and Neon.

STANDARD CLOCKS.

Standard clocks are located in train dispatcher's office, Ravenna, Ravenna yard office, Jackson, North Hazard and Neon.

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. THE ENGINE, TENDER AND CABOOSE WILL BE COUNTED AS THREE CARS.

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

When two or more engines are coupled to a train, the main reservoir 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.

One third of retaining valves must be turned up on freight trains descending Marble Creek and Chenowee grades.

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 23 (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.

Derail 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 division.

SPECIAL INSTRUCTIONS—Continued.
BUSINESS TRACKS BETWEEN STATIONS.

Mile	NAME	CLEARANCE LENGTH (FT.)	END CONNECTED	Mile	NAME	CLEARANCE LENGTH (FT.)	END CONNECTED
VB 85	Sunol.....	422	South.		Lots Creek Spur.		
- 101	Perry.....	160	North.	WV242	Wabaco.....	315	Both
- 124	Estrada.....	160	North.	- 243	Allais.....	760	North
- 166	Yellow Rock.....	1,280	Both.		Davidson Branch Spur.		
- 172	Belle Point.....	972	South.	WN244	Buffen.....		
- 183	Johnsonville.....	400	Both.	- 244a	Ashco.....	3,904	North
- 190	Bright's.....	400	Both.		Buffalo Creek Spur.		
- 202	Kragon.....	311	Both.	WX245	Fourseam.....	6,734	North
- 207	Tone.....	211	Both.	- 246	Diota.....	3,054	North
- 208	Gambill.....	354	Both.		Buckeye Branch Spur.		
- 210	Hurtbro.....	400	South.	WQ249	Kenmont.....	729	North.
- 210a	Lick.....	1,000	Both.		Kingdom Come Spur		
- 221	Barwick.....	120	Both.	VF285	Belcraft.....	1,063	Both.
- 223	Tonnelle.....	360	North.		Potter's Fork Spur.		
- 224	Reekie.....	88	Both.	WP296	Etna.....	1,810	North.
- 226	Perritt.....	774	Both.	- 297	Haymond No. 303.....	3,076	Both.
- 229	Napfor.....	160	Both.	- 298	Haymond No. 304.....	3,248	Both.
- 230	Verdun.....	416	Both.		Yont's Fork Spur.		
- 234	Conda.....	160	Both.	WY298	Parsons.....	525	Both.
- 234a	Dacon.....	482	Both.	- 299	Hemphill No. 305-6.....	3,742	North.
- 235	Leonard.....	600	Both.		Bottom Branch Spur.		
- 240	Domino.....	2,560	Both.	WG299	Elkhorn Mine No. 302.....	2,900	North.
- 241	Combs.....	2,594	North.		Shea Fork Spur.		
- 241a	Lennut.....	520	Both.	WS300	Consolidation Mines 210, 211 and 212.....	4,252	North.
- 245	Christopher.....	200	Both.				
- 246	Glomawr.....	3,865	Both.				
- 247	Stormking.....	2,033	Both.				
- 253	Dakota.....	1,010	Both.				
- 254	Mosstown.....	125	Both.				
- 257	Newsite.....	52	Both.				
- 258	Fuson.....	1,818	Both.				
- 258a	Alloway.....	449	Both.				
- 259	Backburg.....	125	Both.				
- 260	Henwood.....	150	Both.				
- 261	Cornettsville.....	237	Both.				
- 261a	Haig.....	3,500	Both.				
- 262	Klenco.....	510	Both.				
- 264	Pershing.....	1,075	Both.				
- 266	Hapval.....	2,015	Both.				
- 275	Dalna.....	3,045	South.				
- 276	Barking.....	165	Both.				
- 277	Trailer.....	231	Both.				
- 280	Ice.....	871	Both.				
- 282	Whitco.....	2,010	Both.				
- 284	Caudell.....	2,680	South.				
- 290	Sergeant.....	973	South.				
- 292a	Laviers.....	120	Both.				
- 292	Lorraine.....	490	Both.				
- 295	Seco.....	1,127	North.				
- 295a	Whittaker.....	80	North.				
- 298	Elkhorn Mine 301.....	1,864	Both.				
- 299	Consolidation Mine 213.....	2,470	Both.				
- 300a	Consolidation Mine 214.....	4,494	Both.				
- 300b	Consolidation Mine 215.....	1,148	Both.				
	Wolf Coal Spur.						
WI 217	Vanhart.....	1,906	North.				
- 218	Loucks.....	503	North.				
	Eversole Creek Spur.						
WZ225	Conava.....	1,549	North.				
	First Creek Spur.						
WK238	Gorman.....	1,230	Both.				
- 239	Bonnyman.....	3,543	Both.				
- 240	Hayslen.....	1,900	North.				
- 241	Blue Diamond.....	3,869	North.				
- 241a	Dowlais.....	2,156	North.				
- 242	Harveyton.....	3,290	Both.				

LIST OF SURGEONS.

Dr. C. A. FISH.....	Frankfort, Ky.
Dr. J. C. SOUTH.....	Frankfort, Ky.
Dr. S. M. STEDMAN.....	Versailles, Ky.
Dr. D. ALLEN PENICK.....	Nicholasville, Ky.
Dr. H. C. JASPER.....	Richmond, Ky.
Dr. C. H. VAUGHT.....	Richmond, Ky.
Dr. C. MARCUM.....	Irvine, Ky.
Dr. J. P. SUTTON.....	Beattyville, Ky.
Dr. J. H. EVANS.....	Beattyville, Ky.
Dr. WILGUS BACH.....	Jackson, Ky.
Dr. M. E. HOGE.....	Quicksand, Ky.
Dr. W. E. RAY.....	Harveyton, 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.

E. C. SPARKS,
Master of Trains, Ravenna, Ky.

B. H. HARBIN,
Asst. Master of Trains, Hazard, Ky.

R. C. PARSONS,
Asst. Master of Trains, Ravenna, Ky.

H. C. DAVIS,
Chief Train Dispatcher, Ravenna, Ky.

SOUTH BOUND

BETWEEN CLIFFSIDE AND RAVENNA

NORTH BOUND

SECOND CLASS			FIRST CLASS					TIME TABLE			FIRST CLASS					SECOND CLASS					
			25	13	3	11	1			No. 10				12	14	4	6	26			
			Local Freight	Passenger	Ky. Div. Passenger	Passenger	Ky. Div. Passenger			In Effect Sunday December 8, 1918, at 12:01 a. m.				Passenger	Passenger	Ky. Div. Passenger	Ky. Div. Passenger	Local Freight			
			Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday			
			6.35AM	4.30PM		10.30AM		10	Yard	0	L. CLIFFSIDE	N A	766	9.25AM	3.44PM			1.25PM			
			6.50	4.40		10.40		3		4.3	GLENS CREEK		71	9.11	3.32			1.00			
			6.54	4.42		10.42		3		5.3	TAYLORTON		72	9.08	3.30			12.55			
			7.00	4.44		10.44		5	65	6.3	MILLVILLE		73	9.06	3.28			12.50			
			7.12	4.50		10.48		7		8.4	LABROT		75	9.00	3.23			12.38			
			7.21	4.56		10.55		10	58	11.2	HEREFORD		77	8.54	3.16			12.21PM			
			7.35	5.07		11.05		14	47	15.3	VERSAILLES	NO	82	8.44	3.06			11.58AM			
			7.55	5.20		11.16		3	10	20.8	FORT GARRETT		87	8.31	2.53			11.25			
			8.00	5.23		11.19	26	10	31	22.0	PINOKARD		88	8.28	2.50			11.19	11		
			8.18	5.32		11.28		5	20	25.8	KEENE	NO	92	8.18	2.41			11.00			
			8.44	5.36		11.32		10	11	27.7	NEALTON		94	8.14	2.36			10.50			
				5.44		11.40		1		31.4	NICHOLASVILLE JUNCTION		98a	8.05	2.28						
			9.02	5.45		11.41		13	24	31.6	NICHOLASVILLE	NO	98	8.04	2.27			10.32			
			9.26	5.57		11.52AM		20	14	36.8	LOGANA		103	7.50	2.14			10.05			
			9.45	6.05		12.01PM		14	27	40.5	VALLEY VIEW	NO	107	7.40	2.05			9.45	28		
			10.08	6.20		12.14		16	21	46.1	MILLION	NO	112	7.25	1.52			9.19			
			10.35	6.35		12.30		4	29	52.5	RICHMOND SHOPS		119	7.10	1.39			8.50			
			10.50	6.40		12.34			20	53.2	L. & A. JUNCTION		120	7.05	1.35			8.45			
			10.55	6.45		12.39				53.9	RICHMOND	N	122	7.00	1.30			8.40			
			11.10	7.35		12.44					L. & A. JUNCTION		120	6.55	1.20			8.05			
			11.15	7.40		12.49		10	20	53.2			120	6.50	1.15			8.00			
			11.41AM	7.55		1.03	14	13	40	59.1	MOBERLEY	NO	125	6.37	1.03	11		7.37			
			12.05PM	8.10		1.19		5	17	64.1	BRASSFIELD		131	6.25	12.46			7.18			
			12.15	8.16		1.26		9	24	66.5	PANOLA	NO	133	6.20	12.40			7.10			
			12.30	8.25		1.36		5	11	70.0	REGES		136	6.13	12.30	25		6.58			
			12.45	8.30		1.42		8	25	71.8	RICE STATION	NO	138	6.08	12.24			6.51			
			1.10	8.40		1.50		5	21	74.9	WEST IRVINE		141	6.01	12.15			6.40			
			1.30	8.46		1.56		4	15	76.5	IRVINE		143	5.55	12.08			6.35			
			1.35PM	8.51PM	2.05PM 11	2.00PM 3	9.00AM		Yard	77.7	A. RAVENNA	NL	144	5.50AM	12.03PM	12.10PM	5.35PM	6.30AM			
			Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday			
			25	13	3	11	1							12	14	4	6	26			

SOUTH BOUND

BETWEEN RAVENNA AND KRYPTON

THIRD CLASS				SECOND CLASS					FIRST CLASS								Minimum Time between Stations for Southbound Freight	Station Numbers	Distance from Clifside	TIME TABLE		
		21		35	33	23	27	31			5	153	3	17	1	105				51	No. 10	
		Local Freight		Freight	Freight	Local Freight	Local Freight	Freight			Passenger	Passenger	Passenger	O. & K. Passenger	Passenger	Passenger				Passenger	In Effect Sunday, December 8, 1918, at 12:01 a. m.	
		Daily ex. Sunday		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily				Daily	STATIONS	
				3.50PM	7.35AM	7.10AM		12.05AM					2.10PM 24		9.05AM			10	144	77.7	L. RAVENNA	N
				4.05	7.50	7.30		12.23					2.21		9.15			4	148	81.6	MILLERS CREEK	NO E
				4.10	7.55	7.35		12.28					2.24		9.19			12	149	82.8	PRYSE	E
				4.30	8.11 23	8.11 23		12.45					2.37		9.31			10	154	87.7	OLD LANDING	E
				4.53 6	8.26	8.45		1.02					2.48		9.43			10	158	91.8	EVELYN	NO E
				5.25	8.48	9.58 32, 2		1.27					3.05		9.58 32, 23			14	164	97.7	WILLOW SHOALS	E
				5.50	9.10	10.38 4 11.45/AM 24		1.53					3.23		10.15			14	170	104.0	HEIDELBERG	N E
				6.05 34	9.23 32	12.05PM		2.15					3.35		10.27 4			8	174	107.5	WHITE ASH	E
		6.30AM		6.15	9.31	12.30 22		2.31 36			9.17PM 102	4.25PM	3.42		10.35 24, 152	5.40AM 2		7	176	109.9	BEATTYVILLE	N E
		6.40AM		6.25	9.38	12.40		2.41			9.22	4.30PM	3.49		10.42	5.50AM		7	179	112.4	MALONEY	NO E
				6.29	9.42 24	12.47		2.44			9.25		3.52 6		10.45			4	180	113.6	ST. HELENS	NO E
				6.45	10.03 4	1.05		2.56			9.36		4.02		10.55			13	184	117.7	TALLEGA	N E
				6.54	10.12	1.20		3.02			9.42		4.07		11.00			7	186	119.6	ATHOL	NO E
				7.04	10.22	1.35		3.11			9.49		4.13		11.07			10	189	122.7	OAKDALE	E
				7.15	10.42	1.50		3.19			9.55		4.20		11.14			9	191	124.8	OHENOWEE	E
				7.34	11.05	2.10		3.35			10.07		4.30 34		11.25			14	195	128.6	ELKATAWA	N E
				7.40	11.15	2.18		3.40			10.11		4.33 20	9.15AM	11.28			6	196	130.1	O. & K. JCT.	NO E
				7.55	11.21	2.30PM	6.15AM	3.50			10.17PM		4.38 4.43	9.20AM 4	11.32 11.37		4.23AM	6	198	131.5	JACKSON	N
				8.07	11.30		6.30	3.59					4.48		11.42 11.52/AM		4.28AM	8	200	133.9	DUMONT	E
				8.28	11.45AM		6.50 32	4.15					5.00		12.05PM			15				
				8.51	12.01PM		7.25	4.35					5.10		12.18			17	204	137.0	HADDIX	NO E
				9.10	12.30 28, 2		8.38 4	4.50					5.22		12.30 28, 33			17	209	142.4	COPLAND	E
				9.40	1.05		9.10	5.14					5.37		12.50			20	213	146.9	WHICK	N E
				10.03	1.34 6		9.35	5.32 32					5.50		1.04			17	219	152.5	ALTRO	NO E
				10.25PM 36	2.02PM 34		10.05AM 28	5.48AM					6.01PM		1.19PM 6			16	223	156.9	CHAVIES	NO E
																		16	237	160.6	A. KRYPTON	N E
		Daily ex. Sunday		Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily					
		21		35	33	23	27	31			5	153	3	17	1	105	51					

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 KRYPTON AND RAVENNA

NORTH BOUND

TIME TABLE		Distance between Sta- tions.	Car Capacity of Pas- senger Sidings based on 40 feet per car.	Minimum Time be- tween Stations for Northbound Freight Trains.	FIRST CLASS					SECOND CLASS					THIRD CLASS						
No. 10					2	4	152	18	6	20	102	32	24	28	34	36	22				
In Effect Sunday, December 8, 1918, at 12:01 a. m.					Passenger	Passenger	Passenger	O. & K. Passenger	Passenger	O. & K. Passenger	Passenger	Freight	Local Freight	Local Freight	Freight	Freight	Local Freight				
STATIONS					Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday				
A. RAVENNA	N	3.9	Yard	12		11.52AM		5.32PM		11.30AM	2.10PM		7.45PM	4.30AM							
MILLERS CREEK	NO E	1.2		4		11.40		5.21		11.10	1.35		7.32	4.15							
PRYSE	E	4.9	87	12		11.37		5.17		11.03	1.30		7.25	4.10							
OLD LANDING	E	4.1	82	10		11.25		5.05		10.43	1.05		7.10	3.55							
EVELYN	NO E	5.9	105	14		11.12		4.53	35	10.20	12.40		6.55	3.40							
WILLOW SHOALS	E	6.3	71	14		10.57		4.36		9.58	12.15PM		6.37	3.18							
HEIDELBERG	N E	3.5	105	8		10.38	23	4.20		9.35	11.45AM 11.15	23	6.17	2.55							
WHITE ASH	E	2.4	92	7		10.27	1	4.10		9.23	11.00		6.05	2.40							
BEATTYVILLE	N E	2.5	76	7	5.38AM	10.20	10.35AM	4.01	9.15PM	9.05	10.50 10.20	152 4, 1	5.54	2.31	12.30PM						
MALONEY	NO E	1.2	19	4	5.33	10.15	10.25AM	3.55	9.05PM	8.55	9.55		5.47	2.19	12.20PM						
ST. HELENS	NO E	4.1	129	13	5.29	10.12		3.52		8.50	9.42	33	5.43	2.16							
TALLEGA	N E	1.9	74	7	5.17	10.03	33	3.42		8.35	9.05		5.30	2.03							
ATHOL	NO E	3.1	35	10	5.12	9.59		3.37		8.27	8.45		5.23	1.57							
OAKDALE	E	2.1	90	6	5.05	9.53		3.29		8.15	8.15	32	5.13	1.45							
CHENOWEE	E	3.8	12	20	5.00	9.47		3.23		8.05	7.30		5.03	1.35							
ELKATAWA	N E	1.5	79	6	4.50	9.36		3.12		7.35	6.55		4.30	1.05							
O. & K. JCT.	NO E	1.4		6	4.47	9.33		12.35PM	3.09	7.30	6.45		4.06	1.00							
JACKSON	N	2.4	91	8	4.43	9.30	17	12.30PM	3.05 3.00	7.25	6.35AM	2.20PM	4.00	12.50							
DUMONT	E	4.0	Br.	16	4.36AM	9.18		2.55 2.45		7.10		2.00	3.47	12.40							
HADDIX	NO E	4.6	60	17		9.05		2.32		6.50		1.25	3.35	12.24							
COPLAND	E	4.4	52	17		8.50		2.20		6.32		12.55	3.20	12.06AM							
WHICK	N E	5.6	70	20		8.38	27	2.06		6.15		12.30PM	3.05	11.50PM							
ALTRO	NO E	4.4	77	17		8.20		1.48		5.49		11.15AM	2.43	11.14							
CHAVIES	NO E	3.7	65	16		8.07		1.34	33	5.32		10.35	2.27	10.49							
L. KRYPTON	N E		77			7.54		1.19PM	1	5.13AM		10.05AM	2.02PM	10.25PM							
					Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Sunday only	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday					
					2	4	152	18	6	20	102	32	24	28	34	36	22				

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 KRYPTON AND McROBERTS

THIRD CLASS					SECOND CLASS					FIRST CLASS				Minimum Time between Stations for Southbound Freight Trains	Station Numbers	Distance from Cliff side	TIME TABLE	
																	No. 10	
																	In Effect Sunday, December 8, 1918, at 12:01 a. m.	
					65 Mixed	63 Mixed						3 Passenger	1 Passenger	7 Passenger	9 Passenger	STATIONS		
					Daily ex. Sunday	Daily ex. Sunday						Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			
							10.25PM 36	2.02PM 34	10.05AM 28	5.48AM		6.01PM	1.19PM			18	L. KRYPTON N E	
							10.47	2.27	11.05	6.07		6.16	1.32 34			20	YERKES E	
					3.00PM	7.30AM	11.07	2.42	11.50AM	6.30		6.30 1	1.43 1			237	TYPO N E	
												6.35 1	1.48 1			12		
					3.10	7.40	11.20	2.52	12.38 6 PM 34	6.50		6.45	1.56			240	DOLEN E	
					3.15 1	7.45 1 28	11.25	2.57	12.55 34	7.00 4	5.00AM	6.53	2.01			242	NORTH HAZARD N	
					3.30 1	8.00 1	11.35	3.02	1.30PM	7.08	5.05	6.58 1	2.07 1			243	HAZARD E	
					3.35PM	8.05AM 64						7.05 1	2.16 1			5		
							11.40	3.06		7.12	5.10	7.08	2.19			244	LOTHAIR E	
							11.50PM	3.16		7.21	5.21	7.20	2.29			246	EDJOUET E	
							12.01AM	3.25		7.29	5.31	7.27	2.37			249	HAMDIN E	
																11		
							12.12	3.36		7.38	5.42	7.35	2.46			251	VIPER N	
							12.33	3.56		7.55	6.10 4	7.49 36	2.57			256	HOMBRE E	
							1.02	4.23		8.23	6.45	8.06	3.12			262	ULVAH NCE	
																23		
							1.27	4.46		8.50 30	7.22	8.23	3.27			268	BLACKKEY NCE	
							1.50 32	5.08		9.12	8.05 30	8.38	3.39			273	ROXANA NCE	
							2.12	5.30		9.35 34	8.35	8.53	3.51			278	UZ E	
																24		
							2.40	5.56 36		10.20 6	9.10 34	9.13 1	4.07 1			284	WHITESBURG N E	
							3.00	6.15		10.42	10.10 6	9.28	4.23			290	MAYKING E	
							3.20	6.35		11.04	10.35	9.43	4.38			294	KONA E	
																9		
							3.30AM	6.45PM		11.20AM	10.55	9.50	4.46	9.21AM	3.41AM	297	NEON N E	
												9.52	4.48	9.23	3.45	297	FLEMING	
												9.58PM 10	4.56PM	9.36AM 6	3.59AM 4	300	A. McROBERTS NCE	
					Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily			
					65	63	35	33	27	31	29	3	1	7	9			

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 KRYPTON

NORTH BOUND

TIME TABLE						FIRST CLASS				SECOND CLASS						THIRD CLASS					
No. 10																					
In Effect Sunday December 8, 1918, at 12:01 A. M.																					
STATIONS				Distance between Stations																	
				Car Capacity of Passenger Sliding based on 40 feet per car.																	
				Minimum Time between North-bound Freight Trains																	

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.

NORTH BOUND

THIRD CLASS

NORTH BOUND

FIRST CLASS

NORTH BOUND

THIRD CLASS

(E. K. Div.--p. 10)

BETWEEN NORTH HAZARD AND ALLAIS

SOUTH BOUND

(LOTS CREEK BRANCH)

NORTH BOUND

THIRD CLASS								TIME TABLE						THIRD CLASS				
					211	209	207	No. 10		In Effect Sunday, December 8, 1918,		In Effect Sunday, December 8, 1918,		208	210	212		
					Passenger	Passenger	Passenger	At 12.01 a. m.		at 12.01 a. m.		STATIONS		Passenger	Passenger	Passenger		
					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		
					3.15PM	7.45AM	5.50AM					NORTH HAZARD		6.05AM	8.00AM	3.30PM		
					3.20PM 212	7.50AM 210	5.55AM 208					ALLAIS		6.00AM 207	7.55AM 209	3.25PM 211		
					Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday							Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		
					211	209	207							208	210	212		

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.