

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

KENTUCKY DIVISION.

No. 55.

TIME TABLE.

No. 55.

TAKES EFFECT

SUNDAY, DECEMBER 17, 1916, AT 12.01 A. 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.

W. H. ANDERSON,
SUPERINTENDENT.

SPECIAL INSTRUCTIONS.

EMERGENCY TELEPHONE STATIONS.

The letter E shown opposite non-train order stations and affixed to letters indicating train order offices on face of time table denote emergency telephone stations. Additional emergency telephones are installed at the following points: Menzies, Hayes, south end of Patio yard, Elkin, Whites, Conway, Langford, Gordonton, Elmendorf, and Old K. C. Yards, Lexington.

When trains meet or pass at closed or non-train order stations, and the train to be met or passed is not in sight or hearing, the conductor must report at emergency telephone booth at once and the engineman within ten minutes after arrival.

TIME OF TRAINS.

The time of trains at DeCoursey applies at the station platform.

The time of first class trains at Paris and Paris Junction applies at the Passenger Station and Paris Junction Switch, respectively. The time of second class trains at Paris and Paris Junction, respectively, applies to the yard tracks where they are received or from which they depart.

The time of L. & E. Branch trains at North Cabin applies at the junction switch just north of main line crossing. No. 6 will pull by the switch to back up to Winchester.

The time of trains at Winchester applies at the Passenger Station.

The departing time of Nos. 9, 27, 37, and 71 and arriving time of No. 28 at Richmond applies at station platform instead of south switch of west passing track.

The time of first class trains at West Lexington applies at the north "Y" switch. The time of second class trains at West Lexington applies to the yard tracks where they are received or from which they depart.

CLEARANCE AND MOVEMENT ORDERS.

No. 11 will not be required to get clearance order at Maysville.

First and second class trains must receive a clearance or movement order at Paris and Paris Junction, respectively, from the North End dispatcher, in addition to any orders that may be delivered to them at these points by the South End dispatcher.

North end clearance and movement orders will be numbered in series 1 to 500.

South-bound trains must get clearance or movement order at Winchester or Patio.

Nos. 5 and 6 must get clearance or movement order at Winchester.

North-bound trains from the Winchester Branch except No. 157 must get clearance or movement order at Patio.

Section orders, Form F, issued to schedule trains by North End or South End dispatchers, may designate and be effective to point at which schedule terminates.

Time orders, Form E, issued by either North End or South End dispatchers, will be effective to point designated in the order.

BULLETIN BOARDS.

Roundhouse Central Covington, Paris, and Corbin; train-order offices Central Union Depot, Fourth Street Depot and Pennsylvania Depot, Cincinnati, North Block, Paris, Paris Junction, Patio, Richmond, Livingston, Rowland, West Lexington, Maloney, Ravenna, and Maysville; yard office and passenger station Corbin; passenger station Lexington.

STANDARD CLOCKS.

Dispatcher's office, Paris; train-order offices at North Block, Paris Junction, Livingston, Corbin, Lexington, West Lexington, and Ravenna.

RAILROAD CROSSINGS AT GRADE.

RAILROAD.	LOCATION.	PROTECTION.
L. O. & L. Division	Latonia	Interlocking.
P. & M. Branch	Paris	Crossing gate against P. & M. Branch.
L. & E. Branch	North Cabin	Interlocking.
C. & O. Railway	Winchester	None.
E. K. Division	Richmond	Crossing gate against E. K. Division.
Belt Railway	Lexington	None.

At C. & O. Crossing, Winchester, and Belt Railway Crossing, Lexington, all trains must come to full stop and be flagged over crossing. At Winchester the C. & O. Crossing is not connected with the automatic signals, and C. & O. trains may be occupying the crossing with the signals governing over that block in clear position.

At E. K. Crossing, Richmond, and P. & M. Crossing at Paris, crossing gates are provided which are kept locked against the E. K. Division and P. & M. Branch respectively, except while crossing is in use for movements across the Kentucky Division main line. These gates are connected with the automatic signals governing the blocks in which they are located, and the signals will assume the stop position when the gates are unlatched.

Kentucky Division main line trains must approach these crossings under full control regardless of position of the signals, and must not proceed until the gate is seen to be right and the track clear. All P. & M. Branch trains entering or leaving the passenger station at Paris must be flagged over the double tracks at north end of platforms.

At L. & E. Crossing, North Cabin, main line trains running against the current of traffic or using the siding must be flagged over the crossing. Main line trains finding the home signals at stop and the crossing not being used by L. & E. Branch trains, will flag the crossing and proceed under control to next block signal.

At all crossings superior class trains have precedence over inferior class trains.

SUBDIVISIONS.

CINCINNATI TO PARIS.
PARIS TO CORBIN, INCLUDING ALL BRANCHES.

DISPATCHING DISTRICTS.

The North End dispatchers at Paris have charge of the movement of trains between Cincinnati and Patio, including L. & E. and Winchester Branches; South End dispatchers at Paris have charge of movement of trains between Patio and Corbin.

TRAIN ORDER OFFICES.

Unless otherwise directed, "D" offices will be open from 7:00 a. m. to 7:00 p. m., "NO" offices from 7:00 p. m. to 7:00 a. m., and "N C" offices will be open during the periods named below:

	FROM	TO		FROM	TO
Visalia	6:00 a.m.	7:00 p.m.	Lexington, Union Sta.	4:30 a.m.	10:00 p.m.
Butler	5:30 a.m.	7:30 p.m.	Clay City	6:00 a.m.	6:00 p.m.
Austerlitz	6:45 a.m.	6:45 p.m.	Stanton	6:40 a.m.	7:40 p.m.
London	6:00 a.m.	6:00 p.m.	Nada	6:00 a.m.	6:00 p.m.
Lily	6:00 a.m.	6:00 p.m.	Cumpton June	6:00 a.m.	6:00 p.m.
Silver Creek	5:10 a.m.	6:10 p.m.	Torrent	6:00 a.m.	6:00 p.m.
			Maloney	5:00 a.m.	11:00 p.m.

SUPERIORITY OF TRAINS.

No. 16 is superior to No. 17.

No. 28 is superior to No. 27.

No. 133 is superior to No. 23.

No. 133 is superior to No. 18.

Nos. 21, 22, 23, 24, 31, 32, 33, 34, 37, 38, 39, and 40 are superior to other first class trains, but will be governed by Rule No. 72 as between each other except as otherwise provided. All other first class trains must clear the time of these trains five minutes when meeting and ten minutes when running ahead.

Passenger trains between K. C. Junction and Latonia Passenger Station and between Paris and Paris Junction, will run ahead of each other, as necessary, in either direction.

No. 25 will take siding at Kenney for No. 12.

When Nos. 37 and 28 meet at Richmond by time table or train order, unless otherwise directed, No. 28 will take siding in east passing track through cross-over just south of South Water Crane.

Scheduled passenger trains originating and terminating at Butler, Falmouth, and Cynthiana may use main track ten minutes before schedule departing time and ten minutes after schedule arriving time to do station work.

Second class and inferior trains must approach Butler, Falmouth, and Cynthiana under control, expecting to find the main track occupied at or between switches.

At Cynthiana, Falmouth and Butler, the changing of the train order signal to the "no orders" or "19 orders" positions will indicate to second class and inferior trains that overdue first class trains moving in the same direction originating at such points have departed.

Extra trains will not require orders to run ahead of second class trains, in either direction, on main line between Central Covington and Corbin, but conductors, enginemen, and flagmen must protect their trains if delayed or stopped.

Second class and inferior trains must let Nos. 42, 43, 44, 45, 52, 53, 54, 55, and 56 pass without delay. Local freight trains, including Nos. 94 and 93, must allow through freight trains to pass without delay.

When Winchester Branch second class and inferior trains meet at Patio, either by time table or special order, the south-bound train will take siding.

At Patio, proceed indication of south-bound Signal 973 (lower arm) and proceed signal from operator, with green flag by day and green light by night, will be authority for trains to proceed and enter side track regardless of overdue superior north-bound trains, but the main track must be cleared promptly.

Trains on Rowland Branch must approach Fort Estill Junction under control, expecting to find track occupied by Main Line trains under protection.

Lebanon Branch No. 27, which will be Kentucky Division No. 28, will back train in on Rowland Branch main track, then engine will back up and head through north leg of Y, and handle train from Rowland to Richmond in reverse position. This movement is superior to south-bound trains between 10:50 a. m. and 10:55 a. m. on Rowland Branch main line, and at other times must be protected by flag.

Kentucky Division No. 27, which will be Lebanon Branch No. 28, will head out north leg of Y at Rowland.

No. 70 will come down the main track at Richmond and head in at first cross-over against south-bound second class and inferior trains; all south-bound second class and inferior trains arriving at Richmond after the arriving time of No. 70 must ascertain from the operator before pulling south of the train order office whether or not there is an order at Richmond to meet No. 70. South-bound trains holding a meet at Richmond with No. 70 must stand north of Main Street Crossing or head in west passing track. No. 70 will run under control between the south and north switch of west passing track at Richmond, looking out for south-bound second class trains.

No. 97 will use main track at Carlisle between clearance of switch of Peoples Warehouse Co. track south of Carlisle and north switch of passing track against second class and inferior north-bound trains before schedule leaving time. Second class and inferior trains north-bound will run under control between points named expecting to find main track occupied.

ENGINE MOVEMENT RESTRICTIONS.

H-28 class and heavier engines must not be used on the following branches and tracks: Rowland Branch; A. & M. R. R. beyond Scales; New Laurel coal track; Pitman Mine tracks, Old Lily Mine tracks; Ice Plant track at Richmond.

L. & N. engines must not use the turn-out from north leg of "Y" to new connection with south end of house track at East Bernstadt.

SPEED RESTRICTIONS.

	MILES PER HOUR	
	Passenger	Freight
Between Latonia and Livingston	50	30
Between Livingston and East Bernstadt	45	30
Between East Bernstadt and Corbin	55	30
Paris & Maysville Branch	40	30
Paris & Lexington Branch	50	30
Between Lexington and North Winchester	45	30
Between North Winchester and Maloney	35	25
Rowland Branch	35	25
Winchester Branch	30	20
Mine tracks at Pittsburg and A. & M. R. R.		10
Frantz to Old Lily		8
Through tunnels	25	15
MAIN LINE.		
Between Mile Posts 11 and 12, at Grant Tunnel and approaches	30	25
Butler	15	15
Cynthiana—Pleasant Street, Pike Street, Bridge Street	6	6
Paris—Freight depot crossing, P. & M. Branch crossing, Winchester Street	6	6
Paris Junction	20	20
Winchester—Main Street, Broadway Street	6	6
Elkin to Shearer	45	25
Ford—Street crossing	15	10
Bridge 38, south of Shearer, and curve one mile south of Red House	45	
E. K. Crossing, Richmond	6	6
Richmond—Irvine Street, Main Street	6	6
Between Tunnel No. 12 and Sinks	45	25
Over switches at Sinks	15	15
Over sharp curves between Sinks and Altamont, as well as north of Sinks, as indicated by yellow curve stakes	35	25
Altamont to Kufa, north-bound	35	18
Through East Bernstadt	12	12
London—Manchester Street	10	10
PARIS & MAYSVILLE BRANCH.		
Summit to Maysville, north-bound	35	20
Carlisle—Street crossings	6	6
Paris—Scott Avenue	15	15
Paris—Vine Street	6	6
PARIS & LEXINGTON BRANCH.		
Paris Junction	15	15
Lexington—Street crossings when no watchman on duty	8	8
LEXINGTON & EASTERN BRANCH.		
Curve at Alredale	25	
ROWLAND BRANCH.		
Lancaster—Crab Orchard Street	6	6
MISCELLANEOUS.		
Passenger trains with engines backing up or with freight engines	35	
Freight trains with engines backing up		25
Class H-23 and heavier engines backing up	25	20
Work trains—Main Line, Lexington and Maysville Branches		25
Work trains—Rowland Branch		22

Where slow boards are used they are located 90 rail lengths from point of trouble. Speed must be reduced to 6 miles per hour at such points and must be maintained until train comes in sight of slow board governing trains moving in opposite direction, unless it is known that track is O. K., as some of the slow boards cover more than one bad place.

Speed of steam wrecker will be five miles per hour less than the maximum allowed freight trains, and must be reduced over unfavorable track and sharp curves; enginemen should not apply brakes on curves and must not exceed 10 miles per hour over iron bridges between Lexington and Alredale.

Speed of trains handling high steel hopper coal cars under load will be five miles per hour less than the maximum allowed freight trains, except that speed over any portion of the division north of Pittsburg must not exceed twenty miles per hour.

Cynthiana—Between 6:00 a. m. and 8:00 p. m., passenger trains must be signaled over Pike St., and freight trains must be signaled over Pleasant St., Pike St., and Bridge St.

Winchester—Between 6:30 p. m. and 10:00 p. m., freight trains must be signaled over Broadway crossing.

Richmond—Trains including switching movements must be signaled over Main St. crossing.

London—Trains approaching Manchester St. when a train is standing or approaching on opposite track must reduce speed to six miles per hour.

Lexington—Extra trains going in or out of Lexington must be preceded by flagman around curve just south of Main St.; yard engines must also protect around this curve when moving against regular trains.

SPECIAL INSTRUCTIONS—Continued.

TRAIN REGISTERS.

LOCATION.	FOR	REGISTER BY CARD, FORM 92.
Cincinnati-O. U. Depot.....	All trains.....	.....
Cincinnati-4th St. Depot..	All trains.....	.....
North Block.....	All trains.....	First class trains.
Latonla-Passenger Station.	South-bound first class trains.....	No. 31.
Butler.....	32-34-40-110-111-112 115-211-213-214.....	32-34-40. No. 211 obtain register of overdue trains from dispatcher.
Falmouth.....	34-40-113-114-211-212	34-40.
Cynthiana.....	25-26-29-30-31-33-37	31-33-37.
Paris.....	First class trains.....	.....
Paris Junction.....	All trains.....	First class trains. North-bound trains. 3-31-33-37-151.
Patio.....	All trains.....	32-33.
Richmond.....	All trains.....	South-bound trains.
Fort Estill Junction.....	All trains.....	Main Line north-bound first class trains.
Sinks.....	All trains.....	All trains.
Livingston.....	All trains.....	South-bound trains. No. 32.
Corbin-Passenger Station..	First class trains.....	.....
Corbin-Yard Office.....	All trains.....	.....
Maysville.....	All trains.....	.....
Rowland.....	All trains.....	.....
Lexington-Union Station..	First class trains.....	.....
West Lexington.....	All trains.....	.....
Ravenna.....	All trains.....	.....
Maloney.....	All 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.

A separate register is maintained at Paris Junction for the government of North End and Maysville Branch second class and inferior trains, showing the arrival and departure of North End and Maysville Branch first class trains at Paris.

The operator at Latonia Passenger Station must transmit to operator at North Block the register of No. 33; operator at Corbin Passenger Station must transmit to operator at Yard Office, and operator at Union Station, Lexington, must transmit to operator at West Lexington the register of first class trains; operator at Paris must transmit to the operator at Paris Junction the register of North End and Maysville Branch first class trains; this record must be transmitted promptly and operator receiving it will be held responsible for correctly recording it in the train register.

The registration of No. 33 at North Block will indicate the registration of that train at Latonia Passenger Station.

The registration of an L. & E. Branch train at Patio will indicate the registration of that train at North Cabin. All L. & E. Branch trains in both directions, except trains coming from or going to Patio, will call the dispatcher from interlocking cabin at North Cabin. The dispatcher will transmit the register of such trains to the operator at Patio to be shown on the register at that point.

When signals are displayed by regular trains arriving or departing at Paris, Corbin Passenger Station, and Union Station, Lexington, the operators at Paris Junction, Corbin Yard Office, and West Lexington respectively, will on receipt of the register, immediately repeat it in full to the Train Dispatcher.

When a passenger train uses more than ten (10) minutes from time train is registered out at Union Station, Lexington, until it arrives at north switch of "Y", West Lexington, train must stop at telephone booth, Old K. O. Yards, and conductor ascertain from dispatcher whether any north-bound freights, cuts, or engines may have departed on the time of the passenger train.

AUTOMATIC BLOCK SIGNALS.

The movement of trains between K. O. Junction and Corbin will be governed by "Rules governing the use of Automatic Block Signals," effective July 1, 1910.

The movement of trains between Patio and Sinks will in addition be governed by "Instructions governing the use of Absolute-Permissive Automatic Signals between Winchester and Sinks," effective September 1, 1914.

Trains running in the same direction in automatic block territory are not required to keep ten minutes apart, but inferior trains must clear superior trains in accordance with General Rule No. 85.

In automatic block territory, passenger or freight trains must not follow passenger trains less than five minutes from time table stations.

Enginemen will report block failures on Form 202, except when train orders are received authorizing train to pass absolute signals in single track automatic territory between Patio and Sinks.

Passenger conductors must personally instruct their porters regarding the handling of switches and flagging of blocks when necessary.

Derrails are placed at all main line switches, except cross-overs, and are pipe connected to, and operated from, the main line switch stand.

Cross-overs leading from the main line to sidings are pipe connected to the main line switch, and the siding switch of cross-over throws with the main line switch.

Inside switches of passing sidings located between main tracks, are pipe connected at north end to switch in south-bound main, and at south end to switch in north-bound main. Main line switches not pipe connected to cross-overs are pipe connected to derrails.

Cross-overs between main tracks are not pipe connected.

When a train proceeds past a station to back into a passing track, or saw by, or make other movements, as soon as the rear of the train passes the switch through which the train will back into the passing track, the switch must immediately be set for siding, and thus insure that the signal at the opposite end of passing track be set at danger.

When automatic block signals are provided with a lower short arm in the caution position, showing a yellow indicating light at night, they may be passed without stopping, even though the top arm is in STOP position, but speed must not exceed five (5) miles per hour and train must be prepared to stop at any time.

Signals 801 and 803 at Paris and 971 and 973 at Patio are special two-arm automatic signals. The top arms govern main line movements, and the lower arms govern movements to the side tracks.

Signals 961 and 964 at Main and Fairfax streets, Winchester, are semi-automatic, and are controlled by operator at Patio. They are equipped with "CALL-ON" arms controlled from the same point. When both the top arms and the "CALL-ON" arms on these signals are at stop, trains must not pass them without permission from the operator at Patio, who may be communicated with over telephones located on posts near the signals.

INTERLOCKING PLANTS.

Interlocking System Rules will govern the movement of trains at Paris Junction, North Cabin, and Sinks.

The small arms, located thirteen feet below the top arms on signals, are "CALL-ON" arms and govern movements over any possible route, and are authority (when in diagonal position) for trains to proceed, not to exceed five (5) miles per hour over any route.

Switching, or reverse movements, or movements of any kind must only be made on signal indications. Hand signals must not be accepted, unless the plant is out of service and all concerned are properly advised.

The receipt of a CAUTION indication from the "CALL-ON" arm on the north-bound Home Signal at Sinks does not authorize trains to enter the automatic territory on the Kentucky Division north of Sinks. Signal 151.4 must be regarded as an absolute block signal and in addition to proper indication from "CALL-ON" arm, trains must be governed by Rule 522(a).

Trains moving to the Kentucky Division on authority of proper indication from the dwarf signal, located between the main tracks 300 feet south of Sinks, must secure a train order from the dispatcher authorizing them to pass Signal 151.4 in addition to proper indication from the dwarf signal.

Sand must not be used over interlocking switches and detector bars.

WHISTLE SIGNALS.

Whistle signal, as prescribed by Rule 14(m) and (n), will not be sounded approaching Paris and Paris Junction; nor will whistle signal as prescribed by Rule 14(l) be sounded within city limits of Paris. Other whistle signals should only be sounded within city limits of Paris when prescribed by the rules and when necessary to prevent accident, and should not be unnecessarily loud or long.

Trains will not sound the whistle for train order board and for street crossings within the city limits of Falmouth, Cynthiana, Winchester, and Richmond, but will ring the bell instead. Other whistle signals should only be sounded within these limits as prescribed by the rules and when necessary to prevent accident, and should not be unnecessarily loud or long.

WATER STATIONS.

Main Line—Central Covington, Morning View, Falmouth, Garnet, Paris, Patio, Shearer, Richmond, Wildie, Livingston, Pittsburg, Corbin.

Maysville Branch—Millersburg, Licking River, Maysville.

Lexington Branch—West Lexington.

Rowland Branch—Paint Lick, Rowland.

Winchester Branch—Sloan, Ravenna.

Lexington & Eastern Branch—North Winchester, Clay City, Natural Bridge, Maloney, Morning View, Falmouth, Garnet, Paris, Shearer, Wildie, Livingston, Licking River, Paint Lick, North Winchester, Clay City, Natural Bridge, and Maloney water stations are regular stops for first class trains. All water stations are regular stops for second class and inferior trains.

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 (combined).....	Flag stop for passengers and freight. See Rule 23.
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 24.

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 switch will indicate:

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

A fuses on or near the track burning yellow indicates that train ahead is not making its usual speed.

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

SPECIAL INSTRUCTIONS—Continued.

YARD LIMITS.

Yard limits at DeCoursey, Paris, Winchester, Patio, Richmond, Livingston, Corbin, Maysville, West Lexington, Ravenna, East Lexington, North Winchester, L. & E. Junction, Clay City, Maloney, and Rowland are designated by standard yard limit boards.

Yard engines will use track within yard limits as prescribed by Rule 93, must know what trains are expected and use all possible precautions to protect themselves, especially around curves in extreme limits of yards; extra trains, freight trains, yard engines, and light engines must not exceed six miles per hour around curves or where the view is obstructed unless track is known to be clear.

O. & O. engines will use L. & N. tracks in Maysville yard under Yard Rules.

TRAINS WITHIN PARIS YARD LIMITS.

All freight trains arriving Paris must, before engine is detached, be stretched in order that inspectors can make a careful inspection.

All trains and engines must approach and run through Paris yard limits at a rate of speed that will enable them to stop within range of vision, expecting to find trains crossing over double tracks, and must stop unless switches are seen to be right and track clear.

Switch tender, with green signal, at Claysville under-pass, has charge of switches and train and engine movements between south end of coal bin and north end of freight yard, and will designate track for freight trains from the north to enter. Trains and engines must approach that portion of the yard under control and stop unless signaled by the switch tender to proceed.

All freight trains arriving Paris from the south will pull into track No. 6, unless otherwise instructed by the yard master.

F. & O. trains use Kentucky Division main tracks between Paris passenger station and cross-over just south of Claysville under-pass, and industrial track between Claysville under-pass and F. & O. main track under yard rights, running ahead of overdue trains as necessary.

F. & O. trains must not foul the main track at Claysville under-pass until signaled ahead by switch tender.

Industrial track must be kept clear for movement of F. & O. trains.

Normal position of switch leading from F. & O. main track to Industrial track is when set for F. & O. track.

Passenger engine movements are superior to other engine movements to and from the Round House. Engine movements from the Round House to trains are superior to engine movements from trains between engines in same class of service.

Movements between Paris and Paris Junction, against the current of traffic, must be made only on written instructions from the yard master, or under flag protection.

MOVEMENT OF LEXINGTON & EASTERN AND WINCHESTER BRANCH TRAINS BETWEEN NORTH CABIN AND PATIO.

When instructed by operator at Patio, Lexington & Eastern and Winchester Branch trains may run ahead of main line superior trains in either direction between North Cabin and Patio.

Lexington & Eastern Branch trains must not enter or foul main track at North Cabin until permission is secured from the operator at Patio.
Second class and inferior main line trains must not delay Nos. 3, 4, 5, 6, 150 and 151.

MOVEMENT OF E. K. DIVISION PASSENGER TRAINS BETWEEN E. K. JUNCTION AND KENTUCKY DIVISION PASSENGER STATION RICHMOND.

E. K. Division trains will use Kentucky Division tracks between E. K. Junction and Kentucky Division passenger station Richmond.

E. K. Division south-bound trains will run ahead of Kentucky Division south-bound first class trains if latter are not in sight, and may use main track, under protection, against Kentucky Division north-bound overdue first class trains, unless track is known to be clear.

E. K. Division south-bound trains will leave a flagman at E. K. connection track for protection of return movement. When advised that a Kentucky Division south-bound first class train will arrive at E. K. connection track before return movement is due, instructions must be given to flagman that will prevent delay to it.

E. K. Division north-bound trains will run ahead of Kentucky Division north-bound overdue first class trains as may be necessary.

E. K. Division trains are superior to Kentucky Division second class and inferior trains: after E. K. Division trains become ten minutes late, Kentucky Division second class and inferior trains may use main track under protection, unless track is known to be clear.

All trains, regardless of class and description, moving in either direction, must run under control, expecting to meet or overtake other trains.

MOVEMENT OF ROCKCASTLE RIVER R. R. TRAINS BETWEEN ROCKCASTLE RIVER JUNCTION AND EAST BERNSTADT.

Rockcastle River Railroad trains will use the track of the A. & M. Branch between Rockcastle River Junction and East Bernstadt, subject to the rules of the Kentucky Division, and on the following schedules:

SOUTH-BOUND		NORTH-BOUND	
Second Class	STATIONS	Second Class	
1 Mixed		2 Mixed	
Daily		Daily	
10.30 A.M.	Lv. Rockcastle River Junction	Ar. East Bernstadt	2.30 P.M.
10.50 A.M.	Ar. East Bernstadt	Lv. Rockcastle River Junction	2.10 P.M.

When No. 1 becomes one hour late on its schedule time at any station it loses both right and schedule, and can thereafter proceed only as authorized by train order, or under protection as prescribed by Rule 99. No. 1 will not be required to get clearance order at Rockcastle River Junction.

MOVEMENT OF TRAINS AT NADA AND CAMPTON JUNCTION.

Dana Lumber Company trains will use the siding at Nada, south of the derailer; L. & E. Branch trains using this siding will not go south of L. & E. rails, looking out for Dana Lumber Company engines. L. & E. Branch trains will do switching on the main spur, and also on the dock spur up to the cross-over at Nada.

Mountain Central trains will use siding at Campton Junction from their junction switch to the station at Campton Junction, and all trains using this siding will run slowly and carefully. Freight trains will not block this siding when Mountain Central trains are due to make connection with passenger trains.

BUSINESS TRACKS BETWEEN STATIONS.

	Station No.	Distance from Cincinnati.	NAME.	Clearance in Feet.	End Connected.
Main Line	KO 143	83.2	Menzies	860	Both.
	KO 154	43.8	Hayes	200	Both.
	KO 174	64.4	Keller	375	North.
	KO 213	103.0	Elkin	400	Both.
	KO 237	127.5	Whites	415	Both.
	KO 246	135.8	Gap	150	North.
	KO 249	138.6	Conway	514	Both.
	KO 251	141.4	Roundstone	120	North.
	KO 254	144.4	Wards	120	North.
	KO 255	145.6	Langford	1,133	Both.
	KO 259	148.7	Dudley	425	South.
	KO 261	150.7	Mullins	520	South.
	O 137a	151.9	Ciuro	100	South.
	O 152a	166.1	Altamont	780	Both.
	O 156	171.1	Vega	650	Both.
	PL 102	91.8	Elmendorf	414	Both.
	PL 102	91.8	Elmendorf Spur	5370	South.
	PM 130a	103.3	Parks Hill	1,500	South.
	WJ 212	101.9	Baker	488	Both.
Winchester Branch	WJ 219	108.6	Minna	230	North.
	WJ 231a	111.5	Cressy	130	South.
Rowland Branch	WJ 235	114.9	Harg	290	Both.
	RB 107	150.9	Haden	200	North.
L. & E. Branch		Distance from Lexington.			
	WL 122	28.0	Gordonton	360	North.
	WL 130	35.7	Argyle	390	South.
	WL 132	37.5	Viridan	160	North.
	WL 133	39.2	Shawnee	1,800	North.
	WL 139	45.3	Tile	160	North.
	WL 150	56.1	Hoods Branch	720	South.
	WL 164	69.9	Alredale	240	North.

HANDLING OF FREIGHT TRAINS WITH 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 engineman 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.

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.

Trains handling 45 or more cars will stop within 40 or 50 feet of water tank or crane, engineman must leave or set brakes on train, the engine and one car cut off and engine taken to tank or crane; after taking water, when train and air is recoupled, the crew must see that brakes release. This will be only test of brakes necessary.

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

Train line pressure on double tonnage trains must be increased to ninety (90) pounds before descending Altamont hill and until arrival at Kufa.

All retaining valves must be used on the following descending grades: Altamont hill and Maysville hill. Retainers must be released promptly at foot of grades.

In regulating the speed of train 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.

When two or more engines are coupled together, or when there is a car or cars between the engines and all engines under steam, where the distance to be moved is one-half mile or more, either in the yard or on the line of road, the man handling the lead engine in the direction in which the engines may be moving must have control of the brakes, and all other engine brake-valves cut out. In transferring the control of the brakes from one engine to another the brakes must be tested before movement is made.

Two short, followed by one long blast of the whistle, is the signal given by the front engine of a train handled by two engines to the second engine to assume control of the brakes.

One short, followed by one long and one short blast of the whistle, is the signal given by the front engine to the second engine to make an immediate application of the brakes, to be given when necessary to apply the brakes at once and they are found to be out of order.

When an engine can not furnish a supply of air to operate the brakes, enginemen will inform the conductor and trainmen and will proceed cautiously with the train under control of hand brakes to the first telegraph office, where the dispatcher will be asked for instructions. If for any reason instructions can not be obtained, conductors and enginemen will act according to their best judgment, not attempting, however, to descend any grade with more train than can be fully CONTROLLED BY HAND BRAKES, AND SPEED MUST NOT EXCEED 20 MILES PER HOUR AT ANY POINT.

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.

PASSENGER TRAINS, ON SIGNAL STOPS, AND TRANSFER OF PASSENGERS.

Nos. 1, 2, 5, and 6, at Pelham, Ware Crossing, Vanmeter, Kinross, Watauga, Gordonton, Argyle, Virden, Shawanee, and Airedale; Nos. 2 and 5 at Lombard.

Nos. 3, 4, 150 and 151 at Gamboa, Raker, Mina, Cressy, Harg, Wiseman Crossing, and Calloway Crossing.

Nos. 9, 10, 11, 13, 14, 16, 17, 18, 19, 25, 26, 27, 28, 29, 30, 70, 71, 110, 111, 112, 113, 114, 115, 211, 212, 213 and 214, at all station platforms.

Nos. 15, 17, 18, and 19, at Lexington Avenue, Maysville; Peoples Tobacco Warehouse, Carlisle, and at the following road crossings: Durham's Crossing, one mile south of Myers; Jackstown Crossing, one-half mile south of Carlisle; Dalzell Crossing, one and one-half miles south of Carlisle; Ruddell's Mill Crossing, one-half mile south of Millersburg; Maysville Pike Crossing, one and one-half miles south of Millersburg.

All Maysville Branch passenger trains, at Mather's Crossing, one and one-half miles north of Millersburg; at Clay's Crossing, one and one-fourth miles north of New Forest; at Walsh's Distillery, one mile north of Paris; excepting No. 14, at Lindsay platform, between Clark and Marshall.

Nos. 11, 13, 14, 25, and 26, at Houston Pike Crossing between Hutchison and Muir, and at Woods Crossing one mile south of Bryants.

No. 12, to take on passengers for points south of Paris at which No. 33 is scheduled to stop; at all stations Sunday only, to take on and let off passengers.

Nos. 21, 22, 23, and 24 will transfer passengers at Livingston and Corbin as may be necessary.

No. 22, at any station between Corbin and Sinks to let off passengers from south of Knoxville; at Hazel Patch to let off passengers from London; at Sinks and any station north to let off passengers from points at which scheduled to stop; passengers from south of Knoxville to be transferred from No. 33 at Corbin.

No. 23, at any station to let off passengers from the Lebanon Branch; at any station between Livingston and Pittsburg to take on passengers for London.

Nos. 25, 26, 29, and 30, at Mt. Airy Avenue and Freight Depot, Paris; at Harrison County Infirmary Crossing, one mile south of Cynthiana.

No. 31, at East Bernstadt to let off passengers from points at which scheduled to stop north of Sinks.

No. 32, at any station north of Sinks to let off passengers from beyond Knoxville; at London to take on passengers for points at which it is scheduled to stop; at Cynthiana to pick up revenue passengers for Columbus, O.; Dayton, O.; Chillicothe, O.; Richmond, Ind.; Indianapolis, Ind.; Seymour, Ind.; and points beyond; at Newport to let off passengers from Atlanta and beyond.

No. 33, at Newport to take on passengers for Atlanta and beyond; at Cynthiana to let off passengers from Cincinnati and Covington and connections at Latonia, and to take on passengers for Atlanta and beyond; at Berea to take on revenue passengers for points south of Knoxville at which No. 33 regularly stops; at London to let off passengers from Cincinnati and Covington and connections at Latonia.

No. 34 will transfer passengers at Corbin for points between Corbin and Sinks at which this train does not stop.

No. 34, at East Bernstadt to take on passengers to points scheduled to stop north of Sinks.

No. 37, at Rosedale, Grant, White Villa, Meridian, Menzies, Hayes, Talbot, Gerdra, Elkin, Boone, Whites, Gap, Conway, Roundstone, Hummel, Dudley, Mullins, and Altamont; at all station platforms north of Butler, to take on passengers for south of Butler.

No. 37, at all stations between Livingston and Corbin at which No. 23 does not stop, to take on passengers for the Cumberland Valley Division and beyond, and transfer at Corbin.

No. 38, at all stations between Corbin and Livingston at which No. 22 does not stop, to take on passengers for the Lebanon Branch and beyond, and transfer at Livingston.

No. 38, at Altamont, Mullins, Dudley, Hummel, Roundstone, Conway, Gap, Whites, Boone, Elkin, Gerdra, Talbot, and Hayes; at Butler to take on passengers, and to let off passengers from south of Falmouth; at any station to let off passengers from south of Richmond.

No. 38, unless otherwise instructed, will wait at Sinks for No. 23's connection.

No. 39, at Rosedale, Hayes, Talbot, Wrights, and Bryant; at Spring Lake and Ryland to let off passengers from Cincinnati, Covington, and Latonia.

No. 40, at Bryant, Wrights, Talbot, Hayes, Menzies, and Rosedale; No. 40 will transfer passengers for points between Butler and Rosedale to No. 112 at Butler.

No. 129, at any station to let off passengers from No. 32 holding through tickets; at all stations Sunday only to take on or let off passengers.

Nos. 131 and 133, at Hutchison and Muir to let off passengers from Cincinnati and Covington.

No. 133, at all stations Sunday only, to take on and let off passengers.

Nos. 134 and 138, at Hutchison and Muir to take on passengers for Covington and Cincinnati. No. 138 at Muir to let off passengers from Lexington and to take on milk shipments for Cincinnati.

All passenger trains will wait at Paris for their regular connections unless otherwise instructed. When No. 32 is as much as 30 minutes late Nos. 14 and 39 will not be held.

LIST OF SURGEONS.

Dr. CHARLES KEARNS, Covington, Ky.
Dr. R. LEE BIRD, Latonia, Ky.
Dr. E. N. SIMPSON, Latonia, Ky.
Dr. H. C. CLARK, Falmouth, Ky.
Dr. H. M. EARLE, Berry, Ky.
Dr. M. McDOWELL, Cynthiana, Ky.
Dr. C. G. DAUGHERTY, Paris, Ky.

Dr. I. A. SHIRLEY, Winchester, Ky.
Dr. J. A. SNOWDEN, Jr., Winchester, Ky.
Dr. C. H. VAUGHT, Richmond, Ky.
Dr. H. C. JASPER, Richmond, Ky.
Dr. B. F. ROBINSON, Berea, Ky.
Dr. W. T. AMYX, Livingston, Ky.

Dr. H. V. PENNINGTON, London, Ky.
Dr. G. S. BROCK, London, Ky.
Dr. J. H. PARKER, Corbin, Ky.
Dr. S. E. HAROVER, Maysville, Ky.
Dr. M. DILLS, Carlisle, Ky.
Dr. G. B. SPENCER, Carlisle, Ky.

Dr. E. C. FALCONER, Lexington, Ky.
Dr. H. F. POHLMAYER, Lexington, Ky.
Dr. J. B. KINNAIRD, Lancaster, Ky.
Dr. R. A. IRVIN, Clay City, Ky.
Dr. W. C. MARTIN, Clay City, Ky.
Dr. C. MARCUM, Irvine, Ky.

J. G. METCALFE,
Master of Trains, Paris, Ky.

P. F. KESHEIMER,
Asst. Master of Trains, Paris, Ky.

FRANK MARIS,
Asst. Master of Trains, Livingston, Ky.

W. K. GRIFFIN,
Chief Train Dispatcher, Paris, Ky.

SOUTH BOUND

BETWEEN CINCINNATI AND PARIS

SECOND CLASS						FIRST CLASS															Minimum Time in Minutes bet. Stations for South-bound Freight Trains	Numbers of Stations	Distance from Cincinnati	TIME TABLE			
47	43	67	45	91	63	103	31	101	115	39	109	213	113	29	107	111	33	211	233	105				37	25	No. 55	
Freight	Fast Freight	Freight	Fast Freight	Local Freight	Freight	Transfer	Southeast- ern Exp.	Transfer	Butler Accom.	Lexington Express	Transfer	Butler Accom.	Falmouth Accom.	Passeng'r	Transfer	Butler Accom.	Southland	Falmouth Accom.	Transfer	Transfer				Knoxville Express	Passenger	In Effect Sunday, December 17, 1916, at 12.01 a. m.	
Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Sunday only	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Sunday only	Daily	Daily				Daily	Daily ex. Sunday	STATIONS Double Track.	
						10.30PM	8.20PM	6.15PM	5.45PM	3.05PM	2.30PM	1.10PM	1.10PM		11.15AM	8.20AM			8.00AM	7.50AM	7.05AM		1110	L	CINCINNATI		
						10.38	8.28	6.24	5.50	3.11	2.37	1.16	1.16		11.22	8.27			8.08	7.58	7.13		112	1.6	COVINGTON		
						10.41	8.31	6.27	5.53	3.14	2.40	1.19	1.19		11.25	8.30			8.11	8.01	7.16		112A	2.4	K. C. JUNCTION		
10.00PM	9.30PM	3.45PM	9.35AM	6.00AM	2.50AM	10.42	8.32	6.28	5.55	3.15	2.41	1.21	1.21		11.26	8.32			8.12	8.02	7.17		113	3.0	CENTRAL COVINGTON		
10.05	9.35	3.50	9.40	6.05	2.55	10.45PM	8.38	6.31PM	6.05	3.20	2.44PM	1.26	1.26		11.29AM	8.38	8.27AM		8.15AM	8.05AM	7.20		114	4.0	LATONIA, PASS'GER ST'N N		
10.15	9.44	4.05	9.55	6.15	3.10		8.43		6.11	3.25		1.32	1.32			8.43	8.31				7.26		8	117	6.9	DECOURSEY	
10.20	9.47	4.15	10.00	6.20	3.20		8.45		6.15	3.28		1.37	1.37			8.47	8.33				7.28		3	118	8.2	SPRING LAKE E	
10.35	10.02	4.35	10.18	6.40	3.40		8.53		6.30	3.36		1.51	1.51			9.01	8.40				7.38		15	124	13.7	RYLAND E	
10.43	10.10	4.45	10.25	6.50	3.50		8.57		6.38	3.41		1.57	1.57			9.07	8.43				7.43		5	126	15.7	VISALIA N C E	
10.55	10.20	5.00	10.35	7.05	4.05		9.01		6.48	3.46		2.05	2.05			9.15	8.47				7.49		10	129	19.1	KENTON E	
11.05	10.28	5.10	10.40	7.15	4.15		9.05		6.55	3.50		2.11	2.11			9.21	8.50				7.54		8	132	21.8	MORNING VIEW E	
11.20	10.42	5.30	10.55	7.35	4.35		9.11		7.08	3.56		2.21	2.21			9.31	8.56				8.03		10	136	25.8	DEMOSVILLE E	
11.30	10.52	5.45	11.05	8.09 37	4.50		9.16		7.20PM	4.00		2.30PM	2.30			9.40AM	9.00	8.35AM			8.09 31		10	139	29.5	BUTLER N C E	
11.40	11.00	6.00	11.15	8.25	5.05		9.21			4.06			2.39				9.04	8.42			8.15		7	142	31.9	LYNN E	
11.58PM	11.13	6.15	11.25	8.40	5.20		9.26			4.13			2.50				9.09	8.51			8.22		11	146	36.3	CATAWBA E	
12.05AM	11.25	6.35	11.40AM	9.15 33	5.40		9.32			4.20			3.00PM				9.15 37	9.00AM			8.30		11	150	40.3	FALMOUTH N	
12.30	11.43	7.05	12.05PM	10.20	6.10		9.44			4.34							9.25				8.43		14	155	45.7	UMA E	
12.35	11.48	7.12	12.10	10.30	6.17		9.47			4.38							9.28				8.47		5	157	47.7	MORGAN E	
12.45	11.58PM	7.25	12.20	10.50	6.30		9.52			4.45							9.33				8.54		10	162	51.9	BOYD E	
12.54	12.06AM	7.35	12.30	11.10	6.40		9.56			4.52							9.37				9.00		6	164	54.2	BERRY D E	
1.03	12.15	7.50	12.40	11.30	6.55		10.00			4.59							9.41				9.06		9	167	57.3	ROBINSON E	
1.10	12.20	8.05	12.50	11.45AM	7.10		10.03			5.03							9.44				9.10		7	170	60.0	GARNET E	
1.20	12.30	8.15	1.00	12.01PM	7.20		10.07			5.08							9.48				9.14		5	172	62.1	POINDEXTER E	
1.30	12.40	8.25	1.10 37	12.15/1.35 45	7.30		10.11			5.14				2.20PM			9.52				9.19	7.00AM	8	176	66.3	CYNTHIANA N	
2.10	12.55	8.45	1.25	1.50	7.50		10.21			5.26				2.27			10.01				9.30	7.07	9	179	69.7	LAIR E	
2.18	1.05	8.55	1.35	2.10	8.00		10.25			5.32				2.34			10.05				9.36	7.14	9	183	73.3	SHAWHAN D E	
2.25	1.15	9.05	1.45	2.25	8.10		10.28			5.37				2.40			10.08				9.41	7.20	4	185	74.9	KISERTON E	
2.50AM	1.40AM	9.30PM	2.10PM	2.55PM 30	8.35AM		10.38PM			5.50PM				2.55PM 37			10.17AM				9.52AM	7.35AM	13	190	80.6	A PARIS N	
Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily	Sunday only	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily	Sunday only	Daily	Daily	Daily	Daily ex. Sunday					
47	43	67	45	91	63	103	31	101	115	39	109	213	113	29	107	111	33	211	233	105	37	25					

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 PARIS AND CINCINNATI

NORTH BOUND

TIME TABLE No. 55 In Effect Sunday, December 17, 1916, at 12.01 a. m.		Distance between stations.	Our Capacity of Pass- ing sliding based on 40 feet per car.	Minimum Time in Minutes between stations for Northbound Freight Trains.	FIRST CLASS														SECOND CLASS							
					102	110	34	40	212	112	104	26	108	114	214	38	106	32	30	232	62	90	42	64	48	44
					Transfer	Butler Accom.	Southeast- ern Exp.	Cincinnati Express	Falmouth Accom.	Butler Accom.	Transfer	Passenger	Transfer	Falmouth Accom.	Butler Accom.	Cincinnati Mail	Transfer	Southland	Passenger	Transfer	Freight	Local Freight	Fast Freight	Freight	Freight	Fast Freight
STATIONS Double Track.					Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sun.	Sunday only	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	
A.....	CINCINNATI.....	1.6			7.20AM	7.30AM	7.45AM	10.30AM	11.25AM	11.25AM	11.45AM		4.35PM	5.20PM	5.20PM	6.00PM	8.45PM			9.00PM						
	COVINGTON.....	0.8			7.10	7.22	7.35	10.22	11.17	11.17	11.37		4.25	5.12	5.12	5.50	8.35			8.50						
	K. C. JUNCTION.....	0.6			7.07	7.19	7.32	10.18	11.14	11.14	11.34		4.22	5.09	5.09	5.47	8.32			8.47						
	CENTRAL COVINGTON.....	1.0	Yard		7.06	7.16	7.31	10.16	11.11	11.11	11.33		4.21	5.05	5.05	5.46	8.30			8.45	10.05AM	2.40PM	4.25PM	6.45PM	2.35AM	3.30AM
	LATONIA, PASS'GER STATION.....	2.9		8	7.03AM	7.10	7.26	10.12	11.06	11.06	11.30AM		4.18PM	5.09	5.09	5.42	8.26PM	8.33PM		8.40PM	10.00	2.35	4.20	6.40	2.30	3.25
	DECOURSEY.....	1.3	Yard			7.03	7.20	10.07	10.58	10.58			4.48	5.48	5.37		8.28			9.40	2.20	4.05	6.20	2.10	3.10	
	SPRING LAKE.....	5.5		15		6.56	7.18	10.05	10.55	10.55			4.44	5.44	5.35		8.26			9.35	2.10	4.00	6.15	2.05	3.05	
	RYLAND.....	2.0		5		6.41	7.09	9.55	10.41	10.41			4.29	5.29	5.26		8.17			9.15	1.40	3.36	5.50	1.40	2.45	
	VISALIA.....	3.4		10		6.35	7.07	9.53	10.36	10.36			4.23	5.23	5.24		8.15			9.10	1.25	3.30	5.45	1.35	2.40	
	KENTON.....	2.7		8		6.26	7.02	9.49	10.27	10.27			4.14	5.14	5.19		8.10			8.55	1.05	3.15	5.35	1.20	2.30	
	MORNING VIEW.....	4.0		10		6.19	6.58	9.44	10.18	10.18			4.05	5.05	5.15		8.06			8.40	12.45	2.55	5.15	1.02	2.13	
	DEMOSVILLE.....	3.7		10		6.10	6.54	9.39	10.10	10.10			3.55	4.55	5.11		8.02			8.28	12.25PM	2.40	4.45	12.50	2.03	
	BUTLER.....	2.4		6		6.00AM	6.48	9.32	9.55	9.55AM			3.39	4.39PM	5.03		7.56			8.08	11.55AM	2.25	4.25	12.30	1.51	
	LYNN.....	4.4		12			6.45	9.28	9.50				3.35		5.00		7.53			8.00	11.45	2.17	4.17	12.20	1.45	
	CATAWBA.....	4.0		12			6.40	9.19	9.40				3.25		4.53		7.48			7.40	11.25	2.00	4.00	12.01AM	1.30	
	FALMOUTH.....	5.4		14			6.29	9.05	9.30AM				3.15PM		4.40		7.37			7.15	10.45	1.35	3.35	11.32PM	1.10	
	UMA.....	2.0		4			6.22	8.54							4.30		7.30			6.50	10.30	1.13	3.15	11.10	12.50	
	MORGAN.....	4.2		11			6.20	8.52							4.27		7.28			6.45	10.15	1.08	3.10	11.05	12.45	
	BOYD.....	2.3		5			6.13	8.42							4.18		7.21			6.13	9.55	12.48	2.50	10.45	12.32	
	BERRY.....	3.1		9			6.10	8.38							4.14		7.18			5.50	9.35	12.40	2.40	10.37	12.26	
	ROBINSON.....	2.7		8			6.05	8.32							4.08		7.13			5.40	9.20	12.28	2.30	10.25	12.15	
	GARNET.....	2.1		5			6.02	8.27							4.03		7.10			5.25	9.10	12.10	2.15	10.08	12.02AM	
	POINDEXTER.....	4.2		12			5.59	8.23							3.59		7.07			5.20	9.00	12.02PM	2.05	10.00	11.57PM	
	CYNTHIANA.....	3.4		9			5.49	8.12					12.33PM			3.47		6.58	7.15PM		5.00	8.45	11.40AM	1.40	9.28	11.35
	LAIR.....	3.6		9			5.45	8.06					12.27			3.41		6.54	7.09		4.50	7.20	11.32	1.30	9.18	11.26
	SHAWHAN.....	1.6		4			5.40	7.59					12.20			3.34		6.49	7.02		4.35	7.00	11.20	1.17	9.05	11.15
	KISERTON.....	5.7		13			5.38	7.55					12.17			3.30		6.47	6.59		4.30	6.55	11.15	1.10	9.00	11.10
L.....	PARIS.....		Yard				5.30AM	7.45AM					12.05PM			3.20PM		6.38PM	6.48PM		4.05AM	6.30AM	10.50AM	12.45PM	8.35PM	10.50PM
					Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Sunday only	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sun.	Sunday only	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	
					102	110	34	40	212	112	104	26	108	114	214	38	106	32	30	232	62	90	42	64	48	44

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 PARIS AND SINKS.

				SECOND CLASS										FIRST CLASS					Minimum Time in Minutes bet. Stations for South-bound Freight Trains.	Numbers of Stations.	Distance from Cincinnati.	TIME TABLE	
				67	77	45	75	63	95	93	73	71	43	31		9	27	33				37	No. 55
				Freight	Freight	Fast Freight	Freight	Freight	Freight	Local Freight	Freight	Mixed	Fast Freight	Southeast- ern Exp.	Express	Passenger	Southland	Knoxville Express				In Effect Sunday, December 17, 1916, at 12.01 a. m.	
				Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	STATIONS Double Track.			
																				3	190	80.0	L. PARIS N.
				9.45PM	9.10PM	2.40PM	12.01PM	8.50AM	8.00AM	6.00AM	4.20AM		2.05AM		10.49	6.03		10.25	10.00	3	191	81.3	PARIS JUNCTION N.
6 L. & E. Branch Passenger	151 Winchester Branch Mixed	5 L. & E. Branch Passenger	3 L. & E. Branch Passenger	10.00	9.25	2.55	12.25	9.05	8.15	6.15	4.40		2.22		10.57	6.14		10.33	10.11	12	197	87.0	ESCONDIDA E.
				10.10	9.35	3.05	12.35	9.15	8.22	6.22	4.50		2.30		11.00	6.17		10.36	10.14	7	199	89.4	AUSTERLITZ N C E.
				10.20	9.45	3.15	12.45	9.25	8.35	6.30	5.05		2.40		11.04	6.23		10.40	10.20	6	201	91.6	RENICK E.
																				11		96.1	NORTH CABIN E.
7.42PM		6.10PM	12.10PM	10.35	10.12	3.27	12.57	9.40	8.47	6.42	5.17		2.52		11.10	6.30		10.46	10.28	3			
7.45PM	6.45PM	6.15PM	{12.15} {12.35}	10.40	10.25	3.30	1.00	9.45	8.50	6.45	5.20		2.55		11.12	{6.32} {6.39}		10.48	10.30	2	206	96.6	WINCHESTER End Double Track.
	6.47PM		12.37PM	10.45PM	10.28	3.35	1.05	9.50AM	9.25	7.10	5.30		3.00		11.15	6.40 76		10.52	10.33	2	207	97.2	PATIO N.
					10.45	3.50 94	1.25 92		9.40 74	7.25	5.50		3.15		11.28	6.49		10.59	10.42	12			
					11.00	4.05	1.45		9.55	7.40	6.10		3.30		11.30	6.58		11.05	10.51	14	216	105.9	RIVERSIDE E.
					11.05	4.10	1.50		10.00	7.45	6.15		3.35		11.32	7.00		11.07	10.53	4	217	106.8	FORD
																				4			
14 E. K. Div. Passenger	13 E. K. Div. Passenger	11 E. K. Div. Passenger	12 E. K. Div. Passenger		11.10	4.15	2.06 88		10.10	7.55	6.31 10		3.40		11.35	7.03		11.09	10.56	11	218	108.2	SHEARER N.
					11.41PM 91	4.35	2.20		10.30	8.10 42	6.51		3.55		11.41 77	7.11		11.15	11.03	7	222	112.0	RED HOUSE D E.
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday		12.25AM 72	4.45 76	2.27		10.40	8.25 74	7.05		4.22 24		11.46	7.17		11.19	11.08	7	224	114.4	OPHELIA E.
1.30PM	6.45PM	12.10PM	7.15AM																	13			
					12.50	5.18 32	2.40 94		10.55AM 92	8.40 10.00	7.30 42	7.00AM	4.35		11.53PM 72	{7.25} {7.30}	12.55PM	11.26 37 11.26 82	11.16AM 23 12.20PM 22	7	229	118.8	RICHMOND N.
					1.10	5.30	3.00			10.10	7.55 74	7.07	4.50		12.03AM	7.35 44	1.00	11.36	12.24	2	231	121.3	FORT ESTILL E.
					1.10	5.30	3.00			10.10	7.55 74	7.07AM	4.50		12.03	7.35PM 44	1.00PM	11.36	12.24	2	232	121.8	FORT ESTILL JUNCTION N.
																				9			
					1.25	5.40	3.25			10.30 92	8.20		5.02		12.09			11.41	12.30	10	235	124.9	DELMAR E.
					1.40	5.50	3.45 76			10.45	8.40		5.14		12.15			11.47	12.36	7	238	128.6	MAYDE E.
					1.50	6.00	3.55			11.00 11.30	9.00		5.20		12.19			11.51	12.40	6	242	131.7	BEREA N.
																				6			
					1.57	6.10	4.15			11.40AM	9.15 92		5.30		12.26			11.56AM	12.48	9	244	134.0	SLATE LICK E.
					2.10	6.25 44	4.48 32			12.01PM 93	9.30		5.40		12.31			12.01PM 92	12.55 38	14	247	137.3	SNIDER D E.
					2.35	6.45	5.15			12.41 38 1.05 37	9.55		5.55 42		12.39			12.08	1.05 93	14	253	142.8	WILDIE N.
																				14			
					3.00	7.10	5.30			1.30	10.15		6.10 74		12.49			12.15	1.14	9	257	147.2	BRUSH CREEK D E.
					3.21 34	7.20	5.45 44			1.45	10.28		6.18		12.55			12.21	1.20	5	260	150.0	DONARA E.
					3.32AM	7.25PM	6.00PM			2.00PM 76	10.35AM		6.25AM		12.59AM			12.24PM 38	1.24PM	5	262	151.7	A. SINKS N.
				Daily 67	Daily 77	Daily 45	Daily 75	Daily 63	Daily ex. Sunday 95	Daily ex. Sunday 93	Daily 73	Daily ex. Sunday 71	Daily 43		Daily 31	Daily ex. Sunday 9	Daily 27	Daily 33	Daily 37				

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.

No. 28 is superior to No. 27.

When Nos. 37 and 28 meet at Richmond by time table or train order, unless otherwise directed, No. 28 will take siding in east passing track through cross-over just south of South Water Crane.

Inbound E. K. Division trains are due at E. K. Junction two minutes before arriving time at Richmond.

BETWEEN SINKS AND PARIS

NORTH BOUND

TIME TABLE No. 55 In Effect Sunday, December 17, 1916, at 12.01 a. m.				FIRST CLASS					SECOND CLASS													
STATIONS Double Track				34 Southeast- ern Exp.	10 Express	28 Passenger	38 Cincinnati Mail	32 Southland	62 Freight	42 Fast Freight	74 Freight	64 Freight	92 Local Freight	70 Mixed	94 Freight	76 Freight	44 Fast Freight	72 Freight	2 F. & C. Passenger	4 F. & C. Passenger		
				Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday		
A	PARIS	N	Yard	5.25AM	7.36AM		3.15PM	6.33PM											7.38AM	5.50PM		
	PARIS JUNCTION	N	Yard	5.21	7.32		3.11	6.29	8.55AM	10.10AM	11.45AM	12.35PM	4.00PM		5.30PM	8.00PM	10.10PM	3.40AM				
	ESCONDIDA	E		5.12	7.20		3.00	6.20	8.40	9.50	11.15	12.20	3.30		5.05	7.40	9.50	8.10	150	4	5	6
	AUSTERLITZ	N. O. E	88101 88117	5.07	7.14		2.54	6.15	8.25	9.38	10.55	12.05PM	3.15		4.55	7.30	9.40	2.55	Winchester Branch Mixed	L. & E. Branch Passenger	L. & E. Branch Passenger	L. & E. Branch Passenger
	RENICK	E		5.04	7.10		2.50	6.12	8.20	9.30	10.40	12.00M	3.05		4.45	7.20	9.30	2.45	Daily	Daily	Daily	Daily
	NORTH CABIN	E	93	4.55	7.00		2.40 92	6.03	8.09	9.18	10.21	11.49AM	2.40 98		4.31	7.01	9.15	2.31	8.00AM	1.50PM	6.37PM	7.50PM
	WINCHESTER	N	0.5	4.53	7.00		2.40	6.01	8.08	9.15	10.20	11.48	2.30		4.30	7.00	9.14	2.30	7.55	1.45	6.34PM	7.47PM
	PATIO	N	8895 8895	4.50	6.54		2.33	5.57	8.05AM	9.12	10.05	11.45AM	1.45		4.10	6.40 9	9.02	2.05	7.50AM	1.41PM		
	FLANAGAN	N	93	4.42	6.45		2.21	5.50		8.55	9.40 95		1.25 78		3.50 48	6.10	8.46	1.45				
	RIVERSIDE	E	59	4.35	6.37		2.12	5.43 76		8.40	9.15		1.05		3.25	5.43 32	8.31	1.15				
	FORD		0.9	4.33	6.34		2.09	5.41		8.35	9.10		12.50		3.20	5.25	8.27	1.05				
	SHEARER	N	1.4	4.31	6.31 73		2.06 78	5.39		8.25	9.00		12.40		3.10	5.15	8.19	12.55	12	11	14	13
	RED HOUSE	DE	2.8	4.26	6.23		1.58	5.34		8.10 93	8.45		12.25		2.59	5.00	8.07	12.40	E. K. Div. Passenger	E. K. Div. Passenger	E. K. Div. Passenger	E. K. Div. Passenger
	OPHELIA	E	2.4	4.22 49	6.18		1.53	5.30		7.55	8.25 99		12.15PM		2.52	4.45 45	8.00	12.25AM77	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
	RICHMOND	N	4.4	4.10	6.10 6.05	12.15PM37	1.45 1.30	5.18 45		7.30 73	8.05		12.00M 95 10.55AM 93	2.30PM	2.40PM76	4.25	7.45	11.53PM91	7.20AM	12.15PM	1.35PM	7.35PM
	FORT ESTILL	E	2.5	4.05	6.00	12.09	1.26	5.13		7.20	7.55 73		10.48	2.20		4.15	7.35 9	11.35				
	FORT ESTILL JUNCTION	N	0.5	4.05	6.00AM	12.09PM	1.26	5.13		7.20	7.55 73		10.48	2.20PM		4.15	7.35 9	11.35				
	DELMAR	E	3.1	4.00			1.20	5.08		7.05	7.40		10.30 93			4.00	7.20	11.20				
	MAYDE	E	3.7	3.55			1.14	5.03		6.50	7.25		10.10			3.45 76	7.05	11.05				
	BEREA	N	3.1	3.50			1.07	4.58		6.40	7.15		10.00 9.25			3.20	6.55	10.55				
	SLATE LICK	E	2.3	3.46			1.02	4.54		6.30	7.05		9.15 73			3.10	6.40	10.45				
	SNIDER	DE	3.8	3.40			12.55 87	4.48 75		6.15	6.50		8.55			2.55	6.25 48	10.25				
	WILDIE	N	5.5	3.33			12.44 83	4.41		5.55 49	6.30		8.25			2.35	6.05	10.05				
	BRUSH CREEK	DE	4.4	3.26			12.34	4.34		5.42	6.10 49		8.05			2.20	5.54	9.45				
	DONARA	E	2.8	3.21 77			12.28	4.29		5.32	5.55		7.55			2.10	5.45 75	9.30				
L	SINKS	N	1.7	3.18AM			12.24PM93	4.26PM		5.25AM	5.45AM		7.45AM			2.00PM99	5.40PM	9.20PM				
				Daily 34	Daily ex. Sunday 10	Daily 28	Daily 38	Daily 32	Daily 62	Daily 42	Daily 74	Daily 64	Daily ex. Sunday 92	Daily ex. Sunday 70	Daily ex. Sunday 94	Daily 76	Daily 44	Daily 72				

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.
 No. 28 is superior to No. 27.
 When Nos. 37 and 28 meet at Richmond by time table or train order, unless otherwise directed, No. 28 will take siding in east passing track through cross-over just south of South Water Crane.
 Outbound E. K. Division trains are due at E. K. Junction two minutes after departing time at Richmond.

SOUTH BOUND

BETWEEN SINKS AND CORBIN.

SECOND CLASS														FIRST CLASS						Minimum Time in Minutes bet. stations for south-bound Freight Trains	Number of Stations	Distance from Cincinnati	TIME TABLE	
																							No. 55	
																							In Effect Sunday, December 17, 1916, at 12.01 a. m.	
	87 Freight	45 Fast Freight	75 Freight	89 Local Freight	57 Freight	93 Local Freight	73 Freight	99 Local Freight	53 C. G. D. Fast Frt.	43 Fast Freight	77 Freight	81 Freight	55 C. G. D. Fast Frt.			37 Knoxville Express	33 Southland	23 Southland	31 Southeastern Exp.	21 Southeastern Exp.	STATIONS DOUBLE TRACK			
	Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily				
	8.50PM	7.25PM	6.00PM	5.15PM	3.30PM	2.00PM ⁷⁶	10.35AM		8.45AM	6.25AM	3.32AM	3.20AM	1.30AM			1.24PM	12.24PM ²⁸	12.05PM	12.59AM	12.32AM	9	151.7	L. SINKS N	
	9.00 9.10	7.35 7.45	6.10 6.20	5.25PM	3.40 3.45	2.10PM	10.45 10.55	9.30AM	8.55 9.00	6.35 6.40	3.40 3.50	3.30 3.40	1.40 1.45			1.28	12.28	12.09	1.03	12.36	9	140	154.9	L. LIVINGSTON N
	9.20	7.55	6.30		3.54		11.05	9.40	9.09	6.48	4.00	3.50	1.53			1.39	12.34	12.19	1.13	12.48	9	143	157.9	L. PERTH E
	9.30	8.05	6.40		4.03		11.15	9.50	9.18	6.56	4.10	4.00	2.02			1.44	12.39	12.25	1.18	12.54	9	146	160.9	L. HAZEL PATCH D E
	9.35	8.10	6.50		4.08		11.20	9.55	9.23	7.00	4.15	4.05	2.07			1.47	12.41	12.28	1.20	12.58	5	148	162.5	L. KUFA E
	9.55	8.38	7.10		4.28		11.40	10.15 10.40	9.43	7.20	4.35	4.25	2.27			1.58	12.52	12.39	1.32	1.08	15	152	167.1	L. EAST BERNSTADT N
	10.03	8.48	7.20		4.35		11.50AM	10.50	9.50	7.27	4.43	4.33	2.34			2.03	12.56	12.43	1.36	1.13	7	155	169.5	L. PITTSBURG E
	10.10	8.58	7.30		4.43		12.00PM ²⁹	11.00AM 12.10PM ⁷³	9.58	7.35	4.50	4.40	2.42			2.09	1.00	12.47	1.40	1.18	8	158	173.6	L. LONDON N C
	10.23	9.11	7.45		4.56		12.13PM	12.25	10.11	7.47	5.03	4.53	2.55			2.21	1.08	12.57	1.50	1.31	13	163	177.3	L. FARISTON E
	10.30	9.16	7.53		5.02		12.20	12.35	10.17	7.53	5.10	5.00	3.01			2.25	1.11	1.01	1.53	1.36	6	165	179.3	L. FRANTZ E
	10.35	9.20	8.00		5.07		12.25	12.45	10.22	7.58	5.15	5.05	3.07			2.28	1.14	1.04	1.56	1.40	5	166	180.9	L. LILY N C E
	10.45	9.30	8.16		5.15		12.35	1.09 1.19 ²⁹	10.30	8.06	5.25	5.15	3.15			2.34	1.19 ²⁹	1.09 ²⁹	2.01	1.46	7	169	183.8	L. DORTHA E
	11.00PM	10.00PM	8.31PM		5.30PM		12.50PM	2.00PM	10.45AM	8.20AM	5.40AM	5.30AM	3.30AM			2.40PM	1.25PM	1.15PM	2.07AM	1.52AM	8	172	187.0	L. CORBIN N
	Daily 87	Daily 45	Daily 75	Daily ex. Sunday 89	Daily 57	Daily ex. Sunday 93	Daily 73	Daily ex. Sunday 99	Daily 53	Daily 43	Daily 77	Daily 81	Daily 55			Daily 37	Daily 33	Daily 23	Daily 31	Daily 21				

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.

ADDITIONAL SPECIAL INSTRUCTIONS.

Trains entering the Kentucky Division from the Lebanon Branch at Sinks will not require a clearance order.

Southbound scheduled trains from Lebanon Branch will, unless otherwise directed by train order, assume the same schedule Sinks to point at which schedule terminates, except that Chief Train Dispatcher at Louisville may issue orders to southbound Lebanon Branch scheduled and extra trains designating Livingston as terminal.

Train orders authorizing southbound trains to take down signals at Sinks are prohibited.

Train orders designating Sinks as the initial station for scheduled southbound trains are prohibited.

"19" orders restricting the rights of trains may be issued to southbound trains at Sinks.

Movement orders may be issued at Corbin or Livingston by the Chief Train Dispatcher at Louisville affecting the movement of Lebanon Branch trains at and north of Sinks.

Northbound trains made up and starting from Livingston for the Lebanon Branch, unless scheduled from Livingston, will run to Sinks as extras, displaying white signals. In such cases, clearance orders and information regarding following freight trains will be obtained from the dispatcher at Paris.

Trains for the Lebanon Branch will doublehead from Livingston to Sinks, as necessary, without orders.

Work extras using track between Sinks and Livingston must protect at all times against following extras.

A PROCEED indication of the train order signal at Sinks will indicate to southbound trains from the Lebanon Branch that overdue southbound Kentucky Division first class trains have passed.

A PROCEED indication of the train order signal at Sinks will indicate to southbound trains from the Kentucky Division that overdue southbound Lebanon Branch first class trains have passed.

The registration of a train at Livingston will indicate the registration of that train at Sinks.

Northbound trains will check train register at Sinks against opposing superior trains not registered at Livingston, except when advised by train order that such trains have arrived at Sinks.

All trains using passing track at Livingston must do so under control, expecting to find cars stored on that track.

Southbound trains must approach passenger depot at Livingston under control, expecting to find northbound passenger trains transacting station business. Southbound freight trains must avoid standing between passenger depot and northbound passenger trains.

Southbound trains taking siding at Livingston will use the siding between main tracks; northbound trains taking siding will use No. 5 track.

Southbound trains may back out of siding at Kufa, first protecting as prescribed by Rule 99.

Northbound trains may back out of siding at Frantz and London, first protecting as prescribed by Rule 99.

Trains using track to Old Lily mines must leave a flagman at Frantz for protection and to note the passing of all trains.

BETWEEN CORBIN AND SINKS

NORTH BOUND

TIME TABLE No. 55 In Effect Sunday, December 17, 1916, at 12.01 a. m.		Distance between stations	Car Capacity of Pass- enger cars based on 10 feet per car.	Mileage between stations	FIRST CLASS					SECOND CLASS													
					34 Southeast- ern Exp.	24 Southeast- ern Exp.	38 Cincinnati Mail	32 Southland	22 Southland	56 C. G. D. Fast Frt.	74 Freight	42 Fast Freight	88 Local Freight	92 Local Freight	98 Local Freight	52 Live Stock Express.	84 Freight	76 Freight	44 Fast Freight	54 C. G. D. Fast Frt.	80 Freight	72 Freight	
STATIONS DOUBLE TRACK.					Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A	SINKS N	3.2		10	3.18AM	3.35AM	12.24PM	4.26PM	4.50PM		4.40AM	5.45AM	5.25AM	6.00AM	7.45AM		11.45AM	1.30PM	2.00PM	5.40PM	6.00PM	9.05PM	9.20PM
	LIVINGSTON N	3.0	65	9	3.08	3.24	12.15	4.21	4.38		4.30	5.35	5.15	5.50AM	7.30AM	9.00AM	11.35	1.20	1.50	5.30	5.50	8.55	9.10
	PERTH E	3.0	77	9	3.02	3.17	12.09	4.16	4.32		4.15	5.15	5.01			8.40	11.20	1.00	1.25	5.16	5.35	8.35	8.50
	HAZEL PATCH D E	1.6	E60 W72	5	2.57	3.11	12.03PM	4.11	4.26		4.05	5.06	4.51			8.30	11.10	12.51	1.15	5.06	5.25	8.26	8.41
	KUFA E	4.6		15	2.54	3.08	12.00M	4.08	4.23		4.00	5.01	4.46			8.25	11.05	12.46	1.10	5.01	5.20	8.21	8.36
	EAST BERNSTADT N	3.4	96	7	2.45	2.58	11.50AM	3.59	4.13		3.44	4.45	4.30			8.05	10.49	12.30	12.50	4.45	5.04	8.05	8.20
	PITTSBURG E	3.1	Brch.	8	2.41	2.54	11.45	3.55	4.08		3.34	4.35	4.22			7.25	10.39	12.20	12.40	4.38	4.54	7.55	8.10
	LONDON N C	4.7	83	13	2.36	2.47	11.38	3.49	4.01		3.25	4.26	4.14			7.15	10.30	12.11PM	12.30	4.30	4.45	7.46	8.01
	FARISTON E	2.0	24	6	2.29	2.40	11.28	3.43	3.54		3.11	4.12	4.01			6.35	10.18	11.57AM	12.10PM	4.18	4.31	7.32	7.47
	FRANTZ E	1.6	78	5	2.26	2.37	11.24	3.40	3.51		3.05	4.05	3.55			6.30	10.13	11.50	12.00M	4.13	4.25	7.25	7.40
	LILY N C E	2.9		7	2.24	2.34	11.21	3.38	3.49		3.00	4.00	3.50			6.25	10.08	11.45	11.55AM	4.08	4.20	7.20	7.35
	DORTHA E	3.2	83	8	2.20	2.30	11.15	3.34	3.44		2.50	3.40	3.40			6.15	10.00	11.35	11.45	4.00	4.10	7.10	7.25
L	CORBIN N		Yard		2.15AM	2.25AM	11.10AM	3.29PM	3.39PM		2.40AM	3.15AM	3.30AM			6.05AM	9.50AM	11.20AM	11.30AM	3.50PM	4.00PM	6.55PM	7.10PM
					Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					34	24	38	32	22		56	74	42	88	92	98	52	84	76	44	54	80	72

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.

RULES GOVERNING MOVEMENTS IN CORBIN YARDS.

Corbin Yards are under the supervision of the Cumberland Valley Division.

They are known as follows: North Yard, that portion north of the Cumberland Valley "Y" connection; Middle Yard, that portion between the Cumberland Valley "Y" connection and the Yard Office; South Yard, that portion south of the Yard Office. They extend to the yard limit boards on the converging divisions.

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

North Yard includes passenger station tracks and will be used for handling passenger trains and other business; Middle Yard will be used for freight trains arriving from the Cumberland Valley and Knoxville Divisions and freight trains departing to the Kentucky Division. Freight trains from the Knoxville Division will use the main track to North Yard and back trains into the Middle Yard tracks assigned. South Yard will be used for freight trains arriving from the Kentucky Division and freight trains departing to the Cumberland Valley and Knoxville Divisions.

Double track begins at the Yard Office and extends to the yard limit board on the Kentucky Division. If, from temporary cause, all traffic is assigned to one track, Kentucky Division train movements north of the cross-over at south end of passenger station tracks will be controlled by the Chief Train Dispatcher of that Division; other movements will be controlled by the General Yardmaster.

Cumberland Valley Division passenger trains will back in and out of the north end of passenger station tracks from and to the Cumberland Valley Division, except Nos. 11 and 29, which will back out at the south end of passenger station track and proceed via Cumberland Valley "Y."

Train crews of C. V. Division trains Nos. 22, 24, and 30, and Kentucky Division train No. 38, will handle switches to and from passenger station tracks.

ALL MAIN TRACK MOVEMENTS ARE SUBJECT TO AUTOMATIC BLOCK RULES, AS ADOPTED JULY 1, 1910, EXCEPT ON THAT PORTION OF NORTH-BOUND MAIN TRACK BETWEEN NORTH END OF MIDDLE YARD AND NORTH END OF NORTH YARD, WHICH IS NOT AUTOMATIC BLOCK TERRITORY.

Trains and engines on double track must approach the cross-overs at the north and south ends of passenger station tracks at rate of speed which will enable them to stop within range of vision, expecting to find trains crossing between double tracks and the passenger station tracks, and must stop to clear such movements unless the switches are seen to be right and the track clear.

Trains and engines must approach that part of double track between the North and South Yards, and the cross-overs in that portion of the double track under control, and stop unless signaled to proceed by the switch-tender, except that passenger engines from the south end of the passenger station yard may enter the south-bound double track on signal from switchman handling engine, but must not foul the north-bound main track without signal from switch-tender, and except that south-bound trains or engines finding Automatic Block Signal 172.1 or 172.3 (whichever governs) at "proceed" or "caution" indication may proceed without signal from switch-tender.

Second-class and inferior trains moving with the current of traffic may enter double track and proceed ahead of first-class trains upon signal to proceed from the switch-tender at the end of double track, and at the north end of the Middle Yard.

North-bound trains approaching the end of double track must see that the switches are right, and receive a signal to proceed from the switch-tender before entering the double track, except that trains finding Automatic Block Signal 172.4 at "proceed" or "caution" indication may proceed without signal from switch-tender. North-bound trains finding Automatic Block Signal 172.4 at "stop" indication may pass the signal and enter the north-bound main track on signal from switch-tender.

South-bound trains will be governed by signal from switch-tender to cross from double track to yard track at the north end of the Middle Yard, and at the end of double track.

Switch-tenders will be provided with a green flag by day and a green light by night, for signaling.

When the view is obstructed by fog or other cause, trains and engines must not exceed a speed of four miles per hour, and will use all possible precaution for safety.

SUPERIORITY OF ENGINE MOVEMENTS TO AND FROM ROUND HOUSE.

Passenger engine movements are superior to other engine movements to and from the Round House.

Engine movements from the Round House to trains are superior to engine movements from trains to the Round House, between engines in the same class of service.

SOUTH BOUND

BETWEEN MAYSVILLE AND LEXINGTON

[illegible]

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.
No. 16 is superior to No. 17.
No. 25 will take siding at Kenney for No. 12.
No. 138 is superior to No. 13.

BETWEEN LEXINGTON AND MAYSVILLE

NORTH BOUND

TIME TABLE				FIRST CLASS												SECOND CLASS					
No. 55																					
In Effect Sunday, December 17, 1916, at 12.01 a. m.																					
STATIONS				134	16	40	10	12	26	18	138	14	130			96	142	144			
				Express	Passenger	Cincinnati Express	Express	Passenger	Passenger	Passenger	Express	Mail	Passenger			Local Freight	Freight	Cincinnati Fast Freight			
				Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily ex. Sunday	Daily			Daily ex. Sunday	Daily	Daily			
MAYSVILLE	D A	Yard	15		7.30AM		9.50AM			2.05PM		8.30PM				1.00PM					
SUMMIT	E	15	13		7.20		9.40			1.54		8.20				12.35					
MARSHALL	E	20	13		7.10		9.30			1.43		8.10				12.15PM					
HELENA	E	17	9		7.02		9.21			1.32		8.01				11.50AM					
FLEMINGSBURG JCT.	D E	15	8		6.55		9.14			1.24		7.53				11.30					
NEPTON	E	12	5		6.49		9.09			1.18		7.47				11.15					
EWING	E	13	6		6.45		9.04			1.14		7.43				11.05					
COWAN	E	9	11		6.41		8.59			1.10		7.39				10.55					
PLEASANT VALLEY	E	21	8		6.33		8.50			1.01		7.30				10.35					
MYERS	E	14	17		6.23		8.40			12.54		7.28				10.20					
CARLISLE	D E	36	22		6.07		8.25			12.39		7.08				9.55 8.45 8.08 7.50					
MILLERSBURG	D E	18	17		5.49		8.08			12.22		6.51				7.30					
NEW FOREST	E	15	10		5.37		7.55			12.11		6.40				7.00AM					
PARIS	N	Yard	3	5.18AM	5.30AM	7.40AM	7.48AM	10.12AM	12.00M	12.04PM	3.12PM	6.33 6.18	10.23PM								
PARIS JUNCTION	N	Yard	7	5.15		7.37		10.09	11.57AM		3.08	6.14	10.20				7.00AM	8.05PM			
KENNEY	E	11	7	5.09		7.31		10.04	11.51		3.02	6.07	10.15				6.50	7.55			
HUTCHISON	E	33	7	5.03		7.25		9.59	11.45		2.57	5.55	10.11				6.40	7.45			
MUIR	D E	41	13	4.57		7.19		9.55	11.39		2.51	5.49	10.07				6.30	7.35			
HAMILTON	E	8	13	4.48		7.11		9.48	11.31		2.44	5.41	10.00								
WEST LEXINGTON	N	Yard		4.38		7.03		9.43	11.23		2.38	5.33	9.54				6.00AM	7.05PM			
L. LEXINGTON—Union Station	NO			4.35AM		7.00AM		9.40AM	11.20AM		2.35PM	5.30PM	9.50PM								
																	</				

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.
 No. 16 is superior to No. 17.
 No. 25 will take siding at Kenney for No. 12.
 No. 138 is superior to No. 13.

SOUTH BOUND

BETWEEN WEST LEXINGTON AND MALONEY.

NORTH BOUND

LEXINGTON & EASTERN BRANCH.

SECOND CLASS				FIRST CLASS			Minimum Time in Minutes between Stations for South- bound Freight Trains.	Numbers of Stations.	Distance from Lexington.	TIME TABLE		Distance between Stations.	Car Capacity of Pass- enger Stations, based on 40 feet per car.	Minimum Time in Minutes between Stations for North- bound Freight Trains.	FIRST CLASS				SECOND CLASS			
		65	85		5	3				1	No. 55 In Effect Sunday, December 17, 1916, at 12.01 a. m.				STATIONS	2	4	6	86	66		
		Freight	Local Freight		Passenger	Passenger				Passenger													Local Freight	Freight
		Daily	Daily ex. Sunday		Daily	Daily	Daily										Daily ex. Sunday	Daily				
		5.50PM	6.10AM					W 93	L	WEST LEXINGTON	NA	0.7	Yard				3.30PM	5.10PM				
					5.30PM	11.30AM	6.45AM	W 94		LEXINGTON, UNION STATION	NC	1.3			8.50AM	2.35PM	8.30PM					
		6.00	6.20		5.33	11.33	6.49	WL 95	1.3	EAST LEXINGTON	E	28			8.46	2.30	8.26		8.15	4.53		
		6.15	6.40		5.42	11.42	6.58	100	5.8	MONTROSE		10	18		8.37	2.20	8.17		2.55	4.35		
													12									
		6.30	7.04		5.47	11.47	7.04	103	8.6	FENWICK	E	28			8.31	2.14	8.12		2.40	4.23		
		6.45	7.22		5.52	11.52	7.09	105	10.7	AVON	E	31	8		8.27	2.09	8.08		2.25	4.15		
		7.00	7.34		5.58	11.58AM	7.15	108	13.8	WYANDOTTE	E	37	12		8.21	2.03	8.02		2.03	4.00		
													24									
		7.25PM	7.55		6.10 6.37	12.10PM	7.28	1	20.0	NORTH CABIN	E				8.07	1.50PM	7.50 7.42		1.25	3.35PM		
			8.05	2	6.40		7.30	114	20.2	NORTH WINCHESTER	D	68			8.05		7.40		12.45			
			8.55		6.47		7.40	117	23.0	MISTLETOE	E	14	12		7.57		7.33		12.30			
													15									
			9.15		6.55		7.49	121	26.7	L. & E. JUNCTION	E	38			7.49		7.25		12.10PM			
			9.40		7.08	6	8.04	127	33.8	INDIAN FIELDS	DE	60	35		7.28		7.08		11.30AM			
			10.10 10.30	36	7.25		8.20	134	40.1	CLAY CITY	NC	53	39		7.10		6.47		10.30	36		
													14									
			10.45		7.37		8.32	138	44.0	STANTON	NC	38			7.00		6.37		10.00			
			11.05		7.46		8.40	141	46.7	ROSSLYN	E	49	10		6.54		6.31		9.40			
			11.20		7.54		8.47	144	49.6	FILSON	E	36	10		6.47		6.24		9.20			
													13									
			11.45AM		8.03		8.55	147	53.2	NADA	NC	6	ARCH		6.39		6.16		9.05			
			12.01PM		8.07		8.59	149	54.8	SLADE	E	12			6.35		6.12		8.59			
			12.15		8.12		9.03	151	56.7	CAMPTON JUNCTION	NC	6	BRIDGE		6.30		6.08		8.30			
													2									
			12.30		8.15		9.05	151a	57.0	NATURAL BRIDGE	E	14			6.28		6.06		8.25			
			12.40		8.18		9.08	152	58.0	GLENCAIRN	E	38	5		6.25		6.03		8.15			
			1.00		8.27		9.17	156	61.7	TORRENT	NCE	34	13		6.17		5.55		7.55			
													25									
			1.25		8.40		9.30	161	66.8	FINCASTLE	E	32			6.04		5.43		7.30			
			1.50PM		8.55PM		9.45AM	167	72.5	A MALONEY	NCL	20	30		5.50AM		5.30PM		7.10AM			
		Daily 65	Daily ex. Sunday 85		Daily 5	Daily 3	Daily 1								Daily 2	Daily 4	Daily 6		Daily ex. Sunday 86	Daily 66		

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

WINCHESTER BRANCH.

SECOND CLASS					FIRST CLASS			Minimum Time in Minutes bet. Stations in North-bound Freight Trains. Maximum Time in Minutes bet. Stations in South-bound Freight Trains. Numbers of Stations. Distance from Cleveland.		TIME TABLE		Distance between Stations. Car Capacity of Passenger Seating based on 40 feet per car.		FIRST CLASS			SECOND CLASS				
67 Freight	65 Freight	63 Freight	189 Local Freight	61 Freight	151 Mixed	3 Passenger	No. 55 In Effect Sunday, December 17, 1916, at 12.01 a. m.			150 Mixed	4 Passenger			62 Freight	64 Freight	66 Freight	188 Local Freight	68 Freight			
Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily	Daily	STATIONS			Daily	Daily			Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily		
10.55PM	7.40PM	10.00AM	8.45AM	6.00AM	6.47PM	12.37PM	L.....PATIO.....N..A	100	25	7.50AM	1.41PM	2.55AM	11.35AM	3.20PM	5.50PM	6.30PM					
11.30PM	8.15	10.45	9.20	6.35	7.05	12.55	AGAWAM.....E.	58	30	7.30	1.24	2.20	10.45	2.40	5.05	5.50					
12.05PM	8.55	11.15	10.05	7.10	7.25	1.11	SLOAN.....N.	65	32	7.10	1.11	1.45	10.05	2.05	4.30	5.15					
12.40	9.30	11.45AM	10.35	7.50	7.50	1.27	FRIEND.....E.	65	34	6.55	12.58	1.10	9.40	1.27	3.55	4.40					
12.55	9.50	12.05PM	10.55	8.10	8.00	1.37	CALLA.....E.	65	36	6.40	12.42	12.55	9.25	1.05	3.40	4.20					
					8.10	1.46	IRVINE.....	65	38	6.30	12.34										
1.25AM	10.10PM	12.30PM	11.15AM	8.30AM	8.15PM	1.50PM	A.....RAVENNA.....N..L	Yard		6.25AM	12.30PM	12.25AM	9.05AM	12.45PM	3.20PM	4.00PM					
Daily 67	Daily 65	Daily 63	Daily ex. Sunday 189	Daily 61	Daily 151	Daily 3				Daily 150	Daily 4	Daily 62	Daily 64	Daily 66	Daily ex. Sunday 188	Daily 68					

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. When Winchester Branch second class and inferior trains meet at Patio, either by time table or train order, the south-bound train will take siding.

NORTH BOUND

ROWLAND BRANCH.

[illegible]

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.
No. 28 is superior to No. 27.