

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

The Cincinnati, New Orleans & Texas
Pacific Railway Company

TIME TABLE No.

23

Effective 12:01 P. M. (Central Time)

SUNDAY, JULY 27, 1947

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

J. T. MOON - - - - - General Manager
W. W. SIMPSON - - General Superintendent Transportation
W. H. OGLESBY - - - - - Superintendent
R. C. WILSON - - - - - Assistant Superintendent

CINCINNATI AND DANVILLE—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 23 JULY 27, 1947	FIRST CLASS					SECOND CLASS				THIRD CLASS	
			3	15	43	123	1	27	51	59	55	53	61
			Daily	Daily	Daily	Daily Louisville Div.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		STATIONS	A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
C1	0.0	X..CINCINNATI ..N	8 10 ⁵⁹	7 00 ⁶¹	.....	.....	8 15	8 25	2 00	8 30 ³	1 00	6 15	7 15 ¹⁵
0	3.0	WCTXO LUDLOW ...	f 8 14	s 7 05	6 05 ⁵³	.....	s 8 19	8 29	2 05	8 35	1 05	6 20 ⁴³	7 20
7	9.8	WX..ERLANGER ...P	8 30	s 7 22	6 21	.....	8 35	8 45	2 30	9 00	1 35	6 45	7 45
11	13.5	.....^{8.7} DEVON .....P	8 35	f 7 27	6 26	.....	8 40	8 50	2 35	9 05	1 40	6 50	7 50
14	16.8	.....^{8.8} RICHWOOD ...P	8 39	f 7 31	6 30	.....	8 44	8 54	2 40	9 09	1 44	6 54	7 55
18	20.6	.....^{8.9} WALTON .....P	8 43	f 7 36	6 35	.....	8 49	8 59	2 45	9 14	1 50	7 00	8 10
21	24.0	.....^{8.4} BRACHT .....P	8 47	f 7 41	6 39	.....	8 53	9 03	2 49	9 18	1 54	7 04	8 15
25	27.5	.....^{8.5} CRITTENDEN ..P	8 51	f 7 45	6 44	.....	8 57	9 07	2 53	9 22	1 58	7 08	8 25
28	30.6	.....^{3.1} SHERMAN ...P	8 55	f 7 51	6 48	.....	9 01	9 11	2 57	9 26	2 02	7 12	8 32
32	34.3	.....^{3.7} DRY RIDGE.	8 59	s 7 58	6 52	.....	9 06	9 16	3 02	9 31	2 07	7 17	8 40
35	38.1	WY WILLIAMSTOWN D	9 03 ⁶¹	s 8 10	f 6 57	.....	f 9 11	9 21	3 07	9 36	2 15	7 25	9 03 ³
40	42.5	.....^{4.4} MASON .....P	.....	f 8 15	7 02	.....	.....	.....	.....	.....	.....	.....	.....
44	46.6	.....^{4.1} BLANCHET .....P	9 12	f 8 20	7 07	.....	9 20	9 30	3 18	9 46	2 30	7 40	9 30
...	50.1	.....^{3.5} ROHAN .....P	9 16	8 26	7 11	.....	9 24	9 34	3 22	9 50 ⁶¹	2 34	7 44	9 50 ⁵⁹
49	52.1	.....^{2.0} HINTON .....P	.....	s 8 30	7 14	.....	.....	.....	.....	.....	.....	.....	.....
54	56.9	.....^{4.8} SADIEVILLE ...P	9 24	s 8 37	7 20	.....	9 32	9 42	3 30	9 58	2 42	7 52	10 15
...	59.5	.....^{2.6} LACMOORE ...P	9 27	8 42	7 23	.....	9 35	9 45	3 34	10 01	2 45	7 55	10 20
60	63.2	.....^{3.7} ROGERS GAP ..P	9 31	f 8 47	7 27	.....	9 39	9 49	3 39	10 05	2 49	7 59	10 25
63	65.5	.....^{2.3} DELAPLAIN ...P	.....	f 8 51	.....	.....	.....	.....	.....	.....	.....	.....	.....
67	70.2	WX GEORGETOWN .P	m 9 39	s 9 00	f 7 36	.....	f 9 47	9 57	3 49	10 15	3 00	8 09	11 00
71	74.3	.....^{4.1} DONERAIL ....P	9 44	f 9 06	7 42	.....	9 52	10 02	3 56	10 22	3 06	8 15	11 08
74	77.4	.....^{3.1} GREENDALE	9 48	f 9 11	7 46	.....	9 56	10 06	4 01	10 27	3 11	8 20	11 15
79	81.8	WCTX LEXINGTON N	s 9 53	s 9 17	s 7 51	.....	s 10 01	s 10 12	4 10	10 35	3 30	8 30	11 40
85	88.0	.....^{6.2} BRANNON ....P	10 00	f 9 35	8 00	.....	10 10	10 25	4 25	10 45	3 45	8 45	11 55
91	93.4	.....^{5.4} NICHOLASVILLE ...	10 14	s 9 52	d 8 17	.....	10 25	d 10 40	4 31	10 51	3 51	8 51	12 10 PM
96	98.5	.....^{5.1} WILMORE ....P	10 19	s 10 00	d 8 25	.....	10 30	d 10 47	4 37	10 58	3 58	8 58	12 25
100	103.2	.....^{4.7} HIGH BRIDGE ..P	10 24	f 10 08	8 32	.....	10 35	10 55	4 43	11 03	4 04	9 03	12 35
106	108.9	.....^{5.7} BURGIN .....P	10 30	s 10 18	j 8 40	P. M.	10 42	11 04	4 55	11 14	4 15	9 13	1 00
110	113.2	.....^{4.3} S. J. TOWER ..N	10 35	10 24	8 45	10 15	10 47	11 08	5 01	11 20	4 20	9 18	1 10
114	116.5	WICYXO DANVILLE N	s 10 40 ¹⁵	s 10 30 ³	s 8 50	10 25	s 10 55	s 11 15	5 15	11 35	4 30	9 30	1 30
		Ar.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		(C. N. O. & T. P.)	3	15	43	123	1	27	51	59	55	53	61

DANVILLE AND CINCINNATI—NORTHBOUND

Capacity of tracks based on 50 feet per car. Other Tracks Slidings		TIME TABLE No. 23 JULY 27, 1947	FIRST CLASS						SECOND CLASS				THIRD CLASS
			28 Daily	2 Daily	44 Daily	124 Daily Louisville Div.	16 Daily	4 Daily	52 Daily	56 Daily	54 Daily	50 Daily	62 Ex. Sun.
		STATIONS	Ar										
		X.. CINCINNATI .. N	6 00	6 55	.....	.....	5 25	8 55	4 30	10 10	6 45	9 20	1 30
Yard		WCTXO LUDLOW ...	5 50	s 6 45	8 40	.....	s 5 20	y 8 45	4 20	9 57	6 25	9 10	1 15
Yard	N 56 S 58	WX. ERLANGER ... P	5 41	6 36	8 31	.....	s 5 10	8 36	4 05	9 42	6 10	8 55	12 55
5		^{3.7} DEVON ... P	5 36	6 31	8 26	.....	f 5 01	8 31	4 00	9 37	6 03	8 50	12 45
8		^{3.3} RICHWOOD ... P	5 32	6 27	8 22	.....	f 4 56	8 27	3 55	9 32	5 58	8 45	12 40
28		^{3.8} WALTON ... P	5 27	6 22	8 18	.....	f 4 50	8 22	3 50	9 27	5 50	8 40	12 35
	N 84 S 84	^{3.4} BRACHT ... P	5 23	6 18	8 14	.....	f 4 45	8 18	3 45	9 22	5 43	8 35	12 30
21		^{3.5} CRITTENDEN ... P	5 19	6 14	8 10	.....	f 4 40	8 14	3 41	9 18	5 37	8 31	12 20
9		^{3.1} SHERMAN ... P	5 15	6 10	8 06	.....	s 4 35	8 10	3 37	9 14	5 30	8 27	12 15
33	S 53	^{3.7} DRY RIDGE ...	5 10	6 05	8 02	.....	s 4 27	8 05	3 32	9 09	5 23	8 22	12 10
89	N 67 S 90	^{3.8} WYLLIAMSTOWN.D	5 05	f 6 00	f 7 57	.....	s 4 20	8 00	3 27	9 04	5 15	8 17	12 01 PM
9		^{4.4} MASON ... P	5 00	5 55	7 52	.....	f 4 11	7 55	3 22	8 59	5 02	8 12	11 25
9		^{4.1} BLANCHET ...	4 55	5 50	7 47	.....	f 4 05	7 50	3 17	8 54	4 55	8 07	11 20
	N 83 S 91	^{3.5} ROHAN ... P	4 51	5 46	7 43	.....	3 58	7 46	3 13	8 50	4 50	8 03	11 15
4		^{2.0} HINTON ...	4 48	5 43	7 40	.....	f 3 55	7 43	.....	.....	.....	.....	11 10
42		^{4.8} SADIEVILLE ... P	4 41	5 36	7 33	.....	s 3 48	7 36	3 03	8 38	4 37	7 53	11 00
	N 83 S 89	^{2.6} LACYMOORE ... P	4 38	5 33	7 29	.....	3 44	7 33	3 00	8 35	4 32	7 50	10 45
8		^{3.7} ROGERS GAP ... P	4 34	5 29	7 25	.....	f 3 40	7 29	2 55	8 30	4 25	7 45	10 40
10		^{2.3} DELAPLAIN ... P	.....	.....	.....	.....	f 3 35	.....	.....	.....	.....	.....	.....
Yard	N 84 S 111	^{4.7} WXGEORGETOWN .P	4 25	s 5 20	s 7 15	.....	s 3 28	7 20	2 45	8 18	4 10	7 35	10 30
9		^{4.1} DONERAIL ... P	4 20	5 15	7 10	.....	f 3 20	7 15	2 38	8 12	4 00	7 28	9 55
14		^{3.1} GREENDALE ...	4 16	5 11	7 06	.....	f 3 16	7 11	2 34	8 08	3 55	7 24	9 50
Yard	N 88 S 90	^{4.4} WCTX LEXINGTON .N	{ 4 10	{ 5 05	s { 7 00	.....	{ 3 10	{ 7 05	2 26	8 00	3 45	7 16	9 40
11	N 94 S 118	^{6.2} BRANNON ... P	s { 4 03	s { 4 57	s { 6 55	.....	s { 3 03	s { 6 55	2 15	7 45	3 20	7 05	9 15
118		^{6.4} NICHOLASVILLE ...	3 47	a 4 42	a 6 40	.....	s 2 47	6 41	2 05	7 35	3 05	6 55	9 00
40	N 86 S 92	^{5.1} WILMORE ... P	3 39	a 4 34	a 6 30	.....	s 2 38	6 34	1 56	7 26	2 52	6 46	8 40
107		^{4.7} HIGHBRIDGE ... P	3 32	4 27	6 22	.....	f 2 30	6 27	1 48	7 18	2 42	6 38	8 20
82	N 80 S 90	^{5.7} BURGIN ... P	3 25	4 20	j 6 15	A. M.	s 2 22	6 20	1 40	7 10	2 32	6 30	8 10
	N 161	^{4.3} S. J. TOWER ... N	3 20	4 15	6 10	4 36	2 15	6 15	1 35	7 05	2 25	6 25	8 00
Yard		^{3.3} WCYXO DANVILLE .N	3 15	4 10	6 05	4 30	2 10 ⁵⁴	6 10 ⁵⁰	1 30	7 00	2 20 ¹⁶	6 20 ⁴	7 50
		Lv	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		(C. N. O. & T. P.)	28	2	44	124	16	4	52	56	54	50	62

DANVILLE AND OAKDALE—SOUTHBOUND

Station No.	Distance from Charlotte	TIME TABLE No. 23 JULY 27, 1947	FIRST CLASS					SECOND CLASS				THIRD CLASS
			3 Daily	15 Daily	43 Daily	1 Daily	27 Daily	51 Daily	59 Daily	55 Daily	53 Daily	63 Ex. Sun.
		STATIONS	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
		Lv.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
114	116.5	WCOXO. DANVILLE. N	10 45	10 50	8 55	11 10	11 30	5 45	12 01	5 00	9 50	5 00
118	120.8	4.3 .. JUNCTION CITY. N	10 52	s11 00	9 03	s11 20	11 38	5 55	12 10	5 15	10 02	5 15
124	126.6	5.8 MORELAND... P	10 59	s11 10	9 11	11 29	11 46	6 03	12 18	5 24	10 11	5 35
129	131.5	4.9 McKINNEY... P	11 04	s11 17	f 9 17	11 35	11 52	6 10	12 25	5 31	10 18	5 50
133	135.6	4.1 ... SOUTH FORK... P	11 09	f11 23	9 23	11 40	11 58	6 16	12 32	5 38	10 25	6 00
136	139.2	3.6 WKINGS MOUNTAIN N	11 17	s11 33	9 30	11 48	12 06 AM	6 27 63	12 43	5 50	10 37	6 27 51
143	146.0	6.8 EUBANK... P	11 26	s11 45	9 40	11 58	12 16	6 37	12 53	6 00	10 47	6 47
151	153.5	7.5 ... SCIENCE HILL. P	11 34	s11 55	9 49	12 07 AM	12 25	6 46	1 02	6 10	10 57	7 00
158	160.9	7.4 WCTX SOMERSET. N	s11 44	{s12 05 PM	{s9 59	{s12 17	{s12 35	6 58	1 14	6 23	11 10	7 15
163	166.4	5.5 ... U. S. JUNCTION. N	11 50	{12 15	{10 10	{12 30	{12 45	7 09	1 25	6 45	11 30 52	7 30
165	168.1	1.7 W... BURNSIDE... P	12 03 PM	s12 35	f10 25	12 44	12 59	7 13	1 29	6 50	11 35	7 35
167	170.0	1.9 TATEVILLE... P	12 08	f12 40	10 30	12 49	1 05	7 18	1 34	6 55	11 40	7 40
170	172.9	2.9 .. SLOAN'S VALLEY P	12 13 16	f12 45	10 35	12 54	1 10	7 23	1 39	7 00	11 45	7 47
174	177.6	4.7 K. D. TOWER. N	12 22	12 54	10 45 52	1 04 28	1 19 28	7 37	1 53	7 15	11 59	8 05
176	179.0	1.4 GREENWOOD... P	12 25	f12 57	10 48	1 07	1 22	7 40	1 56	7 18	12 02 AM	8 10
.....	182.0	3.0 G. B. TOWER... P	12 30	1 03	10 53	1 13	1 28	7 48	2 04	7 26	12 10	8 21
.....	185.2	3.2 F. R. TOWER... N	12 35	1 08	10 58	1 18	1 33	7 55	2 11	7 33	12 17	8 30
190	192.4	7.2 WCX. STEARNS... P	s12 45	s 1 20	f11 10	f 1 28	f 1 48	8 06	2 22	7 50	12 35	8 50
194	196.6	4.2 Y... PINE KNOT... P	12 52	s 1 30	11 20	1 34	1 56	8 16	2 32	8 00	12 45	9 00
201	203.6	7.0 W... WINFIELD... P	1 00	f 1 40	P. M.	1 42	2 04	8 25	2 41	8 08	12 53	9 15
207	209.5	5.9 YX... ONEIDA... P	s 1 09	s 1 50	.....	f 1 50	2 14	8 37	2 53	8 20	1 05	9 35
212	215.1	5.6 YX HELENWOOD... P	1 17	s 2 00	.....	2 00	2 24	8 49	3 05	8 30	1 15	9 47
216	218.7	3.6 NEW RIVER... P	1 22	s 2 05	.....	2 05	2 29	8 55	3 11	8 36	1 21	10 00
.....	219.2	0.5 BRIDGE JCT. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	220.8	1.6 TUNNEL JCT. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	221.5	0.7 R. O. TOWER... N	1 29	2 13	.....	2 13	2 37	9 05	3 20	8 46	1 31	10 10
223	225.9	4.4 W.. GLEN MARY... P	1 34	f 2 24	.....	2 20	2 45	9 15	3 30	8 55	1 39	10 25
229	231.7	5.8 SUNBRIGHT... P	1 43	s 2 34	.....	2 29	2 53	9 27	3 42	9 07	1 51	10 40
232	234.9	3.2 .. PILOT MOUNTAIN. P	1 47	f 2 39	.....	2 34	2 58	9 32	3 47	9 12	1 56	10 48
238	241.1	3.2 WX.. LANCING... P	1 55	s 2 50	.....	2 42	3 07	9 44	3 59	9 25	2 07	11 05
.....	244.4	3.3 G. W. TOWER... N	2 00	2 55	.....	2 47	3 12	9 50	4 05	9 31	2 13	11 15
243	246.1	1.7 NEMO... P	2 03	f 2 58	.....	2 50	3 15	9 54	4 09	9 35	2 17	11 25
248	251.2	5.1 CAMP AUSTIN... P	2 09	f 3 05	.....	2 57	3 22	10 03	4 18	9 45	2 25	11 40
.....	253.4	2.2 G. F. TOWER... N	2 12	3 08	.....	3 00	3 25	.....	.....	.....	.....	.....
251	254.4	1.0 WCTX. OAKDALE... P	s 2 15	s 3 10	.....	s 3 05	s 3 35	10 15	4 30	10 00	2 35	12 15
		Ar.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		(C. N. O. & T. P.)	3	15	43	1	27	51	59	55	53	63

OAKDALE AND DANVILLE—NORTHBOUND

Capacity of tracks based on 50 feet per car.		TIME TABLE No. 23 JULY 27, 1947		FIRST CLASS					SECOND CLASS				THIRD CLASS
Other Tracks	Sidings	STATIONS	2 Daily	44 Daily	16 Daily	4 Daily	28 Daily	56 Daily	54 Daily	50 Daily	52 Daily	64 Ex. Sun.	
		Ar.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
Yard		WCYXO DANVILLE N	s 4 05	s 6 00	s 2 10	s 6 05	s 3 05	6 30	1 30	5 40	12 50	1 15	
75	N 39	JUNCTION CITY N	3 55	f 5 50	s 2 00	s 5 55	2 58	6 10	1 15	5 25	12 35	1 00	
51		MORELAND P	3 47	f 5 40	s 1 50	5 45	2 51	6 00	1 05	5 15	12 26	12 45	
29	N 83	McKINNEY P	3 39	f 5 31	s 1 43	5 38	2 44	5 52	12 57	5 07	12 18	12 30	
9		SOUTH FORK P	3 33	5 26	f 1 36	5 32	2 38	5 46	12 50	5 01	12 12	12 22	
10	N 80 S 72	WKINGS MOUNTAIN N	3 27	5 20	s 1 30	5 26	2 32	5 40	12 43	4 55	12 06 AM	12 15 PM	
29		EUBANK P	3 18	5 11	s 1 18	5 16	2 22	5 30	12 25	4 46	11 50	11 55	
28	N 61	SCIENCE HILL P	3 10	5 02	s 1 05	5 07	2 12	5 20	12 10 PM	4 37	11 40	11 35	
Yard		WCTX SOMERSET N	s 2 55	s 4 45	s 12 50	s 4 50	s 1 55	5 00	11 45	4 17	11 19	11 10	
		U. S. JUNCTION N	s 2 46	s 4 35	s 12 40	s 4 39	s 1 50	4 46	11 25	4 05	11 07 53	10 40	
72		W. BURNSIDE P	f 2 33	s 4 20	s 12 23	4 26	1 37	4 41	11 19	4 01	11 03	10 35	
30	N 75 S 75	TATEVILLE P	2 30	4 17	f 12 18	4 23	1 34	4 38	11 16	3 58	11 00	10 25	
9	57	SLOAN'S VALLEY P	2 26	4 13	f 12 13 3 PM	4 19	1 27	4 33	11 11	3 53	10 55	10 20	
2		K. D TOWER N	2 18	4 05	11 58	4 11	1 19 27 1	4 23	11 01	3 43	10 45 43	10 10	
24		GREENWOOD P	2 16	4 03	f 11 55	4 09	1 17	4 21	10 58	3 41	10 41	10 08	
11	S 37	C. B. TOWER P	2 12	3 59	11 48	4 05	1 13	4 16	10 52	3 36	10 36	10 02	
29	N 1-90 N 2-48 S 36	F. R. TOWER N	2 07	3 54	11 43	4 00	1 08	4 10	10 45	3 30	10 30	9 55	
Yard	S 109	WCX STEARNS P	f 1 58	s 3 39	s 11 30	s 3 45	f 12 53	3 52	10 30	3 18	10 18	9 40	
80	88	Y. PINE KNOT P	1 52	3 32 56	s 11 20	3 38	12 46	3 44 44	10 15	3 09	10 09	9 15	
40	88	W. WINFIELD P	1 44	A. M.	f 11 10	3 30	12 38	3 35	10 05	3 00	10 00	9 00	
Yard		YX. ONEIDA P	f 1 36		s 11 00	s 3 20	s 12 28	3 25	9 50	2 50	9 50	8 45	
90	N 52 S 74	YX HELENWOOD P	1 28		s 10 48	3 10	12 16	3 03	9 35	2 38	9 38	7 40	
43		NEW RIVER	1 21		s 10 40	3 03	12 09	2 43	9 22	2 28	9 28	7 20	
		BRIDGE JCT.											
		TUNNEL JCT.											
	N 56 S 84	R. O. TOWER N	1 15		10 33	2 57	12 03 AM	2 37	9 16	2 22	9 22	7 00	
26	S 94	W. GLEN MARY P	1 08		f 10 23	2 50	11 55	2 29	9 08	2 14	9 14	6 45	
42	N 79	SUNBRIGHT P	1 00		s 10 14	2 42	11 47	2 20	8 58	2 05	9 05	6 30	
7	S 121	PILOT MOUNTAIN P	12 55		f 10 07	2 36	11 41	2 13	8 50	1 58	8 58	6 15	
60	N 119	WX. LANCING P	12 45		s 9 57	2 26	11 31	2 00	8 35	1 45	8 45	6 00	
		G. W. TOWER N	12 37		9 47	2 17	11 22	1 48	8 18	1 33	8 33	5 35	
4		NEMO P	12 33		f 9 43	2 13	11 18	1 43	8 13	1 28	8 28	5 30	
13		CAMP AUSTIN P	12 26		f 9 36	2 06	11 11	1 35	8 05	1 20	8 20	5 20	
		G. F. TOWER N	12 23		9 33	2 03	11 08						
ard		WCTX OAKDALE	12 20		9 30	2 00	11 05	1 30	8 00	1 15	8 15	5 15	
		Lv.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
		(C. N. O. & T. P.)	2	44	16	4	28	56	54	50	52	64	

OAKDALE AND CHATTANOOGA—SOUTHBOUND

Station No.	Distance from Cincinnati	TIME TABLE No. 23 JULY 27, 1947	FIRST CLASS					SECOND CLASS				THIRD CLASS	
			1 Daily	127 Daily Knoxville Division	3 Daily		15 Daily	101 Daily Knoxville Division	53 Daily	55 Daily	51 Daily	59 Daily	67 Ex. Sun.
STATIONS			A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.
251	254.4	WCTX. OAKDALE ... P	3 10 ⁵³	3 45	2 20	.....	3 15	4 05	3 20 ¹	6 30	11 00	5 00	5 00
....	254.8	..... TUNNEL 25	3 11	3 46	2 21	.....	3 16	4 06	3 21	6 31	11 01	5 01	5 01
....	255.4	..... TUNNEL 26	3 12	3 47	2 22	.....	3 17	4 07	3 22	6 32	11 02	5 02	5 02
255	258.3	..... HARRIMAN ... N	h 3 16	3 52	h 2 26	.....	f 3 22	4 12	3 28	6 38	11 08	5 08	5 15
258	260.5	X.. EMORY GAP .. P	3 20	A. M.	2 30	.....	s 3 27	P. M.	3 36	6 46	11 15	5 15	5 30
259	261.4	.... E. G. TOWER .. P	3 21	.....	2 31	.....	3 28	.....	3 37	6 47 ⁵⁴	11 16	5 16	5 31
261	263.9	.... CARDIFF ... P	3 25	.....	2 34	.....	f 3 32	.....	3 41	6 51	11 20	5 20	5 35
265	267.7	X... ROCKWOOD .. N	s 3 32	.....	h 2 40	.....	s 3 40	.....	3 51	7 05	11 30	5 30	6 35 ⁵⁴
270	273.1	.... GLEN ALICE .. P	3 40	.....	2 47	.....	f 3 47	.....	3 59	7 13	11 37	5 37	6 45
273	276.1	W... RODDY ... P	3 44	.....	2 51	.....	f 3 51	.....	4 04	7 18	11 42	5 42	6 50
277	280.5	.... LORRAINE ... P	3 49	.....	2 56	.....	f 3 57	.....	4 11	7 27	11 54 ⁵⁰	5 49	6 57
280	283.8	X.. SPRING CITY PD	h 3 53	.....	h 3 00	.....	s 4 03	.....	4 17	7 35	12 01 ^{PM}	5 55	7 25
285	287.7	.... PENNINE ... P	4 00	.....	3 07	.....	f 4 10	.....	4 27	7 45	12 09	6 03	7 35
291	293.6	WX EVENSVILLE .. N	4 07	.....	3 14	.....	f 4 18	.....	4 37	8 15 ^{16 67 68}	12 17	6 11	8 15 ^{16 68}
297	300.1	.... DAYTON ... P	h 4 15	.....	h 3 21	.....	s 4 28	.....	4 47	8 25	12 25	6 27 ⁵²	8 45
302	305.1	.... GRAYSVILLE .. P	4 23	.....	3 29	.....	f 4 36	.....	4 57	8 35	12 35	6 40	9 00
305	307.6	... COULTERVILLE . P	4 26	.....	3 32	.....	f 4 40	.....	5 01	8 39	12 47 ⁴	6 43	9 05
307	309.7	.... SALE CREEK .. P	4 29	.....	3 35	.....	f 4 43	.....	5 15 ⁵⁴	8 42	12 50	6 46	9 10
310	312.7	.... BAKEWELL ... P	4 32	.....	3 38	.....	f 4 47	.....	5 20	8 46	12 54	6 50	9 15
314	317.1	.... RATHBURN ... P	4 37	.....	3 43	.....	s 4 54	.....	5 28	8 52	1 00	6 56	9 35
318	321.2	X... DAISY ... NC	.....	.....	.....	.....	s 5 04	.....	.....	.....	.....	.....	.....
319	322.3	W... MONTLAKE ... P	4 43 ⁵⁴	.....	3 49	.....	5 08	.....	5 38	9 01	1 09	7 05	10 00
322	324.6	... CAVE SPRINGS . P	4 48	.....	3 53	.....	f 5 12	.....	5 43 ⁶⁸	9 05	1 14	7 10	10 05
326	328.7	.... HIXON ... P	4 54	.....	3 59	.....	s 5 18	.....	5 52	9 13	1 21	7 17	10 20 ⁵⁰
328	331.2	WX TENBRIDGE ... P	4 57	.....	4 02	.....	5 21	.....	5 57	9 17	1 25	7 21	10 25
331	333.7	X... BOYCE ... D	5 02 ⁶⁸	.....	4 07	.....	f 5 27 ⁵²	.....	6 05	9 25	1 32	7 28	10 45
....	335.9	WCTX. CITICO ... N	5 05	.....	4 10	.....	5 30	.....	6 20	9 45	1 45	7 45	11 00
335	338.0	XO CHATTANOOGA N	5 20	.....	4 20	.....	5 40	.....	.....	.....	.....	.....	.....
		Ar.	A. M.	.....	P. M.	.....	P. M.	.....	A. M.	A. M.	P. M.	P. M.	A. M.
			Daily	Daily	Daily	.....	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			1	127	3	.....	15	101	53	55	51	59	67

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

CHATTANOOGA AND OAKDALE—NORTHBOUND

7

Capacity of tracks based on 50 feet per car.		TIME TABLE No. 23 JULY 27, 1947		FIRST CLASS					SECOND CLASS				THIRD CLASS
Other Tracks	Sidings	STATIONS	16 Daily	102 Daily Knoxville Div.	4 Daily	128 Daily Knoxville Div.	2 Daily	54 Daily	50 Daily	52 Daily	56 Daily	68 Ex. Sun.	
		Ar.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
Yard		WCTX OAKDALE ..P	s 9 20	11 10	s 1 55	10 50	s 12 15	7 15	12 45	7 45	1 00	10 45	
		0.4 TUNNEL 25	9 18	11 00	1 53	10 45	12 10	7 01	12 36	7 39	12 52	10 26	
		0.6 TUNNEL 26	9 17	10 59	1 52	10 44	12 09	7 00	12 35	7 38	12 51	10 25	
43		2.9 HARRIMAN ...N	f 9 12	10 55	1 48	10 40	12 06	6 55	12 30	7 33	12 46	10 20	
		2.2											
52		X.. EMORY GAP ..P	s 9 07	A. M.	1 45	P. M.	12 03	6 48	12 23	7 26	12 39	10 10	
		0.9 E. G. TOWER ..P	9 05		1 44		12 02 ^{AM}	6 47 ⁵⁵	12 22	7 25	12 38	9 55	
		2.5											
16	62	.... CARDIFF ...P	f 9 01		1 41		11 59	6 43	12 19	7 22	12 35	9 50
		3.8											
Yard	111	X.. ROCKWOOD ..N	s 8 55		c 1 36		s 11 52	6 35 ⁶⁷	12 13	7 16	12 29	9 35	
		5.4											
12	56	.... GLEN ALICE ..P	f 8 45		1 30		11 45	6 26	12 05	7 08	12 21	9 17
		2.9											
12	95	W.... RODDY. ....P	f 8 40		1 26		11 42	6 22	12 01 ^{PM}	7 04	12 17	9 12	
		4.5											
7	55	.... LORRAINE ...P	f 8 35		1 21		11 37	6 15	11 54 ⁵¹	6 58	12 11	9 06
		2.8											
Yard	115	X.. SPRING CITY.PD	s 8 30		1 17		f 11 32	6 10	11 50	6 54	12 07 ^{AM}	9 00	
		4.4											
11	95	.... PENNINE ...P	f 8 22		1 12		11 25	6 00	11 40	6 44	11 57	8 35
		5.9											
33	N 85 S 98	WX. EVANSVILLE..N	f 8 15		1 05		11 18	5 50	11 30	6 35	11 48	8 15 ^{55 67 16}	
		6.5											
174	116	.... DAYTON ...P	s 8 07		12 58		f 11 10	5 35	11 15	6 27 ⁵⁹	11 40	7 50
		5.0											
40	62	.... GRAYSVILLE ..P	f 7 57		12 50		11 03	5 23	11 02	6 15	11 31	7 00
		2.5											
	95	.... COULTERVILLE .P	f 7 53		12 47 ⁵¹		11 00	5 18	10 57	6 12	11 28	6 50
		2.1											
61	67	.... SALE CREEK ..P	f 7 50		12 44		10 57	5 15 ⁵³	10 54	6 09	11 25	6 45
		3.0											
12	99	.... BAKEWELL ...P	f 7 46		12 41		10 54	5 10	10 50	6 05	11 21	6 40
		4.4											
25	99	.... RATHBURN ...P	s 7 41		12 36		10 49	5 00	10 45	6 00	11 15	6 30
		4.1											
12		X.... DAISY ....NC	s 7 36										
		1.1											
25	N 83 S 99	W.... MONTLAKE...P	7 33		12 30		10 43	4 43 ¹	10 31	5 48	11 01	5 55	
		2.3											
	101	.... CAVE SPRINGS .P	f 7 29		12 26		10 39	4 28	10 26	5 43	10 56	5 43 ⁵³
		4.1											
4	92	.... HIXON .....P	f 7 22		12 20		10 33	4 21	10 20 ⁶⁷	5 37	10 50	5 28
		2.5											
39	68	X... TENBRIDGE ..P	7 19		12 17		10 30	4 17	10 17	5 34	10 47	5 23	
		2.5											
174	N 27	X.... BOYCE. ....D	f 7 14		12 13		10 25	4 10	10 10	5 27 ¹⁵	10 40	5 15 ¹	
		2.2											
Yard		WCTX CITICO.....N	7 10		12 10		10 20 ⁵⁶	4 00	10 00	5 15	10 30 ²	5 00	
		2.1											
Yard		XO CHATTANOOGA.N	7 05		12 01		10 15						
		2.1											
		Lv.	A. M.		P. M.		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
			16	102	4	128	2	54	50	52	56	68	

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

SPECIAL INSTRUCTIONS—Consult Bulletin Boards and Special Order Books Daily

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

SPECIAL INSTRUCTIONS

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

2. ADDITIONAL CLEARANCE CARD STATIONS (Rules 4, 84, 1141 and 1301)

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

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS (Rules 111, 1142, 1302 and 1387)

Cincinnati— Union Terminal Station, Yard Office, Ludlow—Engine House, Lexington, Danville—Yard Office, Engine House,	Somerset, Ferguson Shops, Oakdale— "GF" Tower, Engine House, Passenger Station,	Citico— Yard Office, Engine House, Chattanooga— Terminal Station.
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4. TRAIN REGISTERS (Rules 83, 84 and 1143)

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

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

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

5. STANDARD CLOCKS (Rule 3)

Cincinnati— Union Terminal Station, Yard Office, Ludlow Engine House, Lexington,	Danville— "DV" Tower, Somerset, Oakdale— "GF" Tower,	Citico, Chattanooga— Terminal Station.
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6. RAILROAD CROSSINGS AT GRADE—INTERLOCKED (Rules 98 and 601a to 671)

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

7. DRAW BRIDGES (Rules 98 and 601a to 671)

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

8. JUNCTIONS (Rules 98 and 601a to 671)

Interlocked—

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

Not Interlocked—

Lexington—Louisville Division.

9. INTERLOCKING SIGNALS (Rules 601a to 671)

"MS" Tower—North End Ludlow Yard.
Danville "DV" Tower—Cross-over Switches.
South Fork—Double Track Junction.
Kings Mountain—Double Track Junction.
"US" Junction—Double Track Junction.
"KD" Tower—Double Track Junction.
"CB" Tower—Double Track Junction.
"FR" Tower—Double Track Junction.
New River—Double Track Junction.
Bridge Junction—Double Track Junction.
Tunnel Junction—Double Track Junction.
"RO" Tower—Double Track Junction.
"CW" Tower—Double Track Junction.
Nemo—Double Track Junction.
"GF" Tower—Cross-over Switches.

North End Tunnel 25—Double Track Junction.
South End Tunnel 26—Double Track Junction.
Citico—Yard Switches.
Chattanooga (Terminal Station)—All Tracks.

10. AUTOMATIC BLOCK AND AUTOMATIC TRAIN STOP SYSTEM (Rules 401 to 406 and 501a to 522)

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

11. TRAIN MOVEMENTS (Rules 251 to 254)

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

Between South End Ludlow Yard and Erlanger.
Between "SJ" Tower and Danville.
Between crossover Mile 160.5 and crossover Mile 161.8.
Between "GF" Tower and North end 25 tunnel and South end 26 tunnel and Harriman.
Between Boyce and Chattanooga.

(Rules 261 to 264)

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

Between South Fork and Kings Mountain.
Between "CB" Tower and "FR" Tower.
Between New River and Bridge Junction.
Between Tunnel Junction and "RO" Tower.
Between "CW" Tower and Nemo.
Between North End Tunnel 25 and South End Tunnel 26.
Conductors before proceeding from Southbound Siding at "RO" Tower and No. 2, Northbound Siding "FR" Tower must receive telephone authority from operator.

(Rules 501a to 522)

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

"MS" Tower, Ludlow.	"FR" Tower.
"GT" Tower, Georgetown.	New River.
"SJ" Tower.	"RO" Tower.
"DV" Tower, Danville.	"CW" Tower.
"DJ" Tower, Junction City.	"GF" Tower, Oakdale.
South Fork.	"DB" Tower, M. P. 255.0.
Kings Mountain.	"KJ" Tower, Harriman.
"US" Junction.	Tenn. River Bridge (M. P. 332).
"KD" Tower.	Citico Tower.
"CB" Tower.	East End Avenue Tower.

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

Ferguson Shops—Coal Chute Track.
Watts Bar—North and South Switch.

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

"SJ" Tower—South switch northbound siding.
"FR" Tower—North switch of No. 2 northbound siding.
"RO" Tower—South switch of southbound siding.
"CW" Tower—South switch of house track, Nemo.

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

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

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

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

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

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

11. TRAIN MOVEMENTS—Concluded

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

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

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

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

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

(Rules 30 and 31)

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

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

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

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

Employees of other Railroads when using C.N.O.&T.P. Railway will be governed by its time table, rules and regulations.

Nos. 15 and 16 will stop on signal at:

Crescent Springs,	Norwood,	Wiborgs,	Bear Creek,
Corinth,	Ferguson Shop,	Flat Rock,	Robbins,
Waynesburg,	Elihu,	Whitley,	Rugby Road,
Floyd,	Cedar Grove,	Silversville,	Huffman,
Pulaski,	Cumberland Falls,	Isham,	Annadel,

CONDITIONAL STOPS:

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

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

"c" Let off passengers from Chattanooga and beyond, and pick up for Cincinnati and beyond.

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

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

"r" Receive or discharge revenue passengers to or from Ludlow.

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

"s" Stop at Ludlow to discharge revenue passengers.

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

12. HELPING TRAINS (Rule 1657)

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

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

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

13. AIR BRAKE INSTRUCTIONS TO ENGINEMEN AND TRAINMEN

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

The application of brakes in this manner will be indicated by—

Steam Locomotives—Pressure on brake cylinder air gauge, train pulling hard or slowing down.

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

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

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

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

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

14. YARD LIMITS (Rule 93)

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

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

Double track extends as follows:	Distance
From Cincinnati to South Fork	135.6 miles
From Kings Mountain to "US" Junction	27.2 miles
From "KD" Tower to "CB" Tower	4.4 miles
From "FR" Tower to New River	33.5 miles
From Bridge Junction to Tunnel Junction	1.6 miles
From "RO" Tower to "CW" Tower	22.9 miles
From Nemo to North End Tunnel No. 25	8.7 miles
From South End Tunnel No. 26 to "EG" Tower	6.0 miles
From Boyce to Chattanooga	4.3 miles
Total.....	244.2 miles

16. ENTRANCE SWITCH TO SIDINGS (Rules 88, 89, 90, 104, 105, 502B, 503A, 514, 517, 519 and 1642 to 1645)

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

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

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

Trains or engines using double track in reverse direction must approach facing point spring switches at restricted speed.

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

Spring switches are located as follows:

Williamstown	South end Southbound siding
Rohan	North end Northbound siding
Rohan	South end Southbound siding
Lacymore	North end Northbound siding
Lacymore	South end Southbound siding
Georgetown	North end Northbound siding
Georgetown	South end Southbound siding
Lexington	North end Northbound siding
Lexington	South end Southbound siding
Brannon	North end Northbound siding

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

SPECIAL INSTRUCTIONS—Continued

16. ENTRANCE SWITCH TO SIDINGS—Concluded

Spring switches are located as follows:

Brannon	South end Southbound siding
Wilmore	North end Northbound siding
Wilmore	South end Southbound siding
Burgin	North end Northbound siding
Burgin	South end Southbound siding
SJ Tower	North end siding
Danville Yard	South switch—West lead
McKinney	North end siding
South Fork	End double track
Kings Mountain	South end Southbound siding
Science Hill	North end siding
Tateville	North end Northbound siding
Tateville	South end Southbound siding
Sloans Valley	North and South end siding
CB Tower	South end siding
CB Tower	End double track
Stearns	South end siding
Pine Knot	North end siding outgoing switch
Pine Knot	South end siding outgoing switch
Winfield	North end siding outgoing switch
Winfield	South end siding outgoing switch
Helenwood	South end Southbound siding
Glen Mary	South end siding
Sunbright	North end siding
Lancing	North end siding
EG Tower	End double track
Cardiff	North and South end siding
Rockwood	North and South end siding
Glen Alice	North and South end siding
Roddy	North and South end siding
Lorraine	North and South end siding
Spring City	North and South end siding
Pennine	North and South end siding
Evensville	North end Northbound siding
Evensville	South end Southbound siding
Dayton	North and South end siding
Graysville	North and South end siding
Coulterville	North and South end siding
Sale Creek	North and South end siding
Bakewell	North and South end siding
Rathburn	North and South end siding
Montlake	South end Southbound siding
Montlake	North end Northbound siding
Cave Springs	North and South end siding
Hixon	North and South end siding
Tenbridge	North and South end siding
Boyce	End double track

17. SPEED RESTRICTIONS

(Rules 108 and 1305)

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

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

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

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

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

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

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

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

Passenger trains must not exceed 85 miles per hour, freight trains 25 miles per hour through tunnels, except that northbound freight trains must not exceed 10 miles per hour entering Tunnel No. 9, but may gradually increase speed to not exceeding 40 miles per hour at Gum Lick Viaduct, M. P. 175.9; night signals must be displayed on trains before and when passing through tunnels.

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

Permission must be secured from the Chief Dispatcher before forwarding locomotives in tow, locomotive cranes on their own wheels, scale test cars, derricks and other Roadway equipment, who will designate the train in which these machines are to be handled and will restrict the speed of such trains by "31" train order to 25 miles per hour, or less if conditions require it. In no instance must these machines or equipment be handled in trains unless the boom is trailing.

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

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

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

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

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

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

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

Around curve north end, south end	
and across South Fork viaduct	Passenger 40 miles per hour
	Freight 35 miles per hour

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

Between KD Tower and

U. S. Junction	Freight 40 miles per hour
New River Bridge	All trains 25 miles per hour
Oakdale—Freight Lead	All trains 10 miles per hour
Spring City, Highway Crossing,	

5:00 A. M. until 11:00 P. M.	All trains 35 miles per hour
Tennessee River Bridge	All trains 15 miles per hour over draw
Chatanooga, over Main Street	
and Rossville Avenue	All trains 8 miles per hour

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

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

High Bridge, Passenger trains	Nineteen (19)	Seconds
Freight trains	Twenty-five (25)	Seconds
New River, All Trains	Thirty-six (36)	Seconds
Cumberland River—		
Passenger trains	Twenty-eight (28)	Seconds
Freight trains	Thirty-four (34)	Seconds

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

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

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

- Between Mile Post 3 and Mile Post 8—All trains 45 miles per hour, except 25 miles on Dolan's Dump.
- Between Mile Post 8 and Mile Post 40—Passenger trains 65 miles per hour, freight trains 55 miles per hour, except reverse curve Mile Post 13.2 and curve north of L. & N. Underpass, Walton, passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 40 and Mile Post 59.2—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 59.2 and Mile Post 81—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except reverse curve north and first curve south of Delaplain, passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 81 and Mile Post 113—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except first curve south of Lexington depot, passenger trains 45 miles per hour, freight trains 40 miles per hour and on curves between mile post 101.5 and mile post 109, passenger trains 60 miles per hour.
- Between Mile Post 113 and Mile Post 121—Passenger trains 60 miles per hour, freight trains 55 miles per hour.
- Between Mile Post 121 and Mile Post 134—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except on curves at Mile Post 127 and Mile Post 130.3, passenger trains 60 miles per hour.
- Between Mile Post 134 and Mile Post 139—All trains 45 miles per hour.
- Between Mile Post 139 and Mile Post 152—Passenger trains 70 miles per hour, freight trains 55 miles per hour, except between Mile Post 139 and Mile Post 141.2 and curve at Mile Post 150.4 passenger trains 60 miles per hour.
- Between Mile Post 152 and Mile Post 161—Passenger trains 55 miles per hour, freight trains 50 miles per hour, except curve at mile post 160.4 all trains 40 miles per hour.
- Between Mile Post 161 and Mile Post 166—Passenger trains 60 miles per hour, freight trains 55 miles per hour except on curves south end of Pittman Creek Bridge all trains 45 miles per hour.
- Between Mile Post 166 and Mile Post 168—All trains 40 miles per hour.
- Between Mile Post 168 and Mile Post 180—Passenger trains 45 miles per hour, freight trains 40 miles per hour.
- Between Mile Post 180 and Mile Post 185.2—Passenger trains 50 miles per hour and freight trains 45 miles per hour.
- Between Mile Post 185.2 and Mile Post 192—Passenger trains 65 miles per hour, freight trains 55 miles per hour except curve south of Mile Post 186, passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Curves between Mile Post 187 and Mile Post 188, passenger trains 50 miles per hour, freight trains 45 miles per hour.
- Curve at Mile Post 190, passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 192 and Mile Post 196—Passenger trains 50 miles per hour, freight trains 45 miles per hour, except between Mile Post 192 and Mile Post 194, passenger trains 45 miles per hour.
- Between Mile Post 196 and Mile Post 215—Passenger trains 65 miles per hour, freight trains 55 miles per hour, except between Mile Post 205 and Mile Post 206.5, passenger trains 50 miles per hour and freight trains 45 miles per hour.
- Mile Post 207.9 passenger trains 50 miles per hour, freight trains 45 miles per hour.
- Mile Post 212.0 passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 215 and Mile Post 224—All trains 45 miles per hour.
- Between Mile Post 224 and Mile Post 231.2—Passenger trains 50 miles per hour, freight trains 45 miles per hour.
- Between Mile Post 231.2 and Mile Post 235—Passenger trains 55 miles per hour, freight trains 50 miles per hour, except curve at Mile Post 233.4 all trains 40 miles per hour.
- Between Mile Post 235 and Mile Post 242.5—Passenger trains 50 miles per hour, freight trains 45 miles per hour, except first and second curves south of Mile Post 236, passenger trains 45 miles per hour.
- Between Mile Post 242.5 and Mile Post 246—All trains 45 miles per hour.
- Between Mile Post 246 and Mile Post 251—Passenger trains 60 miles per hour freight trains 55 miles per hour.
- Between Mile Post 251 and Mile Post 255.5—All trains 45 miles per hour.
- Between Mile Post 255.5 and Mile Post 258—All trains 50 miles per hour.
- Between Mile Post 258 and Mile Post 261.5—All trains 45 miles per hour.
- Between Mile Post 261.5 and Mile Post 322.5—Passenger trains 65 miles per hour, freight trains 55 miles per hour except:
 - Between Mile Posts 261.5 and 263—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - Third curve south of Mile Post 264—Passenger trains 60 miles per hour, freight trains 55 miles per hour.
 - First curve north and first curve south of Mile Post 270—Passenger trains 50 miles per hour, freight trains 45 miles per hour.
 - First curve north of mile Post 274—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - Between Mile Posts 278 and 279—Passenger trains 60 miles per hour, freight trains 55 miles per hour.
 - Between Mile Posts 287 and 288—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - Curve at Mile Post 290.8—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - Between Mile Posts 304.4 and 305—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - First and second curves south of Mile Post 311—Passenger trains 55 miles per hour, freight trains 50 miles per hour.
 - Mile Post 316 and Mile Post 319—Passenger trains 60 miles per hour, freight trains 55 miles per hour, except curve south of Mile Post 316—passenger trains 55 miles per hour, freight trains 50 miles per hour.
- Between Mile Post 322.5 and Mile Post 328.5—All trains 45 miles per hour.
- Between Mile Post 328.5 and Mile Post 335.5—Passenger trains 70 miles per hour, freight trains 55 miles per hour except first curve south of Tennessee River Bridge, passenger trains 55 miles per hour, freight trains 50 miles per hour.

TONNAGE RATING

STEAM ENGINES

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

DIESEL ELECTRIC ENGINES

	2700 H.P.	4050 H.P.
SOUTHBOUND		
Cincinnati to Danville.....	2725 tons	3500 tons
Danville to Stearns.....	1825 tons	2725 tons
Stearns to Oakdale.....	2025 tons	3025 tons
Oakdale to Chattanooga.....	2825 tons	3500 tons
NORTHBOUND		
Chattanooga to Oakdale.....	2775 tons	3500 tons
Oakdale to Helenwood.....	1825 tons	2725 tons
Helenwood to Danville.....	2125 tons	3125 tons
Danville to Lexington.....	3375 tons	3500 tons
Lexington to Cincinnati.....	3500 tons	3500 tons

Tonnage may be increased on instructions from Chief Dispatcher.

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

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

Between Ludlow and Danville		
Name	Mile	Name
Crescent Springs	7.3	Caldwell
Corinth, P	48.7	
Between Danville and Oakdale		
Name	Mile	Name
Waynesburg, P	142.2	Marsh
Floyd	148.0	Whitley, P
Pulaski, P	151.1	Silversville, P
Norwood	155.4	Isham
Ferguson Shop	162.4	Bear Creek, P
Elihu	163.4	Robbins
Cedar Grove	165.5	Rugby Road, P
Cumberland Falls	181.8	Huffman, P
Wiborg	184.9	Annadel, P
Flat Rock	185.7	
Between Oakdale and Chattanooga		
Name	Mile	
Watts Bar, P	285.0	

LOAD LIMITS (Rule 110)

The weight of Engines and Cars is limited as follows:
BETWEEN CINCINNATI AND CHATTANOOGA

KIND	TYPE	TOTAL WEIGHT
Pacific	4-6-2	300,000 lbs.
Diesel-Electric Unit A...	6-6	329,200 lbs.
Diesel-Electric Unit B...	6-6	329,000 lbs.
Diesel-Electric (4 Unit)...	4-4	900,000 lbs.
Mikado	2-8-2	334,000 lbs.
Mountain	4-8-2	334,240 lbs.
Derricks (150 Ton Cap'y)		264,000 lbs.
Loaded Cars	4-Wheel Truck	251,000 lbs.
Loaded Cars	6-Wheel Truck	300,000 lbs.

NOTE—Coupled Diesel-Electric Units may be operated.

HOURS TRAIN ORDER OFFICES

STATION	WEEK DAYS	SUNDAYS
Gest Street, Cinti	Continuous	Same as week days
Williamstown	7:00 AM—4:00 PM	Closed
Lexington	Continuous	Same as week days
S J Tower	Continuous	Same as week days
D V Tower, Danville	Continuous	Same as week days
Junction City	Continuous	Same as week days
Kings Mountain	Continuous	Same as week days
Somerset	Continuous	Same as week days
U S Junction	Continuous	Same as week days
K D Tower	Continuous	Same as week days
F R Tower	Continuous	Same as week days
R O Tower	Continuous	Same as week days
C W Tower	Continuous	Same as week days
G F Tower	Continuous	Same as week days
D B Tower	Continuous	Same as week days
Harriman	Continuous	Same as week days
Rockwood	Continuous	Closed
Spring City	8:00 AM—5:00 PM	Closed
Evansville	Continuous	Same as week days
Daisy	8:00 AM—12:00 MN	Closed
Boyce	7:00 AM—4:00 PM	Closed
Citico	Continuous	Same as week days

DIVISION OFFICERS

E. S. Bowling, Superintendent Terminals	Cincinnati, O.
I. L. Pratt, Supt., Chattanooga Terminal	Chattanooga, Tenn.
H. B. Griffith, Trainmaster	Danville, Ky.
C. W. Pates, Trainmaster	Danville, Ky.
J. G. Beard, Trainmaster	Oakdale, Tenn.
J. W. Huckaby, Asst. Trainmaster	Cincinnati, O.
C. W. Russell, Terminal Trainmaster	Cincinnati, O.
J. O. Honeycutt, Chief Dispatcher	Somerset, Ky.
C. F. Denny, Night Chief Dispatcher	Somerset, Ky.
J. R. Lewis, Dispatcher	Somerset, Ky.
A. S. Frye, Dispatcher	Somerset, Ky.
L. M. Johnson, Dispatcher	Somerset, Ky.
G. C. Keller, Dispatcher	Somerset, Ky.
G. Glasscox, Dispatcher	Somerset, Ky.
C. E. Henry, Dispatcher	Somerset, Ky.
C. B. Williams, Dispatcher	Somerset, Ky.
C. H. Cross, Dispatcher	Somerset, Ky.
M. E. Strunk, Gen. Road Foreman of Engines, Birmingham, Ala.	
W. C. Dove, General Road Foreman of Engines	Somerset, Ky.
J. B. Margrave, Road Foreman of Engines	Somerset, Ky.
J. M. Smith, Road Foreman of Engines	Somerset, Ky.
C. E. Price, Division Engineer	Somerset, Ky.
T. Crawford, Division Engineer	Somerset, Ky.

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

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

Ralph G. Carothers, Chief Surgeon, Phone Main 4483, 409 Broadway, Cincinnati, O.
B. E. Boyer, Assistant to Chief Surgeon, Phone Main 1311, Carew Tower, 5th and Vine Sts., Cincinnati, O.
John F. Lyons, Phone Main 4483, 409 Broadway, Cincinnati, O.
Henry Stanbery (Oculist), Phone Parkway 2920..Cincinnati, O.
Horace W. Reid (Oculist), Phone Parkway 7500..Cincinnati, O.
Francis E. Bell, Phone Colonial 5264.....Ludlow, Ky.
M. J. Weber, Assistant, Phone Colonial 1655 ....Ludlow, Ky.
G. R. Coe, Surgeon, Phone Erlanger 100.....Erlanger, Ky.
H. E. Bierly, Phone 616 .....Crittenden, Ky.
Harry Mann, Phone 996.....Crittenden, Ky.
Fred Scroggins .....Williamstown, Ky.
J. W. Baird, Phone 19.....Sadieville, Ky.
W. D. Reddish, Phone 144.....Lexington, Ky.
Wm. M. Brown, Assistant, Phone 1443.....Lexington, Ky.
J. W. Scott, Medical Consultant, Phone 41.....Lexington, Ky.
Wm. N. Offutt, Jr. (Oculist), Phone 1917.....Lexington, Ky.
L. V. Williams, Phone 212-W.....Nicholasville, Ky.
V. G. Gillispie, Phone 731-D.....Wilmore, Ky.
J. R. Cowan, Phone 64.....Danville, Ky.
O. L. May, Assistant, Phone 475.....Danville, Ky.
M. Lee Pipes, Phone 689.....Moreland, Ky.
C. M. Thompson, Phone 1 Long 2 Short...Kings Mountain, Ky.
Carl Norfleet, Phone 408.....Somerset, Ky.
M. R. Holtzclaw, Phone 875 .....Somerset, Ky.
W. R. Cundiff (Oculist), Phone 307.....Somerset, Ky.
R. M. Smith .....Stearns, Ky.
Milford E. Thompson, Phone 7503.....Oneida, Tenn.
Milford Thompson, Assistant, Phone 7503.....Oneida, Tenn.
N. F. Guthrie, Assistant, Phone 7503.....Oneida, Tenn.
M. F. Frazier, Phone 18204.....New River, Tenn.
Sam H. Jones, Jr., Phone 2304.....Sunbright, Tenn.
W. E. Gallion, Phone 75.....Oakdale, Tenn.
T. L. Bowman .....Harriman, Tenn.
L. A. Killeffer, Assistant .....Harriman, Tenn.
G. E. Wilson, Phone 99-3.....Rockwood, Tenn.
T. H. Phillips, Assistant.....Rockwood, Tenn.
W. P. McDonald, Phone 3131.....Spring City, Tenn.
Max Lindsey, Assistant .....Spring City, Tenn.
Agnew Thomison, Phone 45.....Dayton, Tenn.
Albert C. Broyles, Assistant, Phone 119-J.....Dayton, Tenn.
J. W. Clift, Phone 43-s.....Rathburn, Tenn.
Newell & Newell, Phone 7-1141.....Chattanooga, Tenn.
J. Marsh Frere (Asst.), Phone 7-1141.....Chattanooga, Tenn.
E. T. Newell, Jr., Assistant .....Chattanooga, Tenn.
C. E. Newell, Assistant, Phone 7-1141.....Chattanooga, Tenn.
Willard Steele (Oculist), Phone 7-2214.....Chattanooga, Tenn.
Willard H. Steele, Jr. (Asst. Oculist).....Chattanooga, Tenn.

HOSPITALS

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

WATCH INSPECTORS

The Southam Watch Co., 112 Dixie Terminal Bldg., Cincinnati, O.
E. T. Herzog, 806 Madison Ave.....Covington, Ky.
D. J. Gooch, 235 Elm St. ....Ludlow, Ky.
Russell Hocker, 122 South Limestone.....Lexington, Ky.
E. H. Kahn Estate.....Danville, Ky.
Cundiff Bros. ....Somerset, Ky.
R. L. Gooch.....Harriman, Tenn.
Tom McGhee, 15 East 8th St. ....Chattanooga, Tenn.

LIVE STOCK AGENTS

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

VETERINARIANS

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