

# *Chesapeake & Ohio Railway*



## **Employee Timetable Reprint**

**Ashland Division  
No. 134  
Effective Sept. 28, 1947**

Published by  
Chesapeake & Ohio Historical Society  
312 E. Ridgeway St.  
Clifton Forge, VA 24422  
540-862-2210 [www.cohs.org](http://www.cohs.org)

# THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

ASHLAND DIVISION

TIME TABLE No.

# 134

To Take Effect 5:01 A. M. (Central Time)

6:01 A. M. (Eastern Time)

**Sunday, Sept. 28, 1947.**



Book of Rules, Dated October 18, 1931,  
Governs the Rights of Trains

**DESTROY ALL TIME TABLES OF  
PREVIOUS DATE**

## Read the Instructions

For information of employes only—not intended for the information of the public, and not an advertisement of the time of trains. The right is reserved to vary time of trains without notice.

Lexington and Louisville Sub-Division Trains run on  
Central Standard Time

Big Sandy and Connecting Sub-Division Trains run on  
Eastern Standard Time

C. A. TAYLOR,  
General Manager.

O. H. CARPER,  
Superintendent Freight Transportation.

I. D. IRWIN,  
Superintendent Passenger Transportation.

G. P. GIBBS,  
General Superintendent.

H. KINDT,  
Superintendent.

# ASHLAND DIVISION

## LEXINGTON SUB-DIVISION

### WESTWARD

| Calls | Hours Open                                               | Distance from Ashland | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |                   | FIRST CLASS.       |                       | SECOND CLASS.        |
|-------|----------------------------------------------------------|-----------------------|----------------------------------------------------------|-------------------|--------------------|-----------------------|----------------------|
|       |                                                          |                       | STATIONS.                                                |                   | 21<br>Daily        | 23<br>Daily           | 31<br>Mon. Wed. Fri. |
| AU    | Continuous                                               | .0                    | W                                                        | ASHLAND           | L 4 30 AM          | L 10 40 AM            | L 6 30 AM            |
| AX    | Continuous                                               | .3                    | Wty                                                      | Ashland Jct.      | 4 32               | 10 42                 | 6 32                 |
|       |                                                          | 5.1                   |                                                          | Summit            |                    |                       | f 6 41               |
|       |                                                          | 7.1                   | W                                                        | Meads             | 4 42               | 10 52                 | f 6 46               |
| KS    | 11.59 p. m. to 3.59 p. m.                                | 13.9                  |                                                          | Rush              | 4 50               | 11 00                 | s 6 59               |
|       |                                                          | 16.9                  |                                                          | Grant             |                    |                       | f 7 05               |
|       |                                                          | 19.0                  |                                                          | Williams Creek    | 4 57               | 11 07                 | f 7 09               |
|       |                                                          | 23.3                  |                                                          | Mt. Savage        |                    | 11 12 <sup>68</sup>   | f 7 18               |
| JX    | 4.40 a. m. to 8.40 p. m.                                 | 25.5                  |                                                          | Hitchins          | s 5 09             | s 11 19               | s 7 24               |
|       |                                                          | 28.5                  | W                                                        | Leon              | 5 13               | 11 23                 | s 7 29               |
| A     | Continuous                                               | 32.8                  |                                                          | Aden              | 5 21               | 11 31 <sup>32</sup>   | s 7 40               |
| GN    | 7.00 a. to 4.00 p. Ex. Sun.                              | 34.5                  |                                                          | Grahn             |                    |                       | s 7 43               |
| OV    | Continuous                                               | 40.2                  | W                                                        | Olive Hill        | s 5 38             | s 11 46               | s 7 58               |
| RS    | 7.30 a. to 4.30 p. Ex. Sun.                              | 46.5                  |                                                          | Enterprise        | 5 47               | 11 55 <sup>67</sup>   | s 8 13 <sup>68</sup> |
|       |                                                          | 49.0                  |                                                          | Soldier           |                    | 11 58                 | s 8 20               |
| HM    | 7.00 a. to 4.00 p. Ex. Sun.                              | 50.4                  |                                                          | Haldeman          |                    |                       | s 8 23               |
|       |                                                          | 53.1                  |                                                          | Gates             | 5 54               | 12 03                 | f 8 29               |
| RY    | Continuous                                               | 58.5                  | Wty                                                      | Morehead          | s 6 08             | s 12 13 <sup>70</sup> | s 8 40               |
| FB    | 7.00 a. to 4.00 p. Ex. Sun.                              | 66.4                  |                                                          | Farmer            | 6 17               | f 12 23               | s 8 52               |
| ME    | 7.00 a. to 4.00 p. Ex. Sun.                              | 70.2                  | W                                                        | Salt Lick         | 6 22               | f 12 29               | s 9 00               |
|       |                                                          | 75.0                  |                                                          | Olympia           |                    | f 12 36               | f 9 09               |
| PN    | 6.00 a. to 10.00 p. except<br>2.00 p. to 10.00 p. Sunday | 78.4                  |                                                          | Preston           | 6 31               | s 12 41               | s 9 18               |
|       |                                                          | 82.9                  |                                                          | Stepstone         | 6 36               | 12 47                 | f 9 26               |
|       |                                                          | 87.2                  |                                                          | Ewington          | 6 42               | 12 52                 | f 9 35               |
| GR    | Continuous                                               | 90.3                  | W                                                        | Mt. Sterling      | s 6 53             | s 1 00                | s 9 44 <sup>70</sup> |
|       |                                                          | 98.6                  |                                                          | L. & E. Junction  | 7 03               | 1 10                  | f 9 58               |
| W     | Continuous                                               | 105.2                 | Wty                                                      | Winchester        | s 7 12             | s 1 19                | s 10 07              |
|       |                                                          | 113.0                 |                                                          | Pine Grove        | 7 28               | 1 35                  | s 10 25              |
|       |                                                          | 115.6                 |                                                          | Chilesburg        | 7 31               | 1 38                  | s 10 30              |
| NS    | Continuous                                               | 122.7                 | Wt                                                       | Netherland (EEDT) | 7 41 <sup>70</sup> | 1 46 <sup>94</sup>    | 10 45                |
| VX    | 8.00 a. m. to 4.00 p. m.                                 | 123.7                 | y                                                        | LEXINGTON         | 7 45               | 1 50                  | 10 50                |
|       |                                                          |                       |                                                          |                   | A 21 Daily         | A 23 Daily            | A 31 Mon. Wed. Fri.  |

# ASHLAND DIVISION

## LEXINGTON SUB-DIVISION

### WESTWARD

3

| Distance from<br>Ashland | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |     | THIRD CLASS.       |                    | FOURTH<br>CLASS.    | FIFTH CLASS.          |                      |
|--------------------------|----------------------------------------------------------|-----|--------------------|--------------------|---------------------|-----------------------|----------------------|
|                          | STATIONS.                                                |     | 95                 | 93                 | 73                  | 69                    | 67                   |
|                          |                                                          |     | Daily              | Daily              | Daily               | Tue. Thur. Sat.       | Daily Ex. Sun.       |
|                          |                                                          |     | L AM               | L PM               | L PM                | L AM                  | L AM                 |
| .0 W                     | ASHLAND                                                  |     |                    |                    |                     |                       |                      |
| .3 Wty                   | Ashland Jct.                                             | 0.3 | 12 30              | 1 00               | 7 37 <sup>22</sup>  |                       | 7 00                 |
| 5.1                      | Summit                                                   | 4.8 | 12 40              | 1 20               | 7 55                |                       | 7 20                 |
| 7.1 W                    | Meads                                                    | 2.0 | 12 45              | 1 25               | 8 04                |                       | 7 30                 |
| 13.9                     | Rush                                                     | 6.8 | 1 00               | 1 40               | 8 26                |                       | 8 15                 |
| 16.9                     | Grant                                                    | 3.0 |                    |                    | 8 38                |                       | 8 30                 |
| 19.0                     | Williams Creek                                           | 2.1 |                    |                    | 8 46                |                       | 8 40                 |
| 23.3                     | Mt. Savage                                               | 4.3 |                    |                    | 9 04                |                       | 9 00                 |
| 25.5                     | Hitchins                                                 | 2.2 | 1 22               | 2 00               | 9 13                |                       | 9 20                 |
| 28.5 W                   | Leon                                                     | 3.0 | 1 28               | 2 05               | 9 22                |                       | 9 30                 |
| 32.8                     | Aden                                                     | 4.3 | 1 40               | 2 18               | 9 38                |                       | 9 55 <sup>68</sup>   |
| 34.5                     | Grahn                                                    | 1.7 |                    |                    | 9 43                |                       | 10 05                |
| 40.2 W                   | Olive Hill                                               | 5.7 | 2 15 <sup>92</sup> | 2 38               | 10 10               |                       | 11 14 <sup>32</sup>  |
| 46.5                     | Enterprise                                               | 6.3 | 2 30               | 2 50               | 10 36 <sup>24</sup> |                       | 11 55 <sup>23</sup>  |
| 49.0                     | Soldier                                                  | 2.5 |                    |                    | 11 03               |                       | 12 05                |
| 50.4                     | Haldeman                                                 | 1.4 |                    |                    | 11 08               |                       | 12 10                |
| 53.1                     | Gates                                                    | 2.7 | 2 45               | 3 05               | 11 15               |                       | 12 25                |
| 58.5 Wy                  | Morehead                                                 | 5.4 | 2 55               | 3 15               | 11 30               | 7 00                  | 12 40                |
| 66.4                     | Farmer                                                   | 7.9 | 3 10               | 3 30               | 11 51               | 7 30                  |                      |
| 70.2 W                   | Salt Lick                                                | 3.8 | 3 20               | 3 40 <sup>94</sup> | 12 01               | 7 45                  |                      |
| 75.0                     | Olympia                                                  | 4.8 |                    |                    | 12 16               | 8 00                  |                      |
| 78.4                     | Preston                                                  | 3.4 | 3 33               | 4 00               | 12 33 <sup>92</sup> | 8 20                  |                      |
| 82.9                     | Stepstone                                                | 4.5 | 3 43               | 4 15               | 1 00                | 8 35                  |                      |
| 87.2                     | Ewington                                                 | 4.3 | 3 53               | 4 30               | 1 25                | 8 50                  |                      |
| 90.3 W                   | Mt. Sterling                                             | 3.1 | 4 00               | 5 22 <sup>22</sup> | 1 50                | 9 25 <sup>32</sup>    |                      |
| 98.6                     | L. & E. Junction                                         | 8.3 | 4 20               | 5 40               | 2 25                | 10 00                 |                      |
| 105.2 Wy                 | Winchester                                               | 6.6 | 4 40               | 6 00               | 2 50                | 10 45                 |                      |
| 113.0                    | Pine Grove                                               | 7.8 | 5 05               | 6 25               | 3 20                | 11 15                 |                      |
| 115.6                    | Chilesburg                                               | 2.6 | 5 10               | 6 30               | 3 27                | 11 30                 |                      |
| 122.7 Wt                 | Netherland (EEDT)                                        | 7.1 | 6 30               | 7 30               | 3 45                | 11 55                 |                      |
| 123.7 y                  | LEXINGTON                                                | 1.0 | 11 30              | 9 45               |                     |                       |                      |
|                          |                                                          |     | A AM               | A PM               | A AM                | A AM                  | A PM                 |
|                          |                                                          |     | 95<br>Daily        | 93<br>Daily        | 73<br>Daily         | 69<br>Tue. Thur. Sat. | 67<br>Daily Ex. Sun. |

# ASHLAND DIVISION

## LEXINGTON SUB-DIVISION

### EASTWARD

| Side Track<br>Capacity in<br>Cars (41 ft.) | Distance from<br>Lexington | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |                   | FIRST CLASS.            |                      | SECOND<br>CLASS.       |
|--------------------------------------------|----------------------------|----------------------------------------------------------|-------------------|-------------------------|----------------------|------------------------|
|                                            |                            | STATIONS.                                                |                   | 22<br>Daily             | 24<br>Daily          | 32<br>Tue. Thur. Sat.  |
|                                            |                            |                                                          |                   |                         |                      |                        |
| Yard                                       | 123.7                      | W                                                        | ASHLAND           | A 7 40                  | PM A 11 59           | PM A 12 50             |
|                                            |                            |                                                          | 0.3               |                         |                      |                        |
|                                            | 123.4                      | Wty                                                      | Ashland Jct.      | 7 37                    | 7 <sup>3</sup> 11 56 | 12 45                  |
|                                            |                            |                                                          | 4.8               |                         |                      |                        |
| p 25 o 9                                   | 118.6                      |                                                          | Summit            | -----                   | -----                | f 12 37                |
|                                            |                            |                                                          | 2.0               |                         |                      |                        |
| p 68 o 9                                   | 116.6                      | W                                                        | Meads             | 7 25                    | 11 44                | f 12 33                |
|                                            |                            |                                                          | 6.8               |                         |                      |                        |
| p 92 o 14                                  | 109.8                      |                                                          | Rush              | 7 16                    | 11 35                | s 12 19                |
|                                            |                            |                                                          | 3.0               |                         |                      |                        |
| p 36                                       | 106.8                      |                                                          | Grant             | -----                   | -----                | f 12 14                |
|                                            |                            |                                                          | 2.1               |                         |                      |                        |
|                                            | 104.7                      |                                                          | Williams Creek    | 7 08                    | 11 25                | f 12 10                |
|                                            |                            |                                                          | 4.3               |                         |                      |                        |
| p 28 o 10                                  | 100.4                      |                                                          | Mt. Savage        | -----                   | -----                | f 11 59                |
|                                            |                            |                                                          | 2.2               |                         |                      |                        |
| p 68 o 9                                   | 98.2                       |                                                          | Hitchins          | s 7 00                  | 11 17                | s 11 54                |
|                                            |                            |                                                          | 3.0               |                         |                      |                        |
|                                            | 95.2                       | W                                                        | Leon              | -----                   | -----                | s 11 44                |
|                                            |                            |                                                          | 4.3               |                         |                      |                        |
| p 70 o 15                                  | 90.9                       |                                                          | Aden              | 6 45                    | 11 05                | s 11 31 2 <sup>3</sup> |
|                                            |                            |                                                          | 1.7               |                         |                      |                        |
|                                            | 89.2                       |                                                          | Grahn             | -----                   | -----                | s 11 27                |
|                                            |                            |                                                          | 5.7               |                         |                      |                        |
| p 93 Yard                                  | 83.5                       | W                                                        | Olive Hill        | ⑫ s 6 31                | s 10 50              | s 11 14 6 <sup>7</sup> |
|                                            |                            |                                                          | 6.3               |                         |                      |                        |
| p 69 o 3                                   | 77.2                       |                                                          | Enterprise        | 6 20                    | 10 36 7 <sup>3</sup> | s 10 56                |
|                                            |                            |                                                          | 2.5               |                         |                      |                        |
| p 57 o 23                                  | 74.7                       |                                                          | Soldier           | -----                   | -----                | s 10 49                |
|                                            |                            |                                                          | 1.4               |                         |                      |                        |
|                                            | 73.3                       |                                                          | Haldeman          | -----                   | -----                | s 10 46                |
|                                            |                            |                                                          | 2.7               |                         |                      |                        |
| p 25 o 15                                  | 70.6                       |                                                          | Gates             | 6 11                    | 10 26                | f 10 40                |
|                                            |                            |                                                          | 5.4               |                         |                      |                        |
| p 85 o 65                                  | 65.2                       | Wy                                                       | Morehead          | ⑫ s 6 05                | s 10 20              | s 10 31                |
|                                            |                            |                                                          | 7.9               |                         |                      |                        |
| p 57 o 20                                  | 57.3                       |                                                          | Farmer            | 5 53                    | 10 07                | s 10 12                |
|                                            |                            | W                                                        | 3.8               |                         |                      |                        |
| p 41 o 45                                  | 53.5                       |                                                          | Salt Lick         | ⑮ 5 48                  | 10 02                | s 10 04.               |
|                                            |                            |                                                          | 4.8               |                         |                      |                        |
|                                            | 48.7                       |                                                          | Olympia           | -----                   | 9 55                 | f 9 54                 |
|                                            |                            |                                                          | 3.4               |                         |                      |                        |
| p 81 o 30                                  | 45.3                       |                                                          | Preston           | 5 38                    | 9 51                 | s 9 48                 |
|                                            |                            |                                                          | 4.5               |                         |                      |                        |
|                                            | 40.8                       |                                                          | Stepstone         | 5 30                    | 9 43                 | s 9 39                 |
|                                            |                            |                                                          | 4.3               |                         |                      |                        |
| p 37 o 7                                   | 36.5                       |                                                          | Ewington          | -----                   | -----                | f 9 32                 |
|                                            |                            |                                                          | 3.1               |                         |                      |                        |
| p 77 o 93                                  | 33.4                       | W                                                        | Mt. Sterling      | ⑫ s 5 22 9 <sup>3</sup> | s 9 35               | s 9 25 6 <sup>9</sup>  |
|                                            |                            |                                                          | 8.3               |                         |                      |                        |
| p 60 o 13                                  | 25.1                       |                                                          | L. & E. Junction  | 5 10                    | 9 21                 | f 9 07                 |
|                                            |                            |                                                          | 6.6               |                         |                      |                        |
| p 79 o 98                                  | 18.5                       | Wy                                                       | Winchester        | ⑮ s 4 59                | s 9 11               | s 8 56                 |
|                                            |                            |                                                          | 7.8               |                         |                      |                        |
| p 51 o 6                                   | 10.7                       |                                                          | Pine Grove        | 4 45                    | 8 57                 | s 8 36                 |
|                                            |                            |                                                          | 2.6               |                         |                      |                        |
| p 72 o 6                                   | 8.1                        |                                                          | Chilesburg        | 4 41                    | 8 53                 | s 8 31                 |
|                                            |                            |                                                          | 7.1               |                         |                      |                        |
| Yard                                       | 1.0                        | Wt                                                       | Netherland (EEDT) | 4 34                    | 8 46                 | 8 20                   |
|                                            |                            |                                                          | 1.0               |                         |                      |                        |
|                                            | .0                         | y                                                        | LEXINGTON         | ⑫ 4 30                  | 8 42                 | 8 15                   |
|                                            |                            |                                                          |                   | L                       | PM L                 | PM L AM                |
|                                            |                            |                                                          |                   | 22<br>Daily             | 24<br>Daily          | 32<br>Tue. Thur. Sat.  |

**ASHLAND DIVISION**  
**LEXINGTON SUB-DIVISION**  
**EASTWARD**

5

| Distance from Lexington | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. |                              | THIRD CLASS.       |                     | FIFTH CLASS.        |                     |
|-------------------------|-----------------------------------------------------------------------|------------------------------|--------------------|---------------------|---------------------|---------------------|
|                         |                                                                       |                              | <b>94</b>          | <b>92</b>           | <b>68</b>           | <b>70</b>           |
|                         |                                                                       |                              | Daily              | Daily               | Daily Ex. Sun.      | Mon. Wed. Fri.      |
|                         |                                                                       |                              | A                  | PM                  | A                   | PM                  |
| 123.7                   | W                                                                     | ASHLAND                      |                    |                     |                     |                     |
|                         |                                                                       | 0.3                          |                    |                     |                     |                     |
| 123.4                   | Wty                                                                   | Ashland Jct.                 | 7 00               | 4 15                | 12 25               |                     |
|                         |                                                                       | 4.8                          |                    |                     |                     |                     |
| 118.6                   |                                                                       | Summit                       |                    | 3 45                | 12 10               |                     |
|                         |                                                                       | 2.0                          |                    |                     |                     |                     |
| 116.6                   | W                                                                     | Meads                        | 6 15               | 3 40                | 12 06               |                     |
|                         |                                                                       | 6.3                          |                    |                     |                     |                     |
| 109.8                   |                                                                       | Rush                         | 6 03               | 3 27                | 11 51               |                     |
|                         |                                                                       | 3.0                          |                    |                     |                     |                     |
| 106.8                   |                                                                       | Grant                        | 5 56               | 3 20                | 11 43               |                     |
|                         |                                                                       | 2.1                          |                    |                     |                     |                     |
| 104.7                   |                                                                       | Williams Creek               |                    |                     | 11 33               |                     |
|                         |                                                                       | 4.3                          |                    |                     |                     |                     |
| 100.4                   |                                                                       | Mt. Savage                   |                    |                     | 11 12 <sup>23</sup> |                     |
|                         |                                                                       | 2.2                          |                    |                     |                     |                     |
| 98.2                    |                                                                       | Hitchins                     | 5 34               | 3 00                | 10 35               |                     |
|                         |                                                                       | 3.0                          |                    |                     |                     |                     |
| 95.2                    | W                                                                     | Leon                         | 5 28               | 2 55                | 10 10               |                     |
|                         |                                                                       | 4.3                          |                    |                     |                     |                     |
| 90.9                    |                                                                       | Aden                         | 5 15               | 2 40                | 9 55 <sup>67</sup>  |                     |
|                         |                                                                       | 1.7                          |                    |                     |                     |                     |
| 89.2                    |                                                                       | Grahn                        |                    |                     | 9 48                |                     |
|                         |                                                                       | 5.7                          |                    |                     |                     |                     |
| 83.5                    | W                                                                     | Olive Hill <sup>(12)</sup>   | 4 50               | 2 15 <sup>95</sup>  | 9 20                |                     |
|                         |                                                                       | 6.3                          |                    |                     |                     |                     |
| 77.2                    |                                                                       | Enterprise                   | 4 25               | 1 50                | 8 13 <sup>31</sup>  |                     |
|                         |                                                                       | 2.5                          |                    |                     |                     |                     |
| 74.7                    |                                                                       | Soldier                      |                    |                     | 7 45                |                     |
|                         |                                                                       | 1.4                          |                    |                     |                     |                     |
| 73.3                    |                                                                       | Haldeman                     |                    |                     | 7 35                |                     |
|                         |                                                                       | 2.7                          |                    |                     |                     |                     |
| 70.6                    |                                                                       | Gates                        | 4 13               | 1 40                | 7 20                |                     |
|                         |                                                                       | 5.4                          |                    |                     |                     |                     |
| 65.2                    | Wy                                                                    | Morehead <sup>(12)</sup>     | 4 05               | 1 30                | 7 00                | 12 13 <sup>23</sup> |
|                         |                                                                       | 7.9                          |                    |                     |                     |                     |
| 57.3                    |                                                                       | Farmer                       | 3 50               | 1 00                |                     | 11 45               |
|                         | W                                                                     | 3.8                          |                    |                     |                     |                     |
| 53.5                    |                                                                       | Salt Lick <sup>(25)</sup>    | 3 40 <sup>93</sup> | 12 50               |                     | 11 20               |
|                         |                                                                       | 4.8                          |                    |                     |                     |                     |
| 48.7                    |                                                                       | Olympia                      |                    |                     |                     | 11 01               |
|                         |                                                                       | 3.4                          |                    |                     |                     |                     |
| 45.3                    |                                                                       | Preston                      | 3 24               | 12 33 <sup>73</sup> |                     | 10 45               |
|                         |                                                                       | 4.5                          |                    |                     |                     |                     |
| 40.8                    |                                                                       | Stepstone                    | 3 15               | 12 23               |                     | 10 25               |
|                         |                                                                       | 4.3                          |                    |                     |                     |                     |
| 36.5                    |                                                                       | Ewington                     | 3 07               | 12 15               |                     | 10 15               |
|                         |                                                                       | 3.1                          |                    |                     |                     |                     |
| 33.4                    | W                                                                     | Mt. Sterling <sup>(12)</sup> | 3 00               | 12 05               |                     | 9 44 <sup>31</sup>  |
|                         |                                                                       | 8.3                          |                    |                     |                     |                     |
| 25.1                    |                                                                       | L. & E. Junction             | 2 43               | 11 45               |                     | 9 10                |
|                         |                                                                       | 6.6                          |                    |                     |                     |                     |
| 18.5                    | Wy                                                                    | Winchester <sup>(15)</sup>   | 2 30               | 11 30               |                     | 8 50                |
|                         |                                                                       | 7.8                          |                    |                     |                     |                     |
| 10.7                    |                                                                       | Pine Grove                   | 2 13               | 11 05               |                     | 8 20                |
|                         |                                                                       | 2.6                          |                    |                     |                     |                     |
| 8.1                     |                                                                       | Chilesburg                   | 2 08               | 11 00               |                     | 8 10                |
|                         |                                                                       | 7.1                          |                    |                     |                     |                     |
| 1.0                     | Wt                                                                    | Netherland (EEDT)            | 1 46 <sup>23</sup> | 10 45               |                     | 7 41 <sup>21</sup>  |
|                         |                                                                       | 1.0                          |                    |                     |                     |                     |
| .0                      | y                                                                     | LEXINGTON <sup>(12)</sup>    | 12 45              | 9 45                |                     |                     |
|                         |                                                                       |                              | L                  | PM                  | L                   | PM                  |
|                         |                                                                       |                              | <b>94</b>          | <b>92</b>           | <b>68</b>           | <b>70</b>           |
|                         |                                                                       |                              | Daily              | Daily               | Daily Ex. Sun.      | Mon. Wed. Fri.      |

# ASHLAND DIVISION

## BIG SANDY SUB-DIVISION

### WESTWARD

| Calls | Hours Open                                            | Distance from<br>Elkhorn City | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | SECOND CLASS. |             |                             |                      |             |
|-------|-------------------------------------------------------|-------------------------------|-----------------------------------------------------------------------|---------------|-------------|-----------------------------|----------------------|-------------|
|       |                                                       |                               |                                                                       | 37<br>Daily   | 49<br>Daily | 51<br>Mixed<br>D'y Ex. Sun. | 39<br>Daily          | 61<br>Daily |
| RO    | 5.05 a. m. to 2.05 p. m.                              | .0                            | Wy ELKHORN CITY                                                       | L 5 45        | L AM        | L PM                        | L 2 25               | L PM        |
|       |                                                       | 1.5                           | Dunleary Jct.                                                         |               |             |                             |                      |             |
| DJ    | Continuous                                            | 1.6                           | Dunleary                                                              | f 5 47        |             |                             | f 2 27               |             |
|       |                                                       | 6.3                           | R. C. Junction                                                        | 5 57          |             |                             | 2 38                 |             |
|       |                                                       | 8.0                           | Marrowbone Jct.                                                       | 6 00          |             |                             | 2 41                 |             |
| MA    | Continuous                                            | 8.1                           | W Marrowbone                                                          | s 6 01        |             |                             | s 2 42 <sup>92</sup> |             |
| LJ    | 7.00 a. m. to 11.00 p. m.<br>Except Sunday            | 12.1                          | Levisa Jct.                                                           | 6 06          |             |                             | 2 47                 |             |
| SY    | Continuous                                            | 14.9                          | Wy SHELBY                                                             | s 6 16        |             |                             | s 2 56               |             |
|       | Booth                                                 | 15.4                          | Shelby Junction (EEDT)                                                | 6 19          |             |                             | 2 59                 |             |
| FO    | Continuous                                            | 18.2                          | F. O. Cabin (WEDT)                                                    | 6 25          |             |                             | 3 05                 |             |
| KN    | Continuous                                            | 23.3                          | Pikeville <sup>(20)</sup>                                             | s 6 40        |             |                             | s 3 19               |             |
| WG    | Continuous                                            | 29.7                          | Wagner                                                                | 6 54          |             |                             | 3 35                 |             |
| HD    | 5.00 a. m. to 9.00 p. m.<br>Except Sunday             | 34.6                          | W Harold                                                              | s 7 06        |             |                             | s 3 48               |             |
| X     | Continuous                                            | 40.0                          | Ivel                                                                  | f 7 17        |             |                             | f 3 59               |             |
|       |                                                       | 44.2                          | Allen                                                                 | s 7 31        | 10 42       |                             | s 4 17               | 4 25        |
| BI    | Continuous                                            | 44.4                          | Wt Beaver Junction (EEDT)                                             | 7 32          | 10 43       |                             | 4 18                 | 4 26        |
|       |                                                       | 48.1                          | E. M. Cabin (WEDT)                                                    | 7 38          |             |                             | 4 24                 |             |
| BG    | Continuous                                            | 54.2                          | Prestonsburg                                                          | s 7 51        |             |                             | s 4 38               |             |
|       |                                                       | 59.9                          | O. X. Cabin (EEDT)                                                    | 8 00          |             |                             | 4 48                 |             |
| AR    | 7.30 a. m. to 11.30 a. m.<br>3.00 p. m. to 7.00 p. m. | 60.5                          | Auxier                                                                | f 8 03        |             |                             | s 4 51               |             |
|       |                                                       | 60.9                          | Johns Creek                                                           |               |             |                             |                      |             |
| VN    | 7.45 a. m. to 11.45 a. m.<br>2.45 p. m. to 6.45 p. m. | 66.2                          | Van Lear Junction                                                     | f 8 15        |             |                             | s 5 03               |             |
|       | Booth                                                 | 66.7                          | Dawkins                                                               | 8 16          |             | 3 41                        | 5 04                 |             |
| CD    | Continuous                                            | 68.0                          | Wy Paintsville                                                        | s 8 25        |             | 3 50                        | s 5 20               |             |
|       |                                                       | 70.2                          | B. U. Cabin (WEDT)                                                    | 8 29          |             |                             | 5 25                 |             |
| WN    | 8.00 a. m. to 5.00 p. m.<br>Except Sunday             | 77.0                          | Whitehouse                                                            | s 8 45        |             |                             | s 5 40               |             |
|       |                                                       | 84.7                          | J. B. Cabin (EEDT)                                                    | 9 03          |             |                             | 5 57                 |             |
| RN    | Continuous                                            | 86.5                          | R. N. Cabin                                                           |               |             |                             |                      |             |
| KX    | Continuous                                            | 90.8                          | K. X. Cabin (WEDT)                                                    | 9 13          |             |                             | 6 07                 |             |
| CN    | 7.30 a. m. to 4.30 p. m.<br>Except Sunday             | 95.2                          | Chapman                                                               | f 9 25        |             |                             | f 6 20               |             |
|       |                                                       | 98.7                          | W Torchlight                                                          | f 9 32        |             |                             | 6 26                 |             |
| UX    | Continuous                                            | 103.3                         | Louisa <sup>(20)</sup>                                                | s 9 44        |             |                             | s 6 36               |             |
|       |                                                       | 119.0                         | W. D. Cabin (EEDT)                                                    | 10 17         |             |                             | 7 10                 |             |
| LW    | Continuous                                            | 120.6                         | W L. W. Cabin                                                         | 10 20         |             |                             | 7 13                 |             |
| BS    | Continuous                                            | 128.2                         | BIG SANDY JCT.                                                        | 10 35         |             |                             | 7 28                 |             |
|       |                                                       |                               |                                                                       | A AM          | A AM        | A PM                        | A PM                 | A PM        |
|       |                                                       |                               |                                                                       | 37<br>Daily   | 49<br>Daily | 51<br>Mixed<br>D'y Ex. Sun. | 39<br>Daily          | 61<br>Daily |

# ASHLAND DIVISION BIG SANDY SUB-DIVISION

WESTWARD

| Distance from<br>Elkhorn City | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | THIRD CLASS.       |                    | FOURTH CLASS.      |                    |       | FIFTH CLASS. |                     |
|-------------------------------|-----------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|-------|--------------|---------------------|
|                               |                                                                       | 97                 | 95                 | 77                 | 79                 | 83    | 87           | 89                  |
|                               |                                                                       | Daily              | Daily              | Daily              | Daily              | Daily | Tue Thur Sat | D'y Ex. Sun.        |
|                               |                                                                       | L AM               | L PM               | L AM               | L AM               | L PM  | L AM         | L AM                |
| .0                            | Wy ELKHORN CITY                                                       | 2 00               | 5 30               |                    |                    |       |              |                     |
| 1.5                           | 1.5 Dunleary Jct.                                                     |                    |                    |                    |                    |       |              |                     |
| 1.6                           | 0.1 Dunleary                                                          | 2 02               | 5 32               |                    |                    |       |              |                     |
| 6.3                           | 4.7 R. C. Junction                                                    | 2 13               | 5 45               |                    |                    |       |              |                     |
| 8.0                           | 1.7 Marrowbone Jct.                                                   | 2 16               | 5 48               |                    |                    |       |              |                     |
| 8.1                           | 0.1 W Marrowbone                                                      | 2 18               | 5 50               |                    |                    |       |              |                     |
| 12.1                          | 4.0 Levisa Jct.                                                       | 2 30               | 6 00               |                    |                    |       |              |                     |
| 14.9                          | 2.8 Wy SHELBY                                                         | 2 35               | 6 15               |                    |                    |       |              |                     |
| 15.4                          | 0.5 Shelby Junction (EEDT)                                            | 2 38 <sup>94</sup> | 6 17               |                    |                    |       |              |                     |
| 18.2                          | 2.8 F. O. Cabin (WEDT)                                                | 2 45               | 6 25               | 12 45              | 7 40               | 3 40  |              | 7 50                |
| 23.3                          | 5.1 Pikeville <sup>(20)</sup>                                         | 2 55               | 6 35               | 1 00               | 8 00               | 4 00  |              | 8 30                |
| 29.7                          | 6.4 Wagner                                                            | 3 08               | 6 50               | 1 51 <sup>94</sup> | 8 20               | 4 20  |              | 9 05                |
| 34.6                          | 4.9 W Harold                                                          | 3 17               | 7 00               | 2 05               | 8 35               | 4 30  |              | 9 25                |
| 40.0                          | 5.4 Ivel                                                              | 3 27               | 7 23 <sup>88</sup> | 2 25               | 8 55               | 4 50  |              | 9 50 <sup>90</sup>  |
| 44.2                          | 4.2 Allen                                                             | 3 37               | 7 37               | 2 40               | 9 10               | 5 05  |              | 10 22 <sup>86</sup> |
| 44.4                          | 0.2 Wt Beaver Junction (EEDT)                                         | 3 38               | 7 39               | 2 45               | 9 12 <sup>90</sup> | 5 07  |              | 10 40               |
| 48.1                          | 3.7 E. M. Cabin (WEDT)                                                |                    |                    |                    |                    |       |              |                     |
| 54.2                          | 6.1 Prestonsburg                                                      |                    |                    |                    |                    |       |              |                     |
| 59.9                          | 5.7 O. X. Cabin (EEDT)                                                |                    |                    |                    |                    |       |              |                     |
| 60.5                          | 0.6 Auxier                                                            |                    |                    |                    |                    |       |              |                     |
| 60.9                          | 0.4 Johns Creek                                                       |                    |                    |                    |                    |       |              |                     |
| 66.2                          | 5.3 Van Lear Junction                                                 |                    |                    |                    |                    |       |              |                     |
| 66.7                          | 0.5 Dawkins                                                           |                    |                    |                    |                    |       |              |                     |
| 68.0                          | 1.3 Wy Paintsville                                                    |                    |                    |                    |                    |       |              |                     |
| 70.2                          | 2.2 B. U. Cabin (WEDT)                                                |                    |                    |                    |                    |       |              |                     |
| 77.0                          | 6.8 Whitehouse                                                        |                    |                    |                    |                    |       |              |                     |
| 84.7                          | 7.7 J. B. Cabin (EEDT)                                                |                    |                    |                    |                    |       |              |                     |
| 86.5                          | 1.8 R. N. Cabin                                                       |                    |                    |                    |                    |       |              |                     |
| 90.8                          | 4.3 K. X. Cabin (WEDT)                                                |                    |                    |                    |                    |       |              |                     |
| 95.2                          | 4.4 Chapman                                                           |                    |                    |                    |                    |       |              |                     |
| 98.7                          | 3.5 W Torchlight                                                      |                    |                    |                    |                    |       |              |                     |
| 103.3                         | 4.6 Louisa <sup>(20)</sup>                                            |                    |                    |                    |                    |       |              |                     |
| 119.0                         | 15.7 W. D. Cabin (EEDT)                                               |                    |                    |                    |                    |       |              |                     |
| 120.6                         | 1.6 W L. W. Cabin                                                     |                    |                    |                    |                    |       |              |                     |
| 128.2                         | 7.6 BIG SANDY JCT.                                                    |                    |                    |                    |                    |       |              |                     |
|                               |                                                                       | A AM               | A PM               | A AM               | A PM               | A PM  | A AM         | A AM                |
|                               |                                                                       | 97                 | 95                 | 77                 | 79                 | 83    | 87           | 89                  |
|                               |                                                                       | Daily              | Daily              | Daily              | Daily              | Daily | Tue Thur Sat | D'y Ex. Sun.        |

# ASHLAND DIVISION

## BIG SANDY SUB-DIVISION

### EASTWARD

| Side Track<br>Capacity in<br>Cars (41 ft.) | Distance from<br>Big Sandy<br>Jct. | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | SECOND CLASS |             |                             |                       |             |       |    |                       |                      |        |    |       |
|--------------------------------------------|------------------------------------|-----------------------------------------------------------------------|--------------|-------------|-----------------------------|-----------------------|-------------|-------|----|-----------------------|----------------------|--------|----|-------|
|                                            |                                    |                                                                       | 48<br>Daily  | 36<br>Daily | 52<br>Mixed<br>D'y Ex. Sun. | 50<br>Daily           | 38<br>Daily |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       | A            | AM          | A                           | PM                    | A           | AM    | A  | PM                    | A                    | PM     |    |       |
|                                            |                                    |                                                                       |              |             |                             | 1 45                  |             |       |    |                       |                      | 9 00   |    |       |
|                                            |                                    |                                                                       |              |             |                             |                       |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | f 1 34                |             |       |    |                       | f 8 54               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 1 26                  |             |       |    |                       | 8 46                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 1 23                  |             |       |    |                       | 8 43                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 12 18                 |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 12 17               |             |       |    |                       | s 8 42               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             |                       |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 12 03               |             |       |    |                       | s 8 25               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 11 53                 |             |       |    |                       | 8 19                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 11 47                 |             |       |    |                       | 8 15                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 11 37               |             |       |    |                       | s 8 06               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 11 03 <sup>90</sup>   |             |       |    |                       | 7 51                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 10 48               |             |       |    |                       | s 7 38               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | f 10 31               |             |       |    |                       | f 7 23 <sup>95</sup> |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 7 11                  |             |       |    |                       | s 7 16               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 10 22 <sup>89</sup> |             |       |    | 3 51                  |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 7 10                  |             |       |    | 3 50                  |                      | 7 12   |    |       |
|                                            |                                    |                                                                       |              |             |                             | 10 11                 |             |       |    |                       | 7 04                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 10 04                 |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 9 52                |             |       |    |                       | s 6 54               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 9 37                  |             |       |    |                       | 6 41                 |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 9 35                |             |       |    |                       | f 6 39               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             |                       |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 9 22                |             |       |    |                       | f 6 29               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 9 18                  |             |       |    | s 9 59                |                      | 6 27   |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 9 14                |             |       |    | 9 50                  |                      | s 6 21 |    |       |
|                                            |                                    |                                                                       |              |             |                             | 9 01                  |             |       |    |                       |                      | 6 09   |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 8 45                |             |       |    |                       |                      | s 5 58 |    |       |
|                                            |                                    |                                                                       |              |             |                             | 8 24                  |             |       |    |                       |                      | 5 41   |    |       |
|                                            |                                    |                                                                       |              |             |                             |                       |             |       |    |                       |                      |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 8 10                  |             |       |    |                       |                      | 5 28   |    |       |
|                                            |                                    |                                                                       |              |             |                             | f 8 00                |             |       |    |                       | f 5 16               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | 7 49                  |             |       |    |                       | f 5 04               |        |    |       |
|                                            |                                    |                                                                       |              |             |                             | s 7 42                |             |       |    |                       |                      | s 4 58 |    |       |
|                                            |                                    |                                                                       |              |             |                             | 6 59                  |             |       |    |                       |                      | 4 18   |    |       |
|                                            |                                    |                                                                       |              |             |                             | 6 57                  |             |       |    |                       |                      | 4 16   |    |       |
|                                            |                                    |                                                                       |              |             |                             | 6 47                  |             |       |    |                       |                      | 4 05   |    |       |
|                                            |                                    |                                                                       |              |             |                             | L                     | AM          | L     | AM | L                     | AM                   | L      | PM |       |
|                                            |                                    |                                                                       |              |             |                             | 48                    |             | 36    |    | 52                    |                      | 50     |    | 38    |
|                                            |                                    |                                                                       |              |             |                             | Daily                 |             | Daily |    | Mixed<br>D'y Ex. Sun. |                      | Daily  |    | Daily |

# ASHLAND DIVISION

## BIG SANDY SUB-DIVISION

9

### EASTWARD

| Distance from<br>Big Sandy<br>Jct. | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | THIRD CLASS. |    | FIFTH CLASS. |                      |                      |    |
|------------------------------------|-----------------------------------------------------------------------|--------------|----|--------------|----------------------|----------------------|----|
|                                    |                                                                       | 92<br>Daily  |    | 94<br>Daily  | 90<br>Daily Ex. Sun. | 88<br>Mon. Wed. Fri. |    |
|                                    |                                                                       | A            | PM | A            | AM                   | A                    | PM |
| 128.2                              | Wy ELKHORN CITY                                                       | 4 00         |    | 5 00         |                      |                      |    |
| 126.7                              | 1.5<br>Dunleary Jct.                                                  |              |    |              |                      |                      |    |
| 126.6                              | 0.1<br>Dunleary                                                       | 2 57         |    | 3 17         |                      |                      |    |
| 121.9                              | 4.7<br>R. C. Junction                                                 | 2 50         |    | 3 10         |                      |                      |    |
| 120.2                              | 1.7<br>Marrowbone Jct.                                                | 2 44         |    | 3 07         |                      |                      |    |
| 120.1                              | 0.1<br>W Marrowbone                                                   | 2 42         | 39 | 3 05         |                      |                      |    |
| 116.1                              | 4.0<br>Levisa Jct.                                                    | 2 15         |    | 2 55         |                      |                      |    |
| 113.3                              | 2.8<br>Wy SHELBY                                                      | 2 10         |    | 2 50         |                      |                      |    |
| 112.8                              | 0.5<br>Shelby Junction (EEDT)                                         | 2 05         |    | 2 38         | 97                   |                      |    |
| 110.0                              | 2.8<br>F. O. Cabin (WEDT)                                             | 2 00         |    | 2 30         | 12 15                |                      |    |
| 104.9                              | 5.1<br>Pikeville (20)                                                 | 1 50         |    | 2 15         | 11 45                |                      |    |
| 98.5                               | 6.4<br>Wagner                                                         | 1 35         |    | 1 51         | 77                   | 11 03                | 86 |
| 93.6                               | 4.9<br>W Harold                                                       | 1 27         |    | 1 40         | 10 25                |                      |    |
| 88.2                               | 5.4<br>Ivel                                                           | 1 15         |    | 1 27         | 9 50                 | 89                   |    |
| 84.0                               | 4.2<br>Allen                                                          | 1 07         |    | 1 17         | 9 40                 |                      |    |
| 83.8                               | 0.2<br>Wt Beaver Junction (EEDT)                                      | 1 05         |    | 1 15         | 9 12                 | 79                   |    |
| 80.1                               | 3.7<br>E. M. Cabin (WEDT)                                             |              |    |              |                      |                      |    |
| 74.0                               | 6.1<br>Prestonsburg                                                   |              |    |              |                      |                      |    |
| 68.3                               | 5.7<br>O. X. Cabin (EEDT)                                             |              |    |              |                      |                      |    |
| 67.7                               | 0.6<br>Auxier                                                         |              |    |              |                      |                      |    |
| 67.7                               | 0.4<br>Johns Creek                                                    |              |    |              |                      |                      |    |
| 62.0                               | 5.3<br>Van Lear Junction                                              |              |    |              |                      |                      |    |
| 61.5                               | 0.5<br>Dawkins                                                        |              |    |              |                      |                      |    |
| 60.2                               | 1.3<br>Wy Paintsville                                                 |              |    |              |                      |                      |    |
| 58.0                               | 2.2<br>B. U. Cabin (WEDT)                                             |              |    |              |                      |                      |    |
| 51.2                               | 6.8<br>Whitehouse                                                     |              |    |              |                      |                      |    |
| 43.5                               | 7.7<br>J. B. Cabin (EEDT)                                             |              |    |              |                      |                      |    |
| 41.7                               | 1.8<br>R. N. Cabin                                                    |              |    |              |                      |                      |    |
| 37.4                               | 4.3<br>K. X. Cabin (WEDT)                                             |              |    |              |                      |                      |    |
| 33.0                               | 4.4<br>Chapman                                                        |              |    |              |                      |                      |    |
| 29.5                               | 3.5<br>W Torchlight                                                   |              |    |              |                      |                      |    |
| 24.9                               | 4.6<br>Louisa (20)                                                    |              |    |              |                      |                      |    |
| 9.2                                | 15.7<br>W. D. Cabin (EEDT)                                            |              |    |              |                      |                      |    |
| 7.6                                | 1.6<br>W L. W. Cabin                                                  |              |    |              |                      |                      |    |
| .0                                 | 7.6<br>BIG SANDY JCT.                                                 |              |    |              |                      |                      |    |
|                                    |                                                                       | L            | AM | L            | PM                   | L                    | AM |
|                                    |                                                                       | 92<br>Daily  |    | 94<br>Daily  | 90<br>Daily Ex. Sun. | 88<br>Mon. Wed. Fri. |    |

# ASHLAND DIVISION

## LOUISVILLE SUB-DIVISION

### WESTWARD

| Calls | Hours Open               | Distance from Lexington | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |   | FIRST CLASS. |              | THIRD CLASS. |              |
|-------|--------------------------|-------------------------|----------------------------------------------------------|---|--------------|--------------|--------------|--------------|
|       |                          |                         | STATIONS.                                                |   | 321<br>Daily | 323<br>Daily | 295<br>Daily | 293<br>Daily |
| VX    | 8.00 a. m. to 4.00 p. m. | .0 y                    | LEXINGTON                                                | ⑫ | L 7 55 AM    | L 2 00 PM    | L 11 30 AM   | L 9 45 PM    |
|       |                          | 84.6                    | Wt LOUISVILLE                                            |   | A 10 25 AM   | A 4 40 PM    | A 4 40 PM    | A 1 00 AM    |
|       |                          |                         |                                                          |   | 321<br>Daily | 323<br>Daily | 295<br>Daily | 293<br>Daily |

### EASTWARD

| Side Track Capacity in Cars (41 ft.) | Distance from Louisville | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |   | FIRST CLASS. |              | THIRD CLASS. |              |
|--------------------------------------|--------------------------|----------------------------------------------------------|---|--------------|--------------|--------------|--------------|
|                                      |                          | STATIONS.                                                |   | 322<br>Daily | 324<br>Daily | 294<br>Daily | 292<br>Daily |
| Yard                                 | 84.6 y                   | LEXINGTON                                                | ⑫ | A 4 20 PM    | A 8 32 PM    | A 12 45 PM   | A 9 45 PM    |
| Yard                                 | .0 Wt                    | LOUISVILLE                                               |   | L 2 00 PM    | L 6 10 PM    | L 9 45 AM    | L 6 45 PM    |
|                                      |                          |                                                          |   | 322<br>Daily | 324<br>Daily | 294<br>Daily | 292<br>Daily |

### WESTWARD

## DAWKINS SUB-DIVISION

### EASTWARD

| Calls | Hours Open                             | SECOND CLASS.                 | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.                                      |  | SECOND CLASS.                 | Distance from Dawkins | Side Track Capacity in Cars (41 ft.) |
|-------|----------------------------------------|-------------------------------|-----------------------------------------------------------------------------------------------|--|-------------------------------|-----------------------|--------------------------------------|
|       |                                        | 51<br>Mixed<br>Daily Ex. Sun. | STATIONS.                                                                                     |  | 52<br>Mixed<br>Daily Ex. Sun. |                       |                                      |
|       | Booth                                  | L 12 01 PM                    | CARVER                                                                                        |  | A 11 55 AM                    | 24.0                  | p 12 o 14                            |
|       |                                        | f 12 13                       | Sublett                                                                                       |  | f 11 40                       | 21.0                  | o 9                                  |
| R     | 8.00 a. m. to 5.00 p. m.<br>Ex. Sunday | s 12 28<br>2 20               | W y Royaltan                                                                                  |  | s 11 25                       | 18.5                  | o 25                                 |
|       | Booth                                  | s 2 40                        | Ivyton                                                                                        |  | s 11 00                       | 15.0                  | p 12                                 |
|       | Booth                                  | s 3 00                        | Riceville                                                                                     |  | s 10 36                       | 9.5                   | o 7                                  |
|       |                                        | f 3 10                        | Leander                                                                                       |  | f 10 30                       | 7.5                   |                                      |
|       |                                        | f 3 19                        | Denver                                                                                        |  | f 10 18                       | 5.0                   |                                      |
|       |                                        | f 3 27                        | Collista                                                                                      |  | f 10 12                       | 3.0                   |                                      |
|       |                                        | 3 29                          | Paints                                                                                        |  | 10 10                         | 2.4                   | o 9                                  |
|       | Booth                                  | s 3 40<br>A PM                | DAWKINS                                                                                       |  | L 10 00 AM                    | .0                    | o 15                                 |
|       |                                        | 51<br>Mixed<br>Daily Ex. Sun. | No. 51 and No. 52 will not protect against following extra trains between Carver and Dawkins. |  | 52<br>Mixed<br>Daily Ex. Sun. |                       |                                      |

# ASHLAND DIVISION

11

WESTWARD

## MARROWBONE SUB-DIVISION

EASTWARD

| Calls | Hours Open                              | SECOND CLASS. | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |  | SECOND CLASS. | Distance from Marrowbone Jct. | Side Track Capacity in Cars (41 ft.) |
|-------|-----------------------------------------|---------------|----------------------------------------------------------|--|---------------|-------------------------------|--------------------------------------|
|       |                                         | 55<br>Daily   | STATIONS.                                                |  | 56<br>Daily   |                               |                                      |
|       |                                         | L PM          |                                                          |  | A PM          |                               |                                      |
|       |                                         |               | MANCO                                                    |  |               | 9.8                           |                                      |
| HE    | 8.00 a. m. to 5.00 p. m. Ex. Sun. Booth | 12 45         | 2.0<br>Hellier                                           |  | 12 42         | 7.8                           | o 9                                  |
|       | Booth                                   | 12 47         | 0.6<br>Coaldale Jct.                                     |  | 12 41         | 7.2                           | p 24                                 |
|       | Booth                                   | f 12 51       | 1.0<br>Henry Clay                                        |  | f 12 39       | 6.2                           |                                      |
|       | Booth                                   | f 1 00        | 2.0<br>Rockhouse                                         |  | f 12 31       | 4.2                           | o 4                                  |
|       | Booth                                   | f 1 13        | 3.0<br>Wolf Pit                                          |  | f 12 22       | 1.2                           |                                      |
|       |                                         | 1 18          | 1.2<br>MARROWBONE JCT.                                   |  | 12 18         | .0                            |                                      |
|       |                                         | A PM          |                                                          |  | L PM          |                               |                                      |
|       |                                         | 55<br>Daily   |                                                          |  | 56<br>Daily   |                               |                                      |

## MILLER'S CREEK SUB-DIVISION

WESTWARD

EASTWARD

| Hours Open | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. | Distance from Van Lear Jct. | Side Track Capacity in Cars (41 ft.) |
|------------|----------------------------------------------------------|-----------------------------|--------------------------------------|
|            | MINE 155                                                 | 3.9                         |                                      |
|            | 3.0<br>Long Siding                                       | .9                          | p 66                                 |
|            | 0.9<br>VAN LEAR JCT.                                     | .0                          | o 88                                 |

## MIDDLE CREEK SUB-DIVISION

| Hours Open | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. | Distance from Prestonsburg | Side Track Capacity in Cars (41 ft.) |
|------------|----------------------------------------------------------|----------------------------|--------------------------------------|
|            | EAST DAVID                                               | 9.6                        |                                      |
|            | 0.6<br>David                                             | 9.0                        |                                      |
| Continuous | 9.0<br>PRESTONSBURG (15)                                 | .0                         |                                      |

## ROAD CREEK SUB-DIVISION

| Hours Open | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. | Distance from R. C. Jct. | Side Track Capacity in Cars (41 ft.) |
|------------|----------------------------------------------------------|--------------------------|--------------------------------------|
|            | REPUBLIC                                                 | 2.9                      |                                      |
|            | 2.9<br>R. C. JCT.                                        | .0                       |                                      |

## ASHLAND DIVISION

WESTWARD

## LONG FORK SUB-DIVISION

EASTWARD

| Calls | Hours Open                          | SECOND CLASS. |            | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947. |                      | SECOND CLASS. |             | Distance from<br>Martin Jct. | Side Track<br>Capacity in<br>Cars (41 ft.) |
|-------|-------------------------------------|---------------|------------|----------------------------------------------------------|----------------------|---------------|-------------|------------------------------|--------------------------------------------|
|       |                                     | 159<br>Daily  |            | STATIONS.                                                |                      | 158<br>Daily  |             |                              |                                            |
|       |                                     | L             | PM         | EAST WEEKSBURY                                           |                      | A             | PM          | 25.0                         |                                            |
| WB    | 9.00a.m. to 6.00p.m.<br>Ex. Sunday  | 1             | 17         | Wy                                                       | Weeksbury            | 1             | 07          | 23.1                         | o134                                       |
| WJ    | 11.30a.m. to 8.30p.m.<br>Ex. Sunday | s 1           | 29         |                                                          | Wheelwright Junction | s 12          | 57<br>12 37 | 20.0                         |                                            |
|       | Booth                               | f 1           | 35         |                                                          | Buckingham           | f 12          | 30          | 18.1                         |                                            |
| CJ    | 11.30a.m. to 8.30p.m.<br>Ex. Sunday | s 1           | 42<br>2 18 | W                                                        | Clear Creek Junction | s 12          | 23<br>11 48 | 16.1                         |                                            |
|       | Booth                               | f 2           | 24         |                                                          | Gearhart             | f 11          | 43          | 14.2                         | p 93                                       |
|       | Booth                               | f 2           | 30         |                                                          | Orkney               | f 11          | 37          | 12.0                         |                                            |
|       | Booth                               | f 2           | 36         |                                                          | McDowell             | f 11          | 32          | 10.1                         |                                            |
|       | Booth                               | 2             | 43         |                                                          | Lane Siding          | 11            | 25          | 7.4                          | p 93                                       |
|       |                                     | f 2           | 57         |                                                          | Salisbury            | f 11          | 13          | 3.0                          |                                            |
|       | Booth                               | f 3           | 03         |                                                          | Hite                 | f 11          | 08          | 1.0                          |                                            |
|       |                                     | 3             | 12         |                                                          | MARTIN JCT.          | 11            | 06          | .0                           | Yard                                       |
|       |                                     | A             | PM         |                                                          |                      | L             | AM          |                              |                                            |
|       |                                     | 159<br>Daily  |            |                                                          |                      | 158<br>Daily  |             |                              |                                            |

WESTWARD

## CLEAR CREEK SUB-DIVISION

EASTWARD

| Calls | Hours Open                          | SECOND CLASS.       |                     | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | SECOND CLASS.       |                     | Distance from<br>Clear Creek Jct. | Side Track<br>Capacity in<br>Cars (41 ft.) |
|-------|-------------------------------------|---------------------|---------------------|-----------------------------------------------------------------------|---------------------|---------------------|-----------------------------------|--------------------------------------------|
|       |                                     | <b>143</b><br>Daily | <b>141</b><br>Daily |                                                                       | <b>140</b><br>Daily | <b>142</b><br>Daily |                                   |                                            |
|       |                                     | L                   | PM                  | <b>LIGON</b>                                                          | A                   | PM                  | 4.0                               |                                            |
|       |                                     | 2 03                | 12 04               |                                                                       | 12 03               | 2 02                |                                   |                                            |
| CJ    | 11.30a.m. to 8.30p.m.<br>Ex. Sunday | 2 18                | 12 23               | 4.0<br>CLEAR CREEK JCT.                                               | 11 48               | 1 42                | .0                                |                                            |
|       |                                     | A                   | PM                  |                                                                       | L                   | PM                  |                                   |                                            |
|       |                                     | <b>143</b><br>Daily | <b>141</b><br>Daily | No. 141, is superior to No. 142<br>Ligon to Clear Creek Junction.     | <b>140</b><br>Daily | <b>142</b><br>Daily |                                   |                                            |

WESTWARD

## WHEELWRIGHT SUB-DIVISION

EASTWARD

| Calls | Hours Open                               | SECOND CLASS.       |    | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | SECOND CLASS.       |    | Distance from<br>Wheelwright Jct. | Side Track<br>Capacity in<br>Cars (41 ft.) |
|-------|------------------------------------------|---------------------|----|-----------------------------------------------------------------------|---------------------|----|-----------------------------------|--------------------------------------------|
|       |                                          | <b>145</b><br>Daily |    |                                                                       | <b>144</b><br>Daily |    |                                   |                                            |
| ----  | Booth                                    | L                   | PM | <b>WHEELWRIGHT</b><br><b>1.5</b><br><b>WHEELWRIGHT JCT.</b>           | A                   | PM | 1.5                               | -----                                      |
| WJ    | 11.30a.m. to 8.30<br>p. m.<br>Ex. Sunday | 12 50               |    |                                                                       | 12 44               |    | .0                                | -----                                      |
|       |                                          | 12 57               |    |                                                                       | 12 37               |    |                                   |                                            |
|       |                                          | A                   | PM |                                                                       | L                   | PM |                                   |                                            |
|       |                                          | <b>145</b><br>Daily |    |                                                                       | <b>144</b><br>Daily |    |                                   |                                            |

# ASHLAND DIVISION

13

WESTWARD

## SANDY VALLEY AND ELKHORN SUB-DIVISION

EASTWARD

| Calls | Hours Open             | Distance from<br>Shelby Jct. | SECOND<br>CLASS.            |       | TIME TABLE No. 134.               | SECOND<br>CLASS. |                             | Side Track<br>Capacity in<br>Cars (41 ft.) |          |
|-------|------------------------|------------------------------|-----------------------------|-------|-----------------------------------|------------------|-----------------------------|--------------------------------------------|----------|
|       |                        |                              | <b>65</b><br>Daily Ex. Sun. |       | In Effect Sunday, Sept. 28, 1947. | STATIONS.        | <b>64</b><br>Daily Ex. Sun. |                                            |          |
|       | Booth                  | .0                           | L                           | PM    | SHELBY JUNCTION                   |                  | A                           | AM                                         | Yard     |
|       |                        | 4.1                          | f                           | 12 15 | 4.1                               | Yeager           | f                           | 11 35                                      | o 11     |
|       |                        | 7.7                          | f                           | 12 25 | 3.6                               | Esco             | f                           | 11 25                                      | p100     |
|       | Booth                  | 8.1                          | f                           | 12 34 | 0.4                               | Penny            | f                           | 11 18                                      | o 7      |
|       |                        | 10.8                         | f                           | 12 37 | 2.7                               | Virgie           | f                           | 11 15                                      | o 4      |
|       | Booth                  | 13.2                         | f                           | 12 45 | 2.4                               | Elswick          | f                           | 11 09                                      |          |
|       |                        | 17.8                         | f                           | 12 53 | 4.6                               | Dorton           | f                           | 11 00                                      |          |
|       | Booth                  | 22.7                         | f                           | 1 03  | 4.9                               | Shelby Gap       | f                           | 10 50                                      | p 43 o 5 |
|       |                        | 25.4                         | f                           | 1 16  | 2.7                               | Burdine          | f                           | 10 38                                      | o 7      |
|       |                        | 28.1                         | f                           | 1 23  | 2.7                               | Jenkins          | f                           | 10 32                                      | o 9      |
| D     | Continuous<br>Ex. Sun. | 29.8                         |                             | 1 38  | 1.7                               | DUNHAM           |                             | 10 25                                      | Yard     |
|       |                        |                              | A                           | PM    |                                   |                  | L                           | AM                                         |          |
|       |                        |                              | <b>65</b><br>Daily Ex. Sun. |       |                                   |                  | <b>64</b><br>Daily Ex. Sun. |                                            |          |

WESTWARD

## ELKHORN AND BEAVER VALLEY SUB-DIVISION

EASTWARD

| Calls | Hours Open                                    | SECOND CLASS.      |                    | TIME TABLE No. 134.<br>In Effect Sunday, Sept. 28, 1947.<br>STATIONS. | SECOND CLASS.      |                    | Distance from<br>Beaver Jd. | Side Track<br>Capacity is<br>Cars (41 ft.) |
|-------|-----------------------------------------------|--------------------|--------------------|-----------------------------------------------------------------------|--------------------|--------------------|-----------------------------|--------------------------------------------|
|       |                                               | <b>59</b><br>Daily | <b>57</b><br>Daily |                                                                       | <b>58</b><br>Daily | <b>60</b><br>Daily |                             |                                            |
| WK    | 7.00 a.m. to 4.00 p.m.<br>Ex. Sunday<br>Booth | L                  | PM                 | WAYLAND                                                               | A                  | AM                 | 20.8                        | o 50                                       |
|       | Booth                                         | s                  | 2 40               | 2.5<br>Lackey                                                         | s                  | 11 52              | 18.3                        | o 8                                        |
| PJ    | 12.01 p.m. to 9.01 p.m.<br>Ex. Sunday         |                    |                    | 0.5<br>Porter Junction                                                |                    |                    | 17.8                        |                                            |
|       | Booth                                         | s                  | 2 49               | 0.6<br>Garrett                                                        | s                  | 11 39              | 17.2                        | o 10                                       |
|       | Booth                                         | s                  | 2 53               | 2.2<br>Bosco                                                          | s                  | 11 38              | 15.0                        | p 31 o 11                                  |
|       | Booth                                         | f                  | 3 02               | 3.7<br>Eastern                                                        | f                  | 11 28              | 11.3                        | p 22                                       |
|       | Booth                                         | s                  | 3 13               | 5.3<br>Dinwood                                                        | s                  | 11 16              | 6.0                         | o 29                                       |
|       |                                               |                    |                    | 1.1<br>Martin Junction                                                | s                  | 10 04              | 4.9                         | Yard                                       |
| MN    | Continuous                                    | s                  | 3 29               | 0.1<br>Martin                                                         | s                  | 10 55              | 4.8                         |                                            |
| BI    | Continuous                                    | A                  | PM                 | 4.8<br>BEAVER JUNCTION                                                | L                  | AM                 | .0                          | o 8                                        |
|       |                                               | <b>59</b><br>Daily | <b>57</b><br>Daily |                                                                       | <b>58</b><br>Daily | <b>60</b><br>Daily |                             |                                            |

No. 57 is superior to No. 58  
Martinto West End Martin Yard  
No. 59 is superior to No. 60  
Martinto West End Martin Yard

# ASHLAND DIVISION

## GENERAL INSTRUCTIONS

### A.—SUPERIORITY OF TRAINS

**A-1.**—On single track, unless otherwise provided, Eastward trains are superior to Westward trains of the same class. (See Rule S-72)

### B.—LOCATION OF STANDARD CLOCKS AND WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS AND TRAIN REGISTER BOOKS

#### B-1.—Standard Clocks and Watch Register Forms:

| STATION           | LOCATION<br>CLOCK                | LOCATION<br>FORM CJ-58           |
|-------------------|----------------------------------|----------------------------------|
| Ashland.....      | Ashland Jct. ....                | Ashland Jct.                     |
|                   | Telegraph Office...              | Telegraph Office                 |
|                   | 5th St. Yard Office.             | 5th St. Yard Office              |
|                   | Roundhouse.....                  | Roundhouse                       |
| Olive Hill.....   |                                  | Telegraph Office                 |
| Morehead.....     |                                  | Telegraph Office                 |
| Netherland.....   | Telegraph Office...              | Telegraph Office                 |
| Lexington.....    | Telegraph Office...              | Telegraph Office                 |
| Louisville.....   | Central Station....              | Central Station                  |
|                   | Hancock St. Tower.               | Hancock St. Tower                |
|                   | Crew Caller's Office             | Crew Caller's Office             |
| Russell.....      | Yardmaster's<br>Office—Eastbound | Yardmaster's<br>Office—Eastbound |
|                   | Ready Track.....                 | Ready Track                      |
|                   | Yard Office.....                 | Yard Office                      |
| Paintsville.....  | Yard Office.....                 | Yard Office                      |
| Martin.....       | Yard Office.....                 | Yard Office                      |
| Shelby.....       | Telegraph Office...              | Telegraph Office                 |
| Jenkins.....      |                                  | Depot                            |
| Elkhorn City..... | Yard Office.....                 | Yard Office                      |

#### B-2.—Bulletin and Notice Books:

| STATION           | LOCATION                       |
|-------------------|--------------------------------|
| Ashland.....      | Roundhouse                     |
|                   | 5th St. Yard Office            |
|                   | Passenger Station              |
|                   | Scale House 34th St.           |
| Olive Hill.....   | Telegraph Office               |
| Morehead.....     | Telegraph Office               |
| Netherland.....   | Yard Office                    |
| Lexington.....    | Union Station                  |
| Louisville.....   | Shops                          |
|                   | Central Station                |
|                   | Hancock St. Tower              |
| Russell.....      | Crew Caller's Office           |
|                   | Yardmaster's Office, Eastbound |
|                   | Ready Track                    |
| Paintsville.....  | Yard Office                    |
| Martin.....       | Yard Office                    |
| Shelby.....       | Yard Office                    |
| Jenkins.....      | Depot                          |
| Elkhorn City..... | Depot                          |
|                   | Yard Office                    |

#### B-3.—Train Register Books (Form CJ-4):

| STATION              | LOCATION     | TRAINS REQUIRED TO REGISTER |
|----------------------|--------------|-----------------------------|
| Elkhorn City.....    | Yard Office. | All trains                  |
| Hellier.....         | Depot.....   | All trains                  |
| Wayland.....         | Booth.....   | All trains                  |
| Clear Creek Jct..... | Booth.....   | All trains                  |
| Wheelwright Jct..... | Booth.....   | All trains                  |
| Weeksbury.....       | Depot.....   | All trains                  |

### C.—YARD LIMITS (designated by "Yard Limit" boards):

|             |                      |
|-------------|----------------------|
| Ashland     | Jenkins              |
| Paintsville | Olive Hill           |
| Martin      | Netherland-Lexington |
| Shelby      |                      |

(See Rule 93.)

**C-1.—Lexington.**—Pony Track between Union Station and Netherland Yard Office and Roundhouse Lead Track between Ready Track Switch and Yard Office must not be occupied in either direction without authority of the Yardmaster.

**Belt Line:** All movements on Lexington Belt Line from West Main Street viaduct to Buchanan Street and from C. N. O. & T. P. connection to Buchanan Street must be made under flag protection.

**West Lexington.**—The normal position of the manually-operated crossing gate at the crossing of Belt Line and the L. & N. R. R. at 4th St. is for L. & N. movements. C. & O. crews will operate the gate for movement of their train over crossing and will re-set gate in normal position after clearing the crossing.

**Shelby.**—Movement of fifth-class and extra trains over working limits of yard extras at Shelby will be made under instructions of the Yardmaster. Extra trains will stop at telephone booth at east or west end of Shelby Yard and conductor or engineman will get instructions before proceeding.

**Martin.**—Movement of extra trains over working limits of yard extras at Martin will be made under instructions of the Yardmaster. Unless otherwise directed, eastward E. & B. V. Subdivision extra trains will stop at telephone booth just east of Arkansas Station; westward E. & B. V. Subdivision extra trains will stop at telephone booth 230 feet east of Martin Junction; westward Long Fork Subdivision extra trains will stop at telephone booth 1,420 feet east of Martin Junction. Conductor or engineman will get instructions before proceeding.

**Paintsville.**—Conductor or engineman of fifth-class trains, work extras and mine run shifting extras will call Yardmaster from east or west end of Paintsville Yard and get instructions.

**C-4.—Elkhorn City.**—Track between bridge just north of Elkhorn City Station and yard board south of the south yard switch Elkhorn Yard will be used by trains and engines of Chesapeake and Ohio and Clinchfield Railroads and all trains and engines using this track, will be handled under the control of the engineman and prepared to stop within half range of vision. No trains or engines must occupy this track within five (5) minutes of the time of a first-class train without full protection. Chesapeake and Ohio passenger trains will have the same rights and privileges in that territory as Clinchfield passenger trains. Derailing switch has been placed in main track between North Switch of Interchange track and Elkhorn City Station. This switch must be kept set to derail except when thrown to clear for trains or engines to pass.

**D.—MAXIMUM SPEED.**—Except trains will be governed by signal indications, speed limit signs and local conditions and instructions.

| LOCATION AND CONDITIONS                   | PASSENGER<br>TRAINS | FREIGHT<br>TRAINS |       |
|-------------------------------------------|---------------------|-------------------|-------|
|                                           |                     | TIME              | OTHER |
| Between Winchester and Lexington.....     | 60                  | 40                | 35    |
| Between Ashland and Winchester.....       | 55                  | 40                | 35    |
| Between Big Sandy Jct. and Elkhorn City.. | 50                  | 40                | 35    |

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## D.—Continued.

| LOCATION AND CONDITIONS                                                                                                                                                            | PASSENGER<br>TRAINS        | FREIGHT<br>TRAINS |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------|----------|
|                                                                                                                                                                                    |                            | TIME              | OTHER    |
| Except where lower speeds are provided as follows:                                                                                                                                 |                            |                   |          |
| Engines running backward with or without cars and engines without leading truck.....                                                                                               | On tangents<br>On curves.. | 20<br>15          | 20<br>15 |
| Trains handling C. & O. derrick cars enroute to scene of accidents.....                                                                                                            | On tangents<br>On curves.. | 30<br>20          | 30<br>20 |
| Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.....                                                  | On tangents<br>On curves.. | 20<br>15          | 20<br>15 |
| Trains handling derricks, steam shovels, cranes, ditchers and similar pivoted machinery loaded on cars.....                                                                        | On curves..                | 30                | 30       |
| Trains handling scale test cars.....                                                                                                                                               |                            | 25                | 25       |
| Through turnouts at ends of double track except where movement is governed by interlocking or automatic block signal indications.....                                              | 30                         | 25                | 25       |
| Through turnouts at ends of passing sidings and all main line crossovers and turnouts except where movement is governed by interlocking or automatic block signal indications..... | 20                         | 15                | 15       |
| On curves between Aden and Leon.....                                                                                                                                               | 40                         | 20                | 20       |
| Between Aden and Olive Hill.....                                                                                                                                                   | 40                         | 20                | 20       |
| Through Princess and Williams Creek tunnels.....                                                                                                                                   | 40                         | 25                | 25       |
| When pushed by Mallet engines running backward from Olive Hill to Mountain Top.....                                                                                                | 20                         |                   |          |
| Dawkins Subdivision.....                                                                                                                                                           | 25                         |                   | 20       |
| Middle Creek Subdivision.....                                                                                                                                                      | 25                         |                   | 15       |
| Road Creek Mine Extension.....                                                                                                                                                     | 25                         |                   | 15       |
| Miller's Creek Subdivision.....                                                                                                                                                    | 25                         |                   | 20       |
| Elkhorn and Beaver Valley Subdivision:                                                                                                                                             |                            |                   |          |
| East of Martin.....                                                                                                                                                                | 30                         |                   | 20       |
| West of Martin.....                                                                                                                                                                | 35                         |                   | 30       |
| Long Fork Subdivision.....                                                                                                                                                         | 30                         |                   | 20       |
| Marrowbone Subdivision.....                                                                                                                                                        | 25                         |                   | 15       |
| Sandy Valley and Elkhorn Subdivision.....                                                                                                                                          | 30                         |                   | 25       |
| Levisa Subdivision.....                                                                                                                                                            | 30                         |                   | 25       |

**D.—Concluded.**

| LOCATION AND CONDITIONS                                                                                                                                                                                                        | PASSENGER<br>TRAINS | FREIGHT<br>TRAINS |       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|-------|
|                                                                                                                                                                                                                                |                     | TIME              | OTHER |
| Except where lower speeds are provided<br>as follows:                                                                                                                                                                          |                     |                   |       |
| Engines running backward, with or with-<br>out cars, engines without leading truck<br>and trains handling derrick cars, steam<br>shovels, cranes, ditchers and similar<br>pivoted machinery moving on their own<br>wheels----- | 15                  | -----             | 15    |
| Tunnel No. 4, Midas, Ky-----                                                                                                                                                                                                   | 20                  | -----             | ----- |

### D-1.—Disabled Engines:

Dead engines with side rods down or in any other condition which requires movement of the engine at reduced speed must not be dispatched in any train without authority of the Chief Train Dispatcher. The Roundhouse Foreman and the Yardmaster will obtain such authority from the Chief Train Dispatcher, who will issue train order specifying the proper speed of the train or trains involved.

When necessary to clear the main track, disabled engines with main or side rods disconnected may be moved to a terminal at not exceeding a speed of 15 miles per hour.

**D-2.—Mixed Passenger and Freight Car Equipment:**

Trains handling mixed passenger and freight car equipment, except freight cars equipped with high speed equalized passenger trucks, steel wheels, steam heat and signal line equipment, will observe the maximum freight train speed restrictions.

### E.—JUNCTIONS AND CROSSINGS:

Ashland Junction--Junction and Crossings of Lexington and Kanawha Subdivisions. (Interlocked.)

Morehead-----Junction of Lexington Subdivision and Morehead and North Fork Railroad.

Winchester-----Crossing of Lexington Subdivision and L. & N. Railroad. (Interlocked.)

Lexington-----Junction of Lexington Subdivision and L. & N. Railroad.

Crossing of C. & O. Lexington Belt Line and L. & N. R. R. (Protected by gate, normal position Stop for C. & O. trains.)

Elkhorn City----Junction of Big Sandy Subdivision and Clinchfield Railroad.

Dunleary Jct-----Junction of Big Sandy Subdivision and Beaver Creek Mine Extension.

R. C. Jct-----Junction of Big Sandy Subdivision and Road Creek Mine Extension.

Marrowbone Jct--Junction of Big Sandy Subdivision and Marrowbone Subdivision.

Levisa Jct-----Junction of Big Sandy Subdivision and Levisa River R. R.

Dunham-----Crossing of S. V. & E. Subdivision and tramway of Consolidation Coal Co. (Governed by manually-operated signal normally displayed at Stop for C. & O. trains.)

# ASHLAND DIVISION

## GENERAL INSTRUCTIONS—Continued.

### E.—Concluded.

|                      |                                                                                  |
|----------------------|----------------------------------------------------------------------------------|
| Shelby Jct.....      | Junction of Big Sandy and Sandy Valley and Elkhorn Subdivisions.                 |
| Beaver Junction...   | Junction of Big Sandy and Elkhorn and Beaver Valley Subdivisions. (Interlocked.) |
| Martin Jct.....      | Junction of Elkhorn and Beaver Valley and Long Fork Subdivisions.                |
| Clear Creek Jct...   | Junction of Long Fork and Clear Creek Subdivisions.                              |
| Wheelwright Jct...   | Junction of Long Fork and Wheelwright Subdivisions.                              |
| Prestonsburg.....    | Junction of Big Sandy and Middle Creek Subdivisions.                             |
| Van Lear Junction... | Junction of Big Sandy and Miller's Creek Subdivisions.                           |
| Dawkins.....         | Junction of Big Sandy and Dawkins Subdivisions.                                  |
| Big Sandy Jct....    | Junction of Big Sandy and Kanawha Subdivisions. (Interlocked.)                   |

### F.—CUTTING ENGINE OUT OF TRAIN

When from any cause an engine, under steam, is cut out of a train, the train must stop at the first available point of communication and report the circumstances to the train dispatcher. The engine cut out must not use a main track unless protected in accordance with Rule 99 (a), or by train orders, except in territory where Rule 271 is in effect the movement may be made on authority of the train dispatcher.

### G.—DESIGNATION AND USE OF TRACKS

#### G-1.—Single Track:

| SUBDIVISION OR<br>MINE EXTENSION    | TRACK SECTION BETWEEN        |
|-------------------------------------|------------------------------|
| Big Sandy.....                      | W. D. Cabin and K. X. Cabin  |
|                                     | J. B. Cabin and B. U. Cabin  |
|                                     | O. X. Cabin and E. M. Cabin  |
|                                     | Beaver Jct. and F. O. Cabin  |
|                                     | Shelby Jct. and Elkhorn City |
| Dawkins.....                        | Entire Subdivisions          |
| Miller's Creek.....                 |                              |
| Middle Creek.....                   |                              |
| Elkhorn and<br>Beaver Valley...     |                              |
| Stephens.....                       |                              |
| Jones Fork.....                     |                              |
| Steel Creek.....                    |                              |
| Long Fork.....                      |                              |
| Clear Creek.....                    |                              |
| Jacks Creek.....                    |                              |
| Wheelwright.....                    |                              |
| Caleb.....                          |                              |
| Sandy Valley and<br>Elkhorn.....    |                              |
| Marrowbone.....                     |                              |
| Levisa River.....                   |                              |
| Road Creek Mine<br>Extension.....   | Entire Mine Extension        |
| Beaver Creek Mine<br>Extension..... |                              |
| Lexington.....                      | Ashland and Netherland       |

#### G-2.—Two Tracks:

| SUBDIVISION    | TRACK SECTION BETWEEN          |
|----------------|--------------------------------|
| Big Sandy..... | Big Sandy Jct. and W. D. Cabin |
|                | K. X. Cabin and J. B. Cabin    |
|                | B. U. Cabin and O. X. Cabin    |
|                | E. M. Cabin and Beaver Jct.    |
|                | F. O. Cabin and Shelby Jct.    |
| Lexington..... | Netherland and Lexington       |

### H.—CURRENT OF TRAFFIC AND BLOCK SIGNAL RULES

#### H-1.—Rules D-151 and D-152 are in effect:

| SUBDIVISION    | BETWEEN                        |
|----------------|--------------------------------|
| Big Sandy..... | Big Sandy Jct. and L. W. Cabin |
|                | K. X. Cabin and R. N. Cabin    |
|                | B. U. Cabin and Johns Creek    |
|                | F. O. Cabin and Shelby Jct.    |
| Lexington..... | Netherland and Lexington       |

#### H-3.—Movement Against Current of Traffic:

To run against the current of traffic, trains must receive train-order authority for such movement, be operated under manual block system rules, and must not enter a block until advised in writing by operator condition of the block in advance.

#### H-4.—Crossover Movement:

Before the switches are operated for a train or engine to cross over to or in any way obstruct another main track, or return, through hand-operated or spring switches, the conductor or engineman must secure permission for the intended move from the train dispatcher, through the operator, and, unless otherwise provided, such movement must first be protected as prescribed by Rule 99 (a) in both directions on that track.

#### Movement From Passing Siding:

Before the switches are operated or the main track is in any way obstructed, the conductor or engineman must secure, through the operator, permission from the train dispatcher to enter the main track through hand-operated or spring switches, and before starting must protect such movement as prescribed by Rule 99 (a).

**H-5.—Where Automatic Block System Rules are in effect,** full compliance with Rule 505 (b) is required when crossing over to another main track or entering main track through hand-operated or spring switches. If unable to communicate with the operator, train or engine may enter on or foul the main track only after full compliance with Rule 99 (a) and 505 (b).

#### Movement of Trains with the Current of Traffic on Two or more Tracks by Block Signals:

#### H-6.—Rules D-251 (a), D-252 and D-254, are in effect:

| SUBDIVISION    | BETWEEN                                |
|----------------|----------------------------------------|
| Big Sandy..... | Big Sandy Jct. and L. W. Cabin         |
|                | K. X. Cabin and J. B. Cabin            |
|                | B. U. Cabin and Johns Creek            |
| Lexington..... | Netherland and Lexington Union Station |

#### Rules Governing the Movement of Trains in Either Direction on One or more Tracks by Block Signals

#### H-9.—Rules 271 to 278, inclusive, are in effect on portions of the road as specified below:

| SUBDIVISION  | BETWEEN                                      | TRACK       |
|--------------|----------------------------------------------|-------------|
| Big Sandy..  | L. W. Cabin and W. D. Cabin...               | No. 1 and 2 |
|              | W. D. Cabin and K. X. Cabin...               | Single      |
|              | R. N. Cabin and J. B. Cabin...               | No. 1 and 2 |
|              | J. B. Cabin and B. U. Cabin...               | Single      |
|              | Johns Creek and O. X. Cabin...               | No. 1 and 2 |
|              | O. X. Cabin and E. M. Cabin...               | Single      |
|              | E. M. Cabin and Beaver Jct...                | No. 1 and 2 |
| E. & B. V... | Beaver Jct. and West End<br>Martin Yard..... | Single      |

Main tracks are numbered from north to south.

# ASHLAND DIVISION

17

## GENERAL INSTRUCTIONS—Continued.

### Manual Block System

**H-15.—Manual Block System Rules 305 to 373, inclusive, except as modified hereinafter, are in effect:**

| SUBDIVISION OR MINE EXTENSION  |                             | BETWEEN                                                         |
|--------------------------------|-----------------------------|-----------------------------------------------------------------|
| Big Sandy-----                 |                             | Eastward manual block signal west of M. P. 85 and Elkhorn City. |
| Elkhorn and Beaver Valley----- |                             | West end Martin Yard and Wayland                                |
| Dawkins                        | Jacks Creek                 | On Entire Subdivisions                                          |
| Miller's Creek                 | Wheelwright                 |                                                                 |
| Middle Creek                   | Caleb                       |                                                                 |
| Stephens                       | Sandy Valley and            |                                                                 |
| Jones Fork                     | Elkhorn                     |                                                                 |
| Steel Creek                    | Marrowbone                  |                                                                 |
| Long Fork                      | Levisa River                |                                                                 |
| Clear Creek                    |                             |                                                                 |
| Road Creek Mine Extension      | Beaver Creek Mine Extension | Entire Mine Extension                                           |

**H-16.**—The operator at a meeting or waiting point must not permit the train holding the main track to proceed beyond the block signal until it is known that the opposing train has cleared the main track, or the waiting time stated in the order has expired.

**H-17.**—Clearance Form B must not be issued nor permissive block signal indication be displayed to permit a train to follow a passenger train between Beaver Jct. and Elkhorn City, except as provided by Rule 333 (a).

**H-18.**—Trains will not proceed on permissive signal indication, Rule 289, unless authorized by Clearance Form B. Permissive signal indication must not be displayed without authority of the train dispatcher.

**H-19.**—A train having entered a block on other than a Proceed indication must not accept a Proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

**H-20.**—In complying with Rule 365, when a train takes siding or otherwise clears the main track at an open block station to be met or passed by trains, the train will be immediately reported in clear to the operator, and must not again enter the block or foul the main track without permission of the operator. A train having passed beyond the limits of a block must not back into that block without permission of the operator. When Clearance Form A and/or Clearance Form B has not been delivered as authority to re-enter the block, permission to do so may be obtained over telephone.

**H-21.**—Trains met or passed by other trains at non-block stations where communication is provided will obtain permission to again enter or foul the main track from the operator at the block station in the rear. Except as authorized by the train dispatcher, the operator will not permit such trains to proceed until he has ascertained that the block is clear of other trains.

Where communication is not provided or fails, be governed by Rule 91.

### Automatic Block System

**H-23.**—Rules 281 to 296 (a), inclusive, and 505 to 521 (a), inclusive, are in effect:

| SUBDIVISION    | BETWEEN                                                                     |
|----------------|-----------------------------------------------------------------------------|
| Big Sandy----- | Big Sandy Jct. and westward interlocking home block signal west of M. P. 85 |
| Lexington----- | Ashland Jct. and Lexington Union Station                                    |
| E. & B. V----- | Beaver Jct. and West End Martin Yard                                        |

**H-24.**—Absolute Block Signal.—A home block signal, the most restrictive indication of which is "Stop", governing a block under Automatic Block System Rules.

**H-25.**—Electrically-Locked Switch.—A hand-operated switch equipped with an electrically-operated locking appliance which prevents the unauthorized use of the switch.

**H-26.**—Dual Switch.—A power-operated switch equipped with a lever, which, when operated to proper position, transfers the switch from power operation to hand operation.

**H-27.**—Trains or engines must not use passing sidings or other tracks within single-track absolute block sections to be met or passed by trains unless absolute block signals are provided to govern the movement to main track.

**H-28.**—When westward automatic block Signal No. 399 located just west of R. N. Cabin displays "Stop and Proceed" indication, a member of train or engine crew of westward tonnage freight trains will communicate with operator before proceeding.

**Haldeman.**—Electrically-locked switch on Brick Plant Spur Track must not be used for purpose of entering on or fouling main tracks without permission of the train dispatcher, obtained through the operator.

**Winchester.**—Electrically-locked switches within interlocking limits controlled by operator.

**Mountain Top Helper.**—After stalled train calls for assistance at Mountain Top, movement can be made by helper engine out of siding by first opening siding switch and then pushing button located in box on post at switch and then proceed on signal indication displayed.

**H-31.**—Automatic absolute block signal indications not in conformity with Book of Rules:

| SUBDIVISION                 | NAME AND ASPECT                                                                                            | INDICATION                                                                                                                 | IN EFFECT                                                                                                                                                                             |
|-----------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lexington --<br>Big Sandy-- | <br>Slow—<br>Approach | Proceed at not exceeding medium speed prepared to stop at next signal; <b>slow speed through crossover, or turnout.</b>    | At dwarf absolute block signals governing movement from siding to main track.                                                                                                         |
|                             | <br>Clear—Slow        | Proceed; <b>slow speed through crossover, or turnout.</b>                                                                  | (Rules 287 and 288 modified accordingly.)                                                                                                                                             |
| Lexington --                | <br>Restricting       | Proceed at restricted speed into siding only.<br><br>Restricting indication will not be displayed for main track movement. | Meads, Winchester: at east switch of passing siding.<br>Rush, Aden, Olive Hill, Soldier, Morehead, Preston, Mt. Sterling and Pine Grove: at east and west switches of passing siding. |

R—Red light; Y—Yellow light; G—Green light.

### I.—INTERLOCKING RULES

**I-1.**—Interlocking Rules 605 to 671, inclusive, are in effect within interlocking limits at:

A. X. Cabin (Ashland Jct.) Winchester  
B. S. Cabin (Big Sandy Jct.) B. I. Cabin (Beaver Jct.)

**I-2.**—Interlocking Limits.—The tracks between the home signals of an interlocking.

# ASHLAND DIVISION

## GENERAL INSTRUCTIONS—Continued.

### J.—MOVEMENT OF TRAINS

**J-1.**—Trains may be started without orders and will run as extras from following stations:

| SUBDIVISION | STATIONS                | DIRECTION                           |
|-------------|-------------------------|-------------------------------------|
| Big Sandy   | Big Sandy Jct.          | Eastward to L. W. Cabin             |
|             | Leach                   | Westward to Big Sandy Jct.          |
|             | L. W. Cabin             | Westward to Big Sandy Jct.          |
|             | K. X. Cabin             | Eastward to R. N. Cabin             |
|             | R. N. Cabin             | Westward to K. X. Cabin             |
|             | B. U. Cabin             | Eastward to Johns Creek             |
|             | Paintsville             | Eastward to Johns Creek             |
|             |                         | Westward to B. U. Cabin             |
|             | Dawkins                 | Westward to B. U. Cabin             |
|             | Van Lear Jct.           | Westward to B. U. Cabin             |
| Lexington   | Johns Creek             | Westward to B. U. Cabin             |
|             | F. O. Cabin             | Eastward to Shelby Jct.             |
|             | Shelby Jct.             | Westward to F. O. Cabin             |
|             | Netherland              | Westward to Lexington Union Station |
|             | Lexington Union Station | Eastward to Netherland              |

**J-4.**—Running Ahead of Superior Train.

Fourth and fifth-class and extra trains may pass and run ahead of third-class trains.

**J-7.**—Shifting Engines, Yard Engines and Helper Engines will work as extras daily, day and night, and will protect at all times against other extras, within the limits shown below:

| SUBDIVISION | INITIAL STATION | SERVICE | WORKING LIMITS                       |
|-------------|-----------------|---------|--------------------------------------|
| E. & B. V.  | Paintsville     | Shifter | Between Beaver Jct. and Wayland      |
| Big Sandy   | Shelby          | Shifter | Between Beaver Jct. and Elkhorn City |
| Marrowbone  | Shelby          | Shifter | Between Marrowbone Jct. and Manco    |
| Lexington   | Ashland         | Shifter | Between Ashland Jct. and Salt Lick   |
|             | Olive Hill      | Shifter | Between Ashland Jct. and Salt Lick   |

**J-8.**—Shifting Engines, Yard Engines, and Helper Engines will work as extras within following limits and have rights and working limits as specified below:

| SUBDIVISION    | INITIAL STATION | SERVICE | WORKING LIMITS                                                                                                                                                        |
|----------------|-----------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Big Sandy      | Shelby          | Yard    | Daily, day and night, between telephone booth west of Shelby Creek Bridge No. 1124 and telephone booth 300 ft. east of M. P. 114, not protecting against extra trains |
| Miller's Creek | Paintsville     | Shifter | Daily, day and night, between Van Lear Jct. and Mine No. 155, not protecting against extra trains                                                                     |
| Dawkins        | Paintsville     | Shifter | Daily, day and night, between Dawkins and End of Line, not protecting against extra trains                                                                            |
| Middle Creek   | Paintsville     | Shifter | Daily, day and night, between Prestonsburg and East David, not protecting against extra trains                                                                        |

**J-8—Concluded.**

| SUBDIVISION | INITIAL STATION | SERVICE | WORKING LIMITS                                                                                                                                                                        |
|-------------|-----------------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| S. V. & E.  | Jenkins         | Shifter | Daily, day and night, between Jenkins Scale House and End of Line west of Dunham, not protecting against extra trains.                                                                |
|             |                 |         | Daily, day and night, between Jenkins Scale House and yard limit board 1 mile east of Burdine Station, protecting against extra trains                                                |
| E. & B. V.  | Martin          | Yard    | Daily, day and night, between telephone booth east of Arkansas Station and telephone booth on Long Fork Subdivision 1420 ft. east of Martin Jct., not protecting against extra trains |
|             |                 |         | Daily, day and night, between Olive Hill and Aden, and has right over 3rd, 4th, and 5th-class and extra trains.                                                                       |
| Lexington   | Olive Hill      | Helper  |                                                                                                                                                                                       |

**J-10.**—The time-table authority for the movement of work extras without train orders does not establish assigned territory for train and engine crews.

### K.—TRAIN ORDER CLEARANCE

**K-1.**—Trains are required to get Clearance Form A before leaving stations designated below:

| STATION      | TRAINS AND CONDITIONS                                               |
|--------------|---------------------------------------------------------------------|
| Ashland Jct. | Westward Lexington Subdivision                                      |
| Netherland   | Eastward                                                            |
| Paintsville  | Eastward Dawkins Subdivision                                        |
| Shelby       | Trains originating at Shelby and Shelby Jct.                        |
| Elkhorn City | Westward                                                            |
| Martin       | Eastward and westward E. & B. V. and eastward Long Fork Subdivision |

**K-2.**—When passing train-order offices trainmen will be in position to observe train-order signal indications and to give and receive hand signals.

Operators should be in position to observe passing trains and to give and receive hand signals.

**K-3.**—When a train-order signal is displayed indicating orders, trains must not proceed without Clearance Form A. When such indication has been acknowledged, and there are no orders for the train, Clearance Form A must be issued accordingly.

### L.—LOCATION AND LENGTH OF TURNTABLES:

|                  |                  |
|------------------|------------------|
| Ashland Junction | 73 feet 6 inches |
| Netherland       | 100 feet         |
| Louisville       | 85 feet          |
| Wayland          | 70 feet          |
| Beaver Jct.      | 70 feet          |
| Shelby           | 100 feet         |

# ASHLAND DIVISION

## GENERAL INSTRUCTIONS—Continued.

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### M.—LOCATION OF "Y" TRACKS; LENGTH OF TAIL TRACK:

|                                                  |           |
|--------------------------------------------------|-----------|
| Ashland Junction.....                            | Any       |
| Morehead.....                                    | 151 feet  |
| Winchester (Joint with L. & N.).....             | Any       |
| Lexington (Joint with L. & N.).....              | Any       |
| Richardson.....                                  | 1882 feet |
| Paintsville.....                                 | 100 feet  |
| Royalton.....                                    | 223 feet  |
| Shelby.....                                      | 1425 feet |
| Elkhorn City (Joint with Clinchfield R. R.)..... | 275 feet  |
| Jenkins.....                                     | 489 feet  |
| Martin.....                                      | Any       |
| Weeksbury.....                                   | 970 feet  |
| Permelee.....                                    | 650 feet  |
| Nigh.....                                        | 125 feet  |

### N.—TRAIN SIGNALS. (See Rules 19, D-19, 21 (a) and notes to Rules 19 and 21 (a).)

#### Markers:

- N-1.—On two-track sections passenger trains running on the left-hand track will not be required to change the indication of markers.
- N-2.—Trains other than passenger trains running on the left-hand track will display markers on the side next to the other track yellow to front, side and rear; and on the outside yellow to front and side, and red to rear.

N-5.—Passenger trains equipped with fixed electric markers will not display yellow to front by night, and when operating on either track of a three or four-track section will run with markers as displayed on either side of the three or four-track section.

#### Classification Signals:

- N-7.—Classification signals are not required on track sections where Rule 271 is in effect, but may be displayed to avoid stops to remove them on entering such track sections.
- N-8.—On two or more-track divisions or subdivisions extra trains will not display classification signals.
- N-9.—On single-track divisions or subdivisions, where freight trains are scheduled in both directions, extra trains will display classification signals in both directions.
- N-10.—On single-track divisions or subdivisions, where freight trains are scheduled in one direction, extra trains will display classification signals in the direction only that freight trains are scheduled.
- N-11.—On Coal Field Divisions or Subdivisions, where freight trains are not scheduled in either direction, extra trains will not display classification signals in either direction.

### O.—LOCATION AND USE OF SPRING SWITCHES

O-1.—The use of Spring Switches is governed by Rules 104, 104 (a), 104 (b), 505 (b), Interlocking and Block Signal indications and the following instructions:

|                                      | LOCATION                                                                                 | NORMAL POSITION             | ROUTE FOR WHICH SPRUNG | DESIGNATED SPEED IN NORMAL POSITION |                                  |
|--------------------------------------|------------------------------------------------------------------------------------------|-----------------------------|------------------------|-------------------------------------|----------------------------------|
|                                      |                                                                                          |                             |                        | FACING                              | TRAILING (when springing switch) |
| SUBDIVISION<br>BIG SANDY   LEXINGTON | Ashland Jct.—Junction of Lexington Subdivision<br>Passenger and Freight Main Tracks..... | Passenger<br>Main Track.... | Freight Main Track.... | Maximum<br>Authorized..             | 15 mph                           |
|                                      | F. O. Cabin—West End Double Track Switch.....                                            | Eastward<br>Main Track....  | Westward Main Track..  | Maximum<br>Authorized..             | 30 mph                           |

O-2.—Where Automatic Block System Rules or Interlocking Rules are in effect and "Stop", Rule 292, or "Stop and Proceed", Rule 291, is indicated, a train or engine, after complying with these rules, must not make facing move over a spring switch until it has been carefully examined to insure that it is lined and facing properly, nor enter on or foul a main track, nor obstruct another main track, until the spring switch has first been operated by hand to proper position for the movement and has then waited a sufficient length of time to secure full benefit of signal protection as provided by Rule 505 (b).

The spring switch must not be restored to normal position until the movement has been completed. The same trainman who operates the switch must restore it to normal position.

# ASHLAND DIVISION

## SPECIAL INSTRUCTIONS

### APPLICATION OF TIME-TABLE

The time-table of any division applies to the movement of any trains operated on that division or subdivision thereof. Trains and engines will use the tracks of other railroads in accordance with their time-tables, rules, and regulations as follows:

| BETWEEN                                                   | RAILROAD          |
|-----------------------------------------------------------|-------------------|
| Limestone St., Lexington and Preston St., Louisville..... | L. & N. R. R.     |
| Preston St. and Central Station, Louisville.....          | Short Route R. R. |
| Elkhorn City Yard.....                                    | Clinchfield R. R. |

### AIR BRAKES

**Inoperative Air Brakes.**—Passenger cars with air brakes inoperative must not be operated on rear of passenger trains. Such cars will be placed between other cars on which the air brakes are working properly.

**Coal and Water.**—When freight trains of forty or more loaded cars are stopped for coal or water the engine must be detached in compliance with Rule 103 (a).

While taking coal or water, engine brakes must be held fully applied.

**Back-Up Hose.**—When cars are pushed by an engine in extended movement or where the conditions may require, the trainman on leading car must be provided with a back-up hose with air whistle and valve in proper working order, coupled to train line, to sound warning or stop in complying with Rule 103.

**Detaching Engine of Passenger Train:** Before an angle cock is closed or an engine detached, except for cutting off cars from rear of trains, brake pipe reduction of not less than twenty (20) pounds must be made. While trains are being switched the train brakes on standing cars must be held fully applied.

### HANDLING TRAINS ON GRADES

**Haldeman:** Account of heavy grade in track leading to lower brick plant, the air brakes must be cut in all cars handled. Cars must not be dropped into these tracks.

**Mt. Sterling:** When handling cars into and out of spur tracks of Texaco, Oldham, Johnson, and Treadway, air brakes on all cars must be coupled and working.

### USE OF SIDINGS AND SPECIFIED TRACKS

**Blocking Passing Sidings:** Passing sidings must not be blocked except when authorized by the train dispatcher or in an emergency. The train dispatcher must be fully informed of the conditions affecting the proper use of the passing siding. When blocked, proper protection must be afforded.

**Obstruction:** Before coupling to cars on, or moving over a freight house track, industrial track, loading track, private track or similar tracks, it must be known that the track is free of any obstruction that would interfere with the movement, and persons in or about cars notified.

**Lexington.**—No. 3 Track Union Station: Westward trains (except first and second-class) and engines using No. 3 Track must stop at intersection of No. 2 and No. 3 Tracks and flag to crossover west of Limestone Street.

Eastward Track Union Station: Westward trains may use eastward track between crossover at east end of station and crossover west of Limestone Street under proper flag protection.

**Netherland.**—Eastward trains and engines will call operator before using crossover west of Walton Ave.

**Louisville.**—Viaduct: Eastward trains moving from C. & O. Viaduct, Franklin Street, will call operator at M. N. Tower for instructions before fouling the main track. Westward trains will call operator at G. I. Tower before occupying the Viaduct.

**Pope Street Block Signal:** When the block indication at Pope Street is "Stop", freight trains having cars to set off at East Louisville will call the operator at M. N. Tower for instructions. When block indication at Pope Street is "Proceed", they will back set-off into the Interchange or Yard Track without calling the operator.

**Leach.**—Crews doing switching will promptly clear the Eastward and Westward tracks on their arrival, reporting to the operators at Big Sandy Jct. and L. W. Cabin when their train is clear of the main tracks and must not again enter on or foul the westward main track without permission from the operator at L. W. Cabin nor enter on or foul eastward main track without permission of operator at Big Sandy Jct.

### ENGINE RESTRICTIONS

Class K-4 engines are subject to the following restrictions:

Lexington:

Must not use—

No. 1 or No. 2 Union Station tracks or Lexington Belt Line.

Must not pass or be passed by other engines or equipment on curve just east of Limestone Street.

Louisville:

Must not exceed 10 miles per hour between Floyd St. and Illinois Central Station.

Must not be operated on—

Longfork Subdivision:

Between Martin Jct. and end of line.

Dawkins Subdivision.

Wye Tracks, at—

Richardson.

Paintsville.

Shelby, west leg.

Mine Tracks:

Must not be operated on any mine track without specific authority of Chief Train Dispatcher.

### Double Heading

When double heading Class K-4, K-3, K-2, J-3, J-2 and J-1 locomotives, it will be permissible to place either of these locomotives ahead.

When double heading Class F-17, F-18, L-1 and L-2 locomotives, it will be permissible to place either locomotive ahead, however, when double heading locomotives in this group with locomotives in group above, the smaller locomotive must be placed ahead.

When double heading Class A-16, F-15 and F-16 locomotives, the smaller locomotive must be placed ahead in each case.

### Drifting

Reverse lever shall not be lowered on quadrant when locomotive is drifting at a speed above 30 miles per hour. When preparing to drift, the throttle should be eased off until steam chest pressure is dropped to approximately 50 pounds. The reverse bar should then be set to a cut-off which will produce smooth drifting operation. This is usually between 45 and 50 per cent cut-off. In no case should cut-off be set at over 50 per cent when drifting at a speed of 30 miles per hour or more. Throttle should be regulated to maintain sufficient steam chest pressure to assure proper lubrication and smooth operation of the valves and pistons while drifting, except on locomotives equipped with poppet valves or by-pass valves; on such locomotives, the throttle should be closed while drifting.

# ASHLAND DIVISION

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## SPECIAL INSTRUCTIONS—Continued.

### Engine Pilot

When a locomotive strikes anything, it must be stopped at once and the pilot examined to see if proper clearance is provided. **Retracker, chains, or material** of any kind must not be carried on locomotive pilot.

### Bridges and Trestles

**Lexington Subdivision.**—Parks—Coal unloading trestle in spur track of General Refractories Co., M. P. 560, north of main track must not be used by engines.

**Long Fork Subdivision.**—Class K-2 and K-3 engines must not exceed 15 miles per hour over:

Bridge No. 38, one half mile east of Salisbury.  
Bridge No. 174, one mile west of Buckingham.

### Track Restrictions

Tracks designated below are not safe for operation of engines:

**Drift.**—Turner Mine No. 5, empty supply track.

**Wheelwright Mine.**—Through crossover between middle and back empty tracks.

**Ligon.**—Clear Branch Mine, empty supply track.

**Hitchens.**—Engines equipped with 21,000-gallon tanks must not back into track known as "Little Fork."

**Ashland.**—Middle States Bituminous Corporation, unloading pit located 200 feet east of stock pen, near foot of 13th Street.

Reachers must be used in switching tracks or portion of tracks not safe for engines.

### Turntable

**Ashland.**—Class K-4 engines must not use turntable or round house.

### CAR AND EQUIPMENT RESTRICTIONS

**Dump Cars.**—Loaded dump cars must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent the possibility of a car being dumped in the opposite direction from that intended. Before such cars are moved, the conductor must see that the chains are fastened in proper position, and that chains are not disconnected on the side to be dumped during the dumping operation.

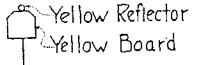
**Scale Test Cars.**—Scale Test Cars in regular service, should be handled on rear of freight trains, immediately ahead of caboose cars, and trains on which handled should not exceed a maximum speed of 25 miles per hour.

They should be protected from rough handling at all times. Impacts at greater speeds than two miles per hour should be avoided. When uncoupled from a train or cut of cars in motion, the brakes should be manned and, after motion has stopped, firmly set. They should not be used in switching of cars in the yards whenever possible to prevent doing so. Hand brakes on the test cars should be fully released when being handled in yards and on the road.

When testing scales, the test cars will be operated as directed by Scale Inspector conducting the test.

### SPEED SIGNS

#### Temporary Reduce Speed Sign.

| ASPECT                                                                                                               | INDICATION                                            |
|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
|  Yellow Reflector<br>Yellow Board | Reduce speed as specified by train order or bulletin. |

Temporary Reduce Speed Signs will be used to supplement train order or bulletin when issued, requiring reduced speed over track on which a temporary speed restriction has been placed.

The Temporary Reduce Speed Sign is a plain yellow board 18 inches square, with the upper corners cut off. It is equipped at the top with yellow reflector or light to give night indication. No figures indicating speed will be shown on this sign and train movements will be governed by the speed authorized in train order or bulletin.

These signs will be put up when the speed restriction is placed or, in case of unexpected restriction, they will be put up as soon as practicable.

### HAND-OPERATED SWITCHES

**Weeksbury.**—Normal position of switch of East leg of Wye is for movement to Wye track.

**Wheelwright.**—Normal position of switch in front of depot is for movement from empty supply tracks to tipple.

### FLAGGING

**Trains Must Stop to Ascertain Instructions.**—When flagged, trains must stop and ascertain instructions of flagman.

**Detaching Engines or Cars.**—When engines or cars are detached from a train at night, special precautions will be taken to prevent damage to equipment when recoupling. When conditions require, torpedoes will be used and a red light will be placed on end of car where coupling is to be made.

**Derricks, Ditchers, Pile Drivers and Other Machines.**—Derricks, ditchers, pile drivers and other machines must neither occupy nor obstruct a track over which a passenger train is to operate within ten minutes of the time of such train. When such machines obstruct a track the obstructions must be protected according to Rule 99 (a).

### USE OF HAND SIGNALS

**Red flags** must be attached to staff. It is not permitted to remove flags from staff or carry flags in pocket.

**When there is a possibility of being overtaken by sunset,** flagmen shall take with them both day and night signals.

**Red and yellow fusees, lanterns and flags** must not be used for any other purpose than to give signals as prescribed by Rules 10, 11 (a), 12 (a) and 99 (a). Green flares will be used to give signals where the view of hand or lantern signal is restricted.

### COMMUNICATING SIGNAL

**Signal to start passenger trains** at terminals and at intermediate stations where make-up of a train is changed will be given by communicating signal operated from rear of train upon proper signal from the conductor. When the rear car is an office or private car, air signal will be given from the head end of such car. At intermediate stations where the make-up of trains is not changed, signal will be given, when flagman has returned, by conductor to baggageman, who will give communicating signal to start.

### HOT JOURNALS

**Brakemen** will frequently open vestibule doors on each side of passenger trains to scent or observe hot bearings.

### HIGHWAY AND STREET CROSSING

**Belt Line, Lexington.**—Engines with or without cars, moving in either direction will come to a full stop at Limestone, Third and Fourth Street Crossing, and conductor must have a member of his crew protect the crossing before passing over it each time and this flagman must remain at the crossing to protect vehicles, etc., while switching is being done or any move made over these crossings. At all crossings the train must be handled in such a way as to insure safety to persons or vehicles crossing. Cars must not be jerked or kicked over any of these crossings, and they must always be attached to engine when movement is made.

**Morehead.**—Eastward freight trains will take water at west water column, and westward freight trains will take water at east water column. This is to prevent blocking crossing.

**Olive Hill.**—All westward trains, except first and second-class, will come to a full stop seventy-five (75) feet east of the street crossing at west end of freight depot and then proceed carefully over crossing.

# ASHLAND DIVISION

## SPECIAL INSTRUCTIONS—Continued.

### STATION STOPS NOT SHOWN ON SCHEDULE

#### Regular Stops—

|                  |                           |
|------------------|---------------------------|
| Frankfort.....   | } s321, 322, 323 and 324. |
| Shelbyville..... |                           |
| Offutt.....      | s36, 37 and 39.           |

#### Flag stops—

|                    |                       |
|--------------------|-----------------------|
| Gulfo.....         | } f31 and 32.         |
| Winslow.....       |                       |
| High Carbon.....   |                       |
| Princess.....      |                       |
| Coalton.....       |                       |
| Bailey Mine.....   |                       |
| Kilgore.....       |                       |
| Norton Branch..... |                       |
| Music.....         |                       |
| Denton.....        |                       |
| Fultz.....         |                       |
| Corey.....         |                       |
| Lawton.....        |                       |
| Hayward.....       |                       |
| Rodburn.....       |                       |
| Bluestone.....     |                       |
| Midland.....       |                       |
| Prewitt.....       |                       |
| Klondyke.....      |                       |
| Thomson.....       |                       |
| Hedges.....        |                       |
| Fox.....           |                       |
| Nelson.....        |                       |
| Colby.....         |                       |
| Tebbs.....         |                       |
| Walnut Hills.....  |                       |
| Brighton.....      |                       |
| Savage Branch..... | f37 and 38.           |
| Lockwood.....      | } f36, 37, 38 and 39. |
| Burnaugh.....      |                       |
| Buchanan.....      |                       |
| Zelda.....         |                       |
| Catalpa.....       |                       |
| Fullers.....       | } f37 and 38.         |
| Potters.....       |                       |
| Holt.....          | f36 and 39.           |
| Walbridge.....     | f37 and 38.           |
| Gallup.....        | } f36, 37, 38 and 39. |
| Beech Farm.....    |                       |
| Kise.....          | f38.                  |
| Georges Creek..... | } f37, 38 and 39.     |
| Ben Bow.....       |                       |
| Richardson.....    | } f36, 37, 38 and 39. |
| Patrick.....       |                       |
| Henrietta.....     | } f37, 38 and 39.     |
| Offutt.....        |                       |
| Buskirk.....       | } f36, 37, 38 and 39. |
| East Point.....    |                       |
| Bays Branch.....   | } f37, 38 and 39.     |
| Bull Creek.....    |                       |
| Emma.....          | } f36, 37, 38 and 39. |
| Dwale.....         |                       |
| Banner.....        | } f36, 37, 38 and 39. |
| Tram.....          |                       |
| Betsy Layne.....   | } f36, 37, 38 and 39. |
| Boldman.....       |                       |
| Broad Bottom.....  | } f36, 37 and 39.     |
| Mossy Bottom.....  |                       |
| Big Shoal.....     | } f36, 37, 38 and 39. |
| Coal Run.....      |                       |
| Pauley.....        | } f36, 37, 38 and 39. |
| Island Creek.....  |                       |
| Kewanee.....       | } f36, 37, 38 and 39. |
| Fords Branch.....  |                       |
| Sutton.....        | } f36, 37, 38 and 39. |
| Millard.....       |                       |

(Continued in next column.)

### Flag Stops—Continued.

|                     |                           |
|---------------------|---------------------------|
| Winright.....       | f37 and 38.               |
| Draffin.....        | } f36, 37, 38 and 39.     |
| Belcher.....        |                           |
| Ratliff.....        | } f55 and 56.             |
| Venters.....        |                           |
| Lookout.....        | } f57, 58, 59 and 60.     |
| Big Branch.....     |                           |
| Colliver.....       | } f58 and 59.             |
| Arkansas.....       |                           |
| Warco.....          | } f140, 141, 142 and 143. |
| Maytown.....        |                           |
| Northern.....       | } f158 and 159.           |
| Midas.....          |                           |
| Estill.....         | } f64 and 65.             |
| Glo.....            |                           |
| Garth.....          | } f51 and 52.             |
| Hunter.....         |                           |
| Jump.....           | } f140, 141, 142 and 143. |
| Gibson.....         |                           |
| Drift.....          | } f64 and 65.             |
| Jacks Creek.....    |                           |
| Burton.....         | } f51 and 52.             |
| Melvin.....         |                           |
| Hi-Hat.....         | } f140, 141, 142 and 143. |
| Lambert.....        |                           |
| Gaskill.....        | } f64 and 65.             |
| Adamson.....        |                           |
| Elimer.....         | } f51 and 52.             |
| Myra.....           |                           |
| Ellwood.....        | } f64 and 65.             |
| Douglas.....        |                           |
| Robinson Creek..... | } f51 and 52.             |
| Collins.....        |                           |
| Richam.....         | } f51 and 52.             |
| West Royalton.....  |                           |
| Dobson.....         | } f51 and 52.             |
| Fitch.....          |                           |
| Asa.....            | } f51 and 52.             |
| Hager Hill.....     |                           |

Local freight trains will stop on signal at all stations to do work.

### Conditional Stops—

|                            |                    |                                                                                  |
|----------------------------|--------------------|----------------------------------------------------------------------------------|
| No. 21                     | Salt Lick.....     | { To receive revenue passengers for Winchester or beyond.                        |
|                            | Preston.....       |                                                                                  |
| No. 22                     | Preston.....       | { To discharge revenue passengers from Ashland or beyond.                        |
|                            | Salt Lick.....     |                                                                                  |
| No. 23                     | Farmer.....        | { To discharge revenue passengers from Lexington or beyond.                      |
|                            | Soldier.....       |                                                                                  |
| No. 24                     | Denton.....        | { To receive revenue passengers for Ashland or beyond.                           |
|                            | Haldeman.....      |                                                                                  |
| No. 24                     | Preston.....       | { To discharge revenue passengers from Ashland or beyond.                        |
|                            | Olympia.....       |                                                                                  |
| No. 24                     | Salt Lick.....     | { To receive or discharge revenue passengers.                                    |
|                            | Farmer.....        |                                                                                  |
| No. 24                     | Hitchins.....      | { To receive or discharge revenue passengers for or from Mt. Sterling or beyond. |
|                            | Grahn.....         |                                                                                  |
| Nos. 321 and 323           | Crescent Hill..... | { To discharge revenue passengers from Ashland or beyond.                        |
|                            | Grahn.....         |                                                                                  |
| Nos. 321, 322, 323 and 324 | Anchorage.....     | { To receive or discharge revenue passengers for or from Mt. Sterling or beyond. |
|                            | Midway.....        |                                                                                  |

# ASHLAND DIVISION

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## SPECIAL INSTRUCTIONS—Continued.

### SPEED SCHEDULE.

| TIME PER MILE. | Miles<br>per<br>Hour. | TIME PER MILE. | Miles<br>per<br>Hour. | TIME PER MILE. | Miles<br>per<br>Hour. |
|----------------|-----------------------|----------------|-----------------------|----------------|-----------------------|
| 0 min. 51 sec  | 70.6                  | 1 min. 50 sec  | 32.7                  | 3 min. 25 sec  | 17.5                  |
| 0 " 52 "       | 69.2                  | 1 " 55 "       | 31.3                  | 3 " 30 "       | 17.1                  |
| 0 " 53 "       | 67.9                  | 2 " 0 "        | 30.0                  | 3 " 35 "       | 16.7                  |
| 0 " 54 "       | 66.6                  | 2 " 5 "        | 28.8                  | 3 " 40 "       | 16.3                  |
| 0 " 55 "       | 65.4                  | 2 " 10 "       | 27.7                  | 3 " 45 "       | 16.0                  |
| 0 " 56 "       | 64.3                  | 2 " 15 "       | 26.6                  | 3 " 50 "       | 15.6                  |
| 0 " 57 "       | 63.2                  | 2 " 20 "       | 25.7                  | 3 " 55 "       | 15.3                  |
| 0 " 58 "       | 62.1                  | 2 " 25 "       | 24.8                  | 4 " 0 "        | 15.0                  |
| 0 " 59 "       | 61.0                  | 2 " 30 "       | 24.0                  | 4 " 17 "       | 14.0                  |
| 1 " 0 "        | 60.0                  | 2 " 35 "       | 23.2                  | 4 " 36 "       | 13.0                  |
| 1 " 5 "        | 55.4                  | 2 " 40 "       | 22.5                  | 5 " 0 "        | 12.0                  |
| 1 " 10 "       | 51.4                  | 2 " 45 "       | 21.8                  | 5 " 27 "       | 11.0                  |
| 1 " 15 "       | 48.0                  | 2 " 50 "       | 21.1                  | 6 " 0 "        | 10.0                  |
| 1 " 20 "       | 45.0                  | 2 " 55 "       | 20.6                  | 6 " 40 "       | 9.0                   |
| 1 " 25 "       | 42.3                  | 3 " 0 "        | 20.0                  | 7 " 30 "       | 8.0                   |
| 1 " 30 "       | 40.0                  | 3 " 5 "        | 19.4                  | 8 " 34 "       | 7.0                   |
| 1 " 35 "       | 37.9                  | 3 " 10 "       | 18.9                  | 10 " 0 "       | 6.0                   |
| 1 " 40 "       | 36.0                  | 3 " 15 "       | 18.4                  | 12 " 0 "       | 5.0                   |
| 1 " 45 "       | 34.3                  | 3 " 20 "       | 18.0                  |                |                       |

### SURGICAL STAFF.

| STATION.         | NAME.             | OFFICE ADDRESS.            | TELEPHONE No.          |
|------------------|-------------------|----------------------------|------------------------|
| Ashland, Ky      | *H. G. Stambaugh  | 313 Mayo Arcade            | 1456                   |
|                  | *J. M. Salmon     | 940 Dysard Hill            | 1761                   |
|                  | *T. D. Goodman    | 402 Second Nat. Bank Bldg. | 150                    |
|                  | J. E. Moore       | 1607 Winchester Ave.       | 48                     |
|                  | *P. Sparks        | 402 Second Nat. Bank Bldg. | 2800                   |
| Hitchins, Ky     | *F. W. Tyree      | Hitchins, Ky               | 4                      |
| Olive Hill, Ky   | *Chas. McCleese   | Woodside Ave.              | 57                     |
|                  | *D. Fortune       | Railroad St.               | 78                     |
| Soldier, Ky      | *W. E. McCleese   | Soldier, Ky                | 11                     |
| Morehead, Ky     | *E. D. Blair      | 425 Main St.               | 267                    |
| Farmer, Ky       | *T. A. E. Evans   | Farmer Ave.                | 37                     |
| Mt. Sterling, Ky | *O. P. Henry      | Mt. Sterling Nat. Bank     | 259                    |
|                  | *P. K. McKenna    | Main and Maysville Sts.    | 492                    |
| Winchester, Ky   | *R. H. Scobee     | 120 So. Main St.           | Office 63—Res. 1499    |
|                  | Chas. C. Garr     | 2nd and Upper St.          | 3600                   |
|                  | *A. L. Cornish    | 190 N. Upper St.           | 3600                   |
|                  | *C. N. Kavanaugh  | 190 N. Upper St.           | 3600                   |
|                  | *W. H. Pennington | 190 N. Upper St.           | 3600                   |
|                  | *E. C. Yates      | 2nd and Upper St.          | 3600                   |
|                  | *W. O. Bullock    | 2nd and Upper St.          | 3600                   |
|                  | *W. T. Briggs     | Lexington Clinic           | 3600                   |
|                  | *W. S. Wyatt      | 2nd and Upper St.          | 3600                   |
|                  | *F. W. Rankin     | Harrodsburg Pike           | 807                    |
| Frankfort, Ky    | *E. L. Moore      | 288 Limestone St.          | 3976                   |
|                  | R. M. Coblin      | Sower Bldg.                | 205                    |
| Louisville, Ky   | *E. L. Henderson  | Francis Building           | Jackson 7357           |
|                  | *L. Lyne Smith    | Brown Bldg.                | Wabash 4523            |
| Elkhorn City, Ky | *J. T. Deskins    | Elkhorn City, Ky           | 2 short rings          |
| Pikeville, Ky    | *A. G. Osborne    | Clinic—Caroline St.        | Res. 106—Office 162    |
| Martin, Ky       | *J. H. Allen      | Martin, Ky                 | 2011                   |
|                  | *C. L. Allen      | Martin, Ky                 | 2011                   |
| Lackey, Ky       | *M. M. Collins    | Lackey, Ky                 | 36W                    |
| Wayland, Ky      | *M. V. Wicker     | Wayland, Ky                | Res. 10-X—Office 10-J. |
| Hi-Hat, Ky       | *C. B. Cann       | Hi-Hat, Ky                 | 5321                   |
| Prestonsburg, Ky | *A. J. Davidson   | Highland Ave.              | 208J.                  |
| Royalton, Ky     | *D. R. Skaggs     | Royalton, Ky               | None.                  |
| Paintsville, Ky  | *J. H. Holbrook   | Euclid Avenue              | S. B. 7.               |
|                  | *P. B. Hall       | Hospital—Euclid Ave.       | 200J                   |
| Louisa, Ky       | *A. W. Bromley    | Main St.                   | 70J or 21J.            |
|                  | *L. S. Hayes      | 308 Lock Ave.              | Res. 133—Office 139    |

\*Asterisk indicates doctor who will respond to emergency call.

# ASHLAND DIVISION

## SPECIAL INSTRUCTIONS—Concluded.

W. W. Fell.....Division Freight Agent.....Ashland, Ky.  
 B. G. Stall.....Division Freight Agent.....Lexington, Ky.

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### DIVISION OFFICERS.

C. A. PENNINGTON, Superintendent of Terminals.....Louisville, Ky.  
 E. J. LILLY, Trainmaster.....Ashland, Ky.  
 W. A. MORDICA, Trainmaster.....Ashland, Ky.  
 G. E. KLEYKAMP, Terminal Trainmaster.....Ashland, Ky.  
 H. M. IRWIN, Chief Train Dispatcher.....Ashland, Ky.  
 W. M. GREENE, Road Foreman of Engines.....Paintsville, Ky.  
 C. H. WOMACK, Road Foreman of Engines.....Ashland, Ky.  
 R. R. EVANS, Asst. Trainmaster.....Shelby, Ky.  
 G. J. JOHNSON, Assistant Trainmaster.....Jenkins, Ky.  
 G. E. CHILDERS, Assistant Trainmaster.....Martin, Ky.  
 E. T. RUCKER, Assistant Trainmaster.....Ashland, Ky.  
 H. C. MARRS, Assistant Trainmaster.....Ashland, Ky.  
 F. P. BARRICK, Division Engineer.....Ashland, Ky.  
 L. B. HEWLETT, Assistant Division Engineer.....Ashland, Ky.