

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

ASHLAND DIVISION

TIME TABLE No.

133

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

6:01 A. M. (Eastern Time)

Sunday, May 6, 1945.



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 adver-
tisement 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 (90th Meridian) Standard Time

Big Sandy and Connecting Sub-Division Trains run on
Eastern (75th Meridian) Standard Time

C. J. GEYER,
General Manager.

O. H. CARPER,
Superintendent Freight Transportation.

I. D. IRWIN,
Superintendent Passenger Transportation.

C. A. TAYLOR,
General Superintendent.

H. KINDT,
Superintendent.

ASHLAND DIVISION LEXINGTON SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Ashland	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		FIRST CLASS.		SECOND CLASS.	
			STATIONS.		21	23	25	
					Daily	Daily	Mon. Wed. Fri.	
AU	Continuous	.0	W	ASHLAND	L 4 30	AM L 11 30	AM L 6 30	
AX	Continuous	.3	Wty	Ashland Jct.	4 32	11 32	6 32	
		5.1		Summit			f 6 41	
MX	Continuous	7.1	W	Meads	4 43	11 43	f 6 46	
KS	Continuous	13.9		Rush	4 51	11 51 ⁶⁸	s 6 59	
		16.9		Grant			f 7 05	
		19.0		Williams Creek			f 7 09	
		23.3		Mt. Savage			f 7 18	
JX	Continuous	25.5		Hitchins	s 5 10	s 12 09 ²⁶	s 7 24	
		28.5	W	Leon			s 7 29	
A	Continuous	32.8		Aden	5 22	12 21	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 ¹²	s 5 39	s 12 37	s 7 58	
RS	7.30 a. to 4.30 p. Ex. Sun.	46.5		Enterprise	5 49	12 47	s 8 13 ⁶⁸	
		49.0		Soldier			s 8 20	
HM	7.00 a. m. to 4.00 p. m.	50.4		Haldeman			s 8 23	
		53.1		Gates			f 8 29	
RY	Continuous	58.5	Wy	Morehead ¹³	s 6 11	s 1 06	s 8 40	
FB	7.00 a. to 4.00 p. Ex. Sun.	66.4		Farmer	6 21	f 1 17	s 8 52	
ME	7.00 a. m. to 4.00 p. m.	70.2	W	Salt Lick ²⁵	6 26	f 1 24	s 9 00	
		75.0		Olympia		f 1 31	f 9 09	
PN	Continuous	78.4		Preston	6 36	s 1 37	s 9 18	
		82.9		Stepstone			f 9 26	
		87.2		Ewington	6 47	1 50	f 9 35	
GR	Continuous	90.3	W	Mt. Sterling ¹²	s 6 58	s 2 00	s 9 44 ⁷⁰	
		98.6		L. & E. Junction	7 09	2 11	f 9 58	
W	Continuous	105.2	Wy	Winchester ¹³	s 7 18	s 2 20 ⁹⁴	s 10 07	
		113.0		Pine Grove	7 35	2 37	s 10 25	
		115.6		Chilesburg			s 10 30	
NS	Continuous	122.7	Wt	Netherland (EEDT)	7 48 ⁷⁰	2 49	10 45	
VX	8.00 a. m. to 4.00 p. m.	123.7	y	LEXINGTON ¹²	7 52	2 53	10 50	
					A Daily	AM A Daily	PM A Mon. Wed. Fri.	AM
					21 Daily	23 Daily	25 Mon. Wed. Fri.	

ASHLAND DIVISION

LEXINGTON SUB-DIVISION

WESTWARD

Distance from Ashland	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		THIRD CLASS.				FOURTH CLASS.		FIFTH CLASS.			
	STATIONS.		95 Daily		93 Daily		73 Daily		69 Tue. Thur. Sat.		67 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 ²⁶		7 37 ²²					7 00
5.1		Summit 4.8	12 40		1 20		7 55					7 30
7.1	W	Meads 2.0	12 45		1 25		8 04					7 40
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 ⁶⁸
34.5		Grahn 1.7					9 43					10 05
40.2	W	Olive Hill ⁽¹²⁾ 5.7	2 15 ⁹²		2 38		10 32 ²⁴					11 29 ²⁶
46.5		Enterprise 6.3	2 30		2 50		10 50					11 50
49.0		Soldier 2.5					11 03					12 01
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 ⁽¹²⁾ 5.4	2 55		3 15		11 30		7 00			12 40
66.4	W	Farmer 7.9	3 10		3 30		11 51		7 30			
70.2		Salt Lick ⁽²⁵⁾ 3.8	3 20		3 40 ⁹⁴		12 01		7 45			
75.0		Olympia 4.3					12 16		8 00			
78.4		Preston 3.4	3 33		4 00		12 33 ⁹²		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 ⁽¹²⁾ 3.1	4 00		5 22 ²²		1 50		9 40 ²⁶			
98.6		L. & E. Junction 8.3	4 20		5 40		2 25		10 00			
105.2	Wy	Winchester ⁽¹⁵⁾ 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 ⁽¹²⁾ 1.0	11 30		9 45							
			A	AM	A	PM	A	AM	A	AM	A	PM
			95 Daily		93 Daily		73 Daily		69 Tue. Thur. Sat.		67 Daily Ex. Sun.	

ASHLAND DIVISION LEXINGTON SUB-DIVISION

EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Lexington	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		FIRST CLASS.		SECOND CLASS.			
		STATIONS.		22 Daily	24 Daily	26 Tue. Thur. Sat.			
		Yard	W	A	PM	A	PM	A	PM
	123.7	W	ASHLAND	7 40	11 40	1 05			
	123.4	Wty	Ashland Jct. 0.3 4.8	7 37 ⁷³	11 37	1 00 ⁹³			
p 25 o 9	118.6		Summit 2.0	-----	-----	f12 52			
p 68 o 9	116.6	W	Meads 6.8	7 25	11 26	f12 48			
p 92 o 14	109.8		Rush 3.0	7 16	11 17	s12 34			
p 36 o 13	106.8		Grant 2.1	-----	-----	f12 29			
	104.7		Williams Creek 4.3	-----	-----	f12 25			
p 28 o 10	100.4		Mt. Savage 2.2	-----	-----	f12 15			
p 68 o 9	98.2		Hitchins 3.0	s 7 00	10 59	s12 09 ⁹³			
	95.2	W	Leon 4.3	-----	-----	s11 57			
p 70 o 15	90.9		Aden 1.7	6 45	10 47	s11 46			
	89.2		Grahn 5.7	-----	-----	s11 42			
p 93 Yard	83.5	W	Olive Hill 6.3	s 6 31 [Ⓣ]	s10 32 ⁷³	s11 29 ⁶⁷			
p 69 o 3	77.2		Enterprise 2.5	6 20	10 20	s11 11			
p 57 o 23	74.7		Soldier 1.4	-----	-----	s11 04			
	73.3		Haldeman 2.7	-----	-----	s11 01			
p 25 o 15	70.6		Gates 5.4	-----	-----	f10 55			
p 85 o 65	65.2	Wy	Morehead 7.9	s 6 05 [Ⓣ]	s10 04	s10 46			
p 57 o 20	57.3		Farmer 3.8	5 53	9 52	s10 27			
p 41 o 45	53.5	W	Salt Lick 4.8	5 48 [Ⓣ]	9 47	s10 19			
	48.7		Olympia 3.4	-----	9 40	f10 09			
p 81 o 30	45.3		Preston 4.5	5 38	9 36	s10 03			
	40.8		Stepstone 4.3	-----	-----	s 9 54			
p 37 o 7	36.5		Ewington 3.1	-----	-----	f 9 47			
p 77 o 93	33.4	W	Mt. Sterling 8.3	s 5 22 ⁹³	s 9 20	s 9 40 ⁶⁹			
p 60 o 13	25.1		L. & E. Junction 6.6	5 10	9 07	f 9 22			
p 79 o 98	18.5	Wy	Winchester 7.8	s 4 59 [Ⓣ]	s 8 56	s 9 11			
p 51 o 6	10.7		Pine Grove 2.6	4 45	8 42	s 8 51			
p 72 o 6	8.1		Chilesburg 7.1	-----	-----	s 8 46			
	1.0	Wt	Netherland (EEDT) 1.0	4 34	8 31	8 35			
Yard	.0	y	LEXINGTON Ⓣ	4 30	8 27	8 30			
				L	PM	L	PM	L	AM
				22 Daily	24 Daily	26 Tue. Thur. Sat.			

ASHLAND DIVISION

LEXINGTON SUB-DIVISION

EASTWARD

Distance from Lexington	TIME TABLE No 133. In Effect Sunday, May 6, 1945.		THIRD CLASS.				FIFTH CLASS.			
	STATIONS.		94 Daily		92 Daily		68 Daily Ex. Sun.		70 Mon. Wed. Fri.	
			A	PM	A	AM	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			
		6.8								
109.8		Rush	6 03		3 27		11 51 ²³			
		3.0								
106.8		Grant	5 56		3 20		11 25			
		2.1								
104.7		Williams Creek					11 15			
		4.3								
100.4		Mt. Savage					10 55			
		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 ⁶⁷			
		1.7								
89.2		Grahn					9 48			
		5.7								
83.5	W	Olive Hill ⁽¹²⁾	4 50		2 15 ⁹⁵		9 20			
		6.3								
77.2		Enterprise	4 25		1 50		8 13 ²⁵			
		2.5								
74.7		Soldier					7 45			
		1.4								
73.3		Haldeman					7 35			
		2.7								
70.6		Gates					7 20			
		5.4								
65.2	Wy	Morehead ⁽¹⁹⁾	4 05		1 30		7 00		12 15	
		7.9								
57.3		Farmer	3 50		1 00				11 45	
	W	3.8								
53.5		Salt Lick ⁽²⁸⁾	3 40 ⁹³		12 50				11 20	
		4.8								
48.7		Olympia							11 01	
		3.4								
45.3		Preston	3 18		12 33 ⁷³				10 45	
		4.5								
40.8		Stepstone	3 08		12 23				10 25	
		4.3								
36.5		Ewington	3 00		12 15				10 15	
		3.1								
33.4	W	Mt. Sterling ⁽¹²⁾	2 52		12 05				9 44 ²⁵	
		8.3								
25.1		L. & E. Junction	2 35		11 45				9 10	
		6.6								
18.5	Wy	Winchester ⁽¹⁵⁾	2 20 ²³		11 30				8 50	
		7.8								
10.7		Pine Grove	1 57		11 05				8 20	
		2.6								
8.1		Chilesburg	1 52		11 00				8 10	
		7.1								
1.0	Wt	Netherland (EEDT)	1 40		10 45				7 48 ²¹	
		1.0								
.0	y	LEXINGTON ⁽¹²⁾	12 45		9 45					
			L	PM	L	PM	L	AM	L	AM
			94		92		68		70	
			Daily		Daily		Daily Ex. Sun.		Mon. Wed. Fri.	

Calls	Hours Open	Distance from Elkhorn City	TIME TABLE No. 133. In Effect Sunday, May 6, 1945. STATIONS.	SECOND CLASS.				
				37 Daily	49 Daily	51 Mixed D'y Ex. Sun.	39 Daily	61 Daily
				L AM	L AM	L PM	L PM	L PM
RO	5.05 a. m. to 2.05 p. m.	.0	Wy ELKHORN CITY	5 45			2 25	
		.7	Federal	5 46			2 26	
		1.6	Dunleary Jct.					
		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 ⁹²	
		12.1	Levisa Jct.					
SY	Continuous	14.9	Wy SHELBY	s 6 16			s 2 56	
	Booth	15.4	Shelby Junction (EEDT)	6 19			2 59	
FO	1.30 p. m. to 10.30 p. m.	18.2	F. O. Cabin (WEDT)	6 25			3 05	
KN	Continuous	23.3	Pikeville ⁽²⁰⁾	s 6 40			s 3 19	
WG	Continuous	29.7	Wagner	6 54			3 35	
HD	4.00 a. m. to 8.00 p. m.	34.6	W Harold	s 7 06			s 3 48	
	Booth	38.0	Tram	f 7 13			f 3 55	
X	Continuous	40.0	Ivel	f 7 17			f 3 59	
		44.2	Allen	s 7 31	10 37		s 4 17	4 25
BI	Continuous	44.4	Wt Beaver Junction (EEDT)	7 32	10 38		4 18	4 26
EM	Continuous	48.1	E. M. Cabin (WEDT)	7 38			4 24	
BG	Continuous	54.2	Prestonsburg	s 7 51 ⁹⁰			s 4 38	
		59.9	O. X. Cabin (EEDT)	8 00			4 48	
AR	Continuous	60.5	Auxier	f 8 03			s 4 51	
VN	3.00 a. m. to 7.00 p. m.	66.2	Van Lear Junction	f 8 15			s 5 03	
	Booth	66.7	Dawkins	f 8 16		3 41	f 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	
BO	Continuous	72.0	Bobbs	8 33			5 28	
WN	Continuous	77.0	Whitehouse	s 8 45 ³⁶			s 5 40 ³⁸	
RA	Continuous	81.3	Ray	8 56			5 48	
JB	Continuous	84.7	J. B. Cabin (EEDT)	9 07			5 57	
		85.6	y Richardson					
KX	Continuous	90.8	Kise (WEDT)	f 9 17			f 6 07	
CN	Continuous	95.2	W Chapman	f 9 29			f 6 20	
WB	Continuous	100.5	Walbridge	9 39			f 6 28	
UX	Continuous	103.3	Louisa ⁽²⁰⁾	s 9 49 ³⁷			s 6 36	
CA	Continuous	110.4	Catalpa	f 10 05			f 6 54	
KA	Continuous	116.2	Kavan	10 18			7 06	
		119.0	W. D. Cabin (EEDT)	10 22 ⁹²			7 10	
LW	Continuous	120.6	W L. W. Cabin	10 25			7 13	
BS	Continuous	128.2	BIG SANDY JCT.	10 40			7 28	

No. 37 and No. 39 have right over No. 45 and No. 50, Allen to Beaver Jet.
No. 37 and No. 39 will hold main track at Allen.

37 Daily	49 Daily	51 Mixed D'y Ex. Sun.	39 Daily	61 Daily
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WESTWARD

ASHLAND DIVISION—BIG SANDY SUB-DIVISION

Distance from Elkhorn City	TIME TABLE No. 133. In Effect Sunday, May 6, 1945. STATIONS.	THIRD CLASS.				FOURTH CLASS.						FIFTH CLASS.							
		97 Daily		95 Daily		73 Daily		77 Daily		79 Daily		83 Daily		85 Daily		87 Tue Thur Sat		89 D'y Ex. Sun.	
		L	AM	L	PM	L	AM	L	AM	L	AM	L	PM	L	PM	L	AM	L	AM
.0	Wy ELKHORN CITY	2	00	5	30														
	0.7 Federal	2	02	5	32														
.7	0.9 Dunleary Jct.	2	06																
1.6	4.7 R. C. Junction	2	13	5	45														
6.3	1.7 Marrowbone Jct.	2	16	5	48														
8.0	0.1 W Marrowbone	2	18	5	50														
8.1	4.0 Levisa Jct.	2	30	6	00														
12.1	2.8 Wy SHELBY	2	35	6	15														
14.9	0.5 Shelby Junction (EEDT)	2	38	6	17														
15.4	2.8 F. O. Cabin (WEDT)	2	45 ⁹⁴	6	25			12	45	7	40	3	40				7 50		
18.2	5.1 Pikeville (20)	2	55	6	35			1	00	8	00	4	00				8 30		
23.3	6.4 Wagner	3	08	6	50			1	35	8	20	4	20				9 05		
29.7	4.0 Harold	3	17	7	15 ³⁸			2	05 ⁹⁴	8	35	4	30				9 25		
34.6	3.4 Tram	3	23	7	23			2	15	8	45	4	40				9 40		
38.0	2.0 Ivel	3	27	7	27			2	25	8	55	4	50				9 50 ⁹⁰		
40.0	4.2 Allen	3	37	7	37			2	40	9	10	5	05				10 17 ³⁶		
44.2	0.2 Wt Beaver Junction (EEDT)	3	38	7	39	12	20	2	45	9	12 ⁹⁰	5	07	8	45		10 40		
44.4	3.7 E. M. Cabin (WEDT)	3	46	7	47	12	30	3	00	9	20	5	20	9	00		11 15		
48.1	6.1 Prestonsburg	3	57	7	59	12	55 ⁹⁴	3	20	9	50 ³⁶	5	40	9	33		11 40		
54.2	5.7 O. X. Cabin (EEDT)	4	07	8	10	1	25	3	35	10	10	5	55	10	00		12 01		
59.9	0.6 Auxier																12 06		
60.5	5.7 Van Lear Junction																12 20		
66.2	0.5 Dawkins																12 25		
66.7	1.3 Wy Paintsville													7	00		12 30		
68.0	2.2 B. U. Cabin (WEDT)	4	35	8	50	2	20	4	15	10	50	6	35	10	45	7	10		
70.2	1.8 Bobbs	4	38	8	55	2	30	4	25	11	00	6	45	10	55	7	20		
72.0	5.0 Whitehouse	4	47 ⁷⁷	9	08	2	50	4	47 ⁹⁷	11	20	7	05	11	15	7	45		
77.0	4.3 Ray	4	57	9	22	3	05	5	00	11	43 ⁹²	7	20	11	30	8	00		
81.3	3.4 J. B. Cabin (EEDT)	5	05	9	33	3	20	5	15	12	01 ⁸⁸	7	35	11	53 ⁹⁴	8	24 ³⁶		
84.7	0.9 Richardson																		
85.6	5.2 Kise (WEDT)	5	15	9	43	3	45	5	30	12	15	7	50	12	15	8	36		
90.8	4.4 W Chapman	5	23	9	53	4	05	5	50	12	35	8	10	12	35	8	55		
95.2	5.3 Walbridge	5	32	10	04	4	25	6	10	12	55	8	30	12	55	9	05		
100.5	2.8 Louisa (20)	5	41	10	11	4	35	6	20	1	05	8	40	1	05	9	49 ³⁷		
103.3	7.1 Catalpa	5	55	10	29	4	55	6	40	1	25	9	00	1	25	10	47 ⁹²		
110.4	5.8 Kavan	6	05	10	53 ⁹⁴	5	10	7	08 ³⁶	1	40	9	15	1	40	11	10		
116.2	2.8 W. D. Cabin (EEDT)	6	10	10	58	5	15	7	13	1	45	9	20	1	45	11	20		
119.0	1.6 L. W. Cabin																		
120.6	7.6 BIG SANDY JCT.																		
128.2		A	AM	A	PM	A	AM	A	AM	A	PM	A	PM	A	AM	A	PM		
		97		95		73		77		79		83		85		87	89		
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Tue Thur Sat	D'y Ex. Sun.		

No. 37 and No. 39 have right over No. 48 and No. 50, Allen to Beaver Jct. No. 37 and No. 39 will hold main track at Allen.

ASHLAND DIVISION—BIG SANDY SUB-DIVISION EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Big Sandy Jct.	TIME TABLE No. 133.		SECOND CLASS.											
		In Effect Sunday, May 6, 1945.		STATIONS.		48		36		52		50		38	
						Daily		Daily		Mixed D'y Ex. Sun.		Daily		Daily	
				A	AM	A	PM	A	AM	A	PM	A	PM		
	o 20	128.2	Wy	ELKHORN CITY				1 25					8 35		
	p 21	127.5		Federal				1 23					8 33		
	p 68	126.6		Dunleary Jct.											
	o 50	121.9		R. C. Junction				1 06					8 21		
		120.2		Marrowbone Jct.				1 03					8 19		
				0.1											
	p 126 o 9	120.1	W	Marrowbone				s11 57					s 8 18		
		116.1		Levisa Jct.											
	Yard	113.3	Wy	SHELBY				s11 43					s 8 02		
		112.8		Shelby Junction (EEDT)				11 35					7 55		
		110.0		F. O. Cabin (WEDT)				11 29					7 49		
				5.1											
	p 92 o 91	104.9		Pikeville				s11 19					s 7 39		
				6.4											
	p 179	98.5		Wagner				10 55 ⁹⁰					7 25		
				4.9											
	p 35 o 15	93.6	W	Harold				s10 41					s 7 15 ⁹⁵		
				3.4											
	o194	90.2		Tram				f10 30					f 7 06		
				2.0											
	p 102 o 2	88.2		Ivel				f10 26					f 7 02		
				4.2											
	o 41	84.0		Allen		7 11		s10 17 ⁸⁹		3 51			s 6 55		
				0.2											
		83.8	Wt	Beaver Junction (EEDT)		7 10		10 07		3 50			6 51		
				3.7											
		80.1		E. M. Cabin (WEDT)				10 01					6 44		
				6.1											
	p 198 o 52	74.0		Prestonsburg				s 9 50 ⁷⁹					s 6 35		
				5.7											
		68.3		O. X. Cabin (EEDT)				9 36					6 25		
				0.6											
	o 2	67.7		Auxier				s 9 34					f 6 22		
				5.7											
	o 88	62.0		Van Lear Junction				s 9 22					f 6 11		
				0.5											
	o 31	61.5		Dawkins				f 9 18	s 9 59				6 09		
				1.3											
	Yard	60.2	Wy	Paintsville				s 9 14	9 50				s 6 03		
				2.2											
		58.0		B. U. Cabin (WEDT)				9 01					5 54		
				1.8											
	p 113	56.2		Bobbs				8 57					5 50		
				5.0											
	p 128 o 13	51.2		Whitehouse				s 8 45 ⁸⁷					s 5 40 ⁸⁹		
				4.3											
	p 111	46.9		Ray				8 34					5 28		
				3.4											
		43.5		J. B. Cabin (EEDT)				8 24 ⁸⁷					5 21		
				0.9											
	o 15	42.6	y	Richardson											
				5.2											
	o 11	37.4		Kise (WEDT)				f 8 10					f 5 08		
				4.4											
	p 127 o 15	33.0	W	Chapman				f 8 00					f 4 56		
				6.3											
	p 138 o 3	27.7		Walbridge				f 7 49					4 44		
				2.8											
	p 245 o 35	24.9		Louisa				s 7 42					s 4 38		
				7.1											
	p 186	17.8		Catalpa				f 7 21					f 4 17		
				5.8											
	p 121	12.0		Kavan				7 08 ⁷⁷					4 06		
				2.8											
	o 8	9.2		W. D. Cabin (EEDT)				6 59					3 58		
				1.6											
		7.6	W	L. W. Cabin				6 57					3 56		
				7.6											
		.0		BIG SANDY JCT.				6 47					3 46		
				L		AM	L	AM	L	AM	L	PM	L	PM	
				48		36		52		50		38			
				Daily		Daily		Mixed D'y Ex. Sun.		Daily		Daily			

No. 37 and No. 39 have right over No. 48 and No. 50, Allen to Beaver Jct. No. 37 and No. 39 will hold main track at Allen.

ASHLAND DIVISION—BIG SANDY SUB-DIVISION

EASTWARD

Distance from Big Sandy Jct.	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		THIRD CLASS.				FIFTH CLASS.				
	STATIONS.		92 Daily		94 Daily		90 Daily Ex. Sun.		88 Mon. Wed. Fri.		
			A	PM	A	AM	A	PM	A	PM	
128.2	Wy	ELKHORN CITY	4 00		5 00						
		0.7									
127.5		Federal	3 05		3 30						
		0.9									
126.6		Dunleary Jct.									
		4.7									
121.9		R. C. Junction	2 50		3 20						
		1.7									
120.2		Marrowbone Jct.	2 44		3 17						
		0.1									
120.1	W	Marrowbone	2 42 ³⁹		3 15						
		4.0									
116.1		Levisa Jct.	2 15		3 05						
		2.8									
113.3	Wy	SHELBY	2 10		3 00						
		0.5									
112.8		Shelby Junction (EEDT)	2 05		2 50						
		2.8									
110.0		F. O. Cabin (WEDT)	2 00		2 45 ⁹⁷	12 15					
		5.1									
104.9		Pikeville ⁽²⁰⁾	1 50		2 28	11 45					
		6.4									
98.5		Wagner	1 35		2 13	10 55 ⁸⁶					
		4.9									
93.6	W	Harold	1 27		2 05 ⁷⁷	10 25					
		3.4									
90.2		Tram	1 19		1 53	10 00					
		2.0									
88.2		Ivel	1 15		1 40	9 50 ⁸⁹					
		4.2									
84.0		Allen	1 07		1 17	9 40					
		0.2									
83.8	Wt	Beaver Junction (EEDT)	1 05		1 15	9 12 ⁷⁹					
		3.7									
80.1		E. M. Cabin (WEDT)	12 57		1 07	9 00					
		6.1									
74.0		Prestonsburg	12 45		12 55 ⁷³	7 51 ³⁷					
		5.7									
68.3		O. X. Cabin (EEDT)	12 35		12 45	7 10					
		0.6									
67.7		Auxier				7 05					
		5.7									
62.0		Van Lear Junction				6 45					
		0.5									
61.5		Dawkins				6 35					
		1.3									
60.2	Wy	Paintsville				6 30	1 15				
		2.2									
58.0		B. U. Cabin (WEDT)	12 10		12 25		1 00				
		1.8									
56.2		Bobbs	12 06		12 21		12 50				
		5.0									
51.2		Whitehouse	11 53		12 11		12 30				
		4.3									
46.9		Ray	11 43 ⁷⁹		12 01		12 15				
		3.4									
43.5		J. B. Cabin (EEDT)	11 35		11 53 ⁸⁵		12 01 ⁷⁹				
		0.9									
42.6	y	Richardson									
		5.2									
37.4		Kise (WEDT)	11 27 ⁸⁸		11 45		11 27 ⁹²				
		4.4									
33.0	W	Chapman	11 19		11 37		11 01				
		5.3									
27.7		Walbridge	11 10		11 28		10 35				
		2.8									
24.9		Louisa ⁽²⁰⁾	11 05		11 23		9 49 ³⁷				
		7.1									
17.8		Catalpa	10 47 ⁸⁷		11 05		8 35				
		5.8									
12.0		Kavan	10 35		10 53 ⁹⁵		8 15				
		2.8									
9.2		W. D. Cabin (EEDT)	10 25 ⁸⁷		10 45		8 00				
		1.6									
7.6	W	L. W. Cabin									
		7.6									
.0		BIG SANDY JCT.									
			L	AM	L	PM	L	AM	L	AM	
			92 Daily		94 Daily		90 Daily Ex. Sun.		88 Mon. Wed. Fri.		

No. 37 and No. 39 have right over No. 48 and No. 50, Allen to Beaver Jct. No. 37 and No. 39 will hold main track at Allen.

ASHLAND DIVISION LOUISVILLE SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Lexington	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		FIRST CLASS.		THIRD CLASS.	
			STATIONS.		321 Daily	323 Daily	295 Daily	293 Daily
VX	8.00 a. m. to 4.00 p. m.	.0y	LEXINGTON	Ⓢ	L 8 02 AM	L 3 03 PM	L 11 30 AM	L 9 45 PM
		84.6	LOUISVILLE	Wt	A 10 25 AM	A 5 30 PM	A 4 40 PM	A 1 00 AM
					321 Daily	323 Daily	295 Daily	293 Daily

EASTWARD

Side Track Capacity in Cars (41 ft.)	Distance from Louisville	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.		FIRST CLASS.		THIRD CLASS.	
		STATIONS.		322 Daily	324 Daily	294 Daily	292 Daily
Yard	84.6y	LEXINGTON	Ⓢ	A 4 20 PM	A 8 17 PM	A 12 45 PM	A 9 45 PM
Yard	.0	LOUISVILLE	Wt	L 2 00 PM	L 5 55 PM	L 9 45 AM	L 6 45 PM
				322 Daily	324 Daily	294 Daily	292 Daily

WESTWARD

DAWKINS SUB-DIVISION

EASTWARD

Calls	Hours Open	SECOND CLASS.	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	SECOND CLASS.	Distance from Dawkins	Side Track Capacity in Cars (41 ft.)
		51 Mixed Daily Ex. Sun.		STATIONS.		
		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. Ex. Sunday	s 12 28 2 20	Royalton	s 11 25	18.5	o 25
		s 2 40	Ivyton	s 11 00	15.0	p 12
		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
		s 3 40 A PM	DAWKINS	L 10 00 AM	.0	o 15
		51 Mixed Daily Ex. Sun.		52 Mixed Daily Ex. Sun.		

ASHLAND DIVISION MARROWBONE SUB-DIVISION

WESTWARD

EASTWARD

Calls	Hours Open	SECOND CLASS.	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	SECOND CLASS.	Distance from Marrowbone Jct.	Side Track Capacity in Cars (41 ft.)
		55 Daily	STATIONS.	56 Daily		
		L	PM	A	PM	
			MANCO 2.0		9.8	
HE	8.00 a m. to 5.00 p. m. Booth	12 25	Hellier	12 22	7.8	o 9
	Booth	12 27	0.6 Coaldale Jct.	12 21	7.2	p 24
	Booth	f12 31	1.0 Henry Clay	f12 19	6.2	
	Booth	f12 40	2.0 Rockhouse	f12 11	4.2	o 4
	Booth	f12 53	3.0 Wolf Pit	f12 02	1.2	
		12 58	1.2 MARROWBONE JCT.	11 58	.0	p 126 o 9
		A	PM	L	AM	
		55 Daily		56 Daily		

MILLER'S CREEK SUB-DIVISION

WESTWARD

EASTWARD

Hours Open	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	Distance from Van Lear Jct.	Side Track Capacity in Cars (41 ft.)
	MINE 155 3.0	3.9	
	Long Siding 0.9	.9	p 66
	VAN LEAR JCT. 0.9	.0	o 88

MIDDLE CREEK SUB-DIVISION

Hours Open	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	Distance from Prestonsburg	Side Track Capacity in Cars (41 ft.)
	EAST DAVID 0.6	9.6	
	David 9.0	9.0	
Continuous	PRESTONSBURG (15)	.0	

ROAD CREEK SUB-DIVISION

Hours Open	TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	Distance from R. C. Jct.	Side Track Capacity in Cars (41 ft.)
	REPUBLIC 2.9	2.9	
	R. C. JCT. 2.9	.0	

ASHLAND DIVISION

WESTWARD LONG FORK SUB-DIVISION EASTWARD

Calls	Hours Open	SECOND CLASS.		TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	SECOND CLASS.		Distance from Martin Jct.	Side Track Capacity in Cars (41 ft.)
		159 Daily			158 Daily			
		L	PM	EAST WEEKSBURY	A	PM	25.0	
WB	9.00a.m. to 6.00p.m. Ex. Sunday	1	12	Wy Weeksbury	1	02	23.1	o134
WJ	1.30p.m. to 10.30p.m. Ex. Sunday	s	1 24	Wheelwright Junction	s	12 52 12 32	20.0	
	Booth	f	1 30	Buckingham	f	12 25	18.1	
CJ	1.00p.m. to 10.00p.m. Ex. Sunday	s	1 37 2 13	W Clear Creek Junction	s	12 18 11 43	16.1	
	Booth	f	2 19	Gearhart	f	11 38	14.2	p 93
	Booth	f	2 25	Orkney	f	11 32	12.0	
	Booth	f	2 31	McDowell	f	11 27	10.1	
	Booth		2 38	Lane Siding		11 20	7.4	p 93
		f	2 52	Salisbury	f	11 08	3.0	
	Booth	f	2 58	Hite	f	11 03	1.0	
			3 07	MARTIN JCT.		11 01	.0	Yard
		A	PM		L	AM		
		159 Daily			158 Daily			

WESTWARD CLEAR CREEK SUB-DIVISION EASTWARD

Calls	Hours Open	SECOND CLASS.		TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	SECOND CLASS.		Distance from Clear Creek Jct.	Side Track Capacity in Cars (41 ft.)
		143 Daily	141 Daily		140 Daily	142 Daily		
		L	PM	LIGON	A	AM	4.0	
CJ	1.00p.m. to 10.00p.m. Ex. Sunday	1	58	CLEAR CREEK JCT.	1	57	.0	
		L	AM		A	PM		
		2	13		1	37		
		A	PM		L	PM		
		143 Daily		No. 141 has right over No. 142 Ligon to Clear Creek Junction.	140 Daily			
		141 Daily			142 Daily			

WESTWARD WHEELWRIGHT SUB-DIVISION EASTWARD

Calls	Hours Open	SECOND CLASS.		TIME TABLE No. 133. In Effect Sunday, May 6, 1945.	SECOND CLASS.		Distance from Wheelwright Jct.	Side Track Capacity in Cars (41 ft.)
		145 Daily			144 Daily			
		L	PM	WHEELWRIGHT	A	PM	1.5	
WJ	1.30p.m. to 10.30 p. m. Ex. Sunday	12	45	WHEELWRIGHT JCT.	12	32	.0	
		12	52					
		A	PM		L	PM		
		145 Daily			144 Daily			

ASHLAND DIVISION

WESTWARD

SANDY VALLEY AND ELKHORN SUB-DIVISION

EASTWARD

Calls	Hours Open	Distance from Shelby Jct.	SECOND CLASS.		TIME TABLE No. 133. In Effect Sunday, May 6, 1945. STATIONS.	SECOND CLASS.		Side Track Capacity in Cars (41 ft.)
			65 Daily Ex. Sun.	65 Daily Ex. Sun.		64 Daily Ex. Sun.	64 Daily Ex. Sun.	
	Booth	.0	L 11 54	AM	SHELBY JUNCTION	A 11 20	AM	Yard
		4.1	f12 04		4.1 Yeager	f11 10		o 11
	Booth	7.7	f12 13		3.6 Esco	f11 03		p 63
		8.1	f12 16		0.4 Penny	f11 00		o 7
	Booth	10.8	f12 24		2.7 Virgie	f10 54		o 4
		13.2	f12 32		2.4 Elswick	f10 45		
	Booth	17.8	f12 42	W	4.6 Dorton	f10 35		p 43 o 5
		22.7	f12 55		4.9 Shelby Gap	f10 23		o 7
		25.4	f 1 02		2.7 Burdine	f10 17		o 9
D	5.30 a. m. to 9.30 p. m. Ex. Sun.	28.1	1 17	Wy	2.7 Jenkins	10 10		Yard
		29.8			1.7 DUNHAM			
			A	PM		L	AM	
			65 Daily Ex. Sun.			64 Daily Ex. Sun.		

WESTWARD

ELKHORN AND BEAVER VALLEY SUB-DIVISION

EASTWARD

Calls	Hours Open	FOURTH CLASS.		SECOND CLASS.		TIME TABLE No. 133. In Effect Sunday, May 6, 1945. STATIONS.	SECOND CLASS.		Distance from Beaver Jct.	Side Track Capacity in Cars (41 ft.)
		85 Daily	73 Daily	59 Daily	57 Daily		58 Daily	60 Daily		
WK	7.00 a.m. to 4.00 p.m. Ex. Sunday	L	PM	L	AM	WAYLAND	A	AM	20.8	o 50
	Booth					2.5 Lackey	s11 39		18.3	o 8
PJ	1.30 p.m. to 10.30 p.m. Ex. Sunday					0.5 Porter Junction	11 34		17.8	
	Booth			s 2 53		0.6 Garrett	s11 33		17.2	o 10
	Booth			s 3 02		2.2 Bosco	s11 23		15.0	p 31 o 11
	Booth			f 3 13		3.7 Eastern	f11 11		11.3	p 22
	Booth			s 3 29		5.3 Dinwood	s10 59		6.0	o 29
				3 31		1.1 Martin Junction	10 50		4.9	} Yard
MN	Continuous	8 15	12 01	s 3 40	6 50	0.1 Martin	s10 49	4 40	4.8	
BI	Continuous	8 45	12 20	3 49	7 09	4.8 BEAVER JUNCTION	10 39	4 30	.0	o 8
		A	PM	A	AM		L	AM		
		85 Daily	73 Daily	59 Daily	57 Daily	No. 57 has right over No. 58 Martin to Beaver Jct. No. 59 has right over No. 60 Martin to Beaver Jct.	58 Daily	60 Daily		

ASHLAND DIVISION

GENERAL INSTRUCTIONS

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class (See Rule S-72).

D.—Maximum Speed—Except trains will be governed by signal indications, speed limit signs and local conditions and instructions.

A.—Location of Standard Clocks and Watch Register Forms :

STATION.	Location Clock.	Location Form CJ-58.
Ashland.....	Telegraph office... 5th St. Yard office... Roundhouse.....	Telegraph office... 5th St. Yard office... Roundhouse.....
Olive Hill.....		Telegraph office.
Morehead.....		Telegraph office.
Netherland.....	Telegraph office... Central Station.....	Telegraph office... Central Station.
Lexington.....		Telegraph office.
Louisville.....	Hancock St. Tower... Yardmaster's office—Eastbound	Hancock St. Tower... Yardmaster's office—Eastbound.
Russell.....	Roundhouse..... Yard office.....	Roundhouse... Yard office.
Paintsville.....	Yard office.....	Yard office.
Martin.....	Yard office.....	Yard office.
Shelby.....	Telegraph office.....	Telegraph office.
Jenkins.....		Depot.

B.—Location of Bulletin and Notice Books :

STATION.	Location.
Ashland.....	Roundhouse... Yard office... Passenger Station.
Olive Hill.....	Telegraph office.
Morehead.....	Telegraph office... Yard office.
Netherland.....	Roundhouse... Union Station.
Lexington.....	Shops.
Louisville.....	Central Station... Hancock St. Tower... Crew Caller's office.
Russell.....	Yardmaster's office, Eastbound... Roundhouse.
Paintsville.....	Yard office.
Martin.....	Yard office.
Shelby.....	Yard office.
Jenkins.....	Depot.
Elkhorn City.....	Yard office.

B-1.—Location of Train Registers :

Elkhorn City.....	Yard Office.
Hellier.....	Depot.
Wayland.....	Booth.
Clear Creek Jct.....	Booth.
Wheelwright Jct.....	Booth.
Weeksbury.....	Depot.

C.—Yard Limits. (Designated by "Yard Limit" boards):

Ashland,	Jenkins,
Paintsville,	Olive Hill,
Martin,	Netherland-Lexington.
Shelby,	

(See Rule 93.)

Location and Conditions.	Passenger Trains	Freight 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
Except where lower speeds are otherwise provided:			
Engines running backward with or without cars and engines without leading truck.....	On tangent 20 On curves.. 15	20 15	20 15
Trains handling C. & O. derrick cars enroute to scene of accidents.....	On tangents On curves..	30 20	30 20
Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.....	On tangents On curves..	20 15	20 15
Trains handling derricks, steamshovels, cranes, ditchers and similar pivoted machinery loaded on cars.....	On curves..	30	30
Trains handling scale test cars..... (These cars should be handled on rear of freight trains immediately ahead of caboose cars.)...		25	25
Through turn-outs at ends of two tracks except at east end of two tracks at Netherland.....	30	25	25
Through main line number 16 cross-overs at Big Sandy Jct.....	30	25	25
Through turn-outs at ends of passing sidings and all main line cross-overs and turn-outs, except as listed above.....	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 Sub-division.....	25		20
Middle Creek Sub-division.....	25		15
Road Creek Sub-division.....	25		15
Millers Creek Sub-division.....	25		20
Elkhorn and Beaver Valley Sub-division:			
East of Martin.....	30		20
West of Martin.....	35		30
Long Fork Sub-division.....	30		20
Marrowbone Sub-division.....	25		15
Sandy Valley and Elkhorn Sub-division.....	30		25
Except:			
Engines running backward, with or without cars, engines without leading truck and trains handling derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.....	15		15
Tunnel No. 4, Midas, Ky.....	20		

GENERAL INSTRUCTIONS—Continued

Trains handling dead locomotives without side rods will not exceed a speed of fifteen (15) miles per hour.

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 Sub-divisions. (Interlocked.)
 Morehead. Junction of Lexington Sub-division and Morehead and North Fork Railroad.
 Winchester. Crossing of Lexington Sub-division and L. & N. Railroad. (Interlocked.)
 Lexington. Junction of Lexington Sub-division and L. & N. Railroad.
 Elkhorn City. Junction of Big Sandy Sub-division and Clinchfield Railroad.
 R. C. Jct. Junction of Big Sandy and Road Creek Sub-divisions.
 Marrowbone Jct. Junction of Big Sandy and Marrowbone Sub-divisions.
 Levisa Jct. Junction of Big Sandy Sub-division and Levisa River R. R.
 Shelby Jct. Junction of Big Sandy and Sandy Valley and Elkhorn Sub-divisions.
 Beaver Junction. Junction of Big Sandy and Elkhorn and Beaver Valley Sub-divisions.
 Martin Jct. Junction of Elkhorn and Beaver Valley and Long Fork Sub-divisions.
 Clear Creek Jct. Junction of Long Fork and Clear Creek Sub-divisions.
 Wheelwright Jct. Junction of Long Fork and Wheelwright Sub-divisions.
 Prestonsburg. Junction of Big Sandy and Middle Creek Sub-divisions.
 Van Lear Junction. Junction of Big Sandy and Millers Creek Sub-divisions.
 Dawkins. Junction of Big Sandy and Dawkins Sub-divisions.
 Big Sandy Jct. Junction of Big Sandy and Kanawha Sub-divisions. (Interlocked.)

F.—When from any cause an engine, under steam, is cut out of a train at a non-telegraph station, the train must stop at the next open telegraph office 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.

G.—When required to take siding, a train will enter at first switch of the passing siding.

H.—Two Tracks—

Netherland and Lexington.
 Big Sandy Junction and W. D. Cabin.
 Kise and J. B. Cabin.
 B. U. Cabin and O. X. Cabin.
 E. M. Cabin and Beaver Jct.
 F. O. Cabin and Shelby Jct.

I.—Rules D-151 and D-152 are in effect between Big Sandy Jct. and W. D. Cabin; Kise and J. B. Cabin; B. U. Cabin and O. X. Cabin; E. M. Cabin and Beaver Jct.; between F. O. Cabin and Shelby Jct. and between Netherland and Lexington Union Station.

Trains operated against the current of traffic must receive train order authority for the movement, be operated under Manual Block System Rules, and will not enter a block without Clearance Form B, giving block conditions. (Supplementing Rule D-151.)

When a train or engine crosses over to or obstructs another main track, or returns, unless the movement is governed by interlocking signal indications or is authorized by train order, it must first be protected as prescribed by Rule 99 (a) in both directions on that track, and in addition authority for the movement must be secured through the operator from the Train Dispatcher. (Supplementing Rule D-152.)

Rules 305 to 373, inclusive, and Rules 605 to 671, inclusive, are in effect on Ashland Division.

Westward trains at Beaver Jct. and Eastward trains at Big Sandy Jct. will be governed by block signals which will supersede time table superiority of trains. (Supplementing Rules D-83 and S-83.)

J.—Trains may be started without orders and will run as Extras:

Big Sandy Junction to W. D. Cabin.
 W. D. Cabin to Big Sandy Junction.
 Leach to Big Sandy Junction.
 Kise to J. B. Cabin.
 J. B. Cabin to Kise.
 B. U. Cabin to O. X. Cabin.
 O. X. Cabin to B. U. Cabin.
 East and West from Paintsville.
 West from Dawkins.
 West from Van Lear Junction.
 E. M. Cabin to Beaver Jct.
 Beaver Jct. to E. M. Cabin.
 Shelby to F. O. Cabin.
 F. O. Cabin to Shelby.
 Netherland to Lexington Union Station.
 Lexington Union Station to Netherland.

Long Fork Sub-division trains will get Clearance Form A before leaving Martin.

Sandy Valley & Elkhorn Sub-division trains will get Clearance Form A before leaving Shelby.

Fourth and Fifth class and Extra trains may pass and run ahead of Third class trains. (Supplementing Rule 85 (a).)

Second class trains will not protect against extra trains between Dawkins and Carver.

Shelby District shifting engines will work as extras daily, (day and night) between Beaver Jct. and Elkhorn City, and between Marrowbone and Manco, protecting at all times against other extras.

Paintsville District shifting engines will work as extras daily (day and night) between White House and Wayland, protecting at all times against other extras.

Millers Creek Sub-division shifting engines will work as Extras daily, (day and night), between Van Lear Jct., and Mine 155, not protecting against other Extras.

Jenkins shifting engines will work as Extras daily (day and night) except Sunday, between Yard Limit Board located one mile East of Burdine Station and West Switch of No. 207 Mine West of Dunham Station, protecting against Extra Trains between Scale House at Jenkins and Yard Limit Board located one mile East of Burdine Station and not protecting against Extra Trains between Scale House at Jenkins and West Switch of No. 207 Mine West of Dunham Station.

C. & O. shifter will work as an extra, daily except Sunday, between Carver and Tip Top Mine and has right over all trains.

Olive Hill helper engine will work as an extra daily (day and night), between Olive Hill and Aden and has right over 3rd, 4th, 5th class and extra trains.

Ashland and Olive Hill District shifting engines will work as extras daily (day and night), between Ashland Junction and Salt Lick, protecting at all times against other extras.

Martin yard engines will work as extras daily, (day and night), between telephone booth located just east of Arkansas station and telephone booth located 1420 feet east of junction switch on Long Fork Sub-division not protecting against 4th class and extra trains. Fourth class and extra train movements will be made under instructions of the yardmaster.

ASHLAND DIVISION

GENERAL INSTRUCTIONS—Continued.

Shelby yard engines will work as extras daily, (day and night), between telephone booth located just west of Shelby Creek Bridge (Bridge 1124) and telephone booth located 300 feet east of Mile Post 114, not protecting against extra trains. Extra train movements will be made under instructions of the yardmaster. (Supplementing Rule S-97.)

(The time table authority for the movement of work extras without train orders does not establish assigned territory for train and engine crews.)

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

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

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
David.....	190 feet

N.—(a) On two track divisions or sub-divisions, extras will not display classification signals.

(b) On single track divisions or sub-divisions, where freight trains are scheduled in both directions, extras will display classification signals in both directions.

(c) On single track divisions or sub-divisions, where freight trains are scheduled in one direction, extras will display classification signals in the direction only that freight trains are scheduled.

(d) On Coal Field divisions or sub-divisions, where freight trains are not scheduled in either direction, extras will not display classification signals in either direction. (See Rule 21 (a).)

On two track sections passenger trains operated on the left hand track will not be required to change the indication of markers.

Trains other than passenger trains operated 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 the rear. (Supplementing Rule D-19.)

O.—Location of Spring Switches in Main Tracks:

Station.	Switch.	To Track.
Ashland Jct...	Junction of Lexington Sub-division passenger and freight main.....	Passenger Main Track
B. U. Cabin...	West end two tracks.....	Single Track
O. X. Cabin...	East end two tracks.....	Single Track
E. M. Cabin...	West end two tracks.....	Single Track
F. O. Cabin...	West end two tracks.....	Single Track

Lexington Sub-division—

When spring switch signals display STOP indication, facing point movement over the spring switch must not be made until spring switch has been examined to insure that the switch is facing properly.

Big Sandy Sub-division—

Spring switch home signals will display diagonal CONCAVE end blade with concave stripes over horizontal concave end blade by day and LUNAR WHITE (white light with blue tint) over red light by night when spring switch is facing properly in normal position.

When this signal displays STOP, facing point movement over spring switch must not be made until spring switch has been examined to insure that the switch is facing properly.

The semaphore distant signals will display vertical blade by day and LUNAR WHITE (white light with blue tint) indication by night when spring switch is facing properly in normal position.

SPECIAL INSTRUCTIONS

Trains will be governed by the time table and rules of the Louisville & Nashville Railroad between Lexington and Louisville, Preston Street, and of the Short Route Railroad, Preston Street to Central Station.

Big Sandy Sub-division trains will be governed by Huntington Division Time Table between Big Sandy Junction and Russell.

Sandy Valley and Elkhorn Sub-division Trains will be governed by Big Sandy Sub-division Time Table between Shelby and Shelby Junction.

Lexington Sub-division trains will be governed by Huntington Division Time Table between N. C. Cabin and Russell.

When stopping freight trains of 40 or more loaded cars for water or coal on line of road, air brakes must be applied by engineman and engine detached. If on grade the hand brakes must be applied to hold the train. While taking coal or water engine brake must be held applied.

All movements on Belt Line at Lexington 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.

All trains will approach Beaver Junction at Restricted Speed expecting to find trains heading into or out of Elkhorn and Beaver Valley Sub-division.

When trains receive orders to meet or wait at Weeksbury, the point of meet or wait will be the west switch of the west leg of wye, unless otherwise specified in the order.

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

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.

Unless otherwise directed all trains, except second class trains, approaching Martin Yard will stop and call Yardmaster on telephone and get instructions for further movement before proceeding beyond telephone. Eastward trains E. & B. V. Sub-division will call on telephone at west switch of Martin Yard; westward trains will call on telephone located 230 feet east of Junction switch and westward trains Long Fork Sub-division will call on telephone located 1420 feet east of Junction switch.

Local freights, work trains and mine run trains will call Yard office from east or west end of Paintsville Yard for instructions.

ASHLAND DIVISION

SPECIAL INSTRUCTIONS—Continued

Local freight trains and extra trains will call Yard office from east or west end of Shelby Yard for instructions.

Regular Stop—

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

Flag stops—

Gulfo..... }
 Winslow..... }
 High Carbon..... }
 Princess..... }
 Coalton..... }
 Baily Mine..... }
 Kilgore..... }
 Norton Branch..... }
 Music..... }
 Denton..... }
 Fultz..... }
 Corey..... }
 Lawton..... }
 Hayward..... } f25 and 26.
 Rodburn..... }
 Bluestone..... }
 Midland..... }
 Prewitt..... }
 Klondyke..... }
 Thomson..... }
 Hedges..... }
 Fox..... }
 Nelson..... }
 Colby..... }
 Tebbs..... }
 Walnut Hills..... }
 Brighton..... }

Savage Branch..... f37 and 38

Lockwood..... }
 Burnaugh..... }
 Buchanan..... } f36, 37, 38 and 39.
 Zelda..... }
 Fullers..... }

Potters..... f36, 38 and 39.

Holt..... }
 Torchlight..... } f37 and 38.
 Gallup..... }
 Beech Farm..... }

Georges Creek..... }
 Richardson..... } f36, 37, 38 and 39.
 Patrick..... }
 Henrietta..... }

Offutt..... f38.

Buskirk..... }
 East Point..... } f36, 37, 38 and 39.
 Bays Branch..... }

Cliff..... f36 and 39.

Bull Creek..... } f36, 37, 38 and 39
 Emma..... }

Dwale..... f37, 38 and 39

Banner..... }
 Betsy Layne..... }
 Big Shoal..... } f36, 37, 38 and 39.
 Boldman..... }
 Broad Bottom..... }

Mossy Bottom..... f36, 38 and 39.
 Coal Run..... f36 and 39
 Pauley..... f36, 37 and 39
 Island Creek..... f37 and 38.

Kewanee..... }
 Fords Branch..... } f36, 37, 38 and 39.
 Sutton..... }
 Millard..... }

Winright..... f37 and 38.

Draffin..... }
 Belcher..... } f36, 37, 38 and 39.
 Dunleary..... }

Ratliff..... }
 Venters..... } f55 and 56.
 Lookout..... }
 Big Branch..... }

Colliver..... } f57, 58, 59 and 60
 Arkansas..... }

Warco..... }
 Maytown..... }
 Northern..... } f58 and 59
 Midas..... }
 Estill..... }
 Glo..... }

Garth..... }
 Hunter..... }
 Jump..... }
 Gibson..... } f158 and 159.
 Drift..... }
 Jacks Creek..... }
 Burton..... }
 Melvin..... }

Hi-Hat..... } f140, 141, 142 and 143
 Lambert..... }

Gaskil..... }
 Adamson..... }
 Elimer..... }
 Myra..... }
 Ellwood..... } f64 and 65.
 Douglas..... }
 Robinson Creek..... }
 Collins..... }
 Richam..... }

West Royalton..... }
 Dobson..... } f51 and 52.
 Fitch..... }
 Asa..... }
 Hager Hill..... }

No. 21 { Salt Lick..... { To receive revenue passengers for Winchester or beyond.
 { Preston..... { To discharge revenue passengers from Ashland or beyond.

No. 22 { Preston..... { To discharge revenue passengers from Lexington or beyond.
 { Salt Lick..... { To receive revenue passengers for Ashland or beyond.
 { Farmer..... {
 { Soldier..... {

No. 23.—Denton..... { To discharge revenue passengers from Ashland or beyond.

Haldeman..... { To discharge revenue passengers from Ashland or beyond.
 { To receive revenue passengers for Lexington or beyond.

No. 24 { Preston..... {
 { Olympia..... { To receive or discharge revenue passengers.
 { Salt Lick..... {
 { Farmer..... {
 { Hitchins..... {

No. 24.—Grahn..... { To discharge revenue passengers from Lexington or beyond.

Nos. 321 and 323.— { To discharge revenue passengers from Crescent Hill..... { Ashland or beyond.

Nos. 321, 322, 323 and 324 Anchorage..... { To receive or discharge revenue passengers for or from Ashland or beyond.

Midway..... { To receive or discharge revenue passengers for or from Mt. Sterling or beyond.

ASHLAND DIVISION

SPECIAL INSTRUCTIONS—Continued.

TELEPHONE CALLS

Summit—4 long, 1 short. Princess—3 long, 1 short. Coalton—2 long, 1 short.	Rush—1 long, 2 short. Grant—5 long. Williams Creek—4 long, 2 short. Denton—3 long.	Long Fork Sub-div.... Martin Telegraph office, one long. Hite. Salisbury, Sec. Foreman's house, two long. Jump, Drift, Lane Siding, McDowell, Orkney, Gearhart, Clear Creek Jct., Sec. Foreman's house, one long, three short, one long. Clear Creek Jct., two long, three short, Jacks Creek, Wheelwright, three short. Wheelwright Jct., one short, two long, one short, Melvin, Sec. Foreman's house, one long, one short, one long. Weeksby Depot, two short.
Marrowbone Sub-div.. Marrowbone, one short, one long. Wolf Pit, two short, one long. Rockhouse, four short. Lookout, one long, two short. Hellier, one long, one short. Coaldale, two long, one short.		S. V. & E. Sub-div.... Jenkins, 3 short, Virgie, Jenkins Shops, Esco, Bridge 232, Richam, Sec. Foreman's house, Dorton, Sec. Foreman's house, Shelby Jct., Ellwood, Shelby, one long.
E & B V Sub-div.... Allen, two short, one long, one short. Beaver Jct., two long. Martin Telegraph Office, one long. Martin Yard Office, four short. Martin Asst. T. Mast. Office, three long. Dinwood, one short, one long. Stephens Branch Jct. Warco, Sec. Foreman's house, one long, two short. Eastern. Bosco. Garrett (Tank), Garrett Jct., Porter Jct., three short, two long, Lackey, one long, one short. Wayland, two short, one long.		Dawkins Sub-div..... Royalton, one long, one short. Ivyton, three short. Riceville, one long, four short. Denver, five short. Dawkins, one long, two short.

SPEED SCHEDULE

TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.	TIME PER MILE	Miles per 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		

ASHLAND DIVISION
SPECIAL INSTRUCTIONS—Continued
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
Hitchins, Ky	P. Sparks	402 Second Nat. Bank Bldg.	2800
	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	26 W. Main St.	295
	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
	E. B. Bradley	2nd and Upper St.	3600
Lexington, Ky	E. C. Yates	2nd and Upper St.	3600
	W. O. Bullock	2nd and Upper St.	3600
	W. T. Briggs	Lexington Clinic	3600
	K. S. Wyatt	190 N. Upper St.	3600
	F. W. Rankin	Harrodsburg Pike	807
Frankfort, Ky	R. J. Estill	187 N. Upper St.	385
Louisville, Ky	R. M. Coblin	Sower Bldg.	205
	E. L. Henderson	Francis Building	Jackson 7357
Elkhorn City, Ky	L. Lyne Smith	Heyburn Bl'dg.	Wabash 4523
Pikeville, Ky	J. T. Deskins	Elkhorn City, Ky	2 short rings
Martin, Ky	A. G. Osborne	Clinic—Caroline St.	Res. 106—Office 162
	J. H. Allen	Martin, Ky	2011
Lackey, Ky	C. L. Allen	Martin, Ky	2011
Wayland, Ky	M. M. Collins	Lackey, Ky	36W
Hi-Hat, Ky	M. V. Wicker	Wayland, Ky	Res. 10-X—Office 10-J.
Prestonsburg, Ky	C. B. Cann	Hi-Hat, Ky	5321
Royalton, Ky	A. J. Davidson	Highland Ave.	208J.
Paintsville, Ky	D. R. Skaggs	Royalton, Ky	None.
	J. H. Holbrook	Euclid Avenue	S. B. 7.
Louisa, Ky	P. B. Hall	Hospital—Euclid Ave.	200J
	A. W. Bromley	Main St.	70J or 21J.
	L. S. Hayes	308 Lock Ave.	Res. 133—Office 139

W. W. Fell.....Division Freight Agent.....Ashland, Ky

- C. A. PENNINGTON, Superintendent Terminals.....Louisville, Ky.
- E. J. LILLY, Train Master.....Ashland, Ky.
- W. A. MORDICA, Train Master.....Ashland, Ky.
- I. H. RICHARDS, Terminal Train Master.....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.
- H. C. MARRS, Asst. Train Master.....Shelby, Ky.
- C. J. JOHNSON, Assistant Train Master.....Jenkins, Ky.
- R. R. EVANS, Assistant Train Master.....Martin, Ky.
- P. G. SHEPHERD, Assistant Train Master.....Ashland, Ky.
- G. E. KLEYKAMP, Assistant Train Master.....Ashland, Ky.
- F. P. BARRICK, Division Engineer.....Ashland, Ky.
- F. C. CUNNINGHAM, Assistant Division Engineer.....Ashland, Ky.