
The Chesapeake and Ohio Railway Company
(CHESAPEAKE DISTRICT)

OPERATING

The Covington & Cincinnati
Elevated Railroad and
Transfer & Bridge Company

TIMETABLE No. 139

To Take Effect 12:01 A. M. (Eastern Standard Time)

SUNDAY, APRIL 26, 1953

Book of Rules dated March 31, 1951, governs the rights of trains

Destroy all Timetables of Previous Date

READ THE INSTRUCTIONS

FOR INFORMATION OF EMPLOYEES ONLY

Trains Run on Eastern Standard Time

R. VAWTER,
General Manager.

E. L. MORRISON, JR.
Supt. Freight Transportation.

H. A. IULER,
Superintendent.

I. D. IRWIN,
Supt. Passenger Transportation.

S. G. WAITE,
Asst. Superintendent.

G. P. GIBBS,
General Superintendent.

E. C. MITCHELL,
Trainmaster.

SPECIAL INSTRUCTIONS

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

STATION	LOCATION CLOCK	LOCATION FORM C J-58
Covington.....	Crew Caller's Office..	Crew Clerk's Office.
	Coal Dock.....	Coal Dock.
	Telegraph Office.....	Telegraph Office.
Cincinnati, C. U. T..	Roundhouse Register Room.....	Roundhouse Register Room.

B-2.—Bulletin and Notice Books:

STATION	LOCATION
Covington.....	Crew Caller's Office
	Coal Dock.
	Telegraph Office.
Cincinnati, C. U. T.	Roundhouse Register Room.

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

Stevens—Bridgetown.

(See Rule 93)

C-1.—Between points designated below, the Yardmaster will supervise train and engine movements on main tracks and when necessary will authorize train and engine movements in compliance with the rules and special instructions:

(a) K. C. Junction and O. B. Cabin, by Yardmaster at K. C. Junction.

(b) O. B. Cabin and Wood Street and M. D. Cabin and 5th and Baymiller Streets, by Yardmaster at M. D. Cabin.

When trains are delayed, or may cause delay to other trains, conductor or enginemen will communicate with the Yardmaster.

D.—**MAXIMUM AUTHORIZED SPEED.**—Unless trains and engines are otherwise restricted by train orders, signal indications, speed limit signs, and instructions contained in Speed Restriction Tables D-1 and D-2:

LOCATION AND CONDITIONS	Passenger Trains	Freight Trains
Between K. C. Junction and West End C. & C. Bridge.....	30	30
Except where lower speeds are provided as follows:		
Engines pushing cars.....	20	15
Engines running backward with or without cars and engines without leading truck:		
on tangents.....	20	20
on curves.....	15	15
Trains handling derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels:		
on tangents.....		20
on curves.....		15
Trains handling C. & O. derrick cars.....		20
Trains handling scale test cars.....		25
Trains handling Clearance Car X-1836.....	20	20
Between West End C. & C. Bridge and C. T. Junction.....	20	20
Between West End C. & C. Bridge and Wood St. (Cincinnati).....	15	15
Between C. T. Junction and 5th and Baymiller Sts. (Cincinnati).....	15	15

E.—JUNCTIONS AND CROSSINGS:

K. C. Junction..... Junction of C. & C. E. R. R. and T. & B. Co., C. & O. Ry and L. & N. Railroad (K. C. Division). (Interlocked).

Cincinnati..... { Junction of C. & C. E. R. R. and T. & B. Co. and C. C. C. & St. L. Railway (Ditch).
Junction of C. & C. E. R. R. and T. & B. Co. and B. & O. R. R. (5th and Baymiller Sts.)
Junction of C. & C. E. R. R. and T. & B. Co. and Cincinnati Union Terminal Co. (Interlocked) (C. T. Jct.)

G.—DESIGNATION AND USE OF TRACKS:

G-2.—Two Tracks:

O. B. Cabin (Covington) and Wood St. (Cincinnati).
M. D. Cabin and 5th and Baymiller Sts., (Cincinnati).

G-4.—Four Tracks:

K. C. Junction and O. B. Cabin (Covington).

H.—CURRENT OF TRAFFIC AND BLOCK SIGNAL RULES:

H-1.—Rules D-151 and D-152 are in effect between Mill and Wood Sts.

Rule D-151 is modified to permit the movement of trains or engines against the current of traffic between Mill and Wood Sts., when authorized by the Yardmaster at M. D. Cabin, who must know that full protection has been provided before authorizing the movement.

H-4.—Crossover Movement:

In complying with Rule D-152 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 Yardmaster at M. D. Cabin, and, unless otherwise provided, such movement must first be protected as prescribed by Rule 99 in both directions on that track.

H-9.—Rules 271 to 278, and 726 to 736, inclusive, are in effect:

Between K. C. Junction and O. B. Cabin on tracks Nos. 1, 2, 3, and 4; between O. B. Cabin and 5th and Baymiller Sts., and M. D. Cabin and Mill St. on tracks No. 1 and No. 2. Main tracks are numbered from north to south.

H-10.—The Yardmaster instead of the train dispatcher will supervise the movement of trains between K. C. Junction and Mill St., and M. D. Cabin and 5th and Baymiller Sts., and will, before authorizing a train or engine to pass a Stop-indication as provided by Rule 509, take such action as will assure full protection.

H-23.—Rules 281 to 288, 290 to 296, and 501 to 521, inclusive, are in effect:

Between K. C. Junction and Mill St. and M. D. Cabin and 5th and Baymiller Streets.

I.—INTERLOCKING RULES:

I-1.—Interlocking Rules 605 (a) to 671, inclusive, are in effect between interlocking limits at: K. C. Cabin (K. C. Junction), O. B. Cabin and M. D. Cabin (Cincinnati).

T.—REPORTS:

T-1.—Personal Injury Report.—Whenever employees are injured in a non-train accident the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the officer or employee in charge to ascertain condition.

In cases of injuries to employees in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, there must be an immediate special inspection made of such equipment, including, where indicated, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed and/or such other inspection as might be indicated. If it is not practical to make such inspections and tests of equipment at point of accident same should be made at the next available point. Such special inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report to the superior officer covering such special inspection.

If any employee furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employee shall promptly furnish an exact copy of such statement to his immediate superior.

In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

In the event a passenger train is involved in an accident and such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M, Book of Rules.)

SPECIAL INSTRUCTIONS—Concluded.

1—(b) **Trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations as follows:**

	RAILROAD
	L. & N. R. R.
When on their tracks.....	C. C. C. & St. L. R. R.
	P. R. R.
	Southern Ry.
Beyond K. C. Jct.....	C. & O. Ry.
Beyond Wood St.*.....	N. Y. C. R. R.
Beyond 5th and Baymiller Sts....	B. & O. R. R.

*All trains and engines must come to a full stop before entering or leaving joint track at Wood St., Cincinnati, and will not proceed until they receive a signal from switchtender.

2.—Air Brakes:

2.—(a) **Air brake test.**—Westbound cuts will make a test of the automatic air brakes before moving off Ohio River Bridge and after releasing brakes will stand sufficient length of time to fully recharge auxiliary reservoirs. If cut is stopped at the signal located on north end of overhead structure, air brake test will be made at that point. If not stopped at this signal, test will be made before passing the first signal located 474 feet west of overhead structure.

When necessary to handle passenger equipment in "back-up" movement, back-up conductor will first go to the engineer and inform him that he is going to the rear and take charge of the movement. The conductor must then proceed to the rear of the train and test the train brakes with the back-up hose, and know they are operating. If brakes are in operating condition, conductor will then give back-up signal with communicating whistle when ready to move.

Engines helping or pushing passenger trains out of Cincinnati Union Terminal, will remain coupled to the train until train stops at Covington Passenger Station.

5.—ENGINE RESTRICTIONS:

5. (g)—**Bridges and Trestles:**

Kineon Viaduct, Cincinnati:

Steam engines heavier than Class C-7 and diesel engines of more than 1000 H. P. must not operate beyond sign reading, "Engines heavier than Class C-7 not allowed beyond this point."

Trestle of Richter Concrete Co. (8th Street), Cincinnati, is protected by signs reading, "Engines not allowed beyond this point."

5. (h)—**Track Restrictions:**

Engines will not use tracks as designated below:

Class K-4—N. Y. C. Ditch Tracks west of connection at Wood St. Tracks west of Interterminal connection at 5th and Baymiller Sts., Cincinnati.

6.—CAR AND EQUIPMENT RESTRICTIONS:

Roller Bearing Equipment (See Note to Rule 103(a) and 103(b)), Chesapeake District coal cars equipped with roller bearings can be readily identified by the white horizontal stripe six inches wide by five feet long on each side near the middle of car and six inches wide by two feet long on each end of car. Series 79,000 hopper cars are roller bearing equipped.

6. (c)—**Kineon Viaduct.**—Loaded cars of all types of greater capacity than 70 tons must not be handled on Kineon Viaduct.

6. (d)—**Cincinnati.**—Stevens tool car derrick W. C. 20 will not clear bridges in the Big Four Ditch between Wood Street and Harriett Street, both inclusive.

9.—FLAGGING:

9. (a)—**Protecting Cars Left on Main Tracks.**—When cars are set off on Tracks 1, 2, 3 or 4 between K. C. Junction and O. B. Cabin, and the train crew which is to pick up the cars is not on hand to take immediate charge of the cars, the train crew setting off the cars will place a red flag by day and red light by night on both ends of the cut.

When cars are set off at 4:00 P. M. or later, red light in addition to red flag will be placed on both ends of the cut.

Train crews picking up cars on these tracks will remove the red flag or red light, and, after extinguishing the red light, will place them in boxes equipped with both C. & O. and L. & N. switch locks, which will be located at the following points:

1—Box between tracks 2 and 3 beneath signal bridge just east of O. B. Cabin.

1—Box on south side of tracks at telephone on signal bridge just east of 12th Street Viaduct.

1—Box located against wall of old oil house on north side of tracks, 275 feet west of 15th Street Bridge.

Crews of trains setting cars off will obtain the red flag or red light from these boxes. Boxes must be kept locked with switch locks.

NORTHWARD OR WESTWARD

TIMETABLE No. 139 In Effect Sunday, April 26, 1953 STATIONS	L. & N.	L. & N.	L. & N.	C. & O.	C. & O.	L. & N.	C. & O.	L. & N.	L. & N.	L. & N.	
	2	6	18	1	5	4	3	30	8	98	32
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L AM	L AM	L AM	L AM	L AM	L AM	L PM	L PM	L PM	L PM	L PM
K. C. JUNCTION.....	6 54	7 26	7 49	8 02	8 46	11 38	2 24	4 25	4 29	8 54	9 09
Covington.....	6 59	7 30	7 53	8 06	8 52	11 43	2 28	4 28	4 33	8 58	9 12
C. T. Junction.....	7 06	7 35	7 58	8 12	8 59	11 49	2 33	4 33	4 38	9 06	9 17
CINCINNATI C. U. T.....	7 15	7 45	8 05	8 20	9 15	12 05	2 40	4 45	4 50	9 15	9 25
	A AM	A AM	A AM	A AM	A AM	A PM	A PM	A PM	A PM	A PM	A PM
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L. & N.	L. & N.	L. & N.	C. & O.	C. & O.	L. & N.	C. & O.	L. & N.	L. & N.	L. & N.	L. & N.
	2	6	18	1	5	4	3	30	8	98	32

SOUTHWARD OR EASTWARD

STATIONS	L. & N.	L. & N.	L. & N.	C. & O.	L. & N.	C. & O.	L. & N.	L. & N.	L. & N.	C. & O.	L. & N.
	33	29	99	6	7	2	1	17	5	4	3
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L AM	L AM	L AM	L AM	L AM	L PM	L PM	L PM	L PM	L PM	L PM
CINCINNATI C. U. T.....	8 00	8 20	9 00	10 40	11 30	6 20	7 05	7 50	8 00	10 00	10 50
C. T. Junction.....	8 04	8 24	9 04	10 44	11 34	6 24	7 09	7 54	8 04	10 04	10 54
Covington.....	8 09	8 30	9 09	10 49	11 40	6 29	7 14	7 59	8 09	10 10	10 59
K. C. JUNCTION.....	8 11	8 33	9 11	10 52	11 42	6 31	7 16	8 01	8 11	10 12	11 01
	A AM	A AM	A AM	A AM	A AM	A PM	A PM	A PM	A PM	A PM	A PM
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L. & N.	L. & N.	L. & N.	C. & O.	L. & N.	C. & O.	L. & N.	L. & N.	L. & N.	C. & O.	L. & N.
	33	29	99	6	7	2	1	17	5	4	3