THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

CINCINNATI AND RUSSELL DIVISIONS

Time Table No. 121

TO TAKE EFFECT AT 6.00 A. M. (EASTERN TIME),

Sunday, March 30, 1930.

BOOK OF RULES DATED APRIL 1, 1925, 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.

Trains run on Eastern (75th Meridian) Standard Time.

G. D. BROOKE, General Manager	A. T. LOWMASTER, General Superintendent Transportation	E. L. BOCK, General Superintendent	W. S. TAYLOR, Superintendent Cincinnati Division	W. S. BUTLER, Superintendent Russell Division

MITCHELL & HOTCHKISS, PRINT, RICHMOND, VA.

CINCINNATI DIVISION

WESTWARD

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.				TIME TABLE No. 121. In Effect Sunday, Mar. 30, 1930. STATIONS.	Distance from Russell	Calls	Hours Open
93 Daily	95 Daily	97 Daily	7 Daily	19 Daily Ex. Sun.	101 Daily	3 Daily	1 Daily	5 Daily	47 Daily				
L PM	L AM	L AM	L PM	L AM	L AM	L PM	L AM	L AM	L AM				
			1 45		1 00	1 35	9 15	5 05	12 03	Wty **RUSSELL**	.0	RD	1.15p.m. to10.15p.m.
			1 46		1 01	1 36	9 16	5 06	12 04	0.2 **R. U. Cabin**	0.2	RU	Continuous
5 00	3 30	2 00	1 49		1 04	1 39	9 19	5 09	12 07	1.9 W **M. S. Cabin**	2.1	MS	Continuous
5 18	3 48	2 18	s 2 01		1 11	1 45	9 25	5 15	12 13	5.7 **Riverton**	7.8	M	Continuous
5 20	3 50	2 20	s 2 05		1 12	1 46	9 26	5 16	12 14	0.7 **Greenup** (15)	8.5		
5 40	4 10	2 38	2 17		1 21	1 54	9 34	5 24	12 22	7.0 W **D. G. Cabin**	15.5	DG	Continuous
5 52	4 22	2 48	2 24		1 26	1 59	9 39	5 29	12 28	4.8 **N. J. Cabin**	19.8	NJ	Continuous
6 10	4 40	3 06	s 2 47		s 1 37	s 2 09	s 9 49	s 5 39		6.8 W **South Portsmouth**	26.6	SV	8.30 a.m. to 5.30 p.m.
6 25	4 55	3 19	2 58		1 48	2 18	9 58	5 48		5.2 **G. N. Cabin**	31.8	GN	Continuous
6 43	5 13	3 35	s 3 14		1 57	2 26	10 06	5 56		7.3 Wy **Garrison**	39.1	KD	8.00 a.m. to 5.00 p.m.
6 53	5 23	3 45	3 24		2 05	2 32	10 13	6 03		5.9 **B. V. Cabin**	45.0	BV	Continuous
7 01	5 31	3 53	s 3 31		2 10	f 2 37	f10 18	6 08		3.2 **Vanceburg** (12)	48.2		
7 30	6 00	4 18	s 3 51		2 25	2 50	10 32	6 22		11.6 W **Concord** (18)	59.8		
7 40	6 26 5	4 28	3 57		2 31	2 54	10 36	6 26 95		3.5 **R. O. Cabin**	63.3	RO	Continuous
7 50	6 40	4 35	s 4 04		2 38	2 58	10 40	6 30		3.5 **Trinity**	66.8		
8 03	6 51	4 45	f 4 11		2 46	3 04	10 46	6 36		5.1 **Springdale**	71.9		
8 18	7 03	5 00	s 4 34	5 25	s 3 00	s 3 15	s10 58	s 6 48		6.0 Wt **Maysville** (16)	77.9	RT	Continuous
8 30	7 13	5 10	4 42	5 32	3 10	3 21	11 04	6 54		4.1 **B. H. Cabin**	82.0		
8 40	7 22	5 20	s 4 48	s 5 38	3 17	3 26	11 09	6 59		4.1 **South Ripley**	86.1		
8 46	7 28	5 26	s 4 54	s 5 43	3 21	3 29	11 12	7 02		2.8 **Dover** (25)	88.4	DV	8.30 a.m to 5.30 p.m.
8 52	7 33	5 32	4 57	5 48	3 25	3 32	11 15	7 05		2.4 W **Stoney Point**	90.8		
9 02	7 41	5 41	s 5 07	s 5 53	3 31	s 3 37	11 20	7 10		4.1 **Augusta** (15)	94.9	AG	8.30 a.m. to 5.30 p.m.
9 20	7 55	5 56	5 19	6 07	3 42	3 46	11 29	7 19		7.1 **W. G. Cabin**	102.0	WG	Continuous
9 32	8 04	6 06	s 5 29	s 6 17	3 49	3 51	11 34	7 24		4.7 W **Foster**	106.7		
10 00	8 32	6 30	5 50	6 39	4 03	4 02	11 46	7 36		10.5 **D. N. Cabin**	117.2	DN	Continuous
10 30	9 00	7 00	s 6 07	s 7 00	4 17	4 11	11 56	7 46		9.3 **C. S. Cabin**	126.5	CS	Continuous
			6 10	7 02	4 18	4 12	11 57	7 47		0.6 Wt **Stevens**	127.1		
			s 6 14	s 7 06	4 22	4 14	11 59	7 49		1.5 W **Coney**	128.6		
			s 6 36	s 7 27	f 4 42	s 4 31	s12 16	s 8 06		8.4 W **Newport**	137.0	NX	Continuous
			s 6 41	s 7 31	4 47	4 35	12 21	8 10		1.6 **K. C. Junction**	138.6		
			s 6 46	s 7 34	f 4 50	s 4 40	s12 25	s 8 15		0.8 Wt **Covington**	139.4		
			7 00	7 45	5 00	5 00	12 45	8 35		1.6 W **CINCINNATI**	141.0	{GC CX}	Continuous 9.45 a.m. to 6.45 p.m.
A PM	A AM	A AM	A PM	A AM	A AM	A PM	A PM	A AM	A AM				
93 Daily	95 Daily	97 Daily	7 Daily	19 Daily Ex. Sun.	101 Daily	3 Daily	1 Daily	5 Daily	47 Daily				

CINCINNATI DIVISION

EASTWARD

TIME TABLE No. 121. In Effect Sunday, Mar. 30, 1930.

Side Track Capacity in Cars (45 Ft.)	Distance from Cincinnati.		STATIONS.	FIRST CLASS. 6 Daily	2 Daily	4 Daily	46 Daily	SECOND CLASS. 8 Daily	18 Daily Ex. Sun.	106 Daily	THIRD CLASS. 92 Daily	94 Daily	98 Daily	96 Daily
				A PM	A PM	A AM	A AM	A PM	A PM	A AM	A AM	A PM	A PM	A AM
Yard	141.0	Wty	RUSSELL	12 53	5 52	1 12	2 13	1 14		1 54				
	0.2													
	140.8		R. U. Cabin	12 51	5 51	1 11	2 12	1 13		1 53				
	1.9													
	138.9	W	M. S. Cabin	12 47	5 47	1 07	2 08	1 08		1 49	6 45	7 45	11 00	4 00
	5.7													
o 19	133.2		Riverton	12 39	5 39	12 59	2 00	s12 53		1 41	6 30	7 27	10 42	3 42
	0.7													
o 22	132.5		Greenup (15)	12 38	5 38	12 58	1 59	s12 50		1 40	6 28	7 25	10 40	3 40
	7.0													
e 118 w 192 o 8	125.5	W	D. G. Cabin	12 30 8	5 30	12 50	1 51	12 30 6		1 32	6 15	7 12	10 27	3 27
	4.3													
	121.2		N. J. Cabin	12 25	5 25	12 45	1 46	12 15		1 27	6 03	7 02	10 15	3 15
	6.8													
o 52	114.4	W	South Portsmouth	s12 15	s 5 15	s12 35		s11 58		s 1 14	5 44	6 47	9 56	2 56
	5.2													
e 107 w 117 o 10	109.2		G. N. Cabin	12 07	5 07	12 27		11 46		1 01	5 31	6 35	9 43	2 43
	7.3													
c 135 o129	101.9	Wy	Garrison	11 59	4 59	12 19		s11 32		12 52	5 14	6 19	9 26	2 26
	5.9													
e 135 w 109 o 9	96.0		B. V. Cabin	11 52	4 52	12 12		11 20		12 46	5 00	6 06	9 12	2 12
	3.2													
o 27	92.8		Vanceburg (13)	11 48	f 4 48	f12 08		s11 14		12 42	4 52	5 58	9 04	2 04
	11.6													
c 146 o 47	81.2	W	Concord (14)	11 35	4 35	11 55		s10 50		12 29	4 34	5 36	8 37	1 37
	3.5													
e 116 w 87	77.7		R. O. Cabin	11 31	4 31	11 51		10 43		12 25	4 25	5 28	8 28	1 28
	3.5													
o 22	74.2		Trinity	11 27	4 27	11 47		s10 37		12 21	4 17	5 20	8 19	1 19
	5.1													
o 13	69.1		Springdale	11 21	4 21	11 41		s10 27		12 14	4 05	5 11	8 07	1 07
	6.0													
Yard	63.1	Wt	Maysville (14)	s11 12	s 4 12	s11 32		s10 15	8 20	s12 04	3 49	4 58	7 53	12 53
	4.1													
e 130 w 107 o 8	59.0		B. H. Cabin	11 03	4 03	11 23		10 04	8 10	11 44	3 38	4 49	7 43	12 43
	4.1													
o 20	54.9		South Ripley	10 58	3 58	11 18		s 9 58	s 8 02	11 39	3 28	4 40	7 33	12 33
	2.3													
o 15	52.6		Dover (25)	10 55	3 55	11 15		s 9 53	s 7 56	11 36	3 23	4 35	7 28	12 28
	2.4													
c 145 o 17	50.2	W	Stoney Point	10 52	3 52	11 12		9 48	7 51	11 33	3 17	4 29	7 22	12 22
	4.1													
o 45	46.1		Augusta (13)	10 46	s 3 46	11 06		s 9 40	s 7 44	11 27	3 05	4 20	7 13	12 13
	7.1													
e 71 w 75	39.0		W. G. Cabin	10 38	3 38	10 58		9 24	7 28	11 18	2 50	4 06	6 56	11 56
	4.7													
o 40	34.3	W	Foster	10 33	3 33	10 53		s 9 13	s 7 16	11 13	2 42	3 58	6 45	11 45
	10.5													
e 111 w 111 o 7	23.8		D. N. Cabin	10 23	3 23	10 43		8 54	6 52	11 03	2 18	3 38	6 20	11 20
	9.3													
	14.5		C. S. Cabin	10 13	3 13 94	10 33		8 36	6 31	10 53	2 00	3 13 2	6 00	11 00
	0.6													
	13.9	Wt	Stevens	10 12	3 12	10 32		s 8 34	s 6 30	10 52				
	1.5													
	12.4	W	Coney	10 10	3 10	10 30		8 26	f 6 25	10 50				
	8.4													
	4.0	W	Newport	s 9 56	s 2 56	s10 16		s 8 04	s 6 03	f10 37				
Yard	1.6													
	2.4		K. C. Junction	9 52	2 52	10 12		s 7 57	s 5 57	10 32				
	0.8													
	1.6	Wt	Covington	s 9 50	s 2 50	s10 10		s 7 55	s 5 52	f10 25				
	1.6													
	0.0	W	CINCINNATI	9 40	2 40	10 00		7 45	5 45	10 15				
				L AM	L PM	L PM	A AM	L AM	L PM	L PM	L AM	L PM	L PM	L PM
				6 Daily	2 Daily	4 Daily	46 Daily	8 Daily	18 Daily Ex. Sun.	106 Daily	92 Daily	94 Daily	98 Daily	96 Daily

CINCINNATI DIVISION
NORTHERN SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 121. In Effect Sunday, Mar. 30, 1930.

Calls	Hours Open	Distance from N. J. Cabin	THIRD CLASS 93 Daily	THIRD CLASS 95 Daily	THIRD CLASS 97 Daily	THIRD CLASS B. & O. 291 Daily Ex. Sun.	FIRST CLASS. 47 Daily	STATIONS.	FIRST CLASS. 46 Daily	THIRD CLASS B. & O. 292 Daily Ex. Sun.	THIRD CLASS 94 Daily	THIRD CLASS 92 Daily	Distance from Columbus	Side Track Capacity in Cars. (45 ft.)
			L PM	L AM	L AM	L AM	L AM		A AM	A PM	A PM	A AM		
NJ	Continuous	.0	5 40	4 45	12 45	----------	12 28	N. J. CABIN (E.E.D.T.)	1 46	----------	6 45	3 55	99.1	------
								8.4						
WR	Continuous	8.4	6 05	5 20	1 10	----------	12 40	W Wheeler	1 32	----------	6 25	3 35	90.7	o 10
								11.5						
X	Continuous	19.9	6 45	6 10	1 35	----------	12 57	Apex	1 15	----------	6 00	3 15	79.2	o 8
								3.4						
RB	Continuous	23.3	7 15	6 35	1 50	----------	1 04	W Robbins	1 08	----------	5 45	3 00	75.8	o 28
								3.5						
------	----------	26.8	7 30	6 45	2 00	----------	1 11	y Greggs	1 01	----------	5 30	2 55	72.3	o150
								3.1						
GB	Continuous	29.9	8 00	7 15	2 15	----------	1 16	G. B. Cabin	12 56	----------	5 05	2 20	69.2	------
								11.0						
RA	Continuous	40.9	8 35	7 45	2 40	7 30	1 32	R. A. Junction	12 40	12 20	4 35	1 50	58.2	------
								3.8						
------	----------	44.7	8 55	8 05	2 50	7 45	1 38	Vauces Center Siding	12 34	12 06	4 25	1 35	54.4	c150 o80
								2.1						
VA	Continuous	46.8	9 10	8 11	2 55	7 50	1 41	W V. A. Junction	12 31	12 01	4 20	1 30	52.3	------
								11.0						
KN	Continuous	57.8	9 45	8 35	3 20	----------	1 59	K. N. Cabin	12 15	----------	3 54	1 00	41.3	o 5
								11.7						
GO	Continuous	69.5	10 30	9 15	3 50	----------	2 17	W Scippo	11 59	----------	3 28	12 30	29.6	c143o9
								12.1						
FI	Continuous	81.6	11 05	9 50	4 20	----------	2 35	Fite	11 43	----------	3 02	12 03	17.5	c130o4
								10.3						
CH	Continuous	91.9	11 35	10 20	4 45	----------	2 50	C. H. Cabin	11 29	----------	2 40	11 40	7.2	------
								2.0						
PA	Continuous	93.9	11 59	10 45	5 00	----------	2 57	Wty Parsons	11 23	----------	2 30	11 30	5.2	Yard
								0.9						
------	----------	94.8	----------	----------	----------	----------	2 59	South Columbus	11 21	----------	----------	----------	4.3	------
								2.4						
------	----------	97.2	----------	----------	----------	----------	3 04	Mound Street	11 16	----------	----------	----------	1.9	------
								0.7						
------	----------	98.2	----------	----------	----------	----------	3 07	H. V. Junction N.Y.C. and Penna. Co.	11 13	----------	----------	----------	1.2	------
								1.2						
RN	Continuous	99.1	----------	----------	----------	----------	3 15	COLUMBUS	11 10	----------	----------	----------	.0	------
			A PM	A AM	A AM	A AM	A AM		L PM	L PM	L PM	L PM		
			93 Daily	95 Daily	97 Daily	B. & O. 291 Daily Ex. Sun.	47 Daily		46 Daily	B. & O. 292 Daily Ex. Sun.	94 Daily	92 Daily		

CHEVIOT SUB-DIVISION

WESTWARD — EASTWARD

Calls	Hours Open	Distance from Cincinnati	SECOND CLASS. 3 Daily	SECOND CLASS. 7 Daily	TIME TABLE No. 121. In Effect Sunday, Mar. 30, 1930. STATIONS	SECOND CLASS. 2 Daily	SECOND CLASS. 8 Daily	Side Track Capacity in Cars. (45 ft.)	Distance from Cheviot
			L PM	L AM		A PM	A PM		
CX	9.45a.m. to 6.45p.m.	.0	6 45	9 00	CINCINNATI (4th St.)	12 45	6 00		6.9
					0.2				
MD	Continuous	0.2	6 47	9 03	M. D. Tower	12 43	5 57		6.7
					1.3				
------	----------	1.5	6 56	9 10	B. & O. Junction	12 27	5 42	Yard	5.4
					1.7				
BI	Continuous	3.2	s 7 04	s 9 17	W Brighton	s12 21	s 5 36		3.7
					3.7				
YD	Continuous	6.9	s 7 20	s 9 34	Wt CHEVIOT	s12 10	s 5 26		.0
			A PM	A AM		L PM	L PM		
			3 Daily	7 Daily		2 Daily	8 Daily		

KINNICONNICK & FREESTONE SUB-DIVISION

WESTWARD — EASTWARD

Calls	SECOND CLASS. 127 Mixed Daily Ex. Sun.	TIME TABLE No. 121. In Effect Sunday, Mar. 30, 1930. STATIONS.	SECOND CLASS. 128 Mixed Daily Ex. Sun.	Distance from Garrison.	Side Track Capacity in Cars. (45 ft.)
----------	L AM	GESLING	A AM	21.5	o 15
		1.7			
3 short	11 00	Wy Carter	10 10	19.8	o 15
		0.6			
----------	11 05	Rock Crusher	10 05	19.2	Yard
		1.1			
2 short	f11 15	Poplar	f 9 55	18.1	o 2
		1.9			
----------	f11 30	W Smith's Creek	f 9 40	16.2	o 4
		0.9			
7 short	f11 45	Deep Cut	f 9 30	15.3	o 2
		1.2			
6 short	f11 55	Trace	f 9 10	14.1	o 7
		1.7			
4 short	f12 05	Ruggles	f 8 55	12.4	o 3
		4.3			
5 short	f12 25	Tannery	f 8 35	8.1	o 39
		2.9			
----------	f12 40	Sullivan	f 8 20	5.2	o 7
		1.2			
----------	f12 55	Upper Bruce	f 8 15	4.0	o 8
		4.0			
1 long	A1 15 PM	Wy GARRISON	L8 00 AM	.0	o129
	127 Mixed Daily Ex. Sun.		128 Mixed Daily Ex. Sun.		

CINCINNATI AND RUSSELL DIVISIONS.

GENERAL INSTRUCTIONS.

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

DOUBLE TRACK.—Trains will run on the right-hand track, and will not cross over to the left-hand track, unless under protection.

A.—Standard Clocks.

Russell	Hump office, new yard.
Russell	Yard Masters office—**Eastbound.**
Russell	Westbound Ready track.
Russell	Hump office, old yard.
C. S. Cabin	Telegraph office.
Stevens	Yard office.
Stevens	Round House.
Coney	Yard Masters office.
Covington	Round House.
Cincinnati	4th St. Telegraph office.
Cincinnati	Central Union Depot.
Parsons	Telegraph office.
Parsons	Round House.
Cheviot	Telegraph office.
Cheviot	Round House.

B.—Bulletin Books, Notice Books and Watch Register Blanks.

Russell	Hump office, new yard.
Russell	Yard Masters office—**Eastbound.**
Russell	Westbound Ready track.
Russell	Hump office, old yard.
Russell	Crew Caller's office.
Garrison	Telegraph office.
Maysville	Telegraph office.
C. S. Cabin	Telegraph office.
Stevens	Yard office.
Stevens	Round House.
Coney	Yard office.
Covington	Yard office.
Covington	Round House.
Cincinnati	4th St. Telegraph office.
Cincinnati	Central Union Depot.
Lockbourne	Yard office.
Cheviot	Yard office.
Cheviot	Round House.

C.—Yard Limits. (Designated by "yard limit" boards).

Russell, Stevens, Cheviot, Maysville,

(See Rule 93)

D.—Maximum Speed.

Location and Conditions	Pasgr. and Exp. Trains: Normal	Pasgr. and Exp. Trains: Using G6-7-8-9 and Mikado engines	Freight Trains: Fast	Freight Trains: Slow	Freight Trains: Local
Between Russell and Cincinnati	65	40	40	30	35
Except: All Mallet Engines except H-7	40	----	35	30	35
All H-7 Engines	30	----	30	30	30
When handling 70 ton or heavier capacity loaded hopper cars	----	----	30	30	30
Between K. C. Jct. and 4th St. Cincinnati	40	40	----	20	20
Between 4th St. and Wood St. Cincinnati	15	15	----	15	15
Between 4th St. and 5th and Baymiller, Cincinnati	15	15	----	15	15
Over bridges 6011, 6013, 6017 and 6018 at Maysville, K-2, K-3, K-3-A and F-18 engines	15	15	15	15	15
Through turn-outs at ends of double track	35	35	25	15	15
Through main line No. 16 crossovers at M. S. Cabin, R. U. Cabin, N. J. Cabin and Riverton	30	30	30	25	25
Through No. 16 turnout to track No. 1, D. G. Cabin	30	30	25	25	25
Through turn-outs at ends of passing sidings and all main line crossovers except as listed above	15	15	15	15	15
Engines running backwards with or without cars and trains handling steam cranes, shovels or ditchers	on tangents 20	20	20	20	20
	on curves 15	15	15	15	15
Light Engines or Engines with Caboose	----	----	----	25	25
Through Fullerton, Ky. (City Ordinance	25	25	20	20	20
Between Cheviot and B. & O. Jct	20	20	15	15	15
Except through interlocking at Southern Crossing	15	15	----	10	10
Entering or leaving sidings and through Cross-overs	10	10	----	10	10
Through turn-outs in main tracks at west switch, Liberty St. and C. N. O. & T. P. crossing, Cincinnati	10	10	----	10	10
Engines running backwards, with or without cars and trains handling steam cranes, shovels or ditchers	on tangents 15	15	----	15	15
	on curves 12	12	----	12	12
Between N. J. Cabin and Parsons	50	40	40	30	30
Except: Mallet Engines except H-7	35	----	35	30	30
All H-7 Engines	30	----	30	30	30
Engines running backwards, with or without cars and trains handling steam cranes, shovels or ditchers	on tangents 20	20	20	20	20
	on curve 15	15	15	15	15
Through turn-outs at ends of passing sidings and all main line cross overs	15	15	15	15	15
Light Engines or Engines with Caboose	----	----	----	25	25
Kinniconnick & Freestone Sub-Division	20	20	----	20	20
Except: Engines running backwards, with or without cars and trains handling steam cranes, shovels or ditchers	10	10	----	10	10
Crossing Bridge No. 80 with 100 or 120 ton steam cranes	5	5	----	5	5

E.—Junctions and Crossings—

N. J. Cabin—	Junction of Northern Sub-Division. (Interlocked.)
Garrison—	Junction of Kinniconnick and Freestone Sub-Division.
Maysville—	Junction of L. & N. Railroad. (Paris Division.)
Wellsburg—	Junction of Brooksville Railroad.
Newport—	Crossing of L. & N. Railroad (Interlocked)
K. C. Junction—	Junction of L. & N. Railroad . (K. C. Division.) (Interlocked.)
Cincinnati—	Junction of B. & O. R. R.
	Crossing of C. N. O. & T. P. R'y east of 8th Street. (Trainmen must flag over crossing.)
	Crossing of C. N. O. & T. P. R'y 800 feet west of Gest St. (Interlocked.)
	Junction of B. & O. R. R. (Target Diagonal for C. & O. trains to proceed.)
N. J. Cabin	Junction of Cincinnati Division. (Interlocked.)
Greggs	Junction of D. T. & I. Railroad.
R. A. Junction	Junction of B. & O. R. R. (Interlocked.)
V. A. Junction	Junction of B. & O. R. R. (Interlocked.)
Parsons	Junction of Hocking Valley R. R.

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 or by train orders.

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

H.—Double Track—

R. U. Cabin and M. S. Cabin.
Riverton and D. G. Cabin.
N. J. Cabin and N. X. Cabin. (Newport.)
Mill St. and Wood Sts. Cincinnati.
M. D. Cabin and 5th and Baymiller Sts., Cincinnati.
N. J. Cabin and Parsons.
Unless otherwise directed, freight trains will clear the time of passenger trains, in the same directions, 10 minutes
On the Double Track Sections between:
N. X. Cabin (Newport) and K. C. Jct.
O. B. Cabin (Covington) and Mill St. (Cincinnati.)
Trains will move against the current of traffic in accordance with Rules D-261 to D-264, inclusive.

Three Tracks—

M. S. Cabin and Riverton.
Tracks are numbered 1, 2 and 3, from north to south.
Current of traffic:
No. 1 track, Westward movements.
No. 2 track, Reversible movements authorized by signal indications, which supersede time table superiority.
No. 3 track, Eastward movements.
Reverse movements on Tracks 1 and 3 may be made by train order only.
D. G. Cabin and N. J. Cabin.
Tracks are numbered 1, 2 and 3 from north to south.
Current of traffic:
No. 1 track reversible movements, authorized by signal indications between N. J. Cabin and Hot Box Spur only.
No. 1 track, between D. G. Cabin and Hot Box Spur, westward movements.
No. 2 track, westward movements.
No. 3 track, eastward movements.
Reverse movements on No. 1 track, between Hot Box Spur and D. G. Cabin and on tracks 2 and 3 may be made by train order only.

Four Tracks—

K. C. Jct. and O. B. Cabin.
Tracks are numbered 1, 2, 3 and 4 from north to south.
Current of traffic:
Trains will move in either direction by signal indications in accordance with Rules D-261 to D-264, inclusive.

I.—Grade signals for westward track between Brent and Sixth Street, Dayton. Rule 509-D will apply only to trains of 25 or more cars.

J.—Trains may be started without orders and will run as extras:
Westward from Russell. Eastward from Stevens.
Eastward and Westward from N. J. Cabin.
Eastward and Westward from Maysville.
Eastward and Westward from Garrison.
N. J. Cabin to Parsons.
Parsons to N. J. Cabin.
R. A. Cabin to V. A. Cabin (B. & O. R. R.)
V. A. Cabin to R. A. Cabin (B. & O. R. R.)
Helper engine will work as an extra, daily (day and night) between Sciotoville (west end of Ohio River Bridge) and N. J. Cabin, and has right over all westward trains, against current of traffic, on the WESTWARD TRACK, Sciotoville (West End Ohio River Bridge) to N. J. Cabin.

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

L.—Symbols—s—Regular stop.
f—Stop on signal. o—Other tracks. W—Water tank.
w—Westward. p—Passing siding. t—Turntable.
e—Eastward. c—Center passing siding. y—"Y" track
Figures in small circle opposite station name indicate speed limits through city or town. Where limits for passenger and freight trains are different, upper figures indicate passenger train, and lower figure freight train speed limits.

M.—Agents will not sell tickets to points at which train is not authorized to stop.

N.—Employes are forbidden to ride on front end of engines not equipped with steps.
Not more than two employes are permitted to ride at one time on the front end or tender footboards or steps on the leading end (direction in which locomotive is actually moving) of moving locomotives. Not more than one employe shall ride on either side of the drawhead. Employes are not permitted to cross over or around the drawhead from one footboard or step to another when the locomotive is in motion.
Employes are not permitted to ride on the front end or tender end-sills or steps of locomotives in road service, except within yard limits, when performing station work, and when work between stations requires a man on the leading end of the locomotive.

O.—Location and length of Turntables:

Russell	100 feet	Covington	85 feet
Russell	115 feet	Parsons	115 feet
Maysville	70 feet	Joint H. V.	
Stevens	100 feet	Cheviot	100 feet

P.—Location of "Y" tracks, length of tail track:

Carter	107 feet
Garrison	Any
Greggs, O	115 feet
Parsons, O	115 feet

Q.—(a) On double 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.
(See Rule 21.)

CINCINNATI AND RUSSELL DIVISIONS

SPECIAL INSTRUCTIONS.

R.—A white signal, displayed on a bridge, indicates that workmen are working under or about it. Inspirators should be neither opened nor closed while engines are passing over bridges thus protected.

S.—In addition to complying with General Rule "U" ENGINE AND TRAIN CREWS must observe passing trains and be in position to give signals to and receive signals from employes thereon.

Employes in train, station and maintenance of way service will use the following signals in calling the attention of train crews to defective conditions of trains:

Hot Journals:

By day, hold nose with first finger and thumb of right hand and point downward toward track with left hand.

By night, swing lamp in small vertical circle. Lamp to be held in hand by the guard wires around globe.

Connections Dragging:

By day or night, stop signal.

Brakes Sticking:

By day, shove hand in sliding movement out from body.

By night, shove lamp in sliding movement out from body.

T.—When a train is approaching a highway crossing over which a train running in the opposite direction is passing, the rear of which will pass the crossing prior to arrival of the approaching train, the engine whistle of the approaching train must be sounded continuously until the engine passes over the crossing.

Regular stops—

Wellsburg, New Richmond, Dayton	s7, 8, 18 and 19.
Stevens (Middle Yard Office)	s 7.

Flag stops—

Raceland, Wurtland, Oliver, Grays Branch, Edgington, Limeville, Siloam, Frost, Taylors, Fullerton, Kirkville, Fire Brick, St. Paul, Quincy, Buena Vista, Rome, Carrs, Chalkley, Pence, Irwin, Sand Hill	f7 and 8.
Poplar St., Maysville	f7.
Ausanba, Broshears	f18 and 19.
Higginsport	f7, 8, 18 and 19.
Upper St., Augusta, Rock Springs	f18 and 19.
Bradford	f7, 8, 18 and 19.
Willow Grove	f7, 18 and 19.
Carntown, Ivor, Mentor, Beagle, California, Oneonta, Ross, Melbourne, Brent, Altamont	f7, 8, 18 and 19.
Water Works	f7, 18 and 19.
Bellevue	f7, 8, 18 and 19.
Wright, Beckett, Sultan, Red Brush	f127 and 128.

No. 1.—Greenup and Trinity to receive passengers holding tickets to Newport or beyond.

No. 3.—Greenup, to receive passengers holding tickets to Cincinnati or beyond.

No. 4.—Greenup—to discharge passengers holding tickets from Newport or beyond.

Nos. 4 and 5.—Augusta, **Sunday** only—to receive and discharge passengers holding tickets to or from Ashland, Newport or beyond.

No. 7.—Ausanba, **Saturdays only.**

No. 8.—Ausanba, **Mondays only.**

Trains 1, 2, 3, 4, 5, 6 and 8, use Central Union Station, Cincinnati; Trains 7, 18, 19, 101, 106 and Cheviot Sub-Div. passenger trains use 4th Street Station, Cincinnati.

On the Three Track sections, between M. S. Cabin and Riverton, and between D. G. Cabin and N. J. Cabin, night markers will be displayed as follows:

Trains in either direction, using track No. 2, will display yellow to front, sides and rear and, in addition, one red light at center (on floor) of platform.

Trains in either direction, using Track No. 1 or Track No. 3 will display on the side to the center track, yellow to front, sides and rear and, on the opposite or outside, yellow to front and sides and red to rear.

Trains may run between M. S. Cabin and R. U. Cabin with markers as displayed on the three track sections on either side of these cabins.

Cincinnati Division trains will be governed by Huntington Division time table between Russell and Huntington, by time table of C. & C. E. R. R. & T. & B. Co. between K. C. Junction and B. & O. depot, by time table and rules of B. & O. R. R. between B. & O. depot and B. & O. Junction, by time-table and rules of Central Union depot between Wood street and Central Union depot.

Northern Sub-division trains will be governed by Cincinnati Division time-table between Russell and N. J. Cabin.

C. & O. and B. & O. trains will be governed by C. & O. rules and time table between R. A. Junction and V. A. Junction.

Trains will be governed by time table and rules of Hocking Valley Railway between C. H. Cabin and Columbus.

Clear signal indications to Eastward trains at C. S. Cabin, to Eastward Northern Sub-division trains at N. J. Cabin and to Westward trains at Riverton, indicate that all superior trains due have left and over-due orders at these points are dispensed with.

When stopping freight trains of 25 or more loaded cars for water or coal on line of road, air brakes must be applied by enginemen and engine detached. If on a grade, the hand brakes must be applied to hold train. While taking coal or water, engine brakes must be held applied.

Eastward trains must obtain permission from train dispatcher to use the center sidings at Stoney Point, Concord, Garrison, Scippo, Fite and Vauces.

While taking coal at Robbins, the county road crossing must be kept open.

Engineers of eastward passenger trains will make running test of air passing Cheviot, reducing speed to not more than 10 miles per hour, and if necessary to know that the air is working, will stop. Freight trains Cheviot to Brighton will be handled by air brakes as per Rule 103 (c), as applied to grades of less than one and one-half per cent, except that retainers will be turned up in eastbound yard after brakes are tested, and turned down at Brighton or Liberty Street.

Movements between east end of Cheviot and the signals located 350 feet east of Mile Post 1 at east end of Bridge 11, will be authorized by signals, the indications of which will supersede time table superiority.

The siding between B. & O. Junction and Southern Crossing will be used only by westward transfer engines and yard engines. Westward passenger trains may use this siding when necessary. Eastward trains must not use this siding except on proper authority or under flag protection.

Mallet engines must not be operated together when crossing bridges between B. & O. Jct. and Brighton telegraph office but must be separated at least six (6) car lengths and when double headed with small engines they must be separated at least one (1) car length.

Between Brighton and Cheviot, Rule 509-D will apply only to Westward freight trains of two or more cars.

Northern sub-division trains, standing between Mile Posts 0 and 2, west of N. J. Cabin, will use the following whistle signals to recall flagman:
4 long, 2 short, return from west.
5 long, 2 short, return from east.
Between N. J. Cabin and D. G. Cabin, Rule F-274 will apply.

SPECIAL INSTRUCTIONS—(Continued).

SURGICAL STAFF.

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Ironton, O	W. F. Marting	303 South 5th Street	111.
	H. S. Allen	322 So. 5th Street	372.
Russell, Ky	D. V. Sublett	Russell, Ky	
	J. A. Franz	Russell, Ky	80.
	D. A. Huffman	Ru3sell, Ky	
Raceland, Ky	C. E. Stout	Raceland, Ky	372-R2.
Greenup, Ky	H. T. Morris	Main and Washington	18.
Portsmouth, O	A. P. Hunt	836 4th Street	645.
	T. G. McCormick	1114 Offnere Street	1007.
Fullerton, Ky	W. M. Meadows	Fullerton, Ky	18.
Vanceburg, Ky	J. D. Liles	Southarn Ave	93.
Maysville, Ky	A. O. Taylor	13 W. 3rd Street	362.
	W. S. Yazell	10 W. 3rd Street	45.
Dover, Ky	J. H. Hutchins	Dover, Ky	303.
Augusta, Ky	J. C. Norris	Upper Street	251 and 209.
Altamont	J. H. Hohnstedt	207 S. Ft. Thomas Ave	Highland 370.
Dayton, Ky	S. P. Garrison	Van Voast & Fairfield	South 3059.
	A. L. Beckette	4th and McKinney	South 6946.
Newport, Ky	C. E. Wamsley	3d St. and Overton Ave	South 242.
	O. W. Frickman	724 York Street	South 5595.
Covington Ky	O. L. Reynolds	5th & Madison	Covington 166.
Cincinnati, O	E. R. Swepston	Berkshire Blds	Canal 6030.
	M. A. Tate	Vindonnissa Bldg	Canal 464.
	Walter R. Griess	19 W. 7th Street	Canal 692.
	E. R. Twachtman	Union Central Bldg	Main 870.
	J. E. Rogers	3603 Harrison Ave	Harrison 830.
	E. D. Allgair	628 Elm Street	Canal 3928.
Minford, O	G. W. Fishbough	Minford, O	
Waverly, O	R. M. Andre	Waverly, O	69 and 7.
Chillicothe, O	L. T. Franklyn	Office: 80 E. 2nd St	Phone 213A.
	J. W. Franklyn	Residence: 71 E. 2nd St	Phone 213B.
Asheville, O	R. S. Hosler	Ashville, O	
Kingston, O	C. C. Hatfield	Kingston, O	13.
Sciotoville, O	J. W. Hutchins	Sciotoville, O	
Circleville, O	Howard Jones	Circleville, O	724 and 383.
Columbus, O	L. L. Bigelow	Columbus, O	Adams 5776.
	H. A. Baldwin	Columbus, O	Adams 8743

SPEED SCHEDULE.

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

CINCINNATI DIVISION.

H. N. WALTERS	Assistant Superintendent	Covington, Ky.
H. A. IULER	Train Master, Cincinnati Division	Stevens, Ky.
A. M. DAVIDSON	Train Master, Northern Sub-Division	Chillicothe, O.
R. N. BEGIEN, Jr	Assistant Train Master, Nor. Sub-Div	Chillicothe, O.
H. R. DAVIS	Assistant Train Master, Nor. Sub-Div	Parsons, O.
W. W. SHELTON	Road Foreman of Engines	Stevens, Ky.
G. W. LLOYD	Assistant Road Foreman of Engines	Stevens, Ky.
W. M. FITE	Assistant Road Foreman of Engines	Russell, Ky.
W. J. NEAL	Train Master, Cincinnati Terminal	Covington, Ky.
A. E. HANNES	Train Master, Cheviot Sub. Div	Cheviot, O.
G. R. CREIGHTON	Assistant Train Master, Cincinnati Terminal	Covington, Ky.
E. G. ESHELMAN	Assistant Train Master	Stevens, Ky.
G. W. GREENERT	Chief Train Dispatcher	Covington, Ky.
D. HUBBARD	Division Engineer	Covington, Ky.
T. S. PATTISON	Assistant Division Engineer	Chillicothe, O.

RUSSELL DIVISION.

C. H. SNEDEGAR	Assistant Superintendent	Russell, Ky.
J. C. DODGION	Terminal Train Master	Russell, Ky.
A. W. OSBORNE	Assistant Terminal Train Master	Russell, Ky.
H. E. BESS	Assistant Train Master and Asst. R. F. of E	Russell, Ky.
C. A. MILEM	Assistant Train Master and Asst. R. F. of E	Russell, Ky.
G. W. GREENERT	Chief Train Dispatcher	Covington, Ky.
J. W. KNAPP, Jr.	Assistant Division Engineer	Russell, Ky.