

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

CINCINNATI AND RUSSELL DIVISIONS

Time Table No. 124

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

Sunday, October 4, 1931.

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 employees 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,
Vice-President and
General Manager

A. T. LOWMASTER,
General Superintendent
Transportation

E. L. BOCK,
General Superintendent

F. D. BEALE,
Assistant General
Superintendent

W. S. TAYLOR,
Superintendent
Cincinnati Division

W. S. BUTLER,
Superintendent
Russell Division



CINCINNATI DIVISION

WESTWARD

						THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931.		Distance from Russell	Calls	Hours Open
						93 Daily	95 Daily	7 Daily	19 Daily Ex. Sun.	47 Daily	3 Daily	1 Daily	5 Daily	STATIONS.				
						L PM	L AM	L PM	L AM	L PM	L PM	L AM	L AM					
								2 05		11 41	2 00	5 59	5 00	Wty	RUSSELL	.0	RD	1.15p.m. to 10.15p.m.
						5 00	3 00	2 09		11 45	2 04	6 03	5 05	W	M. S. Cabin	2.1	MS	Continuous
						5 18	3 18	s 2 20		11 52	2 10	6 10	5 12		Riverton	7.8	M	Continuous
								s 2 24							Greenup	8.5		
						5 40	3 34	2 35		12 01	2 19	6 20	5 21	W	D. G. Cabin	15.4	DG	Continuous
						5 52	3 40	2 42		12 06	2 24	6 24	5 26		N. J. Cabin	18.9	NJ	Continuous
						6 10	3 50	s 3 02			s 2 34	s 6 33	s 5 35	W	South Portsmouth	26.4	SV	11.00a.m. to 8.00p.m.
						6 25	4 01	3 16			2 42	6 43	5 46		G. N. Cabin	31.6	GN	Continuous
						6 43	4 11	s 3 27			2 50	6 51	5 54	Wy	Garrison	39.0	KD	8.00a.m. to 5.00p.m.
						6 53	4 20	3 37			2 56	6 56	6 01		B. V. Cabin	44.9	BV	Continuous
						7 01	4 26	s 3 44			f 3 01	7 01	f 6 07		Vanceburg	47.9		
						7 30	4 45	s 4 03			3 15	7 13	6 22	W	Concord	59.7		
						7 40	4 54	4 09			3 19	7 17	6 26		R. O. Cabin	63.4	RO	Continuous
						7 50	4 59	s 4 15			3 23	7 21	6 31		Trinity	66.8		
						8 03	5 06	f 4 22			3 28	7 27	6 37		Springdale	71.9		
						8 18	5 18	s 4 44	5 25		s 3 40	s 7 35	s 6 52	Wt	Maysville	77.9	RT	Continuous
						8 30	5 24	4 51	5 32		3 46	7 42	7 00		B. H. Cabin	82.3		
						8 40	5 30	s 4 57	s 5 37		3 50	7 48	7 05		South Ripley	86.1		
						8 46	5 34	s 5 02	s 5 43		3 53	7 51	7 08		Dover	88.4	DV	8.30a.m. to 5.30p.m. Ex. Sun.
						8 52	5 39	5 05	5 48		3 56	7 54	7 11	W	Stoney Point	90.8		
						9 02	5 47	s 5 15	s 5 53		s 4 01	7 59	7 17		Augusta	94.9		
						9 20	6 00	5 26	6 07		4 09	8 07	7 27		W. G. Cabin	102.0	WG	Continuous
						9 32	6 12	s 5 36	s 6 17		4 14	8 12	7 32	W	Foster	106.7		
						10 00	6 32	5 56	6 40		4 25	8 22	7 43		D. N. Cabin	117.1	DN	Continuous
						10 30	6 55	s 6 13	s 7 00		4 35	8 32	7 53		C. S. Cabin	126.4	CS	Continuous
								6 16	7 02		4 36	8 33	7 54	Wt	Stevens	127.0		
								s 6 20	s 7 06		4 38	8 35	7 56	W	Coney	128.5		
								s 6 41	s 7 29		s 4 55	s 8 47	s 8 10	W	Newport	136.9	NX	Continuous
								s 6 45	s 7 33		4 59	8 51	8 14		K. C. Junction	138.6		
								s 6 50	s 7 36		s 5 03	s 8 54	s 8 20	Wt	Covington	139.4		
								7 00	7 45		5 20	9 05	8 35	W	CINCINNATI	141.0	GC	Continuous
						93 Daily	95 Daily	7 Daily	19 Daily Ex. Sun.	47 Daily	3 Daily	1 Daily	5 Daily					

CINCINNATI DIVISION

3

EASTWARD

Side Track Capacity in Cars (45 ft.)	Distance from Cincinnati	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931. STATIONS.		FIRST CLASS.				SECOND CLASS.		THIRD CLASS.									
				46	6	2	4	8	18	92	94	98	96						
				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily						
Yard	141.0	Wty	RUSSELL	A	AM	A	PM	A	PM	A	AM	A	PM	A	AM	A	PM	A	AM
				2 08	s 1 36	8 20	PM	s 1 13	AM	s 12 59	PM	A	PM	A	AM	A	PM	A	AM
	138.9	W	M. S. Cabin	2 03	1 32	8 15		1 08		12 53		6 45	7 45	9 45	3 45				
	133.2		Riverton	1 55	1 26	8 08		1 00		s 12 38		6 36	7 36	9 36	3 36				
	132.5		Greenup							s 12 35									
e 118 w 192 o 8	125.6	W	D. G. Cabin	1 45	1 17	7 59		12 51		12 17		6 22	7 22	9 22	3 22				
	122.1		N. J. Cabin	1 41	1 13	7 55		12 47		12 10		6 15	7 15	9 15	3 15				
	114.6	W	South Portsmouth		s 1 03	s 7 45		s 12 37		s 11 53		5 56	6 56	8 56	2 56				
e 107 w 117 o 10	109.4		G. N. Cabin		12 54	7 37		12 28		11 41		5 43	6 43	8 43	2 43				
c 135 o 129	102.0	Wy	Garrison		12 46	7 29		12 20		s 11 28		5 26	6 26	8 26	2 26				
e 135 w 109 o 9	96.1		B. V. Cabin		12 40	7 22		12 14		11 17		5 12	6 12	8 12	2 12				
	93.1		Vanceburg		f 12 35	7 18		f 12 10		s 11 11		5 04	6 04	8 04	2 04				
c 146 o 47	81.3	W	Concord		12 22	7 05		11 56		s 10 47		4 37	5 37	7 37	1 37				
e 116 w 87	77.6		R. O. Cabin		12 18	7 01		11 52		10 40		4 28	5 28	7 28	1 28				
	74.2		Trinity		12 14	6 57		11 48		s 10 34		4 19	5 19	7 19	1 19				
	69.1		Springdale		12 09	6 52		11 43		s 10 24		4 07	5 07	7 07	1 07				
Yard	63.1	Wt	Maysville		s 11 59	s 6 43		s 11 33		s 10 12	8 05	3 53	4 53	6 53	12 53				
e 130 w 107 o 8	58.7		B. H. Cabin		11 50	6 34		11 23		10 02	7 57	3 43	4 43	6 43	12 43				
	54.9		South Ripley		11 46	6 29		11 18		s 9 56	s 7 48	3 33	4 33	6 34	12 33				
	52.6		Dover		11 43	6 26		11 15		s 9 51	s 7 43	3 28	4 28	6 30	12 28				
c 135 o 17	50.2	W	Stoney Point		11 40	6 23	9 s	11 12		9 46	7 39	3 22	4 22	6 23	12 22				
	46.1		Augusta		f 11 34	6 18		11 06		s 9 38	s 7 31	3 13	4 13	6 00	12 13				
e 71 w 75	39.0		W. G. Cabin		11 26	6 10		10 58		9 23	7 16	2 56	3 56	5 45	11 56				
	34.3	W	Foster		11 21	6 05		10 53		s 9 13	s 7 06	2 45	3 45	5 35	11 45				
e 111 w 111 o 7	23.9		D. N. Cabin		11 11	5 55		10 43		8 54	6 41	2 20	3 20	5 15	11 20				
	14.6		C. S. Cabin		11 01	5 46		10 33		8 36	6 21	2 00	3 00	5 00	11 00				
	14.0	Wt	Stevens		11 00	5 45		10 32		s 8 34	s 6 19								
	12.5	W	Coney		10 58	5 43		10 30		8 26	f 6 15								
	4.1	W	Newport		s 10 46	s 5 31		s 10 16		s 8 04	s 5 59								
Yard	2.4		K. C. Junction		10 42	5 27		10 12		s 7 57	s 5 55								
	1.6	Wt	Covington		s 10 40	s 5 25		s 10 10		s 7 55	s 5 51								
	.0	W	CINCINNATI		10 30	5 15		10 00		7 45	5 45								
				A	AM	L	AM	L	PM	L	PM	L	AM	L	PM	L	PM	L	PM
				46	6	2	4	8	18	92	94	98	96						
				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily						

CINCINNATI DIVISION NORTHERN SUB-DIVISION

WESTWARD

EASTWARD

Calls	Hours Open	Distance from N. J. Cabin	THIRD CLASS			FIRST CLASS.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931.	STATIONS.	FIRST CLASS.	THIRD CLASS			Distance from Columbus	Side Track Capacity in Cars (45 ft.)
			93 Daily	97 Daily	B. & O. 291 Daily Ex. Sun.	47 Daily			46 Daily	B. & O. 292 Daily Ex. Sun.	94 Daily	92 Daily		
NJ	Continuous	.0	L 5 40	PM 10 10	-----	AM 12 06		N. J. CABIN (EEDT)	A 1 41	-----	PM 6 45	AM 3 55	99.3	-----
WR	Continuous	11.3	6 05	10 40	-----	12 22	W	Wheeler 11.3 8.6	1 28	-----	6 25	3 35	88.0	c146 o 10
X	10.00 p.m. to 6.00 a.m.	19.9	6 45	10 55	-----	12 32		Apex 8.7	1 17	-----	6 00	3 10	79.4	o 8
RB	Continuous	23.6	7 15	11 20	-----	12 44	W	Robbins 3.2	1 06	-----	5 45	2 55	75.7	c147 o 28
		26.8	7 30	11 30	-----	12 50	y	Greggs 7.1	1 02	-----	5 30	2 40	72.5	o150
GB	Continuous	33.9	8 00	11 45	-----	1 00		G. B. Cabin 7.0	12 53	-----	5 05	2 15	65.4	c149
RA	Continuous	40.9	8 35	12 00	7 30	1 09		R. A. Junction 8.8	12 44	12 20	4 35	1 45	58.4	-----
		44.7	8 55	12 15	7 45	1 13		Vauces Center Siding 2.1	12 39	12 06	4 25	1 35	54.6	c160 o 80
VA	Continuous	46.8	9 10	12 22	7 50	1 16	W	V. A. Junction 11.1	12 36	12 01	4 20	1 30	52.5	-----
KN	Continuous	57.9	9 45	12 46	-----	1 31		K. N. Cabin 11.7	12 20	-----	3 54	1 04	41.4	o 5
GO	Continuous	69.6	10 30	1 11	-----	1 46	W	Scippo 12.2	12 06	-----	3 28	12 38	29.7	c168 o 9
FI	Continuous	81.8	11 05	1 36	-----	2 02		Fite 10.2	11 51	-----	3 02	12 12	17.5	c161 o 4
CH	Continuous	92.0	11 35	2 05	-----	2 16		C. H. Cabin 0.6	11 39	-----	2 40	11 50	7.3	-----
		92.6	-----	-----	-----	2 18		Mosel 1.4	11 38	-----	-----	-----	6.7	Yard
PA	Continuous	94.0	11 59	2 15	-----	-----	Wty	Parsons 5.3	-----	-----	2 30	11 40	5.3	-----
RN	Continuous	99.3	-----	-----	-----	2 40		COLUMBUS	11 15	-----	-----	-----	.0	-----
			A 93 Daily	PM 97 Daily	A B. & O. 291 Daily Ex. Sun.	AM 47 Daily			L 46 Daily	PM B. & O. 292 Daily Ex. Sun.	L 94 Daily	PM 92 Daily		

WESTWARD

CHEVIOT SUB-DIVISION

EASTWARD

Calls	Hours Open	Distance from Cincinnati	SECOND CLASS.		TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931.	STATIONS.	SECOND CLASS.		Distance from Cheviot	Side Track Capacity in Cars. (45 ft.)
			3 Daily	7 Daily Ex. Sun.			2 Daily	8 Daily Ex. Sun.		
		.0	L 7 15	PM 9 20		CINCINNATI (4th St.) 0.2	A 12 30	PM 5 35	6.9	Yard
MD	Continuous	0.2	7 18	9 23		M. D. Tower 1.3	12 25	5 32	6.7	
		1.5	7 25	9 30		B. & O. Junction 1.7	12 14	5 21	5.4	
BI	Continuous	3.2	s 7 32	s 9 36	W	Brighton 3.7	s12 09	s 5 16	3.7	
YD	Continuous	6.9	A 7 45	PM 9 49	Wt	CHEVIOT	L 11 59	AM 5 06	.0	
			A 3 Daily	PM 7 Daily Ex. Sun.			L 2 Daily	AM 8 Daily Ex. Sun.		

WESTWARD

KINNICONNICK & FREESTONE SUB-DIVISION

EASTWARD

Calls	Hours Open	Distance from Garrison	SECOND CLASS. 127 Mixed Daily Ex. Sun.	TIME TABLE No. 124. In Effect Sunday, Oct. 4, 1931.	STATIONS.	SECOND CLASS. 128 Mixed Daily Ex. Sun.	Distance from Garrison	Side Track Capacity in Cars. (45 ft.)
			L 11 00	AM	GESLING 1.7	A 10 10	21.5	o 15
3 short			11 05		Wt Carter 0.6	10 05	19.8	o 15
			f11 15		Rock Crusher 1.1	f 9 55	19.2	Yard
2 short			f11 30		W Poplar 1.9	f 9 40	18.1	o 2
			f11 45		Smith's Creek 0.9	f 9 30	16.2	o 4
7 short			f11 55		Deep Cut 1.2	f 9 10	15.3	o 2
			f12 05		Trace 1.7	f 8 55	14.1	o 7
6 short			f12 25		Ruggles 4.3	f 8 35	12.4	o 3
			f12 40		Tannery 2.9	f 8 20	8.1	o 39
4 short			f12 55		Sullivan 1.2	f 8 15	5.2	o 7
			1 15		Upper Bruce 4.0	f 8 00	4.0	o 8
1 long			A 1 15	PM	Wt GARRISON	L 8 00	.0	o129
			127 Mixed Daily Ex. Sun.			128 Mixed Daily Ex. Sun.		

CINCINNATI AND RUSSELL DIVISIONS.

GENERAL INSTRUCTIONS.

5

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.....	Crew Callers Office.
Covington.....	Round House.
Cincinnati.....	4th St. Station.
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. Station.
Cincinnati.....	Central Union Depot.
Lockbourne.....	Yard office.
Cheviot.....	Yard office.
Cheviot.....	Round House.

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

Russell,	Stevens,
Maysville,	Cheviot,

(See Rule 93.)

D.—Maximum Speed.

Location and Conditions	Passenger Trains	Freight Trains		
		Fast	Slow	Local
Between Russell and Cincinnati.....	65	40	30	35
Except:				
Local freight trains handling 70 ton or heavier capacity loaded cars.....				30
Between K. C. Jct. and 4th St. Cincinnati.....	40	20	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 6017 and 6018 at Maysville, K-2, K-3, K-3-A F-18 and F-19 engines.....	15	15	15	15
Through turn-outs at ends of double track.....	35	25	15	15
Through main line No. 16 crossovers at M. S. Cabin, R. U. Cabin, N. J. Cabin and Riverton.....	30	30	25	25
Through No. 16 turnout to track No. 1, D. G. Cabin.....	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
Engines running backwards on tan with or without cars and gents.....	20	20	20	20
Engines handling steam on cranes, shovels or ditchers.....	15	15	15	15
Light Engines or Engines with Caboose.....	20	15	15	15
Between Cheviot and B. & O. Jct. Entering or leaving sidings and through Cross-overs.....	10	10	10	10
Through turn-outs in main tracks at west switch, Liberty St. and B. & O. crossing and 8th St. Cincinnati.....	10	10	10	10
Engines running backwards on tan with or without cars and gents.....	15	15	15	15
Engines handling steam on curves cranes, shovels or ditchers.....	12	12	12	12
Between N. J. Cabin and Parsons.....	50	40	30	30
Except:				
Engines running backwards on tan with or without cars and gents.....	20	20	20	20
Engines handling steam on cranes, shovels or ditchers.....	15	15	15	15
Through turn-outs at ends of passing sidings and all main line cross-overs.....	15	15	15	15
Light Engines or Engines with Caboose.....	20	20	20	20
Kinniconick & 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 Cincinnati Division and Northern Sub-Division. (Interlocked.)
Garrison—	Junction of Kinniconick and Freestone Sub-Division.
Maysville—	Junction of L. & N. Railroad. (Paris Division.)
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, 930 feet West of 8th Street Viaduct. All trains and engines will come to stop at "stop" boards located there before occupying this crossing and proceed only on hand signal given with Yellow flag by day and Yellow light by night when target on fixed signal 45 feet west of this crossing on North side of C. & O. tracks is vertical.
Greggs.....	Junction of B. & O. R. R. (Target Diagonal for C. & O. trains to proceed.)
R. A. Junction.....	Junction of D. T. & I. Railroad.
V. A. Junction.....	Junction of B. & O. R. R. (Interlocked.)
Lockburne.....	Junction of B. & O. R. R. (Interlocked.)
C. H. Cabin.....	Crossing of Scioto Valley Electric R'y. (Interlocked.)
	Junction of Hocking Division.

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 between N. J. Cabin and Hot Box Spur only, authorized by signal indications.
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.—Employees are forbidden to ride on front end of engines not equipped with steps.
Not more than two employees 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 employee shall ride on either side of the drawhead. Employees are not permitted to cross over or around the drawhead from one footboard or step to another when the locomotive is in motion.
Employees 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	Cheviot.....	100 feet
Stevens.....	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.—Rule 14 (1) of the Book of Rules, requiring "two long and two short blasts of the engine or motor car whistle" on approaching public crossings at grade, is changed to "TWO LONG, ONE SHORT AND ONE LONG BLAST." These four whistle blasts must altogether consume not less than 10 seconds and be so timed with the speed of the train that the last blast will be continued until the engine or motor car is entering the crossing at grade.

U.—STANDARD SPEED LIMIT SIGN is a disc (24 inches in diameter) painted YELLOW with figures thereon painted black:

Top figures indicate speed limit of passenger trains.

Bottom figures indicate speed limit of freight trains.

These signs govern the movement into territory of restricted speed and are located far enough in advance to permit of reducing speed to the authorized speed by time engine reaches the speed limit shown on the sign for freight or passenger trains, as the case may be.

RESUME SPEED LIMIT SIGN is a disc (24 inches in diameter) painted GREEN.

These signs mark the end of the restricted speed limit, when the ENTIRE TRAIN has passed the resume speed sign.

Regular stops—

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

Flag stops—

Raceland.....
Wurtland.....
Oliver.....
Grays Branch.....
Edgington.....
Limeville.....
Siloam.....
Frost.....
Taylors.....
Fullerton.....
Kirkville.....f7 and 8.
Fire Brick.....
St. Paul.....
Quincy.....
Buena Vista.....
Rome.....
Carrs.....
Chalkley.....
Pence.....
Irwin.....
Sand Hill.....
Poplar St., Maysville.....f7.

Ausanba.....f18 and 19.
Broshears.....

Higginsport.....f7, 8, 18 and 19.

Upper St., Augusta.....f18 and 19.
Rock Springs.....

Bradford.....f7, 8, 18 and 19.
Willow Grove.....f7, 18 and 19.

Carntown.....
Ivor.....
Mentor.....
Beagle.....
California.....f7, 8, 18 and 19.
Oneonta.....
Ross.....
Melbourne.....
Stevens Hump Office.....f8.
Brent.....f7, 8, 18 and 19.
Altamont.....

Water Works.....f7, 18 and 19.
Bellevue.....f7, 8, 18 and 19.

Wright.....
Beckett.....f127 and 128.
Sultan.....
Red Brush.....

No. 3.—Greenup.....{To receive revenue passengers for Newport or beyond.

No. 4.—Augusta.....{Sunday only, to discharge revenue passengers from Newport or beyond,
Sunday only, to receive revenue passengers for Ashland or beyond.

Greenup.....{To discharge revenue passengers from Newport or beyond.

No. 5.—Greenup.....{To receive revenue passengers for Newport or beyond.

Trinity.....
Augusta.....{To receive or discharge revenue passengers.

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 and Cheviot Sub-Division 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 next 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.

On double track sections passenger trains will not be required to change markers as per Rule D-19 (a) when diverted, unless stopped under circumstances in which they may be overtaken by another train, moving in the same direction on the other track.

On three track sections passenger trains will run with markers as displayed on either side of the three track section unless stopped under circumstances in which they may be overtaken by trains moving in the same direction on one of the other tracks.

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 Division between Mosel 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, Vauces, G. B. Cabin, Robbins and Wheeler.

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 125 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.

Between 8th Street Viaduct and East end of Bridge 11, at Liberty Street, Cincinnati, the two outside tracks will be operated as Eastward and Westward main tracks. The two inside tracks are designated as No. 1 and No. 2 from North to South, will be used as storage or passing tracks, and are equipped with hand-throw derrails at the East end. The track from 8th Street Viaduct to Cincinnati Junction is operated as single track and movements are made by target indications and hand signals from the proper authority. The normal position of the switches at the East end of the double track at 8th Street Viaduct and West end of double track at Liberty Street is for movements over the Eastward main track.

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.

CINCINNATI AND RUSSELL DIVISIONS

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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.	J. A. Franz	Russell, Ky.	80.
	D. A. Huffman	Russell, 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.	M. W. Meadows	Fullerton, Ky.	18.
Vanceburg, Ky.	J. D. Liles	Southern 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 0370.
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	702 Washington Ave.	South 5595.
Covington, Ky.	O. L. Reynolds	5th & Madison.	Covington 166.
	E. R. Swebston	Berkshire Blds.	Canal 6030.
	M. A. Tate	No. 19 W. 7th St.	Cherry 6933.
Cincinnati, O.	Walter R. Griess	19 W. 7th Street.	Cherry 4617.
	E. R. Twachtman	Union Central Bldg.	Main 0870.
	J. E. Rogers	3603 Harrison Ave.	Montana 0830.
	E. D. Allgair	Providence Bank Bldg.	Parkway 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.
S. H. PULLIAM	Train Master, Cincinnati Division	Stevens, Ky.
A. M. DAVIDSON	Train Master, Northern Sub-Division	Chillicothe, 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-Division	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.