RICHARD STAIR
404 S. 6TH ST.
CHAMPAIGN, ILL.

3900

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION

CINCINNATI AND RUSSELL DIVISIONS

TIME TABLE No.

132

To Take Effect 6:00 A. M. (Eastern Time)

Sunday, August 22, 1943.

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

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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

C. J. GEYER,
General Manager.

O. H. CARPER,
Superintendent Freight Transportation.

I. D. IRWIN,
Superintendent Passenger Transportation.

C. A. TAYLOR,
General Superintendent.

H. A. IULER,
Superintendent, Cincinnati Division.

W. S. BUTLER,
Superintendent, Russell Division.

CINCINNATI AND RUSSELL DIVISIONS

WESTWARD

TIME TABLE No. 132.

In Effect Sunday, Aug. 22, 1943.

Calls	Hours Open	Distance from Russell		STATIONS.	FIRST CLASS. 47 Daily	5 Daily	41 Daily	1 Daily	43 Daily	3 Daily
					L AM	L AM	L AM	L AM	L AM	L PM
RU	Continuous	.0	Wt	RUSSELL	12 08	3 05	5 22	5 46	11 44	12 39
				2.1						
MS	Continuous	2.1	W	M. S. Cabin	12 11	3 09	5 25	5 49	11 48	12 43
				5.7						
M	Continuous	7.8		Riverton	12 17	3 17[95]	5 31	5 55	11 55	12 50
				0.7						
-----	----------	8.5		Greenup (45)(30)	----------	----------	----------	----------	----------	----------
				7.0						
-----	----------	15.5	W	D. G. Cabin	12 24	3 27	5 40	6 04	12 04	12 59
				3.5						
NJ	Continuous	19.0		N. J. Cabin	12 28	3 31	5 44	6 08	12 08	1 03
				7.6						
SV	11.30 a. m. to 8.30 p. m.	26.6	W	South Portsmouth	----------	s 3 43	s 5 54	s 6 17	s12 18	s 1 13
				5.2						
GN	Continuous	31.8		G. N. Cabin	----------	3 54	6 01	6 24	12 26	1 21
				7.3						
KD	7.30a.m. to 4.30p.m. Ex. Sun.	39.1	Wy	Garrison	----------	4 03	6 08	6 31	12 33	1 28
				9.0						
-----	----------	48.1		Vanceburg (25)	----------	f 4 15	----------	----------	12 43	1 38
				11.8						
CD	Continuous	59.9	W	Concord (20)	----------	4 30	6 28	6 51	12 56	1 51
				7.0						
-----	----------	66.9		Trinity	----------	4 40	----------	----------	----------	----------
				5.1						
-----	----------	72.0		Springdale	----------	----------	----------	----------	----------	----------
				5.8						
RT	Continuous	77.8	Wt	Maysville (15)	----------	s 4 54	s 6 50	s 7 12	s 1 17	s 2 13
				4.4						
-----	----------	82.2		B. H. Cabin	----------	4 59	6 56	7 17	1 23	2 20
				4.0						
-----	----------	86.2		South Ripley	----------	5 05	----------	----------	----------	----------
				2.3						
DV	8.40a.m. to 5.40p.m. Ex. Sun.	88.5		Dover (30)	----------	5 10	7 03	7 23	1 29	2 26
				2.4						
-----	----------	90.9		Stoney Point	----------	5 13	7 06	7 25	1 32	2 29
				4.1						
-----	----------	95.0		Augusta (25)	----------	s 5 20	----------	----------	1 37	s 2 34
				5.7						
WG	8.05a.m. to 6.00p.m. Ex. Sun.	100.7		Wellsburg	----------	5 30	7 17	7 37	1 46	2 42
				6.2						
-----	----------	106.9	W	Foster	----------	5 40	----------	----------	----------	----------
				3.0						
-----	----------	109.9		Carntown	----------	5 46	7 26	7 46	1 54	2 51
				8.5						
DN	----------	118.4		New Richmond	----------	6 00	7 33	7 53	2 02	2 58
				8.2						
CS	Continuous	126.6		C. S. Cabin	----------	6 12	7 44	8 02	2 10	3 06
				0.6						
-----	----------	127.2	Wt	Stevens	----------	----------	----------	----------	----------	----------
				1.5						
-----	----------	128.7	W	Coney	----------	6 15	7 47	8 05	2 13	3 10
				8.4						
NX	Continuous	137.1		Newport	----------	s 6 30	s 8 00	s 8 19	s 2 24	s 3 23
			W	1.6						
-----	----------	138.7		K. C. Junction	----------	6 35	8 04	8 23	2 28	3 27
				1.1						
-----	----------	139.8	Wt	Covington	----------	s 6 39	s 8 08	s 8 27	s 2 32	s 3 32
				2.3						
GC	Continuous	142.1	Wt	CINCINNATI	----------	7 00	8 20	8 40	2 45	3 45
					A AM	A AM	A AM	A AM	A PM	A PM
					47 Daily	5 Daily	41 Daily	1 Daily	43 Daily	3 Daily

CINCINNATI AND RUSSELL DIVISIONS

WESTWARD

Distance from Russell		TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	SECOND CLASS. 7 Daily Ex. Sun.	THIRD CLASS. 95 Daily	93 Daily
			L PM	L AM	L PM
.0	Wt	RUSSELL	2 25	----------	----------
		2.1			
2.1	W	M. S. Cabin	2 29	3 00	2 00
		5.7			
7.8		Riverton	s 2 40	3 17 [5]	2 15
		0.7			
8.5		Greenup (45)(30)	s 2 45	----------	----------
		7.0			
15.5	W	D. G. Cabin	2 55	3 30	2 34
		3.5			
19.0		N. J. Cabin	3 01	3 36	2 40
		7.6			
26.6	W	South Portsmouth	s 3 19	3 46	2 50
		5.2			
31.8		G. N. Cabin	3 29	3 55	3 01
		7.3			
39.1	Wy	Garrison	s 3 41	4 05	3 11
		9.0			
48.1		Vanceburg (25)	s 3 57	4 20	3 26
		11.8			
59.9	W	Concord (20)	s 4 19	4 38	3 45
		7.0			
66.9		Trinity	s 4 33	4 52	4 25
		5.1			
72.0		Springdale	s 4 43	5 01	4 33
		5.8			
77.8	Wt	Maysville (15)	s 5 02	5 15	4 50
		4.4			
82.2		B. H. Cabin	5 10	5 22	4 57
		4.0			
86.2		South Ripley	s 5 17	5 28	5 03
		2.3			
88.5		Dover (30)	s 5 23	5 32	5 07
		2.4			
90.9		Stoney Point	5 26	5 40	5 12
		4.1			
95.0		Augusta (25)	s 5 37	5 50	5 20
		5.7			
100.7		Wellsburg	s 5 48	6 05	5 34
		6.2			
106.9	W	Foster	s 5 59	6 18	5 44
		3.0			
109.9		Carntown	f 6 07	6 24	5 49
		8.5			
118.4		New Richmond	s 6 23	6 45	6 04
		8.2			
126.6		C. S. Cabin	s 6 40	7 20	6 30
		0.6			
127.2	Wt	Stevens	----------	----------	----------
		1.5			
128.7	W	Coney	f 6 48	----------	----------
		8.4			
137.1		Newport	s 7 08	----------	----------
	W	1.6			
138.7		K. C. Junction	s 7 13	----------	----------
		1.1			
139.8	Wt	Covington	s 7 17	----------	----------
		2.3			
142.1	Wt	CINCINNATI	7 30	----------	----------
			A PM	A AM	A PM
			7 Daily Ex. Sun.	95 Daily	93 Daily

CINCINNATI AND RUSSELL DIVISIONS

EASTWARD

TIME TABLE No. 132.

In Effect Sunday, Aug. 22, 1943.

Side Track Capacity in Cars (41 ft.)	Distance from Cincinnati		STATIONS.		FIRST CLASS.					
					6 Daily	2 Daily	42 Daily	4 Daily	46 Daily	146 Daily
					A PM	A PM	A PM	A AM	A AM	A AM
Yard	142.1	Wt	RUSSELL		s 2 40	8 41	9 08	s12 42	1 07	1 17
			2.1							
Yard	140.0	W	M. S. Cabin		2 36	8 37	9 04	12 38	1 04	1 13
			5.7							
o 19	134.3		Riverton		2 30	8 31	8 58	12 31	12 58	1 07
			0.7							
o 24	133.6		Greenup	(45)(30)						
			7.0							
e 130 o 7	126.6	W	D. G. Cabin		2 23	8 23	8 51	12 23	12 51	12 57
			3.5							
	123.1		N. J. Cabin		2 20	8 19	8 48	12 19	12 47	12 53
			7.6							
o 66	115.5	W	South Portsmouth		s 2 12	s 8 11	s 8 40	s12 09		s12 44
			5.2							
e 183 w 176 o 10	110.3		G. N. Cabin		2 05	8 03	8 33	12 00		12 36
			7.3							
c 196 o177	103.0	Wy	Garrison		1 58	7 56	8 26	11 53		12 29
			9.0							
o 34	94.0		Vanceburg	(24)	f 1 48			f11 42		
			11.8							
c 192 o 45	82.2	W	Concord	(20)	1 36	7 36	8 06	11 30		12 06
			7.0							
o 27	75.2		Trinity							
			5.1							
o 14	70.1		Springdale							
			5.8							
Yard	64.3	Wt	Maysville	(15)	s 1 17	s 7 18	s 7 49	s11 09		s11 45
			4.4							
e 147 w 120 o 8	59.9		B. H. Cabin		1 09	7 11	7 42	10 59		11 35
			4.0							
o 21	55.9		South Ripley							
			2.3							
o 16	53.6		Dover	(20)	1 03	7 05	7 36	10 53		11 29
			2.4							
c 193 o 15	51.2		Stoney Point		1 00	7 02	7 34	10 50		11 26
			4.1							
o 54	47.1		Augusta	(28)	f12 55	6 58	7 30			
			5.7							
	41.4		Wellsburg		12 48	6 51	7 22	10 39		11 15
			6.2							
o 29	35.2	W	Foster							
			3.0							
	32.2		Carntown		12 39	6 43	7 13	10 30		11 06
			8.5							
o 11	23.7		New Richmond		12 32	6 36	7 06	10 23		10 59
			8.2							
Yard	15.5		C. S. Cabin		12 24	6 29	6 58	10 15		10 51
			0.6							
	14.9	Wt	Stevens							
			1.5							
	13.4	W	Coney		12 21	6 26	6 55	10 13		10 48
			8.4							
	5.0	W	Newport		s12 09	s 6 15	s 6 44	s10 01		s10 36
			1.6							
	3.4		K. C. Junction		12 05	6 11	6 40	9 57		10 32
			1.1							
	2.3	Wt	Covington		s12 03	s 6 09	s 6 38	s 9 55		s10 30
			2.3							
	.0	Wt	CINCINNATI		11 55	6 01	6 30	9 45		10 20
					L AM	L PM	L PM	L PM	L AM	L PM
					6 Daily	2 Daily	42 Daily	4 Daily	46 Daily	146 Daily

CINCINNATI AND RUSSELL DIVISIONS

EASTWARD

Distance from Cincinnati	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.		SECOND CLASS.	THIRD CLASS.		
			8 Daily Ex. Sun.	**92** Daily	**94** Daily	**98** Daily
			A AM	A AM	A PM	A PM
142.1	Wt	**RUSSELL**	s11 48	----------	----------	----------
		2.1				
140.0	W	**M. S. Cabin**	11 42	7 45	7 45	10 45
		5.7				
134.3		**Riverton**	s11 28	7 35	7 36	10 35
		0.7				
133.6		**Greenup** (45)(30)	s11 24	----------	----------	----------
		7.0				
126.6	W	**D. G. Cabin**	11 08	7 25	7 22	10 25
		3.5				
123.1		**N. J. Cabin**	11 01	7 18	7 15	10 18
		7.6				
115.5	W	**South Portsmouth**	s10 45	7 03	6 56	10 03
		5.2				
110.3		**G. N. Cabin**	10 34	6 53	6 43	9 53
		7.3				
103.0	Wy	**Garrison**	s10 23	6 41	6 26	9 41
		9.0				
94.0		**Vanceburg** (25)	s10 09	6 25	6 04	9 25
		11.8				
82.2	W	**Concord** (20)	s 9 48	6 03	5 37	9 03
		7.0				
75.2		**Trinity**	s 9 37	5 51	5 19	8 51
		5.1				
70.1		**Springdale**	s 9 28	5 42	5 07	8 42
		5.8				
64.3	Wt	**Maysville** (18)	s 9 18	5 31	4 53	8 31
		4.4				
59.9		**B. H. Cabin**	9 08	5 23	4 43	8 23
		4.0				
55.9		**South Ripley**	s 9 03	5 17	4 33	8 17
		2.3				
53.6		**Dover** (30)	s 8 58	5 13	4 28	8 13
		2.4				
51.2		**Stoney Point**	8 54	5 08	4 22	8 08
		4.1				
47.1		**Augusta** (28)	s 8 48	5 00	4 13	8 00
		5.7				
41.4		**Wellsburg**	s 8 35	4 47	3 56	7 47
		6.2				
35.2	W	**Foster**	s 8 25	4 38	3 45	7 38
		3.0				
32.2		**Carntown**	f 8 19	4 33	3 40	7 33
		8.5				
23.7		**New Richmond**	s 8 06	4 19	3 20	7 19
		8.2				
15.5		**C. S. Cabin**	7 50	4 00	3 00	7 00
		0.6				
14.9	Wt	**Stevens**	s 7 48	----------	----------	----------
		1.5				
13.4	W	**Coney**	s 7 43	----------	----------	----------
		8.4				
5.0		**Newport**	s 7 27	----------	----------	----------
	W	1.6				
3.4		**K. C. Junction**	s 7 22	----------	----------	----------
		1.1				
2.3	Wt	**Covington**	s 7 20	----------	----------	----------
		2.3				
.0	Wt	**CINCINNATI**	7 10	----------	----------	----------
			L AM	L AM	L PM	L PM
			8 Daily Ex. Sun.	**92** Daily	**94** Daily	**98** Daily

CINCINNATI AND RUSSELL DIVISIONS
NORTHERN SUB-DIVISION
WESTWARD

Calls	Hours Open	Distance from N. J. Cabin	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	FIRST CLASS. 47 Daily	THIRD CLASS. 95 Daily	B. & O. 291 Daily Ex. Sun.	97 Daily	93 Daily
				L AM	L AM	L AM	L AM	L PM
NJ	Continuous	.0	N. J. CABIN (EEDT)	12 28	3 50	----------	8 15	2 30
			11.3					
WR	Continuous	11.3	W Wheeler	12 40	4 25	----------	8 42	3 00
			12.3					
RB	Continuous	23.6	W Robbins	12 54	5 00	----------	9 11	3 45
			3.2					
----------	----------	26.8	y Greggs	12 58	5 10	----------	9 21	4 00
			7.1					
GB	11.00 p m. to 7.00 a. m.	33.9	G. B. Cabin	1 07	5 25	----------	9 34	4 20
			7.0					
RA	Continuous	40.9	R. A. Junction	1 14	5 40	7 30	9 49	4 45
			3.8					
----------	----------	44.7	W Vauces Center Siding	1 18	5 48	7 45	9 56	5 00
			2.1					
VA	Continuous	46.8	V. A. Junction	1 21	5 53	7 50	10 00	5 10
			11.1					
KN	----------	57.9	K. N. Cabin	1 32	6 16	----------	10 28	5 40
			11.7					
SC	Continuous	69.6	W Scippo	1 43	6 46	----------	10 54	6 10
			12.2					
FI	----------	81.8	Fite	1 55	7 10	----------	11 25	6 40
			10.2					
CH	Continuous	92.0	C. H. Cabin (WEDT)	2 05	7 35	----------	11 51	7 05
			0.6					
----------	----------	92.6	Mosel	2 06	----------	----------	----------	----------
			1.4					
PA	Continuous	94.0	Wty Parsons	----------	7 45	----------	12 01	7 30
			5.3					
RN	Continuous	99.3	COLUMBUS	2 27	----------	----------	----------	----------
				A AM	A AM	A AM	A PM	A PM
				47 Daily	95 Daily	B. & O. 291 Daily Ex. Sun.	97 Daily	93 Daily

EASTWARD

Side Track Capacity in Cars (41 ft.)		Distance from Columbus	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	FIRST CLASS. 46 Daily	THIRD CLASS. 92 Daily	B. & O. 292 Daily Ex. Sun.	94 Daily
				A AM	A AM	A PM	A PM
----------		99.3	N. J. CABIN (EEDT)	12 47	5 35	----------	8 00
			11.3				
c169	o 11	88.0	W Wheeler	12 35	4 59	----------	7 40
			12.3				
c165	o 37	75.7	W Robbins	12 21	4 19	----------	7 08
			3.2				
	o126	72.5	y Greggs	12 17	4 03	----------	6 53
			7.1				
c167		65.4	G. B. Cabin	12 08	3 38	----------	6 34
			7.0				
----------		58.4	R. A. Junction	12 00	3 08	12 20	6 14
			3.8				
c167	o141	54.6	W Vauces Center Siding	11 56	2 58	12 06	6 05
			2.1				
----------		52.5	V. A. Junction	11 54	2 52	12 01	6 00
			11.1				
	o 29	41.4	K. N. Cabin	11 43	2 25	----------	5 39
			11.7				
c181	o 9	29.7	W Scippo	11 32	1 59	----------	5 18
			12.2				
c178	o 4	17.5	Fite	11 20	1 33	----------	4 57
			10.2				
----------		7.3	C. H. Cabin (WEDT)	11 10	1 10	----------	4 40
			0.6				
Yard		6.7	Mosel	11 09	----------	----------	----------
			1.4				
		5.3	Wty Parsons	----------	1 00	----------	4 30
			5.3				
----------		.0	COLUMBUS	10 50	----------	----------	----------
				L PM	L AM	L PM	L PM
				46 Daily	92 Daily	B. & O. 292 Daily Ex. Sun.	94 Daily

CINCINNATI AND RUSSELL DIVISIONS

CHEVIOT SUB-DIVISION

WESTWARD — EASTWARD

TIME TABLE No. 132.
In Effect Sunday, Aug. 22, 1943.

Calls	Hours Open	Distance from Cincinnati	WESTWARD SECOND CLASS. 17 Daily Ex. Sun.	STATIONS.	EASTWARD SECOND CLASS. 18 Daily Ex. Sun.	Distance from Cheviot	Side Track Capacity in Cars. (41 ft.)
			L AM		A PM		
------	----------	.0	9 00	Wt CINCINNATI C.U.T.	5 40	4.9	Yard
				0.8			
------	----------	.8	9 02	C. & O. Junction	5 38	4.1	
				0.4			
BI	Continuous	1.2	f 9 05	Brighton	f 5 36	3.7	
				3.7			
YD	Continuous	4.9	9 19	Wt CHEVIOT	5 25	.0	
			A AM		L PM		
			17 Daily Ex. Sun.		18 Daily Ex. Sun.		

CINCINNATI AND RUSSELL DIVISIONS

GENERAL INSTRUCTIONS

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

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	Coal Docks.
Cincinnati Union Term'l	Round House Register Room.
Cincinnati Union Term'l	Telegraph office.
Parsons	Telegraph office.
Cheviot	Telegraph office.
Cheviot	Round House.

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

Russell	Hump office, new yard.
Russell	Westbound Ready track.
Russell	Crew Caller's office.
Russell	M. S. Cabin
N. J. Cabin	Telegraph office.
Maysville	Telegraph office.
Stevens	Yard office.
Stevens	Round House.
Coney	Yard office.
Covington	Crew Callers office
Covington	Coal Docks.
Cincinnati Union Term'l	Round House Register Room.
Cincinnati Union Term'l	Telegraph office.
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—Except trains will be governed by signal indications and speed limit sign restrictions.

Location and Conditions		Passenger Trains	Freight Trains	
			Time	Other
Between Russell and C. S. Cabin		70	50	40
Between C. S. Cabin and K. C. Jct.		50	45	35
Between K. C. Jct. and West end of C. & C. Bridge		40	----	30
Between West end of C. & C. Bridge and C. T. Junction		15	----	15
Between West end of C. & C. Bridge and Wood St. Cincinnati		15	----	15
Between C. T. Junction and 5th and Baymiller Sts., Cincinnati		15	----	15
Between N. J. Cabin and C. H. Cabin		65	50	40
Except where lower speeds are otherwise provided:				
Engines running backward, with or without cars and engines without leading truck	On tangents	20	20	20
	On curves	15	15	15
Trains handling C. & O. derrick cars enroute to scene of accidents	On tangents	----	30	30
	On curves	----	20	20
Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels	On tangents	----	20	20
	On curves	----	15	15
Trains handling derricks, steam shovels, 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 main line No. 16 crossovers at R. U. Cabin, M. S. Cabin, Riverton, N. J. Cabin, Carntown, New Richmond and C. S. Cabin and through No. 16 turnout to track No. 1, D. G. Cabin		30	25	25
Through turn-outs at ends of passing sidings and all main line crossovers except as listed above		20	15	15
No. 1 track, between D. G. Cabin and N. J. Cabin		50	30	30
Trains handling dead locomotives without side rods		----	15	15
Between Cheviot and B. & O. Jct.		20	15	15
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	on tangents	15	----	15
	on curves	12	----	12
Entering or leaving sidings and through crossovers		10	----	10
Through turnouts in main tracks at west switch, Liberty St. and B. & O. crossing, and 8th St. Cincinnati		10	----	10

Trains handling dead locomotives without side rods will not exceed a maximum 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.

CINCINNATI AND RUSSELL DIVISIONS
GENERAL INSTRUCTIONS—Continued

E.—Junctions and Crossings—

N. J. Cabin—Junction of Cincinnati Division and Northern Sub-Division. (Interlocked.)

Maysville—Junction of Cincinnati Division and L. & N. Railroad. (Paris Division.)

Newport—Crossing of Cincinnati Division and L & N. Railroad. (Interlocked.)

K. C. Junction—Junction of Cincinnati Division and L. & N. R. R. (K. C. Division.) (Interlocked.)

Cincinnati—Junction of Cincinnati Division and B. & O. R. R.,

Crossing of Cheviot Sub-Division and 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.

Junction of Cheviot Sub-Division and B. & O. R. R. (Target diagonal for C. & O. trains to proceed) and in addition trains will receive hand signal from B. & O. switch tender before fouling any opposing track.

Junction of Cincinnati Division and Cincinnati Union Terminal Co. (Interlocked.)

Junction of Cincinnati Division and C. C. C. & St. L. Railway.

Greggs—Junction of Northern Sub-Division and D. T. & I. R R.

R. A. Junction—Junction of Northern Sub-Division and B. & O. R. R. (Interlocked.)

V. A. Junction—Junction of Northern Sub-Division and B. & O. R. R. (Interlocked.)

Lockbourne—Crossing of Northern Sub-Division and Scioto Valley Electric R'y. (Interlocked.)

Mosel—Junction of Northern Sub-Division and 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 (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—

Russell and M. S. Cabin.
Riverton and D. G. Cabin.
N. J. Cabin and K. C. Jct.
O. B. Cabin and Wood St., Cincinnati.
M. D. Cabin and 5th and Baymiller Sts., Cincinnati.
N. J. Cabin and C. H. Cabin.

Three Tracks—

M. S. Cabin and Riverton.
D. G. Cabin and N. J. Cabin.

Four Tracks—

K. C. Jct. and O. B. Cabin.

Rules governing the movement of Trains with the current of traffic on two or more tracks by means of block signals.

Trains will run with the current of traffic and will be governed by Automatic Block Signals and Interlocked Block Signals. See Rules D-151, D-152, 281 to 294 (a), inclusive, 505 to 521 (a), inclusive, and 605 to 671, inclusive.

Unless otherwise directed, freight trains will clear the time of passenger trains, in the same direction, 10 minutes.

Between M. S. Cabin and Riverton the tracks are numbered 1, 2 and 3, from north to south.

Current of traffic—No. 1 track, Westward Movements.
No. 3 track, Eastward Movements.
Rules D-251 (a) to D-254, inclusive, are in effect.

Reverse movements on tracks 1 and 3 must not be made without train order authority.

H.—(Continued).

No. 2 track is signaled for operation of trains in either direction by signal indications which supersede time table superiority and Rules 271 (a) to 276 (a), inclusive, are in effect.

Between D. G. Cabin and N. J. Cabin the tracks are numbered 1, 2 and 3, from north to south.

No. 1 track is signaled for operation of trains in either direction by signal indications which supersede time table superiority and Rules 271 (a) to 276 (a), inclusive, are in effect.

If block signal governing westward movements to No. 1 track at D. G. Cabin cannot be changed to display an indication more favorable than "stop," authority for such movement must be obtained, by telephone, by a member of the train or engine crew, from Operator at N. J. Cabin, who will be authorized by the train dispatcher, and the movement must be made at restricted speed to next signal in advance displaying a more favorable indication.

Current of traffic—No. 2 track, Westward Movements.
No. 3 track, Eastward Movements.
Rules D-251 (a) to D-254, inclusive, are in effect.

Reverse movements on tracks 2 and 3 must not be made without train order authority.

Between Carntown and C. S. Cabin the tracks are numbered 1 and 2, from north to south, and trains may be operated in either direction on either track by signal indications which supersede time table authority and Rules 271 (a) to 276 (a), inclusive, are in effect.

Between N. X. Cabin (Newport) and K. C. Jct., and between O. B. Cabin (Covington) and M. D. Cabin and Mill St., Cincinnati, the tracks are numbered 1 and 2, from north to south, and trains may be operated in either direction on either track by signal indications which supersede time table superiority and Rules 271 (a), 273 (a) to 276 (a), inclusive, are in effect.

Between K. C. Jct. and O. B. Cabin the tracks are numbered 1, 2, 3 and 4, from north to south, and trains may be operated in either direction on the four tracks by signal indications which supersede time table superiority and Rules 271 (a), 273 (a) to 276 (a), inclusive, are in effect.

Between Mill St. and Wood St., Cincinnati, the two tracks are designated as Eastward and Westward main tracks and reverse movements may be made by authority of the Yard Master or Assistant Yard Master at M. D. Cabin.

Movements beyond Chesapeake & Ohio rails at Wood St. are subject to the rules and instructions of the New York Central Railroad.

Between M. D. Cabin and 5th and Baymiller Sts., Cincinnati, the tracks are designated as Eastward and Westward main tracks and reverse movements may be made on either track by signal indications which supersede time table superiority.

Movements beyond Chesapeake & Ohio rails at 5th and Baymiller Sts., Cincinnati, are subject to the rules and instructions of the Baltimore & Ohio R. R.

Between N. X. Cabin (Newport) and Mill St., and 5th and Baymiller Sts., Cincinnati, if the block signal cannot be changed to display an indication more favorable than "stop," authority for such movement must be obtained, by telephone, from Yard Master or Assistant Yard Master, by a member of the train or engine crew and the movement must be made at restricted speed to the next signal.

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

Westward from Russell. Eastward from C. S. Cabin.
Westward from M. S. Cabin.
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.
Eastward and Westward from Robbins.
Eastward from V. A. Jct.
R. A. Junction to V. A. Junction (B. & O. R. R.)
V. A. Junction to R. A. Junction (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.

CINCINNATI AND RUSSELL DIVISIONS

GENERAL INSTRUCTIONS—Continued.

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

L.—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		

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

Garrison	Any
Greggs, O	115 feet
Parsons, O	115 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.

(See Rule 21 (a).)

O.—Location of Spring Switches in Main Tracks:

Station.	Switch.	To Track.
Stoney Point	East	Eastward Main
Stoney Point	West	Westward Main
Concord	East	Eastward Main
Concord	West	Westward Main
Garrison	East	Eastward Main
Garrison	West	Westward Main
Wheeler	East	Eastward Main
Wheeler	West	Westward Main
Robbins	East	Eastward Main
Robbins	West	Westward Main
G. B. Cabin	East	Eastward Main
G. B. Cabin	West	Westward Main
Vauces Center Siding	West	Westward Main
Scippo	East	Eastward Main
Scippo	West	Westward Main
Fite	East	Eastward Main
Fite	West	Westward Main

SPECIAL INSTRUCTIONS.

Regular stops—

Dayton	s7 and 8.
Fullerton, St. Paul, Bradford, California	s7.
Stevens Hump Office	s8.

Flag stops—

Raceland, Wurtland, Oliver, Grays Branch, Edgington, Limeville, Siloam, Frost, Taylors	f7 and 8.
Fullerton	f8.
Kirkville, Fire Brick	f7 and 8.
St. Paul	f8.
Quincy, Buena Vista, Rome, Carrs, Chalkley, Pence, Irwin, Sand Hill	f7 and 8.
Poplar St., Maysville	f7
Higginsport	f7 and 8.
Bradford	f8.
Willow Grove, Ivor, Mentor, Beagle	f7 and 8.
California	f8.
Oneonta, Ross, Melbourne	f7 and 8.
Stevens (Middle Yard Office)	f7.
Brent, Altamont	f7 and 8.
Water Works	f7.
Bellevue	f7 and 8.

No. 2.—Augusta: To discharge revenue passengers. To receive revenue passengers for Ashland or beyond.

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

Vanceburg: To receive or discharge revenue passengers.

No. 43—Greenup, Vanceburg, Augusta: To receive revenue passengers for points beyond Cincinnati.

No. 4.—Greenup: To discharge revenue passengers from Newport or beyond.

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

Trinity, South Ripley, Dover, Foster, Mentor, California: To receive or discharge revenue passengers.

Passenger trains use Cincinnati Union Terminal, Cincinnati.

Extra trains may run ahead of scheduled trains, except first and second class.

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 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.

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.

Trains of other Railroads may display markers as prescribed by that railroad when operating on Chesapeake & Ohio rails.

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. connection, 5th and Baymiller St., by time table and rules of B. & O. R. R. between B. & O. connection, 5th and Baymiller St., and B. & O. Junction, and by rules of Cincinnati Union Terminal Co., when on its tracks between C. T. Jct. and C. & O. Jct.

When it is necessary for a freight train to cross over from one main track to the other (except on signal indications in interlocking territory or on train order authority), permission must be obtained from the Train Dispatcher, through the Operator, before crossing over or returning. **This does not relieve the strict observance of Rule D-152.** Telephones are located at all non-interlocked cross overs.

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

CINCINNATI AND RUSSELL DIVISIONS

SPECIAL INSTRUCTIONS—Continued.

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

Proceed signal indications to eastward trains at C. S. Cabin, to eastward Northern Sub-division trains at C. H. Cabin and N. J. Cabin, to eastward B. & O. trains at V. A. Junction, to westward trains at Riverton, to westward Northern Sub-division trains at N. J. Cabin, to westward B. & O. trains at R. A. Junction indicate that all superior trains due have left and overdue orders at these points are dispensed with.

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 a grade, the hand brakes must be applied to hold train. While taking coal or water, engine brakes must be held applied.

All trains must obtain permission from train dispatcher, through the operator, to use the center sidings at Stoney Point, Concord, Garrison, Scippo, Fite, Vauces, G. B. Cabin, Robbins and Wheeler.

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 made in accordance with Rule 271 (a) and Rules 273 (a) to 276 (a) inclusive. If the block signal cannot be changed to display an indication more favorable than "stop" authority for such movement must be obtained by telephone, by member of the train or engine crew, from Operator at Brighton, who will be authorized by the Yard Master, and movement must be made at restricted speed to the next signal in advance displaying a more favorable indication.

Between B. & O. Jct. and East end of Bridge No. 11, Cincinnati, the two outside tracks will be operated as Eastward and Westward main tracks. The two inside tracks between C. N. O. & T. P. Crossing and East end of Bridge No. 11 are designated as No. 1 and No. 2 from North to South and will be used as storage or passing tracks. They are equipped with hand-throw derails at the East end. The normal position of the switch at the West end of the two main tracks at East end of Bridge No. 11 is for movements over Eastward main track.

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.

Normal movements from center sidings through spring switches at Stoney Point, Concord and Garrison will be governed by signal indications as per Rules 287 (A), 288 and 292 (G) Book of Rules.

Facing movements over spring switches in normal position may be made when the dwarf signals located just ahead of the switch, display a yellow light, at a speed not exceeding 25 miles per hour. These signals do not authorize movements against current of traffic and do not indicate condition of the block. When these signals display "STOP," red light, facing point movement over spring switches must not be made until after spring switch has been carefully examined to insure that the switch is facing properly.

SPEED SCHEDULE

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

CINCINNATI AND RUSSELL DIVISIONS

SPECIAL INSTRUCTIONS—Continued

SURGICAL STAFF

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Ironton, O.	W. F. Marting	303 South 5th Street	111.
Russell, Ky.	J. A. Franz	Russell, Ky.	80.
	A. Huffman	502 Etna St.	513
Raceland, Ky.	C. E. Stout	Raceland, Ky.	372-R-2.
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.	T. B. Ginn	Lexington Ave.	128.
Maysville, Ky.	A. R. Quigley	State National Bank Bldg.	602
	M. B. Benham	State National Bank Bldg.	15
Augusta, Ky.	J. G. Carter	Main St.	2468.
Dayton, Ky.	E. M. Britenburg	438 6th Ave	South 2878.
Bellevue, Ky.	S. P. Garrison	204 Van Voast Ave.	South 3059.
Newport, Ky.	O. W. Frickman	702 Washington Ave.	South 5595.
Covington, Ky.	C. W. Reynolds, Oculist	48 West 4th St.	Hemlock 0992.
	C. W. Farrell	1101 Scott St.	Hemlock 6100.
	H. G. Nelson, Oculist	700 Provident Bank Bldg.	Parkway 2251.
Cincinnati, O.	Walter R. Griess	19 W. 7th Street	Cherry 4617.
	J. E. Rogers	3700 Glenmore Ave	Montana 0830.
Minford, O.	G. W. Fishbaugh	Minford, O.	Boston 2002Y.
Waverly, O.	R. M. Andre	Waverly, O.	69 and 7.
Chillicothe, O.	L. T. Franklin	Office: 80 E. 2nd St.	Phone 213A.
	J. W. Franklin	Residence: 71 E. 2nd St.	Phone 213B.
Asheville, O.	R. S. Hosier	Asheville, O.	183.
Kingston, O.	C. C. Hatfield	Kingston, O.	13.
Sciotoville, O.	J. W. Hutchins	5701 Gallia St.	Scioto 25.
Circleville, O.	Howard Jones	Circleville, O.	724 and 383.
	Lloyd Jones	122½ North Court	724.
Columbus, O.	Hugh A. Baldwin, Chief of Staff	347 E. State St.	Adams 8743.
	Gilman D. Kirk	350 E. State St.	Adams 7507.
	Geo. J. Heer	289 E. State St	Adams 5437.

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

CINCINNATI DIVISION

H. N. WALTERS—Assistant Superintendent—Covington, Ky.

S. H. PULLIAM—Train Master, Cincinnati Division—Covington, Ky.

A. M. DAVIDSON—Train Master, Northern Sub-Division—Russell, Ky.

W. W. SHELTON—Road Foreman of Engines—Stevens, Ky.

E. C. MITCHELL—Assistant Road Foreman of Engines—Stevens, Ky.

W. M. FITE—Assistant Road Foreman of Engines—Russell, Ky.

S. G. WAITE—Train Master, Cincinnati Terminal—Stevens, Ky.

A. E. HANNES—Train Master, Cheviot Sub-Division—Cheviot, O.

J. W. ALTON—Chief Train Dispatcher—Covington, Ky

D. F. APPLE—Division Engineer—Covington, Ky

R. L. MILNER—Assistant Division Engineer—Covington, Ky.

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.

C. A. MILEM—Assistant Train Master and Assistant R. F. of E—Russell, Ky.

W. L. McDANNOLD—Assistant Train Master and Assistant R. F. of E.—Russell, Ky.

J. W. ALTON—Chief Train Dispatcher—Covington, Ky.

F. P. BARRICK—Assistant Division Engineer—Russell, Ky.