THE CHESAPEAKE AND OHIO RAILWAY COMPANY

WESTERN GENERAL DIVISION
CINCINNATI AND RUSSELL DIVISIONS

TIME TABLE No.

131

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

Sunday, April 27, 1941.



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

DESTROY ALL TIME TABLES OF PREVIOUS DATE

Read the Instructions

For information of employes only—not intended for the information of the public, and not an 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

- A. T. LOWMASTER, Vice-President and General Manager.
- O. H. CARPER, Superintendent Freight Transportation.
- I. D. IRWIN, Superintendent Passenger Transportation.
- E. L. BOCK, General Superintendent.
- H. A. IULER, Superintendent, Cincinnati Division.
- W. S. BUTLER, Superintendent, Russell Division.

WESTWARD

	Name Ones	from Sell	TIME TABLE No. 131.		FIRST	CLASS	
	Hours Open	Distance from Russell	In Effect Sunday, April 27, 1941. STATIONS.	47	5 Dally	1 Daily	3 Daily
RU	Continuous	.0	Wt RUSSELL	L A	1 L AN	5 32	11 59 AM
MS	Continuous	2.1		12 31	3 09	5 35	12 03
M	Continuous	7.8		12 37	3 17 98	5 41	12 10
		8.5					
		15.4		12 44	3 27	5 50	12 19
NJ	Continuous	18.9	N. J. Cabin	12 48	3 31	5 54	12 23
sv	11.30 a. m. to 8.30 p. m.	26.4	W South Portsmouth		s 3 43	s 6 03	s12 33
GN	Continuous	31.6	G. N. Cabin		3 54	6 10	12 41
KD	7.30 a. m. to 4.30 p. m.	39.0	Wy Garrison		4 03	6 17	12 48
BV	Continuous	44.9	B. V. Cabin		4 09	6 23	12 54
		47.9	Vanceburg ®		f 4 15		12 58
		59.7	W Concord ®		4 30	6 37	1 11
RO	4.00 p. m. to 12 midnight	63.4	R. O. Cabin		4 35	6 41	1 15
		66.8	Trinity				
		71.9	Springdale 6.0				
RT	Continuous	77.9	Wt Maysville ®		s 4 54	s 6 58	s 1 32
		82.3	B. H. Cabin		4 59	7 03	1 38
		86.1	South Ripley		5 05		
DV	8.40a.m. to 5.40p.m. Ex. Sun.	88.4	Dover ®		5 10	7 09	1 44
		90.8	Stoney Point		5 13	7 12	1 47
		94.9	Augusta ®		s 5 20		s 1 52
WG	4.00 p. m. to 8.00 a. m.	102.0	W. G. Cabin		5 31	7 24	2 01
		106.7			5 40		
		117.0	D. N. Cabin				
DN	7.00a.m. to 4.00p.m. Ex. Sun.	118.2	New Richmond 8.2		6 00	7 40	2 17
CS	Continuous	126.4	C. S. Cabin		6 12	7 49	2 25
		127.0	Wt Stevens				
		128.5	W Coney		6 15	7 52	2 28
NX	Continuous	136.9	Newport		s 6 30	s 8 05	s 2 39
		138.6	K. C. Junction		6 35	8 09	2 43
		139.4	Wt Covington		s 6 39	s 8 12	s 2 47
GC	Continuous	142.1	W CINCÎNNATI	A AM	7 00 A AM	8 25 A AM	3 00 A PM
				47 Delty	5 Dally	1 Daily	3 Daily

WESTWARD

2 To	TIME TABLE No. 131.	SECOND CLASS.	THIRD	CLASS.
Distance from Russell	In Effect Sunday, April 27, 1941.	7	95	93
	STATIONS.	Daily Ex. Sun.	Daily	Daily
0	Wt RUSSELL	2 45	L AM	L PM
2.1	W M. S. Cabin	2 49	3 00	2 00
7.8		s 3 00	3 17 5	2 15
8.5	Greenup 6:9	s 3 04		
15.4	W D. G. Cabin	3 14	3 30	2 34
18.9	N. J. Cabin	3 20	3 36	2 40
26.4	W South Portsmouth	s 3 38	3 46	2 50
31.6	G. N. Cabin	3 48	3 55	3 01
39.0		s 4 00	4 05	3 11
44.9	B. V. Cabin	4 10	4 15	3 20
47.9	Vanceburg @	s 4 16	4 20	3. 26
59.7	W Concord @	s 4 35	4 38	3 45
63.4	R. O. Cabin	4 40	4 44	4 05
66.8	Trinity	s 4 46	4 52	4 25
71.9		f 4 54	5 01	4 33
77.9	Wt Maysville @	s 5 10	5 15	4 50
82.3	B. H. Cabin	5 18	5 22	4 57
86.1		s 5 24	5 28	5 03
88.4	Dover @	s 5 29	5 32	5 07
90.8	Stoney Point	5 32	5 40	5 12
94.9		s 5 42	5 50	5 20
102.0	W. G. Cabin	5 55	6 05	5 34
106.7	W Foster	s 6 05	6 18	5 44
117.0				
118.2		6 27	6 45	6 00
126.4		s 6 43	7 20	6 30
127.0		6 46		
128.5	W Coney 8.4	s 6 50		
136.9		s 7 08		
138.6	K. C. Junction	s 7 13		
139.4		s 7 17		
142.1	W CINCÎNNATI	7 30 A PM	A AM	À PM
		7 Daily Ex. Sun.	95 Daily	93 Daily

EASTWARD

Side Track	from mati	TIME TABLE No. 131.		FIRST	CLASS.	
Capacity in Cars (41 ft.)	Distance from Cincinnati	In Effect Sunday, April 27, 1941. STATIONS.	46 Daily	6 Daily	2 Dally	4 Daily
	142.1	Wt RUSSELL	A AM 12 28	A PM s 2 46	A PM 8 41	A AM s12 42
Yard {	140.0	W M. S. Cabin	12 24	2 42	8 37	12 38
o 19	134.3		12 18	2 36	8 31	12 31
o 24	133.6					
e 130 w 200 o 7	126.7	W D G Cabin	12 10	2 29	8 23	12 23
	123.2		12 06	2 26	8 19	12 19
o 66	115.7	W South Portsmouth		s 2 18	s 8 11	s12 09
e 150 w 128 o 10	110.5			2 10	8 03	12 00
c 196 o177	103.1	Wy Garrison		2 03	7 56	11 53
e 147 w 121 o 9	97.2	B. V. Cabin		1 57	7 50	11 47
o 34	94.2	Vanceburg ®		f 1 53		f11 42
c 192 o 45	82.4	W Concord 😕		1 41	7 36	11 30
e 128 w 95	78.7	R. O. Cabin		1 37	7 33	11 26
o 27	75.3	Trinity				
o 14	70.2	Springdale				
Yard	64.2			s 1 22	s 7 18	s11 09
e 145 w 120 o 8	59.8	B. H. Cabin		1 14	7 11	10 59
o 21	56.0	South Ripley				
o 16	53.7	Dover ®		1 08	7 05	10 53
e 193 o 15	51.3	Stoney Point		1 05	7 02	10 50
o 54	47.2	Augusta 🛎		f 1 00	6 58	
e 77 w 83	40.1	W. G. Cabin		12 53	6 51	10 39
o 29	35.4	W Foster				
e 128 w 123 o 7	25.1	D. N. Cabin				
o 11	23.9	New Richmond		12 38	6 36	10 23
	15.7	C. S. Cabin		12 30	6 29	10 15
	15.1	Wt Stevens				
1	13.6	W Coney		12 27	6 26	10 13
Yard {	5.2	Newport 1.7		s12 15	s 6 15	s10 01
	3.5	K. C. Junction		12 11	6 11	9 57
	2.7	Wt Covington		s12 09	s 6 09	s 9 55
	.0	W CINCINNATI	L AM	12 01 L PM	6 01 L PM	9 45 L PM
			46 Daily	6 Daily	2 Delly	4.

EASTWARD

	TIME TABLE No. 131.	SECOND CLASS.		THIRD CLAS	SS.
Distance from Cincinnali	In Effect Sunday, April 27, 1941. STATIONS.	8 Daily Ex. Sun.	92 Daily	94 Daily	98 Daily
142.1	Wt RUSSELL	A AN s11 48	A AN	A PM	A PI
140.0	2.1	11 42	7 45	7 45	10 45
134.3	5.7	s11 28	7 35	7 36	10 35
133.6	0.7	s11 24			10 00
126.7	6.9	11 08	7 25	7 22	10 25
123.2	3.5	11 01	7 18	7 15	10 18
115.7	7.5	s10 45	7 03	6 56	10 03
110.5	5.2	10 34	6 53	6 43	9 53
103.1		s10 23	6 41	6 26	9 41
97.2		10 13	6 31	6 12	9 31
94.2		s10 09	6 25	6 04	9 25
82.4		s 9 48	6 03	5 37	9 03
78.7	R. O. Cabin	9 42	5 57	5 28	8 57
75.3		s 9 37	5 51	5 19	8 51
70.2		s 9 28	5 42	5 07	8 42
64.2		s 9 18	5 31	4 53	8 31
59.8	B. H. Cabin	9 08	5 23	4 43	8 23
56.0	South Ripley	s 9 03	5 17	4 33	8 17
53.7	Dover ®	s 8 58	5 13	4 28	8 13
51.3	Stoney Point	8 54	5 08	4 22	8 08
47.2	Augusta ®	s 8 48	5 00	4 13	8 00
40.1	W. G. Cabin	8 34	4 47	3 56	7 47
35.4	W Foster	s 8 25	4 38	3 45	7 38
25.1	D. N. Cabin				
23.9	New Richmond	s 8 06	4 19	3 20	7 19
15.7	C. S. Cabin	7 50	4 00	3 00	7 00
15.1	Wt Stevens	s 7 48			
13.6	W Coney	s 7 43			
5.2	Newport	s 7 27			
3.5	K. C. Junction	s 7 22			
2.7	Wt Covington	s 7 20			
.0	W CINCÍNNATI	7 10 L AM	L AM	L PM	L PM
		8 Daily Ex. Sun.	92 Delly	94 Delly	98 Delly

CINCINNATI AND RUSSELL DIVISIONS NORTHERN SUB-DIVISION WESTWARD

	Marine Acad	e frem	TIME TABLE No. 131.	FIRST CLASS.		THIRD CLASS.			
3	Hours Open	Distance from N. J. Cabin	In Effect Sunday, April 27, 1941. STATIONS.	47 Daily	95 Dally	B. & O. 291 Daily Ex. Sun.	97 Daily	93 Daily	
NJ	Continuous	.0	N. J. CABIN (EEDT)	L AM 12 48	3 50 AM	L AM	L AM 8 15	L PN 2 30	
WR	Continuous	11.3		1 00	4 25		8 42	3 00	
RB	Continuous	23.6	W Robbins	1 14	5 00		9 11	3 45	
		26.8	y Greggs	1 18	5 10		9 21	4 00	
GB	11.00 p m. to 7.00 a. m.	33.9	G. B. Cabin	1 27	5 25		9 34	4 20	
RA	Continuous	40.9		1 34	5 40	7 30	9 49	4 45	
		44.7	W Vauces Center Siding	1 38	5 48	7 45	9 56	5 00	
VA	Continueus	46.8		1 41	5 53	7 50	10 00	5 10	
KN		57.9	K. N. Cabin	1 52	6 16		10 28	5 40	
SC	Continuous	69.6	W Scippo	2 03	6 46		10 54	6 10	
FI		81.8	Fite	2 15	7 10		11 25	6 40	
CH	Centinuous	92.0	C. H. Cabin (WEDT)	2 25	7 35		11 51	7 05	
		92.6		2 26					
PA	Continuous	94.0	Wtv Parsons		7 45		12 01	7 30	
RN	Continuous	99.3	COLUMBUS	$oxed{A}^{2\ 47}$	A AM	A AM	A PM	A PI	
				47 Daily	95 Daily	B. & O. 291 Daily Ex. Sun.	97 Daily	93 Daily	

STW.		

			EASIWAR	J			
Side Track Capacity in Cars		Distance from Columbus	TIME TABLE No. 131.	FIRST CLASS.	Т	HIRD CLAS	3.
(41 ft.)		Distance Colu	In Effect Sunday, April 27, 1941. STATIONS.	46 Daily	92 Dally	B. & O. 292 Daily Ex. Sun.	94 Defly
		99.3	N. J. CABIN (EEDT)	A AM 12 06	A AM 5 35	A PM	A PM 8 00
c170 o	11	88.0		11 53	4 59		7 40
c165 o	37	75.7	W Robbins	11 38	4 19		7 08
C	12 6	72.5	y Greggs	11 34	4 03		6 53
c173		65.4	G. B. Cabin	11 25	3 38		6 34
		58.4		11 17	3 08	12 20	6 14
c172 C	141	54.6	W Vauces Center Siding	11 13	2 58	12 06	6 05
		52.5	V. A. Junction	11 11	2 52	12 01	6 00
C	29	41.4		10 59	2 25		5 39
c181 c	9	29.7		10 47	1 59		5 18
c180 c	4	17.5		10 35	1 33		4 57
		7.3		10 24	1 10		4 40
	S	6.7		10 22			
Yard	1	5.3	Wty Parsons		1 00		4 30
		.0	COLUMBUS	10 05 L PM	L AM	L PM	L PM
				46 Dafly	92 Daily	B. & O. 292 Daily Ex. Sun.	94 Daily

CINCINNATI AND RUSSELL DIVISIONS CHEVIOT SUB-DIVISION

WESTWARD

EASTWARD

Calls	Hours Open	Distance from Cincinnati	SECON CLAS 1 7 Daily Ex.	S.	TIME TABLE No. 131. In Effect Sunday, April 27, 1941. STATIONS.	SECOND CLASS. 18 Daily Ex. Sen.	Distance from Cheviot	Side Track Capacity is Cars. (41 f.L.)
		8		AM 	CINCINNATI C. U. T. C. & O. Junction	A PM 5 40 5 38	4.9	
BI	Continuous	1.2	f 9 05		Brighton	f 5 36	3.7	Yard
YD	Continuous	4.9	9 19 A	AM	Wt CHEVIOT	5 26 L PM	.0	J
			17 Daily Br.			18 Daily Ex. Sun.		

GENERAL INSTRUCTIONS

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

A .- Standard Clocks. Russell _____Yard Mastersoffice 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. CheviotRound 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. I. Cabin Telegraph office. Maysville_____Telegraph office. C. S. Cabin____Telegraph office. 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. C .- Yard Limits. (Designated by "yard limit" boards).

Russell,

Stevens,

Maysville,

Cheviot,

(See Rule 93.)

D.-Maximum Speed.

Di Mamma Speca.			
T 1 10 10 10	Passen-	Freight	Trains
Location and Conditions	ger Trains	Time	Other
Between Russell and C. S. Cabin	70	45	35
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 Bay-			
miller Sts., Cincinnati Between N. J. Cabin and Stockdale	15 60	45	15 35
Between Stockdale and M. P. 31	50	45	35
Between M. P. 31 and C. H. Cabin	65	45	35
Except:	"		
No. 1 track, between D. G. Cabin and N. J.			
_Cabin	50	30	30
Through turn-outs at ends of two tracks	35	25	15
Through main line No. 16 crossovers at M. S. Cabin, R. U. Cabin, N. J. Cabin		l	
and Riverton	30	30	25
Through No. 16 turnout to track No. 1,		"	
D. G. Cabin	30	30	25
Through turn-outs at ends of passing sid-	1		ĺ
ings and all main line crossovers except		15	1 1 2
as listed above		10	15
Except where lower speeds are otherwise provided:			
Engines running backward, On tangents	20	20	20
with or without cars and On curves	15	15	15
engines without leading truck			۰.
Trains handling C. & O. der-On tangents rick cars enroute to scene of On curves.		30 20	30 20
accidents		20	20
Trains handling other derrick		}	1
core steam shovels cranes i		İ	
ditchers and similar pivoted On tangents machinery moving on their On curves.		20	20
machinery moving on their On curves		15	15
own wheels		İ	İ
Trains handling derricks,			Į.
steam shovels, cranes, ditch- ers and similar pivoted On curves		30	30
machinery loaded on cars			
Trains handling scale test cars	J	25	25
(These cars should be handled on rear of			į
freight trains immediately ahead of			
caboose cars.) Between Cheviot and B. & O. Jct	20	15	15
Entering or leaving sidings and through			
crossovers	10		10
Through turnouts in main tracks at west			1
switch, Liberty St. and B. & O. crossing,	10		10
and 8th St. Cincinnati Engines running backward, with	10		10
or without cars, engines with-on tan-			ł
out leading truck and trains gents_	15		15
handling derricks, steam(on		l	l
shovels, cranes, ditchers and curves	12		12
similar pivoted machinery			
	<u> </u>		<u> </u>

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.

UCTIONS—Continued

	GINGININATI AND
	GENERAL INSTRU
101	
E.	-Junctions and Crossings— N. J. CabinJunction of Cincinnati Division and Nor-
	thern Sub-Division. (Interlocked.)
	MaysvilleJunction of Cincinnati Division and L. &
	N. Railroad. (Paris Division.)
	NewportCrossing of Cincinnati Division and L &
	N. Railroad. (Interlocked.)
	K. C. Junction. Junction of Cincinnati Division and L. &
	N. R. R. (K. C. Division.) (Inter-
	locked.)
	CincinnatiJunction 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 'o-
	cated there before occupying this cross-
	ing and proceed only on hand signal
	given with Yellow flag by day and Yel-
	low 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 ad-
	dition trains will receive hand signal
	from B. & O. switch tender before foul-
	ing any opposing track.
	Junction of Cincinnati Division and
	Cincinnati Union Terminal Co. (Inter-
	locked.)
	Junction of Cincinnati Division and C. C. C. & St. L. Railway.
	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
	V. A. Junction Junction of Northern Sub-Division and B. & O. R. R. (Interlocked.)
	LockbourneCrossing of Northern Sub-Division and
	Scioto Valley Electric R'y. (Inter-
	locked.)
	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 circum-
	stances 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.
_	7771
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.
	Mill St. and Wood St. Cincinnati.
	M. D. Cabin and 5th and Baymiller Sts., Cincinnati.
	N. J. Cabin and Parsons.
	Rules 505 to 521 (a) inclusive and Rules 605 to 671 inclu-
	sive are in effect between
	Russell and M. S. Cabin. Riverton and D. G. Cabin.
	N. I Cahin and N. Y. Cahin (Names-+)
	N. J. Cabin and N. X. Cabin (Newport). N. J. Cabin and C. H. Cabin.
	Unless otherwise directed, freight trains will clear the
	time of passenger trains, in the same direction, 10 min- utes.
	On the two track sections between N. X. Cabin (Newport)

On the two track sections between N. X. Cabin (Newport) and K. C. Junction and between O. B. Cabin (Covington), and Mill Street, Cincinnati, tracks are numbered No. 1 and No. 2 from North to South and Rules 271 (a), 273 (a), 274 (a), 275 (a) and 276 (a) are in effect.

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. Rules D 251 (a) to 254, No. 3 track, Eastward movements. finclusive, are in effect. No. 2 track, Reversible movements authorized by signal indications, which supersede time table superiority, Rules 271 (a) to 276 (a) are in effect.

Reverse movements on tracks 1 and 3 must not be made

without train order authority.

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 D. G. Cabin, authorized by signal indications which supersede time table superiority. Rules 271 (a) to 276 (a), are in effect.

No. 2 track, westward movements. Rules D-251 (a) to 254, No. 3 track, eastward movements. Jinclusive are in effect. Reverse movements on tracks 2 and 3 must not be made

without train order authority. Four Tracks-

K. C. Jct. and O. B. Cabin. Tracks are numbered 1, 2, 3 and 4 from north to south. Rules 271 (a), 273 (a), 274 (a), 275 (a) and 276 (a), are

Between N. X. Cabin (Newport) and Mill St. 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 Stevens. Eastward and Westward from N. J. Cabin. Eastward and Westward from Maysville. Eastward and Westward from Garrison. N. J. Cabin to Parsons. N. J. Cabin to Parsons.

Parsons to N. J. Cabin.

Eastward and Westward from Robbins.

Eastward from V. A. Jet.

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 and of Ohio River

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 WEST-WARD 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.-Location and length of Turntables: Russell 100 feet
Russell 115 feet Covington 85 feet Parsons 115 feet Maysville_____70 feet Cheviot_____100 feet Stevens____100 feet

M.-Location of "Y" tracks, length of tail tracks
 Garrison
 Any

 Greggs, 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.

(Sec	e Kule 21 (a).)	
OLocation of Spring Sv	vitches in Main '	Tracks:
Station. Stoney Point	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		
Wheeler		
Robbins	East	Eastward Main
Robbins		
G. B. Cabin		
G. B. Cabin	West	Westward Main
Vauces Center Siding		
Scippo	East	Eastward Main
Scippo	West	Westward Main
Fite	East	Eastward Main
Fite	West	

CINCINNATI AND RUSSELL DIVISIONS SPECIAL INSTRUCTIONS.

SI ECIAL II
Regular stops—
Wellsburg
New Richmonds7 and 8.
Dayton
Stevens (Middle Yard
Office)s7.
· · · · · · · · · · · · · · · · · · ·
Flag stops—
Raceland
Wurtland
Oliver
Grays Branch
Edgington
Limoville
Siloam
Frost
Taylors
Fullerton
Fullerton
Fire Brick
St. Paul
Quincy
Buena Vista
Rome
Carrs
Chalkley
Pence
Irwin
Sand Hill
Poplar St., Maysvillef7,
Higginsport)
Bradford
Willow Grove
Carntown
Ivor
Mentorf7 and 8.
Beagle
California
Oneonta
Ross
Melbourne
Stevens Hump Officef8.
Brentli7 and 8.
Altamont
Water Worksf7.
Bellevuef7 and 8.
(To discharge revenue pass-
engers.
No. 2.—Augusta———— To receive revenue passengers
for Ashland or beyond.
No. 3.—GreenupTo receive revenue passengers
for Newport or beyond.
Vanceburg To receive or discharge rev-
enue passengers.
(To discharge revenue pass-
No. 4.—Greenup engers from Newport or be-
yond.
No. 5.—Greenup To receive revenue passengers
Trinity for Newport or beyond.
South Ripley
Dover
FosterTo receive or discharge rev-
Mentorenue passengers.
California
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 River-
ton, and between D. G. Cabin and N. I. Cabin, night

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 will not be required to change markers as per Rule D-19 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. 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 on the Cincinnati Division (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. C. & O. and B. & O. trains will be governed by C. & O. rules

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 westward trains at Riverton and to westward Northern Sub-division trains at N. J. Cabin 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.

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.

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 Rules 271 (a) to 276 (a), inclusive.

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.

SPECIAL INSTRUCTIONS—Continued

SPEED SCHEDULE

TIME	PER	MILE	Miles per Hour.	тіме	PER	MILE.	Miles per Hour.	тіме	PER	MILE.	Miles per Hour.	тіме	PER	MILE.	Miles per Hour.
0 min. 0	52 4 53 54 55 56 57 58 59 6 59 6 55 6 55 6 55 6 6 55 6 6 6 6 6		70.6 69.2 67.9 66.6 65.4 64.3 63.2 62.1 61.0 60.0 55.4	1 min. 1	30 4 35 4 40 4 45 4 50 4 55 4 10 4 15 4		42.3 40.0 37.9 36.0 34.3 32.7 31.3 30.0 28.8 27.7 26.6	2 min. 2	40 " 45 " 50 " 55 " 10 " 15 " 20 " 25 "		23.2 22.5 21.8 21.1 20.6 20.0 19.4 18.9 18.4 18.0 17.5	3 min. 3 ** 4 ** 4 ** 5 ** 6 ** 7 **	50		16.0 15.6 15.3 15.0 14.0 13.0 12.0 11.0 9.0 8.0
1 4	10 " - 15 " - 20 " -		51.4 48.0 45.0	2 * 2 *	20 4 25 4 30 4		25.7 24.8 24.0	3 * 3	30 * 35 * 40 *		17.1 16.7 16.3	8 * 10 * 12 *	34 * 0 * 0 *		7.0 6.0 5.0

SURGICAL STAFF

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Ironton, O	W. F. Marting	303 South 5th Street	111.
Russell, Ky			80.
11450011, 12, 11111111111111111	Virgil Skaggs		41-J.
Raceland, Ky			372-R-2.
Greenup, Ky		Main and Washington	18.
Portsmouth, O	A. P. Hunt	836 4th Street	645.
·	T. G. McCormick	1114 Offnere Street	1007.
Pullerton, Ky	M W Meadows	Bullerton, Ky	18.
Vanceburg Ky	T B Ginn	Lexington Ave	1 7 5 5
Mayaville, Ky	T. B. Ginn A. O. Taylor	13 W. 3rd Street	
1,20,0 1,110, 22, 1,11111111111111111111	W. E. Hord	7 East 2nd Street	147.
Angusta Kv	C. A Marquardt	310 Upper St	Phone 3071.
Dayton Ky	C. A. Marquardt E. M. Britenburg	438 6th Ave	South 2878.
Dallarman Van	I C D Commings	1 904 Von Vonst Arra	South 3059.
Newport Kv	O. W. Frickman C. W. Reynolds, Oculist	702 Washington Ave	
Covington Ky	C. W. Reynolds Oculist	48 West 4th St	Hemlock 0992.
001mg10m, 11,11111111111111111111111111111111	(H. G. Nelson, Oculist.	700 Provident Bank Bldg	Parkway 2251.
Cincinnati, O	Walter R. Griess	19 W. 7th Street	Cherry 4617.
Omc	I. E. Rogers		Montana 0830.
Minford, O	G. W. Fishbaugh		I
Waverly O	R. M. Andre	Waverly, O	
Chillicothe O	L. T. Franklin	Office: 80 E. 2nd St	Phone 213A.
Ommoomo, O	J. W. Franklin	Residence: 71 E. 2nd St.	Phone 213B.
Asheville, O	R. S. Hosler	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	1221/6 North Court	724.
	Hugh A Baldwin Chief of Staff	347 É. State St	Adams 8743.
Columbus. O	L. L. Bigelow	327 E. State St	
V	Gilman D. Kirk	350 E. State St	Adams 7507.
	Geo. J. Heer	289 E. State St	Adams 5437.
	(000. j. 11001		1

W. G. Chamberlain......Division Freight Agent................Ashland Ky.

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	_Russell, Ky.
W. W. SHELTON		
E. C. MITCHELL		_Stevens, Ky.
W. M. FITE		Russell, Ky.
W. J. NEAL	Train Master, Cincinnati Terminal	_Covington, Ky.
A. E. HANNES	Train Master, Cheviot Sub-Division	_Cheviot, O.
S. G. WAITE	Assistant Train Master, Cincinnati Terminal	_Stevens, Ky.
J. W. ALTON	_Chief Train Dispatcher	Covington, Ky.
D. F. APPLE	Acting Division Engineer	Covington, Ky
R. L. MILNER	Acting Assistant Division Engineer	_Covington, Ky.

RUSSELL DIVISION

C. H. SNEDEGAR	Assistant Superintendent	Russell, Ky.
J. C. DODGION	Terminal Train MasterTerminal Train Master	Russell, Ky.
A. W. OSBORNE	Assistant Terminal Train Master	Russell, Ky.
C. A. MILEM	Assistant Train Master and Asst. R. F. of E	Russell, Ky.
J. W. ALTON	Chief Train Dispatcher	Covington, Ky
F. P. BARRICK	Assistant Division Engineer	Russell, Ky.