THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"



CINCINNATI TERMINAL DIVISION

TIME TABLE NO. 23-A

EFFECTIVE 12:01 A. M., EASTERN STANDARD TIME

Sunday, April 30, 1933

H. C. BATCHELDER,
Superintendent

R. B. MANN,
Assistant General Manager

J. D. CLARKE,
Superintendent Freight Transportation

J. A. LATCHFORD, Superintendent Passenger Transportation

C. R. ELKINS,
Superintendent Transportation

F. B. MITCHELL, General Manager D. F. STEVENS,

General Superintendent Transportation

Famausious That Battimor and Ohio emplayer should at all time be Courteaux cuthur relations with the Rullie and with each other such that they should make every reasonable offort to operate the trains Lovell like also to have Their constant and helpful Carperation low ands improily the operation of the property in such ways as may be passible - Not howith bleause they feel oblighed to do so het just befause they want tolo so. Aanulbillank

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS—LOCAL.

(Dr. L. J. Feid, Sr., 2300 W. 8th St. Dr. L. J. Feid, Jr., 1811 Union Cent-Building, 4th and Vine Sts.
Dr. E. O. Porter, N. W. Corner 8th
and Baymiller Sts.

CINCINNATI, O .--

DR. EMIL R. SWEPSTON, 1811 Union Central Bldg., Fourth & Vine Sts. Dr. R. C. Heflebower, Oculist, 22 West 7th St.

Dr. HERMAN KECK, Oculist, 22 W. Seventh St.

ELMWOOD, O .--

Dr. Tilden J. Beck.

Dr. S. C. Rousey.

Dr. Howard S. James, 200 Worthington Ave., Lockland-Wyoming. O.

GLENDALE, O .-

DR. ROBERT C. ALLEN.

NORWOOD, O .-

Dr. Thos. R. Dickson, 4701 Montgomery Ave.

WINTON PLACE, O.—Dr. FOSTER J. BOYD, 703 Derby Ave.

NEWPORT, KY .-DR. CAREY E. WAMSLEY, 303 E. 3rd St.

HOSPITALS.

Cincinnati, O.-St. Mary's Hospital.

FIRST AID EMERGENCY CASES

First aid emergency cases, directions for the use of which are pasted on inside cover, will be carried on train and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggageman, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

EXAMINING POINTS

CINCINNATI--Winton Place Station, Toledo Division-Monday and Thursdays, 9:00 A. M., to 12:00 Noon.

MEDICAL EXAMINERS' TERRITORIES

{ Dr. F. H. Hutchinson, Cincinnati, Ohio. Cincinnati, O.

Reports of disabilities and death should be forwarded to the respective Medical Examiner.

Rules Governing Services of COMPANY'S SURGEONS

- 1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
- 2. In cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge, and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance, or discontinuance of services.

- 3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified, giving the number of persons injured and what will probably be required for their relief.
- 4. The Company will not be responsible for the employment of other surgeons than the above named and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed by the Company.
- 5. The officer in charge will arrange to have the injured persons, removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.
- 6. No important surgical operation should be performed previous to the arrival of a Company's Surgeon, except such as may be required for the immediate safety of the patient.
- 7. While Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
- 8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
- 9. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeons will look to the employe for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.
On single track eastward trains are superior to westward
trains of the same class.
Trains governed by this time table will be classified as follows:
Scheduled passenger and express trains first-class, Nos. 92, 94,
95, 96, 97, 102, 104, second-class. Other scheduled freight trains
third-class.
2. LOCATION OF STANDARD CLOCKS.
Cincinnati, Union Terminal Stock Yards, (Round House),
Telegraph Office, Storrs, (yard office & round house).
Union Terminal Engine H'se Storrs Junction.
Cincinnati Junction.
LOCATION OF WATCH INSPECTORS.
Cincinnati, Southam Watch Co., Dixie Terminal Arcade,
4th & Walnut Sts. Room 112. Fourth St. entrance.
3. REGISTER AND BULLETIN BOARD STATIONS.
Registers.
Cincinnati, Union Terminal Stock Yards, Round House,

(for B. & O. freight and yard crews), Union Terminal Engine House, Telegraph Office, Storrs Junction. Winton Junction, (for passenger engine crews). First-class trains only.

Ivorydale Junction, Toledo Division trains only-with Form C. All trains at Storrs Junction will register with Form C.

Bulletin Boards

Cincinnati, Union Terminal Storrs Yard Office, Storrs Roundhouse, Telegraph Office, Cincinnati Junction Train-master's Office, Union Terminal Engine House, Stock Yards, (Round House), St. Bernard Yard Office, Mill Creek Yard Office. East End Yard Office, Queen City Ave. Yard. FORM A

SPEED RESTRICTIONS The following definitions must be observed:-

NORMAL SPEED—The maximum speed permitted by time

table for main track movements.

MEDIUM SPEED—One-half the normal speed, not to

exceed thirty (30) miles per hour. SLOW SPEED—One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

RESTRICTED SPEED—Proceed, prepared to stop short of

train, obstruction, or anything that may require the speed of train to be reduced.

These definitions do not supersede nor modify the following speed restriction.

Class of Service

	Cla	ss of Ser	vice
LIMITS	ger and Express	Passenger Trains handled by Freight Engines and fast freight trains.	Work
Between Oakley and Storrs Junction and R H Tower and Terminal Junction Except as noted below.	50	45	40
On double track against current of traffic Maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains. Light engines with or without cabooses maximum speed of 35 miles per hour. Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour. Trains, the make-up of which includes dead engines, will not exceed a speed of	30	30	30
25 miles per hour. Engines running backward on tangent Engines running backward on curves When other than passenger trains are run on first class schedules the train orders	20 15	20 15	20 15
will specify the maximum speed Thru interlocking plants except RH Tower	45	35	30
Thru interlocking plant RH Tower	20	20	20
Entering or leaving sidings & thru cross'vrs Bridge 6-56, C.C.C.& St. L engines class G-6, G-46, H-5 H-6A, H-50L, H-5-ST,	10	10	10
J-1-D, K-1-D, K-3	20	20	20

CDEED	RESTRICTIONS—Continued	

l	SI EED RESIRIGIONS—GO	ntimae	· · · · · · · · · · · · · · · · · · ·	
	H-7E, H-10A, H-10B, H-10 L-2-D,			
	and K-5-B	15	15	15
l	N.&W. engines class K-1, K-2 and			
	K-2A, Penna engines class K-4s with 4-4 tender	90	20	20
1	L. & N. engines J-1, J-1A, J-3 and J-4	20 20	20 20	20
	C. & O. engines H-1, H-2 and H-3	20	20	20
l	H-4, H-4A, H-5, H-6, K-1, K-2, K-3	20	20	20
	and K-3A	15	15	15
İ	Mallet type 2-8-8-2-12	15	15	15
l	In addition to the above, Baltimore			
	and Ohio engines as follows may now			
١	operate over this bridge at twenty (20)			
ĺ	miles per hour:			
ĺ	E-27X, L-2A, L-2B, L-2, P-1B, P-1BA,			
l	P-1C, P-1CA, Q-1A, Q-1AA, Q-1B,			
1	Q-1BA, Q-1C, Q-2, Q-3, Q-7F, Bridge 9-36, N.&W. engines class K-1, K-2	20	20	20
l	Bridge 9-36, N.&W. engines class K-1, K-2			
ı	and K-2A, Penna engines class K-4S,	20	20	20
	with 4-4 tender	20	20	20
	rating over 240 and Penna engines class			
l	I-1S, K-4S with 6-6 tender, M-1, M-1A,			l
l	N-18, N-28A cannot be operated over			ĺ
ı	bridges 6-56 and 9-36.		!	i
١	Mitchell Ave. and Spring Grove Ave. cross-			}
	ings-Winton Junction connection track	10	10	10
	Through reverse curves bet. Hopple St. and			
ļ	first signal west of Hopple St., on East-			
١	ward and Westward freight main tracks	30	20	20
١	Bet. Eighth St. & Toledo Division crossing.	10	10	10
1	Over Big Four crossing Oklahoma track,			
1	engine to be brought to stop at			
1	Oklahoma switch before moving over	4	4	4
ı	Big Four crossing Between Mill Street and Storrs	10	10	10
١	Weber Trestle, Cumminsville; Wess Coal	10	10	10
١	Trestle, Winton Place; Bowker Trestle,			
1	St. Bernard; Byrnes Conway, St. Bern-			
1	ard; Consolidation Coal Co. Cummins-			
	ville; use class D-26, D-26A, E-26, E-29			
1	and E-30 only.			
-	SPEED OF RELIEF TRA	AINS		
ı				

35

Engine in forward motion.... $\tilde{20}$ Engine in backward motion... With crane ahead of engine.____

Rule 105 A is modified as follows: When trains are moving against current of traffic they will not exceed a speed of thirty (30) miles per hour passing over facing point switches not interlocked.

BRAKEMEN, FLAGMEN AND FLAGGING.

At all points where movement of trains is governed by flag or light signals given by switchtenders, following indications will govern:

Green signals for eastward movements.

Yellow signals for westward movements, with the following modification:

At Storrs Junction, all trains will approach and move at restricted speed on both main track and through crossovers and will not proceed until receive signal from switchtender and will be governed by flag or light signals as follows:

Green signal for all main track movements. Yellow signal for all crossover movements.

Enginemen must know that switches are lined for their movement.

EXPLOSIVES.

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosive Pamphlet No. 9, and Supplements thereto.

EXTRA TRAINS.

After receiving Form A, trains not scheduled may be dispatched with current of traffic as extras between Cincinnati and Oakley.

FIXED SIGNALS.

Automatic block signals are equipped with number boards, semi-automatic block signals are not equipped with number

In color position light automatic block signal territory, where a track is signalled in one direction only, when a train is stopped

SPECIAL INSTRUCTIONS—CONTINUED.

by an automatic signal indicating "STOP" (Diagram 190-Q) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed" the train will be governed by the day indication displayed.

When sufficient lights in a color position-light signal are displayed to determine correct indication of signal such indication will govern, and the fact reported to the train dispatcher.

Rules 27 and 27-C are modified as follows: Lights in main track switch lamps in automatic signal territory are discontinued except through terminal yards. Lights in lamps on derails on passing sidings will be left burning.

Rules 501-B and 601-B are revised to read as follows: INDICATION—Prepare to stop at next signal.
Trains exceeding medium speed, must at once reduce to that speed.

NAME—Approach-signal.

Trains and engines will approach cross over switches Hopple Street, and Eighth St. at restricted speed and will not foul same until proceed signal is received from switch tender.

At Storrs Junction, eastward trains entering C. U. T. Co. track, in addition to signal received from switchtender, will be governed by indication on fixed signal located on C.U.T. Co. track.

Eighth Street crossovers when signal is set vertically trains may use double track in either direction. When set horizontally trains may cross from north to south. When set diagonally trains may cross from south to north.

Westward trains and engines will come to a stop at C. C. & St. L. crossing at B. & O. Junction and will not proceed until they receive proper signal from switch tender.

The target, located Yard Two, will govern movements as follows:

Horizontal—Movements in either direction on the northward and southward Toledo Division main tracks, and the extension from Yard Two adjacent to the northward main tracks.

Diagonal—For movements to and from the C. & O. of I. tracks at Eighth Street.

Vertical—For movements in either direction between Yard Two and Old Main.

Right to Old Main route between Cincinnati Junction and Eighth Street will be under the direction and control of the operator at Cincinnati Junction.

The target at Cincinnati Jct. will govern movements as follows:

Horizontal—Toledo Division trains.

Vertical—For movements to and from the ditch and from the Old Main to the southward Toledo Division main track.

The target at Oklahoma Crs'g, will govern movements as follows:

Horizontal—Toledo Division movements.

Diagonal—East and west over Oklahoma connection.

Vertical—All trains stop until board is set in proper position

All northward and southward Old Main movements, and all northward and southward movements on C. & O. of I. will, in addition to having proper target indication, receive signal from switchtender before fouling any opposing tracks.

Rule 501-AA and 501-G are modified to this extent: Trains

with 80 percent of tonnage rating are not required to stop at automatic signals which have circular disc with letter "P" thereon.

At Oklahoma crossing (Storrs), signal vertical indicates clear At Oklahoma crossing (Storrs), signal vertical indicates clear for the C. C. & St. L. Signal vertical or horizontal indicates clear for B. & O. to or from Front Street. Signal diagonal indicates that Oklahoma route is lined up for either B. & O. or C. C. & St. L. train, road having right of way being indicated by switchtender's signals. Train operating via Oklahoma must stop for C. C. & St. L. crossing.

Position of signal at night will be indicated by two red lights.

Position of signal at night will be indicated by two red lights.

one on each end of signal arm.

Trains or engines to or from Front Street must approach Oklahoma connection track switches at restricted speed and must not proceed unless hand signal is received from B. & O. switchtender, and switches are seen to be clear for main track.

RAILROAD CROSSINGS

STATIONS	RAILROADS	Position of signal indicating clear route for Cincinnati Terminal Division.
Mill Street	C. N. O. & T. P	Horizontal
Wood Street	.C. N. O. & T. P.	Horizontal
Cincinnati Junction	Toledo Division	Vertical (on main track)
Cincinnati Junction.	Toledo Division	Diagonal (on Storrs
		connection track.)
Storrs	. Toledo Division	Interlocking
Ivorydale Junction	CCC&StL	Interlooking
Bond Hill	N. & W	Interlocking
East Norwood	Penna	Interlocking

SPACING TRAINS.

Rules 301 to 377 inclusive are in effect when trains are operat-

Rules 301 to 377 inclusive are in effect when trains are operating against current of traffic.

Rules 301 to 377 inclusive are in effect between Ivorydale Junction and Winton Junction under control of operator at Ivorydale Junction. Telephone located at crossover switch Winton Junction.

Rules 501 to 515 inclusive, are in effect between Oakley and Eighth Street, Cincinnati.

Unless otherwise instructed, all yard engines, freight trains and yard cuts will clear B. & O. No's 1 and 2 fifteen minutes Rule 91-A is not in effect.

HELPER, SWITCH AND YARD ENGINES. When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

TELEPHONES.

AIRBRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars, are in Form

1118-D Revised, which will govern.

When helper engine is used on rear end of freight trains, the air brakes, must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger

trains and trains stopped to cut helper off.

WATER AND FUEL.

15. OPERATING TRAINS BY SIGNAL INDICATION.
Rules D-251 to D-254, inclusive, are in effect between Oakley and Eighth St., and between RH Tower and Terminal Junction. Yard engines and yard cuts will secure permission to use main track through a signalman or switch tender.

JOINT OR SPECIAL USE OF TRACKS.

As provided by rule 93 Train Dispatcher is designated to give instructions when it is necessary for engines or trains to make movements against current of traffic on double track within yard limits between Oakley and Storrs Junction.

Cincinnati Terminal Division time table is in effect between Oakley and Storrs Junction and Terminal Junction and between

Ivorydale Junction and Winton Junction.

C. U. T. Co. book of rules is in effect between Storrs Junction and Union Terminal and between Union Terminal and Terminal Junction. B. & O., C. C. C. & St. L., Penna and N. & W. first class trains

may display signals on authority of their train dispatcher.
Toledo Division trains 45, 46, 48, 49, 50, 51, 53, 54, 55, 56,
57 and 58 will operate via Winton Junction and Ivorydale Junction.

Yard track No. 5, immediately south of No. 2 main track, will be used only as a running track for eastward movements from Hopple street to Stock Yards round house or R. H. Tower, unless otherwise instructed by switchender at Hopple Street.

Trains or engines moving from Eighth Street to east end Storrs via Oklahoma track will secure permission from switchtender at Eighth Street to do so.

SPECIAL INSTRUCTIONS—CONTINUED.

Trains or engines moving from east end Storrs to Eighth Street via Oklahoma track will secure permission from switch-tender east end Storrs to do so.

Switchtenders at Eighth Street and East End of Storrs will confer with operator at Cincinnati Junction before authorizing movement in either direction, over Oklahoma track.

Movement of trains and engines between East End of Storrs and Wood Street will be controlled by switch tender at East End of Storrs.

Yard engines, working in the Iron Track territory, (Toledo

Division) will do so under protection at all times.

Engines and cuts moving in either direction, between Gest
Street and Storrs Yard, will first secure permission from Yardmaster at Storrs.

where there are	three or more main	tracks.
Third from	Westward Pass	
North	Main	1
Fourth from	Eastward Pass	
		2
First from	Westward Frt	
North	Main	3
Second from	Eastward Frt	
North	Main	4
	Location Third from North Fourth from North First from North Second from	where there are three or more many Location Third from

17. MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

MAXIMUM WEIGHT LIMITS, CARS. 19. Oakley to Storrs Junction 220,000 lbs. For operation of engines see booklet form 1594, No. 8, effective March 1, 1932.

RESTRICTIONS AT RAILROAD CROSSINGS AND DRAW BRIDGES

At railroad crossings not equipped with approved interlocking, all trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and will not proceed until the route in clear.

WHISTLE SIGNALS. Rule 14 (da) and (ea) will apply on tracks 3 and 4 between R. H. Tower and Hopple Street.

Operating Rule 14—(l) is amended as follows:

Indication Sound Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

When trains are running against the current of traffic, whistle signals will be sounded as shown below to cover recall of flagman: Indication

Flagmen may return from west or - -- 000 south on double track. north on double track.

MARKERS.

by Form A.

All yard cuts occupying main track will be marked by day

with green flag attached to the rear of the rear car, and by night with two red lanterns hung on the rear of the rear car.

C. C. C. & St. L., C. & O., L. & N., Penna and N. & W. and Southern trains using Baltimore & Ohio tracks may display yellow flags or lights as markers, where rules require green.

23. TRAIN ORDERS. To secure uniformity of train orders the following form of order has been adopted to notify certain train to take siding in making

a meeting point: Engine take siding and meet No. ___at_ No.

used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where rules 301 to 377, inclusive, are effective, where superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

At an interlocking station where the home interlocking signal is also used as a block signal, a red flag or red light displayed at the interlocking station indicates there are train orders.

The engineman will acknowledge the display of the train

The engineman will acknowledge the display of the train order indication by two short blasts of the engine whistle. The operator, after ascertaining train order signal is properly displayed, will then cause signal to display arm in 45 degree position, or a lunar white light, which will be an approach indication AND THE TRAIN MAY PROCEED TO THE INTERLOCKING STATION ONLY, unless otherwise directed

The operator will not deliver the Form A to a train carrying passengers until the block is clear, unless he has a train order for the train authorizing it to proceed AND THEN ONLY AFTER THE PASSENGER TRAIN HAS BEEN BROUGHT TO A STOP.

The Form A will not be delivered to a train, other than one carrying passengers, until the spacing time has elapsed.

PROTECTION OF MOVEMENTS
OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also com-mercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway

of an approaching train.

When necessary to cut a train at a highway grade crossing the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as

indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossing which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

Switch engines passing over street crossings and entrance to Island Creek Coal Company, on Front Street, between Storrs and Mill Street, including Mill Street, and over Smith Street and Central Avenue, will approach crossings prepared to stop, and member of crew will protect crossing in switching movement.

INTERLOCKING. Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy

filed by the signal maintainer.

The "Out of Service" form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit, signals governing over routes affected shall be secured so as

to display the most restrictive indication.

Whistles or sirens have been installed at following interlocking towers:

Ivorydale Junction East Norwood R. H. Tower

The following code signals will be observed within interlocking limits: Sound

Indication All trains within interlocking limits will stop immediately. Resume normal movement after receiving the proper signal or permission from the signalman. Whistle or siren test. 00 000 ŏŏŏo Call signal maintainer or repairman.

HOURS OF SERVICE LAW.

The Hours of Service Law require that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

SPECIAL INSTRUCTIONS—CONTINUED.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph from first open telegraph office, the time they will be on duty, fourteen hours.

Governed by Form 1118-D Rev.

29.

30.

BRIDGE AND TRESTLE PROTECTION. TRAINS LEAVING SIDING

IN AUTOMATIC SIGNAL TERRITORY.

In Automatic signal territory, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect

Both switches of a crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagmen from protecting as per Rule 99.

30A. TRAIN OPERATING OVER SPRING SWITCHES. INSPECTION OF PASSING TRAINS.

Rule 117, is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, passing sidings, water stations, points where trackmen are working and other places where employees are stationed along track, and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and passing tracks. On trains having official, or other cars on rear of train to which trainmen do not have access, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

CONNECTIONS DRAGGING.

By day or night—Give a stop signal.

HOT JOURNALS.

By day—Hold nose with thumb and finger of one hand.

pointing to the train with the other. By night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING.

By day-Hold hand horizontal above head.

By night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING.

By day—Place palms of hands together in a horizontal position. By night—Hold lamp by guard wires around the globe in front of and close to the body, and raise and lower it vertically a distance of 12 inches.

UNCLASSIFIED.

Following will govern handling of General Orders and Rules 83-(D) and 220-(A) are modified accordingly:

General Orders will be issued by each Division effective 12:01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, supply of which will be provided at designated places at the initial stations on the Divisions or where trains originate and conductor and engineman must have a copy of the General Order in effect before starting trip or entering upon any division.
Form A required by Rule 83-C, must show under Part A, Line 2,

the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineman and conductor have copy of the General Order bearing number

shown on Form A.

Conductors and enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Employees operating motor cars must not pass an open telegraph or block station without asking the operator for information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using form 1089-A for that purpose and will repeat same to the tele-graph operator. Telegraph operators will also keep copy of all information and instructions given with motor car operators name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running

When two or more motors cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range, of vision of the person operating the car.

Where there are section gangs located between telegraph stations without means of communication with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. When operated at night, or during fog or storms, the speed must not exceed ten (10) miles per hour.

Rules 980 and 1042 are modified as follows: Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate station.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employes or others, no information is to be given by employees concerning the accident excepting to duly authorized officers or representatives of this company.

Engines with or without cars entering yard will not foul leads or parallel tracks until signal is received from yard crew or yardmaster, permitting them to do so.

Engines except engines in yard service will display red light at night on rear of tank when detached from train within yard limits.

When running switches are made from or to main track the conductor will handle switch except on local freight trains when switch may be handled by the listman.

L-1, Mikado, P-1A, P-1AA, P-1C, P-1D, P-7, P-9A, and Santa Fe type engines cannot be operated through ditch.

Penna Trains Nos 504, 505, 901, 932, 906 and 920 do not operate on New Years, Memorial, Independence, Labor, Thanksgiving and Christmas days, or on Monday following when any of these holidays fall on Sunday.

EXPLANATION OF LETTERS.

Day train order station.

DN Day and Night train order station.

Night train order station.

ADDITIONAL REGULAR AND FLAG STOPS.

3 Will stop at East Norwood to discharge passengers from Washington, D. C.

33 and 37 will stop at East Norwood on signal to discharge passengers from Columbus and beyond. 145 and 146 will stop at Cumminsville and East Cumminsville.

Distance from Oakley Via C. U. T. Co.	Distance from Oakley Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	B & O 95 Daily Freight A.M.	B & O 81 Daily Ex. Sunday Freight A.M.		CCC& St.L 25 Daily Pass'gr.	Penna 2361 Daily Pass'gr. A.M.	Daily	B & O 57 Daily Pass'gr. A.M.	Penna 227 Daily Pass'gr. A.M.	CCC& St.L 5 Daily Pass'gr.	Penna 901 Daily Ex. Sunday Pass'gr. A.M.	Penna 505 Daily Ex. Sunday Pass'gr. A.M.	N&W 3 Daily Pass'gr. A.M.
) 	<u> </u>	OAKLEY 1.1			5.00			S 6.38						
1.1	1.1		PENNA. JCT. 0.1 Penna			5.05		5.50	6.40		7.00		7.10	7.15	7.25
1.#	1.8	DN	EAST NORWOOD 0.5 Penna			5.08		5.51	8 6,41		7.01		7.11	7.16	7.26
1.7	1.7		NORWOOD			5.10		5.52	8 6.42		7.02		7.12	7.17	7.27
8.0	8.0		BOND HILL 1.0 N&W			5.15		5.54	S 6.44		7.04		7.14	7.19	7.29
4.0	4.0		ST. BERNARD			5.20		5.56	8 6.47		7.06		7.16	7.21	7.31
			WINTON JOT. 0.4							6.50					
			IVORYDALE JCT.							6.57		ļ			• • • • •
4.4	4.4	DN	IVORYDALE JCT.			5.27	5.32	5.57	6.48	6.57	7.07	7.12	7.17	7.22	7.33
5.8	5.2		WINTON PLACE			5.29	\$ 5.34	\$ 5.59	8 6.50	8 6.59	\$ 7.09	S 7.14	8 7.19	8 7.24	7.34
8.9	6.9	DN	R H TOWER			5.32	5.37	6.02	6.55	7.02	7.12	7.17	7.22	7.27	7.37
8.0			HOPPLE STREET 0.8		·····		5.39	6.04	6.57	7.04	7.14	7.19	7.24	7.29	7.39
8.8			TERMINAL JCT.				5.41		l .	1	l			7.31	7.41
9.9		DN	CINCINNATI				A 5.45	A 6.10	A 7.03	8 8.25	A 7.20	A 7.25	A 7.30	A 7.35	A 7.45
	8.0		HOPPLE STREET	2.00						۰					
	10.1		EIGHTH STREET	2.10		ļ				J. Co.				• • • • • •	
	10.8	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.	2.18	3					C. U.					
	10.5		OKLAHOMA SW. East End 0.2 Dbl. Trk.	2.15	j					Via					
	10.7		STORRS Toledo Div. 0.5	2.20	6.00							- • • • • • • • • • • • • • • • • • • •			
11.6	11.8	DN	STORRS JCT. CCC&St.L.	3.00	6.02					8.33					
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
			Time over district	1.00	.02	.32	.13	.20	.25	1.43	.20	.13	.20	.20	.20
			Average speed per hour	3.2	15.0	12.9	25.3	26.4	23.7	4.4	26.4	25.3	26.4	26.4	26.4

Distance from Oaklay Via C. U. T. Co.	Distance from Oakley Via B. & O.	Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A	B & O 35 Daily Pass'gr	51	Penna 2001 Daily Pass'gr.	Penna 41 Daily Pass'gr.	1 Daily	CCC& St.L 15 Daily Pass'gr.	Sunday	B & O St.L 197 Daily Freight	B & O 45 Daily Pass'gr.	CCC& St.L 49 Daily Pass'gr.	N&W 23 Daily Pass'gr.	
Distan	Ā	Train	April 30, 1933	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Pass'gr.	A.M.	A.M.	A.M.	A.M.	
			OAKLEY 1.1	8 7.29				3 8.09							
1.1	1.1		PENNA. JCT. 0.1 Penna	7.31		7.55	8.05	8.11						10.40	
1.8	1.8	DN	EAST NORWOOD 0.5 Penna	8 7.82		7.56	8.06	8.12					 .	10.41	
1.7	1.7		NORWOOD	7.33		7.57	8.07	8.13						10.42	
8.0	8.0		BOND HILL 1.0 N&W	7.35		7.59	8.09	8.15			• • • • • •			10.44	
4.0	4.0		ST. BERNARD	7.36		8.01	8.11	8.17						10.46	
			WINTON JCT.	ļ	7.34						• • • • • •	9.15 48			
			IVORYDALE JCT.		7.41							9.22			
4.4	4.4	DN	IVORYDALE JOT. 0.8	7.37	7.41	8.02	8.12	8.18	8.47			9.22	10.12	10.47	
5.9	5.8		WINTON PLACE	\$ 7.39	7.42	8 8.04	3 8.14	S 8 .19	S 8.49	• • • • • • •		S 9.24	810.14	10.49	 • • • • •
6.9	6.9	DN	R H TOWER	7.42	7.45	8.07	8.17	8.22	8.52		•••••	9.27	10.17	10.52	
8.0			HOPPLE STREET	7.44	7.47	8.09	8.19	8.24	8.54			9.29	10.19	10.54	
8.8			TERMINAL JCT.	7.46	7.50	8.11	8.21	8.26	8.56	• • • • • •	• • • • • •	9.31	10.21	10.56	• • • • •
9.9		DN	CINCINNATI	Å 7.50	A 7.55	Å 8.15	A 8.25	8.30 8.45	Å 9.00	9.00		A 9.35	A10.25	A11.00	
	8.0		HOPPLE STREET								9.10				
	10.1		EIGHTH STREET 0.2					T. Ç.		8	9.15				,
	10.8	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.					C. U. 1		.U.T.	9.16				
	10.5		OKLAHOMA SW. 0.2 East End Dbl. Trk.					Via C		Via C.	9.18				
	10.7		STORRS Toledo Div.								9.20				
11.6	11.8	DN	STORRS JCT. CCC&St.L.					8.53		9.08	9.50				
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
			Time over District	.21	.21	.20	.20	.44	.13	.08	.40	.20	.13	.20	
			Average speed per hour	28.2	16.8	26.4	26.4	15.8	25.3	12.7	4.8	17.7	25.3	26.4	

Distance from Oakley Via C. U. T. Co.	Distance from Oakley Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	Penna 265 Daily Pass'gr.	Freight	B&O Toledo 55 Daily Ex. Sunday Pass'gr. P.M.	3 Daily Pass'gr.	CCC& St.L 119 Daily Pass'gr.	B&O 97 Daily Freight P.M.	CCC& St.L 47 Daily Ex. Sunday Pass'gr. P.M.	B & O 33 Daily Pass'gr.	B&O St.L 55 Daily Ex. Sunday Pass'gr.	Penna 267 Daily Pass'gr. P.M.	N&W 15 Daily Pass'gr. P.M.	
Ā		I	OAKLEY		1.30		8 2.04		2.30		g 5.00				
1.1	1.1		1.1 PENNA. JCT	10.50	<u> </u>		2.06		2.34		5.02		5.10	5.25	
1.8	1.8	DN	0.1 Penna EAST NORWOOD	10.51	1.35		2.07		2.35		5.03		5.11	5.26	
1.7	1.7		0.5 Penna NORWOOD	10.52			2.08		2.38		5.04		5.12	5.27	
3 .0	3 .0		1.3 BOND HILL	10.54	1.42		2.10				5.06		5.14	5.29	• • • • •
4.0	4.0		1.0 N&W ST. BERNARD	10.56	1.45		2.11		2.45		5.07		5.16	5.31	
	_		0.4 Toledo Div. WINTON JCT.			1.40									
			0.4 IVORYDALE JCT.		ļ	1.47									
4.4	4.4	DN	CCC&St.L IVORYDALE JOT. 0.8	10.57	1.50	1.47	2.12	2.32	2.47	5.02	5.08		5.17	5.33	
8.8	5.2		WINTON PLACE	810.59	1.52	S 1.49	8 2.14	8 2.34	2.49	S 5.04	S 5.10		8 5.19	5.34	
6.9	6.9	DN	R H TOWER	11.02	1.55	1.52	2.17	2.37	3.00	5.07	5.13		5.22	5.37	
8.0			HOPPLE STREET	11.04		1.54	2.19	2.39		5.09	5.15		5.24	5.39	
8.8			TERMINAL JCT.			1.56		-		5.11	l		5.26	5.41	
9.9		DN	CINCINNATI	A11.10		A 2.00	S 2.35	Å 2.45		Å 5.15	Å 5.20	5.25	Å 5.30	A 5.45	
	8.0		HOPPLE STREET		ļ				3.30						
	10.1	!	EIGHTH STREET 0.2				.5 .0		3.35			J. C			
	10.8	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.				C. U.		8.37			C. U.	ļ		
	10.5		OKLAHOMA SW. 0.2 East End Dbl. Trk.				Via		3.38			Via			
	10.7		STORRS Toledo Div. 0.5						3.40					• • • • • •	
11.6	11.8	DN	STORRS JCT. CCC&St.L.				2.43		4.00			5.33			
				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
			Time over District	.20	.25	.20	.39	.13	1.30	.13	.20	.08	.20	.20	
			Average speed per hour	26.4	16.5	17.7	17.8	25.3	7.4	25.3	29.7	12.7	26.4	26.4	

1.1 1 1.8 1 1.7 1 8.0 8	1.1 Oakley Via B. & O.	U Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933 OAKLEY 1.1 PENNA. JCT. 0.1 Penna EAST NORWOOD 0.5 Penna NORWOOD 1.3 BOND HILL	Daily Pass'gr.	Daily Pass'gr.	P.M.	Daily Pass'gr.	91 Daily Freight P.M.	P.M.	29 Daily Ex. Mond'y Express P.M.	P.M.	29 Daily Express P.M.	P.M.	P.M.	
1.1 1 1.8 1 1.7 1 8.0 8	1.1 1.8 1.7 8.0	Train	OAKLEY 1.1 PENNA. JOT. 0.1 Penns EAST NORWOOD 0.5 Penns NORWOOD 1.3	Pass'gr.	Pass'gr.	Pass'gr.	Pass'gr.	P.M.	Pass'gr.	Ex. Mond'y Express P.M.	Pass'gr.	Express	P.M.	Pasa'gr. P.M.	
1.1 1 1.8 1 1.7 1 8.0 8	1.1 1.8 1.7 8.0	Train	OAKLEY 1.1 PENNA. JOT. 0.1 Penna EAST NORWOOD 0.5 Penna NORWOOD 1.3	P.M.	P. M.		P.M.	Ī	P.M.	P.M.	P.M.	P.M.			
1.1 1 1.8 1 1.7 1 8.0 8	1.8 1.7 8.0		PENNA. JOT. 0.1 Penna EAST NORWOOD 0.5 Penna NORWOOD 1.3	P.M.	P. M.		P.M.	Ī				P.M.			
1.8 1 1.7 1 8.0 8	1.8 1.7 8.0	DN	PENNA. JOT. 0.1 Penna EAST NORWOOD 0.5 Penna NORWOOD 1.3			6.35		7.15		8 15					
1.8 1 1.7 1 8.0 8	1.8 1.7 8.0	DN	0.1 Penns EAST NORWOOD 0.5 Penns NORWOOD 1.3			6.35				0.20				3 8.53	
1.7 1 8.0 8	1.7 8.0	DN	0.5 Penna NORWOOD 1.3	 -	1			7.19	8.10	8.17				8.55	·····
8.0 S	8.0		1.3	1	· · · · · ·	6.36		7.20	8.11	8.18				8.56	
			DOND HILL		ļ	6.37		7.23	8.12	8.19		[·····]		8.57	
4.0 4	4.0	- 1	1.0 N&W			6.39		7.27	8.14	8.21				8.59	
]		ST. BERNARD			6.41		7.30	8.16	8.23				9.01	
			WINTON JCT. 0.4								8.25				
			IVORYDALE JCT.								8.32				
4.4 4	4.4	DN	IVORYDALE JOT.	5.42	5.57	6.42		7.32	8.17	8.24	8.32			9.02	
5.8 5	5.8		WINTON PLACE	S 5.44	8 5.59	S 6.44		7.34	8 8.19	8.25	8 8.34			S 9.04	
6.9 6	6.9	DN	R H TOWER	5.47	6.02	6.47		7.45	8.22	8.27	8.37			9.07	
8.0			HOPPLE STREET	5.49	6.04	6.49			8.24	8.29	8.39			9.09	
8.8			TERMINAL JCT.	5.51	6.06	6.51			8.26	8.31	8.41			9.11	
9.9		DN	CINCINNATI	Å 5.55	A 6.10	Å 6.55	7.25		A 8.30	A 8.35	A 8.45	9.00	,	A 9.15	•••••
8	8.0		HOPPLE STREET 2.1										9.20		
10	0.1		EIGHTH STREET		•••••		T. Co.	• • • • •				છ	9.25		
10	0.8	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.	• • • • • •			C. U. 1					. U. T.	9.28		
10	0.5		OKLAHOMA SW. East End 0.2 Dbl. Trk.			• • • • • •	Via C					Via C.	9.30		• • • • • •
10	0.7		STORRS Toledo Div.	• • • • • •					············				9.35		• • • • • •
11.6 11	1.8	DN	STORRS JCT. CCC&St.L.				7.83					9.08	10.20		
				P.M.	P.M.	Р. М.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	Р.М.	P.M.	
			Time over District	.13	.13	.20	.08	.30	.20	.20	.20	.08	1.00	.22	
			Average speed per hour	i											

Distance from Oakley Via C. U. T. Co.	Distance from Oakley Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	St.L St.L 35 Daily Pass'gr.	Penna 213 Daily Pass'gr. P.M.	B&O Toledo 53 Daily Pass'gr.	11 Daily	B & O 89 Daily Freight P.M.					
<u>ā</u>		<u> </u>	OWKTEA				811.14				 	 	
1.1	1.1		PENNA. JCT. 0.1 Penna		9.35		11.16				 	 	
1.8	1.8	DN	EAST NORWOOD 0.5 Penns		9.36		11.17				 	 	
1.7	1.7		NORWOOD		9.37		11.18				 ļ	 	• • • • •
s .0	8.0		BOND HILL 1.0 N&W		9.39		11.20				 	 	• • • • • •
4.0	4.0		ST. BERNARD		9.41		11.21				 	 	• • • • • •
-			WINTON JCT. 0.4			10.20					 	 	
			IVORYDALE JCT.			10.27					 	 	
4.4	4.4	DN	IVORYDALE JOT. 0.8	9.17	9.43	10.27	11.22				 	 	
5.8	5.8		1.7	8 9.19	S 9.44	§10.29	811.24			-	 	 	
6.9	6.9	DN	R H TOWER	9.22	9.47	10.32	11.27				 	 	
8.0			HOPPLE STREET	9.24	9.49	10.34	11.29				 	 	
8.8			TERMINAL JCT.	9.26	1	1	11.31 11.35	1			 	 	
9.8		DN	CINCINNATI	A 9.30	A 9.55	10.40	811.50				 	 <u> </u>	
	8.0		HOPPLE STREET					11.00			 	 	
	10.1		EIGHTH STREET		.		્રે ફ	11.08			 	 	
	10.5	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.				C. U.	11.0			 	 	
	10.5]	OKLAHOMA SW. East End 0.2 Dbl. Trk.		.		Via	11.08					
	10.7		STORRS Toledo Div.					11.10	 			 	1
11.6	11.8	DN	STORRS JCT. CCC&St.L.				11.58		P		 	 	
				P.M.	P.M.	P.M.	P.M.	A.M.		<u> </u>			-
	ļ		Time over district	.13	.20	.20	.44	1.10					
			Average speed per hour	25.3	26.4	17.7	15.8	2.7					

Distance from Stores Jot.	Distance from Storrs Jot.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	B & O 88 Daily Freight	98	86 Daily	96 Daily Freight	St.L 30 Daily	B & O 12 Daily	102	2170	48	206		
		DN	STORRS JCT. CCC. & St.L.	12.15	3.40		6.30	7.27	7.37						
	0.5		0.5 Toledo Div. STORRS 0.2	12.30	3.45	· · · · · ·	6.35								
	0.7		OKLAHOMA SW. 0.2 CCC&St.L.	12.35	8.50		6.40		S			ļ	.	 	
	0.0	DN	CINCINNATI JCT. 0.2 Toledo Div.	12.40	3.55	j	6.45	_	U.T.						
	1.1		EIGHTH STREET	12.45	4.00		6.50	Via C.	Via C.		ļ!				
	3.8		HOPPLE STREET	A 1.00	5.15	5.55	A 7.00			8.30	<u> </u>				
1.7		DN	CINCINNATI 1.1					A 7.35	7.45 8 8.05		8.45	8.50	8.55		
\$.8			TERMINAL JCT.		J J		ļ		8.08		8.48	8.53	8.58		
3.6			HOPPLE STREET	<u> </u>					8.10		8.50	8.55	9.00		
4.7	4.8	DN	R. H. TOWER		5.18	5.58		•••••	8.12	8.33	8.52	8.57	9.02		
6.4	8.0		WINTON PLACE 0.8		5.22	6.02	······	·····	S 8.16	8.37	S 8.55	S 9.01	\$ 9.05		
7.8	6.8	DN	IVORYDALE JCT. 0.4 CCC&StL		5.24	6.04		···	8.18	8.39	8.57	9.04	9.08		
		DN	IVORYDALE JCT.									9.04			
7.6			WINTON JCT. Toledo Div.									9.10 45			• • • • • • •
7.6	7.8		ST. BERNARD						8.19		8.58.		9.09		
8.6	8.2		BOND HILL		5.29	6.09			8.20	8.44	9.00.		9.11		
9.9	9.5	,	NORWOOD 0.5 Penna		5.34	6.14			8.22	8.49	9.03.		9.13		
10.4	10.0	DN	EAST NORWOOD		5.36	6.16	· .	8	8 8.24	8.51	9.04.		9.14		
10.8	10.1		PENNA JCT. 1.1 Penna		5.37	6.17			8.25	8.52	9.05		9.15		
11.6	11.8		OAKLEY		5.45	6.20	.	S	8 8.27	9.00					•••••
				A.M.	A.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
			Time over District	.45	2.05	.25	.30	.08	.50	.30	.20	.20	.20		
_			Average speed per hour	4.2	5.3	19.2	6.4	12.7	13.9	16.0	26.4	17.7	26.4		

a .ç	from Jet.	Stations	CINCINNATI	34	St.L 146	в & O 56	new 16	в & о 94	В & O 80	CCC& St.L	St.L	Penna	Penna	
Distance from Stores Jot. Via C. U. T. Co.	nce fr 3. &	Order St	TERMINAL DIVISION	Daily	Daily Pass'gr	Daily	Daily	Daily	Daily	48 Daily	104 Daily	222 Daily	920 Sat'dy	-
Distau Stor	Distance Storrs Via B. 6	Oro	TIME TABLE No. 23-A April 30, 1933	1 abs g1	L ass gr	Sunday Pass'gr	Pass'gr.	rreight	Sunday	Ex. Sunday Pass'gr.	Pass'gr.	Pass'gr.	Only Pass'gr.	
		Train		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	
		DN	STORRS JCT. CCC. & St.L.					9.40	11.40					
	0.5		0.5 Toledo Div. STORRS 0.2		••••			9.45	Å11.45					
	0.7		OKLAHOMA SW. 0.2 CCC&St.L.					9.50						
	0.9	DN	CINCINNATI JCT. 0.2 Toledo Div.					9.55						
	1.1		EIGHTH STREET	ļ				10.00						
	8.8		HOPPLE STREET					11.30			• • • • • •			
1.7		DN	CINCINNATI 1.1	9.00	9.00	9.25	10.45			12.00	12.25	12.28	12.31	
2 .8			TERMINAL JCT.	9.03	9.07	9.28	10.49			12.03	12.28	12.31	12.34	
3 .6			HOPPLE STREET	9.05	9.09	9.30	10.51			12.05	12.30	12.33	12.36	
4.7	4.8	DN	R. H. TOWER	9.07	9.11	9.32	10.53	11.33		12.07	12.32	12.35	12.38	
6.4	8.0		WINTON PLACE 0.8	8 9.10	8 9.14	8 9.36	10.55	11.37		812.11	§12.36	S12.39	S12.42	
7.8	6.8	DN	IVORYDALE JCT. 0.4 CCC&St.L.	9.12	9.16	9.39	10.58	11.39		12.13	12.38	12.41	12.44	
		DN	IVORYDALE JOT.			9.39								
7.6			WINTON JCT. Toledo Div.		· • • • • •	9. 4 5								
7.6	7.2		ST. BERNARD	9.13	• • • • • •		10.59					12.42	12.45	
8.6	8.2		BOND HILL	9.14	•••••		11.01	11.44				12.44	12.47	
9.9	9.5		NORWOOD 0.5 Penns	9.16	•••••		11.03	11.49				12.46	12.49	
10.4	10.0	DN	EAST NORWOOD	S 9.17	•••••		11.04	11.51				12.47	12.50	 • • • • • •
10.8	10.1		PENNA JCT.	9.18	······		11.05	11.52				12.48	12.51	 • • • • •
11.6	11.2		OAKLEY	S 9.20				12.00						 •••••
				A.M.	A.M.	A.M.	A.M.	Noon	A.M.	Р.М.	P.M.	P.M.	P.M.	
			Time over District	.20	.16	.20	.20	2.20	.05	.13	.13	.20	.20	
			Average speed per hour	29.7	25.6	17.7	26.4	4.8	0.6	25.3	25.3	26.4	26.4	
	•													

Distance from Storrs Jot.	Distance from Storns Jot.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	Penna 906 Sat'dy Only Pass'gr	54 Daily Pass'gr.	B & O 38 Daily Pass'gr	Penna 2070 Daily Pass'gr. P. M.	CCC& St.L 16 Daily Pass'gr.	Penna 40 Daily Pass'gr	146 Daily Ex. Sunday	Penna 932 Daily Ex. Sat. & Sun. Pass'gr. P.M.	504 Daily	CCC& St.L 124 Daily Pass'gr	B&O 2 Daily	
		DN	STORRS JCT. CCC. & St. L.		12.17									5.37	
	0.5		0.5 Toledo Div. STORRS 0.2												
	0.7		OKLAHOMA SW. 0.2 CCC&St.L.		T. Co.	ļ		ļ	ļ					T. Co.	
	0.9	DN	CINCINNATI JCT. 0.2 Toledo Div.		C. U.						ļ			p.	
	1.7		EIGHTH STREET 2.1		Via (Via C.	
	5.8		HOPPLE STREET		10.65										
1.7		DN	CINCINNATI 1.1	12.35	12.25 \$12.40	12.55	2.30	3.05	4.03	5.15	5.30	5.35	5.50	5.45 8 6 .00	
\$.8			TERMINAL JCT.	12.38	12.43	12.58	2.33	3.08	4.06	5.18	5.33	5.38	5.53	6.03	
3.6			HOPPLE STREET	12.40	12.45	12.59	2.35	3.10	4.08	5.20	5.35	5.40	5.55	6.05	
4.7	4.8	DN	R. H. TOWER	12.42											
8.4	6.0		WINTON PLACE	\$12.46	\$12.51	\$ 1.05	8 2.40	S 3.16	S 4.13	S 5.26	\$ 5.40	S 5.45	8 6.01	g 6 .10	
7.8	6.8	DN	IVORYDALE JCT. 0.4 CCC&st.L.	12.48	12.54	1.06	2.43	3.18	4.16	5.28	5.43	5.48	6.03	6.12	
		DN	IVORYDALE JCT.	ļ	12.54								• • • • • •		• • • • • •
7.6			WINTON JCT. Toledo Div.		1.00	• • • • • •				• • • • • •				• • • • • •	
7.6	7.8		ST. BERNARD	12.49		1.07	2.44		4.17	8 5.80	5.44	5.49		6.13	
8.6	8.8		BOND HILL	12.51		1.09	2.46		4.19	\$ 5.32	5.46	5.51		6.15	
9.9	9.5		NORWOOD 0.5 Penna	12.53		1.11	2.48		4.21	S 5.35	5.48	5.53		•••••	
10.4	10.0	DN	EAST NORWOOD	12.54		1.12	2.49	•••••	4.22	\$ 5.36	5.49	5.54		6.17	•••••
10.8	10.1		PENNA JCT. 1.1 Penna	12.55		1.13	2.50		4.23	5.37	5.50	5.55		6.18	
11.6	11.8		OAKLEY			3 1.15				3 5.41	•••••			6.21	·····
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
			Time over District	.20	.43	.20	.20	.13	.20	.26	.20	.20	.13	.44	
			Average speed per hour	26.4	10.6	29.7	26.4	25.3	26.4	22.4	26.4	26.4	25.3	15.8	

Distance from Storrs Jot. Via C. U. T. Co.	Distance from Storrs Jet. Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	N&W 24 Daily Pass'gr. P.M.	Penna 230 Daily Pass'gr. P.M.	B & O 62 Daily Ex. Sunday Pass'gr. P.M.	CCC& St.L 18 Daily Pass'gr.	B & O 104 Daily Freight	CCC& St.L 28 Daily Pass'gr.	B & O 4 Daily Pass'gr.	B & O 36 Daily Pass'gr. P.M.	N & W 4 Daily Pass'gr. P.M.	2370 Daily	
		DN	STORRS JCT. CCC&St.L. 0.5 Toledo Div.			6.52	•••••			9.22				
	0.5		STORRS 0.2											
	0.7		OKLAHOMA SW. 0.2 CCC&St.L.			T. Co				T. Co.				
	0.9	DN	CINCINNATI JCT. 0.2 Toledo Div.			C. U.				C. U.	ļ	ļ		
	1.1		EIGHTH STREET			Via		- · · · · · ·		Vis				
	8.2		HOPPLE STREET					8.45		9.30				
1.7		DN	CINCINNATI 1.1	6.05	6.20	A 7.00	7.35		9.35	8 9.45	9.50	9.55	10.05	
\$.8			TERMINAL JCT. 0.8	6.09	6.23		7.38		9.38	9.48	9.53	9.59	10.08	•••••
3.6			HOPPLE STREET	6.11	6.25		7.40		9.40	9.49	9.55	10.01	10.10	
4.7	4.8	DN	R. H. TOWER	6.13	6.27		7.42	8.47	9.42	9.51	9.57	10.03	10.12	
6.4	8.0		WINTON PLACE	6.16	8 6.30		S 7.46	8.54	8 9.46	S 9.55	810.01	10.05	810.15	
7.8	6.8	DN	IVORYDALE JCT. 0.4 CCC&St.L.	6.18	6.33		7.48	8.56	9.48	9.57	10.03	10.08	10.18	
		DN	IVORYDALE JOT.											
7.6			WINTON JCT. Toledo Div.											
7.6	7.8		ST. BERNARD	6.19	6.84					9.58	10.04	10.09	10.19	
8.6	8.#		BOND HILL	6.21	6.36			9.01		9.59	10.06	10.11	10.21	
9.9	9.5		NORWOOD 0.5 Penna	6.23	6.38			9.04				10.13	10.28	
10.4	10.0	DN	HAST NORWOOD 0.1	6.24	6.39			9.07		S10.02	810.09	10.14	10.24	
10.5	10.1		PENNA JCT. 1.1 Penna	6.25	6.40			9.08		10.03	10.10	10.15	10.25	·····
11.6	11.8		OAKLEY					9.15		810.05	810.12	• • • • • •		
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
			Time over District	.20	.20	.08	. 13	.30	.13	.43	.22	.20	.20	
			Average speed per hour	26.4	26.4	12.7	25.3	16.0	25.3	16.1	27.0	26.4	26.4	

						B&O	B & O			CCC&	1	CCC&			
١.,		800	. *	B & O	B & O	Ohio	Ohio	Penna	B & O	St.L	Penna	St.L	B&O		
8 යි	from Jot.	Stations	CINCINNATI	46	50	30	96	226	58	2	2010	42	92		
E E	45.4	ž.	TERMINAL DIVISION	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
9 50	8 8 %	der	TIME TABLE No. 23-A	Pass'gr.	Express	Express	Freight	Pass'gr.	Pass'gr.	Pass'gr.	Pass'gr.	Pase'gr.	Freight		
1 2 3 C	For F	Order	TIME TABLE No. 25-A												
Distance from Storrs Jet. Via C. U. T. Co.	Distance Storrs Via B. &	Train	April 30, 1933								ļ——				
• •		Ë		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		į i
	· · · · · · · ·			T	<u> </u>		,				-				
		DN	STORRS JCT. CCC. & St.L.						10.52						
			0.5 Toledo Div. STORRS		1			 		<u>'</u>			 		
	0.5		STORRS 0.2						ł				· · · · · ·		· · · · ·
			1					ļ	ပိ		1		-		
1	0.7		OKLAHOMA SW. 0.2 CCC&St.L.						F. C	ļ					• • • • • •
	0.9	DN	CINCINNATI JCT.	·				İ	U. J]
i	0.5	DR	0.2 Toledo Div.					l	C. L						
	1.1		MIGHTH STREET					l	Via			l	l		
	• • • •		2.1						5					1	
	8.8		HOPPLE STREET	l			10.45]			11.55		[.
l ——			1.1_	<u> </u>	<u> </u>	1		<u> </u>	11 00		ļ	<u> </u>	 		
1.7		DN	CINCINNATI	10.20	10.30	10.40		11.00	Sii.žč	11.30	11.45	11.50			
	ļ		1.1								1	İ			
#.8			TERMINAL JCT.	10.23	10.33	10.43		11.08	11.23	11.33	11.48	11.53			
	1														
8.6	l		HOPPLE STREET	10.25	10.35	10.45		11.05	11.25	11.35	11.50	11.55			· · · · · ·
	i			10.00	10.05	10.40	10 51	11.00	11 0		1 11 50	11 50	11 50		
4.7	4.8	DN	R. H. TOWER	10.27	10.37	10.48	10.51	11.07	11.27	11.8	11.52	11.57	11.59	 	ļ· · · · · ·
6.4	6.0		WINTON PLACE	910 91	10.41	10 51	10 56	911 10	811 91	S11 41	S11 55	812 01	12 09		
0.4	0.0		0.8 PLACE	510.5	10.11	10.01	10.00	011.10	011.5	011.4	011.00	012.01	12.00	1	
7.8	0.8	DN	IVORYDALE JCT.	10.34	10.44	10.53	10.58	11.18	11.34	11.48	11.58	12.03	12.05	l <i></i> .	l
	111		0.4 CCC&St.L.								1				
		DN	IVORYDALE JCT.	10.34	10.44	L	l		11.34	.	.[l		1	
			0.4							1		1	j	ł	İ
7.6	}		WINTON JCT.	10.40	10.50)			11.40). 					
			Toledo Div.	}		-	-	+	+	├	 	┼		 	
7.6	7.8	İ	ST. BERNARD		.	10.54		11.14	⊌		11.59				
]			1.0	1		-				1	İ	1	1.	ļ	
8.6	8.8		BOND HILL			10.56	11.08	11.10	3		12.0	Ц	12.09	1	
l									J	1	10.00			.[
9.9	9.5	1	NORWOOD 0.5 Penna			10.98	11.06	11.18	1		12.08	3	12.14	1	
10.4	10.0	DN	EAST NORWOOD			10 50	11.08	11 10			12 04		12.16		
10.4	10.0	DIA.	0.1			10.08	11.00	1 -1.18]		12.03	1]	1
10.5	10.1		PENNA JOT.			11.00	11.09	11.20	J		12.05		12.17	d	l
		1	1.1 Penna	ļ	1	1			1	ļ	1	ļ	ļ	<u> </u>	
11.6	11.8		OAKLEY		.	11.02	11.15	5	.		.]		12.25	i	
	-	<u> </u>		-		1	!	1	-	-	ļ	 	 	├	
	ļ			P. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		1
<u> </u>	-	 	1	 	 	1	1	 	 	<u> </u>	+		┼	+	—
1			Time over District	.20	.20	.22	.30	.20	.48	.13	.20	.13	.30	1	
	 	-		 		1	-	1	 		1	 	 	\vdash	
			Average speed per hour	17.7	17.7	27.0	16.0	26.4	9.5	25.3	26.4	25.3	16.0	1	
		<u> </u>	l	<u></u>				٠			<u>, </u>				

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