

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

I am anxious that
Baltimore and Ohio employees
should at all times be
courteous in their relations
with the Public and with
each other, and that they
should make every reasonable
effort to operate the trains
safely and on time.

I would like also to have
their constant and helpful
cooperation towards improv-
ing the operation of the
property in such ways
as may be possible - Not
however because they feel
obliged to do so, but just
because they want to do so,

David Wilson

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS—LOCAL.

CINCINNATI, O.—	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.
	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.
GLENDAL, 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

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

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,
Telegraph Office, (for B. & O. freight and yard crews),
Storrs Junction, Union Terminal Engine House,
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,
Telegraph Office, Storrs Roundhouse,
Union Terminal Engine House, Cincinnati Junction Train-
Stock Yards, (Round House), master's Office,
St. Bernard Yard Office, Mill Creek Yard Office.
East End Yard Office, Queen City Ave. Yard.

FORM A.

4. 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 a train to be reduced.

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

LIMITS	Class of Service		
	Passen-ger and Express Trains.	Passen-ger Trains handled by Freight Engines and fast freight trains.	Slow Freight, Local, Pickup and Work Trains.
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.....	30	30	30
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 25 miles per hour.			
Engines running backward on tangent.....	20	20	20
Engines running backward on curves.....	15	15	15
When other than passenger trains are run on first-class schedules the train orders will specify the maximum speed.			
Thru interlocking plants except R H Tower	45	35	30
Thru interlocking plant R H Tower	20	20	20
Entering or leaving sidings & thru cross'vrs	10	10	10
Bridge 6-56, C.C.C. & St. L engines class G-6, G-46, H-5 H-6A, H-50L, H-5-ST, J-1-D, K-1-D, K-3.....	20	20	20

SPEED RESTRICTIONS—Continued.

H-7E, H-10A, H-10B, H-10 L-2-D, and K-5-B.....	15	15	15
N.&W. engines class K-1, K-2 and K-2A, Penna engines class K-4s with 4-4 tender.....	20	20	20
L. & N. engines J-1, J-1A, J-3 and J-4.....	20	20	20
C. & O. engines H-1, H-2 and H-3.....	20	20	20
H-4, H-4A, H-5, H-6, K-1, K-2, K-3 and K-3A.....	15	15	15
Mallet type 2-8-2-12.....	15	15	15
In addition to the above, Baltimore and Ohio engines as follows may now operate over this bridge at twenty (20) miles per hour:			
E-27X, L-2A, L-2B, L-2, P-1B, P-1BA, P-1C, P-1CA, Q-1A, Q-1AA, Q-1B, Q-1BA, Q-1C, Q-2, Q-3, Q-7F,.....	20	20	20
Bridge 9-36, N.&W. engines class K-1, K-2 and K-2A, Penna engines class K-4S, with 4-4 tender.....	20	20	20
All S type, Q-4 and other engines with rating over 240 and Penna engines class I-1S, K-4S with 6-6 tender, M-1, M-1A, N-1S, N-2SA cannot be operated over bridges 6-56 and 9-36.			
Mitchell Ave. and Spring Grove Ave. crossings-Winton Junction connection track	10	10	10
Through reverse curves bet. Hopple St. and first signal west of Hopple St., on Eastward and Westward freight main tracks	30	20	20
Bet. Eighth St. & Toledo Division crossing.	10	10	10
Over Big Four crossing Oklahoma track, engine to be brought to stop at Oklahoma switch before moving over Big Four crossing.....	4	4	4
Between Mill Street and Storrs.....	10	10	10
Weber Trestle, Cumminsville; Wess Coal Trestle, Winton Place; Bowker Trestle, St. Bernard; Byrnes Conway, St. Bernard; Consolidation Coal Co. Cumminsville; use class D-26, D-26A, E-26, E-29 and E-30 only.			

SPEED OF RELIEF TRAINS

Engine in forward motion.....	35		
Engine in backward motion.....	20		
With crane ahead of engine.....	20		

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.

6. 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.

7. 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.

8. EXTRA TRAINS.

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

9. FIXED SIGNALS.

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

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 switch tender, 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. 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 for movements.

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 switch tender 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 for B. & O. to or from Front Street. Signal diagonal indicates that Oklahoma route is lined up for either B. & O. or C. C. C. & St. L. train, road having right of way being indicated by switch tender's signals. Train operating via Oklahoma must stop for C. C. C. & St. L. crossing.

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. switch tender, 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.....	C. C. C. & St. L.	Interlocking
Bond Hill.....	N. & W.....	Interlocking
East Norwood.....	Penna.....	Interlocking

10. SPACING TRAINS.

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.

11. HELPER, SWITCH AND YARD ENGINES.

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

12. TELEPHONES.

13. 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.

14. 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.

16. 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 switch tender at Hopple Street.

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

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.

28. ELECTRIC HEADLIGHTS

Governed by Form 1118-D Rev.

29. BRIDGE AND TRESTLE PROTECTION.

30. 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 to follow.

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.

31. INSPECTION OF PASSING TRAINS.

Rule 117, is supplemented as follows:

If no indication of conditions endangering the train is seen, employes 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 employes 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 employes 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.

32. 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 telegraph 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 tracks.

When two or more motor 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 employes 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.

D Day train order station.

DN Day and Night train order station.

N 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.

WESTWARD.

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	B & O	Penna	Penna	B & O	CCC& St.L	B & O	B & O	B & O	CCC& St.L	N&W	
			35 Daily Pass'gr.	51 Daily Express	2001 Daily Pass'gr.	41 Daily Pass'gr.	1 Daily Pass'gr.	15 Daily Pass'gr.	61 Daily Ex. Sunday Pass'gr.	197 Daily Freight	45 Daily Pass'gr.	49 Daily Pass'gr.	23 Daily Pass'gr.	
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
			OAKLEY 1.1	\$ 7.29	.....	.....	.....	\$ 8.09	.....	.....	.....	.....	.....
1.1	1.1		PENNA. JCT. 0.1 Penna	7.31	.....	7.55	8.05	8.11	.....	.....	.....	.....	10.40
1.2	1.2	DN	EAST NORWOOD 0.5 Penna	\$ 7.32	.....	7.56	8.06	8.12	.....	.....	.....	.....	10.41
1.7	1.7		NORWOOD 1.3	7.33	.....	7.57	8.07	8.13	.....	.....	.....	.....	10.42
2.0	2.0		BOND HILL 1.0 N&W	7.35	.....	7.59	8.09	8.15	.....	.....	.....	.....	10.44
4.0	4.0		ST. BERNARD 0.4	7.36	.....	8.01	8.11	8.17	.....	.....	.....	.....	10.46
			WINTON JCT. 0.4 Toledo Div.	.....	7.34	.....	.....	.....	.....	.....	9.15 48	.....	.....
			IVORYDALE JCT.	.....	7.41	.....	.....	.....	.....	.....	9.22	.....	.....
4.4	4.4	DN	IVORYDALE JCT. 0.8 CCC&St.L	7.37	7.41	8.02	8.12	8.18	8.47	.....	9.22	10.12	10.47
5.2	5.2		WINTON PLACE 1.7	\$ 7.39	7.42	\$ 8.04	\$ 8.14	\$ 8.19	\$ 8.49	.....	\$ 9.24	\$ 10.14	10.49
6.9	6.9	DN	R H TOWER 1.1	7.42	7.45	8.07	8.17	8.22	8.52	.....	9.27	10.17	10.52
8.0			HOPPLE STREET 0.8	7.44	7.47	8.09	8.19	8.24	8.54	.....	9.29	10.19	10.54
8.8			TERMINAL JCT. 1.1	7.46	7.50	8.11	8.21	8.26	8.56	.....	9.31	10.21	10.56
9.9		DN	CINCINNATI	A 7.50	A 7.55	A 8.15	A 8.25	\$ 8.30 A 8.45	9.00	9.00	.....	A 9.35	A 10.25 A 11.00
	8.0		HOPPLE STREET 2.1	.....	.....	.....	.....	.....	.....	.....	9.10	.....	.....
	10.1		EIGHTH STREET 0.2	.....	.....	.....	.....	Via C. U. T. Co.	.....	Via C. U. T. Co.	9.15	.....	.....
	10.3	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.	.....	.....	.....	.....	Via C. U. T. Co.	.....	Via C. U. T. Co.	9.16	.....	.....
	10.5		OKLAHOMA SW. 0.2 East End Dbl. Trk.	.....	.....	.....	.....	Via C. U. T. Co.	.....	Via C. U. T. Co.	9.18	.....	.....
	10.7		STORRS Toledo Div.	.....	.....	.....	.....	.....	.....	.....	9.20	.....	.....
11.6	11.6	DN	STORRS JCT. 0.5 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.	
			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

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

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	B & O	B & O	B & O	CCC &	B & O	CCC &	B & O	B & O	Penna	N&W
				265	85	55	3	119	97	47	33	55	267	15
				Daily Pass'gr.	Daily Ex. Sunday Freight	Daily Ex. Sunday Pass'gr.	Daily Pass'gr.	Daily Pass'gr.	Daily Freight	Daily Ex. Sunday Pass'gr.	Daily Pass'gr.	Daily Ex. Sunday Pass'gr.	Daily Pass'gr.	Daily Pass'gr.
			A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			OAKLEY 1.1	.....	1.30	.....	\$ 2.04	.....	2.30	.....	\$ 5.00	.....	.....	.....
1.1	1.1		PENNA. JCT. 0.1 Penna	10.50	1.33	.....	2.06	.....	2.34	.....	5.02	.....	5.10	5.25
1.2	1.2	DN	EAST NORWOOD 0.5 Penna	10.51	1.35	.....	2.07	.....	2.35	.....	5.03	.....	5.11	5.26
1.7	1.7		NORWOOD 1.3	10.52	1.38	.....	2.08	.....	2.38	.....	5.04	.....	5.12	5.27
3.0	3.0		BOND HILL 1.0 N&W	10.54	1.42	.....	2.10	.....	2.42	.....	5.06	.....	5.14	5.29
4.0	4.0		ST. BERNARD 0.4	10.56	1.45	.....	2.11	.....	2.45	.....	5.07	.....	5.16	5.31
			WINTON JCT. 0.4 Toledo Div.	.....	.....	.....	1.40	.....	.....	.....	.....	.....	.....	.....
			IVORYDALE JCT.	.....	.....	.....	1.47	.....	.....	.....	.....	.....	.....	.....
4.4	4.4	DN	IVORYDALE JCT. 0.8 CCC&St.L	10.57	1.50	1.47	2.12	2.32	2.47	5.02	5.08	.....	5.17	5.33
5.2	5.2		WINTON PLACE 1.7	\$10.59	1.52	\$ 1.49	\$ 2.14	\$ 2.34	2.49	\$ 5.04	\$ 5.10	.....	\$ 5.19	5.34
6.0	6.0	DN	R H TOWER 1.1	11.02	1.55	1.52	2.17	2.37	3.00	5.07	5.13	.....	5.22	5.37
8.0			HOPPLE STREET 0.8	11.04	.....	1.54	2.19	2.39	.....	5.09	5.15	.....	5.24	5.39
8.8			TERMINAL JCT. 1.1	11.06	.....	1.56	2.21	2.41	.....	5.11	5.17	.....	5.26	5.41
9.9		DN	CINCINNATI	A11.10	.....	A 2.00	\$ 2.25 2.35	A 2.45	.....	A 5.15	A 5.20	.....	5.25 A 5.30	A 5.45
8.0			HOPPLE STREET 2.1	.....	.....	.....	.....	.....	3.30	.....	.....	.....	.....	.....
10.1			EIGHTH STREET 0.2	.....	.....	.....	.....	.....	3.35	.....	.....	.....	.....	.....
10.3		DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.	.....	.....	.....	.....	.....	3.37	.....	.....	.....	.....	.....
10.5			OKLAHOMA SW. 0.2 East End Dbl. Trk.	.....	.....	.....	.....	.....	3.38	.....	.....	.....	.....	.....
10.7			STORRS Toledo Div.	.....	.....	.....	.....	.....	3.40	.....	.....	.....	.....	.....
11.6	11.6	DN	STORRS JCT. 0.5 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

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

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					CCC& St.L.	Penna	B & O Toledo	B & O	B & O							
			35	213	53	11	89	Daily Pass'gr.	Daily Pass'gr.	Daily Pass'gr.	Daily Pass'gr.	Daily Freight							
			P.M.	P.M.	P.M.	P.M.	P.M.												
			OAKLEY 1.1								\$11.14								
1.1	1.1		PENNA. JCT. 0.1 Penna				9.35			11.16									
1.2	1.2	DN	EAST NORWOOD 0.5 Penna				9.36			11.17									
1.7	1.7		NORWOOD 1.3				9.37			11.18									
3.0	3.0		BOND HILL 1.0 N&W				9.39			11.20									
4.0	4.0		ST. BERNARD 0.4				9.41			11.21									
			WINTON JCT. 0.4 Toledo Div.						10.20										
			IVORYDALE JCT.						10.27										
4.4	4.4	DN	IVORYDALE JCT. 0.8 CCC&St.L			9.17	9.43	10.27	11.22										
5.2	5.2		WINTON PLACE 1.7			\$ 9.19	\$ 9.44	\$10.29	\$11.24										
6.9	6.9	DN	R H TOWER 1.1			9.22	9.47	10.32	11.27										
8.0			HOPPLE STREET 0.8			9.24	9.49	10.34	11.29										
8.8			TERMINAL JCT. 1.1			9.26	9.51	10.36	11.31										
9.9		DN	CINCINNATI			A 9.30A	9.55	10.40	11.35 \$11.50										
	8.0		HOPPLE STREET 2.1							11.00									
	10.1		EIGHTH STREET 0.2							11.05									
	10.3	DN	CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L.							11.07									
	10.5		OKLAHOMA SW. East End 0.2 Dbl. Trk.							11.08									
	10.7		STORRS Toledo Div.							11.10									
11.6	11.3	DN	STORRS JCT. 0.5 CCC&St.L.							11.58	12.10								
						P.M.	P.M.	P.M.	P.M.	A.M.									
			Time over district.....			.13	.20	.20	.44	1.10									
			Average speed per hour.....			25.3	26.4	17.7	15.8	2.7									

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Storrs Jct. Via C. U. T. Co.	Distance from Storrs Jct. Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933												
			B & O 88 Daily Freight	B & O 98 Daily Freight	B & O 86 Daily Ex. Sunday Freight	B & O 96 Daily Freight	B & O 30 Daily Express	B & O 12 Daily Pass'gr.	B & O 102 Daily Freight	Penna 2170 Daily Pass'gr.	B & O 48 Daily Pass'gr.	Penna 206 Daily Pass'gr.			
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
		DN	STORRS JCT. CCC. & St.L.	12.15	3.40	.....	6.30	7.27	7.37	.....	.....	.....	.....	.....	.....
0.6			0.5 Toledo Div. STORRS	12.30	3.45	.....	6.35								
0.7			OKLAHOMA SW. 0.2 CCC&St.L.	12.35	3.50	.....	6.40								
0.9	DN		CINCINNATI JCT. 0.2 Toledo Div.	12.40	3.55	.....	6.45								
1.1			EIGHTH STREET 2.1	12.45	4.00	.....	6.50								
3.3			HOPPLE STREET 1.1	A 1.00	5.15	5.55	A 7.00				8.30				
1.7		DN	CINCINNATI 1.1	.....	.....	.....	.....	A 7.35	7.45 8.05	.....	8.45	8.50	8.55	.....	.....
3.8			TERMINAL JCT. 0.8	.....	.....	.....	.....	.....	8.08	.....	8.48	8.53	8.58	.....	.....
3.8			HOPPLE STREET 1.1	.....	.....	.....	.....	.....	8.10	.....	8.50	8.55	9.00	.....	.....
4.7	4.3	DN	R. H. TOWER 1.7	.....	5.18	5.58	.....	.....	8.12	8.33	8.52	8.57	9.02	.....	.....
6.4	6.0		WINTON PLACE 0.8	.....	5.22	6.02	.....		8.16	8.37	8.55	9.01	9.05	.....	.....
7.3	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. 0.4	.....	.....	.....	.....	.....	.....	.....	.....	9.04	.....	.....	.....
7.6			WINTON JCT. Toledo Div.	.....	.....	.....	.....	.....	.....	.....	.....	9.10 45	.....	.....	.....
7.6	7.3		ST. BERNARD 1.0	.....	.....	.....	.....	.....	8.19	.....	8.58	.....	9.09	.....	.....
8.6	8.2		BOND HILL 1.3	.....	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 0.1	.....	5.36	6.16	.....		8.24	8.51	9.04	.....	9.14	.....	.....
10.5	10.1		PENNA JCT. 1.1 Penna	.....	5.37	6.17	.....	.....	8.25	8.52	9.05	.....	9.15	.....	.....
11.6	11.3		OAKLEY	.....	5.45	6.20	.....	.....	8.27	9.00	.....	.....	.....	.....	.....
				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 .....				.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		

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Storrs Jct. Via C. U. T. Co.	Distance from Storrs Jct. Via E. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933	B & O	CCC& St.L	B & O	N&W	B & O	B & O	CCC& St.L	CCC& St.L	Penna	Penna				
				34	146	56	16	94	80	48	104	222	920				
				Daily Pass'gr.	Daily Pass'gr.	Daily Ex. Sunday Pass'gr.	Daily Pass'gr.	Daily Freight	Daily Ex. Sunday Freight	Daily Ex. Sunday Pass'gr.	Daily Pass'gr.	Daily Pass'gr.	Daily Pass'gr.	Sat'dy Only Pass'gr.			
				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					9.45	11.45								
	0.7		0.2 OKLAHOMA SW. CCC&St.L.					9.50									
	0.9	DN	0.2 Toledo Div. CINCINNATI JCT.					9.55									
	1.1		2.1 EIGHTH STREET					10.00									
	3.2		1.1 HOPPLE STREET					11.30									
1.7		DN	1.1 CINCINNATI	9.00	9.00	9.25	10.45			12.00	12.25	12.28	12.31				
2.8			0.8 TERMINAL JCT.	9.03	9.07	9.28	10.49			12.03	12.28	12.31	12.34				
3.6			1.1 HOPPLE STREET	9.05	9.09	9.30	10.51			12.05	12.30	12.33	12.36				
4.7	4.3	DN	1.7 R. H. TOWER	9.07	9.11	9.32	10.53	11.33		12.07	12.32	12.35	12.38				
6.4	6.0		0.8 WINTON PLACE	\$ 9.10	\$ 9.14	\$ 9.36	10.55	11.37		\$12.11	\$12.36	\$12.39	\$12.42				
7.2	6.8	DN	0.4 IVORYDALE JCT. CCC&St.L.	9.12	9.16	9.39	10.58	11.39		12.13	12.38	12.41	12.44				
		DN	0.4 IVORYDALE JCT.			9.39											
7.6			Toledo Div. WINTON JCT.			9.45											
7.6	7.2		1.0 ST. BERNARD	9.13			10.59					12.42	12.45				
8.6	8.2		1.3 BOND HILL	9.14			11.01	11.44				12.44	12.47				
9.9	9.5		0.5 Penna NORWOOD	9.16			11.03	11.49				12.46	12.49				
10.4	10.0	DN	0.1 EAST NORWOOD	\$ 9.17			11.04	11.51				12.47	12.50				
10.5	10.1		1.1 Penna PENNA JCT.	9.18			11.05	11.52				12.48	12.51				
11.6	11.2		OAKLEY	\$ 9.20				12.00									
				A.M.	A.M.	A.M.	A.M.	Noon	A.M.	P.M.	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				

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Storrs Jct. Via C. U. T. Co.	Distance from Storrs Jct. Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933											
			Penna 906 Sat'dy Only Pass'gr.	B & O 54 Daily Pass'gr.	B & O 38 Daily Pass'gr.	Penna 2070 Daily Pass'gr.	CCC& St.L 16 Daily Pass'gr.	Penna 40 Daily Pass'gr.	B & O 146 Daily Ex. Sunday Pass'gr.	Penna 932 Daily Ex. Sat. & Sun. Pass'gr.	Penna 504 Daily Ex. Sat. & Sun. Pass'gr.	CCC& St.L 124 Daily Pass'gr.	B&O 2 Daily Pass'gr.	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
		DN	STORRS JCT. CCC. & St.L.	.....	12.17	.....	.....	.....	.....	.....	.....	5.37		
0.6			0.5 Toledo Div. STORRS 0.2	.....									
0.7			OKLAHOMA SW. 0.2 CCC&St.L.	.....									
0.9	DN		CINCINNATI JCT. 0.2 Toledo Div.	.....									
1.1			EIGHTH STREET 2.1	.....									
3.8			HOPPLE STREET 1.1	.....									
1.7		DN	CINCINNATI 1.1	12.35	12.40	12.55	2.30	3.05	4.03	5.15	5.30	5.35	5.50	6.00
2.8			TERMINAL JCT. 0.8	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 1.1	12.40	12.45	12.59	2.35	3.10	4.08	5.20	5.35	5.40	5.55	6.05
4.7	4.3	DN	R. H. TOWER 1.7	12.42	12.47	1.01	2.37	3.12	4.10	5.22	5.37	5.42	5.57	6.07
6.4	6.0		WINTON PLACE 0.8	\$12.46	\$12.51	\$ 1.05	\$ 2.40	\$ 3.16	\$ 4.13	\$ 5.26	\$ 5.40	\$ 5.45	\$ 6.01	\$ 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
7.6		DN	IVORYDALE JCT. 0.4	.....	12.54	.....	.....	.....	.....	.....	.....	.....	.....	.....
			WINTON JCT. Toledo Div.	.....	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.6	7.3		ST. BERNARD 1.0	12.49	.....	1.07	2.44	.....	4.17	\$ 5.30	5.44	5.49	.....	6.13
8.6	8.3		BOND HILL 1.3	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	\$ 5.35	5.48	5.53	.....	.....
10.4	10.0	DN	EAST NORWOOD 0.1	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	11.3		OAKLEY	.....	.....	\$ 1.15	.....	.....	.....	\$ 5.41	.....	.....	.....	\$ 6.21
				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

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Storrs Jct. Via C. U. T. Co.	Distance from Storrs Jct. Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933											
			N&W	Penna	B & O	CCC& St.L	B & O	CCC& St.L	B & O	B & O	N & W	Penna		
			24 Daily Pass'gr.	230 Daily Pass'gr.	62 Daily Ex. Sunday Pass'gr.	18 Daily Pass'gr.	104 Daily Freight	28 Daily Pass'gr.	4 Daily Pass'gr.	36 Daily Pass'gr.	4 Daily Pass'gr.	2370 Daily Pass'gr.		
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
		DN	STORRS JCT. CCC&St.L.			6.52					9.22			
	0.6		0.5 Toledo Div. STORRS											
	0.7		OKLAHOMA SW. 0.2 CCC&St.L.											
	0.9	DN	CINCINNATI JCT. 0.2 Toledo Div.											
	1.1		EIGHTH STREET 2.1											
	3.3		HOPPLE STREET 1.1					8.45						
1.7		DN	CINCINNATI 1.1	6.05	6.20	7.00	7.35		9.35	9.30 9.45	9.50	9.55	10.05	
3.3			TERMINAL JCT. 0.8	6.09	6.23		7.38		9.38	9.48	9.53	9.59	10.08	
3.6			HOPPLE STREET 1.1	6.11	6.25		7.40		9.40	9.49	9.55	10.01	10.10	
4.7	4.3	DN	R. H. TOWER 1.7	6.13	6.27		7.42	8.47	9.42	9.51	9.57	10.03	10.12	
6.4	6.0		WINTON PLACE 0.8	6.16	6.30		7.46	8.54	9.46	9.55	10.01	10.05	10.15	
7.3	6.3	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 JCT. 0.4											
7.6			WINTON JCT. Toledo Div.											
7.6	7.3		ST. BERNARD 1.0	6.19	6.34					9.58	10.04	10.09	10.19	
8.6	8.3		BOND HILL 1.3	6.21	6.36			9.01		9.59	10.06	10.11	10.21	
9.9	9.5		NORWOOD 0.5	6.23	6.38			9.04				10.13	10.23	
10.4	10.0	DN	EAST NORWOOD 0.1 Penna	6.24	6.39			9.07		10.02	10.09	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	11.3		OAKLEY					9.15		10.05	10.12			
				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	

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Storrs Jct. Via C. U. T. Co.	Distance from Storrs Jct. Via B. & O.	Train Order Stations	CINCINNATI TERMINAL DIVISION TIME TABLE No. 23-A April 30, 1933												
			B & O 46 Daily Pass'gr.	B & O 50 Daily Express	B & O Ohio 30 Daily Express	B & O Ohio 96 Daily Freight	Penna 226 Daily Pass'gr.	B & O 58 Daily Pass'gr.	CCC & St. L. 2 Daily Pass'gr.	Penna 2010 Daily Pass'gr.	CCC & St. L. 42 Daily Pass'gr.	B & O 92 Daily Freight			
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
		DN	STORRS JCT. CCC & St. L.								10.52				
	0.5		0.5 Toledo Div. STORRS												
	0.7		OKLAHOMA SW. 0.2 CCC & St. L.												
	0.9	DN	CINCINNATI JCT. 0.2 Toledo Div.												
	1.1		EIGHTH STREET 2.1												
	3.3		HOPPLE STREET 1.1					10.45							11.55
1.7		DN	CINCINNATI 1.1		10.20	10.30	10.40		11.00	11.00	11.20	11.30	11.45	11.50	
2.8			TERMINAL JCT. 0.8		10.23	10.33	10.43		11.03	11.23	11.33	11.48	11.53		
3.6			HOPPLE STREET 1.1		10.25	10.35	10.45		11.05	11.25	11.35	11.50	11.55		
4.7	4.3	DN	R. H. TOWER 1.7		10.27	10.37	10.48	10.51	11.07	11.27	11.37	11.52	11.57	11.59	
6.4	6.0		WINTON PLACE 0.8		10.31	10.41	10.51	10.56	11.10	11.31	11.41	11.56	12.01	12.03	
7.3	6.8	DN	IVORYDALE JCT. 0.4 CCC & St. L.		10.34	10.44	10.53	10.58	11.13	11.34	11.43	11.58	12.03	12.05	
		DN	IVORYDALE JCT. 0.4		10.34	10.44				11.34					
7.6			WINTON JCT. Toledo Div.		10.40	10.50				11.40					
7.6	7.3		ST. BERNARD 1.0				10.54		11.14			11.59			
8.6	8.3		BOND HILL 1.3				10.56	11.03	11.16			12.01		12.09	
9.9	9.5		NORWOOD 0.5 Penna				10.58	11.06	11.18			12.03		12.14	
10.4	10.0	DN	EAST NORWOOD 0.1				10.59	11.08	11.19			12.04		12.16	
10.5	10.1		PENNA JCT. 1.1 Penna				11.00	11.09	11.20			12.05		12.17	
11.6	11.3		OAKLEY				11.02	11.15						12.25	
					P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	
			Time over District .....		.20	.20	.22	.30	.20	.43	.13	.20	.13	.30	
			Average speed per hour		17.7	17.7	27.0	16.0	26.4	9.5	25.3	26.4	25.3	16.0	

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

Divisional Staff

SUPERINTENDENT

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TRAINMASTER

C. B. POWERS

CHIEF DISPATCHER

D. E. TODD

DISPATCHERS

P. C. STANHOPE

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DON'T

GET

HURT