

THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

“SAFETY ABOVE EVERYTHING”



CINCINNATI TERMINAL DIVISION

TIME TABLE NO. 9-B

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

Sunday, April 25, 1926

J. H. MEYERS,
Superintendent

F. B. MITCHELL,
General Superintendent

R. B. MANN,
Superintendent Transportation

H. B. VOORHEES,
General Manager

C. W. VAN HORN,
General Superintendent Transportation

I am anxious that
Baltimore and Ohio employees
should at all times be
cautious 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

RELIEF DEPARTMENT.

COMPANY'S SURGEONS—GENERAL.

- DR. E. V. MILHOLLAND, Medical and Surgical Director, Baltimore, Md.
- DR. R. D. SYKES, Assistant to Medical and Surgical Director, Baltimore, Md.
- DR. PAGE EDMUNDS, Consulting & General Surgeon, St. James Apartments, or University Hospital, Baltimore, Md.
- DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave., Chicago, Ill.
- DR. WALTER R. GRIESS, Consulting Surgeon, 19 W. 7th St., Cincinnati, Ohio.
- DR. HENRY A. BECKER, Consulting Surgeon, 629 Guardian Bldg. Cleveland, O.
- DR. PAUL R. SIEBER, Consulting Surgeon, 604 Diamond Bank Bldg., or Mercy Hospital, Pittsburgh, Pa.

COMPANY'S SURGEONS—LOCAL.

- CINCINNATI, O.— DR. CHARLES M. PAUL, 625 Union Central Building.
- “ “ DR. L. J. FEID, SR., 8th St. and State Avenue.
- “ “ DR. L. J. FEID, JR., 15 Berkshire Bldg., 628 Elm St.
- “ “ DR. JOS. A. HALL, 628 Elm St.
- “ “ DR. R. C. HEFLEBOWER, Eye and Ear Specialist, 22 West 7th St.
- “ “ DR. E. O. PORTER, 9th & Baymiller Sts.
- “ “ DR. HERMAN KLECK, Oculist and Aurist, 22 W. Seventh St.
- NORWOOD, O.— DR. THOS. R. DICKSON, No. 1 Plaut Building.
- ST. BERNARD, O.— DR. ANDREW C. TOPIE
- WINTON PLACE, O.— DR. FOSTER J. BOYD, 731 Mellwood Ave.
- NEWPORT, KY.— DR. CAREY E. WAMSLEY

HOSPITALS.

St. Mary's Hospital—Betts and Linn Streets, Cincinnati, O.

LOCATION OF FIRST AID EMERGENCY CASES.

Smith Street—Agent's office.
Mill Street—Car Foreman.
Storrs Round House.
Cincinnati Junction.
Eighth Street.
Brighton—Freight House.
Brighton—Yard Office.
Stockyards—Freight Agent.
Stockyards—Round House.
Stockyards—Yard office.
Winton Place.
St. Bernard.
Bond Hill.
Norwood—Freight office.
East Norwood.
Oakley.

EXAMINING POINTS.

CINCINNATI—Room 223, Central Union Depot—Daily except Saturday and Sunday, 9:00 A. M. to 12 M.

MEDICAL EXAMINERS' TERRITORIES

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

Cincinnati, O. { DR. G. R. GAVER,
Cincinnati, Ohio.

Rules Governing Services of Company's Surgeons.

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In all cases of injuries to passengers or employees 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 arrangement 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 wounded. Company's Surgeons should be immediately notified, giving 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 those 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 of the same and receive voucher.
6. No important surgical operation should be performed previous to the arrival of a Company 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. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment except where their residence is remote therefrom.
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 surgeon will look to such employe for his compensation.

W. J. DUDLEY, Supt.

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 trains first-class, Nos. 90, 92, 94, 96, 97 and 98 second-class. Other freight trains third-class.

2. LOCATION OF STANDARD CLOCKS.

Cincinnati, Union Depot,
Cincinnati Junction.
Stock Yards, (Yard Master's office).

LOCATION OF WATCH INSPECTORS.

Pyper Watch Co., Inc., 28 Arcade, Cincinnati, O.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

Cincinnati, O. Union Depot.
Stockyards (Yard office).

Bulletin Boards.

Cincinnati, O.
Stock Yards, (Yard office).
Stock Yards, (Round House).

4. FORMS A. AND C.

5. SPEED RESTRICTIONS.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

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.

All trains will approach cross over switches Hopple Street under control and will not pass Hopple Street until proceed signal is received from switch tender given with hand signal by day and green light by night.

All trains will approach cross over switches at Eighth Street under control and will not pass Eighth Street until proceed signal is received from switch tender given with hand signal by day and green light by night.

When the 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 will come to a stop at C. C. C. & St. L. Crossing at B. & O. Jct., and will not proceed until they receive proper signal from switch tender.

At East Norwood and Ivorydale Jct., where there are no fixed signals as covered by rule, 221-A, a red flag by day or a red light by night will be used to stop trains for delivery of train orders. A train will not pass a signal so given unless authorized by Form A. That part of rule 221-A conflicting is modified accordingly.

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 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 the arm in the 45 degree position, or a yellow light, which will be an approach indication and the train may proceed to the interlocking station only, unless otherwise directed by Form "A".

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.

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

RAILROAD CROSSINGS.

STATIONS	CROSSINGS	Position of signal indicating clear route for Ohio and St. Louis Divisions, C. C. C. & St. L. and C. S. Trains.
Cincinnati Junction..	Toledo Division..	Vertical on (main track)
Cincinnati Junction..	Toledo Division..	Diagonal (on Storrs connection track.)
Ivorydale Junction...	C. C. C. & St. L..	Interlocking
Bond Hill.....	N. & W.....	Interlocking
East Norwood.....	C. L. & N.....	Interlocking

At Oklahoma crossing (Storrs), signal vertical indicates clear for the C. C. C. & St. L. and St. Louis division; signal horizontal indicates that C. C. C. & St. L. trains may not pass connection track switches; indicates clear for St. Louis division, but trains will not pass connection track switches without signal from switch-tender; signal diagonal indicates that Oklahoma route is lined up for either C. C. C. & St. L. or St. Louis division trains, the road having right of way being indicated by switch-tender's signals. The position of signal at night will be indicated by two red lights, one on either end of signal. St. Louis division trains will approach Oklahoma connection track switches under control, and will not proceed if signal is in diagonal position unless signal is received from St. Louis division switch-tender and switches are seen to be clear for main track.

10. SPACING TRAINS.

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

LIMITS

	Class of Service		
	Passenger and Express Trains.	Passenger Trains handled by Freight Engines and fast freight trains.	Slow Freight, Local, Pickup and Work Trains.
On Double track against current of traffic	30	30	30
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.....			
Troop trains handling standard passenger Equipment, 45 miles per hour.....			
Troop trains handling freight Equipment 25 miles per hour.....			
Trains handling Steam Cranes, 35 miles per hour.....			
Light engines with or without cabooses maximum speed of 35 miles per hour.			
Passing over railroad crossings at grade....	45	25	15
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.....			
Through interlocking Plants.....	45	35	30
Entering or leaving sidings and through crossovers.....	10	10	10
Between Oakley and B. & O. Junction except as noted below.....	50	45	40
Bridge 6-56, C. C. C. & St. L. Engines Class G-5, G-6, H-5 and K-3	10	10	10
Trains Eastward between old home signal "RH" Tower and Spring Grove Ave. East End Stock Yards.....	20	20	20
Hopple Street.....	10	10	10
Brighton, Queen City and Harrison Aves.	10	10	10
Over Switches at Eighth St.....	6	6	6
Between Eighth Street and Toledo Division Crossing.....	10	10	10
Over Oklahoma Crossing at Sixth St.....	10	10	10
Between Mill Street Coach Yard and W D Tower.....	10	10	10

SPEED OF RELIEF TRAINS

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.

SPECIAL INSTRUCTIONS—CONTINUED.

11. HELPER, SWITCH AND YARD ENGINES.

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

12. TELEPHONES.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

The following is method of air brake test for freight trains:

After coupling train signal will be given from rear to apply brakes. Engineman after obtaining full brakepipe pressure will sound one short blast of whistle as notice to Air Inspector and train crew that brakes are to be applied and will make a reduction of 25 pounds for test. Inspector, after inspecting brakes, while applied, will, when ready, signal Engineman to release brakes. Train will not be started until Engineman receives proceed signal from rear, which will not be given until known that brakes on rear of train have released.

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 set 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 effective between Oakley and 8th St. Trains or engines (except first class trains) will secure permission to use main track from dispatcher at Cincinnati Junction direct, or through a signalman or switch tender.

Rules 130 to 132, inclusive, are effective between Storrs and Mill Street Coach Yard. Rule 131 modified to read: The movement of trains will be controlled by signalman at W. D. Tower.

Interlock signals at W. D. Tower will also be used as block signals.

When caution indication is given on home signal to trains or engines coming from the ditch it authorizes them to proceed only to the tower for orders or instructions. When an order is to be delivered to a train or engineman at W. D. Tower a red flag by day or red light by night will be displayed on front of the tower.

Trains or engines moving from the street at W. D. Tower will receive hand signal in addition to the dwarf signal before they are authorized to proceed to Storrs.

Trains or engines entering main track at east end Storrs will secure permission of switch tender to do so. This permission will be obtained by the switch tender from signalman at W. D. Tower.

Trains or engines moving from 8th St. to east end Storrs via Oklahoma track will secure permission from switch tender at 8th St. to do so.

Trains or engines moving from east end of Storrs to 8th St. via Oklahoma track will secure permission from switch tender east end Storrs to do so.

16. JOINT OR SPECIAL USE OF TRACKS.

Central Union Depot time table is effective between Cincinnati and B. & O. Jct.

B. & O., Cincinnati Terminal Division Time Table is effective between B. & O. Jct. and Oakley.

C. C. C. & St. L. first-class trains may display signals between B. & O. Jct. and Ivorydale Jct. on authority of C. C. C. & St. L. dispatcher.

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

17. MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

19. MAXIMUM WEIGHT LIMITS, CARS.

Oakley to Cincinnati.....210,000 lbs.

For operation of Engines see Booklet Form 1594, No. 3, effective September 1, 1925 instructions governing operation of engines and cars so far as strength of bridges is concerned.

20. 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 is clear.

21. WHISTLE SIGNALS.

Approaching highway crossings at grade, after the warning whistle is given at the designated post when the view from or to the highway is obstructed, or the engineman or other employe on the engine can see a pedestrian or vehicle approaching the crossing, warning whistle should be followed by short blasts given at intervals until the engine has reached the crossing.

Whenever a train or engine is approaching a crossing at the time another train in the same or opposite direction is standing upon, passing over, or has just passed over the crossing, the engineman of the approaching train or engine shall sound short blasts of the whistle at intervals until the engine has passed over the crossing.

When trains are running against the current of traffic the engineman will sound the crossing whistle signal at the designated post governing train running with the current of traffic, followed by short blasts of the whistle at intervals until the crossing is reached, even though the highway may be protected.

22. MARKERS.

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.

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:

No.....Engine.....take Siding and meet
No.....Engine.....at.....

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 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 the arm in the 45 degree position, or a yellow light, which will be an approach indication and the train may proceed to the interlocking station only, unless they are otherwise directed by Form "A".

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.

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

24. SWITCHING OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial 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.

SPECIAL INSTRUCTIONS—CONTINUED.

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 crossings 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.

25. 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.

26. FIRST AID EMERGENCY CASES.

First Aid emergency cases, directions for the use of which are pasted on the inside cover, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

27. 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 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.

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 HEADLIGHTS WILL BE DIMMED WHEN:

1. In yards where switch engines are employed.
2. Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
3. On two or more tracks when approaching trains running in opposite direction.
4. Standing at Terminal or Division points.
5. At any point where they are liable to make difficult the proper reading of signals.

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.

31. INSPECTION OF PASSING TRAINS.

Rule 117, of the Rules and Regulations of the Operating Department, 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 to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

UNCLASSIFIED

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

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

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

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.

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.

B. & O. R. R.—Passenger trains will stop at Cincinnati Junction on signal to discharge passengers for or receive passengers from Toledo Division or Cincinnati Southern R. R. and for transfer of United States Mail.

- 1 will stop at Oakley to discharge passengers from Washington, D. C. and East and to receive passengers for Louisville, St. Louis and beyond.
- 2 will stop at Oakley to discharge passengers from St. Louis and West and receive passengers for Washington, D. C. and East.
- 3 and 11 will stop at East Norwood to discharge passengers from East of Loveland.
- 11 will stop at Winton Place to discharge passengers from east of Loveland.
- 21 will stop at East Norwood on signal to discharge passengers from East of Loveland.
- 31 will stop at Oakley and Norwood to discharge passengers from East of Loveland.
- 33 and 35 will stop at East Norwood to discharge passengers from Midland Sub-Division and points east.

C. C. & St. L.—Nos. 17, 7, 16, and 8 will stop at Eighth street, Brighton, Stock Yards, and Cumminsville to receive or discharge passengers to or from points east of Franklin Junction via Cincinnati Northern R. R., except that No. 8 will make regular stop at Stock Yards. Nos. 102, and 105 will stop at Eighth street, Brighton, Stock Yards and Cumminsville to discharge or receive passengers to and from Elmwood or points east thereof.

Divisional Staff

SUPERINTENDENT

J. H. MEYERS

TRAINMASTER

C. J. CLEARY

CHIEF DISPATCHER

D. E. TODD

DISPATCHERS

P. C. STANHOPE

H. F. HOWARD

C. H. CHRISTOPHER

ROAD FOREMAN OF ENGINES

W. T. DARLING

MASTER MECHANIC

J. M. SHAY

ASSISTANT DIVISION ENGINEER

PAUL W. ELMORE

DIVISION OPERATOR

M. A. McCARTHY

CLAIM AGENT

GEO. F. OBERLANDER

Room 49 Carew Building, Cincinnati, O.

WESTWARD.

Distance from Oakley	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	B & O	B & O	B & O	CCC&StL	CCC&StL	B & O	CCC&StL		
				11 Passenger Daily	97 Freight Daily	141 Passenger Ex. Sunday	105 Passenger Ex. Sunday	25 Passenger Daily	145 Passenger Ex. Sunday	5 Passenger Daily		
				A M	A M	A M	A M	A M	A M	A M		
....		OAKLEY	64	1.26	3.40	s 5.10	.....	s 6.04	.....	.....
1.2	D-N	E. NORWOOD.....		1.28	3.44	s 5.13	.....	s 6.07	.....	.....
1.7		NORWOOD.....		1.29	3.46	s 5.15	.....	s 6.09	.....	.....
3.0		BOND HILL.....		1.33	3.48	s 5.19	.....	s 6.13	.....	.....
4.0		ST. BERNARD .....		.....	.....	s 5.22	.....	s 6.16	.....	.....
4.4	D-N	IVORYDALE JCT. ...		1.36	3.53	5.23	5.25	5.27	6.18	6.28		
5.2		WINTON PLACE....		1.38	3.55	s 5.25	s 5.27	s 5.29	s 6.20	s 6.30		
6.0		E.CUMMINSVILLE ..		.....	.....	s 5.27	.....	f 6.22	.....	.....
6.7		CUMMINSVILLE. ...		1.42	4.00	s 5.29	5.31	5.33	s 6.24	6.35		
7.0		R. H. TOWER.....		1.43	4.05	5.30	5.32	5.34	6.25	6.36		
7.9		STOCK YARDS.....		1.45	.....	s 5.32	5.34	5.36	s 6.28	6.39		
8.9		BRIGHTON.....		1.47	.....	s 5.35	5.37	5.39	s 6.31	6.42		
10.1		EIGHTH ST.....		1.52	.....	s 5.38	5.41	5.43	s 6.35	6.46		
10.3	D-N	CINCINNATI JCT. .		1.53	.....	5.40	5.42	5.45	6.36	6.47		
10.6		B. & O. JCT.....		1.54	.....	5.41	5.43	5.47	6.38	6.49		
11.8	D-N	CINCINNATI.....		A 2.00	.....	A 5.50	A 5.50	A 6.00	A 6.45	A 6.55		
				A M	A M	A M	A M	A M	A M	A M		
Time over District . . . .				.34	.25	.40	.25	.33	.41	.27		
Average speed per hour				20.8	16.8	17.7	17.7	13.5	17.3	16.4		

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	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	CS 26 Passenger Ex. Sunday	CCC&StL 9 Passenger Daily	B & O 35 Passenger Daily	B & O 23 Passenger Daily	CS 6 Passenger Daily	B & O 21 Passenger Daily	B&O 1 Passenger Daily		
				A M	A M	A M	A M	A M	A M	A M	A M	
....		OAKLEY	64			6.44			7.21	8.04		
		1.2										
1.2	D-N	E. NORWOOD				6.45			7.24	8.07		
		0.5										
1.7		NORWOOD				6.46			7.25	8.08		
		1.3										
3.0		BOND HILL				6.48			7.27	8.10		
		1.0										
4.0		ST. BERNARD				6.50						
		0.4										
4.4	D-N	IVORYDALE JCT ...			6.34	6.51			7.29	8.12		
		0.8										
5.2		WINTON PLACE ...			s 6.36	s 6.53			s 7.31	s 8.14		
		0.8										
6.0		E. CUMMINSVILLE										
		0.7										
6.7		CUMMINSVILLE			6.39	6.56			7.35	8.16		
		0.3										
7.0		R. H. TOWER			6.40	6.57			7.36	8.17		
		0.9										
7.9		STOCK YARDS			6.43	6.59			7.38	8.19		
		1.0										
8.9		BRIGHTON			6.46	7.02			7.41	8.21		
		1.2										
10.1		EIGHTH ST			6.47	6.50	7.05	7.08	7.17	7.44	8.24	
		0.2										
10.3	D-N	CINCINNATI JCT ...			6.49	6.51	7.06	7.09	7.20	7.45		
		0.3										
10.6		B. & O. JCT			6.50	6.52	7.08	7.10	7.22			
		1.2										
11.8	D-N	CINCINNATI		A	6.55	A 7.00	A 7.15	7.20	A 7.35	8.05		
					A M	A M	A M	A M	A M	A M		
		Time over District....		.8	.26	.31	.12	.18	.44	.20		
		Average speed per hour		12.7	17.1	22.8	8.5	5.4	16.1	30.3		

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	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	CS	CS	CCC&StL	B & O	CS	CS	CCC&StL		
				2 Passenger Daily	44 Passenger Daily	15 Passenger Daily	31 Passenger Ex. Sunday	28 Passenger Ex. Sunday	32 Passenger Sun'y only	41 Passenger Daily		
				A M	A M	A M	A M	A M	A M	A M		
....		OAKLEY	64				9.17					
		1.2										
1.2	D-N	E. NORWOOD					s 9.20					
		0.5										
1.7		NORWOOD					9.23					
		1.3										
3.0		BOND HILL					s 9.25					
		1.0										
4.0		ST. BERNARD					f 9.31					
		0.4										
4.4	D-N	IVORYDALE JCT. ...			9.04		9.33			10.08		
		0.8										
5.2		WINTON PLACE			s 9.06		s 9.35			s 10.10		
		0.8										
6.0		E. CUMMINSVILLE										
		0.7										
6.7		CUMMINSVILLE			9.10		9.39			10.14		
		0.3										
7.0		R. H. TOWER			9.11		9.40			10.15		
		0.9										
7.9		STOCK YARDS			9.13		f 9.43			10.18		
		1.0										
8.9		BRIGHTON			9.15		9.45			10.21		
		1.2										
10.1		EIGHTH ST.		9.06	9.16	9.19	9.49	10.08	10.08	10.25		
		0.2										
10.3	D-N	CINCINNATI JCT. ...		9.09	9.17	9.21	9.50	10.10	10.10	10.26		
		0.3										
10.6		B. & O. JCT.		9.11	9.20	9.23	9.52	10.11	10.11	10.28		
		1.2										
11.8	D-N	CINCINNATI		A 9.20	A 9.30	A 9.30	A 10.00	A 10.20	A 10.20	A 10.35		
				A M	A M	A M	A M	A M	A M	A M		
		Time over District....		.14	.14	.26	.43	.12	.12	.27		
		Average speed per hour		7.2	7.2	17.1	16.4	8.5	8.5	16.4		

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	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Siding Capacity in Care	CS	CCC&StL	B & O	CCC&StL	B & O	CCC&StL	CCC&StL		
				14 Passenger Daily	7 Passenger Ex. Sunday	665 Passenger Sat. only	19 Passenger Daily	85 Freight Ex. Sunday	1 Passenger Daily	47 Passenger Ex. Sunday		
				A M	A M	A M	P M	P M	P M	P M		
.....		OAKLEY.....	64			11.26		2.30				
1.2	D-N	E. NORWOOD.....				s 11.30		2.35				
1.7		NORWOOD.....				s 11.32		2.38				
3.0		BOND HILL.....				s 11.34		2.42				
4.0		ST. BERNARD.....				s 11.36		2.45				
4.4	D-N	IVORYDALE JCT. ...			11.26	11.37	1.50	2.47	3.18	4.25		
5.2		WINTON PLACE....			s 11.28	s 11.39	s 1.52	2.49	s 3.20	s 4.27		
6.0		E. CUMMINSVILLE				s 11.41						
6.7		CUMMINSVILLE....			11.31	s 11.43	1.56	2.54	3.24	4.32		
7.0		R. H. TOWER.....			11.32	11.44	1.57	2.55	3.25	4.33		
7.9		STOCK YARDS.....			11.35	s 11.46	2.00	3.00	3.28	4.35		
8.9		BRIGHTON.....			11.37	s 11.48	2.03		3.31	4.38		
10.1		EIGHTH ST.....		10.26	11.41	A 11.52	2.07		3.35	4.43		
10.3	D-N	CINCINNATI JCT ..		10.28	11.42		2.08		3.36	4.45		
10.6		B. & O. JCT.....		10.30	11.44		2.09		3.37	4.46		
11.8	D-N	CINCINNATI.....		A 10.40	A 11.50		A 2.15		A 3.45	A 4.55		
				A M	A M	A M	P M	P M	P M	P M		
		Time over District....		.14	.24	.28	.25	.30	.27	.30		
		Average speed per hour		7.2	18.5	21.6	17.7	15.8	16.4	14.8		

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	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	B & O	CS	B & O	B & O	CCC&StL	CCC&StL	CCC&StL		
				161 Passenger Ex. Sat. and Sunday	16 Passenger Daily	3 Passenger Daily	33 Passenger Daily	33 Passenger Daily	3 Passenger Daily	17 Passenger Ex. Sunday		
				P M	P M	P M	P M	P M	P M	P M		
.....		OAKLEY	64	4.15	.....	4.28	4.58	.....	.....	.....	.....	.....
1.2	D-N	1.2 E. NORWOOD	s	4.19	.....	4.31	5.00	.....	.....	.....	.....	.....
1.7		0.5 NORWOOD	s	4.22	.....	4.32	5.01	.....	.....	.....	.....	.....
3.0		1.3 BOND HILL	s	4.25	.....	4.35	5.03	.....	.....	.....	.....	.....
4.0		1.0 ST. BERNARD	s	4.27	.....	.....	5.04	.....	.....	.....	.....	.....
4.4	D-N	0.4 IVORYDALE JCT. ...		4.29	.....	4.38	5.05	5.10	6.05	6.36	.....	.....
5.2		0.8 WINTON PLACE	s	4.31	.....	s 4.40	s 5.07	s 5.12	s 6.07	s 6.38	.....	.....
6.0		0.8 E. CUMMINSVILLE	s	4.34	.....	.....	.....	.....	.....	.....	.....	.....
6.7		0.7 CUMMINSVILLE	s	4.36	.....	4.44	5.10	5.15	6.11	6.41	.....	.....
7.0		0.3 R. H. TOWER		4.37	.....	4.45	5.11	5.16	6.12	6.42	.....	.....
7.9		0.9 STOCK YARDS	s	4.39	.....	4.47	5.13	5.18	6.14	6.45	.....	.....
8.9		1.0 BRIGHTON	s	4.42	.....	4.49	5.15	5.20	6.17	6.48	.....	.....
10.1		1.2 EIGHTH ST.	A	4.45	4.49	4.54	5.18	5.23	6.21	6.52	.....	.....
10.3	D-N	0.2 CINCINNATI JCT...		.....	4.52	4.56	5.19	5.24	6.22	6.53	.....	.....
11.6		0.3 B. & O. JCT......		.....	4.55	4.58	5.21	5.26	6.23	6.54	.....	.....
11.8	D-N	1.2 CINCINNATI.....		.....	A 5.00	5.05	A 5.30	A 5.35	A 6.30	A 7.00	.....	.....
				P M	P M	P M	P M	P M	P M	P M		
		Time over District....		.30	.11	.35	.32	.25	.25	.24		
		Average speed per hour		20.2	9.3	20.2	22.1	17.7	17.7	18.5		

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	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Siding Capacity in Cars	B & O	CS	CS	CCC&StL	B & O				
				37 Passenger Daily	42 Passenger Daily	4 Passenger Daily	35 Passenger Daily	29 Express Ex. Monday				
				P M	P M	P M	P M	P M				
...		OAKLEY.....	64	7.24				9.30				
		1.2										
1.2	D-N	E. NORWOOD.....	S	7.26				9.32				
		0.5										
1.7		NORWOOD.....		7.27								
		1.3										
3.0		BOND HILL.....		7.29				9.35				
		1.0										
4.0		ST. BERNARD.....										
		0.4										
4.4	D-N	IVORYDALE JCT....		7.31			8.56	9.37				
		0.8										
5.2		WINTON PLACE....	S	7.33			S 8.59	9.39				
		0.8										
6.0		E. CUMMINSVILLE										
		0.7										
6.7		CUMMINSVILLE....		7.36			9.03	9.42				
		0.3										
7.0		R. H. TOWER.....		7.37			9.04	9.43				
		0.9										
7.9		STOCK YARDS.....		7.39			9.07	9.45				
		1.0										
8.9		BRIGHTON.....		7.41			9.10	9.48				
		1.2										
10.1		EIGHTH ST.....		7.44	8.45	9.00	9.13	9.50				
		0.2										
10.3	D-N	CINCINNATI JCT...		7.46	8.47	9.02	9.14	9.52				
		0.3										
10.6		B. & O. JCT.....		7.48	8.48	9.04	9.15					
		1.2										
11.8	D-N	CINCINNATI.....	A	7.55	A 8.55	A 9.15	A 9.20					
				P M	P M	P M	P M	P M				
		Time over District....		.31	.10	.15	.24	.22				
		Average speed per hour		22.8	10.2	6.8	18.5	28.1				

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

EASTWARD.

Distance from Cincinnati	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Care	B & O	B & O	B & O	B & O	B & O	CS	CCC&StL	CS	B & O
				32 Passenger Daily	74 Freight Daily	30 Express Ex. Monday	86 Freight Ex. Sunday	164 Passenger Ex. Sunday	15 Passenger Daily	16 Passenger Ex. Sunday	41 Passenger Daily	12 Passenger Daily
				A M	A M	A M	A M	A M	A M	A M	A M	A M
....	D-N	CINCINNATI.....		1.45					6.25	7.00	7.30	8.00
1.2		1.2 B. & O. JCT.....		1.50					6.30	7.05	7.35	8.04
1.5	D-N	0.3 CINCINNATI JCT. .		1.51		3.34			6.31	7.06	7.37	8.06
1.7		0.2 EIGHTH ST.....		1.52		3.35		5.15	6.32	7.07	7.38	8.07
2.9		1.2 BRIGHTON.....		1.54		3.38		s 5.19		7.10		8.10
3.9		1.0 STOCK YARDS.....		1.56	2.20	3.40	4.25	s 5.22		7.12		8.12
4.8		0.9 R. H. TOWER.....		1.58	2.25	3.42	4.26	5.24		7.14		8.14
5.1		0.3 CUMMINVILLE....		1.59	2.26	3.43	4.28	s 5.25		7.15		8.15
5.8		0.7 E. CUMMINVILLE						f 5.27				
6.6		0.8 WINTON PLACE....		2.02	2.31	3.46	4.32	s 5.29		s 7.19		s 8.18
7.4	D-N	0.8 IVORYDALE JCT. .		2.04	2.34	3.48	4.35	5.31		7.21		8.20
7.8		0.4 ST. BERNARD						s 5.33				
8.8		1.0 BOND HILL.....		2.06	2.40	3.52	4.39	s 5.37				8.22
10.1		1.3 NORWOOD.....		2.08	2.47	3.56	4.43	s 5.41				8.25
10.6	D-N	0.5 E. NORWOOD.....	f	2.10	2.50	3.58	4.46	s 5.44				s 8.27
11.8		1.2 OAKLEY.....	64	2.13	3.00	4.05	4.50	A 5.50				8.30
				A M	A M	A M	A M	A M	A M	A M	A M	A M
		Time over District....		.28	.40	.31	.25	.35	.07	.21	.08	.30
		Average speed per hour		25.3	11.8	19.9	19.7	17.3	14.5	21.1	12.7	23.6

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

EASTWARD.

Distance from Cincinnati	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	CCC&StL	B & O	CCC&StL	B & O	B & O	CS	B & O		
				12 Passenger Daily	34 Passenger Daily	46 Passenger Daily	94 Freight Daily	92 Freight Daily	3 Passenger Daily	88 Freight Daily		
				A M	A M	A M	A M	A M	A M	A M		
...	D-N	CINCINNATI.....		8.00	8.20	8.30	.....	.....	8.50	.....	.....	.....
1.2		1.2 B. & O. JCT.....		8.05	8.25	8.35	.....	.....	8.55	.....	.....	.....
1.5	D-N	CINCINNATI JCT. .		8.07	8.26	8.36	.....	.....	8.56	.....	.....	.....
1.7		0.2 EIGHTH ST.....		8.09	8.27	8.37	.....	.....	8.57	.....	.....	.....
2.9		1.2 BRIGHTON.....		8.12	8.30	8.39	.....	.....	.....	.....	.....	.....
3.9		1.0 STOCK YARDS.....		8.14	8.32	8.42	8.45	8.55	.....	10.55	.....	.....
4.8		0.9 R. H. TOWER.....		8.16	8.34	8.44	8.46	9.00	.....	11.00	.....	.....
5.1		0.3 CUMMINSVILLE...		8.17	8.35	8.45	8.47	9.03	.....	11.03	.....	.....
5.8		0.7 E. CUMMINSVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
6.6		0.8 WINTON PLACE....		s 8.19	s 8.38	s 8.48	8.52	9.07	.....	11.07	.....	.....
7.4	D-N	0.8 IVORYDALE JCT. ...		8.21	8.40	8.50	8.54	9.10	.....	11.09	.....	.....
7.8		0.4 ST. BERNARD.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
8.8		1.0 BOND HILL.....		.....	8.42	.....	8.56	9.15	.....	11.15	.....	.....
10.1		1.3 NORWOOD.....		.....	8.45	.....	9.00	9.20	.....	11.20	.....	.....
10.6	D-N	0.5 E. NORWOOD.....		.....	s 8.47	.....	9.04	9.22	.....	11.22	.....	.....
11.8		1.2 OAKLEY.....	64	.....	8.50	.....	9.10	9.25	.....	11.30	.....	.....
				A M	A M	A M	A M	A M	A M	A M		
Time over District....				.21	.30	.20	.25	.30	.07	.35		
Average speed per hour				21.1	23.6	22.2	18.9	15.8	14.5	13.5		

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

EASTWARD.

Distance from Cincinnati	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Siding Capacity in Cars	CCC&StL	B & O	CCC&StL	CCC&StL	CCC&StL	B & O	B & O	CCC&StL	
				48 Passenger Ex. Sunday	654 Passenger Sat. only	4 Passenger Daily	10 Passenger Daily	106 Passenger Sat. only	4 Passenger Daily	96 Freight Daily	6 Passenger Daily	
				A M	A M	P M	P M	P M	P M	P M	P M	
...	D-N	CINCINNATI.....		11.00	11.55	12.10	12.15	12.30	12.45	.....	1.30	.....
1.2		1.2 B. & O. JCT.....		11.05	12.00	12.15	12.20	12.36	12.50	.....	1.35	.....
1.5	D-N	0.3 CINCINNATI JCT.		11.06	12.01	12.16	12.21	12.37	12.51	.....	1.36	.....
1.7		0.2 EIGHTH ST.....		11.07	s 12.02	12.17	12.22	12.38	12.52	.....	1.37	.....
2.9		1.2 BRIGHTON.....		11.10	s 12.06	12.20	12.25	12.41	12.55	.....	1.39	.....
3.9		1.0 STOCK YARDS.....		11.13	s 12.08	12.23	12.28	12.43	12.57	1.00	1.41	.....
4.8		0.9 R. H. TOWER.....		11.15	12.11	12.25	12.30	12.46	12.59	1.02	1.43	.....
5.1		0.3 CUMMINSVILLE...		11.16	s 12.12	12.26	12.31	12.47	1.00	1.05	1.44	.....
5.8		0.7 E. CUMMINSVILLE.		.....	s 12.15	.....	.....	.....	.....	.....	.....	.....
6.6		0.8 WINTON PLACE...	s	11.20	s 12.17	s 12.28	s 12.33	s 12.50	s 1.03	1.08	s 1.47	.....
7.4	D-N	0.8 IVORYDALE JCT. ...		11.22	12.19	12.30	12.35	12.52	1.05	1.10	1.49	.....
7.8		0.4 ST. BERNARD .....		.....	f 12.21	.....	.....	.....	.....	.....	.....	.....
8.8		1.0 BOND HILL.....		.....	s 12.25	.....	.....	.....	1.07	1.15	.....	.....
10.1		1.3 NORWOOD.....		.....	s 12.28	.....	.....	.....	1.10	1.20	.....	.....
10.6	D-N	0.5 E. NORWOOD.....		.....	s 12.30	.....	.....	.....	s 1.12	1.22	.....	.....
11.8		1.2 OAKLEY.....	64	.....	s 12.35	.....	.....	.....	1.16	1.25	.....	.....
				A M	P M	P M	P M	P M	P M	P M	P M	
		Time over District....		.22	.40	.20	.20	.22	.31	.25	.19	
		Average speed per hour		20.2	17.7	22.2	22.2	20.2	22.8	18.9	23.3	

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

EASTWARD.

Distance from Cincinnati	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Slidings (Capacity in Cars)	B & O	CCC&StL	CCC&StL	B & O	CS	B & O	CCC&StL	CS	
				38 Passenger Ex. Sunday	26 Passenger Daily	8 Passenger Ex. Sunday	142 Passenger Ex. Sat. and Sunday	27 Passenger Ex. Sunday	146 Passenger Ex. Sunday	102 Passenger Ex. Sat'day and Sunday	25 Passenger Daily	
				P M	P M	P M	P M	P M	P M	P M	P M	
....	D-N	CINCINNATI		2.55	3.00	3.00	3.45	4.00	4.15	4.20	5.30	.....
1.2		1.2 B. & O. JCT.....		3.00	3.05	3.06	3.50	4.05	4.20	4.25	5.36	.....
1.5	D-N	0.3 CINCINNATI JCT ..		3.01	3.06	3.07	3.51	4.06	4.21	4.27	5.38	.....
1.7		0.2 EIGHTH ST.....		3.02	3.07	f 3.08	s 3.52	4.07	s 4.22	4.28	5.40	.....
2.9		1.2 BRIGHTON.....		3.05	3.10	f 3.11	s 3.57	.....	s 4.27	4.31	.....	.....
3.9		1.0 STOCK YARDS.....		3.07	3.12	s 3.14	s 4.00	.....	s 4.30	4.34	.....	.....
4.8		0.9 R. H. TOWER.....		3.09	3.14	3.16	4.02	.....	4.32	4.37	.....	.....
5.1		0.3 CUMMINSVILLE...		3.10	3.15	3.17	s 4.03	.....	s 4.33	4.38	.....	.....
5.8		0.7 E. CUMMINSVILLE.		.....	.....	.....	s 4.05	.....	s 4.35	.....	.....	.....
6.6		0.8 WINTON PLACE...	s	3.13	s 3.18	s 3.20	s 4.08	.....	s 4.38	s 4.45	.....	.....
7.4	D-N	0.8 IVORYDALE JCT. ...		3.15	3.20	s 3.22	4.10	.....	4.40	4.47	.....	.....
7.8		0.4 ST. BERNARD	s	3.16	.....	.....	s 4.12	.....	s 4.42	.....	.....	.....
8.8		1.0 BOND HILL.....	s	3.18	.....	.....	s 4.16	.....	s 4.46	.....	.....	.....
10.1		1.3 NORWOOD.....		3.22	.....	.....	s 4.20	.....	s 4.50	.....	.....	.....
10.6	D-N	0.5 E. NORWOOD.....	s	3.25	.....	.....	s 4.23	.....	s 4.53	.....	.....	.....
11.8		1.2 OAKLEY.....	64 f	3.30	.....	.....	s 4.27	.....	s 4.57	.....	.....	.....
				P M	P M	P M	P M	P M	P M	P M	P M	
Time over District....				.33	.20	.22	.42	.07	.42	.27	.10	
Average speed per hour				21.4	22.2	20.2	16.9	14.5	16.9	16.4	10.2	

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

EASTWARD.

Distance from Cincinnati	Train Order	Stations	TIME TABLE No. 9-B April 25, 1926	Passing Sidings Capacity in Cars	CCC&StL	CS	CS	CS	B & O	B & O			
					18 Passenger Daily	1 Passenger Daily	13 Passenger Daily	43 Passenger Daily	2 Passenger Daily	36 Passenger Daily			
					P M	P M	P M	P M	P M	P M			
....	D-N	CINCINNATI.....			6.05	6.45	6.55	8.00	.....	8.35			
		1.2											
1.2		B. & O. JCT.....			6.10	6.49	7.00	8.05	.....	8.40			
		0.3											
1.5	D-N	CINCINNATI JCT. .			6.11	6.50	7.01	8.06	.....	8.41			
		0.2											
1.7		EIGHTH ST.....			6.12	6.51	7.02	8.07	8.35	8.42			
		1.2											
2.9		BRIGHTON.....			6.14				8.37	8.45			
		1.0											
3.9		STOCK YARDS.....			6.16				8.39	8.47			
		0.9											
4.8		R. H. TOWER.....			6.18				8.41	8.49			
		0.3											
5.1		CUMMINSVILLE....			6.19				8.42	8.50			
		0.7											
5.8		E. CUMMINSVILLE											
		0.8											
6.6		WINTON PLACE....			6.23				8.45	8.53			
		0.8											
7.4	D-N	IVORYDALE JCT. .			6.25				8.47	8.55			
		0.4											
7.8		ST. BERNARD.....											
		1.0											
8.8		BOND HILL.....							8.50	8.57			
		1.3											
10.1		NORWOOD.....							8.52	9.00			
		0.5											
10.6	D-N	E. NORWOOD.....							8.53	9.02			
		1.2											
11.8		OAKLEY.....	64						8.55	9.06			
					P M	P M	P M	P M	P M	P M			
		Time over District....			.20	.06	.07	.07	.20	.31			
		Average speed per hour			22.2	13.5	14.5	14.5	30.3	22.8			

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

EASTWARD.

Distance from Cincinnati	Train Order Stations	TIME TABLE No. 9-B April 25, 1926	Passing Siding Capacity in Cars	CCC&StL	B & O	B & O	CS	CCC&StL	B & O	CCC&StL		
				28 Passenger Daily	98 Freight Daily	22 Passenger Daily	5 Passenger Daily	2 Passenger Daily	90 Freight Daily	42 Passenger Daily		
				P M	P M	P M	P M	P M	P M	P M		
....	D-N	CINCINNATI.....		8.45	.....	9.20	9.50	10.00	.....	11.15	.....	.....
1.2		1.2 B. & O. JCT.....		8.50	.....	9.28	9.55	10.05	.....	11.20	.....	.....
1.5	D-N	0.3 CINCINNATI JCT. .		8.51	.....	9.29	9.56	10.06	.....	11.21	.....	.....
1.7		0.2 EIGHTH ST.....		8.52	.....	9.30	9.57	10.07	.....	11.22	.....	.....
2.9		1.2 BRIGHTON.....		8.55	.....	9.33	.....	10.10	.....	11.25	.....	.....
3.9		1.0 STOCK YARDS.....		8.57	9.00	9.35	.....	10.12	10.15	11.27	.....	.....
4.8		0.9 R. H. TOWER.....		8.59	9.05	9.37	.....	10.14	10.17	11.29	.....	.....
5.1		0.3 CUMMINSVILLE....		9.00	9.06	9.38	.....	10.15	10.19	11.30	.....	.....
5.8		0.7 E. CUMMINSVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....
6.6		0.8 WINTON PLACE....	s	9.05	9.11	s 9.42	.....	s 10.20	10.24	s 11.35	.....	.....
7.4	D-N	0.8 IVORYDALE JCT ...		9.07	9.14	9.44	.....	10.22	10.26	11.37	.....	.....
7.8		0.4 ST. BERNARD .....		.....	.....	.....	.....	.....	.....	.....	.....	.....
8.8		1.0 BOND HILL.....		.....	9.20	9.46	.....	.....	10.31	.....	.....	.....
10.1	....	1.3 NORWOOD.....		.....	9.24	9.49	.....	.....	10.36	.....	.....	.....
10.6	D-N	0.5 E. NORWOOD.....		.....	9.26	s 9.51	.....	.....	10.40	.....	.....	.....
11.8		1.2 OAKLEY.....	64	.....	9.30	9.54	.....	.....	10.45	.....	.....	.....
				P M	P M	P M	P M	P M	P M	P M		
		Time over District ...		.22	.30	.34	.07	.22	.30	.22		
		Average speed per hour		20.2	15.8	20.8	14.5	20.2	15.8	20.2		

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

DON'T

GET

HURT