

Compliance with
OPERATING RULES

AND

SAFETY RULES

INSURES

**SAFE and EFFICIENT
 Operation**

•

In Case of DOUBT or UNCERTAINTY
 the SAFE COURSE MUST BE TAKEN

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

**THE BALTIMORE AND OHIO
 RAILROAD COMPANY**

WESTERN REGION

Safety Above Everything



OHIO-NEWARK DIVISION

**CINCINNATI-TERMINAL
 SUBDIVISION**

TIMETABLE No. 141

Effective 3:01 A. M. Eastern Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

A. W. JOHNSTON,
General Manager.

H. I. WALTON,
Superintendent.

S. R. JONES,
Terminal Superintendent.

DIVISION OFFICERS

CINCINNATI, OHIO

H. I. Walton	Superintendent
E. A. Frazier	Asst. Supt.
S. R. Jones	Term. Supt.

H. H. Corbett	Term. T. M.
W. T. Martin	Term. T. M.
R. W. Whitehead	Asst. T. T. M.
K. Neely	Asst. T. T. M.
J. F. Snow	Asst. T. T. M.
C. J. Rhoden	Asst. T. T. M.
W. A. Adams	R. F. of E.-A. T. M.
D. G. Harlow	C. T. D.

TRAIN DISPATCHERS

C. L. Highfill	R. E. Alvey
J. N. Rekers	W. C. Eernisse
W. C. Ray	R. C. Holland

C. G. Eicher	Division Engineer
C. L. Bialik	Asst. Div. Engr.

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Note.—Additional instructions, distances, passing sidings, office hours junctions, etc., may be found on Schedule and Station pages 2 to 6.

EASTWARD

CINCINNATI TERMINAL

TIMETABLE No. 141

In Effect 3:01 a.m.,
Sunday, April 30, 1967

FIRST CLASS

		B&O	B&O	PRR	B&O	N&W	
		58	12	710	54	26	
		Daily	Daily	Daily	Daily	Daily	
		L	AM	L	AM	L	AM
<i>C. W. CABIN</i>	5.0	.....	655	.....	.....	.....	.....
<i>Storrs Jct.</i>	1.7	.....	703	.....	.....	.....	.....
<i>Cincinnati C.U.T.</i>		.....	A 715	.....	.....	.....	.....
	1.1	1215	L 755	825	900	905	
<i>Terminal Jct.</i>	0.8	1218	758	828	903	908	
<i>Hopple St.</i>	1.1	1220	800	830	905	910	
<i>R. H. Tower</i>	1.7	1222	802	832	907	912	
<i>Winton Place</i>	0.8	S 1225	S 805	S 834	S 910	S 915	
<i>Ivorydale Jct.</i>	1.4	1227	807	837	912	917	
<i>Bond Hill</i>	1.8	.....	809	840	.....	920	
<i>East Norwood</i>	0.1	.....	812	842	.....	922	
<i>PRR Jct.</i>	1.1	.....	813	843	.....	923	
<i>OAKLEY</i>		.....	S 815	.....	.....	.....
		A	AM	A	AM	A	AM

WESTWARD

CINCINNATI TERMINAL

TIMETABLE No. 141

In Effect 3:01 a.m.,
Sunday, April 30, 1967

FIRST CLASS

		B&O	PRR	NYC	N&W	B&O	
		57	741	327	3	31	
		Daily	Daily	Daily	Daily	Daily	
		L	AM	L	AM	L	AM
<i>OAKLEY</i>	1.1	.....	.....	.....	.....	S 710	
<i>PRR Jct.</i>	0.1	.....	610	.....	648	712	
<i>East Norwood</i>	1.8	.....	611	.....	649	713	
<i>Bond Hill</i>	1.4	.....	614	.....	652	715	
<i>Ivorydale Jct.</i>	0.8	546	618	638	655	717	
<i>Winton Place</i>	1.7	S 550	H 620	S 650	H 657	S 720	
<i>R. H. Tower</i>	1.1	553	622	652	700	724	
<i>Hopple St.</i>	0.8	555	624	654	702	726	
<i>Terminal Jct.</i>	1.1	557	626	656	704	728	
<i>Cincinnati C.U.T.</i>		600	630	700	710	740	
<i>Storrs Jct.</i>	1.7	.....	.....	.....	.....	.....
<i>C. W. Cabin</i>	5.0	.....	.....	.....	.....	.....
		A	AM	A	AM	A	AM

The times shown in italics convey no timetable authority and is for information only.

H-Stop to discharge through passenger business only.

SUBDIVISION

EASTWARD

FIRST CLASS

PRR	NYC	B&O	B&O	PRR	NYC	N&W
78	16	2	32	750	306	4
Daily	Daily	Daily	Daily	Daily	Daily	Daily
L	PML	PML	PML	PM	L	PML
.....	.....	458	.....	.....	.....	.....
.....	.....	505	.....	.....	.....	.....
.....	.....	515	.....	.....	.....	.....
325	330	.....	530	1020	1100	1125
328	333	.....	533	1023	1102	1128
330	335	.....	535	1025	1104	1130
332	337	.....	537	1027	1106	1132
S 335	S 340	.....	S 540	S 1030	S 1110	S 1135
337	342	.....	542	1032	1112	1138
339	.....	.....	544	1035	.....	1140
343	.....	.....	546	1038	.....	1143
344	.....	.....	547	1039	.....	1144
.....	.....	.....	S 550	.....	.....	.....
A	PM	A	PM	A	PM	A

SUBDIVISION

WESTWARD

FIRST CLASS

B&O	NYC	PRR	B&O	N&W	PRR	B&O
1	15	77	53	25	701	11
Daily	Daily	Daily	Daily	Daily	Daily	Daily
L	AM	L	AM	L	PML	PM
.....	.....	.....	.....	.....	.....	S 1015
.....	.....	831	.....	550	741	1016
.....	.....	832	.....	551	742	1018
.....	.....	834	.....	554	746	1020
.....	827	836	531	556	748	1022
.....	S 835	H 840	S 535	H 558	H 750	S 1025
.....	837	844	539	601	752	1029
.....	839	846	541	603	754	1031
.....	841	848	543	605	756	1033
.....	845	850	550	610	800	A 1040
820	.....	.....	.....	.....	.....	L 1130
826	.....	.....	.....	.....	.....	1136
832	.....	.....	.....	.....	.....	1142
A	AM	A	AM	A	PM	A

NORTHWARD

CINCINNATI TERMINAL SUBDIVISION

TIMETABLE No. 141 In Effect 3:01 a.m., Sunday, April 30, 1967	FIRST CLASS		SECOND CLASS		
	58 Daily	54 Daily	92 Daily	94 Daily	
	STATIONS				
	L	AML	AML	PML	PM
<i>Cincinnati C.U.T.</i>	7.0	<i>1215</i>	<i>900</i>	.....	.....
Winton Jct.	0.6	1233	919	1245	707
Ivorydale	0.9	1234	920	1246	710
Elmwood Place	2.1	1235	922	1248	715
Hartwell	1.2	1239	925	1254	720
Wyoming	3.2	1241	927	1258	724
GLENDALE		1245	931	102	730
	A	AMA	AMA	PM A	PM

SOUTHWARD

CINCINNATI TERMINAL SUBDIVISION

TIMETABLE No. 141 In Effect 3:01 a.m., Sunday, April 30, 1967	FIRST CLASS		SECOND CLASS		
	57 Daily	53 Daily	93 Daily	99 Daily	
	STATIONS				
	L	AML	PML	AML	PM
GLENDALE	3.2	527	512	455	1030
Wyoming	1.2	531	516	500	1037
Hartwell	2.1	533	518	505	1042
Elmwood Place	0.9	536	521	511	1047
Ivorydale	0.6	537	522	513	1050
Winton Jct.	7.0	538	523	515	1053
<i>Cincinnati C.U.T.</i>		<i>600</i>	<i>550</i>	.....	.....
	A	AMA	PM A	AMA	PM

The times shown in italics convey no timetable authority and are for information only.

BETWEEN OAKLEY AND C. W. CABIN VIA OKLAHOMA
CUT-OFF AND C.U.T. TRACKS

WESTWARD

STATION, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	CINCINNATI TERMINAL SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
			STATIONS			
0.0	Yard	OAKLEY	1.1	.....	.....	Chili. SD
1.1	.....	PRR Jct.	0.1	.....	.....	PRR
1.2	Yard	East Norwood	0.5	C	C	GK
1.7	.....	Norwood	1.3	.....	.....	.....
3.0	Yard	Bond Hill	1.0	.....	.....	N&W
4.0	Yard	St. Bernard	4.4	.....	.....	.....
4.4	.....	Ivorydale Jct.		C	C	NA
			0.8	.....	.....	Tol.-Indpls. Div. NYC
5.2	.....	Winton Place	1.7	.....	.....	.....
6.9	Yard	R. H. Tower	1.1	C	C	RH
8.0	Yard	Hopple St.	1.0	.....	.....	.....
0.0		Terminal Jct.	1.1	.....	.....	C.U.T.
1.1	Via C.U.T. Trks.	Cincinnati Union Station	1.0	.....	.....	.....
3.6		Storrs Jct.	0.0	.....	.....	C.U.T.
9.0	Yard	Eight St.	1.0	.....	.....	.....
10.0	Yard	Cincinnati Jct.	0.2	C	C	CJ
10.2		East End Storrs (EEDT)	1.0	.....	.....	NYC
11.2	Yard	Storrs Jct.	5.0	C	C	RS
16.2	.....	C. W. CABIN (WEDT)	.....	.....	.....	St. L. Div.

C-Continuous.

LENDALE AND CINCINNATI JCT. (Via Running Track)

SOUTHWARD STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	CINCINNATI TERMINAL SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	106	LENDALE	3.2	.....	.....	.....
3.2	.....	Wyoming	0.6	.....	.....	.....
3.8	Yard	Maplewood	0.6	.....	.....	.....
4.4	.....	Hartwell	1.2	.....	.....	.....
5.6	.....	Carthage	0.9	.....	.....	.....
6.5	Yard	Elmwood Place	0.9	.....	.....	.....
7.4	Yard	Ivorydale	0.6	.....	.....	.....
8.0	.....	Winton Jct.	0.4	C	C	WN
8.4	Yard	Hopple St. (WEDT)	2.8	.....	.....	.....
11.2	Yard	Gest St.	1.0	.....	.....	.....
12.2	Yard	CINCINNATI JCT.	C	C	CJ	Okla. Cut-off C&O

WINTON JCT. AND IVORYDALE JCT. TOL-INDPLS. DIV., CONN. TRACK

Distance	Subdivision	From	To	Office Call	Notes
0.0	WINTON JCT.	C	C	WN	Tol.-Indpls. Div. Ohio-Nwk. Div.
0.2	Spring Grove Ave.	.....	.....	.....	.....
0.4	IVORYDALE JCT.	C	C	NA	Ohio-Nwk. Div.

C-Continuous.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

- TT.....Timetable
- SI.....Special Instructions
- TO.....Train Order
- SD.....Subdivision

Any reference to "Rule/s" in Special Instructions refers to "Operating Rule/s" unless otherwise noted.

1.—SUPERIORITY OF TRAINS.

On single track Eastward trains are superior to Westward trains of the same class.

1-A.—DESIGNATION AND USE OF MAIN TRACKS.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Oakley and RH Tower	251-254	2
Glendale and Hopple St.	505-519	
RH Tower and Terminal Jct. Psgr. Mains (South Tracks Nos. 1 and 2)	251-254	1
RH Tower and Oklahoma Interlocking Freight Mains (North Tracks Nos. 3 and 4)		
Oklahoma Interlocking and East End Storrs Yard	605-630	1
East End Storrs Yard and CW Cabin	251-254	2
Winton Jct. and Ivorydale Jct.	305-330 and TTSL	1
Terminal Jct. and 1,000 feet east of Storrs Jct. (on Southwest connection)	CUT Rules	.....
West End Double Track, Hopple St. and Cint. Jct. on Running Track	Yardmaster Authority Yard Rules	1

Note.—Where Rules 251-254 are in effect Rules 505-519, inclusive, are also in effect.

1-A-1.—CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

BETWEEN	TRACK	CURRENT OF TRAFFIC	No.
Oakley and RH Tower	North track	Westward main track	1
	South track	Eastward main track	2
RH Tower and Terminal Jct.	Third from North	Westward Passenger Main track	1
	Fourth from North	Eastward Passenger Main track	2

1-A-1.—Concluded.

BETWEEN	TRACK	CURRENT OF TRAFFIC	No.
RH Tower and Eighth Street	First from North	Westward freight Main track	3
	Second from North	Eastward freight Main track	4
East End Storrs and CW Cabin	North track	Westward main track	1
	South track	Eastward main track	2
Hopple St. and Glendale	West track	Southward main track	1
	East track	Northward main track	2

1-A-2.—MOVEMENT AGAINST CURRENT OF TRAFFIC.

On double track, within yard limits, when necessary for trains or engines to make movements against the current of traffic on main track the following employe is authorized to issue instructions in accordance with Rule 93:

TRACK SECTION BETWEEN	AUTHORITY
Oakley and Terminal Junction	Terminal Dispatcher
RH Tower and Storrs Jct.	
Storrs Jct. and CW Cabin	
Glendale and west end of double track, Hopple St. After authority is obtained from Yardmaster the movement will be protected by a flagman of the trains involved.	Yardmaster at Ivorydale
Cincinnati Junction and Sixth Street (Yard Running Tracks)	Yardmaster, Yard 2

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

5th and Baymiller Sts., Cincinnati and Stevens, Ky.....C&O
 KC Jct. and Decoursey.....L&N
 Storrs Jct. and Riverside.....NYC
 Terminal Jct. and 1,000 feet east of Storrs Jct. via Union Station and Southwest connection.....CUT

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio RR timetables, rules and regulations when using the tracks designated as follows:

PRR Jct. and Terminal Jct.....N&W-PRR
 Ivorydale Jct. and Terminal Jct.....NYC
 5th and Baymiller Sts. and Cincinnati Jct. (via Yard 2).....C&O-L&N
 Cincinnati Jct. and Ivorydale Jct. (Ohio-Nwk Div. Side).....C&O-L&N-NYC
 Cincinnati Jct. and Ivorydale Yard (Tol.-Indpls. Div. Side).....C&O-L&N
 Eighth St. and NYC Yard via Oklahoma Track and between 8th St. and Yard 2 Southern Yard and Queen City Ave. } ...Sou

1-D.—TIMETABLES IN EFFECT.

TIMETABLE	IN EFFECT BETWEEN
Cincinnati Terminal SD	Oakley and Terminal Jct.
	RH Tower and CW Cabin via Oklahoma Interlocking.
	Winton Jct. and Ivorydale Jct.
	Glendale and WEDT at Hopple St.
	WEDT, Hopple St. and Cincinnati Jct. on Running Track

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
CUT	Crew Disprs. Office	Crew Disprs. Office
Storrs Jct.	Train Order Office	.....
Storrs	Yard Office	Yard Office
	Locker Room	.....
	Train Order Office	.....
Cincinnati Jct.	Train Order Office	.....
Stock Yards	Roundhouse	Roundhouse
RH Tower	Train Order Office	.....
Queen City Ave.	.....	Yard Office
Brighton	.....	Yard Office
Mill Creek	.....	Yard Office
Oakley	.....	Yard Office
Maplewood	.....	Yard Office
Ivorydale	Yard Office	Yard Office
Yard A	Yardmaster's Office	Yardmaster's Office

4.—CLEARANCE CARD FORM A.

(a).—In complying with Rule 111, trains are required to get Clearance Card Form A before leaving stations designated below:

Station	Trains
Storrs Jct.....	Westward St. Louis Div.
Winton Jct.....	Northward Tol.-Ind. Div.

(b).—Before leaving the yards designated below, verbal permission of operator is required:

Yard	Direction	Operator at
Brighton.....	Eastward.....	RH Tower
Mill Creek.....	Westward.....	RH Tower
Yard A.....	Northward.....	Winton Jct.

(c).—Storrs Jct.—Train order signals at Storrs Jct. do not apply to NYC trains.

4.—Clearance Card Form A—Concluded.

(d).—*Ivorydale Jct.*—At Ivorydale Junction train order board, Rule 280, for westward trains is located east side interlocking tower and train order board, Rule 280, for eastward trains is located on west side interlocking tower. Yellow train order signal light, NYC Rule 221 (C), is located north of westward track and governs NYC eastward and westward trains.

(e).—Eastward Ohio-Newark Division trains are permitted to leave East Norwood without Clearance Card Form "A" except when train order signal is displayed for orders. Rule 111 modified.

5.—MAXIMUM AUTHORIZED SPEED.

Definition: *Maximum Authorized Speed.*—The maximum speed authorized by timetable, or by special instructions, for a subdivision or a portion of a subdivision, subject to designated speed restrictions.

BETWEEN	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
CW Cabin and Mile Post 3	65	50	40
Mile Post 3 and East End Storrs	20	20	20
Oakley and Terminal Junction	50	45	40
RH Tower and Eighth St.; on No. 3 and No. 4 tracks westward and eastward freight mains	30	25	25

Note 1.—Trains with thirty or more open top loads of coal, sand, stone and ore will be governed by speed restrictions applying to "Other Freight" trains but will not be operated in excess of forty miles per hour.

Note 2.—Unless otherwise restricted, Shop Car trains will not be operated in excess of twenty-five miles per hour.

5-A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6613, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-1.—SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST TRAINS	OTHER FRT.
	MPH	MPH	MPH
Through Interlocking Ivorydale Jct.	35	35	30
Through Interlocking RH Tower:			
Westward	20	20	20
Eastward	30	30	30
Through turnout and crossover at East Norwood Interlocking	25	.....	.....
Over Mitchell Ave. and Spring Grove Ave. Street crossings between Winton Jct. and Ivorydale Jct. on connection track	10	10	10
Through reverse curves between Hopple St. and first signal west of Hopple St. on eastward and westward freight main tracks	30	20	20
Over NYC crossing Oklahoma track	10	10	10
Hopple Street and Winton Junction on Freight Mains	20	20	20
Winton Junction and Carthage	25	25	25
Carthage and Woodlawn	60	45	40
MP-14—Woodlawn and Sharon Ave., Glendale	60	35	35
Woodlawn and Grasselli switch, No. 1 track	50	40	40

5-1(a).—GENERAL—ALL SUBDIVISIONS:

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications	10	10	10
When Picking up Clearance Card Form A	30	30	30

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.—Unless otherwise restricted to lower speeds all light diesel road units operating in multiple control will not exceed the speeds shown below:

	M.P.H.
Oakley and Terminal Jct.	
Storrs Jct. and CW Cabin	40
Glendale and Cincinnati Jct.	
RH Tower and Storrs Jct. via Oklahoma Cut-off	30

SINGLE UNITS.

	MPH
Single diesel unit	30
Single Budd Car Unit	30

5-1(b).—TRAINS HANDLING RELIEF CRANES.

UNLESS OTHERWISE RESTRICTED	FOR- WARD MOVT.	PUSHING TRAIN OR CRANE AHEAD OF ENGINE
	MPH	MPH
Cincinnati Terminal SD	35	20

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

Unless Otherwise Restricted	MPH
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	On tangents... 20 On curves..... 15
Foreign Line Short ore cars:	
On curves.....	20
Tangents.....	30

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

6-3.—Continued.

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000, or greater, Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the Advance Manhattan, Manhattan, Manhattan Trailer Jet, St. Louisan, St. Louis Trailer Jet.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

6-3.—Concluded.

(j).—*Reachers*.—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars*.—Except in yard or transfer runs, loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity.

(l).—*Loaded Foreign Line Cars*.—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(m).—*Air Dump Cars*.—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles etc., as designated below:

CINCINNATI TERMINAL SUBDIVISION:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>East Norwood, O.:</i> U. S. Playing Card Co. Bridge 10/92-1	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499 Cars with gross weight exceeding 200,000 lbs.	Must not operate on.
U. S. Printing & Lithograph Co. Bridge 10/92-2	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Bond Hill, O.:</i> Standard Silicate Co. Sdg. Bridge 8/60-1	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>St. Bernard, O.:</i> Byrnes Conway Co. Sdg.—Bridge 8/10A	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs. Engines	
American Agriculture Chem. Co. Sdg. Bridge 7/95-1	Cars with gross weight exceeding 150,000 lbs.	

6-3(x).—Continued.

CINCINNATI TERMINAL SUBDIVISION—Continued.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Fairmont and "RH" Tower</i>	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499 Cars with gross weight exceeding 200,000 lbs.	Must not operate on.
<i>Stock Yards, O.:</i> City Ice & Fuel Co. Sdg.—Bridge 4/48-1	Cars with gross weight exceeding 240,000 lbs. Engines	
E. Kahn Co. Sdg. Bridge 4/32-1	Cars with gross weight exceeding 100,000 lbs.	
<i>Sedamsville, O.:</i> Standard Brands and Fleischman Tfr. Co. Sdg.—Bridge 3/56-1 and 3/56-2	All equipment	
<i>Brighton, O.:</i> Jergens Woodbury Sales Corp. Sdg.	1433-1457, 1826-1840, 2414-2419, 3500-3575, 3684-3699, 6200-6215, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726 Cars with gross weight exceeding 180,000 lbs.	
<i>Brighton, O.:</i> Valley Builders Supply Co., Inc. Sdg. Bridge 26/1	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
Ohio Knife Co. Sdg. Bridge 51/1	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Cincinnati, O.:</i> Front St. track	Cars with gross weight exceeding 251,000 lbs.	
<i>Carthage, O.:</i> Ridgewood Steel Co. Sdg.	Cars with gross weight exceeding 251,000 lbs.	
<i>Lockland Branch</i>	3684-3699, 7400-7499	

CINCINNATI TERMINAL SUBDIVISION—Concluded:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Lockland, O.: The Philip Carey Mfg. Co. Sdg. Bridges 7/6, 7/7 and 7/8	Cars with gross weight exceeding 230,000 lbs.	Must not operate on.
Philip Carey Mfg. Co. Bridge 7/9	1454-1457, 1826-1840, 3500-3575, 3684-3699, 4202-4220, 5202-5213, 6600-6618, 6693-6699, 6900-6976, 7400-7499	
	Cars with gross weight exceeding 190,000 lbs.	
Philip Carey Mfg. Co. Bridge 7/9-1	Engines	
	Cars with gross weight exceeding 130,000 lbs.	
Diamond Gardner Corp. Bridge 7/12	Engines	
	Cars with gross weight exceeding 120,000 lbs.	
Fox Paper Co. Sdg.	1838, 3684-3699, 7400-7499	
	Cars with gross weight exceeding 220,000 lbs.	

Note.—Movement over all industrial trestles and bridges must not exceed 10 miles per hour.

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Crossing Over or Occupying Main Tracks.*—In automatic block signal territory, hand-operated switches must be opened 5 minutes before fouling main or crossover tracks.

(b).—*General—All Subdivisions: Single Budd Unit.*—Where Rules 505-519, inc., are in effect when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed. (Rule 99 modified)

(c).—*Storrs Jct.*—Trains will approach crossover leading from No. 1 Main track to Storrs Yard, just east of Storrs Junction, at restricted speed expecting to find trains crossing over at that point. This will not relieve trains making crossover movement from protecting in accordance with Rule 99.

Trains and engines will approach and move at restricted speed on both main tracks and through crossovers and to and from C. U. T. Co. limits approximately 1,000 feet east of the connecting switch on the Southwest Connection.

Eastward trains entering C. U. T. Co. tracks will be governed by indication on fixed eastbound signal 208 located on the Southwest Connection.

End of Automatic Block sign is located 2151 feet west of westward automatic signal 11 on Southwest Connection. Indication displayed by automatic signal 11 will govern only to end of block sign.

At Storrs Junction all main track movements will receive green hand signal. All crossover movements will receive yellow hand signal. (Rule 13(A) modified)

(d).—*C&O Bridge—Sixth Street.*—Dwarf signals located at Sixth Street govern movements from C&O Bridge to southward and northward running tracks.

Trains approaching these signals will be governed by their indications. If stop signal is received, trains will stop between Cut Section Sign and Dwarf Signal and call operator at Cincinnati Junction for permission to proceed. Rules 290 and 292 in effect.

(e).—*Stop Signal—Brighton.*—Eastward trains on Track 4 having automatic signal 1914 at Brighton in Stop and Proceed Position will not pass signal until they receive hand signal from Switchtender at Hopple Street.

(f).—*Ivorydale Jct.*—Westward home signal at Ivorydale Junction governing movements on No. 2 track and crossover to No. 1 track located on left side of westward home bracket mast signal.

(g).—*Stop Signals.—West End New Track, Jarecki.*—Westward semi-automatic signal located west end of New Track, Jarecki, has intervening track. Trains finding this signal in Stop position will immediately call Operator at Ivorydale Junction for instructions.

(h).—*Stop Signal—RH Tower.*—When Home Signal at RH Tower is in stop position for Westbound Trains on No. 1 track, all trains will stop at the bridge over Spring Grove Avenue.

(i).—*Intervening Tracks Between Signals.*—The following automatic signals have intervening track, or tracks between them and the tracks which the signals govern:

Toledo Division Side	Ohio Division Side
36	1922 { located between 1914 { Gest Street and 1931 { Hopple Street.
46	
66	
74	
77	
59	

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

(b).—*Ivorydale Jct.*—Rule 222(c) is modified to permit the use of Yellow train order signal light (NYC Operating Rule 221(C)), located north of westward main track and governs NYC eastward and westward trains.

(c).—*Reflectorized Targets.*—Rules 272 and 296 are modified to permit the use of reflectorized targets instead of lamps on derails.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Operating Rule 99 is modified as follows:

“99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

“*When moving:* Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

“*When standing:* A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

“When necessary, head end must be protected in the same manner.

“Stop signals must be answered promptly. Flagging signals will be repeated until answered.

“*Exception.*—When operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)”

(b).—*Flagging Equipment.*—Rule 11-A is modified to eliminate red and white lanterns on engines.

(c).—*Running Tracks Within Yard Limits.*—In compliance with Ohio State Law, passenger or freight cars must not be left standing or on a track commonly called a “Running Track” within yard limits unless protected by a flagman, or red light is displayed on end of car. Red light must be displayed at least 30 minutes before sunset and not removed until at least 30 minutes after sunrise.

(d).—*Use of Yellow Fusees.*—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted. Red fusees must not be used for any other purpose than to give stop signals.

10-2.—HAND-OPERATED SWITCHES.

(a).—Unless otherwise provided, hand signal from operator-switchtenders or switchtenders will govern movements over the hand-operated switches designated below:

Location of Switchtenders who handle main track switches:

<i>Ohio Division Side</i>	<i>Toledo Division Side</i>
Storrs Junction	Winton Jct.
Eighth Street	Yard—2
Hopple Street	

(b).—At locations where movements are governed by hand signals from switchtenders, switches will not be fouled until it is known that switches are properly lined.

The following hand signals will govern:

Green..... For eastward movements
Yellow..... For westward movements

Except as Modified Below:

<i>Location</i>	<i>Hand Signal</i>	<i>Movement</i>
Storrs Jct.....	{	Green—For eastward or westward main tracks.
		Yellow—For all crossover movements.
Eighth St.....	{	Green—For main track.
		Yellow—For crossover movements and movements to, and from, Old Main.
Yard 2.....	{	Green—For movements on southward or northward running tracks, and turn-out track.
		Westward to C&O. Yellow—To and from Ditch tracks. Eastward from C&O.
Winton Jct.....	{	Green—For northward main tracks.
		Yellow—For southward movements on connecting track.

(c).—The switches designated below must be restored to their normal position after being used.

Hopple Street.—Leading in to Yard A, normal position for Yard A.

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28 is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains.*—In accordance with Rule 28 the use of reflectorized markers is permitted.

(c).—*Light Engines.*—Red classification lights may be used as markers. (Rule 28 modified)

11-1.—CLASSIFICATION SIGNALS.

(a).—Rules 24(A) and 27 are modified to permit trains to continue the display of the same classification signals (as before required) when operating over the territory designated below:

Cincinnati Terminal SD

(b).—B&O, NYC, PRR and N&W first-class trains may display classification signals on authority of their Train Dispatchers.

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks*.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—When switching industrial or team tracks, conductors and yard foremen will assure themselves that there are no brow plates, pipe connections or all-weather doors fouling equipment to be moved.

(c).—Crews doing work on side tracks, tracks leading to buildings or under coal, gravel or other tipples, will determine that engine and equipment will clear and gates and doors are secured for their movement.

(d).—*Winton Jct.*—Northward trains and engines before passing Winton Junction will be governed by hand signal from operator-switchtender. In the absence of signal from operator-switchtender or when automatic signal 6-6 is in *Stop* and *Proceed* position, trains and engines will stop to clear Winton Road and get instructions over telephone.

(e).—*Winton Jct. and Ivorydale Jct.—Connecting Main Track*.—Nos. 53, 54, 57 and 58 use Winton Junction connection between Winton Junction and Ivorydale Junction. Southward trains using Winton Junction connection will be governed by signal from operator-switchtender.

(f).—*Hopple St.*—All trains and engines making southward moves from double track at Hopple Street must stop at ETC sign and obtain authority from Yardmaster at Yard A for movement.

(g).—*Toledo-Indianapolis Division Connection Hopple Street and RH Tower*.—Used only on authority of the operator at RH Tower.

(h).—*Running Track—Hopple St. and Cincinnati Jct.*—Will be used as a running track for movements in both directions and will only be used on authority of Yardmaster at Cincinnati Junction.

(i).—*Cincinnati Jct. and Sixth St. Running Tracks*.—No. 1 and No. 2 tracks between Cincinnati Junction and Sixth Street are designated as southward and northward running tracks respectively. Movements against the current of traffic between Cincinnati Junction and Sixth Street will be made on the authority of the Yardmaster at Yard Two, through the operator at Cincinnati Junction and the Switchtender at Yard Two.

12.—Concluded.

(j).—*Yard A Leads*.—The west lead at Yard A extends from Eighth Street to crossover switch to east lead at Liberty Street. The east lead at Yard A extends from Eighth Street to crossover switch to No. 3 main track at Queen City. These tracks may be used in either direction with permission from the operator at Cincinnati Junction who will secure authority from the Yardmaster at Yard A.

(k).—*Valley Track—Hopple St. and Terminal Jct.*—Valley track, between Hopple Street and Terminal Junction, will be used only on authority of Yardmaster, Brighton Yard.

(l).—*No. 5 Yard Track—Stock Yard Roundhouse Leads*.—Yard Track No. 5, immediately south of No. 2 passenger main track will be used as a running track for movements in both directions between Hopple Street and west switch of lead tracks to Stock Yards Roundhouse, on instructions of switchtender at Hopple Street.

(m).—*Eighth St. and East End Storrs (Oklahoma Track)*.—Switchtender at Eighth Street will confer with operator at Cincinnati Junction before authorizing westward movement over Oklahoma track.

(n).—*Cincinnati Jct. and Eighth St.*—Movements between Cincinnati Junction and Eighth Street will be made on authority of operator at Cincinnati Junction through the switchtenders at Eighth Street and Yard 2.

(o).—*Clifton and Mitchell Ave. (Winton Place)*.—To avoid blocking Clifton and Mitchell Ave. Crossings, Winton Place, Eastward freight trains, transfer cuts or yard engines handling more than 40 cars, when stopped by automatic signal 1884 located at Clifton Street, will contact operator at RH Tower for instructions.

13.—AIR BRAKES.

(a).—Trains Advance Manhattan, Manhattan, Manhattan Trailer Jet, St. Louisan, St. Louis Trailer Jet and Cincinnati will carry 90 pounds brake pipe pressure.

14.—SPRING SWITCHES.

(a).—Spring switches are in service at the following locations:

CW Cabin.....	WEDT
Hopple Street.....	WEDT

Instructions covering operation posted in push button box on signal mast or in telephone booth.

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-633, inclusive, are in effect at Railroad Crossings designated below:

Cincinnati Jct.....	Crossing of running track and Oklahoma.
East End Storrs.....	Crossing of NYC and Oklahoma.
RH Tower.....	Junction of freight and passenger mains.
Ivorydale Jct.....	Junction of connecting main track between Ivorydale Jct. and Winton Jct., and junction with NYC.
Bond Hill.....	Crossing of N&W.
PRR Jct. (East Norwood).....	Junction and crossing of PRR.

(b).—*Closed Interlocking Stations.*—During the period that an Interlocking Station is closed, under provisions of Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

15-2.—NON-INTERLOCKED CROSSINGS.

(a).—Instructions applying to Non-interlocked Railroad Grade Crossings designated below:

STATION	CROSSING	POSITION OF TILTING TARGET, GATE OR OTHER PROTECTION
Mill Street	Southern	Horizontal for B&O
Yard 2	C&O	Vertical for Old Main Horizontal for Running Track Diagonal to and from C&O
Cincinnati Jct.	NYC	Horizontal for running track Vertical for Old Main and NYC Ditch Track
RH Tower	.....	Horizontal for Mill Creek Yard Lead Diagonal for Connection Track
Storrs Jct.	NYC	Hand signal from Switchtender
Smith and Second Street	PRR	Flag over Crossing

Note 1.—Trains or engines moving on any of the tracks involved at Second and Smith Streets will come to a stop and a member of crew will flag over crossing of PRR connection track and B&O yard tracks.

15-4.—RAILROAD CROSSINGS AND DRAWBRIDGES.

(a).—In the State of Ohio, at railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear, except as provided by Special Instruction 15.

18.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

21.—HIGHWAY AND STREET CROSSINGS.

(a).—Movement over the highway or street crossings designated below will be made in accordance with Rule 109(A).

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Cincinnati Terminal Subdivision	Carthage	74th Street
		71st Street
		Township Ave.
		Este Ave.
		Winton Road
Cincinnati		Evans St. (See Note)

Note.—At Evans Street Push Button control box for flashlight signals is located south of crossing.

Trains approaching the above crossings and unable to complete through movement will stop clear of Cut Section Sign, and when proceeding over crossing must consume not less than 20 seconds running time between the Cut Section Sign and highway crossing.

(b).—In addition to complying with Rule 109(A), the movement of trains and engines will be governed as follows:

LOCATION AND STREET	INSTRUCTIONS
<i>All Street Crossings:</i> Between Storrs and Mill Street, inclusive	Switch engines passing over street crossings and entrance to Island Creek Coal Company on Front Street, between Storrs and Mill Street, including Mill Street, and over Smith Street and Central Avenue, will approach crossing prepared to stop, and member of crew will protect crossing in switching movement.
Entrance to Island Creek Coal Co.—Front St.	

(c).—*General.*—After trains pass over highway crossing protected by automatic crossing gates, flashlight or bells, and clearing insulated joints just beyond crossing, and reverse movement is made, automatic protection does not operate. In such cases member of train crew must protect movement over crossing.

22.—MISCELLANEOUS.

(a).—Employes are prohibited from riding or walking on roofs of any moving cars.

(b).—Employes are prohibited from riding footboards of engines.

(c).—*HOLIDAYS:*—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

22.—Concluded.

(e).—*Temporary Speed Signs.*—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—Telephone Numbers: Terminal Dispatchers Office 541-0855.

23.—ACCIDENTS.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF MofW CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other MofW equipment in effect March 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

(a).—Between CW Cabin and Storrs Jct; Motor car movements on either No. 1 or No. 2 Main Track will be authorized by Train Dispatcher at Washington, Indiana.

(b).—Between Winton Jct. and Glendale; Motor car movements on either No. 1 or No. 2 Main Tracks will be authorized by Train Dispatcher at Dayton, Ohio.

(c).—In compliance with Motor Car Rule 4(c) written authority of Cincinnati Terminal Train Dispatcher is required for movement of Motor Cars on main track through and within Yard Limits in territories listed below, but permission of Yardmaster is not required. Car Operator is fully protected against all train or engine movements.

Between:

Storrs Jct. and Oakley

RH Tower and Terminal Jct. on No. 1 (Westward Passenger main) Track.

Winton Jct. and Hopple Street on No. 1 (Southward) Track.

(d).—In compliance with Motor Car Rule 4(c) written authority of the Toledo-Indianapolis Train Dispatcher at Dayton is required for movement of Motor Cars on main track through and within yard limits in territory listed below, but permission of Yardmaster is not required. Car Operators will protect against yard engines within these limits.

Between:

Winton Jct. and Glendale

MEDICAL DEPARTMENT

I. Kaplan, M. D., Director

COMPANY'S SURGEONS

Cincinnati Dr. V. E. Siler,
Christian R. Holmes Hospital,
Eden & Bethesda Ave.
Dr. A. J. Huesman,
2617 Vine Street
Dr. Edward Bender,
Doctor's Building, Room 856,
19 Garfield Place
Dr. Taylor Asbury, Ophthalmologist,
718 Carew Tower
Dr. Frank Cunningham,
206 Delmar Ave., St. Bernard

HOSPITALS

Cincinnati Christian R. Holmes Hospital
Bethesda—Emergency

FIRST AID CLINIC (Cincinnati)

Railway Express Bldg., Room 4, York and McLean Sts., 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

EXAMINING POINTS AND HOURS

Cincinnati—Regional Headquarters Office

Railway Express Bldg., Room 4, York and McLean Sts., 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.

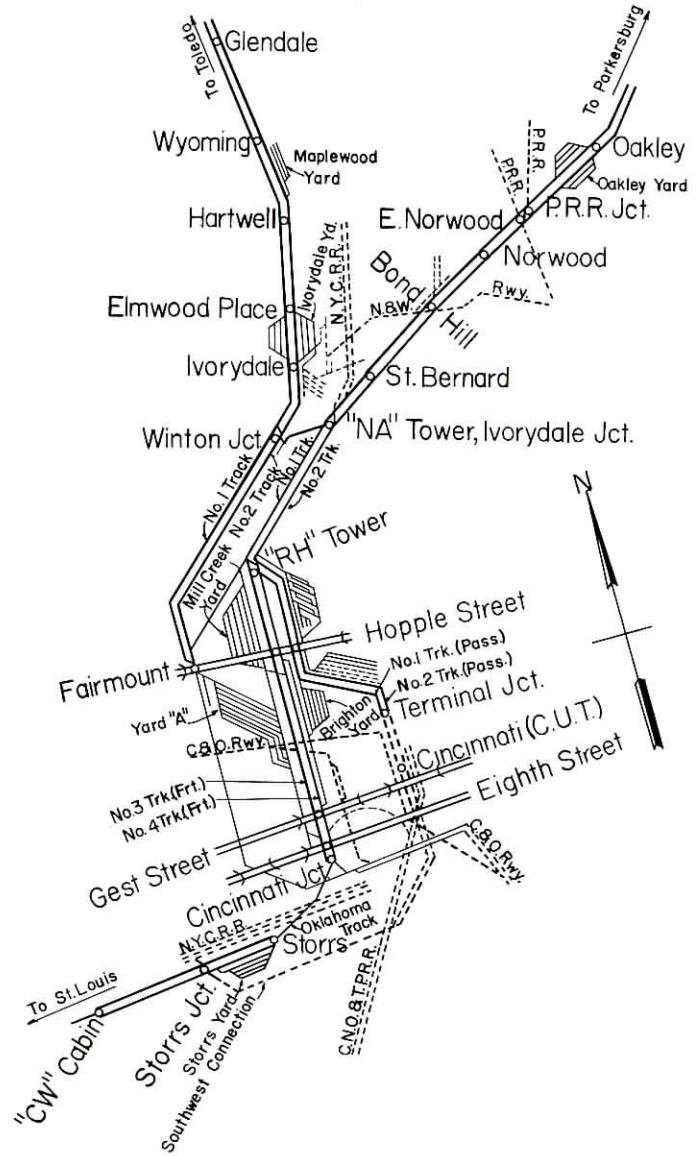
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

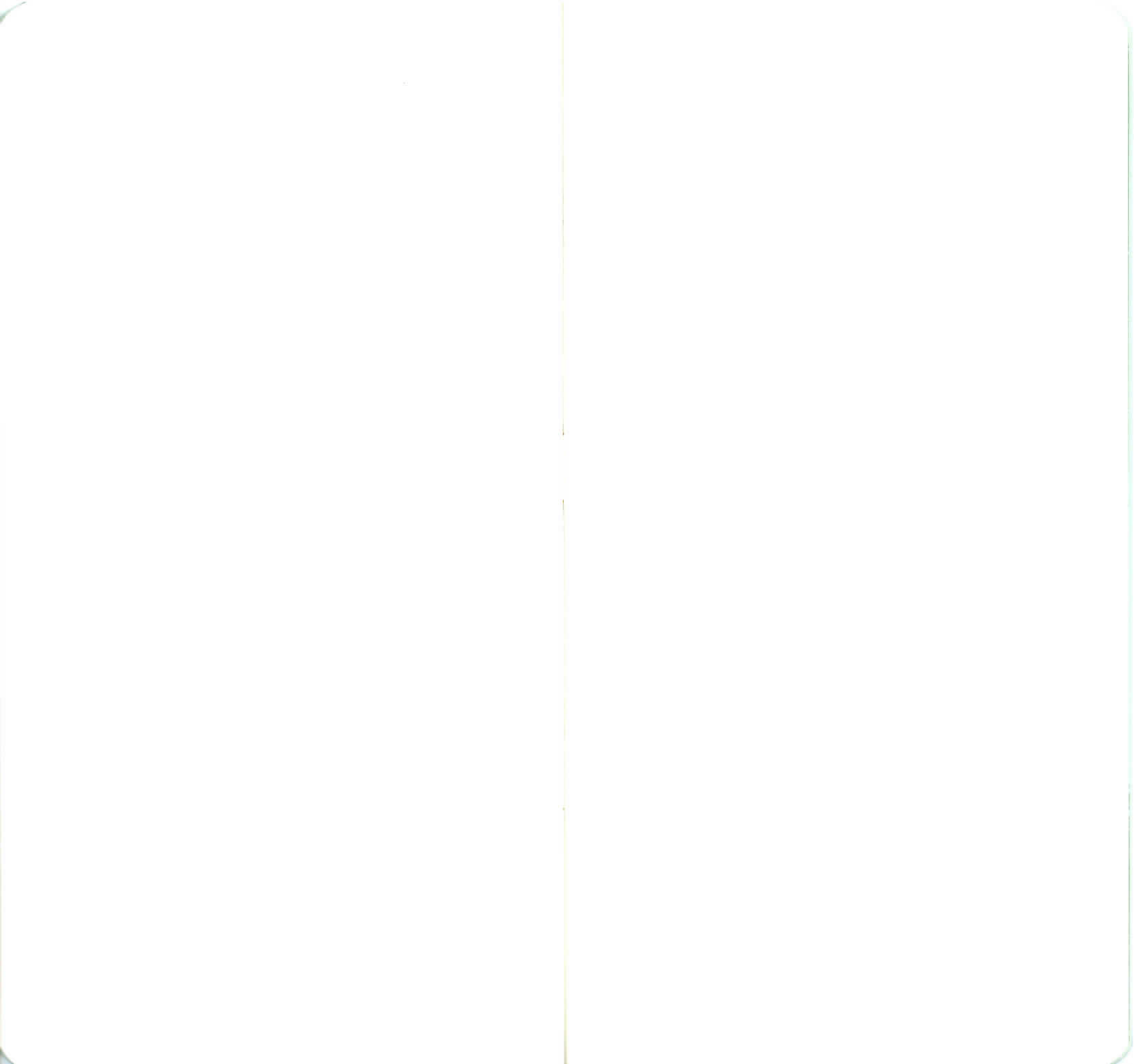
Notice of disablement or death of a Relief Department member should be reported promptly.

OHIO-NEWARK DIVISION
CINCINNATI TERMINAL SUBDIV.

SPEED TABLE

Time per Mile		Time per Mile		Time per Mile		Time per Mile	
Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00
1 19	45.55	1 54	31.58	2 29	24.16		





AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5