Cleveland, Cincinnati Chicago and St. Louis Railway

Eastern Standard Time

NEW YORK CENTRAL LINES

CINCINNATI TERMINAL DIVISION

Time Table No. 11

Effective 12:01 A. M. Sunday, September 29, 1929

FOR INFORMATION OF CINCINNATI TERMINAL DIVISION YARDMEN ONLY

S. V. BEVINGTON
Superintendent

F. H. REYNOLDS,
Trainmaster

R. WHISTMAN,
Asst. Trainmaster

CINCINNATI DIVISION

WEST — GANO TO CINCINNATI — WEST EAST — CINCINNATI TO GANO — EAST

Miles From Cincinnati				FIRST CLASS																															
				35	21	17	3	33	47	1	19	37	41	15	5	9	105	25	STATIONS	38	16	12	46	48	6	10	106	14	22	24	102	18	28	2	42		
				Daily	Daily	Daily Ex Su	Daily	Daily	Daily Ex Su	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Su	Daily		Daily	Daily Ex Su	Daily	Daily	Daily Ex Su	Daily	Daily	Sat Only	Daily	Daily	Daily	Daily Ex Sat Su	Daily	Daily	Daily	Daily		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	Noon	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
				10.05	9.15	7.20	7.10	6.25	5.55	3.20	3.05	10.20	9.55	9.15	7.45	7.20	6.50	6.30	DN Cincinnati	7.30	7.30	9.10	9.40	12.00	12.30	12.50	1.30	3.25	3.30	5.30	5.30	7.30	9.30	11.15	11.45		
1.2				10.00	9.10	7.15	7.05	6.20	5.50	3.15	3.00	10.15	9.50	9.10	7.40	7.15	6.45	6.25	B. & O. Junction	7.35	7.36	9.15	9.45	12.05	12.35	12.55	1.35	3.30	3.35	5.35	5.35	7.35	9.35	11.20	11.50		
7.3				9.39	8.52	6.56	6.45	6.01	5.25	2.55	2.35	9.54	9.30	8.53	7.15	6.54	6.25	5.57	DN Ivorydale Jct.	7.50	7.51	9.30	10.00	12.20	12.50	1.10	s1.52	3.44	3.49	5.50	s5.57	7.50	9.52	11.37	A. M. 12.07		
8.5																	f6.22		Ivorydale								f1.55				f6.00						
8.9						f6.50											s6.20		Elmwood Place		f7.55						s1.57				s6.02						
9.7																	s6.18		Carthage								s2.01				s6.06						
11.1																	s6.14		Hartwell								s2.05				s6.10						
12.1						s6.41			s5.13							6.47	s6.12		Lockland	7.56	s8.06			12.27			s2.08				s6.13		s10.00				
14.8				9.26	8.40	6.32	6.30	5.51	5.02	2.43	2.22	9.42	9.20	8.44	7.04	6.42	6.04	5.41	DN West Sharon	7.59	8.10	9.39	10.09	12.30	12.59	1.19	2.12	3.53	3.58	5.59	6.17	7.59	10.03	11.46	12.16		
15.7						s6.30							s9.18				f6.02		DN Sharon Yard		s8.12						f2.13				f6.18						
16.4						f6.28			s4.58								s6.00		Sharonville		s8.15						s2.16				s6.21						
18.0				9.22	8.36	f6.24	6.24	5.47	4.53	2.37	2.18	9.38	9.14	8.41	6.59	6.38	f5.55	5.36	DN Gano	8.03	f8.18	9.43	10.13	12.34	1.03	1.23	f2.20	3.57	4.01	6.03	f6.25	8.03	10.07	11.50	12.20		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		

CHICAGO DIVISION

WEST — CINCINNATI TO WADE — WEST EAST — WADE TO CINCINNATI — EAST

SECOND CLASS				FIRST CLASS																									SECOND CLASS				
	95	99	93			31	43	129	33	231	125	5	19	225	15	17	1	35	STATIONS	124	34	30	230	46	122	36	10	16	14	18	4		98	90	92		
	Daily	Daily	Daily			Daily	Daily Ex Su	Daily Ex Su	Daily	Daily Ex Sat Su	Daily Ex Su	Daily	Daily	Sat Only	Daily	Daily	Daily	Daily		Daily Ex Su	Daily Ex Mon	Daily	Daily Ex Su	Daily	Daily Ex Su	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		
	P. M.	P. M.	A. M.			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.		
	10.00	8.00	9.00			10.45	9.30	6.32	6.30	5.45	5.00	3.05	1.00	12.30	10.00	9.10	8.00	12.30	DN Cincinnati	6.35	7.00	7.10	7.35	8.25	8.35	11.30	3.30	7.00	7.45	9.55	11.30						
1.2						10.50	9.35	6.37	6.35	5.50	5.05	3.10	1.05	12.35	10.05	9.15	8.05	12.35	B. & O. Junction	6.30	6.55	7.05	7.30	8.20	8.30	11.25	3.25	6.55	7.40	9.50	11.25		3.30	8.45	6.00		
1.8						10.51	9.36	6.38	6.36	5.51	5.06	3.11	1.06	12.36	10.06	9.16	8.07	12.36	DN Storrs	6.26	6.40	6.55	7.24	8.15	8.28	11.22	3.22	6.50	7.32	9.45	11.20		3.15	8.40	5.55		
2.9						10.53	9.38	6.40	6.38	5.53	5.08	3.13	1.08	12.38	10.08	9.18	8.09	12.38	DN Kent	6.22	6.38	6.51	7.19	8.13	8.26	11.20	3.20	6.48	7.30	9.43	11.18		3.05	8.35	5.48		
4.5	1.01	10.35	11.00			10.56	9.41	6.42	6.40	f5.56	f5.11	3.15	1.10	f12.41	10.10	9.20	8.13	12.40	DN Wade	6.19	6.35	6.48	f7.16	8.10	8.24	11.17	3.17	6.45	7.28	9.40	11.15		3.00	8.30	5.45		
	A. M.	P. M.	A. M.			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.		

Special Instructions

SAFETY FIRST

"Safety First" at all times and in all places, is the most important rule of conduct of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather or other conditions may be.

1. The superior direction of trains is east.

2. Eastern Standard Time will be used within the limits of Cincinnati Terminal Division.

3. Central Union Depot Time Table governs between B. & O. Junction and Cincinnati.

4. B. & O. Time Table governs between Ivorydale Junction and B. & O. Junction.

5. Standard clocks are located at Yard Master's Office and Round House Sharon Yard, Round House and East Yard Office Riverside, and Union Station, Cincinnati.

6. Bulletin books are located at Harriett Street, Wood Street, Yard Master's Office and Round House Riverside, Sharon Yard, Sharon Round House, Ivorydale and Wood Street (Coal Dock).

7. Automatic Block System will be used for movements with the current of traffic between West Sharon and Ivorydale Junction.

Movements against the current of traffic between West Sharon and Ivorydale Junction will be under the supervision of the yardmaster.

Automatic block system will be used for movements with the current of traffic, between Storrs and Wade.

Manual block system will be used for movements against the current of traffic between Kent and Wade.

The movement of trains and engines between Kent and Storrs against the current of traffic will be governed by block signals, whose indication will supersede time table superiority and will take the place of train orders.

The movement of trains between Kent and Storrs will be supervised by the operator at Storrs.

The signalmen at Kent must not permit a train to use the opposing track except upon authority of signalmen at Storrs, who must not authorize movement against current of traffic until he has secured control of the block. Otherwise all automatic block signal rules and train rules remain in force.

8. Trainmen and Yardmen will not be excused for blocking the current of traffic when it is possible to avoid doing so, or from protecting their trains or engines in accordance with the rules.

9. In manual or automatic block territory when a train or engine takes a siding or otherwise clears the main track it must not again enter the block or foul the main track without permission of signalmen or dispatcher.

10. Between West Sharon and Ivorydale Junction trains and engines must keep clear of regular trains except when authorized to occupy the main track by signalman at West Sharon or Ivorydale Junction.

11. Between sunset and sunrise, a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

12. Employes must know that switches are in proper position and in good order before and after using.

13. Rule 93 of the Book of Rules is revised as follows: Within yard limits the main tracks may be used, protecting against first class trains. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

14. Trains or engines moving against the current of traffic within yard limits, must move prepared to stop unless the main track is seen or known to be clear.

15. While on the main tracks of Cincinnati Terminal Division the flagman or brakeman must ride on the rear of last car on all trains or cuts.

16. Trains and engines, in either direction, must approach crossover switches at Sharon Yard crossover located at Sharon Avenue, between East and West Sharon, prepared to stop and be governed by hand signals from switchtenders in charge of switches. Switchtenders will use green flag by day and green light by night for main track movements, and white flag by day and white light by night for crossover movements. This will not excuse trainmen and yardmen from properly protecting movements of their trains or cuts, or for delaying passenger trains.

17. Between B. & O. Junction and Storrs trains and engines irrespective of class will run with the current of traffic, protecting against following movements, and prepared to stop if track is obstructed. Care must be exercised not to delay passenger trains by other trains or engines.

18. One long and one short blast of the whistle will be sounded before sounding signals 14-d or 14-e, when running against the current of traffic.

19. Trains or engines must not exceed 10 miles per hour over main track switches at Oklahoma.

20 miles per hour entering or leaving B. & O. tracks at Ivorydale Jct.

12 miles per hour through crossovers and entering or leaving sidings.

L-2-D engines 15 miles per hour and J-I-D engines 20 miles per hour over Bridge No. 6-56 Winton Place (B. & O.)

In addition to all speed restrictions trains and engines must run slower whenever regulations or safety require.

20. Enginemen will be held responsible for seeing that wrecking frogs are replaced on engines after having been used.

21. Whenever possible yard and train crews when leaving cars adjacent to public road crossing must leave at least 50 feet on both sides of crossing to insure proper vision.

22. Engines with or without cars entering or leaving yard will not foul leads or parallel tracks until signal is received from Yardmaster, yard crew or switchtender.

23. Crews doing work over Plum Street and Central Avenue Street crossings must protect them while making movements over them.

24. At Oklahoma crossing target vertical for C. C. C. & St. L. diagonal for Oklahoma, horizontal stop.

Company Surgeons:

Cincinnati—J. C. Evans
Cincinnati—E. M. Keefe
Riverside—M. F. Walker
Lockland—T. J. Mohr
Sharonville—O. Herbert Beins

Hospitals:

St. Marys, Betts and Linn Streets, Cincinnati, Ohio, Tel. West 246.

Watch Inspectors:

Southam Watch Company, Cincinnati, Ohio.
Southam Watch Company, Sharonville, Ohio.
W. T. Welling, Lockland, Ohio.