THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"



CINCINNATI TERMINAL DIVISION

TIME TABLE NO. 10

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

Sunday, May 22, 1927

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 employes should at all times be courteous in their relations with the public and with each other, and that they should make every reasonable effort to operate the trains safely and on time.

I would like also to have their constant and helpful co-operation towards improving 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.

Daniel Willard

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, University Hospital, Baltimore, Md.

DR. ROBT. T. MILLER, JR., Consulting Surgeon, 6 E. Chase St. 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, 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, Oculist, 22 West 7th St.

" " DR. E. O. PORTER, 9th & Baymiller Sts.

" " DR. HERMAN KECK, Oculist, 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.
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 218, 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 employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge, and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper 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. Employes 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, 95, 96, 97 and 98 second-class. Other scheduled freight trains third-class.

2. LOCATION OF STANDARD CLOCKS.

Cincinnati, Union Depot, Cincinnati Junction. Stock Yards, (Yard Master's office). Storrs, (Yard office & round house)

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), Storrs.

Bulletin Boards.

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

First Class Eastward trains at Storrs, need not stop to register but will register with Form "C".

Westward trains at Storrs may register with Form "C" when train order or Form "A" is received containing proper information regarding over due trains.

4. FORMS A. AND C.

5. SPEED RESTRICTIONS.

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.
Between Oakley and B. & O. Junction except as noted below	50	45	40
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			
Light engines with or without cabooses maximum speed of 35 miles per hour.			
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
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
Between Wood Street and Storrs	20	15	15
Wood Street Crossovers	10	10	10

SPEED OF RELIEF TRAINS

Engine in forward motion	35
Engine in backward motion	20
With Crane ahead of Engine	20

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 until proceed signal is received from switch tender, who will use green light at night.

All trains will approach cross over switches at Eighth Street under control and will not pass until proceed signal is received from switch tender, who will use green light at night.

Eighth Street Crossing 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 Oklahoma crossing (Storrs), signal vertical indicates clear for the C. C. C. & St. L. and Cin'ti. Sub-Division; signal horizontal indicates that C. C. C. & St. L. trains may not pass connection track switches, but indicates clear for Cin'ti. Sub-Division but Cin'ti. Sub-Division trains will not pass connection track switches without signal from switchtender; signal diagonal indicates that Oklahoma route is lined up for either C.C.C. & St. L. or Cin'ti. Sub-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. Cin'ti. Sub-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 Cin'ti. Sub-Division switch-tender and switches are seen to be clear for main track.

RAILROAD CROSSINGS

STATIONS	CROSSINGS	Position of signal indicating clear route for Cincinnati Terminal Division.
W D Tower	C. N. O. & T. P.	Interlocking
Cincinnati Junction	Toledo Division	Vertical on (main track)
Cincinnati Junction	Toledo Division	Diagonal (on Storrs connection track.)
Storrs	Toledo Division	Interlocking
Ivorydale Junction	C. C. C. & St. L.	Interlocking
Bond Hill	N. & W.	Interlocking
East Norwood	C. L. & N.	Interlocking

10. SPACING TRAINS.

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

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

11. HELPER, SWITCH AND YARD ENGINES.

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

12. TELEPHONES.

13. 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.

SPECIAL INSTRUCTIONS—CONTINUED.

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 Block Signal and Mill Street coach yard. Rule 131 modified to read: "The movement of trains will be controlled by operator at W D Tower."

Interlocking 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.

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 Cin'ti. Sub-Div. main track at Mill street coach yard, will receive a proceed hand signal from switch tender located at crossing just east of turntable track, before they are authorized to proceed to W D Tower. Permission for this movement will be obtained by switch tender from operator at W D Tower.

Trains or engines entering main track at points other than Mill street coach yard W D Tower and East end Storrs will obtain permission by telephone from operator at W D Tower to do so.

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

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

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

16. JOINT OR SPECIAL USE OF TRACKS.

Cincinnati Terminal Division time table governs between Oakley and B & O Junction; between Eight Street and Storrs, via Oklahoma track; between Storrs and "WD" Tower and between "WD" Tower and Mill Street Coach Yard, via Front Street connection track.

Central Union Depot and Railway Company time table governs between B & O Junction and Central Union Depot.

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.

Cin'ti. Sub-Div. No. 12-54 and 58 operate via Oklahoma Track, Eighth St. and Central Union Depot Tracks to Cincinnati.

No. 1 and 2 operate 8th St. to Storrs via Oklahoma Track.

Ohio Div. No. 21 operates via 8th St Oklahoma Track and Front St. (Storrs to Wood St.) and Central Union Depot Track to Cincinnati.

Ohio Div. No. 29 operates via 8th St. and Oklahoma Track to Storrs Yard.

Cin'ti. Sub. Div. No. 30 operates from Storrs Yard via Oklahoma Track and 8th Street.

Nos. 110, 106, 108, and 113, will run between W D Tower and Cincinnati via Front Street, Connection Track.

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

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 employes 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.....

As provided by Rule 211, train orders, Form 19 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where rules 301 to 377, inclusive, are effective, where superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

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

The engineman will acknowledge the display of the train 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 lunar white 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.

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 of casualty, unavoidable accident or Act of God.

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

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.

HEADLIGHTS WILL BE TURNED OUT OR CONCEALED:

1. When a train turns out to meet another and has stopped clear of the main track, or is standing to meet a train at the end of double track or at Junction.

29. BRIDGE AND TRESTLE PROTECTION.

30. TRAINS LEAVING SIDING IN AUTOMATIC SIGNAL TERRITORY.

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

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

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

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 on rear of train to which trainmen do not have access, signals will be exchanged from rear of car first ahead of such car or cars.

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.

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

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

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

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

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

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

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.

4 will stop on signal at Oakley to receive passengers for Washington, D. C. and beyond.

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 Norwood to discharge passengers from East of Loveland.

33, 35 and **731** will stop at East Norwood to discharge passengers from Midland Sub-Division and points east.

33, 37 and **731** will stop on signal at Oakley to discharge passengers from Columbus and beyond.

34 and **36** will stop on signal at Oakley to receive passengers for Columbus and beyond.

38 will stop at Oakley to pick up passengers for Columbus and beyond.

C. C. C. & St. L.—Nos. **17, 7** and **16** will stop at Eight Street, Brighton, Stock Yards, and Cumminsville to receive or discharge passengers to or from points east of Franklin Junction via Cincinnati Northern R. R. Nos. **102, 105** and **106** will stop on signal at Eight Street, Brighton, Stock Yards, Cumminsville and East 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

DIVISION ENGINEER
R. S. WELSH

DIVISION OPERATOR
M. A. McCARTHY

CLAIM AGENT
GEO. F. OBERLANDER
Room 49 Carew Building, Cincinnati, O.

EASTERN STANDARD TIME

WESTWARD

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS												
				57	113	1	21	55	63	59	115	3				
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
	DN	**CINCINNATI** 0.6		8.20	9.10	.....	9.45	4.00	5.15	7.25	9.05	10.30	.....	.....	.....	
.6	DN	W. D. TOWER 1.0		8.23	9.13	.....	9.48	4.02	5.18	7.28	9 08	10.33	.....	.....	.....	
1.6		OKLAHOMA SWITCH 0.1		8.26	.....	9.27	104	.....	.....	22	.....	.....	.....	.....	.....	
1.7	DN	STORRS		114 8.27	9.17	9.38	9.52	4.06	5.22	7.32	9.12	10.36	.....	.....	.....	
												89				
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
		Time over Sub-Division.... Average speed per hour....		0.7 14.5	14.07 14.5	.11 .5	14.07 14.5	17.06 17.0	14.07 14.5	14.07 14.5	14.07 14.5	17.06 17.0				

Passenger trains will not exceed a speed of 55 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTERN STANDARD TIME

WESTWARD

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS			SECOND CLASS				THIRD CLASS					
				29			95	97			89					
				DAILY			DAILY	DAILY			DAILY					
				P.M.			A.M.	A.M.			P.M.					
		CINCINNATI		10.15												
		0.6														
.6	DN	W. D. TOWER		10.18												
		1.0														
1.6		OKLAHOMA SWITCH		10.20												
		0.1														
1.7	DN	STORRS		10.21			12.40	10.20			10.50					
				P.M.			A.M.	A.M.			P.M.					
		Time over Sub-Division....		.6												
		Average speed per hour....		17.0												

Passenger trains will not exceed a speed of 55 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTERN STANDARD TIME

EASTWARD

Distance from St. Louis	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS												
				106	60	30	12	114	110	64	54	108	22	2		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
337.3	DN	STORRS		.....	7.31	7.45	8.02	.....	9.33	10.37	12.32	.....	7.16	9.21	.....	.....
		0.1														
337.4		OKLAHOMA SWITCH		7.05	.....	7.50	8.03	8.55	.....	.....	12.33	3.30	.....	9.32	.....	.....
		1.0						57								
338.4	DN	W. D. TOWER		7.06	7.35	7.53	.....	9.01	9.37	10.42	.....	3.33	7.20	.....	.....	.....
		0.6							21							
339.0	DN	**CINCINNATI**		7.25	A 7.40	8.00	.....	9.05	9.40	A10.45	.....	3.40	7.25	.....	.....	.....
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
		Time over Sub-Division....		.15	.09	.15	.01	.10	.07	.08	.01	.10	.09	.01		
		Average speed per hour....		6.4	11.3	6.4	10.0	9.6	14.5	12.7	10.0	9.6	11.3	10.0		

Passenger trains will not exceed a speed of 55 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTERN STANDARD TIME

EASTWARD

Distance from St. Louis	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS							SECOND CLASS			THIRD CLASS		
				120	58						94	90		88		
				DAILY	DAILY						DAILY	DAILY		DAILY		
				P.M.	P.M.						A.M.	P.M.		A.M.		
337.8	DN	STORRS		9.33	10.45	.....	.....	.....	.....	.....	7.25	4.35	.....	2.15	.....	.....
		0.1														
337.4		OKLAHOMA SWITCH		.....	10.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0														
338.4	DN	W. D. TOWER		9.37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6														
339.0	DN	**CINCINNATI**		9.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				P.M.	P.M.						A.M.	P.M.		A.M.		
		Time over Sub-Division....		.07	.01											
		Average speed per hour....		14.5	10.0											

Passenger trains will not exceed a speed of 55 miles per hour. 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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	B & O 11 Passenger Daily	B & O 141 Passenger Ex. Sunday	CCC&StL 105 Passenger Ex. Sunday	CCC&StL 25 Passenger Daily	CCC&StL 9 Passenger Daily	CCC&StL 5 Passenger Daily	B & O 145 Passenger Ex. Sunday		
				A M	A M	A M	A M	A M	A M	A M		
....		OAKLEY	64	2.26	s 6.10	.....	.....	.....	.....	s 7.04	.....	.....
1.2	D-N	E. NORWOOD		2.28	s 6.13	.....	.....	.....	.....	s 7.07	.....	.....
1.7		NORWOOD		2.29	s 6.15	.....	.....	.....	.....	s 7.09	.....	.....
3.0		BOND HILL		2.33	s 6.19	.....	.....	.....	.....	s 7.13	.....	.....
4.0		ST. BERNARD		.....	s 6.22	.....	.....	.....	.....	s 7.16	.....	.....
4.4	D-N	IVORYDALE JCT.		2.36	6.23	6.25	6.27	7.12	7.15	7.18	.....	.....
5.2		WINTON PLACE		2.38	s 6.25	s 6.27	6.29	s 7.14	s 7.17	s 7.20	.....	.....
6.0		E.CUMMINSVILLE		.....	s 6.27	.....	.....	.....	.....	f 7.22	.....	.....
6.7		CUMMINSVILLE		2.42	s 6.29	6.31	6.33	7.17	7.20	s 7.24	.....	.....
7.0		R. H. TOWER		2.43	6.30	6.32	6.34	7.18	7.21	7.25	.....	.....
7.9		STOCK YARDS		2.45	s 6.32	6.34	6.36	7.20	7.23	s 7.28	.....	.....
8.9		BRIGHTON		2.47	s 6.35	6.37	6.39	7.23	7.26	s 7.31	.....	.....
10.1		EIGHTH ST.		2.52	s 6.38	6.41	6.43	7.26	7.29	s 7.35	.....	.....
10.3	D-N	CINCINNATI JCT.		2.53	6.40	6.42	6.45	7.27	7.30	7.36	.....	.....
10.6		B. & O. JCT.		2.54	6.41	6.43	6.47	7.29	7.32	7.38	.....	.....
11.8	D-N	CINCINNATI		A 3.00	A 6.50	A 6.50	A 7.00	A 7.40	A 7.45	A 7.45	.....	.....
				A M	A M	A M	A M	A M	A M	A M		
		Time over District		.34	.40	.25	.33	.28	.30	.41		
		Average speed per hour		20.8	17.7	17.7	13.5	15.8	14.8	17.3		

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CS 26 Passenger Ex. Sunday	B & O 35 Passenger Daily	B & O 23 Passenger Daily	CS 6 Passenger Daily	B & O 21 Passenger Daily	B&O 1 Passenger Daily	CCC&StL 15 Passenger Daily	CCC&StL 37 Passenger Daily	
				A M	A M	A M	A M	A M	A M	A M	A M	
....		OAKLEY	64	.....	7.36	.....	.....	8.21	9.04	.....	.....	.....
		1.2										
1.2	D-N	E. NORWOOD		.....	7.38	.....	.....	8.24	9.07	.....	.....	.....
		0.5										
1.7		NORWOOD		.....	7.39	.....	.....	8.25	9.08	.....	.....	.....
		1.3										
3.0		BOND HILL		.....	7.41	.....	.....	8.27	9.10	.....	.....	.....
		1.0										
4.0		ST. BERNARD		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.4										
4.4	D-N	IVORYDALE JCT.		.....	7.43	.....	.....	8.29	9.12	9.32	9.49	.....
		0.8										
5.2		WINTON PLACE		.....	s 7.45	.....	.....	s 8.31	s 9.14	s 9.34	s 9.51	.....
		0.8										
6.0		E. CUMMINSVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7										
6.7		CUMMINSVILLE		.....	7.48	.....	.....	8.35	9.16	9.37	9.54	.....
		0.3										
7.0		R. H. TOWER		.....	7.49	.....	.....	8.36	9.17	9.38	9.55	.....
		0.9										
7.9		STOCK YARDS		.....	7.51	.....	.....	8.38	9.19	9.40	9.57	.....
		1.0										
8.9		BRIGHTON		.....	7.53	.....	.....	8.41	9.21	9.42	10.00	.....
		1.2										
10.1		EIGHTH ST.		7.47	7.56	8.08	8.17	8.44	9.24	9.45	10.04	.....
		0.2										
10.3	D-N	CINCINNATI JCT.		7.49	7.57	8.09	8.20	8.45	9.25	9.46	10.05	.....
		0.3										
10.6		B. & O. JCT.		7.50	7.58	8.10	8.22	.....	.....	9.47	10.06	.....
		1.2										
11.8	D-N	CINCINNATI		A 7.55	A 8.05	8.20	A 8.35	9.05	.....	A 9.55	A 10.15	.....
				A M	A M	A M	A M	A M	A M	A M	A M	
		Time over District		.8	.29	.12	.18	.44	.21	.23	.26	
		Average speed per hour		12.7	24.8	8.5	5.4	16.1	29.0	19.3	17.1	

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CS 2 Passenger Daily	CS 44 Passenger Daily	B & O 31 Passenger Daily Ex. Sunday	B & O 731 Passenger Sun'y only	CS 28 Passenger Ex. Sunday	CS 32 Passenger Sun'y only	CCC&StL 41 Passenger Daily		
				A M	A M	A M	A M	A M	A M	A M		
....		OAKLEY	64	.....	.....	f 10.17	10.33	.....	.....	.....	.....	.....
		1.2										
1.2	D-N	E. NORWOOD		.....	.....	s 10.20	10.35	.....	.....	.....	.....	.....
		0.5										
1.7		NORWOOD		.....	.....	10.23	10.36	.....	.....	.....	.....	.....
		1.3										
3.0		BOND HILL		.....	.....	s 10.25	10.38	.....	.....	.....	.....	.....
		1.0										
4.0		ST. BERNARD		.....	.....	f 10.31	.....	.....	.....	.....	.....	.....
		0.4										
4.4	D-N	IVORYDALE JCT.		.....	.....	10.33	10.40	.....	.....	11.08	.....	.....
		0.8										
5.2		WINTON PLACE		.....	.....	s 10.35	s 10.42	.....	.....	s 11.10	.....	.....
		0.8										
6.0		E. CUMMINSVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7										
6.7		CUMMINSVILLE		.....	.....	10.39	10.45	.....	.....	11.14	.....	.....
		0.3										
7.0		R. H. TOWER		.....	.....	10.40	10.46	.....	.....	11.15	.....	.....
		0.9										
7.9		STOCK YARDS		.....	.....	f 10.43	10.48	.....	.....	11.18	.....	.....
		1.0										
8.9		BRIGHTON		.....	.....	10.45	10.50	.....	.....	11.21	.....	.....
		1.2										
10.1		EIGHTH ST.		10.06	10.16	10.49	10.54	11.08	11.08	11.25	.....	.....
		0.2										
10.3	D-N	CINCINNATI JCT.		10.09	10.17	10.50	10.55	11.10	11.10	11.26	.....	.....
		0.3										
10.6		B. & O. JCT.		10.11	10.20	10.52	10.57	11.11	11.11	11.28	.....	.....
		1.2										
11.8	D-N	CINCINNATI		A 10.20	A 10.30	A 11.00	A 11.05	A 11.20	A 11.20	A 11.35	.....	.....
				A M	A M	A M	A M	A M	A M	A M		
		Time over District		.14	.14	.43	.32	.12	.12	.27		
		Average speed per hour		7.2	7.2	16.4	22.1	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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CS 14 Passenger Daily	CCC&StL 7 Passenger Ex. Sunday	B & O 25 Passenger Daily	B & O 665 Passenger Sat. only	CCC&StL 19 Passenger Daily	CCC&StL 1 Passenger Daily	B & O 85 Freight Ex. Sunday	CCC&StL 47 Passenger Ex. Sunday	
				A M	A M	P M	P M	P M	P M	P M	P M	
....		OAKLEY.....	64	.....	.....	.....	12.26	.....	.....	3.30	.....	.....
		1.2										
1.2	D-N	E. NORWOOD.....		.....	.....	.....	s 12.30	.....	.....	3.35	.....	.....
		0.5										
1.7		NORWOOD.....		.....	.....	.....	s 12.32	.....	.....	3.38	.....	.....
		1.3										
3.0		BOND HILL.....		.....	.....	.....	s 12.34	.....	.....	3.42	.....	.....
		1.0										
4.0		ST. BERNARD.....		.....	.....	.....	s 12.36	.....	.....	3.45	.....	.....
		0.4										
4.4	D-N	IVORYDALE JCT. ..		.....	11.56	.....	12.37	2.50	3.24	3.47	5.25	.....
		0.8										
5.2		WINTON PLACE....		.....	s 11.58	.....	s 12.39	s 2.52	s 3.26	3.49	s 5.27	.....
		0.8										
6.0		E. CUMMINSVILLE		.....	.....	.....	s 12.41	.....	.....	.....	.....	.....
		0.7										
6.7		CUMMINSVILLE....		.....	12.01	.....	s 12.43	2.56	3.29	3.54	5 32	.....
		0.3										
7.0		R. H. TOWER.....		.....	12.02	.....	12.44	2.57	3.30	3.55	5.33	.....
		0.9										
7.9		STOCK YARDS.....		.....	12.05	.....	s 12.46	3.00	3.32	4.00	5.35	.....
		1.0										
8.9		BRIGHTON.....		.....	12.07	.....	s 12.48	3.03	3.35	.....	5.38	.....
		1.2										
10.1		EIGHTH ST.....		11.26	12.11	12.37	A 12.52	3.07	3.39	.....	5.43	.....
		0.2										
10.3	D-N	CINCINNATI JCT ..		11.28	12.12	12.38	.....	3.08	3.40	.....	5.45	.....
		0.3										
10.6		B. & O. JCT.....		11.30	12.14	12.40	.....	3.09	3.42	.....	5.46	.....
		1.2										
11.8	D-N	CINCINNATI		A 11.40	A 12.20	12.50	.....	A 3.15	A 3.50	.....	A 5.55	.....
				A M	P M	P M	P M	P M	P M	P M	P M	
		Time over District....		.14	.24	.13	.28	.25	.26	.30	.30	
		Average speed per hour		7.2	18.5	7.8	21.6	17.7	17.1	15.8	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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	B & O 161 Passenger Ex. Sat. and Sunday	CS 16 Passenger Daily	B & O 3 Passenger Daily	B & O 33 Passenger Daily	CCC&StL 33 Passenger Daily	CCC&StL 17 Passenger Ex. Sunday	CCC&StL 3 Passenger Daily	B & O 53 Passenger Daily	
				P M	P M	P M	P M	P M	P M	P M	P M	
....		OAKLEY.....	64	5.15	.....	5.28	5.58	.....	.....	.....	.....	.....
		1.2										
1.2	D-N	E. NORWOOD.....		s 5.19	.....	5.31	6.00	.....	.....	.....	.....	.....
		0.5										
1.7		NORWOOD.....		s 5.22	.....	5.32	6.01	.....	.....	.....	.....	.....
		1.3										
3.0		BOND HILL.....		s 5.25	.....	5.35	6.03	.....	.....	.....	.....	.....
		1.0										
4.0		ST. BERNARD		s 5.27	.....	.....	6.04	.....	.....	.....	.....	.....
		0.4										
4.4	D-N	IVORYDALE JCT. ..		5.29	.....	5.38	6.05	6.10	6.56	7.05	.....	.....
		0.8										
5.2		WINTON PLACE....		s 5.31	.....	s 5.40	s 6.07	s 6.12	s 6.58	s 7.07	.....	.....
		0.8										
6.0		E. CUMMINSVILLE		s 5.34	.....	.....	.....	.....	.....	.....	.....	.....
		0.7										
6.7		CUMMINSVILLE....		s 5.36	.....	5.44	6.10	6.15	7.01	7.11	.....	.....
		0.3										
7.0		R. H. TOWER.....		5.37	.....	5.45	6.11	6.16	7.02	7.12	.....	.....
		0.9										
7.9		STOCK YARDS.....		s 5.39	.....	5.47	6.13	6.18	7.05	7.14	.....	.....
		1.0										
8.9		BRIGHTON.....		s 5.42	.....	5.49	6.15	6.20	7.08	7.17	.....	.....
		1.2										
10.1		EIGHTH ST.....		A 5.45	5.49	5.54	6.18	6.23	7.10	7.21	.....	.....
		0.2										
10.3	D-N	CINCINNATI JCT...		.....	5.52	5.56	6.19	6.24	7.11	7.22	7.30	.....
		0.3										
10.6		B. & O. JCT.....		.....	5.55	5.58	6.21	6.26	7.12	7.23	7.32	.....
		1.2										
11.8	D-N	CINCINNATI.....		.....	A 6.00	6.05	A 6.30	A 6.35	A 7.20	A 7.30	A 7.40	.....
				P M	P M	P M	P M	P M	P M	P M	P M	
		Time over District....		.30	.11	.35	.32	.25	.24	.25	.10	
		Average speed per hour		20.2	9.3	20.2	22.1	17.7	18.5	17.7	10.2	

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars		B & O 37 Passenger Daily	CS 42 Passenger Daily	B & O 29 Express Ex. Monday	CS 4 Passenger Daily	CCC&StL 35 Passenger Daily	B & O 27 Passenger Daily			
					P M	P M	P M	P M	P M	P M			
...		OAKLEY	64		8.24	.....	9.27	.....	.....	.....	.....	.....	.....
		1.2											
1.2	D-N	E. NORWOOD		s	8.26	.....	9.29	.....	.....	.....	.....	.....	.....
		0.5											
1.7		NORWOOD			8.27	.....	.....	.....	.....	.....	.....	.....	.....
		1.3											
3.0		BOND HILL			8.29	.....	9.32	.....	.....	.....	.....	.....	.....
		1.0											
4.0		ST. BERNARD			.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.4											
4.4	D-N	IVORYDALE JCT.			8.31	.....	9.34	.....	9.56	.....	.....	.....	.....
		0.8											
5.2		WINTON PLACE		s	8.33	.....	9.36	.....	s 9.59	.....	.....	.....	.....
		0.8											
6.0		E. CUMMINSVILLE			.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7											
6.7		CUMMINSVILLE			8.36	.....	9.39	.....	10.03	.....	.....	.....	.....
		0.3											
7.0		R. H. TOWER			8.37	.....	9.40	.....	10.04	.....	.....	.....	.....
		0.9											
7.9		STOCK YARDS			8.39	.....	9.42	.....	10.07	.....	.....	.....	.....
		1.0											
8.9		BRIGHTON			8.41	.....	9.45	.....	10.10	.....	.....	.....	.....
		1.2											
10.1		EIGHTH ST.			8.44	9.45	9.48	10.00	10.13	10.50	.....	.....	.....
		0.2											
10.3	D-N	CINCINNATI JCT.			8 46	9.47	9.50	10.02	10.14	10.52	.....	.....	.....
		0.3											
10.6		B. & O. JCT.			8.48	9.48	.....	10.04	10.15	10.53	.....	.....	.....
		1.2											
11.8	D-N	CINCINNATI		A	8.55	A 9.55	.....	A 10.15	A 10.20	11.05	.....	.....	.....
					P M	P M	P M	P M	P M	P M			
		Time over District			.31	.10	.23	.15	.24	.15			
		Average speed per hour			22.8	10.2	26.3	6.8	18.5	6.8			

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	B & O 32 Passenger Daily	B & O 74 Freight Daily	B & O 86 Freight Ex. Sunday	B & O 164 Passenger Ex. Sunday	CS 15 Passenger Daily	CCC&StL 38 Passenger Daily	CCC&StL 16 Passenger Ex. Sunday	B & O 30 Express Ex. Monday	
				A M	A M	A M	A M	A M	A M	A M	A M	.....
....	D-N	CINCINNATI		2.45	.....	.....	.....	7.25	7.30	7.30	.....	.....
		1.2										
1.2		B. & O. JCT.....		2.50	.....	.....	.....	7.30	7.35	7.36	.....	.....
		0.3										
1.5	D-N	CINCINNATI JCT. .		2.51	.....	.....	.....	7.31	7.36	7.37	8.09	.....
		0.2										
1.7		EIGHTH ST.....		2.52..	.....	.....	6.15	7.32	7.37	7.38	8.10	.....
		1.2										
2.9		BRIGHTON.....		2.54	.....	.....	s 6.19	.....	7.40	7.41	8.13	.....
		1.0										
3.9		STOCK YARDS.....		2.56	3.20	5.25	s 6.22	.....	7.42	7.43	8.15	.....
		0.9										
4.8		R. H. TOWER.....		2.58	3.25	5.26	6.24	.....	7.44	7.45	8.17	.....
		0.3										
5.1		CUMMINSVILLE....		2.59	3.26	5.28	s 6.25	.....	7.45	7.46	8.18	.....
		0.7										
5.8		E. CUMMINSVILLE		.....	.....	.....	f 6.27	.....	.....	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		3.02	3.31	5.32	s 6.29	.....	s 7.48	s 7.49	8.21	.....
		0.8										
7.4	D-N	IVORYDALE JCT..		3.04	3.34	5.35	6.31	.....	7.50	7.51	8.23	.....
		0.4										
7.8		ST. BERNARD		.....	.....	.....	s 6.33	.....	.....	.....	.....	.....
		1.0										
8.8		BOND HILL.....		3.06	3.40	5.39	s 6.37	.....	.....	.....	8.26	.....
		1.3										
10.1		NORWOOD.....		3.08	3.47	5.43	s 6.41	.....	.....	.....	8.30	.....
		0.5										
10.6	D-N	E. NORWOOD.....		f 3.10	3.50	5.46	s 6.44	.....	.....	.....	8.32	.....
		1.2										
11.8		OAKLEY.....	64	3.13	4.00	5.50	A 6.50	.....	.....	.....	8.36	.....
				A M	A M	A M	A M	A M	A M	A M	A M	
		Time over District ...		28	.40	.25	.35	.07	.20	.21	.27	
		Average speed per hour		25.3	11.8	19.7	17.3	14.5	22.2	21.1	26.6	

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CS 41 Passenger Daily	B & O 102 Freight Daily	B & O 12 Passenger Daily	B & O 56 Passenger Daily	CCC&StL 12 Passenger Daily	B & O 34 Passenger Daily	CCC&StL 46 Passenger Daily	B & O 94 Freight Daily	CS 3 Passenger Daily
				A M	A M	A M	A M	A M	A M	A M	A M	A M
....	D-N	CINCINNATI		8.30	.....	9.00	9.00	9.10	9.20	9.30	.....	9.50
		1.2										
1.2		B. & O. JCT.....		8.35	.....	9.04	9.05	9.15	9.25	9.35	.....	9.55
		0.3										
1.5	D-N	CINCINNATI JCT. .		8.37	.....	9.06	9.06	9.16	9.26	9.36	.....	9.56
		0.2										
1.7		EIGHTH ST.....		8.38	.....	9.07	.....	9.17	9.27	9.37	.....	9.57
		1.2										
2.9		BRIGHTON.....		.....	.....	9.10	.....	9.20	9.30	9.39	.....	.....
		1.0										
3.9		STOCK YARDS.....		.....	8.30	9.12	.....	9.22	9.32	9.42	9.45	.....
		0.9										
4.8		R. H. TOWER.....		.....	8.35	9.14	.....	9.24	9.34	9.44	9.46	.....
		0.3										
5.1		CUMMINSVILLE....		.....	8.38	9.15	.....	9.25	9.35	9.45	9.47	.....
		0.7										
5.8		E. CUMMINSVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		.....	8.42	s 9.18	.....	s 9.28	s 9.38	s 9.48	9.52	.....
		0.8										
7.4	D-N	IVORYDALE JCT. ..		.....	8.45	9.20	.....	9.30	9.40	9.50	9.54	.....
		0.4										
7.8		ST. BERNARD.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0										
8.8		BOND HILL.....		.....	8.50	9.22	.....	.....	9.42	.....	9.56	.....
		1.3										
10.1		NORWOOD.....		.....	8.55	9.25	.....	.....	9.45	.....	10.00	.....
		0.5										
10.6	D-N	E. NORWOOD.....		.....	8.57	s 9.27	.....	.....	s 9.47	.....	10.04	.....
		1.2										
11.8		OAKLEY.....	64	.....	9.00	9.30	.....	.....	9.50	.....	10.10	.....
				A M	A M	A M	A M	A M	A M	A M	A M	A M
		Time over District....		.08	.30	.30	.06	.20	.30	.20	.25	.07
		Average speed per hour		12.7	15.8	23.6	13.5	22.2	23.6	22.2	18.9	14.5

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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CCC&StL 48 Passenger Ex. Sunday	B & O 38 Passenger Daily	B & O 654 Passenger Sat. only	B & O 54 Passenger Daily	B & O 96 Freight Daily	CCC&StL 4 Passenger Daily	CCC&StL 10 Passenger Daily	CCC&StL 106 Passenger Sat. only	B & O 4 Passenger Daily
				P M	P M	P M	P M	P M	P M	P M	P M	P M
....	D-N	CINCINNATI.....		12.00	12.35	12.55	1.05	.....	1.10	1.15	1.30	2.10
		1.2										
1.2		B. & O. JCT.....		12.05	12.40	1.00	1.10	.....	1.15	1.20	1.36	2.15
		0.3										
1.5	D-N	CINCINNATI JCT. .		12.06	f 12.41	1.01	1.11	.....	1.16	1.21	1.37	2.16
		0.2										
1.7		EIGHTH ST.....		12.07	12.42	s 1.02	.....	.....	1.17	1.22	1.38	2.17
		1.2										
2.9		BRIGHTON.....		12.10	12.45	s 1.06	.....	.....	1.20	1.25	1.41	2.20
		1.0										
3.9		STOCK YARDS.....		12.12	12.47	s 1.08	.....	1.15	1.23	1.28	1.43	2.22
		0.9										
4.8		R. H. TOWER.....		12.14	12.49	1.11	.....	1.17	1.25	1.30	1.46	2.24
		0.3										
5.1		CUMMINSVILLE....		12.15	12.50	s 1.12	.....	1.20	1.26	1.31	1.47	2.25
		0.7										
5.8		E. CUMMINSVILLE.		.....	.....	s 1.15	.....	.....	.....	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		s 12.18	s 12.53	s 1.17	.....	1.23	s 1.28	s 1.33	s 1.50	s 2.28
		0.8										
7.4	D-N	IVORYDALE JCT. ..		12.20	12.55	1.19	.....	1.25	1.30	1.35	1.52	2.30
		0.4										
7.8		ST. BERNARD		.....	.....	f 1.21	.....	.....	.....	.....	.....	.....
		1.0										
8.8		BOND HILL.....		.....	12.57	s 1.25	.....	1.30	.....	.....	.....	2.32
		1.3										
10.1		NORWOOD.....		.....	1.00	s 1.28	.....	1.35	.....	.....	.....	2.35
		0.5										
10.6	D-N	E. NORWOOD.....		.....	1.02	s 1.30	.....	1.37	.....	.....	.....	s 2.37
		1.2										
11.8		OAKLEY.....	64	.....	1.05	s 1.35	.....	1.40	.....	.....	.....	2.41
				P M	P M	P M	P M	P M	P M	P M	P M	P M
		Time over District....		.20	.30	.40	.06	.25	.20	.20	.22	.31
		Average speed per hour		22.2	23.6	17.7	13.5	18.9	22.2	22.2	20.2	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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CCC&StL 6 Passenger Daily	CCC&StL 26 Passenger Daily	CCC&StL 8 Passenger Ex. Sunday	B & O 142 Passenger Ex. Sat. and Sunday	CS 27 Passenger Ex. Sunday	B & O 146 Passenger Ex. Sunday	B & O 104 Freight Daily	CCC&StL 102 Passenger Ex. Sat'day and Sunday	CS 25 Passenger Daily
				P M	P M	P M	P M	P M	P M	P M	P M	P M
....	D-N	CINCINNATI.....		2.30	4.00	4.00	4.45	5.00	5.15	.....	5.20	6.30
		1.2										
1.2		B. & O. JCT.....		2.35	4.05	4.06	4.50	5.05	5.20	.....	5.25	6.36
		0.3										
1.5	D-N	CINCINNATI JCT ..		2.36	4.06	4.07	4.51	5.06	5.21	.....	5.27	6.38
		0.2										
1.7		EIGHTH ST.....		2.37	4.07	4.08	s 4.52	5.07	s 5.22	.....	5.28	6.40
		1.2										
2.9		BRIGHTON.....		2.39	4.10	4.11	s 4.57	.....	s 5.27	.....	5.31	.....
		1.0										
3.9		STOCK YARDS.....		2.41	4.12	4.13	s 5.00	.....	s 5.30	5.31	5.34	.....
		0.9										
4.8		R. H. TOWER.....		2.43	4.14	4.15	5.02	.....	5.32	5.35	5.37	.....
		0.3										
5.1		CUMMINSVILLE....		2.44	4.15	4.16	s 5.03	.....	s 5.33	5.36	5.38	.....
		0.7										
5.8		E. CUMMINSVILLE.		.....	.....	.....	s 5.05	.....	s 5.35	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		s 2.47	s 4.18	s 4.19	s 5.08	.....	s 5.38	5.42	s 5.45	.....
		0.8										
7.4	D-N	IVORYDALE JCT. ..		2.49	4.20	4.21	5.10	.....	5.40	5.44	5.47	.....
		0.4										
7.8		ST. BERNARD		.....	.....	.....	s 5.12	.....	s 5.42	.....	.....	.....
		1.0										
8.8		BOND HILL.....		.....	.....	.....	s 5.16	.....	s 5.46	5.50	.....	.....
		1.3										
10.1		NORWOOD.....		.....	.....	.....	s 5.20	.....	s 5.50	5.55	.....	.....
		0.5										
10.6	D-N	E. NORWOOD.....		.....	.....	.....	s 5.23	.....	s 5.53	5.58	.....	.....
		1.2										
11.8		OAKLEY.....	64	.....	.....	.....	s 5.27	.....	s 5.57	6.10	.....	.....
				P M	P M	P M	P M	P M	P M	P M	P M	P M
		Time over District....		.19	.20	.21	.42	.07	.42	.39	.27	.10
		Average speed per hour		23.3	22.2	21.1	16.9	14.5	16.9	12.1	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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CCC&StL 18 Passenger Daily	CS 1 Passenger Daily	CS 13 Passenger Daily	CS 43 Passenger Daily	B & O 2 Passenger Daily	B & O 36 Passenger Daily			
				P M	P M	P M	P M	P M	P M			
....	D-N	CINCINNATI.....		7.05	7.45	7.55	9.00	.....	9.35	.....	.....	.....
		1.2										
1.2		B. & O. JCT.....		7.10	7.49	8.00	9.05	.....	9.40	.....	.....	.....
		0.3										
1.5	D-N	CINCINNATI JCT. .		7.11	7.50	8.01	9.06	.....	9.41	.....	.....	.....
		0.2										
1.7		EIGHTH ST.....		7.12	7.51	8.02	9.07	9.35	9.42	.....	.....	.....
		1.2										
2.9		BRIGHTON.....		7.14	.....	.....	.....	9.37	9.45	.....	.....	.....
		1.0										
3.9		STOCK YARDS.....		7.16	.....	.....	.....	9.39	9.47	.....	.....	.....
		0.9										
4.8		R. H. TOWER.....		7.18	.....	.....	.....	9.41	9.49	.....	.....	.....
		0.3										
5.1		CUMMINSVILLE....		7.19	.....	.....	.....	9.42	9.50	.....	.....	.....
		0.7										
5.8		E. CUMMINSVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		s 7.23	.....	.....	.....	s 9.45	s 9.53	.....	.....	.....
		0.8										
7.4	D-N	IVORYDALE JCT. ..		7.25	.....	.....	.....	9.47	9.55	.....	.....	.....
		0.4										
7.8		ST. BERNARD.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0										
8.8		BOND HILL.....		.....	.....	.....	.....	9.50	9.57	.....	.....	.....
		1.3										
10.1		NORWOOD.....		.....	.....	.....	.....	9.52	10.00	.....	.....	.....
		0.5										
10.6	D-N	E. NORWOOD.....		.....	.....	.....	.....	9.53	s 10.02	.....	.....	.....
		1.2										
11.8		OAKLEY.....	64	.....	.....	.....	.....	9.55	10.06	.....	.....	.....
				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	CHILLICOTHE SUB-DIVISION TIME TABLE No. 10 May 22, 1927	Passing Sidings Capacity in Cars	CCC&StL 28 Passenger Daily	B & O 98 Freight Daily	B & O 22 Passenger Daily	CS 5 Passenger Daily	CCC&StL 2 Passenger Daily	B & O 90 Freight Daily	B & O 58 Passenger Daily	CCC&StL 42 Passenger Daily	
				P M	P M	P M	P M	P M	P M	P M	P M	
....	D-N	CINCINNATI.....		9.45	.....	10.15	10.50	11.00	.....	11.25	11.45	.....
		1.2										
1.2		B. & O. JCT.....		9.50	.....	10.22	10.55	11.05	.....	11.30	11.50	.....
		0.3										
1.5	D-N	CINCINNATI JCT. .		9.51	.....	10.23	10.56	11.06	.....	11.32	11.51	.....
		0.2										
1.7		EIGHTH ST.....		9.52	.....	10.25	10.57	11.07	.....	.....	11.52	.....
		1.2										
2.9		BRIGHTON.....		9.55	.....	10.28	.....	11.10	.....	.....	11.55	.....
		1.0										
3.9		STOCK YARDS.....		9.57	10.00	10.30	.....	11.12	11.15	.....	11.57	.....
		0.9										
4.8		R. H. TOWER.....		9.59	10.05	10.32	.....	11.14	11.17	.....	11.59	.....
		0.3										
5.1		CUMMINSVILLE....		10.00	10.06	10.33	.....	11.15	11.19	.....	12.00	.....
		0.7										
5.8		E. CUMMINSVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8										
6.6		WINTON PLACE....		s 10.05	10.11	s 10.37	.....	s 11.20	11.24	.....	s 12.05	.....
		0.8										
7.4	D-N	IVORYDALE JCT ...		10.07	10.14	10.39	.....	11.22	11.26	.....	12.07	.....
		0.4										
7.8		ST. BERNARD		.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0										
8.8		BOND HILL.....		.....	10.20	10.41	.....	.....	11.31	.....	.....	.....
		1.3										
10.1	....	NORWOOD.....		.....	10.24	10.44	.....	.....	11.36	.....	.....	.....
		0.5										
10.6	D-N	E. NORWOOD.....		.....	10.26	s 10.46	.....	.....	11.40	.....	.....	.....
		1.2										
11.8		OAKLEY.....	64	.....	10.30	10.49	.....	.....	11.45	.....	.....	.....
				P M	P M	P M	P M	P M	P M	P M	A M	
		Time over District....		.22	.30	.39	.07	.22	.30	.07	.22	
		Average speed per hour		22.2	15.8	18.1	14.5	20.2	15.8	14.5	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