

Cleveland, Cincinnati, Chicago & St. Louis Railway

The N. Y. C. R. R. Co., Lessee

CINCINNATI TERMINAL DIVISION

Time Table No. 28

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A.M., Eastern Standard Time

Sunday, April 2, 1933

S. V. BEVINGTON,
Superintendent

F. H. REYNOLDS,
Trainmaster

W. E. KAMM,
Asst. Trainmaster

W. E. Kamm
Checked 4/28-70

WEST

GANO AND SMITH ST.

EAST

FIRST CLASS

Miles from Cincinnati	23	35	3	47
	Daily	Daily	Daily	Daily Ex Su
	PM	PM	PM	PM
1.2				
	10.45	9.30	6.10	5.15
7.3	10.30	9.10	5.54	4.50
12.1				\$4.40
14.8	10.22	8.59	5.44	4.31
16.4				\$4.26
18.0	10.18	8.55	5.40	4.22
	PM	PM	PM	PM

STATIONS

119	49	15	5	25
Daily	Daily	Daily	Daily	Daily
PM	AM	AM	AM	AM
2.45	10.25	9.00	7.25	5.45
2.30	10.10	8.45	7.06	5.20
2.21	10.01	8.36	6.56	5.06
2.17	9.57	8.32	6.50	5.00
PM	AM	AM	AM	AM

146	48	104	16	124
Daily	Daily Ex Su	Daily	Daily	Daily
AM	Noon	PM	PM	PM
9.00	12.00	12.25	3.05	5.50
9.13	12.13	12.38	3.18	6.03
9.22	12.25	12.47	3.27	6.12
9.26	12.30	12.51	3.31	6.16
AM	PM	PM	PM	PM

FIRST CLASS

18	28	2	42						
Daily	Daily	Daily	Daily						
PM	PM	PM	PM						
7.35	9.35	11.30	11.50						
7.48	9.48	11.43	AM 12.03						
7.57	9.57								
7.57	10.01	11.53	12.13						
8.01	10.06	11.57	12.17						
PM	PM	PM	AM						

WEST

SMITH ST. AND WADE

EAST

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

Miles from Cincinnati	95	99	93				
	Daily	Daily	Daily				
	PM	PM	AM				
1.2	10.00	8.00	10.30				
1.8							
2.5							
2.9							
4.5	1.01	10.35	1.01				
	AM	PM	PM				

35	43	5	19	15
Daily	Daily	Daily	Daily	Daily
PM	PM	PM	PM	AM
11.55	10.10	3.15	1.00	9.05
AM 12.03	10.18	3.23	1.08	9.13
12.05	10.20	3.25	1.10	9.15
12.07	10.22	3.27	1.12	9.17
AM	PM	PM	PM	AM

STATIONS

34	46	36	16	18
Daily	Daily	Daily	Daily	Daily
AM	AM	AM	PM	PM
6.10	7.55	11.30	5.30	9.00
5.58	7.45	11.22	5.22	8.51
5.56	7.43	11.20	5.20	8.49
5.54	7.41	11.18	5.18	8.47
AM	AM	AM	PM	PM

								98	90
								Daily	Daily
								AM	AM
								3.30	9.45
								3.15	9.40
								3.06	9.36
								3.04	9.34
								3.00	9.30
								AM	AM

SPECIAL INSTRUCTIONS

Special Instructions shown by numbers supplement, modify, or supersede the Rules for the Government of the Operating Department.

SAFETY FIRST.

Safe operation and conduct are more important than making schedule time.

OTHER RAILROADS.

B. & O. rules and time-table govern between Ivorydale Jct. and B. & O. Jct., and between R H Tower and Terminal Jct.

Cincinnati Union Terminal Company rules and time-table govern between Storrs Jct. and Terminal Jct.

DEFINITIONS.

RESTRICTED SPEED—A speed not exceeding that which will enable a train to stop short of train ahead, obstructions, switch not properly lined, and look out for broken rail.

SLOW SPEED—A speed not exceeding 10 miles per hour.

3. STANDARD CLOCKS.

Sharonville.....	} Yardmasters office. Engine-house. East yard office.	
Riverside.....		} Engine-house.
Cincinnati.....		} Telegraph office. Engine-house.

14. ENGINE WHISTLE SIGNALS.

Sound (q) — o Indication
When running against the current of traffic:
(1) Approaching stations, curves, or other points where view may be obscured.
(2) Preceding the signals prescribed by Rule 14(d), (e).

17. HEADLIGHTS.

Must be dimmed:
(a) Passing through yards where yard engines are employed.
(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
(c) Approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.
(d) On two or more tracks when approaching trains in opposite direction.
(e) When closing up behind trains.

19. MARKERS.

A train not equipped to display markers as prescribed by Rule 19, will display red flag by day and red light by night.
Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

28. MAIN TRACK SWITCHTENDERS.

At Sharon Yard, (Sharon Ave.) trains and engines must approach crossover switches at restricted speed and be governed by signal

from switchtender who will use green signals for main track movements and yellow signals for crossover movements.

At Storrs Jct., trains and engines must approach crossover switches at restricted speed and must not foul or use the crossover tracks without hand signal from switchtenders, who will use green signal for main track movements and yellow signals for crossover movements.

Before accepting a hand signal it must be known that the switches are properly lined.

This will not excuse trainmen or yardmen from properly protecting movements of their train or cut or delaying passenger trains.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at restricted speed.

Between Smith St. (Cincinnati) and Kent, movements will be made, irrespective of class, with the current of traffic and at restricted speed, protecting against following movements.

The normal movement of westbound freight trains and engines between Storrs Jct. and Kent will be via the Wall Track. The normal position of the Wall Track switch at Storrs Jct. will be for the Wall Track.

While on the main track of the Cincinnati Terminal Division, a trainman or yardman must ride on the rear of last car of all trains and cuts.

Leads or parallel tracks must not be fouled until switch is properly lined.

Trainmen and yardmen must not block the current of traffic when it is possible to avoid doing so and must protect their trains or engines in accordance with the rules.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made:

Between Sharon Yard (Sharon Ave.) and Ivorydale Jct., under supervision of yardmaster.

Between Smith St. (Cincinnati) and Storrs under supervision of yardmaster.

Between Storrs and Kent, and via the "Wall" Track over the westward main, on signal indication and under supervision of the signalman at Kent,

Between Storrs Jct. and Kent westbound from C. U. T. or B. & O. under the supervision of the signalman at Kent and on message authority of Superintendent.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Storrs.....	{ Oklahoma.....	Target.
	{ B. & O.....	Interlocking.
Ivorydale Jct.....	{ B. & O.....	Interlocking.

98a. INDICATION OF GRADE CROSSING TARGETS.

Storrs.....	{ Vertical.....	C. C. C. & St. L.
	{ Diagonal.....	Oklahoma.
	{ Horizontal.....	Stop.

103. PUBLIC GRADE CROSSINGS.

Plum Street, Central Avenue and Smith Street crossings (Cincinnati) must be protected by crews switching over them.

When practicable, cars must not be left less than 50 feet on each side of public road crossings.

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

DESIGNATION AND USE OF MAIN TRACKS.

Double Track:

Between Gano and Ivorydale Jct.

Smith Street (Cincinnati) and Wade.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

In Manual or Automatic Block territory, when a train or engine takes siding or otherwise clears the main track, it must not again enter the block or foul the main track without permission from the signalman or dispatcher.

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

At points where outlying switches are remote controlled, trains will be governed by signal indication.

501. AUTOMATIC BLOCK SYSTEM.

The Automatic Block System will be used for movements with the current of traffic between:

Gano and Ivorydale Junction.

Wade and Kent.

Westward Track Sixth St. to Carr St.

The Manual Block System will be used for movement against the current of traffic between Wade and Storrs.

Rule 501 B is revised:

Block is clear; second block in advance is not clear.

Indication—Proceed at a speed not to exceed one-half the maximum authorized at point involved (not exceeding 30 miles per hour) prepared to stop at next signal.

Name—Approach Signal.

REMOTE CONTROL SWITCHES.

Gano—Crank.

Home block signals at Gano are remote controlled. Trains must not pass these signals without entire train or do switching without first notifying the controlling operator, of intended moves, and must report to the controlling operator as soon as such moves have been completed.

Instructions for manual operation of each remote controlled switch are posted in telephone box.

When a remote controlled switch equipped with dual control lever fails, the switch must, regardless of position of switch points, be thrown by hand in accordance with instructions.

When a remote controlled switch not equipped with dual control lever fails, the switch must, regardless of position of switch points, be cranked to desired position. If after cranking switch machine the signal does not indicate proceed, switch must not be used in facing direction without spiking or blocking switch points.

720. BULLETIN BOARDS AND BOOKS.

Sharonville.....	{ Sharon Ave. Engine-house. Yardmasters office.
Ivorydale.....	{ Yardmasters office.
Harriet St.....	{ Yardmasters office.
Riverside.....	{ East Yard office. Engine-house.
Cincinnati.....	{ Telegraph office. Engine-house.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.

Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.

Note—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights of the prescribed color must be used by night in addition to the boards or flags.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL

(unless otherwise restricted)

Through crossovers, turnouts, and entering or leaving sidings.....	12
Gano, through crossover and entering lead.....	30
Ivorydale Jct., entering or leaving B. & O. tracks.....	20
Storrs Jct., through crossovers.....	20
Oklahoma track.....	10
Road engines running light or with caboose.....	30

(Rule 743 is revised).

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory, it may proceed, complying with the automatic block rules, and in manual block territory it may proceed with caution prepared to stop short of any obstruction to the next block station, where the block rules must be complied with.

RERAILING FROGS.

Enginemen will be held responsible for knowing that rerailling frogs are replaced on engines after having been used.

SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis

F. E. Beekley.....Sharonville.

T. J. Mohr.....Lockland.

M. F. Walker.....Riverside.

J. C. Evans.....Cincinnati.

E. M. Keefe.....Cincinnati.

OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis.

H. F. Tangeman.....Cincinnati.

HOSPITALS

St. Marys, Betts and Linn Streets, Cincinnati.

Telephone Cherry 2424.

AMBULANCES

A. M. Vohris, 310 Dunn Street, Lockland—Valley 0063.

John Hodapp, 7401 Vine Street, Carthage—Valley 0805.

J. J. Sullivan, 413 Broadway, Cincinnati—Main 1600.