

J. H.
JUDSON HARMON and RUFUS B. SMITH, Receivers.
THE CINCINNATI, HAMILTON & DAYTON RAILWAY CO.

WORKING BOOK No. 3.

EFFECTIVE 12.01 A. M., MARCH 1, 1917.

CONTAINING SCHEDULES OF QUICK DISPATCH AND EXPEDITE
FREIGHT TRAINS, TERMINAL AND CARDING INSTRUCTIONS
AND INSTRUCTIONS FOR HANDLING LIVE STOCK.

**RETURN PREVIOUS ISSUES TO
TRANSPORTATION DEPARTMENT.**

ISSUED BY
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TRAIN 94—CINCINNATI TO TOLEDO.
Classification—Quick Dispatch.

Stations.	Schedule.	Time enroute from Cincinnati.		Connection.
		Hrs.	Min.	
Lv Cincinnati.....	5.30 PM	.....	.....	From B. & O. S. W. train 97.
Ar Hamilton.....	6.46 PM	1	16	
Ar Dayton.....	8.25 PM	2	55	
Lv Dayton.....	9.15 PM	3	45	
Ar Lima.....	12.20 AM	6	50	
Lv Lima.....	2.05 AM	8	35	
Ar Leipsic Jet.....	4.10 AM	10	40	
Ar Deshler.....	4.55 AM	11	25	
Ar Toledo.....	6.15 AM	12	45	

Note.—When a second section is run, the first section picks up at Hamilton, Dayton, Troy, Lima and Leipsic Junction only for Toledo and beyond.

Second 94 picks up at Hamilton, Dayton and Troy cars for Lima and beyond and at Lima, Leipsic Junction and Deshler for Toledo and beyond.

HAMILTON.

Takes Quick Dispatch cars for Dayton, Lima and beyond.

DAYTON.

Sets off cars for connecting lines.

Takes Quick Dispatch cars for Lima and beyond.

TROY.

Takes Quick Dispatch cars for Deshler and beyond.

LIMA.

Sets off cars for Lima and stations between Lima and Deshler, except cars for N. Y. C. & St. L.

Sets off cars for Chicago Junction and points east of Chicago Junction routed via Baltimore & Ohio.

Takes Quick Dispatch cars for Deshler and beyond, except as above.

LEIPSIC JUNCTION.

Sets off cars for N. Y. C. & St. L.

Takes Quick Dispatch cars for Toledo and beyond.

DESHLER.

Sets off cars for B. & O and Findlay.

TRAIN 93—TOLEDO TO CINCINNATI.

Classification—Quick Dispatch.

Stations.	Schedule.	Time enroute from Toledo.		Connection.
		Hrs.	Min.	
Lv Toledo.....	6.35 PM	...	...
Ar Deshler.....	8.00 PM	1	25	
Ar Leipsic Jct.....	8.45 PM	2	10	
Ar Lima.....	10.10 PM	3	35	
Lv Lima.....	11.05 PM	4	30	
Ar Dayton.....	2.25 AM	7	50	
Lv Dayton.....	3.15 AM	8	40	
Ar Hamilton.....	4.41 AM	10	06	
Ar Cincinnati.....	6.20 AM	11	45	To B. & O. S. W. train 94.

DESHLER.

Set off cars for B. & O.

Takes Quick Dispatch cars for Dayton and beyond.

LEIPSIC JUNCTION.

Takes Quick Dispatch cars for Dayton and beyond.

LIMA.

Sets off cars for Lima and points between Lima and Dayton.

Takes Quick Dispatch cars for Dayton and beyond.

DAYTON.

Sets off cars for Dayton and points between Dayton and Hamilton.

Takes Quick Dispatch cars for Cincinnati.

HAMILTON.

Sets off cars for Hamilton, points between Hamilton and Cincinnati, and C. I. & W. R. R.

TRAIN 87—TOLEDO TO CINCINNATI.

Classification—Quick Dispatch.

Stations.	Schedule.	Time enroute from Toledo.		Connection.
		Hrs.	Min.	
Lv Toledo.....	8.00 AM	...	...
Ar Deshler.....	9.52 AM	1	52	
Ar Leipsic Jct.....	10.19 AM	2	19	
Ar Lima.....	11.50 AM	3	50	
Ar Dayton.....	5.10 PM	9	10	
Ar Hamilton.....	8.45 PM	12	45	To C. I. & W. train 86.
Ar Elmwood Place.....	10.05 PM	14	05	

DESHLER.

Sets off freight for B. & O.

Takes Quick Dispatch cars for Dayton and beyond.

LEIPSIC JUNCTION.

Sets off cars for N. Y. C. & St. L.

Takes Quick Dispatch cars for Dayton and beyond.

LIMA.

Sets off cars for Lima and points between Lima and Dayton.

Takes Quick Dispatch cars for Dayton and beyond.

TROY.

Takes Quick Dispatch cars for Hamilton and beyond.

DAYTON.

Sets off cars for Dayton and points between Dayton and Hamilton and Wellston Division.

HAMILTON.

Sets off cars for Hamilton; points between Hamilton and Cincinnati, and C. I. & W. R. R.

Takes Quick Dispatch cars for Cincinnati.

TRAIN 86—CINCINNATI TO TOLEDO.

Classification—Quick Dispatch.

Stations.	Schedule.	Time enroute from Cincinnati.		Connection.
		Hrs.	Min.	
Lv Elmwood Place...	8.55 AM	...	...	From B. & O. S. W. trains 88, 94 and 98.
Ar Hamilton.....	9.50 AM		55	From trains 93 and 87, C. I. & W. R. R.
Ar Dayton.....	11.50 AM	2	55	
Lv Dayton.....	12.50 PM	3	55	
Ar Lima.....	5.15 PM	8	20	
Lv Lima.....	7.05 PM	10	10	
Ar Leipsic Jct.....	8.45 PM	11	50	
Ar Deshler.....	9.40 PM	12	45	
Ar Toledo.....	11.30 PM	14	35	

HAMILTON.

Takes Quick Dispatch cars for Lima and beyond.

DAYTON.

Sets off cars for connecting lines

Takes Quick Dispatch cars for Lima and beyond.

TROY.

Takes Quick Dispatch cars for Deshler and beyond.

LIMA.

Sets off cars for Lima and stations between Lima and Deshler, except cars for N. Y. C. & St. L.

Sets off cars for Chicago Junction and points east via B. & O.

LEIPSIC JUNCTION.

Sets off cars for N. Y. C. & St. L. Takes Quick Dispatch for Toledo and beyond.

TRAIN EXTRA—CINCINNATI TO DAYTON.

Stations.	Schedule.	Time en-route from Cincinnati.		Connection.
		Hrs.	Min.	
Lv Cincinnati.....	7.00 PM	...	...
Ar Hamilton.....	9.00 PM	2	00	To C. I. & W. 96.
Ar Dayton.....	12.40 AM	5	40	

HAMILTON.

Sets off cars for C. I. & W. and picks up Expedite freight for Dayton and beyond.

TRAIN EXTRA—DAYTON TO CINCINNATI.

Stations.	Schedule.	Time en-route from Dayton.		Connection.
		Hrs.	Min.	
Lv Dayton	2.15 AM	...	...
Lv Hamilton.....	4.20 AM	2	05	From C. I. & W. 93.
Ar Cincinnati.....	5.45 AM	3	30	

DAYTON.

Picks up Expedite cars for Cincinnati & C. I. & W. R. R.

HAMILTON.

Sets out cars for C. I. & W. R. R. and takes Quick Dispatch cars from C. I. & W. R. R. and Quick Dispatch and Expedite cars from Hamilton.

TRAIN 91—CHICAGO JUNCTION TO TOLEDO.

Stations.	Schedule.	Time en-route from Chicago Jct.		Connection.
		Hrs.	Min.	
Lv Chicago Jct.....	7.00 PM	...	...
Ar Deshler.....	11.00 PM	4	00	
Lv Deshler.....	11.30 PM	4	30	
Ar Toledo	3.30 AM	8	30	

CHICAGO JUNCTION.

Takes all Quick Dispatch and Expedite cars on hand at Chicago Junction for C. H. & D. and P. M., and connections north of Toledo that can be made ready by time of departure. Is filled out to ordinary freight rating.

DESHLER.

Takes such cars and tonnage as designated by Superintendent for points north of Deshler.

TRAIN 92—TOLEDO TO CHICAGO JUNCTION.

Stations.	Schedule.	Time en-route from Toledo.		Connection.
		Hrs.	Min.	
Lv Toledo.....	7.30 PM	...	...
Ar North Baltimore..	10.15 PM	2	45	
Lv North Baltimore..	10.20 PM	2	50	
Ar Chicago Junction..	2.15 AM	6	45	To train 94.

Takes all Quick Dispatch and Expedite cars from Toledo for points east and connects at Chicago Junction with train 94 via New Castle Division and 98 via Newark Division.

Performs such other work as specified by Superintendent which does not interfere with maintenance of schedule.

TRAIN 98-99—LIMA TO GARRETT.

Stations.	Schedule.	Time en-route from Lima.		Connection.
		Hrs.	Min.	
Lv Lima.....	10.00 AM	...	...
Ar Deshler	1.30 PM	3	30	
Lv Deshler	1.30 PM	3	30	
Ar Garrett	7.30 PM	9	30	

TRAIN 98-99—GARRETT TO LIMA.

Stations.	Schedule.	Time en-route from Garrett.		Connection.
		Hrs.	Min.	
Lv Garrett	9.00 AM	...	...
Ar Deshler	2.30 PM	5	30	
Lv Deshler	3.15 PM	6	15	
Ar Lima.....	6.30 PM	9	30	

GENERAL INSTRUCTIONS.

1. Trains shown herein are provided for special movement of live stock, "Quick Dispatch" and "Expedite Freight" as authorized by instructions; there will be no deviations therefrom, except as authorized by General Superintendent of Transportation. Enough sections are run to provide for cars offered. Time figures convey no time-table rights but preference in movement is given these trains over all freight trains. **Advance sections are run whenever ready, thus advancing movement of freight much as possible.**

2. Quick Dispatch freight loaded for through points and not forwarded on train for which carded, is held and forwarded on first proper train and is not forwarded on extras unless specially instructed.

3. Quick Dispatch freight destined to local stations is moved on Quick Dispatch trains to nearest division terminal (except where it is provided such trains set off cars). Superintendents arrange for movement of cars to destination on their divisions except where it is provided such trains set off cars.

4. Quick Dispatch freight loaded at an intermediate station is moved to nearest division terminal and forwarded on train for which it is carded (except where it is provided such trains pick up cars). Superintendents arrange this movement on their divisions.

5. When it is necessary to fill out Quick Dispatch trains with other than Quick Dispatch freight, preference is given Expedite freight for through points. Yard Masters are directed to select cars in good order to fill out.

6. Expedite freight loaded at an intermediate station is moved to nearest division terminal and forwarded on train for which carded. Superintendents arrange this movement on their divisions.

7. Expedite freight destined to local stations is moved on train authorized to nearest division terminal and forwarded to destination by local trains.

8. When loaded cars are cut out for repairs, contents are transferred unless cars can be repaired and forwarded in proper trains within following respective times:

Quick Dispatch freight.....	24 hours.
Expedite freight.....	48 hours.
Ordinary freight(except coal, coke and ore).....	96 hours.
Coal, coke and ore.....	7 days.

9. Except as otherwise provided Quick Dispatch trains set off and pick up cars at division terminals when necessary.

10. **Quick Dispatch trains do not move double loads of any commodity except by special orders from General Superintendent of Transportation or General Superintendent.**

11. When cars contain perishable property, explosives or inflammables in carload or less carload lots, Agents write or stamp "Perishable," "Explosives," "Inflammable" or "Acid," as case may be, on face of card waybills. This information is shown in addition to exact nature of contents.

12. Authority to card as Quick Dispatch or Expedite freight a car containing property not entitled by classification to Quick Dispatch or Expedite freight movement, except Company's material, is obtained from General Superintendent of Transportation, or General Superintendent having jurisdiction **and such authority is noted on card waybill.**

General Superintendents send copy of instructions issued by them to General Superintendent of Transportation.

Cars improperly carded are reported to General Superintendent of Transportation.

13. When contents of car bearing manifest number are transferred enroute, car number on card waybill is changed, but no change is made in manifest number shown on original card waybill.

14. The above instructions govern in all cases where special instructions are not provided.

SPECIAL INSTRUCTIONS FOR THE MOVEMENT OF LIVE STOCK.

Live stock is fed and watered every 28 or 36 hours, except live stock originating in Ohio for intrastate movement, which is billed to be fed and watered every 24 hours, and is not to be kept out beyond these limits unless prevented by storm or by accidental or unavoidable causes which cannot be anticipated or avoided by exercise of due diligence and foresight.

In absence of special instructions, employes whose duties require them to look after handling of live stock at feeding points, are requested to observe schedules and when there is not sufficient time limit to reach destination or next feeding point within time allowed, stock is unloaded for feed and water and rested 5 hours, unless loaded in cars equipped to feed and water stock without unloading.

Unless there is a certificate with waybill or notation on waybill extending the feeding time to 36 hours from time loaded at originating point or last fed in transit, it is to be understood that stock is moving under 28-hour law.

Failure to comply with above instructions places Company liable to a fine of from \$100.00 to \$500.00 for each violation, and employes responsible are held to a strict accountability for failure to comply with above.

Superintendents arrange for prompt movement of live stock from territory not so covered to connect with through trains.

When necessary to transfer a double deck stock car into two single deck stock cars a card waybill is made for each single deck car, showing on each waybill original car number and initial.

10 hours is required for the movement of live stock from Penna. Company connection at Dayton to Cincinnati. Such stock is fed and watered at U. S. Yards, Dayton, when time limit expires in less than 10 hours.

Live Stock from Penna. Company or C. I. & W. R. R. at Hamilton for movement to Cincinnati is fed and watered at Hamilton when time limit expires in less than 6 hours.

CLASSIFICATION AND CARDING.

Freight train service is classified as "Quick Dispatch," "Expedite" and "Ordinary."

Quick Dispatch Freight.

Quick Dispatch freight embraces all less than carload freight and all carload freight classified in Official Classification at third class or higher (1st or multiples thereof, 2nd, Rule 25); also fourth and fifth class freight (including Rule 26 and Rule 28 freight) when destined to or originating at Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling, Parkersburg and points east thereof. It also embraces:

Corn, during months of November, December, March, April and May;
Flour, for export;
Malt.

Note.—Hay and straw are excepted from this service and take ordinary freight service.

Expedite Freight.

This service embraces freight classified in Official Classification at fourth and fifth class (including Rule 26 and Rule 28 freight), when originating at and destined to points in the territory West of Parkersburg, Wheeling, Pittsburgh, Buffalo, Detroit and Port Huron; also such other freight as may be assigned thereto. The following commodities classified lower than fifth class will be moved under "expedite" carding.

Cement;
Grain (other than corn during November, December, March, April and May);

Grain products, when classified lower than 5th class;

Lead, pig;

Lime;

Lumber and forest products;

Rosin;

Spelter, pig or slab;

Stone, dressed, planed or sawed;

Stone, building;

Tile, building, drain, fibre, locomotive or roofing;

Tobacco stems;

Zinc, pig or slab.

For principal commodities, see pages 12 to 15.

Note—Hay and straw are exempted from this service and take ordinary freight service.

Ordinary Freight.

This service includes all articles not embraced in "Quick Dispatch" or "Expedite" freight.

Export Freight.

Export freight consists of property forwarded via North Atlantic seaboard destined to a foreign country. When cars are not loaded with Quick Dispatch freight movement is governed by date of sailing shown on card manifest.

PRINCIPAL COMMODITIES CARDED FOR QUICK DISPATCH AND EXPEDITE MOVEMENT.

COMMODITY.	When destined to or originating at Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling, Parkersburg and points EAST thereof.	When originating at or destined to points in territory WEST of Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling and Parkersburg.
Acids.....	Q. D.	Exp.
Advertising matter.....	Q. D.	Q. D.
Agricultural implements and parts.....	Q. D.	Exp.
Alcohol.....	Q. D.	Q. D.
Ale.....	Q. D.	Exp.
Alleys, balls and pins, bowling	Q. D.	Exp.
Aluminum and aluminum-ware	Q. D.	Exp.
Ammunition.....	Q. D.	Exp.
Asbestos.....	Q. D.	Exp.
Asphaltum.....	Q. D.	Exp.
Automobiles.....	Q. D.	Q. D.
Backing, picture.....	Q. D.	Exp.
Bags and bagging.....	Q. D.	Exp.
Baking powder.....	Q. D.	Q. D.
Barrels, half-barrels, casks, drums and kegs.....	Q. D.	Exp.
Baskets.....	Q. D.	Q. D.
Beams.....	Q. D.	Exp.
Beer.....	Q. D.	Exp.
Binders' board.....	Q. D.	Exp.
Blinds.....	Q. D.	Exp.
Boats, barges, launches and yachts.....	Q. D.	Exp.
Books.....	Q. D.	Q. D.
Boots and shoes.....	Q. D.	Q. D.
Boxes and crates.....	Q. D.	Exp.
Brass, bronze or copper goods.	Q. D.	Exp.
Brewers' chips.....	Q. D.	Exp.
Brick, bath, enameled or glazed.....	Q. D.	Exp.
Burlaps.....	Q. D.	Exp.
Cable.....	Q. D.	Exp.
Cakes and crackers.....	Q. D.	Exp.
Candy.....	Q. D.	Q. D.
Canned fruits and vegetables.	Q. D.	Exp.
Carbon.....	Q. D.	Q. D.
Carpeting.....	Q. D.	Exp.
Cardboard and cardpaper.....	Q. D.	Exp.
Cars.....	Q. D.	Exp.
Cartridges.....	Q. D.	Q. D.

COMMODITY.	When destined to or originating at Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling, Parkersburg and points EAST thereof.	When originating at or destined to points in territory WEST of Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling and Parkersburg.
Cereals.....	Q. D.	Exp.
Chemicals.....	Q. D.	Exp.
Chinaware.....	Q. D.	Exp.
Chocolate.....	Q. D.	Q. D.
Clothing.....	Q. D.	Q. D.
Coffee.....	Q. D.	Q. D.
Confectionery.....	Q. D.	Q. D.
Coolers.....	Q. D.	Exp.
Copper.....	Q. D.	Exp.
Cordage, rope and twine.....	Q. D.	Exp.
Cork.....	Q. D.	Exp.
Corn, broom.....	Q. D.	Q. D.
Cotton.....	Q. D.	Exp.
Cottonseed oil.....	Q. D.	Exp.
Crockery and earthenware.....	Q. D.	Exp.
Dairy products.....	Q. D.	Q. D.
Doors.....	Q. D.	Exp.
Dried fruit.....	Q. D.	Exp.
Drugs and medicine.....	Q. D.	Q. D.
Dry goods.....	Q. D.	Q. D.
Electrical supplies.....	Q. D.	Q. D.
Enameled-ware.....	Q. D.	Exp.
Engines.....	Q. D.	Exp.
Excelsior.....	Q. D.	Exp.
Explosives.....	Q. D.	Q. D.
Extracts.....	Q. D.	Q. D.
Feathers.....	Q. D.	Q. D.
Fish.....	Q. D.	Q. D.
Fire-proofing.....	Q. D.	Exp.
Fireworks.....	Q. D.	Q. D.
Fleshings.....	Q. D.	Exp.
Frames, picture.....	Q. D.	Q. D.
Furniture.....	Q. D.	Q. D.
Glassware.....	Q. D.	Q. D.
Glucose.....	Q. D.	Exp.
Glue.....	Q. D.	Exp.
Glue-stock.....	Q. D.	Exp.
Grease.....	Q. D.	Exp.
Hair.....	Q. D.	Exp.
Handles.....	Q. D.	Exp.
Hardware.....	Q. D.	Exp.
Hemp.....	Q. D.	Exp.
Hides.....	Q. D.	Exp.
High Wines.....	Q. D.	Q. D.

COMMODITY.	When destined to or originating at Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling, Parkersburg and points EAST thereof.	When originating at or destined to points in territory WEST of Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling and Parkersburg.
Hops.....	Q. D.	Q. D.
Household goods.....	Q. D.	Q. D.
Ice.....	Q. D.	Q. D.
Iron and steel and articles manufactured from same except billets, blooms, ingots, muck or puddle bars, borings, crop ends, ingot moulds, cinder or scale, pig, rails, scrap, slabs, railroad ties, turnings, loose car wheels (old), mass or sponge.....	Q. D.	Exp.
Kraut.....	Q. D.	Exp.
Leather.....	Q. D.	Exp.
Licorice mass.....	Q. D.	Exp.
Live poultry.....	Q. D.	Q. D.
Live stock.....	Q. D.	Q. D.
Locomotives.....	Q. D.	Exp.
Macaroni.....	Q. D.	Q. D.
Machinery and machines.....	Q. D.	Exp.
Marble or granite, polished.....	Q. D.	Exp.
Matches.....	Q. D.	Exp.
Mats and matting.....	Q. D.	Exp.
Mattresses.....	Q. D.	Exp.
Meats, fresh dressed.....	Q. D.	Q. D.
Mineral water.....	Q. D.	Exp.
Molasses.....	Q. D.	Exp.
Musical instruments.....	Q. D.	Q. D.
Myrobalans.....	Q. D.	Exp.
Nursery stock.....	Q. D.	Q. D.
Nuts, edible.....	Q. D.	Q. D.
Oils.....	Q. D.	Exp.
Oil cloth.....	Q. D.	Exp.
Oil well supplies.....	Q. D.	Exp.
Onion sets.....	Q. D.	Q. D.
Outfits, bridge-builders, grading and road-making.....	Q. D.	Exp.
Packing house products.....	Q. D.	Q. D.
Paints.....	Q. D.	Exp.
Paper.....	Q. D.	Q. D.
Peas.....	Q. D.	Exp.
Perishable property.....	Q. D.	Q. D.
Pickles, preserves, etc.....	Q. D.	Exp.
Plumbers' supplies.....	Q. D.	Exp.

COMMODITY.	When destined to or originating at Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling, Parkersburg and points EAST thereof.	When originating at or destined to points in territory WEST of Port Huron, Detroit, Buffalo, Pittsburgh, Wheeling and Parkersburg.
Printed matter.....	Q. D.	Q. D.
Refrigerators.....	Q. D.	Q. D.
Rice.....	Q. D.	Exp.
Roofing.....	Q. D.	Exp.
Rubber.....	Q. D.	Q. D.
Seeds, all kinds.....	Q. D.	Exp.
Sisal.....	Q. D.	Exp.
Show-cases.....	Q. D.	Q. D.
Soap.....	Q. D.	Exp.
Spirits.....	Q. D.	Q. D.
Starch.....	Q. D.	Exp.
Stoneware.....	Q. D.	Exp.
Store-fixtures.....	Q. D.	Q. D.
Stoves and ranges.....	Q. D.	Exp.
Strawboard.....	Q. D.	Exp.
Sugar.....	Q. D.	Exp.
Syrup.....	Q. D.	Exp.
Tea.....	Q. D.	Q. D.
Tile, flooring and facing.....	Q. D.	Exp.
Tin and tinware.....	Q. D.	Exp.
Tin cans.....	Q. D.	Q. D.
Tobacco.....	Q. D.	Exp.
Tools.....	Q. D.	Exp.
Turpentine.....	Q. D.	Exp.
Varnish.....	Q. D.	Exp.
Vegetables.....	Q. D.	Q. D.
Vehicles.....	Q. D.	Exp.
Veneering.....	Q. D.	Exp.
Vinegar.....	Q. D.	Exp.
Wall paper.....	Q. D.	Q. D.
Wax.....	Q. D.	Exp.
Whiskey and wines.....	Q. D.	Q. D.
Wire and wire goods.....	Q. D.	Exp.
Woodenware.....	Q. D.	Exp.
Wood fillers.....	Q. D.	Exp.
Wood products.....	Q. D.	Exp.
Woods of value.....	Q. D.	Exp.
Wool.....	Q. D.	Q. D.

APPROVED:

C. W. GALLOWAY,
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J. R. KEARNEY,
General Sup't of Transportation.