

# **THE PENNSYLVANIA RAILROAD**

**CENTRAL REGION**

**LAKE DIVISION**

---

**ERIE & ASHTABULA DIVISION**

---

**Time-Table No. 6**

**In effect 12.01 A. M., Sunday, April 28, 1946**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**P. E. FEUCHT,**  
General Manager.

**A. M. SEIVARD,**  
Sup't Passenger Transportation.

**J. L. CRANWELL,**  
General Superintendent.

**H. L. CLAPPER,**  
Sup't Freight Transportation.

**MARION STREETT,**  
Superintendent.

**Original timetable from the collection of Pat McKinney**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2024**

# **THE PENNSYLVANIA RAILROAD**

**CENTRAL REGION**

**LAKE DIVISION**

---

**ERIE & ASHTABULA DIVISION**

---

**Time-Table No. 6**

**In effect 12.01 A. M., Sunday, April 28, 1946**

---

**FOR THE GOVERNMENT OF EMPLOYES ONLY**

---

**EASTERN STANDARD TIME**

---

**P. E. FEUCHT,**  
General Manager.

**A. M. SEIVARD,**  
Sup't Passenger Transportation.

**J. L. CRANWELL,**  
General Superintendent.

**H. L. CLAPPER,**  
Sup't Freight Transportation.

**MARION STREETT,**  
Superintendent.

## INDEX

	Pages
List of Stations, Interlockings, Distances, Sidings, etc.....	3- 7
Schedule Pages.....	8-11
Highway Bus Service.....	12
Opening and Closing Hours of Ticket Offices..	13
Extra Stops by Passenger Trains.....	13
Trains Wait for Connections.....	13
Arranged Freight Train Service.....	14-15

## SPECIAL INSTRUCTIONS

Automatic Block System.....	46
Automatic Highway Crossing Signals.....	27-28
Cab Signals.....	46
Close Overhead and Side Clearance.....	49
Color Signals.....	16
Communicating Signals.....	17
Dead or Disabled Engines .....	42-43
Dragging Equipment Detectors.....	29
Engine and Other Equipment Restrictions.....	38-42
Engine Whistle Signals.....	17
First-Aid Boxes and Stretchers.....	53
Fixed Signals.....	45
Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars.....	29
General Instructions.....	48
General Orders, Bulletin Boards, Employees' Registers, Standard Clocks.....	19
Hand, Flag and Lamp Signals.....	16
Hand Operated Switches Equipped With Electric Locks.....	23
Hospitals.....	53
Inspection of Passing Trains.....	51
Interlocking .....	47
Letters and Characters.....	16
Manual Block System.....	46
Medical Examiners and Company Surgeons.....	52
Minimum Running Time.....	44
Movement by Train Orders.....	31
Movement of Track Cars.....	21-22
Movement of Trains.....	22
Non-Interlocked Railroad Crossings at Grade....	25-27
Operation of Pusher Engines.....	23
Personal Injuries.....	51
Passenger Train Equipment.....	42
Qualified for Service.....	54-55
Secondary Tracks of Assigned Direction.....	21
Secondary Tracks of No Assigned Direction....	21
Signalman in Charge Main Track Hand- Operated Switches.....	22
Speeds and Speed Restrictions.....	31-37
Spring Switches.....	23
Standard Time.....	16
Superiority of Trains.....	18
Torpedo-placing Machine.....	47
Track Assignments.....	20
Use of Signals.....	17-18
Use of Telephones.....	47
Yards and Yard Instructions.....	31

# MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		HOMEWOOD JCT. (E. Div.)	34.8			
				HOMEWOOD JCT.	34.9			
X	X	X		KOPPEL	36.3			
X	X	X		WAMPUM JCT.	41.1			
X	X	X		LAWRENCE JCT.	46.6			
				CROSS CUT	47.3	405	405	
				NEW CASTLE JCT.	47.6			
				EDENBURG	51.5			
				LOWELLVILLE	57.1			
				STRUTHERS	60.2			
X	X	X		GRAHAM	60.8	124	112	
				CENTER STREET	62.6			
				CRAB CREEK	63.9			
				YOUNGSTOWN	65.2			
X				DIVISION STREET	67.7			
		X		GIRARD	70.0	212	210	
X				BELMONT STREET	73.9			
X	X	X		NILES	74.7			
X				DETOUR	75.5			
X				BOANNA	76.6			
X	X	X		NILES JCT. (B.&O.R.R.)	77.8			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Division Street	Girard
Belmont Street	Detour
Boanna	Detour

Employees in Charge of Sidings of  
Assigned Direction as follows:

Siding	Employee in Charge	Note
Cross Cut— Westward	Signalman Cross Cut	
Cross Cut— Eastward	Signalman Cross Cut	
Graham— Westward	Signalman Graham	
Graham— Eastward	Signalman Graham	
Girard— Westward	Signalman Girard	
Girard— Eastward	Signalman Girard	

## LOW GRADE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		ROCHESTER (E. Div.).....	25.9			
				DIVISION POST.....	29.3			
				THOMPSON RUN.....	34.9			
				ELLWOOD JCT.....	37.2			
X	X	X		WAMPUM JCT.....	41.8			

NOTE—X indicates in service.

NOTE—The direction from Rochester to Wampum Jct. is westward.

## E & P

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		LAWRENCE JCT.....	46.6			
				CHERRY STREET.....	47.5			
				OAKLAND.....	48.7			
				NEW CASTLE.....	49.7			
			X	CS.....	49.9			
				ROBERTS.....	58.7	77		
				PULASKI.....	60.0			
				WEST MIDDLESEX.....	64.6			
			X	NC.....	66.3			
		X		WHEATLAND.....	67.4	90		
				FARRELL.....	68.5			
				SHARON.....	69.8			
		X		SHARPSVILLE.....	73.0			
				ROEMER.....	73.8			
				TRANSFER.....	78.7			37
				VICTORY.....	81.3			112
X	X	X		BRUIN.....	82.0			104
				SHENANGO.....	82.8			
				GREENVILLE.....	84.5			21
			X	JH.....	90.6			
		X		JAMESTOWN.....	90.6	32	45	
			X	WESTFORD.....	96.2			135
				WF.....	96.2			
		X		ESPYVILLE.....	99.6			
				LINESVILLE.....	103.6			81
			X	CENTER ROAD.....	107.7			
				RK.....	110.7			
				CONNEAUTVILLE.....	111.3			81
			X	SPRINGBORO.....	114.1			
				RA.....	120.4			
				ALBION.....	120.4			100
		X		THORNTON JCT.....	127.6			
X	X	X		GIRARD JCT. (N.Y.C.R.R.).....	129.3			
				ERIE.....	146.0			

NOTE—X indicates in service.

Block stations open continuously, except:

Jamestown	Closed	11.59 P.M. to 7.59 A.M.
-----------	--------	-------------------------

**Block-Limit stations controlled by open block stations:**

<b>Block-Limit Station</b>	<b>Controlled by</b>
<b>GS</b>	Cross Cut
<b>NC</b>	Wheatland
<b>JH</b>	Bruin 11.59 P. M. to 7.59 A. M.
<b>WF</b>	Jamestown 7.59 A. M. to 11.59 P. M. Linesville 11.59 P. M. to 7.59 A. M.
<b>RK RA</b>	Linesville

**Interlockings—Remote controlled, operated from:**

<b>Interlocking</b>	<b>Operated from</b>
Cherry Street	Cross Cut

**BLOCK STATIONS—Remote controlled by open Block Stations:**

<b>Block Station</b>	<b>Controlled by</b>
Cherry Street	Cross Cut

**Employees in Charge of Sidings of  
Assigned Direction as Follows:**

<b>Siding</b>	<b>Employee in Charge</b>	<b>Note</b>
Wheatland— Westward	Signalman Wheatland	
Jamestown— Westward	Signalman Jamestown	1
Jamestown— Eastward	Signalman Jamestown	1

**NOTE—1.** Signalman at Bruin in charge 11.59 P. M. to 7.59 A. M.

# P Y & A

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		DETOUR.....	75.5			
X	X	X		WARREN.....	79.9			
				NORTH WARREN.....	80.9			216
				CHAMPION.....	85.1			
				BRISTOLVILLE.....	90.9			
				OAKFIELD.....	92.2			
				LOCKWOOD.....	95.8			108
			X	BD.....	95.9			
			X	OW.....	100.8			
				EAST ORWELL.....	100.8			47
				ROME.....	105.9			240
			X	RM.....	106.1			
				ROCK CREEK.....	109.6			
				EAGLEVILLE.....	113.3			
			X	GR.....	114.7			

NOTE—X indicates in service.

NOTE—The direction from Detour to GR is westward.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
BD	North Warren
OW	
RM	
GR	

Interlockings, interlocking stations and stations on Nos. 101 and 102 Secondary tracks between GR and West Street as follows:

# P Y & A

Interlocking	Interlocking Station	Block-Limit Station	STATIONS	Distance from Pittsburgh
		X	GR (PY&A).....	114.7
X	X		AUSTINBURG.....	117.4
X	X		NP.....	124.2
			ASHTABULA.....	124.5
			OD.....	125.2
			WEST STREET.....	125.3

NOTE—X indicates in service.

NOTE—The direction from GR to West Street is westward.



# ALLIANCE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
						West	East	Both
		X	X	BOANNA.....	76.6			
				NJ.....	83.1			
				NORTH JACKSON.....	83.2			85
				ROSEMONT.....	85.9			
				ELLSWORTH.....	87.7			
				BERLIN CENTER.....	91.4			88
			X	BN.....	92.2			
				SNODES.....	95.9			
			X	NZ.....	98.9			
				NORTH SEBRING.....	99.3			77
				DIVISION POST (E. Div.).....	99.7			
X	X	X		ALLIANCE.....	102.1			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NJ BN	Detour
NZ	Alliance

BLOCK STATIONS—Remote controlled by open Block Stations:

Block Station	Controlled by
Boanna	Detour

STATIONS	FIRST CLASS			
	9	415	367	333
	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	P. M.
Leave				
PITTSBURGH (Pgh. Div.)	\$ 4.50	\$ 8.00	\$ 9.15	\$ 2.00
HOMEWOOD JCT. (E. Div.)	5.36	9.10	10.14	2.49
HOMEWOOD JCT.				
KOPPEL		F 9.12		
WAMPUM JUNCTION	5.46	9.22	10.24	2.59
LAWRENCE JUNCTION	5.52	9.29	10.30	3.05
CROSS CUT	5.53		10.31	3.06
NEW CASTLE JCT.	\$ 5.55		\$ 10.35	\$ 3.08
LOWELLVILLE				
STRUTHERS				
GRAHAM	6.10		10.50	3.23
CENTER STREET	6.12		10.52	3.25
CRAB CREEK	6.16		10.56	3.29
YOUNGSTOWN	\$ 6.25		\$ 11.05	\$ 3.36
DIVISION STREET	6.31		11.11	3.42
GIRARD	6.34		11.14	3.45
BELMONT STREET	6.38		11.18	3.49
NILES	\$ 6.45		\$ 11.23	\$ 3.54
DETOUR	6.47		11.25	3.56
BOANNA	6.49		11.27	3.58
NILES JCT. (B.&O.R.R.)	6.53		11.30	4.01
NORTH JACKSON				
BERLIN CENTER				
NORTH SEBRING				
ALLIANCE (E. Div.)				
AKRON (Cleve. Div.)	\$ 8.00			
CLEVELAND			\$ 12.50	\$ 5.25
CHERRY STREET		9.31		
NEW CASTLE		\$ 9.40		
CS		9.41		
ROBERTS		9.52		
PULASKI				
WEST MIDDLESEX				
NC		10.03		
WHEATLAND		10.04		
FARRELL		\$ 10.10		
SHARON		\$ 10.18		
SHARPSVILLE		\$ 10.27		
ROEMER		10.29		
TRANSFER		\$ 10.38		
VICTORY		\$ 10.44		
BRUIN		10.46		
GREENVILLE		\$ 10.53		
JAMESTOWN		\$ 11.01		
WESTFORD		\$ 11.11		
ESPYVILLE		\$ 11.19		
LINESVILLE		\$ 11.30		
CENTER ROAD		F 11.38		
CONNEAUTVILLE		\$ 11.45		
SPRINGBORO		\$ 11.50		
ALBION		\$ 12.01		
THORNTON JUNCTION		12.12		
GIRARD JCT. (N.Y.C.R.R.)		12.15		
ERIE		\$ 12.40		
Arrive				
	A. M.	P. M.	P. M.	P. M.
	9	415	367	333

## WESTWARD

[illegible]

STATIONS	FIRST CLASS			
	404	424	354	374
Arrive	A. M.	A. M.	A. M.	P. M.
PITTSBURGH (Pgh. Div.).....	\$ 7.50	\$ 8.20	\$ 11.05	\$ 12.50
HOMEWOOD JCT. (E. Div.).....	6.50	7.22	10.06	12.01
HOMEWOOD JCT.....	F 6.49			
KOPPEL.....	\$ 6.43	F 7.16		
WAMPUM JUNCTION.....	6.34	7.07	9.53	11.48
LAWRENCE JUNCTION.....	6.27	7.01	9.47	11.42
CROSS CUT.....			9.46	11.41
NEW CASTLE JCT.....			\$ 9.45	\$ 11.40
LOWELLVILLE.....			\$ 9.29	
STRUTHERS.....				
GRAHAM.....			9.21	11.24
CENTER STREET.....			9.19	11.22
CRAB CREEK.....			9.14	11.17
YOUNGSTOWN.....			\$ 9.11	\$ 11.14
DIVISION STREET.....			8.58	11.04
GIRARD.....			8.55	11.01
BELMONT STREET.....			8.51	10.57
NILES.....			\$ 8.49	\$ 10.55
DETOUR.....			8.45	10.52
BOANNA.....			8.43	10.50
NILES JCT. (B.&O.R.R.).....				10.48
NORTH JACKSON.....	Alliance Branch		8.35	
BERLIN CENTER.....			8.24	
NORTH SEBRING.....			8.14	
ALLIANCE (E. Div.).....			\$ 8.10	
AKRON (Cleve. Div.).....				
CLEVELAND.....				\$ 9.25
CHERRY STREET.....	\$ 6.25	6.59		
NEW CASTLE.....	\$ 6.20	\$ 6.55		
CS.....	6.13	6.49		
ROBERTS.....	6.01	6.39		
PULASKI.....	F 5.59	F 6.37		
WEST MIDDLESEX.....	F 5.52	F 6.31		
NC.....	5.48	6.28		
WHEATLAND.....	5.47	6.27		
FARRELL.....	\$ 5.44	\$ 6.24		
SHARON.....	\$ 5.40	\$ 6.20		
SHARPSVILLE.....				
ROEMER.....				
TRANSFER.....				
VICTORY.....				
BRUIN.....				
GREENVILLE.....				
JAMESTOWN.....				
WESTFORD.....				
ESPYVILLE.....				
LINESVILLE.....				
CENTER ROAD.....				
CONNEAUTVILLE.....				
SPRINGBORO.....				
ALBION.....				
THORNTON JUNCTION.....				
GIRARD JCT. (N.Y.C.R.R.).....				
ERIE.....				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY Ex SUNDAY	SUN. ONLY	DAILY	DAILY
	404	●424	354	374

FIRST CLASS					
382	474	316	10		
P. M.	P. M.	P. M.	P. M.		
\$ 5.15	\$ 8.50	\$ 9.20	\$ 11.03		
4.26	7.52	8.33	10.20		
	L 7.48				
4.16	7.40	8.21	10.09		
4.10	7.33	8.15	10.03		
4.09		8.14	10.02		
\$ 4.08		\$ 8.13	\$ 10.01		
3.51		7.56	9.44		
3.49		7.54	9.42		
3.44		7.49	9.37		
\$ 3.41		\$ 7.47	\$ 9.34		
3.31		7.38	9.24		
3.28		7.35	9.21		
3.24		7.31	9.17		
\$ 3.22		\$ 7.29	\$ 9.15		
3.19		7.26	9.11		
3.17		7.24	9.09		
3.15		7.22	9.07		
\$ 1.55		\$ 6.05	\$ 8.05		
	\$ 7.31				
	\$ 7.26				
	7.18				
	7.06				
	F 6.59				
	6.54				
	6.53				
	\$ 6.50				
	\$ 6.42				
	\$ 6.31				
	6.28				
	\$ 6.20				
	\$ 6.15				
	6.12				
	\$ 6.08				
	\$ 5.55				
	\$ 5.44				
	\$ 5.36				
	\$ 5.29				
	F 5.19				
	\$ 5.12				
	\$ 5.04				
	\$ 4.54				
	4.43				
	4.40				
	\$ 4.15				
P. M.	P. M.	P. M.	P. M.		
DAILY	DAILY	DAILY	DAILY		
382	474	316	10		

**HIGHWAY BUS SERVICE  
BETWEEN NEW CASTLE AND NEW CASTLE JCT.  
TO CONNECT WITH THE FOLLOWING TRAINS:**

STATIONS		9	354	367	374
		DAILY	DAILY	DAILY	DAILY
		A. M.	A. M.	A. M.	A. M.
NEW CASTLE	Lv.	5.35	9.25	10.15	11.20
NEW CASTLE JCT.	Ar.	5.50	9.40	10.30	11.35
NEW CASTLE JCT.	Lv.	5.55	9.45	10.35	11.40
NEW CASTLE	Ar.	6.07	9.57	10.47	11.52
		A. M.	A. M.	A. M.	A. M.

STATIONS		333	332	316	15
		DAILY	DAILY	DAILY	DAILY
		P. M.	P. M.	P. M.	P. M.
NEW CASTLE	Lv.	2.48	3.48	7.53	8.03
NEW CASTLE JCT.	Ar.	3.03	4.03	8.08	8.18
NEW CASTLE JCT.	Lv.	3.08	4.08	8.13	8.23
NEW CASTLE	Ar.	3.20	4.20	8.25	8.35
		P. M.	P. M.	P. M.	P. M.

STATIONS		323	10		
		DAILY	DAILY		
		P. M.	P. M.		
NEW CASTLE	Lv.	8.40	9.41		
NEW CASTLE JCT.	Ar.	8.55	9.56		
NEW CASTLE JCT.	Lv.	8.59	10.01		
NEW CASTLE	Ar.	9.11	10.13		
		P. M.	P. M.		

**NOTE**—Conductors on trains 9, 367, 333, 15 and 323 will report from Homewood Jct., and conductors on trains 354, 374, 332, 316 and 10 will report from Youngstown when they have twenty or more passengers for New Castle. This information is necessary in order that additional bus service may be provided

# THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
354 All Trains	354 .....	Lowellville.....	354 All Trains	354 .....
All Trains	.....	Youngstown.....	All Trains	.....
All Trains	.....	Niles.....	All Trains	.....
415	455	New Castle.....	All Trains	.....
All Trains	.....	Farrell.....	.....	.....
415	415	Sharon.....	All Trains	.....
All Trains	.....	Sharpville.....	.....	.....
All Trains	.....	Victory.....	.....	.....
All Trains	.....	Greenville.....	All Trains	.....
All Trains	.....	Jamestown .....	.....	.....
All Trains	.....	Linesville.....	All Trains	.....
415	415	Conneautville.....	.....	.....

## EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop At	For
404	Wheatland.....	Employees
424	Wheatland.....	Employees
424	Cherry St.....	Employees
474	Wheatland.....	Employees
474	Cherry St. (Sun. only).....	Employees
415	Wheatland.....	Employees
455	Wheatland.....	Employees
475	Cherry St.....	Employees
475	Wheatland.....	Employees

## TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
New Castle	9	5.55 A.M.	6.05 A.M.	Bus	New Castle	5.50 A.M.
	854	9.45 A.M.	9.55 A.M.	Bus	New Castle	9.40 A.M.
	367	10.35 A.M.	10.45 A.M.	Bus	New Castle	10.30 A.M.
	374	11.40 A.M.	11.50 A.M.	Bus	New Castle	11.35 A.M.
	333	3.08 P.M.	3.18 P.M.	Bus	New Castle	3.03 P.M.
	332	4.08 P.M.	4.18 P.M.	Bus	New Castle	4.03 P.M.
	816	8.13 P.M.	8.23 P.M.	Bus	New Castle	8.08 P.M.
	15	8.23 P.M.	8.33 P.M.	Bus	New Castle	8.18 P.M.
	323	8.59 P.M.	9.09 P.M.	Bus	New Castle	8.55 P.M.
	10	10.01 P.M.	10.11 P.M.	Bus	New Castle	9.56 P.M.

Conductors will ask for instructions when connecting bus does not arrive within the specified time.

The Conductor of any train running late will notify the Superintendent promptly whether or not the train has passengers for connection.

# ARRANGED FREIGHT TRAIN SERVICE — WESTWARD

The time shown conveys no time table authority

Station	SN-1 (1)	PY-1 (1)	AY-1 (7)	SC-1 (1)	GL-1 (1)	BEC-3 (1)	EP-1b (1)	NP-1 (1)	EP-1a (1)	NC-1 (1)	HS-1 (1)	BEC-1 (1)	CNC-1 (1)	CC-1 (1)	SV-3 (1)				
Leave	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.				
Rochester		5.15			8.15		8.30	9.00		1.35	9.00				10.00				
Dock Jet.						4.00						6.00							
Lawrence Jet.		6.45			9.45		10.00	10.30		3.35	10.30				11.30				
Wheatland	1.30			7.30		8.30	11.30		3.00	6.30		10.15							
Dock Jet.									9.00										
Cross Out	3.15	7.30		9.00	9.50	9.45		10.35			10.35	11.35	11.00	11.55					
Graham	4.00	8.00		9.35	10.25	10.15		11.05			11.05	12.05	11.30	12.25					
Youngstown			9.30	10.45		11.40													
Girard	6.55	11.00	10.50	11.15	11.50	12.45		12.30			11.50	1.35	1.45	2.00					
Detour	7.15	11.30	12.10	12.15	12.50	1.30		1.00			12.10	2.30	2.50	3.15					
Niles Jet.					1.00								3.00						
Alliance				2.50		3.15						4.15		6.00					
Ashtabula			4.15								4.00								
Arrive	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.				

(1) Daily. (6) Monday, Wednesday and Friday. (7) Tuesday, Thursday and Saturday.



# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time table authority.

Station	SN-2 (1)	BEC-4 (1)	NP-2 (1)	CC-2 (1)	EP-2b (1)	GL-2 (1)	PY-2 (1)	NC-4 (1)	BEC-2 (1)	SC-2 (1)	CNC-2 (1)	AY-2 (6)	SV-2 (1)	HS-2 (1)	EP-2a (1)				
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.				
Ashtabula												10.00			4.15				
Alliance		1.30		3.00					9.40	11.00									
Niles Jct.						6.15					3.00								
Detour	12.01	2.50	3.00	4.30		6.25	6.00		10.30	1.05	3.10	3.40			7.55				
Girard	12.30	3.20	3.30	5.45		6.55	6.30		10.55	2.00	4.10	4.40			8.25				
Youngstown						7.15			11.15			5.00							
Graham	2.30	4.35	5.50	6.30		8.05	8.30		12.10	4.00	6.30				9.00				
Cross Cut	3.15	5.05	6.20	7.00		8.35	10.15		12.45	4.30	7.00				9.30				
Dock Jct.															10.30				
Wheatland	5.30	7.25			5.30			9.45	2.15	6.00					4.00				
Lawrence Jct.			6.25		7.30	8.40	10.45	11.45					7.30	9.33					
Dock Jct.		11.10							6.00										
Rochester			8.00		9.00	10.30	12.15	1.45					10.00	11.00					
Arrive	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.	A.M.				

(1) Daily. (6) Monday, Wednesday and Friday. (7) Tuesday, Thursday and Saturday.

## SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal And Interlocking Rules."

### STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

1102. Referring to Rule 2 drivers of track cars must use reliable watches.

### LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge passengers.
- K—Regular stop, Sunday only.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- M—Regular stop daily except Saturday and Sunday.
- N—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✦—Passenger train—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.
- \*—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

### COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of the track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

### HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

## ENGINE WHISTLE SIGNALS

**1501. Rule 14(db) will apply:**

Track	Between	And
Low Grade No. 1	Mile Post 29	Rochester

**1502. Rule 14(r) will apply:**

When stops are to be made by freight trains for coal and water:

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Westward	Wampum Jct.	Cherry Street
Eastward	North Warren	Wardwell
Eastward	Graham	Cherry Street
Eastward	Lawrence Jct.	Wampum Jct.

When stops are to be made by passenger trains for exchange of engines:

Sound engine whistle signal passing first block station after it is known that an exchange of engines will be necessary.	Indication Stop will be made at
Eastward or Westward trains	Cherry Street

Operator will notify train dispatcher promptly.

**1503. Rule 14(dc) and 14(ec) will apply:**

Track	Between	And
Single	Homewood Jct.	Wampum Jct.
E & P No. 1	Cherry Street	Lawrence Jct.
P Y & A No. 1	Mile Post 77	Detour
No. 101	Belmont Street	Girard

### Alliance Branch

Track	Between	And
Single	Boanna	Mile Post 78
Single	North Sebring	Alliance

## COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

## USE OF SIGNALS

### Fusees and Torpedoes

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

**1802.** On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

**1803.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	6	6
Freight Service	12	12
Engines in Road Service	3	4
Engines in Shifting Service	3	4
Track Cars	2	3

#### Switch Stands Not Equipped With Lighted Switch Lamps

**1804.** Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Homewood Jct. to Wampum Jct.	Main Track	All switches
Low Grade	No. 1 Track No. 2 Track	All switches All switches
P Y & A	Main Track Between North Warren and GR Secondary Tracks Between GR and West St., Ashtabula	All switches All switches except: Facing point, west end of No. 101 Secondary track, West Street
E & P	Westward Siding, Roberts	Trailing Point
	Station Siding, West Middlesex	Trailing Point
	Main Track Between Roemer and Thornton Jct.	All switches except: Switches at Victory West switch of Greenville siding Siding switches, Linesville Station Track, Center Road East and west switches of Conneautville siding Station Track, Springboro
Alliance Branch	Main Track	All switches

#### SUPERIORITY OF TRAINS

★**1901.** Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**GENERAL ORDERS, BULLETIN BOARDS,  
EMPLOYEES' REGISTERS, STANDARD CLOCKS**

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Cherry Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	Wheatland—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	Youngstown—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R.
X	X	X	Niles—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	West Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Erie Div. N.Y.C.R.R.
X			N. Y. C. R. R.—Elyria,	.....
X			N. Y. C. R. R.—East Youngstown	.....

NOTE—X indicates in service.

**2002. Standard Clocks At Other Points:**  
Train Dispatchers' office.  
Open Block Stations.

★2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

## GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—Homewood Junction to Niles Junction, Rochester to Wampum Junction, Detour to West Street, including Alliance Branch.

Zone B—E & P, Lawrence Junction, exclusive, to Girard Junction inclusive.

### Qualification of Conductor or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

## TRACK ASSIGNMENTS

### 2201. Single Track

Track	Between	And
Main Line	Homewood Jct.	Wampum Jct.
E & P	Roemer	Thornton Jct.
P Y & A	North Warren	GR
Alliance Branch	Boanna	Alliance

### 2202. Two or More Tracks

Current of traffic is as follows:

MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Wampum Jct. to Lawrence Junction	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Lawrence Junction to Cross Cut		West'd	East'd Psgr.	East'd Frt.
Cross Cut to Niles Junction			West'd	East'd
LOW GRADE Rochester to Wampum Jct.			West'd	East'd
E & P Lawrence Junction to Roemer			West'd	East'd
Thornton Junction to Girard Junction			West'd	East'd
P Y & A Detour to North Warren			West'd	East'd

**NOTE—Tracks are numbered from south to north or east to west.**

**2203. Secondary Tracks of Assigned Direction**

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 102	GR	West Street	Westward	Yard Master West Street	Yard Master West Street	1
No. 101	West Street	GR	Eastward	Yard Master West Street	Yard Master West Street	

**NOTE 1.** Westward trains enroute to Ashtabula must stop at the west end of Austinburg Yard and report to the Yard Master at West Street for instructions.

**2204. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Kenwood (E)	Mile Post 30.5	New Brighton	Rochester	
WNYP (W)	Oakland	Houston Jct.	Cross Cut	
Industrial (W)	Houston Jct.	Domestic Fuel Co. Mine	Cross Cut	
Wolf Creek (W)	Leesburg	End of Track	Cross Cut	
Wilmington (W)	Wilmington Jct.	New Wilmington	Cross Cut	
Bessemer (W)	Coverts	Walford	Cross Cut	
Wye (E)	Cross Cut	Cherry Street	Cross Cut	1
No. 101 (E)	Belmont St.	Girard	Detour	2
Van Wye Connecting (E)	Van Wye	Boanna	Detour	3

**NOTE 1.** Movements from Cross Cut to Cherry St. and from Cherry St. to Cross Cut on signal indication. Permission must be secured from signalman at Cross Cut to enter Wye track between Cherry St. and Cross Cut

**NOTE 2.** Movements from Belmont St. to Girard on signal indication, from Girard to Belmont St. by permission of signalman.

**NOTE 3.** Movements from Boanna to Van Wye on signal indication, from Van Wye to Boanna by permission of signalman.

**2206.** Referring to Rule 105b, Rule 99 will apply on Secondary tracks as follows:

Wye track between Cross Cut and Cherry Street.  
 No. 101 track between Belmont Street and Girard.  
 No. 102 track between GR and West Street.  
 No. 101 track between West Street and GR.

**MOVEMENT OF TRACK CARS**

**2301.** Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire Division.

★2302. Track cars will not operate spring switches.

★2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

#### **Movement of Sperry Cars, Burro Cranes, Etc.**

★2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

### **MOVEMENT OF TRAINS**

#### **2401. Location of Train Dispatchers—**

##### **New Castle**

Train Dispatchers in charge of Main Line, Homewood Junction to junction point with B. & O. R. R., Mile Post 77.8, Niles Junction; Low Grade, Rochester to Wampum Junction; E & P, Lawrence Junction to junction point with N. Y. C. R. R., Mile Post 129.3, Girard Junction; P Y & A, Detour to GR, and Alliance Branch, Boanna to Alliance.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form C. T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

★2403. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

##### **Engineman Pilot**

★2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Girard	All switches between coal dock and Liberty St. overhead bridge.
2409. Signalmen in charge of main track hand operated switches when block station is open:	
Location	Switches
Thornton Jct.	Switch at end two tracks
Linesville	Switch at west end siding



### Hand Operated Switches Equipped With Electric Locks

**2411.** The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Homewood Jct.	To Wye Track	Homewood Jct.

### Spring Switches

★**2412.** Spring Switch is marked by disc with white background and black letters "SS". Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

### Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Roemer—End of two main tracks	Single track to No. 1 track	Westward movements from No. 2 track to single track	
GR—250 feet east of:	Single track to No. 102 Secondary track	Eastward movements from No. 101 Secondary track to single track	

**2413.** Spring switches at the following locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Location	Normal Position	Route for Which Sprung	Note
GR—150 feet west of:	For movements on No. 101 Secondary track	Movements from east end of Austinburg yard to No. 101 Secondary track	

### Operation Of Pusher Engines In State Of Ohio

**2420.** The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

**★2425. Movement Of Trains In The Same Direction By Block Signals. Rules 251, 253 and 254 in effect:**

Track	Between	And
Nos. 1, 2, 3 and 4	Wampum Jct.	Lawrence Jct.
Nos. 1, 2 and 3	Lawrence Jct.	Cross Cut
Nos. 1 and 2	Cross Cut	Niles Jct.
Nos. 1 and 2	Rochester	Wampum Jct.
Nos. 1 and 2	Lawrence Jct.	Roemer
Nos. 1 and 2	Thornton Jct.	Girard Jct.

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:.....

**★2426. Opposing And Following Movement Of Trains By Block Signals. Rules 261, 262, 263 and 264 in effect:**

Track	Between	And
Single	Homewood Jct.	Wampum Jct.

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:.....

### Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Center St.: B. & O. R. R.	None	None	Stop	1
Center St., 1000 feet west of: Erie R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Center St., 1800 feet west of: B. & O. R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Crab Creek: B. & O. R. R.	Target	Vertical	Cross Without Stopping	3
	Position Light Signal	More favor- able than stop		
Youngstown, 1015 ft. east of station: Erie R. R. B. & O. R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Austintown: Erie R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Canfield Industrial track: L.E.&E.R.R.	Target	Vertical	Stop Before Crossing	4
Niles: B. & O. R. R.	Target	Vertical	Stop Before Crossing	5
New Castle, Bridge No. 48.88 Erie R. R.	Target	Vertical	Stop Before Crossing	6
New Castle, Moravia St.: P.&L.E.R.R.	Target	Vertical	Cross Without Stopping	2
New Castle, Bridge No. 49.57: Erie R. R.	Target	Vertical	Stop Before Crossing	6
Houston Jct.: B.&L.E.R.R.	Target	Horizontal	Stop Before Crossing	7
Jamestown: N.Y.C.R.R.	Target	Vertical	Stop Before Crossing	8

NOTE 1. Crossing in charge of Train Director. All trains must stop and not proceed until a hand signal from Train Director, a red flag by day, red light by night, is received.

NOTE 2. Trains must approach crossing under control, prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

**NOTE 3.** Trains must approach crossing under control, prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping. A red ball by day and a red light by night on the watchman's tower is a signal for all trains to stop.

**NOTE 4.** The normal position of target at Youngstown, Canfield Industrial track, will be for L. E. & E. R. R. trains. Trainmen of P. R. R. trains will be required to change the position of the target for their movement over the crossing and return target to normal position after cross-over movement is completed.

**NOTE 5.** Crossing target operates in three positions governing movements on Ward Switch over B. & O. R. R., with the following indications:

**Horizontal**—Clear route for Baltimore & Ohio Lake Branch trains.

**Diagonal** —Block for all trains.

**Vertical** —Clear route for trains using the Ward Switch.

Derails on Ward Switch, one 35 feet south of the Baltimore & Ohio Lake Branch main track crossing, one 90 feet north on the Ward Switch, and one 90 feet north on the Erie connection, connected with target signal in a horizontal position which indication gives the right to Baltimore & Ohio R. R. trains to proceed over crossing at a speed of 10 miles per hour without making the statutory stop.

No. 1 lever of a two lever stand, operating the target and derails, is provided with three locks—one B. & O. R. R., one Erie R. R., and one P. R. R.

Crews using the Ward Switch to cross over the Baltimore & Ohio Lake Branch main track will:

**First** —Unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position.

**Second**—throw No. 2 lever, which removes the derails from the Ward Switch.

**Third** —complete the movement of No. 1 lever, this locks the derails in the reverse position and places the target in the vertical position.

After crews using the Ward Switch have completed their movements, the levers and derails must be restored to the normal position for movement of Baltimore & Ohio R. R. trains.

**NOTE 6.** At New Castle, Bridge No. 48.88 and Bridge No. 49.57, the target governing movement over Erie Railroad Crossing will be handled by train crews. Target must not be placed in proceed position for a P. R. R. train if an Erie R. R. train, in either direction, is within the stop post limits.

**NOTE 7.** Crossing target is ground lever type, equipped with electric lock. To change target from vertical to horizontal position P. R. R. employees will:

**First** —Unlock P. R. R. switch lock and remove pad-lock bar.

**Second**—Wait three minutes for timing device to operate.

**Third** —Throw ground lever to opposite position.

After movement of train over crossing is completed, the ground lever must be restored to normal position, padlock inserted and locked.

A telephone to the B. & L. E. R. R. Train Dispatcher is located in shelter box, adjacent to target, locked with P. R. R. switch lock, and will be used in case electric lock fails to release.

NOTE 8. Between the hours of 11:59 P. M. and 7:59 A. M., target governing movements over the N. Y. C. R. R. crossing will be handled by train crews. Target must not be placed in proceed position for a P. R. R. train if a N. Y. C. R. R. train, in either direction, is within the stop post limits.

### Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14(1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of automatic highway crossing signals by trainmen:

Council Avenue .....	} Wheatland
Church Street .....	
Ohio Street .....	
Homer Street .....	} Greenville
Second Street .....	
Passenger Station .....	
Main Street .....	
Block Station .....	} Jamestown
Liberty Street .....	
Jackson Street .....	
Erie Street .....	Linesville

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

**★2451. (For Automatic Highway Crossing Signals.)**

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

**2452.** At Council Avenue, Wheatland; Liberty, Main and Jackson Streets, Jamestown; Erie Street, Linesville; and Route 173, North Sebring; track circuits on sidings extending approximately 70 feet on either side of crossing, are provided to operate automatic highway crossing signals.

At Church Street and Council Avenue, Wheatland, the cut-out feature will not be effective on any track if engine or car is standing within 75 feet of crossing.

Eastward trains approaching eastward block signal at Linesville in a stop position, will stop west of Cut Section to permit trainmen to cut out the operation of the automatic highway crossing signals.

Westward trains having work at Greenville station will, when possible, stop east of Cut Section to permit trainmen to cut out the operation of the automatic highway crossing signals.

**Protection For Public Highway Crossings At Grade**

**2456.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	Note
Kenwood	Fifth St.	New Brighton	
Wolf Creek	Route 19	West of Leesburg	1
Siding and Camp Reynolds tracks	Township Road	Victory	
Westford Siding	White's Road	Westford	2
Wye	Park Ave.	Niles	
Wye	Warren Ave.	Niles	
WNYP	E. Washington St.	New Castle	
WNYP	Grove St.	New Castle	
WNYP	Moravia St.	New Castle	
WNYP	South Mill St.	New Castle	
WNYP	Produce St.	New Castle	

**NOTE 1.** Train must be preceded by a trainman who must station himself on the southside of crossing and provide protection until the entire train has passed over the crossing.

**NOTE 2.** Crossing must be protected by a trainman whenever the front or rear of train is standing within 200 feet, on either side, of highway crossing.

**2458.** Eastward freight trains on No. 1 track and the eastward siding at Cross Cut finding the block signal at Cross Cut in stop position, will stop west of New Castle Junction Station so as not to interfere with the handling of passengers and baggage to and from passenger trains.

**2459.** Eastward trains using eastward siding at Cross Cut must stop west of Coverts highway crossing and obtain permission from signalman at Cross Cut to proceed.

### **Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars**

★2475. Gas-electric rail motor cars, gasoline rail motor cars, and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train it should not consist of more than 15 cars. If handled by freight train it should not consist of more than 35 cars.

### **Four-Wheel Cabin Cars**

★2477. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

### **Dragging Equipment Detector**

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2479. To prevent breakage of dragging equipment detectors, flanger signs indicating location of these detectors, in service at the following locations:

Location	Track No.	Distance from
Edenburg	1	1500 feet east of Mile Post 51
GS	1	950 feet east of Mile Post 51
Lawrence Jct.	3 and 4	3700 feet west of Mile Post 43
Wampum Jct.	1 and 2	400 feet west of signal bridge No. 438
Wampum Jct.	Single Track	1300 feet west of Mile Post 38
Wampum Jct.	2 Low Grade	3700 feet west of Mile Post 38
Graham	1	2100 feet east of Mile Post 64
Graham	2	3450 feet west of Mile Post 57

2481. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, Rule 14 (b), and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open his cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engines on the rear will start the train. If unable to start without taking the slack, the engine next to cabin will take sufficient slack to start the train. Care must be exercised to avoid rough handling.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

When the flagman is ready to cut off the pushing engine he will give the engineman a cut-off signal, i. e., hand, flag or lamp swung vertically in circle at one-half arms length followed by proceed signal. After engineman acknowledges this signal as prescribed by Rule 14 (g), the trainman will close angle cock on rear of cabin car, lift lock pin on cabin car which will permit knuckle to open, leaving angle cock on engine open. Trainman will then separate the air hose between the cabin car and engine by use of hose cutting device. When hose is separated, this will cause brakes to apply in emergency on helping engine or engines. Care must be exercised to see that hose will not pull apart.

**2482.** On tracks indicated below enginemen and trainmen will, when weather conditions are such that flange-ways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossing inspected by member of engine or train crew before passing over them:

**KENWOOD TRACK**

All Crossings

**WNYP TRACK**

All Crossings

**WILMINGTON TRACK**

All Crossings

**BESSEMER TRACK**

All Crossings

**WOLF CREEK TRACK**

All Crossings

**2483.** While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position outside the brakeman's cabin located on the tender of locomotives so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where crossing watchmen are on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and, in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from rear end.

Train service employees in or on cabin cars must take position on platform of cabin car when passing trains and while train is entering, passing through, or leaving yards, prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

**2484.** In the application of **Rule 107.** Between the hours of 5.25 A.M. and 6.05 A.M., daily except Sunday, eastward trains on the Low Grade receiving signal aspect Rule 285 or Rule 291 at signal location 280, must stop clear of West Rochester station platform crossing and call the signalman at Rochester for instructions.



## MOVEMENT BY TRAIN ORDERS

★2501. Train orders will be issued covering the meeting of First-Class trains on single track at schedule meeting points, except where Rules 261, 262, and 263 are in effect.

★2505. While train order signal (Rule 294, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

2506. Referring to Rule 204, the engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engine.

## YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

P Y & A:

GR

★2602. In the application of Rule S-93—Yard engines will display a red light to the rear at night.

## SPEEDS

★2701.

### SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	48	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

### 2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pass.	Frt.	Pass.	Frt.	Pass.	Frt.	Pass.	Frt.	Pass.	Frt.
	Miles per Hour									
Homewood Jct. to Mile Post 39	50	30								
Mile Post 39 to Wampum Jct.	35	30								
Wampum Jct. to Lawrence Jct.			30	30	60	45	60	45	15	15
Lawrence Jct. to Cross Cut					60	45	60	45	20	20
Cross Cut to Niles Jct.							60	45	60	45
Low Grade Rochester to Wampum Jct.							30	30	30	30
E & P Lawrence Jct. to Roemer							50	40	50	40
Roemer to Thornton Jct.	50	40								
Thornton Jct. to Girard Jct.							50	40	50	40
P Y & A Detour to North Warren							30	30	30	30
North Warren to GR	30	30								
Alliance Branch Boanna to Alliance	50	40								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

### WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line:</b>		
Homewood Jct. to Wampum Jct.....	30	20
Wampum Jct. to Niles Jct.....	40	30
<b>Low Grade:</b>		
Rochester to Wampum Jct.....	30	20
<b>E &amp; P:</b>		
Lawrence Jct. to Girard Jct.....	30	20
<b>P Y &amp; A:</b>		
Detour to GR.....	30	20
<b>WNYP Track:</b>		
Oakland to Houston Jct.....	20	15
<b>Bessemer Track:</b>		
Coverts to Walford.....	20	15
<b>Alliance Branch:</b>		
Boanna to Alliance.....	30	20
<b>Wolf Creek Track:</b>		
Leesburg to end of track.....	20	15

### WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line:</b>			
Homewood Jct. to Niles Jct.	30	20	20
<b>Low Grade:</b>			
Rochester to Wampum Jct.	30	20	20
<b>E &amp; P:</b>			
Lawrence Jct. to Girard Jct.	30	20	20
<b>P Y &amp; A:</b>			
Detour to GR.....	30	20	20
<b>Alliance Branch:</b>			
Boanna to Alliance.....	30	20	20
<b>Bessemer Track:</b>			
Coverts to Walford.....	20	15	15
<b>WNYP Track:</b>			
Oakland to Houston Jct.....	20	15	15
<b>Wolf Creek Track:</b>			
Leesburg to end of track....	20	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

# **VARIOUS**

MAIN LINE	Miles per Hour
Circus Trains .....	40
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601. —on straight track ..... —on curves .....	  30 20
Solid trains of tank cars loaded with petroleum products ..... Except: Between Niles Jct. and Detour ..... Between Lawrence Jct. and Mile Post 46 ..... Note—When handling such trains conductors must know that enginemen have been so advised.	 40  30 30  
Snow Plows in service ..... Snow Flangers in service ..... Passing station platforms and trains on adjacent tracks .....	 20 20  5
Note—When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect— Main Line: —Passenger trains ..... —Freight trains .....	   50 40
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been properly ad- vised.	  60      
<p style="text-align: center;">(Entire Division)</p> Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under Rule 80..... —through crossovers and turnouts, and over highway and railroad crossings.....	 20 15 8  5

2703. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS		
ENTIRE DIVISION		
Spring Switches		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Roemer	Trailing—Springing switch through turn-out	15
	Facing	30
GR—250 feet east of:	Trailing—Springing switch through turn-out	15
	Facing	20
GR—150 feet west of:	Trailing—Springing switch through turn-out	15
	Facing	20
Non-Interlocked turnouts—diverging movements, except Class J, M, Q, S, and T engines over No. 8 crossovers or turnouts.		10
	Miles per Hour	
	Forward	Backward
Class J, M, Q, S, and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	10	5
This will apply to all hand operated crossovers and turnouts.		



		Miles per Hour
<b>P Y &amp; A:</b>		
Mile Post 76 to Mile Post 79 .....		20
Between M. P. 79 and North Warren .....		15
Mile Post 104 to Mile Post 109 .....		20
<b>Alliance Branch:</b>		
Boanna to Mile Post 87.2		
Class J, M, Q, S, and T engines .....		30
Curve between west switch North Sebring and Eastern Division M. P. 81 .....		30
<b>WNYP Track:</b>		
Bridge 48.88 west of Oakland .....		30
Mill and Washington Sts., New Castle .....		6
Croton Ave., New Castle .....		10
<b>Wolf Creek Track:</b>		
Bridge 0.22 at Leesburg .....		10

**2705. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED  
ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
B.....	20.....	20.....	20.....
C.....	20.....	20.....	20.....
E.....	25.....	50.....	60.....
G.....	40.....	50.....	60.....
H.....	35.....	40.....	45.....
I.....	25.....	40.....	45.....
J.....	25.....	40.....	45.....
K.....	25.....	50.....	60.....
L.....	25.....	40.....	50.....
M.....	25.....	50.....	60.....
N.....	20.....	40.....	45.....
Q.....	25.....	40.....	45.....
S1.....	25.....	50.....	60.....
S2.....	10.....	50.....	60.....
T.....	25.....	50.....	60.....
Rail Motor Cars	60.....	60.....	60.....

**2706. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED  
SECONDARY TRACKS AND SIDINGS**

Track	Between	And	Miles per Hour
No. 102	GR	West St.	20
No. 101	West St.	GR	20
Van Wye Connecting	Van Wye	Boanna	15
No. 101	Belmont St.	Girard	15
Wye	Cross Cut	Cherry St.	15
Bessemer	Coverts	Walford	20
Kenwood	Mile Post 30.5	New Brighton	15
Wilmington	Wilmington Jct.	New Wilmington	15
Wolf Creek	Leesburg	End of track	20
WNYP	Mile Post 49	Mile Post 55	15
WNYP	Mile Post 55	Houston Jct.	25
Industrial	Houston Jct.	Domestic Fuel Co. Mine	15
All Sidings			15

★2707. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

## ENGINE RESTRICTIONS

## 2708. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H 8-9 10	I	J	K	L	M	N	Q S	T	
ENTIRE DIVISION.....														
<b>Main Line</b>														
<b>ROCHESTER TO ASHTABULA</b>														
<b>BRIDGE 41.11</b>														
Wampum.....	15	15	15	15	15	15	10	15	15	15	15	10	10	
<b>BRIDGE 37.24</b>														
West of Koppel.....	35	35	35	35	35	35	35	35	35	35	35	35	35	
<b>WAMPUM:</b>														
Ellwood Stone Co., track east of tipple.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Medusa Portland Cement Co., No. 6 track, Crossover between tracks Nos. 3 and 4 west of plant; and East switch from No. 4 to No. 5 track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Federal American Cement and Tile Co.....						X	X	X	X	X	X	X	X	X
Federal American Cement & Tile Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Beaver Valley No. 2 storage track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>MORAVIA:</b>														
Mahoning Valley Sand Co....						X	X	X	X	X	X	X	X	X
<b>LAWRENCE JCT.:</b>														
Car shop tracks.....		X				X	X	X	X	X	X	X	X	X
<b>LOWELLVILLE:</b>														
Ohio Edison Co. beyond frog of track leading to river bridge.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mary Furnace.....						X	X	X	X	X	X	X	X	X
<b>STRUTHERS:</b>														
Rod & Wire Plant.....						X	X	X	X	X	X	X	X	X
Conduit Plant.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Furnace Tracks.....						X	X	X	X	X	X	X	X	X
<b>HASELTON:</b>														
Wabash Yard, all tracks except No. 201.....						X	X	X	X	X	X	X	X	X
Y. S. & T. Co. lead west of Bridge 62.17.....						X	X	X	X	X	X	X	X	X
<b>CANFIELD INDUSTRIAL TRACK:</b>						X	X	X	X	X	X	X	X	X
<b>CRAB CREEK INDUSTRIAL TRACK:</b>														
NYC Interchange.....		X		X	X	X	X	X	X	X	X	X	X	X
<b>MARKET ST. YARD:</b>														
East end of yard tracks Nos. 1, 2, 3, 4 and 5; west end of yard tracks Nos. 4, 5, 6 and 7.....						X	X	X	X	X	X	X	X	X
<b>YOUNGSTOWN:</b>														
Lead to freight house.....						X	X	X	X	X	X	X	X	X
Lead to United Engineering and Fdry Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Brewery Siding.....						X	X	X	X	X	X	X	X	X
Carnegie Steel Co., Upper Mill Plant.....		X	X	X	X	X	X	X	X	X	X	X	X	X



LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	E H8	G	H 8-9 10	I	J	K	L	M	N	Q S	T	
<b>GIRARD:</b> Coal dock, over unloading pit.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>NILES:</b> Overhead Bridge No. 74.21... Stanley Co., Niles Forge Co., Freight House Tracks, Ward track, Central Lumber Co., Niles Rolling Mill and Youngstown Steel Car Co..... Erie-B&O R.R. Interchange. Wye Track..... West Leg of Wye..... Ohio Galvanizing Co., Niles Steel Products Co., Niles Fire Brick Co., and Allied Metals, Inc.....							X					X		
						X	X	X	X	X	X	X	X	X
	B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X B 5	X A	X A
		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BOANNA:</b> Van Wye connecting track.	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	B 10	
<b>WARREN:</b> Overhead Bridge No. 79.45... Republic Steel Corp., Ohio Corrugated house track, Erie-B&O RR interchange, Storage Transfer & Supply, General Fire Extinguisher Co., Youngstown Pressed Steel Co. Plants 1 and 2, Federal Machine and Welding Co. Plant No. 4, Warren Tool Co., American Welding & Mfg. Co., Erie R. R. interchange and Knofsky Scrap Yard.....							X					X		
			X	X	X	X	X	X	X	X	X	X	X	X
<b>ASHTABULA:</b> Lane Yard 6, 7, 8, 9, 10, 11, 12, 13, 14, 15..... Lane Yard 1, 2, 3, 4, 5..... Dunbar & Hopkins, Griswold, Payne track, Car Ferry, John Vogue & Anderson, U track at Ore Dock..... High Grade Yard, except Nos. 2 and 3 tracks.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
						X	X	X	X	X	X	X	X	X
						X	X	X	X	X	X	X	X	X
<b>LAWRENCE JCT. TO GIRARD JCT. CHERRY STREET:</b> East end Nos. 1 and 2 coach tracks, west end No. 4 coach track, depressed track, oil house, No. 3 engine house tracks and Mooney Bros..... Coal wharf.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 49.44</b> On Nutt Street track New Castle.....	15	10	10	10	10	X	X	X	X	X	X	X	X	X
<b>BRIDGE 49.57</b> On Nutt St. track, New Castle	15	15	15	15	15	X	X	X	X	X	X	X	X	X
<b>NEW CASTLE:</b> Nutt St. track between Bridge 49.44 and S. Jefferson St.... All team tracks..... Streib coal track and Freight house tracks Nos. 1 and 2 Sweezy Coal Co., Union Brewery and Chemical Co. Lawrence Ice Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
						X	X	X	X	X	X	X	X	X
						X	X	X	X	X	X	X	X	X
<b>WEST MIDDLESEX:</b> West Middlesex Sand Co....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WHEATLAND:</b> Neufer-Cedar Co..... Wheatland Tube Co..... Carnegie-Illinois interchange and Sheet Mill interchange		X		X	X	X	X	X	X	X	X	X	X	X
						X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H 8-9 10	I	J	K	L	M	N	O S	T	
<b>WHEATLAND YARD:</b> East end of upper yard tracks Nos. 6, 7, 8 and 9, west end of lower yard tracks Nos. 6, 7, 8 and 9, west end of Nos. 10 and 11 yard tracks in eastward yard. Coal tippie, car repair tracks, and east end of Nos. 4, 5, 6, 7, 8, 9 and 10 tracks in westward yard.....						X	X	X	X	X	X	X	X	X
<b>SHARON YARD:</b> West end of tracks Nos. 2, 3, 4 and 5 and Erie R. R. interchange.....						X	X	X	X	X	X	X	X	X
<b>SHARON:</b> National Malleable, Messina Bros., Vasconi & Wishart, Roux Mill, Westerman, Standard Oil, and Taylor Supply Co..... Taylor Supply trestle track... Westinghouse plant tracks... Freedom Oil Co. and Mercer Tube Co.....						X	X	X	X	X	X	X	X	X
<b>SHARPSVILLE:</b> Steel Fabricator Co..... Shenango-Penn Mold, Merts Coal & Supply, except trestle track, Lee Supply Co. except trestle track... Merts Coal & Supply and Lee Supply Co. trestle tracks... Station team track... Loop track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CLARKSBORO:</b> Woods track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>VICTORY:</b> Wye track..... Nos. 2, 3, 4, 5, 6 and 8 tracks Camp Reynolds..... Nos. 7 and 9 tracks Camp Reynolds..... No. 10 Track.....	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	B 5	
<b>GREENVILLE:</b> Keelan-Bost Co., American Oil Co.....						X	X	X	X	X	X	X	X	X
<b>JAMESTOWN:</b> Jamestown Paint Co., back track.....						X	X	X	X	X	X	X	X	X
<b>LINESVILLE:</b> Wye track..... Palmer Feed Co. trestle.....	B 5	B 5	B 5	B 5	B 5	B 5	X	B 5	B 5	B 5	B 5	X	B 5	X
<b>ALLIANCE BRANCH:</b> Hawkins Co. trestle..... Beaver-Fork Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>KENWOOD TRACK:</b> Mile Post 30.5 to end of track W. E. Osborne Co. track.....							X			X	3	X	X	X
<b>BESSEMER TRACK:</b> Coverts to end of track..... Am. Cyanamid & Chem. Co. Plant No. 1, one car length beyond frog on No. 1 track.....		X		X		X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H 8-9 10	I	J	K	L	M	N	Q S	T	
<b>WNYP TRACK:</b> Engines larger than Class L1 are restricted west of Washington St., New Castle Oakland to Washington St.							X					X		X
<b>BRIDGE 48.88</b> Oakland	20	20	30	30	30	20	X	30	30	20	20	X	10	X
<b>NEW CASTLE:</b> Atlantic Refining Co., New Castle Junk Co., John A. Panella Co., Nutt St. track east of S. Jefferson St., Penna. Engr. Works, United Engr. & Fdry., except straight track at entrance, Island tracks Erie R. R. connection and old stock pen track Pittsburgh Coal & Junk Co. low track, Scarazzo Coal Co., and Butler Branch track Frey Bros. and Boyles Coal Co. Bordonaro & Canfora Maxwell & Gibson Coal track and New Castle Produce Co. J. J. Dean Co., H. G. Preston Co., and Fombell Coal Co. Eastside station tracks		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 57.96</b> West of Wilmington Jct.	20	X	25	25	25	X	X	X	20	X	X	X	X	X
<b>BRIDGE 64.71</b> West of Leesburg	25	X	25	25	25	X	X	X	20	X	X	X	X	X
<b>BRIDGE 66.89</b> West of Millburn	25	X	25	25	25	X	X	X	20	X	X	X	X	X
<b>BRIDGE 71.64</b> West of Mercer	25	X	25	25	25	X	X	X	20	X	X	X	X	X
<b>WILMINGTON TRACK:</b> Wilmington Jct. to New Wilmington						X	X	X		X	X	X	X	X
<b>NEW WILMINGTON:</b> Team track coal trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WOLF CREEK TRACK:</b> Leesburg to end of track <b>BRIDGE 0.22</b> West of Leesburg	D 10	X	D 10	D 10	D 10	X	X	X	D 10	X	X	X	X	X

**2709.** J, Q, and S type engines must not pass under Bridge 74.21 east of Niles.

**2710.** Class J, Q, and S engines must not be operated between Wampum Jct. and Lawrence Jct. unless adjacent tracks are clear.

### Steam Suburban Cars

★2716. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine.

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

### Cabin Cars In Passenger Trains

★2717. Cabin Cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

### Cars Utilizing Compressed Inflammable Gas

★2718. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

### Cars Seventy Feet Or More In Length

★2719. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

### Folding Steps

★2722. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

### Dead Or Disabled Engines

★2723. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
C-1 HH-1 I-1-s I-1-sa J-1 J-1-a N-1-s N-2-sa All others .....	   8      15

If engines with any main or side rods disconnected while on the main track, have interference between cross-heads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

**2725. MINIMUM RUNNING TIME FOR PASSENGER TRAINS  
EITHER DIRECTION**

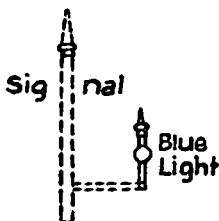
BETWEEN	Distance	Min.
<b>Main Line:</b>		
Rochester and Wampum Jct. ....	16.0	36
Homewood Jct. and Wampum Jct. ....	6.3	10
Wampum Jct. and Lawrence Jct. ....	5.5	6
Lawrence Jct. and Graham .....	14.2	15
Cross Cut and Graham .....	13.5	14
Graham and Girard .....	9.2	15
Girard and Detour .....	5.5	9
Detour and Boanna .....	1.1	2
Boanna and Niles Jct. ....	1.2	2
Detour and North Warren .....	5.4	15
North Warren and GR .....	33.8	69
GR and West Street .....	10.6	32
		Hrs. Min.
Homewood Jct. and Niles Jct. ....	43.0	59
Rochester and Niles Jct. ....	52.7	1 25
Homewood Jct. and West Street ....	90.5	2 51
Rochester and West Street .....	100.2	3 17
Lawrence Jct. and Wheatland .....	20.8	28
Wheatland and Roemer .....	6.4	10
Roemer and Linesville .....	29.8	38
Linesville and Thornton Jct. ....	24.0	30
Thornton Jct. and Girard Jct. ....	1.7	3
		Hrs. Min.
Homewood Jct. and Girard Jct. ....	94.5	2 05
Rochester and Girard Jct. ....	104.2	2 31
<b>Alliance Branch:</b>		
Boanna and Alliance .....	25.5	31
		Hrs. Min.
Homewood Jct. and Alliance .....	67.3	1 28
Rochester and Alliance .....	77.0	1 54

In case of delay enroute the number of minutes delayed must be added to the minimum time.

## FIXED SIGNALS

**2801.** Signal aspects not in conformity with the typical aspects, in service:

### SIGNAL MAST BRACKET MARKER



**INDICATION**—One track intervenes between signal and track it governs.

**LOCATION** —On westward block signal at North Warren.

### DISTANT SWITCH INDICATOR

Note: Y—Yellow; G—Green



**Indication**—Switch open.  
**Name**—Caution indicator.

**Indication**—Switch closed.  
**Name**—Clear indicator.

Distant Switch Indicators in service as follows:

Location	Distance in feet from switch protected	Switch Protected
One half mile west of M. P. 113	6,000	Spring switch 250 feet east of GR

### CAB SIGNALS

**2855.** Intermittent Inductive Automatic Train Stop Inductors located at a point 75 feet east of Automatic Signal No. 1285 west of Thornton Junction and at westward home signal Girard Junction. Inductors are unwound and will require forestalling at all times in order to avoid brake application when passing.

### MANUAL BLOCK SYSTEM

**2901.** Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
<b>P Y &amp; A</b>	Nos. 1 and 2	Detour	North Warren
	Single	North Warren	GR
<b>E &amp; P</b>	Nos. 1 and 2	Cherry St.	Roemer
	Single	Roemer	Thornton Jct.
<b>Alliance Branch</b>	Single	Boanna	Alliance

**2903.** Rule 317 will apply:

Between all points listed under Special Instructions 2901 and when operating against the current of traffic.

★**2904.** The use of Clearance Card (Form K) to permit a train being governed by a clear-block signal to pass a block-limit station as though permissive-block signal were displayed, is prohibited.

**2905.** When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

### AUTOMATIC BLOCK SYSTEM

**3001.** Rules 501 to 512, inclusive, are in effect as follows:

Track	Between	And
Nos. 1 and 2	Rochester	Wampum Jct.
Nos. 1, 2, 3 and 4	Wampum Jct.	Lawrence Jct.
Nos. 1, 2 and 3	Lawrence Jct.	Cross Cut
Nos. 1 and 2	Cross Cut	Niles Jct.
Nos. 1 and 2	Lawrence Jct.	Cherry St.
Nos. 1 and 2	Thornton Jct.	Girard Jct.
Single	Homewood Jct.	Wampum Jct.



**3003.** When stop indication (**Rule 292, Fig. A**) is displayed on signals listed below, enginemen or conductor will obtain instructions for movement of their train, as follows:

Located	Track	Obtain Instructions from signalman at
Erie R. R. Crossing, 1000 ft. west of Center Street	No. 2	Graham
B. & O. R. R. Crossing, 1800 ft. west of Center Street	No. 1	Girard
B. & O. R. R. Crossing, Crab Creek	No. 1 No. 2	Girard Graham
Erie-B. & O. R. R. Crossing, Youngstown, 1015 feet east of station.	No. 1 No. 2	Girard Graham
Erie R. R. Crossing, Austintown	No. 1 No. 2	Girard Graham

### INTERLOCKING

**3102.** Emergency Signals—Whistle or Horn, in service as follows:

Wampum Jct.  
Lawrence Jct.  
Cross Cut  
Graham

### Torpedo-Placing Machine

★**3105.** Torpedo-placing machine located on No. 2 track, 650 feet west of and connected with eastward home signal, Wampum Junction.

Torpedo-placing machine is marked by a sign showing the letter "T" illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of the illuminated sign when the home signal indicates Stop.

When a train or engine is stopped at the location of the torpedo-placing machine due to the sign showing letter "T" illuminated, the crew must promptly report to the Signalman for instructions.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

### USE OF TELEPHONES

★**3501.** Employes using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

**3502.** Telephones are located at block, interlocking and block-limit stations, clearance point of sidings, cross-over switches, home signals and at other points necessary for train operation.

**3503.** When trains are on siding or are standing on main track, engine crew or train crew will keep in touch with the Train Dispatcher through the Operator, the intervals between communications not to exceed ten minutes, unless advised to the contrary by the Train Dispatcher.

Engine and train service men and others authorized to use telephones, will see that shelter boxes are properly closed after using them, and any that are found open should be reported to the Superintendent promptly by wire.

**3504.** Enginemen, Conductors and Track Car Drivers required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at the end of the trip or day. The Yard Master, Crew Dispatcher or other person receiving these orders will forward them daily to Division Operator, Erie & Ashtabula Division, New Castle, Pa.

Conductors and Enginemen of other Divisions will endorse their copies of train orders as above and send them to Division Operator, Erie & Ashtabula Division, New Castle, Pa.

## GENERAL INSTRUCTIONS

### Machinery Of Rotary Or Swinging Type

★**3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at.....and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in a secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

### Heavy Machinery Over Tracks At Grade Crossing

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

### Overhead And Side Clearance

3611. Employees are warned of close overhead and side clearance at the following locations and must not ride on top or side of box cars, engines, or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
<b>Main Line</b>		
<b>ROCHESTER TO ASHTABULA</b>		
<b>MILES:</b>		
Erie R. R. Overhead Bridge No. 74.21. ....	X	X
(Illuminated red signs with amber lights visible to approaching trains are provided as additional warning)		
Allied Metals, Inc. ....	X	X
(Illuminated sign on gate and red lights placed at points of maximum and minimum overhead clearance provide additional warning.)		
Cinder car track, enginehouse .....		X
<b>WARREN:</b>		
B. & O. R. R. Overhead Bridge No. 79.41. ....	X	
Erie R. R. Overhead Bridge No. 79.45. ....	X	X
B. & O. R. R. Overhead Bridge No. 80.16. ....	X	
<b>LAWRENCE JCT. TO GIRARD JCT.</b>		
<b>NEW CASTLE:</b>		
P. & L. E.-B. & O. R. R. Overhead Bridge No. 47.34. ....	X	X
<b>KENWOOD TRACK</b>		
<b>NEW BRIGHTON:</b>		
Buildings on southside W. E. Osborne Co. track. ....		X
<b>WNYP TRACK</b>		
<b>NEW CASTLE:</b>		
Bridge No. 48.88. ....		X
Fire escape on Wright Building Washington St. ....		X
<b>JACKSON CENTER:</b>		
Coal loading chute on team track .....		X
<b>WOLF CREEK TRACK</b>		
<b>BRENT:</b>		
Coal loading chute. ....		X
<b>BESSEMER TRACK</b>		
<b>WALFORD:</b>		
Overhead Bridge No. 4.71, Bessemer Limestone Co. ....	X	

Note—X indicates kind of close clearance.

### **Spectacles With Colored Glass**

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

---

3617. Cars consigned to "Order". Yard Masters must not authorize, and conductors must not place on industrial, private, or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of agent under whose jurisdiction track is located.

3618. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3619. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

3620. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1, in handling freight trains, will apply:

Trains of less than 50 cars when stopped with the use of automatic brake valve will stand two minutes to insure the full release of all brakes; trains of 50 to 100 cars, 3 minutes; trains of more than 100 cars, 5 minutes.

When it is necessary to reduce the speed of freight trains of more than 70 cars on descending grades, except when retaining valves are in use, the air brakes must not be released if the speed is less than 20 miles per hour; brakes on empty trains should not be released at any speed if the total brake pipe reduction exceeds 15 pounds.

When an emergency application of the brakes occurs on a freight train, the throttle must be closed immediately and the automatic brake valve handle moved to the emergency position on each hauling, helping or pushing engine on the train, and left in that position until the train comes to a stop; the independent brake valve must not be used to release the engine brakes during this operation.

3621. Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductor to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry a supply of form M.P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight cars by Train and Engine Crews—and use these forms as directed thereon.

3622. For controlling freight trains with power brakes on descending grades Rule 56a and 56b inclusive, and notation at the bottom of form M. P. 261, page 62 of the Brake and Train Air Signal Instructions No. 99-C-1, will be effective on the Bessemer Track from the run around track 2½ miles west of Coverts to Coverts.

**3623.** Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(1) Engines and cars may be run through water when its depth does not exceed seven (7) inches (measured from top of rail) at speed not exceeding two (2) miles per hour.

(2) MU cars, rail motor cars and Diesel-electric engines may be run through water when its depth does not exceed two (2) inches (measured from top of rail), at a speed not exceeding two (2) miles per hour.

**3624.** When engines are passing over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on the fire.

**3625.** Freight trains leaving water stations, coaling stations, sidings, etc., will move at a slow rate of speed for a distance equivalent to the length of their train so as to enable trainmen to make inspection of passing cars to detect defects.

**3626.** Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4 wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

### INSPECTION OF PASSING TRAINS

**3640.** Referring to Rule 77, the following signals will be used when other signals are not required:

<b>Hot Journal</b>	<b>By Day</b> —Nose held with one hand, ..with other hand pointed toward track.
	<b>By Night</b> —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
<b>Brakes sticking</b>	<b>By Day</b> —Hands shoved in sliding motion out from body.
	<b>By Night</b> —Lamp raised and held stationary.
<b>Broken Wheel, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side Or End of Car, Swinging Car Door Or Any Other Dangerous Condition</b>	<b>Stop Signal</b>

### PERSONAL INJURIES

★**3701.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

## 3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Cleveland, O.	W. C. Keller (Med. Exam.) 8604 Kinsman Road Monday 8:00 A.M. to 5:00 P.M. Wed. 8:00 A.M. to 5:00 P.M. Friday 8:00 A.M. to 5:00 P.M. Saturday 8:00 A.M. to 12 Noon	Endicott 2121, Ext. 250
New Castle, Pa.	Office at Freight Station Monday 8:00 A.M. to 11:00 A.M. Tuesday 8:00 A.M. to 11:30 A.M. 2:00 P.M. to 5:00 P.M. Wed. 8:00 A.M. to 9:00 A.M. Saturday 8:00 A.M. to 12 Noon	1500, Ext. 141
Youngstown, O.	Office at Freight Station Monday 1:30 P.M. to 4:00 P.M. Wed. 10:30 A.M. to 12 Noon	
Ashtabula, O.	Office at Freight Station 1st and 3rd Thursday, 2:00 P.M. to 4:00 P.M.	
Sharon, Pa.	Office at Freight Station 1st and 3rd Wednesday, 2:00 P.M. to 4:00 P.M.	
New Castle, Pa.	Paul H. Wilson (Surgeon) Office, 211 North Jefferson St. Res., 1412 Highland Ave.	673-J 673-M
	W. D. Cleland (Asst. Surg.) Office and Residence, 432 Croton Ave.	1362
	D. C. Lindley (Oculist) Office, Room 201 L. S. & T. Bldg. Res., New Castle, Pa., R. D. 5	931 New Wilming- ton 172-I
	R. G. Campbell (Oculist) Office, Room 201 L. S. & T. Bldg. Res. 280 Hazeltroft Ave.	931 6344
Sharpsville, Pa.	T. S. Tyran (Asst. Surg.) Office, 23 W. Main St. Res., 1236 Heinz Ave., Sharon, Pa.	2347 Sharon 5197
Linesville, Pa.	H. H. Walker (Surgeon) Office, Erie St. Res. West Erie St.	2551 2553
Youngstown, O.	W. Z. Baker (Surgeon) Office, 214 West Rayen Avenue Res., 3623 South Ave.	7-3343 8-2974
	J. Paul Harvey (Asst. Sur.) Office, 101 Lincoln Ave. Res., 275 Gypsy Lane	7-7224 4-2644
Niles, O.	J. M. Elder (Surgeon) Office, 53 So. Main St. Res. 606 Robbins Ave.	2-2318 2-2110

<b>3703. Location of Hospitals</b>		
<b>Location</b>	<b>Name and Address</b>	<b>Telephone number</b>
<b>Greenville, Pa.</b>	<b>Greenville</b> North Main Street	<b>23</b>
<b>Sharon, Pa.</b>	<b>Buhl</b> 740 East State Street	<b>6511</b>
<b>New Castle, Pa.</b>	<b>Jameson Memorial</b> West Leasure Ave.	<b>6000</b>
	<b>New Castle</b> Phillips & Mercer Sts.	<b>262</b>
<b>Youngstown, O.</b>	<b>Southside</b> Oak Hill Ave.	<b>4-2161</b>
	<b>Northside</b> Gypsy Lane & Goleta St.	<b>4-4561</b>
	<b>St. Elizabeth</b> 1044 Belmont St.	<b>4-4521</b>
<b>Warren, O.</b>	<b>Warren City</b> East Market Street	<b>4486</b>
<b>Ashtabula, O.</b>	<b>Ashtabula General</b> Lake Ave.	<b>2711</b>

### **3704. First-Aid Boxes and Stretchers:**

#### **First Aid-Boxes, location of:**

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yard master's and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

#### **Stretchers:**

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher should be carried in the first toilet of first coach in all local passenger trains when such trains do not carry baggage or combined car.







**THE PENNSYLVANIA RAILROAD  
ERIE & ASHTABULA DIVISION**

New Castle, Pa., April 20, 1946

**GENERAL ORDER NO. 601**

**Effective 12.01 A. M., Sunday, April 28, 1946**

**Applies in All Zones**

- (a) Time-Table No. 6 in effect. It contains the necessary instructions issued in general orders up to and including No. 507, all of which must be removed from bulletin boards.

Each employe must examine Time-Table No. 6 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.

Employes must turn in Time-Table No. 5 to bulletin board attendant after Time-Table No. 6 takes effect.

---

**Applies in Zone A**

- (b) **MAIN LINE  
CROSSCUT-LAWRENCE JUNCTION**  
No. 1 track blocked with cars.

**Applies in Zone B**

- (c) **E & P  
ROBERTS**  
Westward siding blocked with cars.

---

This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

**MARION STREETT,**  
Superintendent.





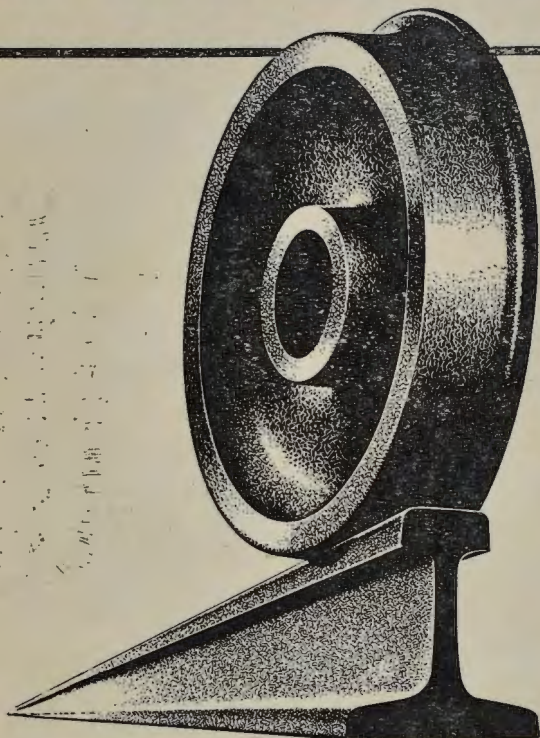




---

# FLANGED WHEEL ON THE STEEL RAIL . . .

---



*Carries the output of farm,  
factory, and mine—at an average  
charge no higher now than  
before the war*

The only means of trans-  
portation with the capac-  
ity to meet America's  
major needs . . . in peace  
as well as in war.

## AMERICAN RAILROADS

---

