

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

LAKE DIVISION

Time-Table No. 4

In effect 12.01 A. M., Sunday, April 26, 1953

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

M. S. SMITH,
General Manager.

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

E. L. HOFMANN,
General Sup't Transportation.

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

J. E. WIGHTMAN, JR.,
Superintendent.

WHAT IS A PATRON

A Patron is the most important person in this institution—in person, on the telephone, or by mail.

A Patron is not dependent on us—we are dependent on him.

A Patron is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A Patron is not an outsider to our business—he is part of it.

A Patron is not cold statistics—he is a flesh-and-blood human being with feelings and emotions like our own.

A Patron is a person who brings us his business. It is our job to handle him, or her, profitably both to him, to her, and to ourselves.

Original timetable from the collection of
Daria Phoebe Brashear

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X-O		ROCHESTER (East'n Div.)				
		X		ALLIANCE	66.8			
				PATTERSON STREET	67.1			
				N.Y.C.R.R. CROSSING	67.4			
				ATWATER	75.0			
				HAZEN	77.3		82	
				ROOTSTOWN	81.3			
				PORTAGE	84.3			
				NILES JCT.				
				NEWTON FALLS				
				RAVENNA				
X	X	X			B. & O. R.R.	8.2		
						22.8		
X	X	X		RAVENNA (B. & O. R.R.)				
				RAVENNA				
				M.V. JUNCTION				
X	X	X-O			Y. & R. Connect'n	.3		
						1.2		
X	X	X-O		RAVENNA	85.1			
X	X	X		M. V. JUNCTION	85.9	121	71	
X	X	X-O		BRADY'S LAKE	88.5			
				HUDSON	96.9	108	117	
				MACEDONIA	103.9			
				WHEELLOCK	106.1		88	
				BEDFORD	109.4			
				MAPLE	110.3			
				ROCKSIDE	110.9			
				MCCRACKEN	113.1			
				HARVARD AVENUE	115.8			
X	X	X-O		HARVARD	116.0			
X	X	X		ERIE CROSSING	116.9			
				BESSEMER AVENUE	117.1			
				HOLTON AVENUE	118.2			
				WOODLAND AVENUE	118.6			
				CEDAR	119.7			
				EUCLID AVENUE	120.0			
				SUPERIOR	120.9			
				ALABAMA	121.8			
		X		SENECA	123.0			
				CLEVELAND (Penna. Sta.)	123.1			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The distance from Mile Post 96 to Mile Post 98 is 1.1 miles.

Y. AND R. CONNECTION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Ravenna (B. & O.)	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		RAVENNA (B. & O. R. R.)				
				RAVENNA				
X	X	X-O		M. V. JUNCTION				

NOTE—X indicates in service continuously.

O indicates trainphone in service.

E & A 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	X	.....	HOMEWOOD JCT. (E. Div.)	34.8			
				HOMEWOOD JCT.	34.9			
				KOPPEL	36.3			
X	X	X		WAMPUM JCT.	41.1			
X	X	X-O		LAWRENCE JCT.	46.6			
X	X	X		CROSS CUT	47.3	405	405	
				NEW CASTLE JCT.	47.6			
				COVERTS	49.9			
				EDENBURG	51.5			
				QUAKERTOWN	55.6			
				LOWELLVILLE	57.1			
				STRUTHERS	60.2			
X	X	X		GRAHAM	60.8	124	112	
				HASELTON	61.9			
				WEST HASELTON	62.2			
				CENTER STREET	62.6			
				CRAB CREEK	63.9			
				MARKET STREET	65.3			
				YOUNGSTOWN	65.4			
				UPPER MILL	66.0			
				AUSTINTOWN CROSSING	66.8			
X				DIVISION STREET	67.7			
X	X	X		GIRARD	70.0	212	210	
X				BELMONT STREET	73.9			
X				NILES	74.7			
X	X	X-O		DETOUR	75.5			
				BOANNA	76.6			
X	X	X	.....	NILES JCT. (B.&O.R.R.)	77.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Division Street	Girard
Belmont Street	Detour
Boanna	Detour

LOW GRADE 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	X-O	.....	ROCHESTER (E. Div.)	25.9			
				DIVISION POST (E. Div.)	29.3			
				FETTERMAN	30.5			
				THOMPSON RUN	34.9			
				ELLWOOD JCT.	37.2			
X	X	X		WAMPUM JCT.	41.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Rochester to Wampum Jct. is westward.

E & P BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Siding Assigned Direction. Car Capacity. 50 ft. Cars		
						West	East	Both
X	X	X-O		LAWRENCE JCT.	46.6			
X		X		CHERRY STREET	47.5			
				OAKLAND	48.7			
				NEW CASTLE	49.7			
			X	GS	49.9			
				ROBERTS	58.7			
				PULASKI	60.0			
				WEST MIDDLESEX	64.6			
			X	NC	66.3			
				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-O		BRUIN	82.0			104
				SHENANGO	82.8			
				GREENVILLE	84.5			21
			B	JA	90.6			
				JAMESTOWN	90.6		45	
				WESTFORD	96.2			135
			X	WF	96.2			
				ESPYVILLE	99.6			
		B		LINESVILLE	103.6			81
				CENTER ROAD	107.7			
			X	RK	110.7			
				CONNEAUTVILLE	111.3			81
				SPRINGBORO	114.1			
			X	AR	120.4			
				ALBION	120.4			100
X	X	X-O		THORNTON JCT.	127.6			
X				GIRARD JCT. (N.Y.O.R.R.)	129.3			
X	X	X		DOCK JCT. (N.Y.C.R.R.)	143.0			
				ERIE	146.0			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

The direction from Lawrence Jct. to Girard Jct. is westward.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
JA	11.59 P.M. to 7.59 A.M. Daily.
Jamestown	7.59 A.M. to 11.59 P.M. Daily.
Linesville	7.59 A.M., Monday to 7.59 A.M. following Saturday.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
GS	Cross Cut
NC	Roemer
JA	Bruin
WF RK AR	Linesville when in service; Jamestown when Linesville is not in service; Bruin when Linesville and Jamestown are not in service.

Interlockings — Remote controlled as follows:

Interlocking	Controlled by
Cherry Street	Cross Cut
Girard Jct. (N.Y.C.R.R.)	Dock Jct. (N.Y.C.R.R.)

Block Station — Remote controlled as follows:

Block Station	Controlled by
Cherry Street	Cross Cut

P Y & A BRANCH
P Y & A SECONDARY TRACK
NOS. 101 AND 102 SECONDARY TRACKS

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-O		DETOUR	75.5			
				VAN WYE	76.2			
				WARDWELL	77.5			
				WARREN	79.9			
X	X	X-O		NORTH WARREN	80.9			
X	X	X-O		NORTH WARREN	80.9			216
				HOWLAND	81.7			
				CHAMPION	85.1			
				BRISTOLVILLE	90.9			125
				OAKFIELD	92.2			
				LOCKWOOD	95.8			
			X	BD	95.9			108
			X	OW	100.8			47
				EAST ORWELL	100.8			
			X	RM	106.1			240
				ROCK CREEK	109.6			
				EAGLEVILLE	113.8			
			X	GR	114.7			
				GR	114.7			
				EAST AUSTINBURG	115.7			
				EAST AUSTINBURG	115.7			
				AUSTINBURG	117.4			
X	X			NP	124.2			
				ASHTABULA	124.5			
X	X			OD	125.2			
		O		WEST STREET				
				YARD OFFICE	125.4			

NOTE — X indicates in service continuously.

O indicates trainphone in service.

◆ — Block-Limit Station for eastward trains only.

The direction from Detour to North Warren is westward.

Block-Limit Stations controlled as follows:

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

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	X	BOANNA.....	76.6	---	---	---
---	---	---	---	JN.....	88.1	---	---	---
---	---	---	---	NORTH JACKSON.....	88.2	---	---	85
---	---	---	---	ROSEMONT.....	85.9	---	---	---
---	---	---	---	ELLSWORTH.....	87.7	---	---	---
---	---	---	---	BERLIN CENTER.....	91.4	---	---	88
---	---	X	---	BC.....	92.2	---	---	---
---	---	X	---	8N0DES.....	95.9	---	---	---
---	---	---	X	NZ.....	98.9	---	---	---
---	---	---	---	NORTH SEBRING.....	99.8	---	---	77
X	X	X-O	---	DIVISION POST (E. Div.)....	99.7	---	---	---
---	---	---	---	CP.....	102.1	---	---	---
---	---	---	---	ALLIANCE.....	102.8	---	---	---

NOTE—X indicates in service continuously.
O indicates trainphone in service.

The direction from Boanna to Alliance is westward.
Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
JN BC	Detour
NZ	CP

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Boanna	Detour

Block Station—Remote controlled as follows:

Block Station	Controlled by
Boanna	Detour

MARIETTA BRANCH

DOVER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Marietta	Siding Assigned Direction. Car Capacity 50 ft. Cars		
						South	North	Both
			X	DJ	108.7			
			X	DOVER	108.8			
			X	DO	101.6			
X	X	X-O		STONE CREEK	98.8			
			X	NEWCOMERSTOWN	84.1			72
			X	JH	82.6			48
				GUERNSEY	77.6			
				KIMBOLTON	68.9			
			X	FA	58.7			
Dover Secondary Track								
				FA	58.7			
				CAMBRIDGE	57.9			
				CAMBRIDGE SHOP	57.1			
				CAMBRIDGE SCALES	54.5			
				BYESVILLE	52.9			
				ALBIN	48.6			
				PLEASANT CITY	48.0			
				GLENWOOD	45.2			41
				AVA	42.8			
				BELLE VALLEY	38.7			
				CALDWELL	35.8			21
				DEXTER CITY	27.2			
				MACKSBURG	24.8			
				MACKSBURG WYE	24.6			
				WARNER	17.6			
				WHIPPLE	18.9			12
Marietta Branch								

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The distance from Mile Post 69 to Mile Post 75 is 0.7 mile.

The direction from FA to Marietta is southward.

☐ Block-Limit Station for northward trains only.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
DJ	Newcomerstown (For Southward Movements Only)
DO	Newcomerstown
JH	Newcomerstown
FA	Newcomerstown

AKRON BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hudson	Sidings Assigned Direction. Car Capacity 50 ft. Cars			
						South	North	Both	
X	X	X-O		HUDSON				68	
X				CLARK	9				
X				SILVER	5.8			108	
X				PAYNE	6.8				
				CUYAHOGA FALLS	7.9				
				ARLINGTON	11.6				
X	X	X		JO	12.9				
				AKRON	18.4				
				CROSIER STREET	14.8				
				BRIDGE 16	16.1				
X				MANCHESTER ROAD	16.3				
				LAMBERT	18.4				
				BARBERTON	20.8				
	X	X		BN	20.6			121	
				CLINTON	26.4				
X	X	X-O		WARWICK	27.2				
				MARSHALLVILLE	32.4			98	
X	X	X-O		ORRVILLE	37.2	110			
				APPLE CREEK	45.1				
				FREDERICKSBURG	51.0				
				HOLMESVILLE	55.8				
			X	KN	55.7			91	
				MILLERSBURG	60.9				
				KILLBUCK	66.7	88			
		X-O		GLENMONT	72.8			148	
				BADDOW PASS	77.1				
			X	BH	80.9			69	
				BRINK HAVEN	81.0				
		X		DANVILLE	85.8			125	
				HOWARD	89.9				
			X	GA	94.2				
				GAMBIER	94.8				
X	X	X		MT. VERNON	100.0	108	95		
				B. & O. R. R. CROSSING	100.1				
			X	BG	104.7				
				BANGS	104.7			85	
X	X	X-O		CENTERBURG	118.8				
				CENTERAC	118.9			125	
			X	CQ	119.1				
				CONDIT	119.1			91	
				SUNBURY	123.2				
				GALENA	125.0				
				WESTERVILLE	132.1				
				LINDEN	140.5	168	180		
				DIVISION POST (Cols. Div.)	141.0				
X	X	X		JOYCE AVENUE (Cols. Div.)	142.1				
				COLUMBUS	144.8				
NOTE—X indicates in service continuously. O indicates trainphone in service.									
Block-Limit Stations controlled as follows:									
Block-Limit Station				Controlled by					
KN				Glenmont					
BH				Glenmont					
GA				Danville					
BG				Mt. Vernon					
CQ				Centerac					

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Clark	Hudson
Silver	Hudson
Payne	Hudson
Lambert	BN

MAHONING SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X-O		ROCHESTER (East'n Div.)				
X	X	X-O		DIVISION POST (East'n Div.)	54.4			
				BAYARD	54.8	101	162	
				MOULTRIE	58.0			
				HOMEWORTH	60.7			
		X		ALLIANCE	66.8		396	

NOTE—X indicates in service continuously.

O indicates trainphone in service.

WALFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Coverts	Sidings Assigned Direction. Car Capacity. 50 ft. Cars		
						West	East	Both
				COVERTS				
				WALFORD	4.9			

HOUSTON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Oakland	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
				OAKLAND				
				MORAVIA STREET	0.6			
				NEW CASTLE	1.2			
				EASTBROOK	5.5			
				WILMINGTON JCT.	9.0			
				NESHANNOOK FALLS	10.2			
				VOLANT	13.5			
				LEESBURG	15.9			37
				MILLBURN	18.1			
				MERCER	22.7			21
				HOUSTON JCT.	23.6			

CROSS CUT SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cross Cut	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
X	X			CROSS CUT				
X				CHERRY ST.	0.6			

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VAN WYE SECONDARY TRACK							
-------------------------	--	--	--	--	--	--	--

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Boanna	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
X				BOANNA				
				VAN WYE	1.1			

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TUSCARAWAS SECONDARY TRACK							
----------------------------	--	--	--	--	--	--	--

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bayard	Sidings Assigned Direction. Car Capacity. 50 ft. Cars		
						South	North	Both
X	X	X-O		BAYARD				
				MINERVA	2.6			
				MINERVA JUNCTION	2.7			
			X	PE	3.1			
				PEKIN	4.0			
				ONEIDA	5.7			
			X	MN	7.5			
				MALVERN	7.5			61
				WHITACRE	10.8			
				WAYNESBURG	11.8			81
				MAGNOLIA	14.7			
			X	BR	15.2			45
				SUMMIT SIDING	17.8			28
			X	MY	19.8			
			X	MINERAL CITY	19.8			
			X	ZOAR	21.3			48
				VALLEY JUNCTION	21.5			
			X	DJ	28.8			

NOTE — X indicates in service continuously.

O indicates trainphone in service.

The distance from Mile Post 25 to Mile Post 26 is 1.2 miles.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
PE	Bayard
MN	Bayard
BR	Bayard
MY	Bayard
ZOAR	Bayard
DJ	Bayard (For Northward Movements Only)

DRESDEN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Killbuck	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
				KILLBUCK	0.0			
				LAYLAND	8.5			
				HELMICK	9.5			
				BLISSFIELD	10.0			
				AYRES MINERAL	11.9			

HOWARD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Howard	Sidings Assigned Direction. Car Capacity 50 ft. Cars		
						West	East	Both
				HOWARD	0.0			
				MILLWOOD SAND CO.	8.9			

ALLIANCE TO CLEVELAND HOMEWOOD JCT. TO NILES JCT.

STATIONS	FIRST CLASS			
	±353 DAILY EX. SAT. & SUN.	39 DAILY		
	A.M.	A.M.		
Leave				
PITTSBURGH (Pgh. Div.)		\$ 3.57		
HOMEWOOD JCT (E. Div.)		4.42		
KOPPEL				
WAMPUM JUNCTION		4.53		
LAWRENCE JUNCTION		5.00		
CROSS CUT		5.01		
NEW CASTLE JCT.		\$ 5.04		
GRAHAM		5.20		
CENTER STREET		5.22		
CRAB CREEK		5.26		
YOUNGSTOWN		\$ 5.37		
DIVISION STREET		5.44		
GIRARD		5.47		
BELMONT STREET		5.51		
NILES		\$ 5.59		
DETOUR		6.01		
BOANNA		6.03		
NILES JCT.		6.06		
NEWTON FALLS	B. & O.	6.14		
RAVENNA	R.R.	6.28		
RAVENNA		\$ 6.30		
M. V. JUNCTION	Y. & R. Connect'n	6.33		
ALLIANCE	\$ 5.20			
RAVENNA	\$ 5.42			
M. V. JUNCTION	5.44			
BRADY'S LAKE	5.47	6.36		
HUDSON	\$ 6.01	\$ 6.51		
MACEDONIA	\$ 6.09			
WHEELLOCK				
BEDFORD	\$ 6.17			
HARVARD AVENUE	\$ 6.28			
HARVARD	6.29	7.11		
ERIE CROSSING	6.30	7.12		
WOODLAND AVENUE	\$ 6.34			
EUCLID AVENUE	\$ 6.40	\$ 7.20		
SENECA	6.48	7.28		
CLEVELAND (Penna. Sta.)	\$ 6.50	\$ 7.30		
Arrive	A.M.	A.M.		
	353	39		

FIRST CLASS

		ø363	ø361	329	
		DAILY	DAILY	DAILY	
		A.M.	P.M.	P.M.	
		\$ 7.20	\$ 4.10	\$ 7.50	
				8.43	
				8.53	
				8.59	
				9.00	
				\$ 9.02	
				9.16	
				9.21	
				9.22	
				\$ 9.29	
				9.35	
				9.39	
				\$ 9.43	
				9.46	
				9.48	
				9.50	
				9.62	
				F 10.00	
				10.15	
				\$ 10.16	
				10.18	
		\$ 8.56	\$ 5.43		
			6.00		
		9.14	6.01		
		9.17	6.04	10.21	
		\$ 9.26	\$ 6.13	\$ 10.31	
				\$ 10.50	
		9.44	6.33	10.51	
		9.45	6.34	10.52	
		D 9.60	D 6.40	\$ 11.00	
		9.58	6.48	11.08	
		\$ 10.00	\$ 6.50	\$ 11.10	
		A.M.	P.M.	P.M.	
		363	361	329	

CLEVELAND TO ALLIANCE
NILES JCT. TO HOMEWOOD JCT.

STATIONS	FIRST CLASS			
	360	362		
Arrive	A.M.	P.M.		
PITTSBURGH (Pgh. Div.)--	\$ 9.40	\$ 5.40		
HOMEWOOD JCT. (E. Div.)				
KOPPEL-----				
WAMPUM JUNCTION-----				
LAWRENCE JUNCTION-----				
CROSS CUT-----				
NEW CASTLE JCT.-----				
GRAHAM-----				
CENTER STREET-----				
ORAB CREEK-----				
YOUNGSTOWN-----				
DIVISION STREET-----				
GIRARD-----				
BELMONT STREET-----				
NILES-----				
DETOUR-----				
BOANNA-----				
NILES JCT.-----	B. & O. R.R.			
NEWTON FALLS-----				
RAVENNA-----				
RAVENNA-----	Y. & R. Connect'n			
M. V. JUNCTION-----				
ALLIANCE-----	\$ 8.05	\$ 4.05		
RAVENNA-----				
M. V. JUNCTION-----	7.46	3.46		
BRADY'S LAKE-----	7.43	3.43		
HUDSON-----	\$ 7.84	\$ 3.34		
MACEDONIA-----				
WHEELOCK-----	7.26	3.24		
BEDFORD-----				
HARVARD AVENUE-----				
HARVARD-----	7.14	3.14		
ERIE CROSSING-----	7.13	3.13		
WOODLAND AVENUE-----				
EUCLID AVENUE-----	\$ 7.08	\$ 3.08		
SENECA-----	7.02	3.02		
CLEVELAND (Penna. Sta.)--	\$ 7.00	\$ 3.00		
Leave	A.M.	P.M.		
	DAILY	DAILY		
	¢360	¢362		

FIRST CLASS					
	354	328	38		
	P.M.	P.M.	P.M.		
		\$ 8.10	\$ 11.00		
		7.18	10.10		
		7.08	10.00		
		7.02	9.54		
		7.01	9.53		
		\$ 7.00	\$ 9.52		
	Will Not Run Sept. 7.	6.42	9.34		
		6.40	9.31		
		6.35	9.26		
		\$ 6.32	\$ 9.23		
		6.23	9.13		
		6.20	9.10		
		6.15	9.05		
		\$ 6.13	\$ 9.03		
		6.11	9.00		
		6.09	8.58		
		6.07	8.56		
		\$ 5.58	8.47		
		5.43	8.34		
		\$ 5.42	\$ 8.33		
		5.39	8.30		
	\$ 5.45				
	\$ 5.22				
	5.19				
	5.16	5.36	8.27		
	\$ 5.05	\$ 5.27	\$ 8.17		
	\$ 4.54				
	4.51	5.17	7.48		
	\$ 4.45				
	\$ 4.33	F 5.06			
	4.31	5.05	7.36		
	4.30	5.04	7.35		
	\$ 4.26				
	\$ 4.23	\$ 4.59	\$ 7.30		
	4.17	4.52	7.22		
	\$ 4.15	\$ 4.50	\$ 7.20		
	P.M.	P.M.	P.M.		
	DAILY EX. SAT. & SUN.	DAILY	DAILY		
	±354	328	38		

STATIONS	FIRST CLASS			
	B. & O. 8	B. & O. 32	B. & O. 110	
Arrive	A.M.	A.M.	P.M.	
HUDSON.....				
CLARK.....				
SILVER.....				
PAYNE.....				
CUYAHOGA FALLS.....				
ARLINGTON.....	5.24	9.19	7.24	
JO.....	5.21	9.16	7.21	
AKRON.....	\$ 5.20	\$ 9.15	\$ 7.20	
CROSIER STREET.....	5.16	8.36	7.07	
LAMBERT.....	5.12	8.32	7.02	
BARBERTON.....		\$ 8.30	\$ 7.00	
BN.....	5.09	8.25	6.57	
CLINTON.....				
WARWICK.....	5.02	8.18	6.50	
Leave	A.M.	A.M.	P.M.	
	DAILY	DAILY	DAILY	
	B. & O. 8	B. & O. 32	B. & O. 110	

AKRON BRANCH

STATIONS	FIRST CLASS			
	B. & O. 5	B. & O. 25	B. & O. 19	
Leave	A.M.	A.M.	A.M.	
HUDSON.....				
CLARK.....				
SILVER.....				
PAYNE.....				
CUYAHOGA FALLS.....				
ARLINGTON.....	1.21	1.41	3.05	
JO.....	1.24	1.44	3.08	
AKRON.....	1.25	\$ 1.50	\$ 3.10	
CROSIER STREET.....	1.27	1.52	3.12	
LAMBERT.....	1.31	1.57	3.17	
BARBERTON.....		2.00	3.19	
BN.....	1.34	2.01	3.20	
CLINTON.....				
WARWICK.....	1.41	2.08	3.27	
Arrive	A.M.	A.M.	A.M.	
	B. & O. 5	B. & O. 25	B. & O. 19	

FIRST CLASS

	10	B. & O. 20	B. & O. 6	B. & O. 26	
	P.M.	P.M.	P.M.	P.M.	
	\$ 7.50				
	7.46				
	7.38				
	7.37				
	\$ 7.35				
	7.29	9.54	10.59	11.12	
	7.26	9.51	10.56	11.09	
	\$ 7.26	\$ 9.50	\$ 10.55	\$ 11.08	
		9.41	10.52	11.05	
		9.37	10.48	11.01	
		9.34	10.45	10.58	
		9.27	10.39	10.52	
	P.M.	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	DAILY	
	10	B. & O. 20	B. & O. 6	B. & O. 26	

SOUTHWARD

FIRST CLASS

	9	B. & O. 7	B. & O. 31	B. & O. 91	
	DAILY	DAILY	DAILY EX. MON.	DAILY	
	A.M.	A.M.	A.M.	P.M.	
	\$ 7.00				
	7.02				
	7.11				
	7.13				
	\$ 7.16				
	7.26	8.27	11.42	11.25	
	7.29	8.30	11.45	11.28	
	\$ 7.30				
		\$ 8.40	\$ 12.20	\$ 11.50	
		8.42	12.22	11.52	
		8.47	12.27	11.57	
		F 8.49		T 12.00	
		8.50	12.31	12.01	
		8.57	12.39	12.09	
	A.M.	A.M.	P.M.	A.M.	
	9	B. & O. 7	B. & O. 31	B. & O. 91	

**HIGHWAY BUS SERVICE
BETWEEN AKRON AND HUDSON**

TO CONNECT WITH THE FOLLOWING TRAINS:

NORTHWARD

STATIONS	353	360	363	
	DAILY EX. SAT. & SUN.	DAILY	DAILY	
	A.M.	A.M.	A.M.	
AKRON .....Lv.	5.15	6.50	8.40	
OUYAHOGA FALLS.....Lv.	5.29	7.04	8.54	
HUDSON .....Ar.	5.50	7.25	9.15	
	A.M.	A.M.	A.M.	

NORTHWARD

STATIONS	362	354 328		329
	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.
AKRON .....Lv.	2.50	4.20	5.50	9.50
OUYAHOGA FALLS.....Lv.	3.04	4.34	6.04	10.04
HUDSON .....Ar.	3.25	4.55	6.25	10.25
	P.M.	P.M.	P.M.	P.M.

NOTE—Conductors of all first class trains having connections at Hudson will ask for instructions from Signalman at Hudson regarding late arrival of connecting buses.

HIGHWAY BUS SERVICE BETWEEN HUDSON AND AKRON

TO CONNECT WITH THE FOLLOWING TRAINS:

SOUTHWARD

STATIONS	±353	360	363	
	DAILY EX. SAT. & SUN.	DAILY	DAILY	
	A.M.	A.M.	A.M.	
HUDSON .....Lv.	6.05	7.40	9.30	.....
CUYAHOGA FALLS.....Lv.	6.25	8.00	9.50	.....
AKRON .....Ar.	6.40	8.15	10.05	.....
	A.M.	A.M.	A.M.	

Will Not Run
Sept. 7.

SOUTHWARD

STATIONS	362	354	328 361	329
	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.
HUDSON .....Lv.	3.40	5.10	6.30	10.35
CUYAHOGA FALLS.....Lv.	4.00	5.30	6.50	10.55
AKRON .....Ar.	4.15	5.45	7.05	11.10
	P.M.	P.M.	P.M.	P.M.

NOTE—Conductors of all first class trains having connections at Hudson will ask for instructions from Signalman at Hudson regarding late arrival of connecting buses.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Ravenna*	5.15 AM to 9.00 PM	Closed	Closed
Hudson	Continuously	Continuously	Continuously
Bedford*	6.00 AM to 6.30 AM	Closed	Closed
Euclid Ave.	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Cleveland (Penna. Sta.)	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Youngstown	5.00 AM to 10.00 PM	5.00 AM to 10.00 PM	5.00 AM to 10.00 PM
Niles	5.30 AM to 10.00 PM	5.30 AM to 10.00 PM	5.30 AM to 10.00 PM
New Castle	7.00 AM to 10.00 PM	7.00 AM to 10.00 PM	7.00 AM to 10.00 PM
Cuyahoga Falls*	7.00 AM to 4.00 PM	Closed	Closed
Akron (Union Station)	Continuously	Continuously	Continuously
Akron (Greyhound Bus Terminal)	5.00 AM to 10.59 PM	5.00 AM to 10.59 PM	5.00 AM to 10.59 PM
Barberton*	8.30 AM to 8.00 PM	Closed	Closed

*Ticket office closed for sale of tickets on September 7.

U. S. MAIL WORK

STATIONS	Westward					Eastward				
						860				
Ravenna						1 CD				

C - Mail caught from crane only.
D - Mail delivered only.
CD - Mail caught and delivered.
E - Train stops, mail received or delivered, or both.
1 - Daily, Except Sunday.
2 - Daily, Except Saturday, Sunday and Holidays.
NOTE - Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Station	HS-1 (1)	VC-1 (1)	CE-5 (1)	SN-1 (1)	EP-1 (1)	YC-1 (1)	PY-1 (1)	NS-1 (1)	SC-1 (1)	CNC-1 (1)	MC-1 (1)	BEC-1 (1)	BEC-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.					
Rochester	12.01	12.15	1.30		3.15	4.30	5.15	6.15										
Dock Jct.												5.30	11.00					
Lawrence Jct.	1.30				5.00	6.30	7.00	7.15										
Wheatland				1.30	6.45	7.30						9.00	4.30					
Cherry St.				3.10					12.01	2.30		10.15	5.15					
Cross Out	1.45			8.15			7.45		12.10	2.40		10.45	5.30					
Graham	3.30			4.00			10.30	9.15	1.45	3.50		11.15						
Girard	4.00			6.55			11.15		2.20	4.30		12.15						
Detour	4.30			7.15			11.30	10.00	3.30	5.15		1.15	7.30					
Niles Jct.		3.00								6.00								
Ashtabula	7.30																	
Bayard											4.45							
Alliance									6.00		6.45	3.45	10.00					
M.V. Jct.		8.45								7.00	7.30							
Hudson			8.20							8.30	9.00							
Cleveland		4.45	9.05							9.30	10.30							
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.					

(1) Daily.

ARRANGED FREIGHT TRAIN SERVICE — EASTWARD

The time shown conveys no time-table authority.

Station	SN-2 (1)	CE-2 (1)	CAC-1 (1)	BEC-2 (1)	NS-2 (1)	EP-2 (1)	CNC-2 (1)	PY-2 (1)	SC-2 (1)	HS-2 (1)	YC-2 (1)	BEC-4 (1)						
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.						
Cleveland		1.30	2.00				8.00											
Hudson		2.00	2.45				9.10											
M.V. Jct.							10.00											
Alliance				2.45					1.45			9.15						
Bayard																		
Ashtabula										4.15								
Niles Jct.							11.00											
Detour	12.01			3.45	4.00			9.00	3.30	6.45								
Girard	12.30			4.00	4.25		11.30	9.25	4.30	7.15								
Graham	2.30			5.30	6.00		12.20	11.00	6.00	8.00								
Cross Out	3.15			6.45	6.30				7.00	9.00								
Cherry St.	4.30			7.30			1.00		7.30									
Wheatland	5.30			9.30		8.00					8.00	2.45						
Lawrence Jct.					7.45			1.30		9.15								
Dock Jct.				1.30							9.30	7.15						
Rochester					8.30	11.00		3.15		11.00	10.45							
Arrive	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.						

(1) Daily.

ARRANGED FREIGHT TRAIN SERVICE — SOUTHWARD

The time shown conveys no time-table authority.

ARRANGED FREIGHT TRAIN SERVICE — NORTHWARD

The time shown conveys no time-table authority.

Stations	CE-2 (1)	CAC-1 (1)	CC-1 (1)	FC-3 (2)	LM-3 (1)	FC-1 (1)		Stations	CE-5 (1)	FW-18 (1)	FC-2 (1)	CC-2 (1)	FC-4 (2)	CY-2 (1)	
Leave	A.M.	A.M.	A.M.		P.M.	P.M.		Leave	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
Cleveland	1.30	2.00		9.00		11.00		Columbus			8.30	4.30	5.00	6.00	
Hudson	2.00	2.45				11.30		Mt. Vernon			11.00	7.00	7.30	8.10	
Akron	3.45	4.45		12.15		1.50		Crestline							
Warwick	4.15							Orrville		5.45	3.00	10.00	12.30	12.01	
Canton	5.05		9.30		7.00			Canton				11.15		1.30	
Orrville		6.15	10.30	1.15	8.00	4.00		Warwick	6.35						
Crestline								Akron	7.35	7.45	5.15		8.15		
Mt. Vernon			1.30	6.30	11.40	7.15		Hudson	8.20		6.15				
Columbus			3.00	9.00	2.00	9.25		Cleveland	9.05	9.30	7.30		5.00		
Arrive	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.		Arrive	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	

(1) Daily. (2) Daily except Sunday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Hours of Service

100Q-1. Referring to Rule Q, conductor, trainman, engineer, fireman, or driver of track car after being on duty 12 hours must notify the superintendent the time he will be on duty 14 hours.

Personal Injuries.

100R-1A. Injuries to persons or employes must be reported immediately to the Superintendent by wire and a full report made to the head of the department within twenty-four hours.

100R-2A. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Cleveland	Geo. B. Tupper (Surgeon) Office, 307 Republic Bldg..... Res., 3158 Huntington Rd.	SWetbr 1-1000 PRospect 1-7477 WAshtn 1-1652
	E. S. Brown (Surgeon) Office, 608 Republic Building..... Res., 993 Nelaview Road Cleveland Hts.....	MA 1-9749 POtomac 1-9059
	T. P. Day (Med. Ex.) Office, 8604 Kinsman Road..... Monday, Wednesday and Friday— 7:00 A.M. to 4:00 P.M.	ENdicott 1-2121 Line 250
Ravenna	R. D. Worden (Surgeon) Office, 102 N. Prospect St..... Res., 357 N. Freedom St.....	6611 7545
Alliance	Homer G. Scranton (Sur.) Office, 133 S. Linden Ave..... Res., 2820 S. Union Ave.....	6271 2118
	Ray R. Mosely (Surgeon) Office, 133 S. Linden Ave..... Res., 425 E. Milton Ave.....	6271 2293
	T. P. Day (Med. Ex.) Office, Passenger Station..... First and Third Wednesday, each month— 1:00 P.M. to 3:00 P.M.	Canton 262
New Philadelphia	T. P. Day (Med. Ex.) Office, Yard Office..... Second Thursday, each January, April, July and October— 3:00 P.M. to 4:00 P.M.	4-2634
Newcomerstown	C. A. Hanson (Surgeon) Office, 101 Main St..... Res., Evansburg Rd.	2211 2288
Cambridge	Irvin Black (Med. Exam.) Office, Freight Station..... Second and Fourth Tuesdays, each month— 1:00 P.M. to 2:00 P.M.	2-2211
	M. J. Boyle (Surgeon) Office, 903 Stuebenville Ave..... Res., 712 Harrison Ave.	3-1881 2-6831
Marietta	N. M. La Barre (Surgeon) Office 822 Third St. Res., 629 Third St.....	214 1734

Location	Name and Address	Telephone Number
Akron	E. L. Mollin (Surgeon) Office, 407 Ohio Building..... Res., 748 Evergreen Drive.....	BLacks'ne 7152 UNiv. 1319
	T. P. Day (Med. Ex.) Office, Mill Street Freight Station ... Second and Fourth Thursdays, each month— 9:00 A.M. to 11:00 A.M. 12:01 P.M. to 2:00 P.M.	BLacks'ne 5111
Orrville	O. P. Ulrich (Surgeon) Office, 131 East Market St..... Res., South Main St.....	131Z 131W
	T. P. Day (Med. Ex.) Office, Freight Station..... Second and Fourth Wednesdays, each month— 2:00 P.M. to 4:00 P.M.	
Mt. Vernon	John C. Drake (Surgeon) Office, 51 Public Square..... Res., East High St. Extension.....	1478 1002
Columbus	Irvin Black (Med. Exam.) Office, 20th St. Shop..... Daily except Saturday and Sunday— 8:30 A.M. to 5:00 P.M.	MAin 1121 Line 317
	C. D. Hoy (Surgeon) 9 Buttlers Ave.....	ADams 7534
	George J. Heer (Surgeon) Res., 475 E. Town St.....	MAin 7805
	H. V. Postle (Oculist) Office, 21 E. State St..... Res., 1211 Bryden Rd.....	ADams 5768 FAirfax 5260
New Castle, Pa.	T. P. Day (Med. Ex.) Office at Freight Station..... Monday 7:00 A.M. to 10:00 A.M. Tuesday 7:00 A.M. to 10:30 A.M. 1:00 P.M. to 4:00 P.M. Friday 7:00 A.M. to 10:30 A.M. 1:00 P.M. to 4:00 P.M.	8385 J
Youngstown, O.	Office at Freight Station..... Monday 12:30 P.M. to 3:00 P.M.	7-1492 Ext. 19
Ashtabula, O.	Office at Freight Station..... 1st and 3rd Thursday. 1:00 P.M. to 3:00 P.M.	2-6261
Sharon, Pa.	Office at Freight Station..... 1st and 3rd Wednesday. 1:00 P.M. to 3:00 P.M.	
	Ransford Riddle (Oculist) Office, 14 Porter Way.....	4214 Sharpsville 9540
New Castle, Pa.	Paul H. Wilson (Surgeon) Office, 211 North Jefferson St..... Res., 1412 Highland Ave.....	673-J 673-M
	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., 230 Haselcroft Ave.....	931 6344
Linesville, Pa.	H. H. Walker (Surgeon) Office, Erie St..... Res., West Erie St.....	2551 2553

Location	Name and Address	Telephone Number
Youngstown, O.	W. Z. Baker (Surgeon) Office, 214 West Rayen Ave..... Res., 4047 Sampson Rd.	7-3343 4-7571
	J. A. Renner (Asst. Surg.) Office, 203 Dollar Bank Building Res., 262 Granada Ave.....	7-3949 3-9686
Niles, O.	T. P. Day (Med. Ex.) Office, Passenger Station..... Wed. 8:00 A.M. to 11:00 A.M.	2-2313
	L. C. Ralston (Surgeon) Office, 423 Robbins Ave. Res., 423 Robbins Ave.	2-4358 2-4358
100R-3A. Location of Hospitals		
Location	Name and Address	Telephone Number
Cleveland	St. Lukes 11311 Shaker Blvd.....	SWestbr 1-1000
Bedford	Bedford Municipal Blaine Ave.....	Bedford 2-1000
Ravenna	Robinson Memorial 460 South Chestnut St.....	6467
Alliance	City 207 E. College St.....	1-9174
Dover	Union Reeves Heights.....	4-2107
Cambridge	Guernsey Memorial North Clark St.	4-5691
Marietta	Marietta Memorial Matthew St.....	1830
Akron	City 525 East Market St.....	JEfferson 1831
Mt. Vernon	Mercy 117 East High St.....	Mt. Vernon 210
Columbus	White Cross 700 N. Park St.....	ADams 9171
Greenville, Pa.	Greenville North Main St.....	23
Sharon, Pa.	Sharon General 740 East State St.....	6511
New Castle, Pa.	Jameson Memorial West Leasure Ave.....	6000
	New Castle Phillips and Mercer Sts.....	262
Youngstown, O.	Southside Oak Hill Ave.....	7-0751
	Northside Gypsy Lane and Goleta St.....	4-4561
	St. Elizabeth 1044 Belmont St.....	4-4521

Location	Name and Address	Telephone Number
Warren, O.	Trumbull Memorial East Market St.....	4486
Ashtabula, O.	Ashtabula General Lake Ave.....	2711

100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

In baggage, combined, cabin cars, and in flagman's equipment box on trains not hauling such cars, at each passenger and freight station, at yard master's and car inspector's offices, power plants, block and interlocking stations, tool houses, wreck trains, shops, engine houses, camp cars, and on each track 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 on all local passenger trains when such trains do not carry baggage or combined car.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

TIME-TABLES

Letters and Characters.

1004-A. 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—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates or Holidays shown on schedule pages.

1004-B1.

- T**—Stop on signal to receive or discharge passengers from Willard and points west or for Pittsburgh and points east.

ENGINE WHISTLE SIGNALS

1014(d) and (e)—A1. Rule 14(d) and 14(e) will apply:

Nos. 101 and 102 Secondary Track

Track	Between	And
No. 102	East Austinburg	OD Interlocking Station
No. 101	OD Interlocking Station	East Austinburg

1014(db)—A1. Rule 14(db) will apply:

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

1014(dc) and (ec)—A1. Rule 14(dc) and 14(ec) will apply:
Main Line

Track	Between	And
No. 1 and No. 2	Alliance	Mile Post 68

Y. and R. Connection

Track	Between	And
No. 1	M. V. Junction	Ravenna (B. & O. R. R.)
No. 2	Ravenna (B. & O. R. R.)	M. V. Junction

E & A Branch

Track	Between	And
Single	Homewood Jct.	Wampum Jct.

E & P Branch

Track	Between	And
No. 1	Cherry St.	Lawrence Jct.

P Y & A Branch

Track	Between	And
No. 1	Mile Post 77	Detour

Alliance Branch		
Track	Between	And
Single	Boanna	Mile Post 78
Single	North Sebring	CP
Akron Branch		
Track	Between	And
Single	Hudson	Clark
Mahoning Secondary Track		
Track	Between	And
Secondary	Bayard	Mile Post 56
Tuscarawas Secondary Track		
Track	Between	And
Secondary	Bayard	Minerva
1014(l) – A1. Referring to Rule 14 (l): Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14 (l) approaching track gangs and other points where men may be at work on or about the track.		

TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains and engines while passing through tunnels.

1019-A1. Referring to Rule 19, B. & O. R. R. Trains between Mineral City and Valley Jct.; Arlington and Warwick; may display B. & O. R. R. Standard Red and Green markers.

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
North Warren and GR	P Y & A Secondary Track	All switches
East Austinburg and OD Interlocking Sta.	Secondary Tracks Nos. 101-102.	All switches

Hand, Flag and Lamp Signals

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. 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	4	6

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1035-D1. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Alliance	Eastward	Secondary	Alliance Block Station and M.P. 66.
Orrville	Northward	Single	Orrville Block Station and M.P. 36.
Danville	Southward	Single	Danville Block Station and 300 feet south thereof.
Centerac	Northward	Single	Centerac Block Station and Centerburg.
Cherry Street	Westward	No. 2	Cherry Street Block Station and Oakland.
Bruin	Eastward	Single	Bruin Block Station and Victory.
Detour	Westward	No. 2	Detour Block Station and Van Wye.

NOTE—A train or engine receiving train order on main track or in the application of Rule 362 verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Torpedo-Placing Machine

1050-A1. Torpedo-placing machine located—

E & A BRANCH

On No. 2 track, 650 feet west of and connected with eastward home signal, Wampum Jct.

On No. 1 track, 500 feet west of and connected with eastward home signal, Boanna.

ALLIANCE BRANCH

On Single track, 500 feet west of and connected with eastward home signal, Boanna.

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 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

SUPERIORITY OF TRAINS

1072-A1. Eastward and Southward 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

1075-A1. 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	----	----	N. & S. S. RY.—Cleveland	-----
X	----	----	N. K. P. R. R.—Cleveland (Yard Office)	-----
X	----	----	N. K. P. R. R.—Cleveland (Engine House)	-----
X	----	----	N. Y. C. R. R.—East Youngstown	-----
X	----	----	N. Y. C. R. R.—Linndale	-----
X	----	----	N. Y. C. R. R.—Rockport	-----
X	----	----	N. Y. C. R. R.—Elyria	-----
X	----	----	N. Y. C. R. R.—Minerva	-----
X	----	----	B. & O. R. R.—Pittsburgh	-----
X	----	----	B. & O. R. R.—Pittsburgh (P. & L. E. Station)	-----
X	----	----	B. & O. R. R.—Glenwood	-----
X	----	----	B. & O. R. R.—New Castle Jct.	-----
X	----	----	B. & O. R. R.—Haselton	-----
X	----	----	B. & O. R. R.—De Forest Jct.	-----
X	----	----	B. & O. R. R.—Painesville	-----
X	----	----	B. & O. R. R.—Cleveland	-----
X	----	----	B. & O. R. R.—Lorain	-----
X	----	----	B. & O. R. R.—Akron Jct.	-----
X	----	----	B. & O. R. R.—Rittman (Locker Room)	-----
X	----	----	B. & O. R. R.—Massillon	-----
X	----	----	B. & O. R. R.—Canton	-----
X	----	----	B. & O. R. R.—Dover	-----
X	----	----	B. & O. R. R.—Holloway	-----
X	----	----	B. & O. R. R.—Willard	-----
X	X	X	Alliance—Trainmens' Room	-----
----	X	----	Rockside—Yard Office	-----
X	X	X	Cleveland—Kinsman Road Crew Clerk's Office	Eastern Panhandle Pittsburgh Conemaugh Columbus B. & O. R. R. N. K. P. R. R. Erie R. R.
X	X	----	Cleveland—Kinsman Road Yard Master's Office—Westbound	-----
X	X	----	Cleveland—East 33rd Street Ass't Yard Master's Office	-----
X	X	----	Cleveland—East Pier Ass't Yard Master's Office	-----
X	X	X	Cleveland—Pennsylvania Station	Eastern Pittsburgh Columbus B. & O. R. R.
X	X	----	Cleveland—West Breakwater Yard Master's Office	-----

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
X	X	X	New Philadelphia—Yard Master's Office	Eastern
X	X	X	Cambridge Shop—Gang Foreman's Office	Eastern
X	X	X	South Akron—Yard Master's Office	Eastern Columbus B. & O. R. R.
X	X	X	Orrville—Crew Dispatcher's Office	Eastern Columbus B. & O. R. R.
X	X	----	Mt. Vernon—Yard Office	Columbus
X	X	X	Cherry Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Northern B. & O. R. R. N. Y. C. R. R.
X	X	----	Cherry Street—New Yard Office	-----
X	X	X	Wheatland—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Northern B. & O. R. R. N. Y. C. R. R.
----	X	----	Sharon—Yard Office	-----
X	X	----	Sharpsville—Yard Office	-----
X	X	X	West Haselton—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Northern B. & O. R. R.
X	X	----	Youngstown—Enginehouse	-----
X	X	----	Girard—Yard Office	-----
X	X	X	Niles—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Northern B. & O. R. R. N. Y. C. R. R.
X	X	----	Ashtabula—Beach Yard Office	-----
X	X	X	West Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Northern N. Y. C. R. R.

NOTE—X indicates in service.

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
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Standard Clocks

1075-A3. Standard Clocks At Other Points:

Train dispatcher's office.
Open block stations.

General Order Zones

1075-A4. General Order Zones of this Division are as follows:

Zone A—Main Line:

Alliance to Cleveland and Y & R Connection.

Branches:

Marietta.

Secondary Tracks:

Mahoning.

Tuscarawas.

Dover.

Zone B—Branches:

Akron.

Secondary Tracks:

Dresden.

Howard.

Zone C—Branches:

E & A.

Low Grade.

P Y & A.

Alliance.

Secondary Tracks:

P Y & A.

Walford.

Nos. 101 and 102.

Cross Cut.

Van Wye.

Zone D—Branches:

E & P.

Secondary Tracks:

Houston.

Qualification of Conductor or Engineman

1075-A5. 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 one year, 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 re-examined after the expiration of one year.

1075-A6. Pennsylvania Railroad trains originating in Cleveland enroute to points via the Akron or Wheeling Divisions of the Baltimore and Ohio Railroad will communicate by telephone with signalman at Harvard or Seneca advising the number of the last Akron or Wheeling Division Baltimore and Ohio Railroad General Order in their possession.

Pennsylvania Railroad trains originating in or entering South Akron yard enroute to points via the Akron Division of the Baltimore and Ohio Railroad at Ravenna will communicate with signalman at JO, advising the last Baltimore and Ohio Railroad General Order in their possession.

Pennsylvania Railroad trains enroute to points via the Wheeling Division of the Baltimore and Ohio Railroad will obtain Form A from signalman at BN Block Station.

OBSERVATION OF TRAINS FOR DEFECTS

1076-A1. 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 while train is entering, passing through or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

MOVEMENT OF TRAINS

1083-A1. 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 CT 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.

1083-B. 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.

Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Mahoning Secondary Track Alliance	1584 feet west of Mile Post 64	150 feet west of Mile Post 67
P Y & A Secondary Track GR	1253 feet west of Mile Post 114	GR
Marietta Branch Cambridge	2750 feet north of Mile Post 52	1050 feet south of Mile Post 59
Caldwell	Mile Post 34	Mile Post 40
Marietta	Marietta	Mile Post 3
Akron Branch Orrville	500 feet north of Mile Post 36	1470 feet north of Mile Post 40
Millersburg	60 feet north of Mile Post 60	2525 feet north of Mile Post 62
Mt. Vernon	2355 feet south of Mile Post 98	2330 feet south of Mile Post 101
Columbus	1430 feet north of Mile Post 139	Joyce Avenue (Cols. Div.)
Dover Secondary Track Dover	2000 feet south of Mile Post 102	430 feet south of Mile Post 28 (Tuscarawas Secondary track)
Newcomerstown	JH	500 feet north of Mile Post 85

Authority to Proceed As An Extra.

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, 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.

Non-Interlocked Railroad Crossings at Grade.

1098-A1. 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		
Alliance— Eastern Division	Target	Horizontal	Stop, before crossing	
Alliance— N. Y. C. R. R.	Target	Horizontal	Cross, without stop- ping	3
Cleveland— Penna. Station N. Y. C. R. R.	Target	Vertical	Stop, before crossing	2
Cleveland— East Pier N. Y. C. R. R.	Target	Vertical	Cross, without stop- ping	1
Cleveland— West of Cuya- hoga River Bridge B. & O. R. R.	Target	Vertical	Cross, without stop- ping	1
Center Street— B. & O. R. R.	None	None	Stop	4
Center Street— 1000 feet west: Erie R. R.	Target	Vertical	For movements with current of traffic:	6
	Position Light	More favor- able than stop	Cross, without stop- ping	
	Target	Vertical	For movements against current of traffic: Stop, before crossing	
Center Street— 1800 feet west: B. & O. R. R.	Target	Vertical	For movements with current of traffic:	6
	Position Light	More favor- able than stop	Cross, without stop- ping	
	Target	Vertical	For movements against Current of traffic Stop, before crossing	
Crab Creek: B. & O. R. R.	Target	Vertical	For movements with current of traffic:	7
	Position Light	More favor- able than stop	Cross, without stop- ping	
	Target	Vertical	For movements against current of traffic: Stop, before crossing	
Youngstown— 2016 feet east of station: Erie R. R., B. & O. R. R.	Target	Vertical	For movements with current of traffic:	7
	Position Light	More favor- able than stop	Cross, without stop- ping	
	Target	Vertical	For movements against current of traffic: Stop, before crossing	
Austintown: Erie R. R.	Target	Vertical	For movements with current of traffic:	5
	Position Light	More favor- able than stop	Cross, without stop- ping	
	Target	Vertical	For movements against current of traffic: Stop, before crossing	
Youngstown— Canfield Indus- trial track: L. E. & E. R. R.	Target	Vertical	Stop, before crossing	8

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Niles— B. & O. R. R.	Target	Vertical	Stop, before crossing	9
New Castle— Bridge No. 48.88 Erie R. R.	Target	Vertical	Stop, before crossing	10
New Castle— Moravia Street: P. & L. E. R. R.	Target	Vertical	Cross, without stop- ping	
New Castle— Bridge No. 49.57 Erie R. R.	Target	Vertical	Stop, before crossing	10
Houston Jct.— B. & L. E. R. R.	Target	Horizontal	Stop, before crossing	11
Jamestown— N. Y. C. R. R.	Target	Vertical	Stop, before crossing	12
Minerva— N. K. P. R. R.	Target	Horizontal	Cross, without stop- ping	18
Minerva— N. Y. C. R. R.	Target	Horizontal	Stop, before crossing	14
Oneida— N. K. P. R. R.	Target	Horizontal	Stop, before crossing	
Mineral City— B. & O. R. R.	Target	Horizontal	Cross, without stop- ping	15
Valley Junction— N. K. P. R. R.	Position Light	More favor- able than stop	Stop, before crossing	16
Dover— B. & O. R. R.	Target	Horizontal	Stop, before crossing	
Cambridge— B. & O. R. R.	Target	Vertical	Stop, before crossing	
Albin— B. & O. R. R.	Gate	Across B. & O. R. R.	Stop, before crossing	
Arlington— B. & O. R. R.	Position Light	More favor- able than stop	Cross, without stop- ping	17
Barberton— A. B. & B. R. R.	Target	Horizontal	Stop, before crossing	18
South Akron Yard— A. & B. B. R. R.	Target	Horizontal	Stop, before crossing	18

NOTE 1—Trains must approach under control, prepared to stop, unless it is known the crossing is clear and target is in proceed position. A speed of ten (10) miles per hour must not be exceeded over crossing.

NOTE 2—If the target at N. Y. C. R. R. crossing at Pennsylvania Station is inoperative for any reason or lights not burning, a switch tender will be located on the ground and trains will be governed by his signal to use crossing.

Pennsylvania trains will proceed on signal given with green flag or green light.

N. Y. C. R. R. trains will proceed on signal given with white flag or white light. These signals to be given on the track on which the train is approaching.

NOTE 3—Trains must approach crossing prepared to stop. When target is in proper position, and it is known crossing is clear, trains may proceed without stopping, at a speed not exceeding 15 miles per hour.

No target man on duty from 5.00 p.m. to 8.00 a.m., and during this period N. Y. C. R. R. trainmen will, after using crossing, return the target to position for movement of trains on the Pennsylvania R. R.

During this period, if the target should be found set for N. Y. C. R. R. movement, Pennsylvania trainmen will, after assuring themselves that the crossing is clear of approaching N. Y. C. R. R. trains, set the target for Pennsylvania movement and proceed.

NOTE 4—Crossings 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 5—Trains and engines moving with current of traffic must approach crossing prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

Trains and engines moving against the current of traffic must stop before crossing.

Approach indication lights for normal movements only, on No. 1 and No. 2 tracks, located in shelter box adjacent to target.

Eastward light not burning indicate a train approaching on P.R.R. eastward track.

Westward light not burning indicates a train approaching on P.R.R. westward track.

NOTE 6—Trains and engines moving with the current of traffic must approach crossing prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

Trains and engines moving against the current of traffic must stop before crossing.

Erie Railroad target located 1000 feet west of Center Street and B. & O. target located 1800 feet west of Center Street equipped with electric locks.

To operate target use horizontal lever, equipped with latch.

Normal position of lever is **UP** with target vertical.

Center position of lever, target diagonal, all trains stop.

Reverse position of lever is **DOWN** with target horizontal.

Indication lights located on target pole.

Lights are normally burning.

Westward light out, indicates train approaching on P. R. R. westward track.

Eastward light out, indicates train approaching on P. R. R. eastward track.

R light burning, indicates lever unlocked allowing lever and target to be moved from vertical to horizontal position.

N light burning, indicates lever unlocked allowing lever and target to be restored to vertical or normal position.

To change target from vertical to horizontal position employees must:

Operate lever to center position.

If eastward and westward lights are burning, the R indication light will display a light and lever may be thrown to Reverse position.

If either the eastward or westward or both lights are not burning when lever is placed in Center position wait 4 minutes, then R light will display a light and lever may be moved from Center to Reverse position.

After movement has been made over P. R. R. track and crossover switches are in normal position lever must be placed in Center position, wait 30 seconds until N light displays a light then move lever to Normal Position.

NOTE 7. Trains and engines moving with the current of traffic must approach crossing prepared to stop and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

Trains and engines moving against the current of traffic must stop before crossing.

NOTE 8. 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 crossover movement is completed.

NOTE 9. 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 —Stop 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 switch 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 halfway position, which places the target in the diagonal or stop 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 10. At New Castle, Bridge No. 48.88 and Bridge No. 49.57, the targets governing movement over Erie Railroad Crossing will be handled by train crews. Targets 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 11. 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 padlock 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 12. 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.

NOTE 13. When target is in proper position, Pennsylvania trains in both directions and N. Y. C. R. R. southward trains may proceed without stopping at a speed not exceeding fifteen (15) miles per hour.

NOTE 14. After using crossing trainmen will return target to position for movement of trains on the N. Y. C. R. R.

NOTE 15. When target is in proper position, trains may proceed without stopping, at a speed not exceeding fifteen (15) miles per hour.

NOTE 16. Train or engines must stop before crossing, and when proceed indication (Rule 281, Fig. A) is displayed will proceed over crossing.

When stop indication (Rule 292, Fig. A) is displayed, engineman or conductor will communicate by telephone with and obtain instructions from N. K. P. R. R. Train Dispatcher at Brewster, Ohio.

NOTE 17. Trains receiving proper proceed indication may proceed without stopping, at a speed not exceeding fifteen (15) miles per hour.

NOTE 18. After using crossing trainmen will return target to position for movement of trains on the A. B. & B. R. R.

Movable Bridge—Not Part of an Interlocking

1098-B1. Cuyahoga River movable bridge and switches at each end are equipped with pipe connected derails. Position of movable bridge and switches is indicated by fixed signals located opposite derails. When a proceed indication is displayed on fixed signal and switch tenders at each end of bridge gives hand signal with green flag by day or green light by night, trains or engines may proceed. Movements over Cuyahoga River movable bridge are governed by New York Central Railroad Operating Rules.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Protection actuated by trains operating on tracks
Silver Plate Industrial Spur	Marquette Rd.	Cleveland	Running track
Akron Branch	Graham Rd.	Silver	Siding
Akron Branch	Hudson Dr. Front St.	Cuyahoga Falls	Silver Siding
P. Y. & A. Secondary	North River Rd.	North Warren	Siding
Mahoning Secondary	Broadway Ave. Summit St. Mahoning Ave.	Alliance	Eastward Siding

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Location of push button to cut out crossing protection manually
Main Line	McCracken Rd. Nos. 98 & 99 trks	McCracken	Standards on north and south side of crossing.
Akron Branch	Portage Street, Broad Street, Howe Rd.	Cuyahoga Falls	Southwest of crossing. Northeast of crossing. Southwest of crossing.
Akron Branch	Manchester Road	Akron	East side of track south of crossing.
Akron Branch	Wilbeth Rd. No. 1 Track	Akron	East side of track south of crossing.
Akron Branch	First Crossing North of Station	Condit	Adjacent to CQ Block Limit station.
E. & P. Branch	Council Ave. Church St. Ohio St.	Wheatland	Standards on north and south sides of crossings.
E. & P. Branch	Homer St. Second St. Main St.	Greenville	Adjacent to crossings on instrument case. Main St. in telephone shelter box.
E. & P. Branch	Liberty St. Main St. Jackson St.	Jamestown	Adjacent to crossings on west side of track.
E. & P. Branch	Erie St.	Linesville	Southwest side of crossing in telephone shelter box.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Note
E & A Branch	Bridge Street	Struthers	1
Main Line	Grace Street	East of Maple	2
Main Line	Glendale Ave.	East of Maple	2

NOTE 1. Westward trains and engines on No. 2 track stopped east of Bridge Street crossing, will stop engine on track circuit which extends 200 feet east of home signal Struthers, to avoid unnecessary operation of flasher signals and short arm gates.

Trains or engines after having stopped on track circuit must know that flashers are operating and short arm gates are down before movement is made over crossing. In the event they are not operating protection must be provided as prescribed by Rule 103.

NOTE 2. Engines stopped on No. 1 track east of crossover Maple, will stop engine on track circuit which extends 360 feet east of crossover switch, to avoid unnecessary operation of highway flasher signals.

Protection For Public Highway Crossings At Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Dover Secondary track	State Street	Newcomertown	4:00 P.M. and 8:00 A.M. Sunday continuously	

1103-B2. City traffic lights are used to provide crossing protection at locations listed below:

High Street.....	} Akron
Main Street.....	
Fifth Ave.....	} New Brighton
Fifth Street.....	

These lights are manually controlled and must be operated by member of train or engine crew before movement is started over sidewalk or street and restored to normal after movement has been completed.

1103-B3. Flood lights are used to provide illumination on grade crossing between sunset and sunrise at location listed below:

Caldwell..... Main Street (Route 78)

These lights are manually controlled and must be operated by member of train or engine crew before movement is started over crossing and restored to normal, after movement has been completed.

1103-C1. 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
Tuscarawas Secondary track	Wooster Ave.	Dover	1
Tuscarawas Secondary track	Tuscarawas Ave.	Dover	1
NP-1 Running track	Union Ave.	Dover	1
NP-1 Running track	Fourth Street	New Philadelphia	1
NP-1 Running track	Third Street	New Philadelphia	1
NP-1 Running track	Broadway	New Philadelphia	1
Strasburg Spur	Winfield Road	Dover—(1.4 miles north of)	
Strasburg Spur	Beartown Road	Dover—(4.9 miles north of)	2
Marietta Branch	Wheeling Ave.	Cambridge	3
Marietta Branch	Steubenville Ave.	Cambridge	
Marietta Branch	Woodlawn Ave.	Cambridge	
Kenwood Industrial track	Fifth St.	New Brighton	

Track	Crossing	Location	Note
Wolf Creek Industrial track	Route 19	West of Leesburg	4
Siding and Camp Reynolds tracks	Township Road	Victory	
Westford Siding	White's Road	Westford	5
Wye	Park Ave.	Niles	
Wye	Warren Ave.	Niles	
Houston Secondary track	E. Washington St.	New Castle	
Houston Secondary track	Grove St.	New Castle	
Houston Secondary track	Moravia St.	New Castle	
Houston Secondary track	South Mill St.	New Castle	
Houston Secondary track	Produce St.	New Castle	
Houston Secondary track	Route 19	1547 feet west of Mile Post 66	
Houston Secondary track	Wilson Ave.	Mercer	
Houston Secondary track	Market St.	Mercer	
Industrial track	Route 62	1971 feet west of Mile Post 76	
Walford Secondary track	South Main St.	Walford	

NOTE 1. Engines with cars ahead.

NOTE 2. For southward movements.

NOTE 3. Daily except Sunday, 8:30 A.M. to 4:30 P.M.

NOTE 4. 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 5. 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.

1103-C2. When shifting movements are being made over the following crossings, and signals are not flashing, trainmen will start the signals flashing by pushing the proper button at the crossing:

McCracken Road, Sand Pit track.....McCracken
 Grace Street, Old Line.....Bedford
 State Route No. 8.....Mineral City
 Portage Street, Storage Track and Team
 Track.....Cuyahoga Falls
 Broad Street, Love Coal Co., House track and
 Falls Lumber Co. track.....Cuyahoga Falls
 Howe Road, Ohio Edison tracks.....Cuyahoga Falls
 Route No. 173, Siding.....North Sebring

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

1103-C3. Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchmen or train-service employees."

1103-C4. At Porter Street, Malvern; Snyder Avenue, Barberton; Fredricksburg Rd., Jackson St., and Benton Rd., Holmesville; 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 Summit Street, Alliance; storage track located north side of Mahoning Secondary track, has track circuits extending 70 feet on either side of crossing to operate automatic highway crossing signals and short arm gates.

1103-C5. 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.

1103-C6. Eastward trains approaching eastward block signal at Linesville in a stop position, will stop west of telephone shelter box to permit trainmen to cut out the operation of the automatic highway crossing signals.

1103-C7. Trains and engines must approach Main Street Crossing, located 420 feet west of Greenville, not exceeding a speed of 10 miles per hour and when front portion of train is over crossing they may resume their authorized speed, account heavy traffic over crossing.

1103-C8. Westward trains having work at Greenville station will, when possible, stop east of telephone shelter box to permit trainmen to cut out the operation of the automatic highway crossing signals.

1103-C9. At Marquette Road crossing and East 53 Street crossing on Silver Plate industrial track, cars or engines must not be left standing within limits of track circuits, thereby operating automatic highway crossing signals and short arm gates unnecessarily. Signs reading "Trains stopping to do work must leave cars (east) (west) of this sign" are located at entrance of each track circuit.

Train and engine crews will observe the operation of these automatic highway crossing signals and must not cross highway unless short arm gates are in horizontal position, or protection is provided as prescribed by Rule 103.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Alliance	Mahoning Secondary track	Two main tracks	Westward
Roemer	Single track	Two main tracks	Eastward
Arlington	Single track	Two main tracks	Southward
DJ	Tuscarawas Secondary track	Dover Secondary track	To Dover Secondary track

1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track and other than Main Track Switches as Indicated:

Location	Switches	Note
Seneca	Main tracks and crossovers	1
	Penna. Sta. track and eastward running track	1
	West end No. 2 and No. 4 double tracks	1
	Horn track and N. Y. C. running track	1
Bessemer Ave.	Main tracks and crossovers	1-2
	No. 4 track and engine house storage tracks	1
	No. 4 track and Kingsbury Industrial track	1
	No. 4 track and Weber Storage track	1
	Westward receiving yard tracks to No. 3 track	1
Arlington	Main tracks and crossovers, also end of two main tracks	3

NOTE 1. Switch tenders will give proceed signal with green flag by day and green light by night to govern eastward movements; yellow flag by day and yellow light by night to govern westward movements.

NOTE 2. Switch tenders must obtain permission from Erie Crossing before permitting trains or engines to occupy crossovers or enter Main tracks, and will report such movements clear to signalman Erie Crossing.

NOTE 3. Movements with the current of traffic on main tracks are not required to receive signal to proceed from the switch tender.

Trains or engines using crossovers at Arlington are not required to observe **Rule 152**.

1104-B2. Switch tenders Seneca will line up switches for movements of passenger trains on east end of Pennsylvania Station tracks.

1104-B3. Switch tenders Bessemer Ave. will line up switches for movement of trains into east end of Kinsman St., westward receiving yard tracks.

1104-C1. Signalmen in Charge of Main Track Hand-operated Switches when Block Station is Open:

Location	Switches	Note
Alliance	Switches connecting end of two main tracks	1
	Switches to and from Eastern Div.	1
	West end of eastward siding	1
Linesville	Switch at west end siding	2
Roemer	Switch at end of two main tracks	2
Glenmont	South end siding	2-3
Danville	North end siding	2

NOTE 1. All movements except yard.

NOTE 2. For all movements.

NOTE 3. Trains and engines must approach switch at south end of siding prepared to stop and must stop clear of switch unless hand signal to proceed is received from signalman.

Hand-Operated Switches Equipped With Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled by
Alliance	Switch to Eastern Division	Alliance
Homewood Jct.	To Wye Track	Homewood Jct.
1950 feet east of M.P. 65	No. 1 track to east end Market Street Yard	Girard
20 feet east of M.P. 65	No. 2 track to enginehouse track	Girard
100 feet west of M.P. 65	No. 2 track to west end Market Street Yard	Girard
170 feet west of M.P. 65	No. 2 track to United Engineering Company track	Girard
500 feet west of M.P. 65	No. 2 track to Freight House	Girard
625 feet west of M.P. 65	Crossover between Nos. 2 and 1 tracks	Girard
2280 feet west of M.P. 65	No. 2 track to Station track	Girard
46 feet west of M.P. 66	Crossover between Nos. 2 and 1 tracks	Girard
90 feet west of M.P. 66	No. 2 track to Briggs Manufacturing Co.	Girard

Location	Switch	Controlled by
North of Payne	Tucker Coal Co. track	Hudson
Cuyahoga Falls	Water Works track	Hudson
	North end storage track	Hudson
	Kent Machine track	Hudson
	South end storage track	Hudson
	House track	Hudson
2406 feet south of Mile Post 9	Gorge storage track	Hudson
3100 feet north of Mile Post 11	McCauslin's side track	Hudson
1350 feet north of Mile Post 11	Sun Oil track	Hudson
2350 feet north of Arlington	Loomis Coal Co. track	Hudson
700 feet north of Centerac	N.Y.C. transfer track	Centerac

To enter side track from main track at all hand-operated switches equipped with electric locks controlled by Hudson, train or engine must occupy track circuit which extends 150 feet in advance of switch, before switch can be opened.

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Bayard— West end eastward siding	Secondary Track	Westward move- ment from east- ward siding	-----
Alliance— East end eastward siding	Secondary Track	Eastward move- ment from east- ward siding	-----
GR—250 feet east of:	Secondary Track to Westward Running track	Eastward move- ments from East- ward Running track to Secondary track	-----

1104-E2. 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:	Eastward running track	Movements from east end of Austinburg yard to Eastward running track	

Secondary Tracks and Sidings

1105-A1. Last paragraph of Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:

Secondary Tracks

Track	Between	And
No. 101	OD Interlocking Station	East Austinburg
No. 102	East Austinburg	OD Interlocking Station

Track Assignments

1151-A1. Single Track

Track	Between	And
E & A Branch	Homewood Jct.	Wampum Jct.
E & P Branch	Roemer	Thornton Jct.
Alliance Branch	Boanna	Division Post (Eastern Div.)
Marietta Branch	Marietta	FA
Akron Branch	Hudson	Arlington
Akron Branch	Warwick	Division Post (Cols. Div.)

1151-B1. Two or More Tracks Current of traffic is as follows:				
Between: MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Alliance and Seneca			West'd	East'd
Y. and R. Connection				
Between: Ravenna (B. & O. R. R.) and M. V. Junction			West'd	East'd
E & A Branch				
Between: Wampum Junction and Lawrence Junction	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Lawrence Junction and Girard			West'd	East'd
Girard and Belmont St.		West'd	East'd Psgr.	East'd Frt.
Belmont St. and Niles Jct.			West'd	East'd
Low Grade Branch				
Between: Rochester and Wampum Junction			West'd	East'd
E & P Branch				
Between: Lawrence Junction and Roemer			West'd	East'd
Thornton Junction and Girard Junction			West'd	East'd
P Y & A Branch				
Between: Detour and North Warren			West'd	East'd
Akron Branch				
Between: Arlington and Warwick			South'd	North'd
NOTE—Tracks are numbered from south to north or east to west.				

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 99	Harvard	Rockside	Eastward	Harvard	Harvard	1
No. 98	Rockside	Harvard	Westward	Harvard	Harvard	1
No. 102	East Austinburg	OD Interlocking Sta.	Westward	Yard Master West Street	Yard Master West Street	2
No. 101	OD Interlocking Sta.	East Austinburg	Eastward	Yard Master West Street	Yard Master West Street	3
No. 103	Crosier Street	JO	Northward	JO	JO	4
No. 104	Manchester Rd.	Lambert	Southward	BN	BN	5

NOTE 1. Eastward movements made on signal indication at Harvard. Permission must be obtained from Harvard to use this track at any point between Rockside and Harvard.

NOTE 2. Westward movements made on permission of Yard Master, West Street. Permission must be obtained from Yard Master, West Street to use this track at any point between OD Interlocking Station and East Austinburg.

NOTE 3. Eastward movements made on permission of Yard Master, West Street. Permission must be obtained from Yard Master, West Street to use this track at any point between East Austinburg and OD Interlocking Station.

NOTE 4. Southward movements made on signal indication at JO. Permission must be obtained from JO to use this track at any point between Crosier Street and JO.

NOTE 5. Northward movements made on signal indication at Lambert. Permission must be obtained from BN to use this track from any point between Manchester Road and Lambert.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Houston (W)	Oakland	Houston Jct.	Cross Cut	
Walford (W)	Coverts	Walford	Cross Cut	
Cross Cut (E)	Cross Cut	Cherry Street	Cross Cut	1
Van Wye (E)	Boanna	Van Wye	Detour	2
Tuscarawas(S)	Bayard	DJ	Bayard	4-7-8
Dover (S)	DJ	FA	Newcomerstown	3-7-8
Dresden (S)	Killbuck	Ayres Mineral	Glenmont	
Howard (S)	Howard	Millwood Sand Co.	Mt. Vernon	
Mahoning (W)	Bayard	Alliance	Bayard	5-7-8
P Y & A (W)	North Warren	GR	North Warren	6-7-8

(E) (W) (S) Indicates time-table direction, from point first named.

NOTE 1. Eastward movements made on signal indication at Cross Cut, westward movements made on signal indication Cherry St. Permission must be obtained from Cross Cut to use this track at any point between Cherry St. and Cross Cut.

NOTE 2. Eastward movements made on signal indication at Boanna, westward movements made on permission from signalman, Detour.

NOTE 3. Third, fourth and fifth paragraphs Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

NOTE 4. Note 3 applies except that at Bayard southward extra trains, except passenger extras, will run on proper block signal indication when authorized by the superintendent instead of verbal permission; authority for the movement of passenger extras must be in writing.

NOTE 5. Note 3 applies except that at Alliance eastward extra trains, except passenger extras, will run on proper block signal indication when authorized by the superintendent instead of verbal permission; authority for the movement of passenger extras must be in writing.

At Bayard westward extra trains, except passenger extras, will run on proper block signal indication when authorized by the superintendent instead of verbal permission; authority for the movement of passenger extras must be in writing.

NOTE 6. Note 3 applies except that at North Warren westward extra trains, except passengers, will run on proper block signal indication when authorized by the superintendent instead of verbal permission; authority for the movement of passenger extras must be in writing.

NOTE 7. Yard engines working within yard-limits must not move beyond those limits without permission of the signalman when authorized by the superintendent.

NOTE 8. Referring to fifth paragraph of Rule 105, trains and engines will not protect against following movements on sidings.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	NOTE
Bayard—Westward	Signalman Bayard	
Bayard—Eastward	Signalman Bayard	1
Alliance—Eastward	Signalman Alliance	
Hazen—Eastward	Signalman M.V. Jct.	
M. V. Jct.—Westward	Signalman M.V. Jct.	
M. V. Jct.—Eastward	Signalman M.V. Jct.	1
Hudson—Westward	Signalman Hudson	
Hudson—Eastward	Signalman Hudson	
Wheelock—Eastward	Signalman Harvard	
Cross Cut—Westward	Signalman Cross Cut	
Cross Cut—Eastward	Signalman Cross Cut	3
Graham—Westward	Signalman Graham	
Graham—Eastward	Signalman Graham	
Girard—Westward	Signalman Girard	
Girard—Eastward	Signalman Girard	
Wheatland—Westward	Signalman Roemer	
Jamestown—Eastward	Signalman Jamestown	2
Orrville—Southward	Signalman Orrville	
Killbuck—Southward	Signalman Glenmont	
Mt. Vernon—Southward	Signalman Mt. Vernon	
Mt. Vernon—Northward	Signalman Mt. Vernon	
Linden—Southward	Signalman Joyce Avenue	
Linden—Northward	Signalman Joyce Avenue	

NOTE 1. Signal indication will be authority for trains to use siding in reverse direction.

NOTE 2. Signalman at Bruin in charge when Jamestown is not in service.

NOTE 3. Eastward trains using eastward siding at Cross Cut must stop at Coverts and obtain permission from signalman at Cross Cut to proceed.

PASSENGER TRAIN OPERATION

1154-A1. Unauthorized persons are prohibited from riding on rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges and viaducts, etc., as indicated below:

MAIN LINE

Bridge	Location
69.77	2.9 miles west of Alliance.
84.96	Ravenna.
89.88	.6 mile east of Earlville.
118.41	.1 mile east of Woodland Ave.

E & A BRANCH

76.31	.3 mile east of Boanna.
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LOW GRADE BRANCH

38.27	1.1 miles west of Ellwood Jct.
41.11	.7 mile east of Wampum Jct.

AKRON BRANCH

66.84	.1 mile south of Killbuck.
81.22	.2 mile south of Brink Haven.
94.79	.5 mile south of Gambier.
97.36	3.0 miles south of Gambier.
99.91	.9 mile north of Mt. Vernon.
134.47	2.3 miles south of Westerville.

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-D-1, in the handling of freight trains, will apply:

On all mineral freight trains the main reservoir pressure must be adjusted to 140 lbs. and the brake pipe pressure to 95 lbs., between the following points:

Northward passing Brink Haven.

Southward passing Glenmont.

Retaining valves will be used in descending the following grade as specified:

Baddow Pass to Glenmont.

Baddow Pass to Brink Haven.

I. Engines not equipped with dynamic brake, or dynamic brake inoperative, or trains which do not have 50% of the cars equipped with 4 position retainers, or trains consisting of over 9000 tons:

On such mineral freight trains retaining valves must be turned up in high pressure position on 50% of the number of cars in train. Retainers will be turned up on head portion of train.

II. Engines having dynamic brakes operative on two Diesel-electric units, and trains consisting of 5000 tons or less, or dynamic brakes operative on three or more units with trains consisting of 9000 tons or less:

On such mineral freight trains retaining valves must be turned up in slow direct release position on 50% of the number of cars in train commencing at head end of train. When retaining valves are used in slow direct release position (45 degrees above center) they should be set up before leaving the initial terminal, and need not be placed in direct release again until the train arrives at destination.

Between Baddow Pass and Glenmont, and Baddow Pass and Brink Haven, enginemen must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on mineral freight trains.

When descending the grade, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary air brake applications to control the speed.

Trains having 25% or more of the cars in the train loaded with mineral freight will be considered mineral freight trains.

Mineral freight trains must not exceed a speed of 20 miles per hour northward between Baddow Pass and Glenmont, and southward between Baddow Pass and Brink Haven.

Before passing Brink Haven northward, and Glenmont southward, Engineman must know that the dynamic brake is operating properly, and the Conductor must know that retaining valves are set in proper position.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grades other than specified above, he will instruct the conductor.

In approaching the top of grade the speed of trains will be reduced sufficiently to permit retaining valve handles to be turned up; also when approaching the foot of the grade speed will be reduced sufficiently to permit retaining valve handles to be turned down.

Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade.

If in the judgment of conductor and engineman the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, trains must be stopped at the top of the grade so that retaining valves can be turned up, and in such instances stops will also be made at the foot of the grade to permit turning retaining valve down.

1155-A2. On all mineral freight trains, the retaining valves should be turned up in slow-direct release position (45 degrees above center) on one-fourth of the cars in the train; retainers to be turned up on head portion of train. This should be done at the time the terminal air brake test is made.

On all trains of empty open top cars, 100 or more cars, retaining valves should be turned up in slow-direct release on the first 25 cars back of locomotive, and 15 retainers on head end of trains of 50 to 100 cars.

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow-direct release.

This will not apply to trains governed by Inter-Terminal Yard Brake Test, Instruction 12, of No. 99-D-1 Brake and Train Air Signal Instructions.

The above instructions do not apply on heavy descending grades which are now covered by 99-D-1, Brake and Train Air Signal Instructions and Special Instruction 1155-A1.

1155-A3. Freight trains with helping engines on rear of train, when stopped for fuel or water, will detach the engine or engines on front end of train before taking fuel or water.

1155-A4. Freight trains leaving fuel or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-A5. To expedite the movement, conductors of freight trains, arriving at points where work is to be done, must be at the front end of their train.

1155-A6. Westward freight trains, setting off cars at Hudson will cut clear of station crossing to avoid delay to U. S. Mail and passengers.

1155-A7. 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.

1155-A8. Mineral freight trains enroute to the Eastern Division via Bayard, not requiring coal or water at East Rochester, will set up retaining valves at Bayard before entering Eastern Division.

1155-A9. Freight trains having work at Transfer will stop clear of highway crossings before doing work. Crews of freight trains stopping on highway crossings at Transfer must cut crossings promptly.

1155-A10. Crews of freight trains stopping on street crossings in the Warren district must cut crossings promptly; if for any reason crossings cannot be cut, the Signalman at North Warren must be notified immediately.

1155-A11. Southward Pennsylvania Railroad freight trains consisting of 40 or more cars receiving an Approach, or Stop-and-proceed indication at Block Signal 251, located 420 feet south of Mile Post 25, will stop to clear road crossing (Route 21), Clinton, and call signalman at Warwick for instructions.

1155-A12. The practice of making brake applications from rear of freight trains should be avoided except in case of real necessity. Trainmen must endeavor to attract the engineman's attention by signaling before applying the brakes from the train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

Open the conductor's valve on cabin car very slowly, using between 50 and 60 seconds from the time air starts to exhaust from conductor's valve until valve is wide open. The valve must not be closed until after the train has stopped.

Enginemen should look back along their train for hand signals as often as is consistent.

When trainmen are applying the brakes from train, the engineman will be conscious of the brake application by the train slowing down due to brakes dragging on rear portion of train. When engineman notices this condition, he should immediately place the automatic brake valve on lap position, and if power is being used, the throttle must be gradually closed, making sure the power is completely shut off before the train stops.

When brakes are being applied from rear end of a long freight train the brakes on the locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on lap as quickly as possible, thereby blocking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train which may result in breaking a knuckle or draw bar.

When an emergency application of the brakes occurs from the train, Instruction 28 of the 99-D-1 Brake and Train Air Signal Instructions must be complied with.

1155-A13. Northward freight trains routed to South Akron yards and governed by track number displayed by illuminated sign at BN Block Station will be their authority for them to proceed to Bridge 16.

Northward freight trains routed to South Akron yards and consisting of more than forty cars, not governed by track number displayed at BN Block Station, will stop to clear Wilbeth Road and call Yard Master, South Akron for instructions.

Operation Of Pusher Engines In State of Ohio

1155-B1. 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.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. Passenger engines will depart from Bessemer Avenue one hour in advance of the schedule leaving time of their train at Cleveland Penna. Station. Switching engines and puller trains must avoid delay to these engines.

Passenger engines receiving stop and proceed indication at Signal 1217, will stop at Alabama crossovers and call Seneca.

1156-A2. Trains and engines must run at Reduced speed looking out for rocks and obstructions on track through Pigeon Gap cut, one and one-half miles north of FA.

1156-A3. Trains and engines will stop clear of Colonial Salt Co. side track, South Akron yards, unless the switch is properly lined and no crew is switching at that point.

1156-A4. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

1156-A5. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

1156-A6. Cars must not be stored on No. 1 track at Wampum Jct. between home signal governing eastward movements on No. 1 track and a point 1000 feet west thereof.

1156-A7. Cars stored on Dresden Secondary track between a point 3500 feet south of Mile Post 11 and Ayres Mineral.

1156-A8. On tracks and branches below indicated engine-men and trainmen will, when weather conditions are such that flangeways 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 crossings inspected by member of engine or train crew before passing over them:

Main Line:

Old Line, Ravenna

Old Line, Hudson

Old Line, Bedford

C. E. I. Co. lead, Cleveland

Maple Heights Spur

Kingsbury Spur

Silver Plate Spur

Krause Court Spur

Akron Branch:

South Akron Belt, Akron

Howard Secondary Track

Horn track, Mt. Vernon

Dresden Secondary Track

Marietta Branch:

Strasburg Spur

Minnehaha Spur

Incline track

Houston Secondary track

All Crossings

Walford Secondary track

All Crossings

Kenwood Industrial track

All Crossings

Wolf Creek Industrial track

All Crossings

Wilmington Industrial track

All Crossings

1156-A7. At locations indicated below, and at other locations when conditions permit, enginemen should check the speed indicated on the speedometer with their watches and report on MP-62-DE work report, any discrepancies noted.

MAIN LINE

Between:	Location
Mile Post 92 and Mile Post 93.....	East of Hudson

E & A BRANCH

Between:	
Mile Post 52 and Mile Post 53.....	West of Edenburg

White marker posts will be installed along eastward track at above locations.

AKRON BRANCH

Between:	
Mile Post 68 and Mile Post 69.....	North of Glenmont

ALLIANCE BRANCH

Between:	
Mile Post 86 and Mile Post 87.....	East of Ellsworth

E & P BRANCH

Between:	
Mile Post 88 and Mile Post 89.....	East of Jamestown

P Y & A SECONDARY TRACK

Between:	
Mile Post 92 and Mile Post 93.....	West of Oakfield

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

SPEED RESTRICTIONS

1157-A. 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	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

1157-A1. Minimum Running Time For Passenger Trains Either Direction

BETWEEN		Dis- tance	Min.
Mahoning Secondary Track:			
Bayard and Alliance		12.0	24
Main Line:			
Alliance and M. V. Junction.....		18.9	18
Niles Jct. and Newton Falls ..	B. & O. R. R.	8.2	7
Newton Falls and FS Tower...		8.0	7
FS Tower and Ravenna.....		6.6	6
Niles Jct. and Ravenna.....		22.8	20
Ravenna (B. & O. R. R.) and { Y. and R. M. V. Junction..... Connect'n		1.2	2
M. V. Jct. and Hudson.....		11.1	11
Hudson and Harvard.....		18.1	17
Harvard and Cleveland.....		7.3	12
Alliance and Cleveland.....		55.4	58
Niles Jct. and Cleveland.....		60.5	Hrs. Min. 1 2
E & A Branch:			Min.
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	19
Girard and Detour.....		5.5	9
Detour and Boanna.....		1.1	2
Boanna and Niles Jct.....		1.2	2

P Y & A Branch:	Dis- tance	Hrs. Min.
Detour and North Warren	5.4	18
P Y & A Secondary Track:		Hrs. Min.
North Warren and GR	33.8	102
Nos. 101 and 102 Secondary Tracks:		Hrs. Min.
East Austinburg and OD	9.5	40
E & P Branch:		Hrs. Min.
Lawrence Jct. and Wheatland	20.8	32
Wheatland and Roemer	6.4	11
Roemer and Linesville	29.8	48
Linesville and Thornton Jct.	24.0	38
Thornton Jct. and Girard Jct.	1.7	3
Lawrence Jct. and Girard Jct.	81.7	2 12
Homewood Jct. and Niles Jct.	43.0	Hrs. Min. 1 03
Rochester and Niles Jct.	52.7	1 29
Homewood Jct. and West Street	90.5	3 44
Rochester and West Street	100.2	4 10
Homewood Jct. and Girard Jct.	94.5	2 28
Rochester and Girard Jct.	104.2	2 54
Alliance Branch:		Hrs. Min.
Boanna and CP	25.5	38
Homewood Jct. and CP	67.3	Hrs. Min. 1 39
Rochester and CP	77.0	2 05
Akron Branch:		Hrs. Min.
Hudson and Arlington	11.6	16
Arlington and JO	1.3	2
JO and Warwick	14.3	16
Warwick and Orrville	10.0	16
Orrville and Millersburg	23.7	42
Millersburg and Mt. Vernon	39.1	1 16
Mt. Vernon and Division Post (Cols.Div.)	41.0	1 14
Hudson and Division Post (Cols. Div.)	141.0	4 02
In case of delay enroute the number of minutes delayed must be added to the minimum time.		

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum Speeds, unless otherwise Specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Main Line Between: Alliance and Harvard							70	50	70	50
Harvard and Seneca							50	40	50	40
Y. and R. Connection: Between: Ravenna (B. & O. R.R.) and M. V. Jct.							45	45	45	45
E & A Branch Between: Homewood Jct. and Mile Post 39	50	30								
Mile Post 39 and Wampum Jct.	35	30								
Wampum Jct. and Lawrence Jct.			30	30	60	45	60	45	15	15
Lawrence Jct. and Girard							60	45	60	45
Girard and Belmont St.					60	45	60	45	30	30
Belmont St. and Niles Jct.							60	45	60	45
Low Grade Branch Between: Rochester and Wampum Jct.							30	30	30	30
E & P Branch Between: Lawrence Jct. and Roemer							40	40	40	40
Roemer and Thornton Jct.	40	40								
Thornton Jct. and Girard Jct.							40	40	40	40
P Y & A Branch Between: Detour and North Warren							30	30	30	30
Alliance Branch Between: Boanna and CP	40	40								
Marietta Branch Between: FA and Marietta	25	25								
Akron Branch Between: Hudson and Arlington	50	40								
Arlington and JO							35	35	35	35
JO and Warwick							70	50	70	50
Warwick and Division Post (Cols. Div.)	45	45								

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

1157-C2. Wreck Trains		
	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Alliance and Seneca	45	30
Y. and R. Connection Between: Ravenna (B. & O. R. R.) and M. V. Jct.	30	25
E & A Branch Between: Homewood Jct. and Wampum Jct. Wampum Jct. and Niles Jct.	30 40	20 30
Low Grade Branch Between: Rochester and Wampum Jct.	30	20
E & P Branch Between: Lawrence Jct. and Girard Jct.	30	20
P Y & A Branch Between: Detour and North Warren	20	20
Alliance Branch Between: Boanna and CP	30	20
Marietta Branch Between: FA and Marietta	20	20
Akron Branch Between: Hudson and Arlington	40	30
Arlington and Warwick	45	30
Warwick and Division Post (Cols. Div.)	35	25
Houston Secondary track Between: Oakland and Houston Jct.	15	15
Walford Secondary track Between: Coverts and Walford	20	15
Tuscarawas Secondary track Between: Bayard and DJ	25	20
Dover Secondary track Between: DJ and FA	25	20
Mahoning Secondary track Between: Bayard and Alliance	30	25
P Y & A Secondary track Between: North Warren and GR	20	20

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Alliance and Seneca	30	20	20
Y. and R. Connection Between: Ravenna (B. & O. R. R.) and M. V. Jct:	30	20	20
E & A. Branch Between: Homewood Jct. and Niles Jct.	30	20	20
Low Grade Branch Between: Rochester and Wampum Jct.	30	20	20
E & P Branch Between: Lawrence Jct. and Girard Jct.	30	20	20
P Y & A Branch Between: Detour and North Warren	20	20	20
Alliance Branch Between: Boanna and CP	30	20	20
Marietta Branch Between: FA and Marietta	25	20	20
Akron Branch Between: Hudson and Div. Post (Cols. Div.)	30	20	20
Walford Secondary track Between: Coverts and Walford	20	15	15
Houston Secondary track Between: Oakland and Houston Jct.	15	15	15
Tuscarawas Secondary track Between: Bayard and DJ	25	20	20
Dover Secondary track Between: DJ and FA	25	20	20
Mahoning Secondary track Between: Bayard and Alliance	25	20	20
P Y & A Secondary track Between: North Warren and GR	20	20	20

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

Main Line	Miles per Hour
1157-C4. Circus Trains	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A. — on straight track except Marietta Branch Tuscarawas Secondary track Dover Secondary track — on curves except Marietta Branch Tuscarawas Secondary track Dover Secondary track	*30 25 25 25 20 15 15 15
1157-C7. Snow Plows in service Snow Flangers in service Passing station platforms and trains on adjacent tracks	*20 20 5
*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.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect— Main Line — Passenger Trains — Freight Trains Y. and R. Connection — Passenger Trains — Freight Trains E & A Branch — Passenger Trains — Freight Trains Akron Branch — Passenger Trains — Freight Trains	50 40 45 40 50 40 50 40
1157-C10. 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 so advised.	65

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breach End Forward	Breach End Trailing
	Miles per Hour	
Main Line		
Between: Alliance and Seneca	30	20
Y. and R. Connection		
Between: Ravenna (B. & O. R. R.) and M. V. Jct.	30	20
E & A Branch		
Between: Homewood Jct. and Wampum Jct.	30	20
Wampum Jct. and Niles Jct.	30	20
Low Grade Branch		
Between: Rochester and Wampum Jct.	30	20
E & P Branch		
Between: Lawrence Jct. and Girard Jct.	30	20
P Y & A Branch		
Between: Detour and North Warren	20	20
Alliance Branch		
Between: Boanna and CP	30	20
Marietta Branch		
Between: FA and Marietta	20	20
Akron Branch		
Between: Hudson and Arlington	25	20
Arlington and Warwick	30	20
Warwick and Division Post (Cols. Div.)	20	20
Houston Secondary track		
Between: Oakland and Houston Jct.	15	15
Walford Secondary track		
Between: Coverts and Walford	20	15
Tuscarawas Secondary track		
Between: Bayard and DJ	20	20
Dover Secondary track		
Between: DJ and FA	20	20
Mahoning Secondary track		
Between: Bayard and Alliance	20	20
P Y & A Secondary track		
Between: North Warren and GR	20	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that engine-men have been so advised.

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Bayard— West end eastward siding Alliance— East end eastward siding	Trailing-Springing switch through turnout.....	15
	Facing.....	30
	Trailing—Not Springing switch...	30
GR—250 feet east of: GR—150 feet west of:	Trailing-Springing switch through turnout.....	15
	Facing.....	15
	Trailing—Not Springing switch...	15
Non-Interlocked turnouts—diverging movements, except Class I, J, M, N, Q, S, and T engines over No. 8 crossovers or turnouts.....		10
		Miles per Hour
		Forward Backward
Class I, J, M, N, 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.		

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

Main Line:	Miles per Hour
Short Horn track, Alliance	10
Curve at M. P. 67, Alliance	20
Curve east of M. P. 68, Alliance	45
Curve west of M. P. 83	65
Curve west of M. P. 84	65
Between a point 1500 feet east of Mile Post 109 and a point 1000 feet west of Mile Post 109 on No. 2 track	20
Between Maple and a point 3700 feet west of M. P. 112, No. 1 track	60
Curve east of McCracken { No. 1 track	55
Curve east of McCracken { No. 2 track	65
Curve west of McCracken { No. 1 track	55
Curve west of McCracken { No. 2 track	65
Curve east of Harvard Ave.	40
W. & L. E. and N. & S. R. R. crossing, Harvard	30
Erie Crossing	45
Second curve west of Bessemer Avenue	45
Curve at Holton Avenue	40
Curve west of Euclid Avenue	40
Curve west of Mile Post 121	20
East 26 Street, first crossing east of Alabama	20
Crossover west of Seneca	10
Penna. Sta. { P. R. R. tracks	10
Penna. Sta. { N. Y. C. R. R. tracks	5
E & A Branch:	
Between Homewood Jct. and a point 1675 feet west of Mile Post 35	10
Signal Bridge 455 to Lawrence Jct.	40
B. & O. R. R. Crossing, Center St.	20
Erie R. R. Crossing, 1000 feet west of Center St.	10
B. & O. R. R. Crossing, 1800 ft. west of Center St.	10
B. & O. R. R. Crossing, Crab Creek	10
Curve east end of Market St. Yard, No. 1 track	35
Curve east end of Market St. Yard, No. 2 track	20
Erie-B. & O. R. R. Crossing, west of Market St. Yard	10
Curves between Youngstown and Austintown Crossing	40
Erie R. R. Crossing, Austintown	10
Northwest Ave., Bridge St. and Division St., Youngstown	12
Between Liberty Street and Coaling Station, Girard, No. 1 track	45
Curves between { except I, J, L, M, N, Q, S, and T M. P. 72 and { engines	50
M. P. 74 { I, J, L, M, N, Q, S, and T engines	40
Erie R. R. Overhead Bridge east of Niles, No. 1 track	20
No. 2 track	15
First curve east of Niles	30
Curve east end Niles Station platform to a point 400 feet west of overhead bridge 74.75, No. 2 track	30
Wye track, Niles	10
Detour Interlocking	30
First curve west of Detour	30
All Curves { except I, J, L, M, N, Q, S, and T Boanna to { engines	50
Niles Jet. { I, J, L, M, N, Q, S, and T engines	40

Low Grade Branch:		Miles per Hour
Rochester and Division Post (E. Div.) No. 2 track		20
Curve 1400 feet east of Mile Post 31, No. 1 track		15
Bridge 41.11, Wampum		15
E & P Branch:		
First curve east of Cherry Street—		
No. 1 track		30
Curve at New Castle Station		25
Curve at Grant Street, New Castle		30
All street crossings, Wheatland		10
State Street, Sharon		6
Pitt, Silver, and Fisk Streets, Sharon		15
Curve at Sharpsville Station		30
First curve east of M. P. 75		35
First curve west of M. P. 75		35
Wye track, Victory		10
Main Street, Greenville		10
Wye track, Linesville		5
Turnout, Thornton Jct.		15
Curve east of Girard Jct., No. 1 track		30
P Y & A Branch:		
Between Mile Post 76 and Mile Post 79		20
Between Mile Post 79 and North Warren		15
Alliance Branch:		
Between Boanna and Mile Post 79		20
Between Mile Post 79 and North Sebring		30
Curve west switch North Sebring		30
Marietta Branch:		
Cambridge, Foster Ave. to Woodlawn Ave.		15
Glenwood tunnel		15
Between Mile Post 29 and Mile Post 30		15
Between Mile Post 13 and a point 1400 feet south of Mile Post 13		15
Between a point 2500 feet north of M. P. 7 and a point 500 feet north of M. P. 7		15
Between M. P. 5 and M. P. 6		15
Between Marietta and M. P. 3		15

Akron Branch:	Miles per Hour
Between station and south end of Wye, Hudson . . .	15
Wye track, Hudson	15
Erie Railroad crossing at JO	15
Between Erie R. R. crossing at JO and north end of Akron station platform	15
Passing Akron Station platform	30
Curve at south end of Akron station platform, No. 1 track	25
First curve south of M. P. 16	60
Second curve south of Mile Post 24	60
Curve between Clinton and Warwick	45
Warwick interlocking	30
Warwick and Mile Post 31	30
Mile Post 31 and Mile Post 32	40
Between a point 2600 feet south of M. P. 35 and M. P. 35, south of Marshallville	40
Within interlocking limits and through North Trans- fer track, Orrville	15
Curve at M. P. 38, south of Orrville	40
Between a point 1320 feet south of Mile Post 60 and a point 2640 feet south of Mile Post 61	30
Curve at M. P. 70 (North Jones Curve)	40
Curve south of M. P. 70 (South Jones Curve)	40
Curves between Glenmont and north end of second curve, north of Baddow Pass	35
Curves between north end of second curve, north of Baddow Pass and Baddow Pass	25
Curves between Baddow Pass and a point 2600 feet south of M. P. 78	35
Curves between a point 2600 feet south of M. P. 78 and M. P. 80, north of Brink Haven	25
Curves between M. P. 80 and M. P. 84, north of Danville	35
Between Mile Post 89 and a point 2640 feet south of Mile Post 89	30
Curve at station, Gambier	40
Curves between north end of first curve north of M. P. 96 and south end of first curve north of M. P. 97, south of Gambier	40
Between north end of southward siding and Mt. Vernon	40
Between Mt. Vernon and Mile Post 105	30
Between a point 3000 feet south of Mile Post 117 and Mile Post 119	30
Between Broadway and Walnut Street, Westerville	30
Houston Secondary Track	
Mills and Washington Streets, New Castle	6
Croton Ave., New Castle	10
Tuscarawas Secondary Track:	
Tunnel, south of Summit Siding	10
Between M. P. 20 and a point 2640 feet south of M. P. 20	10
Between a point 2640 feet north of M. P. 21 and M. P. 25	20
Between M. P. 25 and a point 1500 feet south of M. P. 25	15
Dover, within corporate limits	10
Dover Secondary Track:	
Newcomertown, between M. P. 83 and M. P. 85	20
Wolf Creek Industrial Track	
Bridge 0.22 at Leesburg	10

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward — Light	Forward — with train
B.....	25	25	25
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	40	40	50
K.....	35	50	70
L.....	35	40	50
M — Psg'r Service	35	50	70
M — Freight Service	35	50	50
N.....	30	40	50
Q.....	40	40	50
S2.....	10	50	70
T.....	40	50	70
Rail Motor Cars	65	65	65

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	-----	60	70
BP-20	BP-40	BP-60A	-----	60	70
EP-20	EP-40	BP-60	-----	60	70
EP-22	EP-45	EP-60	-----	60	70
FP-20	FP-40	FP-60	-----	60	70
EFP-15	EFP-30	EFP-45	{ Psg'r Ser. Frt. Ser.	50	70
AF-15	AF-30	AF-45		50	50
AF-16	AF-32	AF-48	AF-60	50	65
BF-15	BF-30	BF-45	AF-64	50	65
BF-16	BF-32	BF-48	BF-60	50	65
-----	-----	BF-64	BF-64	50	70
EF-15	EF-30	BH-50	{ Psg'r Ser. Frt. Ser.	50	70
EF-15A	EF-30A	EF-45		50	50
EH-15	EH-30	EF-45A	EF-60	50	65
FF-20	FF-40	EF-60A	EF-60A	50	65
FF-16	FF-32	EH-45	EH-60	50	50
A-6	-----	FF-60	-----	50	69
AS-6	-----	FF-48	-----	50	66
AS-10	-----	-----	-----	20	20
AS-10S	-----	-----	-----	50	60
AS-10AS	-----	-----	-----	50	60
AS-16	-----	-----	-----	50	60
AS-16MS	-----	-----	-----	50	65
BS-6	-----	-----	-----	50	65
BS-7	-----	-----	-----	50	60
BS-10	-----	-----	-----	50	60
BS-10AS	-----	-----	-----	50	60
BS-12	-----	-----	-----	50	60
BS-12S	-----	-----	-----	50	60
BS-16	-----	-----	-----	50	60
BS-16MS	-----	-----	-----	50	60
BS-24	-----	-----	-----	50	60
ES-6	-----	-----	-----	50	65
ES-10	-----	-----	-----	50	60
ES-12	-----	-----	-----	50	65
ES-15	-----	-----	-----	50	65
FS-10	-----	-----	-----	50	60
FS-16	-----	-----	-----	50	70
FS-20	-----	-----	-----	50	65
GS-4	-----	-----	-----	30	30
LS-25	-----	-----	-----	50	65

NOTE—**Road Diesel Engines.**

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower.

“40”—4000 Horsepower.

“16”—1600 Horsepower.

“45”—4500 Horsepower.

“20”—2000 Horsepower.

“48”—4800 Horsepower.

“22”—2250 Horsepower.

“50”—5000 Horsepower.

“30”—3000 Horsepower.

“60”—6000 Horsepower.

“32”—3200 Horsepower.

“64”—6400 Horsepower.

Final letter indicates special features as follows:

“A”—Change or some variation in original design.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

“A”—American Locomotive Company.

“S”—Shifting service.

“6”—600 or 660 horsepower.

Final letter indicates special features as follows:

“M”—multiple unit equipped.

“S”—steam generator equipped.

SECONDARY TRACKS AND SIDINGS**1157-H1. Maximum speeds, unless otherwise specified**

Track	Between	And	Miles per Hour
Mahoning.	Bayard	Alliance	30
99	Harvard	Rockside	10
98	Rockside	Harvard	20
P Y & A ..	North Warren ..	GR	30
No. 102 ..	East Austinburg ..	OD	15
No. 101 ..	OD	East Austinburg ..	15
Van Wye ..	Van Wye	Boanna	15
Cross Cut ..	Cross Cut	Cherry St.	15
Walford ..	Coverts	Walford	20
Houston ..	Oakland	Mile Post 55 ..	15
Houston ..	Mile Post 55 ..	Houston Jct.	25
Tuscarawas	Bayard	DJ	30
Dover	DJ	FA	30
103	Crosier St.	JO	15
104	Manchester Rd. ..	Lambert	15
Dresden ..	Killbuck	Ayres Mineral ..	10
Howard	Howard	Millwood Sand Co.	15
All Sidings	.....	.....	15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

1160-A1. 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.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	B	AS	BS	ES	8	GS	4	BS	7	C	E	H	
Main Line													
ALLIANCE:													
Alliance Machine Co.....										X	X		
R. T. Sebreel.....										X	X		
Crescent Ice & Coal Co.													
Appliance Mfg. Co.....													
Machine Steel Castings 1 & 2													
Babcock & Wilcox Co.....													
Tolerton Co. No. 2.....													
Alliance Clay Products No. 3										X	X		
CP-2 Yard track.....													
RAVENNA OLD LINE													
Trestle, Portage Coal Co.										X			
Trestle, Jenkins Bros.													
Other Industrial tracks													
RAVENNA:													
A. C. Williams Co.....													
Cleveland Worsted Mills Co.													
HUDSON—OLD LINE:													
East of Bridge 0.21													
Phillips Petroleum Co.....													
Trestle—C. F. Turner Co.										X			

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 16,000 Gallons with 6 Wheel Trucks		
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 6	AS, BS, ES, FS 10	ES 12	G ES 16 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60	H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 16, 30, 45, 66 EFP 16, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K	BP 60 T BH 50	L	M		N	T	S 2 Q
HIGHLAND SPRINGS: Team track												X	X	X			X	X	X	
WHEELOCK: C.E.I. siding													X				X	X	X	
BEDFORD: Ferro Chemical Co.												X	X	X	X	X	X	X	X	
McMyler Interstate tracks												X	X	X	X	X	X	X	X	
Old line—east of Grace St.												X	X	X	X	X	X	X	X	
Old line—east of Powers Rd.												X	X	X	X	X	X	X	X	
Trestle, Marble Chair Co.	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	
Franklin Oil and Gas												X	X	X	X	X	X	X	X	
W. & L. E. Transfer												X	X	X	X	X	X	X	X	
MAPLE HEIGHTS SPUR: Main spur												X	X	X	X	X	X	X	X	
Aluminum Smelting and Refining Co.							X	X	X	X	X	X	X	X	X	X	X	X	X	
Other Industrial tracks									X			X	X	X	X	X	X	X	X	
BEDFORD YARD: WEST YARD: Nos. 9 to 25 inclusive												5	X	5	5	X	X	X		
Nos. 123 to 135 and 139 to 149 inclusive	5	5	5	R5	5	5						X	X	X	5	5	X	X	X	
Nos. 137, 205, 207, 213, 219 and 223 inclusive	5	5	5	5	5	5						5	X	5	5	5	X	X	X	
MAPLE TO HARVARD: All Industrial tracks												X	X	X			X	X	X	
HARVARD: Team tracks												5	X	5	X			X	X	
N. & S. S. R. R. connection												X	X	X	X		X	X	X	
W. & L. E. R. R. transfer		X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	
HARVARD AVENUE TO EAST 22nd STREET: All Industrial tracks		X	X					X	X	X	X	X	X	X	X	X	X	X	X	
AETNA YARD: Nos. 1 to 8 inclusive												X	X	X			5	5	5	
Nos. 9 to 22 inclusive												X	X	X			X	X	X	
ERIE CROSSING: West end of Erie R.R. trans.							X	X	X	X	X	X	X	X	X	X	X	X	X	
Erie R. R. connection												5	X				X	X	X	
KINGSBURY SPUR: Between Cleveland Builders Supply switch and end of spur		X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	
Between Bessemer Ave. and Cleveland Builders Supply switch			X	X	X	X				X	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES																	
	B	AS, BS, ES 8	GS 4	BS 7	C	E	H 8	AS, BS, ES, FS 10	ES 12	G ES 16, AS, BS, FS 18 AP, BP, EP, FP 20, 40, 60	EP 22, 44, 66 H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 15, 30, 45, 60 EFP 16, 30, 46 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BP 60 T BH 50	L	M	N	T S 2 Q
KINSMAN ROAD:																		
No. 3 yard running track between Bessemer Avenue and Holton Avenue.....													X					X
No. 4 yard running track on second curve west of Bessemer Avenue.....													X					X
Receiving turnouts leading to Nos. 2 and 9 inclusive												5	5	5	5	5	5	5
Receiving tracks Nos. 10, 11 and 12.....												X	X	X		X	X	X
Scale track.....												X	X	X		X	X	X
Movements in either direc- tion between scale track and tracks Nos. 441 to 473 inclusive.....		X	X					X		X	X	X	X	X	X	X	X	X
Tracks Nos. 421 to 473 inc.. Curve near end of tracks Nos. 449, 451 and 453.....					X	X		X		X	X	X	X	X	X	X	X	X
HOLTON AVENUE:																		
Shop tracks.....												X	X	X	X	X	X	X
Eastward yard, west end of tracks 7, 8, 9 and 10.....												X	X	X		X	X	X
WOODLAND AVENUE:																		
Freight Houses Nos. 1 and 2						X	X	X	X	X	X	X	X	X	X	X	X	X
Freight House No. 3.....						X	X	X	X	X	X	X	X	X	X	X	X	X
Team tracks.....						X	X	X	X	X	X	X	X	X	X	X	X	X
EUCLID AVENUE:																		
Freight house tracks.....												X	X	X		X	X	X
Field tracks.....		X	X	X				X		X	X	X	X	X	X	X	X	X
ST. CLAIR STREET TO 33rd STREET:																		
Track No. 4.....												X	X			X	X	X
KRAUSE COURT SPUR:		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CLEVELAND SHOP:																		
Eastward yard.....												X	X	X		X	X	X
Westward yard.....													X			X	X	X
WASON STREET:																		
Freight House and team tracks.....												X	X			X	X	X
SILVER PLATE SPUR:																		
West of Marquette Street.....		X	X	X				X		X	X	X	X	X	X	X	X	X
East of Marquette Street.....																		
DAVENPORT:																		
Lead to C.E.I. Co. and Base Construction Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Nos. 1 and 2 perishable.....												X	X	X	X	X	X	X
Other tracks.....												X	X	X	X	X	X	X
SENECA:																		
East crossover No. 1 main to No. 2 main and No. 2 main to No. 2 double.....													X			X	X	X
Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks																		

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	B AS, BS, ES 6	GS 4	BS 7	C	E H 6	AS, BS, ES, FS 10	ES 12	G ES 15 AS, BS, FS 18	AP, BP, EP, FP 20, 40, 60	EP 22, 44, 68	H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 16, 30, 46, 60	EF 15, 30, 46 AF, FF 16, 32, 48 BF 16, 32, 48 FF 20, 40, 60
PENNSYLVANIA STATION: Turnouts, west end of station..... West of No. 6 track switch, west end of station.....												
EAST PIER: Big Four transfer, Tracks Nos. 1, 2, 5, 17, 231, 233, 235, 237, 239, 301, 311, 319, 321, 323, 341, and 343, Dock 26 and Ellsworth High..... Other tracks including main lead.....		X	X									
LOCAL YARD: Nos. 14 and 15 and main ladder..... Nos. 19 to 31 inclusive.....												
WEST 9th STREET: Facing and trailing crossover between running tracks.....												
CUYAHOGA BRIDGE:		15	15	15	15	15	15	15	15	15	15	15
RIVER BED: Main lead to ore dock..... New Yard..... B. & O. Transfer..... No. 2 back..... Tracks leading from No. 7 new yard..... South track—Hickory St. tunnel..... All other tracks.....												
WEST BREAKWATER: Nos. 1, 2, 3, 4 and 5 south..... Crossover at yard office..... Powerhouse spur..... Nos. 1, 2, 5, 6, 7, 10, 12 and 13 north..... Curve on 14 north.....												
Y. & R. Connect'n: A. C. Williams Co., coal.....												
E & A Branch WAMPUM: Ellwood Stone Co., track east of tipple..... Medusa Portland Cement Co., No. 6 track..... Crossover between tracks Nos. 3 and 4 west of plant..... Federal American Cement and Tile Co..... Federal American Cement & Tile Co. trestle..... Beaver Valley No. 2 storage track.....												

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 6	AS, BS, ES, FS 10	ES 12	G ES 16 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60 EP 22, 44, 60	H 8, 9, 10 BS 24 FS 20 LS 26 AF, BF, EF 16, 30, 45, 69 FFP 16, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BP 60 T BH 50	L	M	N	T S 2 Q	
LAWRENCE JCT.: Car shop tracks.....		X		X				X				X	X	X	X	X	X	X	
LOWELLVILLE: Ohio Edison Co. beyond frog of track leading to river bridge.....	X	X	X	X					X			X	X	X	X	X	X	X	
Mary Furnace.....	X	X	X	X					X			X	X	X	X	X	X	X	
Ore Trestle, Mary Furnace												X	X	X	X	X	X	X	
STRUTHERS: Rod & Wire Plant.....					X	X		X				X	X	X	X	X	X	X	
Conduit Plant.....									X			X	X	X	X	X	X	X	
Furnace Tracks.....												X	X	X	X	X	X	X	
HASELTON: Wabash Yard, all tracks ex- cept No. 201.....												X	X	X	X	X	X	X	
Y. S. & T. Co. lead west of Bridge 62.17.....												X	X	X	X	X	X	X	
CANFIELD INDUSTRIAL TRACK:												X	X	X	X	X	X	X	
CRAB CREEK INDUSTRIAL TRACK: NYC Interchange.....		X						X		X	X	X	X	X	X	X	X	X	
MARKET ST. YARD: 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	
YOUNGSTOWN: Lead to freight house.....												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	
Station Track.....												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	
GIRARD: Coal dock, over unloading pit.....	X	X	X	X					X	X	X	X	X	X	X	X	X	X	
NILES: Stanley Co., Niles Forge Co., Freight House tracks, Ward track, Central Lum- ber Co., Niles Rolling Mill and Youngstown Steel Car Co. Erie-B & O.R.R. Interchange		X	X						X	X	X	X	X	X	X	X	X	X	
Wye Track.....	B 6	B 6	B 6	B 6					B 6	B 6	B 6	B 6	B 6	B 6	B 6	B 6	B 6	B 6	
West Leg of Wye.....																			
Ohio Galvanising Co., Niles Steel Products Co., Niles Fire Brick Co., and Allied Metals, Inc.....		X	X	X					X	X	X	X	X	X	X	X	X	X	
BOANNA: Van Wye Secondary 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 10	

Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 16,000 Gallons with 6 Wheel Trucks											
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 8	AS, BS, ES, FS 10	ES 12	G, ES 15, AS, BS, FS 16	AP, BP, EP, FP 20, 40, 60	EP 22, 44, 66	H 8, 10, BS 24, FS 20, LS 25	AF, BF, EF 16, 30, 46, 60	EFP 16, 30, 46	AF, FF 18, 32, 48	BF 16, 32, 48, 64		FF 20, 40, 60	I	J	K	BP 60 T	BH 60	L	M	N	T	S 2	Q
P Y & A Branch WARREN: Overhead Bridge No. 79.45 Republic Steel Corp., Ohio Corrugated house track, Erie-B&O R.R. interchange Storage Transfer & Supply, General Fire Extinguisher Co., Youngstown Pressed Steel Co., Plants 1 and 2, Federal Machine & Welding Co. Plant No. 4, Warren Tool Co., American Welding & Mfg. Co., Erie R.R. interchange and Knotsky Scrap Yard							X			X		X	X	X	X	X	X	X	X	X								X	
ASHTABULA: Lane Yard 1, 2, 3, 4 Dunbar & Hopkins, Griswold, Payne track, Car Ferry, John Vogue & Anderson, U track at Ore Dock High Grade Yard, except Nos. 2 and 3 tracks West St. Gas House Wye													X	X	X	X	X	X	X	X	X							X	
Low Grade Branch KENWOOD INDUSTRIAL TRACK: Fetterman to end of track W. E. Osborne Co. track																					X	X				X		X	
MILE POST 31 (West of) Eastville Clay Products Co.															X	X				X	X			X	X	X	X		
BRIDGE 41.11: Wampum	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
E & P Branch CHERRY STREET: 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	X							X	
BRIDGE 49.44: On Nutt Street track New Castle	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
BRIDGE 49.57: On Nutt Street track, New Castle	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 8	AS, BS, ES, FS 10	ES 12	G ES 15 AS, BS, FS 18 AP, BP, EP, FP 20, 40, 80	EP 22, 44, 88	H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 15, 30, 45, 85 EFP 15, 30, 45 AF, FF 18, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 80	I	J	K BP 60 T BH 50	L	M	N	T S 2 Q	
NEW CASTLE:																				
Nutt Street track between Bridge 49.44 and S. Jefferson Street.....		X	X	X						X		X	X	X	X	X	X	X	X	X
All team tracks.....		X	X							X		X	X	X	X	X	X	X	X	X
Streib coal track and Freight house tracks Nos. 1 and 2										X		X	X	X	X	X	X	X	X	X
Sweezy Coal Co., Union Brewery and Chemical Co.		X	X	X						X		X	X	X	X	X	X	X	X	X
Lawrence Ice Co.....		X	X	X						X		X	X	X	X	X	X	X	X	X
ROBERTS:																				
Beyond clearance point on storage track leading from No. 1 track.....	X	X	X	X						X		X	X	X	X	X	X	X	X	X
WEST MIDDLESEX:																				
West Middlesex Sand Co. ...		X	X	X						X		X	X	X	X	X	X	X	X	X
Liberty Stone Products Co. Spur.....												X	X	X	X	X	X	X	X	X
WHEATLAND:																				
Neuffer-Cedar Co.....												X	X	X	X	X	X	X	X	X
Wheatland Tube Co.....		X		X						X		X	X	X	X	X	X	X	X	X
Carnegie-Illinois interchange and Sheet Mill interchange.....													X	X	X	X	X	X	X	X
WHEATLAND YARD:																				
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 tipple, 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
Schuster's Coal Siding.....										X		X	X	X	X	X	X	X	X	X
SHARON YARD:																				
West end of tracks Nos. 2, 3, 4 and 5 and Erie R. R. interchange.....												X	X	X	X	X	X	X	X	X
House and Team Tracks.....												X	X	X	X	X	X	X	X	X
SHARON:																				
National Malleable, Messina Bros., Vasconi & Wishart, Roux Mill, Westerman, Standard Oil, and Taylor Supply Co.	X	X	X	X						X		X	X	X	X	X	X	X	X	X
Taylor Supply trestle track		X	X							X		X	X	X	X	X	X	X	X	X
Westinghouse plant tracks												X	X	X	X	X	X	X	X	X
Freedom Oil Co. and Mercar Tube Co.....										X		X	X	X	X	X	X	X	X	X
Crossover No. 1 track to team track												X	X	X	X	X	X	X	X	X
Messina Siding.....												X	X	X	X	X	X	X	X	X
Vasconi Siding.....												X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 8 Wheel Trucks
	B	AS	BS	ES	GS	BS	C	E	H	AS	BS	ES	FS	ES	
SHARPSVILLE:															
Steel Fabricator Co.		X	X	X	X	X									
Shenango-Penn Mold, Mertz Coal & Supply, ex- cept trestle track, Lee Supply Co. except trestle track				X		X									
Mertz Coal & Supply and Lee Supply Co. trestle tracks	X	X	X	X	X	X									
Station team track		X	X			X									
Loop track		X	X			X									
CLARKSBORO:															
Woods track (out of service) ..		X	X	X	X	X									
VICTORY:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	
Wye track	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
Nos. 2, 3, 5 and 6 tracks Camp Reynolds	D	D	D	D	D	D	D	D	D	X	D	D	D	D	X
Nos. 4, 7, 8, 9 and 10 tracks, Camp Reynolds	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Greenville Lumber Co.										X	X	X	X	X	X
GREENVILLE:															
Keelan-Bost Co.										X	X	X	X	X	X
American Oil Co.										X	X		X	X	X
JAMESTOWN:															
Jamestown Paint Co., back track beyond east end of building										X	X	X	X	X	X
LINESVILLE:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	
Wye track	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
Palmer Feed Co. trestle	X	X	X	X		X				X	X	X	X	X	
East end of B. & L. E. in- terchange track										X	X	X	X	X	X
Alliance Branch															
BERLIN CENTER:															
Hawkins Co. trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NORTH SEBRING:															
Beaver-Fork Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WALFORD SECONDARY TRACK:															
Coverts to end of track		X				X				X	X	X	X	X	X
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
HOUSTON SECONDARY TRACK:															
Engines larger than Class L1 are restricted west of Washington St., New Castle															
Oakland to Washington St.										X					X
BRIDGE 48.88:															
Oakland	15	15	15	15	15	15	15	15	15	X	15	15	15	15	X

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	B AS, BS, ES 8 GS 4 BS 7	C	E H 6	AS, BS, ES, FS 10 ES 12	G ES 15 AS, BS, FS 18 AP, BP, EP, FP 20, 40, 60 EP 22, 44, 66	H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 15, 30, 45, 60 EFP 15, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BP 80 T BH 60	L	M	N	T S 2 Q						
NEW CASTLE:																			
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		X	X	X	X	X	X	X	X	X	X	X	X	X					
Erie R. R. connection and old stock pen track							X	X	X	X	X	X	X	X					
Pittsburgh Coal & Junk Co. low track, Scarazzo Coal Co., and Butler Branch track		X	X	X	X	X	X	X	X	X	X	X	X	X					
Frey Bros. and Boyles Coal Co.				X	X	X	X	X	X	X	X	X	X	X					
Bordonaro & Canfora		X	X		X	X	X	X	X	X	X	X	X	X					
Maxwell & Gibson Coal track and New Castle Produce Co.					X	X	X	X	X	X	X	X	X	X					
J. J. Dean Co., H. G. Preston Co., and Fombell Coal Co.		X	X		X	X	X	X	X	X	X	X	X	X					
Eastside station tracks					X	X	X	X	X	X	X	X	X	X					
BRIDGE 57.96: West of Wilmington Jct.	20	X	25	25	25	25	X	X	X	20	X	X	X						
BRIDGE 64.71: West of Leesburg	20	X	25	25	25	25	X	X	X	20	X	X	X						
BRIDGE 68.89: West of Milburn	20	X	25	25	25	25	X	X	X	20	X	X	X						
BRIDGE 71.64: West of Mercer	20	X	25	25	25	25	X	X	X	20	X	X	X						
WILMINGTON INDUSTRIAL TRACK: Wilmington Jct. to New Wilmington					X	X	X	X	X	X	X	X	X						
NEW WILMINGTON: Team track coal trestle	X	X	X	X	X	X	X	X	X	X	X	X	X						
WOLF CREEK INDUSTRIAL TRACK: Leesburg to end of track		X					X	X	X		X	X	X						
BRIDGE 0.22: West of Leesburg	D 10	X	D 10	D 10	D 10	D 10	X	X	X	D 10	X	X	X						
Tuscarawas Secondary Track: Bayard to DJ								X								X			
MINERVA: Mill track		X	X	X	X	X	X	X	X	X	X	X	X			X			
L. E. A. & W. Transfer							X	X	X	X	X	X	X			X			
Cronin China Co.							X	X	X	X	X	X	X			X			
PEKIN: Metropolitan Brick Co.							X	X	X	X	X	X	X			X			

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks		
	B	AS, BS, ES 6	QS 4	BS 7	C	E	H 8	AS, BS, ES, FS 10	ES 12	G ES 15 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 80 EP 22, 44, 80	H 8, 9, 10 BS 24 FS 20 LS 26 AF, BF, EF 15, 30, 45, 69 EFP 15, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 80	I	J	K	BP 60 T BH 80	L	M		N	T S 2 Q
MALVERN:																				
Pipe track												X	X	X	X	X	X	X	X	
Clay Co. track												X	X	X	X	X	X	X	X	
MAGNOLIA:																				
Team track												X	X	X	X	X	X	X	X	
Brush Run spur					X							X	X	X	X	X	X	X	X	
DOVER:																				
Reeves Mfg. Co.		X			X			X		X		X	X	X	X	X	X	X	X	
General Electric		X			X			X		X		X	X	X	X	X	X	X	X	
Reilly Tar Co.												X	X	X	X	X	X	X	X	
NP-1 RUNNING TRACK:																				
General Asphalt												X	X	X	X	X	X	X	X	
Dover Secondary Track:																				
DJ to Newcomerstown													X				X		X	
STRASBURG SPUR:																				
North of O.V. and J. Yard												X	X	X	X	X	X	X	X	
DOVER:																				
Delivery Transfer to B. & O. R. R.												X	X	X	X	X	X	X	X	
Receiving Transfer from B. & O. R. R.													X				X	X	X	
NEWCOMERSTOWN TO BYESVILLE:																				
South turnouts, yard tracks 13 and 15												X	X				X	X	X	
Bridge 83.29—0.9 mile south of Newcomerstown		X				20	20	20	20	X	X	10	20	X	20	X	X	X	X	
Marietta Branch:																				
CAMBRIDGE:																				
Bridge 59.78 — 1.8 mile north of Cambridge		X	25	25	25	25	25	X	X	X	X	25	20	X	X	X	X	X	X	
Engineer Sub-Depot		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Trestle, Thatcher track																				
CAMBRIDGE SHOP:																				
Cambridge Glass Co.										X	X	X	X	X	X	X	X	X	X	
Universal Pottery Co.										X	X	X	X	X	X	X	X	X	X	
Cambridge Lumber and Coal Co.										X	X	X	X	X	X	X	X	X	X	
BYESVILLE TO MARIETTA:																				
South of M. P. 42		X								X	X	X				X	X	X	X	
BRIDGE 41.97:																				
South of M. P. 42		X								X	X	X				X	X	X	X	
BRIDGE 29.59:																				
South of M. P. 30		X								X	X	X				X	X	X	X	
BRIDGE 26.99:																				
South of M. P. 27		X								X	X	X				X	X	X	X	

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks	
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 8	AS, BS, ES, FS 10	ES 12	G ES 15 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60 EP 22, 44, 86	H 8, 9, 10 BS 24 FS 20 LS 25 AF, BF, EF 15, 30, 45, 60 EFP 16, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BP 60 T BH 50	L	M	N	T S 2 Q		
BRIDGE 26.03: North of M. P. 26	15	X	15	10	15	10					10	X	X	X	10	X	X	X	X	
MACKSBURG WYE: South of Macksburg.....												X	X			X	X	X	X	
MARIETTA: L. T. Cislcr and Son.....		X										X	X	X	X	X	X	X	X	
Crescent Supply Co.....		X										X	X	X	X	X	X	X	X	
U. S. Repair Dept., south of gate.....		X	X	X	X						X	X	X	X	X	X	X	X	X	
Marietta Paint & Color Co.....		X										X	X	X	X	X	X	X	X	
Akron Branch:																				
HUDSON:																				
Bridge 0.00 Southward movements													A							
Bridge 0.00																		A		
SILVER:																				
Falls Paper Box Co.....			X									X	X	X	X	X	X	X	X	
Trestle, Tucker Coal Co.....												X	X	X	X	X	X	X	X	
CUYAHOGA FALLS:																				
Curve at overhead crane, Falls Clutch & Machine Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
GORGE:																				
Ohio Edison Co. beyond 200 feet from switch.....												X	X	X	X	X	X	X	X	
Owens Concrete Products Co.....												X	X	X	X	X	X	X	X	
Trestle, Owens Concrete Products Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
North Hill Coal Co., 40 feet from end of track.....		X										X	X	X	X	X	X	X	X	
Trestle, North Hill Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
ARLINGTON:																				
Robinson Clay Products Co.....												X	X	X	X	X	X	X	X	
AKRON:																				
Yard and Freight House tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Wise Furnace Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SOUTH AKRON:																				
Brown Graves Co.....											X	X	X	X	X	X	X	X	X	
Freight House tracks.....										X	X	X	X	X	X	X	X	X	X	
Belt tracks.....										X	X	X	X	X	X	X	X	X	X	
Firestone Tire & Rubber Co.....											X	X	X	X	X	X	X	X	X	
Colonial Salt Co.....											X	X	X	X	X	X	X	X	X	
Trestle, Colonial Salt Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
BARBERTON:																				
Columbia Chemical Transfer												X	X	X	X	X	X	X	X	
WARWICK TO GLENMONT:													35							
ORRVILLE:																				
Water Works spur												X	X	X	X	X	X	X	X	
Smucker Co. spur.....												X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks																										
	B	AS, BS, ES 8	GS 4	BS 7	C	E	H 6	AS, BS, ES, FS 10	ES 12	G	ES 15	AS, BS, FS 16		AP, BP, EP, FP 20, 40, 60	EP 22, 44, 66	H 8, 9, 10	BS 24	FS 20	LS 25	AF, BF, EF 15, 30, 45, 66	EFP 15, 30, 45	AF, FF 16, 32, 48	BF 16, 32, 48, 64	FF 20, 40, 60	I	J	K	BP 60 T	BH 50	L	M	N	T	S 2	Q				
APPLE CREEK:																																							
Team track																																							
State spur																																							
FREDERICKSBURG:																																							
Team track																																							
Fredericksburg Pottery Co. spur																																							
HOLMESVILLE:																																							
Elevator track																																							
MILLERSBURG:																																							
Flexible Body Co.																																							
Storage track, north of Middle switch																																							
DRESDEN SECONDARY TRACK:																																							
Between M. P. 1 and Ayres Mineral																																							
Killbuck Sand & Gravel Co.																																							
BRIDGE 3.61:																																							
North of Layland																																							
BRIDGE 5.31:																																							
South of Layland																																							
BRIDGE 8.43:																																							
South of Helmick																																							
BRIDGE 11.03:																																							
South of M. P. 11																																							
BRIDGE 11.98:																																							
Ayres Mineral	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	X	X	X	X	X	X	
GLENMONT:																																							
Trestle on Briar Hill Stone Co. track																																							
BRINK HAVEN:																																							
Studer Bros. track																																							
Cavallo Spur																																							
Purdy's Gravel Pit track beyond loading bins																																							
DANVILLE:																																							
Lybarger Mill																																							
Standard Oil Co.																																							
Twin City Oil Co.																																							
HOWARD SECONDARY TRACK:																																							
Between 2000 feet south of Howard and Millwood Sand Co.																																							
Siding																																							
GAMBIER:																																							
Farmer's Co-op Co., beyond clearance point																																							

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks				
	B	AS, BS, ES 6	GS 4	BS 7	C	E	H 6	AS, BS, ES, FS 10	ES 12	G ES 15, AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60	H 8, 9, 10 BS 24 FS 20 LS 25 AF BF, EF 15, 30, 45, 60 EFP 15, 30, 45 AF, FF 16, 32, 48 BF 16, 32, 48, 64 FF 20, 40, 60	I	J	K	BP 80 T	BH 50	L	M	N		T	S 2	Q	
MT. VERNON:																								
Horn track beyond B. & O.												X	X	X	X	X	X	X	X	X	X	X	X	
R. R. Crossing.....					X		5	5		5	5	X	X	X	X	X	X	X	X	X	X	X	X	
Essex Glass Co. track																								
Pure Oil track																								
Pittsburgh Plate Glass Co.												X	X	X	X	X	X	X	X	X	X	X	X	
inside gates																								
Dubinsky Bros.....												X	X	X	X	X	X	X	X	X	X	X	X	
House Track												X	X	X	X	X	X	X	X	X	X	X	X	
Team Track												X	X	X	X	X	X	X	X	X	X	X	X	
Yard track No. 8, beyond												X	X	X	X	X	X	X	X	X	X	X	X	
clearance point.....																								
Middle track												X	X	X	X	X	X	X	X	X	X	X	X	
Coach track, beyond clear-												X	X	X	X	X	X	X	X	X	X	X	X	
ance point.....																								
Ash Pit track												X	X	X	X	X	X	X	X	X	X	X	X	
Ash track												X	X	X	X	X	X	X	X	X	X	X	X	
Lumber track												X	X	X	X	X	X	X	X	X	X	X	X	
Ladder track, south Yard,												X	X	X	X	X	X	X	X	X	X	X	X	
five turnouts.....												X	X	X	X	X	X	X	X	X	X	X	X	
Ohio Power Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Lamb Glass Co. loading and												X	X	X	X	X	X	X	X	X	X	X	X	
unloading tracks.....																								
BANGS:																								
Ohio Fuel Gas Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Team track												X	X	X	X	X	X	X	X	X	X	X	X	
CENTERBURG:																								
Elevator track												X	X	X	X	X	X	X	X	X	X	X	X	
CENTERAC:																								
N. Y. C. Transfer track													X					X				X		
SUNBURY:																								
Farmers' Co-op. Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Nestle Milk Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Trestle, Burrer Elevator												X	X	X	X	X	X	X	X	X	X	X	X	
GALENA:																								
Galena Shale, Tile & Brick Co.												X	X	X	X	X	X	X	X	X	X	X	X	
WESTERVILLE:																								
West team track												X	X	X	X	X	X	X	X	X	X	X	X	
Security Coal and Oil Co. ...												X	X	X	X	X	X	X	X	X	X	X	X	
Kilgore Mfg. Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
LINDEN:																								
Linden Lumber Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Linden Milling Co.....												X	X	X	X	X	X	X	X	X	X	X	X	
Linden Coal & Material Co.												X	X	X	X	X	X	X	X	X	X	X	X	
Three C Lumber & Supply Co.												X	X	X	X	X	X	X	X	X	X	X	X	

1160-A2. Baltimore and Ohio Railroad steam engines heavier than Class EM-1 and diesel engines heavier than Class DP5X are prohibited between Arlington and Warwick.

Baltimore and Ohio Railroad steam engines heavier than Class Q1 are prohibited as follows:

Barberton—Columbia Chemical transfer track, House track and Station transfer track.

1160-A3. New York Central Railroad steam engines heavier than Class H10a and diesel engines heavier than Class F, Class DPA-1a and Class DPD-1b are prohibited between Brady's Lake and Minerva Junction, and Girard and Niles Jct.

1160-A4. J, Q and S type engines must not pass under Bridge 74.21 east of Niles.

1160-B1. Other Equipment Restrictions

Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 locomotives.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 locomotives.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

Main Line or Branch	Between	And	Bridge	Note
Marietta Branch	FA	Marietta		
Dover Secondary Track	DJ	FA		
Houston Secondary Track	Oakland	Houston Jct.		
Walford Secondary Track	Coverts	Walford		
Dresden Secondary Track	Killbuck	Ayres Mineral		
Howard Secondary Track	Howard	Millwood Sand Co.		
Kenwood Industrial Track	Fetterman	End of Track		

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class I-1 engine with heavy tender. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

1160-C2. Trains with 100-ton wrecking derricks are prohibited on tracks and in territory as follows:

	Between	And	Note
Dresden Secondary Track	Killbuck	Ayres Mineral	1
Howard Secondary Track	Howard	Millwood Sand Co.	1

NOTE 1. Unless three cars, loaded or empty, are placed between derrick and engine.

Overhead Clearance

1163-A1. Employees are prohibited from riding on top of moving box cars, excessive dimension cars, or other high equipment except at following locations:

Main Line — Between Harvard Ave. and 2640 feet west of Mile Post 122.

Akron Branch— Between Glenmont and Danville, when necessary to operate retaining valves.

Note: Overhead Bridge No. 76.78 at Baddow Pass will not clear man on top of such cars.

All Yard Humps

1163-A2. Employees are prohibited from riding on top of moving engines or tenders, except in place provided for that purpose on this equipment.

1163-A3. Employees are warned of close overhead and side clearance at following locations and must use caution in riding on top or sides of box cars, engines or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
MAIN LINE		
BAYARD—CLEVELAND:		
All Bridges.....	X	X
All Freight House Platforms.....		X
ALLIANCE:		
Alliance Ware Co-op Co., side track.....		X
RAVENNA:		
Cleveland Worsted Mills Co.....		X
Bridge 84.96—Y & R Connection, No. 1 track.....	X	X
Bridge 84.98—Y & R Connection, No. 2 track.....	X	
RAVENNA OLD LINE:		
A. C. Williams Co.....	X-2	X
BEDFORD:		
Lewis Welding & Engineering Corp., side track.....	X	X
CLEVELAND:		
East 93rd Street—Bridge 115.30.....	X	
Warner Road—Bridge 115.48.....	X	
Union Avenue—Bridge 116.80.....	X	
Kingsbury Spur—All Industrial Tracks.....	X	X
Kinsman Road—Bridge 117.50.....	X	X
O-San side track—Thompson Products Co.....	X	X
Silver Plate Spur—All Industrial Tracks.....	X	X
Seneca—Crossover just east of block station.....		X-1
Seneca—Bridge 123.07.....	X	
Penna. Station—East End No. 9 track south side.....		X
East Pier Yard—Bridge leading to Dock 22.....	X	X
West 9th Street—Bridge 123.32.....	X	
Cuyahoga River—Movable Bridge.....	X	
West Breakwater—Hickory street tunnel under NYC RR.....	X	X
West Breakwater—Four Hulett ore unloading machines on Nos. 1, 2, 3 and 4 track.....	X	X
E & A BRANCH		
HOMEWOOD JCT.—NILES JCT.:		
All Bridges.....	X	X
All Freight House Platforms.....		X
NILES:		
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.)		
Engine House Leads.....		X
Niles Rolling Mill, all tracks.....	X	X
P Y & A BRANCH		
DETOUR—NORTH WARREN:		
All Bridges.....	X	X
All Freight House Platforms.....		X

LOCATION	CLEARANCE	
	Overhead	Side
E & P BRANCH LAWRENCE JCT.—GIRARD JCT.: All Bridges..... All Freight House Platforms.....	X	X X
NEW CASTLE: Cherry St. Engine House Tracks.....	X	X
SHARPSVILLE: Fence Track..... No. 5 Yard Track..... No. 3 Yard Track.....		X X X
ALBION: Milk Plant.....		X
MAHONING SECONDARY TRACK BAYARD—ALLIANCE: All Bridges.....	X	X
P Y & A SECONDARY TRACK NORTH WARREN—GR: All Bridges..... All Freight House Platforms.....	X	X X
Nos. 101 AND 102 SECONDARY TRACKS EAST AUSTINBURG—OD: All Bridges..... All Freight House Platforms.....	X	X X
OD—ASHTABULA HARBOR: All Bridges..... Lower Lake Coal Dock Structure..... Ohio & Western Penna. Ore Dock Structures.....	X X X	X X X
TUSCARAWAS SECONDARY TRACK BAYARD—DOVER: All Bridges.....	X	X
MINERVA: Mill track, buildings west side of track.....		X
SUMMIT SIDING: Summit tunnel.....	X	X
DOVER SECONDARY TRACK CAMBRIDGE—DOVER: All Bridges.....		X
NEWCOMERSTOWN: Bridge St. to Main St.		X
STONE CREEK: Stone Creek tunnel.....	X	X
JH: Post Boy tunnel.....	X	X
STRASBURG SPUR: Bridge 3.78.....		X
MARIETTA BRANCH MARIETTA—CAMBRIDGE: All Bridges..... All Freight House Platforms.....	X	X X
CAMBRIDGE: Universal Pottery Co..... Walhonding Mine..... Carol No. 2 Mine.....	X X X	X X
GLENWOOD: Glenwood tunnel.....	X	X
BELLE VALLEY: Moscrip Mine.....	X	X
CALDWELL: Laurence Mine..... King and Baker Mine..... Water Spout and Tank.....	X X	X X X
DEXTER CITY: Electro Met. Mine.....	X	X
WARNER: Peaker Run Coal Co., Elba Mine.....	X	X
MARIETTA: Ramington Rand Co.....		X

LOCATION	CLEARANCE	
	Overhead	Side
AKRON BRANCH		
HUDSON—COLUMBUS:		
All Bridges.....	X	X
All Freight House Platforms.....		X
CUYAHOGA FALLS:		
Chemico Corp. Track.....		X
Falls Stamping and Welding Track.....		X
Cascade Rubber Track.....		X
Cook Coal Co. Track.....		X
Kent Machine Co. Track.....		X
Water Works Track.....		X
Love Coal Co. Track.....		X
Falls Lumber Co. Track.....		X
AKRON:		
All Industrial Tracks.....	X	X
BADDOW PASS:		
Bridge 76.78.....	X	
DANVILLE:		
Lybarger Industrial Spur.....		X
MT. VERNON:		
Coal Wharf.....		X
DRESDEN SECONDARY TRACK:		
KILLBUCK—AYRES MINERAL:		
All Bridges.....	X	X
KENWOOD INDUSTRIAL TRACK		
NEW BRIGHTON (Eastern Division):		
Buildings on southside W. E. Osborne Co. Track.....		X
HOUSTON SECONDARY TRACK		
NEW CASTLE—HOUSTON JCT.:		
All Bridges.....	X	X
NEW CASTLE:		
Fire escape on Wright Building, Washington St.....		X
INDUSTRIAL TRACK		
JACKSON CENTER:		
Coal loading chute on team track.....		X
Domestic Fuel Co.....		X
Buckeye Coal Co.....	X	X
WOLF CREEK INDUSTRIAL TRACK		
LEESBURG—END OF TRACK:		
All Bridges.....	X	X
BRENT:		
Coal loading chute.....		X
WALFORD SECONDARY TRACK		
WALFORD:		
Overhead Bridge No. 4.71, Bessemer Limestone Co.....	X	

NOTE—X indicates kind of close clearance.

X-1 indicates lamps on switch stands will not clear man on steps of cars or engines.

X-2 indicates electric light wires will not clear man on top of box cars, excessive dimension cars and other high equipment.

1163-B1. Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engines	Between	And
J Q S	Wampum Jct.	Lawrence Jct.

1163-B2. Storm Windows

Storm windows on cab of class "J," "Q," "S" and "T" engines must be folded back against sides of cab when standing or moving in all yards, storage or enginehouse tracks.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Cleveland

Train Dispatchers in charge as follows:

Main Line Alliance to Cleveland and Y. and R. Connection.

Branches

E & A
Low Grade
E & P
P Y & A
Alliance
Marietta
Akron

Secondary Tracks

Tuscarawas
Dover
Mahoning
P Y & A

1201-B1. Trains must not leave their original station without train orders or notice from Operator or Signalman that there are no orders.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line Y. and R. Con- nection	No. 1 and No. 2 No. 1 and No. 2	Alliance Ravenna B. & O. R. R.	Seneca M. V. Junction
E & A Branch	No. 1, No. 2, No. 3 and No. 4	Wampum Jct.	Lawrence Jct.
	No. 1 and No. 2	Lawrence Jct.	Girard
	No. 1 and No. 3	Girard	Belmont St.
	No. 1 and No. 2	Belmont St.	Niles Jct.
Akron Branch	No. 1 and No. 2	Arlington	Warwick

Opposing and Following Movement of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
E & A Branch	Single	Homewood Jct.	Wampum Jct.
E & A Branch	No. 2	Girard	Belmont St.
Akron Branch	Single	Hudson	Arlington

NOTE—A train or engine must not enter Silver siding at the following hand-operated switches:

Cascade side track
State Highway side track
Farm Bureau side track
Falls Stamping and Welding side track

without a train order authorizing it to do so, and in addition permission from the signalman at Hudson.


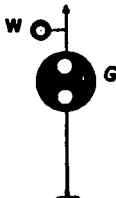

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

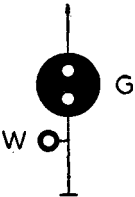



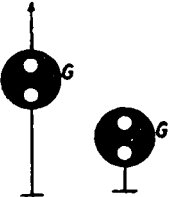
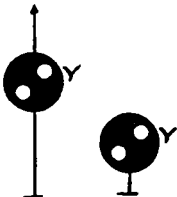
Akron Branch:

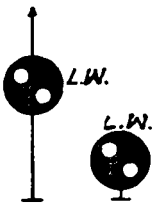
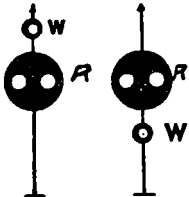
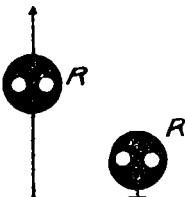
Between Arlington and Warwick.

Color Position Light Signals

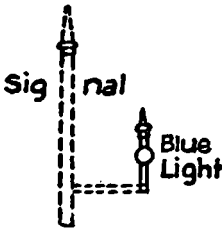
NOTE: R-Red; Y-Yellow; G-Green; LW-Lunar White; W-White.

Aspects	Indication	Name
	Proceed.	Clear.
	Proceed approaching next signal at medium speed.	Approach—medium
	Proceed; medium speed within interlocking limits.	Medium—clear

Aspects	Indication	Name
	Proceed at medium speed approaching next signal at medium speed.	Medium—Approach—medium
	Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.	Approach—slow
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Proceed at medium speed prepared to stop at next signal.	Medium—approach
	Proceed at slow speed until entire train passes through switches, approaching next signal at slow speed, and be governed by indication displayed by that signal.	Slow—clear
	Proceed at slow speed, prepared to stop at next signal and be governed by indication displayed by that signal.	Slow—approach

Aspects	Indication	Name
	<p>Proceed at restricted speed.</p>	<p>Restricting</p>
	<p>Stop and then proceed at restricted speed.</p> <p>NOTE — Freight trains of 90 or more cars or having tonnage of 80% or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a white disc on which is shown the letter "P" in black.</p>	<p>Stop— and— proceed</p>
	<p>Stop.</p>	<p>Stop— signal</p>

1280-A to 1294-A2. Signal Mast Bracket Marker



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

NAME —Signal Mast Bracket Marker.

LOCATION —On westward block signal at North Warren.
—On northward distant signal to Orrville.

1285A-A1. Distant Switch Indicator

Note: Y-Yellow; G-Green.



Indication—Switch open.
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

1285A-A2. Distant Switch Indicators in service

Station	Indication displayed for movements	Distance in feet from switch protected	Switch protected
Alliance	Westward	5280	East End of Eastward Siding
GR	Westward	6000	Spring switch 250 feet east of GR
Bristolville	Westward	6000	East end Bristolville siding
Killbuck	Southward	3696	North end of Southward siding
Killbuck	Northward	4752	South end of Southward siding
Killbuck	Northward	4865	South end of storage track

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. 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
P Y & A Branch	No. 1 and No. 2	Detour	North Warren
E & P Branch	No. 1 and No. 2	Cherry St.	Roemer
	Single	Roemer	Thornton Jct.
Alliance Branch	Single	Boanna	CP
Akron Branch	Single	Warwick	Div. Post (Cols. Div.)
Mahoning	Secondary	Bayard	Alliance
Tuscarawas	Secondary	Bayard	DJ
Dover	Secondary	DJ	FA
P Y & A	Secondary	North Warren	GR

1317-A1. Rule 317 will apply:

On Single track;

On Secondary Tracks between points listed under Special Instruction 1305-A1.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

For Movements Against Current of Traffic

Main Line—Between Alliance and Seneca.

Y. and R. Connection—Between Ravenna (B. & O. R. R.) and M. V. Junction on No. 1 and No. 2 track.

E & A Branch— Between Wampum Jct. and Niles Jct., except No. 2 track between Girard and Belmont St.

Low Grade Branch— Between Rochester and Wampum Jct.

E & P Branch— Between Lawrence Jct. and Roemer. Between Thornton Jct. and Girard Jct.

P Y & A Branch— Between Detour and North Warren.

Akron Branch— Between Arlington and Warwick on No. 1 and No. 2 track.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	Alliance	Seneca
Y. and R. Connection	No. 1 and No. 2	Ravenna (B. & O.)	M.V. Junction
E & A Branch	Single	Homewood Jct.	Wampum Jct.
	No. 1, No. 2, No. 3 and No. 4	Wampum Jct.	Lawrence Jct.
	No. 1 and No. 2	Lawrence Jct.	Girard
	No. 1, No. 2 and No. 3	Girard	Belmont St.
	No. 1 and No. 2	Belmont St.	Niles Jct.
Low Grade Branch	No. 1 and No. 2	Rochester	Wampum Jct.
E & P Branch	No. 1 and No. 2	Lawrence Jct.	Cherry St.
	No. 1 and No. 2	Thornton Jct.	Girard Jct.
Akron Branch	Single	Hudson	Arlington
	No. 1 and No. 2	Arlington	Warwick

For movements against current of traffic.

	Track	Between	And
E & A Branch	No. 2	Girard	Belmont St.

1509-A1. When stop indication (**Rule 292, Fig. A**) is displayed on signals listed below, it must not be passed unless authorized by Clearance Card (Form C) or train order.

Located	Track	Obtain Clearance Card (Form C) or train order through Signalman at
Alliance: N.Y.C.R.R. Crossing	No. 1	M.V. Junction
	No. 2	Alliance
Bedford	No. 2	Harvard
Erie R. R. Crossing, 1000 feet west of Center Street and B. & O. R. R. Crossing, 1800 feet west of Center Street	No. 2	Graham
	No. 1	Girard
B. & O. R. R. Crossing, Crab Creek	No. 1	Girard
	No. 2	Graham
Erie-B. & O. R. R. Crossing, 2800 feet east of Youngstown	No. 2	Girard
Erie-B. & O. R. R. Crossing, 1830 feet east of Youngstown	No. 1	Girard
Erie R. R. Crossing, Austintown	No. 1	Girard
	No. 2	Graham

AUTOMATIC TRAIN STOP

1517-A1. 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.

INTERLOCKING

1605-A1. At Akron the Switching track located west of Mail Storage track and Drill track is not part of JO Interlocking. Trains and engines must not occupy Switching track at the following hand-operated switches:

South end Mail Storage track
North end Mail Storage track
South end Drill track

without permission from the signalman at JO.

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Bayard
Hudson
JO
Wampum Jct.
Lawrence Jct.
Cross Cut
Graham
Bruin
Girard
Detour
North Warren

<div>Home Division.....Name.....Occupation.....</div> <div>QUALIFIED FOR SERVICE</div>		
DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

**THE PENNSYLVANIA RAILROAD
LAKE DIVISION**

Cleveland, Ohio, April 24, 1953.

GENERAL ORDER No. 401

Effective 12.01 A.M., Sunday, April 26, 1953

Applies in All Zones

- (a) Time-Table No. 4 in effect. It contains the necessary instructions issued in general orders up to and including No. 314 all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 4 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 3 to bulletin board attendant, after Time-Table No. 4 takes effect.

Applies in Zone A

- (b) **MAIN LINE
ROCKSIDE-HARVARD**

Secondary tracks No. 98 and No. 99 blocked with cars.

- (c) **MAHONING SECONDARY TRACK
HOMEWORTH—ALLIANCE**

Alliance eastward siding between Alliance and a point 2000 feet west of Mile Post 65, temporarily changed to Alliance storage track.

That portion of Alliance eastward siding between a point 900 feet west of Mile Post 65 and a point 2000 feet west of Mile Post 65, temporarily out of service. That portion of Alliance eastward siding between a point 900 feet west of Mile Post 65 and spring switch in charge of signalman Alliance, capacity 160 cars, in service.

Mahoning Secondary Track between a point 900 feet west of Mile Post 65 and a point 1800 feet west of Mile Post 65, temporarily relocated 18 feet north.

Facing hand-operated switch for westward movements in secondary track, located 1600 feet west of Mile Post 65, leading to Mahoning westward yard tracks, out of service.

Facing hand-operated switch for westward movements in secondary track, with pipe connected derail, located 1600 feet west of Mile Post 65, leading to Mahoning eastward yard tracks, in service.

Facing hand-operated switch for westward movements in secondary track, with pipe connected derail, located 1800 feet west of Mile Post 65, leading to Alliance storage track, in service.

Facing hand-operated switch for eastward movements in secondary track, with pipe connected derail, located 900 feet west of Mile Post 65, leading to eastward siding, in service.

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 65 and a point 2000 feet west of Mile Post 65, account repairs to bridge 65.29.

Page 11 and Special Instruction 1157-F1, changed.

(d) **TUSCARAWAS SECONDARY TRACK
SUMMIT SIDING**

Daily except Friday, Saturday, Sunday and Holidays, between the hours of 7.30 A.M. and 3.30 P.M., Fridays between the hours of 7.30 A.M. and 1.30 P.M., trains and engines must approach the north and south portal of Summit Tunnel at Mile Post 18 prepared to stop clear of tunnel entrance unless hand signal to proceed is received from man on ground, account men working in tunnel.

Applies in Zone B

(e) **AKRON BRANCH
MARSHALLVILLE**

Marshallville siding blocked with cars.

(f) **AKRON BRANCH
KILBUCK**

Southward siding blocked with cars.

Applies in Zone C

(g) **E & A BRANCH
HOMEWOOD JCT.-KOPPEL**

Temporary highway crossing at grade located 2650 feet west of Mile Post 35 for use by public travel on temporary U. S. Route 18, in service.

Temporary whistle posts located 1400 feet west of Mile Post 35 and 3900 feet west of Mile Post 35, in service.

Enginemen will comply with Rules 14 (1) and 30 approaching and passing over crossing.

(h) **E & A BRANCH
WAMPUM JCT.-LAWRENCE JCT.**

No. 1 track out of service between a point 3000 feet east of Mile Post 46 and a point 2000 feet east of Mile Post 45, account land slide.

This General Order is printed in Time-Table No. 4 and will not be issued in sticker form.

J. E. WIGHTMAN, Jr.,
Superintendent.

LIGHTHOUSE FOR THE IRON HORSE

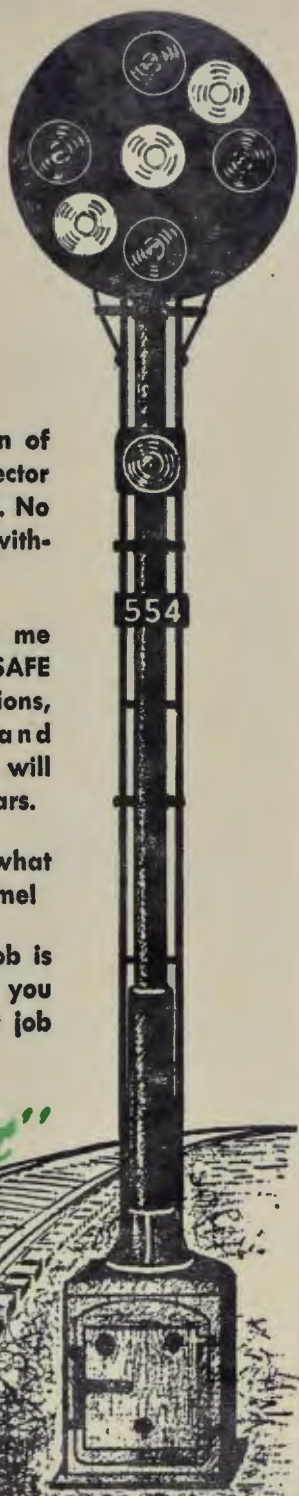
"I am Mr. Signal — the guardian of the track ahead. I am your protector and the guardian of your SAFETY. No one can cheat on my indications without serious consequences.

The indications displayed on me are positive instructions for the SAFE movement of trains. These instructions, when thoroughly understood and strictly complied with at all times, will guide you safely through the years.

DO NOT try to anticipate what indication will be displayed on mel

Always remember that NO job is of such great importance that you cannot take the time to do that job SAFELY."

"Safety First"



**"Safe Railroaders
Don't Gamble
With Safety"**

**Goods and People
Handled Safely and
On Time Means
Satisfied Customers**