

SPECIAL INSTRUCTIONS

Name Address
 CLEVELAND, O.
 Nelson, C. P. 408 Schofield Bldg.
 HOSPITALS
 ALLIANCE O.
 Alliance City, 307 R. College Bldg.
 CLEVELAND, O.
 2009 Franklin Ave.
 701 Parkwood
 FIRST AID STATION
 CLEVELAND, O.
 Collinwood Bldg.

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The New York Central Railroad Company

CLEVELAND DIVISION

Time Table No. 63-A

FOR EMPLOYEES ONLY

Effective 12:01 A. M., Eastern Standard Time

Sunday, June 13, 1948

W. H. LEAHY,
Superintendent

COMPANY SURGEONS

Name	Address	Tel. No.
ALLIANCE, O.		
King, Robert F.....	317 East Market St.....	10201

BEREA, O.

Bowser, W. P	31 E. Bridge St	Berea 6152
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CLEVELAND, O

Fowler, Hudson D, Jr...	628 E. 185th St.....	Kenmore 8500
Fowler, H. D.....	628 E. 185th St.....	Kenmore 8500
Waltz, C. D.....	2010 E. 102nd St.....	Garfield 2124
Yarian, N. C.....	7405 Detroit Ave.....	Woodbine 5758
Chamberlain, W. P.....	7405 Detroit Ave.....	Woodbine 5758
Blair, L. J.....	7405 Detroit Ave.....	Woodbine 5758
Wm. F. Sorer.....	577 E. 152nd St.....	Glenville 6000
Kelker, J. R.....	9854 Lorain Ave.....	Atlantic 3449
Schraff, R. J.....	3288 W. 117th St.....	Orchard 1363
*Mishler, Wm. E.....	Republic Bldg.....	Cherry 8400

* For Cleveland Union Term. employees.

MINERVA

Whiteleather, P. S.....	106 So. Main St.....	144
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DILLONVALE, O.

Heeley, S. J.....		76
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OCULISTS

Name	Address	Tel. No.
CLEVELAND, O.		
Nelson, C. F.....	606 Schofield Bldg.....	Main 2020

HOSPITALS

ALLIANCE, O.

Alliance City.....	207 E. College St.....	6262
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CLEVELAND, O.

Lutheran.....	2609 Franklin Ave.....	Prospect 4200
Glenville.....	701 Parkwood Dr.....	Glenville 3300

FIRST AID STATION

CLEVELAND, O.

Collinwood Shops	577 E. 152nd St	Glenville 6000
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SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A-1. OTHER RAILROADS.

Between: East Youngstown and Struthers, trains run via P. & L. E. R. R.
 Struthers and Girard Jct., trains run via L. E. & E. R. R.
 Girard Jct. and Niles Jct., Minerva and Brady Lake, trains run via P. R. R.
 Niles Jct. and Ravenna Jct., trains run via B. & O. R. R.

B-3. LAWS AND REGULATIONS.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signaled to do so by the watchman, nor until the way is clear.

REPORTS.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

M-2. ELECTRIC ZONE via Cleveland Union Terminal.

Main track No. 1 from a point approximately 500 feet west of East 152nd St. Bridge, and Main track No. 2 from a point approximately 500 feet east of East 152nd St. Bridge, Collinwood, to a point just east of West 130th St., Linndale, and Main track No. 3 Central Avenue to Union Terminal.

Side and yard tracks including tracks in Electric Engine House, south of Main tracks Nos. 1 and 2, between a point approximately 500 feet east and west of 152nd St. Bridge and QD.

Switching lead between East 9th Street and Union Terminal, including interchange track between Broadway and E. 9th St., and all station and coach yard tracks.

Side tracks north and south of Main tracks Nos. 1 and 2, CF Signal Station to a point just east of West 130th St., Linndale.

Nickel Plate: Transfer tracks, East 34th St. connection to a point approximately 2400 feet east. Coach Yard and Transfer Tracks, East 9th St. connection to Broadway Bridge, and Main tracks between West 25th St. connection and West 38th St.

Electric locomotives when moving or being moved from an energized section to a dead section, or from a dead section to an energized section, must have pantographs lowered.

When emergency requires that power be shut off overhead trolley, telephone Chief Train Dispatcher or Power Supervisor, stating what tracks are affected.

Power will not be restored until Chief Train Dispatcher or Power Supervisor have been notified by responsible person that it is safe to do so. Power Supervisor must secure permission from Chief Train Dispatcher to restore power.

If the engineman requires power shut off, he will stop and use whistle signals prescribed by Special Instruction No. 14, and repeat same until power is shut off. Conductor of such train will immediately communicate with Chief Train Dispatcher or Power Supervisor, requesting power be shut off tracks affected and ask for other necessary relief.

All employes hearing these whistle signals must also make immediate request by telephone to have power shut off tracks affected.

Maintainers, track men and other employes must go to point of trouble promptly and render any assistance possible.

When communicating by telephone to have power shut off, say 'Power Emergency' to obtain circuit. All others using line must give away at once.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Collinwood.....	{ Crew dispatchers office. Steam engine house. Electric engine house.
East 26th St.....	{ Engine house. Yard office.
DK.....	{ Yard masters office.
Cleveland Union Terminal.....	{ Crew dispatchers office. G H telegraph office.
Linndale.....	{ Engine house. Yard office.
CF.....	{ Signal station.
Minerva.....	{ Block station. Engine house.
Dillonvale.....	{ Station.

6. LETTERS AND SIGNS.

⊙ Stop Saturday.
 † Stop on signal to discharge passengers.

12. HAND, FLAG AND LAMP SIGNALS.

Collinwood Yard:

Westward trains or engines enroute from Ice house track to Big Four yard, will not proceed west of Dille Road unless proceed hand signal is received from switch tender located at east end of Big Four yard, who will use yellow flag by day and yellow light by night.

Westward trains or engines enroute to Westbound Yard will not proceed west of crossovers between tracks 7 and 8 east of Dille Road unless proceed hand signal is received from switch tender located at Dille Road, who will use yellow flag by day and yellow light by night.

Eastward trains or engines enroute to Eastbound yard will not proceed east of E. 152nd St., unless proceed hand signal is received from switch tender located at E. 152nd St., who will use yellow flag by day and yellow light by night.

Trains or engines using westbound yard lead in either direction will be governed by hand signals from switch tenders located at E. 152nd St., No. 24 cabin and west end westbound yard.

Double Track and Cuyahoga Drawbridge:

Between signal 182.3 A and west end Cuyahoga Drawbridge, trains or engines moving in either direction will proceed on hand signals from switch tenders, located at each end of Drawbridge or at Double Track.

Big Four Wye Jct:

Trains or engines must receive proceed hand signal from operator-switch tender before moving to or from yard tracks.

Linndale, W. 130th Street:

Trains or engines using No. 4 main track or leads, in either direction, will be governed by hand signals from switch tender.

Cleveland Union Terminal:

Trains or engines entering or leaving coach yard at either end or moving in either direction via "Short way" at west end, must receive proceed hand signal from switch tender in addition to interlocking signal indication.

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signals are in effect at BR, CT, QD, DK and CF Interlockings.

14. ENGINE WHISTLE SIGNALS.

Cleveland Terminal District:

Sound	Indication
—	Trains, westward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at QD and C. & P. Crossing.
— o —	Trains, eastward passenger or freight, will stop at West Park for water, to be sounded at BE.
o — o	Trains, westward freight, will stop at Marcy for water, to be sounded at Buckeye Rd.
o o —	Trains, eastward L. E. & P. will stop at Marcy for water, to be sounded at Parma.
o — o	Electric Zone: Shut power off on Track 1.
o o —	Shut power off on Track 2.
o o —	Alliance: Southward train desires P. R. R., C. & P. Division Target.
o o o o	Southward train desires P. R. R. main line signal. To be sounded after receiving C. & P. target indication.

19. MARKERS.

Trains with passenger cars equipped with permanent built-in marker lights will only display red and yellow lights to rear, as required.

Rule 19, Figures 4, 7, 8, 9, 10 and 11 modified accordingly.

Erie and B. & O. trains not provided with markers showing yellow to the front and side may display markers, showing green to the front and side and red to the rear.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83. TRAIN REGISTERS.

- Collinwood..... Crew dispatchers office.
- Kingsbury Yard.. Trains or engines must report arrival to operator at Buckeye Road.
- Cleveland Union Terminal..... { G H telegraph office. Trains with through Conductors will be registered by operator.
- Linndale..... Yard masters office.
- Phalanx..... Station.
- Minerva..... Yard masters office.
- Dillonvale..... Station.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

- Passenger, Mail and Express Trains will be cleared by Operator at GH Telegraph Office, Union Terminal, as follows:
 - N. Y. C. Verbally. Except trains with through Conductors and trains originating at points other than Union Terminal, verbally by telephone, Dial 201.
 - Big Four. Clearance Form A. Except trains originating at points other than Union Terminal, verbally by telephone, Dial 201.
 - B. & O. Clearance Form A.

Buckeye Road and Kingsbury Yard: Trains or engines verbally by operator at Buckeye Road.

Piney Fork, north end of yard: Freight trains verbally by telephone, by train dispatcher or operator.

Trains will not leave the following stations without clearance form A.

- Phalanx.
- Braceville, Erie trains.
- Minerva Yard.
- Dillonvale.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch.

93. YARD LIMITS.

Cleveland Terminal District: From 2.5 miles east of BR to Warner, Short Line Jct. and Belt Jct., inclusive.

- Phalanx.
- Newton Falls.
- Alliance Yard.
- Minerva.
- Bergholz.
- Piney Fork.
- Dillonvale.

Passenger trains must be given full protection at all times.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made:

East 55th St. to East 26th St., Cleveland, track 4, by permission of train dispatcher and under supervision of yardmaster located at East 26th St.

93. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
East 55th St. Team track	P. R. R.	Switch Target.
C. and P. Crossing	P. R. R.	Target.
W. 3rd St. Pier Lead	P. R. R.	Target.
Big Four Wye Jct.	N. Y. C.	Target.
Big Four Crossing	N. Y. C. & P. R. R.	Target
Parma	B. & O.	Interlocking.
Short Line Jct.	N. Y. C.	Interlocking.
Braceville	Erie	Interlocking.
Newton Falls	B. & O.	Target.
Alliance	P. R. R., C. & P. Div.	Target.
	P. R. R., Main Line	Interlocking.
Minerva	W. & L. E.	Target.
Minerva	P. R. R.	Target.

Braceville Erie Crossing: Trainmen will operate interlocking in accordance with instructions posted in cabin.

DRAWBRIDGES.

Location

Cuyahoga River.

Signals Switch Target

Trains or engines may proceed when signals, switches and derails are in proper position and proceed color hand signal is received from operator-switch tender located at each end of drawbridge as follows:

White, for movements on N. Y. C. tracks.

Green, for movements on P. R. R. tracks.

Bridge No. 2, Cuyahoga River..... Interlocking

Bridge No. 4, Lower Flats..... Semaphore

Bridge No. 6, Central Flats..... Interlocking

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic advising such traffic when it is safe to cross.

Alliance: P. R. R. Interlocking: Northward trains, when stopping for crossing, must stop south of Columbia Street.

Trains or engines must stop before moving over the following crossing:

Cleveland: Lakewood Hts. Blvd., on westward siding No. 3 and Bramley storage track; Flashing light signals to be started by insertion of switch key in box "A" and turning it to the right against "Stop", after which it can be removed. To stop flashing lights without train movement across street, insert switch key in box "B" and turn to right against "Stop".

West 140th Street, on westward siding No. 3

Flashing light signals will be actuated by short track circuit installed on westward siding No. 3 for a distance of approximately 50 feet on either side of the crossing. Trains or engines moving Eastward over this crossing must stop west of sign located on concrete post north of track, approximately 50 feet west of crossing, which reads as follows:

"Trains stopping to do work must leave cars west of this point."

Trains must not move over crossing until it is known lights are flashing.

Trains or engines moving westward over this crossing must stop east of sign located on concrete post north of tracks, approximately 50 feet east of crossing which reads as follows:

"Trains stopping to do work must leave cars east of this point."

Trains must not move over crossing until it is known lights are flashing.

Western Ave., West 110th Street and Berea Rd; All movements on switching leads must be protected by a member of train crew.

Flashing Light Signals and Automatic Gates.

Cleveland, O..... Coit Rd.

Westward trains or engines on main tracks stopping to do work, must stop back of signs located 500 ft. east of crossing. When necessary to cut or stop short of crossing, clear crossing two car lengths each side, then operate manual control switch in steel case locked with switch lock located in northwest corner of intersection, near concrete relay house and marked "Manual Control Switch" on door. Insert switch key in manual control switch marked with proper track number and turn key. Before coupling train, remove switch key and lock case.

Trains or engines moving over crossing on industrial lead in either direction, after passing signs located 50 ft. from crossing on both sides, must stop and not proceed over crossing until gates are down. Sign east of crossing will read: "Trains or engines stopping to do work must leave cars East of this sign". Sign west of crossing will read: "Trains or Engines stopping to do work must leave cars west of this sign".

104. SPRING SWITCHES.

Hugo, at junction of eastward and westward main tracks; normal position for eastward main track. Facing movement over this switch will be governed by automatic block signal B26.2.

Brandywine, at junction of west end of passing siding and main track; normal position for eastward main track. Facing movement over this switch will be governed by dwarf signal.

Indication of dwarf signal must be observed when westward movement through switch has been completed. If signal does not display "Proceed", engineers of eastward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block station.

Warner, at junction of eastward and westward main tracks; normal position for westward main track. Facing movement over this switch will be governed by dwarf signal. Indication of dwarf signal governing facing movement must be observed when eastward movement through switch has been completed. If signal does not display "Proceed", engineers of westward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block station.

Trains or engines stopped while trailing through spring switches in normal position must not take slack or make reverse movement unless switch is properly lined by hand.

When signal indicates Stop, the switch must be examined, and if found in proper position train may proceed; if not in proper position switch must be operated by hand before movement is made over it. Rule 104B will govern if switch is found defective.

104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:
Trains or engines using eastward siding No. 4 must leave derrails located about 800 feet east of West 117th St. and about 900 feet east of Detroit Avenue in derailing position.

Rockport, west end, eastward siding No. 4 for yard lead.
Darrowville siding, west end: for team track.
Chittenden siding, west end: for spur track.
Egypt siding, east end: for spur track.

105. SIDINGS

Capacity based on 44-ft. cars.
Northward & Southward

Newton Falls.....	23
Palmyra.....	14
North Benton.....	34
Alliance Yard, Track No. 4.....	41
Mount Union.....	38
Freeburg.....	29
Watheys.....	75
Mechanicstown.....	41
Wattsville.....	47
Bergholz.....	65
Shepherd.....	74
Amsterdam.....	29
Hays.....	15
Apex.....	65
Pan.....	37
Hopedale.....	48
Piney Fork, Track No. 6.....	26
Dillonvale yard, Track No. 1.....	53
Chittenden.....	83
Brandywine.....	148
Northfield.....	85
Egypt.....	89

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employees.

	Yard office, westbound yard.
	Yard office, east and west end
	Big Four yard.
	Crew dispatchers office.
	Switchtenders cabin east end
	eastbound yard.
Collinwood.....	Yardmasters office, west end
	eastbound yard.
	No. 24 switch cabin.
	No. 34 switch cabin.
	Electric engine house.
	Steam engine house.
	Yard office, Fisher Body Co.
East 131st St.....	Yard office.
East 55th St.....	Switchmans cabin.
East 26th St.....	Yardmasters office.
	Engine house.
Double Track.....	Yardmasters office.
	Crew dispatchers office.
Cleveland Union	Engineers room.
Terminal.....	Yardmasters office, east end.
	Yardmasters office, west end.
West 117th St.....	Yardmasters office.
West Park.....	Yardmasters office.
Rockport.....	Yardmasters office.
	Coal dock.
Quincy Ave.....	Yardmasters office.
Kingsbury Yard.....	Yardmasters office.
	Coal dock.

Orange Ave. Transfer..	Switchmens locker room.
Marcy.....	Yardmasters office.
Front St.....	Signal station.
DK.....	Yardmasters office.
Clark Ave.....	Yardmasters office.
Linndale.....	Yardmasters office.
	Engine house.
Phalanx.....	Station.
Minerva.....	Engine house.
	Yardmasters office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Signal 182.3A and west end Cuyahoga Drawbridge.
Big Four Wye Jct. and Front St.
DK and Clark Ave.
Phalanx and Dillonvale.
Hugo and Warner.

D-151.

Two Tracks:

Between BR and Central Ave. (C. U. T.)
Cleveland Union Terminal and Clark Ave.
West end of Cuyahoga Draw bridge and Belt Jct.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward.
- No. 1, Westward.

Between QD and Belt Jct., via Marcy.
Front St. and DK.

Tracks are numbered from the South and will be used as follows:

- No. 4, Eastward.
- No. 3, Westward.

Between Brady Lake and Hugo.
Warner and Marcy.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward.
- No. 1, Westward.

Three Tracks:

Between Central Ave. and Cleveland Union Terminal.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 3, Westward—Passenger.

Between Clark Ave. and BE.

Tracks are numbered from the South and will be used as follows:

- No. 4, Eastward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.

Between E. 55th St. and E. 26th St.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 4, Eastward—Freight.

Four Tracks:

Between QD and E. 55th St.
East 26th St. and Signals 182.1A-2-3A-4.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 3, Westward—Freight.
- No. 4, Eastward—Freight.

Between Belt Jct. and BE.

Tracks are numbered from the South and will be used as follows:

- No. 4, Eastward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 3, Westward—Freight.

221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of Stations, Office Calls, Signals and Telephones.

S-231. MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Rule S-231 governs:

Between DK and Clark Ave..... Main track

D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Rule D-251 governs:

Between BR and BE via Cleveland Union Terminal.
QD and Belt Jct., via Marcy.

QD and Signals 182.1A-2-3A-4 via Lake Front.
West end Cuyahoga Drawbridge and BE.
Front St. and DK.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Rule D-261 governs:

Between Short Line Jct. and BE.....Track No. 4
Belt Jct. and BE.....Track No. 4

SIGNAL ASPECTS, INDICATIONS AND RULES.

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
E. 55th St.	Team track... Switch		
	Target..	Green.....	Proceed.
C. & P. crossing.	Target....	Horizontal..	Proceed without stopping.

W. 3rd St.	Pier Lead.....	Target....	Horizontal..	Proceed.
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Big Four	Wye Jct.....	Target....	Horizontal..	Proceed on main track without stopping.
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				Proceed to and from yard tracks when proceed hand signal is received from Operator-Switch tender without stopping.
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		Vertical...		Proceed from main track to wye without stopping.
		Diagonal...		Proceed from wye to main track without stopping.

Big Four	Crossing.....	Target....	Horizontal..	Proceed on main track, also on South (No. 1 depot) track without stopping.
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				Proceed on P. R. R. and N. Y. C. Pier Lead.
		Vertical...		Proceed to and from Big Four Yard.

Kingsbury Yard,	Interchange...	Target....	Horizontal..	Proceed on N. Y. C.
			Vertical...	Proceed on Nickel Plate to N. Y. C.

Newton Falls...	Target....	Vertical...		Proceed without stopping.
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Alliance.....	Target....	Vertical...		Proceed.
Minerva.....	Two	Targets.	Vertical...	Proceed.

East 55th Street—crossing:
Trainmen will operate target.

Kingsbury Yard—Nickel Plate Interchange:
Trainmen will operate target.

Newton Falls—B. & O. crossing:
Trainmen will operate target. Normal position for N. Y. C.

Alliance—P. R. R., C. & P. Division crossing:
Trainmen will operate target when no targetman is on duty and restore and lock it in position for C. & P. Division.

Targetman is on duty 8:30 A.M. to 5:30 P.M., week days.

Minerva—W. & L. E. and P. R. R. crossings:
Targets will be operated by joint car inspector when he is in the vicinity from 7:00 A.M. to 3:00 P.M., week days, otherwise, trainmen will operate the targets and leave in proceed position for N. Y. C. When targets indicate proceed trains and engines may proceed over the crossings at a speed not to exceed 15 miles per hour without stopping.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between Signal 182.3A and west end Cuyahoga Drawbridge and Front St.
Phalanx and Dillonvale.

Hugo and Warner

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or more Tracks:

Between Front St. and DK.

Warner and Marcy.

Hugo and Brady Lake.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block, for following movements only, govern the movement of trains other than passenger trains.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two or More Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

At Front Street, Bridge No. 2 and DK Interlockings home (or dwarf) signals will also be used as Manual Block Signals. Trains may proceed on bottom indication.

373. BLOCK STATIONS ARE OPEN.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between DK and Clark Ave.

Two or More Tracks:

Between BR and BE via Cleveland Union Terminal.

QD and Belt Jct., via Marcy.

QD and Signals 182.1A-2-3A-4, via Lake Front.

West end Cuyahoga Drawbridge and BE.

Signal 179.3A located at East 55th St., end of track 3, westward trains or engines may proceed when authorized by train dispatcher.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

510. SIGNAL REPORT.

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engineman at the first communicating station.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal Station	Signal	Tracks
0.35 miles east of.....	CF.....	51.....	No. 1 to siding.
2.2 miles east of.....	BE.....	192.4.....	No. 4 to No. 4 siding.

Interlocking Rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. DEFECTIVE CARS.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

SNOW PLOW EQUIPMENT.

Snow plows must not be hauled backward when being moved in freight train.

MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length limited to 30 cars

Trains containing not more than 5 cars 60 ft. or over in length, limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 46 sacks..... 3 ft.	231 to 276 sacks..... 18 ft.
47 to 92 sacks..... 6 ft.	277 to 322 sacks..... 21 ft.
93 to 138 sacks..... 9 ft.	323 to 368 sacks..... 24 ft.
139 to 184 sacks..... 12 ft.	369 to 414 sacks..... 27 ft.
185 to 230 sacks..... 15 ft.	415 to 460 sacks..... 30 ft.

One and three-fourths outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their photograph commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment. Current rules govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Linndale	Eastward	Short Line Junction	W. 130th Street
Cleveland			
Union Term.	Eastward	Signal 530	Signal 480
Collinwood	Eastward	Coit Road	QD
Collinwood	Westward	Nottingham.	Signal 175.1
Cleveland			
Union Term.	Westward	E. 34th St.	Eagle Avenue
Linndale	Westward	Clinton Rd.	CF Tower

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown off.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs.	Pullman	On door catch of aisle	Rear vestibule of
Private or Official	Pullman	door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
DeLuxe Obs., Coach, Diner.	Pullman Pullman Pullman Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal. Current rules govern.

Mount Union: Northward freight trains must stop and test air brakes, taking up slack if necessary. Enginemen must not

start train until they have full train line and main reservoir pressure. If engineman is in doubt as to his ability to control the train by air, he must notify the conductor and the train must descend Mount Union Hill in such portions as can be controlled by air.

1056. JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form N. Y. C. S. RS-74 furnished by storekeeper, shall be carried as part of caboose equipment on all freight trains, and carried in containers provided on all locomotives in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cool-

ing compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

SPEED RESTRICTIONS

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

Engines, Class B and U under steam or being towed.....	20
Diesel electric switch locomotives:	
Diesel-electric switch locomotives, all classes	
(except DES-1) light or in train.....	40
DEs-1, under own power	25
when towed with pinion gear removed.....	40
DEs-10 and 12, when hauling first class trains,	
unless otherwise restricted.....	60
Diesel Electric Locomotives may be operated through water	
not exceeding in depth of three inches above top of rail, but	
under those circumstances should proceed at slow speed and	
with caution.	
Engines running backward by night over public crossings....	15
When automatic train stop device becomes inoperative after	
leaving terminal or when forestalling whistle fails to sound	
while forestalling:	

Passenger, mail and express trains.....	35
Other trains.....	20
Circus trains with freight equipped cars.....	30
Trains with scale test cars or Jordan spreader.....	25
Trains with snowloader and snowmelter not in service.....	30
(Loader and melter units to be coupled and move in	
train with loader unit trailing.)	
Trains with dead engines not having all side or main rods ..	20
Work trains with cranes moving on own wheels.....	30
Wrecking cranes handled in wrecking service.....	45
Revenue freight trains with cranes moving on own wheels....	25
Freight trains with pushers.....	25
Switches and crossovers, not interlocked, when diverging...	10
Rail Detector Cars, under own power or on rear of passenger	
train.....	40
Note: General speed restrictions govern, except when further	
restricted by Division or Local speed restrictions.	

DIVISION

	BR and BE via		QD and	QD and		DK and	Linndale		Alliance	L. E. & P.
	Lake Front	Trucks	Belt Jct via	Linndale via	Elec. Zone		Trucks	Track			Branch	Branch
	1 and 2	3 and 4	3 and 4	1 and 2	3 and 4	Clark Ave.	1 and 2	4		
Passenger, mail and express	70	40	40	60	40	40	70	40	30	40
trains.....										
With more than 20 cars.....	65	40	40	60	40	40	65	40	..	..
With freight Diesel engines...	60	40	40	60	40	40	60	40	..	..
With engines class L-3, L-4 and										
class L-2, 2995 and 2998.....	70	40	40	60	40	40	70	40	..	..
With engines class L-1 and L-2										
except 2995 and 2998.....	60	40	40	60	40	40	60	40	..	..
Troop trains with freight equip-										
ped cars.....	40	40	40	40	40	30	40	40	30	40
Trains with freight equipped cars	40	40	40	40	40	30	40	40	30	40
Freight and work trains.....	40	40	40	40	40	30	40	40	30	40
Trains with steam cranes.....	40	40	40	40	40	30	40	40	30	40
Trains with locomotive cranes..	30	25	30	30	25	30	30	25	25	30
Rail motor cars, operating under										
their own power or being towed:										
Engines:	50	40	40	50	40	40	50	40	30	40
Light or with caboose.....	40	40	40	40	40	40	40	40	30	40
Running backward.....	30	25	25	30	25	25	30	25	15	25
Class H-8, P. & L. E. 9502,										
9503, 9504, 9550 to 9579 incl..	25	25	25	25	25	25	25	25	25	25
Class NE-2.....	25	25	25	25	25	25	25	25	25	25
Electric running light or being										
towed.....	35	35		35	35	..	..	..
Snow plows and flangers.....	35	35	35	35	35	35	35	35	30	35
Engines in freight service not										
equipped with automatic train										
stop device.....	20	20		20	20	..	20	20	..	..

Local

BR and BE, via Lake Front:

Eastward trains or engines not stopping at QD when passing eastward home signals, located 1600 Ft. east of signal station, track No. 2 and eastward siding.....15

Passenger, mail and express trains:
Between E. 55th St. and E. 26th St., Track 1.....60
E. 26th St. and Signal 182.1A,.....Track 1.....50
Signal 182.2 and E. 105th St.,.....Track 2.....50
W. 117th St. and Triskett Rd.,.....Track 1.....50
Lakewood Hts. Blvd. Crossing, yard tracks 3 and 4.....25

Freight and work trains:
Westward—From Signal 181.1A to Signal 182.1A.....15
Eastward—From Signal 185.2 to Cuyahoga Drawbridge.15
From Signal 182.2 to QD.....30

All trains or engines:
Between Signal 182.3A and west end Cuyahoga Drawbridge at restricted speed.
Between Front St. and Cuyahoga Drawbridge (West Wye), proceed on signal indication at Front St. and proceed on hand signal from Operator-switch tender at east end Cuyahoga Drawbridge at restricted speed.

QD and Belt Jct., via Marcy:

Freight and work trains:
With more than 2500 and less than 5000 tons.....35
With 5000 tons or over.....30
Between Signals 2307.4 and 2309.3.....25
Through tunnels.....25

QD and Linndale, via Electric Zone:

All curves: Engines Class S.....25
Curve between E. 140 St. and Coit Rd.....35
Superior Ave. curve: Track 1.....45
Track 2.....35
Between east end of E. 34 St. curve and east end Central Ave. curve: Track 1.....45
Track 2.....40

Central Ave. curve.....25

Between east end Cuyahoga viaduct and Clark Ave. signal station: Track 1.....40
Track 2.....30

Clinton Rd. curve.....40
Through crossovers and turnouts leading to and from Nickel Plate Electric tracks at E. 34th St, E. 9th St. and W. 25th St.....15

Between Clark Ave. and Linndale.
Freight and work trains:
With less than 7000 tons.....30
With 7000 tons or over.....20
CF Interlocking.....15

Big Four Wye Jct. and Clark Ave.

All curves: Engines Class S.....25
Between Big Four Wye Jct., Front St. and DK proceed on signal indication at Restricted Speed.
DK and Clark Ave. freight and work trains:
With less than 3000 tons.....30
With 3000 and less than 4300 tons.....25
With 4300 and less than 6600 tons.....20
With 6600 tons or over.....15
DK and Clark Ave. switching lead.....15

Linndale and BE:

Between Short Line Jct. and BE: Track 4.....30

Alliance Branch:

Freight and work trains:
At Signals W62.1 and W63.2.....20
Newton Falls, Bridge St.....10
Alliance, North Freedom Ave. and Hester St.....10
Between Mt. Union and Alliance Yard, incl.....20
Between Phillips and Wolf Run mine.....15
Between point 500 ft. south of signal W-67.2 and first road crossing north.....10
Bridge 74.08, Pan.....20
On following curves:.....25
Davis, second curve south
North Benton, curve at station
Phillips, second curve south
Hays, fifth curve north
Hopedale, third, fourth and fifth curves north
Piney Fork, second curve south
Harperville, first curve north

D & S Branch: All trains and engines.....20
When passing tipples at Crow Hollow
No. 1 and No. 2 mines.....10

L. E. & P. Branch:

Freight and work trains:
With 4000 tons or over at Signal B9.1.....30
Boston Ledges, one mile east of Brandywine.....10

ENGINE AND CAR RESTRICTIONS.

Rail Detector Cars:

Rail Detector Cars must not be handled in freight trains and, except N. Y. C. car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Cleveland Terminal District:

Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating on main tracks Nos. 1, 2, 3 and 4, between East 105th St. and Cuyahoga Drawbridge, Front St. and DK and between QD and Linndale via electric zone. Also while operating in yards and on side tracks.

Between Double Track and east end Cuyahoga Draw Bridge: Account of close clearance passenger trains must not be operated on main track or (south) No. 1 Depot track except when curve in adjacent track just west of C. & P. Crossing is clear.

Between Front St. and Bridge No. 2: Account close clearance passenger trains with streamlined equipment also N. R. C. refrigerators series 700 to 799 must not be operated on either Big Four main tracks at St. Clair Avenue, except when curve in adjacent main track is clear.

Engines Must Not be Operated as Shown Below:

Locations	Classes
Territory where automatic train stop is installed.....	M, NU.
Other territory except by special permission.....	M, NU.
W. & L. E. Belt.....	J, NU and S
Front St., Lead to old station tracks.....	S
Cuyahoga Draw Bridge: Not more than two engines coupled	
Clark Ave., Stock yard tracks.....	J, K, L and S.
Berea, O., Quarry Track.....	All engines.

Electric Zone:

Between QD and Linndale.....A-2-A
Cleveland Union Terminal:
Tracks 11 and 12.....S
Tracks 11 and 22.....J-3, L-3, L-4.
Coal space cover on tenders of class J-3 locomotives must be closed at all times when operated in electric zone.
The maximum height of equipment or loads that may be moved is 15 feet 3 inches.
Locomotive cranes and pile drivers must not be operated except by special permission.
Electric locomotives in damaged condition, making them unfit to be operated at speeds specified in special instructions "Speed Restrictions," must be hauled separately.

Alliance Branch:

Alliance:
Freight house track.....H-6 to H-10, J, K, L and S.
Alliance City Water Works.....H-6 to H-10, J, K, L and S.
Morgan lead.....H-6 to H-10, J, K, L and S.

Bergholz:
 Wolf Run Mine, both tail tracks beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Hopedale:
 Marion Mine tail track beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Apex:
 Empty mine tracks.....H-10

Piney Fork:
 Which Hazel Mine load track and tail track beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Jefferson Coal Co. empty tracks.....H-10

D. & S. Branch:
 Crow Hollow No. 2 Mine, loaded tracks crossovers to tipple and empty tracks, crossovers to tipple.....All engines.

L. E. & P. Branch:

Egypt:
 Hawthorden State Hospital track over pit.....All engines.

SPECIAL USE OF TRACKS.

Cleveland Terminal District:

Trains or engines must not use or occupy the following tracks without permission from Train Dispatcher:
 Westward siding No. 3 between Detroit Ave. and W. 150th St.
 Eastward siding No. 4 between Belt Jct. and Bulkley Blvd.
 East Wye track between WS Jct. and Rockport.
 Eastward siding, Whiskey Island.

Trains or engines from W. & L. E. connection located east of Clinton Road will obtain permission from operator at CF before fouling N. Y. C. tracks.

Trains or engines using main track between DK and Clark Ave., and No. 4 main track between Clark Ave. and CF will report to train dispatcher from nearest telephone when clear at intermediate point.

Between DK and Clark Ave.:

The switching lead, first track south of main track will be used by trains or engines in either direction, entering track

at DK or Clark Ave. on signal indication. When clear of switching lead at intermediate point the conductor must so report to signalman at Clark Ave. Before entering switching lead at intermediate point the conductor must obtain permission from signalman at Clark Ave.

Provision of rule 105 will not apply.

Between Clark Ave. and east limits of CF signal station:

The industrial lead, first track north of No. 1 main track will be used by trains or engines in either direction, entering track at Clark Ave. or east limits of CF signal station on signal indication and proceed at restricted speed.

L. E. & P. Branch:

Trains stopping on westward track between Brady Lake and Hugo must pull far enough west of the bridge which spans the P. R. R. tracks so that no part of the train will stand on the bridge.

Alliance Branch:

Trains or engines will not use or occupy D. & S. branch track between Dillonvale and Smithfield without permission from operator at Dillonvale or from the train dispatcher.

WATER STATIONS.

C. & P. Crossing	Newton Falls	Pan
Lorain Ave	Alliance Yard	Piney Fork
Marcy	Minerva	Dillonvale
Clark Ave.	Bergholz	Darrowville

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on rules for the operation of automatic train stop.

Road engines and motors, operated between BR and BE, via Lake Front, also between QD and BE, via electrified zone, must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as pusher or second engine.
- b. By specific authority of Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on form SC-1.

W. H. LEAHY, Superintendent.

A. C. NELSON, Assistant Superintendent.

W. T. GILLEN
 R. P. McLAUGHLIN
 J. A. ZINCK
 W. L. CORBLEY
 N. G. KARNATZ } Train Masters.

ALLIANCE BRANCH:

A. L. SAYLES, Assistant Superintendent.

R. W. BARNETT, Train Master.

A. B. CROTSEY, Chief Train Dispatcher.

G. B. KOUTNIK
 F. G. HARRIS } Asst. Chief Train Dispatchers.

T. B. SHEA
 C. M. HAMANN
 D. J. LEE
 C. A. DONEL
 G. L. HARTSEL
 T. J. COLTMAN
 A. R. JOHNSON } Train Dispatchers.

R. TRICKEY
 J. I. CASE
 J. G. BETTIS
 C. R. BACHMAN } Train Dispatchers.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	179	41	1	65	67	15	27	6881	25	423		
				See Note											
				Pittsburgh Chicago	The Knickerbocker	The Pacemaker	Advance Commodore Vanderbilt	The Commodore Vanderbilt	Ohio State Limited	New England States	NYC Erie 688	Twentieth Century Limited	St. Louis Mail		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
0	0	0	BR.....		1.40	1.50	1.58	2.19	2.31	2.48		3.09			
3.28	3.28	3.28	QD.....		1.44	1.57	2.06	2.26	2.36	2.56		3.16			
9.10	9.10		East 26th St.....												
10.37	10.37		C. and P. Crossing..			2.12	2.20	2.39	2.50 2.58	3.08		3.30			
			Big Four Wye Jct..								A.M.				
	10.70		Front St.....								2.50				
				A.M.											
	11.15		Erie R. R. Sta.....	12.10							2.55 3.20 3.22				
	11.77		DK.....	12.12											
											A.M.				
		5.97	East Cleveland.....												
		11.27	East 34th St.....												
		11.86	East 9th St.....												
		12.96	Cleveland Union Terminal..	A L	2.05 2.20								A.M. 3.30		
		14.33	West 25th St.....												
	14.20	16.16	Clark Ave.....	12.20											
	17.02	18.98	Linndale.....	A.M.	s 2.30								s 3.40		
	18.91	20.87	Short Line Jct.....		2.36								3.50		
22.42	23.07	25.03	Berea.....												
22.53	23.18	25.14	BE.....		2.42	2.32	2.40	2.59	3.18	3.28		3.50	3.56		
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		

No. 179 will handle Pittsburgh-Chicago cars from Erie 679 and combine with No. 5 at Cleveland Union Terminal.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	287	SH-25 See Note	97	19	11 See Note	MX-5 See Note	6241	75	LF-209 See Note	209
				Erie-NYC Lake Cities Special	Shuttle	The Paul Revore	Lake Shore Limited	South western Limited	Cleveland Cincinnati Express	Erie 624	The Mercury	Shuttle	Number Two Naught Nine
				Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
.0	.0	.0	BR.....		A.M.	4.06	5.35	5.48				A.M.	6.55
3.28	3.28	3.28	QD.....		3.20	4.14	5.42	5.52				7.00	7.02
9.10	9.10		East 26th St.....						A.M.			7.15	
10.37	10.37		C. and P. Crossing.....			4.29			7.00			A.M.	
			Big Four Wye Jct... Front St.....	A.M.	3.37								
	11.15		Erie R. R. Station.....							A.M.	7.00		
	11.77		DK.....								7.02		
		5.97	East Cleveland.....					s 5.58					s 7.10
		11.27	East 34th St.....										
		11.86	East 9th St.....										
		12.96	Cleveland A..... Union Terminal..L		3.40 A.M.		6.05 6.20	6.10 6.30			A.M. 7.00		7.25 A.M.
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....										
	17.02	18.98	Linndale.....				s 6.30	s 6.40	s 7.15		s 7.10		
	18.91	20.87	Short Line Jct.....				6.38	6.48	7.23		7.19		
22.42	23.07	25.03	Berea.....						s 7.29				
22.53	23.18	25.14	BE.....		3.57	4.51	6.45	6.55	7.30		7.24		
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. SH-25 will handle No. 25's mail and will not carry passengers.
 No. LF-209 will not carry passengers.
 No. MX-5 will not carry passengers between C. & P. Crossing and Linndale.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	57	2017	421	257	1007	LF-21 See Note	21	59	2059	35
				Cleveland Limited	B. & O. 17	Cincinnati Special	Mall	Nickel Plate 7	Shuttle	The North Star	The Chicagoan	B. & O. 59	The Iroquois
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BR.....	7.00					A.M.	8.25	9.38		10.50
3.28	3.28	3.28	QD.....	7.07					8.29	8.32	9.46		10.57
9.10	9.10		East 26th St.....						8.40				
10.37	10.37		C. and P. Crossing.....						A.M.		10.01		
			Big Four Wye Jct.....										
	10.70		Front St.....										
	11.15		Erie R. R. Station.....										
	11.77		DK.....										
		5.97	East Cleveland.....	s 7.15				A.M.		† 8.40			s 11.05
		11.27	East 34th St.....		A.M.			7.58				A.M.	
		11.86	East 9th St.....		7.25							10.55	
		12.96	Cleveland Union Terminal..L	A 7.30	7.35	A.M.	A.M.	8.05		8.55		11.00	11.20
				A.M.	A.M.	8.05	8.10	8.20		A.M.		A.M.	11.30
		14.33	West 25th St.....					8.23					
	14.20	16.16	Clark Ave.....					A.M.					
	17.02	18.98	Linndale.....			s 8.15	s 8.20						s 11.40
	18.91	20.87	Short Line Jct.....			8.25	8.30						11.50
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....			8.31	8.36				10.23		11.55
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. LF-21 will not carry passengers.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	407	433	251	135	6261	435	85	73	627	6281
				Cleveland St. Louis Special	Cleveland Cincinnati Special	Interstate Express	West Side Mail	Erie 626	Columbus Cincinnati Special	Pittsburgh Detroit	The Prairie State	Accommodation	Erie 628
				Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Ex. Sun. and Hol.
LEAVE				P.M.	P.M.	A.M.	A. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BR.....			11.40	11.56						
3.28	3.28	3.28	QD.....			11.47	12.00						
9.10	9.10		East 26th St.....				{ 12.16 12.30						
10.37	10.37		C. and P. Crossing..										
			Big Four Wye Jct...										
	10.70		Front St.....										
								P.M.		P.M.			P.M.
	11.15		Erie R. R. Station..					1.00		3.45			4.30
	11.77		DK.....					1.02		3.47			4.32
								P.M.					P.M.
		5.97	East Cleveland.....			s 11.55							
		11.27	East 34th St.....										
		11.86	East 9th St.....										
		12.96	Cleveland Union Terminal..	A	P.M.	P.M.	12.10		P.M.		P.M.	P.M.	
				L	12.05	12.20	12.30		2.30		4.00	4.25	
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....										
	17.02	18.98	Linndale.....		s 12.15	s 12.30	s 12.40		s 2.40	4.00	s 4.10	s 4.35	
	18.91	20.87	Short Line Jct.....		12.25	12.40	12.50		2.50	P.M.	4.22	4.45	
22.42	23.07	25.03	Berea.....									s 4.50	
22.53	23.18	25.14	BE.....		12.30	12.46	12.56	1.00	2.56		4.28	4.51	
ARRIVE				P.M.	P.M.	P.M.	P. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 135 will not carry passengers.
 No. 85 will handle Pittsburgh-Detroit cars from 685 and combine with No. 73 at Linndale.
 No. 627 will not operate July 5 nor September 6, 1948.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	43	6061	445	6861	431	1009	137	51	X-431	X-425	
										See Note	See Note	See Note		
				South Shore Express	Erie 6	Capital City Special	Erie 686	St. Louis Special	Nickel Plate 9	Railway Express	Empire State Express	St. Louis Express	Night Express	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.0	.0	.0	BR.....	4.40						6.30	7.10			
3.28	3.28	3.28	QD.....	4.47						6.40	7.14			
9.10	9.10		East 26th St.....									P.M.		
10.37	10.37		C. and P. Crossing..							7.00		7.30		
			Big Four Wye Jct....									7.33		
	10.70		Front St.....											
	11.15		Erie R. R. Station..		P.M.		P.M.							
	11.77		DK.....		4.55		6.00							
					4.57		6.02							
					P.M.		P.M.							
		5.97	East Cleveland.....	s 4.55							s 7.20			
		11.27	East 34th St.....											
		11.86	East 9th St.....											
		12.96	Cleveland Union Terminal..	A 5.10		P.M.	P.M.	P.M.			7.40		P.M.	
				L 5.30		5.50	6.10	6.30			P.M.		8.15	
		14.33	West 25th St.....						6.33					
	14.20	16.16	Clark Ave.....						P.M.					
	17.02	18.98	Linndale.....	s 5.40		s 6.00	s 6.20						s 8.25	
	18.91	20.87	Short Line Jct.....	5.50		6.10	6.30						8.35	
22.42	23.07	25.03	Berea.....											
22.53	23.18	25.14	BE.....	5.56		6.16	6.36			7.30		8.00	8.41	
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No.'s 137 and X-431 will not carry passengers.

No. X-425 will not carry passengers between Cleveland Union Terminal and Linndale.

**BR TO BE
WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	283	6201	427	SH-29	1005	9	X-9	89	417
				Cleveland Express	Erie 620	The Gateway	See Note Shuttle	Nickel Plate 5	Mail	Mail	The Forest City	The Midnight Special
				Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0	0	0	BR.....	8.20			P.M.			10.50		
3.28	3.28	3.28	QD.....	8.27			10.20			10.55		
9.10	9.10		East 26th St.....							11.15		
10.37	10.37		C. & P. Crossing...							P. M.		
			Big Four Wye Jct...									
	10.70		Front St.....									
					P.M.							
	11.15		Erie R. R. Station..		9.00							
	11.77		DK.....		9.02							
					P.M.							
		5.97	East Cleveland.....	s 8.35				P.M.				
		11.27	East 34th St.....					10.20				
		11.86	East 9th St.....									
		12.96	Cleveland A	8.50		P.M.	10.40	10.30	P.M.		P.M.	P.M.
			Union Terminal..L	P.M.		9.50	P.M.	10.55	10.35		11.30	11.50
		14.33	West 25th St.....					10.58				
	14.20	16.16	Clark Ave.....					P. M.				
	17.02	18.98	Linndale.....			s 10.00			s 10.45		s 11.40	s 12.00
	18.91	20.87	Short Line Jct.....			10.10			10.57		11.49	12.10
22.42	23.07	25.03	Berea.....									
22.53	23.18	25.14	BE.....			10.15			11.03		11.55	12.16
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

No. SH-29 will handle No. 26's mail and will not carry passengers.
No. X-9 will not carry passengers.

**BR TO BE
WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS LEAVE	5											
				See Note											
				The Mohawk											
				Daily											
				P.M.											
0	0	0	BR.....	11.55											
3.28	3.28	3.28	QD.....	12.02											
9.10	9.10		East 26th St.....												
10.37	10.37		C. and P. Crossing.....												
			Big Four Wye Jct.....												
	10.70		Front St.....												
	11.15		Erie R. R. Station.....												
	11.77		DK.....												
		5.97	East Cleveland.....	s 12.10											
		11.27	East 34th St.....												
		11.86	East 9th St.....												
		12.96	Cleveland A.....	12.25											
			Union Terminal..L	12.55											
		14.33	West 25th St.....												
	14.20	16.16	Clark Ave.....												
	17.02	18.98	Linndale.....	s 1.05											
	18.91	20.87	Short Line Jct.....	1.14											
22.42	23.07	25.03	Berea.....												
22.53	23.18	25.14	BE.....	1.20											
			ARRIVE	A.M.											

Nos. 179-178 will combine with No. 5 at Cleveland Union Terminal.

**BE TO BR
EASTWARD—FIRST-CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	272	178	22	424	10	SH-30	218	288	6872	38
				See Note	See Note				See Note		See Note	See Note	
				Cleveland Buffalo Express	Pittsburgh Chicago	Lake Shore Limited	The Mohawk	The Mohawk	Shuttle	Number Two Eighteen	Pittsburgh Special	Erie 687 Lake Cities Special	The Missourian
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BE.....			12.35	1.05	1.20			2.30		3.30
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....										
	6.16	6.16	Linndale.....		A.M.		s 1.12	s 1.27					
	8.98	8.98	Clark Ave.....		12.25		1.20	1.35					
		10.81	West 25th St.....										
		12.18	Cleveland A.....		12.35		1.30	1.45	A.M.	A.M.			
			Union Terminal..L.....		A.M.		A.M.	2.10	2.20	2.25			
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....				s 2.19		s 2.34				
												A.M.	
	11.41		DK.....									3.18	
	12.03		Erie R. R. Station..									3.23	
	12.48		Front St.....								2.50	3.35	
												3.37	
											A.M.	A.M.	
			Big Four Wye Jct...										
12.16	12.81		C. and P. Crossing..		A.M.	12.52							3.45
13.43	14.11		East 26th St.....		12.01								3.55
19.25	19.90	21.86	QD.....		12.14	1.03		2.28	2.35	2.43			4.09
22.53	23.18	25.14	BR.....		12.20	1.20		2.40	A.M.	2.55			4.15
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. 272 will not carry passengers between Cleveland and Painesville.
 No. 178 will combine with No. 5 at Cleveland Union Terminal.
 No. SH-30 handles No. 25's mail and will not carry passengers.
 No. 288 will operate via West Wye at Front St., thence as 6881 to DK.
 No. 6872 will operate via West Wye at Front St., thence as No. 287.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	LF-280	280	90	LF-X428	X-428	626	442	1006
				See Note			See Note	See Note	See Note		
				Shuttle	The Maumee	The Chicagoan	Shuttle	Eastern Mail	Accommodation	Midnight Special	Nickel Plate 6
			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	
			LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
0	.0	.0	BE.....		4.00	5.30		6.00	6.07	6.30	
11	.11	.11	Berea.....					s 6.09			
	4.27	4.27	Short Line Jct.....	A.M.			A.M.				
	6.16	6.16	Linndale.....	4.06	s 4.07	s 5.37	6.05	s 6.07	s 6.20	s 6.37	
	8.98	8.98	Clark Ave.....	4.14	4.15	5.45	6.12	6.15	6.28	6.45	A.M.
		10.81	West 25th St.....								6.37
		12.18	Cleveland Union Terminal.....	A L	4.30	5.55		6.25	6.40	6.55	6.50
		13.28	East 9th St.....		A.M.	6.15		A.M.	A.M.	A.M.	7.50
		13.84	East 34th St.....								7.53
		19.17	East Cleveland.....			s 6.24					A.M.
	11.41		DK.....	4.23			6.20				
	12.03		Erie R. R. Station.....								
	12.48		Front St.....								
			Big Four Wye Jct.....								
12.16	12.81		C. and P. Crossing.....	4.30			6.25				
13.43	14.11		East 26th St.....	A.M.			A.M.				
19.25	19.90	21.86	QD.....			6.33					
22.53	23.18	25.14	BR.....			6.45					
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Nos. LF-280 and LF-X428 will not carry passengers.
 No. X-428 will not carry passengers east of Linndale.
 No. 626 will not operate July 5 nor September 6, 1948.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	6292	290	420	1010	6192	50	6052	444	446
				Erie 629	The Forest City	Cleveland Specia	Nickel Plate 10	Erie 619	Empire State Express	Erie 5	Cleveland Express	Cleveland Express
				Daily Ex. Sun. and Hol.	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
0	0	0	BE.....		6.45	6.50					11.05	11.20
11	11	11	Berea.....									
	4.27	4.27	Short Line Jct.....									
	6.16	6.16	Linndale.....	s	6.52	s 6.57					s 11.12	s 11.27
	8.98	8.98	Clark Ave.....		7.00	7.05	A.M.				11.20	11.35
		10.81	West 25th St.....				7.28					
		12.18	Cleveland A.....		7.10	7.15	7.40		A.M.		11.30	11.45
			Union Terminal..L.....		7.30	A.M.	A.M.		9.50		A.M.	A.M.
		13.28	East 9th St.....									
		13.84	East 34th St.....									
		19.17	East Cleveland.....	s	7.39				s 9.59			
				A.M.				A.M.		A.M.		
	11.41		DK.....		7.01			9.13		10.41		
	12.03		Erie R. R. Station..		7.03			9.15		10.44		
	12.48		Front St.....		A.M.			A.M.		A.M.		
			Big Four Wye Jct...									
12.16	12.81		C. and P. Crossing..									
13.43	14.11		East 26th St.....									
19.25	19.90	21.86	QD.....		7.48				10.08			
22.53	23.18	25.14	BR.....		8.00				10.20			
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	52	32 See Note	X-446 See Note	426	X-434 See Note	6852	46 See Note	86 See Note	2058	1008
				The Easterner	Mail	St. Louis Cleveland Express	Cleveland Special	Gallon Cleveland Express	Erie 685	Interstate Express	Detroit Pittsburgh	B. & O. 58	Nickel Plate 8
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
LEAVE				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BE.....	11.52	12.10	2.45	3.05	3.15		4.55			
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....								P.M.		
	6.16	6.16	Linndale.....	s 11.59			s 3.12			s 5.02	5.10		
	8.98	8.98	Clark Ave.....	12.07			3.20			5.10	5.15		P.M.
		10.81	West 25th St.....										5.23
		12.18	Cleveland A.....	12.18			3.30			5.20		P.M.	5.30
			Union Terminal.. L	12.30			P.M.			5.30		5.40	5.45
		13.28	East 9th St.....									5.43	
		13.84	East 34th St.....									P.M.	5.48
		19.17	East Cleveland.....	s 12.39						s 5.39			P.M.
									P.M.				
	11.41		DK.....						3.30		5.30		
	12.03		Erie R. R. Station..						3.34		5.35		
	12.48		Front St.....						P.M.		P.M.		
			Big Four Wye Jct...										
12.16	12.81		C. and P. Crossing..		{ 12.27 12.45	3.05		3.35					
13.43	14.11		East 26th St.....			P.M.		P.M.					
19.25	19.90	21.86	QD.....	12.48	1.05					5.48			
22.53	23.18	25.14	BR.....	1.00	1.20					6.00			
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 32, X-446 and X-434 will not carry passengers.

No. 86 will handle Pittsburgh cars from No. 46 at Linndale for Erie 6861 at Erie R. R. Station.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	14	404	6	12	66	58	2018	76	16	28	
				See Note										
				Mail	New York Special	Fifth Avenue Special	South-western Limited	Advance Commodore Vanderbilt	Cleveland Limited	B. & O. 18	The Mercury	Ohio State Limited	New England States	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.0	.0	.0	BE.....	5.35	5.40	6.10	7.40	7.45			8.00	8.35	8.40	
.11	.11	.11	Berea.....											
.....	4.27	4.27	Short Line Jct.....											
.....	6.16	6.16	Linndale.....	5.42	s 5.47	s 6.17	† 7.47				s 8.07	s 8.42		
.....	8.98	8.98	Clark Ave.....	5.52	5.55	6.25	7.50				8.15	8.45		
.....		10.81	West 25th St.....											
.....		12.18	Cleveland A	6.00	6.05	6.35	8.02		P. M.	P. M.	8.25	8.57		
.....			Union Terminal..L	6.15	P. M.	6.45	8.20		8.00	8.15	P. M.	9.12		
.....		13.28	East 9th St.....							8.18				
.....		13.84	East 34th St.....							P. M.				
.....		19.17	East Cleveland.....			s 6.54			s 8.09			s 9.21		
.....	11.41	.....	DK.....										
.....	12.03	.....	Erie R. R. Station..										
.....	12.48	.....	Front St.....										
.....			Big Four Wye Jct...											
12.16	12.81	.....	C. and P. Crossing..					8.01					8.56
13.43	14.11	.....	East 26th St.....										
19.25	19.90	21.86	QD.....	6.29		7.03	8.35	8.12	8.21			9.30	9.08	
22.53	23.18	25.14	BR.....	6.40		7.15	8.45	8.25	8.35			9.39	9.20	
			ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

No. 14 will not carry passengers.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	212	MX-6	68	6232	SH-26	98	2	26	24	64
				Se. Western Limited Tex.-Okla. Section	See Note	The Commodore Vanderbilt	Erie 623	See Note	The Paul Revere	The Pacemaker	Twentieth Century Limited	The Knickerbocker	The Water Level
				Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BE.....	8.55	9.01	9.08			9.25	9.40	9.48	10.45	11.30
.11	.11	.11	Berea.....		9.02								
	4.27	4.27	Short Line Jct..										
	6.16	6.16	Linndale.....		9.10				9.32			10.52	11.37
	8.98	8.98	Clark Ave.....	9.07	9.18				9.37				11.42
		10.81	West 25th St....										
		12.18	Cleveland, Union Terminal.... ^A L	9.20				P.M.	9.50			11.07	11.55
				P.M.				9.40	10.05			11.20	12.20
		13.28	East 9th St.....										
		13.84	East 34th St....										
		19.17	East Cleveland..						10.14				
							P.M.						
	11.41		DK.....		9.23		9.23						
	12.03		Erie R. R. Sta..				9.25						
	12.48		Front St.....										
							P.M.						
			Big Four Wye Jct.										
12.16	12.81		C. and P. Crossing		9.30	9.24				9.56	10.04		
13.43	14.11		East 26th St....		P.M.								
19.25	19.90	21.86	QD.....			9.36		9.55	10.23	10.10	10.15	11.35	12.38
22.53	23.18	25.14	BR.....			9.50		P.M.	10.35	10.32	10.28	11.45	12.45
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

No. MX-6 will not carry passengers east of Linndale.
No. SH-26 will handle No. 26's mail and will not carry passengers.

**BE TO BR
EASTWARD — FIRST-CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS LEAVE	6792 See Note											
				Erie 679											
				Daily											
				P.M.											
.0	.0	.0	BE.....												
.11	.11	.11	Berea.....												
.....	4.27	4.27	Short Line Jct.....												
.....	6.16	6.16	Linndale.....												
.....	8.98	8.98	Clark Ave.....												
.....		10.81	West 25th St.....												
.....		12.18	Cleveland Union Terminal...L												
.....		13.28	East 9th St.....												
.....		13.84	East 34th St.....												
.....		19.17	East Cleveland.....												
				P.M.											
.....	11.41	.....	DK.....	11.59										
.....	12.03	.....	Erie R. R. Station..	12.03										
.....	12.48	.....	Front St.....	A.M.										
.....			Big Four Wye Jct...												
12.16	12.81	.....	C. and P. Crossing ..											
13.43	14.11	.....	East 26th St.....											
19.25	19.90	21.86	QD.....												
22.53	23.18	25.14	BR.....												
			ARRIVE	A.M.											

The Pittsburgh to Chicago cars arriving on 6792 will be handled Erie R. R. Sta. by Nos. 179-178 to Cleveland Union Term. for No. 5.

**LINNDALE TO QD
SHUTTLE SERVICE — EASTWARD**

Miles from C and P Crossing	STATIONS	SH-218	SH-446	LF-420							
		Cars for 218	Cars from 446	Cars from 420							
		Daily	Daily	Daily							
		LEAVE A.M.	A.M.	A.M.							
6.65	Linndale.....		11.26	6.56							
3.83	Clark Ave.....										
1.40	DK.....										
.78	Erie R. R. Station.....										
.0	C. and P. Crossing	{ Ar	11.45	7.15							
		{ Lv	A.M.	A.M.							
1.27	East 26th St.....		2.05								
7.09	QD.....		2.20								
	ARRIVE		A.M.	A.M.	A.M.						

**QD TO LINNDALE
SHUTTLE SERVICE — WESTWARD**

Miles from C and P Crossing	STATIONS	SH-257	SH-407	SH-435	SH-431	SH-X425	SH-427	SH-9	SH-417			
		Cars for 257 421	Cars for 407 433 251	Cars for 435	Cars for 431	Cars for X425	Cars for 427	Cars for 9	Cars for 417			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		LEAVE A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
7.09	QD.....		A.M.	P.M.		P.M.		P.M.	P.M.			
1.27	East 26th St.....		11.20	2.00		7.25		9.45	11.15			
.0	C. and P. Crossing.....	{ Ar	A.M.		P.M.		P.M.					
		{ Lv	7.45	11.35	2.10	5.40	7.40	9.25	10.00	11.25		
.78	Erie R. R. Station.....											
1.40	DK.....											
3.83	Clark Ave.....											
6.65	Linndale.....		8.10	11.55	2.30	6.00	8.00	9.45	10.20	11.45		
	ARRIVE		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			

For information only, not conferring time table superiority.

PHALANX TO DILLONVALE

DILLONVALE TO PHALANX

SOUTHWARD		Second Class		NORTHWARD		Second Class	
Miles from Phalanx	STATIONS	61		Miles from Dillonvale	STATIONS	62	
		Erie R. R.				Erie R. R.	
	LEAVE	A. M.			LEAVE	A. M.	
1.34	Phalanx.....	1.30		4.83	Dillonvale.....		
4.38	Braceville.....	1.50		10.93	Piney Fork.....		
11.20	Newton Falls.....	A. M.		13.71	Hopedale.....		
	Palmyra.....			18.07	Pan.....		
16.32	Deerfield.....			19.46	Apex.....		
18.48	North Benton.....			22.64	Hays.....		
24.73	Alliance C. & P. Crossing.....			25.22	Amsterdam.....		
25.08	Alliance.....			26.77	Phillips.....		
26.57	Mount Union.....			31.64	Bergholz.....		
32.79	Freeburg.....			35.12	Wattsville.....		
41.42	Minerva.....			35.94	Mechanicstown.....		
42.11	Minerva Yard.....			39.44	Mills.....		
46.09	Augusta.....			41.55	Watheys.....		
48.20	Watheys.....			45.53	Augusta.....		
51.70	Mills.....			46.22	Minerva Yard.....		
52.52	Mechanicstown.....			54.85	Minerva.....		
56.00	Wattsville.....			61.07	Freeburg.....		
60.87	Bergholz.....			62.56	Mount Union.....		
62.42	Phillips.....			62.91	Alliance.....		
65.00	Amsterdam.....			69.16	Alliance C. & P. Crossing.....		
68.18	Hays.....			71.32	North Benton.....		
69.57	Apex.....			76.44	Deerfield.....		
73.93	Pan.....			83.26			
76.71	Hopedale.....			86.30	Palmyra.....	A. M.	
82.81	Piney Fork.....			87.64	Newton Falls.....	7.00	
87.64	Dillonvale.....				Braceville.....	7.20	
					Phalanx.....		
	ARRIVE	A. M.			ARRIVE	A. M.	

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

LAKE ERIE AND PITTSBURGH BRANCH

BRADY LAKE TO MARCY

MARCY TO BRADY LAKE

WESTWARD				Miles from Brady Lake	STATIONS AND SIDINGS	Distance Between Stations	EASTWARD			
LEAVE							ARRIVE			
.....	.....	.....	.....	2.19	..... Brady Lake.....	2.19	.....	.....	.....	.....
.....	.....	.....	.....	6.26	..... Hugo.....	4.07	.....	.....	.....	.....
.....	.....	.....	.....	9.85	..... Darrowville.....	3.59	.....	.....	.....	.....
.....	.....	.....	.....	13.53	..... Chittenden.....	3.68	.....	.....	.....	.....
.....	.....	.....	.....	17.33	..... Brandywine.....	3.80	.....	.....	.....	.....
.....	.....	.....	.....	20.90	..... Northfield.....	3.57	.....	.....	.....	.....
.....	.....	.....	.....	24.20	..... Egypt.....	3.30	.....	.....	.....	.....
.....	.....	.....	.....	26.04	..... Hathaway.....	1.84	.....	.....	.....	.....
.....	.....	.....	.....	27.76	..... Warner.....	1.72	.....	.....	.....	.....
.....	.....	.....	.....		..... Marcy.....		.....	.....	.....	.....
ARRIVE							LEAVE			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

QD TO BELT JCT.

BELT JCT. TO QD

WESTWARD				Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.	EASTWARD			
LEAVE							ARRIVE			
.....	.....	.....	.....	5.13	..... QD.....	20.07	.....	.....	.....	.....
.....	.....	.....	.....	5.81	..... Quincy Ave.....	14.94	.....	.....	.....	.....
.....	.....	.....	.....	6.63	..... Buckeye Rd.....	14.26	.....	.....	.....	.....
.....	.....	.....	.....	7.43	..... Kinsman Rd.....	13.43	.....	.....	.....	.....
.....	.....	.....	.....	9.95	..... Union Ave.....	12.64	.....	.....	.....	.....
.....	.....	.....	.....	16.71	..... Marcy.....	10.12	.....	.....	.....	.....
.....	.....	.....	.....	17.84	..... Parma.....	3.36	.....	.....	.....	.....
.....	.....	.....	.....	18.13	..... Short Line Jct.....	2.23	.....	.....	.....	.....
.....	.....	.....	.....	20.07	..... Rockport.....	1.94	.....	.....	.....	.....
.....	.....	.....	.....		..... Belt Jct.....		.....	.....	.....	.....
ARRIVE							LEAVE			

YARD PULLERS – WESTWARD

STATIONS	B. A. 7	B.P. 10	B.P.-5 Collinwood Linndale	D.R.-33	Collinwood W. & L.E	B.A.-3 Collinwood OrangeAve	F. A. 9	B. A. 3	B. A. 8	Collinwood W.andL.E.	D.R.-21
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Collinwood.....	12.01	A.M.	2.30		8.00	8.00	10.00	11.30		1.30	
Orange Ave.....		1.00				9.00			A.M.		
Kinsman Road.....	1.00	1.30				A.M.		12.30	11.30		
Marcy.....	3.00	2.30		A.M.				1.00	12.15		P.M.
East 26th St.....				3.30			11.30	P.M.		2.30	2.30
DK.....				5.00							3.00
Clark Ave.....				6.00							3.45
West 73rd St.....										3.00	
Linndale.....			5.00	7.30						P.M.	4.30
Short Line Jct.....			A.M.	A.M.	9.30						
West Park.....					A.M.		1.00				
Rockport.....	4.00	5.30					1.45		2.00		5.30
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

For information only, not conferring time table superiority.

YARD PULLERS – WESTWARD

STATION	Collinwood OrangeAve	W. & L. E. Rockport	F.P.-11	Collinwood OrangeAve
	Daily Except Sunday	Daily	Daily	Daily Except Sunday
	LEAVE	P.M.	P.M.	P.M.
Collinwood.....	4.00		10.30	11.00
Quincy Ave.....				11.59
Orange Ave.....	5.00			P.M.
Kinsman Road.....	P.M.			
Marcy.....				
East 26th St.....			11.59	
DK.....				
Clark Ave.....		P.M.		
West 73rd St.....		8.30		
Linndale.....				
Short Line Jct.....				
West Park.....			1.30	
Rockport.....		9.30	2.00	
ARRIVE	P.M.	P.M.	A.M.	P.M.

For information only, not conferring time table superiority.

YARD PULLERS—EASTWARD

STATIONS	B. P.-10	Orange Ave Collinwood	F.P.-11	B.A. 7	B. A. 8	W.&L.E. Collinwood	Collinwood W.&L.E.	B.A.-3 Orange Ave Collinwood	W and L E Collinwood	B. A. 3	Rockport W and L E	F.A. 9
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Rockport.....	10.30		3.00	5.00	8.00		S. L. Jct. 9.30				3.30	3.00
West Park.....												
Linndale.....						A.M.			P.M.			3.15
West 73rd St.....						10.30	10.00		12.45		4.30	
Clark Ave.....							A.M.				P.M.	3.30
DK.....												3.45
East 26th St.....			4.30						1.30	P.M.		4.30
Marcy.....	11.00			6.00	9.00			A.M.		2.00		
Kinsman Road.....	11.15	A.M.		6.30	9.45			10.00		2.30		
Orange Ave.....	11.45	2.30			A.M.							
Collinwood.....	P.M.	4.30	5.00	7.15		11.30		10.45	2.00	3.30		5.00
ARRIVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

For information only, not conferring time table superiority.

YARD PULLERS—EASTWARD

STATIONS	D.R.-21	Orange Ave Collinwood	B.P.-5 Linndale Collinwood	D.R.-33								
	Daily	Daily Except Sunday	Daily Except Sunday	Daily								
	LEAVE	P.M.	P.M.	P.M.	P.M.							
Rockport.....	6.30											
West Park.....				P.M.	P.M.							
Linndale.....	7.00		10.45	11.59								
West 73rd St.....												
Clark Ave.....	7.30		11.30									
DK.....	8.00		12.00	1.00								
East 26th St.....	8.30			2.00								
Marcy.....	P.M.			A.M.								
Kinsman Road.....		P.M.										
Orange Ave.....		8.00										
Collinwood.....		9.00	1.30									
ARRIVE	P.M.	P.M.	A.M.	A.M.								

For information only, not conferring time table superiority.

BR TO BE

WESTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	ADV. L. S. 1	S. C. 1	B. S. 3	C. D. 1	B. C. 3	B. F. 1	B. G. 1	B.F. 1	P. C. 1
		DeWitt Elkhart	Collinwood Chicago	Buffalo, Cleveland	Collinwood Detroit	Buffalo Collinwood	Depew Indianapolis	Buffalo, Gibson	Dewitt St. Louis	Pittsburgh, Chicago
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A.M.	A.M.	A. M.	A. M.	A.M.	A.M.	A. M.
2.51	Struthers.....									5.00
.0	BR.....	1.30		3.45		4.20	4.40	4.50	4.55	
	Collinwood.....Ar	1.40	A.M.	4.00	A. M.	4.30	4.50	5.00	5.05	
.0	Collinwood.....Lv	3.10	3.00	A.M.	4.00	A. M.	6.20	6.30	6.05	
10.72	Marcy.....		5.00		5.00					
18.90	Rockport.....									
23.44	BE.....	4.20	5.30		5.15		7.50	7.40	7.20	9.30
	Elyria.....									10.00
	ARRIVE	A. M.	A.M.	A.M.	A. M.	A. M.	A.M.	A.M.	A. M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	P. T. 1	L. S. 1	B.F. 1	B. F. 9	B. S. F. 1	51	W. M. 3	B. C. 1	L. S. 7
		Pittsburgh, A. L. Jct.	New York, Chicago	Gardenville Cincinnati	Pittsburgh, Cincinnati St. Louis	Buffalo Collinwood	Local Linndale Galion	Dickerson Run A. L. Jct.	Boston, Chicago	Philadelphia, Chicago
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
		LEAVE	A.M.	A.M.	A. M.	A.M.	A.M.	A.M.	A. M.	A.M.
2.51	Struthers.....	5.30			6.30	6.50		9.30		
.0	BR.....		5.50	6.05		7.00			9.50	10.20
	Collinwood.....Ar		6.00	6.15					10.00	10.30
.0	Collinwood.....Lv		7.15	12.01		A.M.			A. M.	6.00
6.62	Buckeye Rd.....						A.M.			6.45
10.72	Marcy.....						Linndale 8.00	2.30		
18.90	Rockport.....				12.01					
23.44	BE.....	10.00	8.15	1.30	P.M.		8.35	3.15		7.45
	Elyria.....	10.30						3.45		
	ARRIVE	A.M.	A.M.	A. M.	P.M.	A.M.	A.M.	P. M.	A.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	B. F. 9	N. B. 1	O. N. 1	B. F. 3	C. L. 7	E-5	D. L. S. 3	ADV. S. C. 1	B. S. 5
		Pittsburgh Cincinnati St. Louis	Pacemaker	Cleveland, St. Louis	Gardenville, Bellefontaine	Columbus Freight	Erie, Collinwood	Boston, Gibson, Chicago	Collinwood, Toledo	Buffalo, Cleveland
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
		LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2.51	BR.....		1.30		5.30		7.50	8.20		11.30
.0	Collinwood.....Ar		1.45		5.45		8.00	8.30		11.50
.0	Collinwood.....Lv		P.M.	P.M.		P.M.			P.M.	P.M.
6.62	Buckeye Rd.....			4.45	7.15	7.00		10.30	10.30	
10.72	Marcy.....			6.00						
18.90	Rockport.....	1.00								
23.44	BE.....	1.30		7.00	8.15	8.30		12.01	12.00 12.30	
	ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.

For information only, not conferring time table superiority.

BE TO BR

EASTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	N. Y. 10	Adv. X.N.-2	CL-2	E-8	O. N. 2	SLD 6	C. W. 10	N. Y. 8	1st B. F. N. Y. 4
		Collinwood, Dewitt	Chicago, Buffalo	Columbus, Cleveland Freight	Collinwood, Erie	Indianapolis Cincinnati Dewitt	St. Louis, Buffalo	A. L. Jct. Buffalo	Chicago, New York	St. Louis, Dewitt
		Daily Except Monday	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
23.30	Elyria.....									
18.90	BE.....		2.00	2.30		4.00	4.00	4.45	7.55	10.00
	Rockport.....			2.45		4.10		4.55		
10.72	Marcy.....									
6.62	Buckeye Rd.....					4.50				
.0	Collinwood..... Ar	A.M.	3.30	3.45	A.M.	5.15	5.15	6.15	8.55	11.00
.0	Collinwood..... Lv	5.00	4.30	A.M.	3.00	A.M.	6.30	8.15	9.55	12.01
2.51	BR.....	5.10	4.40		3.15		6.40	8.25	10.05	12.10
	Struthers.....									
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	X. N. 2	N. Y. 12	E-6	2nd B.F.-N.Y. 4	50 Local	N. Y. 4	C. B. 2	1st N. Y. 6	C. P. 2
		Chicago, Gibson, New York, Boston	Collinwood, Dewitt	Collinwood, Ashatubla	Indianapolis Buffalo	Galion, Linndale	Chicago, New York	Elkhart, Buffalo	St. Louis, Buffalo	Collinwood, Philadelphia Jersey City
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
23.30	Elyria.....									
18.90	BE.....	10.30			12.30	1.45	2.45	4.00	4.30	
	Rockport.....	10.45				2.00		4.15	4.45	
10.72	Marcy.....					Linndale				
6.62	Buckeye Rd.....					P.M.				
.0	Collinwood..... Ar	12.01			1.45		4.00	5.15	6.00	
			A.M.	P.M.						P.M.
.0	Collinwood..... Lv	1.00	11.00	12.30	2.45		5.00	6.15	7.00	4.45
2.51	BR.....	1.10	11.10	12.45	2.55		5.10	6.25	7.10	4.55
	Struthers.....									
		P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	W. M. 6	2nd N.Y. 6						
		Chicago, Baltimore	St. Louis Dewitt						
		Daily	Daily						
	LEAVE	P.M.	P.M.						
23.30	Elyria.....	5.00							
18.90	BE.....	5.30	7.30						
	Rockport.....	6.00							
10.72	Marcy.....	6.30							
.0	Collinwood..... Ar		8.30						
.0	Collinwood..... Lv		9.30						
2.51	BR.....		9.40						
	Struthers.....	10.45							
		P.M.	P.M.						

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STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA LAKE FRONT

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES								
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	LINE						
QD..... Open day and night	C.S.	QD	175.43	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y					
	C.S.							Belt Line Bdge, pole box.....	S	T.D.-Y					
Eddy Road.....	C.S.	177.33	177.1	177.2	177.3	177.4	177.4	Booth.....	S	T.D.-Y					
E. 105th St.....	C.S.							178.1	178.2	178.3	178.4	178.4	East end station platform.....		T.D.
	C.S.														
E. 55th St.....	C.S.	179.1	179.1A	179.2A	179.3	179.3A	179.4A	Yard masters office.....	N	T.D.-Y					
	C.S.											Pole box.....	S	T.D.-Y	
E. 38th St.....	C.S.	180.1	180.1	179.2	180.2	180.4	179.4	Pole box.....	N	T.D.-Y					
	C.S.											Yard masters office.....	N	T.D.-Y	
East 26th St..... Open day and night	C.S.	181.32	181.1A	181.1	181.2A	181.4A	181.4A	Switchmens cabin.....	S	T.D.-Y					
	C.S.											Signal station cabin No. 2.....	S	T.D.-Y	
Double Track.... Open day and night	C.S.	RN	182.1 182.1A	182.2	182.3 MB 182.3A	182.4G	182.4G	Signal station.....	N	T.D.-Y					
											SINGLE TRACK				
C. & P. Crossing. Open day and night	C.S.	182.52						Signal station.....	S	T.D.-Y					
Big Four Wye Jct Open day and night	C.S.	BY						West end of platform, pole box..		Y					
	C.S.											Signal station.....	S	T.D.-Y	
Cuyahoga Draw Bridge, east end Open day and night	C.S.	183.03						Signal station.....	N	T.D.-Y					
Cuyahoga Draw Bridge, west end Open day and night	C.S.	DB	183.03	M.B.				Signal station.....	N	T.D.-Y					
				DOUBLE TRACK											
			Track No. 1	Track No. 2											
Whiskey Island..	C.S.	183.43	183.1G	183.2				Scale house.....	S	T.D.-Y					
Bulkley Blvd.....	C.S.	184.13	184.1G					Booth.....	N	T.D.-Y					
Detroit Ave..... West 117th St....	C.S.	185.93	184.1AG 185.1G 186.1G	184.2	185.2			Cabin.....	N	T.D.-Y					
	C.S.											Yard masters office.....	N	T.D.-Y	
	C.S.							Lakewood Engineering, pole box.	S	T.D.-Y					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA LAKE FRONT—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS					TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE	
West Park	C.S. C.S. C.S.	188.63	186.1AG	186.2					Lorain Ave., Pole box. . . .	S	T.D.-Y
			187.1G	187.2							
			188.1G	188.2							
			189.1G	189.2							
W S Jct.	C.S. C.S.		189.1AG	190.2				Pole box. Pole box at Wye near yard track 4 Jct. Switch	N S	T.D. T.D.-M-Y	
			190.1	191.2							
			191.1	191.2A							
			192.1								
Brook Park Rd.	C.S.		192.2G	192.4	192.7	192.9	Booth 300 feet east of crossovers.	S	T.D.-Y		
Hummell Rd.	C.S.	192.37	193.1	193.3	193.4	193.7					
Belt Jct.	C.S.		194.1	193.2	194.3		Booth.	S	T.D.-Y		
Airport.	C.S.						Booth one mile west of Belt Jct.	N	T.D.-M		
Berea.	C.S. C.S.	194.57		194.2		194.4	194.7	East end side tracks, pole box	S	T.D.-M	
								Pole box, Front St. Freight station.	N S	Y T.D.-M-Y	
BE.	C.S.	BE	194.68	INT.	INT.	INT.	INT.	INT.	S	T.D.-M-Y	
Open day and night								Signal station. Pole box, eastward home signal.	S S	Y	

QD TO BELT JCT.—VIA MARCY

STATIONS	Office Calls	Miles from QD	SIGNALS		TELEPHONES			
			Track No. 3	Track No. 4	LOCATION	Side of Track	LINE	
QD.	C.S.	QD	.0	INT.	INT.	Signal station.	S	T.D.-M-Y
Open day and night				2300.3G	2300.4	Siding, east end, booth.	S	T.D.-M
Coit Road.	C.S.		.73					
East 131st St.	C.S.					Yard office.	N	T.D.-M
Shaw Ave.	C.S.		1.38	2301.3G	2301.4	Booth.	N	T.D.-M
Mayfield Road.	C.S.		3.79	2302.3G 2303.3G	2302.4 2303.4	Ford Motor Co. switch, pole box.	N	T.D.-M
Quincy Ave.	C.S.		5.13	2304.3G	2304.4	Yard office.	N	T.D.-M
Woodland Ave.	C.S.				2305.4	Booth.	S	T.D.-M
Buckeye Road.	C.S.	BD	5.81	2305.3	T.O.	Signal station	N	T.D.-M
Open day and night								
Kinsman Road.	C.S. C.S.		6.63	2306.3	2306.4	Booth at crossover. Yard office.	S S	T.D.-M T.D.-M
Union Ave.	C.S.		7.43	2307.3		West end side track, in booth.	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BELT JCT.—VIA MARCY—Continued

STATIONS	Office Calls	Miles from QD	SIGNALS		TELEPHONES		
			Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
Tunnels.....	C.S.		2308.3	2307.4 2308.4A 2308.4	Telephones are located in pole box at extreme east and west end of Tunnels at Broadway and Richmond Ave.....	N	T.D.-M
Marcy..... Open day and night	C.S. C.S. C.S.	MY 9.95	2309.3 INT.	2309.4 INT.	Crossovers, east end, on pole..... Signal station..... Yard masters office.....	S S N	T.D.-M T.D.-M T.D.-M
Schaaf Road..... State Road.....	C.S. C.S.		2310.3G 2311.3G 2312.3G 2313.3G 2314.3G 2315.3	2311.4 2312.4 2313.4 2314.4 2315.4	Pole box..... Booth..... Cleveland Builders Supply Switch, in booth..... Ohio Coal & Supply Co. Switch, in booth.....	S S S N	T.D.-M T.D.-M T.D.-M T.D.-M
Parma..... Open day and night	C.S. C.S.	PA 16.71	2316.3 INT.	2316.4 INT.	Side track, east end, on pole..... Signal station.....	S S	T.D.-M T.D.-M
Big Four Transfer.....	C.S.	17.50			Cabin.....	S	T.D.-M
Short Line Jct..... Open day and night	C.S.	SL 17.84	INT.	INT.	Signal station.....	N	T.D.-M-Y
Rockport.....	C.S. C.S. C.S. C.S. C.S. C.S. C.S.	18.13	2318.3	2318.4	Car inspectors cabin, east end..... Yard office..... Coal dock switch, on pole..... Yard office, west end..... Booth, Middle Crossover..... West end yard pole box..... Car inspectors cabin, west end..... R. W. Williams Co. switch, pole box..	S S N N N S S	Y T.D.-M-Y T.D.-Y T.D.-M-Y T.D.-Y T.D.-Y Y T.D.-M.
Belt Jct.....	C.S.	20.07	2319.3	2319.4G		S	Y

BUCKEYE ROAD TO ORANGE AVENUE FREIGHT TERMINAL

STATIONS	Office Calls	Miles from Buckeye Road	TELEPHONES		
			LOCATION	Side of Track	LINE
Buckeye Road..... Open day and night	C.S.	BD .0	Block station.....	N	T.D.-M-Y
East 83rd St.....		.4			
Kinsman Road.....		1.3			
Kingsbury Yard.....		1.6			
East 55th St.....	C.S. C.S.	1.7	Yard masters office..... Yard masters office, on pole.....	N N	T.D.-Y T.D.-Y
Freight Terminal (Between East 15th & East 25th Sts.)..	C.S. C.S.	3.1	East 28th St., booth..... Switchmens room, East 25th St.....	S	T.D.-Y T.D.-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BIG FOUR WYE JCT. TO CLARK AVE.

STATIONS	Office Calls	Miles from C and P Crossing	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	LINE	
			Westward	Eastward				
Big Four Wye Jct. Open day and night	C.S.	BY			Signal Station.....	S	T.D.-Y.	
Front St. Open day and night	C.S.	FS	.33	INT. MB	INT. MB	Signal station.....	N	T.D.-Y-M
				DOUBLE TRACK				
				Track No. 3 Westward	Track No. 4 Eastward			
St. Clair St. Erie R. R. Station.....	C.S.					Box.....	S	Y
Columbus Road.....	C.S.					Crossing watchmans cabin.....	N	Y
Bridge No. 2. Open day and night	C.S.	OX	.93	INT. MB	INT. MB	Signal station.....		T.D.-Y-M
DK. Open day and night	C.S.	DK	1.40	INT.	INT. MB	Signal station.....	S	T.D.-Y-B-M
	C.S.			SINGLE TRACK		Yardmasters office.....	S	T.D.-Y-M
				Westward	Eastward			
West 25th St. Clogville.....	C.S.			21		1000 feet west of DK, on pole.....	S	T.D.-M-Y
	C.S.				22	Booth.....	N	T.D.-M-Y
	C.S.					Nickel Plate Interchg. East of Fulton Rd..	S	T.D.-M-Y
	C.S.				24	Crossover, Fulton Rd. Bridge east end New Clogville yard, Pole box.....	S	T.D.-M-Y
West 41st St. West 53rd St.....	C.S.		2.88	27		Pole box 100 feet west of 41st St.	S	T.D.-M-Y
	C.S.					Booth.....	S	T.D.-M-Y
Clark Ave. Open day and night	C.S.	SM	3.83	INT.	INT.	Signal station.....	N	T.D.M.-B-Y
	C.S.					Yardmasters office.....	S	T.D.M.-Y

BR TO BE VIA CLEVELAND UNION TERMINAL

STATIONS	Office Calls	Miles from Buffalo	SIGNALS			TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	LINE	
BR. Open day and night	C.S.	BR	172.15	INT.	INT.	INT.	Signal station.....	S	T.D.-Y-M
Nottingham.....	C.S.		173.35	173.1			Dille Road		
					173.2			Switch tenders cabin No. 2.	N	Y
Collinwood. Open day and night	C.S.	ND	174.66	174.1	174.2	175.2	Westbound, cabin No. 23.....	N	Y
	C.S.						Eastbound, inspectors cabin No. 26.....	N	Y
	C.S.						Inspectors cabin at ice house No. 3.....	N	Y
	C.S.						Telegraph office.....	N	T.D.-M
	C.S.						Train master.....	N	T.D.-Y-M
	C.S.						General yard master.....	N	T.D.-Y-M
	C.S.						Yard master.....	N	T.D.-Y-M
	C.S.						East of yard office, inspectors office No. 6.	N	Y
	C.S.						Engine dispatcher.....	N	T.D.-M
	C.S.						Switchmans cabin at East 152nd St. No. 24.	N	Y
	C.S.						East bound yard office.....	N	T.D.-M-Y
	C.S.						Cabin, 100 feet east of East 152nd St.	S	Y
	C.S.						On post, east end of north platform, 200 feet west of East 152nd St., between main tracks		Y
C.S.	Engineers room, Elect.-Diesel Bldg.....		T.D.-M						
C.S.	In No. 31 shanty, east end of south platform, 800 feet west of East 152nd St.	S	Y						
C.S.	On post, west end of north platform, 1500 feet west of East 152nd St., between main tracks.		Y						
C.S.	In No. 32 shanty, west end of south platform, 1000 feet east of East 140th St.	S	Y						
C.S.	Switch tenders cabin, 1000 feet east of East 140th St., No. 34.....	N	Y						
QD. Open day and night	C.S.	QD	175.43	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
	C.S.						Pole box, 600 feet west of East 140th St., at Cleveland Union Terminal connection.	S	Y
	C.S.						In Fisher Body yard office, 1200 feet west of East 140th St.....	S	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	LINE
Coit Road.....	C.S. C.S.		2300.1	2300.2		Siding, east end booth..... On post, just west of Coit Road.....	N S	T.D.-M-Y WS
East 131st St.....	C.S.					Yard office	N	T.D.-M
Shaw Ave.....	C.S. C.S.		2301.1	2301.2		Booth..... 1000 feet west of Shaw Ave., on post.....	N S	T.D.-M-Y WS
East Cleveland...	C.S. C.S. C.S. C.S.	178.12	2302.1	2302.2		Passenger station..... Passenger shelter house, located on platform between main tracks..... On post west end of station platform between main tracks..... On post, just west of Lakeview Road.....	S N	T.D.-M-Y T.D.-M T.D.-M WS
Mayfield Road.....	C.S. C.S. C.S.		2303.1	2303.2		Ford Motor Co. switch, pole box..... On post, just west of Cornell Road.....	N S	T.D.-M-Y WS
Fairmount Road...	C.S.		2304.1	2304.2		On post, just east of Fairmount Road, between main tracks.....		WS
	C.S.		2305.1	2305.2		On post, at Sig. 2305.....	S	WS
Grand Ave.....	C.S. C.S. C.S.	182.02	2306.1	2306.2		Just west of Grand Ave., on post..... East 55th St., pole box..... 1500 feet west of East 55th St., on post....	N S S	WS T.D.-M- WS WS
East limits of CT Interlocking.....	C.S.		INT.	INT.		In Nickel Plate Cabin at Nickel Plate main track, 600 feet east of East 34th St.....	S	YCT
East 34th St.....	C.S.					On post, 1000 feet west of East 34th St....	S	YCT
	C.S.					On post, 300 feet east of Nickel Plate West High Level Bridge, between main tracks.		YCT
	C.S.					On post, 100 feet east of Nickel Plate West High Level Bridge.....	S	WS
East 9th St.....	C.S. C.S.					On post, 400 feet east of East 9th St..... On post, east end of No. 3 main track, 600 feet west of East 9th St.....	N N	YCT YCT
Central Ave.....	C.S. C.S. C.S. C.S.		INT.	INT.	INT.	On post, 75 feet west of Central Ave..... On post, 100 feet east of Eagle Ave..... On post, 150 feet west of Eagle Ave..... On catenary bridge No. 38, 400 feet east of CT interlocking station.....	N S N S	YCT YCT YCT YCT
CT.....	C.S.					In switch tenders shanty, just east of CT interlocking station.....	S	YCT
Open day and night	C.S. C.S.	C.T. 185.11	INT.	INT.	INT.	Signal station..... On post, at east end of coach yard, between No. 2 and No. 3 coach yard tracks.. In east end yardmasters office, located between depot tracks, at east end.....	S S	T.D.-M- YCT YCT YCT

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE	
CT..... Open day and night	CT	0.00	INT.	INT.			Signal Station.....	S	T.D.-M-YCT	
	C.S.						West end yard masters office....			YCT
	C.S.						West end of Depot between tracks 22 and 23.....		YCT	
	C.S.						Switch tenders shanty east of East End Viaduct, Columbus Road.....	S	YCT	
	C.S.						200 feet west of Columbus Road on catenary bridge No. 4.....	S	YCT	
	C.S.						West end of west lead, on catenary bridge No. 14.....	S	YCT	
	C.S.						700 feet east of Cuyahoga River bridge on catenary No. 18....	S	YCT	
	C.S.						Train Dispatchers Telephones are located in the station area as follows:			
	C.S.						East end of platforms just east of baggage elevator.....			
	C.S.						West end of platforms just west of baggage elevators.....			
	C.S.						Center of platforms directly underneath stairway on north side.....			
	C.S.						Telephone boxes are marked with light green band to designate location.....			
	Cleveland Union Terminal.....						C.S.	300 feet east of Cuyahoga River bridge, on catenary bridge No. 19.....	S	WS
C.S.		East end Cuyahoga River bridge on signal pole.....	S	YCT						
C.S.		West end Abbey Road bridge on post.....	S	YCT						
C.S.		East end Nickel Plate connection catenary bridge No. 39 at West 25th St.....		YCT						
C.S.		West end Nickel Plate connection west of West 25th St..		YCT						
C.S.										
C.S.										
C.S.										
C.S.										
C.S.										
C.S.										
C.S.										
West limits of CT Interlocking... West 25th St.....		C.S.		INT.	INT.					
GH..... Open day and night	GH						Telegraph office, Union Terminal		T.D.-M-Y	
Clark Ave..... Open day and night	C.S.	SM	3.20	INT.	INT.	INT.	INT.	500 feet east of Fulton Road, on post.....	N	WS
	C.S.							Booth, Fulton Road.....	S	T.D.M-YDK
	C.S.							Just east of W. 53rd St., on post..	N	WS
	C.S.							Signal station.....	N	T.D.-M-B Y-DK
C.S.							Yard masters office.....	S	T.D.M-YDK	
West 73rd St.....	C.S.			41				80 feet east of W. 73rd St., on post.....	N	WS
	C.S.							Transfer office.....	S		{T.D.-M-Y-D-K
	C.S.							43	42	44	W. and L. E. connection 2000 feet east of Clinton Road, booth	S	{T.D.-M-Y-DK

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL TO BE—Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES				
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE		
Clinton Road. East Limits of CF interlocking.	C.S.		51	52	54		Booth 500 feet East of Clinton Road.	S	{ T.D.-M-Y- DK YCF-WS YCF		
	C.S.						900 feet west of Clinton Road, booth.	N			
	C.S.						Cress Road Booth.	N			
	C.S.										
CF. Open day and night	C.S.	CF	5.66	INT.	INT.	INT.	INT.	Signal station.	N	{ T.D.-M-B- YCF-YDK T.D.-Y-M YCF-Y- YDK T.D.-Y-M T.D.-M-Y Y YCF YCF M-Y	
	C.S.							Yard masters office.	S		
	C.S.							Engine dispatchers office.	S		
	C.S.							Engine house foremans office.	S		
	C.S.							Locomotive supply house.	S		
	C.S.							Crossover cabin Middle Linn- dale.	S		
	C.S.							East end platform.	S		
C.S.							East end car inspectors cabin.	N			
Linndale.	C.S.		6.02	61				Passenger station.	N	T.D.-M YCF M-Y T.D.-YCF	
	C.S.				62			West end platform, post.	N		
	C.S.							West end car inspectors cabin.	N		
	C.S.							Switch tenders cabin. West End Engine changing tracks.	N		
Gauntlet W. 130th St. Open day and night	C.S.		6.75	2317.1	72	74		Switch tenders cabin.	S	T.D.-M-B-Y B	
	C.S.										
Short Line Jct. Open day and night	C.S.	SL	7.91	INT.	INT.	INT.	INT.	Signal station.	N	T.D.-M-B-Y B	
	C.S.							Smith Road, on pole.	S		
Berea.	C.S.		12.07	2318.1	2318.2	2318.6	2318.5	East end of side tracks, on pole.	S	Y Y Y T.D.-M-Y T.D.-M-Y Y T.D.-M-B-Y Y	
	C.S.			2319.1	2319.2	2319.6	2319.5		300 feet east of Front St., pole box.		S
	C.S.								Front St., on pole.		N
	C.S.			2320.1	2320.2	2320.6	2320.5		Freight station.		S
	C.S.								Passenger station.		S
BE. Open day and night	C.S.	BE	12.18	INT.	INT.	INT.	INT.	Quarry lead switch, on pole.	S	T.D.-M-B-Y Y	
	C.S.							Signal station.	N		
	C.S.							2000 feet west of BE.	N		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Phalanx Open week days 7:00 a. m. to 12:00 noon 2:00 p. m. to 5:00 p. m.	C.S. NX C.S.	0	M.B.	M.B.	Station	E	T.D.-M-B
					Station, in waiting room	E	T.D.-M-B
Braceville	C.S. C.S.	1.1	D		Cabin	E	T.D.-M-B
		1.3	INT	INT.			
		1.6		D			
Newton Falls Open week days 7:00 a. m. to 4:00 p. m.	C.S. NF	4.3	M.B.	M.B.	Siding, north end, booth	E	T.D.-M-B
	C.S.				Station	W	T.D.-M-B
Prichards	C.S.				Booth, south end, team track	E	T.D.-M-B
Palmyra .. Open week days 7:30 a. m. to 4:30 p. m.	C.S. MY	11.2	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.						
Deerfield	C.S.	16.3			Pole box, north end team track ..	E	T.D.-M-B
North Benton .. Open week days 7:30 a. m. to 4:30 p. m.	C.S. NB	18.40	M.B.	M.B.	Station	E	T.D.-M-B
		22.86					
Alliance C. & P. Crossing	C.S.				North Webb St., on pole	E	T.D.-M-B-Y
	C.S.				100 ft. south of water tank, on pole	W	Y
	C.S. HD	24.7	M.B.	M.B.	Block station	E	T.D.-M-B-Y
Alliance	C.S.	24.8	D		Signal station, on wall	E	Y
		25.0	INT.	INT.			
Alliance	C.S.				Assistant Superintendent's office..	E	T.D.-M
	C.S.	25.6		W26.2	Passenger station, north end	E	Y
	C.S.				Freight station	E	T.D.-M-Y
Morgan's Point ..	C.S.	26.1			200 ft. north of switch, booth	E	T.D.-M-B
		26.4		W27.2			
Mount Union ... Open week days 6:30 a. m. to 3:30 p. m.	C.S. MU	26.5	M.B.	M.B.	Station	E	T.D.-M-B-Y
	C.S.				Pole box, south of station	E	T.D.-M-B-Y
	C.S.				Siding, south end on pole	E	T.D.-M-B
Freeburg Open week days 6:30 a. m. to 3:30 p. m.	C.S. FR	29.0			Pole box, Buck Rd., 3.3 miles north	E	T.D.-M-B
	C.S.	32.7	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.				Siding, south end, booth	E	T.D.-M-B
Paris	C.S.	35.3			Team track, south end, on pole ..	E	T.D.-M-B
Myers	C.S.				Booth	E	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES					
			SINGLE TRACK		LOCATION	Side of Track	Line			
			Southward	Northward						
Minerva Open week days 8:00 a. m. to 5:00 p. m.	C.S.	41.4			Yard, north end, on pole.....	E	T.D.-M-B-Y			
	C.S.				Station, North, in box.....	E	Y			
	C.S.				Station.....	E	T.D.-M-Y			
Minerva Yard... Open day and night, except closed from 6:00 a.m. Sunday to 6:00 a.m. Monday.	C.S.	42.1	M.B.	M.B.	North engine lead switch.....	W	Y			
	C.S.				MI		Block station.....	E	T.D.-M-B-Y	
	C.S.						Engine house.....	W	T.D.-M-B-Y	
	C.S.						Yard Master.....	E	T.D.-M-B-Y	
	C.S.						Booth, south end.....	W	T.D.-M-B	
Augusta Open week days 7:00 a. m. to 4:00 p. m.	C.S.	GS	46.0	M.B.	M.B.	Station.....	E	T.D.-M-B		
Watheys.....	C.S.		48.2			Siding, north end, in booth.....	E	T.D.-M-B		
	C.S.							Siding, south end, booth.....	E	T.D.-M-B
Mills.....	C.S.		51.7			North switch, booth.....	E	T.D.-M-B		
Mechanicstown... Open week days 6:45 a. m. to 3:45 p. m.	C.S.	WN	52.5	M.B.	M.B.	Siding, north end, booth.....	E	T.D.-M-B		
	C.S.							Station.....	E	T.D.-M-B
	C.S.							Siding, south end, booth.....	E	T.D.-M-B
Wattsville.....	C.S.		56.0			Siding, north end, booth.....	E	T.D.-M-B		
	C.S.							Siding, south end, booth.....	E	T.D.-M-B
Bergholz Open week days 6:45 a. m. to 3:45 p. m.	C.S.	B	60.8	M.B.	M.B.	North end yard, booth.....	E	T.D.-M-B		
	C.S.							Station.....	E	T.D.-M-B
	C.S.							South end yard, booth.....	W	T.D.-M-B
Phillips Open daily 3:00 p. m. to 7:00 a. m. except closed 7:00 a. m. Sunday to 3:00 p. m. Monday.	C.S.	JR	62.0	W62.1	M.B.	Station.....	E	T.D.-M-B		
	C.S.		62.4	M.B.					W63.2	
	C.S.		62.7							
Shepherd.....	C.S.		63.0			Siding, south end, booth.....	W	T.D.-M-B		
			63.9							
Amsterdam..... Open week days 7:00 a. m. to 4:00 p. m.	C.S.	S	65.0	M.B.	M.B.	Station.....	W	T.D.-M-B		
	C.S.							Booth, south end siding.....	W	T.D.-M-B
	C.S.							35 ft. north of the empty track switch of the Culgun Coal Co. mine	W	T.D.-M-B
	C.S.							Booth, 390 ft. south of W 67.2...	W	T.D.-M-B
Hays.....	C.S.		68.2			Siding, north end, booth.....	W	T.D.-M-B		
Apex..... Open week days 7:00 a. m. to 4:00 p. m.	C.S.	AX	69.5	M.B.	M.B.	Siding, north end, booth.....	W	T.D.-M-B		
	C.S.							Station.....	W	T.D.-M-B
Swanson.....	C.S.					Pole box, 1 mile north, double road crossing.....	W	T.D.-M-B		
	C.S.							Booth.....	W	T.D.-M-B
Pan..... Open 11:55 p. m. to 7:55 a. m. except closed 7:55 a. m. Sunday to 11:55 p. m. Monday.	C.S.	JN	73.9	M.B.	M.B.	Station.....	W	T.D.-M-B		
	C.S.							Cabin, second curve north of half moon.....	W	T.D.-M-B
Hopedale..... Open week days 8:00 a. m. to 5:00 p. m.	C.S.	HF	76.7	M.B.	M.B.	Station.....	W	T.D.-M-B		
	C.S.		78.9				Siding, south end, booth.....	W	T.D.-M-B	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Marion Mine....	C.S.	79.4 79.6	W80.1		Booth.....	W	T.D.-M-B
Florence ¼ mile south..	C.S.	80.6	W81.1		Pole box.....	W	T.D.-M-B
Witch Hazel Mine	C.S.	81.3			South of switch, booth...	W	T.D.-M-B
Piney Fork.....	C.S. RK	82.8	M.B.	M.B.	Yard, north end, booth.....	W	T.D.-M-B
Open week days	C.S.				Station.....	W	T.D.-M-B
7:00 a. m. to 10:30 p. m.	C.S.				No. 1 Jefferson Mine, pole box...	W	T.D.-M-B
Harnersville	C.S.	84.9			Pole box.....	W	T.D.-M-B
Dillonvale.....	C.S. DV	87.6	M.B.	M.B.	North of station, second pole, booth	W	T.D.-M-B
Open week days	C.S.				Station.....	W	T.D.-M-B
7:00 a. m. to 4:00 p. m.	C.S.				W. & L. E. transfer. in booth	E	B

LAKE ERIE & PITTSBURGH RAILWAY

BRADY LAKE TO MARCY

STATIONS	Office Calls	Miles from Brady Lake	SIGNALS		TELEPHONES		
			TWO TRACKS		LOCATION	Side of Track	Line
			Westward No. 1	Eastward No. 2			
Brady Lake.....	C.S. BA	0	INT-MB	INT	Signal Station....	N	T.D.-M
Open day and night							
			SINGLE				
			Westward	Eastward			
Hugo.....	C.S. HU	2.19	MB	MB	Sand Co.....	N	T.D.-M
Open 8:00 a. m. to 5:00 p. m. week days.	C.S.				Block Station, box South Wall...	N	T.D.-M
	C.S.				Block Station.....	N	T.D.-M
Darrowville.....	C.S.	6.26			Siding, East end.....	N	T.D.-M
	C.S.				Section men's tool house.....	N	T.D.-M
Chittenden.....	C.S.	9.85			Water Station.....	N	T.D.-M
Brandywine.....	C.S. BY	13.53	MB	MB	Cabin, East End.....	N	T.D.-M
Open day and night					Block Station.....	N	T.D.-M
					Siding, west end.....	N	T.D.-M
Northfield.....	C.S.	17.33			Siding, West End.....	N	T.D.-M
		18.48	B9.1				
Egypt.....	C.S.	20.90			Center of Siding, booth.....	N	T.D.-M
Hathaway.....	C.S.	24.20			Siding, East End.....	N	T.D.-M
			TWO TRACKS				
			Westward No. 1	Eastward No. 2			
Warner.....	C.S.	26.04	B1.1		End of No. 2 Track, booth.....	N	T.D.-M
					Section foreman's cabin.....	N	T.D.-M
	C.S.			B1.2	Black & Gateman SW, pole box...	N	T.D.-M
	C.S.				Water Station, booth.....	S	T.DY-M
	C.S.				Signal Station.....	S	T.DY-M
	C.S.				Yard Master's Office.....	N	T.DY-M
Open day and night	MY	27.76	INT	INT-MB			

ABBREVIATIONS

Communicating station.....	C.S.	Train dispatching.....	T. D.
Signal Station.....	S.S.	Message.....	M
Automatic.....	Number	Block.....	B
Manual block.....	M.B.	Yard.....	Y
Train order.....	T.O.	Way Side.....	W.S.
Interlocking.....	INT.	North.....	N
R. R. Grade Crossing.....	X	South.....	S
Switch.....	SW	East.....	E
Distant.....	D	West.....	W

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.
THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT:

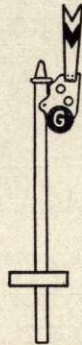


FIG. 48

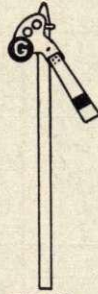


FIG. 50



FIG. 54

**RULE 281
 PROCEED.**

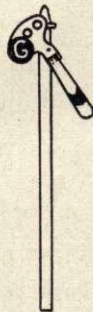


FIG. 128
 RULE 289
 PROCEED.

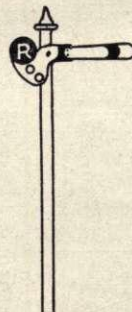


FIG. 145
 RULE 289B
 STOP.

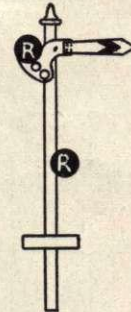


FIG. 197
 RULE 291
 STOP; THEN PROCEED AT
 RESTRICTED SPEED.

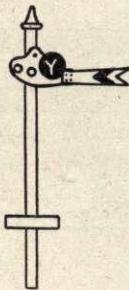


FIG. 102

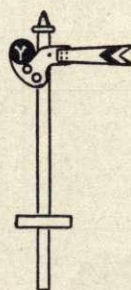


FIG. 102

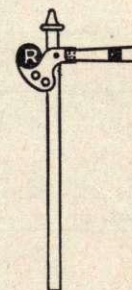


FIG. 218
 RULE 292
 STOP.

RULE 285

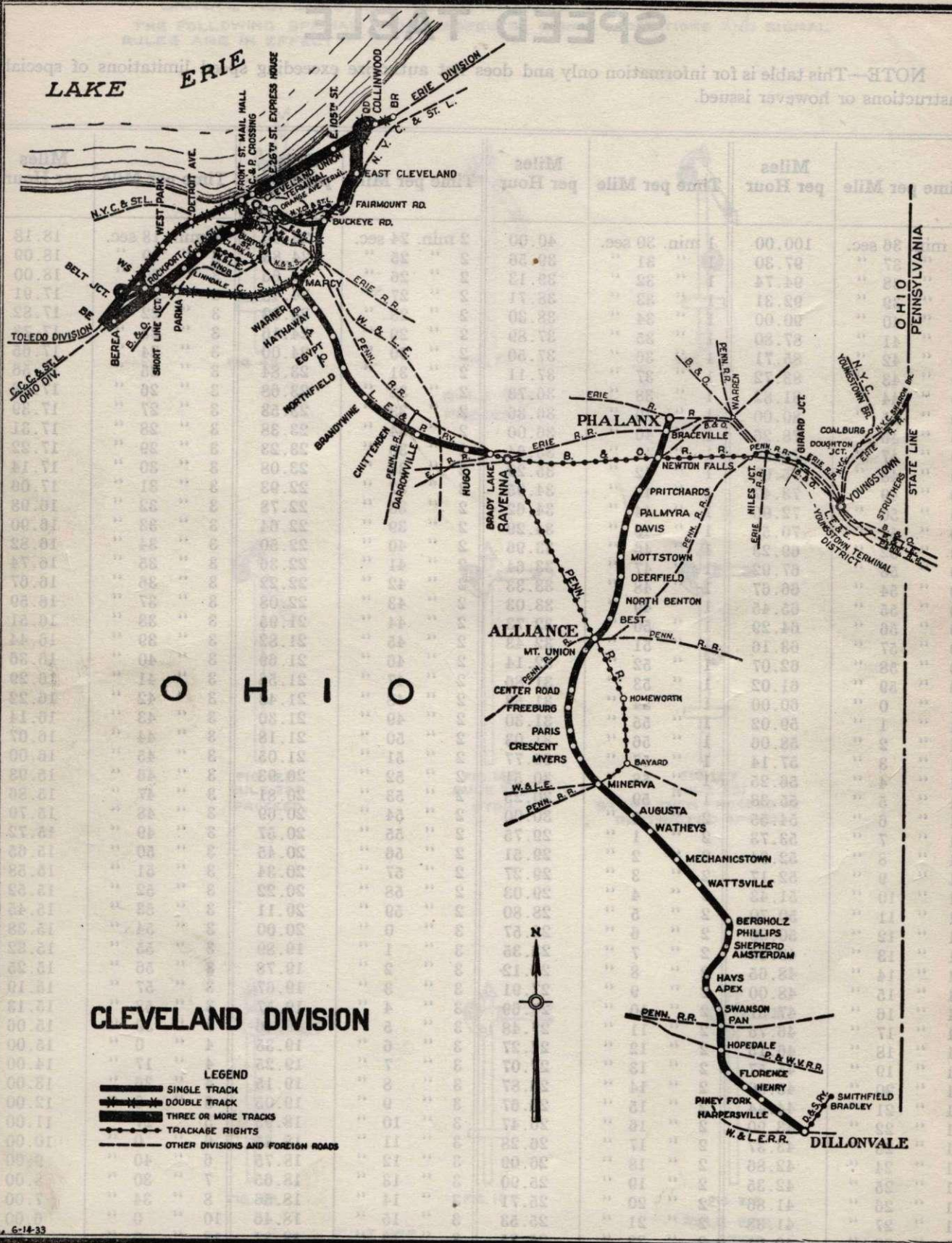
PROCEED PREPARING TO STOP AT SWITCH OR NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

LAKE ERIE



CLEVELAND DIVISION

- LEGEND**
- SINGLE TRACK
 - == DOUBLE TRACK
 - === THREE OR MORE TRACKS
 - TRACKAGE RIGHTS
 - - - OTHER DIVISIONS AND FOREIGN ROADS



NOTE—This table is for information only and does not constitute instructions or however issued.

Miles	Time per Hour	Miles	Time per Hour
100.00	1 min. 30 sec.	100.00	38 sec.
97.30	1 min. 31 sec.	97.30	38 sec.
94.60	1 min. 32 sec.	94.60	38 sec.
91.90	1 min. 33 sec.	91.90	38 sec.
89.20	1 min. 34 sec.	89.20	38 sec.
86.50	1 min. 35 sec.	86.50	38 sec.
83.80	1 min. 36 sec.	83.80	38 sec.
81.10	1 min. 37 sec.	81.10	38 sec.
78.40	1 min. 38 sec.	78.40	38 sec.
75.70	1 min. 39 sec.	75.70	38 sec.
73.00	1 min. 40 sec.	73.00	38 sec.
70.30	1 min. 41 sec.	70.30	38 sec.
67.60	1 min. 42 sec.	67.60	38 sec.
64.90	1 min. 43 sec.	64.90	38 sec.
62.20	1 min. 44 sec.	62.20	38 sec.
59.50	1 min. 45 sec.	59.50	38 sec.
56.80	1 min. 46 sec.	56.80	38 sec.
54.10	1 min. 47 sec.	54.10	38 sec.
51.40	1 min. 48 sec.	51.40	38 sec.
48.70	1 min. 49 sec.	48.70	38 sec.
46.00	1 min. 50 sec.	46.00	38 sec.
43.30	1 min. 51 sec.	43.30	38 sec.
40.60	1 min. 52 sec.	40.60	38 sec.
37.90	1 min. 53 sec.	37.90	38 sec.
35.20	1 min. 54 sec.	35.20	38 sec.
32.50	1 min. 55 sec.	32.50	38 sec.
29.80	1 min. 56 sec.	29.80	38 sec.
27.10	1 min. 57 sec.	27.10	38 sec.
24.40	1 min. 58 sec.	24.40	38 sec.
21.70	1 min. 59 sec.	21.70	38 sec.
19.00	2 min. 00 sec.	19.00	38 sec.
16.30	2 min. 01 sec.	16.30	38 sec.
13.60	2 min. 02 sec.	13.60	38 sec.
10.90	2 min. 03 sec.	10.90	38 sec.
8.20	2 min. 04 sec.	8.20	38 sec.
5.50	2 min. 05 sec.	5.50	38 sec.
2.80	2 min. 06 sec.	2.80	38 sec.
0.10	2 min. 07 sec.	0.10	38 sec.