

# The New York Central Railroad Company

## CLEVELAND DIVISION

# Time Table No. 56

FOR EMPLOYEES ONLY

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

Sunday, November 1, 1942

G. H. JEDELE,  
Superintendent

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**COMPANY SURGEONS**

**Name Address Tel. No.**

**ALLIANCE, O.**

Manchester, W. C.....305 E. Market St..... 7148

**BEREA, O.**

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

**CLEVELAND, O.**

Fowler, H. D.....628 E. 185th St.....Ivanhoe 6688

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

Hanson, J. B.....928 E. 152nd St.....Glenville 4400

Cannon, C. J.....18920 Nottingham Rd..Kenmore 0225

Jones, Julian S.....577 E. 152nd St.....Glenville 6000

**MINERVA**

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

**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

**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

# 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.

Main Track No. 1 from a point approximately 500 feet west of East 152nd St. Bridge, Collinwood, 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, via Cleveland Union Terminal.

Side and yard tracks south of main tracks Nos. 1 and 2 from a point approximately 500 feet east and west of East 152nd St. Bridge, Collinwood and East 140th St., Collinwood.

All tracks in the electric engine house, Collinwood and Linndale.

Main track No. 3 between Central Ave. and Cleveland Union Terminal.

Switching lead, Nickel Plate transfer and coach yard tracks between Cleveland Union Terminal, East 9th and East 37th Sts.

All tracks in station and coach yard area, Cleveland Union Terminal.

Nickel Plate connection, West 25th St. and Nickel Plate main tracks to West 38th St.

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.

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.

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.

Coal space cover on tenders of streamlined class J-3 locomotives must be closed at all times when operated in electric zone.

## 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.
DK.....	{ Yard masters office.
Cleveland Union Terminal.....	{ Crew dispatchers office. G H telegraph office.
Linndale.....	{ Engine house.
CF.....	{ Signal station.
Phalanx.....	{ Station.
Minerva.....	{ Block station. Engine house.
Dillonvale.....	{ Station.

## 6. LETTERS AND SIGNS.

§	Stop for mail.
⊙	Stop Saturday.
□	Stop Sunday.
△	Stop daily except Sunday.
‡	Stop on signal to discharge passengers.

## 12. HAND, FLAG AND LAMP SIGNALS.

Collinwood: Trains or engines using westward yard lead in either direction will be governed by hand signals from switch-tenders located at East 152nd St. bridge, No. 24 cabin and west end westward yard.

Cleveland, C. & P. Crossing: Trains or engines must receive proceed hand signal from switch tender located at Double Track yard office and proceed at restricted speed.

C. C. C. & St. L. Wye: Trains or engines must receive proceed hand signal from operator-switch tender before moving to and from yard tracks.

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.

Linndale, West 130th St.: Trains or engines using No. 4 main track or leads in either direction will be governed by hand signals from switch tender.

## 13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signals are in use at CT and QD Interlockings.

## 14. ENGINE WHISTLE SIGNALS.

Cleveland, Electric Zone:	
Sound	Indication
o — o	Shut power off on Track 1.
o o —	Shut power off on Track 2.
Alliance:	
o o —	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.

## 19. MARKERS.

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. Operators will register trains with through conductors.  
 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:

Cleveland { N. Y. C. passenger, mail and express trains, verbally by operator at GH telegraph office.  
 N. Y. C. passenger, mail and express trains via Cleveland Union Terminal with through conductors, verbally by operator at GH by telephone from platform at Union Terminal. Dial Sta. 201.  
 C. C. C. & St. L. passenger, mail and express trains, clearance form A from operator at GH telegraph office.  
 B. & O. passenger trains, clearance form A from operator at GH telegraph office.

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: Chase Brass & Copper Co. 2.5 miles east of BR to Warner, Short Line Jct. and Belt Jct., inclusive.

Phalanx.  
 Alliance Yard.  
 Minerva.  
 Bergholz.  
 Piney Fork.  
 Dillonvale.

Passenger trains must be given full protection at all times.

**98. 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.
North of pier lead.....	P. R. R.....	Target.
C. C. C. & St. L. Ry. Wye.....	N. Y. C.....	Target.
C. C. C. & St. L. Crossing.....	C. C. C. & St. L.....	Target.
Whiskey Island.....	P. R. R.....	Target.
Parma.....	B. & O.....	Interlocking.
Short Line Jct.....	C. C. C. & St. L.....	Interlocking.
Braceville.....	Erie.....	Interlocking.
Newton Falls.....	B. & O.....	Target.
Alliance.....	P. R. R., C. & P. Division.....	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	Signals
Cuyahoga River.	Pot.
Trains or engines may proceed when signals, switches and derrails are in proper position and proceed color hand signal is received from operator-switch tender 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. Eastern Division crossing: Northward trains, when stopping for crossing, must stop south of Columbia Street.

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

Cleveland: Fischer Rd., 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".

**104. SWITCHES.**

**Remote Controlled Switches.**

Remote controlled switch is located at:

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.

Enginemen or trainmen finding signal governing movement over switch displaying the stop indication, will call signalman at signal station for instructions. Additional instructions are located in the telephone box.

**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: 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 employes.

	Yard office, westward yard.
	Yard office, west end Big Four yard.
	Yard office, east end Big Four yard.
	Crew dispatchers office.
Collinwood.....	East end of eastward yard, switchtenders cabin.
	West end of eastward yard, yardmasters office.
	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 Terminal.....	Engineers room.
	Yardmasters office, east end.
	Yardmasters office, west end.
West 117th St.....	Yardmasters office.
West Park,	
W. 150th St.....	Yardmasters office.
Rockport,	
W. 150th St.....	Yardmasters office.
Quincy Ave.....	Coal dock.
Kingsbury Yard.....	Yardmasters office.
	Coal dock.
Orange Avenue	
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 C. & P. crossing and west end of Cuyahoga River Bridge.
- DK and Clark Ave.
- Phalanx and Dillonvale.
- Hugo and Warner.

**D-151.**

**Two Tracks:**

- Between BR and Central Ave.
  - Cleveland Union Terminal and Clark Ave.
  - West end of Cuyahoga River 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 C. & P. crossing.

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.....On 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 C. & P. crossing.  
West end Cuyahoga River Bridge and BE.

**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. N. Y. C. trains proceed without stopping.  
 Vertical . . . . . P. R. R. trains proceed.

North of Pier  
 Lead, P.R.R. Target . . . . . Horizontal. Proceed.  
 C. C. C. & St. L.  
 Wye. . . . . Target . . . . . Horizontal. Proceed on N. Y. C. main track.

Proceed to and from N. Y. C. yard tracks when proceed hand signal is received from Operator-switch tender.

Vertical . . . . . Proceed from N. Y. C. main track to C. C. C. & St. L. wye.

Diagonal . . . . . Proceed from C. C. C. & St. L. wye to N. Y. C. main track.

C. C. C. & St. L. crossing N. Y. C. . . . . Target . . . . . Horizontal. N. Y. C. trains via Lake Front proceed without stopping.

P. R. R. trains proceed.

Vertical . . . . . N. Y. C. trains via C. C. C. & St. L. proceed.

Whiskey Island, P. R. R. crossing, N. Y. C. team tracks. . . . . Target . . . . . Horizontal. Proceed.

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

Diagonal . . . . . All stop.

Newton Falls. . . . . Target . . . . . Vertical . . . . . N. Y. C. trains proceed without stopping.

Alliance. . . . . Target . . . . . Vertical . . . . . N. Y. C. trains proceed.  
 Normal position for C. & P. . . . . Horizontal. C. & P. trains proceed without stopping.

Minerva. . . . . Two Targets. Vertical . . . . . Proceed.

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

Whiskey Island—P. R. R. crossing: Trainmen will operate target.

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

Newton Falls—B. & O. crossing: Trainmen will operate target.

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

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. movements. Freight trains and engines in switching service on the N. Y. C. may proceed over the crossing at a speed not to exceed 15 miles per hour without stopping when targets indicate proceed.

**305. MANUAL BLOCK SYSTEM.**

Manual Block System is in use:

**Single Track:**

Between 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 Brady Lake and Hugo.  
 Warner and Marcy.

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."

**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 C. & P. Crossing.

West end Cuyahoga River Bridge and BE.

When signal 179.3A located at East 55th Street indicates "STOP," 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.

**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 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 50 sacks.....	3 ft.	251 to 300 sacks.....	18 ft.
51 to 100 sacks.....	6 ft.	301 to 350 sacks.....	21 ft.
101 to 150 sacks.....	9 ft.	351 to 400 sacks.....	24 ft.
151 to 200 sacks.....	12 ft.	401 to 450 sacks.....	27 ft.
201 to 250 sacks.....	15 ft.	451 to 500 sacks.....	30 ft.

Two (2) outside parcels equal one sack.  
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 door next to rear car	Rear vestibule of car next to rear out of passageway and if so placed as to avoid inconvenience to passengers using vestibule.
Private or Official DeLuxe Obs., Coach, Diner.	Pullman	if drawing room is next to rear car, place in rear vestibule of car next to rear.	Rear of coach.
	Pullman Pullman Pullman Coach	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.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., Current Rules, is modified as follows:

Note — It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

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, and train crew equipment 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 cooling 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	Circus trains with freight equipped cars.....	3
Engines running backward by night over public crossings....	15	Trains with scale test cars or Jordan spreader.....	25
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:		Trains with dead engines not having all side or main rods..	20
Passenger, mail and express trains.....	35	Work trains with locomotive cranes.....	30
Other trains.....	20	Revenue freight trains with cranes moving on own wheels..	25
Passenger, mail and express trains:		Freight trains with pushers.....	25
With class L-2 engines 2995 and 2998 and Class L-3 engines		Switches and crossovers, not interlocked, when diverging..	10
3000 to 3024 inclusive.....	70	Rail Detector Car X8015, under own power or on rear of passenger train.....	40
With other class L engines.....	60	<b>Note:</b> General speed restrictions govern, except when further restricted by Division or Local speed restrictions.	

**DIVISION**

	BR and BE via West Park		QD and Belt Jct. via Marcy	QD and W. 130 St. Linndale via Elec. Zone		W. 130th St. Linndale and BE		Alliance Branch	L. E. & P. Branch	
	Tracks 1 and 2	Tracks 3 and 4	Tracks 3 and 4	Tracks 1 and 2	Track 4	DK and Clark Ave.	Tracks 1 and 2			Track 4
Passenger, mail and express trains.....	70	40	40	60	40	40	70	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	25	40
Troop trains with freight equipped cars.....	40	40	40	40	40	30	40	40	30	30
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:										
M-1 to M-7 incl., and M-10...	55	40	40	55	40	40	55	40	30	40
M-205 and M-404.....	50	40	40	50	40	40	50	40	30	40
All others.....	60	40	40	60	40	40	60	40	30	40
Engines, light or with caboose..	40	40	40	40	40	40	40	40	30	40
Engines running backward.....	30	25	25	25	25	25	30	25	15	25
Engines, Class NE.....	25	25	25	..	25	25	25	25	25	25
Snow plows and flangers.....	35	35	35	..	35	35	35	35	30	35
Electric crane X-99.....	..	..	..	35	..	..	..	..	..	..
Electric locomotives running light or being towed.....	..	..	..	35	..	..	..	..	..	..
N. Y. C. system and W. & L. E. engines in freight service not equipped with automatic train stop device.....	20	20	..	20	20	20	20	20	..	..

Local

**BR and BE, via West Park:**

All 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
- Between E. 26th St. and C. & P. Crossing, Track 1.... 50
- Between C. & P. Crossing and E. 105th St., Track 2.... 50
- Between W. 117th St. and Triskett Rd., Track 1..... 50
- Fisher Rd. Crossing, yard tracks 3 and 4..... 25

Freight and work trains:

- Westward—From Signals 181.1A to C. & P. Crossing.... 15
- Eastward—From Signal 185.2 to Cuyahoga River Draw-bridge..... 15
- From Signal 182.2 to QD..... 30

Between C. & P. Crossing and west end Cuyahoga Draw-bridge, trains or engines, irrespective of class or direction, will proceed on hand signals from switch-tenders located at east end of Cuyahoga Drawbridge, or yard office at double track, and will proceed at restricted speed.

**QD and Belt Jct., via Marcy:**

Freight and work trains:

- Between Signals 2307.4 and 2309.3..... 25
- With 2500 to 5000 tons..... 35
- With 5000 tons or over..... 30
- Through tunnels..... 25

**QD and W. 130 St., Electric Zone:**

- 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 of Cuyahoga viaduct and Clark Ave. signal station: Track 1..... 40
- Track 2..... 30

Clinton Rd. curve..... 40

Nickel Plate electric tracks, E. 37 St. and W. 38 St. through crossovers and turnouts leading to and from Nickel Plate tracks..... 15

Between Clark Ave. and W. 130th St.

- Freight and work trains:
- Linndale Interlocking..... 15
- With 7000 tons or less..... 30
- With 7000 tons or more..... 20

Between DK and Clark Ave.:

- Freight and work trains:
- With 3000 tons or less..... 30
- With 3000 to 4300 tons..... 25
- With 4300 to 6600 tons..... 20
- With 6600 tons or over..... 15

**Front St. and Clark Ave.:**

Between Front St. and DK, trains or engines, irrespective of class, will run with current of traffic, on signal indication at Front St. or DK and will proceed at restricted speed.

**W. 130th St. 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
- W63.1 and W64.2..... 15
- W79.2..... 25

Newton Falls, Bridge St..... 10

Mahoning River Trestle, 1 mile north of North Benton:

- Engines: Classes H, J, K, L, NE and U..... 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

- Hopedale: 1½ miles north, first curve north of Half Moon fill..... 10
- D & S Branch..... 20
- D & S Branch, when passing tipples at U. S. No. 1 and No. 2 mines..... 10
- On following curves:..... 25
- North Benton, curve at station
- Davis, second curve south
- Phillips, second curve south
- Hays, fifth curve north
- Hopedale, third, fourth and fifth curves north
- Piney Fork, second curve south
- Harperville, first curve north

**L. E. & P. Branch:**

- Freight and work trains:
- With 4000 tons or over at Signals B9.1 and B26.2..... 30
- Boston Ledges, one mile east of Brandywine..... 10

**ENGINE AND CAR RESTRICTIONS.**

Rail Detector car X8015 must not be operated in freight 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:**

Engines must not be operated as shown below:

Locations	Classes
Territory where automatic train stop is installed.....	M and NU
Other territory except by special permission.....	NU.
W. & L. E. Belt.....	J and NU.

**Cuyahoga River Draw Bridge:**

Not more than two engines coupled.

**Electric Zone:**

Electric locomotives in damaged condition, making them unfit to be operated at speeds specified in special instructions "Speed Restrictions," must be hauled separately.

The maximum height of equipment or loads that can be moved is 15 feet 3 inches.

Locomotive cranes and pile drivers must not be operated except by special permission.

Enginemen operating engines equipped with storm wind-shield wings must have windshields closed when operating on main tracks Nos. 1, 2, 3 and 4. between East 105th St. and Cuyahoga River Bridge, Front St. and DK. Also while operating in yards and on side tracks.

**Newton Falls:**

- Republic Steel Co..... H-10, J, K and L.

**Alliance:**

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

**Mt. Union:**

- Mt. Union Mill track..... H-10, J, K and L.

**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.

**Piney Fork:**

Witch Hazel or Florence Mine tail track beyond clearance point and empty tracks between run-around track and tipple.....All engines.

**D. & S. Branch:**

U. S. No. 1 Mine, loaded tracks, curve to tipple, empty tracks crossovers to tipple and Mule barn track beyond clearance point....All engines

U. S. No. 2 Mine empty tracks, crossovers to tipple.....All engines.

**Egypt:**

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

**SPECIAL USE OF TRACKS.**

**Cleveland Terminal District:**

Account of close clearance, passenger trains must not be operated on (north) main track or (south) No. 1 Depot Track between Double Track Yard Office and Big Four crossing, except when curve in adjacent track just west of C. & P. Crossing is clear.

Account of close clearance, passenger trains with new 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 the curve in adjacent main track is clear.

Westward siding No. 3 between Detroit Ave. and West 150th St., and Eastward siding No. 4 between Belt Jct. and West 58th Street will be under the control of the train dispatcher and trains or engines will not use or occupy these tracks without permission from the train dispatcher.

Trains or engines must not use or occupy the East Wye track between Rockport and the Junction switch with No. 4 siding without permission from the train dispatcher.

**Whiskey Island:** Trains or engines must obtain permission from train dispatcher by telephone to use eastward side track.

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 points.

Trains or engines taking switching lead located between DK and Clark Avenue, south of main track, will at DK and Clark Avenue proceed on signal indication, except when stopping to set off or pick up cars, permission must also be obtained from operator. When clear of switching lead at intermediate points must report when clear, and also must obtain permission from operator at Clark Avenue, by telephone, before fouling switching lead at any intermediate point.

**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, between CF and BE also between QD and CF, 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.

**G. H. JEDELE, Superintendent.**

**E. J. GIBBONS, Assistant Superintendent.**

**W. A. DALBY**  
**E. C. JOHNSON**  
**G. F. JESSUP** } Train Masters.

**A. B. CROTSEY**  
**F. S. SULLIVAN** } Chief Train Dispatchers.

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

**ALLIANCE BRANCH:**

**C. M. McVAY, Assistant Superintendent.**

**R. W. BARNETT, Train Master.**

**J. E. BALDWIN**  
**R. TRICKEY**  
**J. I. CASE**  
**J. G. BETTIS** } Train Dispatchers

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	179	89	105	41	15	37	67	23	27	6881
				Pittsburgh Chicago	The Forest City	B4 Buffalo Cincinnati Express	NYC-B4 The Knickerbocker	NYC-B4 Ohio State Limited	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	B4 The Missouriian	New England States	NYC Erie R. R.
				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	BR.....				2.11	2.43	3.10	3.25		3.42	
3.28	3.28	3.28	QD.....				2.18	2.47	3.20	3.35		3.52	
9.10	9.10		East 26th St.....					2.57	3.31	3.46		4.03	
10.37	10.37		C. and P. Crossing.....					3.15	3.33	3.48		4.05	A.M.
	10.70		Front St.....										4.03
				A.M.									
	11.15		Erie Passenger Sta..	12.10									4.13
	11.77		DK.....	12.12									4.25
													4.27
													A.M.
		5.97	East Cleveland.....										
		11.27	East 34th St.....										
		11.86	East 9th St.....										
		12.96	Cleveland Union Terminal..A		A.M.	A.M.	2.36					A.M.	
		12.96	Cleveland Union Terminal..L		12.20	12.40	2.55					3.30	
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....	12.20	12.26	12.46	3.01					3.36	
	17.02	18.98	Linndale.....	A.M.	s 12.30	s 12.50	s 3.05					s 3.40	
	18.91	20.87	Short Line Jct.....		12.40	1.00	3.15					3.50	
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....		12.46	1.06	3.21	3.36	3.52	4.07	3.56	4.24	
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	25	SH-25 See Note	1	629	19	447	207	LF-11 See Note	11	75
				Twentieth Century Limited	Shuttle	The Pacemaker	Accommodation	Lake Shore Limited	B4 Cleveland Cincinnati Express	Number Two Naught Seven	Shuttle	NYC-B4 South western Limited	The Mercury
				Daily	Daily	Daily	Daily except Sunday	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.	A.M.
.0	.0	.0	BR.....	4.11	<u>A.M.</u>	4.18	.....	6.00	.....	6.45	<u>A.M.</u>	6.50	.....
3.28	3.28	3.28	QD.....	4.20	4.25	4.28	.....	6.07	.....	6.52	6.54	6.57	.....
9.10	9.10	.....	East 26th St.....	4.31	.....	4.39	.....	.....	.....	.....	<u>7.05</u>	.....	.....
10.37	10.37	.....	C. and P. Crossing..	4.33	.....	4.41	.....	.....	.....	.....	<u>A.M.</u>	.....	.....
.....	10.70	.....	Front St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.15	.....	Erie Passenger Sta..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.97	East Cleveland.....	.....	.....	.....	.....	.....	.....	s 7.00	.....	s 7.05	.....
.....	.....	11.27	East 34th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	11.86	East 9th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.96	Cleveland Union Terminal..A	.....	<u>4.45</u>	.....	<u>A.M.</u>	6.25	<u>A.M.</u>	<u>7.15</u>	.....	7.20	<u>A.M.</u>
.....	.....	12.96	Cleveland Union Terminal..L	.....	<u>A.M.</u>	.....	<u>5.40</u>	6.40	<u>7.00</u>	<u>A.M.</u>	.....	7.37	<u>7.45</u>
.....	.....	14.33	West 25th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.20	16.16	Clark Ave.....	.....	.....	.....	5.46	6.46	7.06	.....	.....	7.43	7.50
.....	17.02	18.98	Linndale.....	.....	.....	.....	s 5.50	s 6.50	s 7.10	.....	.....	s 7.47	s 7.54
.....	18.91	20.87	Short Line Jct.....	.....	.....	.....	6.00	7.00	7.20	.....	.....	7.57	8.01
22.42	23.07	25.03	Berea.....	.....	.....	.....	s 6.05	.....	s 7.24	.....	.....	.....	.....
22.53	23.18	25.14	BE.....	4.52	.....	5.00	6.06	7.06	7.26	.....	.....	8.03	8.07
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-11 will not carry passengers.

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	57	2017	421	6241	LF-21	21	1007	59	35	433
				Mail	B. & O.	B4 Cincinnati Special	Erie R. R.	Shuttle	The Lake Erie	Nickel Plate	The Iroquois	Fast Mail	B4 Cleveland Cincinnati Special
				Daily	Daily	Daily	Daily	Daily Except Monday	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	BR.....	6.59				A.M.	8.25		10.40	10.57	
3.28	3.28	3.28	QD.....	7.06				8.29	8.32		10.47	11.04	
9.10	9.10		East 26th St.....										
10.37	10.37		C. and P. Crossing..					8.40					
	10.70		Front St.....					A.M.					
							A.M.						
	11.15		Erie Passenger Sta..				8.20						
	11.77		DK.....				8.22						
							A.M.						
		5.97	East Cleveland.....	s 7.14					† 8.40	A.M.	s 10.55	s 11.12	
		11.27	East 34th St.....		A.M.					9.05			
		11.86	East 9th St.....		7.50								
		12.96	Cleveland Union Terminal..A	7.30	7.55	A.M.			8.55	9.15	11.10	11.26	P.M.
		12.96	Cleveland Union Terminal..L	8.00	A.M.	8.05			A.M.	9.30	11.20	11.36	12.15
		14.33	West 25th St.....							9.33			
	14.20	16.16	Clark Ave.....	8.06		8.11				A.M.	11.26	11.42	12.21
	17.02	18.98	Linndale.....	s 8.10		s 8.15					s 11.30	s 11.46	s 12.25
	18.91	20.87	Short Line Jct.....	8.20		8.25					11.40	11.56	12.35
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	8.26		8.31					11.46	12.02	12.41
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

No. LF-21 will not carry passengers.

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	151	407	6261	435	85	609	6061	627	137	43
				Interstate Express	B4 Cleveland St. Louis Special	Erie R. R.	B4 Columbus Cincinnati Special	Pittsburgh Detroit	The Prairie State	Erie R. R.	Accommodation	Railway Express	South Shore Express
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	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	BR.....	11.40								4.48	4.50
3.28	3.28	3.28	QD.....	11.47								4.52	4.57
9.10	9.10	.....	East 26th St.....									5.10	
10.37	10.37	.....	C. and P. Crossing..									5.30	
.....	10.70	.....	Front St.....									5.33	
.....	11.15	.....	Erie Passenger Sta..			P.M.		P.M.		P.M.		5.05	
.....	11.77	.....	DK.....			1.15		3.45		5.05			
.....						1.17		3.48		5.07			
.....						P.M.				P.M.			
.....		5.97	East Cleveland.....	s 11.55									s 5.05
.....		11.27	East 34th St.....										
.....		11.86	East 9th St.....										
.....		12.96	Cleveland Union Terminal..A	12.10	P.M.		P.M.		P.M.		P.M.		5.20
.....		12.96	Cleveland Union Terminal..L	12.30	12.35		3.05		4.00		5.25		5.40
.....		14.33	West 25th St.....										
.....	14.20	16.16	Clark Ave.....	12.36	12.41		3.11	3.54	4.06		5.31		5.46
.....	17.02	18.98	Linndale.....	s 12.40	s 12.45		s 3.15	4.00	s 4.10		s 5.35		s 5.50
.....	18.91	20.87	Short Line Jct.....	12.50	12.55		3.25	P.M.	4.20		5.45		6.00
22.42	23.07	25.03	Berea.....	⊕ 12.55							s 5.50		
22.53	23.18	25.14	BE.....	12.56	1.01		3.31		4.26		5.51	5.55	6.06
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 137 will not carry passengers.  
No. 85 will combine with No. 609 at Linndale.

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	6281	445	6861	1009	431	425	51	6201	83	427
				Erie R.R.	B4 Capital City Special	Erie R.R.	Nickel Plate	B4 St. Louis Special	B4 Night Express	Empire State Express	Erie R.R.	Pittsburgh Cleveland Express	B4 The Gateway
				Daily Ex. Sun. and Hol.	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	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.....							8.10		9.15	
3.28	3.28	3.28	QD.....							8.17		9.22	
9.10	9.10		East 26th St.....										
10.37	10.37		C. and P. Crossing..										
	10.70		Front St.....										
				P.M.		P.M.					P.M.		
	11.15		Erie Passenger Sta..	5.30		6.00					9.00		
	11.77		DK.....	5.32		6.02					9.02		
				P.M.		P.M.					P.M.		
		5.97	East Cleveland.....							s 8.25		s 9.30	
		11.27	East 34th St.....										
		11.86	East 9th St.....										
		12.96	Cleveland Union Terminal..A		P.M.		P.M.	P.M.	P.M.	8.40		9.45	P.M.
		12.96	Cleveland Union Terminal..L		5.50		6.00	6.10	8.15	P.M.		P.M.	9.55
		14.33	West 25th St.....				6.03						
	14.20	16.16	Clark Ave.....		5.56		P.M.	6.16	8.21				10.01
	17.02	18.98	Linndale.....		s 6.00			s 6.20	s 8.25				s 10.05
	18.91	20.87	Short Line Jct.....		6.10			6.30	8.35				10.15
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....		6.16			6.36	8.41				10.21
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 11-8 will carry passengers  
No. 11-9 will carry passengers  
No. 11-10 will carry No. 11's mail and will not carry passengers  
No. 11-12 will combine with No. 8 at Cleveland Union Terminal.

**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	LF-9	9	SH-29	1005	5				
				See Note	See Note	See Note		See Note				
				Shuttle	Mail	Shuttle	Nickel Plate	The Mohawk				
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.				
0	0	0	BR.....	P.M.	9.45	P.M.		11.55				
3.28	3.28	3.28	QD.....	9.49	9.52	10.35		12.02				
9.10	9.10		East 26th St.....	10.00								
10.37	10.37		C. & P. Crossing....	10.05								
	10.70		Front St.....	P.M.								
	11.15		Erie Passenger Sta..									
	11.77		DK.....									
		5.97	East Cleveland.....				P.M.	s 12.10				
		11.27	East 34th St.....				11.25					
		11.86	East 9th St.....									
		12.96	Cleveland Union Terminal..A		10.15	10.55	11.35	12.25				
		12.96	Cleveland Union Terminal..L		10.35	P.M.	11.50	1.05				
		14.33	West 25th St.....				11.53					
	14.20	16.16	Clark Ave.....		10.41		P.M.	1.11				
	17.02	18.98	Linndale.....		s 10.45			s 1.15				
	18.91	20.87	Short Line Jct.....		10.55			1.25				
22.42	23.07	25.03	Berea.....									
22.53	23.18	25.14	BE.....		11.01			1.31				
			ARRIVE	P.M.	P.M.	P.M.	P.M.	A.M.				

No. 9 will not carry passengers east of Cleveland.  
 No. LF-9 will not carry passengers.  
 No. SH-29 will handle No. 26's mail and will not carry passengers.  
 No. 178 will combine with No. 5 at Cleveland Union Terminal.

**BE TO BR  
EASTWARD — FIRST-CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	178	272	LF-418	418	22	18	SH-30	6872	88	80
				See Note	See Note	See Note				See Note	See Note	See Note	
				Pittsburgh Chicago	Cleveland Buffalo Express	Shuttle	B-4 New York Express	Lake Shore Limited	Number Eighteen	Shuttle	Erie-NYC Lake Cities Special	Pittsburgh Special	The Maumee
			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.....				1.15	1.32				3.48	4.55
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....			A.M.	1.19	1.36					4.59
	6.16	6.16	Linndale.....	A.M.		1.21 s	1.22 s	1.39					5.02 s
	8.98	8.98	Clark Ave.....	12.25		1.24	1.25	1.42					5.05
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal..A	12.35			1.40	1.57	A.M.	A.M.			5.20
		12.18	Cleveland Union Terminal..L	A.M.			A.M.	2.12	2.17	3.35			A.M.
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....					s 2.26					
	11.41		DK.....			1.30					A.M.		
	12.03		Erie Passenger Sta..								3.26		
											3.28		
											3.40		
	12.48		Front St.....			1.38					3.43	4.03	
12.16	12.81		C. and P. Crossing..		A.M.	1.40					A.M.	A.M.	
13.43	14.11		East 26th St.....		1.10	A.M.							
19.25	19.90	21.86	QD.....		1.22			2.26	2.35	3.55			
22.53	23.18	25.14	BR.....		1.30			2.38	2.47	A.M.			
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. 178 will combine with No. 5 at Cleveland Union Terminal.  
 No. 272 will not carry passengers between Cleveland and Painesville.  
 No. LF-418 will not carry passengers.  
 No. SH-30 handles No. 25's mail and will not carry passengers.  
 No. 6872 will operate via West Wye at Front St., thence as a section of No. 67 to BE.  
 No. 88 will operate via west wye at Front St. to Erie Passenger Station.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	LF-38	38	LF-428	428	442	90	420	290	626	1006
				See Note	B4-NYC	See Note	B4	B4	See Note	B4	The Forest City	Accommodation	Nickel Plate
				Shuttle	The Missouriian	Shuttle	Eastern Mail	Midnight Special	Advance Forest City	Cleveland Special	The Forest City	Accommodation	Nickel Plate
				Daily Except Monday	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	BE.....		5.25		6.05	6.25	6.30	6.55	7.05	7.12	
.11	.11	.11	Berea.....									s 7.14	
	4.27	4.27	Short Line Jct.....	A.M.	5.29	A.M.	6.09	6.29	6.34	6.59	7.09	7.18	
	6.16	6.16	Linndale.....	5.31	s 5.32	6.10	s 6.12	s 6.32	s 6.37	s 7.02	s 7.12	s 7.25	
	8.98	8.98	Clark Ave.....	5.34	5.35	6.13	6.15	6.35	6.40	7.05	7.15	7.28	A.M.
		10.81	West 25th St.....										7.51
		12.18	Cleveland Union Terminal..A.....		5.50		6.30	6.50	6.55	7.20	7.30	7.45	8.00
		12.18	Cleveland Union Terminal..L.....		6.05		A.M.	A.M.	7.10	A.M.	A.M.	A.M.	8.15
		13.28	East 9th St.....										
		13.84	East 34th St.....										8.18
		19.17	East Cleveland.....		s 6.14				s 7.19				A.M.
	11.41		DK.....	5.42		6.24							
	12.03		Erie Passenger Sta.....										
	12.48		Front St.....	5.48		6.28							
12.16	12.81		C. and P. Crossing..	5.50		6.30							
13.43	14.11		East 26th St.....	A.M.		A.M.							
19.25	19.90	21.86	QD.....		6.23				7.28				
22.53	23.18	25.14	BR.....		6.35				7.40				
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Nos. LF-38 and LF-428 will not carry passengers.  
No. 90 Name "Forest City" East of Cleveland Union Terminal.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	6292	60	1010	50	6192	444	32	446	6052	52
				Erie R. R.	Cleveland Buffalo Special	Nickel Plate	Empire State Express	Erie R. R.	B4 Cleveland Express	See Note Mail	B4 Cleveland Express	Erie R. R.	The Easterner
				Daily Ex. Sun. and Hol.	Daily	Daily	Daily	Sunday Only	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.....						10.45	11.05	11.20		11.52
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....						10.49		11.24		11.56
	6.16	6.16	Linndale.....						s 10.52		s 11.27		s 11.59
	8.98	8.98	Clark Ave.....			A.M.			10.55		11.30		12.02
		10.81	West 25th St.....			8.55							
		12.18	Cleveland Union Terminal..A.....		A.M.	9.00	A. M.		11.10		11.45		12.18
		12.18	Cleveland Union Terminal..L.....		8.25	A.M.	9.55		A.M.		A.M.		12.30
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....		s 8.34		s 10.04						s 12.39
					A.M.			A.M.				A.M.	
	11.41		DK.....		8.00			10.13				11.47	
	12.03		Erie Passenger Sta..		8.03			10.15				11.50	
					A.M.			A.M.				A.M.	
	12.48		Front St.....										
12.16	12.81		C. and P. Crossing..							11.28			
13.43	14.11		East 26th St.....							11.31			
19.25	19.90	21.86	QD.....		8.43		10.13			11.45			12.48
22.53	23.18	25.14	BR.....		8.55		10.25			12.00			1.00
			ARRIVE		A.M.	A.M.	A. M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.

No. 32 will not carry passengers.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	426	6852	244	14	86	404	1008	6	20	76
				B4 Cleveland Special	Erie R. R.	Number Two Forty Four	Interstate Express	Detroit Pittsburgh	B4 New York Special	Nickel Plate	Fifth Avenue Special	Cleveland Limited	The Mercury
				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.
.0	.0	.0	BE.....	2.45			5.05		5.13		6.25		8.05
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....	2.49			5.09	<u>P.M.</u>	5.17		6.29		8.09
	6.16	6.16	Linndale..... s	2.52			s 5.12	5.18	s 5.20		s 6.32		s 8.12
	8.98	8.98	Clark Ave.....	2.55			5.15	5.21	5.23	<u>P.M.</u>	6.35		8.15
		10.81	West 25th St.....							5.45			
		12.18	Cleveland Union Terminal.. A	3.10		<u>P.M.</u>	5.30		5.38	5.51	6.50	<u>P.M.</u>	8.30
		12.18	Cleveland Union Terminal.. L	<u>P.M.</u>		4.00	5.45		<u>P.M.</u>	6.01	7.00	8.15	<u>P.M.</u>
		13.28	East 9th St.....										
		13.84	East 34th St.....							6.04			
		19.17	East Cleveland.....			s 4.09	s 5.54			<u>P.M.</u>	s 7.09	s 8.24	
					<u>P.M.</u>								
	11.41		DK.....		3.36			5.31					
	12.03		Erie Passenger Sta.....		3.40			5.35					
					<u>P.M.</u>			<u>P.M.</u>					
	12.48		Front St.....										
12.16	12.81		C. and P. Crossing.....										
13.43	14.11		East 26th St.....										
19.25	19.90	21.86	QD.....			4.18	6.03				7.18	8.34	
22.53	23.18	25.14	BR.....			4.30	6.15				7.30	8.48	
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	2	16	12	66	6232	2018	SH-26 See Note	LF-448 See Note	448	68
				The Pacemaker	B4 Ohio State Limited	B4-N Y C. Southwestern Limited	The Advance Commodore Vanderbilt	Erie R. R.	B. & O.	Shuttle	Shuttle	Cincinnati Cleveland Express	The Commodore Vanderbilt
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	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.....	8.27	8.35	8.40	8.52					9.20	9.30
.11	.11	.11	Berea.....									9.21	
	4.27	4.27	Short Line Jct.....	8.31	8.39	8.44					P.M.	9.26	
	6.16	6.16	Linndale.....	s 8.34	s 8.42	s 8.47					9.29	s 9.30	
	8.98	8.98	Clark Ave.....	8.37	8.45	8.50					9.32	9.33	
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal..A	8.53	9.00	9.05				P.M.	P.M.	9.55	
		12.18	Cleveland Union Terminal..L	9.00	P.M.	9.20				9.15	9.45	P.M.	
		13.28	East 9th St.....							9.18			
		13.84	East 34th St.....							P.M.			
		19.17	East Cleveland.....			s 9.29							
								P.M.					
	11.41		DK.....					9.13			9.43		
	12.03		Erie Passenger Sta..					9.15					
								P.M.					
	12.48		Front St.....								9.48		
12.16	12.81		C. and P. Crossing..				9.07				9.50		9.45
13.43	14.11		East 26th St.....				9.09				P.M.		9.47
19.25	19.90	21.86	QD.....	9.17		9.38	9.18			10.05			9.57
22.53	23.18	25.14	BR.....	9.28		9.53	9.33			P.M.			10.12
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. SH-26 will handle No. 26's mail and will not carry passengers.  
No. LF-448 will not carry passengers.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	LF-640	640	26	132	10	424	24	6792				
				See Note											
				Shuttle	Accommodation	Twentieth Century Limited	Henry Hudson	The WaterLevel Limited	B4 The Knickerbocker	B4-N.Y.C. The Knickerbocker	Erie R.R.				
				Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily				
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
.0	.0	.0	BE.....		9.45	9.58	10.40	10.51	11.50	11.55					
.11	.11	.11	Berea.....												
	4.27	4.27	Short Line Jct.....	P.M.	9.49		10.44	10.55	11.54	11.59					
	6.16	6.16	Linndale.....	9.51 s	9.52		s 10.47	s 10.58	s 11.57	s 12.02					
	8.98	8.98	Clark Ave.....	9.54	9.55		10.50	11.01	12.00	12.05					
		10.81	West 25th St.....												
		12.18	Cleveland Union Terminal..A		10.10		11.05	11.16	12.15	12.20					
		12.18	Cleveland Union Terminal..L		P.M.		12.40	11.28	A.M.	12.35					
		13.28	East 9th St.....												
		13.84	East 34th St.....												
		19.17	East Cleveland.....				s 12.49	s 11.37							
	11.41		DK.....	10.02								P.M. 11.59			
	12.03		Erie Passenger Sta..									12.03 A.M.			
	12.48		Front St.....	10.08											
12.16	12.81		C. and P. Crossing..	10.10		10.11									
13.43	14.11		East 26th St.....	P.M.		10.13									
19.25	19.90	21.86	QD.....			10.22	12.58	11.46		12.49					
22.53	23.18	25.14	BR.....			10.35	1.10	11.58		1.00					
			ARRIVE	P.M.	P.M.	P.M.	A. M.	P.M.	A.M.	A.M.	A.M.				

No. LF-640 will not carry passengers.

No. 24 will handle No. 26 and No. 28  
No. 10 will handle No. 12 and No. 14

**LINNDALE TO QD**  
**PASSENGER SHUTTLE SERVICE — EASTWARD**

Miles from C and P Crossing	STATIONS	SH-18	SH-80	SH-420	SH-446						
		Cars	Cars	Cars	Cars						
		18	80	420	446						
		Daily	Daily	Daily Except Monday	Daily						
	LEAVE	A.M.	A.M.	A.M.	A.M.						
6.65	Linndale.....		5.01	7.01	11.26						
3.83	Clark Ave.....										
1.40	DK.....										
.78	Erie Passenger Station.....										
.0	C. and P. Crossing..... Ar		5.20	7.15	11.45						
.0	C. and P. Crossing..... Lv	A.M.	A.M.	7.20	A.M.						
1.27	East 26th St.....	2.00		7.25							
7.09	QD.....	2.15		A.M.							
	ARRIVE	A.M.	A.M.	A.M.	A.M.						

**QD TO LINNDALE**  
**PASSENGER SHUTTLE SERVICE — WESTWARD**

Miles from C and P Crossing	STATIONS	SH-447	SH-207	SH-407	SH-435	SH-431	SH-425	SH-427	SH-9	SH-89		
		Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars		
		447 57	207	407 151	435	431	425	427	9	105 89		
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
7.09	QD.....	A.M.	6.49	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
1.27	East 26th St.....	6.25	7.05	11.50	1.30	5.30	7.30	9.15	9.45	11.45		
.0	C. and P. Crossing..... Ar		7.10									
.0	C. and P. Crossing..... Lv	6.35	A.M.	12.01	1.40	5.35	7.40	9.25	10.00	11.55		
.78	Erie Passenger Station.....											
1.40	DK.....											
3.83	Clark Ave.....											
6.65	Linndale.....	6.55		12.20	2.00	5.55	8.00	9.45	10.20	12.15		
	ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.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.	
		Daily				Daily	
LEAVE		A. M.		LEAVE		A. M.	
	Phalanx.....	4.30			Dillonvale.....		
1.34	Braceville.....	4.50		4.83	Piney Fork.....		
4.38	Newton Falls.....	A. M.		10.93	Hopedale.....		
11.20	Palmyra.....			13.71	Pan.....		
16.32	Deerfield.....			18.07	Apex.....		
18.48	North Benton.....			19.46	Hays.....		
24.73	Alliance C. & P. Crossing.....			22.64	Amsterdam.....		
25.08	Alliance.....			25.22	Phillips.....		
26.57	Mount Union.....			26.77	Bergholz.....		
32.79	Freeburg.....			31.64	Wattsville.....		
36.74	Crescent.....			35.12	Mechanicstown.....		
41.42	Minerva.....			35.94	Mills.....		
42.11	Minerva Yard.....			39.44	Watheys.....		
46.09	Augusta.....			41.55	Augusta.....		
48.20	Watheys.....			45.53	Minerva Yard.....		
51.70	Mills.....			46.22	Minerva.....		
52.52	Mechanicstown.....			50.90	Crescent.....		
56.00	Wattsville.....			54.85	Freeburg.....		
60.87	Bergholz.....			61.07	Mount Union.....		
62.42	Phillips.....			62.56	Alliance.....		
65.00	Amsterdam.....			62.91	Alliance C. & P. Crossing.....		
68.18	Hays.....			69.16	North Benton.....		
69.57	Apex.....			71.32	Deerfield.....		
73.93	Pan.....			76.44	Palmyra.....	A. M.	
76.71	Hopedale.....			83.26	Newton Falls.....	12.30	
82.81	Piney Fork.....			86.30	Braceville.....	12.50	
87.64	Dillonvale.....			87.64	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.P.-10	B. A. 7	Collinwood W. & L.E	D.R.-33	Collinwood Orange Ave	Buffalo Special	B.A.-3 Collinwood Orange Ave	F. A. 9	B. A. 8	B. A. 3	Collinwood W. and L.E.	D.R.-21
	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	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.	P.M.
Collinwood.....		12.01	12.05		4.30	5.00	10.00	10.00		1.30	1.30	
Orange Ave.....					5.30		11.00					
Kinsman Road.....	5.00	1.00			A.M.		A.M.			2.30		
Marcy.....	6.00	3.00		A.M.						3.00		P.M.
East 26th St.....		P.M.		2.30				12.30		P.M.	2.30	1.45
DK.....				3.00								2.15
Clark Ave.....				5.00								4.00
West 73rd St.....								A.M.			3.00	
Linndale.....	7.30			5.30		7.30		10.00			P.M.	4.30
Short Line Jct.....	A.M.		2.30	A.M.		A.M.						
West Park.....			A.M.					1.30				
Rockport.....								2.15	10.45			5.00
ARRIVE	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.

For information only, not conferring time table superiority.

### YARD PULLERS - WESTWARD

STATION	B. A. 8	Collinwood Orange Ave	W. & L. E. Rockport	B.P.-5 Collinwood Linndale	F.P.-11	B.P.-10						
	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily						
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
Collinwood.....		3.30		9.30	10.30							
Quincy Ave.....				11.00								
Orange Ave.....	P.M.	4.30										
Kinsman Road.....	3.30	P.M.										
Marcy.....	5.00											
East 26th St.....					1.00							
DK.....												
Clark Ave.....			P.M.									
West 73rd St.....			8.30			P.M.						
Linndale.....	6.00			1.00		11.59						
Short Line Jct.....	P.M.			A.M.								
West Park.....					2.30							
Rockport.....			9.30		3.00	12.30						
ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.						

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### YARD PULLERS—EASTWARD

STATIONS	Buffalo Special	B.P.-10	Collinwood W.&L.E.	F.P.-11	B.A. 7	W.&L.E. Collinwood	D.R.-33	B. A. 8	W and L E Collinwood	B.A.-3 Orange Ave Collinwood	D.R.-21	Rockport W and L E
	Daily Except Sunday	Daily	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.	P.M.	P.M.
Rockport.....	1.30	2.00	S. L. Jct. 2.30	4.30				11.30				2.30
West Park.....							A.M.					
Linndale.....						A.M.	10.30		A.M.			
West 73rd St.....			3.00			6.30			11.15			4.30
Clark Ave.....			A.M.								P.M.	P.M.
DK.....							11.59				12.15	
East 26th St.....				6.00	A.M.		1.30		12.01		12.45	
Marcy.....					6.00		P.M.	12.30		P.M.	P.M.	
Kinsman Road.....		3.00			6.30			1.30		12.01		
Orange Ave.....		A.M.						P.M.				
Collinwood.....	4.00			6.30	7.15	7.30			12.30	12.45		
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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### YARD PULLERS—EASTWARD

STATIONS	F.A. 9	B. A. 3	B.P.-5 Linndale Collinwood	D.R.-21	Orange Ave Collinwood	Orange Ave Collinwood	Orange Ave Collinwood	E. 26th St. Collinwood				
	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
	LEAVE P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
Rockport.....	3.30			6.00								
West Park.....			P.M.									
Linndale.....	3.45		5.30	6.30								
West 73rd St.....												
Clark Ave.....	4.00		6.15	7.00								
DK.....	4.30		6.45	7.30				P.M.				
East 26th St.....	5.00	P.M.		P.M.				10.30				
Marcy.....		4.00										
Kinsman Road.....		4.45			P.M.	P.M.	P.M.					
Orange Ave.....					8.00	8.30	11.59					
Collinwood.....	5.30	5.30	8.00		9.00	9.30	2.00	4.30				
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.				

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**BR TO BE**

**WESTWARD — FREIGHT TRAINS**

Miles from Collinwood Yard Office Via Rockport	STATIONS	S. C. 1	97 B. F. 1	B. S. 3	P. T. 1	P. C. 1	B. G. 1	L. S. 1	B. C. 3	B. F. 9
		Cleveland, Chicago	New York, St. Louis	Buffalo, Cleveland	Pittsburgh, A. L. Jct.	Pittsburgh, Chicago	Buffalo, Gibson	New York, Chicago	Buffalo, Collinwood	Pittsburgh, Cincinnati
		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.
2.51	Struthers.....				4.00	4.30				5.30
.0	BR.....		3.10	3.45			4.50	5.05	5.20	
	Collinwood..... Ar	A.M.	3.20	4.00			5.00	5.15	5.30	
.0	Collinwood..... Lv	3.00	7.30	A.M.			6.30	7.00	A.M.	
10.72	Marcy.....				8.00	8.30				9.30
18.90	Rockport.....	5.00								10.30
23.44	BE.....	5.30	9.00		8.30	9.00	7.40	8.10		A.M.
	Elyria.....				9.00	9.30				
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	B. C. 1	51	L. S. 7	93 B. F. 9	B. F. 3	E-3	B. S. 5	71 O. N. 1	S. T. 1
		Boston, Chicago	Local	Philadelphia, Chicago	Collinwood, Cincinnati	Gardenville, Collinwood	Erie, Collinwood	Buffalo, Cleveland	Cleveland, St. Louis	Cleveland, Toledo, Detroit
		Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday
LEAVE		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
2.51	Struthers.....									
.0	BR.....	5.50		10.20		11.15	3.45	3.50		
	Collinwood..... Ar	6.00		10.30	A.M.	11.30	4.00	4.00	P.M.	P.M.
.0	Collinwood..... Lv	7.30		6.00	11.00	A.M.	P.M.	P.M.	4.30	6.00
6.62	Buckeye Rd.....		A.M.	6.45					6.00	6.45
10.72	Marcy.....									
18.90	Rockport.....		8.00		12.01					
23.44	BE.....	8.30	8.35	7.45	12.30				7.00	7.45
	Elyria.....									
ARRIVE		A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	D. L. S. 3	77 C. L. 7	91 House Freight	ADV. S. C. 1				
		Boston, Gibson, Chicago	Columbus Freight	Cleveland, Cincinnati, Indianapolis	Collinwood, Toledo				
		Daily	Daily	Daily	Daily				
LEAVE		P.M.	P.M.	P.M.	P.M.				
2.51	BR.....	6.50							
.0	Collinwood..... Ar	7.00							
			P.M.	P.M.	P.M.				
.0	Collinwood..... Lv	10.30	7.00	8.45	10.30				
6.62	Buckeye Rd.....								
10.72	Marcy.....								
18.90	Rockport.....				12.00				
23.44	BE.....	12.01	8.30	10.15	12.30				
ARRIVE		A.M.	P.M.	P.M.	A.M.				

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BE TO BR

EASTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	N. Y. 10	S. B. 2	76 CL-2	70 O. N. 2	C. W. 10	80 SLD 6	Adv. W. M. 6	E-2	N. Y. 8
		Cleveland, New York	Cleveland, Buffalo	Columbus, Cleveland Freight	St. Louis, Collinwood	A. L. Jct. Buffalo	St. Louis, Buffalo	Elyria, Youngstown	Collinwood, Erie	Chicago, New York
		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.	
23.30	Elyria.....			2.30	4.00	4.45	6.00	6.15		7.55
18.90	BE.....			2.45	4.10	4.55		6.45		8.10
	Rockport.....							7.00		
								8.00		
10.72	Marcy.....							8.30		
6.62	Buckeye Rd.....				4.50					8.55
.0	Collinwood.....Ar	A.M.	A.M.	3.45	5.15	6.15	7.15		A.M.	
.0	Collinwood.....Lv	2.00	2.30	A.M.	A.M.	8.15	8.15		8.00	9.55
2.51	BR.....	2.10	2.45			8.25	8.25		8.15	10.05
	Struthers.....							1.00		
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	X. N. 2	98 2nd B. F. N. Y. 4	50 Local	94 B. F. N. Y. 4	N. Y. 4	C. B. 2	C. P. 2	W. M. 6	92 N. Y. 6
		Chicago, Gibson, New York, Boston	St. Louis, Cleveland	Galion, Rockport	St. Louis, New York	Chicago, New York	Elkhart, Buffalo	Collinwood, Philadelphia Jersey City	Chicago, Baltimore	St. Louis, New York
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
23.30	Elyria.....	10.30	12.30	1.45	2.30	2.45	4.00		5.00	6.15
18.90	BE.....	10.45	12.40	2.00			4.15		5.30	6.30
	Rockport.....								6.00	
	Marcy.....			P.M.					6.30	
6.62	Buckeye Rd.....									
.0	Collinwood.....Ar	12.01	2.00		3.45	4.00	5.15			7.30
			P.M.					P.M.		
.0	Collinwood.....Lv	1.00			4.45	5.00	6.15	4.45		8.30
2.51	BR.....	1.10			4.55	5.10	6.25	4.55		8.40
	Struthers.....								10.45	
		P.M.	P.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. 4	E-8
		Elyria, Pittsburgh	Collinwood, Erie
		Daily Except Sunday	Daily
LEAVE	P.M.	P.M.	
23.30	Elyria.....	7.00	
18.90	BE.....	7.30	
10.72	Rockport.....	8.00	
.0	Marcy.....	8.30	
	Collinwood.....Ar		
		P.M.	
.0	Collinwood.....Lv	11.00	
2.51	BR.....	11.15	
	Struthers.....	1.00	
		A.M.	P.M.

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## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### QD TO BE—VIA WEST PARK

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. C.S.	QD	175.43	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
								Belt Line Bdge, pole box.....	S	T.D.-Y
Eddy Road.....	C.S.		177.33	177.1	177.2	177.3	177.4	Booth.....	S	T.D.-Y
E. 105th St.....	C.S. C.S.			178.1	178.2	178.3	178.4	East end station platform.....	N	T.D.-Y
				179.1 179.1A	179.2A	179.3 179.3A	179.4A	Cabin.....	N	T.D.-Y
E. 55th St.....	C.S. C.S.							Yard masters office.....	N	T.D.-Y
								Pole box.....	S	T.D.-Y
E. 38th St.....	C.S. C.S.			180.1	179.2 180.2		179.4 180.4	Pole box.....	N	T.D.-Y
				181.1				Yard masters office.....	N	T.D.-Y
East 26th St..... Open day and night	C.S. C.S.		181.32	181.1A	181.2A 181.2		181.4A 181.4	Signal station cabin No. 2.....	S	T.D.-Y
								Switch tenders cabin No. 22....	N	T.D.-Y
Double Track.... C. & P. Crossing. Open day and night	C.S. C.S.	RN	182.52	182.1 182.1A	182.2	182.3 182.3A	182.4G	Yard masters office.....	N	T.D.-Y
								Signal station.....	S	T.D.-Y
C. C. C. & St. L. Wye..... Open day and night	C.S. C.S.	BY						West end of platform, pole box..		T.D.-Y
								Signal station.....	S	T.D.-Y
Cuyahoga River Bridge..... Open day and night	C.S. C.S.	DB	183.03					Signal station, east end of bridge	N	T.D.-Y
								Signal station, west end of bridge	N	T.D.-Y
Whiskey Island..	C.S.		183.43	183.1G				Scale house.....	S	T.D.-Y
West 58th St.....	C.S.		184.13	184.1G	183.2			Cabin.....	S	T.D.-Y
Detroit Ave.....	C.S.		185.93	184.1AG 185.1G 186.1G	184.2 185.2			Cabin.....	N	T.D.-Y
West 117th St....	C.S. C.S.							Yard masters office.....	N	T.D.-Y
								Lakewood Engineering, pole box.	S	T.D.-Y

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### QD TO BE—VIA WEST PARK—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.....	C.S. C.S.		189.1AG	190.2				Pole box.....	N	T.D.			
			190.1										
Brook Park Rd.	C.S.		191.1	191.2				Pole box at Wye near yard track 4 Jct. Switch	S	T.D.-M			
			192.1	191.2A									
			193.1	192.2G	193.3	192.4	192.7 192.9				Booth 300 feet east of crossovers.....	S	T.D.-Y
			194.1	193.2	194.3	193.4	193.7						
Hummell Rd. Airport.....	C.S. C.S.						Booth.....	S	T.D.-Y				
Belt Jct.....		192.37					Booth one mile west of Belt Jct.....	N	T.D.-M				
Berea.....	C.S.	194.57		194.2		194.4	194.7	East end side tracks, pole box.....	S	T.D.-M			
											Freight station.....	S	T.D.-M-Y
BE..... Open day and night	C.S.	BE	194.68	INT.	INT.	INT.	INT.	INT.	S	T.D.-M-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..... Open day and night	C.S.	QD	.0	INT.	INT.	Signal station.....	S	T.D.-M-Y
Coit Road.....	C.S.		.73	2300.3G	2300.4	Siding, east end, booth.....	S	T.D.-M-Y
Shaw Ave.....	C.S.		1.38	2301.3G	2301.4	Booth.....	N	T.D.-M-Y
Mayfield Road.....	C.S.		3.79	2302.3G 2303.3G	2302.4 2303.4	Ford Motor Co. switch, in booth....	N	T.D.-M-Y
Quincy Ave.....	C.S.		5.13	2304.3G	2304.4	Yard office.....	N	T.D.-M-Y
Woodland Ave.....	C.S.				2305.4	Booth.....	S	T.D.-M-Y
Buckeye Road..... Open day and night	C.S.	BD	5.81	2305.3	T.O.	Block station.....	N	T.D.-M-Y
Kinsman Road.....	C.S. C.S.		6.63	2306.3	2306.4	Booth at crossover.....	S	T.D.-M-Y
						Yard office.....	S	T.D.-M-Y
Union Ave.....	C.S.		7.43	2307.3		West end side track, in booth.....	S	T.D.-M-Y

## 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	Telephones are located in pole box at extreme east and west end of Tunnels at Broadway and Richmond Ave.....	N	T.D.-M-Y
			2308.3A 2309.3	2308.4			
Marcy..... Open day and night	C.S. C.S. C.S.	MY 9.95	INT.	2309.4 INT.	Crossovers, east end, Marcy, on pole. Signal station..... Yard masters office.....	S S N	T.D.-M-Y T.D.-M-Y T.D.-M-Y
Schaaf Road..... State Road.....	C.S. C.S.		2310.3G 2311.3G 2312.3G 2313.3G 2314.3G 2315.3G	2310.4 2311.4 2312.4 2313.4 2314.4 2315.4	Pole box..... Booth.....	S S	T.D.-M T.D.-M
	C.S. C.S.				Cleveland Builders Supply Switch, in booth..... Ohio Coal & Supply Co. Switch, in booth.....	S N	T.D.-M T.D.-M
Parma..... Open day and night	C.S. C.S.	PA 16.71	2316.3 INT.	2316.4 INT.	Parma 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.	18.13	2318.3	2318.4	Car inspectors cabin, east end..... Yard office, W. 150th Street..... Coal dock switch, on pole..... Yard office, west end..... Booth, Middle Crossover..... West end yard pole box..... Car inspectors cabin, west end.....	S S N N S	Y T.D.-M-Y T.D.-Y T.D.-M-Y T.D.-Y T.D.-Y Y
Belt Jct.....	C.S.	20.07	2319.3 2320.3G	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	
East 37th St.....	C.S.	2.6	Clerks office.....	S	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**

**FRONT ST. TO CLARK AVE.**

STATIONS	Office Calls	Miles from C and P Crossing	SIGNALS			TELEPHONES			
			Track No. 3 Westward	Track No. 4		LOCATION	Side of Track	LINE	
Front St..... Open day and night	C.S.	FS	.33	INT.	INT.		Signal station.....	N	T.D.-Y-M
St. Clair St..... Erie Passenger Sta.....	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.	INT.		Signal station.....		T.D.-Y-M
							SINGLE TRACK		
								Eastward	Westward
DK..... Open day and night	C.S.	DK	1.40	INT.	INT.	INT.	Signal station.....	S	T.D.-Y-B-M
	C.S.						Yardmasters office.....	S	T.D.-Y-M
	C.S.					21	1000 feet west of DK, on pole....	S	
West 25th St.....	C.S.				22		Booth.....	S	T.D.-M-Y
Clogville.....	C.S.						Yard office.....	S	T.D.-M-Y
	C.S.				24		Nickel Plate Interchange East of Fulton Road.....	S	T.D.-M-Y
	C.S.						Crossover, Fulton Road Bridge east end New Clogville yard, booth.....	S	T.D.-M-Y
West 41st St.....	C.S.		2.88			27	Pole box 100 feet west of 41st St.	S	T.D.-M-Y
West 53rd St.....	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.DM.-B-Y
	C.S.						Yardmasters office.....	S	T.DM.-Y

**BR TO 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	173.2		Dille Road Switch tenders cabin No. 2.....	N	Y
	C.S.						Westward hump, cabin No. 23.....	N	Y
	C.S.						Eastward hump, inspectors cabin No. 26...	N	Y
	C.S.						Westward hump, cabin No. 41.....	N	Y
	C.S.						Booth at crossovers, east end of Middle Yard.....	S	T.D.-Y
Collinwood..... Open day and night	C.S.	ND	174.66	174.1	174.2		Inspectors cabin at ice house No. 3.....	N	Y
	C.S.						Telegraph office.....	N	T.D.-M
	C.S.			175.1	175.2		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.						Pole box, 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.						In No. 31 shanty, east end of south plat- form, 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 plat- form, 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 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
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, in booth..... 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.	182.02	2306.1	2306.2		Just west of Grand Ave., on post..... 1500 feet west of East 55th St., on post....	N S	WS WS
East limits of CT Interlocking..... East 34th St.....	C.S. C.S.		INT.	INT.		In Nickel Plate Cabin at Nickel Plate main track, 600 feet east of East 34th St..... On post, 1000 feet west of East 34th St....	S S	YCT YCT
	C.S.					On post, 300 feet east of Nickel Plate West High Level Bridge, between main tracks.		YCT
East 9th St.....	C.S. C.S. C.S.					On post, 100 feet east of Nickel Plate West High Level Bridge..... 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.....	S N N	WS 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..... Open day and night	C.S. C.S. C.S.	C.T. 185.11	INT.	INT.	INT.	In switch tenders shanty, just east of CT interlocking station..... 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  S	YCT YCT T.D.-M-Y YCT YCT

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**CLEVELAND UNION TERMINAL TO BE**

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	C.S.	CT	0.00	INT.	INT.			Signal Station.....	S	T.D.-M-YCT
	C.S.							West end yard masters office....		
	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.....									
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							
West limits of CT Interlocking... West 25th St.....	C.S.							East end Nickel Plate connection catenary bridge No. 39 at West 25th St.....		YCT
	C.S.			INT.	INT.			West end Nickel Plate connection west of West 25th St..		YCT
GH..... Open day and night	C.S.	GH						Telegraph office, Cleveland Union Terminal.....		T.D.-M-Y
Clark Ave..... Open day and night	C.S.			23				Clogville yard office.....	S	T.D.-M
	C.S.				531			500 feet east of Fulton Road, on post.....	N	WS
	C.S.			25				Booth, Fulton Road.....	S	T.D.M-YDK
	C.S.	SM	3.20	INT.	INT.	INT.	INT.	Just east of W. 53rd St., on post..	N	WS
West 73rd St.....	C.S.			41				Signal station.....	N	T.D.-M-B
	C.S.							Yard masters office.....	S	Y-DK
West 73rd St.....	C.S.			41				80 feet east of W. 73rd St., on post.....	N	WS T.D.-M-Y-D-K
	C.S.				42	44		Transfer office.....	S	
	C.S.			43				W. and L. E. connection 2000 feet east of Clinton Road, booth	S	T.D.-M-Y-DK

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**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 400 feet East of Clinton Road.....	S	{T.D.-M-Y- DK WS YCF YCF		
	C.S.						800 feet west of Clinton Road, on post.....	N			
	C.S.						900 feet west of Clinton Road, booth.....	N			
	C.S.						Cress Road Booth.....	N			
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.. 300 feet east of Front St., pole box.....	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		Front St., on pole.....		S
	C.S.			2320.1	2320.2	2320.6	2320.5		Freight station.....		N
	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 . . . . . Station, in waiting room . . . . .	E E	T.D.-M-B T.D.-M-B
Braceville . . . . .	C.S. C.S.	1. 1 1. 3 1. 6	D INT	INT. D	Cabin . . . . .	E	T.D.-M-B
Newton Falls . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	NF 4. 3	M.B.	M.B.	Siding, north end, booth . . . . . Station . . . . .	E W	T.D.-M-B T.D.-M-B
Palmyra . . . . . Open week days 8:15 a. m. to 5:15 p. m.	C.S. MY	11. 2	M.B.	M.B.	Station . . . . .	E	T.D.-M-B
Deerfield . . . . .	C.S.	16. 3			Pole box, opposite station . . . . .	E	T.D.-M-B
North Benton . . . . . Open week days 8:30 a. m. to 5:30 p. m.	C.S. NB	18. 4	M.B.	M.B.	Station . . . . .	E	T.D.-M-B
Alliance C. & P. Crossing . . . . . Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S. C.S.	HD 24. 7	M.B.	M.B.	North Webb St., on pole . . . . . 100 ft. south of water tank, on pole Block station . . . . .	E W E	T.D.-M-B-Y Y T.D.-M-B-Y
Alliance . . . . .	C.S.	24. 8 25. 0	D INT.	INT.	Signal station . . . . .	E	Y
Alliance . . . . .	C.S. C.S. C.S.	25. 1 25. 6		W26. 2	Assistant Superintendent's office. . . . . Passenger station, north end . . . . . Freight station . . . . .	E E E	T.D.-M Y T.D.-M-Y
Morgan's Point . . . . .	C.S.	26. 1 26. 4		W27. 2	200 ft. north of switch, booth . . . . .	E	T.D.-M-B
Mount Union . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S. MU C.S. C.S.	26. 5	M.B.	M.B.	Station . . . . . Station, south end . . . . . Siding, south end on pole . . . . .	E E E	T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B
Freeburg . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S. FR C.S.	32. 7	M.B.	M.B.	Station . . . . . Siding, south end, booth . . . . .	E E	T.D.-M-B 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.	MI 42.1	M.B.	M.B.	Murray Ave. . . . .	W	Y						
	C.S.						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.						Empty Yard, south end, booth . . .	W	T.D.-M-B-Y				
	C.S.						Loaded Yard, south end, on pole .	E	T.D.-M-B-Y				
Augusta . . . . . Open week days 8:00 a. m. to 5:00 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 8:00 a. m. to 5:00 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 8:00 a.m. to 5:00 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 3:55 p.m. to 7:55 a.m. except closed 7:55 a.m. Sunday to 3:55 p.m. Monday.	C.S.	JR 62.0 62.4 62.7	W62.1 M.B.	M.B.	Cabin . . . . .	E	T.D.-M-B						
Shepherd . . . . .	C.S.	63.0 63.9 64.2	W63.1				T.D.-M-B						
Amsterdam . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	S 65.0	M.B.	M.B.	Station . . . . .	W	T.D.-M-B						
								Booth, south end siding . . . . .	W	T.D.-M-B			
								35 ft. north of the empty track switch of the Culgum Coal Co. mine	W	T.D.-M-B			
								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 8:00 a. m. to 5:00 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				
	C.S.												
Swanson . . . . .	C.S.				Booth . . . . .	W	T.D.-M-B						
Pan . . . . . Open daily 11:00 p.m. to 8:00 a.m. except closed 11:00 p.m. Sunday to 8:00 a.m. Monday.	C.S.	JN 73.9	M.B.	M.B.	Cabin . . . . .	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
Taylor Mine....	C.S.	80.0 80.6	W81.1		Pole box.....	W	T.D.-M-B
Witch Hazel Mine	C.S.	81.3			South of switch, on pole.....	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 6:30 a. m. to 9:30 p. m.	C.S.				Station.....	W	T D.-M-B
	C.S.				No. 1 Jefferson Mine, pole box...	W	T.D.-M-B
Harnersville	C.S.	84.9			North of station, on pole.....	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 8:00 a. m. to 5:00 p. m.	C.S.				Station.....	W	T.D.-M-B
	C.S.				W. & L. E. transfer, in booth.....	E	T D.-M-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
			SINGLE				
			Westward	Eastward			
Hugo.....	C.S.	HU 2.19	MB	MB	Block Station, box South Wall...	N	T.D.-M
Open 7:00 a.m. to 4:00 p.m. Week days.	C.S.				Block Station.....	N	T.D.-M
Darrowville....	C.S.	6.26			Center of Siding, booth.....	N	T.D.-M
	C.S.				Water Station.....	N	T.D.-M
Chittenden....	C.S.	9.85			Cabin, East End.....	N	T.D.-M
Brandywine....	C.S.	BY 13.53	MB	MB	Block Station.....	N	T.D.-M
Open day and night					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 27.10			End of No. 2 Track, cabin.....	N	T.D.-M
			B1.1				
	C.S.			B1.2	Ass't Track Supervisor's Office...	N	Y
	C.S.				Water Station, booth.....	S	T.DY-M
Marcy.....	C.S.	MY 27.76	INT	INT-MB	Signal Station.....	S	T.DY-M
Open day and night	C.S.				Yard Master's Office.....	N	T.DY-M

### 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. 49



FIG. 54

RULE 281  
 PROCEED.

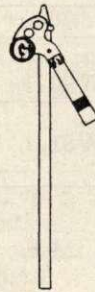


FIG. 50

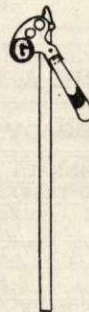


FIG. 128  
 RULE 289  
 PROCEED.

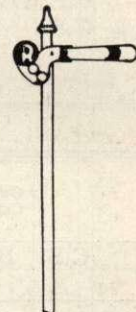


FIG. 145  
 RULE 289B  
 STOP.

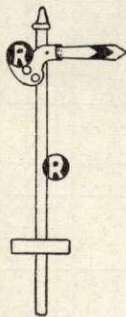


FIG. 197  
 RULE 291

Stop; then proceed at restricted speed.

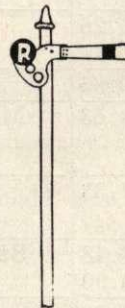


FIG. 218  
 RULE 292  
 STOP

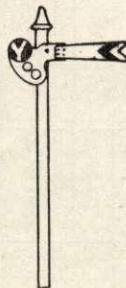


FIG. 102  
 RULE 285

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

