

Lake Shore & Michigan Southern Railway.

TOLEDO DIVISION.

B TIME TABLE B

No. 2.

To take effect Sunday, May 13th, 1900.

at 4:00 o'clock P. M.

CENTRAL STANDARD TIME.

For the Government and Information of Employees only.

Read Special Instructions carefully.

IMPORTANT CHANGES have been made in them.

SPECIAL INSTRUCTIONS.

All Enginemen and Trainmen must have a copy of the Book of Rules at hand while on duty.
All Enginemen and Trainmen on duty must have a copy of the special instructions in reference to the operation of automatic block signals.

All Enginemen and Trainmen running into Toledo or via Big Four between Cleveland and Berea must be provided with Toledo Yard Time Table and C. C. C. & St. L., and L. S. & M. S. Joint Time Table.

Shawville and Olmsted Falls will be flag stations for train 2 to let off passengers, also to pick up passengers for east of Berea.
West Park will be flag stop for train 7 to take on passengers and for train 2 to let off passengers or take on passengers, for points east of Cleveland.

Elyria Junction will be station stop for trains 28 and 44 when they have passengers ticketed for C. L. & W. Ry.

Elyria Junction will be station stop for Train 23 daily except Sunday.

Train 40 is Second Class on Eastern Division.

Millbury and East Toledo will be flag stop for train 47 to let off passengers.

Millbury will be flag stop for No. 7 to let off passengers.

Train 44 will stop at West Park to let off passengers from west of Elyria.

Train 35 does not carry passengers.

Train 31 does not carry passengers.

East Toledo and Millbury will be flag stops for train 2 to pick up passengers for the Norwalk Division.

West Park, Berea, Olmsted Falls and Shawville will be flag stations for train 47 to pick up passengers for Norwalk Division.

East Toledo will be flag stop for train 141 when they have passengers to let off.

Way Freight Trains will stop at all stations.

Other Freight Trains will stop only for fuel and water, to meet and pass other trains, and as otherwise provided in the Rules.

Freight trains of more than fifteen cars in taking water must stop before reaching the water tank or stand pipe, and the engine must be cut off before water is taken. The brakes must not be released on the train until the engine is again coupled on and ready to proceed.

Whenever a train is run in the opposite direction, on double track, it must come to a full stop before crossing any other railroad (including crossings where interlocking devices are used) and not proceed until the way is known to be clear.

Extra Trains may pass and run ahead of Fourth Class trains.

An Extra Train will not pass another Extra, (except Work Trains, as provided in the Book of Rules) without Special Orders.

Trains taking side track to be met or passed (see rule No. 93) will in all cases take the first switch of side track, with following exceptions:

At Berea, the side tracks east of the Junction will be considered the passing sidings.

At Elyria, the side tracks east of the East Bridge will be considered the passing sidings.

At Vermillion and Huron, the side tracks west of the stations will be considered the passing sidings.

At Sandusky, west bound trains will take side track on south side at switch just east of Hayes avenue; east bound trains, on north side, at cross-over just west of Hayes avenue.

At Kipton, west bound trains will take side track at cross-over west of the station.

At Norwalk, Passenger trains west bound will take side track east of the station, at the first switch on the north side; trains east bound, west of the station, at the cross-over.

At Monroeville, Passenger trains east bound will take side track at first switch on south side; Freight trains west bound, at first switch on north side.

At Bellevue, Passenger trains west bound will take side track at cross-over.

At Fremont, trains east bound will take side track at the cross-over west of the L. E. & W. R. R. main track.

The point designated Cleveland upon this time table, as applying to all trains and engines except passenger trains, will be understood to be the telegraph office north of the track and just west of the Union Passenger Station.

Trains off the L. S. & M. S. R. southbound over the C. C. C. & St. L. R. R. at Cleveland will use the east Y, off the C. C. C. & St. L. R. R. eastbound over the L. S. & M. S. R. will use the west Y.

YARD LIMITS.

All Trains and Engines while within Yard Limits, whether upon the main or side tracks, will be subject to and must obey the orders of the General Yard Master and Assistant Yard Masters.

Cleveland Yard extends from the east switch at Nottingham Station to the west switch at West Park; Berea Yard extends from the east crossover switch to the Stone Bridge; Elyria Yard extends from the east switch to the overhead bridge on Sandusky Division, and to the yard limit board on the Norwalk Division; Sandusky Yard extends from the B. & O. R. R. Crossing to the west switch west of the C. C. C. & St. L. R. R. Crossing; and from Sandusky Junction to the terminus of this Company's tracks on the Lake Front; Toledo Yard extends from the Slow-board, 2,000 feet east of the east switch at Rockwell Junction to the Ten Mile Creek Bridge on the Detroit Division, and to the west switches of Air Line Junction Yard on the Air Line and Old Road Divisions; Norwalk Yard extends from Main Street on the east to the yard limit board on the west.

PASSENGER YARD LIMITS.

All Trains and Engines while within Passenger Yard Limits will be subject to, and must obey the orders of the Station Master and Assistant Station Masters.

Cleveland Passenger Yard extends from the junction of the Passenger Station tracks with the west-bound main freight track on the east, to Front Street on the west, comprising such tracks as are south of the fence within these limits.

Toledo Passenger Yard extends from the junction of the east-bound main freight track with the track leading to the Round House, to Broadway Bridge, not including the freight tracks.

REGISTER STATIONS AND BULLETIN BOARDS.

Register Stations are established at Collinwood, Union Passenger Station Cleveland, Berea, Elyria, Elyria Junct., Norwalk, Millbury Jct., Millbury, Toledo and Air Line Junction; and

Bulletin Boards, at each of the above named Stations, with exception of Berea, Elyria Junct., Millbury Junction and Millbury and with addition of Whiskey Island.

WHISTLE SIGNALS.

All Trains and Engines running via Norwalk will sound four (4) short blasts of the whistle for the Junction switches when approaching Elyria Junction.

All Trains and Engines wishing to side track at West Park or Sandusky, will sound four (4) short blasts of the whistle when approaching the side track switch.

At Millbury Junction approaching trains will call for switches by whistle signals as follows: West bound via Sandusky Division, one (1) long blast for straight ahead route; West bound via Norwalk Division, four (4) short blasts for the south main track; West bound via either Division, one (1) long and two (2) short blasts for the north main track; one (1) long and three (3) short blasts for the Long Siding; one (1) long and four (4) short blasts for the Freight House track; East bound, one (1) long blast for the north main track; one (1) long and two (2) short blasts for the south main track; one (1) long and three (3) short blasts for the Norwalk Division.

RESTRICTIONS OF SPEED.

All Trains will reduce speed passing over Detroit St., Cleveland.

While within Yard Limits, all trains and engines will proceed cautiously, expecting to find trains or engines immediately in advance of them.

At Cleveland Passenger Yards, all trains and engines must run not to exceed six (6) miles per hour through the cross-over switches and around sharp curves at the ends of the yards.

All Trains and Engines entering Collinwood Yard will run not to exceed five (5) miles per hour between the targets and the yards; and will approach the targets under full control.

Trains off the C. C. C. & St. L. R. R. at Cleveland, eastbound over the L. S. & M. S. R. R., will run slowly until the target is in plain view, so as to be able to stop before reaching it, should it stand at block. (The target cannot be seen until a train is within 500 feet of it.)

All Eastbound Passenger Trains will reduce speed to fifteen (15) miles per hour, and eastbound freight trains to six (6) miles per hour, in passing cross-over switches at the west end of West Park yard.

Eastbound Passenger Trains will use not less than ten (10) minutes, and Eastbound Freight Trains not less than twenty (20) minutes between West Park and the Cuyahoga River bridge, Cleveland.

All Trains and Engines will approach Berea, Elyria, Vermillion, Marblehead Junction, Port Clinton and Millbury Junction with great care and under control, expecting to find other trains or engines standing on the track in front of them.

Passenger Trains will not exceed thirty (30) miles per hour in rounding curves at Berea, Oberlin and east of Bellevue.

All Trains and Engines will reduce speed to ten miles per hour between Passenger Station and Stone Bridge on the east at Elyria.

All Trains and Engines will use not less than eight (8) minutes between the B. & O. and the C. C. C. & St. L. R. R. crossings, at Sandusky; not less than four (4) minutes between Main street and the Organ Factory at Norwalk; not less than three (3) minutes between Main street and the Passenger Station at Fremont.

Westbound Freight Trains will be allowed to approach Air Line Junction without coming to a full stop, but they must be under full control, prepared to stop on signal from the yard master. All other freight trains and engines must come to a full stop before crossing, and within 400 feet of the intersection.

Engines when running light must not exceed the following speed: Passenger engines 30 miles, Freight Engines 25 miles, Switching engines 18 miles per hour.

SPECIAL FIXED SIGNALS.

At Cuyahoga River Drawbridge, trains may only enter upon the Bridge when by day a white ball is displayed, or by night a white light, from above the Cabin; trains will also receive a signal from the Switchmen at either end of the Bridge before proceeding:—a white signal will permit L. S. & M. S. trains to proceed; a green signal, C. & P. trains.

POLE TARGETS.

At Railroad Crossings, and Junction Points entrances to Terminal Yards, unequipped with interlocking signals, Pole Targets have been erected to govern the movement of trains by the position of the Target-blade. Such position will be indicated at night by red lights. At such points trains and engines will proceed only when the Target permits of the movement they are about to make, being governed as follows:

At the C. & P. R. Crossing, Cleveland: Horizontal, L. S. & M. S. trains may proceed; Vertical, C. & P. trains may proceed; Diagonal, C. C. C. & St. L. trains to or from the C. C. C. & St. L., and C. & P. delivery track, may proceed. (The Diagonal position of this Target is not to be used until the man in charge shall have communicated with the Target man at over-head bridge at west end of the U. P. Station.) A red ball displayed by day, or at night a red light in addition to the Target-lights, will block all trains.

At the C. C. C. & St. L. "Y," Cleveland, (Target on over-head bridge west of U. P. Station,) Horizontal, L. S. & M. S. trains may proceed on main tracks; Vertical, trains off L. S. & M. S. R. R., southbound over C. C. C. & St. L., may proceed, and also eastbound on L. S. & M. S. north main track, provided hand signal is received; Diagonal, trains off C. C. C. & St. L. R. R., eastbound over L. S. & M. S. R. R., may proceed. A red ball displayed by day, or at night a red light in addition to the target-lights will block all trains.

At the C. C. C. & St. L. R. R. Crossing Cleveland: Horizontal, L. S. & M. S. and C. & P. trains may proceed; Vertical, C. C. C. & St. L. trains may proceed; Diagonal, all trains blocked.

At Whiskey Island Crossing of C. & P. River Bed tracks and L. S. & M. S. Stone track, Horizontal, L. S. & M. S. trains may proceed; Vertical, C. & P. trains may proceed; Diagonal, all trains stop. Target blade will be set in position for C. & P. trains when crossing is not in use by L. S. & M. S. trains.

Semaphore Instructions, so far as they refer to this crossing, are superseded by the above.

POLE TARGETS.—Continued.

At the Crossing of the L. E. & W. Junction, Sandusky; C. C. C. & St. L. R. R. Crossing, Clyde; L. E. & W. R. R. Crossing, Fremont, and B. & O. R. R. Crossing, Sandusky Pier Track, Horizontal, trains on the other roads may proceed; Vertical, L. S. & M. S. trains may proceed; Diagonal, all trains blocked.

At the B. & O. R. R. and W. & L. E. R. R. Crossings, Monroeville: Horizontal, B. & O. trains may proceed; Vertical, L. S. & M. S. trains may proceed; Diagonal, W. & L. E. trains may proceed. A red ball displayed by day, or at night a red light in addition to the red Target-lights, will block all trains.

At the N. Y. C. & St. L. R. R. and C. S. & H. R'y crossing, Bellevue: Horizontal, N. Y. C. & St. L. trains may proceed; Vertical, L. S. & M. S. trains may proceed; Diagonal, C. S. & H. trains may proceed. A red ball displayed by day, or at night a red light in addition to the target lights, will block all trains.

At Collinwood Passenger Station: Horizontal, will allow trains to pass on the main tracks, east and west; also will allow eastbound trains to enter the lead to North Yard. Vertical, will allow trains to use the cross tracks. Diagonal, will allow trains westbound to pass out of the Middle Yard and South Yard; also will allow eastbound trains to pass on the north main track. Eastbound trains wishing to enter the North Yard at Collinwood Station, will give one long blast of the whistle, as for the station, then after about five seconds will give four short blasts of the whistle for the switches. Trains will approach the target under the control of the enginemen. They must not run at a greater speed than five miles per hour between the target and the yard. When an engine gives the proper whistle signal, and all is clear, the targetman will set the target in the proper position and see that the switches are also in the proper position to make the desired movement. The switchman must know that all is clear before allowing trains to pass the target.

At cross-over, just west of Nottingham Station: Horizontal, will allow trains to pass on main tracks, east and west; also will allow westbound trains to enter lead to Middle Yard. Vertical, will allow trains to use the cross tracks. Diagonal, will allow eastbound trains to come out of the North Yard on to the north main track and proceed east; also, will allow westbound trains to pass on the south main track. Westbound trains wishing to enter the Middle Yard at Nottingham target will give one long blast of the whistle approaching Nottingham; then after about five seconds will give four short blasts of the whistle for the switches. Trains will approach the target under the control of the enginemen. They must not run at a greater rate of speed than five miles per hour between the target and the yard. When an engine gives the proper whistle signal and all is clear, the targetman will set the target in the proper position and see that the switches are also in the proper position to make the desired movement. The switchman must know that all is clear, before allowing trains to pass the target. Enginemen must see that the proper signals are shown before attempting to pass. THESE SIGNALS govern only the points named, and trains or engines will not go out upon the main track except in accordance with the general rules.

The Single Arm Semaphore, located at the east end of middle yard, Collinwood, will govern yard movements as follows: When the arm is in a Diagonal position, or a white light is displayed to the East or a red light to the West, will allow trains and engines to enter the middle yard West bound, and will stop East bound trains and engines going out of the yard. When the arm is in a Horizontal position or a red light is displayed to the East and a white light to the West will allow trains and engines to go out of the yard Eastbound, or switch on the lead, and will stop all West bound trains and engines entering the yard. Trains will not be allowed to enter the yard on hand signal unless the signal is right, except when notified by the Yardmaster that the signal is out of order.

The Single Arm Semaphore, located just east of Collamer Ave., North Yard, will govern yard movements as follows: When the arm is in a Diagonal position or a white light is displayed to the west and a red light to the east, will allow trains and engines to enter the North Yard east bound, and will stop west bound trains and engines going out of the yard. When the arm is in a Horizontal position or a red light is displayed to the west and a white light to the east, will allow trains and engines to go out of the yard west bound, or switch on the lead and will STOP all east bound trains and engines entering the yard. East bound trains and engines must not pass the east switch of the Toledo Division Caboose Track, unless the signal is right. Trains will not be allowed to enter the yard on hand signal unless the signal is right, except when notified by the Yard Master that the signal is out of order.

INTERLOCKING AND SEMAPHORE SIGNALS.

A horizontal red blade, or a red light at night (Home Signal) indicates "Danger Stop." A horizontal green blade with notched end, or a green light at night (Dist. Signal) "Caution, Proceed carefully." The same blades in inclined positions, or white lights at night, "Safety, Proceed." When there is more than one blade on a Signal post, the upper blade always refers to the important straight-ahead route, and the lower blade to diverging routes. Trains should run quite up to but never past a Home Signal at "Danger." Enginemen will not use sand nor permit ash pans to be dumped in the vicinity of the Interlocking apparatus. The absence of a Signal, where it is usual to observe one, will be considered as indicating "Danger."

At Berea Junc., for trains via the Big Four, B. & O. R. R., C. S. & H. R. R. and C. C. C. & St. L. R. R., Crossings at Sandusky, Sandusky Bay Drawbridge, Port Clinton Drawbridge and Millbury Junction there are Distant and Home Signals for both east and west bound trains, except at Millbury there is no Distant Signal for east-bound trains via Norwalk Division and the lower blade on eastbound Home Signal post and Pot Signal at the Junction switch govern eastbound trains via Norwalk; the lower blades on west-bound Home Signal posts govern cross over movements; the Dwarf Signal, north of the tracks immediately across from the Interlocking Cabin, governs trains moving against traffic on the north main track; the Dwarf Signal, south of the tracks and just west of the Interlocking Cabin, governs trains moving against traffic on the south main track; the two Dwarf Signals, north of the Long Siding and Freight House track, respectively, at Millbury Station, and near their east ends, govern trains eastbound of these respective tracks; the Pot Signal, at the west switch of the cross-over, shows WHITE to westbound trains, when the main line switch to side tracks is open, and shows RED to eastbound trains when the cross over switches are in cross over position; the Pot Signal at the Norwalk Division junction switch shows RED to eastbound trains when the junction switch is in position for Norwalk Division; at Berea the lower blade on west-bound Home Signal post governs movement from the C. C. C. & St. L. to the L. S. & M. S. R. R. East-bound trains will be governed by a dwarf signal located to the right of the track and at a point 220 feet west of Front St. When the arm of this dwarf signal is depressed to an angle of 75 degrees or a white light is shown it indicates trains may proceed.

At Elyria Junction: All trains governed by home and distant signals, and in addition, lower arm on Norwalk Division home signal post governs trains using westbound track; also lower arm on both distant and home signal post governs westbound movement via Norwalk Division.

Dwarf Signals: Eastbound movement. Two arms. Arms pointing south, located south of track, Sandusky Division, 358 feet west of crossing. Upper arm and light governs trains going east on westbound track. Lower arm and light governs trains going east on westbound track and crossing to eastbound track.

On Transfer "Y." Dwarf Signals: Arm pointing south, located south of track, 180 feet west of crossing.

Dwarf Signals: Westbound movement. Two arms. Arms pointing north, located north of track 477 feet east of crossing. Upper arm and light governs trains going west on eastbound track. Lower arm and light governs trains going west on eastbound track, and crossing over to west-bound track.

On Transfer "Y." Dwarf Signal: Arm pointing north, located north of track, 211 feet east of crossing.

Round House Switch, also switch to Mussay Quarry, are locked shut by interlocker when signals show clear for main line movement.

At Ceylon Pitt Quarry Track and N. Y. C. & St. L. Railway Crossing, Interlocker consists of HOME SIGNALS, 350 feet and DERAILS, 300 feet from crossing. Instructions posted in Interlocking Cabin will govern the operation of interlocker.

The One Arm Signal at Case Avenue.—When the arm stands in HORIZONTAL position by day, or a red light is shown at night, all west-bound trains and engines must stop, and eastbound trains and engines may use the cross-over opposite the Otis steel works.

Single Arm Semaphore, east end West Park Yard.—When the red arm is in a HORIZONTAL position by day, or a red light is shown by night, all westbound trains and engines must stop. When the red arm stands in this position by day, or a red light is shown by night, eastbound trains and engines on south track can use this cross-over regardless of westbound trains or engines.

When the red arm is in a DIAGONAL position by day, or a white light is shown by night, all westbound trains and engines may proceed.

Semaphore at west end Berea Yard.—When the arm hangs down, track is clear; when it stands horizontal, track is blocked and trains must stop; a white light at night shows track is clear; a red light, track is blocked. This signal is for eastbound trains only.

Single Arm Semaphore Rockwell Junction, East of East Toledo.—When the arm is in a HORIZONTAL position by day, or a red light is shown by night, all westbound trains and engines must stop.

When the arm stands in a HORIZONTAL position by day, or a red light is shown by night, switching trains and engines may use the east switch at Rockwell junction, regardless of all westbound trains and engines.

THE RIGHT ANGLE SEMAPHORE.

The Right Angle Semaphore at telegraph stations, also at east end of West Park yard and at east end of Sandusky yard, will govern trains as follows: When the single arm points south, trains bound west will stop and eastbound trains may pass. When the arm points north, eastbound trains will stop and westbound trains may pass. When both arms point downward, trains in either direction may pass. When both arms point upward, all trains must stop. The K position of the target will be used at the following stations: Whisky Island, West Cleveland, West Park and west end of West Park yard. When the K points south, westbound trains may use the cross-over, eastbound trains will stop. When the K points north, eastbound trains will use the cross-over, westbound trains must stop. At Berea junction when the K points north, trains eastbound will go over on the C. C. C. & St. L. track; when the K points south will allow westbound trains from the C. C. C. & St. L. on to the L. S. & M. S. track. Lights by night—red, stop; white, all clear; green, to use the cross-over or K signal.

DOUBLE TRACK SWITCH EAST OF UNION PASSENGER STATION.

When one Arm points South, trains must not pass on the south main track, but may use the north main track.

When one Arm points North, trains must not pass on the north main track, but may use the south main track.

When two Arms point Down, trains may proceed in each direction on the main tracks, except that trains may not go east from the union passenger station or leave the hospital track.

When two Arms point South, (K) trains on the south main track will stop, but trains from the side track or hospital track, so called, may pass; also trains on north main track may pass.

When two Arms point North, (K) all trains will stop, except trains from the union passenger station, which may cross to the north track and proceed east.

When two Arms point Upward, all trains must stop, but after stopping may use the cross track if necessary.

A White Light will allow all trains to pass on the main tracks, except that trains must not leave the union passenger station, eastbound, and trains must not leave the hospital track.

A Green Light facing West will allow trains from the union passenger station to use the cross track and proceed east, but will stop all other eastbound trains.

A Green Light facing East will allow trains from the hospital track to pass, but will stop trains on the south main track.

A Red Light will stop all trains, but after stopping, trains may use the cross track, provided switches are right, and in addition signal is received from switch tender.

CLEVELAND SHOPS AND WILLSON AVENUE:

When one Arm points NORTH trains must not pass on the north main track.

When one Arm points SOUTH trains on the south main track must not pass.

When the two Arms point NORTH, thus: X yard engines or trains, which are not to go through to Cleveland, may pass on the south main track.

When the two Arms point SOUTH, thus: K yard engines or trains, which are not to go through to Collinwood, may pass on the north main track.

These K Signals are to allow the switching and yard work to be done without delay, but will stop all through or regular trains.

When the two Arms point DOWN, thus: A all trains may pass.

When the two Arms point UP, thus: Y all trains must stop, and wait until the proper signal is shown for them to proceed.

At night a White Light will allow all trains to pass.

A Red Light will stop all trains.

A Green Light will allow only yard trains or engines, which are not to go through to Collinwood or Cleveland, to pass.

The Right Angle Semaphore, located between L. S. & M. S. sidings and C. & P. tracks, just west of Seneca street bridge, north of Union Passenger Station, Cleveland, governs side track movements only. When the two arms point down, thus, A or a white light is shown, L. S. & M. S. trains have the right to crossing. When the two arms point up, thus, Y or a red light is shown, all trains must stop.

At Whisky Island, governing the C. & P., L. S. & M. S. and C. T. & V. side track crossings, be governed by Joint Instructions, as shown on blue print.

J. K. RUSSELL, Sup't Toledo Division, Cleveland.

P. S. BLODGETT, Gen'l Sup't, Cleveland.

Superseding Time Table No. A-1,
April 29, 1900.

"S"—Regular Stop.

"T"—Stop for Meals.

TRAINS WEST.

"X"—Crossings and Junction Stations.

B

No. 2.—TOLEDO DIVISION TIM

"P"—Stop on Signal.

"W"—Water Stations.

"C"—Standard Clock.

STATIONS AND MINIMUM TIME For Freight Trains Between Stations.	FOURTH CLASS.					THIRD CLASS.					Second Class.		FIRST CLASS.															Distance from Cleveland.	STATIONS.	Distance from Toledo.	Distance from Buffalo.				
	93	91	85	83	81	63	77	75	61	73	65	71	115	43	3	37	127	141	47	133	33	31	35	23	19	7	21					11	15		
BUFFALO.....Dp.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	A. M. 9.40			A. M. 2.00		P. M. 8.00		DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	P. M. 6.25	P. M. 12.20					A. M. 7.55	A. M. 7.55	A. M. 7.30	A. M. 7.15	A. M. 5.10	A. M. 3.20		A. M. 12.40	P. M. 11.00	P. M. 10.45		Dp. BUFFALO.....Ar.	296		
Collinwood.....			P. M. 2.15			P. M. 9.00	P. M. 6.35	P. M. 1.15	P. M. 12.15	P. M. 7.35	A. M. 6.00	A. M. 12.30	s 8.08		P. M. 10.35	P. M. 6.18						P. M. 12.09	A. M. 11.40	A. M. 11.19	A. M. 10.53	A. M. 7.20		A. M. 4.54	A. M. 3.10	A. M. 2.50		Collinwood.....w C			
Glenville.....			2.25			9.08	6.43	1.23	12.23	7.45	6.10	12.38	s 8.13		10.38	6.22						12.13	11.43	11.22	10.57	7.23		4.58	3.13	2.53		Glenville.....			
CLEVELAND.....Ar.			2.50 P. M.			9.30	7.05	1.50	12.45	8.10	6.35	1.05	A. M. 8.30 A. M.		10.50	6.35						12.25 P. M.	11.55	11.35	11.10	7.35		5.10	3.25 A. M.	3.05		Ar. CLEVELAND.....Dp.			
	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY. EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY. EXCEPT MONDAY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY. EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.			
	Norwalk Division Freight.	Sandusky Division Freight.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Through Freight.	Through Freight.	Limited Freight.	Through Freight.	Limited Freight.	Through Freight.	Conneaut Accom.	Toledo Accom.	Fast Mail Limited.	Pacific Express.	Norwalk Accom.	Sandusky Division Accom.	Accom- modation.	Cleveland and Detroit Express.	South Western Express.	U. S. Express.	Special Limited Mail.	Western Express.	The Lake Shore Limited.	Day Express.	New York & Chicago Express.	South Western Limited.	Boston & Chicago Special.						
CLEVELAND.....Dp.	P. M. 6.20	P. M. 5.50		A. M. 6.00	A. M. 5.05	P. M. 9.30	P. M. 7.05	P. M. 1.50	P. M. 12.45	A. M. 8.10	A. M. 6.35	A. M. 1.05			P. M. 10.55	P. M. 7.00	P. M. 5.10	P. M. 3.10	P. M. 3.00	P. M. 12.30		P. M. 12.01	A. M. 11.40	A. M. 11.15	A. M. 7.40	A. M. 6.30	A. M. 5.20		A. M. 3.10			Dp. CLEVELAND.....Ar.	113.5	183.	
Erie Ry. Station															s 7.05																		Erie Ry. Station.....w C		
Linndale.....															7.20																		Linndale.....		
West Park.....	6.40	6.10		6.20 6.56 ²¹	5.35	10.00	7.35	2.15	1.15	8.40	6.56	1.35			11.10		s 5.24	s 3.24	3.14	12.42		12.15	11.54 P. M. 12.02	11.29	7.55	6.46	5.35 ⁸¹		3.25	5.9			West Park.....	106.9	188.9
Berea.....	7.00	6.30		7.15 ⁶⁵	6.03	10.27	7.59	2.45	1.40	9.02	7.15 ⁸³	2.02			11.19	s 7.30	s 5.32	s 3.33	3.22	12.49		12.23	12.02	11.37	8.04	6.56 ⁸⁸	5.43		3.33	13			Berea.....wx	100.5	195.3
Olmsted Falls.....	7.08	6.38		7.35	6.13	10.38	8.09	2.55	1.50	9.10	7.25	2.13		43	11.23	7.34	s 5.38	s 3.37	3.26	12.52		12.27	12.05	11.40	8.08	7.02 ⁸⁸	5.46		3.37	15.1			Olmsted Falls.....	98.4	197.4
Shawville.....	7.25	6.58		7.55	6.40	11.00	8.32	3.20	2.10	9.40	7.42	2.40			11.31	7.42	s 5.48	s 3.46	3.35	12.58		12.34	12.11	11.47	8.16	7.10 ⁸¹	5.54		3.47	21.3			Shawville.....	92.2	203.6
ELYRIA.....	7.50 ³⁷	7.15		8.22 ¹⁹	7.20 ⁷	11.38 ³	8.50	3.44 ⁴⁷⁻¹⁴¹	2.25	10.00	7.57	3.00			A. M. 7.28 63	11.38 ⁹³	s 7.50 ⁹³	s 5.55 ⁷⁵	s 3.54 ⁷⁵	3.44 ⁷⁵	s 1.05	12.40	s 12.18	s 11.55	8.22 ⁸³	7.20 ⁸¹	s 6.03		s 3.55	25.8			ELYRIA.....w	87.7	208.1
Elyria Jct.....	7.56														s 7.30	7.51 ²	s 5.57																Elyria Jct.....w x		
North Amherst.....		7.45		9.23		A. M. 12.05	9.11	4.30	2.45	10.30	8.33 ¹⁹	3.35			s 7.40	11.49						12.50	12.28	P. M. 12.05 ⁶⁵	8.33 ⁶⁵		6.13		4.05	32.2			North Amherst.....w	75.5	214.5
Brownhelm.....		8.00		9.45		12.25	9.26	4.55	2.58	10.42	8.49	3.50			s 7.48	11.54						12.55	12.33	12.10	8.38		6.18		4.11	36.6			Brownhelm.....	71.7	218.9
Vermillion.....		8.15		10.12		12.38	9.38	5.12	3.08	10.55	9.02	4.16 ¹⁵			s 7.55	11.58						1.00	12.37	12.15	8.42		6.23		4.16 ⁷¹	39.8			Vermillion.....w	67.9	222.1
Ceylon.....		8.50		10.55		1.05	10.04	5.50	3.30	11.24	9.35	4.48			s 8.09	A. M. 12.09						1.11	12.45	12.26	8.52		6.32		4.25	47.3			Ceylon.....	60.4	229.6
Huron.....		9.10		11.15		1.22	10.17	6.12	3.43	11.37	9.50	5.03			s 8.16	12.14						1.17	12.50	12.31	8.58		6.37		4.31	51.3			Huron.....wx	56.4	233.6
Sandusky Jct.....		9.30		11.40		1.53	10.38	6.48	4.00	11.55	10.06	5.25			S 8.24	12.20						1.24	12.57	12.38	9.06		6.43		4.38	57.5			Sandusky Jct.....	50.4	239.8
SANDUSKY.....		10.00		P. M. 12.10 ⁷³		2.10	10.50	7.12	4.12	P. M. 12.10 ⁸³	10.25	5.40			s 8.33	s 12.28						s 1.30	s 1.05	s 12.45	s 9.11		s 6.52		4.45	60.2			SANDUSKY.....wx	47.5	242.5
Venice.....		10.20		12.49 ²³⁻⁸⁵		2.23	11.01	7.30	4.21	12.28	10.35	5.50			s 8.38	12.33						1.34	1.09 ⁸³	12.49 ⁸³	9.15		6.57		4.49	63.1			Venice.....	44.6	245.4
Bay Bridge.....		10.35		1.25		2.34	11.10	7.50	4.29	12.40	10.45	6.03			s 8.43	12.36						1.37	1.12	12.52	9.18		7.00		4.52	65.7			Bay Bridge.....	42	248.
Marblehead Junct.....		10.50		1.40 ³¹		2.47	11.20	8.05	4.35	12.55 ²³⁻³⁵	10.55	6.13			s 8.48	12.40						1.40 ⁸³	1.15 ⁷³	12.55 ⁷³	9.22		7.03		4.55	68			Marblehead Jct.....x	39.7	250.3
Gypsum.....		11.05		1.50		2.57	11.26	8.16	4.42	1.25	11.03	6.22			s 8.52	12.43						1.44	1.18	12.58	9.25		7.06		4.58	70.1			Gypsum		

25 North Amherst	7.45		9.23		A.M. 12.05	9.11	4.30	2.45	10.30	8.33	3.35		s 7.40	11.49					12.50	12.28	P.M. 12.05	8.33		6.13	4.05	32.2	North Amherst	w	75.5	214				
13 Brownhelm	8.00		9.45		12.25	9.26	4.55	2.58	10.42	8.49	3.50		s 7.48	11.54					12.55	12.33	12.10	8.38		6.18	4.11	36.6	Brownhelm		71.7	218				
12 Vermillion	8.15		10.12		12.38	9.38	5.12	3.08	10.55	9.02	4.16		s 7.55	11.58					1.00	12.37	12.15	8.42		6.23	4.16	39.8	Vermillion	w	67.9	222				
22 Ceylon	8.50		10.55		1.05	10.04	5.50	3.30	11.24	9.35	4.48		s 8.09	A.M. 12.09					1.11	12.45	12.26	8.52		6.32		4.25	47.3	Ceylon		60.4	226			
13 Huron	9.10		11.15		1.22	10.17	6.12	3.43	11.37	9.50	5.03		s 8.16	12.14					1.17	12.50	12.31	8.58		6.37		4.31	51.3	Huron	wx	56.4	230			
20 Sandusky Jet	9.30		11.40		1.53	10.38	6.48	4.00	11.55	10.06	5.25		s 8.24	12.20					1.24	12.57	12.38	9.06		6.43		4.38	57.5	Sandusky Jet		50.4	238			
9 SANDUSKY	10.00		P.M. 12.10		2.10	10.50	7.12	4.12	P.M. 12.10	10.25	5.40		s 8.33	12.28					s 1.30	s 1.05	s 12.45	s 9.11		s 6.52		s 4.45	60.2	SANDUSKY	wx	47.5	242			
9 Venice	10.20		12.49		2.23	11.01	7.30	4.21	12.28	10.35	5.50		s 8.38	12.33					1.34	1.09	12.49	9.15		6.57		4.49	63.1	Venice		44.6	246			
8 Bay Bridge	10.35		1.25		2.34	11.10	7.50	4.29	12.40	10.45	6.03		s 8.43	12.36					1.37	1.12	12.52	9.18		7.00		4.52	65.7	Bay Bridge		42	248			
7 Marblehead Junct.	10.50		1.40		2.47	11.20	8.05	4.35	12.55	10.55	6.13		s 8.48	12.40					1.40	1.15	12.55	9.22		7.03		4.55	68	Marblehead Jct.	x	39.7	250			
6 Gypsum	11.05		1.50		2.57	11.26	8.16	4.42	1.25	11.03	6.22		s 8.52	12.43					1.44	1.18	12.58	9.25		7.06		4.58	70.1	Gypsum		37.6	252			
9 Port Clinton	11.25		2.10		3.12	11.39	8.32	4.52	1.48	11.15	6.32		s 8.57	12.47					1.48	1.22	1.03	9.30		s 7.12		5.03	73.1	Port Clinton	w	34.6	256			
19 La Carne	A.M. 12.04		2.45		3.42	A.M. 12.04	9.03	5.10	2.35	11.37	7.22		s 9.08	12.56					1.56	1.29	1.12	9.39		7.22		5.12	79.2	La Carne		28.5	261			
16 Oak Harbor	12.45		3.20		4.10	12.25	9.32	5.30	3.00	11.59	7.42		s 9.18	1.04					2.03	1.35	1.20	9.47		7.29		5.19	84.7	Oak Harbor		23	267			
10 Rocky Ridge	1.10		3.40		4.25	12.36	9.47	6.00	3.20	P.M. 12.10	7.58		s 9.25	1.10					2.07	1.40	1.25	9.52		7.34		5.24	88.2	Rocky Ridge		19.5	270			
7 Graytown	1.35		3.58		4.38	12.46	10.02	6.12	3.35	12.20	8.12		s 9.30	1.14					2.11	1.44	1.30	9.56		7.38		5.27	90.6	Graytown	w	17.2	272			
13 Martin	2.05		4.20		5.00	1.00	10.22	6.30	4.05	12.38	8.30		s 9.38	1.20					2.17	1.49	1.36	10.03		7.45		5.34	95.1	Martin		12.7	277			
15 Oberlin	8.52		8.52										s 8.05	s 6.10													34.6	Oberlin		78.9	216			
14 Kipton	9.20		9.10										s 8.15	s 6.17													39.2	Kipton		74.3	221			
16 Wakeman	9.52		9.31										s 8.25	s 6.26													44.4	Wakeman	w	69.1	226			
14 Collins	10.20		9.50										s 8.33	s 6.35													49.1	Collins		64.4	231			
22 NORWALK	11.00		10.15										s 8.46	6.50													55.7	NORWALK	wx	57.8	238			
14 Monroeville	11.28		10.35										s 8.55	P.M. 127													60.3	Monroeville	wx	53.3	242			
23 Bellevue	A.M. 12.15		11.12										s 9.09														67.9	Bellevue	x	45.7	250			
22 Clyde	1.02		11.59										s 9.24														75.2	Clyde	x	38.4	257			
26 FREMONT	1.55		P.M. 12.50										s 9.40														83.5	FREMONT	wx	30.	265			
21 Lindsey	2.40		1.45										s 9.52														90.6	Lindsey		22.9	272			
16 Elmore	3.15		2.25										s 10.02														95.9	Elmore	w	17.6	278			
14 Genoa	3.45		2.58										s 10.12														100.6	Genoa		12.9	285			
15 MILLBURY	4.10	2.37	4.50	3.45	5.40	1.28	10.40	6.52	4.35	12.55	8.50		s 9.48	1.28	10.21	s 6.30	6.20	3.25	2.24	1.55	1.44	10.10	9.56	7.51	5.40	105.5	MILLBURY	x	8	287				
5 Rockwell Jet	4.35	3.10	5.10	4.06	6.02	1.48	11.05	7.10	5.00	1.15	9.10		s 9.55	1.35	10.30	s 6.37	6.30	3.31	2.31	2.02	1.51	10.17	10.05	7.58	5.46	110.5	Rockwell Jet	x	3.0	292				
7 East Toledo	4.45	3.15	5.20	4.25	6.10	1.55	11.16	7.15	5.10	1.20	9.17		s 10.00	1.40	10.35	s 6.40	6.34	3.35	2.35	2.05	1.55	10.20	s 10.10	8.03	5.50	111.8	East Toledo	w	1.7	294				
Ar. Toledo			5.30	4.35									s 10.05	1.45	10.40	s 6.45	6.38	3.40	2.40	2.10	2.00	10.25	s 10.15	8.08	5.55	113.5	TOLEDO	wxC		296				
Ar. Air Line Junction	5.05 A.M.	3.50 A.M.		P.M.	P.M.	6.30 A.M.	2.30 A.M.	11.40 P.M.	7.45 P.M.	5.40 P.M.	1.40 P.M.	9.55 A.M.				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.			Ar.	CHICAGO	Dp.		540		
	DAILY EXCEPT SUNDAY.	DAILY EXCEPT SUNDAY.	DAILY EXCEPT SUNDAY.	DAILY EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY EXCEPT SUNDAY.	DAILY.	DAILY.	DAILY EXCEPT SUNDAY.	DAILY EXCEPT SUNDAY.	DAILY EXCEPT SUNDAY.	DAILY	DAILY EXCEPT MONDAY.	DAILY.	DAILY.	DAILY.	DAILY EXCEPT SUNDAY.	DAILY.	DAILY.								
					3.45 A.M.			11.20 A.M.		5.10 A.M.			7.15 P.M.	7.50 A.M.	7.10 A.M.		7.10 A.M.	7.10 A.M.		9.00 P.M.	8.30 P.M.	9.00 P.M.	4.30 P.M.	7.15 P.M.	4.00 P.M.		11.50 A.M.	356	Ar.	CHICAGO	Dp.		540	
	93	91	85	83	81	63	77	75	61	73	65	71	115	43	3	37	127	141	47	133	33	31	35	23	19	7	21	11	15					

CENTRAL STANDARD TIME.

EASTBOUND TRAINS have the absolute right of Track over trains of the same or inferior class, running in the opposite di

me or inferior class, running in the opposite direction, as per rule 84.

CENTRAL STANDARD TIME.

EXTRACTS FROM BOOK OF I

WHISTLE SIGNALS. One long blast of the whistle is the signal for approaching stations, railroad crossings, and junctions, and will also be used by extra trains when approaching and rounding abrupt curves. One short blast, apply the brakes—stop. Two long blasts, throw off the brakes. Two short blasts, answer to any signal except "train parted." Three long blasts (to be repeated until answered as provided in rule 62), train parted. Three short blasts when train is standing (to be repeated until answered as provided in rule 61), train will back. Four long blasts, to call in flagman from the west or south. Four long, followed by one short blast, to call in flagman from the east or north. Four short blasts, call for signals from switch tenders, watchmen, trainmen, and others. Five short blasts, signal to flagman to go back and protect the rear of the train. One long, followed by two short blasts, signal to be given by trains when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed, to be answered as provided in rule 42. Two long, followed by two short blasts, approaching road crossings at grade. A succession of short blasts, alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

LAMP SIGNALS. A lamp swung across the track is the signal to stop. Raised and lowered vertically, move ahead. Swung vertically in a circle across the track when train is standing, move back. A lamp swung vertically in a circle at arm's length across the track, when train is running, train parted. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by lamp.

BELL CORD SIGNALS. One tap of the signal bell, when the train is standing, is the signal to start. Two taps when train is running, stop at once. Two taps when train is standing, call in flagman. Three taps when train is running, stop at the next station. Three taps when train is standing, back the train. Four taps when train is running, reduce speed. When one tap of the signal bell is heard while train is running, the engineman must immediately ascertain if the train is parted, and if so be governed by rule 103. Signals of the same number of sounds shall have the same significance when given by other appliances than bell cords and signal bells.

23 (a). All signals must be used strictly in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

32 (a). Two red flags by day or two red lights by night, or two green flags by day or two green lights by night placed opposite, one on each side of a track, by foreman of repairs or others, denote that the track between them is the one to be governed by such danger or caution signals.

On single track, but one flag or light will be used, to be placed on the engineman's side.

65. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the superintendent.

72. One flag or light displayed as provided in rules 36 and 37, will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

75 (a). Caution signals, as provided in rule 32 (a), will be placed 20 telegraph poles or 3000 feet in both directions, from any obstruction of the track, and when on a curve or down grade, or in stormy or foggy weather, a distance of at least 15 telegraph poles farther. When such signal is displayed trains will pass the obstruction at a speed not to exceed six miles per hour.

75 (b). Slow boards placed in both directions from any portion of the track not in condition to run over at full speed, will indicate the rate of speed at which the track may be used; such rate of speed must not be exceeded.

Sign boards will be placed 3000 feet in both directions from the slow boards, indicating their location.

TRAIN RULES.

CLASSIFICATION OF TRAINS.

79. Whenever the word train is used, it must be understood to include an engine in service, with or without cars, equipped with signals as provided in rules 33 and 34. Regular trains are those represented on the time table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in rule 36. Extra trains are those not represented on the time table.

80. All regular trains are classified on the time table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes, and so on indefinitely.

81. Extra trains will be distinguished as:
Special (Passenger).
Extra (Freight).
Work Train Extra.

82. All extra trains are of inferior class to all regular trains of whatever class.

MOVEMENT OF TRAINS.

83. A train of inferior class must in all cases keep out of the way of a train of superior class.

84. On single track all trains in one direction, specified in the time table, have the absolute right of track over trains of the same class running in the opposite direction.

84 (a). When double track is used, all trains will take the left hand track, except as provided in special rules or orders, or when necessary to cross over to do work at stations, when protected as provided in rule 100.

85. When trains of the same class meet on single track, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train, as provided in rule 99.

85 (a). At a meeting point between trains of the same class, if the expected train has not arrived, the train having the right of track will wait three minutes beyond its departing time and then proceed, keeping three minutes behind its schedule time at each succeeding station until the expected train is met. This three minutes is for variation of watches and must not be used by either train.

At meeting points under time orders trains will be governed by this rule as to provision for variation of watches.

86. When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class five minutes. A train of inferior class must keep five minutes off the time of a train of superior class following it.

86 (a). A train of inferior class, running to a station to be passed by a passenger train, must clear the time of such passenger train at the preceding block station.

87. A train must not leave a station to follow a passenger train, until ten minutes after the departure of such passenger train, unless some form of block signal is used.

88. Passenger trains running in the same direction must keep not less than ten minutes apart, unless some form of block signal is used.

89. Freight trains following each other must keep not less than ten minutes apart (except in closing up at stations or at meeting and passing points), unless some form of block signal is used.

89 (a). The rules relating to keeping trains the required time apart, or the position of fixed signals at stations or junctions, do not relieve trainmen from observing all rules in regard to the protection of their trains.

90. A train must not leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, or unless it has the full time allowed between stations (which may be shown on the margin of the time table) to make the meeting or passing point, and clear the track by the times required by rules 85 and 86.

91. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in rule 99.

92. Except at meeting or passing points, as provided in rules 85 to 91 inclusive, a train must not arrive at a station in advance of its schedule arriving time, when shown.

A train must not leave a station in advance of its schedule leaving time.

93. All trains must stop at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right and the track clear. The point at which a train should stop is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

93 (c). At schedule passing points between trains of the same class, the train to be passed, unless otherwise directed by special order, will remain at such point until the expected train has passed.

94. All trains must approach the end of double track and junctions, prepared to stop, and must not

proceed until the switches or signals are seen to be right or the track is plainly seen to be clear.

94 (a). Every engine must be brought to a full stop before crossing the track of any railroad at grade or drawbridge, at a distance not less than two hundred, nor more than eight hundred feet, from the same, except where such crossing or drawbridge is provided with interlocking signals.

94 (b). Passenger trains must not exceed twenty-five miles per hour, and freight trains fifteen miles per hour over junction switches, interlocked crossings and drawbridges.

95. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it is ascertained that all trains due, which have the right of track over it, have arrived or left.

96. When a passenger train is detained at any of its usual stops more than five minutes, the rear brakeman must go back with danger signals and protect his train, as provided in rule 99; but if it stop at any unusual point, the rear brakeman must immediately go back far enough to be seen from a train moving in the same direction when it is at least one-half mile from the rear of his own train, and if the stop is over two minutes, he must be governed by rule 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the front brakeman. If the front brakeman is unable to go, the fireman must be sent in his place.

97. When a freight train is detained at any of its usual stops more than five minutes, where the rear of the train can be seen plainly from a train moving in the same direction at a distance of at least one-half mile, the rear brakeman must go back with danger signals not less than fifty feet from the rear of his train, and as much farther as may be necessary to protect his train; but if the rear of his train can not be plainly seen at a distance of at least one-half mile, or if it stops at any point that is not its usual stopping place, or if his train should be detained until within ten minutes of the time of a passenger train moving in the same direction, he must be governed by rule 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the front brakeman. If the front brakeman is unable to go, the fireman must be sent in his place.

98. When it is necessary for the rear brakeman to go back to protect the rear of his train, the next brakeman must immediately take the rear brakeman's position on the train, and remain there until relieved by the rear brakeman; and on passenger trains the baggage man must take the place of the front brakeman whenever necessary.

99. When a train is stopped by an accident or obstruction, the rear brakeman must immediately go back with danger signals to stop any train moving in the same direction. At a point ten telegraph poles, or 1500 feet, from the rear of his train, he must place one torpedo on the rail; he must then continue to go back at least twenty telegraph poles, or 3000 feet, from the rear of his train, and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to a point ten telegraph poles, or 1500 feet, from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

Should the flagman be recalled before reaching the required distance, he will place two torpedoes on the rail, on the engineman's side, ten yards apart (one rail length), and immediately return to his train, unless an approaching train is within sight or hearing.

If from any cause the speed of the train is reduced, the conductor will be held responsible for fully protecting the rear of the train by the use of proper signals.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the front brakeman must go forward and use the same precautions. If the front brakeman is unable to go, the fireman must be sent in his place.

99 (a). When on a curve or down grade, or in stormy or foggy weather, the flagman must go a distance of at least fifteen telegraph poles farther than as above provided, before placing torpedoes, to give approaching trains ample time to stop.

99 (b). When a flagman is left behind by his train, he will ride on the engine of the following train until his own train is overtaken.

100. Freight trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a flagman has been sent out in both directions with danger signals, as provided in rule 99.

101. Omitted.

102. When it is necessary for a train on double track to cross over to the opposite track, a flagman

must be sent out in both directions as provided in rule 99.

103. If a train should part with a car, the men must use great care to prevent coming into collision. The signal, as provided in rule 43, part of the train in motion until it is stopped.

The front portion will have regardless of all trains, to recover (first sending a flagman with less than twenty telegraph poles in the direction in which the train is to move with great caution, at a speed of not more than eight miles per hour. On single track required by the rules must also the train against opposing trains. **tion must not be moved or pass front portion comes back.** This of every class.

It will be the duty of the conductor on the rear portion of the train and stop it as soon as possible, as rule 99. If practicable, a man returning portion of the train man back to the detached portion the front portion of the train must man as soon as the train has passed rule 62, and must not apply brakes do so by the engineman. The conductor responsible for the proper placing the handling of his train, and he men understand what is expected train has parted. The engineman the brakemen who may be on his train, and they must obey his orders.

When it is known that the train has been stopped, and the whole view, no curves or other obstructions that signals can be seen from train, the conductor and engine: the recoupling, using the greatest

104. When a train is being put in yards, a flagman must be stationed on the front of the train, and he must immediately signal the engineman in

104 (a). In no case must a train public crossing or highway, and the rear car or on the ground at that the crossing is clear; nor must and allowed to run over a public unless there is a man on the car, after proper signal has been given man on such train or car must be

Trains must not stand on public five minutes. In cutting train crossings, or in leaving cars at station cars must be allowed to start of highways.

105. A train starting from its division, or leaving a junction, same class running in the same will proceed on its own time and due train will run as provided in

106. A train which is delayed the time of another train of the thereby lose its rights.

107. Regular trains twelve hours their schedule time lose all the 523.)

108. A train overtaking another or superior class, disabled so that will pass it, and if necessary to will take the rights and the other train and proceed to the first where it will report to the superintendent train will take the rights a train passing it with which it orders and proceed until the first is reached.

109. All messages or orders received of trains or the condition must be in writing.

110. Signals carried by a train will be displayed or removed on command of the superintendent, except that yardmaster may direct freight trains to their stations.

110 (a). Whenever a train is following train, the conductor of compare his order with that of the starting, and be sure that they un

111. Extra trains must not be from the superintendent.

112. When signals displayed are taken down at any point a train arrives, the conductor must tendent promptly by telegraph, or switch tender; and the latter, other provision for the purpose,

ACTS FROM BOOK OF RULES.

trains will be distinguished as:
1. Passenger.
2. Freight.
3. Train Extra.
Trains of inferior class to all regular class.

MOVEMENT OF TRAINS.
Trains of inferior class must in all cases keep clear of a train of superior class.
On a track all trains in one direction, at the same time, have the absolute right of way over the same class running in the opposite direction.
On double track is used, all trains will run on the right hand track, except as provided in special orders, when necessary to cross over to do so, when protected as provided in rule 99.

Trains of the same class meet on single track, no train having right of track must take the siding, before passing the switch, a train must be sent out in the direction of the siding, provided in rule 99.
When a meeting point between trains of the same class has not arrived, the train of inferior class must wait three minutes behind its schedule time at each such meeting point until the expected train is met. This is for variation of watches and must be observed by both trains.
When a train of inferior class meets a train of superior class on single track, the train of inferior class must clear the siding and clear the train of superior class. A train of inferior class must not leave a station to follow a train of superior class, unless some form of block system is used.

Trains running in the same direction on single track, must keep at least ten minutes apart, unless a block signal is used.
Trains following each other must keep at least ten minutes apart (except in closing up at meeting and passing points), unless a block signal is used.
Rules relating to keeping trains apart, or the position of fixed signals at junctions, do not relieve trainmen of all rules in regard to the protection of trains.

A train must not leave a station expecting to be passed at the next station by a train of the same class, unless the switches are set for meeting or passing point, or unless time allowed between stations (which is on the margin of the time table) is sufficient to allow of meeting or passing point, and clear the switches required by rules 85 and 86.
No train having right of track must be sent out on the main track by the time it is required to meet or pass an opposing train or a train running in the same direction; failing to do so, it must be protected, as provided in rule 99.

Trains must not leave a station in advance of its schedule time.
Trains must stop at schedule meeting or passing points, if the train to be met is of the same class, unless the switches are set for meeting or passing point. The train should stop at the switch used for meeting or passing point, if the train to be met or passed is of the same class is not scheduled to meet or pass at that point, the train must approach all siding points, until the expected train is met or passed.
Trains must not leave a station in advance of its schedule time.

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Trains must stop at schedule meeting or passing points, if the train to be met is of the same class, unless the switches are set for meeting or passing point. The train should stop at the switch used for meeting or passing point, if the train to be met or passed is of the same class is not scheduled to meet or pass at that point, the train must approach all siding points, until the expected train is met or passed.
Trains must not leave a station in advance of its schedule time.

Trains must not leave a station in advance of its schedule time.

proceed until the switches or signals are seen to be right or the track is plainly seen to be clear.

94 (a). Every engine must be brought to a full stop before crossing the track of any railroad at grade or drawbridge, at a distance not less than two hundred, nor more than eight hundred feet, from the same, except where such crossing or drawbridge is provided with interlocking signals.

94 (b). Passenger trains must not exceed twenty-five miles per hour, and freight trains fifteen miles per hour over junction switches, interlocked crossings and drawbridges.

95. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it is ascertained that all trains due, which have the right of track over it, have arrived or left.

96. When a passenger train is detained at any of its usual stops more than five minutes, the rear brakeman must go back with danger signals and protect his train, as provided in rule 99; but if it stop at any unusual point, the rear brakeman must immediately go back far enough to be seen from a train moving in the same direction when it is at least one-half mile from the rear of his own train, and if the stop is over two minutes, he must be governed by rule 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the front brakeman. If the front brakeman is unable to go, the fireman must be sent in his place.

97. When a freight train is detained at any of its usual stops more than five minutes, where the rear of the train can be seen plainly from a train moving in the same direction at a distance of at least one-half mile, the rear brakeman must go back with danger signals not less than fifty feet from the rear of his train, and as much farther as may be necessary to protect his train; but if the rear of his train can not be plainly seen at a distance of at least one-half mile, or if it stops at any point that is not its usual stopping place, or if his train should be detained until within ten minutes of the time of a passenger train moving in the same direction, he must be governed by rule 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the front brakeman. If the front brakeman is unable to go, the fireman must be sent in his place.

98. When it is necessary for the rear brakeman to go back to protect the rear of his train, the next brakeman must immediately take the rear brakeman's position on the train, and remain there until relieved by the rear brakeman; and on passenger trains the baggage man must take the place of the front brakeman whenever necessary.

99. When a train is stopped by an accident or obstruction, the rear brakeman must immediately go back with danger signals to stop any train moving in the same direction. At a point ten telegraph poles, or 1500 feet, from the rear of his train, he must place one torpedo on the rail; he must then continue to go back at least twenty telegraph poles, or 3000 feet, from the rear of his train, and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to a point ten telegraph poles, or 1500 feet, from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

Should the flagman be recalled before reaching the required distance, he will place two torpedoes on the rail, on the engine man's side, ten yards apart (one rail length), and immediately return to his train, unless an approaching train is within sight or hearing.

If from any cause the speed of the train is reduced, the conductor will be held responsible for fully protecting the rear of the train by the use of proper signals.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the front brakeman must go forward and use the same precautions. If the front brakeman is unable to go, the fireman must be sent in his place.

99 (a). When on a curve or down grade, or in stormy or foggy weather, the flagman must go a distance of at least fifteen telegraph poles farther than as above provided, before placing torpedoes, to give approaching trains ample time to stop.

99 (b). When a flagman is left behind by his train, he will ride on the engine of the following train until his own train is overtaken.

100. Freight trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a flagman has been sent out in both directions with danger signals, as provided in rule 99.

101. Omitted.

102. When it is necessary for a train on double track to cross over to the opposite track, a flagman

must be sent out in both directions with danger signals, as provided in rule 99.

103. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal, as provided in rule 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion (first sending a flagman with danger signals, not less than twenty telegraph poles, or 3000 feet in the direction in which the train is to be backed), and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the rules must also be taken to protect the train against opposing trains. The detached portion must not be moved or passed around until the front portion comes back. This rule applies to trains of every class.

It will be the duty of the conductor and brakemen on the rear portion of the train to apply the brakes and stop it as soon as possible, and to protect it as per rule 99. If practicable, a man must be sent to meet the returning portion of the train, to assist the engine man back to the detached portion. The brakeman on the front portion of the train must notify the engine man as soon as the train has parted, as provided in rule 62, and must not apply brakes until signaled to do so by the engine man. The conductor will be held responsible for the proper placing of his men and for the handling of his train, and he must know that his men understand what is expected of them when the train has parted. The engine man will have charge of the brakemen who may be on the front portion of the train, and they must obey his orders.

When it is known that the detached portion has been stopped, and the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train, the conductor and engine man may arrange for the recoupling, using the greatest caution.

104. When a train is being pushed or backed by an engine (except when switching and making up trains in yards), a flagman must be stationed in a conspicuous position on the front of the leading car, to immediately signal the engine man in case of danger.

104 (a). In no case must a train be backed over a public crossing or highway, unless there is a man on the rear car or on the ground ahead of the car, to see that the crossing is clear; nor must a car be cut loose and allowed to run over a public crossing or highway unless there is a man on the car, and in each case only after proper signal has been given. At night, the man on such train or car must have a light.

Trains must not stand on public highways to exceed five minutes. In cutting trains to open highway crossings, or in leaving cars at stations, neither engines nor cars must be allowed to stand upon any portion of highways.

105. A train starting from its initial station on each division, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in rule 88 or 89.

106. A train which is delayed, and falls back on the time of another train of the same class, does not thereby lose its rights.

107. Regular trains twelve hours or more behind their schedule time lose all their rights. (See rule 523.)

108. A train overtaking another train of the same or superior class, disabled so that it can not move, will pass it, and if necessary to enable it to proceed, will take the rights and the orders of the disabled train and proceed to the first open telegraph office, where it will report to the superintendent. The disabled train will take the rights and orders of the last train passing it with which it exchanged rights or orders and proceed until the first open telegraph office is reached.

109. All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

110. Signals carried by a train for a following train will be displayed or removed on order from the superintendent, except that yardmasters at division terminals may direct freight trains to carry signals from their stations.

110 (a). Whenever a train is to carry signals for a following train, the conductor of the first train must compare his order with that of the engine man before starting, and be sure that they understand them alike.

111. Extra trains must not be run without an order from the superintendent.

112. When signals displayed for a following train are taken down at any point before the following train arrives, the conductor must inform the superintendent promptly by telegraph, and also the operator or switch tender; and the latter, unless there is some other provision for the purpose, must notify all oppo-

sing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switch tender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next open telegraph office, when he must inform the superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the superintendent.

If the train for which signals were displayed, leaves the main line at a point where there is no operator, switch tender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

113. Work trains will be run as extras, under special orders, and will be assigned working limits.

113 (a). Work trains may occupy the main track when protected (as provided in rule 99), until regular freight trains approach, and run ahead of them to first siding, but must never occupy main track within ten minutes of the time of regular passenger trains.

Conductors of work trains must report each evening, by telegraph, to the superintendent when their trains are laid up for the night, and their working limits for the following day.

114. Great care must be used by the engine men and trainmen of a train approaching a station where any train is receiving or discharging passengers.

114 (a). A train approaching a station on double track where a passenger train is receiving or discharging passengers, must be stopped before reaching the passenger train. Trains and engines must run very slowly when passing a standing passenger train on any other track.

114 (b). When within the limits of the various yards all trains must be run with great care, and under the control of the engine man, so that he may, at all times, be able to stop within the range of his vision. Whenever the track is obstructed within the yard limits, yard and trainmen must do all that can possibly be done to protect trains, and every man will be held strictly accountable for the manner in which this duty is performed.

115. Omitted.

116. Omitted.

117. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch tenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employee.

When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is at the switch, and takes charge of it.

117 (a). A train about to enter or leave a siding must approach the switch under full control, and prepared to stop provided it cannot be plainly seen by the engine man that the switch is properly set and the way clear. Conductors and brakemen of other trains may throw the switch for such train to pass.

When a train backs in on a siding to meet or be passed by another train, the engine man, when his engine is in to clear, will also see that the switch is properly set for the main track.

No attempt should be made to close the switch until the last wheels are off the switch rails. The person who locks the switch must grasp the chain and pull the lock to see that it is securely fastened, and, after having done so, must look at the switch rails and know that they are in their proper position.

Main track switches must be kept locked at all times, except when in actual use by trains passing over them, in going to or from another track.

Trainmen or other employees must not unlock main track switches, nor stand within twenty feet of such switch on the approach of, or during the passing of any train.

117 (b). Running switches shall not be made.

117 (c). It is positively forbidden to detach cars or engines from trains in motion, except while switching at stations, or when switching and making up trains in yards.

117 (d). If any switch upon the main track is found to have a defective lock, it must be reported at once to the superintendent, by the conductor, engine man or other person who may have discovered it.

118. See rule 617.

119. A train must not start without a signal from its conductor.

120. Conductors and engine men will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

121. In all cases of doubt or uncertainty, take the safe course and run no risks.