

# THE PENNSYLVANIA RAILROAD

CENTRAL REGION

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## EASTERN DIVISION

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### Time-Table No. 4

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

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FOR THE GOVERNMENT OF EMPLOYES ONLY

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EASTERN STANDARD TIME

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M. S. SMITH,  
General Manager.

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

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

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

W. G. DORWART,  
Superintendent.

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## MAIN LINE

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                       | Distance from Pittsburgh | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--------------------------------|--------------------------|--|------|------|
|              |                      |               |                     |                                |                          | West   | East | Both |
| X            | X                    | X             |                     | PITTSBURGH (Pgh. Div.).....    | 0.1                      |  |      |      |
|              |                      |               |                     | US.....                        |                          |  |      |      |
|              |                      |               |                     | DIVISION POST (Pgh. Div.)..... | 0.31                     |  |      |      |
|              |                      |               |                     | DIVISION POST (Cgh. Div.)..... | 0.61                     |  |      |      |
| X            | X                    | X             |                     | FEDERAL STREET.....            | 0.9                      |  |      |      |
| X            | X                    | X             |                     | PENNSYLVANIA AVE.....          | 1.8                      |  |      |      |
|              |                      |               |                     | COLUMBUS AVE.....              | 2.2                      |  |      |      |
|              |                      |               |                     | ISLAND AVENUE.....             | 2.7                      |  |      |      |
|              |                      |               |                     | WOODS RUN.....                 | 3.4                      |  |      |      |
| X            | X                    | X-O           |                     | JACKS RUN.....                 | 4.8                      |  |      |      |
|              |                      |               |                     | BELLEVUE.....                  | 5.1                      |  |      |      |
|              |                      |               |                     | AVALON.....                    | 6.0                      |  |      |      |
|              |                      |               |                     | BEN AVON.....                  | 6.5                      |  |      |      |
|              |                      |               |                     | EMSWORTH.....                  | 7.0                      |  |      |      |
|              |                      |               |                     | DIXMONT.....                   | 8.4                      |  |      |      |
|              |                      |               |                     | GLENFIELD.....                 | 9.4                      |  |      |      |
|              |                      |               |                     | HAYSVILLE.....                 | 11.0                     |  |      |      |
|              |                      |               |                     | GLEN OSBORNE.....              | 11.9                     |  |      |      |
|              |                      |               |                     | SEWICKLEY.....                 | 12.5                     |  |      |      |
|              |                      |               |                     | EDGEWORTH.....                 | 13.4                     |  |      |      |
|              |                      |               |                     | SHIELDS.....                   | 14.0                     |  |      |      |
| B            | B                    | B             |                     | LEETSDALE.....                 | 15.0                     |  |      |      |
|              |                      |               |                     | AMBRIDGE.....                  | 16.5                     |  |      |      |
|              |                      |               |                     | BADEN.....                     | 20.6                     |  |      |      |
| X            | X                    | X-O           |                     | EAST CONWAY.....               | 20.8                     |  |      |      |
|              |                      |               |                     | CONWAY.....                    | 22.6                     |  |      |      |
|              |                      |               |                     | FREEDOM.....                   | 23.9                     |  |      |      |
| X            | X                    | X             |                     | WEST CONWAY.....               | 24.5                     |  |      |      |
| X            | X                    | X-O           |                     | ROCHESTER.....                 | 25.9                     |  |      |      |
| X            |                      |               |                     | WEST ROCHESTER.....            | 26.3                     |  |      |      |
|              |                      |               |                     | NEW BRIGHTON.....              | 28.9                     |  |      |      |
|              |                      |               |                     | RAMP.....                      | 29.7                     |  |      |      |
|              |                      |               |                     | BEAVER FALLS.....              | 30.2                     |  |      |      |
|              |                      |               |                     | MORADO.....                    | 32.8                     |  |      |      |
| X            | X                    | X             |                     | HOMEWOOD JCT.....              | 34.8                     |  |      |      |
|              |                      |               |                     | NEW GALILEE.....               | 40.2                     |  |      |      |
|              |                      |               |                     | ENON.....                      | 45.2                     |  |      |      |
|              |                      |               |                     | KEYSTONE.....                  | 47.9                     |  |      |      |
|              |                      |               |                     | EAST PALESTINE.....            | 49.9                     |  |      |      |
|              |                      |               |                     | BUCKEYE.....                   | 50.8                     |  |      |      |
|              |                      |               |                     | NEW WATERFORD.....             | 54.3                     |  |      |      |
|              |                      |               |                     | COLUMBIANA.....                | 59.7                     |  |      |      |
| B            | B                    | B             |                     | LEETONIA.....                  | 63.2                     |  |      |      |
|              |                      |               |                     | SALEM.....                     | 69.6                     |  |      |      |
|              |                      |               |                     | GARFIELD.....                  | 75.6                     |  |      |      |
|              |                      |               |                     | BELOIT.....                    | 77.7                     |  |      |      |
|              |                      |               |                     | SEBRING.....                   | 79.0                     |  |      |      |
| X            | X                    | X-O           |                     | CP.....                        | 82.8                     |  |      |      |
|              |                      |               |                     | ALLIANCE.....                  | 83.0                     |  |      |      |
| X            | X                    | X             |                     | WALL.....                      | 83.6                     |  |      |      |
|              |                      |               |                     | MAXIMO.....                    | 89.2                     |  |      |      |
|              |                      |               |                     | LOUISVILLE.....                | 94.8                     |  |      |      |
| X            |                      |               |                     | SUPERIOR.....                  | 96.0                     |  |      |      |
| X            | X                    | X-O           |                     | FAIRHOPE.....                  | 96.8                     |  |      |      |
| X            | X                    | X             |                     | STARK.....                     | 99.5                     |  |      |      |
| X            |                      |               |                     | WANDLE.....                    | 101.3                    |  |      |      |
|              |                      |               |                     | CANTON.....                    | 101.7                    |  |      |      |
| X            | X                    | X             |                     | McKINLEY.....                  | 102.1                    |  |      |      |
| X            | X                    | X             |                     | URBAN.....                     | 106.5                    |  |      |      |
|              |                      |               |                     | MASSILLON.....                 | 109.5                    |  |      |      |
| X            | X                    | X             |                     | M. & C. JCT.....               | 110.7                    |  |      |      |
|              |                      |               |                     | NEWMAN.....                    | 112.2                    | 69   | 125  |      |
|              |                      |               |                     | NORTH LAWRENCE.....            | 116.6                    |  |      |      |
|              |                      |               |                     | HAVEN.....                     | 119.7                    | 90   | 99   |      |
| X            | X                    | X-O           |                     | ORRVILLE.....                  | 124.0                    |  |      |      |
|              |                      |               |                     | SMITHVILLE.....                | 129.5                    | 87   |      |      |
|              |                      |               |                     | WOOSTER.....                   | 135.1                    |  |      |      |
| X            | X                    | X             |                     | BIG RUN.....                   | 138.2                    |  |      |      |
|              |                      |               |                     | MILLBROOK.....                 | 139.8                    |  |      |      |
| X            | X                    | X-O           |                     | MARSH.....                     | 141.3                    |  |      |      |
|              |                      |               |                     | SHREVE.....                    | 144.5                    |  |      |      |
|              |                      |               |                     | BIG PRAIRIE.....               | 148.5                    |  |      |      |
|              |                      |               |                     | LAKEVILLE.....                 | 150.1                    | 90   | 90   |      |
|              |                      |               |                     | LOUDONVILLE.....               | 156.5                    |  |      |      |
| B            | B                    | B             |                     | MOHICAN.....                   | 157.4                    | 125  |      |      |
| B            |                      |               |                     | FORK.....                      | 159.0                    |  |      |      |
|              |                      |               |                     | PERRYSVILLE.....               | 160.9                    |  |      |      |

NOTE—X indicates in service continuously.  
 B indicates in service part-time.  
 O indicates trainphone in service.

SMITHVILLE is an emergency block and interlocking station and will be in service only when opened by train order.



## MAIN LINE

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                         | Distance from Pittsburgh | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------------------------|--------------------------|--|------|------|
|              |                      |               |                     |                                  |                          | West   | East | Both |
|              |                      |               |                     | GUTHRIE.....                     | 163.5                    |  | 99   |      |
|              |                      |               |                     | COULTER.....                     | 164.2                    |  |      |      |
|              |                      |               |                     | MELCO.....                       | 165.0                    |  |      |      |
| X            | X                    | X             |                     | LUCAS.....                       | 168.5                    |  |      |      |
|              |                      |               |                     | ROSS.....                        | 172.6                    |  |      |      |
|              |                      |               |                     | LYNCH.....                       | 174.3                    |  | 157  |      |
| X            | X                    | X             |                     | MANSFIELD.....                   | 175.3                    |  |      |      |
| X            | X                    | X             |                     | B. & O. JCT.....                 | 175.7                    |  |      |      |
|              |                      |               |                     | MILL.....                        | 176.3                    |  |      |      |
| X            | X                    | X-O           |                     | TOLEDO JCT.....                  | 181.8                    |  |      |      |
|              |                      |               |                     | DIVISION POST (Ft. W. Div.)..... | 187.0                    |  |      |      |
| X            | X                    | X             |                     | CRESTLINE (Ft. Wayne Div.).....  | 188.7                    |  |      |      |

NOTE—**X** indicates in service continuously.  
**B** indicates in service part-time.  
**O** indicates trainphone in service.

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

| Station        | Hours in service   |
|----------------|--|
| Leetsdale..... | 11.59 P. M. Sunday to<br>11.59 P. M. following Saturday. |
| Leetonia.....  | 11.59 P. M. Sunday to<br>11.59 P. M. following Saturday. |
| Mohican.....   | 11.59 P. M. Sunday to<br>7.59 A. M. following Sunday.    |
| Fork.....      | 11.59 P. M. Sunday to<br>7.59 A. M. following Sunday.    |

Interlockings—Remote controlled as follows:

| Interlockings              | Controlled by    |
|----------------------------|------------------|
| West Rochester—Track No. 2 | Rochester        |
| Superior—Track No. 3       | Fairhope         |
| Newman—Track No. 1         | M. & C. Junction |
| Fork—Track No. 2           | Mohican          |

## TOLEDO BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS              | Distance from Mansfield | Sidings Assigned Direction<br>Car Capacity<br>50 ft. cars |       |         |
|--------------|----------------------|---------------|---------------------|-----------------------|-------------------------|---|-------|---------|
|              |                      |               |                     |                       |                         | North   | South | Both    |
|              |                      |               |                     | DETROIT (F.S.U.D. Co) | 142.0                   |   |       |         |
| X            | X                    |               |                     | DELRAY (WAB. RY.)     | 137.6                   |   |       |         |
| X            | X                    | X             |                     | ECORSE JCT            | 136.2                   |   |       |         |
|              |                      |               |                     | LINCOLN PARK          | 134.4                   |   |       |         |
| X            | X                    | X-O           |                     | PENFORD               | 129.4                   |   |       |         |
|              |                      |               |                     | EUREKA                | 128.2                   |   |       | 95      |
|              |                      |               |                     | RIVER ROAD            | 122.4                   |   |       |         |
| X            | X                    | X             |                     | CARLETON              | 116.3                   |   |       | 89      |
|              |                      |               |                     | MONROE                | 106.3                   |   |       |         |
|              |                      |               |                     | LASALLE               | 101.9                   |   |       |         |
| X            | X                    |               |                     | ERIE                  | 96.3                    |   |       |         |
|              |                      |               |                     |                       |                         |   |       |         |
| X            | X                    |               |                     | ALEXIS                | 90.9                    |   |       |         |
| X            | X                    |               |                     | HALLETT               | 89.9                    |   |       |         |
| X            | X                    |               |                     | BOULEVARD             | 88.4                    |   |       |         |
| X            | X                    | X             |                     | MANHATTAN             | 87.7                    |   |       |         |
|              |                      |               |                     |                       |                         |   |       |         |
| X            |                      |               |                     | GALENA                | 86.7                    |   |       |         |
|              |                      |               |                     | TOLEDO                | 85.8                    |   |       |         |
| X            | X                    | X             |                     | OLIVE                 | 85.7                    |   |       |         |
|              |                      |               |                     | OAK STREET            | 82.7                    |   |       |         |
|              |                      |               |                     | OUTER YARD OFFICE     | 81.7                    |   |       |         |
| X            | X                    | X-O           |                     | WALBRIDGE             | 80.5                    |   |       |         |
|              |                      |               |                     | LATCHA                | 76.5                    |   |       |         |
|              |                      |               |                     | WOODVILLE             | 68.6                    |   |       |         |
|              |                      |               |                     | HYDRATE               | 67.6                    |   |       |         |
| X            | X                    | X-O           |                     | GIBSONBURG            | 63.4                    |   |       | 83      |
|              |                      |               |                     | HELENA                | 60.0                    |   |       |         |
|              |                      |               |                     | MILLERSVILLE          | 57.9                    |   |       |         |
| X            | X                    | X             |                     | BURGOON               | 54.5                    |   |       | 99      |
|              |                      |               |                     | BETTSMVILLE           | 52.7                    |   |       |         |
| X            | X                    | X             |                     | MAPLE GROVE           | 50.8                    |   |       |         |
|              |                      |               |                     | CROMERS               | 48.3                    |   |       |         |
| X            |                      |               |                     | COLEMAN               | 44.5                    |   |       | 185     |
|              |                      |               |                     | WALL STREET           | 43.9                    |   |       |         |
| X            | X                    | X             |                     | TIFFIN                | 43.1                    |   |       |         |
|              |                      |               |                     | PERRY STREET          | 42.8                    |   |       |         |
| X            |                      |               |                     | PEN                   | 39.7                    |   |       |         |
| X            |                      |               |                     | INK                   | 38.4                    |   |       | 122     |
| X            |                      |               |                     | BLOOMVILLE            | 33.3                    |   |       | 140     |
|              |                      |               |                     | ST. STEPHENS          | 29.9                    |   |       |         |
| X            | X                    | X-O           |                     | CARROTHERS            | 27.1                    |   |       | 111 135 |
|              |                      |               |                     | NEW WASHINGTON        | 23.5                    |   |       |         |
| X            | X                    | X             |                     | STACK                 | 22.9                    |   |       | 82      |
|              |                      |               |                     | TIRO                  | 17.3                    |   |       | 78      |
|              |                      |               |                     | HINES                 | 13.5                    |   |       |         |
| X            | X                    | X             |                     | VERNON                | 11.4                    |   |       | 84 55   |
|              |                      |               |                     | RICHLAND              | 9.0                     |   |       |         |
| X            | X                    | X-O           |                     | TOLEDO JCT            | 6.5                     |   |       | 118     |

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

Interlockings—Remote controlled as follows:

| Interlocking | Controlled by |
|--------------|---------------|
| Galena       | Manhattan     |
| Coleman      | Tiffin        |
| Pen          | Tiffin        |
| Ink          | Tiffin        |
| Bloomville   | Carrothers    |



## OHIO CONNECTING BRIDGE

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Pennsylvania Ave. | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|---------------------------------|--|------|------|
|              |                      |               |                     |                                 |                                 | West   | East | Both |
| X            | X                    | X             |                     | PENNSYLVANIA AVE.....           |                                 |  |      |      |
|              |                      |               |                     | ISLAND AVENUE.....              | 0.9                             |  |      |      |
|              |                      |               |                     | DIVISION POST (P. H. Div.)..... | 1.0                             |  |      |      |
| X            | X                    | X-O           |                     | ESPLEN (P. H. Div.).....        | 2.0                             |  |      |      |

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

NOTE—The direction from Pennsylvania Ave. to Division Post (P. H. Div.) is westward.

## OHIO CONNECTING BRIDGE

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Jacks Run | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|-------------------------|--|------|------|
|              |                      |               |                     |                                 |                         | West   | East | Both |
| X            | X                    | X             |                     | JACKS RUN.....                  |                         |  |      |      |
|              |                      |               |                     | DIVISION POST (P. H. Div.)..... | 0.9                     |  |      |      |
| X            | X                    | X-O           |                     | ESPLEN (P. H. Div.).....        | 2.4                     |  |      |      |

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

NOTE—The direction from Jacks Run to Division Post (P. H. Div.) is eastward.

## LOW GRADE BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                       | Distance from Rochester | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--------------------------------|-------------------------|--|------|------|
|              |                      |               |                     |                                |                         | West   | East | Both |
| X            | X                    | X-O           |                     | ROCHESTER.....                 |                         |  |      |      |
|              |                      |               |                     | DIVISION POST (Lake Div.)..... | 3.4                     |  |      |      |
|              |                      |               |                     | THOMPSON RUN (Lake Div.) ..    | 9.0                     |  |      |      |

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

NOTE—The direction from Rochester to Division Post (Lake Div.) is westward.

## BAYARD BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                 | Distance from Rochester | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--------------------------|-------------------------|--|------|------|
|              |                      |               |                     |                          |                         | West   | East | Both |
| X            | X                    | X-O           |                     | ROCHESTER.....           |                         |  |      |      |
|              |                      |               |                     | BEAVER.....              | 0.9                     |  |      |      |
|              |                      |               |                     | VANPORT.....             | 3.5                     |  |      |      |
|              |                      |               |                     | MERRILL.....             | 4.4                     |  |      |      |
|              |                      |               |                     | INDUSTRY.....            | 7.9                     |  |      |      |
|              |                      |               |                     | MIDLAND.....             | 10.5                    |  |      |      |
|              |                      |               |                     | MIDSTEEL.....            | 11.9                    |  |      |      |
|              |                      |               |                     | SMITHS FERRY.....        | 13.5                    |  |      |      |
|              |                      |               |                     | EAST DRY RUN.....        | 14.5                    |  |      |      |
|              |                      |               |                     | DRY RUN.....             | 15.9                    |  | 153  |      |
|              |                      |               |                     | LAUGHLIN.....            | 16.5                    |  |      |      |
|              |                      |               |                     | THOMPSON.....            | 18.0                    |  |      |      |
|              |                      |               |                     | EAST LIVERPOOL.....      | 18.5                    |  |      |      |
|              |                      |               |                     | JETHRO.....              | 19.2                    |  |      |      |
|              |                      |               |                     | WELLSVILLE THIRD ST..... | 22.3                    |  |      |      |
|              |                      |               |                     | WELLSVILLE.....          | 23.4                    | 145  | 142  |      |
| X            | X                    | X-O           |                     | YELLOW CREEK.....        | 25.3                    |  |      |      |
| X            |                      |               |                     | RIVER.....               | 26.5                    |  |      |      |
|              |                      |               |                     | MCCULLOUGH.....          | 27.3                    |  |      |      |
|              |                      |               |                     | HAMMONDSVILLE.....       | 28.7                    |  |      |      |
|              |                      |               |                     | IRONDALE.....            | 30.0                    |  |      |      |
|              |                      |               |                     | NEW SALISBURY.....       | 32.2                    |  |      |      |
|              |                      |               |                     | CLARK.....               | 32.8                    | 91   |      |      |
|              |                      |               |                     | ROGERS.....              | 36.9                    |  |      |      |
|              |                      |               |                     | SALINEVILLE.....         | 37.4                    |  |      |      |
|              |                      |               |                     | SUMMITVILLE.....         | 42.4                    |  |      |      |
|              |                      |               |                     | SHALE.....               | 42.7                    |  | 122  |      |
|              |                      |               |                     | KENSINGTON.....          | 48.3                    |  |      |      |
|              |                      |               |                     | EAST ROCHESTER.....      | 52.2                    | 96   | 90   |      |
| X            | X                    | X-O           |                     | BAYARD.....              | 55.1                    |  |      |      |
|              |                      |               |                     | PARIS.....               | 62.0                    |  |      |      |
|              |                      |               |                     | NICKLE.....              | 66.2                    |  |      |      |
| X            |                      |               |                     | SUPERIOR.....            | 68.2                    |  |      |      |
| X            | X                    | X-O           |                     | FAIRHOPE.....            | 69.0                    |  |      |      |

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

MIDSTEEL and SHALE are emergency block stations and will be in service only when opened by train order.

NOTE—The distance between Mile Post 54 and Mile Post 55 is 0.8.

NOTE—The direction from Rochester to Fairhope is westward.

Interlockings—Remote controlled as follows:

| Interlocking         | Controlled by |
|----------------------|---------------|
| River                | Yellow Creek  |
| Superior—Track No. 2 | Fairhope      |



## ALLIANCE BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                       | Distance from Alliance | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--------------------------------|------------------------|--|------|------|
|              |                      |               |                     |                                |                        | West   | East | Both |
| X            | X                    | X-O           |                     | ALLIANCE.....                  | 2.2                    |  |      |      |
|              |                      |               |                     | CP.....                        | 2.5                    |  |      |      |
|              |                      |               |                     | DIVISION POST (Lake Div.)..... |                        |  |      |      |
|              |                      |               |                     | NORTH SEBRING (Lake Div.)..... | 2.9                    |  |      |      |

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

NOTE—The direction from Alliance to Division Post (Lake Div.) is eastward.

## RIVER BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Yellow Creek | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|----------------------------|--|------|------|
|              |                      |               |                     |                                 |                            | West   | East | Both |
| X            | X                    | X-O           |                     | YELLOW CREEK.....               | 0.7                        |  |      |      |
| X            |                      |               |                     | BRANCH.....                     | 2.4                        |  |      |      |
|              |                      |               |                     | PORT HOMER.....                 | 4.3                        |  | 84   |      |
|              |                      |               |                     | CLAYPORT.....                   | 5.5                        |  |      |      |
|              |                      |               |                     | EMPIRE.....                     | 7.5                        |  |      |      |
|              |                      |               |                     | CROXTON.....                    | 8.7                        |  |      |      |
|              |                      |               |                     | TORONTO.....                    | 12.6                       |  |      |      |
|              |                      |               |                     | DIVISION POST (P. H. Div.)..... |                            |  |      |      |
| X            | X                    | X             |                     | ROCKVILLE (P. H. Div.).....     | 19.4                       |  |      |      |

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

NOTE—The direction from Yellow Creek to Division Post (P. H. Div.) is westward.

Interlockings—Remote controlled as follows:

|              |               |
|--------------|---------------|
| Interlocking | Controlled by |
| Branch       | Yellow Creek  |

## M. & C. BRANCH

### M. & C. SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                    | Distance from M. & C. Jt. | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---|---------------------------|--|------|------|
|              |                      |               |                     |   |                           | West   | East | Both |
| X            | X                    | X             |                     | M. & C. Jct. (M. & C. Secondary Track)..... | 1.7                       |  |      |      |
|              |                      |               |                     | EAST GRAVEL.....                            |                           |  |      |      |
|              |                      |               |                     | PAULS.....                                  | 4.0                       |  |      |      |
|              |                      |               |                     | CANAL FULTON.....                           | 8.1                       |  |      |      |
|              |                      |               |                     | B. & O. R. R.                               |                           |  |      |      |
| X            | X                    | X             |                     | WARWICK (Lake Division).....                | 11.1                      |  |      |      |

NOTE—X indicates in service continuously.

NOTE—The direction from M. & C. Jct. to Warwick is westward.

## NO. 101 SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Federal Street | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|------------------------------|--|------|------|
|              |                      |               |                     |  |                              | West   | East | Both |
| X            | X                    | X             |                     | FEDERAL STREET.....<br>DIVISION POST (Cgh. Div.<br>east end of Bridge 0.33)..... | 0.6                          |  |      |      |

NOTE—X indicates in service continuously.

## BEAVER VALLEY SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                       | Distance from Vanport | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|-----------------------|--|------|------|
|              |                      |               |                     |  |                       | West   | East | Both |
|              |                      |               |                     | VANPORT.....<br>BRIDGEWATER (P.&L.E.R.R.)..... | 3.4                   |  |      |      |

## YELLOW CREEK SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from River | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------------------|---------------------|--|------|------|
|              |                      |               |                     |                            |                     | West   | East | Both |
| X            |                      |               |                     | RIVER (Bayard Branch)..... | 0.9                 |  |      |      |
| X            |                      |               |                     | BRANCH (River Branch)..... |                     |  |      |      |

NOTE—X indicates in service continuously.

## SOUTH MASSILLON INDUSTRIAL TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS  | Distance from M. & C. Jct. | Sidings Assigned Direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---|----------------------------|--|------|------|
|              |                      |               |                     |   |                            | West   | East | Both |
| X            | X                    | X             |                     | M. & C. JCT.....<br>CONNECTION WITH No. 1<br>TRACK..... | 0.6                        |  |      |      |
| X            |                      |               |                     | JOINT NICKEL PLATE and B.<br>& O. R. R. CROSSING.....   | 0.8                        |  |      |      |
|              |                      |               |                     | SOUTH END OF SOUTH<br>MASSILLON YARD.....               | 1.3                        |  |      |      |

NOTE—X indicates in service continuously.



## PITTSBURGH TO CRESTLINE

| STATIONS                    | FIRST CLASS       |         |        |
|-----------------------------|-------------------|---------|--------|
|                             | #105              | ◇49     | ◇59    |
|                             | DAILY<br>EX. SUN. | DAILY   | DAILY  |
| Leave                       | A. M.             | A. M.   | A. M.  |
| PITTSBURGH (Pgh. Div.)      |                   | 12.04   | 12.22  |
| FEDERAL STREET              |                   | 12.08   | 12.26  |
| PENNSYLVANIA AVE.           |                   | 12.10   | 12.28  |
| JACKS RUN                   |                   | 12.14   | 12.32  |
| BELLEVUE                    |                   |         |        |
| AVALON                      |                   |         |        |
| BEN AVON                    |                   |         |        |
| EMSWORTH                    |                   |         |        |
| GLENFIELD                   |                   |         |        |
| GLEN OSBORNE                |                   |         |        |
| SEWICKLEY                   |                   |         |        |
| EDGEWORTH                   |                   |         |        |
| SHIELDS                     |                   |         |        |
| LEETSDALE                   |                   | 12.23   | 12.41  |
| AMBRIDGE                    |                   |         |        |
| BADEN                       |                   |         |        |
| EAST CONWAY                 |                   | 12.28   | 12.46  |
| FREEDOM                     |                   |         |        |
| WEST CONWAY                 |                   | 12.32   | 12.50  |
| ROCHESTER                   |                   | 12.34   | 12.52  |
| NEW BRIGHTON                |                   |         |        |
| BEAVER FALLS                |                   | 12.39   | 12.57  |
| HOMEWOOD JCT.               |                   | 12.44   | 1.02   |
| NEW GALILEE                 |                   | 12.51   | 1.09   |
| ENON                        |                   |         |        |
| EAST PALESTINE              |                   | 1.01    | 1.19   |
| COLUMBIANA                  |                   |         |        |
| LEETONIA                    |                   | 1.12    | 1.31   |
| SALEM                       |                   |         |        |
| SEBRING                     |                   |         |        |
| CP                          |                   | 1.34    | 1.52   |
| ALLIANCE                    |                   |         |        |
| WALL                        |                   | 1.35    | 1.53   |
| FAIRHOPE                    |                   | 1.48    | 2.07   |
| STARK                       |                   | 1.51    | 2.10   |
| WANDLE                      |                   | 1.54    | 2.13   |
| CANTON                      |                   |         |        |
| McKINLEY                    |                   | 1.56    | 2.15   |
| URBAN                       | Will Not          | 2.01    | 2.21   |
| MASSILLON                   | Run               |         |        |
| M. & C. JCT.                |                   | 2.06    | 2.26   |
| HAVEN                       | Sept. 7.          | 2.15    | 2.35   |
| ORRVILLE                    |                   | 2.19    | 2.39   |
| SMITHVILLE                  |                   | 2.25    | 2.45   |
| WOOSTER                     |                   |         |        |
| BIG RUN                     |                   | 2.35    | 2.55   |
| MARSH                       |                   | 2.38    | 2.58   |
| SHREVE                      |                   |         |        |
| LAKEVILLE                   |                   | 2.46    | 3.06   |
| LOUDONVILLE                 |                   |         |        |
| MOHICAN                     |                   | 2.53    | 3.13   |
| GUTHRIE                     |                   | 2.59    | 3.19   |
| LUCAS                       |                   | 3.04    | 3.24   |
| ROSS                        |                   | 3.08    | 3.29   |
| MANSFIELD                   | \$ 3.00           | \$ 3.14 | 3.32   |
| TOLEDO JCT.                 | 3.10              | 3.21    | 3.38   |
| CRESTLINE (Fort Wayne Div.) |                   | \$ 3.31 | D 3.48 |
| Arrive                      | A. M.             | A. M.   | A. M.  |
|                             | 105               | 49      | 59     |

FIRST CLASS

|       | ●29    | ◇69   | ◇1     | 39     | 71      |
|-------|--------|-------|--------|--------|---------|
|       | DAILY  | DAILY | DAILY  | DAILY  | DAILY   |
|       | A. M.  | A. M. | A. M.  | A. M.  | A. M.   |
| ..... | 12.57  | 1.50  | 2.36   | S 3.57 | S 4.40  |
| ..... | 1.01   | 1.54  | 2.40   | 4.01   | 4.44    |
| ..... | 1.03   | 1.56  | 2.42   | 4.03   | 4.46    |
| ..... | 1.07   | 2.00  | 2.46   | 4.07   | 4.50    |
| ..... |        |       |        |        |         |
| ..... |        |       |        |        |         |
| ..... |        |       |        |        |         |
| ..... |        |       |        |        |         |
| ..... | 1.16   | 2.09  | 2.55   | 4.17   | 5.00    |
| ..... |        |       |        |        |         |
| ..... | 1.21   | 2.14  | 3.00   | 4.23   | 5.06    |
| ..... | 1.25   | 2.18  | 3.04   | 4.27   | 5.10    |
| ..... | 1.27   | 2.20  | 3.06   | 4.29   | 5.12    |
| ..... |        |       |        |        |         |
| ..... | 1.32   | 2.25  | 3.11   | 4.35   | 5.18    |
| ..... | 1.37   | 2.30  | 3.16   | 4.42   | 5.25    |
| ..... | 1.44   | 2.37  | 3.23   |        | 5.33    |
| ..... | 1.54   | 2.47  | 3.33   |        | 5.43    |
| ..... |        |       |        |        |         |
| ..... | 2.06   | 2.59  | 3.45   |        | 5.55    |
| ..... |        |       |        |        | F● 6.03 |
| ..... | 2.27   | 3.20  | 4.06   |        | 6.18    |
| ..... |        |       |        |        | S 6.22  |
| ..... | 2.28   | 3.21  | 4.07   |        | 6.24    |
| ..... | 2.42   | 3.35  | 4.21   |        | 6.37    |
| ..... | 2.45   | 3.38  | 4.24   |        | 6.40    |
| ..... | 2.48   | 3.41  | 4.27   |        | 6.43    |
| ..... |        |       |        |        | S 6.51  |
| ..... | 2.50   | 3.43  | 4.29   |        | 6.53    |
| ..... | 2.56   | 3.49  | 4.35   |        | 6.59    |
| ..... |        |       |        |        | T● 7.04 |
| ..... | 3.01   | 3.54  | 4.40   |        | 7.06    |
| ..... | 3.10   | 4.03  | 4.49   |        | 7.16    |
| ..... | 3.14   | 4.07  | 4.53   |        | R● 7.21 |
| ..... | 3.20   | 4.13  | 4.59   |        | 7.28    |
| ..... |        |       |        |        | S 7.36  |
| ..... | 3.30   | 4.23  | 5.09   |        | 7.40    |
| ..... | 3.33   | 4.26  | 5.12   |        | 7.43    |
| ..... |        |       |        |        |         |
| ..... | 3.41   | 4.34  | 5.20   |        | 7.51    |
| ..... | 3.48   | 4.41  | 5.27   |        | 7.58    |
| ..... | 3.54   | 4.47  | 5.33   |        | 8.04    |
| ..... | 3.59   | 4.52  | 5.38   |        | 8.09    |
| ..... | 4.04   | 4.57  | 5.43   |        | 8.14    |
| ..... | 4.08 S | 5.05  | 5.47   |        | S 8.21  |
| ..... | 4.14   | 5.13  | 5.53   |        | 8.29    |
| ..... |        |       |        |        |         |
| ..... | D 4.24 |       | S 6.03 |        | S 8.39  |
| ..... | A. M.  | A. M. | A. M.  | A. M.  | A. M.   |
| ..... | 29     | 69    | 1      | 39     | 71      |



## PITTSBURGH TO CRESTLINE

| STATIONS                    | FIRST CLASS |         |         |
|-----------------------------|-------------|---------|---------|
|                             | ◇363        | ◇55     | 53      |
|                             | DAILY       | DAILY   | DAILY   |
| Leave                       | A. M.       | A. M.   | A. M.   |
| PITTSBURGH (Pgh. Div.)      | S 7.20      | S 8.10  | S 11.00 |
| FEDERAL STREET.....         | 7.24        | 8.14    | 11.04   |
| PENNSYLVANIA AVE.....       | 7.26        | 8.16    | 11.06   |
| JACKS RUN.....              | 7.30        | 8.20    | 11.10   |
| BELLEVUE.....               |             |         |         |
| AVALON.....                 |             |         |         |
| BEN AVON.....               |             |         |         |
| EMSWORTH.....               |             |         |         |
| GLENFIELD.....              |             |         |         |
| GLEN OSBORNE.....           |             |         |         |
| SEWICKLEY.....              | S 7.37      |         | F 11.18 |
| EDGEWORTH.....              |             |         |         |
| SHIELDS.....                |             |         |         |
| LEETSDALE.....              | 7.40        | 8.29    | 11.22   |
| AMBRIDGE.....               |             |         |         |
| BADEN.....                  |             |         |         |
| EAST CONWAY.....            | 7.45        | 8.34    | 11.28   |
| FREEDOM.....                |             |         |         |
| WEST CONWAY.....            | 7.48        | 8.38    | 11.33   |
| ROCHESTER.....              | S 7.50      | 8.40    | S 11.36 |
| NEW BRIGHTON.....           |             |         |         |
| BEAVER FALLS.....           | S 7.56      | R 8.45  | S 11.42 |
| HOMEWOOD JCT.....           | 8.01        | 8.50    | 11.49   |
| NEW GALILEE.....            | 8.08        | 8.57    | 11.57   |
| ENON.....                   |             |         |         |
| EAST PALESTINE.....         | 8.18        | 9.07    | F 12.07 |
| COLUMBIANA.....             |             |         |         |
| LEETONIA.....               | 8.31        | 9.19    | 12.19   |
| SALEM.....                  | S 8.39      |         | S 12.29 |
| SEBRING.....                |             |         |         |
| CP.....                     | 8.54        | 9.41    | 12.44   |
| ALLIANCE.....               | S 8.56      |         | S 12.49 |
| WALL.....                   |             | 9.42    | 12.51   |
| FAIRHOPE.....               |             | 9.55    | 1.04    |
| STARK.....                  |             | 9.58    | 1.07    |
| WANDLE.....                 |             | 10.01   | 1.10    |
| CANTON.....                 |             | S 10.04 | S 1.21  |
| McKINLEY.....               |             | 10.06   | 1.23    |
| URBAN.....                  |             | 10.12   | 1.29    |
| MASSILLON.....              |             |         | S 1.36  |
| M. & C. JCT.....            |             | 10.17   | 1.38    |
| HAVEN.....                  |             | 10.26   | 1.47    |
| ORRVILLE.....               |             | 10.31   | S 1.56  |
| SMITHVILLE.....             |             | 10.37   | 2.02    |
| WOOSTER.....                |             |         | S 2.12  |
| BIG RUN.....                |             | 10.47   | 2.16    |
| MARSH.....                  |             | 10.51   | 2.20    |
| SHREVE.....                 |             |         | F 2.29  |
| LAKEVILLE.....              |             | 11.00   | 2.36    |
| LOUDONVILLE.....            |             |         |         |
| MOHICAN.....                |             | 11.07   | 2.44    |
| GUTHRIE.....                |             | 11.14   | 2.52    |
| LUCAS.....                  |             | 11.19   | 2.58    |
| ROSS.....                   |             | 11.24   | 3.04    |
| MANSFIELD.....              | S 11.30     |         | S 3.15  |
| TOLEDO JCT.....             |             | 11.43   | 3.24    |
| CRESTLINE (Fort Wayne Div.) |             | S 11.53 | S 3.35  |
| Arrive                      | A. M.       | A. M.   | P. M.   |
|                             | 363         | 55      | 53      |

FIRST CLASS

| ◇361<br>DAILY<br>P. M. | #427<br>DAILY<br>EX. SAT.<br>& SUN.<br>P. M. | #429<br>DAILY<br>EX. SAT.<br>& SUN.<br>P. M. |
|------------------------|--|--|
|------------------------|--|--|

S 4.10 S 4.15 S 4.30

4.14 S 4.19 S 4.34

4.16 4.21 4.36

4.20 4.26 4.41

S 4.42

S 4.44

S 4.46

S 4.29 S 4.48

S 4.51

S 4.36 S 4.55

S 4.39 S 4.57

S 4.41 S 4.59

S 4.43

4.29 S 4.45 S 5.02

S 4.49 S 5.05

S 4.54 S 5.10

4.34 4.55 5.11

S 5.00 S 5.16

4.37 5.01 5.17

4.39 S 5.04 S 5.19

S 5.09 S 5.24

4.44 D 5.14 D 5.29

4.49

4.56

F 5.06

S 5.19

S 5.27

Will Not

Will Not

Run

Run

Sept. 7.

Sept. 7.

S 5.42

S 5.43

P. M.

361

P. M.

427

P. M.

429



## PITTSBURGH TO CRESTLINE

| STATIONS                    | FIRST CLASS       |          |         |
|-----------------------------|-------------------|----------|---------|
|                             | #431              | ▲99      | 329     |
|                             | DAILY<br>EX. SUN. | DAILY    | DAILY   |
|                             | Leave<br>P. M.    | P. M.    | P. M.   |
| PITTSBURGH (Pgh. Div.)      | \$ 5.00           | \$ 6.00  | \$ 7.50 |
| FEDERAL STREET.....         | \$ 5.04           | 6.04     | \$ 7.54 |
| PENNSYLVANIA AVE.....       | 5.06              | 6.06     | 7.56    |
| JACKS RUN.....              | 5.11              | 6.10     | 8.00    |
| BELLEVUE.....               | \$ 5.12           |          |         |
| AVALON.....                 | F 5.14            |          |         |
| BEN AVON.....               | \$ 5.16           |          |         |
| EMSWORTH.....               | \$ 5.18           |          |         |
| GLENFIELD.....              | \$ 5.21           |          |         |
| GLEN OSBORNE.....           | \$ 5.25           |          |         |
| SEWICKLEY.....              | \$ 5.27           |          | \$ 8.08 |
| EDGEWORTH.....              | \$ 5.29           |          |         |
| SHIELDS.....                | F 5.31            |          |         |
| LEETSDALE.....              | \$ 5.33           | 6.20     | 8.12    |
| AMBRIDGE.....               | \$ 5.36           |          |         |
| BADEN.....                  | \$ 5.41           |          |         |
| EAST CONWAY.....            | 5.42              | 6.26     | 8.18    |
| FREEDOM.....                | \$ 5.47           |          |         |
| WEST CONWAY.....            | 5.48              | 6.31     | 8.22    |
| ROCHESTER.....              | \$ 5.52           | 6.33     | \$ 8.25 |
| NEW BRIGHTON.....           | \$ 5.57           |          |         |
| BEAVER FALLS.....           | D 6.03            | \$ 6.45  | \$ 8.34 |
| HOMWOOD JCT.....            |                   | 6.53     | 8.43    |
| NEW GALILEE.....            |                   | 7.01     |         |
| ENON.....                   |                   |          |         |
| EAST PALESTINE.....         |                   | 7.13     |         |
| COLUMBIANA.....             |                   |          |         |
| LEETONIA.....               | Will Not          | 7.26     |         |
| SALEM.....                  | Run               | F 7.34   |         |
| SEBRING.....                | May 30,           |          |         |
| CP.....                     | July 4,           | 7.47     |         |
| ALLIANCE.....               | Sept 7.           | \$ 8.05  |         |
| WALL.....                   |                   | 8.07     |         |
| FAIRHOPE.....               |                   | 8.22     |         |
| STARK.....                  |                   | 8.25     |         |
| WANDLE.....                 |                   | 8.28     |         |
| CANTON.....                 |                   | \$ 8.55  |         |
| McKINLEY.....               |                   | 8.57     |         |
| URBAN.....                  |                   | 9.04     |         |
| MASSILLON.....              |                   | \$ 9.15  |         |
| M. & C. JCT.....            |                   | 9.17     |         |
| HAVEN.....                  |                   | 9.27     |         |
| ORRVILLE.....               |                   | \$ 9.40  |         |
| SMITHVILLE.....             |                   | 9.49     |         |
| WOOSTER.....                |                   | \$ 10.00 |         |
| BIG RUN.....                |                   | 10.04    |         |
| MARSH.....                  |                   | 10.08    |         |
| SHREVE.....                 |                   |          |         |
| LAKEVILLE.....              |                   | 10.18    |         |
| LOUDONVILLE.....            |                   |          |         |
| MOHICAN.....                |                   | 10.26    |         |
| GUTHRIE.....                |                   | 10.32    |         |
| LUCAS.....                  |                   | 10.38    |         |
| ROSS.....                   |                   | 10.43    |         |
| MANSFIELD.....              |                   | \$ 11.30 |         |
| TOLEDO JCT.....             |                   | 11.44    |         |
| CRESTLINE (Fort Wayne Div.) |                   | \$ 11.59 |         |
| Arrive                      | P. M.             | P. M.    | P. M.   |
|                             | 431               | 99       | 329     |

FIRST CLASS

| #063           | ◇23     |  |  |  |
|----------------|---------|--|--|--|
| DAILY EX. SAT. | DAILY   |  |  |  |
| P. M.          | P. M.   |  |  |  |
| S 10.00        | # 10.55 |  |  |  |
| 10.04          | 10.59   |  |  |  |
| 10.06          | 11.01   |  |  |  |
| 10.10          | 11.05   |  |  |  |
| Will Not Run   |         |  |  |  |
| Sept. 6.       |         |  |  |  |
| S 10.18        |         |  |  |  |
| 10.23          | 11.14   |  |  |  |
| 10.28          | 11.19   |  |  |  |
| 10.32          | 11.23   |  |  |  |
| S 10.35        | 11.25   |  |  |  |
| S 10.43        | 11.30   |  |  |  |
| 10.52          | 11.35   |  |  |  |
| 11.00          | 11.42   |  |  |  |
| 11.10          | 11.52   |  |  |  |
| 11.22          | 12.04   |  |  |  |
| S 11.30        |         |  |  |  |
| 11.45          | 12.25   |  |  |  |
| S 11.48        |         |  |  |  |
| 11.50          | 12.26   |  |  |  |
| 12.03          | 12.39   |  |  |  |
| 12.06          | 12.42   |  |  |  |
| 12.09          | 12.45   |  |  |  |
| S 12.14        |         |  |  |  |
| 12.16          | 12.47   |  |  |  |
| 12.22          | 12.53   |  |  |  |
| 12.27          | 12.58   |  |  |  |
| 12.36          | 1.07    |  |  |  |
| 12.41          | 1.11    |  |  |  |
| 12.47          | 1.16    |  |  |  |
| 12.57          | 1.26    |  |  |  |
| 1.00           | 1.29    |  |  |  |
| 1.10           | 1.38    |  |  |  |
| 1.17           | 1.45    |  |  |  |
| 1.23           | 1.51    |  |  |  |
| 1.28           | 1.57    |  |  |  |
| 1.33           | 2.03    |  |  |  |
| S 1.47         | 2.08    |  |  |  |
| 1.58           | 2.21    |  |  |  |
| D 2.10         | D 2.35  |  |  |  |
| A. M.          | A. M.   |  |  |  |
| 63             | 23      |  |  |  |



## CRESTLINE TO PITTSBURGH

| STATIONS                    | FIRST CLASS       |                             |                             |
|-----------------------------|-------------------|-----------------------------|-----------------------------|
|                             | 106               | 422                         | 424                         |
|                             | Arrive<br>A. M.   | A. M.                       | A. M.                       |
| PITTSBURGH (Pgh. Div.)      | S                 | 6.50                        | S 7.15                      |
| FEDERAL STREET              | D                 | 6.45                        | D 7.10                      |
| PENNSYLVANIA AVE.           |                   | 6.43                        | 7.07                        |
| JACKS RUN                   |                   | 6.38                        | 7.02                        |
| BELLEVUE                    | S                 | 6.37                        |                             |
| AVALON                      | S                 | 6.35                        | S 7.00                      |
| BEN AVON                    | S                 | 6.33                        |                             |
| EMSWORTH                    | S                 | 6.31                        | S 6.56                      |
| GLENFIELD                   | S                 | 6.26                        |                             |
| GLEN OSBORNE                | S                 | 6.21                        |                             |
| SEWICKLEY                   | S                 | 6.19                        | S 6.48                      |
| EDGEWORTH                   | S                 | 6.17                        | S 6.46                      |
| SHIELDS                     | F                 | 6.15                        |                             |
| LEETSDALE                   | S                 | 6.12                        | 6.43                        |
| AMBRIDGE                    | S                 | 6.09                        | S 6.41                      |
| BADEN                       | S                 | 6.04                        |                             |
| EAST CONWAY                 |                   | 6.03                        | 6.36                        |
| FREEDOM                     | S                 | 5.57                        | S 6.31                      |
| WEST CONWAY                 |                   | 5.55                        | 6.29                        |
| ROCHESTER                   | S                 | 5.53                        | S 6.27                      |
| NEW BRIGHTON                | S                 | 5.48                        | S 6.23                      |
| BEAVER FALLS                | S                 | 5.45                        | S 6.20                      |
| HOMEWOOD JCT.               |                   |                             |                             |
| NEW GALILEE                 |                   |                             |                             |
| ENON                        |                   |                             |                             |
| EAST PALESTINE              |                   |                             |                             |
| COLUMBIANA                  |                   |                             |                             |
| LEETONIA                    |                   |                             |                             |
| SALEM                       |                   |                             |                             |
| SEBRING                     |                   |                             |                             |
| CP                          |                   |                             |                             |
| ALLIANCE                    |                   |                             |                             |
| WALL                        | Will Not          | Will Not                    | Will Not                    |
| FAIRHOPE                    | Run               | Run                         | Run                         |
| STARK                       | Sept. 7.          | Sept. 7.                    | Sept. 7.                    |
| WANDLE                      |                   |                             |                             |
| CANTON                      |                   |                             |                             |
| McKINLEY                    |                   |                             |                             |
| URBAN                       |                   |                             |                             |
| MASSILLON                   |                   |                             |                             |
| M. & C. JCT.                |                   |                             |                             |
| HAVEN                       |                   |                             |                             |
| ORRVILLE                    |                   |                             |                             |
| SMITHVILLE                  |                   |                             |                             |
| WOOSTER                     |                   |                             |                             |
| BIG RUN                     |                   |                             |                             |
| MARSH                       |                   |                             |                             |
| SHREVE                      |                   |                             |                             |
| LAKEVILLE                   |                   |                             |                             |
| LOUDONVILLE                 |                   |                             |                             |
| MOHICAN                     |                   |                             |                             |
| GUTHRIE                     |                   |                             |                             |
| LUCAS                       |                   |                             |                             |
| ROSS                        |                   |                             |                             |
| MANSFIELD                   | S                 | 2.15                        |                             |
| TOLEDO JCT.                 |                   | 2.05                        |                             |
| CRESTLINE (Fort Wayne Div.) |                   |                             |                             |
| Leave                       | A. M.             | A. M.                       | A. M.                       |
|                             | DAILY<br>EX. SUN. | DAILY<br>EX. SAT.<br>& SUN. | DAILY<br>EX. SAT.<br>& SUN. |
|                             | #106              | #422                        | #424                        |

FIRST CLASS

|                       | 62                                    | 426      | 54        | 360    |
|-----------------------|---------------------------------------|----------|-----------|--------|
|                       | A. M.                                 | A. M.    | A. M.     | A. M.  |
| S                     | 7.20                                  | S 7.45   | S 8.48    | S 9.40 |
|                       | 7.15                                  | D 7.40   | 8.43      | 9.35   |
|                       | 7.12                                  | 7.38     | 8.41      | 9.33   |
|                       | 7.07                                  | 7.33     | 8.37      | 9.29   |
|                       |                                       | S 7.32   |           |        |
| Will Not Run Sept. 7. | S 7.29                                |          |           |        |
|                       | S 7.27                                |          |           |        |
|                       | S 7.22                                |          |           |        |
|                       | S 7.17                                |          |           |        |
| B 6.55                | S 7.15                                |          |           |        |
|                       | S 7.13                                |          |           |        |
|                       | S 7.11                                |          |           |        |
| 6.52                  | 7.09                                  | 8.27     | 9.19      |        |
|                       | S 7.06                                |          |           |        |
|                       | S 7.01                                |          |           |        |
| 6.46                  | 7.00                                  | 8.21     | 9.14      |        |
|                       | S 6.55                                |          |           |        |
| 6.42                  | 6.53                                  | 8.17     | 9.10      |        |
| 6.40                  | S 6.51                                | 8.15     | 9.08      |        |
|                       | S 6.46                                |          |           |        |
| B 6.34                | S 6.43                                | 8.09     | 9.02      |        |
| 6.27                  |                                       | 8.04     | 8.57      |        |
| 6.19                  |                                       | 7.56     | 8.50      |        |
| 6.08                  |                                       | 7.45     | F 8.40    |        |
| F 5.55                | Will Not Run May 30, July 4, Sept. 7. | 7.32     | 8.27      |        |
| F 5.45                |                                       | S 7.23   | S 8.19    |        |
| 5.32                  |                                       | 7.09     | 8.06      |        |
| S 5.31                |                                       | PV 7.08  | S 8.05    |        |
| 5.26                  |                                       | 7.07     |           |        |
| 5.13                  |                                       | 6.54     |           |        |
| 5.10                  |                                       | 6.51     |           |        |
| 5.07                  |                                       | 6.48     |           |        |
| S 5.05                |                                       | S 6.46   |           |        |
| 5.01                  |                                       | 6.43     |           |        |
| 4.55                  |                                       | 6.37     |           |        |
| 4.49                  |                                       | 6.32     |           |        |
| 4.39                  |                                       | 6.23     |           |        |
| 4.35                  |                                       | 6.19     |           |        |
| 4.29                  |                                       | 6.13     |           |        |
| 4.18                  |                                       | 6.03     |           |        |
| 4.14                  |                                       | 6.00     |           |        |
| 4.04                  |                                       | 5.52     |           |        |
| 3.57                  |                                       | 5.45     |           |        |
| 3.51                  |                                       | 5.39     |           |        |
| 3.45                  |                                       | 5.34     |           |        |
| 3.40                  |                                       | 5.30     |           |        |
| S 3.35                |                                       | 5.26     |           |        |
| 3.22                  |                                       | 5.20     |           |        |
| # 3.12                |                                       | #D 5.10  |           |        |
| A. M.                 | A. M.                                 | A. M.    | A. M.     |        |
| DAILY EX. SUN. #62    | DAILY EX. SUN. #426                   | DAILY 54 | DAILY 360 |        |



## CRESTLINE TO PITTSBURGH

| STATIONS<br>Arrive          | FIRST CLASS  |                   |         |
|-----------------------------|--------------|-------------------|---------|
|                             | 144          | 44                | 362     |
|                             | A. M.        | P. M.             | P. M.   |
| PITTSBURGH (Pgh. Div.)      | \$ 11.40     | \$ 12.15          | \$ 5.40 |
| FEDERAL STREET.....         | 11.33        | 12.08             | 5.38    |
| PENNSYLVANIA AVE.....       | 11.30        | 12.06             | 5.34    |
| JACKS RUN.....              | 11.25        | 12.01             | 5.30    |
| BELLEVUE.....               |              |                   |         |
| AVALON.....                 |              |                   |         |
| BEN AVON.....               |              |                   |         |
| EMSWORTH.....               |              |                   |         |
| GLENFIELD.....              |              |                   |         |
| GLEN OSBORNE.....           |              |                   |         |
| SEWICKLEY.....              | \$ 11.13     | \$ 11.50          | B 5.21  |
| EDGEWORTH.....              |              |                   |         |
| SHIELDS.....                |              |                   |         |
| LEETSDALE.....              | 11.07        | 11.43             | 5.18    |
| AMBRIDGE.....               |              |                   |         |
| BADEN.....                  |              |                   |         |
| EAST CONWAY.....            | 11.00        | 11.36             | 5.13    |
| FREEDOM.....                |              |                   |         |
| WEST CONWAY.....            | 10.55        | 11.32             | 5.10    |
| ROCHESTER.....              | \$ 10.53     | \$ 11.30          | 5.08    |
| NEW BRIGHTON.....           |              |                   |         |
| BEAVER FALLS.....           | \$ 10.44     | \$ 11.18          | 5.03    |
| HOMEWOOD JCT.....           | 10.35        | 11.08             | 4.58    |
| NEW GALILEE.....            | 10.25        | 11.00             | 4.50    |
| ENON.....                   |              | F 10.50           |         |
| EAST PALESTINE.....         | \$ 10.12     | \$ 10.42          | 4.40    |
| COLUMBIANA.....             |              | F 10.30           |         |
| LEETONIA.....               | 9.55         | F 10.22           | 4.28    |
| SALEM.....                  | \$ 9.45      | \$ 10.12          | \$ 4.20 |
| SEBRING.....                |              | F 9.57            |         |
| CP.....                     | 9.26         | 9.47              | 4.06    |
| ALLIANCE.....               | \$ 9.25      | \$ 9.46           | \$ 4.05 |
| WALL.....                   | 9.15         | 9.31              |         |
| FAIRHOPE.....               | 9.02         | 9.18              |         |
| STARK.....                  | 8.59         | 9.15              |         |
| WANDLE.....                 | 8.56         | 9.12              |         |
| CANTON.....                 | \$ 8.54      | \$ 9.10           |         |
| McKINLEY.....               | 8.44         | 8.54              |         |
| URBAN.....                  | 8.38         | 8.48              |         |
| MASSILLON.....              | \$ 8.32      | \$ 8.42           |         |
| M. & C. JCT.....            | 8.22         | 8.33              |         |
| HAVEN.....                  | 8.13         | 8.24              |         |
| ORRVILLE.....               | \$ 8.08      | \$ 8.19           |         |
| SMITHVILLE.....             | 7.57         | 8.08              |         |
| WOOSTER.....                | \$ 7.47      | \$ 8.00           |         |
| BIG RUN.....                | 7.38         | 7.48              |         |
| MARSH.....                  | 7.34         | 7.45              |         |
| SHREVE.....                 |              |                   |         |
| LAKEVILLE.....              | 7.24         | 7.35              |         |
| LOUDONVILLE.....            |              | F 7.27            |         |
| MOHICAN.....                | 7.16         | 7.24              |         |
| GUTHRIE.....                | 7.10         | 7.17              |         |
| LUCAS.....                  | 7.06         | 7.11              |         |
| ROSS.....                   | 7.00         | 7.05              |         |
| MANSFIELD.....              | \$ 6.55      | \$ 7.00           |         |
| TOLEDO JCT.....             | 6.40         | 6.40              |         |
| CRESTLINE (Fort Wayne Div.) | \$ 6.80      | \$ 6.30           |         |
| Leave                       | A. M.        | A. M.             | P. M.   |
|                             | SUN.<br>ONLY | DAILY<br>EX. SUN. | DAILY   |
|                             | 144          | 44                | ◇362    |

FIRST CLASS

|  | 52     | 328    | 22     |  |  |
|--|--------|--------|--------|--|--|
|  | P. M.  | P. M.  | P. M.  |  |  |
|  | S 7.15 | S 8.10 | S 9.20 |  |  |
|  | 7.10   | 8.04   | 9.15   |  |  |
|  | 7.08   | 8.02   | 9.13   |  |  |
|  | 7.03   | 7.57   | 9.09   |  |  |
|  |        |        |        |  |  |
|  |        |        |        |  |  |
|  | S 6.53 | S 7.46 |        |  |  |
|  | 6.48   | 7.43   | 8.59   |  |  |
|  |        |        |        |  |  |
|  | 6.39   | 7.37   | 8.54   |  |  |
|  | 6.35   | 7.33   | 8.50   |  |  |
|  | S 6.33 | S 7.31 | 8.48   |  |  |
|  |        |        |        |  |  |
|  | S 6.24 | S 7.24 | S 8.42 |  |  |
|  | 6.16   | 7.18   | 8.35   |  |  |
|  |        |        |        |  |  |
|  | 6.07   |        | 8.27   |  |  |
|  | S 5.55 |        | 8.17   |  |  |
|  |        |        |        |  |  |
|  | 5.40   |        | 8.04   |  |  |
|  | S 5.30 |        | S 7.53 |  |  |
|  |        |        |        |  |  |
|  | 5.13   |        | 7.36   |  |  |
|  | S 5.12 |        | S 7.35 |  |  |
|  |        |        |        |  |  |
|  | 5.09   |        | 7.32   |  |  |
|  | 4.55   |        | 7.19   |  |  |
|  | 4.52   |        | 7.16   |  |  |
|  | 4.49   |        | 7.13   |  |  |
|  | S 4.47 |        | S 7.11 |  |  |
|  |        |        |        |  |  |
|  | 4.42   |        | 7.08   |  |  |
|  | 4.36   |        | 7.02   |  |  |
|  | S 4.28 |        | S 6.56 |  |  |
|  | 4.24   |        | 6.53   |  |  |
|  | 4.14   |        | 6.44   |  |  |
|  | S 4.09 |        | 6.40   |  |  |
|  |        |        |        |  |  |
|  | 4.02   |        | 6.35   |  |  |
|  | S 3.52 |        | S 6.27 |  |  |
|  | 3.47   |        | 6.23   |  |  |
|  | 3.44   |        | 6.20   |  |  |
|  |        |        |        |  |  |
|  | 3.36   |        | 6.12   |  |  |
|  |        |        |        |  |  |
|  | 3.29   |        | 6.06   |  |  |
|  |        |        |        |  |  |
|  | 3.24   |        | 6.01   |  |  |
|  | 3.19   |        | 5.56   |  |  |
|  | 3.14   |        | 5.52   |  |  |
|  | S 3.10 |        | S 5.48 |  |  |
|  | 3.00   |        | 5.40   |  |  |
|  |        |        |        |  |  |
|  | 2.50   |        | 5.30   |  |  |
|  |        |        |        |  |  |
|  | P. M.  | P. M.  | P. M.  |  |  |
|  | DAILY  | DAILY  | DAILY  |  |  |
|  | 52     | 328    | 22     |  |  |



## CRESTLINE TO PITTSBURGH

| STATIONS                    | FIRST CLASS     |          |          |  |
|-----------------------------|-----------------|----------|----------|--|
|                             | 38              | 68       | 48       |  |
|                             | Arrive<br>P. M. | P. M.    | A. M.    |  |
| PITTSBURGH (Pgh. Div.)      | \$ 11.00        | \$ 11.56 | \$ 12.11 |  |
| FEDERAL STREET.....         | 10.55           | 11.52    | 12.07    |  |
| PENNSYLVANIA AVE.....       | 10.53           | 11.50    | 12.05    |  |
| JACKS RUN.....              | 10.49           | 11.46    | 12.01    |  |
| BELLEVUE.....               |                 |          |          |  |
| AVALON.....                 |                 |          |          |  |
| BEN AVON.....               |                 |          |          |  |
| EMSWORTH.....               |                 |          |          |  |
| GLENFIELD.....              |                 |          |          |  |
| GLEN OSBORNE.....           |                 |          |          |  |
| SEWICKLEY.....              | \$ 10.40        |          |          |  |
| EDGEWORTH.....              |                 |          |          |  |
| SHIELDS.....                |                 |          |          |  |
| LEETSDALE.....              | 10.36           | 11.37    | 11.51    |  |
| AMBRIDGE.....               |                 |          |          |  |
| BADEN.....                  |                 |          |          |  |
| EAST CONWAY.....            | 10.31           | 11.32    | 11.46    |  |
| FREEDOM.....                |                 |          |          |  |
| WEST CONWAY.....            | 10.27           | 11.28    | 11.42    |  |
| ROCHESTER.....              | \$ 10.25        | 11.26    | 11.40    |  |
| NEW BRIGHTON.....           |                 |          |          |  |
| BEAVER FALLS.....           | 10.17           | 11.21    | 11.35    |  |
| HOMEWOOD JCT.....           | 10.10           | 11.16    | 11.30    |  |
| NEW GALILEE.....            |                 | 11.08    | 11.23    |  |
| ENON.....                   |                 |          |          |  |
| EAST PALESTINE.....         |                 | 10.57    | 11.13    |  |
| COLUMBIANA.....             |                 |          |          |  |
| LEETONIA.....               |                 | 10.44    | 11 00    |  |
| SALEM.....                  |                 |          |          |  |
| SEBRING.....                |                 |          |          |  |
| CP.....                     |                 | 10.23    | 10.40    |  |
| ALLIANCE.....               |                 | F 10.22  |          |  |
| WALL.....                   |                 | 10.20    | 10.39    |  |
| FAIRHOPE.....               |                 | 10.07    | 10.27    |  |
| STARK.....                  |                 | 10.04    | 10.24    |  |
| WANDLE.....                 |                 | 10.01    | 10.20    |  |
| CANTON.....                 |                 | \$ 9.59  | \$ 10.18 |  |
| McKINLEY.....               |                 | 9.57     | 10.16    |  |
| URBAN.....                  |                 | 9.52     | 10.11    |  |
| MASSILLON.....              |                 |          |          |  |
| M. & C. JCT.....            |                 | 9.47     | 10.05    |  |
| HAVEN.....                  |                 | 9.38     | 9.56     |  |
| ORRVILLE.....               |                 | 9.34     | 9.52     |  |
| SMITHVILLE.....             |                 | 9.29     | 9.47     |  |
| WOOSTER.....                |                 |          |          |  |
| BIG RUN.....                |                 | 9.19     | 9.37     |  |
| MARSH.....                  |                 | 9.16     | 9.34     |  |
| SHREVE.....                 |                 |          |          |  |
| LAKEVILLE.....              |                 | 9.08     | 9.26     |  |
| LOUDONVILLE.....            |                 |          |          |  |
| MOHICAN.....                |                 | 9.01     | 9.19     |  |
| GUTHRIE.....                |                 | 8.56     | 9.14     |  |
| LUCAS.....                  |                 | 8.51     | 9.09     |  |
| ROSS.....                   |                 | 8.46     | 9.05     |  |
| MANSFIELD.....              |                 | \$ 8.42  | 9.00     |  |
| TOLEDO JCT.....             |                 | 8.31     | 8.53     |  |
| CRESTLINE (Fort Wayne Div.) |                 |          | # 8.43   |  |
| Leave                       | P. M.           | P. M.    | P. M.    |  |
|                             | DAILY           | DAILY    | DAILY    |  |
|                             | 38              | 68       | 48       |  |

FIRST CLASS

|   | 28    | 58      | 70      | 2       |
|---|-------|---------|---------|---------|
|   | A. M. | A. M.   | A. M.   | A. M.   |
| S | 12.22 | S 12.41 | S 2.13  | S 2.54  |
|   | 12.18 | 12.37   | 2.09    | 2.50    |
|   | 12.16 | 12.35   | 2.07    | 2.48    |
|   | 12.12 | 12.31   | 2.03    | 2.44    |
|   |       |         |         |         |
|   |       |         |         |         |
|   |       |         |         |         |
|   |       |         |         |         |
|   | 12.03 | 12.22   | 1.54    | 2.35    |
|   |       |         |         |         |
|   | 11.58 | 12.17   | 1.49    | 2.30    |
|   | 11.54 | 12.13   | 1.45    | 2.26    |
|   | 11.52 | 12.11   | 1.43    | 2.24    |
|   |       |         |         |         |
|   | 11.47 | 12.06   | 1.38    | 2.19    |
|   | 11.43 | 12.02   | 1.33    | 2.15    |
|   |       |         |         |         |
|   | 11.36 | 11.55   | 1.25    | 2.08    |
|   | 11.26 | 11.45   | 1.15    | 1.58    |
|   |       |         |         |         |
|   | 11.13 | 11.32   | 1.02    | 1.45    |
|   |       |         |         |         |
|   | 10.53 | 11.12   | 12.42   | 1.25    |
|   |       |         |         |         |
|   | 10.52 | 11.11   | 12.41   | 1.24    |
|   | 10.40 | 10.59   | 12.29   | 1.12    |
|   | 10.37 | 10.56   | 12.26   | 1.09    |
|   | 10.34 | 10.53   | 12.23   | 1.06    |
|   |       |         | S 12.21 |         |
|   | 10.32 | 10.51   | 12.16   | 1.04    |
|   | 10.27 | 10.46   | 12.10   | 12.59   |
|   |       |         |         |         |
|   | 10.22 | 10.41   | 12.05   | 12.54   |
|   | 10.13 | 10.32   | 11.56   | 12.45   |
|   | 10.09 | 10.28   | S 11.51 | 12.41   |
|   |       |         |         |         |
|   | 10.04 | 10.23   | 11.42   | 12.36   |
|   |       |         |         |         |
|   | 9.54  | 10.13   | 11.32   | 12.26   |
|   | 9.51  | 10.10   | 11.29   | 12.23   |
|   |       |         |         |         |
|   | 9.43  | 10.02   | 11.21   | 12.15   |
|   |       |         |         |         |
|   | 9.37  | 9.56    | 11.14   | 12.09   |
|   |       |         |         |         |
|   | 9.32  | 9.51    | 11.09   | 12.04   |
|   | 9.27  | 9.46    | 11.04   | 11.59   |
|   | 9.23  | 9.42    | 10.59   | 11.55   |
|   | 9.19  | 9.38    | S 10.55 | 11.51   |
|   | 9.13  | 9.32    | 10.47   | 11.45   |
| # | 9.04  | # 9.23  | # 10.37 | # 11.36 |
|   | P. M. | P. M.   | P. M.   | P. M.   |
|   | DAILY | DAILY   | DAILY   | DAILY   |
|   | 28    | 58      | 70      | 2       |



| STATIONS               | FIRST CLASS |                       |          |  |
|------------------------|-------------|-----------------------|----------|--|
|                        | #68         |                       | #106     |  |
|                        | DAILY       |                       | DAILY    |  |
| Leave                  | P. M.       | EX. SAT.              | P. M.    |  |
| DETROIT (F.S.U.D. Co.) | \$ 5.30     |                       | \$ 10.40 |  |
| DELRAY (Wab. Ry.)      | 5.42        |                       | 10.52    |  |
| ECORSE JCT.            | 5.45        |                       | 10.55    |  |
| LINCOLN PARK           | 5.48        |                       | 10.59    |  |
| PENFORD                | 5.53        |                       | 11.04    |  |
| EUREKA                 | 5.54        |                       | 11.06    |  |
| CARLETON               | 6.05        |                       | 11.17    |  |
| MONROE                 | \$ 6.16     |                       | \$ 11.28 |  |
| ERIE                   | 6.28        |                       | 11.40    |  |
| ALEXIS                 | 6.34        |                       | 11.46    |  |
| HALLETT                | 6.36        |                       | 11.48    |  |
| BOULEVARD              | 6.38        |                       | 11.51    |  |
| MANHATTAN              | 6.40        |                       | 11.53    |  |
| GALENA                 | 6.42        |                       | 11.55    |  |
| TOLEDO                 | \$ 6.50     |                       | \$ 12.13 |  |
| OLIVE                  | 6.51        |                       | 12.14    |  |
| WALBRIDGE              | 7.01        |                       | 12.24    |  |
| GIBSONBURG             | 7.18        |                       | 12.43    |  |
| HELENA                 |             |                       |          |  |
| BURGOON                | 7.30        |                       | 12.54    |  |
| BETTSTVILLE            |             |                       |          |  |
| MAPLE GROVE            | 7.34        |                       | 12.58    |  |
| COLEMAN                | 7.40        |                       | 1.05     |  |
| TIFFIN                 | \$ 7.45     |                       | \$ 1.18  |  |
| PEN                    | 7.52        |                       | 1.24     |  |
| INK                    | 7.53        |                       | 1.26     |  |
| BLOOMVILLE             | 7.58        |                       | 1.32     |  |
| CARROTHERS             | 8.07        |                       | 1.40     |  |
| STACK                  | 8.12        |                       | 1.45     |  |
| TIRO                   | 8.18        |                       | 1.51     |  |
| VERNON                 | 8.25        |                       | 1.58     |  |
| TOLEDO JCT.            | 8.31        |                       | 2.05     |  |
| Arrive                 | P. M.       |                       | A. M.    |  |
|                        | 68          |                       | 106      |  |
|                        |             | Will Not Run Sept. 6. |          |  |

Eastern Div. G. O. No. 404, Page 22, Column 2.

| STATIONS               | FIRST CLASS |        |    |  |
|------------------------|-------------|--------|----|--|
|                        | 105         |        | 89 |  |
|                        | A.M.        | A. M.  |    |  |
| Arrive                 |             |        |    |  |
| DETROIT (F.S.U.D. Co.) | S 7.40      | S 8.10 |    |  |
| DELRAY (Wab. Ry.)      | 7.25        | 7.58   |    |  |
| ECORSE JCT.            | 7.22        | 7.56   |    |  |
| LINCOLN PARK           | 7.15        | 7.52   |    |  |
| PENFORD                | 7.08        | 7.47   |    |  |
| EUREKA                 | 7.05        | 7.46   |    |  |
| CARLETON               | E 6.52      | 7.35   |    |  |
| MONROE                 | S 6.40      | S 7.24 |    |  |
| ERIE                   | 6.27        | 7.12   |    |  |
| ALEXIS                 | 6.21        | 7.05   |    |  |
| HALLETT                | 6.19        | 7.02   |    |  |
| BOULEVARD              | 6.16        | 6.59   |    |  |
| MANHATTAN              | 6.14        | 6.57   |    |  |
| GALENA                 | 6.12        | 6.55   |    |  |
| TOLEDO                 | S 6.10      | S 6.53 |    |  |
| OLIVE                  | 5.20        | 6.48   |    |  |
| WALBRIDGE              | 5.09        | 6.40   |    |  |
| GIBSONBURG             | 4.46        | 6.23   |    |  |
| HELENA                 |             |        |    |  |
| BURGOON                | 4.30        | 6.11   |    |  |
| BETTSVILLE             |             |        |    |  |
| MAPLE GROVE            | 4.23        | 6.07   |    |  |
| COLEMAN                | 4.11        | 6.00   |    |  |
| TIFFIN                 | S 4.06      | S 5.56 |    |  |
| PEN                    | 3.54        | 5.47   |    |  |
| INK                    | 3.52        | 5.46   |    |  |
| BLOOMVILLE             | 3.46        | 5.41   |    |  |
| CARROTHERS             | 3.38        | 5.34   |    |  |
| STACK                  | 3.32        | 5.30   |    |  |
| TIRO                   | 3.26        | 5.25   |    |  |
| VERNON                 | 3.19        | 5.19   |    |  |
| TOLEDO JCT             | 3.10        | 5.13   |    |  |
| Leave                  | A. M.       | A. M.  |    |  |
|                        | DAILY       | DAILY  |    |  |
|                        | EX.SUN.     |        |    |  |
|                        | # 105       | 89     |    |  |
|                        | Will Not    |        |    |  |
|                        | Run         |        |    |  |
|                        | Sept. 7.    |        |    |  |

Eastern Div. G. O. No. 404, Page 23, Column 1.

C.&O.Ry.  
A.A.R.P.



## TICKET OFFICES OPEN FOR SALE OF TICKETS

| Station         | Monday to Friday  | Saturday  | Sunday  |
|-----------------|---|---|---|
| Federal Street* | 2.00 PM to 5.00 PM  | Closed  | Closed  |
| Emsworth*       | 6.00 AM to 10.59 AM<br>12.01 PM to 3.00 PM                        | Closed  | Closed  |
| Sewickley*      | 5.30 AM to 9.30 PM  | Closed  | Closed  |
| Leetsdale*      | 7.00 AM to 11.00 AM<br>12.01 PM to 4.00 PM                        | Closed  | Closed  |
| Rochester       | 5.00 AM to 10.30 AM<br>11.30 AM to 5.00 PM<br>6.00 PM to 10.59 PM | 5.00AM to 10.30AM<br>11.30AM to 5.00PM<br>6.00PM to 10.59PM | 5.00AM to 10.30AM<br>11.30AM to 5.00PM<br>6.00PM to 10.59PM |
| New Brighton*   | 6.00 AM to 11.00 AM<br>12.01 PM to 3.00 PM                        | Closed  | Closed  |
| Beaver Falls    | 5.00 AM to 10.00 AM<br>10.59 AM to 4.30 PM<br>5.30 PM to 10.45 PM | 5.00AM to 10.00AM<br>11.00AM to 4.30PM<br>5.30PM to 10.45PM | 5.00AM to 10.00AM<br>11.00AM to 4.30PM<br>5.30PM to 10.45PM |
| East Palestine* | 7.00 AM to 5.15 PM  | Closed  | Closed  |
| Columbiana*     | 7.00 AM to 4.00 PM  | Closed  | Closed  |
| Leetonia*       | 12.01 PM to 4.00 PM   | Closed  | Closed  |
| Salem           | 5.00 AM to 4.30 PM<br>6.30 PM to 9.30 PM                          | 5.00AM to 4.30PM<br>6.30PM to 9.30PM                        | 5.00AM to 4.30PM<br>6.30PM to 9.30PM                        |
| Sebring*        | 7.00 AM to 4.00 PM  | Closed  | Closed  |
| Alliance        | 7.00 AM to 9.00 PM  | 7.00AM to 9.00PM  | 7.00AM to 9.00PM  |
| Canton          | 5.30 AM to 9.30 PM  | 5.30AM to 9.30PM  | 5.30AM to 9.30PM  |
| Massillon       | 5.30 AM to 10.30 PM   | 5.30AM to 10.30PM   | 5.30AM to 10.30PM   |
| Orrville*       | 7.00 AM to 4.00 PM  | Closed  | Closed  |
| Wooster*        | 7.00 AM to 11.00 PM   | 7.00AM to 2.30PM  | Closed  |
| Shreve*         | 8.00 AM to 12.01 PM   | Closed  | Closed  |
| Loudonville*    | 8.00 AM to 12.01 PM   | Closed  | Closed  |
| Mansfield       | 7.00 AM to 10.45 PM   | 7.00AM to 10.45PM   | 7.00AM to 10.45PM   |
| Tiffin*         | 7.20 PM to 7.50 PM  | Closed  | Closed  |
| Toledo          | 5.30 AM to 7.00 PM  | 5.30AM to 7.00PM  | 5.30AM to 7.00PM  |
| Monroe (a)      | 6.30 AM to 11.30 PM   | 6.30AM to 10.30AM<br>3.30PM to 11.30PM                      | 3.30PM to 11.30PM   |
| Detroit         | 6.00 AM to 12.30 AM   | 6.00AM to 12.30AM   | 6.00AM to 12.30AM   |

(a)—Open 3.30 PM to 11.30 PM on New Year, Memorial, Independence, Labor, Thanksgiving and Christmas day.

\*Closed New Year, Memorial, Independence, Labor, Thanksgiving and Christmas day.

## EXTRA STOPS—PASSENGER TRAINS

| Train No. | Stop at                 | For      |
|-----------|-------------------------|----------|
| 422       | Conway Repair Yard..... | Employes |

For trains that do not run to points east of Pittsburgh and have connections for such points, the destination of passengers will be given by Conductor from Canton or Alliance for trains from Crestline, Mansfield or Cleveland, and from Homewood Jct. for trains operating via E. & A. Branch, Lake Division.



## U. S. MAIL WORK

| STATIONS     | Westward |         |        |        |               |         |    | Eastward |           |                  |        |        |    |          |
|--------------|----------|---------|--------|--------|---------------|---------|----|----------|-----------|------------------|--------|--------|----|----------|
|              | 29       | 71      | 39     | 55     | 53            | 361     | 99 | 62       | 360       | 44               | 144    | 52     | 22 | 54       |
|              |          |         |        |        | K             |         |    |          |           |                  |        |        |    |          |
| Dixmont      |          |         |        |        | 4<br>CD       |         |    |          |           |                  |        |        |    |          |
| Sewickley    |          |         |        |        | 4<br>CD<br>H  |         |    | 4<br>D   | 4<br>CD   |                  |        |        |    | 9-7<br>D |
| Leetsdale    |          |         |        |        | K<br>4<br>CD  |         |    |          | 5<br>CD   | 0<br>CD          |        |        |    |          |
| Ambridge     |          |         |        |        | 4<br>D<br>H   | 5<br>D  |    |          | 4<br>D    |                  |        |        |    |          |
| Baden        |          |         |        |        | 5<br>CD       |         |    |          | 5<br>CD   |                  |        |        |    |          |
| Freedom      |          |         |        |        | -5<br>WD      |         |    |          | 4-5<br>CD | 0-0<br>CD        |        |        |    |          |
| Rochester    | 5<br>D   | 4<br>D  |        |        |               | 5<br>D  |    | 4<br>D   | 5<br>D    |                  |        |        |    | 9-7<br>D |
| N. Brighton  |          |         | 4<br>D |        | K<br>4-<br>CD | 4<br>CD |    | 4<br>D   | 4<br>CD   | 6<br>CD          |        |        |    | 9-7<br>D |
| B. Falls     | 4<br>D   | 4<br>D  |        |        |               | 4<br>D  |    | 4<br>D   | 4<br>CD   |                  |        |        |    | 9-7<br>D |
| E. Palestine |          |         |        |        | 4<br>CD       | 4<br>CD |    | 4<br>D   | 4<br>CD   |                  |        |        |    |          |
| N. Waterf'd  |          |         |        |        |               |         |    |          | 5<br>C    |                  |        |        |    |          |
| Columbiana   |          |         |        |        | 5<br>CD       |         |    | 4<br>D   | 1-4<br>CD | WX<br>6<br>CD    |        |        |    | 9-7<br>D |
| Leetonia     | 4<br>D   |         |        |        | 4<br>CD       | 4<br>C  |    | 4<br>D   | 4<br>CD   | 6<br>CD          |        | 5<br>C |    | 9-7<br>D |
| Salem        | 4<br>D   |         |        |        |               | 5<br>CD |    | 4<br>M D |           |                  |        |        |    | 9-7<br>D |
| Beloit       |          |         |        |        | 4<br>CD       |         |    |          | 4<br>CD   | 3<br>CD          |        |        |    |          |
| Sebring      |          |         |        |        | 4<br>CD       |         |    |          | 4<br>CD   |                  |        |        |    |          |
| Alliance     | 2<br>D   |         |        | 3<br>D |               |         |    |          |           |                  |        |        |    | 9-7<br>E |
| Canton       | 2<br>D   |         |        |        |               |         |    |          |           |                  |        |        |    |          |
| Massillon    |          | 4<br>D  |        | 2<br>D |               |         |    | 4<br>D   |           |                  |        |        |    | 9-7<br>D |
| Orrville     |          | 4<br>D  |        |        |               |         |    | 4<br>D   |           |                  |        |        |    | 9-7<br>D |
| Wooster      | 3<br>D   |         |        | 3<br>D |               |         |    | 4<br>D   |           |                  |        |        |    | 9-7<br>D |
| Shreve       |          | 4<br>D  |        |        | 5<br>CD       |         |    | 4<br>D   |           | W<br>3<br>CD     |        |        |    | 9-7<br>D |
| Loudonville  |          | 5<br>CD |        |        | CD            |         |    |          |           | 8-W<br>6-3<br>CD | 9<br>D |        |    |          |
| Perrysville  |          | 5<br>CD |        |        | 5<br>CD       |         |    |          |           |                  |        |        |    |          |
| Mansfield    |          |         |        |        |               |         |    |          |           |                  |        |        |    | 9<br>D   |

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops. Mail received or delivered or both.

H—Stop on Sunday and Holidays to receive or deliver U. S. Mail.

K—Stop on request R. P. O. clerk to discharge U. S. Mail—Holidays only.

M—Reduce speed to 25 miles per hour.

W—Stop on request R. P. O. clerk to discharge U. S. Mail.

X—Stop on signal to receive U. S. Mail.

1—Monday only.

2—Daily, except Monday.

3—Daily, except Sunday and Monday.

4—Daily, except Sunday.

5—Daily, except Sunday and Holidays.

6—Daily, except Sunday, Monday and Holidays.

7—September 7.

8—Stop Saturday only to receive or deliver U. S. Mail.

9—Sunday only.

0—Daily, except Saturday, Sunday, Monday and Holidays.

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

NOTE.—Letters and characters as used in this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

| STATIONS                  | CC-5<br>(1) | CE-5<br>(1) | TRS-7<br>(1) | PD-1<br>(1) | PF-3<br>(1) | ED-3<br>(1) | BEC-1<br>(1) | PF-1<br>(1) | CAC-1<br>(1) | PC-5<br>(1) | NL-5<br>(1) | PF-9<br>(1) | ST-1<br>(1) | CC-1<br>(1) | LCL-1<br>(3) | LM-3<br>(1) | VC-1<br>(1) | NL-1<br>(1) | PYC-1<br>(1) | PWS-3<br>(1)           |
|---------------------------|-------------|-------------|--------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|--------------|------------------------|
| Leave                     | A.M.        | A.M.        | A.M.         | A.M.        | A.M.        | A.M.        | A.M.         | A.M.        | A.M.         | A.M.        | A.M.        | A.M.        | A.M.        | A.M.        | A.M.         | P.M.        | P.M.        | P.M.        | A.M.         | A.M.                   |
| JACKS RUN                 |             |             | 2.14         | 2.15        | 3.05        | 3.43        |              | 5.40        |              |             | 6.40        |             |             |             | 11.25        |             | 10.13       | 11.25       |              |                        |
| LEETSDALE                 |             |             | 2.42         | 2.40        | 3.20        | 4.01        |              | 5.58        |              |             | 7.00        |             |             |             | 11.43        |             | 10.37       | 11.42       |              |                        |
| EAST CONWAY               |             |             | 3.00         | 3.00        | 3.30        | 4.15        |              | 6.10        |              |             | 7.15        |             |             |             | 11.53        |             | 10.50       | 12.00       |              |                        |
| WEST CONWAY               | 1.15        | 1.30        | 5.00         | 4.00        | 3.35        | 5.15        |              | 7.10        |              | 6.35        | 8.15        | 8.00        | 9.00        |             | 12.40        |             | 12.05       | 1.00        | 5.30         | 3.00                   |
| ROCHESTER                 | 1.30        | 1.40        | 5.30         | 4.10        | 3.40        | 5.23        |              | 7.17        |              | 6.45        | 8.21        | 8.07        | 9.10        |             | 12.45        |             | 12.15       | 1.10        | 5.40         | 3.10                   |
| FAIRHOPE                  | 5.15        | 4.30        | 9.30         | 8.45        | 5.38        | 8.07        | 4.30         | 9.20        |              | 9.55        | 10.30       | 10.32       | 3.00        |             | 2.25         |             |             | 4.30        | 8.30         | Rock-<br>ville<br>9.00 |
| STARK                     |             | 5.30        | 9.55         | 9.30        | 5.44        | 8.23        | 7.45         | 9.25        |              | 11.25       | 10.40       | 10.50       | 4.30        | 9.30        | 2.30         | 7.00        |             | 4.50        | 10.30        |                        |
| URBAN                     |             | 5.47        | 10.20        | 10.05       | 6.05        | 8.43        | 8.10         | 9.45        |              | 11.55       | 11.00       | 11.20       | 4.50        | 9.55        | 2.40         | 7.25        |             | 5.55        | 11.05        |                        |
| M. & C. JCT.              |             | 5.55        | 10.30        | 10.15       | 6.15        | 8.53        | 8.20         | 9.55        |              | 12.10       | 11.10       | 11.30       | 5.00        | 10.05       | 2.50         | 7.35        |             | 6.05        | 11.15        |                        |
| ORRVILLE                  |             |             | 11.10        | 10.40       | 6.40        | 9.17        | 8.45         | 10.20       | 6.15         | 12.32       | 11.35       | 11.55       | 5.25        | 10.30       | 3.15         | 8.00        |             | 6.35        | 11.40        |                        |
| SMITHVILLE                |             |             | 11.30        | 10.55       | 6.48        | 9.32        | 9.05         | 10.35       | 6.33         | 1.05        | 11.50       | 12.10       | 5.40        |             | 3.25         |             |             | 7.30        | 11.55        |                        |
| BIG RUN                   |             |             | 12.00        | 11.15       | 7.01        | 9.48        | 9.25         | 10.53       | 6.55         | 1.25        | 12.10       | 12.30       | 6.00        |             | 3.40         |             |             | 7.50        | 12.20        |                        |
| MARSH                     |             |             | 12.20        | 11.35       | 7.05        | 10.15       | 9.50         | 11.00       | 7.15         | 1.50        | 12.20       | 12.45       | 6.10        |             | 3.45         |             |             | 8.20        | 12.30        |                        |
| LAKEVILLE                 |             |             | 12.40        | 11.52       | 7.17        | 10.32       | 10.05        | 11.15       | 7.30         | 2.10        | 12.40       | 12.58       | 6.30        |             | 3.58         |             |             | 8.35        | 12.47        |                        |
| MOHICAN                   |             |             | 1.05         | 12.10       | 7.27        | 10.45       | 10.17        | 11.30       | 7.45         | 2.25        | 12.55       | 1.11        | 6.45        |             | 4.10         |             |             | 8.50        | 1.05         |                        |
| LUCAS                     |             |             | 1.30         | 12.30       | 7.42        | 11.00       | 10.35        | 11.45       | 8.00         | 2.45        | 1.20        | 1.26        | 7.10        |             | 4.28         |             |             | 9.25        | 1.30         |                        |
| MANSFIELD                 |             |             | 2.00         | 1.00        | 7.57        | 11.30       | 10.58        | 12.00       | 8.40         | 3.03        | 1.50        | 1.55        | 9.00        |             | 4.40         |             |             | 9.50        | 2.30         |                        |
| TOLEDO JCT.               |             |             | 2.30         | 1.15        | 8.10        | 11.45       | 11.12        | 12.20       | 9.00         | 3.20        | 2.40        | 2.10        | 9.20        |             | 4.52         |             |             | 9.55        | 2.50         |                        |
| CRESTLINE (F. Wayne Div.) |             |             | 3.00         |             | 8.30        |             | 11.30        | 12.50       | 9.25         | 3.50        | 3.30        | 2.30        |             |             | 5.10         |             |             | 10.15       | 3.15         |                        |
| Arrive                    | A.M.        | A.M.        | P.M.         | P.M.        | A.M.        | A.M.        | A.M.         | P.M.        | A.M.         | P.M.        | P.M.        | P.M.        | P.M.        | A.M.        | P.M.         | P.M.        | A.M.        | A.M.        | P.M.         | A.M.                   |

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.



## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

| STATIONS                   | ED-4  | ED-14 | CE-2  | CS-8  | CE-8  | LCL-2 | FW-8  | WS-8  | GRE 2 | PF-8  | ED-2  | BEC-2 | CC-2  | ST-2  | FW-18 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                            | (1)   | (1)   | (1)   | (1)   | (1)   | (3)   | (3)   | (3)   | (1)   | (1)   | (1)   | (1)   | (1)   | (1)   | (1)   |
| Arrive                     | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. |
| JACKS RUN                  | 10.20 | 7.20  | 10.05 | 12.55 |       | 1.48  | 6.35  | 9.30  | 12.20 |       | 2.20  |       |       |       |       |
| LEETSDALE                  | 10.00 | 6.50  | 9.48  | 12.40 |       | 1.33  | 6.15  | 9.12  | 11.55 |       | 2.00  |       |       |       |       |
| EAST CONWAY                | 9.45  | 6.35  | 9.40  | 12.20 |       | 1.22  | 6.05  | 9.00  | 11.45 |       | 1.45  |       |       |       |       |
| WEST CONWAY                | 8.30  | 6.20  | 8.45  | 11.20 | 4.00  | 1.15  | 6.00  | 8.00  | 10.30 | 3.30  | 12.30 |       |       | 12.30 |       |
| ROCHESTER                  | 8.25  | 6.10  | 8.35  | 11.15 | 3.50  | 1.10  | 5.55  | 7.50  | 10.20 | 3.20  | 12.20 |       |       | 12.10 |       |
| FAIRHOPE                   | 6.23  | 3.30  | 6.05  | 8.55  | 12.15 | 11.35 | 3.53  | 5.20  | 7.20  | 11.30 | 9.45  | 2.00  |       | 6.30  |       |
| STARK                      | 6.13  |       | 5.05  | 8.45  | 11.45 | 11.30 | 3.43  | 5.10  | 7.07  | 9.15  | 8.45  | 9.45  | 11.15 | 5.00  |       |
| URBAN                      | 5.50  |       | 4.50  | 8.25  | 11.15 | 11.15 | 3.20  | 4.45  | 6.40  | 8.20  | 8.15  | 9.00  | 10.45 | 4.37  |       |
| M. & C. JCT.               | 5.37  |       | 4.40  | 8.05  | 11.00 | 11.05 | 3.07  | 4.30  | 6.25  | 8.05  | 8.05  | 8.40  | 10.30 | 4.25  |       |
| ORRVILLE                   | 5.18  |       |       | 7.40  | 10.25 | 10.45 | 2.48  | 4.05  | 5.57  | 7.35  | 7.45  | 8.05  | 10.00 | 4.00  | 5.45  |
| SMITHVILLE                 | 5.03  |       |       | 7.20  | 10.10 | 10.35 | 2.33  | 3.50  | 5.45  | 7.20  | 7.35  | 7.50  |       | 3.45  | 4.00  |
| BIG RUN                    | 4.38  |       |       | 6.50  | 9.20  | 10.15 | 2.08  | 3.35  | 5.15  | 6.50  | 7.05  | 7.20  |       | 3.20  | 3.30  |
| MARSH                      | 4.33  |       |       | 6.40  | 9.10  | 10.10 | 2.03  | 3.30  | 5.07  | 6.45  | 6.45  | 7.09  |       | 3.10  | 3.15  |
| LAKEVILLE                  | 4.18  |       |       | 6.26  | 8.55  | 9.57  | 1.48  | 3.13  | 4.47  | 6.30  | 6.30  | 6.56  |       | 2.50  | 2.55  |
| MOHICAN                    | 4.07  |       |       | 6.15  | 8.40  | 9.45  | 1.37  | 2.57  | 4.35  | 6.15  | 6.15  | 6.45  |       | 2.35  | 2.40  |
| LUCAS                      | 3.52  |       |       | 6.00  | 8.25  | 9.27  | 1.22  | 2.42  | 4.20  | 6.00  | 6.00  | 6.31  |       | 2.20  | 2.25  |
| MANSFIELD                  | 3.42  |       |       | 5.50  | 8.00  | 9.15  | 1.12  | 2.32  | 4.05  | 5.45  | 5.45  | 6.18  |       | 2.00  | 2.00  |
| TOLEDO JCT.                | 3.30  |       |       | 5.35  | 6.25  | 9.01  | 1.00  | 2.20  | 3.50  | 5.30  | 5.30  | 6.05  |       | 11.30 | 11.50 |
| CRESTLINE (Ft. Wayne Div.) | 3.30  |       |       | 5.15  | 6.00  | 8.45  | 12.40 | 2.00  | 3.30  | 5.00  |       | 5.45  |       |       | 11.30 |
| Leave                      | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

| STATIONS    | ED-2<br>(1)  | TD-2<br>(2) | TD-8<br>(2) | TD-4<br>(2) | TC-16<br>(1) | TD-18<br>(2) | TD-6<br>(2) | ST-2<br>(1) | TC-12<br>(1)  | ED-4<br>(1)   |  |  |  |  |  |  |  |  |  |
|-------------|--------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|---------------|---------------|--|--|--|--|--|--|--|--|--|
| Leave       | A.M.         | A.M.        | A.M.        | A.M.        | A.M.         | A.M.         | A.M.        | A.M.        | P.M.          | P.M.          |  |  |  |  |  |  |  |  |  |
| DETROIT     | 2.00         |             |             |             |              |              |             |             | 8.30          | 8.30          |  |  |  |  |  |  |  |  |  |
| CARLETON    | 3.00<br>3.30 |             |             |             |              |              |             |             | 9.30          | 10.00         |  |  |  |  |  |  |  |  |  |
| TOLEDO      | 5.00<br>2.30 | 6.15        |             | 8.00        | 8.30         | 10.00        | 11.00       | 5.30        | 11.30<br>2.00 | 11.30<br>1.30 |  |  |  |  |  |  |  |  |  |
| WOODVILLE   |              |             |             | 8.45        |              | 10.45        |             | 7.00        |               |               |  |  |  |  |  |  |  |  |  |
| GIBSONBURG  |              | 7.50        |             |             |              |              |             | 8.20        |               |               |  |  |  |  |  |  |  |  |  |
| MAPLE GROVE |              |             |             |             |              |              |             |             |               |               |  |  |  |  |  |  |  |  |  |
| TIFFIN      |              |             | 6.00        |             |              |              | 4.30        |             |               |               |  |  |  |  |  |  |  |  |  |
| CARROTHERS  |              |             |             |             | 10.45        |              |             | 10.45       | 4.30          |               |  |  |  |  |  |  |  |  |  |
| TOLEDO JCT. | 5.30         |             | 10.30       |             |              |              |             | 11.30       |               | 3.30          |  |  |  |  |  |  |  |  |  |
| Arrive      | P.M.         | A.M.        | A.M.        | A.M.        | A.M.         | A.M.         | P.M.        | A.M.        | A.M.          | A.M.          |  |  |  |  |  |  |  |  |  |

(1) Daily.

(2) Daily except Sunday.



## ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

| STATIONS    | TD-7<br>(2) | ED-3<br>(1)    | PD-1<br>(1) | TD-1<br>(2) | TD-3<br>(2) | TD-17<br>(2) | TC-15<br>(1) | ST-1<br>(1) | TD-11<br>(1)  | TD-5<br>(2) |  |  |  |  |  |  |  |  |  |
|-------------|-------------|----------------|-------------|-------------|-------------|--------------|--------------|-------------|---------------|-------------|--|--|--|--|--|--|--|--|--|
| Leave       | A.M.        | A.M.           | P.M.        | P.M.        | P.M.        | P.M.         | P.M.         | P.M.        | P.M.          | P.M.        |  |  |  |  |  |  |  |  |  |
| TOLEDO JCT. | 10.30       | 11.45          | 1.15        |             |             |              |              | 9.20        |               |             |  |  |  |  |  |  |  |  |  |
| CARROTHERS  |             |                |             |             |             |              | 5.00         | 10.30       | 10.30         |             |  |  |  |  |  |  |  |  |  |
| TIFFIN      | 2.00        |                |             |             |             |              |              |             |               | 6.30        |  |  |  |  |  |  |  |  |  |
| MAPLE GROVE |             |                |             |             |             |              |              |             |               |             |  |  |  |  |  |  |  |  |  |
| GIBSONBURG  |             |                |             | 2.00        |             |              |              |             |               |             |  |  |  |  |  |  |  |  |  |
| WOODVILLE   |             |                |             |             | 3.30        | 5.30         |              |             |               |             |  |  |  |  |  |  |  |  |  |
| TOLEDO      |             | 3.00<br>8.30   | 4.30        | 3.00        | 4.00        | 6.00         | 8.30         | 1.45        | 12.01<br>1.00 | 9.00        |  |  |  |  |  |  |  |  |  |
| CARLETON    |             | 10.00<br>10.15 |             |             |             |              |              |             |               |             |  |  |  |  |  |  |  |  |  |
| DETROIT     |             | 11.30          |             |             |             |              |              |             | 4.00          |             |  |  |  |  |  |  |  |  |  |
| Arrive      | P.M.        | P.M.           | P.M.        | P.M.        | P.M.        | P.M.         | P.M.         | A.M.        | A.M.          | P.M.        |  |  |  |  |  |  |  |  |  |

(1) Daily.

(2) Daily except Sunday.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Personal Injuries.

**100R-1A.** Equipment involved in personal injury must be reported to car inspectors for their inspection and report.

### 100R-2A. Medical Examiners and Company Surgeons.

| Location                | Name and Address   | Telephone number  |
|-------------------------|--|---|
| Pittsburgh, Pa.         | R. D. Saul (Med. Exam.)<br>Office Room 228 Penna. Station<br>Daily except Saturday, Sunday and Holidays—7.30 A. M. to 4.00 P. M.<br>NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.<br>Res., 5418 Kipling Rd. | 729 (Co. phone)<br><br>835 (Co. phone)<br>Museum 1-1460 |
|                         | George L. Wessels (Surgeon)<br>Office, Allegheny General Hospital  | Fairfax 1-2010  |
|                         | J. H. Alexander (Surgeon)<br>Res., 5632 Woodmont St.<br>Office, 1107 Clark Bldg.,<br>717 Liberty Ave.  | Hazel 1-8080<br>Atlantic 1-4882                         |
|                         | W. M. McNaugher (Surgeon)<br>Res., 6850 Reynolds Ave.<br>Office, 1107 Clark Bldg.,<br>717 Liberty Ave.   | Montrose 1-0237<br>Atlantic 1-4882                      |
|                         | Harvey L. Richards (Surgeon)<br>Allegheny General Hospital   | Fairfax 1-2010  |
|                         | John L. Hamilton (Surgeon)<br>Office, Allegheny General Hospital   | Fairfax 1-2010  |
|                         | Richard G. Hamilton (Surgeon)<br>Office, Medical Arts Building<br>3700 Fifth Ave.  | Mayflower 1-2949  |
|                         | Murray F. McCaslin (Oculist)<br>Office, Union Arcade Bldg.   | Atlantic 1-4198   |
| Sewickley, Pa.          | H. A. R. Shanor (Surgeon)<br>Res., and Office<br>Cor. Beaver and Grimes Streets.   | Sewickley 436   |
| Conway, Pa.             | R. D. Saul (Med. Exam.)<br>Monday and Wednesday.<br>Hours 1.00 P. M. to 4.00 P. M.<br>Tuesday, Thursday and Friday.<br>Hours 7.30 A. M. to 12.00 Noon.   | Rochester (P.R.R. Excg.) 329                            |
| Freedom, Pa.            | John H. Boal (Surgeon)<br>Office, 506 Third Ave.<br>Res., 398 Twelfth St.  | Rochester 605-J<br>Rochester 605-M                      |
| Rochester, Pa.          | G. M. Durschinger (Surgeon)<br>Res. and Office, 101 Hinds St.  | Rochester 17  |
| East Liverpool,<br>Ohio | C. H. Bailey (Surgeon)<br>Office, Potter's Savings & Loan Co. Bldg.<br>Res., Park Boulevard.   | Bell 360<br>Bell 902                                    |
| Wellsville, Ohio        | R. D. Saul (Med. Exam.)<br>Hours: Second Thursday of each month.<br>9.00 A. M. to 4.00 P. M.   |   |
| Beaver Falls,<br>Pa.    | W. F. Beitsch (Surgeon)<br>Res., 1218 Sixth Ave.<br>Office, 1216 Sixth Ave.  | B Falls 3376<br>B Falls 976                             |
|                         | G. R. Boyd (Surgeon)<br>Res. and Office<br>1220 Eighth St.   | B Falls 533   |



| Location        | Name and Address  | Telephone number          |
|-----------------|---|---------------------------|
| Alliance, Ohio  | Ray R. Mosely (Surgeon)<br>Res., 425 East Milton Ave.<br>Office, 133 South Linden Ave.  | Bell 2293<br>Bell 6271    |
|                 | T. P. Day (Med. Exam.)<br>Hours: First and Third Wednesday of each month—1:00 P. M. to 3:30 P. M.   | Canton (P.R.R. Excg.) 262 |
| Canton, Ohio    | C. A. Crane (Oculist)<br>Office, 8th Floor, First National Bank Bldg.<br>Res., 1544 Market St., N.  | 2-3802<br>8657            |
|                 | T. P. Day (Med. Exam.)<br>Hours:<br>Monday—8:00 A. M. to 5:00 P. M.<br>Wednesday—8:00 A. M. to 12:00 Noon.<br>Thursday—8:00 A. M. to 5:00 P. M. | Canton (P.R.R. Excg.) 262 |
| Massillon, Ohio | P. A. Paulson (Surgeon)<br>Res., 346 Commonwealth Ave.<br>Office, First National Bank Bldg.   | Bell 5079<br>Bell 3956    |
|                 | J. S. Williams (Asst. Surgeon)<br>Res., 1705—11th St., N. E.<br>Office, First National Bank Bldg.   | Bell 6810<br>Bell 6634    |
| Orrville, Ohio  | O. P. Ulrich (Surgeon)<br>Res., South Main St.<br>Office, 131 East Market St.   | 131-W<br>131-Z            |
|                 | T. P. Day (Med. Exam.)<br>Hours: Second and Fourth Wednesday of each month.<br>2:00 P. M. to 4:00 P. M.   |                           |
| Wooster, Ohio   | Adrian J. Hartzler (Surgeon)<br>Office, 122 East North St.<br>Res., 868 Park Blvd.  | 57<br>724                 |
| Mansfield, Ohio | L. A. Hautzenroeder (Surgeon)<br>Res., 121 Parkwood Blvd.<br>Office, 28 Park Ave. West  | 4337-6<br>1844-6          |
|                 | R. C. Wise (Oculist)<br>Res., 43 Brinkerhof Ave.<br>Office, News-Journal Building   | Canal 2009-6              |
| Crestline, Ohio | T. P. Day (Med. Exam.)<br>Hours:<br>Tuesday and Friday—<br>9:30 A. M. to 4:00 P. M.   |                           |
|                 | Robert N. Osmundson (Surgeon)<br>Res., 627 South Thomas St.<br>Office, 222½ North Seltzer St.   | 4081<br>7383              |
| Tiffin, Ohio    |   |                           |

| Location       | Name and Address  | Telephone number                                 |
|----------------|---|--|
| Toledo, Ohio   | <p>T. P. Day (Med. Exam.)<br/>Office, Cor. Water and Monroe Sts.<br/>Hours:<br/>Tuesdays, 9.45 A. M. to 12.00 Noon.<br/>1.00 P. M. to 4.15 P. M.<br/>First Thursday of<br/>April, July, October and January:<br/>9.45 A. M. to 12.00 Noon.<br/>1.00 P. M. to 6.30 P. M.<br/>All other Thursdays:<br/>9.45 A. M. to 12.00 Noon.<br/>1.00 P. M. to 3.00 P. M.</p> | ADams 5181                                       |
|                | <p>H. K. Beckwith (Surgeon)<br/>Office, 716 Starr Ave.<br/>Residence, 3936 Indian Road<br/>If no answer call</p>  | <p>TAylor 7700<br/>JOrdan 3415<br/>MAin 2176</p> |
|                | <p>Jas. A. H. Magoun<br/>(Asst. Company Surgeon)<br/>Office, Toledo Clinic<br/>2001 Collingwood Blvd.<br/>Residence, 3440 Chestnut Hill Rd.</p>   | <p>ADams 5244<br/>JOrdan 5153</p>                |
|                | <p>H. A. Martin<br/>(Asst. Company Surgeon)<br/>Office, Toledo Clinic.<br/>2001 Collingwood Blvd.<br/>Residence, 3912 Bowen Rd.</p>   | <p>ADams 5244<br/>LAWndale 9882</p>              |
|                | <p>J. D. Skow (Oculist)<br/>Office, Toledo Clinic.<br/>2001 Collingwood Blvd.<br/>Residence, 3330 Darlington Rd.</p>  | <p>ADams 5244<br/>JOrdan 2591</p>                |
| Detroit, Mich. | <p>T. P. Day (Med. Exam.)<br/>Office, Freight Station.<br/>Corner 3rd and Larned Streets.<br/>First Thursday of each month:<br/>11.00 A. M. to 12 Noon.<br/>2.00 P. M. to 5.30 P. M.</p>  | WOODward 1-6420                                  |
|                | <p>Francis B. MacMillan<br/>(Company Surgeon)<br/>Office, 920 David Whitney Bldg.<br/>Residence, 2940 Iroquois Street.</p>  | <p>WOODward 1-0680<br/>WAlnut 1-3535</p>         |
|                | <p>John E. Gleason (Oculist)<br/>Office, 1061 David Whitney Bldg.<br/>Residence, 17401 Pontchartrain</p>  | <p>WOODward 2-1144<br/>UNiversity 3-9333</p>     |



**100R-3A. Locations of Hospitals.**

| Location                         | Name and Address                              | Telephone number |
|----------------------------------|---|------------------|
| Pittsburgh, Pa.                  | Allegheny General<br>320 E. North Ave., N. S. | Fairfax 1-2010   |
| Sewickley, Pa.                   | Valley<br>Blackburn Road                      | Sewickley 2000   |
| Rochester, Pa.                   | General<br>Pinney Street                      | Rochester 3100   |
| New Brighton,<br>Pa.             | Beaver Valley General<br>Penn Ave.            | N. Brighton 1020 |
| Beaver Falls,<br>Pa.             | Providence<br>3rd Ave. and 9th St.            | Beaver Falls 640 |
| East Liverpool,<br>Ohio          | City<br>West 5th Street                       | Main 720         |
| Salem, Ohio                      | City<br>1995 E. State Street                  | Salem 3435       |
| Alliance, Ohio                   | City<br>207 East College Street               | Bell 6262        |
| Canton, Ohio                     | Mercy<br>723 Market Ave., N. W.               | 50115            |
| Massillon, Ohio                  | City<br>Akron Street                          | Bell 3155        |
| Wooster, Ohio                    | Beeson<br>230 N. Market Street                | M. W. O. 546     |
| Mansfield, Ohio                  | General<br>Glessner Ave.                      | Canal 4271-6     |
| Crestline, Ohio                  | Emergency<br>W. Main Street                   | Bell 5551        |
| Detroit, Mich.                   | Providence<br>2500 West Grand Blvd.           | TYler 5-4600     |
| Detroit, Mich.<br>(Lincoln Park) | The Lynn<br>2950 South Fort Street            | WARick 8-6000    |
| Toledo, Ohio                     | Mercy<br>2221 Madison Avenue                  | ADams 8243       |
| Tiffin, Ohio                     | Mercy<br>West Market Street                   | 754              |

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

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

**Stretchers:**

One stretcher should be carried on each combined car and baggage car.

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

# OPERATING RULES

## STANDARD TIME

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

## TIME-TABLES

### Letters and Characters.

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- ⊙—No baggage service.
- ⊕—No baggage service Sunday.
- ✚—Passenger train—rail motor car.
- \*—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.

### 1004-B1.

- P**—Stop on signal to discharge passengers from Ft. Wayne and beyond.
- R**—Stop on signal to receive passengers for Ft. Wayne and beyond or to discharge passengers from Harrisburg and beyond.
- T**—Stop on signal to discharge passengers from Pittsburgh and beyond, and to receive passengers for points west of Mansfield.
- V**—Regular stop on Sunday and on September 7.
- §—Train may leave in advance of scheduled leaving time when station work is completed.
- No train baggageman between Detroit and Toledo.
- ▲—Will handle baggage between Pittsburgh and Mansfield Daily except Saturday, and September 6, for points on Toledo Branch, only.



**ENGINE WHISTLE SIGNALS**

**1014(db) and (eb)-A1. Rule 14(db and 14(eb) will apply:  
Low Grade Branch**

| Track           | Between   | And                       |
|-----------------|-----------|---------------------------|
| No. 1 and No. 2 | Rochester | Division Post (Lake Div.) |

**River Branch**

| Track           | Between      | And      |
|-----------------|--------------|----------|
| No. 1 and No. 2 | Yellow Creek | Clayport |

**Secondary Tracks**

| Track   | Between  | And         |
|---------|----------|-------------|
| No. 102 | Ramp     | New Galilee |
| No. 102 | Leetonia | Salem       |
| No. 101 | Beloit   | CP          |
| No. 101 | McKinley | Urban       |

**1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:  
Ohio Connecting Bridge**

| Track           | Between           | And                        |
|-----------------|-------------------|----------------------------|
| No. 3 and No. 4 | Pennsylvania Ave. | Division Post (P. H. Div.) |
| No. 1 and No. 2 | Jacks Run         | Division Post (P. H. Div.) |

**Bayard Branch**

| Track           | Between   | And      |
|-----------------|-----------|----------|
| No. 1 and No. 2 | Rochester | Vanport  |
| No. 2           | Paris     | Superior |
| No. 1           | Fairhope  | Paris    |

**Alliance Branch**

| Track  | Between | And                       |
|--------|---------|---------------------------|
| Single | CP      | Division Post (Lake Div.) |

**Secondary Tracks**

| Track        | Between | And    |
|--------------|---------|--------|
| Yellow Creek | River   | Branch |

**1014(1)-A1. Referring to Rule 14 (1):**

Enginemen of Diesel engines will sound Engine Whistle Signal **Rule 14 (1)** approaching track gangs and other points where men may be at work on or about the track.

**1014(1)-A2.** Except in emergency, enginemen will not sound Engine Whistle Signal **Rule 14 (1)** for the following grade crossings:

Between Galena and Oak St., Toledo.

Between Wall and Perry St., Tiffin.

**1014(r)-A1. Rule 14 (r)** will apply.

When stops are to be made for fuel or water:

| Direction | Sound engine whistle signal passing | Indication Stop will be made at |
|-----------|-------------------------------------|---------------------------------|
| Westward  | Leetsdale                           | Conway                          |
| "         | Rochester                           | Midsteel                        |
| "         | Leetonia                            | Alliance                        |
| "         | CP                                  | Canton                          |
| "         | Bayard                              | Canton                          |
| "         | M & C Jct.                          | Orrville                        |
| "         | Marsh                               | Mohican                         |
| "         | Mohican                             | Mansfield                       |
| Eastward  | Toledo Jct.                         | Mansfield                       |
| "         | Lucas                               | Mohican                         |
| "         | Big Run                             | Orrville                        |
| "         | M & C Jct.                          | Canton                          |
| "         | Fairhope                            | Alliance                        |
| "         | Bayard                              | East Rochester                  |
| "         | Yellow Creek                        | Midsteel                        |
| "         | Rochester                           | East Conway                     |
| "         | Leetsdale                           | Jacks Run                       |
| Southward | Burgoon                             | Coleman                         |
| Northward | Carrothers                          | Coleman                         |

Operator will notify train dispatcher promptly.

**Emergency water facilities for diesel engines are located:**

**Alliance**—At east end of station platform—Between No. 1 and No. 2 tracks, 15 feet west of water plug which serves No. 1 track and 27 feet east of water plug which serves No. 2 track.

At west end of station platform—Between No. 2 and No. 3 tracks, 130 feet west of water plug which serves No. 3 track.

**Mansfield**—Between No. 2 and No. 3 tracks, 290 feet east of block station for westward trains on No. 2 and No. 3 tracks.

South of No. 1 track, 200 feet west of Orange Street for eastward trains on No. 1 track.

**Emergency diesel oil refueling and watering facilities are located:**

**Orrville**—1700 feet west of interlocking plant, on north side of No. 4 track and on south side of No. 1 track.

When refueling or watering diesel engines on No. 3 track, movements must not be made passing that point on No. 4 track.

When refueling or watering diesel engines on No. 2 track, movements must not be made passing that point on No. 1 track, account necessity for extending hose across tracks.



**1014-A2.** Referring to Rule 14. — — — — — 000 will apply:

|       |                   |               |
|-------|-------------------|---------------|
| Track | Between           | And           |
| No. 5 | Pennsylvania Ave. | Columbus Ave. |

### TRAIN SIGNALS

**1019-A2.** Trains of the C. & O. Ry., may display train signals as required by the operating rules of that railroad, when on this Division.

### USE OF SIGNALS

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

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

| Location      | Main, secondary track or siding | Switch       |
|---------------|---------------------------------|--------------|
| Beaver Valley | Secondary track                 | All switches |

#### Fusees And Torpedoes.

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

**1035-B2.** Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

|                             | Fusees | Torpedoes |
|-----------------------------|--------|-----------|
| Passenger Service           | 12     | 12        |
| Freight Service             | 12     | 18        |
| Engines in Road Service     | 3      | 6         |
| Engines in Shifting Service | 3      | 6         |
| Track Cars                  | 3      | 6         |

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

**1037-A1.** Illuminated sign arranged to display white cross on black back-ground (Figure 1) or position light signal arranged to display illuminated cross (Figure 2):



Figure 1



Figure 2

INDICATION—Take siding.

NAME —Take siding indicator.

When displayed to approaching train, engineman will acknowledge by two short sounds of engine whistle, Rule 14(g).

Trains receiving a take-siding indication will secure permission from signalman before entering siding.

Figure 1 will be displayed at the following locations:

| Main Line: | Location     | Take Siding At |
|------------|--------------|----------------|
| Westward—  | M. & C. Jct. | Haven          |
|            | Marsh        | Lakeville      |
| Eastward—  | B. & O. Jct. | Lynch          |
|            | Lucas        | Guthrie        |
|            | Mohican      | Lakeville      |
|            | Orrville     | Haven          |

Figure 2 will be displayed at the following locations:

| Bayard Branch | Location            | Controlled by | Take Siding At |
|---------------|---------------------|---------------|----------------|
| Westward—     | Mile Post 23.1      | Yellow Creek  | Wellsville     |
| Eastward—     | Block Signal<br>534 | Bayard        | East Rochester |

**1037-A3.** Westward freight trains destined to Conway Yard will be governed as to the yarding of their train by track number displayed by illuminated sign located in the window, east side of East Conway Block Station.

**1037-A4.** Eastward freight trains destined to Conway Yard will be governed by yard and track number displayed by illuminated sign located in the window, west side of Rochester Block Station.

**1037-A5.** Eastward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on west side of Stark Block Station.

**1037-A6.** Westward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on east side of Fairhope Block Station.

**1037-A7.** Westward freight trains destined Crestline Yard will be governed in yarding train by track number displayed on illuminated sign located in the window, east side of Toledo Junction Block Station.

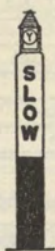
**1037-A8.** To prevent the unnecessary blocking of street crossings in Mansfield, westward freight trains on No. 3 track with more than 15 cars will be governed as follows:

An indicator is located on telephone pole north of No. 3 track, 10 feet from ground, 1950 feet east of Mile Post 175. When the home signal at Mansfield on No. 3 track displays a proceed indication, Indicator will display a lunar white light and trains may proceed. In the absence of light in the Indicator trains will stop and communicate with signalman at Mansfield from telephone located on pole below the Indicator.



**1038-A1.****Slow Board**

Note: Y-Yellow.



Indication—Approach next signal, stop-board or end of two tracks prepared to stop.

Name: Slow-board.

Location:

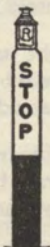
**Toledo.**

No. 1 track, 1805 feet south of N.Y.C.R.R. crossing, Miami Street

No. 2 track, 1242 feet north of N.Y.C.R.R. crossing, Miami Street

**1038-A2.****Stop Board**

Note: R-Red.



Indication—Stop.

Name: Stop-board.

Location:

**Toledo.**

Manufacturers Ry.

Single track, 530 feet south of W.&L.E.Ry. crossing

Single track, 313 feet north of W.&L.E.Ry. crossing

No. 1 track, 394 feet north of N.Y.C.R.R. crossing, Miami Street

No. 2 track, 455 feet south of N.Y.C.R.R. crossing, Miami Street

### **Torpedo-Placing Machine**

**1050-A1.** Torpedo-placing machine located on No. 4 track 500 feet east of and connected with westward home signal, Marsh.

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

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

### **SUPERIORITY OF TRAINS**

**1072-A1.** Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.



## GENERAL ORDERS

## Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

| Bulletin Board | Employes' Register | Standard Clock | Location  | Other Divisions   |
|----------------|--------------------|----------------|---|---|
| X              | X                  | X              | Island Avenue—Yard Office                             | Pittsburgh<br>Conemaugh<br>Panhandle<br>Middle  |
| X              | X                  | -----          | Economy—Yard Office                                   | -----   |
| X<br>X         | X<br>X             | X<br>X         | Conway—<br>Main Yard Office<br>No. 4 Yard Office      | Pittsburgh<br>Conemaugh<br>Northern<br>Fort Wayne<br>Panhandle<br>Lake<br>Middle  |
| X              | X                  | X              | Conway—<br>Engine House                               | Pittsburgh<br>Conemaugh<br>Northern<br>Fort Wayne<br>Panhandle<br>Lake<br>Middle<br>Akron Div.<br>B.&O. R.R.<br>Wheeling Div.<br>B.&O. R.R.   |
| X<br>X         | X<br>X             | X<br>-----     | Conway—<br>No. 5 Yard Office<br>No. 8 Yard Office     | -----<br>-----  |
| X              | X<br>X             | X<br>X         | Beaver Falls—<br>Freight Station<br>Passenger Station | -----<br>-----  |
| X              | X                  | -----          | Salem—Passenger Station                               | -----   |
| X              | X                  | -----          | Alliance Station—<br>Trainmen's Room                  | Lake  |
| X              | X                  | -----          | Canton—No. 6 Yard Office                              | -----   |
| X              | X                  | X              | Canton—No. 8 Yard Office                              | -----   |
| X              | X                  | X              | Canton—Engine House                                   | Pittsburgh<br>Conemaugh<br>Northern<br>Lake<br>Panhandle<br>Fort Wayne<br>Columbus<br>Wheeling Div.<br>B.&O. R.R.<br>Akron Div.<br>B.&O. R.R. |
| X              | X                  | X              | Wandle—Block Station                                  | -----   |
| X              | X                  | -----          | M. & C. Jct.—Yard Office                              | -----   |
| X              | X                  | X              | Orrville—Yard Office                                  | Columbus<br>Lake<br>Ft. Wayne<br>Akron Div.<br>B.&O. R.R.<br>Wheeling Div.<br>B.&O. R.R.  |
| X              | X<br>X             | X<br>X         | Mansfield—<br>Yard Office<br>Ticket Office            | -----<br>-----  |
| X              | -----              | -----          | Trainmen's Room at Station                            | C. & O. Ry.<br>P.M. District.<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit.  |

| Bulletin Board | Employes' Register | Standard Clock | Location  | Other Divisions  |
|----------------|--------------------|----------------|---|--|
| X              | X                  |                | Midland—Freight Station   |  |
| X              | X                  | X              | Wellsville—Engine House   | Panhandle<br>Lake<br>Pittsburgh<br>Conemaugh   |
| X              | X                  | X              | Detroit—Telegraph Office  | C. & O. Ry.<br>P. M. District<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit              |
| X              | X                  | X              | Detroit—Engine House  | C. & O. Ry.<br>P. M. District<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit              |
| X              | X                  | X              | Lincoln—Yard Office   | C. & O. Ry.<br>P. M. District<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit              |
| X              |                    | X              | Chesapeake & Ohio Ry.—<br>Erie—Yard Office<br>Erie—Engine House     |  |
| X              |                    | X              | Ann Arbor R. R.<br>Ottawa—Yard Office<br>Engine House—New York Ave. |  |
| X              | X                  | X              | Toledo—Telegraph Office   | C. & O. Ry.<br>P. M. District<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit              |
| X              | X                  | X              | Outer Yard—Crew Dispatcher's Office                                 | C. & O. Ry.<br>P. M. District<br>Ann Arbor R.R.<br>Wabash Ry.<br>Union Belt of<br>Detroit.<br>Columbus |
| X              | X                  | X              | Outer Yard—Yard Office  |  |
| X              | X                  |                | Coleman—Trainmen's Building   |  |
| X              | X                  | X              | Fullerton Yard  | C. & O. Ry.<br>P. M. District<br>Union Belt of<br>Detroit<br>Wabash Ry.                                |

NOTE—X indicates in service.

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

| Point | Location of Bulletin Boards |
|-------|-----------------------------|
|       |                             |

#### Standard Clocks

1075-A3. Standard clocks at other points:  
Train dispatchers' office.  
Open Block Stations.

#### General Order Zones.

1075-A4. General order zones of this division are as follows:

- |        |   |   |
|--------|---|---|
| Zone A | } | Division Post (Pgh. Div.) to Homewood Jct. inclusive. |
|        |   | Division Post (Cgh. Div.) to Federal Street.          |
|        |   | Ohio Connecting Bridge.                               |
|        |   | Low Grade Branch.                                     |
| Zone B | } | Homewood Jct. exclusive, to Alliance, inclusive.      |
|        |   | Alliance Branch.                                      |



- Zone C { Alliance exclusive, to Orrville, inclusive.  
 Bayard and River Branches.  
 Beaver Valley, Yellow Creek and M. & C. Secondary tracks.
- Zone D—Orrville, exclusive, to Division Post (Fort Wayne Div.).  
 Zone E—Toledo Jct. to Galena.  
 Zone F—Carleton to Ecorse Jct.

### Qualification Of Conductor Or Engineman

**1075-A5.** A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of one year, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

**1076-A1.** An indicator light displaying illuminated letter E, located adjacent to home signals at the following locations indicates that the dragging equipment detector has been actuated.

| Location  | Signal               | Governing Movements on |
|-----------|----------------------|------------------------|
| Leetsdale | Westward Home Signal | No. 3 and No. 4 track  |
| Leetsdale | Eastward Home Signal | No. 1 and No. 2 track  |
| Mohican   | Westward Home Signal | No. 2 track            |
| Mohican   | Eastward Home Signal | No. 1 track            |

When the illuminated letter E is displayed for trains stopped at these signals, a member of the crew must communicate with signalman and be governed by **Rule 76**.

**1076-A2.** Dragging Equipment Detector device on No. 1 track, will, when actuated, cause the eastward block signal at Lakeville to display stop indication. When a train receives stop indication at this signal, a member of the crew must communicate with signalman at Mohican, (signalman at Lucas when Mohican is closed) and if the Dragging Equipment Detector device has been actuated, be governed by **Rule 76**.

**1076-A3.** Dragging Equipment Detector device on No. 2 track, will, when actuated, cause the westward block signal at Lakeville to display stop indication. When a train receives stop indication at this signal, a member of the crew must communicate with signalman at Marsh, and if the Dragging Equipment Detector device has been actuated, be governed by **Rule 76**.

**1076-A4.** Train service employes, in or on cabin cars, must take position on platform of cabin car while train is entering, passing through, or leaving yards, and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train

### MOVEMENT OF TRAINS

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form C. T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

**Yard Limits**

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

| Track         | Between     | And     |
|---------------|-------------|---------|
| Toledo Branch | Ecorse Jct. | Penford |

**1093-B1. Rule D-93 in effect as follows:**

| Track           | Between | And       |
|-----------------|---------|-----------|
| No. 1 and No. 2 | Galena  | Walbridge |

**Authority to Proceed as an Extra**

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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

At Pittsburgh the station master is authorized to verbally notify conductor. Conductor will notify engineer.

**Non-Interlocked Railroad Crossings at Grade**

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

| Location                                    | Signals, Etc. Governing Movements over Crossings |                          | Requirements             | Note |
|---|--|--------------------------|--------------------------|------|
|   | Type   | Indication or Position   |                          |      |
| Alliance:<br>Lake<br>Division               | Target   | Vertical                 | Cross, Without Stopping. | 1-4  |
|   | Position light Signal                            | More favorable than stop |                          |      |
| Toledo:<br>Manufacturers<br>Ry.<br>W&LE RY. | Stop Boards and Target                           | Horizontal               | Stop before crossing     | 2-4  |
| Miami Street<br>NYC RR                      | Stop Boards and Target                           | Horizontal               | Stop before crossing     | 3-4  |

NOTE 1. When the target is in diagonal position, all trains and engines must stop before passing CC sign.

CC sign for westward movement on No. 1, No. 2 and No. 3 tracks, is located between No. 1 and No. 2 tracks, at a point 220 feet east of the Lake Division crossing.

CC sign for eastward movement on No. 2 and No. 3 tracks, is located between No. 1 and No. 2 tracks, at a point 290 feet west of the Lake Division crossing.

NOTE 2. Normal position of target is for W.&L.E. Ry. Crews of trains and engines must assure themselves that no W. & L. E. Ry., train or engine is approaching crossing before changing target, and after movement over crossing is completed, must restore target to vertical position.

NOTE 3. Trains or engines moving with the current of traffic and receiving proper signal indications, may move over crossing without stopping, at a speed not exceeding 15 miles per hour.

NOTE 4. At night, the position of target is indicated by two red lights.



**Automatic Highway Crossing Protection on Sidings, Yard or other Tracks**

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

| Crossing   | Location   | Protection actuated by trains operating on  |
|--|------------|---|
| Elm Street,<br>3350 feet west<br>of M.P. 59          | Columbiana | First track north of No. 2 westward track.  |
| Mill Street,<br>800 feet east<br>of M.P. 70          | Salem      | First track south of No. 1 eastward track and first track north of No. 2 westward track.              |
| New Garden Ave.<br>200 feet east<br>of M.P. 70       | Salem      | First track south of No. 1 eastward track and first track north of No. 2 westward track.              |
| Wilson Street<br>1600 feet west<br>of M.P. 70        | Salem      | First track south of No. 1 eastward track and first track north of No. 2 westward track.              |
| Pershing Ave.<br>1150 feet west<br>of M.P. 70        | Salem      | First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track.  |
| State Street<br>1600 feet west<br>of M.P. 70         | Salem      | First track south of No. 1 eastward track.  |
| Freedom Ave.   | Alliance   | Freight House track north of No. 3 westward track and industrial track south of No. 1 eastward track. |
| Carnahan Ave.<br>1550 feet west<br>of M.P. 100       | Canton     | First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.  |
| 4th Street N.E.<br>500 feet east<br>of M.P. 101      | Canton     | First track north of No. 4 westward track.  |
| 3rd Street N.E.<br>100 feet east<br>of M.P. 101      | Canton     | First track north of No. 4 westward track.  |
| 2nd Street N.E.<br>400 feet west<br>of M.P. 101      | Canton     | First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.  |
| Tuscarawas Street E.<br>650 feet west<br>of M.P. 101 | Canton     | First track north of No. 4 westward track.  |
| Cherry Ave., S.E.<br>2850 feet west<br>of M.P. 101   | Canton     | First track south of No. 1 eastward track.  |
| Cleveland Ave. S.W.<br>500 feet east<br>of M.P. 102  | Canton     | First track north of No. 4 westward track.  |
| Marion Ave. S.W.<br>1050 feet west<br>of M.P. 102    | Canton     | First track south of No. 1 eastward track and first and second tracks north of No. 3 westward track.  |

| Crossing  | Location    | Protection actuated by trains operating on   |
|---|-------------|--|
| Camden Ave. S.W.<br>2400 feet west<br>of M.P. 102                 | Canton      | First track north of No. 3 westward track.   |
| 3rd Street S.E.<br>2050 feet west<br>of M.P. 109                  | Massillon   | First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track. |
| Earls<br>1925 feet west<br>of M.P. 111                            | Newman      | Eastward siding.   |
| Brookfield-Youngstown<br>Hill Road, 1900 feet<br>west of M.P. 112 | Newman      | Westward siding.   |
| Smithville Road<br>3050 feet west<br>of M.P. 129                  | Smithville  | Westward siding.   |
| Golls<br>3075 feet west<br>of M.P. 150                            | Lakeville   | Eastward siding and first track north of No. 2 westward track.                                       |
| Spring Street<br>1750 feet east<br>of M.P. 157                    | Loudonville | First track south of No. 1 eastward track and first track north of No. 2 westward track.             |
| Vernon Road<br>1700 feet north<br>of M.P. 11                      | Vernon      | Southward siding.  |
| State Route 4   | Carrothers  | Northward siding.  |
| State Route 4   | Carrothers  | Southward siding.  |
| Stewart Street<br>State Route 152                                 | Empire      | Storage track and Union Clay Mfg. Co. tracks south of No. 1 eastward track.                          |

#### Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

| Location         | Crossing         | Location of Crossing        |
|------------------|------------------|-----------------------------|
| Leetonia         | Mill Street      | 2112 feet east of station   |
| Leetonia         | Washington St.   | 2900 feet west of station   |
| Wooster, East of | Shays            | Mile Post 133               |
| Loudonville      | Jefferson Street | 2200 feet east of station   |
| Mansfield        | Steel Mill       | 1800 feet east of M. P. 177 |



**Locations at which Signs Mark Operating Limits of Automatic Highway Crossing Protection**

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic highway crossing protection:

| Track | Crossing       | Location                           | Signs Located                             | Movement  |
|-------|----------------|------------------------------------|---|---|
| No. 2 | 15th Street    | Beaver Falls                       | North of track, 800 ft. east of crossing  | Westward trains   |
| No. 1 | Lincoln Avenue | West of mile Post 84, west of Wall | South of track, 4100 ft. west of crossing | Eastward freight trains on No. 1 track<br>Note—<br>See Special Instruction<br>1155-C12. |

**Interrupting Operation of Automatic Highway Crossing Protection Manually**

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

**By trainmen**

|                                       |               |
|---------------------------------------|---------------|
| Elm Street.....                       | } Columbiana  |
| Carnahan Avenue, N. E.....            |               |
| Eighth Street, N. E.....              |               |
| Fourth Street, N. E.....              |               |
| Third Street, N. E.....               | } Canton      |
| Second Street, N. E.....              |               |
| Tuscarawas Street..... NOTE 1).....   |               |
| Camden Avenue, S. W.....              |               |
| Prospect Avenue, S. W.....            |               |
| Deuber Avenue, S. W.....              | } Massillon   |
| Clarendon Avenue, S. W.....           |               |
| Raff Road.....                        | } Loudonville |
| Third Street, S. E..... (NOTE 1)..... |               |
| Goll's Crossing.....                  |               |
| Market Street.....                    | } Loudonville |
| Spring Street.....                    |               |

NOTE 1. The device which cuts out the operation of the automatic highway crossing signals (flashing light signals) at Tuscarawas Street, Canton, and at Third Street, S. E., Massillon, also cuts out the operation of the Automatic Highway Grade Crossing Gates.

Train crews making shifting movements to industrial sidings east and west of Tuscarawas Street, Canton, and over Third Street, S. E. Massillon, must assure themselves that gates have been lowered before passing over or fouling crossing.

**By crossing watchman**

|                             |          |
|-----------------------------|----------|
| South Ellsworth Avenue..... | } Salem  |
| Mill Street.....            |          |
| New Garden Street.....      |          |
| West Wilson Street.....     |          |
| West Pershing Street.....   |          |
| West State Street.....      | } Canton |
| Cherry Avenue, S. E.....    |          |
| Market Street.....          |          |
| Cleveland Avenue.....       |          |

### Salem

Except trains doing work at station, cars or engines must not be permitted to stand within a distance of 70 feet from either side of any crossing.

Watchman located in tower building located at New Garden Street controls cut-out and cut-in devices for all crossings for use when trains stop enroute and for switching movements.

After stopping enroute on No. 1 or No. 2 main tracks or No. 102 secondary track or before proceeding over a crossing on an industrial or yard track, not listed under Special Instruction 1103-A2. movement in either direction over the crossing must not be made until it is known gates are down or a member of crew is placed on crossing to protect movement over it.

### Canton—

Insulated joints are located at clearance point for crossing protection, 20 feet east of east edge of Market Street on all tracks, westward trains stopping at Canton must stop clear of these insulated joints.

When westward trains are stopped east of Market Street, Canton, and gates have been raised, movement will not start until engineman signals crossing watchman by operating engine bell, which is a signal to lower gates. Trains will not proceed over crossing until gates have been lowered.

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

MAIN LINE—BEAVER FALLS  
15th Street

Westward trains on No. 2 track, stopping east of CC sign located 800 feet east of 15th Street crossing, must be prepared to stop before passing over 15th Street crossing unless automatic protection is operating.

In the event they are not operating, protection must be provided as prescribed by Rule 103.



### Protection For Public Highway Crossings at Grade

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track                                  | Crossing  | Location       |
|--|---|----------------|
| Team                                   | Cross Street  | Ambridge       |
| Team                                   | State Route No. 88  |                |
| Economy Industrial                     | 14th Street<br>11th Street  | Ambridge       |
| Lead to National Electric Products Co. | 11th Street   |                |
| Lead to Freedom Oil Works              | Lower Rochester Road  | Freedom        |
| Lead to Shippingport Sand Co.          | Lower Rochester Road  | Rochester      |
| Lead to American Borax Co.             | Lower Rochester Road  |                |
| Block House Run                        | State Route No. 18<br>Allegheny St.   | New Brighton   |
| Armour & Co. and Union Drawn Steel Co. | State Route No. 18  | Beaver Falls   |
| A. Davidson, Jr. Coal Yard             | 15th Street   | Beaver Falls   |
| Lead to National Fire-proofing Co.     | National Fire Proofing Co.  | East Palestine |
| Storage                                | Elm Street  | Columbiana     |
| Enterprise                             | Elm Street  | Columbiana     |
| Erie R. R. interchange                 | Walnut St. west of Leetonia Station   | Leetonia       |
| Lead to Hall China Co.                 | State Route No. 39  | Laughlin       |
| Hill                                   | Dresden Ave.<br>St. Clair Ave.  | East Liverpool |
| Champion Clay Co.                      | State Route No. 39  | Wellsville     |
| Belt Line                              | Third Street  |                |
| Salineville Industrial                 | Main Street   | Salineville    |
| Beaver Valley Secondary                | State Route No. 68<br>Walnut Lane<br>Tuscarawas Road<br>State Route No. 930<br>All crossing, Buffalo Street to P.&L.E. R.R. Conn. | Beaver         |

**1103-C2.** At the following locations, special precaution must be taken with respect to the operation of automatic highway crossing protection, as indicated:

| Location     | Crossing                 | Track                         | Note |
|--------------|--------------------------|-------------------------------|------|
| Columbiana   | Elm Street               | No. 2                         | 1    |
| Columbiana   | Elm Street               | Mill                          | 2    |
| Canton       | Tuscarawas Street        | No. 1, No. 2,<br>No. 3, No. 4 | 3    |
| Canton       | Third Street, S. E.      | No. 1 and No. 4               | 4    |
| Massillon    | Third Street, S. E.      | No. 7                         | 5    |
| Massillon    | Third Street, S. E.      | No. 2                         | 6    |
| Massillon    | Third Street, S. E.      | No. 1                         | 7    |
| Loudonville  | Market Street            | No. 1 and No. 2               | 8    |
| Loudonville  | Spring Street            | No. 1 and No. 2               | 8    |
| Lincoln Park | Garfield Ave.            | Main Track<br>Yard Connection | 9    |
| Tiffin       | Market and Perry Streets | Main                          | 10   |
| Tiffin       | Market and Perry Streets | B. & O. Transfer              | 11   |

NOTE 1. Push Buttons located in Box 240 feet east of crossing. When switching movements on station side tracks are completed, and backward movement is made over Elm Street, a speed of 5 miles per hour must not be exceeded.

NOTE 2. Shifting movements must be protected by manual operation of flashing light signals before fouling the crossing by pushing control button, marked "Start" located on signal pole on north side of tracks; push button must be held continuously by a member of the train crew until cars reach crossing.

NOTE 3. Westward trains on No. 1, No. 2, No. 3 and No. 4 tracks receiving Stop Signal **Rule 292**, at Wandle will stop clear of Second Street to avoid unnecessary operation of automatic crossing signals and automatic gates.

NOTE 4. Shifting movements on No. 1 track and No. 4 track must not exceed speed of 5 miles per hour.

NOTE 5. Shifting movements on No. 7 track must be protected by manual operation of flashing light signals before fouling the crossing.

Push buttons, which control the flashing light signals, Third Street, Massillon, are located in box on side of relay case just west of the crossing, and on bridge marker just east of the crossing north side of track.

Push button must be held pressed continuously by a member of the train crew until the engine or cars reach the crossing. Lights will operate continuously while engine or cars occupy the crossing.

Operation of push buttons must be repeated each time the crossing is to be occupied.

Movements on this track over the crossing at Third Street must not exceed a speed of five (5) miles per hour.

NOTE 6. Push buttons, which control the operation of the flashing light signals on No. 2 track at Third Street, are located in a box on the west side of bridge marker located 75 feet east of the crossing on north side of the tracks.

Shifting movements on other tracks over this crossing will operate the flashing light signals automatically; such movements must not be made at a speed exceeding five (5) miles per hour.



Trainmen on trains which stop on No. 2 track to pick up, or set off cars at Union Drawn Steel Company, or M. & C. Junction, must push the control button marked "Stop".

The portion of train left standing on No. 2 track must be at least 150 feet east of the crossing in order to clear track circuits which operate the flashing light signals at Third Street. After train has been recoupled, and is ready to depart, Trainmen must push control button marked "Start" in order to restore the flashing light signal circuits to normal operating condition.

NOTE 7. When eastward trains or engines make stop on No. 1 track between a point 1900 feet west of Massillon Passenger Station and Third Street Crossing east of station, trainmen or station employes must operate push buttons, located in a box on eastward passenger station platform at east end of shelter shed, to stop the flasher light signals at Third Street from flashing while engines or trains are stopped.

If trains or engines stop west of sign, located east of station platform, the push button marked "Stop" must be pushed.

If the button marked "Stop" is pushed before the train or engine reaches sign, and the train advances east of sign before coming to a stop, the push button must be pushed a second time.

A lamp, which is mounted on shelter shed above the push buttons, indicates when burning that the flashing signals are flashing for movements on No. 1 track. This light will continue to burn after the "Stop" button is properly operated.

If the "Stop" button has been pushed in error for a train that does not stop at Massillon, or when a train that has stopped is ready to depart, push button marked "Start" must be pushed in order to restore the flashing light signal circuits to normal automatic operation.

NOTE 8. Cut out and Cut in push buttons for use of trainmen located at Southeast and Northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with Switch Locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

NOTE 9. Crews of trains and engines making southward movement over crossing on Lincoln Yard connection, and then making northward movement over crossing on main track, must provide protection as prescribed by **Rule 103**.

Southward trains and engines on Lincoln Yard connection that will be delayed, must stop north of the yellow stripes on rail and ties 70 feet north of crossing to avoid unnecessary operation of flasher lights. When starting from yard connection, crews should assure themselves that flashers are working before fouling crossing, or provide protection as prescribed by **Rule 103**.

NOTE 10. North bound trains approaching home signal in stop position that will block Perry or Market Streets should bring train to a stop at a point 300 feet south of Perry Street, designated by a yellow stripe painted on outside of each rail. Trains stopping at this point must not proceed over crossing, unless gates and flashers are known to be operating, without providing proper protection.

NOTE 11. Movement must not be made over either crossing until it is known that gates are lowered and flashers are operating. In the event that gates and flashers do not operate, a member of the train crew must operate gates and flashers manually, by opening a switch, located in box, painted aluminum and locked with switch lock, on north end of relay case at Market Street and on south end of relay case at Perry Street and leave switch open until movement is completed, then close switch and lock the box.

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

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

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

| Location | Switches                     |        |
|----------|------------------------------|--------|
| Alliance | No. 3 track to Lake Division | Note 1 |

NOTE 1. At Alliance signalman will handle switches for train movements to and from Lake Division. Paragraph 7 and 8 of Rule 104 will apply only to those movements.

Hand signal from signalman will be authority for eastward trains to use No. 3 track from switch connection with Lake Division to CP interlocking.

**Hand-Operated Switches Equipped with Electric Locks**

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

| Location                           | Switch  | Controlled By     |
|------------------------------------|---|-------------------|
| Federal Street                     | No. 4 track to coach yard   | Federal Street    |
| Federal Street                     | No. 1 track to D. L. Clark Co. track  | Federal Street    |
| East Conway—<br>West of            | No. 2 track to ladder track at east end of No. 8 yard                               | East Conway       |
| East Conway—<br>West of            | No. 2 track to lead track connection with Relay tracks.                             | East Conway       |
| Alliance                           | No. 3 track to Lake Division  | Alliance (Note 1) |
| 410 feet west of<br>Mile Post 110  | No. 1 track to South Massillon industrial track.                                    | M. & C. Jet.      |
| 1137 feet east of<br>Mile Post 125 | Trailing, No. 1 track to No. 31 loop track west.                                    | Orrville          |
| 1191 feet east of<br>Mile Post 125 | Facing, No. 1 track to No. 31 loop track east.                                      | Orrville          |
| 3529 feet east of<br>Mile Post 125 | Trailing, No. 1 track to No. 95 and No. 97 tracks.                                  | Orrville          |
| 3912 feet east of<br>Mile Post 125 | Trailing, No. 1 track to No. 91 track.  | Orrville          |
| Marsh                              | West end of Wye   | Marsh             |
| Lynch                              | Crossovers between No. 2 and No. 3 tracks.  | Mansfield.        |
| Lynch                              | Crossover between No. 1 and No. 2 tracks.   | Mansfield.        |
| Mill                               | Crossover between No. 2 and No. 1 tracks.   | B. & O. Junction  |
| Mill                               | Crossover between No. 3 and No. 2 tracks.   | B. & O. Junction  |
| Gibsonburg                         | South end southward siding  | Gibsonburg        |
| Coleman                            | South end southward siding  | Tiffin            |
| Tiffin                             | All Main track switches between Hopple Switch and National Machine switch inclusive | Tiffin            |
| Bloomville                         | North end northward siding  | Carrothers        |

NOTE 1. Trains or engines desiring to use switch from No. 3 track to Lake Division at Alliance for westward movement must stop with portion of their train within "releasing section" of track extending 140 feet eastward from this switch; extent of releasing section is indicated by yellow paint on curbing of westward station platform.

Particular care must be exercised when engine is detached from train, and it is desired to use this switch for engine to return to train, that some portion of the train be left standing within the releasing section.



1104-D2. The following switches are equipped with electric lock, not controlled by signalman:

| Location                        | Switch  |
|---------------------------------|---|
| Island Ave.<br>860 feet east of | No. 1 track to No. 0 secondary track.   |
| Smithville                      | Westward siding to No. 3 track.   |
| Lakeville                       | Crossover between No. 1 and No. 2 tracks.<br>West end Westward Siding.<br>East end Eastward Siding. |

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

#### 1104-E1. Spring Switches Located:

| Location                                      | Normal Position            | Route for Which Sprung   | Note |
|---|----------------------------|--|------|
| Vernon<br>North end of<br>northward<br>siding | Movements on<br>main track | Northward move-<br>ments from north-<br>ward siding to<br>main track |      |

1104-E2. Switch leading to tail track at west end of bridge over Legionville Hollow, on Economy Industrial track, is equipped with spring rod.

Normal position of switch is set for tail track and is locked with standard switch lock.

Eastward movement will trail through this switch.

When westward movement requires this switch to be operated reverse, it must be restored to normal position when such movement is completed.

When trailing movement through this switch (in springing position) is stopped before movement is entirely clear of switch, slack must not be taken or reverse movement made until switch has been reversed by hand.

#### Secondary Tracks and Sidings

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

#### Secondary Tracks

| Track        | Between           | And              |
|--------------|-------------------|------------------|
| No. 5        | Pennsylvania Ave. | Columbus Avenue. |
| No. 102      | Ramp              | New Galilee.     |
| No. 102      | Leetonia          | Salem.           |
| No. 101      | CP                | Beloit.          |
| No. 101      | Urban             | McKinley.        |
| Yellow Creek | River             | Branch.          |

#### Sidings

.....

## Track Assignments

## 1151-A1. Single Track

| Track           | Between     | And                       |
|-----------------|-------------|---------------------------|
| Alliance Branch | CP          | Division Post (Lake Div.) |
| Toledo Branch   | Ecorse Jct. | Carleton                  |
|                 | Gibsonburg  | Burgoon                   |
|                 | Coleman     | Bloomville                |
|                 | Carrothers  | Toledo Jct.               |

NOTE—Track between a point 21 feet south of north end and a point 58 feet south of south end of bridge 85.47 over Maumee River, is operated as a part of Olive interlocking.

## 1151-B1. Two or More Tracks

Current of traffic is as follows:

| Main Line<br>Between:                                 | No. 4<br>Track  | No. 3<br>Track  | No. 2<br>Track  | No. 1<br>Track  |
|---|-----------------|-----------------|-----------------|-----------------|
| Division Post (Pgh. Div.)<br>and Federal Street       |                 |                 | West'd<br>Psgr. | East'd<br>Psgr. |
| Division Post (Cgh. Div.)<br>and Federal Street       |                 |                 | West'd<br>Frt.  | East'd<br>Frt.  |
| Federal Street and<br>Rochester                       | West'd<br>Psgr. | West'd<br>Frt.  | East'd<br>Frt.  | East'd<br>Psgr. |
| Rochester and CP                                      |                 |                 | West'd<br>Psgr. | East'd<br>Psgr. |
| CP and Wall   |                 | West'd<br>Psgr. | West'd<br>Frt.  | East'd<br>Psgr. |
| Wall and Fairhope                                     |                 | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. |
| Fairhope and McKinley                                 | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. | East'd<br>Frt.  |
| McKinley and Urban                                    |                 | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. |
| Urban and Orrville                                    |                 |                 | West'd<br>Psgr. | East'd<br>Psgr. |
| Orrville and Smithville                               | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. | East'd<br>Frt.  |
| Smithville and Big Run                                |                 | West'd<br>Psgr. | East'd<br>Psgr. | East'd<br>Frt.  |
| Big Run and Marsh                                     | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. | East'd<br>Frt.  |
| Marsh and Lucas                                       |                 |                 | West'd<br>Psgr. | East'd<br>Psgr. |
| Lucas and Toledo Jct.                                 |                 | West'd<br>Frt.  | West'd<br>Psgr. | East'd<br>Psgr. |
| Toledo Jct. and Division<br>Post (Fort Wayne<br>Div.) |                 | West'd<br>Psgr. | East'd<br>Psgr. | East'd<br>Frt.  |



| Low Grade Branch<br>Between:  | No. 4<br>Track | No. 3<br>Track | No. 2<br>Track | No. 1<br>Track |
|---|----------------|----------------|----------------|----------------|
| Rochester and Division<br>Post (Lake Div.)                                    |                |                | West'd<br>Frt. | East'd<br>Frt. |
| Bayard Branch<br>Between:<br>Rochester and Superior                           |                |                | West'd<br>Frt. |                |
| Rochester and Fairhope  |                |                |                | East'd<br>Frt. |
| River Branch<br>Between:<br>Yellow Creek and<br>Division Post (P. H.<br>Div.) |                |                | West'd<br>Frt. | East'd<br>Frt. |

**NOTE—Tracks are numbered from south to north**

| Ohio Connecting Bridge<br>Between:                            | No. 3<br>Track   | No. 4<br>Track   | No. 1<br>Track   | No. 2<br>Track |
|---|------------------|------------------|------------------|----------------|
| Pennsylvania Avenue<br>and Division Post<br>(Pan Handle Div.) | Westward<br>Frt. | Eastward<br>Frt. |                  |                |
| Jacks Run and Division<br>Post (Pan Handle<br>Div.)           |                  |                  | Eastward<br>Frt. | West'd<br>Frt. |

**NOTE—Track No. 3 and No. 4 are numbered from north to south.**

**NOTE—Track No. 1 and No. 2 are numbered from south to north.**

| Toledo Branch<br>Between: | No. 2<br>Track | No. 1<br>Track |
|---------------------------|----------------|----------------|
| Galena and Gibsonburg     | Southward      | Northward      |
| Burgoon and Coleman       | Southward      | Northward      |
| Bloomville and Carrothers | Southward      | Northward      |

**NOTE—Tracks are numbered from east to west.**

## 1151-C1. Secondary Tracks of Assigned Direction.

| Track   | From  | To  | Assigned Direction | Controlled by   | Reverse Movements on Permission from                          | Note        |
|---------|---|---|--------------------|---|---|-------------|
| No. 5   | Pennsylvania Ave.   | Columbus Ave.   | Westward           | Pennsylvania Ave.   | Pennsylvania Ave.   | 4           |
| No. 0   | Jacks Run   | Pennsylvania Ave.   | Eastward           | Yard<br>Master<br>Island<br>Ave.                              | Yard<br>Master<br>Island<br>Ave.                              | 1<br>4      |
| No. 0   | East Conway   | West Conway   | Westward           | Yard<br>Master<br>Conway                                      | Yard<br>Master<br>Conway                                      | 2<br>4<br>5 |
| No. 99  | East Conway   | West Conway   | Westward           | Yard<br>Master<br>Conway                                      | Yard<br>Master<br>Conway                                      | 2<br>4<br>5 |
| No. 98  | West Conway   | East Conway   | Eastward           | Yard<br>Master<br>Conway                                      | Yard<br>Master<br>Conway                                      | 3<br>4<br>5 |
| No. 911 | E. End<br>9 Yard<br>Conway,<br>4200 feet<br>east of<br>West<br>Conway | W. End<br>9 Yard<br>Conway,<br>1200 feet<br>east of<br>West<br>Conway | Westward           | Yard<br>Master<br>5 Yard<br>Conway                            | Yard<br>Master<br>5 Yard<br>Conway                            | 4           |
| No. 102 | Ramp  | New Galilee   | Westward           | Home-<br>wood Jct.  | Homewood<br>Jct.  | 4<br>6      |
| No. 102 | Leetonia  | Salem   | Westward           | Leetonia<br>(Homewood<br>Jct. when<br>Leetonia is<br>closed.) | Leetonia<br>(Homewood<br>Jct. when<br>Leetonia is<br>closed.) | 4           |
| No. 101 | CP  | Beloit  | Eastward           | CP  | CP  | 4           |
| No. 7   | CP  | Alliance  | Westward           | CP  | CP  | 4           |
| No. 47  | Fairhope  | West End<br>5 Yard<br>Canton,<br>4300 feet<br>east of<br>Stark        | Westward           | Yard<br>Master<br>Canton<br>Hump                              | Yard<br>Master<br>Canton<br>Hump                              | 4<br>7      |
| No. 49  | Fairhope  | No. 31<br>yard<br>track<br>Switch<br>4200 feet<br>west of<br>Fairhope | Westward           | Fairhope  | Fairhope  | 4<br>7      |
| No. 97  | Fairhope  | East End<br>8 Yard<br>Canton<br>5500 feet<br>west of<br>Fairhope      | Westward           | Yard<br>Master<br>8 Yard<br>Canton                            | Yard<br>Master<br>8 Yard<br>Canton                            | 4<br>8      |
| No. 96  | Stark   | East End<br>8 Yard<br>Canton<br>5700 feet<br>west of<br>Fairhope      | Eastward           | Yard<br>Master<br>8 Yard<br>Canton                            | Yard<br>Master<br>8 Yard<br>Canton                            | 4<br>9      |
| No. 101 | Urban   | McKinley  | Eastward           | Urban   | Urban   | 4<br>10     |



NOTE 1. Eastward movements made on signal indication at Jacks Run. Westward movements made on signal indication at Pennsylvania Ave.

NOTE 2. Westward movements made on signal indication at East Conway.

NOTE 3. Eastward movements made on signal indication at West Conway.

NOTE 4. Permission must be secured to use this track at any point and when movement has been completed it must be reported clear.

NOTE 5. Written permission must be obtained for movements in the reverse direction.

NOTE 6. Eastward movements from Homewood Jct. made on signal indication at Homewood Jct.

NOTE 7. Westward movements made on signal indication, together with illuminated sign showing track number, at Fairhope.

NOTE 8. Westward movements made on signal indication at Fairhope.

NOTE 9. Eastward movements made on signal indication at Stark.

NOTE 10. Westward movements made on signal indication at McKinley.

#### 1151-D1. Secondary Tracks of No Assigned Direction.

| Track         |     | Between        | And                       | Controlled by  | Note |
|---------------|-----|----------------|---------------------------|----------------|------|
| No. 101       | (E) | Federal Street | (Division Post Cgh. Div.) | Federal Street | 1    |
| Beaver Valley | (E) | Vanport        | Bridgewater P.&L.E.R.R.   | Rochester      |      |
| Yellow Creek  | (E) | River          | Branch                    | Yellow Creek   | 2    |
| M. & C.       | (W) | M. & C. Jct.   | East Gravel               | M. & C. Jct.   | 3    |

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

NOTE 1. Before permitting eastward movements enroute to the Conemaugh Division to enter this track, signalman will confer with yard master, 16th Street (Conemaugh Division).

NOTE 2. Eastward movement from River Branch made on signal indication at Branch.

Eastward movement from Bayard Branch made on signal indication at River.

NOTE 3. Westward movements from M. & C. Jct. made on signal indication at M. & C. Jct. Eastward movements from East Gravel made on permission from signalman at M. & C. Jct.

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

| Siding                  | Employee in Charge                                      | NOTE |
|-------------------------|---|------|
| Newman —Westward        | Signalman<br>M. & C. Jct.                               |      |
| Newman —Eastward        | Signalman<br>M. & C. Jct.                               | 1    |
| Haven —Westward         | Signalman<br>M. & C. Jct.                               |      |
| Haven —Eastward         | Signalman<br>Orrville                                   |      |
| Smithville —Westward    | Signalman<br>Orrville                                   | 2    |
| Lakeville —Westward     | Signalman<br>Marsh                                      |      |
| Lakeville —Eastward     | Signalman<br>Mohican—(Lucas<br>when Mohican is closed.) |      |
| Mohican —Westward       | Signalman<br>Mohican                                    | 3    |
| Guthrie —Eastward       | Signalman<br>Lucas                                      |      |
| Lynch —Eastward         | Signalman<br>Mansfield                                  |      |
| Dry Run —Eastward       | Signalman<br>Yellow Creek                               |      |
| Wellsville —Westward    | Signalman<br>Yellow Creek                               |      |
| Wellsville —Eastward    | Signalman<br>Yellow Creek                               |      |
| Clark —Westward         | Signalman<br>Yellow Creek                               |      |
| Shale —Eastward         | Signalman<br>Bayard                                     |      |
| East Rochester—Westward | Signalman<br>Yellow Creek                               |      |
| East Rochester—Eastward | Signalman<br>Bayard                                     |      |
| Clayport —Eastward      | Signalman<br>Yellow Creek                               |      |
| Gibsonburg—Southward    | Signalman<br>Gibsonburg                                 |      |
| Burgoon —Northward      | Signalman<br>Burgoon                                    |      |
| Coleman —Southward      | Signalman<br>Tiffin                                     |      |
| Bloomville —Northward   | Signalman<br>Carrothers                                 |      |
| Carrothers —Southward   | Signalman<br>Carrothers                                 |      |
| Carrothers —Northward   | Signalman<br>Carrothers                                 |      |
| Vernon —Southward       | Signalman<br>Vernon                                     |      |
| Vernon —Northward       | Signalman<br>Vernon                                     |      |

NOTE—1. Signal indication at M. & C. Junction will be authority for trains to use siding in reverse direction.

NOTE—2. Unless otherwise instructed, Signal Indication Rule 290 at Smithville will be authority for trains and engines on No. 4 track to enter and use Smithville westward siding.

NOTE—3. Signal indication at Fork will be authority for trains to use siding in reverse direction.



## PASSENGER TRAIN OPERATION

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

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

| Bridge | Location                                   |
|--------|--|
| 0.33   | Allegheny River—Pittsburgh.                |
| 29.25  | Beaver River—Beaver Falls.                 |
| 109.84 | Tuscarawas River—Massillon.                |
| 0.07   | Beaver River—Rochester.                    |
| 14.21  | Little Beaver River, West of Smiths Ferry. |
| 43.16  | Sandusky River—South of Tiffin.            |
| 85.47  | Maumee River—South of Olive.               |

**1154-A2.** Passenger trains that develop equipment defects enroute, should, if safety to the train will permit, proceed to a point where M. of E. forces and repair equipment are available, so as not to delay following trains.

**Car Repairmen are available at—**

Island Avenue Yard Office  
 Conway, No. 5 and No. 8 yards  
 Alliance  
 Canton, No. 8 yard  
 Orrville  
 Mansfield

**Engine Mechanics are available at—**

Conway, enginehouse  
 Alliance  
 Canton, No. 8 yard  
 Orrville, enginehouse  
 Mansfield, enginehouse

## FREIGHT TRAIN OPERATION

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

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

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

Eastward: East Rochester to Yellow Creek.

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

Shale to Clark.

**I** Engines not equipped with dynamic brake, or dynamic brake inoperative, or trains which do not have 50% of the cars equipped with 4 position retainers, or trains consisting of over 10000 tons:

On such mineral freight trains retaining valves must be turned up in high pressure position on 30% of the number of cars in train. Retainers will be turned up on head portion of train.

**II** Engines having dynamic brakes operative on two Diesel electric units, and train consisting of 5000 tons or less, or dynamic brakes operative on three units and train consisting of 9000 tons or less, or dynamic brakes operative on four units and train consisting of 10000 tons or less:

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

Between Shale and Clark, engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on mineral freight trains.

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

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

Mineral freight trains must not exceed a speed of 20 miles per hour eastward between Mile Post 42 and Mile Post 36.

Enginemen on eastward mineral freight trains must know before passing Bayard that the dynamic brake is operating properly. Conductor must know that the retaining valves are in the proper position before passing Shale.

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

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

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

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

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

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

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

This Instruction does not change the 99-D-1 Brake and Train Air Signal Instructions, nor Special Instruction 1155-A1.



## Operation Of Pusher Engines In State of Ohio

**1155-B1.** The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

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

**1155-B2.** Trains requiring helper service, will unless otherwise instructed, stop at the following points to allow helping engines to attach to or detach from train:

### Bayard Branch—

#### Westward to attach:

Trains from River Branch—with hauling engine, one engine length east of Home Signal at River.

Trains via Wellsville will call for instructions while taking water at Wellsville.

#### Westward to detach:

Hauling engine will stop at west end of Shale eastward siding.

Conductors, before leaving points at which trains are picked up will notify engineman tonnage in trains and whether or not train requires helping engine at points where helping engines are located.

If in the judgment of engineman, train can be handled over the grade without assistance, train may proceed without helper after notifying train dispatcher that helper will not be needed.

**1155-C1.** Referring to Rule 4155-C. hog drenchers are in service at the following locations:

Millbrook—south of No. 1 track.

East Rochester—between No. 1 track and eastward siding.

**NOTE**—Hogs will be drenched enroute at either one, but not at both of the above locations.

**1155-C2.** Trains using No. 2 track and picking up at the east yard, Island Avenue, will make cut of train a sufficient distance west of yard office, to permit access between street entrance and yard office, by employes.

**1155-C3.** Trains using No. 3 or No. 4 track and picking up cars at Jacks Run will cut engine off a sufficient distance east of the Home Signal to allow room for the cars which are to be picked up.

**1155-C4.** Trains stopping at East Rochester, will stop to clear road crossings east and west of coal tipple.

**1155-C5.** Crews of freight trains stopping on street or highway crossings in the Hammondsville-Irondele district will cut crossings promptly.

**1155-C6.** Crews of freight trains held on Dry Run Siding will cut crossings at Putman and Myrtle Streets, promptly.

**1155-C7.** Crews of freight trains held on No. 4 track, Smithville, will cut Smithville road crossing, promptly.

**1155-C8.** Westward freight trains having work at Mansfield Yard must call operator at Mansfield Block Station for instructions before passing crossover at Lynch.

**1155-C9.** Trains must not set defective cars: hot journals, draw bars, etc. off on the track serving the Buckeye Works of the McClain Fire Brick Co., Wellsville, except in an absolute emergency, in which event every precaution must be taken to avoid interference with cars being loaded on that track or in causing injury to men working those cars.

**1155-C10.** Trains must not set shop cars off on the Ohio Wood Preserving Co. track, east of Orrville.

**1155-C11.** Trains must not set shop cars off on the tail track leading to the Loudonville Mill and Grain Co., track.

**1155-C12.** Eastward freight trains on No. 1 track, having more than 20 cars in train, will stop at the distant signal for Wall and call Operator at Wall for instructions, unless the signal displays an Indication more favorable than Approach.

**1155-C13.** The practice of making brake applications from rear of freight trains should be avoided except in cases of real necessity. Trainmen must endeavor to attract the engineman's attention by signaling before applying the brakes from the train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

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

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

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

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

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

#### Operation of A 2 Caboose Valve.

**Service Application:** Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped, the valve can be unlocked by moving the handle to the extreme application position.

**Emergency Application:** Move the valve handle quickly from release to extreme application position and leave it there until after the train has stopped.

#### Scales and Weighing.

**1155-J1.** Referring to Rule 4155-J, Color Light Scale Signals are in service at the following locations:

|                                |                       |
|--------------------------------|-----------------------|
| Island Avenue—Manchester Yard. |                       |
| Conway                         | —Rail River Terminal. |
| Conway                         | —Scrap Dock.          |
| Alliance                       | —East Yard.           |
| Canton                         | —West Yard.           |



## PASSENGER AND FREIGHT TRAIN OPERATION

**1156-A1.** Trains or engines moving east on No. 97 track or off Ice house lead track, Canton Yard, must stop before passing stop sign located midway between No. 97 track and Ice house lead track, unless switch is properly set for the intended movement.

**1156-A2.** Conductor or engineman of a train must secure permission from signalman before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

**1156-A3.** Referring to third Paragraph of Rule 400 L-1.

When blazing hot journal is observed on a freight car, every precaution must be taken to prevent car flooring from becoming ignited.

If a car is set out of train and sponging is on fire or smouldering, it must be extinguished by crew before proceeding with their train.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited.

When water or fire extinguisher is not available, the sponging must be pulled from the journal box and extinguished on the ground.

## SPEEDS

### 1157-A. Speed Table

| Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                |
| 0             | 36   | 100            | 0             | 48   | 75             | 1             | 12   | 50             | 2             | 24   | 25             |
| 0             | 38   | 95             | 0             | 51   | 70             | 1             | 20   | 45             | 3             | 00   | 20             |
| 0             | 40   | 90             | 0             | 55   | 65             | 1             | 30   | 40             | 4             | 00   | 15             |
| 0             | 42   | 85             | 1             | 00   | 60             | 1             | 43   | 35             | 6             | 00   | 10             |
| 0             | 45   | 80             | 1             | 05   | 55             | 2             | 00   | 30             | 12            | 00   | 5              |

### 1157-A1. Speedometers—Checking

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

|               | Between       | And           | Location           |
|---------------|---------------|---------------|--------------------|
| Main Line     | Mile Post 5   | Mile Post 6   | Bellevue to Avalon |
|               | Mile Post 86  | Mile Post 87  | West of Wall       |
|               | Mile Post 131 | Mile Post 132 | West of Smithville |
|               | Mile Post 177 | Mile Post 178 | West of B.&O. Jct. |
| Bayard Branch | Mile Post 5   | Mile Post 6   | West of Merrill    |
|               | Mile Post 59  | Mile Post 60  | East of Paris      |
| Toledo Branch | Mile Post 9   | Mile Post 10  | Richland northward |
|               | Mile Post 78  | Mile Post 79  | South of Walbridge |

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

White markers posts installed along eastward or northward track at locations shown above.

**1157-A2. Minimum Running Time for Passenger Trains  
Either Direction.**

| BETWEEN                              |                               | Distance<br>Miles | Minutes           |    |
|--------------------------------------|-------------------------------|-------------------|-------------------|----|
| <b>Main Line:</b>                    |                               |                   |                   |    |
| Pittsburgh and Jacks Run.....        |                               | 4.8               | 10                |    |
| Jacks Run and Leetsdale.....         |                               | 10.2              | 9                 |    |
| Leetsdale and Rochester.....         |                               | 10.9              | 10                |    |
| Rochester and Homewood Junction..... |                               | 8.9               | 9                 |    |
| Homewood Junction and Leetonia.....  |                               | 28.4              | 28                |    |
| Leetonia and Alliance.....           |                               | 19.8              | 20                |    |
| Alliance and Fairhope.....           |                               | 13.8              | 13                |    |
| Fairhope and McKinley.....           |                               | 5.3               | 8                 |    |
| McKinley and Orrville.....           |                               | 21.9              | 23                |    |
| Orrville and Big Run.....            |                               | 14.2              | 15                |    |
| Big Run and Mohican.....             |                               | 19.2              | 17                |    |
| Mohican and Lucas.....               |                               | 11.1              | 10                |    |
| Lucas and Mansfield.....             |                               | 6.8               | 8                 |    |
| Mansfield and Toledo Junction.....   |                               | 6.5               | 6                 |    |
| Toledo Junction and Crestline.....   |                               | 6.9               | 9                 |    |
| Pittsburgh and Crestline.....        |                               | 188.7             | Hrs.Min.<br>3 15  |    |
| <b>Toledo Branch:</b>                |                               | Distance<br>Miles | Minutes           |    |
| Toledo Jct. and Carrothers.....      |                               | 20.6              | 21                |    |
| Carrothers and Tiffin.....           |                               | 16.0              | 16                |    |
| Tiffin and Coleman.....              |                               | 1.4               | 3                 |    |
| Coleman and Walbridge.....           |                               | 36.0              | 33                |    |
| Walbridge and Toledo.....            |                               | 5.3               | 11                |    |
| Toledo and Carleton.....             |                               | 30.5              | 33                |    |
| Carleton and Ecorse Jct.....         |                               | 20.5              | 20                |    |
| Ecorse Jct. and Detroit.....         |                               | 5.2               | 20                |    |
| Toledo Jct. and Detroit.....         |                               | 135.5             | Hrs.Min.<br>2 37  |    |
| <b>Bayard Branch</b>                 | Distance<br>Miles             | Westward          | Eastward          |    |
|                                      |                               | Minutes           | Minutes           |    |
|                                      | Rochester and Yellow Creek... | 25.6              | 41                | 39 |
|                                      | Yellow Creek and Bayard.....  | 28.7              | 49                | 49 |
| Bayard and Fairhope.....             | 14.4                          | 22                | 22                |    |
| Rochester and Fairhope.....          |                               | 68.7              | Hrs. Min.<br>1 52 |    |
|                                      |                               |                   | Hrs. Min.<br>1 50 |    |

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





| Ohio Connecting<br>Bridge<br>Between:<br>Pennsylvania Avenue and Division Post (P. H. Div.)<br>Jacks Run and Division Post (P. H. Div.) | No. 3<br>Track |      | No. 4<br>Track |      | No. 1<br>Track |      | No. 2<br>Track |      |
|---|----------------|------|----------------|------|----------------|------|----------------|------|
|   | Psg.           | Frt. | Psg.           | Frt. | Psg.           | Frt. | Psg.           | Frt. |
|   | Miles per Hour |      |                |      |                |      |                |      |
|   | 20             | 20   | 20             | 20   |                |      |                |      |
|   |                |      |                |      | 20             | 20   | 20             | 20   |

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

### 1157-C2. Wreck trains

|  | Boom<br>Trailing | Boom<br>Forward |
|--|------------------|-----------------|
|  | Miles per Hour   |                 |
| <b>Main Line</b>   |                  |                 |
| <b>Between:</b>  |                  |                 |
| Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.) |                  |                 |
| Passenger track .....  | 50               | 40              |
| Freight track .....  | 30               | 25              |
| Division Post (Cgh. Div.) and Federal St. ....               | 40               | 30              |
| <b>Ohio Connecting Bridge</b>                                |                  |                 |
| <b>Between:</b>  |                  |                 |
| Jacks Run and Division Post (P.H. Div.) .....                | 20               | 20              |
| Pennsylvania Ave. and Division Post (P. H. Div.) .....       | 20               | 20              |
| <b>Low Grade Branch</b>                                      |                  |                 |
| <b>Between:</b>  |                  |                 |
| Rochester and Division Post (Lake Div.) .....                | 30               | 20              |
| <b>Bayard Branch</b>   |                  |                 |
| <b>Between:</b>  |                  |                 |
| Rochester and Fairhope.....                                  | 35               | 25              |
| <b>River Branch</b>  |                  |                 |
| <b>Between:</b>  |                  |                 |
| Yellow Creek and Division Post (P.H. Div.)                   | 30               | 20              |
| <b>Alliance Branch</b>                                       |                  |                 |
| <b>Between:</b>  |                  |                 |
| Division Post (Lake Div.) and CP .....                       | 30               | 20              |
| <b>Toledo Branch</b>   |                  |                 |
| <b>Between:</b>  |                  |                 |
| Ecorse Jct. and Toledo Jct. ....                             | 45               | 35              |



Except that Trains and Engines handling 250 ton Wreck Derrick will be governed by the following maximum speeds:

|  | Boom<br>Trailing | Boom<br>Forward | Miles per Hour |                |  |
|--|------------------|-----------------|----------------|----------------|--|
|  |                  |                 |                |                |  |
| <b>Main Line</b><br><b>Between:</b><br>Division Post (Pgh. Div.) and Division Post<br>Ft. Wayne Div.)<br>Passenger track ..... | 40               | 30              |                |                |  |
| Freight track .....  | 25               | 25              |                |                |  |
| <b>Bayard Branch</b><br><b>Between:</b><br>Rochester and Fairhope .....  | 25               | 25              |                |                |  |
| <b>River Branch</b><br><b>Between:</b><br>Yellow Creek and Division Post (P.H. Div.)   | 20               | 20              |                |                |  |
| <b>Toledo Branch</b><br><b>Between:</b><br>Toledo Jct. and Galena .....  | 40               | 30              |                |                |  |
| Trains and engines handling 250 ton wreck derricks are prohibited between Galena and Detroit.<br>1157-C3. Work trains          |                  |                 |                |                |  |
|  | Boom<br>Trailing | Boom<br>Forward | On<br>Curves   | Miles per Hour |  |
|  |                  |                 |                |                |  |
| <b>Main Line</b><br><b>Between:</b><br>Division Post (Pgh.Div.) and Division Post (Ft. Wayne Div.) .....                       | 30               | 20              | 20             |                |  |
| Division Post (Cgh. Div.) and Federal Street .....   | 30               | 20              | 20             |                |  |
| <b>Ohio Connecting Bridge</b><br><b>Between:</b><br>Jacks Run and Division Post (P. H. Div.) .....                             | 20               | 20              | 20             |                |  |
| Pennsylvania Ave. and Div. Post (P. H. Div.) .....   | 20               | 20              | 20             |                |  |
| <b>Low Grade Branch</b><br><b>Between:</b><br>Rochester and Division Post (Lake Div.) .....                                    | 30               | 20              | 20             |                |  |
| <b>Bayard Branch</b><br><b>Between:</b><br>Rochester and Fairhope... ..  | 30               | 20              | 20             |                |  |
| <b>River Branch</b><br><b>Between:</b><br>Yellow Creek and Division Post (P. H. Div.).....                                     | 30               | 20              | 20             |                |  |
| <b>Alliance Branch</b><br><b>Between:</b><br>Division Post (Lake Div.) and CP .....  | 30               | 20              | 20             |                |  |
| <b>Toledo Branch</b><br><b>Between:</b><br>Ecorse Jct. and Toledo Jct.....   | 30               | 20              | 20             |                |  |
| Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.                     |                  |                 |                |                |  |

| Main Line   | Miles per Hour |
|---|----------------|
| 1157-C4. Circus Trains.....   | *45            |
| 1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A  |                |
| —on straight track.....   | *30            |
| —on curves.....   | *20            |
| 1157-C7. Snow Plows in service.....   | *20            |
| Snow Flangers in service.....   | *20            |
| Passing station platforms and trains on adjacent tracks   | *5             |
| *When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.                                    |                |
| 1157-C8. Operating against current of traffic, except where Rule 261 is in effect—  |                |
| Main Line   |                |
| —Passenger Trains.....  | 50             |
| —Freight Trains.....  | 40             |
| Bayard Branch   |                |
| —Passenger Trains.....  | 40             |
| —Freight Trains.....  | 40             |
| Toledo Branch   |                |
| —Passenger trains.....  | 50             |
| —Freight trains.....  | 40             |
| 1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....  | 65             |
| NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.                                       |                |
| Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. |                |
| When handling such cars, conductors must know that enginemen have been so advised.  |                |
| 1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine....  | 30             |
| 1157-C12. Pushing Cars—Passenger trains.....  | 30             |
| —Freight trains.....  | 20             |
| 1157-C13. Track Cars—unless otherwise restricted..  | 20             |
| —when hauling track cars or trailers.....   | 15             |
| —hand cars operated under Rule 80.....  | 8              |
| —through crossovers and turnouts, and over highway and railroad crossings.....  | 5              |
| 1157-C15. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.....   | 35             |
| NOTE—When handling such cars Conductors must know that enginemen have been so advised.  |                |



| <p><b>1157-C16.</b> Trains handling D.M.&amp;I. ore cars in solid blocks<br/> When cars are loaded..... 30<br/> When cars are empty..... 35</p> <p>NOTE—When handling such cars Conductors must know that enginemen have been so advised.</p>  |   |                          |                           |                |  |
|--|---|--------------------------|---------------------------|----------------|--|
| <p><b>Toledo Branch</b><br/> <b>1157-C17.</b> Freight trains that consist entirely of mineral freight or have a mineral freight fill-out of more than 50 cars in a solid block..... 40</p> <p>NOTE—When handling such trains Conductors must know that enginemen have been so advised.</p> |   |                          |                           |                |  |
| <p><b>Bayard Branch</b><br/> <b>1157-C18.</b> Mineral freight trains eastward between Mile Post 42 and Mile Post 36..... 20</p> <p>When handling such trains, conductors must know that enginemen have been so advised.</p>  |   |                          |                           |                |  |
| <p><b>1157-C25.</b> Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:</p>  |   |                          |                           |                |  |
|  | <table border="1"> <thead> <tr> <th data-bbox="702 770 847 889">Breech<br/>End<br/>Forward</th> <th data-bbox="847 770 988 889">Breech<br/>End<br/>Trailing</th> </tr> <tr> <th colspan="2" data-bbox="702 889 988 961">Miles per Hour</th> </tr> </thead> </table> | Breech<br>End<br>Forward | Breech<br>End<br>Trailing | Miles per Hour |  |
| Breech<br>End<br>Forward   | Breech<br>End<br>Trailing   |                          |                           |                |  |
| Miles per Hour   |   |                          |                           |                |  |
| <p><b>Main Line</b><br/> <b>Between:</b><br/> Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.)<br/> —Passenger Tracks..... 40 20<br/> —Freight Tracks..... 30 20<br/> Division Post (Cgh. Div.) and Federal Street..... 30 20</p>  |   |                          |                           |                |  |
| <p><b>Ohio Connecting Bridge</b><br/> <b>Between:</b><br/> Pennsylvania Ave. and Division Post (P. H. Div.)..... 20 20<br/> Jacks Run and Division Post (P.H. Div.)..... 20 20</p>   |   |                          |                           |                |  |
| <p><b>Low Grade Branch</b><br/> <b>Between:</b><br/> Rochester and Division Post (Lake Div.)... 30 20</p>  |   |                          |                           |                |  |
| <p><b>Bayard Branch</b><br/> <b>Between:</b><br/> Rochester and Fairhope..... 30 20</p>  |   |                          |                           |                |  |
| <p><b>River Branch</b><br/> <b>Between:</b><br/> Yellow Creek and Division Post (P. H. Div.)..... 30 20</p>  |   |                          |                           |                |  |
| <p><b>Alliance Branch</b><br/> <b>Between:</b><br/> Division Post (Lake Div.) and CP ..... 30 20</p>   |   |                          |                           |                |  |
| <p><b>Toledo Branch</b><br/> <b>Between:</b><br/> Ecorse Jct. and Toledo Jct..... 30 20</p>  |   |                          |                           |                |  |
| <p>When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.<br/> When handling such cars conductors must know that enginemen have been so advised.</p>  |   |                          |                           |                |  |

## TURNOUTS

### 1157-D1. Maximum Speeds, unless otherwise Specified

#### Spring Switches

| Spring Switch Location                     | Movement Involving Spring Switch               | Miles per Hour |
|--|--|----------------|
| Vernon<br>North end of<br>northward siding | Facing.....                                    | 70             |
|  | Trailing—Not springing switch.                 | 70             |
|  | Trailing—Springing switch through turnout..... | 15             |

### 1157-D2. Maximum Speeds, unless otherwise Specified

|  | Miles Per Hour |
|--|----------------|
| Island Avenue—Diverging movement through hand-operated switches between Ohio Connecting Bridge and No. 2 track..           | 8              |
| Rochester —Diverging movement through crossover between No. 3 track and No. 2 track west end of interlocking...            | 10             |
| Alliance —Diverging movement through hand-operated switch between No. 3 track and Lake Division Main Track .....           | 10             |
| Non-Interlocked turnouts — diverging movements, except Class I-J-M-N-Q and T engines over No. 8 crossover or turnouts..... | 10             |

|   | Miles per Hour |          |
|---|----------------|----------|
|   | Forward        | Backward |
| Class I-J-M-N-Q and T engines through No. 8 crossovers or turnouts must not exceed speed indicated: | 10             | 5        |

This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:

| Location—  | Miles per Hour |          |
|--|----------------|----------|
|  | Forward        | Backward |
| Homewood Jct.:   |                |          |
| All crossovers .....   | ..             | 5        |
| Connection between Lake Division main track and Eastern Division No. 2 track ..... | ..             | 5        |



**1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal**

| Location  | Miles per Hour |
|---|----------------|
| Toledo Branch   |                |
| Olive—Maumee River Bridge No. 85.47, trains operating against Current of Traffic..... | 15             |

**CURVES, BRIDGES, ETC.**

**1157-F1. Maximum Speeds, unless otherwise Specified**

| Main Line:   | Miles per Hour |
|--|----------------|
| First Curve West of Bridge 0.33.....   | 20             |
| First Curve West of Federal Street Station.....  | 20             |
| Second Curve West of Federal Street Station.....   | 30             |
| All Curves, Pennsylvania Ave. to and including curve at Island Ave., No. 4 track.....                                    | 45             |
| All Curves Jacks Run to Pennsylvania Ave., No. 1 track .....   | 50             |
| Curve at East Conway Block Station, No. 1 track  | 60             |
| Curve at Mile Post 25 East of Rochester Freight Station No. 1 track.....   | 60             |
| Curve at Rochester Station.....  | 40             |
| Curve west of Rochester Block Station No. 2 track  | 35             |
| Curve west of Rochester Block Station No. 1 track  | 30             |
| First Curve west of Bridge 29.25 No. 2 track east of Beaver Falls .....  | 50             |
| First Curve west of Bridge 29.25 No. 1 track east of Beaver Falls .....  | 60             |
| All Curves Beaver Falls to Mile Post 34.....   | 60             |
| Curve at Homewood Junction.....  | 45             |
| All Curves Mile Post 37 to Mile Post 40.....   | 45             |
| Second Curve east of Mile Post 40.....   | 40             |
| First Curve west of Mile Post 42.....  | 45             |
| First Curve east of Mile Post 43, No. 1 track.....   | 55             |
| First Curve east of Mile Post 43, No. 2 track.....   | 60             |
| First Curve west of Mile Post 44.....  | 60             |
| On all Curves between a point one fourth mile east of Mile Post 45 and a point one-fourth mile west of Mile Post 47..... | 50             |
| Curve at Buckeye.....  | 60             |
| All Curves west of Mile Post 62 to Mile Post 64..  | 60             |
| First Curve west of Mile Post 64.....  | 55             |
| First Curve west of Mile Post 65.....  | 60             |
| First Curve east and first Curve west of Mile Post 66 .....  | 50             |
| All Curves Mile Post 67 to Mile Post 69.....   | 60             |
| First Curve east of Mile Post 72.....  | 60             |
| First Curve west of Mile Post 72.....  | 55             |
| First Curve east of Mile Post 75.....  | 60             |
| Alliance-Lake Division Crossing.....   | 25             |
| Wall—N. Y. C. Crossing.....  | 40             |
| Canton—Reverse Curve west of Wandle.....   | 40             |
| Canton—Curve at Market Street.....   | 50             |
| First Curve west of Urban.....   | 60             |
| First Curve east of Mile Post 109.....   | 60             |
| First Curve east of Massillon Station.....   | 50             |
| First Curve west of Massillon Station.....   | 60             |
| First Curve west of M. & C. Junction.....  | 60             |
| Orrville—Lake Division Crossing.....   | 50             |
| All Curves Mile Post 129 to Mile Post 135, No. 1 track .....   | 20             |
| Mile Post 130 to Mile Post 133, all Curves, No. 3 track .....  | 50             |
| Mile Post 130 to Mile Post 133, all Curves, No. 2 track .....  | 45             |
| All Curves west of Mile Post 133 to and including First Curve west of Mile Post 135, No. 2 and No. 3 tracks .....        | 60             |

| <b>Main Line:</b>  | Miles<br>per Hour |
|--|-------------------|
| Westward Freight Trains using No. 3 track passing distant signal for Big Run.....              | 45                |
| All Curves west of Mile Post 153 to and including First Curve west of Mile Post 154.....       | 60                |
| First Curve east and First Curve west of Mile Post 165 .....                                   | 60                |
| First Curve east of Mile Post 168.....   | 60                |
| On No. 1 and No. 2 tracks Mile Post 175 to B. & O. Junction.....                               | 40                |
| Curves between Mile Post 175 and Mansfield Interlocking Station, No. 3 track.....              | 15                |
| <b>Bayard Branch:</b>  |                   |
| Between Mile Post 18 and Mile Post 19 .....  | 35                |
| Between a point 500 feet east of Mile Post 20 and a point 1000 feet west of Mile Post 20 ..... | 25                |
| All Curves between Wellsville Station and 1800 feet west of Mile Post 23 No. 2 track.....      | 15                |
| Curve, Yellow Creek.....   | 20                |
| Between Mile Post 55 and Mile Post 58—No. 1 track..  | 35                |
| Between Mile Post 61 and Mile Post 62—No. 1 track..  | 35                |
| Between Mile Post 65 and Mile Post 67—No. 1 track..  | 35                |
| <b>River Branch:</b>   |                   |
| On No. 1 track at Mile Post 1 west of Yellow Creek...  | 20                |
| On No. 2 track between a point 2000 feet west of Mile Post 7 and Mile Post 12.....             | 20                |
| <b>Toledo Branch:</b>  |                   |
| Curve at Olive .....   | 10                |
| Curve at Woodville .....   | 60                |
| Curve between Coleman and Tiffin .....   | 30                |
| Tiffin Interlocking.....   | 30                |
| Signal 161 south of Tiro   |                   |
| Northward passenger trains.....  | 50                |
| Northward freight trains.....  | 30                |
| Trains with J-1, Q-1 and Q-2 type engines:   |                   |
| Both main tracks over Toledo   |                   |
| Terminal crossing Walbridge .....  | 35                |

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise Restricted

| Class<br>Steam Engines | Miles per Hour |                   |                        |
|------------------------|----------------|-------------------|------------------------|
|                        | Backward       | Forward—<br>Light | Forward—<br>with train |
| A.....                 | 20             | 20                | 20                     |
| B.....                 | 25             | 25                | 25                     |
| C.....                 | 20             | 20                | 20                     |
| E.....                 | 35             | 50                | 70                     |
| G.....                 | 35             | 50                | 70                     |
| H.....                 | 35             | 40                | 50                     |
| I.....                 | 25             | 40                | 50                     |
| J.....                 | 40             | 40                | 50                     |
| K.....                 | 35             | 50                | 70                     |
| L.....                 | 35             | 40                | 50                     |
| M.....                 | 35             | 50                | 70                     |
| N.....                 | 30             | 40                | 50                     |
| Q.....                 | 40             | 40                | 50                     |
| T.....                 | 40             | 50                | 70                     |
| Rail Motor Cars..      | 65             | 65                | 65                     |



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

## NOTE—

## Road Diesel Engines.

First letter designates builder:

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

“B”—Baldwin-Lima-Hamilton Corporation.

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

“F”—Fairbanks, Morse and Company.

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

“F”—Freight.

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

“P”—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower

“40”—4000 Horsepower

“16”—1600 Horsepower

“45”—4500 Horsepower

“20”—2000 Horsepower

“48”—4800 Horsepower

“22”—2250 Horsepower

“50”—5000 Horsepower

“30”—3000 Horsepower

“60”—6000 Horsepower

“32”—3200 Horsepower

“64”—6400 Horsepower

Final letter indicates special features as follows:

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

### Yard Diesel Engines.

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

### SECONDARY TRACKS AND SIDINGS

#### 1157-H1. Maximum Speeds, unless otherwise Specified

| Track             | Between   | And  | Miles<br>perHour |
|-------------------|---|--|------------------|
| 101.....          | Federal Street....  | Division Post(Cgh.<br>Div.).....                                       | 15               |
| 5.....            | Pennsylvania Ave.   | Columbus Avenue  | 15               |
| 0.....            | Jacks Run .....   | Pennsylvania Ave.  | 15               |
| 0.....            | East Conway.....  | West Conway....  | 25               |
| 98.....           | West Conway....   | East Conway.....   | 15               |
| 99.....           | East Conway.....  | West Conway....  | 15               |
| 911.....          | E. End of No. 9 Yd.<br>Conway, 4200<br>feet east of West<br>Conway..... | W. End of No. 9 Yd<br>Conway, 1200<br>feet east of West<br>Conway..... | 15               |
| 102.....          | Ramp. ....  | New Galilee ....   | 15               |
| 102.....          | Leetonia .....  | Salem .....  | 15               |
| 101.....          | CP .....  | Beloit .....   | 15               |
| 7.....            | CP .....  | Alliance .....   | 15               |
| 47.....           | Fairhope.....   | West End 5 Yard<br>Canton,4300 feet<br>east of Stark....               | 15               |
| 49.....           | Fairhope.....   | No. 31 track switch,<br>4200 feet west of<br>Fairhope.....             | 15               |
| 97.....           | Fairhope.....   | East End 8 Yard<br>Canton,5500 feet<br>west of Fairhope                | 15               |
| 96.....           | Stark.....  | East End 8 Yard<br>Canton,5700 feet<br>west of Fairhope                | 15               |
| 101.....          | McKinley.....   | Urban .....  | 15               |
| Beaver Valley.... | Vanport .....   | Bridgewater<br>P. & L. E. R. R...                                      | 15               |
| Yellow Creek .... | River.....  | Branch .....   | 15               |
| M. & C.....       | M. & C. Jct.....  | East Gravel .....  | 15               |
| All sidings.....  |   |  | 15               |

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





| LOCATION  | CLASS OF ENGINES           |  |   |       |                           |   |   |           |                |   | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |   |
|---|----------------------------|--|---|-------|---------------------------|---|---|-----------|----------------|---|---|---|---|
|   | B, AS6, BS6, BS7, ES6, G34 | AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16 | C | E, H6 | G, AP60, BP60, EP60, FP60 | H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64, | I | Q1, Q2, J | K, BP60A, BH50 | L |   | M | N |
| <b>PITTSBURGH, N. S.—Cont.</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Island Ave.—  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Through crossovers and turnouts not otherwise restricted at east and west ends of east and westbound yards..... |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| Connection to No. 0 track   |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| Manchester Yard, except No. 60 track.....   |                            |  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| Verner Yard.....  |                            |  |   |       |                           |   | X | X         |                | X | X   | X | X |
| Verner Yard, under shake-out apparatus at coal dock....   | X                          | X  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| <b>BEN AVON:</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| J. Berekbichler, track.....   |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| J. Berekbichler, trestle.....   | X                          | X  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| <b>EMSWORTH:</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Tejan Coal & Supply Co., track and Trestle, from a point 500 ft. east of entrance from main track.....          |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| <b>GLENFIELD:</b>   |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Farm Industrial Tractor Corp. track, from a point 240 ft. west of entrance from No. 1 track.....                |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| <b>HAYSVILLE:</b>   |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Sterling Varnish Track.....   |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| <b>EDGEWORTH:</b>   |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Industrial Lining Engineers trestle.....  | X                          | X  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| <b>LEETSDALE:</b>   |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| { Bethlehem Steel Co., Lead track.....  |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| { All tracks in plant.....  |                            |  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| American Bridge Co., U. S. Navy Plant tracks.....   |                            |  |   |       |                           |   | X | X         |                | X | X   | X | X |
| <b>AMBRIDGE:</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Team Track beyond switch to Ambridge Supply Co.....   |                            |  | X |       |                           |   | X | X         |                | X | X   | X | X |
| American Bridge Co., Yard.....  |                            |  |   |       |                           |   | X | X         | X              | X | X   | X | X |
| <b>ECONOMY INDUSTRIAL TRACK:</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| East of 16th Street.....  |                            |  |   |       |                           |   | X | X         |                | X | X   | X | X |
| A. M. Byers Co.....   |                            |  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| Spang Chalfant & Co., except receiving and delivery tracks.....   |                            |  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| All other industrial tracks in Economy Yard.....  |                            |  |   |       |                           |   | X | X         |                | X | X   | X | X |
| <b>GONWAY:</b>  |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| Coal Tipple at car shops.....   |                            |  | X |       |                           |   | X | X         | X              | X | X   | X | X |
| Power Plant Trestle.....  |                            | X  | X | X     | X                         | X   | X | X         | X              | X | X   | X | X |
| Through crossovers and turnouts—east and west end of yards 4, 5, 8 and 12.....                                  |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| Enginehouse layout.....   |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| Car shop yard.....  |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| East end of yards 2, 6 and 9.   |                            |  |   |       |                           |   | 5 | 5         | 5              | 5 | 5   | 5 | 5 |
| <b>FREEDOM:</b>   |                            |  |   |       |                           |   |   |           |                |   |   |   |   |
| No. 0 (naught) Track—West Conway and Rochester.....   |                            |  | X |       |                           |   | X | X         |                | X | X   | X | X |
| West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....                                       |                            |  | X |       | X                         |   | X | X         | X              | X | X   | X | X |











| LOCATION  | CLASS OF ENGINES           |  |    |       |                           |   |    |           |                |    |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |   |
|---|----------------------------|--|----|-------|---------------------------|---|----|-----------|----------------|----|----|---|---|---|
|   | B, AS6, BS6, BS7, ES6, GS4 | AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16 | C  | E, H6 | G, AP60, BP60, EP60, FP60 | H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64, | I  | Q1, Q2, J | K, BP60A, BH60 | L  | M  |   | N | T |
| <b>ORRVILLE:</b>  |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Orrville Milling Co.....  |                            |  | X  |       |                           |   | X  | X         |                |    | X  | X   | X | X |
| Milling Co. tipple.....   | X                          | X  | X  |       | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| Station Tracks, South Side, beyond stock pen chute.....                               |                            |  |    |       |                           |   | X  | X         |                |    | X  | X   | X | X |
| Ohio Wood Preserving Co.....  |                            | X  |    |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Milk Condensing Co.....   |                            |  | X  | X     | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| East and West ends of Nos. 95 and 97 tracks.....                                      |                            |  |    |       |                           |   | X  | X         | X              |    | X  |   | X | X |
| East end of Nos. 15 and 16 tracks.....  |                            |  |    |       |                           |   | X  | X         | X              |    | X  |   | X | X |
| East end of scale track.....  |                            |  |    |       |                           |   | X  | X         | X              |    | X  |   | X | X |
| Coal Dock track.....  |                            |  |    |       |                           |   | X  | X         | X              |    | X  |   | X | X |
| South ladder east of Hump to Nos. 10, 11, 12 and 13 tracks.....                       |                            |  |    |       |                           |   |    | X         | X              |    | X  |   | X | X |
| West end of No. 15 track.....   |                            |  |    |       |                           |   |    | X         | X              |    | X  |   | X | X |
| <b>SMITHVILLE:</b>  |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Tyler Grain Co. track.....  |                            |  |    |       |                           |   |    | X         |                | X  |    | X   |   | X |
| <b>WOOSTER:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Board of Trade Track, east of station.....  |                            |  | X  |       |                           |   | X  | X         | X              | X  | X  | X   | X | X |
| International Paper Co. track.....  |                            |  | X  |       | X                         |   | X  | X         | X              | X  | X  | X   | X | X |
| Freight House tracks.....   |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Minglewood Coal Co. track.....  |                            |  | X  |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Buckeye Aluminum Co.....  |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Madison Ave. Team Track.....  |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Wooster Preserving Co.....  |                            |  |    |       |                           |   | X  | X         | X              |    | X  | X   | X | X |
| Board of Trade tracks west of Mile Post 136.....                                      |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Timken Roller Bearing track.....  |                            |  | X  |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Pump Station track, 2500 feet west of Mile Post 140.....                              |                            |  |    |       |                           |   |    | X         |                | X  | X  | X   |   | X |
| <b>MARSH:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Engines using Wye Track...  | 5                          | 5  | 5  | 5     | 5                         | 5   | 5  | 5         | 5              | 5  | 5  | 5   | 5 | 5 |
| <b>SHREVE:</b>  |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Station tracks.....   |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   |   | X |
| <b>LOUDONVILLE:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Loudonville Mill & Grain Co.....  |                            |  | X  |       | X                         |   | X  | X         | X              | X  | X  | X   | X | X |
| Dudtes Coal Co. track.....  |                            |  |    |       |                           |   | X  | X         | X              | X  | X  | X   | X | X |
| Dudtes Coal Co., trestle.....   | X                          | X  | X  | X     | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| Loudonville Yard tracks.....  |                            |  |    |       |                           |   | X  | X         |                | X  | X  | X   |   | X |
| <b>MOHICAN:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Switching track to South Loudonville.....   | 10                         | 10   | 10 | 10    | 10                        | 10  | 10 | X         | 10             | 10 | 10 | 10  | X | X |
| <b>MELCO:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Melco-Power House track, from a point 200 feet west of entrance from No. 1 track..... |                            |  |    |       |                           |   | X  | X         | X              | X  | X  | X   | X | X |
| <b>LUCAS:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Lucas Station track, beyond east end of passenger station.....                        |                            |  |    |       |                           |   | X  | X         | X              | X  | X  | X   | X | X |
| <b>MANSFIELD:</b>   |                            |  |    |       |                           |   |    |           |                |    |    |   |   |   |
| Freight House tracks.....   |                            |  | X  | X     | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| All industrial sidings except those shown below.....                                  |                            |  | X  | X     | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| Martin Steel Products Co.....   |                            |  | X  | X     | X                         |   | X  | X         |                | X  | X  | X   | X | X |
| Syndicate Track.....  |                            |  | X  | X     | X                         | X   | X  | X         | X              | X  | X  | X   | X | X |
| Cleveland Grain Co.....   |                            |  | X  |       |                           |   | X  | X         |                | X  | X  | X   | X | X |
| Erie Interchange track.....   |                            |  |    |       |                           |   | X  | X         | X              |    | X  | X   | X | X |
| B. & O. Interchange track.....  |                            |  |    |       |                           |   | X  | X         | X              |    | X  | X   | X | X |



| LOCATION   | CLASS OF ENGINES           |  |   |       |                           |  |    |           |                |   |   | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |
|--|----------------------------|--|---|-------|---------------------------|--|----|-----------|----------------|---|---|---|---|
|  | B, AS6, BS6, BS7, ES6, GS4 | AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16 | C | E, H6 | G, AP60, BP60, EP60, FP60 | H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64 | I  | Q1, Q2, J | K, BP60A, BH50 | L | M |   | N |
| <b>Bayard Branch</b>   |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| <b>BRIDGE 4.47:</b>  |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| West of Merrill No. 2 track.....   |                            |  |   |       |                           |  | 40 | 40        |                |   |   | 40  |   |
| <b>MIDLAND:</b>  |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| Engine ash pit track.....  |                            |  |   |       |                           |  | X  | X         |                |   | X | X   | X |
| Water works pump station track.....  |                            |  |   |       |                           |  | X  | X         |                |   | X | X   | X |
| Midland Hill Track.....  |                            |  |   |       |                           |  | X  | X         |                |   | X | X   | X |
| <b>MIDSTEEL:</b>   |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| Turnouts to No's. 6 and 7 tracks from west No. 1 track to yard tracks at west end of yard..... |                            |  |   |       |                           |  |    | X         |                |   | X |   | X |
| <b>LAUGHLIN:</b>   |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| National Drawn Steel Co....  |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| The Patterson Foundry and Machine Co.....  |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| The Patterson Foundry and Machine Co., trestle.....  | X                          | X  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Hall China Co.....   |                            |  |   |       | X                         | X  | X  | X         | X              | X | X | X   | X |
| Louthan Pennz Oil.....   |                            |  |   |       | X                         | X  | X  | X         | X              | X | X | X   | X |
| Smith-Phillips China Co.....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Potters Mining & Milling Co., No. 2 track.....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Team Track.....  |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Patterson Foundry and Machine Co. (Refractories Dept.).....                                    |                            |  | X |       | X                         |  | X  | X         | X              | X | X | X   | X |
| American Vitrified Products Co.....  |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Kerr Lumber Co.....  |                            |  |   |       | X                         |  | X  | X         | X              | X | X | X   | X |
| <b>EAST LIVERPOOL:</b>   |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| Midway Oil Company.....  |                            |  | X |       | X                         |  | X  | X         | X              | X | X | X   | X |
| C. C. Thompson Pottery Co. track.....  |                            |  | X |       | X                         |  | X  | X         | X              | X | X | X   | X |
| Outbound Freight.....  |                            |  |   |       |                           |  | X  | X         | X              | X | X | X   | X |
| Potters Supply Co.....   |                            |  |   |       |                           |  | X  | X         | X              | X | X | X   | X |
| A. W. Crawford Co.....   |                            |  |   |       |                           |  | X  | X         | X              | X | X | X   | X |
| S. C. Williams.....  |                            |  |   |       |                           |  |    | X         |                |   | X |   | X |
| South Siding between Union St. and Broadway.....   |                            |  | X |       | X                         |  | X  | X         | X              | X | X | X   | X |
| South Siding from a point 800 feet east of Thompson crossover to the east end of siding.....   |                            |  | X |       | X                         |  | X  | X         | X              | X | X | X   | X |
| Goldings & Sons No. 1.....   |                            |  |   |       | X                         |  | X  | X         | X              | X | X | X   | X |
| Goldings & Sons No. 2.....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Hill Track except Enterprise Coal Co. trestle.....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Bridge 0.84, Enterprise Coal Co. trestle.....  | X                          | X  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| A. & P. Co. Track.....   | X                          | X  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Market St. Team Yard No. 116.....  | X                          | X  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| <b>WELLSVILLE:</b>   |                            |  |   |       |                           |  |    |           |                |   |   |   |   |
| McLain Brick Co. (Champion Works).....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Stevenson Foundry, all engines restricted beyond a point (300) feet from switch.....           |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| Belt Line.....   |                            |  | X | X     | X                         | X  | X  | X         | X              | X | X | X   | X |
| House Tracks.....  |                            |  |   |       |                           |  | X  | X         | X              | X | X | X   | X |
| McLain Brick Company—Buckeye Plant.....  |                            |  |   |       |                           |  | X  | X         | X              | X | X | X   | X |

| LOCATION  | CLASS OF ENGINES           |  |   |       |                           |   |    |           |                |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |    |    |
|---|----------------------------|--|---|-------|---------------------------|---|----|-----------|----------------|----|---|----|----|
|   | B, AS6, BS6, BS7, ES6, GS4 | AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16 | C | E, H8 | G, AP60, BP60, EP60, FP60 | H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64, | I  | Q1, Q2, J | K, BP60A, BH50 | L  |   | M  | N  |
| <b>McCULLOUGH:</b><br>Yard tracks, east of State<br>Route 213 Grade Crossing.....                                   |                            |  |   |       |                           |   | X  | X         |                | X  | X   | X  | X  |
| <b>IRONDALE:</b><br>McLain Brick Co.—<br>(Irondale Works).....  |                            |  |   |       |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>NEW SALISBURY:</b><br>McLain Brick Co.—<br>(Colonial Works).....   |                            |  |   |       |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>SALINEVILLE:</b><br>Yard tracks Nos. 8, 10, 12<br>14, 16 and 18.....   |                            | X  |   |       |                           |   | X  | X         |                | X  | X   | X  | X  |
| <b>SALINEVILLE<br/>INDUSTRIAL TRACK.....</b>  |                            | X  |   |       |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>SUMMITVILLE:</b><br>Summitville Brick Co.....  |                            | X  |   | X     |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>KENSINGTON:</b><br>Kensington Coal Co.....   |                            | X  |   | X     |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>River Branch</b>   |                            |  |   |       |                           |   |    |           |                |    |   |    |    |
| <b>EMPIRE:</b><br>Union Fire Clay Co., side<br>track, beyond second road<br>crossing, 165 feet west of<br>frog..... |                            | X  | X | X     | X                         |   | X  | X         | X              | X  | X   | X  | X  |
| Bridge 5.62 west of Empire..  |                            |  |   |       |                           |   | 25 | 25        |                | 25 | 25  | 25 | 25 |
| <b>TORONTO:</b><br>Toronto Paper Mfg. Co.....   |                            |  |   | X     |                           |   | X  | X         | X              | X  | X   | X  | X  |
| Kaul Clay Co.....   |                            | X  |   | X     |                           |   | X  | X         | X              | X  | X   | X  | X  |
| <b>BEAVER VALLEY<br/>SECONDARY TRACK:</b><br>State Road to P. & L. E. R. R.<br>connection.....                      |                            |  |   |       |                           |   | X  | X         | X              | X  | X   | X  | X  |
| Side Tracks, State Road to<br>Buffalo St., 1.6 miles east<br>thereof.....   |                            |  |   |       |                           |   | X  | X         | X              | X  | X   | X  | X  |
| Side Tracks, Buffalo St. to<br>Fair Ave., 1.3 miles east<br>thereof.....  | (*)                        | X  | X | X     | X                         |   | X  | X         | X              | X  | X   | X  | X  |

(\*) Class AS16, BS16, FS16, ES12, ES15 engines are prohibited on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary track.



| LOCATION   | CLASS OF ENGINES           |   |       |   |                           |   |   |   |            |  |                              | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |
|--|----------------------------|---|-------|---|---------------------------|---|---|---|------------|--|------------------------------|---|
|  | B, AS6, BS6, ES6, BS7, GS4 | C | E, H6 | G | H, FS10, FS20, BS24, LS25 | I | L | N | J, M, Q, T | K, EH60, FF60, BF60, BP60, BP60A, BH50 | FP60, EP60, EF60, AP60, AF60 |   |
| <b>Toledo Branch</b>                                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| <b>DETROIT:</b>  |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Fort St. Union Depot                                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Viaduct  | X                          |   |       | X | X                         | X | X | X | X          | X                                      |                              |   |
| Summit St. Team track                                  |                            |   | X     |   | X                         | X | X | X | X          | X                                      |                              | X   |
| <b>LINCOLN PARK:</b>                                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Wayne County Commissioners track                       |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| State Street Team Track                                |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Home Fuel Co. track                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Renier Co. track                                       |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Edward Levy trestle                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Scurlock Coal Co. track                                |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Fuel Supply Co. track                                  |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Phillip G. Smith Co. track                             |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Lead to Lincoln Coal Co. Track                         |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Keystone Oil Refining track                            |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Martin Foundry Co. track                               |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Timken-Detroit Axle Co. track                          |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>TOLEDO:</b>   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Maumee River   |                            |   |       |   |                           | X |   | X |            |  |                              | X   |
| Br. 85.47 to Galena                                    |                            |   |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| Karavan Coffee track                                   |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| City Fuel Co. track                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Toledo Steel Products track                            |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Switching track on Water St. as far south as Adams St. |                            |   |       | X |                           | X | X | X | X          | X                                      | X                            | X   |
| Same track south of Adams St.                          |                            | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Toledo Edison tracks as follows:                       |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Water St. Station empty track                          |                            | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Acme Station—Gantry track                              | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Acme Station—Dry Pocket track                          | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Acme Station—Down Hill track                           | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Acme Station—Turbine Room track                        | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Acme Station—Empty track beyond limit sign             | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Jarka Great Lakes Corp. No. 1 Dock                     | X                          | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Jarka Great Lakes Corp. tracks                         | X                          |   | X     |   | X                         |   | X | X | X          | X                                      |                              | X   |
| <b>WALBRIDGE:</b>                                      |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Toledo Terminal Connection                             |                            |   |       |   |                           | X |   | X | X          |  |                              | X   |
| <b>WOODVILLE:</b>                                      |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Ohio Hydrate tracks                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Elevator track   |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Woodville Lime Products tracks                         |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Standard Lime & Stone Co. tracks                       |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>GIBSONBURG:</b>                                     |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Gibsonburg Elevator track                              |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Station track  |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| U. S. Gypsum tracks                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Gibsonburg Lime Products tracks                        |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Kelly Island tracks                                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Gibsonburg Canning Co. track                           |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>BURGOON:</b>  |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Interchange track                                      |                            |   |       | X |                           | X |   | X | X          | X                                      |                              | X   |

| LOCATION                             | CLASS OF ENGINES           |   |       |   |                           |   |   |   |            |  |                              | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |
|--------------------------------------|----------------------------|---|-------|---|---------------------------|---|---|---|------------|--|------------------------------|---|
|                                      | B, AS6, BS6, ES6, BS7, GS4 | C | E, H6 | G | H, FS10, FS20, BS24, LS25 | I | L | N | J, M, Q, T | K, EH60, FF60, BF60, BP60, BP60A, BH50 | FP60, EP60, EF60, AP60, AF60 |   |
| <b>BETTSVILLE:</b>                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Basic Dolomite tracks.....           |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            |   |
| Elevator track.....                  |                            |   |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>MAPLE GROVE:</b>                  |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| N. K. P. Connection.....             |                            |   |       |   |                           | X |   | X | X          |  |                              | X   |
| <b>TIFFIN:</b>                       |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Freight House tracks.....            |                            |   |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| Machinery Loading track.....         |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Loudenslager track.....              |                            |   |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| Ohio Power Co. track.....            |                            | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Team track.....                      |                            | X |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| Smith Coal & Ice track.....          |                            | X |       |   |                           | X |   | X | X          | X                                      | X                            | X   |
| Hopple tracks inside gate.....       |                            | X | X     | X | X                         | X | X | X | X          | X                                      | X                            | X   |
| Webster Mfg. tracks.....             |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Industrial Lead.....                 |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Coal Dock track.....                 |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| South lead to coaling track.....     |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Tiffin Art Metal track.....          |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Sterling Grinding Wheel tracks.....  |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| U. S. Glass tracks.....              |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Standard Sanitary Mfg. tracks.....   |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Kelly Island track.....              |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Nat'l Machinery, westerly track..... |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Groman Bro. track.....               |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |
| Station track.....                   |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Floom Fleck Co. track.....           |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Graveldinger track.....              |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| General Electric track.....          |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>BLOOMVILLE:</b>                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| France Quarry track.....             |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Station track.....                   |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |
| Elevator track.....                  |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |
| <b>CARROTHERS:</b>                   |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Northwest wye.....                   |                            |   |       |   |                           |   |   | X |            |  |                              | X   |
| <b>NEW WASHINGTON:</b>               |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Sibler track.....                    |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Lumber track.....                    |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |
| <b>TIRO:</b>                         |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Station and Industrial tracks.....   |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| <b>VERNON:</b>                       |                            |   |       |   |                           |   |   |   |            |  |                              |   |
| Big Four Connection.....             |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |
| Big Four Interchange.....            |                            |   |       | X |                           | X |   | X | X          | X                                      | X                            | X   |
| Ohio Power track.....                |                            |   |       |   |                           |   |   | X | X          | X                                      | X                            | X   |



**1160-A2.** On account of short wheel base which prevents proper shunting of track circuits where dead sections are in existence, diesel-electric class GS-4 engines must not be operated over the Erie Railroad crossing at Mansfield unless one or more cars are attached.

#### Other Equipment Restrictions

**1160-B1.** Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 engines.

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

**1160-B2.** Cars 50 to 52 feet in length must not be placed on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary track, unless coupled to 40 foot cars and handled with extreme care. Cars exceeding 52 feet in length are prohibited on these tracks.

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

| Main Line or Branch           | Between      | And             | Bridge                          | Note  |
|-------------------------------|--------------|-----------------|---------------------------------|-------|
| Ben Avon                      | .....        | .....           | J. Berkbickler trestle          | ..... |
| Emsworth                      | .....        | .....           | Tejan Coal & Supply Co. trestle | ..... |
| Conway                        | .....        | .....           | Power Plant trestle             | ..... |
|                               | .....        | .....           | Shop yard trestle               | ..... |
| North Rochester Branch        | New Brighton | North Rochester | .....                           | ..... |
| Block House-Run Branch        | New Brighton | End of Branch   | .....                           | ..... |
| Oil Street Branch             | Beaver Falls | End of Branch   | .....                           | ..... |
| Columbiana                    | .....        | .....           | Public trestle                  | ..... |
| Orrville                      | .....        | .....           | Milling Co. trestle             | ..... |
| Loudonville                   | .....        | .....           | Dudtes Coal Co. trestle         | ..... |
| Beaver Valley Secondary track | Vanport      | Bridgewater     | .....                           | ..... |
| Salineville Industrial track  | Salineville  | Sterling Mine   | .....                           | ..... |
| Toledo Branch                 | Toledo Jct.  | Galena          | .....                           | 1     |
|                               | Galena       | Detroit         | .....                           | ..... |

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders.

NOTE 1. May be moved under the same restrictions as obtain for Class J engines: the derrick, however, must be separated from the engine by at least two cars, which may be loaded.

### Overhead Clearance

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

Bayard Branch—Between Shale and Yellow Creek eastward to operate retaining valve handles.

All Yard Humps

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

### Side Clearance

**1163-A3.** Employees must not ride on side of any car or engine while movements are being made passing Diesel Sanding Facilities located as follows:

Conway—On Diesel Fueling track 150 feet east of mile post 21.

On O secondary track 2800 feet west of mile post 23.

Canton—On track adjacent to coal dock.

**1163-B2.** Storm windows on cab of class "J" locomotive must be closed when standing or moving on all yard, storage or enginehouse tracks.

## USE OF TELEPHONES

### Trainphone

**1164-A2.** Conductors of trains having a trainphone equipped cabin car, will make trainphone test with the first block station after departing from their initial terminal.

Block operators, in turn, will promptly notify train dispatchers that cabin car is trainphone equipped.

## MOVEMENT BY TRAIN ORDERS

**1201-A1.** Location of Train Dispatchers—  
Pittsburgh.

Train Dispatchers in charge as follows:

Main Line US to Crestline:

#### Branches:

Bayard

River (Yellow Creek to Rockville)

Scully (O. C. Bridge tracks No. 1,  
No. 2, No. 3 and No. 4.)

Toledo.

Conemaugh Division Train Dispatchers in charge, Division Post Conemaugh Division to Federal Street.

Lake Division Train Dispatchers in charge of Low Grade Branch, Rochester to Division Post Lake Division, and of Alliance Branch, Division Post Lake Division to CP.

**1201-A2.** Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.



### SIGNAL RULES

**Movement of Trains in the same Direction by Block Signals  
1251-A1. Rules 251, 253 and 254 in effect:**

|           | Track                            | Between                      | And                                   |
|-----------|----------------------------------|------------------------------|---------------------------------------|
| Main Line | No. 1 and No. 2                  | Division Post<br>(Cgh. Div.) | Federal Street                        |
|           | No. 1, No. 2, No. 3<br>and No. 4 | Pennsylvania<br>Ave.         | Rochester                             |
|           | No. 1 and No. 2                  | Rochester                    | CP                                    |
|           | No. 1, No. 2 and No. 3           | CP                           | Fairhope                              |
|           | No. 1, No. 2, No. 3<br>and No. 4 | Fairhope                     | McKinley                              |
|           | No. 1, No. 2 and No. 3           | McKinley                     | Urban                                 |
|           | No. 1 and No. 2                  | Urban                        | Orrville                              |
|           | No. 1, No. 2, No. 3<br>and No. 4 | Orrville                     | Smithville                            |
|           | No. 1, No. 2 and No. 3           | Smithville                   | Big Run                               |
|           | No. 1, No. 2, No. 3<br>and No. 4 | Big Run                      | Marsh                                 |
|           | No. 1 and No. 2                  | Marsh                        | Lucas                                 |
|           | No. 1 and No. 3                  | Lucas                        | Toledo Jct.                           |
|           | No. 1, No. 2 and No. 3           | Toledo Jct.                  | Division Post<br>(Fort Wayne<br>Div.) |

|                  |                 |             |             |
|------------------|-----------------|-------------|-------------|
| Toledo<br>Branch | Single          | Ecorse Jct. | Carleton    |
|                  | No. 1 and No. 2 | Galena      | Gibsonburg  |
|                  | No. 1 and No. 2 | Burgoon     | Coleman     |
|                  | No. 1 and No. 2 | Bloomville  | Carrothers  |
|                  | Single          | Carrothers  | Toledo Jct. |

**Opposing and Following Movement of Trains by Block  
Signals.**

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

|                  | Track                            | Between        | And                  |
|------------------|----------------------------------|----------------|----------------------|
| Main Line        | No. 1 and No. 2                  | US             | Federal Street       |
|                  | No. 1, No. 2, No. 3<br>and No. 4 | Federal Street | Pennsylvania<br>Ave. |
|                  | No. 2                            | Lucas          | Toledo Jct.          |
| Toledo<br>Branch | Single                           | Gibsonburg     | Burgoon              |
|                  | Single                           | Coleman        | Bloomville           |

### MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

|                 | Track           | Between                      | And                          |
|-----------------|-----------------|------------------------------|------------------------------|
| Main Line       | No. 3           | Wall                         | Superior                     |
| Alliance Branch | Single          | Division Post<br>(Lake Div.) | CP                           |
| River Branch    | No. 1 and No. 2 | Branch                       | Division Post<br>(P.H. Div.) |

**1317-A1. Rule 317** will apply:

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

**For Movements Against Current of Traffic**

Main Line—Between Division Post (Cgh. Div.) and Federal Street.

Between Pennsylvania Avenue and Division Post (Ft. Wayne Div.) except No. 2 track between Lucas and Toledo Jct.

Ohio Connecting Bridge—Between Pennsylvania Ave. and Division Post (P. H. Div.) on Ohio Connecting Bridge No. 3 and No. 4 tracks.

Between Jacks Run and Division Post (P.H. Div.) on Ohio Connecting Bridge No. 1 and No. 2 tracks.

Low Grade Branch—Between Rochester and Division Post (Lake Div.)

Bayard Branch—Between Rochester and Superior on No. 2 track.

Between Rochester and Fairhope on No. 1 track.

River Branch—Between Yellow Creek and Division Post (P. H. Div.) on No. 1 and No. 2 tracks.

Toledo Branch—Between Galena and Gibsonburg on No. 1 and No. 2 tracks.

Between Burgoon and Coleman on No. 1 and No. 2 tracks.

Between Bloomville and Carrothers on No. 1 and No. 2 tracks.

**1318-A1. Rule S-318**

Does not apply between Ecorse Jct. and Penford on Toledo Branch.



### AUTOMATIC BLOCK SIGNAL SYSTEM

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

For movements with current of traffic.

|                              | Track                            | Between                      | And                               |
|------------------------------|----------------------------------|------------------------------|-----------------------------------|
| Main Line                    | No. 1 and No. 2                  | US                           | Federal Street                    |
|                              | No. 1 and No. 2                  | Division Post<br>(Cgh. Div.) | Federal Street                    |
|                              | No. 1, No. 2, No. 3<br>and No. 4 | Federal Street               | Rochester                         |
|                              | No. 1 and No. 2                  | Rochester                    | CP                                |
|                              | No. 1, No. 2 and No. 3           | CP                           | Wall                              |
|                              | No. 1 and No. 2                  | Wall                         | Superior                          |
|                              | No. 1, No. 2 and No. 3           | Superior                     | Fairhope                          |
|                              | No. 1, No. 2, No. 3<br>and No. 4 | Fairhope                     | McKinley                          |
|                              | No. 1, No. 2 and No. 3           | McKinley                     | Urban                             |
|                              | No. 1 and No. 2                  | Urban                        | Orrville                          |
|                              | No. 1, No. 2, No. 3<br>and No. 4 | Orrville                     | Smithville                        |
|                              | No. 1, No. 2 and No. 3           | Smithville                   | Big Run                           |
|                              | No. 1, No. 2, No. 3<br>and No. 4 | Big Run                      | Marsh                             |
|                              | No. 1 and No. 2                  | Marsh                        | Lucas                             |
|                              | No. 1, No. 2 and No. 3           | Lucas                        | Division Post (Ft.<br>Wayne Div.) |
| Ohio<br>Connecting<br>Bridge | No. 3 and No. 4                  | Pennsylvania<br>Ave.         | Division Post<br>(P. H. Div.)     |
|                              | No. 1 and No. 2                  | Jacks Run                    | Division Post<br>(P. H. Div.)     |
| Low Grade<br>Branch          | No. 1 and No. 2                  | Rochester                    | Division Post<br>(Lake Div.)      |
| Bayard Branch                | No. 2                            | Rochester                    | Superior                          |
|                              | No. 1                            | Rochester                    | Fairhope                          |
| River Branch                 | No. 1 and No. 2                  | Yellow Creek                 | Branch                            |

For movements against current of traffic.

|           | Track                            | Between        | And                  |
|-----------|----------------------------------|----------------|----------------------|
| Main Line | No. 1 and No. 2                  | US             | Federal Street       |
|           | No. 1, No. 2, No. 3<br>and No. 4 | Federal Street | Pennsylvania<br>Ave. |
|           | No. 2                            | Lucas          | Toledo Jct.          |

**For movements with current of traffic and on single track**

|                  | Track           | Between     | And         |
|------------------|-----------------|-------------|-------------|
| Toledo<br>Branch | Single          | Ecorse Jet. | Carleton    |
|                  | No. 1 and No. 2 | Galena      | Gibsonburg  |
|                  | Single          | Gibsonburg  | Burgoon     |
|                  | No. 1 and No. 2 | Burgoon     | Coleman     |
|                  | Single          | Coleman     | Bloomville  |
|                  | No. 1 and No. 2 | Bloomville  | Carrothers  |
|                  | Single          | Carrothers  | Toledo Jet. |

## INTERLOCKING

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

Main Line—At all attended interlocking stations.

Bayard Branch—At all attended interlocking stations.

Toledo Branch—At Walbridge and Olive.

**1606-A2.** Smash boards—in service as follows:

Toledo Branch—Olive, in conjunction with home signals.

**1606-A3.** South Massillon Industrial Track.

Interlocking in service at joint Nickel Plate and B. & O. R. R. crossing, operates automatically. Movements governed by Fixed Signals Rules 281 Fig. A and 292 Fig. A.

When Signal Aspect Rule 292 Fig. A is displayed and no train on or approaching the crossing on the joint Nickel Plate and B. & O. R. R. track, trains will be governed as follows:

If signal does not indicate proceed after train or engine has been stopped three minutes and no Nickel Plate or B. & O. R. R. train or engine approaching or using crossing, conductor or enginemen will go to crossing, unlock box marked "Penna." located on post and be governed as follows:

Turn handle of "Time Release" to the right as far as possible, hold in this position ten seconds, let go of handle and when release runs down, which will be about two minutes, wait about twenty seconds and if signal does not then indicate proceed repeat the same operation, if signal does not then indicate proceed and no Nickel Plate or B. & O. R. R. train or engine is approaching, conductor or engineman will send out a flagman in each direction on joint Nickel Plate and B. & O. R. R. track a sufficient distance to afford proper protection, after which train or engine may pass over the crossing.

Time release box must be closed and locked after being used.









**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., April 16, 1953.

**GENERAL ORDER No. 401**

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

**Applies in All Zones**

- (a) Time-Table No. 4 in effect. It contains the necessary instructions issued in general orders up to and including No. 317, all of which must be removed from bulletin boards.

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

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

- (b) BRAKE and TRAIN AIR SIGNAL INSTRUCTION No. 99-D-1, in effect.

Referring to Instruction 14, of the No. 99-D-1, the intermediate terminals for passenger trains on this Division, are Mansfield and Toledo.

Form M. P. 261-C is discontinued and the Conductor and Engineman must notify the relieving Conductor and Engineman of the condition of the train air brakes. Referring to Instruction 24-c. of the 99-D-1.

Instruction 24-c., is not in effect on this Division.

**Applies in Zone A**

- (c) U. S. MAIL WORK

Railway Postal Clerks from No. 44 and No. 144 will collect U. S. Mail from letter box on the eastward platform at Sewickley. Sufficient time to perform this duty must be allowed.

**Applies in Zone C**

- (d) RIVER BRANCH  
CLAYPORT

Eastward siding blocked with stored cars.

**Applies in Zone D**

- (e) MAIN LINE  
MOHICAN—FORK (Bridge 158.27)

Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 30 miles per hour between Mile Post 158 and a point 2640 feet west of Mile Post 158 account repairs to Bridge 158.27.

Special Instruction 1157-F1. changed.

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

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., April 20, 1953

GENERAL ORDER No. 402

Effective 10.01 A.M., Thursday, April 30, 1953

Applies in Zone B

AUTOMATIC HIGHWAY CROSSING PROTECTION

(a) MAIN LINE

NEW GALILEE—(Centennial Avenue)

Automatic Highway Crossing Signals and Short Arm Gates protecting highway grade crossing at Centennial Avenue for movements with and against current of traffic on Nos. 1, 2 and 102 tracks, in service.

(b) MAIN LINE

NEW GALILEE—(Monroe Street)

Automatic Highway Crossing Signals and Short Arm Gates protecting highway grade crossing at Monroe Street for movements with and against current of traffic on Nos. 1, 2 and storage track located between Nos. 1 and 2 tracks and switching movements on track south of No. 1 track, in service.

---

Effective 2.30 P.M., Thursday, April 30, 1953

Applies in Zone A

(c) U. S. MAIL WORK

MAIN LINE

AMBRIDGE

No. 99 will stop at Ambridge on Holidays Only, to receive and deliver U. S. Mail.

Page 26, changed.

Applies in Zone D

(d) MAIN LINE

MOHICAN—FORK (Bridge 158.27)

Paragraph (e) General Order No. 401 referring to speed of 30 miles per hour on No. 1 and No. 2 tracks between Mile Post 158 and a point 2640 feet west of Mile Post 158, account repairs to bridge 158.27, is annulled.

W. G. DORWART,  
Superintendent.



THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., April 29, 1953.

GENERAL ORDER No. 403

Effective 12.01 A.M., Tuesday, May 5, 1953

Applies in All Zones

(a) TIME-TABLE AUTHORITY

F stop for No. 55, at Alliance, at 9.41 A.M. page 12, added.

Employees must correct page 12, in ink.

---

Effective 10.01 A.M., Tuesday, May 5, 1953

Applies in Zone B

AUTOMATIC HIGHWAY CROSSING PROTECTION

(b) MAIN LINE

NEW GALILEE—(Monroe Street)

Track circuit which operates the flashing light signals and short-arm gates, on switching track south of No. 1 track, extends a distance of 70 feet east of and distance of 70 feet west of the crossing.

Trains and engines using switching track, must stop on track circuit and allow the flashing light signals and short-arm gates to operate a minimum of 15 seconds before proceeding over crossing.

INTERRUPTING OPERATION OF AUTOMATIC HIGHWAY CROSSING PROTECTION AUTOMATICALLY

At the following location, apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically.

(c) MAIN LINE

NEW GALILEE—(Centennial Avenue)

Eastward trains on No. 1 track, stopping west of CC sign located 835 feet west of Centennial Avenue crossing must be prepared to stop before passing over Centennial Avenue crossing, unless automatic protection is operating. In the event they are not operating, protection must be provided as prescribed by Rule 103.

(d) MAIN LINE

HOMEWOOD JCT.—NEW GALILEE

Block Signal 393, located 1890 feet west of Mile Post 39, governing westward movements on No. 2 track, moved east 115 feet and changed to a ground mast signal.

W. G. DORWART,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., May 5, 1953.

**GENERAL ORDER No. 404**

Effective 12.01 A.M., Friday, May 15, 1953

**Applies in All Zones**

**(a) Instructions For Preparation And Handling Of  
Freight Trains On Grades, etc.**

Special Instruction 1155-A1., changed as indicated on sticker coupon attached to sticker form of this General Order which must be detached and pasted in time-table over Part I and Part II of Special Instruction 1155-A1., on page 60.

**(b) TIME-TABLE AUTHORITY  
TOLEDO BRANCH**

Schedule of No. 106 and No. 105, changed.

F stop for No. 106, page 22, at Gibsonburg, Helena, Burgoon and Bettsville, withdrawn.

S stop for No. 105, page 23, at Gibsonburg, withdrawn.

F stop for No. 105, page 23, at Helena, Burgoon and Bettsville, withdrawn.

Sticker coupons attached to sticker form of the General Order must be detached and pasted in time-table as follows:

No. 106 and No. 105 over corresponding schedules, pages 22 and 23.

**Applies in Zone E**

**(c) TOLEDO BRANCH  
GIBSONBURG  
BETTSVILLE**

Agency freight and non-agency passenger and baggage stations, changed to agency freight stations.

**(d) TOLEDO BRANCH  
HELENA  
BURGOON**

Non-agency passenger, baggage and freight stations, changed to non-agency freight stations.

**W. G. DORWART,  
Superintendent.**



THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., May 13, 1953.

GENERAL ORDER No. 405

Effective 10.01 A.M., Wednesday, May 20, 1953

Applies in Zone A

(a) MAIN LINE  
CONWAY

Trailing hand-operated switch in No. 2 track, with pipe connected derail, 2010 feet east of Mile Post 23, leading to stub end yard track, capacity 15 cars, in service.

(b) MAIN LINE  
RAMP—BEAVER FALLS

Trailing hand-operated crossover, leading from No. 2 track to yard track, located 1720 feet west of Ramp, equipped with center locking lever.

Applies in Zone B

(c) MAIN LINE  
NEW GALILEE

1—Trailing hand-operated crossover, leading from No. 1 track to No. 102 track, located 500 feet west of Mile Post 40, equipped with center locking lever.

2—Trailing hand-operated crossover, leading from No. 2 track to No. 102 track, located 1040 feet west of Mile Post 40, equipped with center locking lever.

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD

PANHANDLE DIVISION  
PITTSBURGH DIVISION  
EASTERN DIVISION  
CONEMAUGH DIVISION

Pittsburgh, Pa., May 19, 1953.

PANHANDLE DIVISION GENERAL ORDER NO. 404  
PITTSBURGH DIVISION GENERAL ORDER NO. 406  
EASTERN DIVISION GENERAL ORDER NO. 406  
CONEMAUGH DIVISION GENERAL ORDER NO. 404

Effective 12.01 A.M., Monday, May 25, 1953

Applies in All Zones

(a) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

General Notice, page 5, changed.

Rule E, page 7, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Book of Rules as follows:

General Notice over General Notice, page 5.

Rule E over Rule E, page 7.

N. L. FLECKENSTINE,  
Superintendent, Panhandle Division  
T. M. GOODFELLOW,  
Superintendent, Pittsburgh Division  
W. G. DORWART,  
Superintendent, Eastern Division  
W. G. PFOHL,  
Superintendent, Conemaugh Division.



THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., June 8, 1953

GENERAL ORDER No. 407

Effective 9.01 A.M., Monday, June 15, 1953

Applies in All Zones

(a) TIME-TABLE AUTHORITY  
ARRANGED FREIGHT TRAIN SERVICE

- 1—Westward—  
Schedules of PYC-1 and PWS-3, added.
- 2—Southward—  
Schedule of ED-4, changed.
- 3—Eastward—  
Schedule of ED-4, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

PYC-1 and PWS-3, over the two blank columns on page 27.

ED-4 (long sticker coupon) over corresponding schedule on page 28.

ED-4 (short sticker coupon) over corresponding schedule on page 29.

Applies in Zone C

(b) MAIN LINE  
NEWMAN

First track north of Newman westward siding, out of service as a yard track.

Newman westward siding, relocated northward a distance of 13 feet.

Entrance and exit ends and car capacity of siding, not changed.

Applies in Zone D

(c) MAIN LINE  
MILLBROOK

Hog drenchers located south of No. 1 track, out of service.

Special Instruction 1155-C1, changed.

Applies in Zone E

(d) TOLEDO BRANCH  
LATCHA

Trailing hand-operated switch connecting No. 2 track with spur track, 3055 feet south of Mile Post 77, out of service.

Applies in Zone F

(e) TOLEDO BRANCH  
RIVER ROAD

Facing hand-operated switch for southward movement, 2071 feet north of Mile Post 122 and trailing hand-operated switch for southward movement, 3006 feet south of Mile Post 122, connecting Single track with Storage track, out of service.

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., June 22, 1953

GENERAL ORDER No. 408

Effective 12.01 A.M., Sunday, June 28, 1953

Applies in All Zones

(a) TIME-TABLE AUTHORITY

F stop for No. 54 at Mansfield, at 5.26 A.M., page 17, added.

Employes must correct page 17, in ink.

(b) MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED—ENGINES

Single Unit Diesel engines moving light must not exceed a speed of 30 miles per hour, unless otherwise restricted.

Special Instruction 1157-G1, changed.

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Effective 2.00 P.M., Monday, June 29, 1953

Applies in Zone D

(c) MAIN LINE

PERRYVILLE—GUTHRIE

Trains and engines on No. 2 westward track must not exceed a speed of 30 miles per hour between a point 1000 feet west of Mile Post 162 and a point 2000 feet west of Mile Post 162, west of Perrysville, account repairs to bridge 162.30.

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., July 1, 1953.

GENERAL ORDER No. 409

Effective 9.01 A.M., Wednesday, July 8, 1953

Applies in Zone C

(a) MAIN LINE

McKINLEY—URBAN

Trailing hand-operated switch, with pipe connected derail in No. 3 track, 3575 feet west of Mile Post 104 leading to Gussett Boiler and Welding Incorporated track, capacity 10 cars, in service.

W. G. DORWART,  
Superintendent.



THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., July 27, 1953.

GENERAL ORDER No. 410

Effective 12.01 A.M., Monday, August 3, 1953

Applies in All Zones

- (a) Maximum Speeds, unless otherwise Specified.  
FREIGHT TRAINS

Freight trains leaving initial terminal yard, must not exceed a speed of 15 miles per hour until rear end of train has passed outer limits of yard track territory and then must not exceed a speed of 30 miles per hour until after train has proceeded a distance of (2) two miles.

Special Instructions 1157-F1 and 1157-J1, changed.

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., August 6, 1953.

GENERAL ORDER No. 412

Effective 10.01 A.M., Monday, August 17, 1953

Applies in Zone C

AUTOMATIC HIGHWAY CROSSING PROTECTION

(a) MAIN LINE

LOUISVILLE—(Chapel Street)

Automatic Highway Crossing Signals and Short Arm Gates protecting highway grade crossing at Chapel Street for movements with and against current of traffic on Nos. 1, 2, and 3 tracks and on team track north of No. 3 track, and on house track south of No. 1 track, in service.

Track circuit which operates the flashing light signals and short-arm gates on team track, extends a distance of 70 feet east of crossing and a distance of 15 feet west of crossing.

Track circuit which operates the flashing light signals and short-arm gates on house track, extends a distance of 70 feet east of crossing and a distance of 70 feet west of crossing.

Trains and engines using the team track and the house track, must stop on track circuit and allow the flashing light signals and short-arm gates to operate a minimum of 20 seconds before proceeding over crossing.

(b) MAIN LINE

LOUISVILLE—(Main Street)

Automatic Highway Crossing Signals and Short Arm Gates protecting highway grade crossing at Main Street for movements with and against current of traffic on Nos. 1, 2, and 3 tracks and switching movements on Daugherty Feed track, north of No. 3 track, in service.

Track circuit which operates the flashing light signals and short-arm gates on the Daugherty Feed track, extends a distance of 70 feet east of crossing and a distance of 70 feet west of crossing.

Trains and engines using the Daugherty Feed track must stop on track circuit and allow the flashing light signals and short-arm gates to operate a minimum of 20 seconds before proceeding over crossing.



INTERRUPTING THE OPERATION OF AUTO-  
MATIC HIGHWAY CROSSING PROTECTION  
AUTOMATICALLY

(c) MAIN LINE  
LOUISVILLE

Westward trains on No. 3 track, working at Louisville, must stop east of CC sign, located north of No. 3 track, 2500 feet east of Chapel Street crossing.

Eastward trains on No. 1 and No. 3 tracks working at Louisville, must stop west of CC sign, located north of No. 3 track, 2500 feet west of Main Street crossing.

Trains after having worked at Louisville, must be prepared to stop before passing over Chapel and Main Street crossings unless automatic protection is operating.

In event the automatic protection is not operating, protection must be provided as prescribed by Rule 103.

W. G. DORWART,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., August 14, 1953.

GENERAL ORDER No. 413

Effective 8.01 A.M., Monday, August 24, 1953

Applies in Zone D

(a) MAIN LINE  
MILLBROOK

No. 17 track out of service for a distance of 260 feet at the east end.

New length of No. 17 track from point of switch at the west end to bumping block at the east end of track is 1250 feet. Car capacity, 20 cars.

No. 23 track, out of service.

(b) MAIN LINE  
MOHICAN

Hog drencher, located on south side of No. 1 track, at a point 75 feet east of water tank, east of Mohican, in service.

Special Instruction 1155-C1, changed.

(c) MAIN LINE  
LUCAS

Westward freight trains with work at Mansfield will be governed by an illuminated letter displayed in window on east side of Lucas Block Station.

When letter R is displayed, stop at Ross and call Yard Master at Mansfield on telephone for instructions.

When letter L is displayed, stop at Lynch and call Yard Master at Mansfield on telephone for instructions.

W. G. DORWART,  
Superintendent.



# LIGHTHOUSE FOR THE IRON HORSE

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

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

**DO NOT** try to anticipate what indication will be displayed on me!

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

*"Safety First"*



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

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