Paul C. Mossberg

# NORFOLK AND WESTERN RAILWAY CO.

## LAKE REGION

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# LAKE ERIE DIVISION

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# TIMETABLE No. 1

## EFFECTIVE 12:01 A. M.

## SUNDAY, JANUARY 15, 1967

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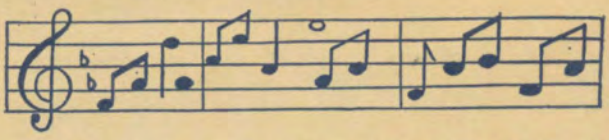
**Eastern Standard Time**

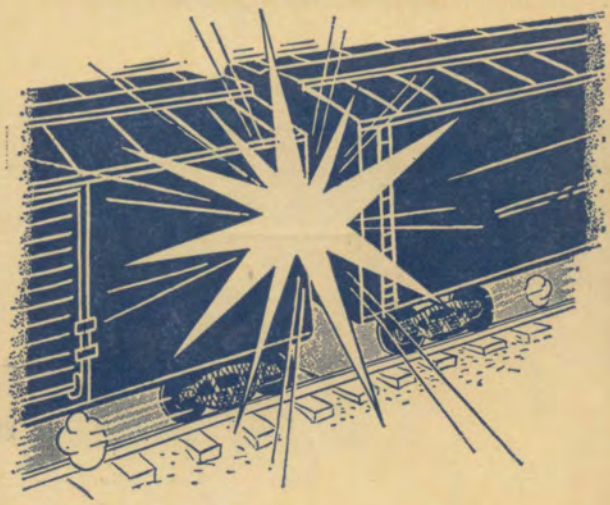
**For Information of Employees Only**

Printed in U.S.A. by The Stone Printing & Mfg. Co., Roanoke, Va.

# MUSIC TO OUR...



# ..(COMPETITORS'). EARS !



**Make No Coupling**
**in excess of**

# 4 M.P.H.

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**Rough Handling Hurts**

**Our Reputation**

**Drives Business from the Rails**

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**CAREFUL SWITCHING Means Job Security**

**And the job you save may be your own!**

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# BUFFALO DISTRICT

## BUFFALO TO CONNEAUT—WESTWARD

| Distance From Buffalo | | STATIONS | | Train Order Stations | Interlockings | Railroad Crossings | Passing Siding Capacity in Feet |
|---|---|---|---|---|---|---|---|
| | | Bison Yard | | .... | ..... | ..... | ..... |
| .0 | | FW Tower | | DN | ..... | ..... | ..... |
| 2.0 | | Buffalo Jct. | | DN | ..... | ..... | ..... |
| 2.4 | | Drawbridge | | .... | X | ..... | ..... |
| 2.5 | | Buffalo Creek RR | | .... | X | BC | ..... |
| 3.0 | | FY Block Station | | DN | ..... | ..... | ..... |
| 6.3 | M | GB Block Station | | DN | X | EL | ..... |
| 9.7 | B | Hamburg | | .... | ..... | ..... | 4244 |
| 21.6 | S | Angola | | DN | ..... | ..... | 4621 |
| 31.5 | * | Silver Creek | D | DN | ..... | ..... | ..... |
| 39.5 | | Plate | T | .... | X-R | EL | ..... |
| 40.5 | | AK Tower | | DN | X | NYC | ..... |
| 41.1 | | Dunkirk | | .... | ..... | ..... | ..... |
| 49.0 | | BM Tower | | DN | TC | ..... | ..... |
| 49.6 | | Brocton | | .... | ..... | ..... | 13324 |
| 54.7 | | Pomfret | | .... | ..... | ..... | 7626 |
| 57.6 | | Westfield | | .... | ..... | ..... | 4306 |
| 65.6 | | Ripley | | .... | ..... | ..... | 16099 |
| 72.7 | | NH | | .... | ..... | ..... | 8242-W<br>6008-E |
| 73.3 | | North East | | .... | ..... | ..... | ..... |
| 77.1 | | Moorheads | | .... | ..... | ..... | 5069 |
| 79.9 | A | Harbor Creek | T | .... | ..... | ..... | 5177 |
| 84.9 | B | Dean | C | .... | ..... | ..... | 7092 |
| 87.0 | S | Erie | | D | ..... | ..... | ..... |
| 89.4 | | Cascade | | .... | ..... | ..... | 5152-E<br>5152-W |
| 95.6 | | Swanville | | .... | ..... | ..... | 7534 |
| 98.2 | | Fairview | | .... | ..... | ..... | ..... |
| 99.1 | | Fairview Pit | | .... | ..... | ..... | 5177 |
| 101.5 | | Wallace Jct. | | .... | ..... | ..... | ..... |
| 102.2 | | Girard | | .... | ..... | ..... | 6585 |
| 105.0 | | Thornton Jct. | | DN | X-TC | PRR | ..... |
| 110.6 | | Crayton | D | .... | ..... | ..... | ..... |
| 114.4 | | West CT | T | .... | TC | ..... | ..... |
| 115.1 | | Conneaut | T | DN | ..... | ..... | ..... |
| 115.4 | | Conneaut Yard | C | DN | ..... | ..... | ..... |

*{Eastward Main, Plate to Silver Creek—MBS territory
Westward Main, Silver Creek to Plate—ABS territory

Distance from Buffalo indicates Mile Post location.

# CLEVELAND DISTRICT

## CONNEAUT TO BELLEVUE—WESTWARD

| Distance From Buffalo | | STATIONS | | Train Order Stations | Interlockings | Railroad Crossings | Passing Siding Capacity in Feet |
|---|---|---|---|---|---|---|---|
| 115.1 | | Conneaut | T | DN | | | |
| 115.4 | | Conneaut Yard | C | DN | | | |
| 116.2 | | East MA | | | TC | | |
| 122.5 | | Kingsville | D | | | | |
| 127.5 | | KG | T | | TC | | |
| 128.2 | | Ashtabula | T | | | | |
| 128.5 | | NP Tower | C | DN | TC-X | NYC–PRR | |
| 130.1 | | Ryan | | | | | 5398-E |
| 133.5 | | Saybrook | D | | | | |
| 137.8 | | Geneva | T | | | | |
| 143.2 | | West MA | | | TC | | 5442-E |
| 148.3 | | Perry | | | | | 6363-E |
| | | | | | | | 6562-W |
| 153.9 | | Painesville | | | | | |
| 154.4 | | PE Tower | T | DN | X | B&O | 6459-E |
| | | | C | | | | 6393-W |
| 159.9 | | Mentor | | | | | 6288 |
| 164.2 | | Willoughby | | | | | 6250 |
| 169.0 | | Wickliffe | | | | | 6976 |
| 171.4 | | UD | | | TC | | |
| 172.6 | | Euclid | | | | | |
| 177.1 | A | East Cleveland | | | | | |
| 181.1 | B | East 75th St. | | | | | |
| 182.3 | S | East 37th St. | | | | | |
| 184.1 | | Cleveland C.U.T. | | | | | |
| 184.5 | | Drawbridge | | | X | | |
| 185.4 | | West 38th St. | | | | | |
| 186.4 | | West 65th St. | | | | | 4587-W |
| 187.6 | | Detroit St. | | | | | 4637-E |
| 191.9 | | Rocky River | D | D | | | |
| 196.5 | | Bay Village | T | | | | |
| 201.6 | | Avon Lake | | | | | |
| 205.2 | | Sheffield | | | | | 4587-E |
| | | | | | | | 4612-W |
| 209.8 | | Drawbridge | | | X | | |
| 209.9 | | Lorain | | DN | X | B&O | 4666-E |
| | | | | | | | 4906-W |
| 210.9 | | Oberlin Ave. | | | | | |
| 218.1 | | KM | | | TC | | |
| 220.6 | | Vermilion | | | | | |
| 221.5 | | GC | | | | | 5432-E |
| | | | | | | | 4268-W |
| 227.1 | | Florence | | | | | 6957 |
| 230.1 | | Shinrock | T | | | | 6793 |
| 235.5 | | Avery | C | | | | 6789 |
| 239.7 | | HI | | | X-A | B&O | |
| 242.1 | | BK | | | | | |
| 244.7 | | Bellevue Yard | | DN | TC | | |
| 247.3 | | Bellevue | | DN | | | |

Distance from Buffalo indicates Mile Post location.

# FOSTORIA DISTRICT

## BELLEVUE TO FORT WAYNE—WESTWARD

| Distance From Buffalo | | STATIONS | | Train Order Stations | Interlockings | Railroad Crossings | Passing Siding Capacity in Feet |
|---|---|---|---|---|---|---|---|
| 244.7 | | Bellevue Yard | | DN | ..... | ..... | ..... |
| 247.3 | | Bellevue | | DN | ..... | ..... | ..... |
| 247.6 | | Bellevue Tower | | DN | X | N&W-NYC | ..... |
| 259.5 | | Green Springs | | DN | X | NYC | 5300-W |
| 264.4 | | Old Fort | | .... | ..... | ..... | ..... |
| 268.0 | | Narlo | | .... | ..... | ..... | ..... |
| 268.8 | | Maple Grove | D T | DN | X | PRR | 5096-W<br>4510-E |
| 278.7 | | Blair | | DN | ..... | ..... | 4465-E |
| 279.8 | | Fostoria | | .... | X-R | C&O-B&O-NYC | ..... |
| 281.1 | | FS | | .... | T | ..... | ..... |
| 285.2 | | DA | | .... | ..... | ..... | ..... |
| 285.5 | | Arcadia | | .... | ..... | ..... | ..... |
| 292.4 | | North Findlay | | .... | X-A | NYC | 6725-W<br>6848-E |
| 300.0 | | McComb | | .... | X-R | B&O | 4789 * |
| 305.7 | | Townwood | | .... | ..... | ..... | ..... |
| 307.2 | A | Yellow Creek | | .... | ..... | ..... | ..... |
| | B | | | | | | |
| 309.9 | S | Leipsic Jct | | DN | X | B&O-DT&I | 12535 |
| 317.8 | | Millers City | | .... | ..... | ..... | 7353 |
| 324.9 | | Continental | T C | DN | X | N&W | 7981-W<br>7102-E |
| 330.7 | | Oakwood | | .... | ..... | ..... | 6822 |
| 334.9 | | Goodwin | | .... | ..... | ..... | ..... |
| 338.9 | | Broughton | | .... | ..... | ..... | ..... |
| 341.4 | | Latty | | .... | X-A | NYC | 13401 |
| 344.0 | | Briceton | | .... | ..... | ..... | ..... |
| 348.9 | | Payne | | .... | ..... | ..... | 6822 |
| 353.2 | | Edgerton | | .... | ..... | ..... | ..... |
| 357.7 | | Dawkins | | .... | ..... | ..... | 6820 |
| 364.5 | | New Haven | | .... | ..... | ..... | 6048 |
| 365.4 | | NE Tower | | DN | X | N&W | ..... |
| 366.3 | | East Wayne Yard | | DN | TC | ..... | ..... |
| 367.0 | | Four Mile Road | D | .... | ..... | ..... | ..... |
| 370.7 | | Fort Wayne | T | DN | ..... | ..... | ..... |

*Not Signaled Siding

Distance from Buffalo indicates Mile Post location.

# LIMA DISTRICT

## SANDUSKY TO LIMA—WESTWARD

| Distance From Sandusky | | STATIONS | | Train Order Stations | Interlockings | Railroad Crossings | Passing Siding Capacity in Feet |
|---|---|---|---|---|---|---|---|
| .0 | | Sandusky | | D | X-R | NYC-N&W | ..... |
| 1.2 | | Bay Jct. | | .... | ..... | ..... | ..... |
| 5.6 | | Castalia | | .... | ..... | ..... | ..... |
| 12.3 | | Vickery | | .... | ..... | ..... | 1140 |
| 22.8 | | Fremont | | D | X | NYC | 2250 |
| 31.2 | | Burgoon | | .... | X-A | PRR | ..... |
| 33.5 | | Kansas | | .... | ..... | ..... | ..... |
| 43.0 | | Fostoria | | .... | X-R | C&O-NYC-B&O | ..... |
| 43.5 | | Wilson Yds. | | .... | ..... | ..... | 2500 |
| 44.4 | A B S | FS | | .... | TC | ..... | ..... |
| 48.4 | | DA | | .... | ..... | ..... | ..... |
| 48.6 | | Arcadia | | .... | ..... | ..... | ..... |
| 54.3 | | Weidlers | | .... | ..... | ..... | 6898 |
| 57.6 | | Findlay | | D | X-A | NYC | ..... |
| 59.6 | | Evans | T | .... | ..... | ..... | 6883 |
| 66.5 | | Rawson | C | .... | ..... | ..... | ..... |
| 69.2 | | Mt. Cory | | .... | ..... | ..... | 6824 |
| 73.6 | | Bluffton | | .... | X-A | ACY | 2620* |
| 79.7 | | Beaver Dam | | .... | ..... | ..... | 6160 |
| 87.4 | | Morris | | .... | X-A | DT&I | 6367 |
| 88.8 | | Lima MO Tower | | DN | X-TC | PRR | ..... |
| 90.3 | | South Lima | D T | DN | X | EL | ..... |
| 90.5 | | South Lima Yard | T C | .... | X-A | B&O | ..... |

*Not Signaled Siding

Distance from Sandusky indicates Mile Post location.

## LAKE ERIE DIVISION
## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD
The time shown conveys no timetable authority
Eastern Standard Time

| STATION | | TC 1 Daily A. M. | BC 1 Daily P. M. | BS 1 Daily P. M. | 2/BC 1 Daily P. M. | 2/BS 1 Daily P. M. | TC 3 Daily A. M. | BC 3 Daily P. M. | BS 3 Daily P. M. | BC 7 Daily A. M. | BC 3 Daily P. M. | CS 7 Daily P. M. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUFFALO | Lv | 11.00 | | | | | 3.00 | | | | | |
| | | | | | | | | | | | | |
| CONNEAUT | Ar | 2.00P | | | | | 6.00 | | | | | |
| | Lv | 3.30 | | | | | 7.00 | | | | 10.00 | |
| CLEVELAND | Lv | | | | | | | | | | 12.01A | 9.00 |
| BELLEVUE | Ar | 6.30 | | | | | 11.30 | | | | 3.00 | 11.30 |
| | Lv | 11.00 | 8.00 | 7.30 | 9.00 | 8.30 | 3.00P | 2.30 | 2.00 | 1.00A | | 2.00A |
| LIMA | Ar | | | 9.30 | | 10.30 | | | 5.00 | | | 6.00 |
| | Lv | | | 9.50 | | 10.50 | | | 5.30 | | | 6.30 |
| FORT WAYNE | Ar | 2.30 | 10.30 | | 11.30 | | 6.00 | 5.30 | | 3.30 | | |
| | | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. |

## LAKE ERIE DIVISION
## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD
### The time shown conveys no timetable authority
### Eastern Standard Time

| STATIONS | | TC 4 Daily PM | CN 4 Daily AM | CC 2 Daily AM | MB 98 Daily AM | OB 2 Daily AM | TC 2 Daily PM | MB 44 Daily AM | PB 12 Daily PM | CB 12 Daily PM | CB 54 Daily AM | FS 2 Daily PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FT. WAYNE | Lv | 11.00 | 2.50 | 4.00 | | 4.15 | 1.30 | | | 4.50 | | |
| LIMA | Lv | | | | 3.45 | | | 11.45 | 5.15 | | | |
| BELLEVUE | Ar | 2.00A | 5.25 | 6.45 | 7.30 | 7.30 | 4.30 | 2.00P | 7.30 | 7.30 | | |
| | Lv | 5.55A | | 10.00 | 8.45 | 8.45 | 6.00 | 5.00 | 9.00 | 9.00 | | 10.30 |
| CLEVELAND | Ar | | | 11.30A | | | | | | | Lv 2.00 | 1.00A |
| CONNEAUT | Ar | 8.55 | | | 12.15P | 12.15P | 9.20 | 8.20 | 12.20A | 12.20A | 4.00 | |
| | Lv | 9.05 | | | 12.30 | 12.30 | 9.35 | 8.35 | 12.35 | 12.35 | 5.00 | |
| | | | | | | | | | | | | |
| BUFFALO | Ar | 11.50A | | | 3.30 | 3.30 | 12.30A | 11.30 | 3.30 | 3.30 | 8.30 | |
| | | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | A. M. | A. M. | A. M. | A. M. |

# SPECIAL INSTRUCTIONS

1. Eastbound trains are superior to trains of the same class in opposite direction.

## 2. GENERAL INSTRUCTIONS

(a) On two or more tracks, trains or engines will not cross over from one main track to another nor enter a main track without permission from the train dispatcher.

(b) When necessary to use the tracks of a foreign road at junction points permission must first be obtained from the agent or operator of such road and the movement must be protected by flag.

(c) When switching or moving on repair tracks, the engine bell must be ringing.

(d) When the switching of repair tracks is completed the switches must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair track to the ladder.

(e) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(f) When operating in multiple four or more diesel units equipped with swivel type couplers, caution must be exercised when applying engine or dynamic brake or in handling throttle in back-up movements, to prevent units from jack-knifing.

(g) When handling dead-in-tow, two or more diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

Unless specific instructions are received from the Motive Power Department, units being handled dead-in-tow should, when practicable, be placed near the head end of the train.

(h) Derrick cars should be operated with boom end trailing whenever practical. When boom must lead, speeds will be restricted to not exceed 25 miles per hour.

(i) The Superintendent must be notified when bad order cars are set off on line.

When hot box cars are set off where car inspectors do not take immediate charge, precaution must be taken to see that fire will not be communicated to the car.

(j) Diesel engines may be operated through water not exceeding depth of 2 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(k) Employees are prohibited from mounting the top of Hy-Cube box cars except as may be necessary in the course of repairs. These cars are identified by a white reflectorized strip painted across the top of each end of the car and stencilled **Excess Height Car.**

(l) Lunar indicator lights are placed on a mast to the right of tracks in the direction of movement at approximate cab height. When not lighted, trains must contact operator before blocking crossings. If lighted, trains may proceed in accordance with the rules.

Lunar lights are not to be considered as block signals.

| Location | Direction |
|---|---|
| Main St., Ashtabula | Westward |
| Kansas Ave., Lorain | " |
| East of Green St., New Haven | " |

(m) **INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS**

(1) Obtain permission to operate the switch or derail.

(2) Unlock switch padlock and open door of electric lock.

(3) If electric switch lock mechanism indicates unlocked by means of a miniature semaphore in the vertical position or by an indicator reading unlocked, throw small lever to extreme left position. If miniature semaphore is in the horizontal position or indicator reads locked, the small lever cannot be thrown until unlocked.

(4) Handle switch or derail in usual manner.

(5) When movement thru switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and reported accordingly.

(6) Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.

(n) **AUTOMATIC ELECTRIC SWITCH LOCKS**

To enter switch, a car or engine must occupy main track in advance of switch before electric lock can be unlocked. For movement having cleared main track, obtain authority from train dispatcher to occupy main track.

Switch may then be handled in accordance with instructions governing the operation of controlled electric switch and derail locks.

(o) **RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES**

1. All trains and engines must come to a full stop before crossing any railroad at grade or drawbridge, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing or drawbridge and will not proceed until proper signal is displayed and route is clear.

2. At railroad crossings governed by tilting target, trains and engines after they come to a stop, will, when target is placed for them to proceed, give two long blasts of the whistle before proceeding. After this signal has been sounded, the position of the target must not be changed until the train or engine has stopped or passes over the crossing.

3. At automatic interlockings, trains or engines arriving at home signal indicating Stop, will be governed by instructions posted at that location. In the event instructions may have been destroyed, train dispatcher will be contacted immediately for instructions.

(p) Trains originating or terminating at registering stations will register required information in Train Register Book.

(q) **ELECTRIC HIGHWAY CROSSING SIGNALS**

When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before movement is made over the crossing.

(r) **CLEARANCE CARDS**

Trains must not leave the following stations without receiving a Clearance Card:

| | |
|---|---|
| Buffalo Terminal | —Westward trains except PRR trains. |
| Conneaut | —Trains originating. |
| Cleveland | —Trains originating. |
| Bellevue | —Trains originating. |
| East Wayne | —Trains originating. |
| NE Tower | —Eastward trains from Ft. Wayne Division. |
| South Lima | —Eastward trains. |
| Fremont | —Trains originating. |

(s) Multiple units in back-up movement must be protected by an employe on the ground at the crossing. Note Rule 103.

3. Signal Rules, Lake Erie Division, Rules in effect:

| Between | And | Track | ABS | TC | Rule 251 | MBS | TSI |
|---|---|---|---|---|---|---|---|
| FY Block Station | Silver Creek | Westward | | | | X | |
| FY Block Station | Plate | Eastward | | | | X | |
| Silver Creek | BM Tower | Westward | X | | X | | |
| Plate | BM Tower | Eastward | X | | X | | |
| Silver Creek | Plate | No. 3 Track | | | | X | |
| BM Tower | Thornton Junction | Single | X | X | | | |
| Thornton Junction | W. E. CT | Both | X | | X | | |
| W. E. CT | E. E. MA | Single | X | X | | | |
| E. E. MA | KG | Both | X | | X | | |
| KG | NP | Single | X | X | | | |
| NP | W. E. MA | Both | X | | X | | |
| W. E. MA | UD | Single | X | X | | | |
| UD | KM | Both | X | | X | | |
| KM | HI | Single | X | X | | | |
| HI | BK | Both | X | X | | | |
| BK | End Automatic Block sign | Yard Running Track | X | X | | | |
| BK | End Automatic Block sign | Main Track | X | X | | | |

*B&O Timetable and Book of Rules apply.
ABS—Automatic Block Signal System.
TC—Traffic Control.
MBS—Manual Block Signal System Rules in Timetable.
TSI—Timetable Special Instructions for blocking trains.

3. Signal Rules, Lake Erie Division, Rules in effect:—Continued

| Between | And | Track | ABS | TC | Rule 251 | MBS | TSI |
|---|---|---|---|---|---|---|---|
| Bellevue Yard | FS | Both | X | | X | | |
| FS | DA | Both | X | X | | | |
| DA | NE Tower | Single | X | X | | | |
| East End Townwood | Leipsic Junction | Yellow Creek / Running Track | X | X | | | |
| Sandusky | FS | Single | | | | | X |
| DA | MO Tower | Single | X | X | | | |
| *MO Tower | *Erie Junction | Both | X | | | | |
| Erie Junction | South Lima Yard | Single | X | X | | | |

*B&O Timetable and Book of Rules apply.
ABS—Automatic Block Signal System.
TC—Traffic Control.
MBS—Manual Block Signal System Rules in Timetable.
TSI—Timetable Special Instructions for blocking trains.

## 4. CLOCKS SHOWING STANDARD TIME, BULLETIN BOOKS AND TRAIN REGISTER BOOKS

| Location | Office | Standard Clock | Bulletin Book | Register Book |
|---|---|---|---|---|
| Buffalo Jct. | Telegraph | X | X | X |
| GB Block Station | Telegraph | X | X | .. |
| BM Tower | Telegraph | X | X | .. |
| Erie | Telegraph | X | .. | .. |
| | Trainmen's Room | .. | X | .. |
| Wallace Jct. | Telegraph | .. | X | .. |
| Conneaut Yard | Telegraph | X | X | X |
| East 75th St. | Engine House | X | X | .. |
| East 55th St. | Telegraph | X | X | X |
| South Lorain | Trainmen's Room | X | X | .. |
| Bellevue Yard | Telegraph | X | X | X |
| Bellevue Yard | Enginemen's Room | X | X | .. |
| Blair | Yard | X | X | X |
| East Wayne | Yard | X | X | X |
| Fort Wayne | Telegraph | X | X | .. |
| South Lima | Yard | X | X | .. |
| Fostoria | Wilson Yard | .. | .. | X |
| Fremont | Locker Room | X | X | X |

X—Indicates location.

## 5. REGISTERING STATIONS

Buffalo Jct.
Conneaut Yard
Cleveland Yard (E. 55th St.)
Bellevue Yard
Fostoria
  Wilson Yard—Lima District
  Blair Yard—Fostoria District
Fremont
South Lima Yard
East Wayne Yard

## 6. SPEED RESTRICTIONS

| Location and Conditions | Miles Per Hour All Trains and Engines |
|---|---|
| Between Seneca St. and E. L. Junction | 20 |
| Between E. L. Jct. and B. C. R. R. Crossing | 15 |
| Between B. C. R. R. Crossing and FY Block Station | 30 |
| Westward Main, FY Block Station to BM Tower | 60 |
| Eastward Main, BM Tower to GB Block Station | 50 |
| Eastward Main, GB Block Station to FY Block Station | 50 |
| Between BM Tower and Bellevue Yard | 60 |
| P. R. R. trains handled by freight engines | 50 |
| Between Bellevue and Ft. Wayne | 60 |
| Between Arcadia and South Lima Yard | 60 |
| Trains or engines moving against current of traffic where automatic block protection is not provided | 49 |
| Large derricks: | |
| Tangent track | 40 |
| Curves | 30 |
| Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restrictions to apply. | |
| Br. 86.65—Buffalo Road, Erie | 30 |
| Br. 87.82—French Street, Erie | 30 |
| Br. 87.90—State Street, Erie | 30 |
| Br. 191.93—Clifton Blvd., Cleveland | 30 |

| Location and Conditions | Miles Per Hour All Trains and Engines |
|---|---|
| 250 ton derrick: | |
| Br. 193.11—L. S. E. R. R., Rocky River | 10 |
| (When wreck train leaves terminal with derrick boom leading, a stop should be made at a convenient point, and boom swung to trailing position.) | |
| Trains handling Flangers | 25 |
| Snow Plows | 35 |
| Snow Plow passing passenger train | 4 |
| Trains handling scale test cars on rear of train only | 30 |
| Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine | 30 |
| Trains handling D. M. & I. R. short ore hoppers: | |
| When loaded | 40 |
| When empty | 45 |
| Trains handling other short hopper cars: | |
| When loaded | 30 |
| When empty | 35 |
| Solid trains of tank cars loaded with petroleum or petroleum products | 50 |
| Buffalo Creek: Curve West of | 30 |
| FY Block Station: Through Crossovers | 35 |
| GB Block Station: Through Crossover | 30 |
| Curve East of E. L. Crossing | 30 |
| Curve West of E. L. Crossing | 50 |
| Silver Creek: | |
| Turnout, Eastward main to Track No. 3 | 35 |
| Track No. 3 between Silver Creek and Plate | 50 |
| Plate: Westward movements on No. 3 Track, within interlocking limits | 20 |
| Between Plate and AK Tower: Trains or engines moving against the current of traffic | 25 |
| Dunkirk: Between Station and Plate | 40 |
| BM Tower: Through both Crossovers | 35 |
| Through spring switch, westbound trains | 40 |
| Between home signals (Northward P.R.R. trains only) | 20 |
| Brocton: Around reverse curve | 45 |
| Turnout, East end of and through siding | 35 |
| Pomfret: Turnout, West end of and through siding | 35 |
| Westfield: Turnout, East end of and through siding | 35 |
| Ripley: Turnouts, Both ends of and through siding | 35 |
| NH: Turnouts, Both ends of and through Eastward and Westward sidings | 35 |
| Moorheads: Turnouts, Both ends of and through siding | 35 |
| Harbor Creek: Turnouts, Both ends of and through siding | 35 |
| Dean: Turnouts, Both ends of siding | 35 |
| Erie: All curves P.R.R. overhead bridge to State Street | 35 |
| Between State Street and Cranberry Street | 15 |
| Cascade: Turnouts, Both ends of and through Eastward and Westward sidings | 35 |
| Swanville: Turnouts, Both ends of and through siding | 35 |
| Fairview Pit: Turnouts, Both ends of and through siding | 35 |
| Girard: Turnouts, Both ends of and through Westward siding | 35 |
| Thornton Jct.: Turnout, Westward main | 50 |
| West CT: Turnout, westward main | 35 |
| Conneaut Yard: Main track, between Westward Yard entrance switch and East MA | 20 |
| East MA: Crossover, Westward main | 15 |
| KG: Turnout, Westward Main | 35 |
| Ashtabula: Curve East of Bridge | 45 |
| Over Main Street (engine only) | 20 |
| Curve west of Main Street | 35 |
| NP Tower: Turnout, Westward Main | 35 |
| West MA: Turnout, Westward Main | 35 |
| Turnout, West end Eastward siding | 35 |
| Perry: Turnouts, Both ends of and through Westward siding | 35 |

| Location and Conditions | Miles Per Hour All Trains and Engines |
|---|---|
| PE Tower: Turnouts, Both ends of and through Eastward and Westward sidings | 35 |
| Mentor: Turnouts, Both ends of and through siding | 35 |
| Willoughby: Curves East and West of Bridge | 55 |
| Turnouts, Both ends of and through siding | 35 |
| Wickliffe: Turnouts, Both ends of and through siding | 35 |
| UD: Turnout, Eastward Main | 50 |
| Between UD and Euclid Jct.: Trains or engines moving against current of traffic | 40 |
| Euclid: Turnout, West end of No. 1 track north yard | 35 |
| Cleveland: All Curves between Euclid Ave. and W. 38th Street (except curve at E. 9th Street Coach Yard) | 40 |
| E. 37th and W. 38th Street through Crossovers and Turnouts Leading to and from C. U. T. | 15 |
| On Eastward and Westward main tracks between east end of Bridge 184.50 and a point 1000 feet east | 15 |
| Bridge 184.50 over Cuyahoga Viaduct | 40 |
| All Curves between W. 38th Street and Rocky River | 45 |
| Between W. 110th Street and M. P. 194.5 | 35 |
| Between W. 110th Street and M. P. 194.5: Trains or engines moving against the current of traffic | 25 |
| Rocky River: Curve west of station | 55 |
| Between Sheffield and South Lorain | 15 |
| East Lorain: Gypsum Lead | 15 |
| Lorain: Curve East of Drawbridge | 45 |
| Drawbridge Gauntlet, Westward Main | 35 |
| Curve at B&O crossing | 30 |
| Between B&O crossing and Oberlin Avenue | 35 |
| KM: Turnout, Westward Main | 35 |
| GC Tower: Turnout, West end of and through Eastward siding | 35 |
| Florence: Turnouts, Both ends of and through siding | 35 |
| Shinrock: Turnouts, Both ends of and through siding | 35 |
| Avery: Turnouts, Both ends of and through siding | 35 |
| HI: Turnout, Eastward Main | 50 |
| BK: Through turnouts and crossovers east and west of Shadden Road | 25 |
| Curve west of Bellevue Tower | 40 |
| Green Springs: Turnout, East end Westward siding | 35 |
| Maple Grove: Turnout, East end Westward siding | 35 |
| Fostoria: Between Town Street and Findlay Road | 35 |
| Between Findlay Road and Poplar Street Eastbound movement on Westward track | 15 |
| Between C. & O., N. Y. C. crossing and Findlay Road, Westbound movement on Eastward track | 15 |
| Curve west of N. Y. C. crossing | 50 |
| Curve west of Findlay Road | 50 |
| FS: Through all turnouts | 35 |
| DA: Turnout, Extension Track | 50 |
| Through other turnouts | 35 |
| North Findlay: Turnouts, both ends of and through sidings | 35 |
| Y. C. Running Track | 50 |
| Y. C. Running Track: Turnouts, east and west ends | 35 |
| Leipsic: Between B. & O. crossing and first street crossing west of D. T. & I. interlocking | 35 |
| Leipsic Jct.: Turnout west end, through siding | 35 |
| Turnout east end, through No. 1 track | 35 |
| Millers City: Turnouts, both ends of and through siding | 35 |
| Continental: Westward siding, westbound trains or engines, between old freight house and Main Street | 25 |
| Eastward siding, eastbound trains or engines, between dwarf signal east end siding and Main Street | 25 |
| Continental: Turnouts, both ends of and through sidings | 35 |
| Oakwood: Turnouts, both ends of and through siding | 35 |
| Latty: Turnouts, both ends of and through siding | 35 |
| Payne: Turnouts, both ends of and through siding | 35 |

## 6. SPEED RESTRICTIONS—Continued

| Location and Conditions | Miles Per Hour All Trains and Engines |
|---|---|
| Dawkins: Turnouts, both ends of and through siding... | 35 |
| Hew Haven: Turnouts, both ends of and through siding. | 35 |
| NE Tower: Turnouts, westward lead and eastward lead. | 35 |
| Ft. Wayne Division Crossing | 40 |
| Between NE Tower and Four-Mile Road | 15 |
| Sandusky to Fremont | 35 |
| Fremont to Fostoria | 25 |
| Weidlers: Turnouts, both ends of and through siding... | 35 |
| Findlay: Between westward home signal, NYC interlocking, and eastward home signal west of M. P. 58... | 20 |
| Evans: Turnouts, both ends of and through siding..... | 35 |
| Mt. Cory: Turnouts, both ends of and though siding.. | 35 |
| Beaver Dam: Turnouts, both ends of and though siding | 35 |
| Morris: Turnouts, both ends of and through siding.... | 35 |
| First curve west of M. P. 88 | 40 |
| Lima: City limits | 35 |
| So. Lima Yard: Eastbound trains entering lead to ladder at west end | 12 |
| Adgate: Turnout west end and through siding | 35 |
| Turnouts and crossovers, in other than main tracks.... | 10 |
| Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when in the judgment of enginemen, conditions require it. | |

## 6(a). SPEED RESTRICTIONS FOR DIESEL LOCOMOTIVES

| Unit numbers | New numbers | Maximum Speed |
|---|---|---|
| Wab 109-110 | N&W 3109-3110 | 50 |
| All Other Yard Units | | 60 |
| N&W 200–239 | same | 70 |
| N&W 413–420 | same | 70 |
| N&W 500–521 | same | 78 |
| N&W 522–565 | same | 70 |
| N&W 1000–1016 | same | 70 |
| N&W 1100–1134 | same | 70 |
| N&W 1300–1358 | same | 70 |
| N&W 1500–1609 | same | 70 |
| N&W 1700–1734 | same | 70 |
| N&W 1900–1929 | same | 75 |
| N&W 2477–2478, 2485 | same | 78 |
| NKP 578 | N&W 2578 | 70 |
| NKP 874–875 | N&W 2874–2875 | 70 |
| NKP 900–910 | N&W 2900–2910 | 70 |
| Wab 484–489 | N&W 3484–3489 | 78 |
| Wab 493–495 | N&W 3493–3495 | 78 |
| Wab 500–515 | N&W 3515–3529 | 70 |
| Wab 540–547 | N&W 3540–3547 | 70 |
| Wab 597–598 | N&W 3597–3598 | 70 |
| Wab 900–906 | N&W 3900–3906 | 70 |
| All Other Road-Switcher Units | | 65 |
| Wab 606–726 | N&W 3606–3726 | 65 |
| Wab 1000–1017 | N&W 3800–3817 | 98 |

## 6(b). STANDARD SPEED LIMIT SIGNS

A circular yellow disc placed, unless otherwise provided, to the right of the track, will be located 5000 feet in advance of the point at which speed is permanently restricted by special instructions. Speed permitted in the restricted territory will be shown with black figures and will govern speed of trains and engines moving into the restricted territory on any track.

A plain yellow circular disc will be placed at the beginning of the restricted territory. Trains and engines must not exceed the speed posted or contained in special instructions while moving through the restricted territory.

The end of the restricted territory will be indicated by a green circular disc placed, unless otherwise provided, to the right of the track at the end of the restricted speed territory. Speed is restricted to that specified by special instructions until the trailing end of the movement has passed the green proceed signal.

## 7. RESTRICTIONS ON SIDE TRACKS AND BRIDGES

(a) TOF cars with trailers, Bi-Level and Tri-Level Automobile cars, Hi-Cubes and Passenger equipment must not be moved under Portage Street Bridge on Welch Track, Westfield, N. Y.

(b) Engines are restricted from using P. R. R. Interchange Track beyond switch leading to P. R. R. Freight House Track at Ashtabula.

(c) Engines must not use Equity Lumber Company Track at Painesville.

(d) Multiple unit diesels must not use Goff Kirby Track at Willoughby.

(e) Engines must not pass over wheel drop pit on No. 4 Track, East 9th Street Coach Yard, Cleveland.

(f) Green Springs—After securing authority, the Big Four passing siding may be used.

(g) Engines are not permitted on the following tracks:

Narlo: Old scale track under tipple, Horn track, turnout to Hi-line track, No. 1 and No. 2 tracks under stone tipple.

No. 12 track—engine movements over scale must be made on dead rail. Check position of spring switch at intersection of dead and running rail at east end of scale.

No. 13 track—engine not permitted to move on or over coal hopper.

(h) Closed top cars may be moved over scales and under tipple at Narlo with caution.

(i) Six traction motor diesel units not permitted on repair tracks at Continental.

(j) Casad—All cars set off on No. 21 and No. 22, either at east or west end must be left in clear of other tracks and crossovers.

| | Miles Per Hour All Trains and Engines |
|---|---|
| (k) Speed restrictions apply to engines over following Bridges: | |
| Bridge 41 ¾ mile east of Erlin | 35 |
| Bridge 47 West of Erlin | 35 |
| Bridge 54½ Fremont (entire train) | 25 |
| 100 ton and 160 ton derricks over following bridges: | |
| Bridge 41 ¾ miles east of Erlin | |
| Bridge 47 west of Erlin | |
| Bridge 54½ Fremont | 25 |
| 250 Ton Derrick not allowed between Pittsburgh Division Transfer Fremont and Sandusky, with the following further restrictions: | |
| Fostoria: Close observation passing old Lima District Station Platform | 5 |
| Loaded flat cars Nos. 2900 and 2901 over following bridges: | |
| Bridge 41 ¾ mile east of Erlin | |
| Bridge 47 west of Erlin | |
| Bridge 54½ Fremont | 25 |
| NKP Flat cars Nos. 2902 and 2903, when loaded to capacity, are subject to speed restrictions over bridges as applied to hauling engine, except as follows: | |
| Bridge 41 ¾ mile east of Erlin | |
| 47 west of Erlin | |
| 54½ Fremont | 20 |

**Fremont.**

All engines, except single four traction motor units are prohibited from using S. E. Hyman Co. track and Home Sand & Coal Co. track, and switching must be done by holding onto cars.

Engines not permitted on the 218 foot extension on Old Main Dock track serving the Michles Auto Wrecking Co., and switching must be done by holding onto cars.

**Findlay.**

Engines handling cars northbound on Horn track must have air brakes operative on sufficient number of cars to permit control of movement.

**Lima.**

All engines are prohibited from using trestle portion of Cliff Wood Coal and Supply Company track.

All engines except EMD or Alco yard switcher engines are prohibited from using new Shop Track, Solar Refg. Co.

Engines handling cars in and out of Yessenow Iron and Metal track must have air brakes in service on all cars.

## 8. LOCATION OF SPRING SWITCHES.

| Location | | Normal Position |
|---|---|---|
| BM Tower | West End Double Track | Eastward Main |
| Euclid | West End No. 1 track | Westward Main |
| KM | West End Double Track | Eastward Main |
| Bellevue | Departure Lead East End Eastward Yard | Old Main |
| Bellevue | East End No. 1 Lead, Eastward Yard | No. 2 lead |
| East end No. 1 track Leipsic Jct | | Main track |
| East end No. 1 track Latty | | Main track |
| East end No. 23 Track East Wayne Yard | | Eastward lead |

## 8(a). TRAIN ORDER STATIONS

Train Order stations, other than those open continuously, will be open as follows, daily except Saturday, Sunday and holidays:

| | |
|---|---|
| Erie | 7:00 A.M. to 4:00 P.M. |
| Rocky River | 7:00 A.M. to 4:00 P.M. |
| Sandusky | 7:00 A.M. to 4:00 P.M. |
| Fremont | 7:00 A.M. to 4:00 P.M. |
| Findlay | 7:00 A.M. to 4:00 P.M. |

## 9. NON-INTERLOCKED RAILROAD GRADE CROSSINGS

| Location | Road | Signals |
|---|---|---|
| *Buffalo—E. L. Jct. Yd | E. L. | Target |
| **Buffalo | B. C. | Target |
| **Fremont | N. Y. C. | Target |
| South Lima (Petro Lead) | B&O Belt | Stop Boards |

*Horizontal position of target at night is indicated by one yellow light.

**Horizontal position of target at night is indicated by two red lights.

Trains and engines proceed on N&W when target is horizontal.

## 10. MODIFICATIONS AND ADDITIONS TO RULES

### Rule 19

Trains of foreign railroads may display train signals as required by the operating rules of their railroad when on this division.

### Rule 97(b)

On two or more tracks, trains not scheduled by timetable or authorized by Traffic Control signal, will proceed extra with the current of traffic. Does not apply on No. 3 track between Silver Creek and Plate.

### Rules 221, 221(a) and 294

At the following points a yellow banner equipped to display a yellow light at night, will be used to indicate train orders:

FY Block Station
GB Block Station—westward trains only
Angola
Silver Creek
AK Tower
BM Tower
NP Tower at Ashtabula
Bellevue Tower—westward trains only

When a train order is to be delivered to a train under this aspect, the home signal will be placed at "Stop" and the train order signal displayed so that it can be seen by an approaching train.

When this combination of signals has been acknowledged by engineman, the operator will place home signal in proper proceed position (if condition of route or block will permit), leaving train order signal displayed until delivery of order has been effected.

When orders are indicated, trains must not proceed without a Clearance Card.

### Rule 292

| Additional aspects | Signal Indication |
|---|---|
| Flashing Red or Red over Flashing Red | Movements may pass signal to make switching movements but must not depart from that location, unless proper indication displayed, without first obtaining permission from Train Dispatcher or Operator. |

Sirens are located on the instrument case. When siren is sounded, engines making switching movements past the signal will communicate with the Train Dispatcher or Operator.

## REGULATIONS IN YARD

## 11. BUFFALO

Tri-Levels loaded with automobiles are restricted to south track and new Main track between Buffalo Creek Target and FW Tower.

## 12. ERIE

### East Erie Commercial Railroad Connection.

(1) Switch at top of grade must be lined for straight track when not in use.

(2) A hand operated block signal governs the use of track.

(3) Normal position of signal is with signal lever up and light extinguished.

(4) When signal lever is up and signal displays a red light track must not be entered.

(5) When signal lever is lowered and signal lights up red, track may be used.

(6) If signal lever is lowered and signal fails to light, engine may enter track under full flag protection.

## 13. CASCADE

Trains or engines are not permitted to clear main track on 84 Lumber Company Track at Mile Post 93. See Rule 266, Book of Rules.

## 14. CONNEAUT

(a) Westbound road trains when authorized by train order to use Eastward main track may depart on flashing red signal.

(b) Hand operated switches connecting turnouts leading from main track between home signal located 100 feet east of crossover to westward yard lead, east end Conneaut Yard, and westward home signal East MA are not electrically locked. Speed of trains and engines using main track within these limits is restricted to 20 miles per hour. Trains or engines having cleared the main track between westward home signal at Chestnut Street and East MA must not re-enter or foul main track, except by permission from the Train Dispatcher.

(c) Main track switches East end of yard will be in charge of Yardmaster.

(d) Westbound trains and engines must not proceed into the yard without receiving proceed signal with white flag by day and green light by night and must not proceed on hand signal until proceed indication is displayed on dwarf signal and/or home signal governing movement.

(e) Engines coming out to go on trains will ascertain from the Yardmaster what track to use in going to west end.

(f) **Yard Track Indicator.**

Yard track indicator located just west of Eastward Home Signal East MA indicates by letter M and Numerals 1 to 10 track to be used by trains and engines entering Conneaut Yard.

When letter M is displayed on track indicator and Home Signal displays aspect Rule 285, or flashing red, proceed on Main.

When numeral 1 to 10 is displayed on track indicator and home signal displays aspect Rule 285, or flashing red and switches within interlocking are lined for main track proceed on main to west lead switch and pull in on track indicated.

When numeral 1 to 6 is displayed on track indicator and home signal displays aspect Rule 290 or flashing red and switches within interlocking are lined for G. E. lead pull in on G. E. lead to new switching lead and to track indicated.

When numeral 7 to 10 is displayed on track indicator and home signal displays aspect Rule 290 or flashing red and switches within interlocking are lined for G. E. lead pull in on G. E. lead to track indicated.

Trains and engines arriving at home signal with no indication displayed on track indicator, yardmaster will be immediately contacted for instructions.

## 15. EUCLID

(a) **Chase Track** is a yard track extending from UD to Wickliffe siding and may be used under direction of Yardmaster.

(b) A sign, black letter C on white background, 300 feet west of automatic book signal 173.4, near Chardon Road, indicates the point at which the automatic crossing protection will be actuated when signal 173.4 is displaying stop and proceed aspect.

(c) Cars must not be backed over Chardon Road crossing without trainmen flagging the crossing at the time of the movement regardless of other crossing protection.

(d) Highway crossing track circuits on No. 1 North extend 280 feet east of crossing. Cars should not be left standing on this circuit except

in case of emergency. If necessary to leave cars standing on this circuit, the crossing gates can be raised by operating manual control device stenciled "yard 1 and yard 2."

## 16. CLEVELAND

(a) Tri-Level cars, loaded or empty, are prohibited on Storage Track at East 105th Street.

(b) Eastward automatic block signals 1810, 1802, 1794, 1782 and 1774 will display a flashing green for Clear and a flashing yellow for Approach. Rules 281 and 285 modified accordingly.

(c) Color light electric switch indicators are located at E. 75th St. and W. 41st St. These indicators are normally dark and illuminated by push button on lower side of case. Red light indicates train or engine approaching. Green light indicates no train or engine approaching.

(d) When trains or engines are stopped on the eastward track between E. 75th St. and Doan Avenue, East Cleveland, employes, before alighting from the south side, should make sure that no trains are closely approaching on the adjacent Rapid Transit track.

### (e) East 37th Street.

(1) All westbound trains and engines will come to a full stop before fouling crossovers unless they receive a proceed hand signal with a yellow flag by day and a yellow light by night from switchtender authorizing them to proceed.

(2) Trains and engines entering or leaving C. U. T. tracks will be governed by hand signals. A green flag will be used by day and a green light by night.

(3) When stop indication is displayed on eastward home signal, all trains and engines will obtain permission from switchtender before proceeding.

(4) All trains and engines moving from Center Siding and E. L. Transfer must stop before fouling switches or Crossover, and must not proceed until receiving permission from switchtender.

(5) All trains and engines moving from BD Leads must not foul main track without permission of Switchtender and will not proceed until switches are lined and route is clear.

### (f) Center Siding.

Cars or trains left on Center Siding at any time must be left with crossovers clear unless otherwise instructed by yardmaster.

At west end, normal position for inside switch is for movement to westward main track, protected by hand throw derail equipped with circuit controller, which when removed will cause westward automatic signal 184.1 to display red aspect.

Movements to and from eastward main track must first reverse inside switch before removing derail. Derail must be restored before inside switch is restored to normal.

## 17. BELLEVUE

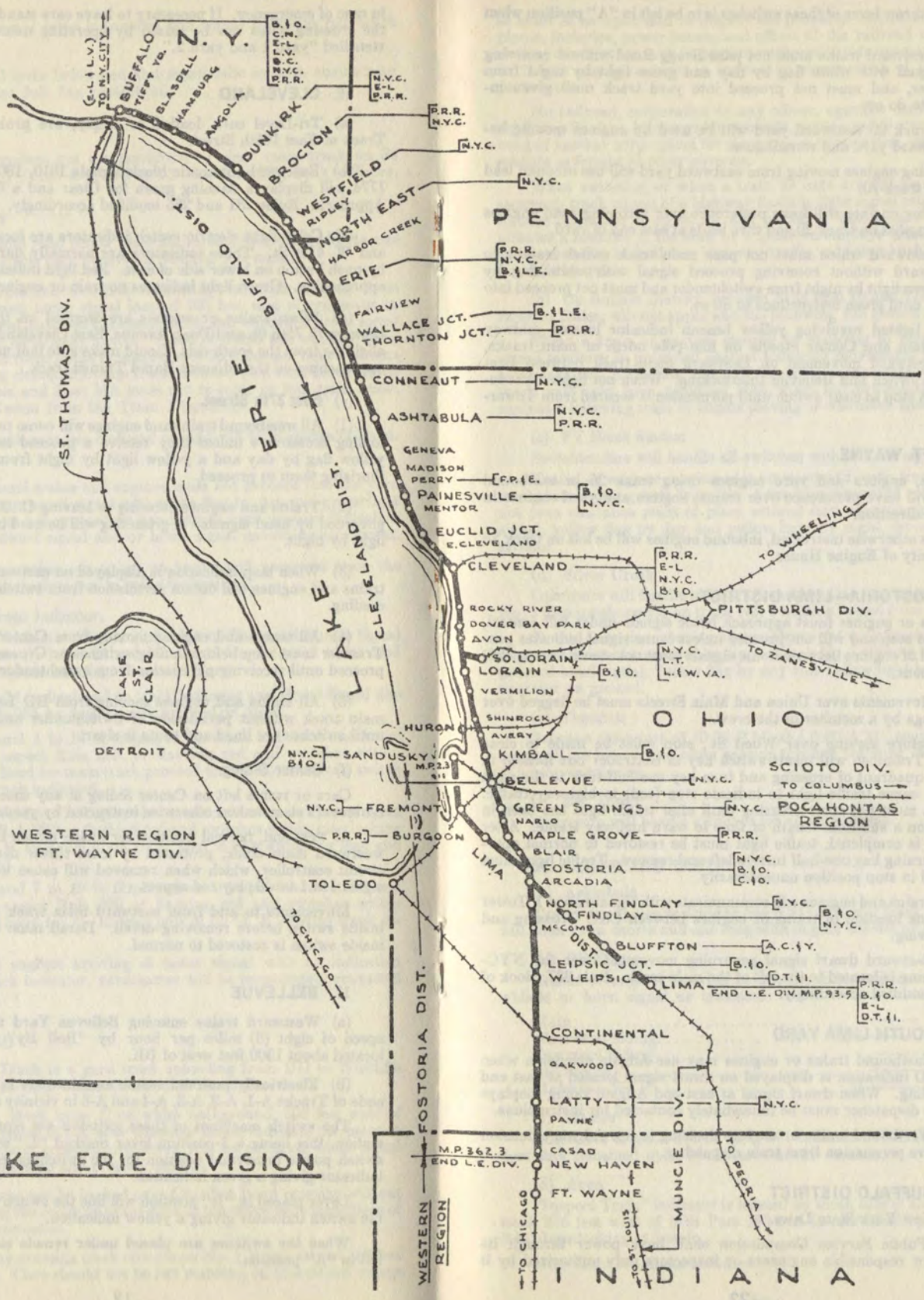
(a) Westward trains entering Bellevue Yard must not exceed a speed of eight (8) miles per hour by "Roll By" inspection station located about 1300 feet west of BK.

(b) Electrically powered switch machines are in service at the east ends of Tracks A-1, A-2, A-3, A-4 and A-6 in vicinity of Route 99.

The switch machines of these switches are equipped with a local station, this being a 3-position lever marked "L" which will place the switch points in normal position for the switching lead with the switch indicator giving a green indication.

Lever placed in "R" position will line the switch to enter track with the switch indicator giving a yellow indication.

When the switches are placed under remote control, the lever is left in "A" position.


N. Y.
PENNSYLVANIA
OHIO
INDIANA
SUFFALO
TIFFT YD.
GLASDELL
HAMBURG
ANGOLA
DUNKIRK
BROCTON
WESTFIELD
RIPLEY
NORTH EAST
HARBOR CREEK
ERIE
FAIRVIEW
WALLACE JCT.
THORNTON JCT.
CONNEAUT
ASHTABULA
GENEVA
MADISON
PERRY
PAINESVILLE
MENTOR
EUCLID JCT.
E. CLEVELAND
CLEVELAND
ROCKY RIVER
DOVER BAY PARK
AVON
SO. LORAIN
LORAIN
VERMILION
SHINROCK
AVERY
HURON
SANDUSKY
KIMBALL
BELLEVUE
GREEN SPRINGS
NARLO
MAPLE GROVE
BLAIR
FOSTORIA
ARCADIA
NORTH FINDLAY
FINDLAY
McCOMB
BLUFFTON
LEIPSIC JCT.
W. LEIPSIC
LIMA
END L.E. DIV. M.P. 93.5
FREMONT
BURGOON
TOLEDO
DETROIT
LAKE ST. CLAIR
ST. THOMAS DIV.
BUFFALO DIST.
ERIE
LAKE
CLEVELAND DIST.
FOSTORIA DIST.
MUNCIE DIV.
PITTSBURGH DIV.
TO WHEELING
TO ZANESVILLE
SCIOTO DIV.
TO COLUMBUS
POCAHONTAS REGION
WESTERN REGION
FT. WAYNE DIV.
TO CHICAGO
CONTINENTAL
OAKWOOD
LATTY
PAYNE
CASAD
NEW HAVEN
FT. WAYNE
M.P. 362.3
END L.E. DIV.
TO ST. LOUIS
TO PEORIA
LAKE ERIE DIVISION
WESTERN REGION
B. & O.
N.Y.C.
P.R.R.
E-L
N.Y.C. & St. L.
N.Y.C. & H.R.R.
P.R.R. N.Y.C.
N.Y.C.
N.Y.C.
P.R.R. N.Y.C. B. & L.E.
B. & L.E.
P.R.R.
N.Y.C.
N.Y.C. P.R.R.
P.F.W. & C.
B. & O. N.Y.C.
P.R.R. E-L N.Y.C. B. & O.
N.Y.C. L.T. T. & W. VA.
B. & O.
N.Y.C. B. & O.
M.P. 23
N.Y.C.
N.Y.C.
P.R.R.
N.Y.C. B. & O. C. & O.
N.Y.C. B. & O. N.Y.C.
A.C. & Y.
B. & O.
D.T. & I.
P.R.R. B. & O. E-L D.T. & I.
N.Y.C.
N.Y.C.
Z

Hand throw lever of these switches is to be left in "A" position when not in use.

(c) Westward trains must not pass Bragg Road without receiving proceed signal with white flag by day and green light by night from switchtender, and must not proceed into yard track until given instructions to do so.

(d) Track 20 westward yard will be used by engines moving between eastward yard and roundhouse.

Incoming engines moving from eastward yard will use inbound lead en route to track 20.

Outgoing engines will have preference over incoming road engines and yard engines on track 20 and thru leads at east end of yard.

(e) Eastward trains must not pass main track switch leading to eastward yard without receiving proceed signal with white flag by day and green light by night from switchtender and must not proceed into yard track until given instructions to do so.

(f) A lighted revolving yellow beacon indicator located midway between Main and Center Streets on line pole north of main tracks, permits westward movement on Eastward main track between East Yard Lead switch and Bellevue Interlocking. When not lighted, movements must stop to clear switch until permission is secured from Towerman.

## 18. FT. WAYNE

Trains, engines and yard engines using track 25 in eastbound direction will have preference over trains, engines and yard engines in westbound direction.

Unless otherwise instructed, inbound engines will be left on track 25 in the vicinity of Engine House.

## 19. FOSTORIA—LIMA DISTRICT

Trains or engines must approach home signals under full control, prepared to stop and will not proceed unless home signal indicates proceed, speed of engines between home signals must not exceed twenty (20) miles per hour.

(a) Movements over Union and Main Streets must be flagged over the crossings by a member of the crew.

(b) Before moving over Wood St., stop must be made to clear crossing. Trainmen will insert switch key in controller box located in southwest quadrant of crossing and turn key one-half turn to the right which will cause traffic light to indicate stop (red) to highway traffic. Movement must not enter crossing until after traffic light has been in stop position a sufficient length of time to warn highway traffic. After movement is completed, traffic light must be restored to normal operation by turning key one-half turn to left and remove. Traffic light must not be held in stop position unnecessarily.

(c) Trains and engines will communicate with signalman at F Tower to determine location of trains or engines between C&O Crossing and B&O Crossing.

(d) Eastward dwarf signal governing movement over the NYC-C&O crossing is located to the left of the main track. Rule 337, Book of Rules, is modified accordingly.

## 20. SOUTH LIMA YARD

(a) Eastbound trains or engines may use Adgate extension when PROCEED indication is displayed on dwarf signal located at east end Adgate siding. When dwarf signal at east end Adgate siding displays STOP, the dispatcher must be immediately contacted for instructions.

(b) Westbound trains or engines desiring to use Adgate extension must receive permission from train dispatcher.

## 21. BUFFALO DISTRICT

(a) New York State Laws.

The Public Service Commission shall have power through its members or responsible engineers or inspectors duly authorized by it

to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad company, including the right for such inspection purposes to ride upon any passenger or freight engine or train in service on presentation of proper transportation.

No railroad, corporation or any officer, agent or employes thereof shall stop its cars, horses or locomotives, upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight or other purpose.

When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes a member of the crew or a qualified employe must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

(b) On Buffalo District, between Mile Post 70 and 114, Rule 99(a), Book of Rules, will not apply and the following will govern:

When a train or engine, moving or standing in automatic block signal territory is protected against following movements by automatic block signals, protection against following movements on the same track will have been complied with when full protection is afforded against a following train or engine moving at restricted speed.

(c) FY Block Station

Switchtenders will handle all switches within home signal limits.

Trains or engines moving east on westward main track and trains or engines moving west from No. 4 track to westward main track will not pass clearance point of plant without first receiving proceed hand signal, yellow flag by day and yellow light by night, from operator on ground.

(d) Silver Creek

Operators will handle main track switches leading to and from track No. 3 also inside switch on track No. 3 leading to and from main track.

Trains or engines moving east on westward main track will not pass clearance point of crossover leading to track No. 3 without first receiving proceed hand signal, Yellow flag by day and Yellow light by night, from operator on ground.

(e) Dunkirk

Between the hours of 10:00 P.M. and 6:00 A.M., engine whistle or horn will not be sounded when passing through Dunkirk, except in cases of fire or emergency.

(f) BM Tower

Operators will handle switches for all movements.

## 22. CLEVELAND DISTRICT

(a) Ashtabula

Trains or engines desiring to use NYC Transfer track at Ashtabula will sound two shorts and one long with engine whistle or horn.

(b) PE Tower

Trains or engines desiring to use the following tracks will sound whistle or horn signal as indicated:

| | | | | |
|---|---|---|---|---|
| Main | | ——— | | |
| Westward Siding | 00 | ——— | | |
| Eastward Siding | | ——— | 0 | |
| Old Siding | | ——— | 0 | ——— |
| McMillan No. 3 | 0 | ——— | 0 | |

(c) Mentor

Automatic electric switch lock will indicate UNLOCKED when door has remained open 9 minutes and 40 seconds.

(d) Avon

"Inspect Train" indicator is located on south side of Eastward main track 875 feet west of Mile Post 196 and is controlled by Operator at B&O Interlocking at Lorain.

Note Rule 299, Book of Rules.

(e) Between Sheffield and South Lorain

Trains or engines moving in either direction between South Wye switch Sheffield and NYC connection at South Lorain must obtain permission from operator at Lorain before proceeding and must notify operator of their arrival.

Movements between NYC connection and yard must be made at a speed that will permit stopping within one-half the range of vision.

Movements from South Lorain must not foul main track at Sheffield without first obtaining permission of Train Dispatcher.

(f) Sheffield

Westward trains or engines pulling through westward siding must not depart Sheffield without permission of Operator at Lorain.

(g) Lorain

Train order signal is for westward trains only.

When automatic signal 210.5 displays two red lights, trains must not proceed without a Clearance Card.

(h) KM

Trains and engines authorized to make reverse movement from eastward main track KM must operate push button located in telephone booth which will permit Train Dispatcher to clear dwarf signal.

## 23. FOSTORIA DISTRICT

(a) Blair

Train Order signal is for eastward trains only.

(b) DA

Westbound trains and engines for the Lima District must not pass Stop signal at DA until authorized by both the Fostoria District and Lima District Train Dispatchers.

(c) Yellow Creek Running Track

Yellow Creek Running Track extends from east end Townwood to Leipsic Junction interlocking and will be designated as YC Running Track.

Trains or engines having cleared the YC Running track must not re-enter or foul YC Running track, except by proper signal indication or by permission of the Train Dispatcher.

(d) Leipsic, DT&I Tracks

The following instructions from DT&I timetable will apply when using DT&I tracks at Leipsic.

"In the movement of engines with or without cars when switching over highway crossings, unless there is a watchman on duty, or the crossing is protected by gates, a member of the crew will protect highway traffic by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling engineman to proceed. Trains moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers and such tracks do not operate flashers, crossing must be protected by a member of the crew until crossing is occupied, unless the crossing is being protected by a known employee."

(e) Leipsic and Miller City

"Inspect Train" indicators are located as follows:

On south side of main track and on north side of passing siding east of west switch at Leipsic, for eastward trains.

On south side of main track just west of east switch at Miller City for westward trains.

Signals controlled by Fostoria District Train Dispatcher.

Note Rule 299, Book of Rules.

(f) Continental

Movements using Muncie Division main track must not cross Lake Erie Division main track without stopping at dwarf home signal and will be governed by the indication displayed.

## 24. LIMA DISTRICT

Special Instructions Governing Operation of Block System Between Sandusky and FS.

Operators will block passenger trains a block station apart, and freight trains ten minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains fifteen minutes apart unless otherwise directed by Train Dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and Clearance Card.

A freight train will be permitted to follow a freight train in block when authorized by Clearance Card.

Clearance Card will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

## 25. SPECIAL INSTRUCTIONS GOVERNING OPERATION BETWEEN FY BLOCK STATION AND BM TOWER

(a) N&W and PRR main tracks will be operated as double track.

(b) GB Block Station.

Eastward color light interlocking home signal is also Manual Block Signal governing block to FY Block Station.

Red over yellow aspect on eastward home signal governs movement to PRR (West Seneca Branch).

(c) Special Instructions Governing Operation of Track No. 3 between Silver Creek and Plate.

(1) N&W south track between Silver Creek and Plate will be known as Track No. 3 and will be used by trains or engines only when authorized by train orders and under Manual Block System Rules. Block rights will be given by Clearance Card.

(2) All trains and engines will protect as prescribed by Rule 99.

(3) Following whistle or horn signals will be used to recall employe flagging:

——— ——— ——— ——— ——— 000 Flagman may return from East.

——— ——— ——— ——— 000 Flagman may return from West.

(d) Plate

Eastward color light interlocking home signal is also Manual Block Signal governing block on Eastward main track to Silver Creek.

Red over yellow aspect on eastward home signal governs movement to Track No. 3.

(e) BM Tower

Movement of trains and engines to and from PRR tracks at BM Tower will be governed by following aspects and indications:

**Westward Home Signal.**

Red over Red over Red.....Stop

Red over Red over Yellow.....Proceed at Restricted Speed to PRR.

**Westward Dwarf Signal.**

Two Horizontal White Lights.....Stop

Two Diagonal White Lights in left hand lower Quadrant.....Proceed at Restricted Speed to PRR.

**Eastward Home Signal.**

Three Horizontal Yellow Lights.....Stop

Three Diagonal Yellow Lights in upper Quadrant.....Proceed preparing to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.

Three Vertical Yellow Lights.....Proceed

## 26. SPECIAL INSTRUCTIONS IN CONNECTION WITH MANUAL BLOCK SYSTEM TERRITORY

(a) Manual block signals are of the upper quadrant and color light type, aspects and indications are as shown by Figures 1 to 25, inc., in this timetable.

(b) Trains handling snow plows in service must not be admitted to a block which is occupied by another train. Passenger trains and a train handling single track snow plow in service must not be handled in opposite directions between two block stations.

(c) When operation of a derrick car, rail unloaded, steam shovel, ditcher or similar equipment will obstruct a main track other than the one it occupies, in addition to complying with Rule 101 (a), permission of Operator must first be obtained and Operator must make entry of same on block record.

Stop signal must then be displayed for passenger trains and snow plows in service but other trains may be admitted to block under permissive signal.

(d) When ordered to cut off car and leave it on main track to be moved by another train or engine, conductor must have personal understanding with Yardmaster or conductor relieving him of responsibility for car, so that proper flag and block protection will be provided. Yardmaster or conductor assuming this responsibility must immediately provide flag protection and arrange with Operator for block protection. Operator will make proper record on block sheet and arrange for display of proper signals.

(e) The following instructions are supplementary to Rules for the Operation of Track Motor Cars:

(1) Indication of block signals will not apply to motor cars.

(2) All movements of motor cars must be shown on block record.

(3) The movement of motor cars will be authorized by Clearance Card showing condition of block between points movement is to be made. In addition, line-up of trains will be furnished.

(4) Motor car operator requesting permission to use main track at a point other than block station must state his location, name, number of motor car, and station or mile post destination filling in Clearance Card as authorized by Operator, repeating same and receiving OK from Operator.

(5) Motor cars must not pass open block station without receiving Clearance Card.

(6) Upon arrival at destination, motor cars must be immediately removed from the main track and Operator notified and must not again occupy main track without Clearance Card or under full flag protection.

(7) A train or an engine may be admitted to a block occupied by a motor car by a train order which will specify slow speed within the limits of the train order. Train or engine will proceed expecting to find motor car in territory specified in the train order.

(8) Motor cars may follow a train, engine, or another motor car in the block when authorized by Clearance Card.

(9) When more than one motor car is to work in the same block at the same time, Operator will give the motor car operator of each car full information concerning the movement of all cars.

(10) Motor car operator must report to Operator if unusually delayed in the block.

(11) Motor cars must be equipped with portable telephones, which must be in proper working condition.

(12) Before Clearance Card is issued to motor car, Operator must ascertain limits motor car is to travel and communicate with next block station in advance for control of the block. Operator at next block station in advance and in the rear must protect movement of motor car in accordance with these instructions until motor car is reported clear of main track.

(13) The movement of motor cars against the current of traffic will be authorized by Clearance Card showing between the points movement is to be made and condition of block. Operator at each end of the block must display Stop signals for the track occupied until motor car is reported clear of main track.

(14) If, due to failure of communication, Operator is unable to get control of block, the movement of motor car must be made under such flag protection as necessary to insure safety.

## 27. MANUAL BLOCK SYSTEM RULES

### DEFINITIONS

Passenger Train—A train carrying passengers.

Advance Block Signal—A fixed signal used in connection with a home block signal to subdivide the block in advance.

Manual Block System—A block or a series of consecutive blocks, governed by block signals operated manually.

305. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

306. When a block station is open at an irregular hour, trains must be notified when possible by train order.

307. A train having entered a block on other than a proceed indication, must not accept a proceed indication at any intermediate block station which was closed when such train entered the block, without receiving a Clearance Card.

308. When a Clearance Card is used, information will be shown as to condition of block, "clear" or "occupied." If block is occupied, train will proceed prepared to stop short of train or obstruction but not exceeding 15 miles per hour.

311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

312. Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected, the signals must be displayed to give their most restrictive indication until repairs are made.

313. Operators must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

314. Operators must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

Any defects in the appliances must be promptly reported to the Superintendent.

315. A block record must be kept at each block station.

317. On single track, to admit a train to a block, operator must examine block record and if block in advance is clear of opposing trains and preceding passenger trains, request operator at block station in advance to "Block for No....." If it is proper for the train to be admitted, the operator in advance will reply "OK, blocking for No. ....." Operator requesting block will then display the proper signal indication. Operators must promptly enter on block record the time block is given or received.

A passenger train will not be admitted to a block which is occupied by another train or engine except under flag protection. No train or engine will be admitted to a block which is occupied by an opposing train or engine, or by a passenger train, except under flag protection. A train other than a passenger train, or an engine, may be permitted to follow a train other than a passenger train, or engine into a block, when authorized by a train order, permissive signal or Clearance Card, and when such movement is so authorized the following train or engine must proceed prepared to stop short of a train, engine or obstruction, but not to exceed 15 miles per hour.

318. On two or more tracks, to admit a train to a block, the operator must examine the block record and display proper signal indication.

A train or engine must not be admitted to a block which is occupied by a passenger train except under flag protection. A passenger train

must not be admitted to a block which is occupied by another train or engine except under flag protection. A train other than a passenger train, or an engine, may be admitted to a block occupied by a train, other than a passenger train, or an engine, under permissive indication, Clearance Card, or by train order and when such movement is authorized the following train or engine must proceed prepared to stop short of a train, engine or obstruction, but not to exceed 15 miles per hour.

319. When a train enters a block, the operator must give train number and time to the next block station in advance. When two or more tracks are used in the same direction, operators must also specify the track. When the rear of the train has passed 300 feet beyond the block signal, he must give the record of the train to the next block station in the rear.

This information must be entered on the block records.

320. Unless otherwise provided, operators must not ask for the block until they have received a report of the train from the next block station in the rear.

321. Operators must, as far as practicable, observe all passing trains and note whether they are complete and in order. Should a train without markers pass a block station, the operator must notify the operator at the next block station in each direction and must not report that train clear of the block, nor clear the signal for the block in the rear, until he has ascertained that the train is complete.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the operator must immediately notify the operator at the next block station in advance, and each must display stop indications to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

323. When there is an obstruction between block stations, notice must be given to the nearest operator.

An operator informed of any obstruction in a block must immediately notify the operator at the other end of the block, and each must display stop indications to all trains that may be affected and must not permit any train to proceed without proper authority until it is known that its track is not obstructed.

324. When a train or engine clears the main track, the operator must know it is clear of the block before giving block for another movement or displaying a clear indication for that block.

When a train or engine clears the main track, the conductor or engineman must report "Clear" to the operator unless the switch involved is controlled by the operator. A train or engine must not enter a block or foul the main track, or cross from one main track to another without permission of the operator.

The operator must obtain control of the block before permitting a train or engine to re-enter the block.

325. To permit a train or engine to enter a block or foul a main track, or to cross from one main track to another, the operator must examine the block record and if all the blocks affected are clear of approaching trains he must provide or arrange for block protection before permission is given, and until movement is complete and block clear, trains or engines will not be admitted to the block except as prescribed by Rules 317 and 318.

All crossover movements must be entered on the block record.

326. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the operator notified.

When coupled trains are separated, the operator must regard each portion as an independent train.

327. When necessary to stop a train for which other than a stop indication has been displayed and accepted, the operator must give hand signals in addition to displaying the stop indication.

When a block station is open at an irregular hour, operators must use hand signals in addition to block signals to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

Hand signals must not be used when the proper indication can be displayed by the block signals, except as provided herein.

328. When, from any cause, an operator is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known it may then be permitted to proceed in accordance with Rules 317 and 318.

329. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of members of the crew as to the signals, or as to the train or engine for which they are intended.

330. Block signals for a track apply only to trains moving with the current of traffic on that track. A train running against the current of traffic, where signals are not installed to govern movements against the current of traffic, must receive train order authority for such movement and must not enter a block without receiving a Clearance Card.

331. Operators are responsible for the care of the block station, lamps, and supplies, and, unless otherwise provided, of the signal apparatus.

332. If a stop signal is disregarded, every effort must be made to stop the movement. The fact must be reported to the next block station in advance and then to the Superintendent.

333. To open a block station, the operator must notify the next block station in each direction and record the trains that are in the extended block.

When trains, which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance, he must repeat the record to the block station in the rear.

333(a). A block station must not be closed except upon authority of the Superintendent.

333(b). Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the operator must notify the next block station in each direction and when he receives acknowledgment enter it on the block record, with the time it is received from each block station.

The block signals must then be secured in the clear position and all lights extinguished.

333(c). Operators must not permit unauthorized persons to enter and loiter in the block station.

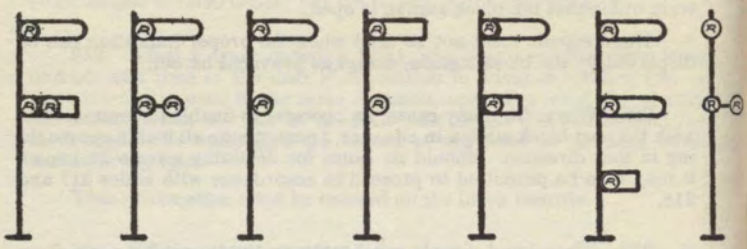
334. Trains must not pass a stop indication without receiving a Clearance Card.

334(a). When a train is stopped by a home or block signal, a member of the crew must, when practicable, immediately ascertain the cause.

Any unusual detention at block stations must be reported to the Superintendent.

334(b). A block station must not be considered as closed except as provided for by special instructions.

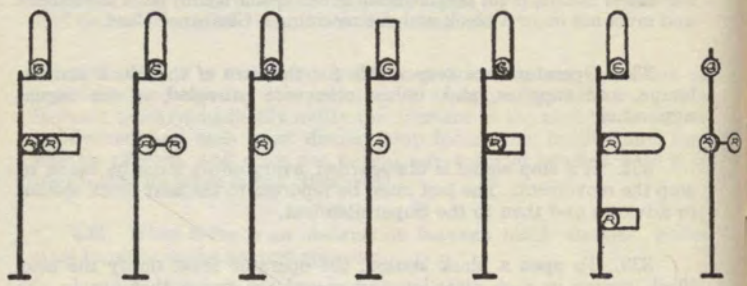
FIG. 1 FIG. 2 FIG. 3 FIG. 4 FIG. 5 FIG. 6 FIG. 7



Indication: Stop.

Name: Stop.

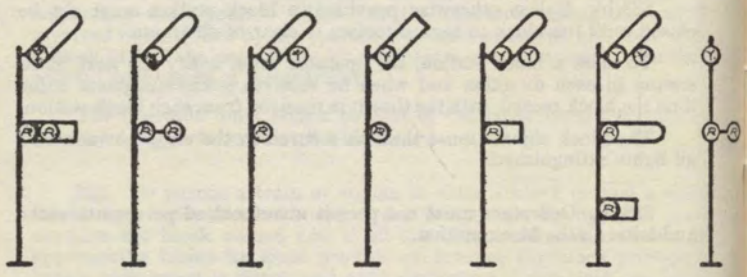
FIG. 8 FIG. 9 FIG. 10 FIG. 11 FIG. 12 FIG. 13 FIG. 14



Indication: Proceed.

Name: Clear.

FIG. 15 FIG. 16 FIG. 17 FIG. 18 FIG. 19 FIG. 20 FIG. 21

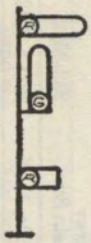


Indication: Block Occupied; Proceed prepared to stop short of train or obstruction, but not to exceed 15 miles per hour.

Name: Permissive.

Rule 289

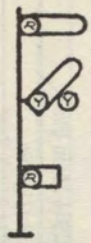
FIG. 22



Indication: Proceed through turnout or turnouts at prescribed speed.

Name: Diverging clear.

FIG. 23



Indication: Block Occupied; Proceed prepared to stop short of train or obstruction, but not to exceed 15 miles per hour.

Name: Medium Permissive.

FIG. 24

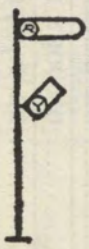


FIG. 25

Indication: Proceed at restricted speed.

Name: Restricting.

# SURGEONS

**Regional Medical Director, J. W. Edmonds, M. D.**
**426 Terminal Tower, Cleveland, Ohio**

| STATIONS | SURGEONS | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|---|---|---|---|---|---|
| **⊙Buffalo, N. Y. | DR. WILLIAM HOWARD, Oculist | 389 Linwood Ave. | TT 5-5021 | 389 Linwood Ave. | TT 3-1590 |
| | DR. SAMUEL MILITELLO | 1003 Genesee St. | TX 3-2826 (If no answer call TX 4-6262) | 69 Greenway Rd. | TF 6-1585 |
| | DR. ROBERT F. SULLIVAN | 2156 So. Park Ave. | TA 4-2386 | 145 McKinley Parkway | TA 4-2386 |
| | DR. J. A. SCHUTZ | 2804 Main St. | 832-1414 | 2804 Main St. | 833-3532 |
| Angola | DR. LEE R. SANBORN | 32 High St. | Angola 549-3353 | Forestville, N. Y. | WO 5-2942 |
| Silver Creek | DR. ERNEST G. HOMOKAY | 150 Central Ave. | 934-3133 | 68 Buffalo St. | 934-3156 |
| *⊙Dunkirk | DR. JOHN F. FOSS | 77 E. 4th St. | EM 6-2700 | 427 Dove St. | EM 6-2030 |
| ⊙Brockton | DR. PAUL BAUER | 14 Highland Ave. | 792-3901 | 16 Highland Ave. | 792-3901 |
| ⊙Westfield | DR. ROBERT R. NORTHRUP | 56 No. Portage St. | FA 6-2333 | 56 No. Portage St. | FA 6-2333 |
| *⊙North East, Pa. | DR. E. G. SHELLEY | 59 W. Main St. | SA 5-3800 | 59 W. Main St. | SA 5-3800 |
| ⊙Erie | DR. F. W. UNDERHILL | 153 W. 8th St. | GL 2-2880 | 1902 South Shore Dr. | GL 2-4700 |
| *⊙Wallace Jct. | | | | | |

*Ambulance Service. *Emergency Surgical Supply Box. ⊙Where stretchers are located.

## SURGEONS—Continued

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**426 Terminal Tower, Cleveland, Ohio**

| STATIONS | SURGEONS | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|---|---|---|---|---|---|
| Girard | DR. J. M. HOLLINGSWORTH | 311 W. Main St. | SP 4-3711 | 311 W. Main St. | SP 4-4198 |
| **⊙Conneaut, Ohio | DR. J. FRANK DOCHERTY | 321 Main St. | 595-1911 | 267 Bloor St. | 599-2941 |
| | DR. CLARENCE T. RISLEY | 233 Liberty | 596-1811 | 895 Lincoln Dr. | 596-1811 |
| | DR. T. F. O'CONNOR, Oculist | 4634 Main Ave. Ashtabula, O. | 993-3841 | 513 Lyndon Ave. Ashtabula, O. | 964-3020 |
| *⊙Ashtabula | DR. T. F. O'CONNOR, Oculist | 4634 Main Ave. | 993-3841 | 513 Lyndon Ave. | 964-3020 |
| *⊙Painesville | DR. G. ROBERT SMITH | 150 Mentor Ave. | 354-4312 | 93 Mentor Ave. | 357-7621 |
| *⊙P. E. Tower | | | | | |
| **⊙Cleveland | DR. E. F. KIEGER | 5644 Broadway | MI 1-0382 | Forest Dr. Pepper Pike Village | TE 1-9656 |
| | DR. JACKSON BLAIR | 7405 Detroit Ave. | WO 1-5758 | 13514 Lake Ave. | AC 6-2427 |
| | DR. DONALD G. ALLEN, Oculist | 319 Osborn Bldg. | MA 1-8424 | 27066 Lake Rd. Bay Village, Ohio | TR 1-1467 |
| | DR. ROBERT S. ROSNER, Oculist | 10515 Carnegie Ave. | SW 1-3633 | 2870 Litchfield Shaker Heights, Ohio | LO 1-2906 |
| | DR. PIERCE H. MULLALLY | 2475 E. 22nd St. | SU 1-5854 | 2266 Demington Dr. | YE 2-9243 |
| | DR. F. GRAHAM FALLON | Marshall Bldg. 2082 West 65th St. | WO 1-8039 | 2273 Valley View Dr. Rocky Diver, Ohio | ED 1-0510 |
| | DR. SAM PACKER | 11717 Euclid Ave. | 795-4400 | 2980 Coleridge Rd. | ER 1-5334 |

*Ambulance Service. *Emergency Surgical Supply Box. ⊙Where stretchers are located.

## SURGEONS—Continued

**Regional Medical Director, J. W. Edmonds, M. D.**
**426 Terminal Tower, Cleveland, Ohio**

| STATIONS | SURGEONS | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|---|---|---|---|---|---|
| *⊙Lorain | | | | | |
| *⊙So. Lorain | | | | | |
| **⊙Bellevue | DR. J. B. BALL | 113 W. Main St. | 487-1903 | 511 Strayer Dr. | 487-1904 |
| | DR. F. D. CROSBY | 218 E. Main St. | 482-0402 | 111 Aigler Blvd. | 482-0403 |
| | DR. E. W. SANDERS | 146 Kilbourne St. | 482-1624 | 146 Kilbourne St. | 482-1624 |
| | DR. D. ROSS IRONS | 207 York St. | 487-5655 | Ridge Road | 487-2501 |
| *⊙Fostoria | DR. G. H. W. BRUGGEMANN | 220 W. Tiffin St. | HE 5-2721 | Pelton Rd. | HE 5-3403 |
| | DR. W. GORDON HARTNETT | 149 W. Tiffin St. | HE 5-5644 | 541 No. Union St. | HE 5-6256 |
| | DR. EMMETT T. SHEERAN | 304 N. Main St. | HE 5-7116 | 852 No. Main St. | HE 5-2575 |
| | DR. D. J. MARIEA | 521 Summit St. | 435-5592 | 1205 Madison | 435-3947 |
| ⊙North Findlay | DR. F. M. WISELEY | 521 W. Sandusky St. Findlay, Ohio | 422-8561 | 902 S. Main St. Findlay, Ohio | 422-6333 |
| *⊙Leipsic Jct. | DR. WALTER W. DONAHUE | 104 B&M Bldg., Main St. | 269 | S. Poplar St. | 330 |
| ⊙Continental | DR. ALEXANDER KAKIS | Fifth St. | 596-3875 | Fifth St. | 596-3875 |
| ⊙Oakwood | | | | | |
| ⊙Payne | | | | | |

*Ambulance Service. *Emergency Surgical Supply Box. ⊙Where stretchers are located.

## SURGEONS—Continued

**Regional Medical Director, J. W. Edmonds, M. D.**
**426 Terminal Tower, Cleveland, Ohio**

| STATIONS | SURGEONS | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|---|---|---|---|---|---|
| **⊙East Wayne Yard | | | | | |
| *⊙Fort Wayne | DR. J. R. BERGHOFF | 306 E. Jefferson St. | 742-8443 | 3736 Plymouth Rd. | 748-2803 |
| | DR. JOHN H. NILL | 5717 So. Anthony Blvd. | 456-2221 | 5316 S. Wayne Ave. | 744-8400 |
| | DR. CARROLL O'ROURKE, Oculist | 604 W. Berry St. | 742-6334 | 9211 Covington Rd. | 456-1446 |
| | DR. O. J. MILLER | 324 W. Berry St. | E-1166 | | |
| | DR. J. E. KRUEGER | 5717 So. Anthony Blvd. | 456-2221 | 4418 Bradwood Ter. | 748-8196 |
| Sandusky | DR. H. B. FREDERICK | 116 W. Madison St. | MA 5-9717 | So. Columbus Ave. | MA 6-0728 |
| | DR. EMIL J. MECKSTROTH | 318 Huron Ave. | 625-7434 | | |
| | DR. WILBERT P. SKIRBALL | 1218 Cleveland Rd. | 626-1313 | | |
| Fremont | DR. J. L. CURTIN | 1523 McPherson Bl. | FE 2-7563 | 1523 McPherson Bl. | FE 2-7563 |
| ⊙Findlay | DR. FRANK M. WISELEY | 521 W. Sandusky St. | 422-8561 | 903 S. Main St. | 422-6333 |
| Bluffton, Ohio | DR. BOYD W. TRAVIS | 122 N. Jackson St. | 2261 | 141 W. Kibler St. | 2211 |
| *⊙*Lima | DR. ROBERT O. PAGE, Oculist | 722 National Bk. Bldg. | 225-3731 | 175 S. Cable Rd. | 225-8601 |
| | DR. WILLIAM E. NOBLE | 1643 Springhill Dr. | 224-6876 | 2516 Elmview Dr. | 991-3606 |

*Ambulance Service. *Emergency Surgical Supply Box. ⊙Where stretchers are located.

# AMBULANCE SERVICE

| | | TELEPHONE |
|---|---|---|
| Buffalo | Emergency Hospital, 108 Pine St. | TL 4-4850 |
| Conneaut | Gordon Thompson & Son, 345 Main St. | 597-2021 |
| Cleveland, East of Cuyahoga River | Watson's Ambulance Service, 10913 Superior Ave. | RA 1-0066 |
| Cleveland, West of Cuyahoga River | The Saxton Funeral Home, 13215 Detroit Ave. | AC 1-2300 |
| Bellevue | Waters and Smith, 230 E. Main St. | 482-2244 |
| Fostoria | Harrold Funeral Home | HE 5-8118 |
| East Wayne Yard | Harper and Son, New Haven, Ind. | 749-1141 |
| Fort Wayne | Mungovan and Sons | 744-2144 |
| Lima | Lima Ambulance Service, 216 No. Union St. | 224-4075 |

R. F. DUNLAP,
Vice President-Operations,
ROANOKE, VA.

C. G. HAMMOND, JR.,
General Manager,
Lake Region,
CLEVELAND, OHIO

W. T. ROSS,
General Manager Transportation,
ROANOKE, VA.

M. D. DENBO,
Superintendent,
BELLEVUE, OHIO

L. ATKINSON, JR.,
Manager Transportation,
Lake Region,
CLEVELAND, OHIO

# SPEED TABLE

| TIME Going 1 Mile Min. | Sec. | MILES Per Hour | TIME Going 1 Mile Min. | Sec. | MILES Per Hour |
|---|---|---|---|---|---|
| 5 | 00 | 12.00 | 1 | 14 | 48.65 |
| 4 | 00 | 15.00 | 1 | 13 | 49.31 |
| 3 | 00 | 20.00 | 1 | 12 | 50.00 |
| 2 | 50 | 21.18 | 1 | 11 | 50.70 |
| 2 | 40 | 22.50 | 1 | 10 | 51.43 |
| 2 | 30 | 24.00 | 1 | 09 | 52.17 |
| 2 | 24 | 25.00 | 1 | 08 | 52.94 |
| 2 | 20 | 25.72 | 1 | 07 | 53.73 |
| 2 | 15 | 26.67 | 1 | 06 | 54.55 |
| 2 | 10 | 27.69 | 1 | 05 | 55.38 |
| 2 | 05 | 28.80 | 1 | 04 | 56.25 |
| 2 | 00 | 30.00 | 1 | 03 | 57.14 |
| 1 | 55 | 31.30 | 1 | 02 | 58.06 |
| 1 | 50 | 32.73 | 1 | 01 | 59.02 |
| 1 | 45 | 34.29 | 1 | 00 | 60.00 |
| 1 | 42 | 35.29 | | 59 | 61.02 |
| 1 | 40 | 36.00 | | 58 | 62.07 |
| 1 | 38 | 36.73 | | 57 | 63.14 |
| 1 | 36 | 37.50 | | 56 | 64.29 |
| 1 | 34 | 38.29 | | 55 | 65.45 |
| 1 | 32 | 39.13 | | 54 | 66.66 |
| 1 | 30 | 40.00 | | 53 | 67.92 |
| 1 | 28 | 40.91 | | 52 | 69.23 |
| 1 | 26 | 41.86 | | 51 | 70.59 |
| 1 | 24 | 42.86 | | 50 | 72.00 |
| 1 | 22 | 43.90 | | 49 | 73.47 |
| 1 | 20 | 45.00 | | 48 | 75.00 |
| 1 | 18 | 46.15 | | 47 | 76.59 |
| 1 | 16 | 47.37 | | 46 | 78.26 |
| 1 | 15 | 48.00 | | 45 | 80.00 |

# THEY'RE DEPENDING ON YOU

## *SO ARE WE...*

## PLAY IT SAFE!