ERIE RAILROAD COMPANY

Western District

Mahoning Division and Branches

Time Table No. 55

Effective 12:01 A. M.

SUNDAY, APRIL 24, 1955

FOR EMPLOYEES ONLY

Eastern Standard Time

55

THINK! THEN ACT SAFELY

F. E. NAVIN,
Assistant Superintendent

F. J. MULLIGAN,
Superintendent

T. E. McGINNIS,
Assistant General Manager

J. P. ALLISON,
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT
EFFECTIVE NOVEMBER 30, 1952

STANDARD CLOCKS.

Cleveland	"GH" Telegraph Office (C.U.T.) Literary St. Yard Office. E. 55th St. Eng. Dispr's Office.
Kent	Passenger Station. Yard Office.
Niles	Telegraph Office.
Brier Hill	Engine Dispatcher's Office. East End Yard Office.
Youngstown	YO. Office. RN Caller's Office.
Ferrona	Yard Office.
Meadville	Diesel Shop. Telegraph Office. Caller's Office Westward Yard Office.
East Youngstown	Crew Dispatcher's Office.

TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time-tables of that railroad.

Normal operation involves operation over:

Cleveland Union Terminal Railroad, Cleveland between Broadway and Cleveland Union Terminal Station.

On Canal Branch, the Erie R.R. main track will be operated as single track, and operation controlled by dispatchers located at Youngstown.

Between East Youngstown and Westlake Crossing at Youngstown joint Erie and P. & L. E. R. R. time table will govern.

SIGNS—Additional to Rule 6.

A—Stop to discharge passengers.

E—Stop to discharge passengers from Meadville and East, and on signal to receive passengers for Akron and West.

P—Stop to discharge passengers from Meadville and East and on signal to receive passengers for Galion and West.

V—Reduce speed to 40 miles per hour daily, except Sunday to discharge U. S. Mail.

W—Stop to discharge passengers from Cleveland and on signal to receive passengers for Youngstown and East.

M—Stop to discharge passengers from Cleveland and on signal to receive passengers for New Castle and East.

BE—Stop to discharge passengers from Hammond and West.

G—Stop to discharge passengers from Youngstown and receive passengers for Cleveland.

R—Stop on Saturdays only to discharge passengers from Cleveland.

C—Stop to discharge passengers from Chicago.

Trains scheduled to make flag stop at stations, where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

The term "HOLIDAY" as used in this time table applies to following days only: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day.

SPEED RESTRICTIONS	Miles Per Hour
Passenger Trains	60
All trains on westward unrestricted track M.P. 6.25 to West End Tower	50
All trains on eastward track West End Tower to M.P. 6.25	40
Passenger trains on eastward and westward unrestricted track between: M.P. 9.66 East of Lee Road and M.P. 21.00 Geauga Lake: M.P. 42.00 east of Mahoning and M.P. 48.26 west of Leavittsburg	75
M.P. 105.40 Buchanan and M.P. 134.80 Transfer: M.P. 165.00 SN Jct and M.P. 188.39 just east of "A" Yard Kent: M.P. 21.00 Geauga Lake and M.P. 33.86 west of Jeddoe: M.P. 48.26 west of Leavittsburg and M.P. 58.15 west of Niles	70
All trains on Eastward and Westward tracks through City Limits of Sharon, Pa	15
Freight trains	50
Freight trains handling in excess of 50% of cars in train loaded with Ore	30
Loaded cars carded Form 5432	30
Trains handling eight wheel swivel truck cranes steam shovels or other similar pivoted machinery	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains, not more than 15 cars from caboose.	
Trains hauling dead steam engines, except otherwise provided	20
Express and equipment trains with freight cars	50
Conductors will notify engineers before leaving terminal whether or not such equipment is in train.	
Trains handling spreader cars	30
Spreader cars will be handled with Blades in trailing position unless otherwise authorized by Superintendent.	
All trains entering or leaving sidings or yards, passing from double to single track, or single to double track, or through crossovers, except as otherwise provided	10

All trains or engines leaving the Sidings at Buchanan Extension, Stony Point, Atlantic, Amasa, Pymatuning, except through crossover from siding to Westward main track, West end Pymatuning Siding, Johnsons or Eastward trains Leavittsburg under signal indication as per Rule 287, Figure (b) Rules of the Operating Department effective Nov. 30, 1952, may operate at a speed not to exceed thirty (30) miles per hour through the turn-outs.

Class FE-13, FE-15, FA-15, PE-15 engines are restricted to 15 miles per hour over the two Scranton Road yard tracks over Bridge F-1.46. Maximum car loadings permitted on tracks over this bridge are 220,000 lbs. for 4 axle cars and 250,000 lbs. for 6 axle cars.

The Following Speed and other Restrictions apply to Operation of 250 Ton Diesel Wrecking Derrick.

MAHONING DIVISION

Main Line

Speed restrictions of 10 M.P.H. over the 3 Scranton Road Yard Tracks of Bridge F1.46; 20 M.P.H. over Bridges 53.04, 67.62 (side track only), 75.74, 78.06 and 81.04.
Not permitted over the second siding south of the 2 main tracks of Bridge 4.85.

Niles and Lisbon Branch between Niles and Leetonia.
Speed restriction of 10 M.P.H. over Bridges 0.54 and 14.28.

Niles and Lisbon Branch between Leetonia and Lisbon.
Not permitted.

Hazelton Branch.
Speed restriction of 15 M.P.H. over Bridge 67.66.

Austintown Branch.
Speed restriction of 10 M.P.H. over Bridge F0.65.

New Castle Branch.
Speed restriction of 10 M.P.H. over Bridges 5.06, 5.69, 7.67, 16.83 and 19.18.

Not permitted over Bridge 1.02 in Wallis and Carley Siding.

Franklin Branch.
Not permitted.

Vallonia Branch.
Not permitted.

FIRST SUB-DIVISION	Miles Per Hour
Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	30
Freight trains between Pymatuning (GH) and SN Junction	30
Curve 128 between M.P. 89.18 and M.P. 88.84 Pymatuning	40
Eastward trains through turnout at east end of double track, Sharpsville	35
Curves 120, 121 and 122 between M.P. 85.45 and M.P. 84.20 east of Sharpsville	35
Curves 117 and 118 between M.P. 83.19 and M.P. 83.50, west of Sharpsville eastward and westward track	55
Between M.P. 81.16 and M.P. 80.77, eastward and westward trains	15
Curve 108, between M.P. 79.99 and 79.88, eastward and westward track	35
Eastward trains single to double track at Coles	30
Curve 102, between M.P. 76.08 and M.P. 75.75	40
Curves 100, 99 and 98, between M.P. 74.54 and M.P. 75.32 east of Hubbard	40
Eastward trains double to single track at Hubbard	30
Curve 93, between M.P. 70.28 and M.P. 70.05 eastward and westward track	50
Eastward and westward trains through interlocking limits at Himrod Junction	15
Between M.P. 68.01 Valley Street and M.P. 66.63 North Avenue, Youngstown, eastward and westward track	30
Curves 76 and 77, between M.P. 66.08 and M.P. 65.44, eastward and westward tracks	50
Curve No. 64. Niles, M.P. 58.40 to 58.15	50
Warren Gauntlet, between M.P. 53.67 and M.P. 53.12 eastward and westward track	20
Curve 57, between M.P. 53.04 and M.P. 52.98, eastward and westward tracks	35
Curve 56, between M.P. 52.98 and M.P. 52.84, eastward and westward tracks	45
Curve 55, between M.P. 52.62 and M.P. 52.44, eastward and westward tracks	60
SN Junction, First Sub-Division to Second Sub-Division	30
Curves 43, 44 and 45, between Garrettsville-Hiram Station M.P. 37.40 and M.P. 38.66, eastward and westward track	45
Curves 36, 37, 38, 39 and 40, between M.P. 33.86 and M.P. 35.27 at Jeddoe, eastward and westward track	45
Curve 30 between M.P. 29.79 and M.P. 30.18	55
Westward empty freight trains, North Randall to Literary Street	25
Westward loaded freight trains, North Randall to Literary Street	20
Curves 15 and 16, between M.P. 5.50 and M.P. 5.25, westward track	45
All trains between Bridge 2.22 and West End Tower eastward and westward tracks	20
Passenger trains between West End Tower and Broadway	25
All trains over connection track between Mahoning Avenue Junction and Coach Yard Lead Junction switch at NKP viaduct, Cleveland	15
Trains hauling wrecking derrick	30

SECOND SUB-DIVISION	Miles Per Hour
Curves No. 3 and 3A between M.P. 102.65 and 102.75 Eastward and Westward Tracks	40
Curve No. 4, between M.P. 102.83 and 103.25— Eastward Track	40
Westward Track	35
Eastward trains moving from single track to eastward track at Buchanan	35
Eastward trains moving from single track to westward track at Buchanan	25
Westward trains moving from double track to single track at Buchanan	25
Curve 6, M.P. 105.42 to M.P. 106.08	35
Curve 7, west of Buchanan, M.P. 107.48 to M.P. 107.81	65
Curve 10, Stony Point, M.P. 114.78 to M.P. 116.32	60
Curves 11 and 12 east of Atlantic, M.P. 119.40 to M.P. 120.42	40
Curve 14, between Atlantic and Amasa, M.P. 123.29 to M.P. 123.72	60
Curves 16 and 17, west of Amasa, M.P. 125.87 to M.P. 126.47	55
Curves 18, 19, 20, 21 and 22 west of Amasa, M.P. 126.69 to M.P. 128.77	40
Shenango, Eastward trains double to single track	30
Curve 24 west of PRR Crossing, M.P. 133.72 and M.P. 134.06, eastward and westward track	65
Eastward trains moving from westward track to eastward track through crossover at Transfer	30
Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	30
All trains between Pymatuning and SN Junction	50
All trains over crossing frogs P. R. R. crossing North Warren	30
SN Junction Eastward trains to First or Second Sub-Division	30
Curves 37 and 38, Braceville, M.P. 168.09 to M.P. 169.20 westward track	60
Curve 43, Windham, M.P. 173.08 to M.P. 173.30, westward track	60
Curve 44 west of Windham M.P. 175.53 to M.P. 175.78, westward track	60
Curves 45 and 46, East of Freedom, M.P. 176.29 to M.P. 177.45, westward track	50
Curves 47 and 48, west of Freedom, M.P. 179.43 to M.P. 180.27, westward track	50
Curve 49, west of Freedom, M.P. 181.60 to M.P. 182.15 eastward track	50
Curve 50, east of Ravenna, M.P. 184.76 to M.P. 185.26, eastward and westward track	55
Curve 54 west of Ravenna, M.P. 186.23 to M.P. 186.48, westward track	60
Curves 52, 53, 55, 57, 58, west of Ravenna, M.P. 185.53 to M.P. 188.00 eastward track	60
Curve 1 at P.R.R. Bridge east end of "A" yard, Kent, M.P. 188.78 to M.P. 188.38, eastward track	45
Curve 6, east of Crain Avenue, Kent, M.P. 190.77 to M.P. 191.20 eastward and westward tracks	45
Curve 7, M.P. 191.47 to M.P. 191.68, Kent, eastward and westward tracks	30
Trains hauling wrecking derrick	30

FERRONA BRANCH	
All Trains	25
Between M.P. 21.56 and M.P. 23.4	15
Between M.P. 4.00 and M.P. 3.60	15
Bridge 1.02 Canal Basin Siding	15
Bridges 16.83 and 19.18	15
Trains hauling wrecking derrick	15

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES

Grant St. and Washington St., New Castle, Pa.—Normal starting points for both crossings are 770 feet in length, trains or engines will not stop or stand on starting points unnecessarily, automatic cutouts are provided for switching moves. Trains or engines switching in immediate vicinity of crossings will approach crossings prepared to stop if gates are not lowered and proceed only after gates have lowered. A circuit sign is erected at eastward point for Grant St. All eastward trains cutting off west of Grant St. to do switching will cut off a sufficient distance west of sign to clear the starting point at all times.

Daily except Saturdays, Sundays and Holidays April 24th through Sept. 25th inclusive, all trains and engines will run not to exceed a speed of four (4) miles per hour over Church Street Crossing, Wheatland, Penna. between the hours of:

8:00 A. M. and 9:00 A. M.
11:30 A. M. and 1:00 P. M.
3:00 P. M. and 4:00 P. M.

account this crossing being used by school children during these hours.

LISBON BRANCH

All trains	30
Bridge 0.54, 14.28, 23.49, 29.09, 33.56, 33.65, 34.58	15
Trains hauling wrecking derrick	15

OIL CITY-FRANKLIN BRANCH

All trains	30
Between Buchanan and M.P. 1.00	20
Franklin—Curve M.P. 23.60 to M.P. 23.75	15
Franklin—Curve M.P. 25.60 to M.P. 25.70	15
Bridges 0.91, 21.36 and 33.14	15
Trains hauling wrecking derrick	15

AUSTINTOWN BRANCH

All trains	20
Bridge F 0.65	15

CANAL BRANCH

Bridge 4.64 to Joint Yard	15

TRAIN REGISTERS.

Cleveland	"GH" Telegraph Office (C.U.T.)
Kent	Passenger Station. First Class Trains.
Niles	Telegraph Office. Lisbon Branch Trains
Youngstown	YO. Office. First Class Trains, except trains 1, 2, 5, 6, 7, and 8.
Ferrona	Telegraph Office. Ferrona Branch Trains.
New Castle	Gardner Avenue. Telephone Booth.
Meadville	Telegraph Office. Westward Yard Office.
Oil City	Telegraph Office.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for following section, when train must stop and the conductor register the train in person, except at Westward Yard Office, Meadville.

When registering trains, write out in full the color of signals displayed.

When not displaying signals, write out in full "No Signals." Sign name and initials, and use no ditto marks.

It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off register slips to enter the information on train register and preserve the slips.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Cleveland	"GH" Telegraph Office (C.U.T.) Literary Street Yard Office. East 55th Street Engine Dispatcher's Office.
Leavittsburg	Yard Office.
Niles	Telegraph Office.
Brier Hill	Engine Dispatcher's Office. East End Yard Office.
Youngstown	Holmes Street Crew Dispatcher's Office. YO. Office.
East Youngstown	P.&L.E. Crew Dispatcher's Office.
Ferrona	Yard Office.
McKees Rocks	Engine Dispatcher's Office. General Yard Office.
Pittsburgh	Station Master's Office.
Kent	Passenger Station. KE Yard Office.
Meadville	Diesel Shop. Telegraph Office. Chief Caller's Office. Westward Yard Office.
Franklin	Telegraph Office.

SIDINGS.

	Car Capacity. Based on 45 feet to the car allowing for engine and caboose Eastward	Westward
North Randall	117	
Solon	78	
Mantua	103	115
Mahoning	94	91
Leavittsburg, First Sub-Division	86	92
De Forest	88	91
Girard Yard No. 1 Siding	90	
Ravenna	76	
AD Siding	90	93
Leavittsburg, Second Sub-Division	147	
Johnsons	162	
Pymatuning, Second Sub-Division	135	
Amasa	118	
Atlantic	135	
Stony Point	135	135
Canfield	36	
Cochranton	19	
Utica	22	
Franklin	29	

The eastward siding at Stony Point is adjacent to the main track.

GRADE CROSSINGS.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 nor more than 800 feet from railroad crossing at grade.

When proper signals are displayed at "NK" passenger trains on Erie R. R. Haselton Branch may, without stopping, proceed not to exceed 35 miles per hour and freight trains 25 miles per hour.

Niles

LISBON BRANCH over B. & O. R. R. target vertical, proceed on Lisbon Branch. Crews using Lisbon Branch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Lisbon Branch track. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit Erie Railroad crews to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

WARD TRACK over B. & O. R. R. target vertical proceed on Ward Track. Crews using the Ward Switch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the

diagonal or block position. Throw No. 2 lever, which removes the derails from the Ward Switch. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit crews using the Ward Switch to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

Girard

CANAL BRANCH over B. & O. Railroad, target diagonal, proceed on Canal Branch. Target horizontal, proceed on B. & O. Railroad tracks and on Erie Girard Siding between VO Crossover and Liberty Street.

Ohio Steel Junction

CANAL BRANCH. Horizontal position of target will govern movements to or from Ohio Works. Diagonal position will govern movements east or west on Canal Branch tracks and vertical position will govern movements east and west on B. & O. tracks. B. & O. or Erie trains or engines moving east or west on Canal Branch will come to a full stop and line up target and switches for their movement, and after completing move, through crossover, will line up switches and target for movement to and from Ohio Works. After target is returned to a horizontal position it should be locked. Switches and crossovers will be lined at all times for movement to and from Ohio Works. Erie Switch leading from Canal Branch to crossover will be lined for Ohio Works. P. R. R. switch leading from hill track will be kept closed when not in use.

Youngstown

CANAL BRANCH over P. R. R. near P. R. R. Freight House, target horizontal, proceed on Canal Branch.

CANAL BRANCH over B. & O. R. R., P. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing diagonal, and target at Haselton Branch crossing diagonal, proceed on Canal Branch. Both targets required before proceeding over crossing.

OHIO WORKS BRANCH over Y. & N. R. R. at Ohio Works, target diagonal, proceed on Ohio Works Branch.

AUSTINTOWN BRANCH over L. E. & E. R. R. near Manning Avenue target horizontal, proceed to Austintown Branch. Pole target signal is electric locked and operated manually by train crews. To cross over the L. E. & E. R. R. in either direction requires the following operation:

An indicator light is provided which, when lighted, will inform trainmen that a L. E. & E. train is approaching the crossing. Padlock should not be removed and throw lever for pole target signal operated under these conditions. With indicator light dark, trainmen may remove the padlock and when indicator in electric lock shows "UNLOCKED", tramp on treadle and throw the lever operating the pole target signal to horizontal position. After movement has been completed, the throw lever is to be operated to place the pole target signal in the vertical position and electric lock padlocked. When it is desired to operate the pole target signal with train approach indicator lighted, after the padlock is removed, pre-determined time interval must elapse before electric lock unlocks, which will be indicated by indicator in electric lock displaying "UNLOCKED". Pole target signal may then be operated to the horizontal position by throw lever and procedure as outlined above is to be followed.

AUSTINTOWN BRANCH over B. & O. R. R. near Ohio Works. Interlocked and operated manually by train crews. To cross over the B. & O. R. R. in either direction requires the following operation:

Call operator at Ohio Junction by one long ring on telephone and he will unlock the electric lock. Position of this lock is shown by track indicator. Clear position being shown when released and available for Erie movement. After indicator has shown the electric lock to be released, reverse the lever controlling the bolt locks on main track switches. Hand thrown switches with pipe connected derails can then be operated and track lined up for Erie movement. Hand signals to proceed to be given after line up is made. After movement has been completed the switches and bolt lock lever will be restored to normal position and the operator at Ohio Junction notified The B. & O. main tracks at this point are protected by pipe connected derails in both directions.

AUSTINTOWN BRANCH over Penna. R. R. and B. & O. R. R. at Leadville Junction. Target vertical, proceed east and west on B. & O. and Penna. R. R. Target horizontal, proceed on Austintown Branch over Penna. R. R. and B. & O. Target diagonal, all trains will come to a stop. Crews using Austintown Branch will place target in horizontal position and wait two minutes after target has been placed in horizontal position before proceeding. Normal position of target vertical. The target will be restored to vertical position after movements on Austintown Branch have been completed.

HASELTON BRANCH over Penna. R. R. (Crab Creek Branch) and Brown Bonnell Lead, target horizontal, proceed on Haselton Branch.

BROWN BONNELL LEAD over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing vertical, and target at Haselton Branch crossing diagonal, proceed on Brown Bonnell Lead. Both targets required before proceeding over crossing.

NK, when Red Ball by day and Red Light by night is displayed on Targetman's House, all trains on all roads will come to a stop.

B. & O. INTERCHANGE CONNECTION over Penna. R. R., target horizontal, proceed on B. & O. Interchange Connection. Normal position of target is vertical and it must be left in this position when not in use.

HASELTON FURNACE CONNECTION over Penna. R. R. Crossing target horizontal. Over B. & O. R. R. Crossing position light dwarf signals diagonal proceed on Haselton Furnace connection. Normal position of Penna. R. R. target vertical and must be left in that position when not in actual use.

Hubbard

Y. S. & T. Co. FURNACE CONNECTION over N. Y. C. R. R., target horizontal, proceed on Y. S. & T. Co. Furnace Connection.

State Line

BROOKFIELD BRANCH over N. Y. C. R. R. target horizontal, proceed on Brookfield Branch.

SHARON STEEL CO., FARRELL PLANT connection over Sharon Steel Co. R.R. (Near east end of River Bridge at RO Yard), signal light green, proceed on Sharon Steel Co. connection (Erie R.R.)

Sharon

LEAD INTO SHARON TUBE over N. Y. C. R. R. at Water Street, movements will be protected by flag.

New Castle

FERRONA BRANCH over Penna. R. R. (E. and P. crossing), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over Penna. R. R. (at Franklin Bridge), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over P. & L. E. R. R. (Gardner Ave.), target diagonal, proceed on Ferrona Branch.

The position of targets at night will be indicated by two red lights.

CROSSOVER MOVEMENT

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except at points west of East 65th St., Cleveland; between Westlakes Crossing and Dry Run, Youngstown Yard; and crossovers at Hay Barn, Water St., and Center St., Meadville Yard. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99. Permission to use main tracks or crossover operated by interlocking plants will be given by signal indication.

No. 6 will use the westward track between the crossover just west of Hazel Street and the crossover just east of Wick Ave., Youngstown. Switches will be handled and move protected by yard crew. Train will come to a full stop before proceeding through crossover west of Hazel Street and then proceed only after receiving a hand signal from man on ground.

No. 628 will not proceed into Youngstown Depot until they have received hand signal from man on ground located at Hazel Street.

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES.

East 116th St., Cleveland, O. The gates are regulated to operate according to speed of trains moving with current of traffic. Eastbound trains operating under 25 M.P.H. passing M.P. 7:30 approximately 1200 feet west of Signal 6-4M will not exceed 25 M.P.H. until crossing is reached. Westbound trains operating under 25 M.P.H. passing M.P. 8.00 will not exceed 25 M.P.H. until crossing is reached.

Broadway Ave., Cleveland, O. Mile Post 2.41. Operating circuits for both main tracks for this crossing are (1000) feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily.

Aetna Road, Cleveland, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossings and wait until gates have lowered before proceeding over crossings. Current of track circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Eastbound with current of traffic at eastward home signal C&P Interlocking (Mile Post 5.16). Westbound with current of traffic at automatic signal 6-1M (Mile Post 6.45).

East 37th St., Cleveland, O. Operating circuits for both main tracks for this crossing are 1000 feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

East 123rd St., Cleveland, O. Current of traffic circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Westbound with current of traffic at automatic signal 8-1M (Mile Post 8.25). Eastbound with current of traffic at Mile Post 7.00. Trains switching on main tracks in immediate vicinity of crossing will approach crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. Trains or engines will not stop or stand within the limits of the starting points unnecessarily.

Lee Road, Cleveland, Ohio, Mile Post 9.38. Trains switching on Main tracks in immediate vicinity of crossing will approach the crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds; Westward trains operating at a speed of Thirty-Five (35) Miles per hour or under at Mile Post 10.18 will not exceed thirty-five (35) Miles per hour until crossing is reached. Eastward trains operating at a speed of Twenty (20) Miles per hour or under at Mile Post 8.17 will not exceed twenty (20) Miles per hour until crossing is reached. . . . Timing circuits for Eastward normal direction movements permit gates to raise after train has occupied track at station in excess of approximately one minute. Trains which are normally delayed in excess of one minute will not pass circuit sign and white line on station platform 81 feet west of Lee Road. All trains making station stops will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered. Westward trains making station stop must clear the west sidewalk of the Road by at least 15 feet with the rear end of train to allow gates to raise and avoid delaying highway traffic.

Depot St. and Pratt St., Niles, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing. Trains switching on main tracks in this vicinity will approach these crossings prepared to stop if gates are not lowered and will proceed only when gates have lowered. Circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 M.P.H. or under at the following locations will not exceed 20 M.P.H. until crossing is reached. Westbound with current of traffic at Summit St. (M.P. 59.42). Westbound against current of traffic at Summit St. (M.P. 59.42). Eastbound with current of traffic at M.P. 57.45. Eastbound against current of traffic at M.P. 57.45. Westward passenger trains making station stop must clear west side of Pratt St. a distance of 64 feet to allow gates to operate for vehicle traffic to move. Timing circuits for eastward normal direction movements permit gates to raise after train or engine has occupied track at station in excess of approximately one (1) minute. Trains which are normally delayed account loading mail, etc., will not pass disc marker and white line on station platform 66 feet west of Pratt St. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

North Ave., Youngstown, O. Trains or engines operating on other than Main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Trains switching on main tracks in this vicinity will approach this crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered.

Circuits are arranged for fast and slow speeds; Eastward trains operating at a speed of Twenty-five (25) Miles per hour or under at Mile Post 66.20 will not exceed Twenty-five (25) Miles per hour until crossing is reached. Westward trains operating at a speed of Twenty (20) Miles per hour or under at Mile Post 67.16 will not exceed Twenty (20) Miles per hour until crossing is reached.

Valley St., Youngstown, O. Trains operating on other than Main tracks will stop not less than 15 feet on either side of crossing, and wait for gates being lowered before proceeding over crossing. Trains or engines will not stand on shunting circuits unnecessarily.

Walnut St., Leetonia, Ohio. Automatic Flashing Light Signals with short arm gates Mile Post 22.40. Track circuit on PRR Interchange track extends a distance of 70 feet each side of crossing, trains or engines using this track must stop on track circuit and permit the Flashing Light Signals and short arm gates to operate a minimum of 20 seconds before proceeding over crossing.

Cleveland Road, Ravenna Ohio, Circuits are arranged for fast and slow speeds. Trains operating at a speed of twenty-five (25) Miles per hour or under at the following locations will not increase speed to exceed twenty-five (25) Miles per hour until crossing is reached.

West bound with current of traffic, Mile Post 184.25 West of Freedom Road. . . . East bound with current of traffic, Mile Post 185.90 West of Ravenna.

Timing circuits for Eastward normal direction movements permits gates to raise after train or engine has occupied track at station in excess of approximately one (1) minute. Trains which are normally delayed account loading, mail, etc., will not pass "Circuit" sign located 300 ft. West of Cleveland Road. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

Trains moving Eastward through Main track crossover or out of Passing Siding will move slowly as the starting point for gate operation for movement of this kind is located 300 ft. West of Crossing, and the movement must be made at "Restricted" speed to allow gates to lower.

Eastward trains held at Ravenna or setting off or picking up cars will stop with their entire train West of signal 598-2 (Mile Post 185.57) as this movement is timed and will prevent operation of the gates.

Trains or engines will not stop or stand within the limits of the starting points unnecessarily. Trains switching in immediate vicinity of crossing will approach crossing prepared to stop if gates are not lowered and will proceed only when gates have lowered.

Parkman Road, North Warren, Ohio, Mile Post 162.19. Trains switching on Main track in immediate vicinity of crossing will approach this crossing prepared to stop, if gates are not lowered, and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds, trains or engines operating at speed of 25 Miles per hour or under at the following locations will not exceed 25 Miles per hour until crossing is reached. Eastward trains at West Market St. Mile Post 163.00. Westward trains at Mahoning Ave. Mile Post 161.51. These gates are automatically cut out when switching moves are made at the East end of Thomas Steel Co. and Hamilton Meigs switches, and an additional starting point is provided East of Hamilton Meigs switch located 500 feet from the crossing. Trains switching at either of the above switches and moving Eastward after switching is completed will not exceed 15 Miles per hour until crossing is reached. The same type of cut out as above is provided for the Ohio Public service switch, West of North Tod Ave. and an additional starting point provided 600 feet East of crossing. Trains switching at this switch and moving Westward after switching is completed will not exceed 15 miles per hour until crossing is reached.

Mahoning Ave., North Warren, O. Trains switching on main track in this vicinity will approach this crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds, trains or engines operating at a speed of Twenty-five (25) Miles per hour, or under at the following locations will not exceed Twenty-five (25) Miles per hour until crossing is reached.

Eastward trains at Parkman Rd. (Mile Post 162.19)

Westward trains at Park Avenue (Mile Post 161.11)

INSTRUCTIONS GOVERNING FLASHER LIGHTS EQUIPPED WITH TIMING CIRCUITS

Warrensville-Center Road, North Randall, Ohio, Mile Post 11.02—Circuits are timed and equipped with automatic cut-outs. Eastward trains operating at a speed of twenty-five (25) miles or less per hour at Signal 10-2M (Mile Post 10.50) and westward trains at Signal 11.1M (Mile Post 11.50) will not exceed twenty-five (25) Miles per hour until crossing is reached. Westward trains switching in vicinity of North Randall Station will not exceed a speed of twenty-five (25) Miles per hour until after passing the crossing.

ELECTRIC SWITCH LOCKS

Switches at:
Depot Eastbound siding, (east end),
Depot crossover
AD Eastbound siding, (both ends),
AD crossover,
Solon Main track Crossover,
are equipped with automatic electric switch locks with approach locking.

Switches at:
Thomas Steel Company track North Warren, both ends,
Warren City Water Works switch Mile Post 156.75.
Packard Electric Co. Switch North Warren, O, Mile Post 158.84.
Two main track switches just east of Mahoning Avenue, North Warren, Mile Post 161.50,
Crossover from main track to siding North Warren, Mile Post 161.27
MK Siding (both ends),
Two Wean Engineering Company tracks, North Warren.
Cortland Siding (both ends),
Team Track Switch Mile Post 124.77
Kennard, Pa.
House Track Switch, Mile Post 121.04
Atlantic, Pa.
Switch leading to Keystone Ordnance Plant Mile Post 116.30 at Stony Point,
House Track Switch, Mile Post 110.40 Geneva, Pa.
Material Track Switch (N.K.P. R.R. connection to RAPID TRANSIT located 1120 feet west of West End Tower),
House track switch and mill track switch mile post 84.15 Sharpsville, Pa.
are equipped with controlled electric switch locks.

The following instructions will govern:

1. No attempt shall be made to open any switch which is electrically locked unless the indicator displays "CLEAR".
2. Train desiring to pull out of sidings or use the crossovers must first secure permission from the Dispatcher.
3. One indicator with switch key operated controller is provided for each crossover and one indicator with switch key operated controller is provided for each switch.
4. When indicator shows "CLEAR" the switch locks may be removed from the latches and after the signals have assumed the "STOP AND PROCEED POSITION" the switches may be operated in the usual manner.
5. The switch lock is removed or applied by lifting the foot pedal with one hand to relieve the pressure. The switch stand handle is released by stepping on the pedal.
6. When indicator shows "STOP" and dispatcher is notified and permission has been secured to use siding or main line crossover with approach circuit occupied by a train, insert the switch key in the switch key operated controller and turn key to the right as far as possible and after a four minute time interval has elapsed, the indicator will show "CLEAR" and the switches may be handled as in paragraph four.
7. At Depot and AD when releasing with the key for moves over crossover and the eastbound siding switch, the crossover release only is to be used. When releasing the eastbound switch, the key is to be used only in the controller at the eastbound switch.
8. When switching moves require the use of a switch more than once, the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track.
9. Short track circuits have been installed, which extend a distance of more than 100 feet either side of each switch and these circuits are for the purpose of releasing the electric locks automatically when part of train has been left on the approach section and must be occupied by engine or cars to effect release.

YARD LIMITS. Indicated by signs.

Cleveland.	**Meadville**
Niles.	**Kent.**
Girard—Youngstown.	**Franklin.**
Sharon—Sharpsville—Wheatland.	**Oil City.**
New Castle.	**Lisbon.**

RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded: Niles, Youngstown east of Valley Street Crossover, Sharon, Sharpsville, and Meadville east of Race Street.

MOVEMENTS NOT PROVIDED BY TIME TABLE.

Between Literary Street and Pymatuning on First Sub-Division and between Kent and Meadville on Second Sub-Division extra trains other than passenger extras will proceed without train orders.

RULES GOVERNING MANUAL BLOCK SIGNAL SYSTEMS, AUTOMATIC BLOCK SIGNAL SYSTEMS, AND INTERLOCKING, EFFECTIVE NOVEMBER 30, 1952.

Operation between Niles-Lisbon-Ferrona-New Castle and Buchanan and Oil City governed by Manual Block Signal System Rules effective November 30, 1952.

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221—Rules of the Operating Department. Effective Nov. 30, 1952.

Canfield, Lisbon, (Lisbon Branch).
Ferrona, West Middlesex, (Ferrona Branch).
Buchanan, Cochranton, Franklin, Oil City, (Oil City-Franklin Branch).

Indications of Manual Block Signals do not supersede Rule 93.

Between Literary Street, Broadway, Cleveland Union Terminal and Pymatuning on First Sub-Division, between Kent and Meadville on Second Sub-Division, automatic block system rules will govern.

SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class.

Trains operating in Automatic Block Signal Districts governed by train order signals, may run with the current of traffic upon signal indication which signal indication supersedes time table superiority.

CLEARING OF TRAINS

First class trains will not leave their initial terminal without train order or a clearance Form A.

First class Trains leaving Cleveland will secure clearance form "A" at "GH" Telegraph Office, Cleveland Union Terminal Station.

Other trains will not leave their initial terminal without first securing permission from Train Dispatcher.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

See Rule 221, Rules of Operating Department effective November 30, 1952.

West End Tower	DeForest	Bruin Tower
C & P Crossing	NK	Shenango
SN Junction	Valley St.	Amasa
	Hubbard	Buchanan

Points where Interlocking Rules are in effect. See Rule 605 to 672 inclusive, Rules of the Operating Department effective November 30, 1952.

West End Tower	DeForest	Valley Street
C & P Crossing	Himrod	Hubbard
SN Junction	NK	Leetonia
WN Tower	Bruin Tower	Amasa
Latimer	Shenango	Buchanan

Remote Control Interlocking

Coles	Eastward
Sharpsville	Westward
Transfer	Eastward

1. When movement is to be made at the above Remote Control Interlockings in the direction specified only, with the current of traffic and proper signal indications cannot be displayed, a member of the crew will call Operator and request permission for the move.
2. Instructions or permission received must be repeated to Operator stating name and occupation of employee and train or engine identification.
3. After permission has been received, the movement thru the interlocking may be made without signal indication at restricted speed to the next signal, after member of crew has ascertained that switches are properly lined for their movement.
4. Permission received from the Operator will be acted upon in lieu of Clearance Form B.

POINTS WHERE GROUND LEVER INTERLOCKING MACHINES ARE LOCATED.

State Line. Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on east side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective Nov. 30, 1952.

Braceville. Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on south side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective Nov. 30, 1952.

Solon. Table interlocking machine to be operated by N K P train crews. The eastward home signal is controlled by the Train Dispatcher. When aspect 290-A is displayed on this signal, trains will take siding as per Rule 509-D.

Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal indication be displayed for Erie trains, a member of the train crew will first ascertain that the N K P signals are in stop position then proceed to telephone located on the west side of the building and communicate with Train Dispatcher at Youngstown for instructions. Dwarf signals in sidings will display aspect as per Rule 290-C when switches are properly lined.

TRAFFIC CONTROL SYSTEMS OPERATING INSTRUCTIONS

The following territories are equipped with automatic block signal system upon which is superimposed manual control of certain signals and switches, the manual control of which is exercised direct by operator at various open offices acting upon authority of Train Dispatcher.

First Sub-Division

Between West End Tower and Broadway, Cleveland Union Terminal (not including West End Tower and Broadway, Cleveland Union Terminal). Controlled by Operators, West End Tower and Operators, Cleveland Union Terminal.

Between Hubbard and Coles (not including Hubbard). Controlled by Operators—Hubbard.

Between Sharpsville and Pymatuning. Controlled by Operators, SN Junction.

Second Sub-Division

Between SN Junction and Transfer (not including SN and Latimer). Controlled by Operators at SN Junction.

Between Shenango and Buchanan (not including Shenango-Amasa and Buchanan). Controlled by Operators as follows:

Shenango—Controls Shenango to but not including West end of Amasa Siding.

Amasa—Controls territory Amasa to and including West end of Amasa Siding.

Buchanan—Controls territory Buchanan to Amasa.

In the above mentioned territory, trains or engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

1. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the operator, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.
2. When a train is delayed after a proceed signal has been displayed for it, the operator must be notified promptly as to the cause and probable duration of the delay.
3. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with operator.
4. A train or engine must not make a reverse movement after accepting a CONTROLLED signal

for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.

5. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.

6. The controlled sidings at JOHNSONS, PYMATUNING, AMASA, ATLANTIC and STONY POINT are track circuited and protected by signals. All trains or engines entering these sidings will operate in accordance with the signal indication displayed at the entrance to the siding. All other sidings in traffic route control territory are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied. The sidings at Stony Point may be used in either direction on signal indication.

7. When trains meet at JOHNSONS, AMASA, ATLANTIC or STONY POINT and it is not necessary to stop for opposing train, head light of train in siding will be dimmed instead of extinguished and opposing train may pass and be governed by signal indication.

8. Controlled signals govern movements over the spring switch east end of siding Leavittsburg (Second Sub-Division), the letter "S" illuminated, displayed on the westward controlled signal is authority to throw the switch without verbal permission from the operator. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.
When switching operations require the use of this switch, the operator will cause the controlled signals to display "STOP." The permission then given by the operator is authority to disregard the signal indications within the limits specified, and movements over the switch may be made on hand signals after ascertaining that the twitch is properly lined for each movement.
Before making such movements over the switch the engineman must be notified by the trainman that permission has been given by the operator so that he will be governed by hand signals, and must also be notified when the work is completed, track clear, and so reported to the operator so that he will then be governed by the signal indications.
Special instructions governing operation over spring switches must be observed.

9. A white light known as "Maintainer's Call Signal" is located on the instrument housing at east end Second Sub-Division Siding Leavittsburg, North Warren, Mile Post 161.4, westward home signal North Warren, MK Siding Mile Post 159.81 east and west end of siding at Johnsons, Eastward and Westward home signals and instrument house at Pymatuning, east end of siding Pymatuning, east and west end of sidings Atlantic, Stony Point and West End Siding Amasa, and opposite eastward home signal and instrument house west of Sharpsville Station. Train crews working in the vicinity and observing this signal lighted will immediately call the operator as this signal may be used on occasion to call train employees to the telephone.

10. In all other respects Rules of the Operating Department effective Nov. 30, 1952, will govern.

INSTRUCTIONS GOVERNING THE OPERATION OF THE SINGLE TRACK AT SHARON AND THE GAUNTLET AT WARREN.

Single track Sharon, between M.P. 80.70 and M.P. 81.06 and Gauntlet Warren, between M.P. 53.12 and M.P. 53.67 are equipped with automatic traffic route control.

Trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

Should there be any failure in the proper working of signals governing single track at Sharon, Pa. or Gauntlet, Warren, Ohio, or when trains or engines are operating against current of traffic for movement through the single track or through the gauntlet, following instructions must be followed.

Communicate with Dispatcher through Operator, reporting signal in stop position. After receiving proper instructions to proceed all trains or engines will be required to flag through the single track at Sharon and Gauntlet at Warren, inspecting all facing point switches before proceeding and in addition a member of crew will remain on telephone and the head trainman, with proper flagging equipment, will proceed through single track or Gauntlet and after reaching telephone on opposite end of single track or Gauntlet, will communicate with member of crew on telephone that he is in position to afford proper flag protection and train may proceed.

Telephones are located in vicinity of signals both ends of single track and Gauntlet.

At Sharon for movement against the current of traffic, westward trains before proceeding will line the facing point switch west end of single track and eastward trains before proceeding will line the facing point switch east end of single track. These spring switches are to be left in their normal position upon completion of any and all movements through them. Any failures of signals or spring switches are to be reported promptly to the Superintendent.

INSTRUCTIONS GOVERNING MOVEMENT OVER SPRING SWITCHES

Spring Switches are located as follows:

Dividing Switch between lead to Pit Track and Outbound Engine Track, Cleveland Engine Terminal.

Dividing Switch on Outbound Engine Lead between the High Track and the Water Track, Cleveland Engine Terminal.

East End Siding Leavittsburg (Second Sub-Division).

Single track Sharon (Both Ends).

Caution must be taken to prevent back-up movements, slack running out of trains or taking slack over spring switches, before forward movement is completed. If necessary to make such movements, switches must be operated by hand. When switching over these switches, they must be hand operated.

A Spring Switch Type Derail is located on Austintown Branch at M.P. 2.75—250 ft. west of No. Meridian Road and may be run through by trains moving to Wickliffe. Normal position is for derailing trains returning from Wickliffe and switch must be manually operated before proceeding over switch. Instructions covering movement over spring switches will govern.

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION

North Randall*	6:15 A.M. to 11:15 A.M. 12:15 P.M. to 3:15 P.M.
Aurora*	5:45 A.M. to 10:45 A.M. 11:45 A.M. to 2:45 P.M.
Mantua*	5:45 A.M. to 10:45 A.M. 11:45 A.M. to 2:45 P.M.
Ferrona	1:00 A.M. to 9:00 A.M.
Niles	12:00 M.N. to 6:30 A.M. 7:30 A.M. to 9:00 A.M.
Canfield*	7:00 A.M. to 3:00 P.M.
Lisbon*	7:00 A.M. to 11:00 A.M. 12:00 Noon to 4:00 P.M.
West Middlesex*	7:00 A.M. to 3:00 P.M.
Cochranton*	7:00 A.M. to 10:30 A.M. 11:30 A.M. to 4:00 P.M.
Franklin**	7:30 A.M. to 11:30 A.M. 12:30 P.M. to 4:30 P.M.
Oil City*	7:00 A.M. to 11:00 A.M. 12:00 Noon to 4:00 P.M.

*Closed Saturdays-Sundays and Holidays.

**Closed Sundays and Holidays.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of time specified for operation. All trains entering a block under permissive signal indication displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office regardless of a clear signal that may be displayed at intermediate Day or Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

TELEPHONE TRAIN ORDER SIGNALS.

Eastward

Auto	Sig.	11-2 North Randall.
"	"	30-2 Mantua.
"	"	37-2 Garrettsville-Hiram.
"	"	60-2 Girard Yard.
"	"	66-2 Westlake's Crossing, Youngstown.
"	"	81-4 Ferrona.
"	"	603-2 Crain Avenue, Kent.

Westward

Auto	Sig.	82-1 Boyce.
"	"	81-3 Ferrona.
"	"	51-1 Leavittsburg.
"	"	37-1 Garrettsville-Hiram.
"	"	30-1 Mantua.
"	"	14-1 Cannon's Crossing.
"	"	11-1 North Randall.
"	"	602-1 KX Crossover.
"	"	603-1 East of Crain Avenue, Kent.

OVERHEAD CLEARANCES

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

Mile Post	First Sub-Division	Location
2.96	Trinidad Paving Co., E. 37th St., Cleveland.	
2.96	Western Reserve Coal Co., E. 37th St., Cleveland.	
3.30	Scrap iron track opposite West End Tower, Cleveland.	
4.10	Kroger Grocery Co., switch, E. 55th St., Cleveland.	
4.10	Truscon Steel Co., E. 55th St., Cleveland.	
4.35	Signal 4-1 & Foundry switch near E. 65th St., Cleveland.	
4.35	Dippel Coal Co., E. 65th St., Cleveland.	
5.20	Transfer track to P. R. R., Cleveland.	
6.30	C. T. S. trolley wires over two main tracks and one side track, East 93rd Street, Cleveland.	
6.35	Warren Refining & Chemical Co., E. 93rd St., Cleveland.	
7.63	Albright Coal Co. switch, west of 123rd St., Cleveland.	
7.65	Crown Coal Co. switch, 123rd St., Cleveland.	
8.90	Cleveland Elec. Ill. Co. switch, E. 156th St., Cleveland.	
9.60	St. Clair Coal and Supply, Cleveland.	
11.15	North Randall Station, City Phone.	
11.15	North Randall Station, Fitch Coal Track.	
11.8	State Highway switch, Randall Yard.	
13.95	Cannons Crossing.	
30.65	Mantua House Track, W. Side Station.	
30.65	Mantua House Track, E. Side Station.	
45.9	Interchange switch, Phalanx.	
50.0	B. & O. Transfer switch, Leavittsburg.	
53.32	Trumbull Mfg. Co., Warren.	
62.25	Eckman Coal Company switch, Girard.	
81.0	Water St. Main Track, Sharon.	
82.45	Ferrona Wye.	
0.81	Rosenbloom Sdg., Pitt St., Sharon.	
84.20	Elevator Spur—Sharpsville.	
84.75	Wire over 1st Dist. Main Track, Sharpsville.	
86.1	Wire over 1st Dist. Main Track, Sharpsville.	

Mile Post	Second Sub-Division	Location
102.0	National Bearings Metal Co., Meadville.	
103.25	Freight House Lead Track, Meadville.	
103.25	Stock Pen Track, Meadville.	
128.45	Steel Car Co. switch, Greenville.	
129.8	Chicago Bridge & Iron switch, Greenville.	
130.70	Main and Yard Tracks, Shenango.	
160.0	Y.P.S. switch, Larchmont Ave., North Warren.	
160.7	Sunlight Electric Co. switch, North Warren.	
161.33	Union Steel Co., Vernon St., North Warren.	
168.40	Team Track, Braceville.	
168.65	North Transfer Track, Braceville.	
184.75	Canfield Oil Co. switch, Chestnut St., Ravenna.	
184.85	Gulf Oil Co. switch, Ravenna.	
185.3	Sinclair Oil Co. switch, Ravenna.	
186.35	Over Westward Main Track, West of Ravenna.	

Employees are warned of close overhead clearance of less than 22 feet at the following locations in the State of Pennsylvania and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Overhead clearance above top of rail of such tracks located at entrance and inside of buildings may be reduced to 18 feet, provided that, when an overhead clearance of less than 22 feet exists on tracks inside such buildings, movements of railway equipment shall be brought to a stop before entering such building. In switching movements requiring a number of entries, stop shall be required only upon initial entry.

Mile Post	First Sub-Division	Location
	COLES, O.	
	Overhead bridge on yard track serving Sharon Steel Corp.	
	SHARON, PA.	
	Doorway on track 1 into fabricating plant, old plant of Sharon Tube Co.	
	Doorway on tracks 1 and 2 into fabricating building, new plant of Sharon Tube Co.	
	Doorway on track into Golden Dawn Warehouse.	
	FERRONA, PA.	
	Roof eaves blacksmith shop, lumber shed, storehouse building, and overhead wires, car repair yard tracks.	
	Mercer Tube Co. overhead crane west end of plant and doorways on all tracks into fabricating plant.	
	Bracket arms on sand towers, tracks 1 and 2, Diesel Shop.	
	Doorway on Diesel Shop track 1.	
	E. and P. Overhead Bridge.	
	FERRONA BRANCH	
	E. and P. Overhead Bridge.	
	Overhead power cables, corner Dock and Depot Streets, Pine Run Branch and Canal Basin lead tracks.	
	Overhead power wires east and west of Johnson Mfg. Co. Canal Basin track (Swamp Track).	
	Overhead power and telephone wires Simons Scrap Yard, Canal Basin track (Swamp Track).	
	Doorway over Stock house track National Malleable Casting Co.	
14.82	Nashua, Pa. Overhead loading chute Ellwood Stone Co.	

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 Min. 51 Sec.	70.59	1 Min. 20 Sec.	45.00	2 Min. 24 Sec.	25.00	4 Min. 48 Sec.	12.50
0 Min. 55 Sec.	65.45	1 Min. 30 Sec.	40.00	2 Min. 40 Sec.	22.50	6 Min. 00 Sec.	10.00
1 Min. 00 Sec.	60.00	1 Min. 42 Sec.	35.29	3 Min. 00 Sec.	20.00		
1 Min. 05 Sec.	55.38	2 Min. 00 Sec.	30.00	3 Min. 25 Sec.	17.56		
1 Min. 12 Sec.	50.00	2 Min. 11 Sec.	27.48	4 Min. 00 Sec.	15.00		

COMPANY SURGEONS

Dr. W. E. Mishler, Chief Surgeon
608 Republic Bldg., Cleveland, Ohio

Location	Name	Office	Phone	Residence	Phone
Cleveland, O.	Dr. E. F. Kieger	5644 Broadway	Michigan 10382	Forest Drive Pepper Pike Village	TE 19656
Cleveland, O.	Dr. C. L. McDonald Oculist	963 Rose Bldg.	Main 13946	20664 Beachcliff Blvd. Lakewood, O.	Academy 14656
Cleveland, O.	Dr. E. T. Hurley	9854 Lorain Ave.	Melrose 12294	1331 W. 103d St.	Woodbine 18334
Cleveland, O.	Dr. Charles F. Nelson Oculist	606 Schofield Bldg.	Main 12020	1517 E. Blvd.	Cedar 11895
Warren, O.	Dr. H. J. Meister	304 N. Park Ave.	3862-6	2915 E. Market St.	3862-9
Niles, O.	Dr. A. L. Williamson	423 Robbins Ave.	OL 24358	423 Robbins Ave.	24358
Leetonia, O.	Dr. Paul H. Beaver	Johnson Bldg., Main St.	3951	712 Columbia St.	3952
Youngstown, O.	Dr. L. W. Weller	708 Wick Bldg.	RI 30127	427 Madera Ave.	RI 42946
Youngstown, O.	Dr. W. H. Evans Oculist	510-517 Dollar Bank Bldg.	RI 42147	291 Park Ave.	RI 70333
Youngstown, O.	Dr. John N. McCann	2724 Mahoning Ave.	SW 95217	561 Glacierview Drive	SW 98741
Sharon, Pa.	Dr. R. R. Norton Oculist	407 Dollar Title & Trust Bldg.	3351	335 Case Ave.	4872
Sharon, Pa.	Dr. M. E. Connelly	157 West State St.	5176	157 W. State St.	4821
Kent, O.	Dr. E. M. Kauffman	330 W. Main St.	3716	330 W. Main St.	3716
Kent, O.	Dr. John H. Mowry Oculist	136 No. Water St.	6577	557 Rellim Drive	6682
Ravenna, O.	Dr. Walter B. Webb	229½ So. Chestnut St.	5113	Kingsville Road	5304
Greenville, Pa.	Dr. W. H. Phillips	10 N. Mercer St.	33	Eagle St.	577
Greenville, Pa.	Dr. Ken. Sharretts	Medical Clinic	424	R.F.D. Greenville, Pa.	11R22
Meadville, Pa.	Dr. H. C. Winslow	837 Market St.	21531	387 Sherman St.	51533
Meadville, Pa.	Dr. Robt.T. Hendricks	837 Market St.	21531	380 No. Main St.	48561
Meadville, Pa.	Dr. Walter C. Ferer Oculist	Crawford Trust Co. Bldg.	27961	291 Devore Dr.	20313
Meadville, Pa.	Dr. J. F. Connor	959 Park Ave.	28351	442 Allegany St.	37931
Meadville, Pa.	Dr. S. Frank Hazen Oculist	Crawford Trust Co. Bldg.	27961	208 Devore Dr.	37964
Franklin, Pa.	Dr. Geo. S. Smith	516-521 Trust Bldg.	506 G	312 Ninth St.	506 X
Oil City, Pa.	Dr. F.M. Summerville	Suite 204-205 I.O.O.F. Bldg.	132	923 W. First St.	2360

Mile Post	Second Sub-Divisioon	Location

MEADVILLE, PA.

Overhead wires Reick Dairy track.
Overhead wires National Bearing track.
Doorways, tracks 1 and 2, Work Equipment Shop.
Steam pipe and electric wires track 3, Work Equipment Shop.
Overhead wires Storehouse and Blacksmith Shop tracks.
Overhead wires Storehouse platform track.
Doorways all tracks to Erecting Shop.

102.36 Overhead steam line over eastward and westward main tracks and yard tracks, east of Meadville Passenger station.

Overhead wires, Penn. Electric Co. track.
Overhead wires City Coal & Supply track.
Doorway, Westinghouse track.
Doorways, tracks 2 and 3 Diesel Shop.
Spout on Sand Tower, Mead-Penn track fueling station.
Spouts on Sand Tower, tracks 1 and 2, Diesel Shop.
Overhead wires Yost Mfg. Co., Talon track.
Overhead wires Esso Oil Co., Talon track.
Overhead Acetylene lines, Power lines and overhead crane, track 3, Reclamation Plant.

108.42 Overhead bridge, Penn. Highway 19.

Doorways, tracks 1-2-3-4, overhead steel beam track 5, Chicago Bridge & Iron Co., Greenville, Pa.

130.35 Overhead bridge main track, Shenango River.

132.60 Overhead bridge eastward and westward main tracks. Penn. Highway 18.

FRANKLIN BRANCH

7.80 Overhead pipe to lumber storage shed over track serving Bolton Coal & Food and Acme Milling Co., Cochranton, Pa.

FRANKLIN, PA.

Doorways, tracks 1 and 6, Franklin Steel.
Overhead steam pipes, cables and electric wires, track 5, Franklin Steel.
Overhead canopy, track 7, Franklin Steel, Chicago Railway Equipment Co.
Doorway loading track 1 Plant 2, Chicago Pneumatic Tool Co.
Doorway loading track 1, Plant 1, Chicago Pneumatic Tool Co.
Overhead canopy, Fowler's Feed Mill. Mill track.
Overhead canopy, Coal loading chute (lowered) Serge Coal Co.

OIL CITY, PA.

32.76 Doorway and overhead walkway National Transit Co.

Overhead Power lines over main track and 2 freight house tracks Seneca St.
Jones & Laughlin Steel Corp.
Doorway and overhead crane, tracks A and B.
Overhead wires and steam line track C.
Doorway and overhead crane, track D.
Overhead wires and cable, track E.

MISCELLANEOUS

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Employes must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels etc. are observed, trainmen will be notified by use of following code:

HOT JOURNALS:
By Day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.
By Night—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

CONNECTIONS DRAGGING:
By Day or Night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL:
By Day—Raise hand above head and hold it stationary.
By Night—Same signal with lantern, in addition give stop signal.

BRAKES STICKING:
By Day—Shove hand in sliding movement from body.
By Night—Same signal with lantern, in addition give stop signal.

FLAT WHEELS:
By Day—Place palms of both hands together in horizontal position.
By Night—Hold lantern at arm's length with globe in horizontal position.

ALL CLEAR:
By Day or Night—Proceed signal.
Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

Instructions Governing Dragging Equipment Detector Device

Automatic Signal 521-2 Mile Post 109.00 East of Geneva. This device when actuated by dragging equipment, a sign attached to Signal 519-2 located at Mile Post 107.23 will be illuminated displaying the letter "E." When letter "E" is displayed train must be stopped and inspected to locate dragging equipment and Operator at Buchanan must be notified. Actuation of dragging equipment device prevents Eastward Home Signal at Buchanan from clearing. Operator at Buchanan will restore after having been advised that dragging equipment has been removed.

MOVEMENT OF TRAINS

The only time a diesel locomotive can be considered as operating backward is when a multiple-unit road diesel is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit diesel locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

In multiple-unit operation of diesel locomotives, the locomotive number will be displayed on the lead unit only.

Diesel locomotives, motor cars, and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

AUTOMATIC TRAIN STOP

Instructions For Enginemen With Locomotives Equipped With Automatic Train Stop.

See Rules 520 to 520-B inclusive Rules of the Operating Department, Effective Nov. 30, 1952.

Locomotives now operating over Western District in through line service and in the Pittsburgh-Cleveland service are equipped with automatic train stop cut in.

Open inductors are now in service on engine dispatching tracks at Cleveland.

Open inductors for testing P&LE engines are located at east end of coach yard lead, Holmes St., Youngstown, O., and on Ferrona Branch just east of Clark Street, Ferrona.

Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

To Place Equipment In Operation:

1. Have engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.

3. Close switch that starts A. T. S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A. T. S. is reset.
5. Place brake valve handle in lap position until applicature pressure (AP) is equal to main reservoir pressure or nearly so, when brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive.

Operation

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; enginemen can obtain an emergency application in the usual way after receiving an A. T. S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive.

Acknowledging Contactor

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

Control Cutout Cock

This is to be used only in case of failure of automatic train stop apparatus on locomotives.

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

Over Speed Governor

Speed warning whistle will sound at approximately 80 M. P. H. on passenger locomotives and approximately 62 M. P. H. on freight locomotives and will continue to sound until speed is reduced below that valve.

An over-speed brake application will occur at approximately 83 M. P. H. on passenger and approximately 65 M. P. H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive, before throttle is opened.

Governor Check Light

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

Defects Or Failure of Apparatus

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

Safety Control (Dead Man)

Each engineman's station in the operating cab of Road locomotives equipped with a foot pedal operated safety control, is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

TONNAGE RATINGS

Train tonnage will be determined by Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

W. J. Donnelly, P. J. Seidel — Trainmasters

H. J. Felber — Trainmaster - Road Foreman

W. G. Coleman, S. E. Wampler — Road Foremen of Engines

J. M. Kelley — Chief Train Dispatcher

H. T. Murray — Asst. Chief Train Dispatcher

F. E. Fenstermaker — Asst. Chief Train Dispatcher

J. P. Short — Asst. Chief Train Dispatcher

FIRST SUB-DIVISION

River Bed Cleveland Distance from	STATIONS AND SIDINGS	EASTWARD TRAINS — FIRST CLASS									
		2	8	80	624	12	626	630	6	628	686
		Daily	Daily Except Sunday	Sunday Only	Daily	Daily Except Sunday	Daily	Sunday and Holidays Only	Daily	Daily Except Sunday and Holidays	Daily
	Eastern Standard Time ....NEW YORK..A...	P.M. 6.09	P.M. 10.24	P.M. 10.24	.....	.....	.....	A.M. 7.37	A.M. 7.37	A.M. 7.37	.....
	..PITTSBURGH..A...	.....	A.M. 10.05	A.M. 10.05	A.M. 10.05	.....	P.M. 3.00	P.M. 9.00	P.M. 9.00	P.M. 9.00	P.M. 9.00
89.2	Single track — PYMATUNING....	A.M. 4.40	A.M. 8.22	A.M. 8.58	A.M.	P.M.	P.M.	P.M.	P.M. 6.56	P.M.	P.M. .....
	5.1										
84.1	Single track — SHARPSVILLE....	4.32	**8.15**	8.51	.....	.....	.....	.....	6.49	.....	.....
	2.4										
81.7	.....FERRONA.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.8										
80.9	Single Track — ..SHARON.....	s 4.26	s 8.10	s 8.46	.....	.....	.....	.....	s 6.44	.....	.....
	N. Y. C.										
	2.8										
78.1	Single Track — .....COLES.....	4.09	8.00	8.38	.....	.....	.....	.....	6.36	.....	.....
	3.4										
74.7	Single Track — ...HUBBARD.....N	4.03	7.55	**8.33**	.....	.....	.....	.....	6.31	.....	.....
	6.7										
68.0	....VALLEY ST.....N	3.55	7.48	8.26	.....	.....	.....	.....	6.24	.....	.....
	N. Y. C.										
	0.5										
67.5	....HIMROD JCT....N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.4	3.52	7.45	8.23	8.36	.....	1.32	.....	6.21	.....	7.30
67.1	..YOUNGSTOWN....	s 3.34	s 7.30	s 8.11	s 8.31	s 12.10	s 1.23	s 5.50	s 6.05	s 6.13	s 7.25
	2.2										
64.9	...BRIER HILL.....	3.31	7.27	8.07	8.27	12.06	1.20	5.45	6.02	6.09	7.22
	1.6										
63.3	VO. CROSSOVER....	3.29	7.25	8.05	8.25	12.04	1.18	5.43	6.00	6.07	7.20
	0.8										
62.5	.....GIRARD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.2										
58.3	.....NILES.....D	3.24	BE 7.20	BE 8.00	M 8.20	s 11.58	s 1.13	s 5.38	5.55	s 6.02	M 7.15
	2.6										
55.7	.....DEFOREST.....N	3.20	7.17	7.56	8.15	11.50	1.08	5.32	5.52	5.57	7.10
	B. & O.										
	2.5										
53.2	Gauntlet — ..WARREN.....	s 3.16	s 7.13	s 7.52	s 8.11	s 11.45	s 1.04	s 5.28	s 5.48	s 5.53	s 7.06
	3.2										
50.0	.LEAVITTSBURG...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.4										
	Second Sub-Division										
49.6	..SN. JUNCTION...N	3.05	7.05	7.42	8.04	11.23	12.58	5.19	5.43	5.45	6.58
	3.6										
46.0	.....PHALANX.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.0										
41.0	....MAHONING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
37.4	. Garrettsville-Hiram .	.....	.....	.....	7.52	.....	s 12.46	A 5.06	.....	s 5.31	6.45
	2.4										
35.0	.....JEDDOE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.3										
30.7	.....MANTUA.....D	.....	.....	.....	7.45	.....	W 12.38	A 4.57	.....	s 5.19	6.36
	6.4										
24.3	.....AURORA.....D	.....	.....	.....	.....	.....	R 12.31	.....	.....	s 5.09	.....
	3.2										
21.1	.. GEAUGA LAKE....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.02	.....
	4.6										
16.5	.....SOLON.....	.....	.....	.....	7.32	.....	12.23	4.44	.....	s 4.56	6.23
	NKP										
	5.1										
11.4	NORTH RANDALL..D	.....	.....	.....	7.27	.....	12.18	4.39	.....	4.49	6.18
	2.1										
9.3	....LEE ROAD.....	.....	.....	.....	s 7.24	.....	s 12.15	s 4.35	.....	s 4.44	s 6.15
	3.0										
6.3	EAST 93rd STREET..	.....	.....	.....	7.20	.....	12.11	4.30	.....	4.39	6.10
	C. & P.										
	2.3										
4.0	EAST 55th STREET..	.....	.....	.....	7.17	.....	12.08	4.27	.....	s 4.34	6.07
	0.7										
3.3	Single Track — . West End Tower.N	.....	.....	.....	7.16	.....	12.07	4.26	.....	4.31	6.06
	1.02										
	Single Track — ..BROADWAY.....	.....	.....	.....	7.13	.....	12.04	4.23	.....	4.28	6.03
	C. U. T.										
	1.35										
	....CLEVELAND.L...N	.....	.....	.....	7.10	.....	12.01	4.20	.....	4.25	6.00
1.9	...LITERARY ST....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

FIRST SUB-DIVISION

Distance from Pymatuning	STATIONS AND SIDINGS		WESTWARD TRAINS — FIRST CLASS								
			629	627	5	625	685	7	623	1	11
			Daily Except Sunday and Holidays	Sunday and Holidays Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
	Eastern Standard Time				P.M.	P.M.		P.M.		A.M.	
	....NEW YORK..L...				6.55	6.55	.....	11.25	.....	8.15	.....
						A.M.	A.M.		P.M.		
	..PITTSBURGH..L...		.....	.....	.....	7.35	11.30	.....	5.05	.....	.....
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	Single track — PYMATUNING....		.....	.....	8.08	.....	.....	2.20	.....	9.53	.....
5.1	Single track — SHARPSVILLE....		.....	.....	**8.14**	.....	.....	2.26	.....	9.59	.....
7.5	.....FERRONA.....D		.....	.....	.....	.....	.....	.....	.....	.....	.....
8.3	Single Track — ..SHARON.....		.....	.....	s 8.22	.....	.....	s 2.34	.....	s 10.11	.....
11.1	Single track — .....COLES.....		.....	.....	8.27	.....	.....	2.38	.....	10.15	.....
14.5	Single track — ...HUBBARD.....N		.....	.....	**8.32**	.....	.....	2.43	.....	10.21	.....
21.2	....VALLEY ST.....N		.....	.....	8.39	.....	.....	2.50	.....	10.28	.....
21.7	....HIMROD JCT....N		.....	.....	.....	.....	.....	.....	.....	.....	.....
22.1	...YOUNGSTOWN....		.....	.....	s 8.44	s 9.00	s 1.00	s 2.53	s 6.35	s 10.31	.....
			5.00	7.50	8.54	9.10	1.05	3.07	6.40	10.46	11.25
24.3	....BRIER HILL.....		5.03	7.53	8.57	9.13	1.08	3.10	6.43	10.49	11.29
25.9	..VO. CROSSOVER....		5.05	7.55	8.59	9.15	1.10	3.12	6.45	10.51	11.31
26.7	.....GIRARD.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
30.9	.....NILES.....D	s	5.12	s 8.01	9.04	s 9.21	s 1.17	3.17	s 6.51	E 10.57	11.36
33.5	.....DEFOREST.....N		5.15	8.05	9.08	9.25	1.20	3.21	6.54	11.01	11.40
	B. & O.										
36.0	Gauntlet — ..WARREN.....	s	5.22	s 8.14	s 9.13	s 9.32	s 1.28	s 3.30	s 7.03	s 11.10	s 11.55
39.2	...LEAVITTSBURG...		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Second Sub-Division										
39.6	...SN. JUNCTION...N		5.26	8.19	9.17	9.36	1.32	3.35	7.07	11.14	12.00
43.2	.....PHALANX.....	f	5.31	.....	.....	.....	.....	.....	.....	.....	.....
48.2	.....MAHONING....		.....	.....	.....	.....	.....	.....	.....	.....	.....
51.8	. Garrettsville-Hiram	s	5.41	s 8.33	.....	s 9.49	s 1.45	.....	7.19	.....	.....
54.2	.....JEDDOE.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
58.5	.....MANTUA.....D	s	5.55	s 8.42	.....	9.56	G 1.54	.....	7.26	.....	.....
64.9	.....AURORA.....D	s	6.06	.....	.....	.....	.....	.....	.....	.....	.....
68.1	...GEAUGA LAKE....	s	6.12	.....	.....	.....	.....	.....	.....	.....	.....
72.7	.....SOLON.....	s	6.20	8.56	.....	10.08	2.06	.....	7.38	.....	.....
77.8	.NORTH RANDALL..D	s	6.26	9.01	.....	10.13	2.11	.....	7.43	.....	.....
79.9	.. ...LEE ROAD.....	s	6.31	s 9.07	.....	s 10.17	s 2.15	.....	s 7.47	.....	.....
82.9	.EAST 93rd STREET..	s	6.36	9.10	.....	10.20	2.18	.....	7.50	.....	.....
85.2	.EAST 55th STREET..	s	6.42	9.13	.....	10.23	2.22	.....	7.53	.....	.....
85.9	Single Track — ..West End Tower N		6.44	9.14	.....	10.24	2.23	.....	7.54	.....	.....
	..BROADWAY.....		6.46	9.16	.....	10.26	2.26	.....	7.56	.....	.....
	C.U.T.										
	....CLEVELAND.A...N		6.50	9.20	.....	10.30	2.30	.....	8.00	.....	.....
87.3	....LITERARY ST.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.

SECOND SUB-DIVISION

EASTWARD TRAINS FIRST CLASS					Distance from Salamanca	STATIONS AND SIDINGS	WESTWARD TRAINS FIRST CLASS			
6	12	80	8	2			11	5	7	1
Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily			Daily Except Monday	Daily	Daily	Daily
A.M. 7.37		P.M. 10.24	P.M. 10.24	P.M. 6.09		Eastern Standard Time A...NEW YORK...L		P.M. 6.55	P.M. 11.25	A.M. 8.15
P.M.	A.M.	A.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.
7.46	.....	9.47	9.14	5.47			.....	7.19	1.28	8.56
7.39	.....	9.42	9.09	5.39	102.5	.....MEADVILLE....N	.....	7.24	1.38	9.06
						2.9				
7.35	.....	9.37	9.03	5.34	105.4	...BUCHANAN...N	.....	7.29	1.43	9.11
						4.7				
.....	.....	.....	.....	.....	110.1	.....GENEVA.....	.....	.....	.....	.....
						6.7				
7.23	.....	9.24	8.50	5.21	116.8	.STONY POINT....	.....	7.41	1.55	9.23
						4.0				
7.18	.....	9.19	8.45	5.16	120.8	...ATLANTIC.....	.....	7.45	1.59	9.27
						5.1				
7.13	.....	9.14	8.40	5.11	125.9	.....AMASA.....N	.....	7.50	2.04	9.32
						N. Y. C. R. R.				
						2.7				
s 7.09	.....	s 9.10	s 8.36	s 5.06	128.6	.GREENVILLE.....	.....	s 7.59	s 2.11	s 9.44
						2.2				
						B. & L. E. R. R.				
7.02	.....	9.04	8.28	4.46	130.8	..SHENANGO.....N	.....	8.02	2.14	9.47
						0.8				
						Penna. R. R.				
7.01	.....	9.03	8.27	4.45	131.6	.....BRUIN.....N	.....	8.03	2.15	9.48
						3.2				
.....	.....	.....	.....	.....	134.8	.....TRANSFER.....	.....	.....	.....	.....
						1.5				
6.56	.....	8.58	8.22	4.40	136.3	.PYMATUNING...	.....	8.08	2.20	9.53
						5.1				
					141.4	.ORANGEVILLE...				
						3.0				
					144.4	...BURGHILL.....				
						2.8				
					147.2	....LATIMER.....N				
						N. Y. C. R. R.				
						2.8				
					150.0	...JOHNSONS.....				
						3.6				
					153.6	...CORTLAND....				
						5.7				
					159.3	..MK SIDING.....				
						2.1				
						Penna. R. R.				
					161.4	NORTH WARREN				
						B. & O. R. R.				
						3.1				
					164.5	LEAVITTSBURG..				
						0.4				
5.43	11.23	7.42	7.05	3.05	164.9	.SN. JUNCTION..N	12.00	9.17	3.35	11.14
						First Sub-Division				
						3.6				
5.40	11.19	7.39	7.02	3.02	168.5	....BRACEVILLE.....	12.04	9.20	3.39	11.18
						N. Y. C. R. R.				
						2.9				
5.37	11.16	7.36	6.59	2.59	171.4	.....AD SIDING.....	12.07	9.23	3.42	11.21
						1.9				
.....	.....	.....	.....	.....	173.3	.....WINDHAM.....	.....	.....	.....	.....
						5.6				
.....	.....	.....	.....	.....	178.9	.....FREEDOM.....	.....	.....	.....	.....
						2.6				
.....	.....	.....	.....	.....	181.5	.....DEPOT.....	.....	.....	.....	.....
						3.8				
c 5.25	s 10.55	s 7.22	s 6.46	v 2.46	185.3	.....RAVENNA.....	12.26	P 9.36	s 4.02	11.34
						4.4				
5.20	10.46	7.11	6.38	2.40	189.7	...KX CROSSOVER...	12.31	9.41	4.08	11.39
						1.9				
5.17	10.43	7.08	6.35	2.37	191.6	.L.....KENT....A..N	12.35	9.44	4.12	11.43
P.M.	A.M.	A. M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.
9.30			9.45	5.00		.L....CHICAGO...A..		3.30	12.10	6.55
A.M.			P.M.	P.M.		Central Standard Time		P.M.	A.M.	A.M.

(Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division)

Single track

LISBON BRANCH

Single Track

Distance from Niles	STATIONS AND SIDINGS	Distance from Lisbon
33.2	LISBON D	....
	5.4	
27.8	TEEGARDEN	5.4
	5.4	
	PENNA. CO. EASTERN DIV.	
22.4	LEETONIA D	10.8
	1.8	
20.6	WASHINGTONVILLE	12.6
	3.2	
17.4	GREENFORD	15.8
	2.0	
15.4	CALLA	17.8
	1.2	
14.2	MARQUIS	19.0
	2.3	
11.9	CANFIELD D	21.3
	5.7	
6.2	AUSTINTOWN	27.0
	1.7	
4.5	OHLTON	28.7
	1.2	
3.3	MINERAL RIDGE	29.9
	3.3	
	B. & O.	
....	NILES D	33.2

FERRONA BRANCH

Single Track

Distance from Ferrona	STATIONS AND SIDINGS	Distance from Gardner Avenue
23.4	GARDNER AVENUE	....
	1.2	
22.2	NEW CASTLE	1.2
	10.7	
11.5	PULASKI	11.9
	5.0	
6.5	WEST MIDDLESEX D	16.9
	3.0	
3.5	WHEATLAND	19.9
	1.0	
2.5	FARRELL	20.9
	1.5	
1.0	SHARON (StateStreet)	22.4
	1.0	
....	FERRONA D	23.4

OIL CITY-FRANKLIN BRANCH

Single Track

Distance from Oil City	STATIONS AND SIDINGS	Distance from Buchanan
33.3	BUCHANAN	.....
	3.1	
30.2	SHAWS	3.1
	4.8	
25.4	COCHRANTON D	7.9
	4.0	
21.4	CARLTON	11.9
	4.0	
17.4	UTICA	15.9
	5.2	
12.2	SUGAR CREEK	21.1
	3.8	
8.4	FRANKLIN D	24.9
	3.2	
3.2	RENO	30.1
	3.2	
.....	OIL CITY D	33.3

STATION LIST

For the use of Agents, Conductors and Others, for reporting movements of Trains, Locomotives and Cars.

MAHONING DIVISION 1st DIST.

Pymatuning, Pa.	549
Sharpsville	3554
Ferrona	3556
Sharon	3557
RO Yard	3559
Coles	3560
Hubbard, Ohio	3563
Doughton's	3565
Valley Street	3570
Youngstown	3571
E. Youngstown	5567
NK Yard	5570
Brier Hill	3573
Girard	3576
Girard Yard	3578
Niles	3580
DeForest	3581
Pipe Line Switch	3582
Warren	3585
Leavittsburg (3588)	577
Phalanx	3592
Mahoning	3597
Garrettsville-Hiram	3601
Jeddoe	3603
Mantua	3607
Aurora	3614
Geauga Lake	3617
Solon	3622
North Randall	3627
Corlett (Cleveland)	3630
Lee Road	3629
E. 93rd St. (Cleveland)	3631
Union Street	3632
East 55th Street (Cleveland)	3634
Literary Street	3636
Cleveland (Union Terminal)	3637
River Bed	3638

FERRONA BRANCH

Sharon, Pa.	3557
Ferrona	3556
State Street	2559
Farrell	2560
Wheatland	2561
West Middlesex	2564
Pulaski	2569
Nashua	2572
Water Works Siding	2574
New Castle	2579
Pittsburgh & Lake Erie Junction	2580

LISBON BRANCH

Niles, Ohio	3580
Mineral Ridge	1583
Ohlton	1584
Austintown	1586
Canfield	1592
Marquis	1594
Calla	1595
Greenford	1597
Washingtonville	1601
Leetonia	1602
Lisbon	1613

MAHONING DIVISION 2nd DIST.

Meadville, Pa.	515
Buchanan	518
Geneva	523
Stony Point	528
Atlantic	533
Kennard	536
Amasa	538
Greenville	541
Chicago Bridge Works	542
Shenango	543
Transfer	547
Pymatuning	549
Orangeville	554
Burghill, Ohio	557
Johnsons	563
Cortland	566
MK Siding	572
North Warren	574
Leavittsburg	577
Braceville	581
Atlas, Ohio	584
Windham	586
Freedom	591
Depot, Ohio	594
Ravenna	598
Kent	604

FRANKLIN BRANCH

Meadville, Pa.	515
Buchanan	518
Shaws	3521
Cochranton	3526
Carlton	3530
Utica	3534
Poseydale	3535
Sugar Creek	3539
Franklin	3543
Reno	3548
Oil City	3551