ERIE-LACKAWANNA RAILROAD COMPANY

Western District

Mahoning Division

Time Table No. 66
Effective 2:01 A. M.
SUNDAY, OCTOBER 30, 1960
FOR EMPLOYEES ONLY

Eastern Standard Time

66

THINK! THEN ACT SAFELY

L. J. CARTER,
Assistant Superintendent

E. J. ROBISCH,
Superintendent

J. M. MOONSHOWER,
Assistant General Manager

J. P. ALLISON,
General Manager

COMPANY SURGEONS

W. E. MISHLER, Chief Surgeon, CLEVELAND, OHIO

Name	Address		Telephone
E. F. Kieger	Cleveland, O.	5644 Broadway	MI 1-0382
	Peper Pike Village	Forest Drive	TE 1-9656
W. J. Retzer	Cleveland, O.	13508 Lorain Ave.	CL 1-1530
		3626 W. 148th St.	CL 1-3324
H. J. Meister	Warren, O.	304 N. Park Ave.	EX 3-8626
		2915 E. Market St.	EX 3-8629
A. L. Williamson	Niles, O.	421 Robbins Ave.	OL 2-4358
P. H. Beaver	Leetonia, O.	Medical Bldg.	HA 7-6565
		712 Columbia St.	HA 7-2161
L. W. Weller	Youngstown, O.	708 Wick Bldg.	RI 3-0127
		427 Madera Ave.	RI 4-2946
W. H. Evans*		510 Dollar Bank Bldg.	RI 4-2147
		291 Park Ave.	RI 7-0333
J. N. McCann		2722 Mahoning Ave.	SW 9-5217
		561 Glacierview Dr.	SW 9-8741
R. R. Norton*	Sharon, Pa.	7 So. Dock St.	DI 6-3351
		335 Case Ave.	DI 6-4872
M. E. Connelly		32 Jefferson Ave.	DI 6-5176
		485 Columbia St.	DI 6-4821
E. M. Kauffman	Kent, O.	330 W. Main St.	OR 3-3716
J. H. Mowry*		136 N. Water St.	OR 3-6577
		557 Rellim Drive	OR 3-6682
E. A. Webb	Ravenna, O.	246 S. Chestnut St.	AX 6-3313
		Riddle Ave.	AX 6-3509
W. B. Webb		246 S. Chestnut St.	AX 6-3313
		R.D. No. 4	AX 6-5304
Ken Sharretts	Greenville, Pa.	282 Main St.	538
		430 S. Main St.	945
Frank McElree		282 Main St.	538
		4 Chambers Ave.	76
H. C. Winslow	Meadville, Pa.	837 Market St.	21531
		387 Sherman St.	51533
R. T. Hendricks		837 Market St.	21531
		380 N. Main St.	48561
W. C. Ferer*		Crawford Co. Trust Bldg.	27961
		291 Devore Drive	20313
S. F. Hazen*		Crawford Co. Trust Bldg.	27961
		208 Devore Drive	37964
J. J. Connor		959 Park Ave.	28351
		442 Allegany St.	37931
G. S. Smith	Franklin, Pa.	516 Trust Bldg.	ID 2-4616
		312 Ninth St.	ID 2-4616
C. A. Hays	Oil City, Pa.	403 Wolfhead Bldg.	54921
		223 Maple Ave.	65741
F. M. Summerville		923 W. First St.	45851

*Oculist.

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE NOVEMBER 30, 1952

STANDARD CLOCKS.

Cleveland	"GH" Telegraph Office (C.U.T.) Literary St. Yard Office.
Kent	Passenger Station. Yard Office.
Niles	Telegraph Office.
Brier Hill	Crew Caller's Office. East End Yard Office.
Youngstown	YO. Office.
East Youngstown	Crew Dispatcher's Office.
Ferrona	Yard Office.
Meadville	Diesel Shop. Telegraph Office. Caller's Office Westward Yard 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 N and Youngstown Erie Station, P. & L. E. trains will run via Erie R.R.

SIGNS—Additional to Rule 6.

A—Stop to discharge passengers.

BE—Stop to discharge passengers from Hammond and west.

C—Stop to discharge passengers from Chicago.

E—Stop to discharge passengers from Meadville and East and on signal to receive passengers for Galion and west.

H—Stop to discharge mail and express Monday through Friday.

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

P—Stop to discharge passengers from Meadville and east and on signal to receive passengers for Galion and west.

V—Reduce speed to 40 M.P.H. daily except Sunday to discharge U.S. Mail.

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.	
All classes of Yard Engines when operating as a Single Unit running light	25
All classes of Road Engines, including road-switchers, when operating as a Single Unit running light	35
Yard engines, Classes SA (Except SA-3), SB, SE, MSA, and MSL when towed in train	40
Yard engines, Classes SA-3, Numbers 19 and 20, and SG-3, Number 26, when operating light or towed in trains will be covered by special instructions.	
Express and equipment trains with freight cars.... Conductors will notify engineers before leaving terminal whether or not such equipment is in train.	50
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..... 30

Cortland, Ohio.

Between 7:00 A.M. and 7:00 P.M., all trains operating through the Village of Cortland, Ohio, between M.P. 153.32 Pearl Street and M.P. 153.77 State Route 46 ..... 45 M.P.H.

Class FE-13, FE-15, FA-15, PE-15 engines are restricted to 15 M.P.H. over Bridge F-1.46 on yard track Scranton Road. 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.

Main Line

Speed restrictions of 10 M.P.H. over Bridge F-1.46 yard track Scranton Road; 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.

Haselton 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, 17.64 and 19.18.

Not permitted over Bridge 1:02 Canal Basin track (Swamp Track).

Franklin Branch.
Between Buchanan and Sugar Creek M.P. 21.11 speed restriction of 10 M.P.H. over Bridges 11.31 and 20.48. Between Sugar Creek M.P. 21.11 and Oil City 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
Curves 57 and 56 between M.P. 53.12 to M.P. 52.84, eastward and westward tracks	35
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 West End Tower	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 Literary Street 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

	Miles Per Hour
SECOND SUB-DIVISION	
Westward trains between M.P. 102.39 and 102.98	20
Eastward trains between M.P. 103.18 and M.P. 102.61	20
Curve 4, between M.P. 102.98 and M.P. 103.25, west of Mercer St., Meadville, westward track	35
Curve 4, between M.P. 103.18 and M.P. 103.25, west of Mercer St., Meadville, eastward track	40

Curve 5, M.P. 103.25 to M.P. 103.37, west of Mercer St., Meadville, eastward and westward tracks..... 40

Eastward trains moving from single track to eastward track at Buchanan 30

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 30

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 NYC RR, Latimer, O. 40

All trains over crossing frogs P. R. R. North Warren 30

SN Junction, eastward trains to First or Second Sub-Division 30

Curve 37, Braceville, M.P. 168.09 to M.P. 168.29 westward track..... 60

Curve 44, west of Windham, M.P. 175.53 to M.P. 175.78, westward track..... 65

Curves 45 and 46, east of Freedom, M.P. 176.29 to M.P. 177.45, westward track..... 60

Curves 47 and 48, west of Freedom, M.P. 179.43 to M.P. 180.27, westward track..... 65

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. 0.50 and M.P. 1.00	15
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 Track (Swamp Track)	15
Bridges 16.83 and 19.18	15
Trains hauling wrecking derrick	15

LISBON BRANCH

All trains	30
Bridge 0.54, 14.28, 23.49, 33.56, 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 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

INSTRUCTION GOVERNING FLASHER LIGHTS

Oil City, Pa.

Train or engine will not foul Seneca St. until member of crew has operated toggle switch to start flasher. This switch is located in box attached to traffic signal pole on east side of street, and protected by Erie switch lock.

In addition to flashers, member of crew will precede movement over crossing. When movement has been completed, toggle switch must be restored to normal position and box locked.

Meadville, Pa., State Highway #322, Paige (Talon) Switching Lead.

All trains or engines operating over this crossing will stop before entering upon the crossing and trainman will start flashers operating by inserting key in the key controller, one located either side of the crossing, turn key to the right and hold for five seconds. Train or engine may proceed over crossing only after the flashers have been operating for a period of fifteen seconds.

Upon completing the move over the highway crossing and when the train or engine has cleared the crossing and passed beyond the location of the key controller on the leaving side of the crossing, the operation of the flashers will be stopped by a trainman pressing push-button located near the top of the key controller box.

INSTRUCTIONS GOVERNING FLASHER LIGHTS EQUIPPED WITH TIMING CIRCUITS

South Leavitt Road, Leavittsburg, O., M.P. 50.04 and M.P. 164.53 time cutouts are in service for westward trains on the main track on Second Sub-Division and for westward trains on the westward main track on the First Sub-Division.

A short additional starting point is provided approximately 150 feet east of the road crossing on the

Second Sub-Division main track and the First Sub-Division westward main track and a circuit sign is erected directly opposite the joints at the east end of the circuit. All westward trains on above tracks that are going to stop east of the road crossing must stop east of the circuit sign and when departing will not exceed a speed of 5 M.P.H. until the crossing is reached, also trains as above which have been stopped and delayed on the starting points will not exceed 5 M.P.H. until crossing is reached.

South Leavitt Road (formerly Euclid Avenue), M.P. 50.04 on First Sub-Division and M.P. 164.43 on Second Sub-Division at Leavittsburg, Ohio, is equipped with Automatic Flashing Light Signals.

The Starting points on passing sidings on both the First and Second Sub-Division are 366 feet in length and all train approaching crossing in either direction on either siding will not exceed a speed of Ten M.P.H. until crossing is reached.

The Starting points on First Sub-Division are approximately 3,000 feet in length and on Second Sub-Division the Eastward start is 1,800 feet and Westward start approximately 3,000 feet. Trains or engines will not stand on starting points unnecessarily.

All Main track switches within the limits of the starting points are equipped with automatic cutouts when trains are switching and after switching is completed the movement towards the crossing must be made at a slow speed. Trains switching in immediate vicinity of crossing will not proceed over the crossing until it is known that Flashers are operating.

Vernon St., North Warren, Ohio, M.P. 161.35. The switches east of Mahoning Ave. and crossover east of Vernon Street are equipped with automatic stick cutouts and the use of the above switches will stop the flashers from operating and after switching is completed the movement towards the crossing must be made not to exceed 10 M.P.H. Trains operating on other than main tracks must stop before proceeding over the crossing and will not proceed until it is known that the flashers are operating.

North Park Ave., North Warren, Ohio, M.P. 161.11. The four main track switches between North Park Ave. and Paige Ave. are equipped with automatic stick cutouts for the flashing light signals at both North Park Ave. and Paige Ave. and the use of any one or more of these switches will stop the flashers from operating and after switching is completed the movement towards either crossing must be made not to exceed 10 M.P.H. Trains switching in the immediate vicinity of Paige Ave., on the main track will not proceed over the crossing until it is known that the flashing lights are operating. Trains operating on other than main track at North Park Ave. and Paige Ave. must stop before proceeding over the crossing and will not proceed over the crossing until it is known that the flashing lights are operating.

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES

Literary, Street — Cleveland, Ohio.

Track circuit starting points for Eastbound main track moves are located at M.P. 1.73 which is approximately 1150 feet west of the crossing and the starting point is further identified by the rail joints at this

location painted white. Track circuit starting points for Westbound main track moves are located at M.P. 2.17 approximately 975 feet east of the crossing and rail joints at these locations are painted white. Trains or engines must not unnecessarily stop or stand within the limits of the starting points.

Time cut outs are provided on both tracks within the limits of the starting points and trains or engines stopped or switching may expect gates to raise and clear and such trains or engines must not again proceed onto the crossing unless highway traffic has been stopped or gates lowered into proper position. Additional starting points are marked by circuit signs. All main track switches within the starting point limits are provided with cut outs, however both ends of a crossover switch must be lined before that cut out becomes effective.

Track circuits on yard tracks are located within 40 feet of the crossing and trains or engines approaching the crossing on these tracks must govern the movement allowing time for the gates to be operated and will not proceed onto the crossing until gates are lowered or in case of failure that highway traffic is stopped.

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. M.P. 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. 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: Eastbound with current of traffic at eastward home signal C&P Interlocking M.P. 5.16. Westbound with current of traffic at automatic signal 6-1M M.P. 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 65th Street M.P. 4.33 Cleveland, Ohio.

Circuits are arranged for fast and slow speeds. Eastward trains or engines operating at speeds of 20

SCHEDULES, SPECIAL INSTRUCTIONS AND OTHER INFORMATION IN THIS TIME TABLE APPLY TO THAT PORTION OF THE RAILROAD FORMERLY KNOWN AS ERIE RAILROAD COMPANY.

M.P.H., or less, at M.P. 3.86 will not exceed 20 M.P.H. until crossing is reached. .

Westward trains or engines operating at a speed of 25 M.P.H., or less, at M.P. 4.89 will not exceed 25 M.P.H. until crossing is reached.

Eastward normal and reverse starting points are located at M.P. 3.91 approximately 2050 feet west of crossing. Westward normal and reverse starting points are located at M.P. 4.83 approximately 2550 feet east of crossing.

Trains or engines will not stop or stand within limits of the starting points unnecessarily.

All switches within limits of the starting points are equipped with automatic stick cut-outs and for a cut out to be effective, both ends of a crossover or switch and derail must be operated before train movement is made.

Time cut-outs are provided on eastward and westward tracks for train, or engine, movements in either direction. Trains or engines stopped, delayed, or switching within the starting points may expect the gates to clear and must not proceed upon the crossing until gates have lowered. Auxiliary starting points are marked by circuit signs.

Trains or engines operating on other than main tracks will stop not less than 25 feet from crossing and not proceed over crossing until gates have lowered.

East 91st Street, M.P. 6.18, Cleveland, Ohio.

Circuits are arranged for fast and slow speeds, eastward trains operating at a speed of 25 M.P.H. or under at M.P. 5.70, Aetna Road will not exceed 25 M.P.H. until crossing is reached, westward trains operating at a speed of 25 M.P.H. or under at M.P. 6.89 will not exceed 25 M.P.H. until crossing is reached.

Eastward trains which have stopped and been delayed between M.P. 5.70 and M.P. 6.00, will not exceed a speed of 10 M.P.H. until crossing is reached.

Trains operating on other than main tracks will stop not less than 50 feet on either side of crossing, and not proceed across the crossing until the gates are lowered.

Eastward trains setting off or picking up at 93rd Street will at all times stop so that the entire train is approximately 500 feet west of 91st Street. A circuit sign has been erected to indicate the circuit.

East 93rd St., Cleveland, O. M.P. 6.30. Circuits are arranged for fast and slow speeds. Eastward trains operating at a speed of 20 M.P.H. or under at M.P. 5.80, 600 feet east of Aetna Road will not exceed 20 M.P.H. until crossing is reached. Westward trains operating at a speed of 25 M.P.H. or under at M.P. 6.90 will not exceed 25 M.P.H. until crossing is reached. Trains operating on other than main tracks will stop not less than 75 feet on either side of crossing and wait until gates have lowered before proceeding over crossing. Eastward trains setting off or picking up at 93rd Street will at all times stop so that the entire train is west of the 91st Street cross-

ing and after work is completed must not exceed 10 M.P.H. until the 93rd Street crossing is reached. Trains switching on Main tracks in vicinity of the switches East of 93rd Street will approach the crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. All switches east of 93rd Street are equipped with Automatic Stick Cutouts and in order for the cutouts to be effective both ends of the crossover or a switch and derail must be operated before train movement is made. Trains operating on other than main tracks at the East 91st Street crossing will stop not less than 50 feet on either side of crossing and will not proceed over the crossing until it is known that the flashing light signals are operating.

East 123rd St., Cleveland, O. 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 automatic signal 8-1M, M.P. 8.25. Eastbound with current of traffic at M.P. 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, M.P. 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 35 M.P.H. or under at M.P. 10.18 will not exceed 35 M.P.H. until crossing is reached. Eastward trains operating at a speed of 20 M.P.H. or under at M.P. 8.17 will not exceed 20 M.P.H. 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.

Windham-Mahoning Road M.P. 41.08, Mahoning, Ohio.

Normal starting points are 3800 feet in length and trains will not stop or stand within limits of the starting points unnecessarily.

Trains operating on other than main tracks will not proceed over the crossing until it is known that gates are lowered.

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. 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 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 25 M.P.H. or under at M.P. 66.20, will not exceed 25 M.P.H. until crossing is reached. Westward trains operating at a speed of 20 M.P.H. or under at M.P. 67.16, will not exceed 20 M.P.H. until crossing is reached.

Walnut St., Youngstown, Ohio, M.P. 67.32 is equipped with electric crossing gates. Westward starting points for the main line and the Haselton Branch are located at the westward home signal at Himrod Junction. Eastward starting points are located just east of Hazel Street. Trains or engines will not stop or stand within limits of the starting points unnecessarily. All switches within the limits of the starting points are equipped with automatic stick cutouts and in order for the cutouts to be effective, both ends of a crossover or switch and derail must be operated before a train movement is made. Trains switching within the limits of the starting points will approach the crossing prepared to stop and proceed only when gates have lowered. A time cutout has been provided for eastward trains making station stop, or stopped or delayed west of a circuit sign located 450 feet west of Walnut St. After a time interval of approximately one minute and a half, the gates will clear. Eastward trains stopped or delayed west of the circuit sign will proceed to crossing at a speed not to exceed eight M.P.H. and not proceed over crossing until gates are lowered. In the event eastward trains have to pass the circuit sign located 450 feet west of Walnut St. in making a station stop, a second time cut-

out has been provided for eastward trains stopped or delayed between the first circuit sign and a second circuit sign located 125 feet west of Walnut St. After a time interval of approximately one minute, the gates will clear. Eastward trains stopped or delayed between the two circuit signs will not proceed over crossing until gates have lowered. Additional time cutouts have been provided for westward trains on the westward track, westward trains on the eastward track and eastward trains on the westward track. Trains stopped or delayed within limits of starting points will not proceed over crossing until gates have lowered. Auxiliary starting points are located approximately 125 feet from crossing and are marked by circuit sign. Trains or engines operating on other than Main tracks will stop not less than 15 feet on either side of crossing, and not proceed over crossing until gates have lowered.

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 stop or stand within limits of the starting points unnecessarily.

Main St., Hubbard, Ohio, M.P. 74.64 is equipped with Automatic Electric Crossing Gates. Westward starting point is located at M.P. 75.17, 2750 feet east of the crossing. Eastward starting points on eastward and westward tracks are located at M.P. 74.19, 2450 feet west of the crossing. The switches at Harvell Company, M.P. 74.31 and the Hubbard House Track, M.P. 74.79 are equipped with automatic stick cutouts. Trains after using these switches will approach crossing prepared to stop if gates are not lowered, and will not proceed over the crossing until gates have lowered. A time cutout has been provided on eastward track. After a time interval of approximately one minute and twenty seconds, the gates will rise. Eastward trains on eastward track stopped or delayed between M.P. 74.19 and west of the eastbound Home Signal will proceed to crossing at a speed not to exceed fifteen M.P.H. and not proceed over crossing until gates have lowered. Trains or engines operating on other than main tracks will stop not less than twenty-five feet on either side of crossing and not proceed over the crossing until gates have lowered. A time cutout has been provided on siding for eastwardly moves. After a time interval of approximately one minute, the gates will rise. Trains stopped or delayed on siding between the Siding Westward Dwarf Signal and Main Street Crossing, will not proceed over crossing until gates have lowered. Siding starting points are marked with "Circuit signs."

A slow speed Time Cutout has been provided for westward trains traveling at a speed of twelve M.P.H. or less at M.P. 75.21 indicated by "circuit sign". Trains stopped or delayed between M.P. 75.21 and Main Street Crossing, Hubbard, Ohio, M.P. 74.64 will proceed to crossing at a speed not to exceed twelve M.P.H. and not proceed over crossing until gates are lowered.

Walnut St., Leetonia, Ohio. Automatic flashing light signals with short arm gates M.P. 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.

Crain Avenue, Kent, Ohio M.P. 191.18.

Westward trains operating at a speed of 20 M.P.H. or less at M.P. 190.55 will not exceed a speed of 20 M.P.H. until crossing is reached. Westward trains stopping east of Crain Avenue, will stop east of circuit sign located 300 feet east of crossing and any train stopping, delayed, or pulling out of westbound yard will not exceed a speed of 8 M.P.H. approaching crossing, prepared to stop and proceed only after gates are lowered.

Eastward trains making station stop at Kent Depot shall stop west of circuit sign located west side of Main Street; Eastward trains making station stop and stopping with engine east of circuit sign must not exceed a speed of 8 M.P.H. approaching Crain Avenue prepared to stop and proceed only after gates are lowered.

Eastward trains stopping west of Crain Avenue should stop west of circuit sign located 300 feet west of crossing, any eastward train stopping or delayed on eastbound track between the two circuits signs or performing switching at Williams Brothers switch, must not exceed a speed of 8 M.P.H. approaching crossing, prepared to stop and proceed only after gates are lowered.

Eastward trains on Westbound track stopping west of Crain Avenue, will stop west of circuit sign located at M.P. 191.31 or 725 feet west of Crain Avenue, any train stopping or delayed will not exceed a speed of 15 M.P.H. approaching crossing, prepared to stop and proceed only after gates are lowered.

Trains switching on Main track in the vicinity of crossing will approach crossing prepared to stop and proceed over crossing only after gates are lowered.

Cleveland Road, Ravenna, Ohio. Circuits are arranged for fast and slow speeds. Trains operating at a speed of 25 M.P.H. or under at the following locations will not increase speed to exceed 25 M.P.H. until crossing is reached.

Westbound with current of traffic. M.P. 184.25 west of Freedom Road. . . . Eastbound with current of traffic, M.P. 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 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 M.P. 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. M.P. 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 M.P.H. or under at the following locations will not exceed 25 M.P.H. until crossing is reached. Eastward trains at West Market St. M.P. 163.00. Westward trains at Mahoning Ave. M.P. 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 M.P.H. 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 M.P.H. 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 25 M.P.H., or under at the following locations will not exceed 25 M.P.H. until crossing is reached.

Eastward trains at Parkman Rd. M.P. 162.19.

Westward trains at Park Ave. M.P. 161.11.

Meade Ave. M.P. 102.61 and Mercer St. M.P. 102.98 Meadville, Pa. both current of traffic and reverse starting points are approximately 1100 feet in length based on a train speed of 20 M.P.H. and this speed positively must not be exceeded by westward trains from M.P. 102.39 until locomotive has reached Mercer St., M.P. 102.98, and by eastward trains from M.P. 103.18, until locomotive has reached Meade Ave. M.P. 102.61.

Timing circuit for westward normal direction movements permit gates to raise after train has occupied track at station in excess of approximately one minute. Westward trains making station stop or held out of yard will stop east of automatic signal 515-1, located east of Meade Ave. Trains leaving the station will not exceed 10 M.P.H. until the locomotive has reached Meade Ave.

All switches within the limits of the starting points are equipped with automatic stick cutouts and in order for the cutouts to be effective both ends of a crossover or a switch and derail must be operated before train movement is made.

Trains switching on the main tracks in immediate vicinity of the crossing will approach the crossings prepared to stop if gates are not lowered and proceed only when gates have lowered.

Time cutouts are provided for eastward trains on either track which are switching or delayed between M.P. 103.18, (eastward starting point) and M.P. 103.06, west of Mercer St. When switching is completed, the eastward movement to Mercer St., can be made not to exceed 8 M.P.H. Circuit signs have been erected at M.P. 103.06.

Trains operating on other than main tracks will stop not less than 25 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Pine St. M.P. 102.72 and Poplar St. M.P. 102.80, Meadville, Pa. All switches within the limits of the starting points are equipped with automatic cutouts and in order for the cutouts to be effective both ends of a crossover or switch and derail must be operated before train movement is made.

Trains switching on the main tracks in immediate vicinity of the crossing will approach the crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. Trains operating on other than main tracks will stop not less than 25 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Ferrona Branch; Silver Street, M.P. 0.76 Pitt Street, M.P. 0.81, Sharon, Pa. are equipped with automatic electric crossing gates.

Starting points are approximately 800 feet in length, trains or engines will not stop or stand within starting points unnecessarily.

Trains operating on other than main tracks will stop on either side of crossing and pull over the insulated joints painted white and gates will lower, trains will not proceed over the crossing until gates have lowered.

Trains making switching movements on the main track in the vicinity of the crossings will not proceed over the crossings until it is known that the gates are lowered. Gates may be lowered by pulling over a pair of insulated joints on either side of the crossings which are painted white.

All main track switches within starting point limits are equipped with automatic stick cutouts and after switching is completed, movement towards the crossing must not exceed 5 M.P.H.

Stick cutouts are provided for the flashing light signals at Depot Street from the two switches between State Street and Depot Street. After switching is completed movement towards Depot Street must not exceed 5 M.P.H.

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 M.P.H. and freight trains 25 M.P.H.

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

All movements on Canal Branch and Ohio Works Branch from Girard to Ohio Works at Division St. will be governed by Train Dispatchers and permission must be obtained from Train Dispatcher before moving over these tracks.

PRR uses Ohio Works Branch from hill track at Ohio Steel Junction to Ohio Works and PRR switch leading from hill track will be kept lined for Erie R.R. when not in use. All train movements being made to Ohio Works will stop with train to clear east end of Erie Joint Yard and contact Ohio Works Yardmaster from telephone booth for permission to continue on into Ohio Works. All crews must report to Dispatcher when into clear at Ohio Works at Division St. and when into clear at Girard when returning.

All movements on Avon No. 1 track Mosier Yard, and Liberty Street Siding, between "CB" Crossover, M.P. 61.62 and Liberty Street Crossover, M.P. 62.08, will be governed by Train Dispatchers and permission must be obtained from Train Dispatcher, before moving over these tracks or blocking same.

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. at Leadville Junction, target vertical, proceed east and west on Penna R. R. Target horizontal, proceed on Austintown Branch over Penna R. R. Target diagonal, all trains will come to a stop. Engines or trains 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

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 LANGDON WAREHOUSE 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.

SUPERIORITY OF TRAINS

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

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.

Trains operating on the Niles-Lisbon Branch will secure permission from train dispatcher before departing Niles or Lisbon.

Between Oil City-Franklin permission must be secured from train dispatcher before departing Oil City or Franklin.

TRAIN REGISTERS.

Cleveland	"GH" Telegraph Office (C.U.T.)
Kent	Passenger Station. First Class Trains.
Niles	Telegraph Office. Lisbon Branch Trains
Lisbon	Telephone Booth Station Platform
Youngstown	YO. Office. First Class Trains, except trains 1, 2, 5, 6, 7, 8 and 9.
Ferrona	Telegraph Office. Ferrona Branch Trains.
New Castle	Gardner Avenue. Telephone Booth.
Meadville	Telegraph Office. Westward Yard Office.
Franklin	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, then 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.

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.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Cleveland	"GH" Telegraph Office (C.U.T.) Literary Street Yard Office. SQ Diesel Shop.
Leavittsburg	Yard Office.
Niles	Telegraph Office.
Brier Hill	Crew Caller's Office. East End Yard Office.
Youngstown	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
Avon No. 1 Mosier	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.

YARD LIMITS. Indicated by signs.

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

CROSSOVER MOVEMENT

When necessary to enter upon main tracks or crossover from one main track to another, permission will first be obtained except at points west of E. 65th St., Cleveland; between FD crossover at Fifth Ave. and Himrod Junction, Youngstown yard and crossovers at Haybarn, Water St. and Center St., Meadville yard. This does not relieve train crews operating in this territory from securing line-up of train movements from the dispatcher and must be governed by his instructions. 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 and No. 630 will not proceed into Youngstown Depot until they have received hand signal from man on ground located at Hazel Street.

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.

West end of Pit Track.

East End Siding Leavittsburg (Second Sub-Division)

Single track Sharon (Both Ends).

East End Siding at Amasa.

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.

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, and are equipped with key operated time controller.

Switches at:

Thomas Steel Company track North Warren, both ends,

Warren City Water Works switch M.P. 156.75.

Packard Electric Co. switch North Warren, O., M.P. 158.84.

Two main track switches just east of Mahoning Ave., North Warren, M.P. 161.50.

Crossover from main track to siding North Warren, M.P. 161.27.

MK (siding both ends),

Two Wean Engineering Company tracks, North Warren.

Cortland Siding (both ends),

House Track Switch and Mill Track Switch M.P. 84.15, Sharpsville, Pa., are controlled by operator at "SN" Tower.

Switches at Team Track Switch M.P. 124.77, Kennard, Pa.

House track Switch M.P. 121.04, Atlantic, Pa.

Keystone Ordnance Plant Switch M.P. 116.30, Stony Point, Pa.

House Track Switch M.P. 110.40, Geneva, Pa., are controlled by operator at "BK" Tower.

Switches at:

P.I.W.—Coles.

Powell Press Steel M.P. 75.22.

House Track Switch, Hubbard, Ohio, M.P. 74.79 are controlled by dispatcher.

Material Track Switch (N.K.P.R.R. connection to Rapid Transit located 1,120 feet west of west end tower) controlled by west end tower.

All electric lock switches listed at the above location will be operated in accordance with the special instructions posted at each location after permission has been secured from the operator or dispatcher controlling switch.

AUTOMATIC SWITCH POINT LOCKS

Switches at the following locations are equipped with automatic switch point locks:

KENT YARD

M. P. 189.98 West end of crossover, Extension Track to Eastbound Main Track.

M. P. 191.13 #1 switch at West End of Eastbound Yard, 250 feet east of Crain Avenue.

LEETONIA, OHIO
NILES-LISBON BRANCH

M. P. 22.27.

WEST MIDDLESEX, PA.
FERRONA BRANCH

M. P. 6.30 West end of West Middlesex Yard.
M. P. 6.64 East end of West Middlesex Yard.
M. P. 7.37 West end of West Middlesex Siding.

To operate switches with automatic switch point locking devices, the following will govern:

Remove lock from automatic switch point lock, then step on pedal until it is locked to an open

position and then throw switch in usual manner. When switch is thrown back to normal position, automatic switch point lock will latch and switch lock will be replaced.

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

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

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.

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

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

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

Ferrona, (Ferrona Branch).

Buchanan, Cochranton (Oil City-Franklin Branch).

Indications of Manual Block Signals do not supersede Rule 93.

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.	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	NK	Leetonia
SN Junction		
WN Tower	Bruin Tower	Buchanan
Latimer	Shenango	

Remote Control Interlocking

Himrod	Eastward & Westward
Coles	Eastward
Sharpsville	Westward
Transfer	Eastward
Hubbard	Westward

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 or Dispatcher and request permission for the move.
2. Instructions or permission received must be repeated to Operator or Dispatcher 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 or Dispatcher will be acted upon in lieu of Clearance Form B.

AUTOMATIC INTERLOCKING

Amasa. Telephone communication with Buchanan Junction will be located in the instrument house and at the eastward home signal. Key controllers are located as follows:

Westward—directly opposite the westward home signal.

Eastward—Double key controller located opposite the eastward home signal, one is marked "main track" and the other marked "siding."

In case of failure of the New York Central approach circuits or a NYC train disabled on ar. approach circuit and an Erie train receiving a "stop" signal, train crew will communicate with Operator at Buchanan and if permission is secured to do so, they will insert a switch key in the key controller marked "K" located at the home signal and turn key to the right and hold for ten seconds and after a time interval has elapsed, if conditions otherwise permit, the Erie signal will operate.

An eastward train operating on the main track receiving a "STOP" indication on the eastward home signal, will communicate with the Operator at Buchanan and if permission is secured to do so, they will insert a switch key in key controller marked "Main Track" and turn key to the right and hold for 10 seconds and after a time interval has elapsed, if conditions otherwise permit, the signal will operate.

An eastward train operating on the siding receiving a "STOP" indication on the dwarf signal, will communicate with the operator at Buchanan and if permission is secured to do so, they will insert a switch key in Key Controller marked "Siding" and turn key to the right and hold for 10 seconds, and after a time interval has elapsed, if conditions otherwise permit, the signal will operate.

The push buttons, marked "P" which are located directly above the key boxes, can be used to make a reverse movement as follows: A train having made a move thru the interlocking can secure the signal for a reverse move (if conditions permit) by pushing the button.

When interlocking signal displays "Stop" and member of crew has inserted switch key in Key Controller as per time table instructions and is still unable to get a signal for their movement, crew will then be given train order and clearance form A and the movement through the interlocking may then be made without signal indication when proceeded by a flagman after member of the crew has ascertained that signals governing other Railroad are in "Stop position" and that switches are properly lined for their movement.

Permission received from Train Dispatcher for the move will be acted upon in lieu of clearance form B.

Otherwise, traffic control system operating rules will govern.

OIL CITY - FRANKLIN BRANCH

On the Oil City-Franklin Branch, the trains of the Erie Railroad and the New York Central Railroad will operate over a joint section of single track between M.P. 27.35 about 2¼ miles West of Franklin, Pa. to M.P. 28.46.

This section of single track will be designated as the east and west end of "RW" Reno and will be governed by an automatic interlocking with an electrically operated switch at each end and appropriate home and approach signals. The westward approach signal is located approximately 4900 feet east of westward home Signal at M.P. 26.44, the eastward approach signal is located approximately 5700 feet west of eastward home signal at M.P. 29.55.

The Home Signals will display the following indications:

Rule 292 C — STOP

Rule 283 A — CLEAR — MEDIUM

When the home signals display the "STOP" indication, the approach signals will display an "APPROACH" indication similar to Rule 285 E, but without a number plate. When the home signals display the "CLEAR—MEDIUM" indication, the approach signals will display an "APPROACH—MEDIUM" indication similar to Rule 282 D but without a number plate.

Approach circuits are approximately 4200 feet east and west of the approach signals and the two switches at M.P. 26.00 and the three switches at M.P. 30.03 are equipped with automatic cut-outs for approach circuits and trains switching at above points will not affect the operation of the home signals. Additional starting point circuits are provided at M.P. 26.12 and 29.92 which are identified by a marker with the word "CIRCUIT". Trains must not stop or stand between M.P. 26.12 and 29.92 unnecessarily, as this will prevent operation of the interlocker by New York Central Trains.

A telephone located at each electric switch provides communication with the Erie Dispatcher at Youngstown, Ohio, and the NYC Dispatcher at Erie, Pa.

Instructions covering hand operation of switch machines are posted in telephone compartments at each switch.

In case of failure of the NYC approach circuits or a NYC train disabled on an approach circuit and an Erie train receiving a "STOP" signal, train crew will communicate with the dispatchers of both railroads and if permission is secured to do so, they will insert a switch key in key controller marked "K" located at the home signal and turn key to the right and hold for 10 seconds and after a time interval has elapsed, if conditions otherwise permit, the Erie signal will operate.

If after receiving a signal and train is unable to move, the Erie signal can be restored to "STOP" by pushing the button marked "P" located directly below the key box which will allow the NYC signals to operate.

When a failure of the system occurs and a proceed signal cannot be displayed the engineer or conductor must call the Erie dispatcher and the NYC dispatcher, notifying them of the condition and if conditions per-

mit movement will then be made only as authorized by Clearance Form "B" from both Erie and NYC dispatchers.

After receiving Clearance Form "B" and before proceeding train or engine crews will inspect the switch at the entrance of this plant and know that route is lined for their movement and then proceed at restricted speed to the opposite end and stop and inspect switch to know that route is lined for their movement, then spike the facing point switch before movement is made over it.

Should there be any train orders issued to other trains giving them the right to use this portion of track and the dispatchers are unable to contact them, Clearance Form "B" cannot be issued and it will be necessary for a member of the train crew with proper flagging equipment to proceed thru the interlocking plant and go to the telephone and communicate to the conductor or engineer that he is in position to afford proper flag protection.

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.

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. Controlled by Dispatchers—Youngstown.

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, controlled by Operators as follows:

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

Buchanan—Controls territory Buchanan to West end Amasa Siding.

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 and opposing train may pass and be governed by signal indication.
8. Controlled signals govern movements over the Spring switch east end of siding Amasa and

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 switch is properly lined for each movement.

Special instructions governing operation over spring switches must be observed.
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.

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, M.P. 161.4, westward home signal North Warren, MK Siding M.P. 159.81 east and west end of siding at Johnson's Eastward and Westward home signals and instrument house at Pymatuning, east end of siding Pymatuning, east and west end of sidings Atlantic, Stony Point, West End Siding Amasa, Hubbard and Coles, 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 or Dispatcher 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. In addition, unless otherwise provided, 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.

AUTOMATIC TRAIN STOP

Instructions For Enginemen With Locomotives Equipped With Automatic Train Stop.

See Rules 520, 520A and 520B, Rules of the Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

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.

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

North Randall*	7:00 A.M. to 12:00 A.M. 1:00 P.M. to 4:00 P.M.
Aurora*	6:45 A.M. to 11:45 A.M. 12:45 P.M. to 3:45 P.M.
Mantua*	6:45 A.M. to 11:45 A.M. 12:45 P.M. to 3:45 P.M.
Ferrona*	6:00 A.M. to 11:00 A.M. 12:00 Noon to 3:00 P.M.
Canfield*	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.
Lisbon*	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.
Cochranton*	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.

*Closed Saturdays, 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.

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 M.P. 109.00 East of Geneva. This device when actuated by dragging equipment, a sign attached to Signal 519-2 located at M.P. 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.

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.	
3.60	Overhead foot bridge between East 51st St. and Track Road.	
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.
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.

Second Sub-Division

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.
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 Langdon Warehouse.	
	Doorway on tracks 1 and 2 into fabricating building, new plant of Sharon Tube Co.	
	Doorway on track into Golden Dawn Warehouse.	
	FERRONA, PA.	
	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 Hollow and Walnut Streets, Pine Run Branch and Canal Basin lead tracks.

Overhead power wires east and west of Moss Lumber and Supply Co. Canal Basin (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.

Mile Post	Second Sub-Division	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.

SHENANGO, PA.

All Eastbound trains handling Shenango Setoffs, and are going to use Crossover at Bruin Tower, except trains with all Shenango cars, will stop on Eastbound main track with engine west of Bruin Home Signal and cut Shenango cars off and pull them into Shenango Yard.

Brakes to be applied to rear portion of trains that are left on main track.

Enginemen must exercise extreme care to avoid slack action while moving thru Crossover. Trains with all Shenango cars will be brought to stop west of Home Signal at Bruin and exercise extreme care to avoid slack action while moving entire train thru Crossover.

Cortland, Ohio

Engines are not permitted west of Mecca St. when performing service at Richard's Milling Company. Also, crews will not operate beyond station 4 Plus 40 at east end of scale track.

MEADVILLE CAR SHOP—MEADVILLE, PA.

Engines must not be operated beyond signs posted at either end of the building.

TONNAGE RATINGS

Train tonnage will be determined by Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

P. R. Rice, C. E. Wogan — Trainmasters

H. J. Felber — Trainmaster - Road Foreman

W. G. Coleman, F. V. Huff — Road Foremen of Engines

J. P. Short — Chief Train Dispatcher

H. T. Murray — Asst. Chief Train Dispatcher

F. E. Fenstermaker — Asst. Chief Train Dispatcher

W. K. Bura — Asst. Chief Train Dispatcher

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
Mantua	3607
Aurora	3614
Geauga Lake	3617
Solon	3622
North Randall	3627
Lee Road	3629
Corlett (Cleveland)	3630
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
Austintown	1586
Canfield	1592
Marquis	1594
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
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
Cochranton	3526
Carlton	3530
Utica	3534
Poseydale	3535
Franklin	3543
Reno	3548
Oil City	3551

FIRST SUB-DIVISION

EASTWARD TRAINS — FIRST CLASS

Distance from River Bed Cleveland	STATIONS AND SIDINGS	2 Daily	8 Daily	624 PLE-274 Daily	12 Daily Except Sunday	6 Daily	628 Daily Except Sun & Holidays	630 Sun. & Holidays Only	686 Daily
	Eastern Standard Time	P.M.	P.M.			A.M.	A.M.	A.M.	
	. . . . HOBOKEN . A	6.55	9.55	.....	.....	8.25	8.25	8.25	.....
			A.M.	A.M.					
	. . . PITTSBURGH . A . . .	.....	11.20	11.20	.....	.....	.....	.....	.....
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
89.2	PYMATUNING	5.49	8.13	.....	.....	7.57	.....	.....	.....
	5.1								
84.1	Single Track SHARPSVILLE	5.41	8.05	.....	.....	7.50	.....	.....	.....
	2.4								
81.7	. . . . . FERRONA . . . . .D	.....	.....	.....	.....	.....	.....	.....	.....
	0.8								
80.9	Single Track . . SHARON	s 5.35	s 8.00	.....	.....	s 7.45	.....	.....	....
	N. Y. C.								
	2.8								
78.1	Single Track . . COLES	5.18	7.50	.....	.....	7.37	.....	.....	.....
	3.4								
74.7	Single Track . HUBBARD	5.13	7.45	.....	.....	7.32	.....	.....	.....
	6.7								
68.0	. . . . VALLEY ST. . . . .N	5.05	7.38	.....	.....	7.24	.....	.....	.....
	N. Y. C.								
	0.5								
67.5	. . . . HIMROD JCT. . . .	.....	.....	9.50	.....	.....	.....	.....	.....
	0.4								
		5.02	7.35	9.48	.....	7.21	.....	.....	.....
67.1	. . . . YOUNGSTOWN	s 4.44	s 7.15	s 9.40	s 10.48	s 7.06	s 7.10	s 7.10	s 11.10
	2.2								
64.9	. . . . . BRIER HILL	4.40	7.11	9.35	10.43	7.01	7.07	7.06	11.07
	1.6								
63.3	. . . . VO. CROSSOVER	4.38	7.09	9.33	10.40	6.58	7.05	7.04	11.05
	0.8								
62.5	. . . . . GIRARD	.....	.....	.....	.....	.....	.....	.....	.....
	4.2								
58.3	. . . . . NILES	4.33	VBE 7.03	M 9.28	10.33	6.53	s 6.59	s 6.59	A 11.00
	2.6								
55.7	. . . . . DEFOREST . . . .N	4.29	6.58	9.23	10.26	6.50	6.54	6.54	10.55
	B. & O.								
	2.5								
53.2	Gauntlet . . . WARREN	s 4.25	s 6.54	s 9.19	s 10.21	s 6.47	s 6.51	s 6.50	s 10.51
	3.2								
50.0	. . . . LEAVITTSBURG	.....	.....	.....	.....	.....	.....	.....	.....
	0.4								
49.6	. . . . SN. JUNCTION . . .N	4.16	6.45	9.14	9.54	6.43	6.45	6.45	10.43
	3.6								
46.0	. . . . . PHALANX	.....	.....	.....	.....	...	.....	.....	.....
	5.0								
41.0	. . . . . MAHONING	.....	.....	.....	.....	.....	.....	.....	.....
	3.6								
37.4	. . Garrettsville-Hiram . . .	.....	.....	f 9.01	.....	.....	s 6.30	A 6.32	f 10.29
	2.4								
35.0	. . . . . JEDDOE	.....	.....	.....	.....	.....	s 6.24	.....	.....
	4.3								
30.7	. . . . . MANTUA . . . . .D	.....	.....	8.52	.....	.....	s 6.17	A 6.23	f 10.23
	6.4								
24.3	. . . . . AURORA . . . . .D	.....	.....	.....	.....	.....	s 6.06	.....	s 10.16
	3.2								
21.1	. . . . GEAUGA LAKE	.....	.....	.....	.....	.....	s 5.59	.....	.....
	4.6								
16.5	. . . . . SOLON	.....	.....	8.39	.....	.....	s 5.52	6.09	10.09
	NKP								
	5.1								
11.4	. . . NORTH RANDALL . .D	.....	.....	8.34	.....	.....	5.45	6.04	10.04
	2.1								
9.3	. . . . . LEE ROAD	.....	.....	s 8.29	.....	.....	s 5.40	s 6.00	s 9.59
	3.0								
6.3	. . . EAST 93rd STREET . . .	.....	.....	8.25	.....	.....	5.34	5.55	9.55
	C. & P.								
	2.3								
4.0	. . . EAST 55th STREET . . .	.....	.....	8.22	.....	.....	s 5.29	5.52	9.52
	0.7								
3.3	Single Track . West End Tower . . .N	.....	.....	8.21	.....	.....	5.26	5.51	9.51
	1.02								
	. . BROADWAY	.....	.....	8.18	.....	.....	5.23	5.48	9.48
	C. U. T.								
	1.35								
	. . . . CLEVELAND . L . . .N	.....	.....	8.15	.....	.....	5.20	5.45	9.45
1.9	. . . . LITERARY ST.	.....	.....	.....	.....	.....	.....	.....	.....
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

Distance from Pymatuning	STATIONS AND SIDINGS	WESTWARD TRAINS		
		11	629	627
		Daily Except Monday	Daily Except Sun & Holidays	Sunday & Holidays Only
	Eastern Standard Time			
	HOBOKEN . L	.....		
	PITTSBURGH . L	.....	.....	.....
		A.M.	A.M.	A.M.
	Single Track: PYMATUNING	.....	.....	.....
5.1	5.1			
	Single Track: SHARPSVILLE	.....	.....	.....
7.5	2.4			
	FERRONA .D	.....	.....	.....
8.3	0.8			
	Single Track: SHARON	.....	.....	.....
11.1	N. Y. C. 2.8			
	Single Track: COLES	.....	.....	.....
14.5	3.4			
	Single Track: HUBBARD	.....	.....	.....
21.2	6.7			
	VALLEY ST. .N			
	N. Y. C. 0.5	.....	.....	.....
21.7	HIMROD JCT.	.....	.....	.....
22.1	0.4			
	YOUNGSTOWN	.....	.....	.....
	2.2	12.25	6.00	6.20
24.3	BRIER HILL	12.29	6.03	6.23
25.9	1.6			
	VO. CROSSOVER	12.31	6.05	6.25
26.7	0.8			
	GIRARD	.....	.....	.....
30.9	4.2			
	NILES	12.36	s 6.12	s 6.31
33.5	2.6			
	DEFOREST .N	12.40	6.15	6.35
36.0	Gauntlet: B. & O. 2.5 / WARREN	s 12.55	s 6.22	s 6.41
39.2	3.2			
	LEAVITTSBURG	.....	.....	.....
39.6	0.4			
	SN. JUNCTION .N	1.00	6.26	6.45
43.2	3.6			
	PHALANX	.....	.....	.....
48.2	5.0			
	MAHONING	.....	.....	.....
51.8	3.6			
	Garrettsville-Hiram	.....	s 6.41	f 6.58
54.2	2.4			
	JEDDOE	.....	s 6.48	.....
58.5	4.3			
	MANTUA .D	.....	s 6.55	f 7.07
4.9	6.4			
	AURORA .D	.....	s 7.06	.....
68.1	3.2			
	GEAUGA LAKE	.....	s 7.12	.....
72.7	4.6			
	SOLON	.....	s 7.20	7.20
77.8	NKP 5.1			
	NORTH RANDALL .D	.....	s 7.26	7.25
79.9	2.1			
	LEE ROAD	.....	s 7.31	s 7.30
82.9	3.0			
	EAST 93rd STREET	.....	s 7.36	7.34
85.2	C. & P. 2.3			
	EAST 55th STREET	.....	s 7.42	7.37
85.9	0.7			
	Single Track: West End Tower .N	.....	7.44	7.38
	1.02			
	Single Track: BROADWAY	.....	7.46	7.41
	C. U. T.			
	CLEVELAND . A .N	.....	7.50	7.45
	1.35			
87.3	LITERARY ST.	.....	.....	.....
		A.M.	A.M.	A.M.

FIRST CLASS					
5	625	9	7	623 PLE 273	1
Daily	Daily	Sunday Only	Daily Except Sunday	Daily	Daily
P.M. 8.15	P.M. 8.15	A.M. 12.45	A.M. 12.45	.....	A.M. 9.30
.....	.....	.....	.....	P.M. 6.00	.....
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
9.12	.....	1.43	3.25	.....	10.52
9.18	.....	1.49	3.31	.....	10.58
.....	.....	.....	.....	.....	.....
s 9.29	.....	s 1.55	s 3.39	.....	s 11.09
9.33	.....	2.00	3.43	.....	11.13
9.38	.....	2.05	3.48	.....	11.19
9.46	.....	2.12	3.55	.....	11.26
.....	.....	.....	.....	7.33	.....
s 9.50	.....	s 2.15	s 3.58	s 7.35	s 11.30
10.00	10.15	2.25	4.14	7.40	11.48
10.03	10.18	2.28	4.18	7.43	11.51
10.05	10.20	2.30	4.20	7.45	11.53
.....	.....	.....	.....	.....	.....
10.10	s 10.27	2.35	4.25	s 7.51	E 11.59
10.14	10.31	2.38	4.29	7.54	12.03
s 10.19	s 10.38	s 2.43	s 4.42	s 8.03	s 12.12
.....	.....	.....	.....	.....	.....
10.23	10.42	2.47	4.47	8.08	12.16
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	s 10.56	.....	.....	f 8.20	.....
.....	.....	.....	.....	.....	.....
.....	s 11.05	.....	.....	8.28	.....
.....	s 11.14	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	H 11.25	.....	.....	8.41	.....
.....	s 11.32	.....	.....	8.46	.....
.....	s 11.37	.....	.....	s 8.51	.....
.....	11.40	.....	.....	8.54	.....
.....	11.43	.....	.....	8.57	.....
.....	11.44	.....	.....	8.58	.....
.....	11.47	.....	.....	9 01	.....
.....	11.50	.....	.....	9.05	.....
.....	.....	.....	.....	.....	.....
A.M.	A.M.	P.M.	P.M.	P.M.	A.M.

SECOND SUB-DIVISION

STATIONS AND SIDINGS	Distance from Salamanca	EASTWARD TRAINS FIRST CLASS				WESTWARD TRAINS FIRST CLASS				
		2	8	12	6	11	5	9	7	1
		Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Sunday Only	Daily Except Sunday	Daily
Eastern Standard Time										
A. . . HOBOKEN . . . L.		P.M. 6.55	P.M. 9.55		A.M. 8.25		P.M. 8.15	A.M. 12.45	A.M. 12.45	A.M. 9.30
		A.M. 6.57	A.M. 9.14	A.M.	P.M. 8.49	A.M.	A.M. 8.25	P.M. 12.58	P.M. 2.32	P.M. 9.58
. . . . MEADVILLE . . . .N	102.5	6.49	9.05	.....	8.42	.....	8.30	1.04	2.42	10.08
2.9										
. . . BUCHANAN . . . .N	105.4	6.44	9.01	.....	8.38	.....	8.35	1.07	2.47	10.13
4.7										
. . . . GENEVA	110.1	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.7										
. . STONY POINT	116.8	6.31	**8.45**	.....	8.25	.....	**8.47**	1.19	2.59	10.25
4.0										
. . . ATLANTIC	120.8	6.26	8.40	.....	8.20	.....	8.51	1.23	3.03	10.29
5.1										
. . . . AMASA	125.9	6.21	8.35	.....	8.15	.....	8.56	1.28	3.08	10.34
N. Y. C. R. R.										
2.7										
. . . GREENVILLE	128.6	s 6.15	s 8.28	.....	s 8.10	.....	s 9.03	s 1.34	s 3.16	s 10.43
2.2										
B. & L. E. R. R.										
. . . SHENANGO . . . .N	130.8	5.55	8.19	.....	8.03	.....	9.06	1.37	3.19	10.46
0.8										
Penna. R. R.										
. . . . . BRUIN . . . . .N	131.6	5.54	8.18	.....	8.02	.....	9.07	1.38	3.20	10.47
3.2										
. . . . . TRANSFER	134.8	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.5										
. . PYMATUNING	136.3	5.49	8.13	.....	7.57	.....	9.12	1.43	3.25	10.52
5.1										
. . ORANGEVILLE	141.4									
3.0										
. . . BURGHILL	144.4									
2.8										
. . . . LATIMER . . . . .N	147.2									
N. Y. C. R. R.										
2.8										
. . . JOHNSONS	150.0									
3.6										
. . . CORTLAND	153.6									
5.7										
. . . M K SIDING	159.3									
2.1										
Penna. R. R.										
NORTH WARREN . . .	161.4									
B. & O. R. R.										
3.1										
. . LEAVITTSBURG	164.5									
0.4										
. . SN. JUNCTION . . .N	164.9									
3.6		4.16	6.45	9.54	6.43	1.00	10.23	2.47	4.47	12.16
. . . . . BRACEVILLE	168.5									
2.9		4.12	6.41	9.50	6.39	1.04	10.27	2.50	4.51	12.20
. . . . . AD SIDING	171.4	4.09	6.38	9.47	6.36	1.07	10.31	2.53	4.54	12.23
1.9										
. . . . . WINDHAM	173.3	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.6										
. . . . FREEDOM	178.9	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.6										
. . . . . DEPOT	181.5	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.8										
. . . . . RAVENNA	185.3	v 3.56	v 6.25	s 9.26	c 6.24	1.26	p 10.45	s 3.09	s 5.14	12.36
4.4										
. . . . KX CROSSOVER	189.6	3.50	6.19	9.13	6.20	1.31	10.50	3.14	5.20	12.42
2.0										
.L. . . . . KENT . . . A . .N	191.6	3.47	6.16	9.10	6.17	1.35	10.54	3.18	5.25	12.46
		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.
.L. . . . CHICAGO . . A . .		6.10	9.55		10.30		4.40	10.20	1.30	8.00
Central Standard Time		P.M.	P.M.		A.M.		P.M.	P.M.	A.M.	A.M.

(Via First Sub-Division)

LISBON BRANCH

SECOND CLASS TRAINS

Eastward 370 Daily Except Sun. P.M.	Distance from Niles		STATIONS AND SIDINGS		Distance from Lisbon	Westward 371 Daily Except Sun. P.M.
12:19	33.2	Single Track	LISBON D		....	2:01
			10.8 PENNA. CO. EASTERN DIV.			
11:45	22.4		LEETONIA		10.8	2:35
			1.8			
11:40	20.6		WASHINGTONVILLE		12.6	2:40
			3.2			
11:30	17.4		GREENFORD		15.8	2:50
			3.2			
11:19	14.2		MARQUIS		19.0	3:01
			2.3			
11:06	11.9		CANFIELD D		21.3	3:14
			5.7			
10:49	6.2		AUSTINTOWN		27.0	3:31
			2.9			
10:40	3.3		MINERAL RIDGE		29.9	3:40
			3.3			
10:30 A.M.	....		B. & O. NILES		33.2	3:50 P.M.

FERRONA BRANCH

Distance from Ferrona		STATIONS AND SIDINGS		Distance from Gardner Avenue
23.4		GARDNER AVENUE		....
		1.2		
22.2	Single Track	NEW CASTLE		1.2
		10.7		
11.5		PULASKI		11.9
		5.0		
6.5		WEST MIDDLESEX		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	.....
25.4	7.9 COCHRANTON	7.9
21.4	4.0 CARLTON	11.9
17.4	4.0 UTICA	15.9
12.2	5.2 SUGAR CREEK	21.1
8.4	3.8 FRANKLIN	24.9
3.2	5.2 RENO	30.1
.....	3.2 OIL CITY	33.3

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

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