

N.Y. + Chi ✓

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**THERE IS ALWAYS TIME  
FOR COURTESY**

**CONTENTS**

	Page
Surgeons, Oculists and Hospitals . . . . .	Inside Front Cover
Special Instructions . . . . .	1
BR to BE . . . . .	10
BE to BR . . . . .	15
Phalanx to Dillonvale . . . . .	20
Brady's Lake to Marcy . . . . .	21
QD to Belt Jct. via Marcy . . . . .	21
Yard Pullers, Westward . . . . .	22
Yard Pullers, Eastward . . . . .	23
BR to BE, Westward Freight Trains . . . . .	24
BE to BR, Eastward Freight Trains . . . . .	25
Stations, Office Calls, Signals and Telephones . . . . .	26
Signal Aspects, Indications and Rules . . . . .	36
Index of Stickers . . . . .	37
Speed Table . . . . .	Inside Back Cover
Map . . . . .	Outside Back Cover

**Make  
SAFETY  
Your  
POLICY**

**The  
New York Central  
Railroad Company**

**CLEVELAND DIVISION**

**Time Table No. 72**

FOR EMPLOYEES ONLY

Effective 2:00 A. M., Eastern Standard Time

**Sunday, September 28, 1952**

**A. G. TEETS,**  
Superintendent



COMPANY SURGEONS		
Name	Address	Tel. No.
ALLIANCE		
King, Robert G.	317 East Market St.	10201
BEREA		
Lechner, Robt. H.	9 Seminary Ave.	Berea 4-6401
CLEVELAND		
Fowler, Hudson D., Jr.	628 E. 185th St.	Kenmore 1-8500
Fowler, H. D.	628 E. 185th St.	Kenmore 1-8500
Gerspacher, Thomas S.	628 E. 185th St.	Kenmore 1-8500
Waltz, C. D.	2010 E. 102nd St.	Garfield 1-2124
Yarian, N. C.	7405 Detroit Ave.	Woodbine 1-5758
Blair, L. J.	7405 Detroit Ave.	Woodbine 1-5758
Sorer, Wm. F.	577 E. 152nd St.	Glenville 1-6000
Kelker, J. R.	9854 Lorain Ave.	Atlantic 1-3449
Schraff, R. J.	3288 W. 117th St.	Orchard 1-1363
*Mishler, Wm. E.	Republic Bldg.	Cherry 1-8400
* For Cleveland Union Term. employees.		
MINERVA		
Whiteleather, P. S.	106 So. Main St.	144

Whiteleather, P. S.	106 So. Main St.	144
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OCULISTS		
Name	Address	Tel. No.
CLEVELAND		
Nelson, C. F.	606 Schofield Bldg.	Main 1-2020
Chamberlain, W. P., Jr.	1422 Euclid Ave.	Superior 1-5855
HOSPITALS		
ALLIANCE		
Alliance City	207 E. College St.	6262
CLEVELAND		
Lutheran	2609 Franklin Ave.	Prospect 1-4200
Glenville	701 Parkwood Dr.	Glenville 1-3300
FIRST AID STATION		
CLEVELAND		
Collinwood Shops	577 E. 152nd St.	Glenville 1-6000 or Collinwood Exchange Extension 244

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A-1. OTHER RAILROADS.  
Between: East Youngstown and Struthers, trains run via P. & L. E. R. R.  
Struthers and Girard Jct., trains run via L. E. & E. R. R.  
Girard Jct. and Niles Jct., Minerva and Brady's Lake, trains run via P. R. R.  
Niles Jct. and Ravenna Jct., trains run via B. & O. R. R.

B-3. LAWS AND REGULATIONS.  
Ohio.  
At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signaled to do so by the watchman nor until the way is clear.  
When a pusher or helper engine is used to assist in assembling a train and the pusher or helper engine is located behind the caboose, employes are prohibited from riding on the caboose while train is being assisted and during this time caboose must be locked.

REPORTS.  
When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.  
When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

DEFECTIVE CARS.  
Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.  
Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

M-2. ELECTRIC ZONE via Cleveland Union Terminal.  
Main track No. 1 from a point approximately 500 feet west of East 152nd St. Bridge, and Main track No. 2 from a point approximately 500 feet east of East 152nd St. Bridge, Collinwood, to a point just east of West 130th St., Linndale, and Main track No. 3 Central Avenue to Union Terminal.  
Side and yard tracks including tracks in Electric Engine House, south of Main tracks Nos. 1 and 2, between a point approximately 500 feet east and west of 152nd St. Bridge and QD.  
Switching lead between East 9th Street and Union Terminal, including interchange track between Broadway bridge and E. 9th St., and all station and coach yard tracks.  
Side tracks north and south of Main tracks Nos. 1 and 2, CF Signal Station to a point just east of West 130th St., Linndale.  
Nickel Plate: Transfer tracks, East 34th St. connection to a point approximately 2400 feet east. Coach Yard and Transfer Tracks, East 9th St. connection to Broadway Bridge, and Main tracks between West 25th St. connection and West 38th St.

Electric locomotives when moving or being moved from an energized section to a dead section or from a dead section to an energized section, must have pantographs lowered.  
When emergency requires that power be shut off overhead trolley, telephone Chief Train Dispatcher or Power Supervisor, stating what tracks are affected.  
Power will not be restored until Chief Train Dispatcher or Power Supervisor have been notified by responsible person that it is safe to do so. Power Supervisor must secure permission from Chief Train Dispatcher to restore power.  
If the engineman requires power shut off, he will stop and use whistle signals prescribed by Special Instruction No. 14, and repeat same until power is shut off. Conductor of such train will immediately communicate with Chief Train Dispatcher or Power Supervisor, requesting power be shut off tracks affected and ask for other necessary relief.  
All employes hearing these whistle signals must also make immediate request by telephone to have power shut off tracks affected.

Maintainers, track men and other employes must go to point of trouble promptly and render any assistance possible.  
When communicating by telephone to have power shut off, say 'Power Emergency' to obtain circuit. All others using line must give way at once.  
Nickel Plate eastward passenger trains when operated by Electric Motor will take Nickel Plate connection at East 9th Street.

- 1. STANDARD TIME.  
Eastern Standard Time is in use.
- 3. STANDARD CLOCKS.  
Collinwood.....Crew dispatcher's office.  
Engine dispatcher's office.  
Electric engine house, General foreman's office.  
East 26th St.....Yard office.  
DK.....Yard masters office.  
Cleveland Union.....Crew dispatcher's office.  
Terminal.....G H telegraph office.  
Linndale.....Engine dispatcher's office.  
CF.....Signal station.  
Minerva.....MI office.  
Engine house, Engine foreman's office.  
Dillonvale.....Station.

12. HAND, FLAG AND LAMP SIGNALS.  
Collinwood Yard:  
Westward trains or engines enroute from Ice house track to Big Four yard, will not proceed west of Dille Road until proceed hand signal is received from switch tender located at east end of Big Four yard, who will use yellow flag by day and yellow light by night.  
Westward trains or engines enroute to Westbound Yard will not proceed west of crossovers between tracks 7 and 8 east of Dille Road until proceed hand signal is received from switch tender located at Dille Road, who will use yellow flag by day and yellow light by night.  
Eastward trains or engines enroute to Eastbound yard will not proceed east of E. 152nd St., until proceed hand signal is received from switch tender located at E. 152nd St., who will use yellow flag by day and yellow light by night.  
Trains or engines using westbound yard lead in either direction will be governed by hand signal from switch tenders located at E. 152nd St., No. 24 cabin and west end westbound yard.  
Double Track and Cuyahoga Drawbridge:  
Between MB-INT signal at Double Track and west end Cuyahoga Drawbridge, trains or engines moving in either direction will proceed on hand signal from switch tenders, located at each end of Drawbridge and/or Double track. White signal for movement on NYC tracks over Drawbridge.  
Big Four Wye Jct:  
Trains or engines must receive proceed hand signal from operator-switch tender before moving to or from yard tracks.  
Linndale, W. 130th Street:  
Trains or engines using No. 4 main track or leads, in either direction, will be governed by hand signal from switch tender.  
Cleveland Union Terminal:  
Trains or engines entering or leaving coach yard at either end or moving in either direction via "Short way" at west end, must receive proceed hand signal from switch tender in addition to interlocking signal indication.

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.  
Emergency horn signals are in effect at BR, CT, QD, DK and CF Interlocking Stations.

14. ENGINE WHISTLE SIGNALS.	
Cleveland Terminal District:	
Sound	Indication
— o —	Trains, westward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at QD and C. & P. Crossing. Trains, eastward passenger or freight, will stop at West Park for water, to be sounded at BE. Trains, westward freight, will stop at Marcy for water, to be sounded at Buckeye Rd. Trains, eastward L. E. & P. will stop at Marcy for water, to be sounded at Parma.



- o — o Electric Zone:  
 o o — Shut power off on Track 1.  
 Shut power off on Track 2.  
 o o — Alliance Branch:  
 Southward train desires Alliance,  
 C. & P. Crossing Target.  
 o o o o Southward train desires P. R. R. main  
 line signal. To be sounded after re-  
 ceiving C. & P. target indication.

141-whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

#### 19. MARKERS.

On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps and will be considered as complying with Rule 19.

Erie and B. & O. trains not provided with markers showing yellow to the front and side may display markers, showing green to the front and side and red to the rear.

Rule 19 is modified accordingly.

#### D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

#### 21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

#### 83. TRAIN REGISTERS.

- Collinwood..... Crew dispatchers office.  
 Kingsbury Yard.. Trains or engines must report arrival  
 to operator at Buckeye Road.  
 Cleveland Union (G H telegraph office. Trains with  
 Terminal..... through Conductors will be registered  
 by operator.  
 Linndale..... Yard masters office.  
 Phalanx..... Booth.  
 Minerva..... Yard masters office.  
 Dillonvale..... Station.

#### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

- Passenger, Mail and Express Trains will be  
 cleared by Operator at GH Telegraph Office,  
 Union Terminal, as follows:  
 N. Y. C. Verbally. Except trains with through  
 Conductors and trains originating at points other  
 than Union Terminal, verbally by telephone,  
 Dial 201.  
 Big Four. Clearance Form A. Except trains origi-  
 nating at points other than Union Terminal,  
 verbally by telephone, Dial 201.  
 Erie. Clearance Form A.  
 B. & O. Clearance Form A.

Buckeye Road and Kingsbury Yard: Trains or engines when  
 authorized in writing by operator at Buckeye Road.

Trains will not leave the following stations without clearance  
 form A.

Braceville, Erie trains.

#### 93. YARD LIMITS.

Cleveland Terminal District: From 2.5 miles east of BR to  
 Warner, Short Line Jct. and Belt Jct., inclusive.

- Phalanx. Minerva.  
 Newton Falls. Piney Fork.  
 Alliance. Dillonvale.

#### D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

East 55th St. to East 26th St., Cleveland, track 4, by per-  
 mission of train dispatcher and under supervision of yardmaster  
 located at East 26th St.

East 131st Street and signal station QD on No. 3 track by  
 permission of the signalman at S.S. QD on authority of train  
 dispatcher.

#### 98. RAILROAD CROSSINGS AT GRADE.

- | Location                  | Railroad            | Signals        |
|---------------------------|---------------------|----------------|
| East 55th St. Team track. | P. R. R.            | Switch Target. |
| C. and P. Crossing.       | P. R. R.            | Target.        |
| W. 3rd St. Pier Lead.     | P. R. R.            | Target.        |
| Big Four Wye Jct.         | N. Y. C.            | Target.        |
| Big Four Crossing.        | N. Y. C. & P. R. R. | Target.        |
| Parma.                    | B. & O.             | Interlocking.  |
| Short Line Jct.           | N. Y. C.            | Interlocking.  |

- |               |                        |               |
|---------------|------------------------|---------------|
| Braceville.   | Erie.                  | Interlocking. |
| Newton Falls. | B. & O.                | Target.       |
| Alliance.     | P. R. R., C. & P. Div. | Target.       |
|               | P. R. R., Main Line.   | Interlocking. |
| Minerva.      | Nickel Plate.          | Target.       |
| Minerva.      | P. R. R.               | Target.       |
- Braceville, Erie Crossing: Trainmen will operate inter-  
 locking in accordance with instructions posted in cabin.

#### DRAWBRIDGES.

- | Location                   | Signals        |
|----------------------------|----------------|
| Cuyahoga River, Lake Front | Switch Target. |
- Trains or engines may proceed when signals, switches and  
 derails are in proper position and proceed color hand signal is  
 received from operator-switch tender located at each end of  
 drawbridge as follows:

White, for movements on N. Y. C. tracks.

Green, for movements on P. R. R. tracks.

- |                               |               |
|-------------------------------|---------------|
| Bridge No. 2, Cuyahoga River. | Interlocking. |
| Bridge No. 4, Lower Flats.    | Semaphore.    |
| Bridge No. 6, Central Flats.  | Interlocking. |

#### 103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on  
 the approach track circuit of a highway flashing light signal,  
 causing the continuous operation of the signal, a member of  
 the crew must, when practicable, be stationed at the crossing  
 to facilitate highway traffic advising such traffic when it is  
 safe to cross.

Alliance: P. R. R. Interlocking: Northward trains, when  
 stopping for crossing, must stop south of Columbia  
 Street.

Trains or engines must stop before moving over the following  
 crossing:

Cleveland: Western Ave., West 110th St., Berea Rd. and State  
 Highway No. 237 Cadillac Plant leads: All move-  
 ments must be protected by a member of train crew.

#### Flashing Light Signals and Automatic Gates.

- |                               |                                       |
|-------------------------------|---------------------------------------|
| Cleveland, Lake Front Tracks. | *East 70th Street                     |
| Cleveland, Lake Front Tracks. | **East 53d and Mar-<br>quette Streets |

- |                               |  |
|-------------------------------|--|
| Cleveland, Lake Front Tracks. | ***East 49th Street                    |
| Cleveland, Lake Front Tracks. | ****East 40th and East<br>38th Streets |

- |                                   |                        |
|-----------------------------------|------------------------|
| Cleveland, Lake Front Tracks.     | Lakewood Hts.<br>Blvd. |
| Cleveland, Lake Front Tracks.     | #West 140th St.        |
| Cleveland, Lake Front Tracks.     | #West 150th Street     |
| Cleveland, Lake Front Tracks.     | Puritas Springs        |
| Cleveland, Big 4 Tracks.          | Brookpark Road         |
| Cleveland, Gen. Motors Co. Track. | Brookpark Road         |

\*If train or engine movement clears highway but  
 not sign, gates may be raised by operating key  
 switch located in relay box by inserting switch key  
 in switch marked with track number cars are occu-  
 pying and turn to "Stop", as follows: Old Line, box  
 in Southwest corner marked "Old Line", extension,  
 box in northwest corner, key marked "extension".  
 Track No. 4, when eastward move is made and it is  
 necessary to cut crossing, manual release switch  
 marked Track 4 shall be operated. All tracks, when  
 necessary to operate gates to horizontal (down)  
 position, operate key marked "Manual".

\*\*If train or engine movement clears highway but  
 not sign, gates may be raised by operating key  
 switch located in relay case by inserting switch key  
 in switch marked with proper track number and turn  
 to "Stop" as follows: East 53d Street, Old Line, box  
 in southeast corner, marked "Old Line". Extension,  
 box in Northwest corner, marked "Old Line". Ex-  
 tension, box in Northwest corner, marked "Ex-  
 tension". Marquette St. Old Line, box in Southeast  
 corner, marked "Old Line". Extension, box in  
 Northwest corner marked "Extension". All tracks  
 both streets, when necessary to operate gates to  
 horizontal operate key marked "Manual".

\*\*\*If train or engine movement clears highway but  
 not sign, gates may be raised by operating key  
 switch located in relay box by inserting switch key  
 in switch marked with track number that cars are  
 occupying and turn to "Stop", as follows: Old Line,  
 box in southwest corner, key marked "Old Line".  
 Track No. 4 box in northeast corner, key marked  
 "Track No. 4". All tracks, when necessary to operate  
 gates to horizontal position, operate key marked  
 "Manual".

\*\*\*\*If train or engine movement clears highway but  
 not sign, gates may be raised by operating key

switch located in relay case, by inserting switch  
 key in switch marked with track number which cars  
 are occupying and turn to "Stop" as follows: Sid-  
 ings, case in southeast corner at East 38th Street  
 and southwest corner at East 40th Street, key  
 switch marked "Siding". Track No. 4, when neces-  
 sary to cut or stop short of crossing, operate manual  
 release marked "Track 4" located in relay case,  
 northeast corner at each highway. All tracks, when  
 necessary to operate gates to horizontal position,  
 operate key switch marked "Manual".

#Trains or engines operating over Westward siding  
 No. 3 must proceed slowly past sign located approxi-  
 mately 50 feet from crossing and not cross highway  
 until gates are in horizontal position. If train or  
 engine movement clears highway but not sign, gates  
 may be raised by inserting switch key in switch  
 marked "Raise" and turning to stop. To lower  
 gates again, insert switch key in switch marked  
 "Lower" and turn to stop. Switches are located in  
 relay case in northeast corner.

##Westward trains on track No. 1 stopping to work  
 must leave cars east of sign located north of west-  
 ward siding No. 3, approximately 30 feet east of  
 crossing. Manual release switches are located in  
 relay box in southwest corner of intersection and  
 may be used by crossing watchman or by trainmen  
 for raising or lowering gates during switching move-  
 ments or when cars will not clear track circuits. To  
 raise gates insert switch key in switch marked with  
 track name or number and turn to "Stop". To lower  
 gates without train on circuit insert switch key in  
 switch marked "Manual release" and turn to  
 "Stop". Trains or engines must not cross highway  
 until gates are in horizontal position.

Trains or engines operating on other than main tracks must  
 proceed slowly past sign adjacent to track and approximately  
 50 feet from crossing and not cross highway until gates are in  
 horizontal position.

When a train moves over a public crossing at grade and a  
 backup movement over such crossing is to be made, the crossing  
 must be protected by a member of crew unless gates are in  
 horizontal position.

Trains or engines moving against the current of traffic must  
 proceed at slow speed over the following highway crossings:  
 Berea, Lake Front Tracks, Eastland Rd. .... Tracks 1 and 2  
 Berea, Lake Front Tracks, Sheldon Rd. .... Tracks 1, 2 and 3  
 Berea, Lake Front Tracks, E. Five Points Rd. Tracks 1 and 2

#### 104. SWITCHES.

Spring Switches:

Hugo, at junction of eastward and westward main tracks;  
 normal position for eastward main track. Facing movement  
 over this switch will be governed by automatic block signal  
 B26.2.

Brandywine, at junction of west end of passing siding and  
 main track; normal position for eastward main track. Facing  
 movement over this switch will be governed by dwarf signal.  
 Indication of dwarf signal must be observed when westward  
 movement through switch has been completed. If signal does  
 not display "Proceed", engineers of eastward trains must be  
 advised to approach switch prepared to stop and train dis-  
 patcher notified from first open block station.

Warner, at junction of eastward and westward main tracks;  
 normal position for westward main track. Facing movement  
 over this switch will be governed by dwarf signal. Indication  
 of dwarf signal governing facing movement must be observed  
 when eastward movement through switch has been completed.  
 If signal does not display "Proceed", engineers of westward  
 trains must be advised to approach switch prepared to stop  
 and train dispatcher notified from first open block station.

Trains or engines stopped while trailing through spring  
 switches in normal position must not take slack or make re-  
 verse movement unless switch is properly lined by hand.

When signal indicates Stop, the switch must be examined,  
 and if found in proper position train may proceed; if not in  
 proper position switch must be operated by hand before move-  
 ment is made over it. Rule 104B will govern if switch is found  
 defective.

#### 104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:  
 Trains or engines using eastward siding No. 4 must leave  
 derails located about 800 feet east of West 117th St. and about  
 900 feet east of Detroit Avenue in derailing position.  
 Rockport, west end, eastward siding No. 4 for yard lead.  
 Darrowville siding, west end: for team track.  
 Chittenden siding, west end: for spur track.  
 Egypt siding, east end: for spur track.

#### 105. SIDINGS. Northward and Southward

Trains taking siding will take first switch.

Sidings. Capacity based on 44-ft. cars

- |                               |    |
|-------------------------------|----|
| Newton Falls.                 | 23 |
| Palmyra.                      | 23 |
| North Benton.                 | 34 |
| Alliance Yard, Track No. 4.   | 42 |
| Mount Union.                  | 43 |
| Freeburg.                     | 33 |
| Watneys.                      | 79 |
| Mechanicstown.                | 60 |
| Wattsville.                   | 55 |
| Bergholz.                     | 65 |
| Shepherd.                     | 70 |
| Amsterdam.                    | 29 |
| Hays.                         | 20 |
| Apex.                         | 70 |
| Pan.                          | 42 |
| Hopedale.                     | 54 |
| Piney Fork, Track No. 6.      | 29 |
| Dillonvale yard, Track No. 1. | 55 |

#### Eastward and Westward

- |             |     |
|-------------|-----|
| Chittenden. | 87  |
| Brandywine. | 143 |
| Northfield. | 89  |
| Egypt.      | 93  |
| Hathaway.   | 85  |

#### 109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train  
 and Yard service employees.

- |                       |                                |
|-----------------------|--------------------------------|
|                       | Yard office, westbound yard.   |
|                       | Yard office, east and west end |
|                       | Big Four yard.                 |
|                       | Crew dispatchers office.       |
|                       | Switchtenders cabin east end   |
|                       | eastbound yard.                |
| Collinwood.           | Yardmasters office, west end   |
|                       | eastbound yard.                |
|                       | No. 24 switch cabin.           |
|                       | No. 34 switch cabin.           |
|                       | Electric engine house.         |
|                       | Eng. dispatcher's office.      |
|                       | Yard office, Fisher Body Co.   |
| East 131st St.        | Yard office.                   |
| East 55th St.         | Switchmans cabin.              |
| East 26th St.         | Yardmasters office.            |
|                       | Engine house.                  |
| Cleveland Union       | Crew dispatchers office.       |
| Terminal.             | Engineers room.                |
|                       | G H telegraph office.          |
|                       | Yardmasters office, east end.  |
|                       | Yardmasters office, west end.  |
| West 117th St.        | Yardmasters office.            |
| West Park.            | Yardmasters office.            |
| Rockport.             | Yardmasters office.            |
|                       | Coal dock.                     |
| Kinsman Rd.           | Yardmasters office.            |
| Quincy Ave.           | Yardmasters office.            |
| Kingsbury Yard.       | Yardmasters office.            |
| Orange Ave. Transfer. | Switchmens locker room.        |
| Marcy.                | Yardmasters office.            |
| Front St.             | Yardmasters office.            |
|                       | Switchmans locker room.        |
| DK.                   | Yardmasters office.            |
| Clark Ave.            | Yardmasters office.            |
| Linndale.             | Yardmasters office.            |
|                       | Eng. dispatcher's office.      |
|                       | Engine house, Gen. Foreman's   |
| Minerva.              | office.                        |
|                       | Yardmaster's office.           |

#### DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between MB-INT Signal at Double Track and west end  
 Cuyahoga Drawbridge.  
 Big Four Wye Jct. and Front St.  
 DK and Clark Ave.  
 Phalanx and Dillonvale.  
 Hugo and Warner.

#### D-151.

Two Tracks:

- Between BR and Central Ave. (C. U. T.)  
 Cleveland Union Terminal and Clark Ave.  
 West end of Cuyahoga Drawbridge and Belt Jct.  
 Tracks are numbered from the South and will be used  
 as follows:  
 No. 2, Eastward.  
 No. 1, Westward.



Between QD and Belt Jct., via Marcy.  
Front St. and DK.  
Tracks are numbered from the South and will be used as follows:  
No. 4, Eastward.  
No. 3, Westward.  
Between Brady's Lake and Hugo.  
Warner and Marcy.  
Tracks are numbered from the South and will be used as follows:  
No. 2, Eastward.  
No. 1, Westward.  
**Three Tracks:**  
Between Central Ave. and Cleveland Union Terminal.  
Tracks are numbered from the South and will be used as follows:  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Passenger.  
Between Clark Ave. and BE.  
Tracks are numbered from the South and will be used as follows:  
No. 4, Eastward—Freight.  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
Between E. 55th St. and E. 26th St.  
Tracks are numbered from the South and will be used as follows:  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 4, Eastward—Freight.  
**Four Tracks:**  
Between QD and E. 55th St.  
East 26th St. and Signal Bridge west of East 9th St.  
Tracks are numbered from the South and will be used as follows:  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Freight.  
No. 4, Eastward—Freight.  
Between Belt Jct. and BE.  
Tracks are numbered from the South and will be used as follows:  
No. 4, Eastward—Freight.  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Freight.

#### 221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of Stations, Office Calls, Signals and Telephones.

#### MOVEMENT OF TRAINS BY BLOCK SIGNALS

Rules S-231 to S-234 inclusive govern.  
Between: DK and Clark Avenue on Main Track.  
Rules D-251 to D-254 inclusive govern.  
Between: BR and BE via Cleveland Union Terminal.  
QD and Belt Jct., via Marcy.  
QD and Signal Bridge west of East 9th St. via Lake Front.  
West end Cuyahoga Drawbridge and BE.  
Rules D-261 to D-264 inclusive govern.  
Between: Short Line Jct. and BE via Big 4. . . . . Track No. 4  
Belt Jct. and BE. . . . . Track No. 4

#### SIGNAL ASPECTS, INDICATIONS and RULES.

Special signal aspects, signal indications and signal rules will be found in the back of this time table.

#### 297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
E. 55th St.	Team track. . . . . Switch		
	Target. . . . . Green. . . . .	Proceed.	
C. & P. crossing.	Target. . . . . Horizontal. . . . .	Proceed without stopping.	
W. 3rd St.	Pier Lead. . . . . Target. . . . . Horizontal. . . . .	Proceed.	
Big Four	Wye Jct. . . . . Target. . . . . Horizontal. . . . .	Proceed on main track without stopping.	
		Proceed to and from yard tracks when proceed hand signal is received from Operator-Switch tender without stopping.	
		Vertical. . . . . Proceed from main track to wye without stopping.	

Diagonal. . . . . Proceed from wye to main track without stopping.

Big Four  
Crossing. . . . . Target. . . . . Horizontal. . . . . Proceed on main track, also on South (No. 1 depot) track without stopping.  
Proceed on P. R. R. and N. Y. C. Pier Lead.  
Vertical. . . . . Proceed to and from Big Four Yard.

Kingsbury Yard,  
Interchange. . . . . Target. . . . . Horizontal. . . . . Proceed on N. Y. C.  
Vertical. . . . . Proceed on Nickel Plate to N. Y. C.  
Diagonal. . . . . All stop.  
Newton Falls. . . . . Target. . . . . Vertical. . . . . Proceed on Main track, also over Standard Steel Spring Company lead without stopping at restricted speed.

Alliance. . . . . Target. . . . . Vertical. . . . . Proceed.  
Minerva. . . . . Two  
Targets. Vertical. . . . . Proceed.  
East 55th Street—crossing:  
Trainmen will operate target.  
Kingsbury Yard—Nickel Plate Interchange:  
Trainmen will operate target.  
Newton Falls—B. & O. crossing:  
Trainmen will operate target. Normal position for N. Y. C.  
Alliance—C. & P. Division Crossing:  
Trainmen will operate target when no operator-targetman is on duty and restore and lock it in position for C. & P. Division.  
Minerva—Nickel Plate and P. R. R. crossings:  
Targets will be operated by joint car inspector when he is in the vicinity from 7:00 A.M. to 3:00 P.M., week days, otherwise, trainmen will operate the targets and leave in proceed position for N. Y. C. When targets indicate proceed trains and engines may proceed over the crossings at a speed not to exceed 15 miles per hour without stopping.

#### 305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:  
**Single Track:**  
Between MB-INT signal at Double Track and west end Cuyahoga Drawbridge.  
and Front St.  
Phalanx and Dillonvale.  
Hugo and Warner.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.  
Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Two or more Tracks:**  
Between Front St. and DK.  
Warner and Marcy.  
Hugo and Brady's Lake.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.  
Rules 318-B and 331-B for permissive block, for following movements only, govern the movement of trains other than passenger trains.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.  
Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Single and Two or More Tracks:**  
A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."  
At Front Street, Bridge No. 2 and DK Interlockings home (or dwarf) signals will also be used as Manual Block Signals. Trains may proceed on bottom indication.

#### 373. BLOCK STATIONS ARE OPEN.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

#### 505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

**Single Track:**  
Between DK and Clark Ave.

**Two or More Tracks:**

Between BR and BE via Cleveland Union Terminal.  
QD and Belt Jct., via Marcy  
QD and Signal Bridge west of East 9th Street.  
West end Cuyahoga Drawbridge and BE.

INT Signal located at East 55th St., end of track 3, westward trains or engines may proceed when authorized by train dispatcher.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

#### 509a. GRADE SIGNALS.

Rule 509a will govern for a signal which has a Grade Signal Marker, the letter G, attached to its mast.

#### 510. SIGNAL REPORT.

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engineman at the first communicating station.

#### 605. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal Station	Signal	Tracks
2.2 miles east of. . . . .	BE. . . . .	INT. . . . .	No. 4 to No. 4 siding.

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman and must report to controlling signalman as soon as such moves have been completed.

Interlocking Rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

#### 606. INTERLOCKING SIGNALS.

Interlocking signals used as manual block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

#### 703. DEFECTIVE CARS.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

#### SNOW PLOW EQUIPMENT.

Snow plows must not be hauled backward when being moved in freight train.

#### MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

#### 705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

#### 824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length, limited to 40 cars.

#### 841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried. Form AR-702.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 44 sacks. . . . . 3 ft.	221 to 264 sacks. . . . . 18 ft.
45 to 88 sacks. . . . . 6 ft.	265 to 308 sacks. . . . . 21 ft.
89 to 132 sacks. . . . . 9 ft.	309 to 352 sacks. . . . . 24 ft.
133 to 176 sacks. . . . . 12 ft.	353 to 396 sacks. . . . . 27 ft.
177 to 220 sacks. . . . . 15 ft.	397 to 440 sacks. . . . . 30 ft.

One and three-quarters outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the proper columns of train baggageman's report, Form AR-702.

Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U. S. Mail on trains must take particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR-702.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis.

In addition to all station receipts and deliveries reported on Form AR-702 all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this Form.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.



## 916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, Current rules govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Linndale	Eastward	Short Line Junction	W. 130th Street
Cleveland	Eastward	Signal 530	Signal 480
Union Term.	Eastward	Coit Road	QD
Collinwood	Westward	Nottingham	Signal 175.1
Cleveland	Westward*	E. 34th St.	Eagle Avenue
Union Term.	Westward	Clinton Rd.	CF Tower

\* Except Erie R. R.—Leaving Broadway.

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown off.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

## 917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs.	Pullman	On door catch of aisle	Rear vestibule of car next to rear out
Private or Official	Pullman	if drawing room is of passageway and next to rear car. If so placed as to not, place in rear vestibule of car next to rear.	avoid inconvenience to passengers using vestibule.
DeLuxe Obs., Coach, Diner.	Pullman Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

## HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

## 932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal. Current rules govern.

### Cleveland Union Terminal:

Engineers, on arrival at station, will apply automatic brakes and will not release them until instructed by car inspectors.

When performing switching service, on either end of trains, engineers will not release brakes until after cuts are made and they receive signal to move, to prevent brakes being released on portion of train remaining.

### Mount Union:

Northward freight trains must stop and test air brakes, taking up slack if necessary. Enginemen must not start train until they have full train line and main reservoir pressure. If engine-

man is in doubt as to his ability to control the train by air, he must notify the conductor and the train must descend Mount Union Hill in such portions as can be controlled by air.

## LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

## COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

## FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

## MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

## SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train—General—(Unless otherwise restricted)

Steam Engines, Class B and U under steam or being towed.	20
Diesel Road Engines light or with caboose, Classes DPA, DPB, DCA, DCB, DFA, DFB, DFT, DRS.	50
Diesel Switch Engines, Class DES (including DES-1 with traction motor pinion removed) in service or when hauled dead in train.	45
Diesel Switch Engine Class DES-1 with traction motor pinion engaged in service or when hauled dead in train.	25
Diesel Road Freight Engines, Class DFA Nos. 5000 to 5005 inclusive, Class DFB Nos. 5100 and 5101, when handling passenger, mail, milk and express trains, or when hauled dead in train.	75
Diesel Road Freight Engines, Classes DFA (except Nos. 5000 to 5005 inclusive), DFB (except Nos. 5100 and 5101), DFT and DRS when handling passenger, mail, milk and express trains or when hauled dead in train.	65
Diesel Engines operating through water.	3
Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.	
Engines running backward by night over public crossings.	15
When automatic train stop device becomes inoperative after	

leaving terminal or when forestalling whistle fails to sound while forestalling.	35
Circus trains with freight equipped cars.	30
Trains with scale test cars or Jordan spreader.	25
Trains with snowloader and snowmelter not in service.	30
(Loader and melter units to be coupled and move in train with loader unit trailing.)	
Trains with dead steam engines not having all side or main rods.	20
Work trains with cranes moving on own wheels.	30
Revenue freight trains with cranes moving on own wheels.	25
Freight trains with pushers.	25
Switches and crossovers, not interlocked, when diverging.	15
At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.	15
Rail Detector Cars, under own power or on rear of passenger train.	40
Trains having ore cars under 25 feet in length:	
Loaded.	30
Empty.	35

## DIVISION

	BR and BE via Lake Front		QD and Belt Jct via Marcy		QD and Linndale via Elec. Zone		Linndale and BE		Alliance Branch	L. E. & P Branch
	Tracks 1 and 2	Tracks 3 and 4	Tracks 3 and 4	Tracks 1 and 2	Tracks 3 and 4	DK and Clark Ave.	Tracks 1 and 2	Track 4		
Passenger, mail, express, and troop trains.	70	40	40	60	40	40	70	40	30	40
With more than 20 cars.	65	40	40	60	40	40	65	40		
With engines class L-3, L-4 and class L-2, Nos. 2995 and 2998	70	40	40	60	40	40	70	40		
With engines class L-1 and L-2 except Nos. 2995 and 2998.	60	40	40	60	40	40	60	40		
With freight equipment cars.	40	40	40	40	40	40	40	40	30	40
Freight and work trains.	40	40	40	40	40	30	40	40	30	40
With steam cranes.	40	40	40	40	40	30	40	40	30	40
With wrecking cranes handled in wrecker service.	45	40	40	45	40	40	45	40	30	40
With locomotive cranes.	30	25	30	30	25	30	30	25	25	30
Rail motor cars, operating under their own power or being towed.	55	40	40	55	40	40	55	40	30	40
Steam engines, light, or with caboose, except Class S, J and K.	40	40	40	40	40	40	40	40	30	40
Steam engines class S, J and K, light or with caboose.	50	40	40	50	40	40	50	40	30	40
Steam engines running backwards	30	30	30	30	30	30	30	25	20	25
Class H-8, P. & L. E. Nos. 9502, 9503, 9504, 9550 to 9579 incl.	25	25	25	25	25	25	25	25	25	25
Class NE-2.	25	25	25	25	25	25	25	25	25	25
Electric engines running light or being towed.	35	35		35	35					
Snow plows and flangers.	35	35	35	35	35	35	35	35	30	35
Engines in freight service not equipped with automatic train stop device.	20	20		20	20		20	20		

## Local

BR and BE, via Lake Front:	
Eastward trains or engines not stopping at QD when passing eastward home signals, located 1600 Ft. east of signal station, track No. 2 and eastward siding.	15
Passenger, mail and express trains:	
Between E. 55th St. and E. 26th St., Track 1.	60
E. 26th St. and Signal Bridge west of East 9th Street.	50
Signal 182.2 and E. 105th St., Track 2.	50
W. 117th St. and Triskett Rd., Track 1.	50
Lakewood Hts. Blvd. Crossing, yard track 4.	25
Freight and work trains:	
Westward—From INT signal East 26th St. to Signal Bridge west of East 9th St.	Tracks 1 and 3. 15
Eastward—From Signal 185.2 to Cuyahoga Drawbridge.	15
From Signal 182.2 and 182.4 to QD.	30
All trains or engines:	
Between MB-INT signal at Double Track and west end Cuyahoga Drawbridge at restricted speed.	

Between Front St. and Cuyahoga Drawbridge via West Wye, proceed on signal indication at Front St. and proceed on hand signal from Operator-switch tender at east end Cuyahoga Drawbridge at restricted speed.

### Cleveland Short Line:

All Trains:	
Through tunnels.	25
Between signals 2307.4 and 2309.3.	25
Passenger trains.	35
Freight trains:	
With less than 5000 tons.	35
With 5000 tons or over.	30
With ore cars under 25 feet in length containing ore.	30
Bridge 11.09 viaduct, Marcy.	10

### QD and Linndale, via Electric Zone:

Eastward trains or engines not stopping at QD when passing eastward home signals, located 1600 ft. east of signal station, track No. 2 and Eastward siding.	15
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All curves: Engines Class S.....	25
Curve between E. 140 St. and Coit Rd.....	35
Superior Ave. curve: Track 1.....	45
Track 2.....	35
Between east end of E. 34 St. curve and east end Central Ave. curve:	Track 1.....45
	Track 2.....40
Central Ave. curve.....	25
Between east end Cuyahoga viaduct and Clark Ave. signal station:	Track 1.....40
	Track 2.....30
Clinton Rd. curve.....	40
Through crossovers and turnouts leading to and from Nickel Plate Electric tracks at E. 34th St. E. 9th St. and W. 25th St. ....	15
Between Clark Ave. and Linndale. Freight and work trains:	
With less than 7000 tons.....	30
With 7000 tons or over.....	20
CF Interlocking.....	15
Big Four Wye Jct. and Clark Ave. All curves: Engines Class S.....	25
Between Big Four Wye Jct., Front St. and DK proceed on signal indication at Restricted Speed.	
DK and Clark Ave. freight and work trains:	
With less than 3000 tons.....	30
With 3000 and less than 4300 tons.....	25
With 4300 and less than 6600 tons.....	20
With 6600 tons or over.....	15
DK and Clark Ave. switching lead.....	15
Linndale and BE: Between Short Line Jct. and BE: Track 4.....	30
Alliance Branch: Freight and work trains:	
At Signals W62.1 and W63.2.....	20
Newton Falls, Bridge St.....	10
Alliance, North Freedom Ave. and Hester St.....	10
Between Mt. Union and Alliance Yard, incl.....	20
Between Phillips and Jense mine.....	15
Between point 500 ft. south of signal W-67.2 and first road crossing north.....	15
Bridge 74.08, Pan. ....	20
On following curves:.....	25
Davis, second curve south	
North Benton, curve at station	
Phillips, second curve south	
Hays, fifth curve north	
Hopedale, third, fourth and fifth curves north	
Piney Fork, second curve south	
Harperville, first curve north	
D. & S. Branch: All trains or engines.....	20
When passing tipples at Dry Fork mine and Crow Hollow No. 2 Mine.....	15

#### RAIL DETECTOR CARS:

Rail Detector Cars must not be handled in freight trains and, except N. Y. C. car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Rail Detector Car X-8015 is equipped with Automatic Train Stop Device.

#### ENGINE AND CAR RESTRICTIONS:

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

#### Cleveland Terminal District:

Enginemen operating engines equipped with storm wind-shield wings must have windshields closed when operating on main tracks Nos. 1, 2, 3 and 4, between East 105th St. and Cuyahoga Drawbridge, Front St. and DK and between QD and Linndale via electric zone. Also while operating in yards and on side tracks.

Between Double Track and east end Cuyahoga Draw Bridge: Account of close clearance passenger trains must not be operated on main track or (south) No. 1 Depot track except when curve in adjacent track just west of C. & P. Crossing is clear.

Between Big Four Wye Jct. and BE via Lake Front: Freight trains with ore cars under 25 feet in length containing ore.....Not permitted.

Between Front St. and Bridge No. 2: Account close clearance trains with streamlined passenger equipment must not be operated on either Big Four main tracks at St. Clair Avenue, except when curve in adjacent main track is clear.

#### Engines Must Not be Operated as Shown Below:

Locations	Classes
Nickel Plate Belt.....	J and S
Front St., Lead to old station tracks.....	L-4, S and engines equipped with PT tenders.
Cuyahoga Draw Bridge: Not more than two steam engines coupled.	
Clark Ave., Stock yard tracks.....	J, K, L and S.

#### Electric Zone:

Cleveland Union Terminal:  
Tracks 11 and 12.....S  
Tracks 11 and 22.....J-3, L-3, L-4.  
Coal space cover on tenders of class J-3 locomotives must be closed at all times when operated in electric zone.  
The maximum height of equipment or loads that may be moved is 15 feet 3 inches.  
Locomotive cranes and pile drivers must not be operated except by special permission.  
Electric locomotives in damaged condition, making them unfit to be operated at speeds specified in special instructions "Speed Restrictions," must be hauled separately.

#### Alliance Branch:

Bergholz:  
Jense Mine, empty tracks between  
tipple and runaround tracks.....All engines.  
Hopedale:  
O. & P. No. 1 Mine tail track beyond  
clearance point and empty tracks  
between run-around track and  
tipple.....All engines.  
Apex:  
Empty tracks between tipple and  
run-around tracks.....All engines.

Piney Fork:  
Pine Valley No. 2 Mine load track  
and tail track beyond clearance  
point and empty tracks between  
run-around track and tipple.....All engines.  
Jefferson Coal Co.:  
Empty tracks between tipple and  
run-around tracks.....All engines.  
D & S Branch:  
Crow Hollow No. 2 Mine, loaded  
tracks crossovers to tipple and  
empty tracks, crossovers to  
tipple.....All engines  
All engines or equipment are prohibited from moving  
under overhead tipples.  
L. E. & P. Branch:  
Egypt:  
Hawthorden State Hospital track  
over pit.....All engines.

#### SPECIAL USE OF TRACKS

##### Cleveland Terminal District:

Trains or engines must not use or occupy the following tracks without permission from Train Dispatcher:  
Westward siding No. 3 between Detroit Ave. and W. 105th St.  
Eastward siding No. 4 between Belt Jct. and Bulkley Blvd.  
East Wye track between WS Jct. and Rockport.

Trains or engines from Nickel Plate connection located east of Clinton Road will obtain permission from signalman at CF before fouling N. Y. C. tracks

Trains or engines using main track between DK and Clark Ave., and No. 4 main track between Clark Ave. and CF will report to signalman at Clark Ave., from nearest telephone when clear at intermediate point.

Between DK and Clark Avenue:

The switching lead, first track south of main track will be used by trains or engines in either direction, entering track at DK or Clark Avenue on signal indication. When clear of switching lead at intermediate point the conductor must so report to signalman at Clark Avenue. Before entering switching lead at intermediate point the conductor must obtain permission from signalman at Clark Avenue. The signalmen at DK and Clark Avenue after obtaining authority from train dispatcher for use of track will provide absolute block for opposing and following movements.  
Rule 105 is modified accordingly.

Between Clark Ave. and east limits of CF signal station:

The industrial lead, first track north of No. 1 main track will be used by trains or engines in either direction, entering track at Clark Ave. or east limits of CF signal station on signal indication and proceed at restricted speed.

##### L. E. & P. Branch:

Trains stopping on westward track between Brady's Lake and Hugo must pull far enough west of the bridge which spans the P. R. R. tracks so that no part of the train will stand on the bridge.

##### Alliance Branch:

Trains or engines will not use or occupy D. & S. track between Dillonvale and Smithfield without permission from operator at Dillonvale or from the train dispatcher.

#### WATER STATIONS

C. & P. Crossing  
Lorain Ave.

Marcy  
Clark Ave.  
Darrowville

#### AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on rules for the operation of automatic train stop.

Road engines and motors, operated between BR and BE, via Lake Front, also between QD and BE, via electrified zone, must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- By specific authority of Superintendent.
- When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on form SC-1.

#### OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under these signal lines, bridges or structures.

Location	Track
Nottingham.....	E. W. Bliss Co.
Collinwood.....	Forest City Material Co.
Collinwood.....	Bryant Heater Co.
Collinwood.....	Colonial Iron Co.
Collinwood.....	Midwest Forge Co.
Collinwood.....	Ruple Coal Co.
Collinwood.....	Shale Brick Co.
Collinwood.....	Acme Iron Co.
Cleveland.....	Cleveland Elec. Illuminating Co.
Cleveland.....	National Terminal Co.
Cleveland.....	Ohio Chemical Co.
Cleveland.....	Municipal Light Co.
Cleveland.....	Forrester Plaster Co.
Cleveland.....	U. S. Caster Iron Co.
Cleveland.....	Lake Shore Saw Mill Co.
Cleveland.....	Cleveland Steel Co.
Cleveland.....	East 26th St. All Main tracks.
Big 4 Wye.....	Bridge 224.
Cleveland.....	Cuyahoga Bridge 223, Lake Front.
DK-Cleveland.....	Erie R. R. Bridge.
Cleveland.....	Home Coal Co. Cleveland Short Line.
Cleveland.....	West 117th St. National Carbon Co.
Rockport.....	Switch lead and tracks 3, 4 and 5.
Short Line Jct.....	Southwest Wye.
Marcy.....	Byrne Manufacturing Co.
Marcy.....	L. E. & P. Main tracks just east of Mill Creek.
Braceville.....	Both transfer tracks.

A. G. TEETS, Superintendent.

DOUGLASS CAMPBELL } Assistant Superintendents.  
A. L. SAYLES }

L. W. MOSS, Division Engineer.

C. T. POPMA, Asst. Division Engineer.

L. W. ROLLAND }  
C. A. SPARKER }  
W. DAHN }  
G. J. WEILAND } Road Foremen Engines.  
W. HEIL }  
J. KIEFER }  
R. P. HADERS }

V. DORSEY }  
E. J. BURDUE } Asst. Road Foremen Engines.  
R. E. HOVER }

R. W. BARNETT }  
W. T. GILLEN }  
J. A. ZINCK }  
W. L. CORBLEY } Train Masters.  
N. G. KARNATZ }  
R. W. LANG }

F. G. HARRIS, Chief Train Dispatcher.

G. B. KOUTNIK } Asst. Chief Train Dispatchers.  
C. R. BACHMAN }

#### TRAIN DISPATCHERS:

C. M. HAMANN J. E. COLEMAN R. TRICKEY  
G. L. HARTSEL W. E. DEELEY J. I. CASE  
R. L. MILLER A. G. BLACK J. G. BETTIS  
W. F. CROSS J. G. KAVANAUGH A. R. JOHNSON  
J. E. DEVINE C. J. GALLAGHER



**BR TO BE  
WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleve- land Union Term'l	STATIONS	417	X-9	41	1	X-423	15	27	67	25	SH-25
					See Note			See Note			See Note		See Note
				The Midnight Special	Mail and Express¹	The Knicker- bocker	The Pacemaker	St. Louis Mail	Ohio State Limited	New England States	The Commodore Vanderbilt	Twentieth Century Limited	Shuttle
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
0	0	0	BR.....		1.06	1.41	2.04		2.47	3.03	3.42	4.14	A.M.
3.28	3.28	3.28	QD.....		1.10	1.45	2.11		2.54	3.10	3.49	4.21	4.25
								A.M.					
9.10	9.10		East 26th St.....		1.30			2.30					
10.37	10.37		C. and P. Crossing..		A. M.		2.27	2.33	{ 3.07 3.15	3.25	4.04	4.36	
			Big Four Wye Jct...										
	10.70		Front St.....										
	11.77		DK.....										
		5.97	East Cleveland.....										
		11.27	East 34th St.....										
		11.61	Broadway.....										
		11.86	East 9th St.....										
		12.97	Cleveland A	A.M.		2.05							4.45
			Union Terminal.. L	12.06		2.25							A.M.
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....										
	17.02	18.98	Linndale.....	s 12.16									
	18.91	20.87	Short Line Jct.....	12.26		2.40							
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	12.31		2.47	2.47	3.00	3.35	3.45	4.24	4.56	
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Nos. X-9 and X-423 will not carry passengers.  
No. 67 will not operate Nov. 28, Dec. 25, 26, 27, 28, 30, 31 nor Jan. 1.  
No. SH-25 will handle No. 25's mail and will not carry passengers.

**BR TO BE  
WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	<del>19</del>	11	57	X-447	421	629	75	17	SH-257	257	
						See Note	See Note						See Note	See Note
				Lake Shore Limited	South western Limited	Cleveland Limited	Cleveland Cincinnati Express	The Cincinnati Mercury	Erie	Cleveland Mercury	B. & O.	Cars for 257	Mail	
				Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sun. & Holidays	Daily	Daily	Daily	Daily	
LEAVE				A.M.	A.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
.0	.0	.0	BR.....	5.40	5.49	7.00								
3.28	3.28	3.28	QD.....	5.47	5.54	7.07								
9.10	9.10		East 26th St.....				A.M.					A.M.		
10.37	10.37		C. and P. Crossing..				7.30					7.55		
			Big Four Wye Jct..											
	10.70		Front St.....											
	11.77		DK.....				7.33					7.58		
		5.97	East Cleveland.....	s 5.55	s 6.00	s 7.15								
		11.27	East 34th St.....						A.M.					
		11.61	Broadway.....						7.46		A.M.			
		11.86	East 9th St.....								8.01			
		12.97	Cleveland Union Terminal..	A 6.07 L 6.25	6.12 6.33	7.30 A. M.		A.M. 7.50	7.50 A.M.	A.M. 8.00	8.10 A.M.		A.M. 8.15	
		14.33	West 25th St.....											
	14.20	16.16	Clark Ave.....				7.37					8.05		
	17.02	18.98	Linndale.....	s 6.35	s 6.43		s 7.45	s 8.00		s 8.10		8.15	s 8.25	
	18.91	20.87	Short Line Jct.....	6.42	6.49		7.53	8.10		8.18		A.M.	8.35	
22.42	23.07	25.03	Berea.....											
22.53	23.18	25.14	BE.....	6.50	6.55		8.00	8.16		8.24			8.41	
ARRIVE				A.M.	A.M.	A. M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

No. 57 will not operate Nov. 28, 29, Dec. 25, 26, 27 nor Jan. 1.  
No. X-447 will not carry passengers between C. & P. crossing and Linndale.  
Nos. SH-257 and 257 will not carry passengers.



**BR TO BE**  
**WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleve- land Union Term'l	STATIONS	1007	LF-21	21	59	625	35	SH-407	135	605	407
					See Note					See Note	See Notes		
				Nickel Plate 7	Cars from 21	The North Star	The Chicagoan	Erie	The Iroquois	Cars for 407 433	West Side Mail	Erie	Cleveland St. Louis Special
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A. M.	A.M.	A. M.	A.M.	P.M.
.0	.0	.0	BR.....		A.M.	9.15	10.00		11.05		11.10		
3.28	3.28	3.28	QD.....		9.20	9.22	10.07		11.12		11.14		
										A.M.			
9.10	9.10	.....	East 26th St.....		9.30					11.30	{ 11.30 11.55		
10.37	10.37	.....	C. and P. Crossing..		A. M.					11.50	12.01		
		.....	Big Four Wye Jct...										
	10.70	.....	Front St.....										
	11.77	.....	DK.....							11.53			
		5.97	East Cleveland.....	A.M.		s 9.30	s 10.15		s 11.20				
		11.27	East 34th St.....	8.39				A.M.				A.M.	
		11.61	Broadway.....					10.41				11.38	
		11.86	East 9th St.....										
		12.97	Cleveland A	8.45		9.45	10.27	10.45	11.35			11.42	P.M.
			Union Terminal..L	9.00		A.M.	10.40	A.M.	11.50			A.M.	12.15
		14.33	West 25th St.....	9.05									
	14.20	16.16	Clark Ave.....	A.M.						12.01			
	17.02	18.98	Linndale.....				s 10.50		s 12.01	12.10			s 12.25
	18.91	20.87	Short Line Jct.....				10.59		12.09	P.M.			12.35
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....				11.05		12.15		12.25		12.41
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.

Nos. LF-21, SH-407 and 135 will not carry passengers.  
No. 135 will not operate Nov. 28, Dec. 26, Jan. 2 nor Feb. 24.

**BR TO BE**  
**WESTWARD — FIRST-CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	433	3	685	73	43	X-35	445	1009	X-471	137
					See Notes				See Notes			See Note	See Notes
				Cleveland Cincinnati Special	Mail	Erie	The Prairie State	South Shore Express	Mail and Express	Capital City Special	Nickel Plate 9	St. Louis Express	Railway Express
				Daily	Daily Except Monday	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily Except Sun.&Mon.
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.0	.0	.0	BR.....		1.55			4.55	5.00				7.00
3.28	3.28	3.28	QD.....		1.59			5.02	5.04				7.10
9.10	9.10	.....	East 26th St.....		{ 2.15 2.45				5.25			P.M. 7.15	
10.37	10.37	.....	C. and P. Crossing..		2.50				P.M.			7.20	7.30
		.....	Big Four Wye Jct...										
	10.70	.....	Front St.....										
	11.77	.....	DK.....										
		5.97	East Cleveland....					s 5.10					
		11.27	East 34th St.....			P.M.							
		11.61	Broadway.....			3.26							
		11.86	East 9th St.....										
		12.97	Cleveland A	P.M.		3.30	P.M.	5.25		P.M.	P.M.		
			Union Terminal..L	12.30		P.M.	4.00	5.45		6.15	6.30		
		14.33	West 25th St.....								6.35		
	14.20	16.16	Clark Ave.....								P.M.		
	17.02	18.98	Linndale.....	s 12.40			s 4.10	s 5.55		s 6.25			
	18.91	20.87	Short Line Jct.....	12.50			4.20	6.05		6.35			
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	12.56	3.15		4.25	6.11		6.41		7.50	8.00
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 3, X-35, X-471 and 137 will not carry passengers.  
Nos. 3, X-35 and 137 will not operate Nov. 28, Dec. 26, Jan. 2 nor Feb. 24.



**BR TO BE  
WESTWARD — FIRST - CLASS**

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	51	X-425 See Note	427	623	129 See Note	283	9	SH-29 See Note	1005	5
				Empire State Express	Night Express	The Gateway	Erie	Mail and Express	Pittsburgh Cleveland Express	Mail	Shuttle	Nickel Plate 5	Chicago
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.0	.0	.0	BR.....	7.58					9.35		P. M.		11.15
3.28	3.28	3.28	QD.....	8.02					9.42		11.00		11.22
								P. M.					
9.10	9.10		East 26th St.....		P. M.			9.30					
10.37	10.37		C. and P. Crossing..		8.00			9.33					
			Big Four Wye Jct....										
	10.70		Front St.....										
	11.77		DK.....										
		5.97	East Cleveland.....	s 8.10					s 9.50			P. M.	s 11.30
		11.27	East 34th St.....				P. M.					11.20	
		11.61	Broadway.....				8.51						
		11.86	East 9th St.....										
		12.97	Cleveland A.....	8.25		P. M.	8.55		10.05	P. M.	11.20	11.30	11.45
			Union Terminal..L	P. M.		8.50	P. M.		P. M.	10.50	P. M.	11.55	12.30
		14.33	West 25th St.....									11.59	
	14.20	16.16	Clark Ave.....								P. M.		
	17.02	18.98	Linndale.....			s 9.00				s 11.00			s 12.40
	18.91	20.87	Short Line Jct.....			9.06				11.12			12.50
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....		8.25	9.12		9.55		11.18			12.55
			ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Nos. X-425 and 129 will not carry passengers.  
No. SH-29 will handle No. 26's mail and will not carry passengers.

**BE TO BR  
EASTWARD — FIRST - CLASS**

Miles from BE via Lake Front	Miles from BE via	Miles from BE via Cleveland Union Term'l	STATIONS	232 See Note	22	10	122 See Note	SH-30 See Note	40	90	442	X-428 See Note	290
				Mail and Express	Lake Shore Limited	Buffalo	Mail and Express	Shuttle	The Missourian	The Chicagoan	Midnight Special	Eastern Mail	The Forest City
				Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.0	.0	.0	BE.....	12.05	1.04	2.00	2.25		5.05	5.45	5.55	6.00	6.59
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....										
	6.16	6.16	Linndale.....			s 2.07			s 5.52	s 6.02			s 7.10
	8.98	8.98	Clark Ave.....										
		10.81	West 25th St.....										
		12.17	Cleveland A.....			2.25		A. M.	5.27	6.10	6.20		7.30
			Union Terminal..L			2.55		3.25	5.47	6.35	A. M.		A. M.
		13.28	East 9th St.....										
		13.53	Broadway.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....						s 6.44				
	11.41		DK.....										
	12.48		Front St.....										
			Big Four Wye Jct...										
12.16	12.81		C. and P. Crossing..	12.30	1.20							6.25	
13.43	14.11		East 26th St.....	A. M.			2.50 3.20					A. M.	
19.25	19.90	21.86	QD.....		1.34	3.10	3.35	3.40	6.02	6.53			
22.53	23.18	25.14	BR.....		1.48	3.20	3.50	A. M.	6.12	7.00			
			ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 232, 122 and X-428 will not carry passengers.  
No. SH-30 handles No. 25's mail and will not carry passengers.



**BE TO BR  
EASTWARD — FIRST-CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	624	1006	1010	50	LF-32 See Note	32 See Note	444	LF-446 See Note	446	52
				Erie	Nickel Plate 6	Nickel Plate 10	Empire State Express	Cars from 32	Mail	Cleveland Express	Cars from 446	Cleveland Express	The Easterner
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
			LEAVE	A.M.	A.M.	A.M.	A. M.	A. M.	A. M.	A.M.	A.M.	A.M.	P.M.
.0	.0	.0	BE.....						10.00	10.55		11.15	
.11	.11	.11	Berea.....										
.....	4.27	4.27	Short Line Jct.....					A. M.			A.M.		
.....	6.16	6.16	Linndale.....					10.08	s 10.10	s 11.02	11.21	s 11.22	
.....	8.98	8.98	Clark Ave.....		A.M.	A.M.		10.13			11.25		
.....		10.81	West 25th St.....		7.51	8.45							
		12.17	Cleveland A.....	A.M.	8.00	8.55	A.M.		10.35	11.20		11.40	P. M.
			Union Terminal..L	8.15	8.20	A.M.	9.25		A. M.	A.M.		A. M.	12.01
		13.28	East 9th St.....										
		13.53	Broadway.....	8.18									
		13.84	East 34th St.....	A.M.	8.25								
		19.17	East Cleveland.....		A.M.		s 9.34						s 12.10
	11.41		DK.....					10.20			11.32		
	12.48		Front St.....										
			Big Four Wye Jct.....					A. M.					
12.16	12.81		C. and P. Crossing..					10.30	11.35		11.40		
13.43	14.11		East 26th St.....					A. M.			A.M.		
19.25	19.90	21.86	QD.....				9.43		11.55				12.19
22.53	23.18	25.14	BR.....				9.55		12.05				12.31
			ARRIVE	A.M.	A.M.	A.M.	A. M.	A. M.	P.M.	A.M.	A.M.	A. M.	P.M.

Nos. LF-32 and LF-446 will not carry passengers.  
No. 32 will not carry passengers east of Cleveland.

**BE TO BR  
EASTWARD — FIRST-CLASS**

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	X-78 See Note	626	X-472 See Note	LF-426 See Note	426	606	628	X-20 See Note	14 See Note	46
				Mail and Express	Erie	St. Louis Cleveland Express	Cars from 426	Cleveland Special	Erie	Erie	Mail and Express	Mail	Interstate Express
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun. & Holiday	Daily Except Sunday	Daily	Daily
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.
0	0	0	BE.....	12.05		3.00		3.05				4.56	5.30
.11	.11	.11	Berea.....										
.....	4.27	4.27	Short Line Jct.....				P.M.						
.....	6.16	6.16	Linndale.....				3.11	s 3.12				s 5.03	s 5.37
.....	8.98	8.98	Clark Ave.....				3.19						
.....		10.81	West 25th St.....										
		12.17	Cleveland A.....		P.M.			3.30	P.M.	P.M.		5.21	5.55
			Union Terminal..L		12.15			P.M.	5.25	5.30		5.40	6.10
		13.28	East 9th St.....										
		13.53	Broadway.....		12.18				5.28	5.33			
		13.84	East 34th St.....		P.M.				P.M.	P.M.			
		19.17	East Cleveland.....										s 6.19
	11.41		DK.....				3.25						
	12.48		Front St.....										
			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing..	12.30		3.25	3.30				P.M.		
13.43	14.11		East 26th St.....	P. M.		P.M.	P.M.				4.30		
19.25	19.90	21.86	QD.....								4.45	5.54	6.28
22.53	23.18	25.14	BR.....								4.50	6.05	6.40
			ARRIVE	P. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.

Nos. X-78, X-472, LF-426, X-20 and 14 will not carry passengers.



**BE TO BR  
EASTWARD — FIRST-CLASS**

				686	1008	6	LF-X448 See Note	X-448 See Note	12 See Note	76	28	58 See Note	18
Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	Erie	Nickel Plate 8	Fifth Avenue Special	Shuttle	Cincinnati Cleveland Express	South- western Limited	Cleveland Mercury	New England States	Cleveland Limited	B. & O.
			LEAVE	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily Except Saturday	Daily
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BE.....			6.25		7.20	8.06	8.24	8.46		
.11	.11	.11	Berea.....										
.....	4.27	4.27	Short Line Jct.....				P.M.						
.....	6.16	6.16	Linndale.....			s 6.32	7.26	s 7.27	B 8.13	s 8.31			
.....	8.98	8.98	Clark Ave.....		P.M.		7.30						
.....		10.81	West 25th St.....		6.21								
.....		12.17	Cleveland A.....	P.M.	6.30	6.50		7.45	8.28	8.50		P.M.	P.M.
.....			Union Terminal..L	6.20	6.45	7.05		P.M.	8.46	P.M.		9.00	9.00
.....		13.28	East 9th St.....										9.05
.....		13.53	Broadway.....	6.23									P.M.
.....		13.84	East 34th St.....	P.M.	6.50								
.....		19.17	East Cleveland.....		P.M.	s 7.14			s 8.55			s 9.09	
.....	11.41		DK.....				7.40						
.....	12.48		Front St.....										
.....			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing.....				7.45				9.02		
13.43	14.11		East 26th St.....				P.M.						
19.25	19.90	21.86	QD.....			7.23			9.01		9.14	9.24	
22.53	23.18	25.14	BR.....			7.35			9.11		9.26	9.34	
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. LF-X448 will not carry passengers.  
 No. X-448 will not carry passengers east of Linndale.  
 B—No. 12 will stop on signal at Linndale to discharge passengers.  
 No. 58 will not operate Nov. 27, 28, Dec. 24, 25, 26 nor 31.

**BE TO BR  
EASTWARD — FIRST-CLASS**

				424	16	2	68 See Note	SH-26 See Note	26	272 See Note	24 See Note		
Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	The Cincinnati Mercury	Ohio State Limited	The Pacemaker	The Commodore Vanderbilt	Shuttle	Twentieth Century Limited	Cleveland Buffalo Express	The Knicker- bocker		
			LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
.0	.0	.0	BE.....	9.05	9.15	9.34	9.51		10.21		11.26		
.11	.11	.11	Berea.....										
.....	4.27	4.27	Short Line Jct.....										
.....	6.16	6.16	Linndale.....	s 9.12		s 9.41					B 11.33		
.....	8.98	8.98	Clark Ave.....										
.....		10.81	West 25th St.....										
.....		12.17	Cleveland A.....	9.30		9.57		P.M.			11.48		
.....			Union Terminal..L	P.M.		10.17		10.15			12.12		
.....		13.28	East 9th St.....										
.....		13.53	Broadway.....										
.....		13.84	East 34th St.....										
.....		19.17	East Cleveland.....										
.....	11.41		DK.....										
.....	12.48		Front St.....										
.....			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing.....		{ 9.31 9.39		10.07		10.37	P.M.			
13.43	14.11		East 26th St.....							11.35			
19.25	19.90	21.86	QD.....		9.55	10.33	10.19	10.30	10.52	11.48	12.29		
22.53	23.18	25.14	BR.....		10.03	10.43	10.33	P.M.	11.03	11.55	12.37		
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.		

No. 68 will not operate Nov. 27, Dec. 24, 25, 26, 27, 29, 30 nor 31.  
 SH-26 will handle No. 26's mail and will not carry passengers.  
 No. 272 will not carry passengers between Cleveland and Painesville.  
 B—No. 24 will stop on signal at Linndale to discharge passengers.







## YARD PULLERS — WESTWARD

STATIONS	B.P.-10	B.P.-5 Collinwood Linndale	D.R.-33	Collinwood W. & L.E.	B.A.-3 Collinwood Orange Ave	B.A. 3	B.A. 8	Collinwood W. and L.E.	F.A. 9	D.R.-21		
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
Collinwood.....	A.M.	2.30		8.00	8.00	11.30		1.30	2.30			
Orange Ave.....	1.00				9.00		A.M.					
Kinsman Road.....	1.30				A.M.	12.30	11.30					
Marcy.....	2.30		A.M.			1.00	12.15					
East 26th St.....			3.30			P.M.		2.30	4.00	P.M.		
DK.....			5.00							4.00		
Clark Ave.....			6.00							4.45		
West 73rd St.....								3.00				
Linndale.....		5.00	7.30					P.M.		5.30		
Short Line Jct.....		A.M.	A.M.	9.30								
West Park.....				A.M.					5.30			
Rockport.....	5.30						2.00		6.15	6.30		
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		

For information only, not conferring time table superiority.

## YARD PULLERS — WESTWARD

STATION	Collinwood Orange Ave	W. & L. E. Rockport	F.P.-11	Collinwood Orange Ave								
	Daily Except Sunday	Daily	Daily	Daily Except Sunday								
	P.M.	P.M.	P.M.	P.M.								
Collinwood.....	4.00		10.30	11.00								
Quincy Ave.....												
Orange Ave.....	5.00			11.59								
Kinsman Road.....	P.M.			P.M.								
Marcy.....												
East 26th St.....			11.59									
DK.....												
Clark Ave.....		P.M.										
West 73rd St.....		8.30										
Linndale.....												
Short Line Jct.....												
West Park.....			1.30									
Rockport.....		9.30	2.00									
ARRIVE	P.M.	P.M.	A.M.	P.M.								

For information only, not conferring time table superiority.

## YARD PULLERS—EASTWARD

STATIONS	B.P.-10	Orange Ave Collinwood	F.P.-11	B.A. 8	W. & L.E. Collinwood	Collinwood W. & L.E.	B.A.-3 Orange Ave Collinwood	W and L E Collinwood	B.A. 3	Rockport W and L E		
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
Rockport.....	10.30		3.00	8.00		S. L. Jct. 9.30				4.00		
West Park.....												
Linndale.....					A.M.			P.M.				
West 73rd St.....					10.30	10.00		12.45		5.00		
Clark Ave.....						A.M.				P.M.		
DK.....												
East 26th St.....			4.30					1.30	P.M.			
Marcy.....	11.00			9.00			A.M.		2.00			
Kinsman Road.....	11.15	A.M.		9.45			10.00		2.30			
Orange Ave.....	11.45	2.30		A.M.								
Collinwood.....	P.M.	4.30	5.00		11.30		10.45	2.00	3.30			
ARRIVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		

For information only, not conferring time table superiority.

## YARD PULLERS—EASTWARD

STATIONS	D.R.-21	Orange Ave Collinwood	F.A. 9	B.P.-5 Linndale Collinwood	D.R.-33							
	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily							
	P.M.	P.M.	P.M.	P.M.	P.M.							
Rockport.....	7.30		7.30									
West Park.....				P.M.	P.M.							
Linndale.....	8.00		7.45	10.45	11.59							
West 73rd St.....												
Clark Ave.....	8.30		8.00	11.30								
DK.....	9.00		8.15	12.00	1.00							
East 26th St.....	P.M.		9.00		2.00							
Marcy.....					A.M.							
Kinsman Road.....		P.M.										
Orange Ave.....		8.00										
Collinwood.....		9.00	9.30	1.30								
ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.							

For information only, not conferring time table superiority.



## BR TO BE

## WESTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	S. C. 1	B. S. 3	C. D. 1	B. C. 3	P. D. 1	B. F. 1	S.L.B.F. 1	P. T. 1
		Collinwood Chicago	Buffalo, Cleveland	Collinwood Detroit	Buffalo Collinwood	Pittsburgh Detroit	Dewitt Indianapolis	Dewitt St. Louis	Pittsburgh Toledo
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A. M.	A. M.	A. M.	A.M.	A. M.	A.M.
2.51	Struthers.....					4.30			5.00
.0	BR.....		3.45		4.20		4.40	5.50	
	Collinwood.....Ar	A.M.	4.00	A. M.	4.30		4.50	6.00	
.0	Collinwood.....Lv	3.00	A.M.	4.00	A. M.		6.20	8.30	
10.72	Marcy.....								
18.90	Rockport.....	5.00		5.00					
23.44	BE.....	5.30		5.15		9.00	7.50	9.45	9.30
	Elyria.....					9.30		10.00	
	ARRIVE	A.M.	A.M.	A. M.	A. M.	A. M.	A.M.	A. M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	P. C. 1	2nd. L. S. 1	B.F. 1	B. F. 9	B. C. 1	51	N. C. 1	L. S. 7
		Pittsburgh Chicago	New York Chicago	Gardenville Cincinnati	Pittsburgh, Cincinnati St. Louis	Boston, Cleveland	Local Linddale Galion	Pacemaker New York Chicago	Philadelphia, Chicago
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday to Saturday inclusive	Daily
	LEAVE	A.M.	A.M.	A. M.	A.M.	A.M.	A.M.	P.M.	P.M.
2.51	Struthers.....	5.30			6.30				
.0	BR.....		4.55	6.05	10.50			1.45	2.15
.0	Collinwood.....Ar		5.05	6.15	11.00			2.00	2.30
6.62	Collinwood.....Lv		7.15	12.01	3.30			3.00	5.00
10.72	Buckeye Rd.....								5.45
	Marcy.....						A.M.		
18.90	Rockport.....Ar				12.01		9.00		
	Rockport.....Lv				1.00				
23.44	BE.....	10.00	8.15	1.30	1.30	4.30	9.35	4.00	6.45
	Elyria.....	10.30							
	ARRIVE	A.M.	A.M.	P. M.	P.M.	P.M.	A.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	O. N. 1	1 St. L. S. 1	C. S. L. 3	A.D.V. L.S.-1	B. F. 3	C. L. 7	C 1	ADV. S. C. 1	B. S. 5
		Cleveland, St. Louis	New York Chicago	Collinwood St. Louis	Gardenville, Chicago	Gardenville Bellefontaine	Columbus Freight	Painesville Collinwood	Collinwood, Toledo	Buffalo, Cleveland
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2.51	BR.....				7.50	9.45		9.50		11.30
.0	Collinwood.....Ar		5.45		8.00	10.00		10.00		11.50
		P.M.	6.00	P.M.			P.M.		P.M.	
.0	Collinwood.....Lv	4.45	7.00	6.00	9.30	11.30	9.30		10.30	
6.62	Buckeye Rd.....	6.00							11.00	
10.72	Marcy.....									
18.90	Rockport.....		8.00	7.00	10.30	12.30	11.00		12.01	
23.44	BE.....	7.00							12.30	
	ARRIVE	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.

For information only, not conferring time table superiority.

## BE TO BR

## EASTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	SLD 6	E-8	LG-2	O. N. 2	CL-2	C. W. 10	T. S. 2	N. Y. 10	N. Y. 8
		St. Louis Buffalo	Collinwood Erie	Collinwood Ashtabula	Indianapolis Cincinnati Dewitt	Columbus Cleveland Freight	A. L. Jct. Buffalo	Air Line Jct. Collinwood	Chicago Dewitt	Chicago New York
		Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
23.30	Elyria.....									
18.90	BE.....	2.00			4.00	4.30	4.45	6.30	6.00	7.55
	Rockport.....				4.10	4.45				
10.72	Marcy.....									
6.62	Buckeye Rd.....				4.50					
.0	Collinwood.....Ar	3.15	A.M.	A.M.	5.15	5.45	6.15	8.45	7.00	8.55
.0	Collinwood.....Lv	4.30	3.00	4.00	A.M.	A.M.	8.15	A.M.	9.00	9.55
2.51	BR.....	4.40	3.15	4.10			8.25		9.10	10.05
	Struthers.....									
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	S.C.N 2	1st B. F. N.Y. 4	X. N. 2	N.Y. 12	50 Local	B. R. 2	C 2	C. P. 2	N. Y. 4
		Elkhart Collinwood	St. Louis Dewitt	Chicago Gibson New York Boston	Collinwood, Dewitt	Galion, Linddale	Bellefontaine Rockport	Collinwood Painesville	Collinwood Philadelphia Jersey City	Chicago New York
		Daily	Daily	Daily	Daily	Daily Except Sunday	* Daily	Daily Except Sunday	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
23.30	Elyria.....									
18.90	BE.....	9.30	10.00	10.30		1.45	2.30			2.45
10.72	Rockport.....	9.45		10.45		2.00	2.45			
6.62	Marcy.....					Linddale				
.0	Buckeye Rd.....					P.M.	P.M.			
	Collinwood.....Ar	11.30	11.00	12.01						4.00
		A.M.			A.M.				P.M.	
.0	Collinwood.....Lv		12.01	1.00	11.00			P.M.	4.00	5.00
2.51	BR.....		12.10	1.10	11.10			3.00	4.10	5.10
	Struthers.....							3.10		
		A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	C. B. 2	1st N. Y. 6	W. M. 6	2nd N.Y. 6	B. C. 4				
		Elkhart, Buffalo	St. Louis Buffalo	Chicago Baltimore	St. Louis Dewitt	Bellefontaine Collinwood				
		Daily	Daily	Daily	Daily	Daily				
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.				
23.30	Elyria.....									
18.90	BE.....	4.00	4.15	5.00	7.30	7.30				
10.72	Rockport.....	4.15		5.30		7.45				
.0	Marcy.....			6.00						
	Collinwood.....Ar	5.15	5.15	6.30	8.30	9.00				
.0	Collinwood.....Lv	6.15	6.15		9.30					
2.51	BR.....	6.25	6.25		9.40					
	Struthers.....			10.45						
		P.M.	P.M.	P.M.	P.M.	P.M.				

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## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## QD TO BE—VIA LAKE FRONT

STATIONS		Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
QD..... Open day and night	C.S.	QD	175.43	INT. INT.	INT.	INT. INT. INT.	INT.	Signal station..... Belt Line Bridge, pole box.....	S S	T.D.-M-Y T.D.-Y
Eddy Road..... E. 105th St.....	C.S. C.S.		177.33	176.1	INT.	176.3	INT.	Booth..... East end station platform.....	S	T.D.-Y T.D.
E. 55th St.....	C.S. C.S.			178.1 179.1 179.1A	178.2 179.2A	178.3 179.3 INT.	178.4 179.4A	Yard masters office..... Pole box.....	N S	T.D.-Y T.D.-Y
E. 38th St..... East 26th St..... Open day and night	C.S. C.S. C.S.		181.32	180.1 181.1 INT.	179.2 180.2 181.2A 181.2		179.4 180.4 181.4A 181.4	Pole box..... Yard masters office..... Switchmens cabin..... Signal station cabin No. 2..... Switch tenders cabin No. 22.....	N N S S N	T.D.-Y T.D.-Y T.D.-Y T.D.-Y T.D.-Y
Double Track..... Open day and night	C.S.	RN		182.1 182.1A	182.2G SINGLE TRACK Eastward Westward	182.3 MB INT.	182.4G	Signal station.....	N	T.D.-Y
C. & P. Crossing. Open day and night	C.S.		182.52					Signal station.....	S	T.D.-Y
Big Four Wye Jct. Open day and night	C.S. C.S.	BY						West end of platform, pole box.. Signal station.....	 S	 T.D.-Y
Cuyahoga Draw Bridge, east end Open day and night Cuyahoga Draw Bridge, west end Open day and night	C.S. C.S.	DB	183.03 183.03			M.B.		Signal station..... Signal station.....	N N	T.D.-Y T.D.-Y
Whiskey Island.. Bulkley Blvd.....	C.S. C.S.		183.43 184.13	183.1G 184.1G	183.2			Scale house..... Booth.....	S N	T.D.-Y T.D.-Y
Detroit Ave..... West 117th St....	C.S. C.S.		185.93	184.1AG 185.1G 186.1G	184.2 185.2			Cabin..... Yard masters office..... Lakewood Engineering, pole box.	N N S	T.D.-Y T.D.-Y T.D.-Y

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## QD TO BE—VIA LAKE FRONT—Continued

STATIONS		Office Calls	Miles from Buffalo	SIGNALS					TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE
West Park....	C.S. C.S. C.S.		188.63	186.1AG 187.1G 188.1G 189.1G	186.2 187.2 188.2 189.2				Lorain Ave., Pole box.... Yard office W. 150th. St.. Signal Maintainer's cabin.	S S S	T.D.-Y T.D.-M-Y T.D.-Y
W S Jct.....	C.S. C.S.			189.1AG 190.1 191.1 192.1	190.2 191.2 191.2A				Pole box..... Pole box at Wye near yard track 4 Jct. Switch	N S	T.D. T.D.-M-Y
Brook Park Rd. (Controlled from BE) Hummell Rd.. Belt Jct..... Airport.....	C.S. C.S. C.S.		192.37	193.1 194.1	192.2G 193.2	193.3 194.3	INT. 193.4	INT. 193.7	Booth 300 feet east of crossovers..... Booth..... Booth one mile west of Belt Jct.....	S S N	T.D.-Y T.D.-Y T.D.-M
Berea.....	C.S. C.S. C.S.		194.57		194.2		194.4	194.7	East end side tracks, pole box Front St. Pole box..... Freight station.....	S N S	T.D.-M Y T.D.-M-Y
BE..... Open day and night	C.S.	BE	194.68	INT.	INT.	INT.	INT.	INT.	Signal station..... Pole box, eastward home signal.....	S S	T.D.-M-Y Y

## CLEVELAND SHORT LINE RAILWAY

STATIONS		Office Calls	Miles from QD	SIGNALS		TELEPHONES		
				Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
QD..... Open day and night	C.S.	QD	.0	INT.	INT.	Signal station.....	S	T.D.-M-Y
Coit Road.....	C.S.		.73	2300.3G	2300.4	Siding, east end, booth.....	S	T.D.-M
East 131st St.....	C.S.					Yard office.....	N	T.D.-M
Shaw Ave.....	C.S.		1.38	2301.3G	2301.4	Booth.....	N	T.D.-M
Mayfield Road.....	C.S.		3.79	2302.3G 2303.3G	2302.4 2303.4	Ford Motor Co. switch, pole box...	N	T.D.-M
Quincy Ave.....	C.S.		5.13	2304.3G	2304.4	Yard office.....	N	T.D.-M
Woodland Ave.....	C.S.			INT.	2305.4	Booth.....	S	T.D.-M
Buckeye Road. Open day and night	C.S.	BD	5.81	T.O.		Signal station .....	N	T.D.-M
Kinsman Road.....	C.S. C.S.		6.63	2306.3	2306.4	Booth at crossover..... Yard office.....	S S	T.D.-M T.D.-M
Union Ave.....	C.S.		7.43	2307.3		West end side track, in booth.....	S	T.D.-M



### CLEVELAND SHORT LINE RAILWAY—Continued

STATIONS		Office Calls	Miles from QD	SIGNALS		TELEPHONES		
				Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
Tunnels.....	C.S.			2308.3	2307.4 2308.4A  2308.4	Telephones are located in pole box at extreme east and west end of Tunnels at Broadway and Richmond Ave.....	N	T.D.-M
Marcy..... Open day and night	C.S. C.S. C.S.	MY	9.95	2309.3 INT.	2309.4 INT.	Crossovers, east end, on pole..... Signal station..... Yard masters office.....	S S N	T.D.-M T.D.-M T.D.-M
Schaaf Road..... State Road.....	C.S. C.S.			2310.3G  2311.3G 2312.3G  2313.3G  2314.3G  2315.3	  2311.4  2312.4  2313.4  2314.4 2315.4	Pole box..... Booth.....    Cleveland Builders Supply Switch, in booth..... Ohio Coal & Supply Co. Switch, in booth.....	S S    S N	T.D.-M T.D.-M    T.D.-M T.D.-M
Parma..... Open day and night	C.S. C.S.	PA	16.71	INT.	2316.4 INT.	Side track, east end, on pole..... Signal station.....	S S	T.D.-M T.D.-M
Big Four Transfer.....	C.S.		17.50	INT.	INT.	Cabin.....	S	T.D.-M
Short Line Jct..... Open day and night	C.S.	SL	17.84	INT.	INT.	Signal station.....	N	T.D.-M-Y
Rockport.....	C.S. C.S. C.S. C.S. C.S. C.S. C.S.		18.13	2318.3	   2318.4	Car inspectors cabin, east end..... Yard office, east end..... Coal dock switch, on pole..... Yard office, west end..... Booth, Middle Crossover..... West end yard pole box..... Car inspectors office, west end..... R. W. Williams Co. switch, pole box..	S S N N N S N S	Y T.D.-M-Y T.D.-Y T.D.-M-Y T.D.-Y T.D.-Y Y T.D.-M.
Belt Jct.....	C.S.		20.07	2319.3	2319.4G	Pole box, 100 feet west of Hummell Rd.....	S	Y

STATIONS		Office Calls	Miles from Buck-eye Road		TELEPHONES		
					LOCATION	Side of Track	LINE
Road..... and night	C.S.	BD	.0		Block station.....	N	T.D.-M.
d St.....			.4				
Road.....			1.3				
ry Yard.....			1.6				
h St.....	C.S.		1.7		Yard masters office.....	N	T.D.-Y
	C.S.				Yard masters office, on pole.....	N	T.D.-Y
Terminal (Between 5th & East 25th Sts.)..	C.S.		3.1		East 28th St., booth.....	S	T.D.-Y
	C.S.				Switchmens room, East 25th St.....		T.D.-Y

### BIG FOUR WYE JCT. TO CLARK AVE

STATIONS		Office Calls	Miles from C and P Crossing	SIGNALS		TELEPHONES		
				SINGLE TRACK		LOCATION	Side of Track	LINE
				Westward	Eastward			
Big Four Wye Jct..... Open day and night	C.S.	BY				Signal Station.....	S	T.D.Y.
Front St..... Open day and night	C.S.	FS	.33	INT. MB	INT. MB	Signal station.....	N	T.D.-Y-M
				DOUBLE TRACK				
				Track No. 3 Westward	Track No. 4 Eastward			
St. Clair St.....	C.S.					Box.....	S	Y
Columbus Road.....	C.S.					Crossing watchmans cabin.....	N	Y
Bridge No. 2..... Open day and night	C.S.	OX	.93	INT. MB	INT. MB	Signal station.....	S	T.D.-Y-M
DK..... Open day and night	C.S.	DK	1.40	INT.	INT. MB	Signal station.....	S	T.D.-Y-B-M
	C.S.			SINGLE TRACK		Yardmasters office.....	S	T.D.-Y-M
				Westward	Eastward			
West 25th St..... Clogville.....	C.S.			21		1000 feet west of DK, on pole.....	S	T.D.-M-Y
	C.S.				22	Booth.....	N	T.D.-M-Y
	C.S.					Nickel Plate Interchg. East of Fulton Rd..	S	T.D.-M-Y
	C.S.				24	Crossover, Fulton Rd. Bridge east end		
	C.S.					New Clogville yard. Pole box.....	S	T.D.-M-Y
West 41st St.....	C.S.		2.88	27		Pole box 100 feet west of 41st St. ....	S	T.D.-M-Y
West 53rd St.....	C.S.					Booth.....	S	T.D.-M-Y
Clark Ave..... Open day and night	C.S.	SM	3.83	INT.	INT.	Signal station.....	N	T.D.M.-B-Y
	C.S.					Yardmasters office.....	S	T.D.M.-Y

STATIONS	Office Calls	Miles from Buffalo	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	LINE
BR..... Open day and night	C.S.	BR	172.15	INT.	INT.	INT.	Signal station.....	S T.D.-Y-M
Nottingham.....	C.S.		173.35	173.1	173.2		Dille Road Switch tenders cabin No. 2.....	N Y
Collinwood..... Open day and night	C.S.	ND	174.66	174.1	174.2		Westbound, cabin No. 23.....	N Y
	C.S.						Eastbound, inspectors cabin No. 26.....	N Y
	C.S.						Inspector's cabin at ice house No. 3.....	N Y
	C.S.						Telegraph office.....	N T.D.-M
	C.S.						Train master's office.....	N T.D.-Y-M
	C.S.						General yard master's office.....	N T.D.-Y-M
	C.S.						Yard master's office.....	N T.D.-Y-M
	C.S.						East of yard office, inspector's office No. 6	N Y
	C.S.						Engine dispatcher's office.....	N T.D.-M
	C.S.						Switchman's cabin at East 152nd St. No. 24	N Y
	C.S.						East bound yard office.....	N T.D.-M-Y
	C.S.						Cabin, 100 feet east of East 152nd St.....	S Y
	C.S.						On post, east end of north platform, 200 feet west of East 152nd St., between main tracks	Y
	C.S.						Engineers room, Elect.-Diesel Bldg.....	T.D.-M
	C.S.						In No. 31 shanty, east end of south platform, 800 feet west of East 152nd St.....	S Y
	C.S.						On post, west end of north platform, 1500 feet west of East 152nd St., between main tracks.....	Y
QD..... Open day and night	C.S.	QD	175.43	INT. INT.	INT. INT.	INT.	In No. 32 shanty, west end of south platform, 1000 feet east of East 140th St....	S Y
	C.S.						Switch tenders cabin, 1000 feet east of East 140th St., No. 34.....	N Y
	C.S.						Signal station.....	S T.D.-M-Y
							Pole box, 600 feet west of East 140th St., at Cleveland Union Terminal connection.	S Y
							In Fisher Body yard office, 1200 feet west of East 140th St.....	S Y



## BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

Cleveland Division	30
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## BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

31 Cleveland Division



## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BR TO BE VIA CLEVELAND UNION TERMINAL—Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE
Clinton Road....	C.S.						Booth 500 feet East of Clinton Road.....	S	{T.D.-M-Y-DK
	C.S.			52	54		900 feet west of Clinton Road, booth.....	N	YCF-WS
	C.S.						Cress Road Booth.....	N	YCF
CF.....	C.S.	CF	5.66	INT.	INT.	INT.	Signal station.....	N	{T.D.-M-B-YCF-YDK
Open day and night	C.S.						Yard masters office.....	S	{T.D.-Y-M-YCF-YDK
	C.S.						Engine dispatchers office.....	S	T.D.-Y-M
	C.S.						Engine house foremans office.....	S	T.D.-M-Y
	C.S.						Locomotive supply house.....	S	Y
	C.S.						Crossover cabin Middle Linn-dale.....	S	YCF
	C.S.						East end platform.....	S	YCF
	C.S.						East end car inspectors cabin...	N	M-Y
Linndale.....	C.S.		6.02	61	INT.		Passenger station.....	N	T.D.-M
	C.S.				INT.		West end platform, post.....	N	YCF
	C.S.						West end car inspectors cabin...	N	M-Y
	C.S.						Switch tenders cabin. West End	N	T.D.-YCF
	C.S.						Engine changing tracks.....	N	
Gauntlet W. 130th St.....	C.S.						Switch tenders cabin.....	S	T.D.-M-B-Y
Open day and night	C.S.		6.75	2317.1	72	74	Pole box at No. 1 and 2 lead....	S	B
Short Line Ict....	C.S.	SL	7.91	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
Open day and night	C.S.						Smith Road, on pole.....	S	B
				2318.1	2318.2	2318.6	2318.5		
				2319.1	2319.2	2319.6	2319.5		
				2320.1	2320.2	2320.6	2320.5		
	C.S.			INT.			INT.		
Berea.....	C.S.		12.07		INT.		East end of side track, on pole..	S	Y
	C.S.						300 feet east of Front St., pole	S	Y
	C.S.						box.....	S	Y
	C.S.						Front St., on pole.....	N	T.D.-M-Y
	C.S.						Freight station.....	S	T.D.-M-Y
	C.S.						Passenger station.....	S	Y
BE.....	C.S.	BE	12.18	INT.			Quarry lead switch, on pole....	N	T.D.-M-B-Y
Open day and night	C.S.			INT.	INT.		Signal station.....	N	Y
							2000 feet west of BE.....	N	

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## PHALANX TO DILLONVALE

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Phalanx.....	C.S.		.0		Booth.....	E	T.D.-M-B
Braceville.....	C.S.		1.1	D			
	C.S.		1.3	INT.	Cabin.....	E	T.D.-M-B
	C.S.		1.6	D			
Newton Falls	C.S.	NF	4.3	M.B.	Siding, north end, booth.....	E	T.D.-M-B
Open daily except Satur-day and Sunday. 8:00 a.m. to 5:00 p.m.	C.S.			M.B.	Station.....	W	T.D.-M-B
Prichards.....	C.S.				Booth, south end, team track....	E	T.D.-M-B
Palmyra	C.S.	MY	11.2	M.B.	Station.....	E	T.D.-M-B
Open daily except Satur-day and Sunday. 8:30 a.m. to 5:30 p.m.							
Deerfield.....	C.S.		16.3		Pole box, north end team track ..	E	T.D.-M-B
North Benton	C.S.	NB	18.40	M.B.	Station.....	E	T.D.-M-B
Open daily except Satur-day and Sunday. 8:00 a.m. to 5:00 p.m.							
North Alliance	C.S.		22.86		Pole box, opposite Armour Co. switch.....	E	T.D.-M-B
Alliance C. & P. Crossing	C.S.				North Webb St., on pole.....	E	T.D.-M-B-Y
Open daily except Satur-day and Sunday. 8:30 a.m. to 5:30 p.m.	C.S.	HD	24.7	M.B.	100 ft. south of water tank, on pole	W	Y
	C.S.			M.B.	Block station .....	E	T.D.-M-B-Y
Alliance.....	C.S.		24.8	D	Signal station, on wall.....	E	Y
			25.0	INT.			
Alliance.....	C.S.		25.6		Assistant Superintendent's office..	E	T.D.-M
	C.S.			W26.2	Pole Box, freight station north end	E	Y
	C.S.				Freight station .....	E	T.D.-M-Y
Morgan's Point..	C.S.		26.1		200 ft. north of switch, booth ....	E	T.D.-M-B
			26.4				
Mount Union	C.S.	MU	26.5	M.B.	Station.....	E	T.D.-M-B-Y
Open daily except Satur-day and Sunday. 7:30 a.m. to 4:30 p.m.	C.S.			M.B.	Pole box, south of station.....	E	T.D.-M-B-Y
	C.S.				Siding, south end on pole.....	E	T.D.-M-B
Freeburg	C.S.	FR	32.7	M.B.	Station.....	E	T.D.-M-B
Open daily except Satur-day and Sunday. 7:00 a.m. to 4:00 p.m.	C.S.				Siding, south end, booth.....	E	T.D.-M-B
Paris.....	C.S.		35.3		Team track, south end, on pole ..	E	T.D.-M-B
Myers .....	C.S.				Booth .....	E	T.D.-M-B



## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Minerva.... Open daily except Saturday and Sunday. 7:00 a.m. to 4:00 p.m.	C.S. C.S. C.S.	41.4			Yard, north end on pole..... Station, North end, in box..... Station.....	E E E	T.D.-M-B-Y Y T.D.-M-Y
Minerva Yard.... Open day and night, except closed from 6:00 a.m. Sunday to 10:00 p.m. Sunday.	C.S. C.S. C.S. C.S. C.S.	MI 42.1	M.B.	M.B.	North engine lead switch, booth.. Block station..... Engine house..... Yard Master..... Booth, south end.....	W E W E W	Y T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B
Augusta..... Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S.	GS 46.0	M.B.	M.B.	Station.....	E	T.D.-M-B
Watheys.....	C.S. C.S.	48.2			Siding, north end, in booth..... Siding, south end, booth.....	E E	T.D.-M-B T.D.-M-B
Mills.....	C.S.	51.7			North switch, booth.....	E	T.D.-M-B
Mechanicstown.. Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S. C.S.	WN 52.5	M.B.	M.B.	Siding, north end, booth..... Station..... Siding, south end, booth.....	E E E	T.D.-M-B T.D.-M-B T.D.-M-B
Wattsville.....	C.S. C.S.	56.0			Siding, north end, booth..... Siding, south end, booth.....	E E	T.D.-M-B T.D.-M-B
Bergholz.... Open daily except Saturday and Sunday. 7:30 a.m. to 4:30 p.m.	C.S. C.S. C.S.	B 60.8	M.B.	M.B.	North end yard, booth..... Station..... South end yard, booth.....	E E W	T.D.-M-B T.D.-M-B T.D.-M-B
Phillips..... Open daily except Saturday and Sunday. 10:30 p.m. to 7:30 a.m.	C.S. C.S.	JR 62.0 62.4 62.7	W62.1 M.B.	M.B.	Station..... Pole box, opposite station..... Booth, south wye switch.....	E W W	T.D.-M-B T.D.-M-B T.D.-M-B
Shepherd.....	C.S.	63.0 63.9			Siding, south end, booth.....	W	T.D.-M-B
Amsterdam..... Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S. C.S.	S 65.0	M.B.	M.B.	Station..... Booth, south end siding..... 35 ft. north of the empty track switch of the Culgun Coal Co. mine Booth, 390 ft. south of W 67.2...	W W W W	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Hays.....	C.S.	68.2			Siding, north end, booth.....	W	T.D.-M-B
Apex..... Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S.	AX 69.5	M.B.	M.B.	Siding, north end, booth..... Station.....	W W	T.D.-M-B T.D.-M-B
Swanson.....	C.S. C.S.				Pole box, 1 mile north, double road crossing..... Booth.....	W W	T.D.-M-B T.D.-M-B
Pan.....	C.S. C.S.	JN 73.9			Station..... Cabin, second curve north of half moon.....	W W	T.D.-M-B T.D.-M-B
Hopedale..... Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S.	HF 76.7 78.9	M.B.	M.B.	Station..... Siding, south end, booth.....	W W	T.D.-M-B T.D.-M-B

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Marion Mine....	C.S.	79.4 79.6	W80.1		Booth.....	W	T.D.-M-B
Florence 1/4 mile south..	C.S.	80.6	W81.1		Pole box.....	W	T.D.-M-B
Witch Hazel Mine	C.S.	81.3			South of switch, booth...	W	T.D.-M-B
Piney Fork Open daily except Saturday and Sunday. 6:00 a.m. to 9:30 p.m.	C.S. C.S. C.S.	RK 82.8	M.B.	M.B.	Yard, north end, booth..... Station..... No. 1 Jefferson Mine, box north end of tool house.....	W W W	T.D.-M-B T.D.-M-B T.D.-M-B
Harpersville	C.S.	84.9			Pole box.....	W	T.D.-M-B
Dillonvale Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S. C.S.	DV 87.6	M.B.	M.B.	North of station, second pole, booth Station.....	W W	T.D.-M-B T.D.-M-B

## LAKE ERIE &amp; PITTSBURG RAILWAY

## BRADY'S LAKE TO MARCY

STATIONS	Office Calls	Miles from Brady's Lake	SIGNALS		TELEPHONES		
			TWO TRACKS		LOCATION	Side of Track	Line
			Westward No. 1	Eastward No. 2			
Brady's Lake.... Open day and night	C.S.	BA 0	INT-MB	INT B27.2	Signal Station.....	N	T.D.-M
Hugo..... Open daily except Saturday and Sunday. 8:00 a.m. to 5:00 p.m.	C.S. C.S. C.S.	HU 2.19	MB	MB B26.2 B25.2	Sand Co..... Block Station, box South Wall... Block Station.....	N N N	T.D.-M T.D.-M T.D.-M
Darrowville....	C.S. C.S.	6.26			Siding, East end..... Section men's tool house..... Water Station, booth.....	N N N	T.D.-M T.D.-M T.D.-M
Chittenden.....	C.S.	9.85			Cabin, East End.....	N	T.D.-M
Brandywine.... Open day and night	C.S.	BY 13.53	MB	MB	Block Station..... Siding, west end.....	N N	T.D.-M T.D.-M
Northfield.....	C.S.	17.33			Siding, East End.....	N	T.D.-M
Egypt.....	C.S.	18.48 20.90	B9.1		Center of Siding, booth..... Siding, East End.....	N N	T.D.-M T.D.-M
Hathaway.....	C.S.	24.20					
Warner.....	C.S.	26.04	B1.1		End of No. 2 Track, booth.....	N	T.D.-M
Marcy..... Open day and night	C.S. C.S. C.S.	MY 27.76	INT	INT-MB	Section foreman's cabin..... Black & Gateman SW, pole box... Water Station, booth..... Signal Station..... Yard Master's Office.....	N N S S N	T.D.-M T.D.-M T.D.-Y.M T.D.-Y.M T.D.-Y.M

## ABBREVIATIONS

Communicating station.....	C.S.	Train dispatching.....	T.D.
Signal Station.....	S.S.	Message.....	M
Automatic.....	Number	Block.....	B
Manual block.....	M.B.	Yard.....	Y
Train order.....	T.O.	Way Side.....	W.S.
Interlocking.....	INT.	North.....	N
R. R. Grade Crossing.....	X	South.....	S
Switch.....	SW	East.....	E
Distant.....	D	West.....	W



SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.  
THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL  
RULES ARE IN EFFECT:



FIG. 48  
RULE 281  
PROCEED



FIG. 54  
RULE 281  
PROCEED

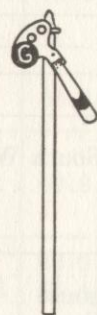


FIG. 128  
RULE 289  
PROCEED.

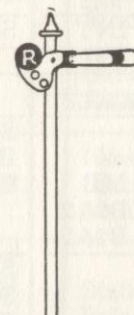


FIG. 145  
RULE 289B  
STOP.

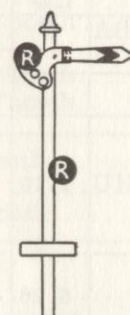


FIG. 197  
RULE 291  
STOP; THEN PROCEED AT  
RESTRICTED SPEED.



FIG. 102A

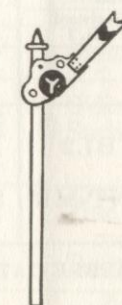


FIG. 102B

RULE 285

PROCEED PREPARING TO STOP AT SWITCH OR NEXT SIGNAL.  
TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO  
THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE  
BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE  
ACCEPTING A MORE FAVORABLE INDICATION.

MAIN TRACK HIGH SWITCH TARGETS



FIG. 226  
RULE 293

LINED FOR MAIN TRACK

INDEX OF STICKERS  
COVERING CHANGES IN BOOK OF OPERATING RULES

Dated September 26, 1937

Reprint of May 15, 1944

Reprint of June 1, 1948

Reprint of January 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948
11	M.....	10- 1-46	Addition	X	X	
16-17	2-3 (Standard Time).....	3-15-48	Revised	X	X	
23	14 (1).....	2-15-41	"	X		
23	14 S(n).....	11- 1-41	"	X		
25	16 (1).....	11- 1-41	Eliminated	X		
25	17.....	1-10-49	Revised	X	X	X
39	S-90.....	11- 1-41	"	X		
40	93 (Note).....	5- 1-43	"	X		
42	99 (Note).....	10- 1-46	Addition	X	X	
45-46	109.....	11- 1-42	Revised	X		
52	210-211-211a.....	4-15-44	"	X		
56-57	221 (C).....	3-15-48	"	X	X	
84	Clearance Form A.....	4-15-44	"	X		
85	Clearance Form B.....	4-15-44	"	X		
90	Signal Definitions (Speed).....	2-15-41	"	X		
93	281A.....	2-15-41	"	X		
94	282.....	12-20-49	"	X	X	X
95	282A.....	4-26-49	"	X	X	X
97	284.....	2-15-41	"	X		
98	285.....	2-15-41	"	X		
101	289A.....	8-15-47	"	X	X	
104	291.....	2-15-41	"	X		
117	326a.....	4-15-44	Eliminated	X		
117	327.....	5- 1-45	Revised	X	X	
118	330.....	3-15-48	"	X	X	
139	Hot Journals.....	10-24-50	"	X	X	X
140	703.....	11- 1-41	"	X		
140	706.....	12-20-49	"	X	X	X
141	708.....	4-15-44	"	X		
146	733.....	No date	Addition	X		
161-162	937.....	4-15-44	Eliminated	X		

NOTE—

Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937

Reprint of May 15, 1944 includes all changes up to and including that date.

Reprint of June 1, 1948 includes all changes up to and including that date.

Reprint of January 1, 1951 includes all changes up to and including that date.

NOTE—Symbol X indicates sticker has been issued for the book listed.



# SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " Q "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



