THERE IS ALWAYS TIME FOR COURTESY

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The New York Central Railroad Company

CLEVELAND DIVISION

Time Table No. 67

FOR EMPLOYES ONLY

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

Sunday, April 30, 1950

W. H. LEAHY,
Superintendent

A. S. GILMAN INC., CLEVELAND

COMPANY SURGEONS

Name	Address	Tel. No.
ALLIANCE, O.		
King, Robert F.	317 East Market St.	10201
BEREA, O.		
Bowser, W. P.	31 E. Bridge St.	Berea 4-6152
CLEVELAND, O.		
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
Chamberlain, W. P.	7405 Detroit Ave.	Woodbine 1-5758
Blair, L. J.	7405 Detroit Ave.	Woodbine 1-5758
Wm. F. Sorer	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
MINERVA		
Whiteleather, P. S.	106 So. Main St.	144

* For Cleveland Union Term. employees.

OCULISTS

Name	Address	Tel. No.
CLEVELAND, O.		
Nelson, C. F.	606 Schofield Bldg.	Main 1-2020
Chamberlain, Jr., W. P.	7405 Detroit Ave.	Woodbine 1-5758

HOSPITALS

ALLIANCE, O.		
Alliance City	207 E. College St.	6262
CLEVELAND, O.		
Lutheran	2609 Franklin Ave.	Prospect 1-4200
Glenville	701 Parkwood Dr.	Glenville 1-3300

FIRST AID STATION

CLEVELAND, O.		
Collinwood Shops	577 E. 152nd St.	Glenville 1-6000

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 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.

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 away at once.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Collinwood	Crew dispatchers office.
	Steam engine house.
	Electric engine house.
East 26th St.	Engine house.
	Yard office.
DK	Yard masters office.
Cleveland Union Terminal	Crew dispatchers office.
	G H telegraph office.
Linndale	Engine house.
	Yard office.
CF	Signal station.
Minerva	Block station.
	Engine house.
Dillonvale	Station.

6. LETTERS AND SIGNS.

§ Stop for mail.
‡ Stop on signal to discharge passengers.
B Stop daily except Sunday and holidays.

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 signals from switch tenders located at E. 152nd St., No. 24 cabin and west end westbound yard.

Double Track and Cuyahoga Drawbridge:

Between signal 182.3 A and west end Cuyahoga Drawbridge, trains or engines moving in either direction will proceed on hand signals from switch tenders, located at each end of Drawbridge or at Double Track.

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 signals 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 whistle signals are in effect at BR, CT, QD, DK and CF Interlockings.

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

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 lieu of standard marker lamps to indicate rear of train.

On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train.

Rule 19 modified accordingly.

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.

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 Terminal.....G H telegraph office. Trains with through Conductors will be registered by operator.
Linndale.....Yard masters office.
Phalanx.....Station.
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:

Cleveland Terminal District:
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 originating 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.

Phalanx.
Braceville, Erie trains.
Minerva Yard.
Dillonvale.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch.

93. YARD LIMITS.

Cleveland Terminal District: From 2.5 miles east of BR to Warner, Short Line Jct. and Belt Jct., inclusive.
Phalanx.
Newton Falls.
Alliance.
Minerva.
Bergholz.
Piney Fork.
Dillonvale.

Passenger trains must be given full protection at all times.

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

May be made:

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

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	W. & L. E.	Target.
Minerva	P. R. R.	Target.

Braceville Erie Crossing: Trainmen will operate interlocking in accordance with instructions posted in cabin.

DRAWBRIDGES.

Location	Signals Switch Target
Cuyahoga River.	

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: Lakewood Hts. Blvd., on westward siding No. 3 and Bramley storage track; Flashing light signals to be started by insertion of switch key in box "A" and turning it to the right against "Stop", after which it can be removed. To stop flashing lights without train movement across street, insert switch key in box "B" and turn to right against "Stop".
West 140th Street. Trains or engines operating on westward siding No. 3 must proceed slowly past sign adjacent to track and approximately 50 feet from crossing and not cross highway until flashing light signals are operating.
Western Ave., West 110th Street and Berea Rd; All movements on switching leads must be protected by a member of train crew.

Flashing Light Signals and Automatic Gates.

Cleveland, Lake Front Tracks.....**East 72d Street
Cleveland, Lake Front Tracks.....**East 70th Street
Cleveland, Lake Front Tracks.....***East 49th Street
Cleveland, Big 4 Tracks.....Brookpark Road
Parma, Gen. Motors Co. Track.....Brookpark Road
Cleveland, Lake Front Tracks.....#West 150th Street

**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 occupying 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 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 (down) position, operate key marked "Manual".

#Westward trains on track No. 1 stopping to do work must leave cars east of sign located north of westward 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 watchmen or by trainmen for raising or lowering gates during switching movements 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.

104. SPRING SWITCHES.

Hugo, at junction of westward 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 dispatcher 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 reverse 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 movement 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 — **Capacity based on 44-ft. cars. Northward & Southward**

Newton Falls	23
Palmyra	14
North Benton	34
Alliance Yard, Track No. 4	41
Mount Union	38
Freeburg	29
Watheys	75
Mechanicstown	57
Wattsville	47
Bergholz	65
Shepherd	74
Amsterdam	29
Hays	15
Apex	65
Pan	37
Hopedale	48
Piney Fork, Track No. 6	26
Dillonvale yard, Track No. 1	53
Chittenden	83
Brandywine	148
Northfield	85
Egypt	89

109. BULLETIN BOARDS AND BOOKS.

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

Collinwood	Yard office, westbound yard. Yard office, east and west end Big Four yard. Crew dispatchers office. Switchtenders cabin east end eastbound yard. Yardmasters office, west end eastbound yard. No. 24 switch cabin. No. 34 switch cabin. Electric engine house. Steam engine house. Yard office, Fisher Body Co.
East 131st St.	Yard office.
East 55th St.	Switchmans cabin.
East 26th St.	Yardmasters office. Engine house.
Double Track	Yardmasters office.
Cleveland Union Terminal	Crew dispatchers office. 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.	Switchmans locker room.
DK	Yardmasters office.
Clark Ave.	Yardmasters office.
Linndale	Yardmasters office. Engine house.
Phalanx	Station.
Minerva	Engine house. Yardmasters office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Signal 182.3A 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 Draw bridge 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 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 Signals 182.1A-2-3A-4.
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.

S-231. MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.
Rule S-231 governs:
Between DK and Clark Ave.....Main track

D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.
Rule D-251 governs:
Between BR and BE via Cleveland Union Terminal.
QD and Belt Jct., via Marcy.
QD and Signals 182.1A-2-3A-4 via Lake Front.
West end Cuyahoga Drawbridge and BE.
Front St. and DK.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.
Rule D-261 governs:
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 the time table.

GRADE SIGNALS.
A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

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 without stopping.
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—P. R. R., C. & P. Division crossing:
Trainmen will operate target when no targetman is on duty and restore and lock it in position for C. & P. Division.
Targetman is on duty 8:30 A.M. to 5:30 P.M., week days.
Minerva—W. & L. E. 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 Signal 182.3A 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 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 Signals 182.1A-2-3A-4. via Lake Front.
West end Cuyahoga Drawbridge and BE.

Signal 179.3A 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.

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
1.2 miles west of	QD	177.2	No. 2
0.35 miles east of	CF	51	No. 1 to siding.
2.2 miles east of	BE	192.4	No. 4 to No. 4 siding.

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 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, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes 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 Railway Mail 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.

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

1 to 46 sacks	3 ft.	231 to 276 sacks	18 ft.
47 to 92 sacks	6 ft.	277 to 322 sacks	21 ft.
93 to 138 sacks	9 ft.	323 to 368 sacks	24 ft.
139 to 184 sacks	12 ft.	369 to 414 sacks	27 ft.
185 to 230 sacks	15 ft.	415 to 460 sacks	30 ft

One and one-half outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

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 Union Term.	Eastward	Signal 530	Signal 480
Collinwood	Eastward	Coit Road	QD
Collinwood	Westward	Nottingham	Signal 175.1
Cleveland Union Term.	Westward*	E. 34th St.	Eagle Avenue
Linndale	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. Private or Official DeLuxe Obs., Coach, Diner.	Pullman Pullman Pullman Pullman Coach	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear. Rear of coach.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule. 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 inspections.

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 engineman 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.

1056. 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**

Engines, Class B and U under steam or being towed.....20
Diesel electric switch locomotives:
Diesel-electric switch locomotives, all classes (except DES-1) light or in train.....40
DEs-1, under own power.....25
when towed with pinion gear removed.....40
DEs-10 and 12, when hauling first class trains, unless otherwise restricted.....60

Diesel Electric Locomotives may be operated through water not exceeding in depth of three inches above top of rail, but under those circumstances should proceed at slow speed and with caution.

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:
Passenger, mail and express trains.....35
Other trains.....20
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 engines not having all side or main rods...20
Work trains with cranes moving on own wheels.....30
Wrecking cranes handled in wrecking service.....45
Revenue freight trains with cranes moving on own wheels...25
Freight trains with pushers.....25
Switches and crossovers, not interlocked, when diverging...10
Rail Detector Cars, under own power or on rear of passenger train.....40

Note: General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

DIVISION

	BR and BE via Lake Front		QD and Belt Jct via Marcy	QD and Linndale via Elec. Zone			Linndale and BE			
	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	Alliance Branch	L. E. & P. Branch
Passenger, mail and express 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 freight Diesel engines	60	40	40	60	40	40	60	40	..	..
With engines class L-3, L-4 and class L-2, 2995 and 2998	70	40	40	60	40	40	70	40	..	..
With engines class L-1 and L-2 except 2995 and 2998	60	40	40	60	40	40	60	40	..	..
Troop trains with freight equipped cars	40	40	40	40	40	30	40	40	30	40
Trains with freight equipped cars	40	40	40	40	40	30	40	40	30	40
Freight and work trains	40	40	40	40	40	30	40	40	30	40
Trains with steam cranes	40	40	40	40	40	30	40	40	30	40
Trains with locomotive cranes	30	25	30	30	25	30	30	25	25	30
Rail motor cars, operating under their own power or being towed:	50	40	40	50	40	40	50	40	30	40
Engines:										
Light or with caboose	40	40	40	40	40	40	40	40	30	40
Running backward	30	25	25	30	25	25	30	25	15	25
Class H-8, P. & L. E. 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 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 182.1A,.....Track 1.....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 Signal 181.1A to Signal 182.1A.....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 Signal 182.3A and west end Cuyahoga Drawbridge at restricted speed.

Between Front St. and Cuyahoga Drawbridge (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.

QD and Belt Jct., via Marcy:

Freight and work trains:
With more than 2500 and less than 5000 tons.....35
With 5000 tons or over.....30
Between Signals 2307.4 and 2309.3.....25
Through tunnels.....25

QD and Linndale, via Electric Zone:

Eastward trains or engines not stopping at QD when passing eastward home signals, located 1200 ft. east of signal station, track No. 2 and Eastward siding.....15

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
Minerva, private road crossing 550 feet south of County Line Road, north end.....10

Between Phillips and Jensie mine.....15
Between point 500 ft. south of signal W-67.2 and first road crossing north.....10
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.....10

L. E. & P. Branch:

Freight and work trains:
With 4000 tons or over at Signal B9.1.....30
Boston Ledges, one mile east of Brandywine.....10

ENGINE AND CAR RESTRICTIONS.

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.

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 windshield 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 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
Territory where automatic train stop is installed	M, NU.
Other territory except by special permission.	M, NU.
W. & L. E. Belt	J, NU and S
Front St., Lead to old station tracks	S

Cuyahoga Draw Bridge:

Not more than two steam engines coupled.
Clark Ave:, Stock yard tracks.....J. K. L and S.
Berea, O., Quarry Track.....All engines.
Between Big 4 Wye Jct. and BE via Lake Front.....A-2-A

Electric Zone:

Between QD and Linndale.....A-2-A

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:

Alliance:

Freight house track.....H-6 to H-10, J, K, L and S.
Alliance City Water Works..H-6 to H-10, J, K, L and S.
Morgan lead.....H-6 to H-10, J, K, L and S.

Bergholz:

Wolf Run Mine, both tail tracks beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Jansie Mine, under tipple.....All engines.

Hopedale:

Marion Mine tail track beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Apex:

Empty mine tracks.....H-10

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.....H-10

D. & S. Branch:

Crow Hollow No. 2 Mine, loaded tracks crossovers to tipple and empty tracks, crossovers to tipple.....All engines.

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. 150th St.
Eastward siding No. 4 between Belt Jct. and Bulkley Blvd.
East Wye track between WS Jct. and Rockport.
Eastward siding, Whiskey Island.

Trains or engines from W. & L. E. 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 Ave.:

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 Ave. on signal indication. When clear of switching lead at intermediate point the conductor must so report to signalman at Clark Ave. Before entering switching lead at intermediate point the conductor must obtain permission from signalman at Clark Ave.

Provision of rule 105 will not apply.

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 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. branch track between Dillonvale and Smithfield without permission from operator at Dillonvale or from the train dispatcher.

WATER STATIONS.

C. & P. Crossing	Newton Falls	Pan
Lorain Ave.	Alliance Yard	Piney Fork
Marcy	Minerva	Dillonvale
Clark Ave.	Bergholz	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:

a. When used as pusher or second engine.

b. By specific authority of Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman 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 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.

W. H. LEAHY, Superintendent.

A. C. NELSON, Assistant Superintendent.

W. T. GILLEN
R. P. McLAUGHLIN
J. A. ZINCK
W. L. CORBLEY
N. G. KARNATZ
} **Train Masters.**

ALLIANCE BRANCH:

A. L. SAYLES, Assistant Superintendent.

R. W. BARNETT, Train Master.

A. B. CROTSER, Chief Train Dispatcher.

G. B. KOUTNIK
F. G. HARRIS
} **Asst. Chief Train Dispatchers.**

T. B. SHEA
C. M. HAMANN
D. J. LEE
G. L. HARTSEL
R. L. MILLER
W. F. CROSS
J. E. DEVINE
J. G. KAVANAUGH
J. E. COLEMAN
} **Train Dispatchers.**

R. TRICKEY
J. I. CASE
J. G. BETTIS
A. R. JOHNSON
C. R. BACHMAN
} **Train Dispatchers.**

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	X-9 See Note	41	1	X-423 See Note	687	27	67 See Note	287	15	25
				Mail and Express	The Knickerbocker	The Pacemaker	St. Louis Mail	Erie	New England States	The Commodore Vanderbilt	Lake Cities Special	Ohio State Limited	Twentieth Century Limited
				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	12.15	1.38	1.43	.....	.....	2.18	2.33	.....	2.38	3.09
3.28	3.28	3.28	QD	12.20	1.42	1.50	.....	.....	2.25	2.40	.....	2.45	3.16
							A.M.						
9.10	9.10	.....	East 26th St	12.40	.....	.....	2.30	.....	.....	.....	.....	.....	.....
10.37	10.37	.....	C. and P. Crossing	A. M.	.....	2.04	2.33	.....	2.42	2.53	.....	2.57 / 3.05	3.30
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.70	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.97	East Cleveland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	11.27	East 34th St	.....	.....	.....	.....	A.M.	.....	.....	.....	.....	.....
.....	.....	11.61	Broadway	.....	.....	.....	.....	2.31	.....	.....	.....	.....	.....
.....	.....	11.86	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.97	Cleveland A	.....	2.03	.....	.....	2.35	.....	.....	A M.	.....	.....
			Union Terminal L	.....	2.13	.....	.....	A.M.	.....	.....	2.55	.....	.....
.....	.....	14.33	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.20	16.16	Clark Ave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	17.02	18.98	Linndale	.....	s 2.23	.....	.....	.....	.....	.....	s 3.05	.....	.....
.....	18.91	20.87	Short Line Jct	.....	2.29	.....	.....	.....	.....	.....	3.15	.....	.....
22.42	23.07	25.03	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.53	23.18	25.14	BE	.....	2.35	2.25	2.56	.....	3.01	3.16	3.20	3.24	3.50
			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 May 28, 29, 30, July 2, 3, 4, September 3 and 4, 1950.

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	SH-25 See Note	19	11	75	629	57 See Note	SH-421 See Note	617	17	1007
				Shuttle	Lake Shore Limited	South western Limited	Cleveland Mercury	Erie	Cleveland Limited	Cars for 421 257	Erie	B. & O.	Nickel Plate 7
				Daily	Daily	Daily	Daily	Daily Except Sun. & Holidays	Daily Except Sunday	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	A.M.	5.17	5.35	.....	.....	7.00	.....	.....	.....	.....
3.28	3.28	3.28	QD	3.20	5.22	5.39	.....	.....	7.07	.....	.....	.....	.....
9.10	9.10	.....	East 26th St	.....	.....	.....	.....	.....	.....	A.M.	.....	.....	.....
10.37	10.37	.....	C. and P. Crossing	.....	.....	.....	.....	.....	.....	7.35	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.70	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK	.....	.....	.....	.....	.....	.....	7.38	.....	.....	.....
.....	.....	5.97	East Cleveland	.....	s 5.27	s 5.42	.....	.....	s 7.15	.....	.....	.....	A.M.
.....	.....	11.27	East 34th St	.....	.....	.....	.....	A.M.	.....	.....	A. M.	.....	7.39
.....	.....	11.61	Broadway	.....	.....	.....	.....	6.56	.....	.....	7.36	A.M.	.....
.....	.....	11.86	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	7.33	.....
.....	.....	12.97	Cleveland A	3.40	5.47	5.57	A.M.	7.00	7.30	.....	7.40	7.45	7.45
			Union Terminal L	A.M.	6.05	6.15	6.45	A.M.	A.M.	.....	A. M.	A.M.	8.00
.....	.....	14.33	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.03
.....	14.20	16.16	Clark Ave	.....	.....	.....	.....	.....	.....	7.45	.....	.....	A.M.
.....	17.02	18.98	Linndale	.....	s 6.15	s 6.25	s 6.55	.....	.....	7.55	.....	.....	.....
.....	18.91	20.87	Short Line Jct	.....	6.23	6.33	7.04	.....	.....	A.M.	.....	.....	.....
22.42	23.07	25.03	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.53	23.18	25.14	BE	.....	6.30	6.40	7.09	.....	.....	.....	.....	.....	.....
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. SH-25 will handle No. 25's mail and will not carry passengers.
No. 57 will not operate May 29, 30, July 3, 4 and September 4, 1950.
No. SH-421 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	421 Cincinnati Special	257 See Note Mail	X-447 See Note Cleveland Cincinnati Express	625 Erie	LF-21 See Note Shuttle	21 The North Star	59 The Chicagoan	605 Erie	35 The Iroquois	259 B. & O.
				Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
			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					A.M.	9.05	9.32		10.35	
3.28	3.28	3.28	QD					9.11	9.12	9.39		10.42	
9.10	9.10		East 26th St			A.M.		9.25					
10.37	10.37		C. and P. Crossing			8.15		A.M.					
			Big Four Wye Jct										
	10.70		Front St										
	11.77		DK			8.18							
		5.97	East Cleveland						s 9.20	s 9.47		s 10.50	
		11.27	East 34th St				A.M.				A.M.		
		11.61	Broadway				9.26				10.51		A.M.
		11.86	East 9th St										11.09
		12.97	Cleveland A	A.M.	A.M.		9.30		9.35	10.02	10.55	11.05	11.20
			Union Terminal..L	8.05	8.15		A.M.		A.M.	10.12	A.M.	11.15	A.M.
		14.33	West 25th St										
	14.20	16.16	Clark Ave			8.22							
	17.02	18.98	Linndale	s 8.15	s 8.25	s 8.30				s 10.22		s 11.25	
	18.91	20.87	Short Line Jct	8.25	8.35	8.37						11.34	
22.42	23.07	25.03	Berea			s 8.44							
22.53	23.18	25.14	BE	8.31	8.41	8.45				10.37		11.40	
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M	A.M.	A. M.	A.M.

No. X-447 will not carry passengers between C. & P. Crossing and Linndale.
Nos. 257 and LF-21 will not carry passengers.

BR TO BE

WESTWARD — FIRST-CLASS

Mil from BR via Lake Front	Miles from BR via DK	Miles rom BR via Cleve-land Union Term'l	STATIONS	135 See Note	SH-407 See Note	251	407	433	685	73	43 See Note	X-35 See Note	445
				West Side Mail	Cars for 407 433	Interstate Express	Cleveland St. Louis Special	Cleveland Cincinnati Special	Erie	The Prairie State	South Shore Express	Mail and Express	Capital City Special
				Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily
			LEAVE	A. M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BR	10.45	.....	11.40	.....	.....	.....	.....	4.50	5.00	.....
3.28	3.28	3.28	QD	10.49	.....	11.47	.....	.....	.....	.....	4.57	5.04	.....
					A.M.								
9.10	9.10	.....	East 26th St	11.05 11.25	11.35	.....	.....	.....	.....	.....	.....	5.22	.....
10.37	10.37	.....	C. and P. Crossing	.....	11.55	.....	.....	.....	.....	.....	.....	P.M.	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.70	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK	.....	11.58	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.97	East Cleveland	.....	.....	s 11.55	.....	.....	.....	.....	s 5.05	.....	.....
.....	.....	11.27	East 34th St	.....	.....	.....	.....	.....	P.M.	.....	.....	.....	.....
.....	.....	11.61	Broadway	.....	.....	.....	.....	.....	3.36	.....	.....	.....	.....
.....	.....	11.86	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.97	Cleveland A	.....	.....	12.10	P.M.	P.M.	3.40	P.M.	5.20	.....	P.M.
			Union Terminal L	.....	.....	P.M.	12.20	12.30	P.M.	4.00	5.40	.....	5.45
.....	.....	14.33	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.20	16.16	Clark Ave	.....	12.05	.....	.....	.....	.....	.....	.....	.....	.....
.....	17.02	18.98	Linndale	.....	12.15	.....	s 12.30	s 12.40	.....	s 4.10	s 5.50	.....	s 5.55
.....	18.91	20.87	Short Line Jct	.....	P.M.	.....	12.40	12.50	.....	4.20	6.00	.....	6.05
22.42	23.07	25.03	Berea	.....	.....	.....	.....	.....	.....	.....	B 6.05	.....	.....
22.53	23.18	25.14	BE	11.55	.....	.....	12.46	12.56	.....	4.25	6.06	.....	6.11
			ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 135, SH-407 and X-35 will not carry passengers.

No. 43 will not stop at Berea May 30, July 4 nor September 4, 1950.

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	1009	137 See Note	51	X-407 See Note	623	X-425 See Note	427	283	129 See Note	9
				Nickel Plate 9	Railway Express	Empire State Express	St. Louis Express	Erie	Night Express	The Gateway	Pittsburgh Cleveland Express	Mail and Express	Mail
				Daily	Daily Except Monday	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	.....	6.30	6.50	.....	.....	.....	.....	8.15	.....	.....
3.28	3.28	3.28	QD	.....	6.40	6.54	.....	.....	.....	.....	8.22	.....	.....
							P.M.					P.M.	
9.10	9.10	.....	East 26th St	.....	.....	.....	7.00	.....	P.M.	.....	.....	9.30	.....
10.37	10.37	.....	C. and P. Crossing	.....	7.00	.....	7.03	.....	8.15	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.70	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.97	East Cleveland	.....	.....	s 7.00	.....	.....	.....	.....	s 8.30	.....	.....
.....	.....	11.27	East 34th St	.....	.....	.....	.....	P.M.	.....	.....	.....	.....	.....
.....	.....	11.61	Broadway	.....	.....	.....	.....	7.54	.....	.....	.....	.....	.....
.....	.....	11.86	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.97	Cleveland A	P.M.	.....	7.20	.....	7.58	.....	P.M.	8.45	.....	P.M.
			Union Terminal..L	6.00	.....	P.M.	.....	P.M.	.....	8.20	P.M.	.....	10.35
.....	.....	14.33	West 25th St	6.03	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.20	16.16	Clark Ave	P.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	17.02	18.98	Linndale	.....	.....	.....	.....	.....	.....	s 8.30	.....	.....	s 10.45
.....	18.91	20.87	Short Line Jct	.....	.....	.....	.....	.....	.....	8.40	.....	.....	10.57
22.42	23.07	25.03	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.53	23.18	25.14	BE	.....	7.30	.....	7.35	.....	8.41	8.45	.....	9.55	11.03
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 137, X-407, X-425 and 129 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	1005	SH-29 See Note	681	417	5				
				Nickel Plate 5	Shuttle	Erie	The Midnight Special	The Mohawk				
				Daily	Daily	Sun. and Holiday Only	Daily	Daily				
			LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.				
0	0	0	BR	.....	P.M.	.....	.....	11.43	.....	.....	.....	.....
3.28	3.28	3.28	QD	.....	10.20	.....	.....	11.50	.....	.....	.....	.....
9.10	9.10	.....	East 26th St	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.37	10.37	.....	C. & P. Crossing	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.70	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.77	.....	DK	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.97	East Cleveland	P.M.	.....	.....	.....	s 11.58	.....	.....	.....	.....
.....	.....	11.27	East 34th St	10.20	.....	P.M.	.....	.....	.....	.....	.....	.....
.....	.....	11.61	Broadway	.....	.....	11.01	.....	.....	.....	.....	.....	.....
.....	.....	11.86	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.97	Cleveland A	10.30	10.40	11.05	P.M.	12.13	.....	.....	.....	.....
			Union Terminal L	10.55	P.M.	P.M.	11.50	12.45	.....	.....	.....	.....
.....	.....	14.33	West 25th St	10.58	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.20	16.16	Clark Ave	P. M.	.....	.....	.....	.....	.....	.....	.....	.....
.....	17.02	18.98	Linndale	.....	.....	.....	s 12.00	s 12.55	.....	.....	.....	.....
.....	18.91	20.87	Short Line Jct	.....	.....	.....	12.10	1.04	.....	.....	.....	.....
22.42	23.07	25.03	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.53	23.18	25.14	BE	.....	.....	.....	12.16	1.10	.....	.....	.....	.....
			ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.				

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 DK	Miles from BE via Cleveland Union Term'l	STATIONS	232 See Note	22	424	10	X-38 See Note	SH-30 See Note	288	688	122 See Note	40
				Mail and Express	Lake Shore Limited	The Mohawk	The Mohawk	Mail and Express	Shuttle	Pittsburgh Special	Erie	Mail and Express	The Missourian
				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	12.20	12.35	12.50	1.00	.....	.....	2.15	.....	3.00	4.45
.11	.11	.11	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	4.27	4.27	Short Line Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.16	6.16	Linndale	.....	.....	s12.57	s 1.07	.....	.....	s 2.22	.....	.....	.....
.....	8.98	8.98	Clark Ave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	10.81	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.17	Cleveland A		.....	1.15	1.25	A.M.	A.M.	2.40	A.M.	.....	5.07
			Union Terminal..L	.....	.....	A.M.	1.50	2.15	2.20	A.M.	2.55	.....	5.20
.....	.....	13.28	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13.53	Broadway	.....	.....	.....	.....	.....	.....	.....	2.58	.....	.....
.....	.....	13.84	East 34th St	.....	.....	.....	.....	.....	.....	.....	A.M.	.....	.....
.....	.....	19.17	East Cleveland	.....	.....	.....	s 1.59	.....	.....	.....	.....	.....	.....
.....	11.41	.....	DK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.48	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.16	12.81	.....	C. and P. Crossing	12.45	12.52	.....	.....	.....	.....	.....	.....	.....	.....
13.43	14.11	.....	East 26th St	A.M.	.....	.....	.....	.....	.....	.....	.....	{3.25 4.00	.....
19.25	19.90	21.86	QD	.....	1.05	.....	2.08	2.30	2.35	.....	.....	4.15	5.36
22.53	23.18	25.14	BR	.....	1.20	.....	2.20	2.40	A.M.	.....	.....	4.30	5.45
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Nos. 232, X-38 and 122 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	90	X-428 See Note	442	624	1006	290 See Note	1010	50	X-78 See Note	52
				The Chicagoan	Eastern Mail	Midnight Special	Erie	Nickel Plate 6	The Forest City	Nickel Plate 10	Empire State Express	Mail and Express	The Easterner
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	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	5.25	6.00	6.30	.....	.....	6.44	.....	.....	9.55	10.42
11	.11	.11	Berea	.....	.....	.....	.....	.....	B 6.45	.....	.....	.....	.....
.....	4.27	4.27	Short Line Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.16	6.16	Linndale	s 5.32	.....	s 6.37	.....	.....	s 6.52	.....	.....	.....	s 10.49
.....	8.98	8.98	Clark Ave	.....	.....	.....	.....	A.M.	.....	A.M.	.....	.....	.....
.....	.....	10.81	West 25th St	.....	.....	.....	.....	6.51	.....	8.20	.....	.....	.....
.....	.....	12.17	Cleveland A	5.50	.....	6.55	A.M.	7.00	7.10	8.30	A.M.	.....	11.08
			Union Terminal..L	6.15	.....	A.M.	7.10	7.20	7.30	A.M.	9.50	.....	11.20
.....	.....	13.28	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13.53	Broadway	.....	.....	.....	7.13	.....	.....	.....	.....	.....	.....
.....	.....	13.84	East 34th St	.....	.....	.....	A.M.	7.23	.....	.....	.....	.....	.....
.....	.....	19.17	East Cleveland	s 6.24	.....	.....	.....	A.M.	s 7.39	.....	s 9.59	.....	s 11.29
.....	11.41	.....	DK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.48	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.16	12.81	.....	C. and P. Crossing	.....	6.25	.....	.....	.....	.....	.....	.....	10.20	.....
13.43	14.11	.....	East 26th St	.....	A.M.	.....	.....	.....	.....	.....	.....	A.M.	.....
19.25	19.90	21.86	QD	6.33	.....	.....	.....	.....	7.48	.....	10.08	.....	11.38
22.53	23.18	25.14	BR	6.45	.....	.....	.....	.....	8.00	.....	10.20	.....	11.50
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A. M.	A.M.	A.M.

Nos. X-428 and X-78 will not carry passengers.

No. 290 will not stop at Berea May 30, July 4 nor September 4, 1950.

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	444	626	32 See Note	LF-446 See Note	446	SH-426 See Note	426	X-446 See Note	X-20 See Note	628
				Cleveland Express	Erie	Mail	Cars from 446	Cleveland Express	ars from 426	Cleveland Special	St. Louis Cleveland Express	Mail and Express	Erie
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sun. & Holiday
			LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0	0	0	BE	10.45	.....	12.10	.....	12.50	.....	3.20	3.35	.....	.....
.11	.11	.11	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	4.27	4.27	Short Line Jct	.....	.....	.....	P.M.	.....	P.M.	.....	.....	.....	.....
.....	6.16	6.16	Linndale	s 10.52	.....	.....	12.56	s 12.57	3.26	s 3.27	.....	.....	.....
.....	8.98	8.98	Clark Ave	.....	.....	.....	1.04	.....	3.34	.....	.....	.....	.....
.....	.....	10.81	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.17	Cleveland A	11.10	A.M.	.....	.....	1.15	.....	3.45	.....	.....	P.M.
			Union Terminal.. L	A.M.	11.30	.....	.....	P.M.	.....	P.M.	.....	.....	4.20
.....	.....	13.28	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13.53	Broadway	.....	11.33	.....	.....	.....	.....	.....	.....	.....	4.23
.....	.....	13.84	East 34th St	.....	A.M.	.....	.....	.....	.....	.....	.....	.....	P.M.
.....	.....	19.17	East Cleveland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.41	.....	DK	.....	.....	.....	1.10	.....	3.40	.....	.....	.....	.....
.....	12.48	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.16	12.81	.....	C. and P. Crossing	.....	.....	12.27 12.45	1.15	.....	3.45	.....	4.00	P.M.	.....
13.43	14.11	.....	East 26th St	.....	.....	.....	P.M.	.....	P.M.	.....	P.M.	4.00	.....
19.25	19.90	21.86	QD	.....	.....	1.05	.....	.....	.....	.....	.....	4.15	.....
22.53	23.18	25.14	BR	.....	.....	1.20	.....	.....	.....	.....	.....	4.20	.....
			ARRIVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 32, LF-446, SH-426, X-446 and X-20 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	606	258	1008	46	686	14 See Note	6	18	12	76
				Erie	B. & O.	Nickel Plate 8	Interstate Express	Erie	Mail	Fifth Avenue Special	B. & O.	South-western Limited	Cleveland Mercury
				Daily	Daily Except Sunday	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	BE				5.15		5.35	7.01		7.50	8.10
.11	.11	.11	Berea										
	4.27	4.27	Short Line Jct										
	6.16	6.16	Linndale				s 5.22		§ 5.42			‡ 7.57	s 8.17
	8.98	8.98	Clark Ave			P.M.							
		10.81	West 25th St			5.21							
		12.17	Cleveland A	P M	P.M.	5.30	5.40	P.M.	6.00	7.26	P.M.	8.12	8.35
			Union Terminal L	4.40	5.35	5.45	5.55	6.10	6.15	7.36	8.15	8.35	P.M.
		13.28	East 9th St		5.38						8.18		
		13.53	Broadway	4 43	P.M.			6.13			P.M.		
		13.84	East 34th St	P.M.		5.48		P.M.					
		19.17	East Cleveland			P.M.	s 6.04			s 7.45		s 8.44	
	11.41		DK										
	12.48		Front St										
			Big Four Wye Jct										
12.16	12.81		C. and P. Crossing										
13.43	14.11		East 26th St										
19.25	19.90	21.86	QD				6.13		6.29	7.55		8.55	
22.53	23.18	25.14	BR				6.25		6.40	8.06		9.09	
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	P.M.	P.M.	P.M.

No. 14 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	LF-X448 See Note	X-448 See Note	28	618	16	68 See Note	78	SH-26 See Note	2	26
				Shuttle	Cincinnati Cleveland Express	New England States	Erie	Ohio State Limited	The Commodore Vanderbilt	The Paul Revere	Shuttle	The Pacemaker	Twentieth Century Limited
				Daily Except Sunday	Daily Except Sunday	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	BE	.....	8.28	8.36	.....	8.45	9.03	.....	.....	9.39	9.52
.11	.11	.11	Berea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	4.27	4.27	Short Line Jct	P.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.16	6.16	Linndale	8.34	s 8.35	.....	.....	s 8.52	.....	.....	.....	s 9.46	.....
.....	8.98	8.98	Clark Ave	8.41	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	10.81	West 25th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12.17	Cleveland A	.....	8.55	.....	P.M.	9.07	.....	P.M.	P.M.	10.02	.....
			Union Terminal L	.....	P.M.	.....	9.15	9.25	.....	9.30	9.40	10.12	.....
.....	.....	13.28	East 9th St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13.53	Broadway	.....	.....	.....	9.18	.....	.....	.....	.....	.....	.....
.....	.....	13.84	East 34th St	.....	.....	.....	P.M.	.....	.....	.....	.....	.....	.....
.....	.....	19.17	East Cleveland	.....	.....	.....	.....	s 9.34	.....	s 9.39	.....	.....	.....
.....	11.41	.....	DK	8.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.48	.....	Front St	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Big Four Wye Jct	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.16	12.81	.....	C. and P. Crossing	8.55	.....	8.52	.....	.....	9.19	.....	.....	.....	10.08
13.43	14.11	.....	East 26th St	P.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.25	19.90	21.86	QD	.....	.....	9.04	.....	9.44	9.31	9.48	9.55	10.28	10.20
22.53	23.18	25.14	BR	.....	.....	9.16	.....	9.55	9.45	10.00	P.M.	10.38	10.33
			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.
No. 68 will not operate May 27, 28, 29, July 1, 2, 3, September 2 and 3, 1950.
SH-26 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 DK	Miles from BE via Cleveland Union Term'l	STATIONS	24	272 See Note							
				The Knickerbocker	Cleveland Buffalo Express							
				Daily	Daily							
			LEAVE	P.M.	P.M.							
.0	.0	.0	BE	11.05	.....							
.11	.11	.11	Berea	.....	.....							
.....	4.27	4.27	Short Line Jct		.....							
.....	6.16	6.16	Linndale	‡11.12	.....							
.....	8.98	8.98	Clark Ave	.....	.....							
.....	.....	10.81	West 25th St	.....	.....							
.....	.....	12.17	Cleveland.....A	11.27	.....							
			Union Terminal.....L	11.45	.....							
.....	.....	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	.....	P.M.							
13.43	14.11	.....	East 26th St	.....	11.45							
19.25	19.90	21.86	QD	12.01	11.58							
22.53	23.18	25.14	BR	12.10	12.05							
			ARRIVE	A.M.	A.M.							

No. 272 will not carry passengers between Cleveland and Painesville.

PHALANX TO DILLONVALE

SOUTHWARD		Second Class		
Miles from Phalanx	STATIONS	61		
		Erie R. R.		
		Daily		
	LEAVE	A. M.		
.....	Phalanx	1.30	.....	.....
1.34	Braceville	1.50	.....	.....
4.38	Newton Falls	A. M.	.....	.....
11.20	Palmyra	.....	.....	.....
16.32	Deerfield	.....	.....	.....
18.48	North Benton	.....	.....	.....
24.73	Alliance C. & P. Crossing	.....	.....	.....
25.08	Alliance	.....	.....	.....
26.57	Mount Union	.....	.....	.....
32.79	Freeburg	.....	.....	.....
41.42	Minerva	.....	.....	.....
42.11	Minerva Yard	.....	.....	.....
46.09	Augusta	.....	.....	.....
48.20	Watheys	.....	.....	.....
51.70	Mills	.....	.....	.....
52.52	Mechanicstown	.....	.....	.....
56.00	Wattsville	.....	.....	.....
60.87	Bergholz	.....	.....	.....
62.42	Phillips	.....	.....	.....
65.00	Amsterdam	.....	.....	.....
68.18	Hays	.....	.....	.....
69.57	Apex	.....	.....	.....
73.93	Pan	.....	.....	.....
76.71	Hopedale	.....	.....	.....
82.81	Piney Fork	.....	.....	.....
87.64	Dillonvale	.....	.....	.....
	ARRIVE	A. M.		

DILLONVALE TO PHALANX

NORTHWARD		Second Class		
Miles from Dillonvale	STATIONS	62		
		Erie R. R.		
		Daily		
	LEAVE	A. M.		
.....	Dillonvale	.....	.....	.....
4.83	Piney Fork	.....	.....	.....
10.93	Hopedale	.....	.....	.....
13.71	Pan	.....	.....	.....
18.07	Apex	.....	.....	.....
19.46	Hays	.....	.....	.....
22.64	Amsterdam	.....	.....	.....
25.22	Phillips	.....	.....	.....
26.77	Bergholz	.....	.....	.....
31.64	Wattsville	.....	.....	.....
35.12	Mechanicstown	.....	.....	.....
35.94	Mills	.....	.....	.....
39.44	Watheys	.....	.....	.....
41.55	Augusta	.....	.....	.....
45.53	Minerva Yard	.....	.....	.....
46.22	Minerva	.....	.....	.....
54.85	Freeburg	.....	.....	.....
61.07	Mount Union	.....	.....	.....
62.56	Alliance	.....	.....	.....
62.91	Alliance C. & P. Crossing	.....	.....	.....
69.16	North Benton	.....	.....	.....
71.32	Deerfield	.....	.....	.....
76.44	Palmyra	A. M.	.....	.....
83.26	Newton Falls	.....	.....	.....
86.30	Braceville	7.00	.....	.....
87.64	Phalanx	7.20	.....	.....
	ARRIVE	A. M.		

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

LAKE ERIE AND PITTSBURGH RAILWAY

BRADY LAKE TO MARCY — MARCY TO BRADY LAKE

WESTWARD — LEAVE	Miles from Brady Lake	STATIONS AND SIDINGS	Distance Between Stations	EASTWARD — ARRIVE
		Brady Lake		
	2.19	Hugo	2.19	
	6.26	Darrowville	4.07	
	9.85	Chittenden	3.59	
	13.53	Brandywine	3.68	
	17.33	Northfield	3.80	
	20.90	Egypt	3.57	
	24.20	Hathaway	3.30	
	26.04	Warner	1.84	
	27.76	Marcy	1.72	
ARRIVE				LEAVE

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

CLEVELAND SHORT LINE RAILWAY

QD TO BELT JCT. — BELT JCT. TO QD

WESTWARD — LEAVE	Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.	EASTWARD — ARRIVE
		QD	20.07	
	5.13	Quincy Ave	14.94	
	5.81	Buckeye Rd	14.26	
	6.63	Kinsman Rd	13.43	
	7.43	Union Ave	12.64	
	9.95	Marcy	10.12	
	16.71	Parma	3.36	
	17.84	Short Line Jct	2.23	
	18.13	Rockport	1.94	
	20.07	Belt Jct		
ARRIVE				LEAVE

YARD PULLERS—WESTWARD

STATIONS	B. A. 7	B.P. 10	B.P.-5 Collinwood Linndale	D.R.-33	Collinwood W.& L.E	B.A.-3 Collinwood OrangeAve	F. A. 9	B. A. 3	B. A. 8	Collinwood W.andL.E.	D.R.-21	
	Daily	Daily	Daily Except Sunday	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.	P.M.	P.M.	
Collinwood	12.01	A.M.	2.30		8.00	8.00	10.00	11.30		1.30		
Orange Ave		1.00				9.00			A.M.			
Kinsman Road	1.00	1.30				A.M.		12.30	11.30			
Marcy	3.00	2.30		A.M.				1.00	12.15			
East 26th St				3.30			11.30	P M.		2.30	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.		1.00					
Rockport	4.00	5.30					1.45		2.00		6.30	
ARRIVE	A.M.	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 OrangeAve	W. & L. E. Rockport	F.P.-11	Collinwood OrangeAve								
	Daily Except Sunday	Daily	Daily	Daily Except Sunday								
LEAVE	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	OrangeAve Collinwood	F.P.-11	B.A. 7	B. A. 8	W.&L.E. Collinwood	Collinwood W.&L.E.	B.A.-3 OrangeAve Collinwood	W and L E Collinwood	B. A. 3	Rockport W and L E	F.A. 9
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Rockport	10.30	.....	3.00	5.00	8.00	.....	S. L. Jct. 9.30	.....	.....	.....	4.00	3.00
West Park	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Linndale	.....	.....	.....	.....	.....	A.M.	.....	.....	P.M.	.....	.....	3.15
West 73rd St	.....	.....	.....	.....	.....	10.30	10.00	.....	12.45	.....	5.00	.....
Clark Ave	.....	.....	.....	.....	.....	.....	A.M.	.....	.....	.....	P.M.	3.30
DK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.45
East 26th St	.....	.....	4.30	.....	.....	.....	.....	.....	1.30	P.M.	.....	4.30
Marcy	11.00	.....	.....	6.00	9.00	.....	.....	A.M.	.....	2.00	.....	.....
Kinsman Road	11.15	A.M.	.....	6.30	9.45	.....	.....	10.00	.....	2.30	.....	.....
Orange Ave	11.45	2.30	.....	.....	A.M.	.....	.....	.....	.....	.....	.....	.....
Collinwood	P.M.	4.30	5.00	7.15	.....	11.30	.....	10.45	2.00	3.30	.....	5.00
ARRIVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M	A.M.	P.M.	P.M.	P.M.	P.M.

For information only, not conferring time table superiority.

YARD PULLERS—EASTWARD

STATIONS	D.R.-21	OrangeAve Collinwood	B.P.-5 Linndale Collinwood	D.R.-33
	Daily	Daily Except Sunday	Daily Except Sunday	Daily
LEAVE	P.M.	P.M.	P.M.	P.M.
Rockport	7.30	.....	.....	.....
West Park	.....	.....	P.M.	P.M.
Linndale	8.00	.....	10.45	11.59
West 73rd St	.....	.....	.....	.....
Clark Ave	8.30	.....	11.30	.....
DK	9.00	.....	12.00	1.00
East 26th St	P.M.	.....	.....	2.00
Marcy	.....	.....	.....	A.M.
Kinsman Road	.....	P.M.	.....	.....
Orange Ave	.....	8.00	.....	.....
Collinwood	.....	9.00	1.30	.....
ARRIVE	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	ADV. L. S. 1	S. C. 1	B. S. 3	C. D. 1	B. C. 3	P. D. 1	B. F. 1	B.F. 1	P. T. 1
		DeWitt Elkhart	Collinwood Chicago	Buffalo, Cleveland	Collinwood Detroit	Buffalo Collinwood	Pittsburgh Detroit	Depew Indianapolis	Dewitt St. Louis	Pittsburgh Toledo
		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.
.....	Struthers.....	.....	.....	.....	.....	.....	4.30	.....	.....	5.00
2.51	BR.....	1.30	.....	3.50	.....	4.20	.....	4.40	4.55	.....
.0	Collinwood.....Ar	1.40	A.M.	4.00	A. M.	4.30	.....	4.50	5.05	.....
.0	Collinwood.....Lv	3.10	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.....	4.20	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.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	P. C. 1	L. S. 1	B.F. 1	B. F. 9	B. C. 1	B. S. F. 1	51	N. B. 1	L. S. 7
		Pittsburgh Chicago	New York, Chicago	Gardenville Cincinnati	Pittsburgh, Cincinnati St. Louis	Boston, Cleveland	Buffalo Collinwood	Local Linndale Galion	Pacemaker New York Chicago	Philadelphia, Chicago
		Daily	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.	A.M.	P.M.	P.M.
.....	Struthers.....	5.30	.....	.....	6.30	.....	.....	.....	.....	.....
2.51	BR.....	.....	5.50	6.05	.....	6.50	6.50	.....	1.15	2.15
.0	Collinwood.....Ar	.....	6.00	6.15	.....	7.00	7.00	.....	1.30	2.30
.0	Collinwood.....Lv	.....	7.15	12.01	.....	A. M.	A.M.	.....	2.30	5.00
6.62	Buckeye Rd.....	.....	.....	.....	.....	.....	.....	A.M.	.....	5.45
10.72	Marcy.....	.....	.....	.....	.....	.....	.....	Linndale	.....	.....
18.90	Rockport.....Ar	.....	.....	.....	12.01	.....	.....	9.00	.....	.....
	Rockport.....Lv	.....	.....	.....	1.00	.....	.....	.....	.....	.....
23.44	BE.....	10.00	8.15	1.30	1.30	.....	.....	9.35	3.30	6.45
.....	Elyria.....	10.30	.....	.....	.....	.....	.....	.....	.....	.....
	ARRIVE	A.M.	A.M.	P. M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	C 1	O. N. 1	B. F. 3	C. L. 7	E-5	D. L. S. 3	ADV. S. C. 1	B. S. 5	
		Painesville Collinwood	Cleveland, St. Louis	Gardenville, Bellefontaine	Columbus Freight	Erie, Collinwood	Boston, Gibson, Chicago	Co linwood, Toledo	Buffalo, Cleveland	
		Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
2.51	BR.....	3.50	.....	6.30	.....	7.50	8.20	.....	11.30	.....
.0	Collinwood.....Ar	4.00	.....	6.45	.....	8.00	8.30	.....	11.50	.....
		P.M.	P.M.		P.M.	P.M.		P.M.	P.M.	.....
.0	Collinwood.....Lv	.....	4.45	8.15	10.30	.....	10.30	10.30	.....	.....
6.62	Buckeye Rd.....	.....	6.00	.....	.....	.....	.....	11.00	.....	.....
10.72	Marcy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.90	Rockport.....	.....	.....	.....	.....	.....	.....	12.01	.....	.....
23.44	BE.....	.....	7.00	9.15	11.59	.....	12.01	12.30	.....	.....
	ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	A.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	Adv. X.N.-2	SLD 6	X. N. 6	E-8	N.Y. 10	O. N. 2	CL-2	C. W. 10	T. S. 2
		Chicago, Buffalo	St. Louis, Buffalo	Chicago Buffalo	Collinwood, Erie	Collinwood, Dewitt	Indianapolis Cincinnati Dewitt	Columbus, Cleveland Freight	A. L. Jct. Buffalo	Air Line Jct Collinwood
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily Except Monday	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.....	Elyria	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.30	BE	2.00	2.00	2.01	.....	.....	4.00	4.30	4.45	6.30
18.90	Rockport	.....	.....	.....	.....	.....	4.10	4.45	4.55	.....
10.72	Marcy	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.62	Buckeye Rd	.....	.....	.....	.....	.....	4.50	.....	.....	.....
.0	Collinwood.....Ar	3.30	3.15	3.30	A.M.	A.M.	5.15	5.45	6.15	8.45
.0	Collinwood.....Lv	4.30	4.30	4.30	3.00	5.00	A.M.	A.M.	8.15	A.M.
2.51	BR	4.40	4.40	4.40	3.15	5.10	.....	.....	8.25	
.....	Struthers	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	C 2	N. Y. 8	S.C.N 2	1st B. F. N.Y. 4	X. N. 2	N.Y. 12	E-6	50 Local	B. R. 2
		Collinwood Painesville	Chicago, New York	Elkhart Collinwood	St. Louis, Dewitt	Chicago, Gibson, New York, Boston	Collinwood, Dewitt	Collinwood, Ashatubla	Galion, Linndale	Bellefountaine Rockport
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
.....	Elyria	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.30	BE	.....	7.55	9.30	10 00	10.30	.....	.....	1.45	2.30
18.90	Rockport	.....	.....	9.45	.....	10.45	.....	.....	2.00	2.45
10.72	Marcy	.....	.....	.....	.....	.....	.....	.....	Linndale	
6.62	Buckeye Rd	.....	.....	.....	.....	.....	.....	.....	P.M.	P.M.
.0	Collinwood.....Ar	.....	8.55	11.30	11.00	12.01	.....	.....	.....	.....
		A.M.		A.M.			A.M.	P.M.		
.0	Collinwood.....Lv		9.55	.....	12.01	1.00	11.00	12.30	.....	.....
2.51	BR	9.00	10.05	.....	12.10	1.10	11.10	12.45	.....	.....
.....	Struthers	9.10	.....	.....	.....	.....	.....	.....	.....	.....
		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	C. P. 2	N. Y. 4	C. B. 2	1st N. Y. 6	W. M. 6	2nd N.Y. 6	B. C. 4		
		Collinwood, Philadelphia Jersey City	Chicago, New York	Elkhart, Buffalo	St. Louis, Buffalo	Chicago, Baltimore	St. Louis Dewitt	Bellefountaine Collinwood		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
.....	Elyria	.....	.....	.....	.....	5.00	.....	.....	.....	.....
23.30	BE	.....	2.45	4.00	4.15	5.30	7.30	7.30	.....	.....
18.90	Rockport	.....	.....	4.15	.....	6.00	.....	7.45	.....	.....
10.72	Marcy	.....	.....	.....	.....	6.30	.....	.....	.....	.....
.0	Collinwood.....Ar	.....	4.00	5.15	5.15	.....	8.30	9.00	.....	.....
		P.M.						P.M.		
.0	Collinwood.....Lv	4.00	5.00	6.15	6.15	.....	9.30	.....	.....	.....
2.51	BR	4.10	5.10	6.25	6.25	.....	9.40	.....	.....	.....
.....	Struthers	.....	.....	.....	.....	10.45	.....	.....	.....	.....
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		

For information only, not conferring time table superiority.

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.....	C.S.	QD	175.43	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Open day and night	C.S.							Belt Line Bdge, pole box.....	S	T.D.-Y
Eddy Road.....	C.S.							Booth.....	S	T.D.-Y
				176.1	177.2	176.3	177.4			
E. 105th St.....	C.S.		177.33					East end station platform.....		T.D.
				178.1	178.2	178.3	178.4			
				179.1	179.2A	179.3	179.4A			
				179.1A		179.3A				
E. 55th St.....	C.S.							Yard masters office.....	N	T.D.-Y
	C.S.							Pole box.....	S	T.D.-Y
					179.2		179.4			
				180.1						
	C.S.				180.2		180.4	Pole box.....	N	T.D.-Y
E. 38th St.....	C.S.							Yard masters office.....	N	T.D.-Y
				181.1						
					181.2A		181.4A	Switchmens cabin.....	S	T.D.-Y
East 26th St.....	C.S.		181.32	181.1A				Signal station cabin No. 2.....	S	T.D.-Y
Open day and night	C.S.				181.2		181.4	Switch tenders cabin No. 22....	N	T.D.-Y
				182.1		182.3				
				182.1A	182.2	MB 182.3A				
					SINGLE TRACK		182.4G			
					Eastward	Westward				
Double Track....	C.S.	RN						Signal station.....	N	T.D.-Y
Open day and night										
C. & P. Crossing.	C.S.		182.52					Signal station.....	S	T.D.-Y
Open day and night										
	C.S.							West end of platform, pole box..		Y
Big Four Wye Jct	C.S.	BY						Signal station.....	S	T.D.-Y
Open day and night										
Cuyahoga Draw Bridge, east end	C.S.		183.03					Signal station.....	N	T.D.-Y
Open day and night										
Cuyahoga Draw Bridge, west end	C.S.	DB	183.03		M.B.			Signal station.....	N	T.D.-Y
Open day and night				DOUBLE TRACK						
				Track No. 1	Track No. 2					
Whiskey Island..	C.S.		183.43	183.1G				Scale house.....	S	T.D.-Y
					183.2					
				184.1G						
Bulkley Blvd.....	C.S.		184.13					Booth.....	N	T.D.-Y
					184.2					
				184.1AG						
				185.1G	185.2					
				186.1G						
Detroit Ave.....	C.S.		185.93					Cabin.....	N	T.D.-Y
West 117th St....	C.S.							Yard masters office.....	N	T.D.-Y
	C.S.							Lakewood Engineering, pole box.	S	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
					186.2						
				186.1AG							
					187.2						
				187.1G							
					188.2						
				188.1G							
West Park	C.S.		188.63						Lorain Ave., Pole box	S	T.D.-Y
				189.1G							
	C.S.				189.2				Yard office W. 150th. St.	S	T.D.-M-Y
	C.S.								Signal Maintainer's cabin	S	T.D.-Y
				189.1AG							
					190.2						
W S Jct	C.S.			190.1					Pole box	N	T.D.
	C.S.								Pole box at Wye near		
					191.2				yard track 4 Jct. Switch	S	T.D.-M-Y
				191.1							
					191.2A						
				192.1							
								192.7	Booth 300 feet east of		
Brook Park Rd.	C.S.				192.2G		192.4	192.9	crossovers	S	T.D.-Y
				193.1		193.3					
					193.2		193.4	193.7			
Hummell Rd.	C.S.			194.1		194.3			Booth	S	T.D.-Y
Belt Jct			192.37								
Airport	C.S.								Booth one mile west of Belt Jct	N	T.D.-M
	C.S.				194.2		194.4	194.7	East end side tracks, pole box	S	T.D.-M
	C.S.								Front St. Pole box	N	Y
Berea	C.S.		194.57						Freight station	S	T.D.-M-Y
BE	C.S.	BE	194.68	INT.	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night									Pole box, eastward home signal	S	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	C.S.	QD	.0	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night				2300.3G				
Coit Road	C.S.		.73		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			Booth	N	T.D.-M
				2301.3G	2301.4			
				2302.3G	2302.4			
Mayfield Road	C.S.		3.79	2303.3G	2303.4	Ford Motor Co. switch, pole box	N	T.D.-M
				2304.3G	2304.4			
Quincy Ave	C.S.		5.13			Yard office	N	T.D.-M
Woodland Ave	C.S.					Booth	S	T.D.-M
					2305.4			
				2305.3				
Buckeye Road	C.S.	BD	5.81		T.O.	Signal station	N	T.D.-M
Open day and night								
				2306.3				
	C.S.				2306.4	Booth at crossover	S	T.D.-M
Kinsman Road	C.S.		6.63			Yard office	S	T.D.-M
				2307.3				
Union Ave	C.S.		7.43			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
					2307.4			
					2308.4A	Telephones are located in pole box at extreme east and west end of Tunnels at Broadway and Richmond		
Tunnels	C.S.			2308.3				
					2308.4	Ave	N	T.D.-M
				2309.3				
	C.S.				2309.4	Crossovers, east end, on pole	S	T.D.-M
Marcy	C.S.	MY	9.95	INT.	INT.	Signal station	S	T.D.-M
Open day and night	C.S.					Yard masters office	N	T.D.-M
				2310.3G				
Schaaf Road	C.S.			2311.3G		Pole box	S	T.D.-M
State Road	C.S.				2311.4	Booth	S	T.D.-M
				2312.3G				
					2312.4			
				2313.3G				
					2313.4			
	C.S.			2314.3G		Cleveland Builders Supply Switch,		
					2314.4	in booth	S	T.D.-M
	C.S.			2315.3		Ohio Coal & Supply Co. Switch, in		
					2315.4	booth	N	T.D.-M
	C.S.					Side track, east end, on pole	S	T.D.-M
					2316.4			
Parma	C.S.	PA	16.71	INT.	INT.	Signal station	S	T.D.-M
Open day and night								
Big Four Transfer	C.S.		17.50			Cabin	S	T.D.-M
Short Line Jct	C.S.	SL	17.84	INT.	INT.	Signal station	N	T.D.-M-Y
Open day and night								
	C.S.					Car inspectors cabin, east end	S	Y
Rockport	C.S.		18.13	2318.3		Yard office	S	T.D.-M-Y
	C.S.					Coal dock switch, on pole	N	T.D.-Y
	C.S.				2318.4	Yard office, west end		T.D.-M-Y
	C.S.					Booth, Middle Crossover	N	T.D.-Y
	C.S.					West end yard pole box	S	T.D.-Y
	C.S.					Car inspectors cabin, west end		Y
	C.S.					R. W. Williams Co. switch, pole box	S	T.D.-M.
				2319.3				
					2319.4G			
Belt Jct	C.S.		20.07				S	Y

BUCKEYE ROAD TO ORANGE AVENUE FREIGHT TERMINAL

STATIONS		Office Calls	Miles from Buckeye Road			TELEPHONES		
						LOCATION	Side of Track	LINE
Buckeye Road	C.S.	BD	.0			Block station	N	T.D.-M-Y
Open day and night								
East 83rd St			.4					
Kinsman Road			1.3					
Kingsbury Yard			1.6					
East 55th St	C.S.		1.7			Yard masters office	N	T.D.-Y
	C.S.					Yard masters office, on pole	N	T.D.-Y
Freight Terminal (Between	C.S.					East 28th St., booth	S	T.D.-Y
East 15th & East 25th Sts.)	C.S.		3.1			Switchmens room, East 25th St		T.D.-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

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.....		T.D.-Y-M
DK..... Open day and night	C.S. C.S.	DK	1.40	INT.	INT.MB	Signal station..... Yardmasters office.....	S S	T.D.-Y-B-M T.D.-Y-M
				SINGLE TRACK				
				Westward	Eastward			
	C.S.			21		1000 feet west of DK, on pole.....	S	T.D.-M-Y
West 25th St.....	C.S.				22	Booth.....	N	T.D.-M-Y
Cloggville.....	C.S.							
	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 Cloggville 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. C.S.	SM	3.83	INT.	INT.	Signal station..... Yardmasters office.....	N S	T.DM.-B-Y T.DM.-Y

BR TO BE VIA CLEVELAND UNION TERMINAL

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
				173.1			Dille Road		
Nottingham.....	C.S.		173.35		173.2		Switch tenders cabin No. 2.....	N	Y
	C.S.						Westbound, cabin No. 23.....	N	Y
	C.S.						Eastbound, inspectors cabin No. 26.....	N	Y
	C.S.						Inspectors cabin at ice house No. 3.....	N	Y
	C.S.						Telegraph office.....	N	T.D.-M
Collinwood.....	C.S.	ND	174.66	174.1			Train master.....	N	T.D.-Y-M
Open day and night	C.S.				174.2		General yard master.....	N	T.D.-Y-M
	C.S.			175.1			Yard master.....	N	T.D.-Y-M
	C.S.				175.2		East of yard office, inspectors office No. 6.	N	Y
	C.S.						Engine dispatcher.....	N	T.D.-M
	C.S.						Switchmans 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
							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
	C.S.						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
QD..... Open day and night	C.S. C.S.	QD	175.43	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
	C.S.						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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

STATIONS		Office Calls	Miles from Buffalo	SIGNALS			TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	LINE
Coit Road.....	C.S.			2300.1			Siding, east end booth.....	N	T.D.-M-Y
	C.S.				2300.2		On post, just west of Coit Road.....	S	WS
East 131st St.....	C.S.						Yard office	N	T.D.-M
Shaw Ave.....	C.S.						Booth.....	N	T.D.-M-Y
	C.S.			2301.1	2301.2		1000 feet west of Shaw Ave.. on post.....	S	WS
				2302.1	2302.2				
East Cleveland...	C.S.		178.12				Passenger station.....	S	T.D.-M-Y
	C.S.						Passenger shelter house, located on platform between main tracks.....		T.D.-M
	C.S.						On post, west end of station platform between main tracks.....		T.D.-M
	C.S.						On post, just west of Lakeview Road.....	N	WS
				2303.1	2303.2				
Mayfield Road.....	C.S.						Ford Motor Co. switch, pole box.....	N	T.D.-M-Y
	C.S.						On post, just west of Cornell Road.....	S	WS
				2304.1	2304.2				
Fairmount Road...	C.S.						On post, just east of Fairmount Road, between main tracks.....		WS
	C.S.			2305.1	2305.2		On post, at Sig. 2305.....	S	WS
				2306.1					
Grand Ave.....			182.02		2306.2		On post, just west of Grand Ave.....	N	WS
	C.S.						East 55th St., pole box.....	S	T.D.-M-WS
	C.S.						1500 feet west of East 55th St., on post....	S	WS
	C.S.						In Nickel Plate Cabin 600 ft. east of East 34th St.....	S	YCT
East limits of CT Interlocking.....	C.S.			INT.	INT.		On post, 300 ft. east of East 34th St.....	N	YCT
Broadway, Erie Connection.....	C.S.						On post, structure 76, near Erie westward home signal.....	N	YCT
	C.S.						On post, structure 69, 480 ft. west of Erie Connection.....	S	YCT
	C.S.						On post, 300 ft. east of Nickel Plate West High Level Bridge.....	N	YCT
	C.S.						On post, 100 ft. east of Nickel Plate West High Level Bridge.....	S	WS
East 9th Street....	C.S.						On post, 400 ft. east of East 9th St.....	N	YCT
	C.S.						On post, east end No. 3 maintrack, 600 ft. west of East 9th St.....	N	YCT
Central Ave.....				INT.	INT.	INT.			
	C.S.						On post, 75 feet west of Central Ave.....	N	YCT
	C.S.						On post, 100 feet east of Eagle Ave.....	S	YCT
	C.S.						On post, 150 feet west of Eagle Ave.....	N	YCT
	C.S.						On catenary bridge No. 38, 400 feet east of CT interlocking station.....	S	YCT
	C.S.						In switch tenders shanty, just east of CT interlocking station.....	S	YCT
CT..... Open day and night	C.S.	C.T.	185.11	INT.	INT.	INT.	Signal station.....	S	T.D.-M-YCT
	C.S.						On post, at east end of coach yard, between No. 2 and No. 3 coach yard tracks..		YCT
	C.S.						In east end yardmasters office, located between depot tracks, at east end.....		YCT

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
CT..... Open day and night	C.S.	CT	0.00	INT.	INT.			Signal Station.....	S	T.D.-M-YCT
	C.S.							West end yard masters office....		YCT
	C.S.							West end of Depot between tracks 22 and 23.....		YCT
	C.S.							Switch tenders shanty east of East End Viaduct, Columbus Road.....	S	YCT
	C.S.							200 feet west of Columbus Road on catenary bridge No. 4.....	S	YCT
	C.S.							West end of west lead, on catenary bridge No. 14.....	S	YCT
								700 feet east of Cuyahoga River bridge on catenary No. 18....	S	YCT
Cleveland Union Terminal.....	C.S.							Train Dispatchers Telephones are located in the station area as follows:		
	C.S.							East end of platforms just east of baggage elevator.....		
	C.S.							West end of platforms just west of baggage elevators.....		
	C.S.							Center of platforms directly underneath stairway on north side.....		
	C.S.							Telephone boxes are marked with light green band to designate location.....		
	C.S.							300 feet east of Cuyahoga River bridge, on catenary bridge No. 19.....	S	WS
	C.S.							East end Cuyahoga River bridge on signal pole.....	S	YCT
	C.S.							West end Abbey Road bridge on post.....	S	YCT
	C.S.							East end Nickel Plate connection catenary bridge No. 39 at West 25th St.....		YCT
West limits of CT Interlocking...	C.S.			INT.	INT.			West end Nickel Plate connection west of West 25th St..		YCT
West 25th St.....	C.S.									
GH..... Open day and night	C.S.	GH						Telegraph office, Union Terminal		T.D.-M-Y
	C.S.									
	C.S.			23				500 feet east of Fulton Road, on post.....	N	WS
	C.S.			25	531			Booth, Fulton Road.....	S	T.D.M-YDK
	C.S.							Just east of W. 53rd St., on post..	N	WS
Clark Ave..... Open day and night	C.S.	SM	3.20	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-BY-DK
	C.S.							Yard masters office.....	S	T.D.M-YDK
West 73rd St.....	C.S.			41				80 feet east of W. 73rd St., on post.....	N	WS
	C.S.							Transfer office.....	S	T.D.-M-Y-D-K
	C.S.			43	42	44		W. and L. E. connection 2000 feet east of Clinton Road, booth	S	T.D.-M-Y-DK

BR TO BE VIA CLEVELAND UNION TERMINAL TO BE—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
East Limits of CF interlocking.	C.S.			51	52	54		900 feet west of Clinton Road, booth	N	YCF-WS
	C.S.							Cress Road Booth	N	YCF
	C.S.									
CF..... Open day and night	C.S.	CF	5.66	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-B-YCF-YDK
	C.S.							Yard masters office	S	T.D.-Y-M YCF-Y-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 Linndale	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				Passenger station	N	T.D.-M
	C.S.				62			West end platform, post	N	YCF
	C.S.							West end car inspectors cabin	N	M-Y
	C.S.							Switch tenders cabin. West End Engine changing tracks	N	T.D.-YCF
Gauntlet										
W. 130th St..... Open day and night	C.S.		6.75	2317.1	72	74		Switch tenders cabin	S	T.D.-M-B-Y
	C.S.							Pole box at No. 1 and 2 lead	S	B
Short Line Jct... Open day and night	C.S.	SL	7.91	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-B-Y
	C.S.							Smith Road, on pole	S	B
				2318.1	2318.2	2318.6	2318.5			
	C.S.			2319.1	2319.2	2319.6	2319.5	East end of side tracks, on pole	S	Y
	C.S.							300 feet east of Front St., pole box	S	Y
Berea.....	C.S.		12.07					Front St., on pole	S	Y
	C.S.			2320.1	2320.2	2320.6	2320.5	Freight station	N	T.D.-M-Y
	C.S.							Passenger station	S	T.D.-M-Y
	C.S.							Quarry lead switch, on pole	S	Y
BE..... Open day and night	C.S.	BE	12.18	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-B-Y
	C.S.							2000 feet west of BE	N	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE

STATIONS		Office Calls	Miles from Phalanx	SIGNALS — SINGLE TRACK		TELEPHONES		
				Southward	Northward	LOCATION	Side of Track	Line
Phalanx Open daily except Saturday and Sunday 6:30 a.m. to 11:30 a.m. 2:00 p. m. to 5:00 p. m.	C.S. C.S.	NX	.0	M.B.	M.B.	Station Station, in waiting room	E E	T.D.-M-B T.D.-M-B
Braceville	C.S. C.S.		1.1 1.3 1.6	D INT.	INT. D	Cabin	E	T.D.-M-B
Newton Falls Open daily except Saturday and Sunday. 8:00 a. m. to 5:00 p. m.	C.S. C.S.	NF	4.3	M.B.	M.B.	Siding, north end, booth Station	E W	T.D.-M-B T.D.-M-B
Prichards	C.S.					Booth, south end, team track	E	T.D.-M-B
Palmyra Open daily except Saturday and Sunday. 8:30 a. m. to 5:30 p. m.	C.S.	MY	11.2	M.B.	M.B.	Station	E	T.D.-M-B
Deerfield	C.S.		16.3			Pole box, north end team track	E	T.D.-M-B
North Benton Open daily except Saturday and Sunday. 8:00 a. m. to 5:00 p. m.	C.S.	NB	18.40	M.B.	M.B.	Station	E	T.D.-M-B
North Alliance			22.86					
Alliance C. & P. Crossing Open daily except Saturday and Sunday. 8:30 a. m. to 5:30 p. m.	C.S. C.S. C.S.	HD	24.7	M.B.	M.B.	North Webb St., on pole 100 ft. south of water tank, on pole Block station	E W E	T.D.-M-B-Y Y T.D.-M-B-Y
Alliance	C.S.		24.8 25.0	D INT.	INT.	Signal station, on wall	E	Y
Alliance	C.S. C.S. C.S.		25.6		W26.2	Assistant Superintendent's office Pole Box, freight station north end Freight station	E E E	T.D.-M Y T.D.-M-Y
Morgan's Point	C.S.		26.1 26.4		W27.2	200 ft. north of switch, booth	E	T.D.-M-B
Mount Union Open daily except Saturday and Sunday. 7:30 a. m. to 4:30 p. m	C.S. C.S. C.S.	MU	26.5	M.B.	M.B.	Station Pole box, south of station Siding, south end on pole	E E E	T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B
Freeburg Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 p. m.	C.S. C.S. C.S.	FR	29.0 32.7	M.B.	M.B.	Pole box, Buck Rd., 3.3 miles north Station Siding, south end, booth	E E E	T.D.-M-B T.D.-M-B 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 — SINGLE TRACK — Southward	SIGNALS — SINGLE TRACK — Northward	TELEPHONES — LOCATION	Side of Track	Line
	C.S.					Yard, north end on pole	E	T.D.-M-B-Y
	C.S.					Station, North end, in box	E	Y
Minerva Open week days 8:00 a. m. to 5:00 p. m.	C.S.		41.4			Station	E	T.D.-M-Y
	C.S.					North engine lead switch	W	Y
Minerva Yard Open day and night, except closed from 6:00 a.m. Sunday to 10:00 p.m. Sunday.	C.S.	MI	42.1	M.B.	M.B.	Block station	E	T.D.-M-B-Y
	C.S.					Engine house	W	T.D.-M-B-Y
	C.S.					Yard Master	E	T.D.-M-B-Y
	C.S.					Booth, south end	W	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
	C.S.					Siding, north end, in booth	E	T.D.-M-B
Watheys	C.S.		48.2			Siding, south end, booth	E	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 4:00 p.m. 10:00 p.m. to 6:00 a.m.	C.S.	WN	52.5	M.B.	M.B.	Siding, north end, booth	E	T.D.-M-B
	C.S.					Station	E	T.D.-M-B
	C.S.					Siding, south end, booth	E	T.D.-M-B
	C.S.					Siding, north end, booth	E	T.D.-M-B
Wattsville	C.S.		56.0			Siding, south end, booth	E	T.D.-M-B
	C.S.					North end yard, booth	E	T.D.-M-B
Bergholz Open daily except Saturday and Sunday. 7:30 a.m. to 4:30 p. m.	C.S.	B	60.8	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					South end yard, booth	W	T.D.-M-B
			62.0	W62.1				
Phillips Open 3:30 p.m. to 7:30 a.m. except closed 7:30 a.m. Saturday to 3:30 p.m. Monday.	C.S.	JR	62.4	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Pole box, opposite station	W	T.D.-M-B
			62.7		W63.2			
Shepherd	....		63.0					
	C.S.		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.	S	65.0	M.B.	M.B.	Station	W	T.D.-M-B
	C.S.					Booth, south end siding	W	T.D.-M-B
	C.S.					35 ft. north of the empty track switch of the Culgun Coal Co. mine	W	T.D.-M-B
	C.S.				W67.2	Booth, 390 ft. south of W 67.2	W	T.D.-M-B
Hays	C.S.		68.2			Siding, north end, booth	W	T.D.-M-B
	C.S.					Siding, north end, booth	W	T.D.-M-B
Anex Open daily except Saturday and Sunday. 8:00 a. m. to 5:00 p. m.	C.S.	AX	69.5	M.B.	M.B.	Station	W	T.D.-M-B
	C.S.					Pole box, 1 mile north, double road crossing	W	T.D.-M-B
Swanson	C.S.					Booth	W	T.D.-M-B
	C.S.	JN	73.9			Station	W	T.D.-M-B
Pan	C.S.					Cabin, second curve north of half moon	W	T.D.-M-B
						Booth, south end, Block station	W	T.D.-M-B
Hopedale Open daily except Saturday and Sunday. 9:00 a. m. to 6:00 p. m.	C.S.	HF	76.7	M.B.	M.B.	Station	W	T.D.-M-B
	C.S.		78.9			Siding, south end, booth	W	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS		Office Calls	Miles from Phalanx	SIGNALS SINGLE TRACK Southward	SIGNALS SINGLE TRACK Northward	TELEPHONES LOCATION	Side of Track	Line
Marion Mine....	C.S.		79.4			Booth.....	W	T.D.-M-B
			79.6	W80.1				
Florence								
¼ 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
	C.S.					Yard, north end, booth.....	W	T.D.-M-B
Piney Fork	C.S.	RK	82.8	M.B.	M.B.	Station.....	W	T.D.-M-B
Open daily except Saturday and Sunday. 7:00 a. m. to 10:30 p. m.	C.S.					No. 1 Jefferson Mine, pole box...	W	T.D.-M-B
Harpersville ..	C.S.		84.9			Pole box.....	W	T.D.-M-B
	C.S.					North of station, second pole, booth	W	T.D.-M-B
Dillonvale ..	C.S.	DV	87.6	M.B.	M.B.	Station.....	W	T.D.-M-B
Open daily except Saturday and Sunday. 8:00 a. m. to 5:00 p. m.	C.S.							

LAKE ERIE & PITTSBURG RAILWAY

BRADY LAKE TO MARCY

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

FIG. 50

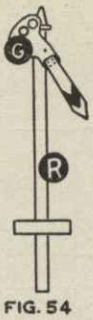


FIG. 54

RULE 281
PROCEED.

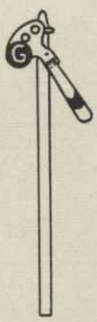


FIG. 128
RULE 289
PROCEED.

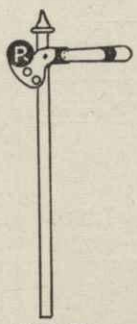


FIG. 145
RULE 289B
STOP.

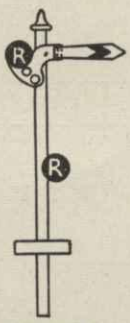


FIG. 197
RULE 291
STOP; THEN PROCEED AT RESTRICTED SPEED.

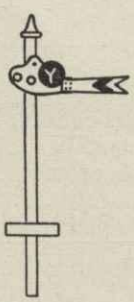


FIG. 102

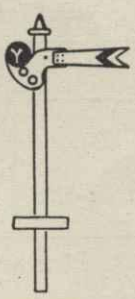


FIG. 102

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.

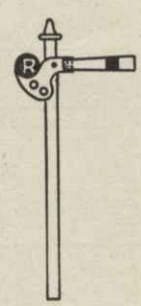


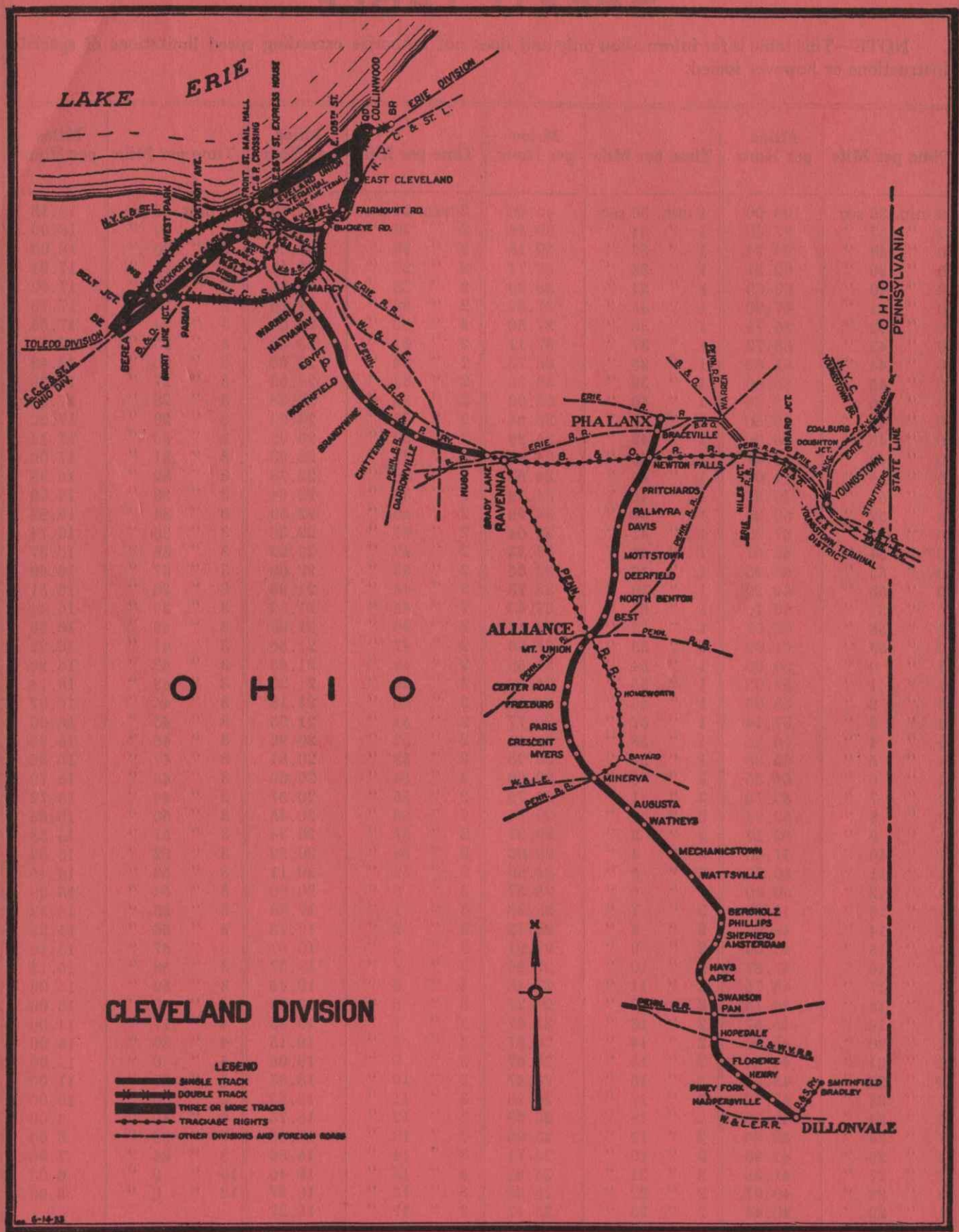
FIG. 218

RULE 292
STOP.

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 "	29.37	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 " 0 "	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		


LAKE ERIE
OHIO
PENNSYLVANIA
STATE LINE
CLEVELAND DIVISION
LEGEND
SINGLE TRACK
DOUBLE TRACK
THREE OR MORE TRACKS
TRACKAGE RIGHTS
OTHER DIVISIONS AND FOREIGN ROADS
EAST CLEVELAND
FAIRMOUNT RD.
BUCKEYE RD.
MARCY
TOLEDO DIVISION
BEREA
ROCKPORT
PARMA
SHORT LINE JCT.
WEST PARK
DETROIT AVE.
WARREN
HATHAWAY
EGYPT
NORTHFIELD
BRANDYWINE
CUYAHOGA FALLS
CRITTENDEN
DARROWVILLE
HUDSON
BRADY LAKE
RAVENNA
PHALANX
BRACEVILLE
NEWTON FALLS
GIRARD JCT.
NILES JCT.
COALBURG
DOUGHTON JCT.
YOUNGSTOWN
STRUTHERS
YOUNGSTOWN TERMINAL DISTRICT
PRITCHARDS
PALMYRA
DAVIS
MOTTSTOWN
DEERFIELD
NORTH BENTON
BEST
ALLIANCE
MT. UNION
CENTER ROAD
FREEBURG
HOMEWORTH
PARIS
CRESCENT
MYERS
BAYARD
MINERVA
AUGUSTA
WATHEYS
MECHANICSTOWN
WATTSVILLE
BERGHOLZ
PHILLIPS
SHEPHERD
AMSTERDAM
HAYS
APEX
SWANSON
PAN
HOPEDALE
FLORENCE
HENRY
PIKEY FORK
HARPERSVILLE
SMITHFIELD
BRADLEY
DILLONVALE
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