

# THERE IS ALWAYS TIME FOR COURTESY

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# The New York Central Railroad Company

## CLEVELAND DIVISION

# Time Table No. 69

FOR EMPLOYES ONLY

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

**Sunday, April 29, 1951**

**W. H. LEAHY,**  
Superintendent



COMPANY SURGEONS			OCULISTS		
Name	Address	Tel. No.	Name	Address	Tel. No.
<b>ALLIANCE, O.</b>			<b>CLEVELAND, O.</b>		
King, Robert G.	317 East Market St.	10201	Nelson, C. F.	606 Schofield Bldg.	Main 1-2020
<b>BEREA, O.</b>			Chamberlain, W. P., Jr. 1422 Euclid Ave. Superior 1-5855		
Lechner, Robt. H.	9 Seminary Ave.	Berea 4-6401	<b>HOSPITALS</b>		
<b>CLEVELAND, O.</b>			<b>ALLIANCE, O.</b>		
Fowler, Hudson D., Jr.	628 E. 185th St.	Kenmore 1-8500	Alliance City	207 E. College St.	6262
Fowler, H. D.	628 E. 185th St.	Kenmore 1-8500	<b>CLEVELAND, O.</b>		
Gerspacher, Thomas S.	628 E. 185th St.	Kenmore 1-8500	Lutheran	2609 Franklin Ave.	Prospect 1-4200
Waltz, C. D.	2010 E. 102nd St.	Garfield 1-2124	Glenville	701 Parkwood Dr.	Glenville 1-3300
Yarian, N. C.	7405 Detroit Ave.	Woodbine 1-5758	<b>FIRST AID STATION</b>		
Blair, L. J.	7405 Detroit Ave.	Woodbine 1-5758	<b>CLEVELAND, O.</b>		
Sorer, Wm. F.	577 E. 152nd St.	Glenville 1-6000	Collinwood Shops	577 E. 152nd St.	Glenville 1-6000
Kelker, J. R.	9854 Lorain Ave.	Atlantic 1-3449			
Schraff, R. J.	3288 W. 117th St.	Orchard 1-1363			
*Mishler, Wm. E.	Republic Bldg.	Cherry 1-8400			
* For Cleveland Union Term. employees.					
<b>MINERVA</b>					
Whiteleather, P. S.	106 So. Main St.	144			

## 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.

Nickel Plate eastward passenger trains when operated by Electric Motor will take Nickel Plate connection at East 9th Street.

- STANDARD TIME.**  
Eastern Standard Time is in use.
- 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.
- LETTERS AND SIGNS.**  

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

**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:  
 Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

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.
— o —	Trains, eastward passenger or freight, will stop at West Park for water, to be sounded at BE.
— o —	Trains, westward freight, will stop at Marcy for water, to be sounded at Buckeye Rd.
— o —	Trains, eastward L. E. & P. will stop at Marcy for water, to be sounded at Parma.
o — o	<b>Electric Zone:</b>
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 in lieu of standard marker lamps and will be considered as complying with Rule 19. Erie and B. & O. trains not provided with markers showing yellow to the front and side may display markers, showing yellow to the front and side and red to the rear. Rule 19 is modified accordingly.

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

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

**21a. OMISSION OF WHITE SIGNALS.**

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

**83. TRAIN REGISTERS.**

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

**83d. CLEARING OF TRAINS.**

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

- Passenger, Mail and Express Trains will be cleared by Operator at GH Telegraph Office, Union Terminal, as follows:
  - N. Y. C. Verbally. Except trains with through Conductors and trains originating at points other than Union Terminal, verbally by telephone, Dial 201.
  - Big Four. Clearance Form A. Except trains 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..... Bergholz.
- Newton Falls..... Piney Fork.
- Alliance..... Dillonvale.
- Minerva.....

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

May be made between:

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.

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

**98. RAILROAD CROSSINGS AT GRADE.**

Location	Railroad	Signals
East 55th St. Team track	P. R. R.	Switch Target.
C. and P. Crossing	P. R. R.	Target.
W. 3rd St. Pier Lead	P. R. R.	Target.
Big Four Wye Jct.	N. Y. C.	Target.
Big Four Crossing	N. Y. C. & P. R. R.	Target
Parma	B. & O.	Interlocking.
Short Line Jct.	N. Y. C.	Interlocking.
Braceville	Erie	Interlocking.
Newton Falls	B. & O.	Target.
Alliance	P. R. R., C. & P. Div.	Target.
	P. R. R., Main Line.	Interlocking.
Minerva	Nickel Plate	Target.

Minerva..... P. R. R..... Target.  
 Braceville Erie Crossing: Trainmen will operate interlocking in accordance with instructions posted in cabin.

**DRAWBRIDGES.**

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

- White, for movements on N. Y. C. tracks.
- Green, for movements on P. R. R. tracks.
- Bridge No. 2, Cuyahoga River..... Interlocking
- Bridge No. 4, Lower Flats..... Semaphore
- Bridge No. 6, Central Flats..... Interlocking

**103. PUBLIC GRADE CROSSINGS.**

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

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

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

Cleveland: Western Ave., West 110th St., Berea Rd. and State Highway No. 237 Bomber Plant leads: All movements 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 53d and Marquette Streets

- Cleveland, Lake Front Tracks..... \*\*\*East 49th Street
- Cleveland, Lake Front Tracks..... \*\*\*\*East 40th and East 38th Streets

- Cleveland, Lake Front Tracks..... Lakewood Hts. Blvd.

- Cleveland, Lake Front Tracks..... #West 140th St.
- Cleveland, Lake Front Tracks..... ##West 150th Street
- Cleveland..... Puritas Springs
- Cleveland, Big 4 Tracks..... Brookpark Road
- Cleveland, Gen. Motors Co. Track..... Brookpark Road

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

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

\*\*\*\*If train or engine movement clears highway but not sign, gates may be raised by operating key switch located in relay case, by inserting switch key in switch marked with track number which cars are occupying and turn to "Stop" as follows: Sidings, case in southeast corner at East 38th Street

and southwest corner at East 40th Street, key switch marked "Siding". Track No. 4, when necessary to cut or stop short of crossing, operate manual release marked "Track 4" located in relay case, northeast corner at each highway. All tracks, when necessary to operate gates to horizontal position, operate key switch marked "Manual".

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

##Westward trains on track No. 1 stopping to work must leave cars east of sign located north of 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 watchman 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 details located about 800 feet east of West 117th St. and about 900 feet east of Detroit Avenue in derailling 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.....	23
North Benton.....	34
Alliance Yard, Track No. 4.....	42
Mount Union.....	43
Freeburg.....	33
Watheys.....	79
Mechanicstown.....	60

Wattsville.....	55
Bergholz.....	65
Shepherd.....	70
Amsterdam.....	29
Hays.....	20
Apex.....	70
Pan.....	42
Hopedale.....	54
Piney Fork, Track No. 6.....	29
Dillonvale yard, Track No. 1.....	55
Chittenden.....	87
Brandywine.....	143
Northfield.....	89
Egypt.....	93
Hathaway.....	85

**109. BULLETIN BOARDS AND BOOKS.**

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

	Yard office, westbound yard.
	Yard office, east and west end
	Big Four yard.
	Crew dispatchers office.
	Switchtenders cabin east end eastbound yard.
Collinwood.....	Yardmasters office, west end eastbound yard.
	No. 24 switch cabin.
	No. 34 switch cabin.
	Electric engine house.
	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.
	Crew dispatchers office.
Cleveland Union Terminal.....	Engineers room.
	G H telegraph office.
	Yardmasters office, east end.
	Yardmasters office, west end.
West 117th St.....	Yardmasters office.
West Park.....	Yardmasters office.
Rockport.....	Yardmasters office.
	Coal dock.
Kinsman Rd.....	Yardmasters office.
Quincy Ave.....	Yardmasters office.
Kingsbury Yard.....	Yardmasters office.
Orange Ave. Transfer.....	Switchmans locker room.
Marcy.....	Yardmasters office.
Front St.....	Switchmans locker room.
DK.....	Yardmasters office.
Clark Ave.....	Yardmasters office.
Linndale.....	Yardmasters office.
	Engine house.
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 Drawbridge and Belt Jct.

Tracks are numbered from the South and will be used as follows:

- No. 2, Eastward.
  - No. 1, Westward.
- Between QD and Belt Jct., via Marcy.  
 Front St. and DK.

Tracks are numbered from the South and will be used as follows:

- No. 4, Eastward.
  - No. 3, Westward.
- Between Brady 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.

**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 operator-targetman is on duty and restore and lock it in position for C. & P. Division.

Minerva—Nickel Plate and P. R. R. crossings: Targets will be operated by joint car inspector when he is in the vicinity from 7:00 A.M. to 3:00 P.M., week days, otherwise, trainmen will operate the targets and leave in proceed position for N. Y. C. When targets indicate proceed trains and engines may proceed over the crossings at a speed not to exceed 15 miles per hour without stopping.

**305. MANUAL BLOCK SYSTEM.**

Manual Block System is in use:

Single Track: Between 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, engine-men 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.

**509a. GRADE SIGNALS.**

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

**510. SIGNAL REPORT.**

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engine-man 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.

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

Interlocking Rules govern. Engine-men 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 Postal Transportation Service.

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

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

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	Eastward	Signal 530	Signal 480
Union Term.	Eastward	Coit Road	QD
Collinwood	Eastward	Nottingham	Signal 175.1
Collinwood	Westward		
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.	Pullman	On door catch of aisle door next to rear car	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
Private or Official DeLuxe Obs., Coach, Diner.	Pullman Pullman Pullman Coach	if drawing room is next to rear car. If vestibule of car next to rear. Rear of coach. On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.
Pullman without observation end.	Pullman Coach	Rear of coach.	Rear of coach.

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 engineer must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

**932. AIR BRAKES.**

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

**Cleveland Union Terminal:**

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

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

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

**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

**SPEED RESTRICTIONS**

Speed restrictions are shown in miles per hour and apply to entire train—General

At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	15
Engines, Class B and U under steam or being towed.....	20
Diesel electric locomotives:	
Classes DPA, DFA, DCA, DRS and DFT light or with caboose.....	50
Classes DES, except DES-1 and DES-4 light or with caboose.....	40
Class DES-1.....	25
Class DES-4.....	35
Classes DES-3 and DES-7.....	40
Classes DES-5 and DES-6.....	45
Classes DES-8, DES-9, DES-10, DES-11, DES-12, DES-14, DES-15, DES-17 and DES-19.....	60
Classes DES-13, DES-16 and DES-18.....	65
Classes DRS-1 and DRS-5.....	60
Classes DFA, DFT, DRS except DRS-1 and DRS-5.....	65

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.

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... 35

Circus trains with freight equipped cars... 30  
Trains with scale test cars or Jordan spreader... 25  
Trains with snowloader and snowmelter not in service... 30  
(Loader and melter units to be coupled and move in train with loader unit trailing.)

Trains with dead 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

Freight trains with D. M. & I. R. R., R. Co. ore cars:	
Loaded.....	30
Empty.....	35
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		Alliance L. E. & P. Branch	L. E. & P. Branch	
	Tracks 1 and 2	Tracks 3 and 4	Tracks 3 and 4	Tracks 1 and 2	Tracks 3 and 4	DK and Clark Ave.	Tracks 1 and 2			Track 4
Passenger, mail 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 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 equipment cars.....	40	40	40	40	40	30	40	40	30	40
Trains with freight equipment 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:										
Steam engines, light or with caboose.....	40	40	40	40	40	40	40	40	30	40
Steam engines and Diesels DPA and DFA without cars, running backwards.....	30	30	30	30	30	30	30	25	20	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	..	35	35	30	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	
<b>BR and BE, via Lake Front:</b>	
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 via West Wye, proceed on signal indication at Front St. and proceed on hand signal from Operator-switch tender at east end Cuyahoga Drawbridge at restricted speed.	
<b>Cleveland Short Line:</b>	
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
With D. M. & I. R. R. Co. cars containing ore Bridge 11.09 viaduct, Marcy.....	10
Engines:	
Light or with caboose, through tunnels.....	25
<b>QD and Linndale, via Electric Zone:</b>	
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

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
<b>Big Four Wye Jct. and Clark Ave.</b>	
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
<b>Linndale and BE:</b>	
Between Short Line Jct. and BE: Track 4.....	30
<b>Alliance Branch:</b>	
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 Jense 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
<b>L. E. &amp; P. Branch:</b>	
Freight and work trains:	
With 4000 tons or over at Signal B9.1.....	30
Boston Ledges, one mile east of Brandywine.....	10
With D. M. & I. R. R. Co. containing ore.....	30
Over P. R. R. Bridge 27.01 Brady Lake.....	10
When empty.....	35

**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.

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

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 Big 4 Wye Jct. and BE via Lake Front: Freight trains with D. M. & I. R. R. Co. cars containing ore..... not permitted.

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

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

Locations	Classes
Territory where automatic train stop is installed.....	M, NU.
Other territory except by special permission.....	M, NU.
Nickel Plate Belt.....	J, NU and S
Front St., Lead to old station tracks.....	S
<b>Cuyahoga Draw Bridge:</b>	
Not more than two steam engines coupled.	
Clark Ave., Stock yard tracks.....	J, K, L and S.
Berea, O., Dunham Co. track.....	H-10, J, K, L, S and A-2-A
Between Big 4 Wye Jct. and BE via Lake Front.....	A-2-A

**Electric Zone:**

Between QD and Linndale.....	A-2-A
<b>Cleveland Union Terminal:</b>	
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:**

<b>Alliance:</b>	
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.
<b>Bergholz:</b>	
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.
<b>Hopedale:</b>	
Marion Mine tail track beyond clearance point and empty tracks between run-around track and tipple.....	All engines.

<b>Apex:</b>	
Empty mine tracks.....	H-10
Empty tracks between tipple and run-around tracks.....	All engines.

<b>Piney Fork:</b>	
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
Empty tracks between tipple and run-around tracks.....	All engines.

<b>D. &amp; S. Branch:</b>	
Crow Hollow No. 2 Mine, loaded tracks crossovers to tipple and empty tracks, crossovers to tipple.....	All engines.
All engines or equipment are prohibited from moving under overhead tipples.	

**L. E. & P. Branch:**

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

Trains or engines using main track between DK and Clark Ave., and No. 4 main track between Clark Ave. and CF will report to signalman at Clark Ave., from nearest telephone when clear at intermediate point.  
 Between DK and Clark 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. 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, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

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

**OVERHEAD CLEARANCES.**

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

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

W. H. LEAHY, Superintendent.

**ALLIANCE BRANCH:**

A. C. NELSON, Assistant Superintendent.

A. L. SAYLES, Assistant Superintendent.

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

R. W. BARNETT, Train Master.

A. B. CROTSEY, 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	417	X-9	41	1	X-423	687	27	67	287	15
				The Midnight Special	Mail and Express	The Knickerbocker	The Pacemaker	St. Louis Mail	Erie	New England States	The Commodore Vanderbilt	Lake Cities Special	Ohio State 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	1.33	1.43			2.18	2.33		2.38
3.28	3.28	3.28	QD.....		12.19	1.37	1.50			2.25	2.40		2.45
								A.M.					
9.10	9.10		East 26th St.....		12.40			2.10					2.57
10.37	10.37		C. and P. Crossing..		A. M.		2.04	2.13		2.42	2.53		3.05
			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.....	A.M.		1.58		2.35				A.M.	
			Union Terminal..L	12.11		2.13		A.M.				2.55	
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....										
	17.02	18.98	Linndale.....s	12.21								s	3.05
	18.91	20.87	Short Line Jct.....	12.31		2.28							3.15
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	12.36		2.35	2.25	2.40		3.01	3.16	3.20	3.24
			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 1, 2, 3, 4, September 2 nor 3, 1951.

**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	25	SH-25	19	11	75	17	629	57	SH-421	1007
				Twentieth Century Limited	Shuttle	Lake Shore Limited	South western Limited	Cleveland Mercury	B. & O.	Erie	Cleveland Limited	Cars for 421 257	Nickel Plate 7
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun. & Holidays	Daily Except Sunday	Daily	Daily
.0	.0	.0	BR.....	3.09	A.M.	4.32	5.35						
3.28	3.28	3.28	QD.....	3.16	3.20	4.37	5.39						
9.10	9.10		East 26th St.....										A.M.
10.37	10.37		C. and P. Crossing..	3.30									7.35
			Big Four Wye Jct..										
	10.70		Front St.....										
	11.77		DK.....										7.38
		5.97	East Cleveland.....			s 4.42	s 5.42						T 7.15
		11.27	East 34th St.....										A.M.
		11.61	Broadway.....										6.56
		11.86	East 9th St.....										6.51
		12.97	Cleveland A.....	3.40	5.02	5.57	A.M.	7.00	7.00	7.00	7.30		7.45
			Union Terminal..L	A.M.	5.20	6.15	6.45	A.M.	A.M.	A.M.	A.M.		8.00
		14.33	West 25th St.....										8.05
	14.20	16.16	Clark Ave.....										7.45
	17.02	18.98	Linndale.....s			s 5.30	s 6.25	s 6.55					7.55
	18.91	20.87	Short Line Jct.....			5.38	6.32	7.04					A.M.
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	3.50		5.45	6.37	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 28, 29, 30, July 2, 3, 4 nor September 3, 1951.

Nos. 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	257	X-447	625	59	X-21	35	605	259	135
				Cincinnati Special	See Note	See Note	Erie	The Chicagoan	Mail	The Iroquois	Erie	B. & O.	West Side Mail
				Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday
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.....					9.32	9.35	10.20			10.45
3.28	3.28	3.28	QD.....					9.39	9.39	10.27			10.49
9.10	9.10		East 26th St.....			A.M.			9.55				11.05 11.25
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 9.47		s 10.35			
		11.27	East 34th St.....			A.M.					A.M.		
		11.61	Broadway.....			9.36					10.51	A.M.	
		11.86	East 9th St.....									11.19	
		12.97	Cleveland Union Terminal..L	A	A.M.	A.M.	9.40	10.02		10.50	10.55	11.30	
					8.05	8.15	A.M.	10.12		11.05	A.M.	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 11.15			
	18.91	20.87	Short Line Jct.....		8.25	8.35	8.38	10.31		11.24			
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		11.30			11.55
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, X-21 and 135 will not carry passengers.  
No. 135 will not operate May 31, July 5 nor Sept. 4, 1951.

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-407	251	407	433	685	73	3	43	X-35	445
				See Note	Interstate Express	Cleveland St. Louis Special	Cleveland Cincinnati Special	Erie	The Prairie State	Mail	South Shore Express	Mail and Express	Capital City Special
				Cars for 407 433	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily Except Monday	Daily
LEAVE				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BR.....		11.40					3.00	4.50	5.00	
3.28	3.28	3.28	QD.....		11.47					3.04	4.57	5.04	
				A.M.						3.20 3.50		5.22	
9.10	9.10		East 26th St.....		11.35							P.M.	
10.37	10.37		C. and P. Crossing..		11.55								
			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.....					2.36					
		11.86	East 9th St.....										
		12.97	Cleveland Union Terminal..L	A	12.10	P.M.	P.M.	2.40	P.M.		5.20		P.M.
					P.M.	12.20	12.30	P.M.	3.00		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 3.10	s 5.50		s 5.55
	18.91	20.87	Short Line Jct.....		P.M.		12.40	12.50		3.20	6.00		6.05
22.42	23.07	25.03	Berea.....								B 6.05		
22.53	23.18	25.14	BE.....			12.46	12.56		3.25	4.20	6.06		6.11
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. SH-407, 3 and X-35 will not carry passengers.  
Nos. 3 and X-35 will not operate May 31, July 5 nor Sept. 4, 1951.



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

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term <sup>1</sup>	STATIONS	1009	137	51	X-407	623	427	X-425	283	129	SH-29
				Nickel Plate 9	Railway Express	Empire State Express	St. Louis Express	Erie	The Gateway	Night Express	Pittsburgh Cleveland Express	Mail and Express	Shuttle
				Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				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		P.M.
3.28	3.28	3.28	QD.....		6.40	6.54					8.22		10.15
							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					8.35			
			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.....				7.51						
		11.86	East 9th St.....										
		12.97	Cleveland Union Terminal..L	A	P.M.	7.20		7.55	P.M.		8.45		10.35
					6.00	P.M.		P.M.	8.20		P.M.		P.M.
		14.33	West 25th St.....		6.05								
	14.20	16.16	Clark Ave.....		P.M.								
	17.02	18.98	Linndale.....						s 8.30				s 12.40
	18.91	20.87	Short Line Jct.....						8.36				12.50
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....		7.30		7.35		8.42	9.00		9.55	12.55
			ARRIVE		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.  
 No. 137 will not operate May 31, July 5 nor Sept. 4, 1951.  
 No. SH-29 will handle No. 26's mail and will not carry passengers.

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

Miles from BR via Lake Front	Miles from BR via DK	Miles from BR via Cleveland Union Term <sup>1</sup>	STATIONS	9	1005	681	5				
				Mail	Nickel Plate 5	Erie	Chicago				
				Daily	Daily	Sun. and Holidays Only	Daily				
				P.M.	P.M.	P.M.	P.M.				
0	0	0	BR.....				11.25				
3.28	3.28	3.28	QD.....				11.32				
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 11.40				
		11.27	East 34th St.....		10.20	P.M.					
		11.61	Broadway.....			10.47					
		11.86	East 9th St.....								
		12.97	Cleveland Union Terminal..L	A	P.M.	10.30	10.51	11.55			
					10.35	10.55	P.M.	12.30			
		14.33	West 25th St.....		10.59						
	14.20	16.16	Clark Ave.....		P. M.						
	17.02	18.98	Linndale.....	s	10.45			s 12.40			
	18.91	20.87	Short Line Jct.....		10.57			12.50			
22.42	23.07	25.03	Berea.....								
22.53	23.18	25.14	BE.....		11.03			12.55			
			ARRIVE		P.M.	P.M.	P.M.	A.M.			



**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	22	10	140	SH-30	288	424	688	122	40
				See Note				See Note				See Note	
				Mail and Express	Lake Shore Limited	Cleveland	New York	Shuttle	Pittsburgh Special	The Mohawk	Erie	Mail and Express	The Missourian
			LEAVE	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BE.....	12.35	12.50	1.10			2.15	2.20		3.00	4.45
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....										
	6.16	6.16	Linndale.....			s 1.17			s 2.22	s 2.27			
	8.98	8.98	Clark Ave.....										
		10.81	West 25th St.....										
		12.17	Cleveland Union Terminal..L			1.35	A.M.	A.M.	2.40	2.45	A.M.		5.07
			East 9th St.....			A.M.	2.05	2.20	A.M.	A.M.	2.55		5.22
		13.28	Broadway.....								2.58		
		13.53	East 34th St.....								A.M.		
		13.84	East Cleveland.....										
		19.17											
	11.41		DK.....										
	12.48		Front St.....										
			Big Four Wye Jct...										
12.16	12.81		C. and P. Crossing..	1.00	1.07								
13.43	14.11		East 26th St.....	A.M.								{ 3.25 4.00	
19.25	19.90	21.86	QD.....		1.20		2.20	2.35				4.15	5.39
22.53	23.18	25.14	BR.....		1.35		2.30	A.M.				4.30	5.47
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Nos. 232 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	442	624	1006	290	1010	50	SH-32	32
				See Note	See Note					See Note	See Note		
				The Chicagoan	Eastern Mail	Midnight Special	Erie	Nickel Plate 6	The Forest City	Nickel Plate 10	Empire State Express	Cars from 32	Mail
			LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				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							10.20
.11	.11	.11	Berea.....						B 6.50				
	4.27	4.27	Short Line Jct.....										A.M.
	6.16	6.16	Linndale.....	s 5.32		s 6.37			s 6.57				10.28
	8.98	8.98	Clark Ave.....					A.M.		A.M.			10.33
		10.81	West 25th St.....					6.51		8.20			
		12.17	Cleveland Union Terminal..L	5.50		6.55	A.M.	7.00	7.15	8.30	A.M.		10.55
			East 9th St.....	6.15		A.M.	7.15	7.20	A.M.	A.M.	9.35		A.M.
		13.28	Broadway.....							7.18			
		13.53	East 34th St.....							A.M.			
		13.84	East Cleveland.....	s 6.24				A.M.					
		19.17											
	11.41		DK.....										10.40
	12.48		Front St.....										
			Big Four Wye Jct...										A.M.
12.16	12.81		C. and P. Crossing..		6.25								10.50
13.43	14.11		East 26th St.....		A.M.								A.M.
19.25	19.90	21.86	QD.....	6.33							9.53		11.55
22.53	23.18	25.14	BR.....	6.45							10.05		12.05
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

Nos. X-428 and SH-32 will not carry passengers.  
No. 32 will not carry passengers east of Cleveland.



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

Miles from BE via Lake Front	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	444	52	626	X-78 See Note	LF-446 See Note	446	SH-426 See Note	426	X-446 See Note	X-20 See Note
				Cleveland Express	The Easterner	Erie	Mail and Express	Cars from 446	Cleveland Express	Cars from 426	Cleveland Special	St. Louis Cleveland Express	Mail and Express
				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday
LEAVE				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
0	0	0	BE.....	10.55			12.05		1.20		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 11.02			1.26	s 1.27	3.26	s 3.27			
	8.98	8.98	Clark Ave.....				1.30		3.34				
		10.81	West 25th St.....										
		12.17	Cleveland Union Terminal..L	A 11.20	A.M.	P.M.			1.45		3.45		
		13.28	East 9th St.....	A.M.	11.30	12.05			P.M.		P.M.		
		13.53	Broadway.....			12.08							
		13.84	East 34th St.....			P.M.							
		19.17	East Cleveland.....		s 11.39								
	11.41		DK.....				1.36		3.40				
	12.48		Front St.....										
			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing.....			12.30	1.45		3.45		4.00	P.M.	
13.43	14.11		East 26th St.....			P.M.	P.M.		P.M.		P.M.	4.30	
19.25	19.90	21.86	QD.....		11.48							4.45	
22.53	23.18	25.14	BR.....		11.59							4.50	
ARRIVE				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. X-78, 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	628	258	14 See Note	46	686	1008	6	LF-X448 See Note	X-448 See Note
				Erie	Erie	B. & O.	Mail	Interstate Express	Erie	Nickel Plate 8	Fifth Avenue Special	Shuttle	Cincinnati Cleveland Express
				Daily	Daily Except Sun. & Holiday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
0	0	0	BE.....				5.05	5.25			6.37		7.20
11	11	11	Berea.....										
	4.27	4.27	Short Line Jct.....									P.M.	
	6.16	6.16	Linndale.....				5.12	s 5.32			s 6.44	7.26	s 7.27
	8.98	8.98	Clark Ave.....								P.M.	7.30	
		10.81	West 25th St.....								6.21		
		12.17	Cleveland Union Terminal..L	A P.M.	P.M.	P.M.	5.30	5.50	P.M.	6.30	7.02		7.45
		13.28	East 9th St.....	4.25	4.30	5.35	5.45	6.05	6.20	6.45	7.16		P.M.
		13.53	Broadway.....			5.38							
		13.53	Broadway.....	4.28	4.33	P.M.			6.23				
		13.84	East 34th St.....	P.M.	P.M.				P.M.	6.50			
		19.17	East Cleveland.....					s 6.14		P.M.	s 7.25		
	11.41		DK.....									7.40	
	12.48		Front St.....										
			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing.....									7.45	
13.43	14.11		East 26th St.....									P.M.	
19.25	19.90	21.86	QD.....				5.59	6.23			7.34		
22.53	23.18	25.14	BR.....				6.10	6.35			7.46		
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. 14 and LF-X448 will not carry passengers.  
No. X-448 will not carry passengers east of Linndale.



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	12	76	18	28	16	68 See Note	SH-26 See Note	78	2	26
				South-western Limited	Cleveland Mercury	B. & O.	New England States	Ohio State Limited	The Commodore Vanderbilt	Shuttle	The Paul Revere	The Pacemaker	Twentieth Century Limited
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BE.....	8.10	8.15		8.41	8.45	9.03			9.39	9.46
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....										
	6.16	6.16	Linndale.....	† 8.17	s 8.22			s 8.52				s 9.46	
	8.98	8.98	Clark Ave.....										
		10.81	West 25th St.....										
		12.17	Cleveland A.....	8.32	8.40	P.M.		9.07		P.M.	P.M.	9.47	10.02
			Union Terminal L.....	8.55	P.M.	8.45		9.25		9.30	9.35	10.12	
		13.28	East 9th St.....			8.48							
		13.53	Broadway.....			P.M.							
		13.84	East 34th St.....										
		19.17	East Cleveland.....	s 9.04				s 9.34			s 9.44		
	11.41		DK.....										
	12.48		Front St.....										
			Big Four Wye Jct.....										
12.16	12.81		C. and P. Crossing.....				8.57		9.19				10.02
13.43	14.11		East 26th St.....										
19.25	19.90	21.86	QD.....	9.16			9.09	9.44	9.31	9.45	9.52	10.28	10.14
22.53	23.18	25.14	BR.....	9.29			9.21	9.55	9.45	P.M.	10.05	10.38	10.26
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. 68 will not operate May 27, 28, 29, June 30, July 1, 2, 3, September 1 nor 2, 1951.  
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	Mile from BE via Cleveland Union Term'l	STATIONS	272 See Note	24								
				Cleveland Buffalo Express	The Knickerbocker								
				Daily	Daily								
LEAVE				P.M.	P.M.								
.0	.0	.0	BE.....		11.13								
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....										
	6.16	6.16	Linndale.....		11.20								
	8.98	8.98	Clark Ave.....										
		10.81	West 25th St.....										
		12.17	Cleveland A.....		11.35								
			Union Terminal L.....		11.59								
		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.....	11.35									
19.25	19.90	21.86	QD.....	11.48	12.16								
22.53	23.18	25.14	BR.....	11.55	12.24								
ARRIVE				P.M.	A.M.								

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



PHALANX TO DILLONVALE				DILLONVALE TO PHALANX			
SOUTHWARD		Second Class		NORTHWARD		Second Class	
Miles from Phalanx	STATIONS	61		Miles from Dillonvale	STATIONS	62	
		Erie R. R.				Erie R. R.	
		Daily				Daily	
LEAVE		A. M.		LEAVE		A. M.	
1.34	Phalanx	1.30		4.83	Dillonvale		
4.38	Braceville	1.50		10.93	Piney Fork		
11.20	Newton Falls	A. M.		13.71	Hopedale		
	Palmyra			18.07	Pan.		
16.32	Deerfield			18.07	Apex		
18.48	North Benton			19.46	Hays		
24.73	Alliance C. & P. Crossing			22.64	Amsterdam		
25.08	Alliance			25.22	Phillips		
26.57	Mount Union			26.77	Bergholz		
				31.64	Wattsville		
32.79	Freeburg			35.12	Mechanicstown		
41.42	Minerva			35.94	Mills		
42.11	Minerva Yard			39.44	Watheys		
46.09	Augusta			41.55	Augusta		
48.20	Watheys			45.53	Minerva Yard		
51.70	Mills			46.22	Minerva		
52.52	Mechanicstown			54.85	Freeburg		
56.00	Wattsville			61.07	Mount Union		
60.87	Bergholz			62.56	Alliance		
62.42	Phillips			62.91	Alliance C. & P. Crossing		
65.00	Amsterdam			69.16	North Benton		
68.18	Hays			71.32	Deerfield		
69.57	Apex			76.44	Palmyra	A. M.	
73.93	Pan.			83.26	Newton Falls		
76.71	Hopedale			86.30	Braceville	7.00	
				87.64	Phalanx	7.20	
82.81	Piney Fork						
87.64	Dillonvale						
ARRIVE		A. M.		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		Miles from Brady Lake	STATIONS AND SIDINGS	Distance Between Stations	EASTWARD		
LEAVE					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		Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.	EASTWARD		
LEAVE					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 Orange Ave	B. A. 3	B. A. 8	Collinwood W. and L.E.	F. A. 9	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.	P.M.	P.M.	P.M.
Collinwood.....	12.01	A.M.	2.30		8.00	8.00	11.30		1.30	2.30	
Orange Ave.....		1.00				9.00		A.M.			
Kinsman Road.....	1.00	1.30				A.M.	12.30	11.30			
Marcy.....	3.00	2.30		A.M.			1.00	12.15			
East 26th St.....				3.30			P.M.		2.30	4.00	P.M.
DK.....				5.00							4.00
Clark Ave.....				6.00							4.45
West 73rd St.....									3.00		
Linndale.....			5.00	7.30				P.M.			5.30
Short Line Jct.....			A.M.	A.M.	9.30						
West Park.....					A.M.					5.30	
Rockport.....	4.00	5.30							2.00	6.15	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 Orange Ave	W. & L. E. Rockport	F.P.-11	Collinwood Orange Ave
	Daily Except Sunday	Daily	Daily	Daily Except Sunday
	LEAVE	P.M.	P.M.	P.M.
Collinwood.....	4.00		10.30	11.00
Quincy Ave.....				
Orange Ave.....	5.00			11.59
Kinsman Road.....	P.M.			P.M.
Marcy.....				
East 26th St.....			11.59	
DK.....				
Clark Ave.....		P.M.		
West 73rd St.....		8.30		
Linndale.....				
Short Line Jct.....				
West Park.....			1.30	
Rockport.....		9.30	2.00	
ARRIVE	P.M.	P.M.	A.M.	P.M.

For information only, not conferring time table superiority.

**YARD PULLERS — EASTWARD**

STATIONS	B. P.-10	Orange Ave Collinwood	F.P.-11	B.A. 7	B. A. 8	W. & L.E. Collinwood	Collinwood W. & L.E.	B.A.-3 Orange Ave Collinwood	W and L E Collinwood	B. A. 3	Rockport W and L E
	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Rockport.....	10.30		3.00	5.00	8.00		S. L. Jct. 9.30				4.00
West Park.....											
Linndale.....						A.M.			P.M.		
West 73rd St.....						10.30	10.00		12.45		5.00
Clark Ave.....							A.M.				P.M.
DK.....											
East 26th St.....			4.30						1.30	P.M.	
Marcy.....	11.00			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	
ARRIVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

For information only, not conferring time table superiority.

**YARD PULLERS — EASTWARD**

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

For information only, not conferring time table superiority.



BR TO BE

WESTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	S. C. 1	SPECIAL LS-1	B. S. 3	C. D. 1	B. C. 3	P. D. 1	B. F. 1	B.F. 1	P. T. 1
		Collinwood Chicago	Selkirk A. L. Jct.	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.
2.51	Struthers.....						4.30			5.00
.0	BR.....		3.20	3.50		4.20		4.40	4.55	
	Collinwood..... Ar	A. M.	3.30	4.00	A. M.	4.30		4.50	5.05	
.0	Collinwood..... Lv	3.00	5.00	A. M.	4.00	A. M.		6.20	8.30	
10.72	Marcy.....				5.00					
18.90	Rockport.....	5.00								
23.44	BE.....	5.30	6.15		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	51	N. C. 1	V. C. 1	L. S. 7
		Pittsburgh Chicago	New York, Chicago	Gardenville Cincinnati	Pittsburgh, Cincinnati St. Louis	Boston, Cleveland	Local Linnale Galion	Pacemaker New York Chicago	Buffalo Elkhart	Philadelphia, Chicago
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday to Saturday inclusive	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
2.51	Struthers.....	5.30			6.30					
.0	BR.....		5.50	6.05		6.50		1.15	12.45	2.15
	Collinwood..... Ar		6.00	6.15		7.00		1.30	1.00	2.30
.0	Collinwood..... Lv		7.15	12.01		A. M.		2.30	2.30	5.00
6.62	Buckeye Rd.....					A. M.				5.45
10.72	Marcy.....					Linnale				
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	3.30	6.45
	Elyria.....	10.30								
	ARRIVE	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	O. N. 1	S. L. O. N. 1	B. F. 3	C. L. 7	E-5	D. L. S. 3	C 1	ADV. S. C. 1	B. S. 5
		Cleveland, St. Louis	Collinwood St. Louis	Gardenville, Bellefontaine	Columbus Freight	Erie, Collinwood	Boston, Gibson, Chicago	Painesville Collinwood	Collinwood, Toledo	Buffalo, Cleveland
		Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.51	BR.....			6.30		7.50	8.20	9.50		11.30
.0	Collinwood..... Ar			6.45		8.00	8.30	10.00		11.50
.0	Collinwood..... Lv	4.45	6.00	8.15	9.30	P. M.	10.30	P. M.	10.30	P. M.
6.62	Buckeye Rd.....	6.00							11.00	
10.72	Marcy.....									
18.90	Rockport.....								12.01	
23.44	BE.....	7.00	7.30	9.15	11.00		12.01		12.30	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.

For information only, not conferring time table superiority.

BE TO BR

EASTWARD — FREIGHT TRAINS

Miles from Collinwood Yard Office Via Rockport	STATIONS	SLD 6	X. N. 6	E-8	N.Y. 10	O. N. 2	CL-2	C. W. 10	T. S. 2	N. Y. 8
		St. Louis, Buffalo	Chicago Buffalo	Collinwood, Erie	Collinwood, Dewitt	Indianapolis Cincinnati Dewitt	Columbus, Cleveland Freight	A. L. Jct. Buffalo	Air Line Jct Collinwood	Chicago, New York
		Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily Except Monday	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
23.30	Elyria.....	2.00	2.01			4.00	4.30	4.45	6.30	7.55
18.90	BE.....					4.10	4.45	4.55		
	Rockport.....									
10.72	Marcy.....									
6.62	Buckeye Rd.....					4.50				8.55
18.90	Collinwood..... Ar	3.15	3.30	A. M.	A. M.	5.15	5.45	6.15	8.45	
.0	Collinwood..... Lv	4.30	4.30	3.00	5.00	A. M.	A. M.	8.15	A. M.	9.55
2.51	BR.....	4.40	4.40	3.15	5.10			8.25		10.05
	Struthers.....									
	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	S.C.N 2	1st B. F. N.Y. 4	X. N. 2	N.Y. 12	E-6	50 Local	B R 2	C 2	C. P. 2
		Elkhart Collinwood	St. Louis, Dewitt	Chicago, Gibson, New York, Boston	Collinwood, Dewitt	Collinwood, Ashatubla	Galion, Linnale	Bellefontaine Rockport	Collinwood Painesville	Collinwood, Philadelphia Jersey City
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
23.30	Elyria.....	9.30	10.00	10.30			1.45	2.30		
18.90	BE.....	9.45		10.45			2.00	2.45		
	Rockport.....						Linnale			
10.72	Marcy.....						P. M.	P. M.		
6.62	Buckeye Rd.....									
18.90	Collinwood..... Ar	11.30	11.00	12.01						
.0	Collinwood..... Lv	A. M.			A. M.	P. M.				P. M.
2.51	BR.....		12.01	1.00	11.00	12.30				4.00
	Struthers.....		12.10	1.10	11.10	12.45				4.10
	ARRIVE	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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

For information only, not conferring time table superiority.



STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA LAKE FRONT

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
QD..... Open day and night	C.S. C.S.	QD 175.43	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Eddy Road..... E. 105th St.....	C.S. C.S.	177.33	176.1	177.2	176.3	177.4	Belt Line Bdge, pole box.....	S	T.D.-Y
E. 55th St.....	C.S. C.S.		178.1 179.1 179.1A	178.2 179.2A	178.3 179.3 179.3A	179.4A	Booth..... East end station platform.....	S	T.D.-Y T.D.
E. 38th St..... East 26th St..... Open day and night	C.S. C.S. C.S.	181.32	180.1 181.1 181.1A	179.2 180.2 181.2A 181.2		179.4 180.4 181.4A 181.4	Yard masters office ..... Pole box ..... Switchmens cabin..... Signal station cabin No. 2..... Switch tenders cabin No. 22.....	N S S N	T.D.-Y T.D.-Y T.D.-Y T.D.-Y T.D.-Y
Double Track..... Open day and night	C.S.	RN	182.1 182.1A	182.2	182.3 MB 182.3A	182.4G	Signal station.....	N	T.D.-Y
C. & P. Crossing. Open day and night	C.S.	182.52					Signal station.....	S	T.D.-Y
Big Four Wye Jct Open day and night	C.S.	BY					West end of platform, pole box.. Signal station.....		Y T.D.-Y
Cuyahoga Draw Bridge, east end Open day and night	C.S.	183.03					Signal station.....	N	T.D.-Y
Cuyahoga Draw Bridge, west end Open day and night	C.S.	DB 183.03			M.B.		Signal station.....	N	T.D.-Y
Whiskey Island..	C.S.	183.43	183.1G	183.2			Scale house.....	S	T.D.-Y
Bulkley Blvd.....	C.S.	184.13	184.1G				Booth.....	N	T.D.-Y
Detroit Ave..... West 117th St....	C.S. C.S.	185.93	184.1AG 185.1G 186.1G	184.2 185.2			Cabin..... Yard masters office..... Lakewood Engineering, pole box.	N N S	T.D.-Y T.D.-Y T.D.-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA LAKE FRONT—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS					TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE	
West Park....	C.S. C.S. C.S.	188.63	186.1AG 187.1G 188.1G 189.1G	186.2 187.2 188.2 189.2					Lorain Ave., Pole box.... Yard office W. 150th. St.. Signal Maintainer's cabin.	S S	T.D.-Y T.D.-M-Y T.D.-Y
W S Jct.....	C.S. C.S.		189.1AG 190.1 191.1 192.1	190.2 191.2 191.2A					Pole box..... Pole box at Wye near yard track 4 Jct. Switch	N S	T.D. T.D.-M-Y
Brook Park Rd.	C.S.		192.1	192.2G	193.3	192.4 192.9			Booth 300 feet east of crossovers.....	S	T.D.-Y
Hummell Rd... Belt Jct..... Airport.....	C.S. C.S.	192.37	193.1 194.1	193.2 194.3	193.3 194.3	193.4 193.7			Booth..... Booth one mile west of Belt Jct.....	S N	T.D.-Y T.D.-M
Berea.....	C.S. C.S. C.S.	194.57		194.2		194.4 194.7			Eastendside tracks, pole box Front St. Pole box..... Freight station.....	S N S	T.D.-M Y T.D.-M-Y
BE..... Open day and night	C.S.	BE 194.68	INT.	INT.	INT.	INT.	INT.	INT.	Signal station..... Pole box, eastward home signal.....	S S	T.D.-M-Y Y

CLEVELAND SHORT LINE RAILWAY

STATIONS	Office Calls	Miles from QD	SIGNALS		TELEPHONES		
			Track No. 3	Track No. 4	LOCATION	Side of Track	LINE
QD..... Open day and night	C.S.	QD .0	INT.	INT.	Signal station.....	S	T.D.-M-Y
Coit Road.....	C.S.	.73	2300.3G	2300.4	Siding, east end, booth.....	S	T.D.-M
East 131st St.....	C.S.				Yard office.....	N	T.D.-M
Shaw Ave.....	C.S.	1.38	2301.3G	2301.4	Booth.....	N	T.D.-M
Mayfield Road.....	C.S.	3.79	2302.3G 2303.3G	2302.4 2303.4	Ford Motor Co. switch, pole box...	N	T.D.-M
Quincy Ave.....	C.S.	5.13	2304.3G	2304.4	Yard office.....	N	T.D.-M
Woodland Ave.....	C.S.			2305.4	Booth.....	S	T.D.-M
Buckeye Road... Open day and night	C.S.	BD 5.81	2305.3	T.O.	Signal station.....	N	T.D.-M
Kinsman Road.....	C.S. C.S.	6.63	2306.3	2306.4	Booth at crossover..... Yard office.....	S S	T.D.-M T.D.-M
Union Ave.....	C.S.	7.43	2307.3		West end side track, in booth.....	S	T.D.-M







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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL — Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE	
CT..... Open day and night	C.S. C.S. C.S.	CT 0.00	INT.	INT.			Signal Station.....	S	{T.D.-M- YCT YCT	
Cleveland Union Terminal..... C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S.							West end yard masters office.... West end of Depot between tracks 22 and 23..... Switch tenders shanty east of East End Viaduct, Columbus Road.....	S	YCT YCT YCT	
							200 feet west of Columbus Road on catenary bridge No. 4..... West end of west lead, on catenary bridge No. 14..... 700 feet east of Cuyahoga River bridge on catenary No. 18....	S S S	YCT YCT YCT	
							Train Dispatchers Telephones are located in the station area as follows: East end of platforms just east of baggage elevator..... West end of platforms just west of baggage elevators..... Center of platforms directly underneath stairway on north side..... Telephone boxes are marked with light green band to designate location..... 300 feet east of Cuyahoga River bridge, on catenary bridge No. 19..... East end Cuyahoga River bridge on signal pole..... 300 ft. east of Abbey Ave. bridge West end Abbey Road bridge on post.....	S S S S	WS YCT WS YCT	
							East end Nickel Plate connection catenary bridge No. 39 at West 25th St..... West end Nickel Plate connection west of West 25th St..		YCT YCT	
							Telegraph office, Union Terminal		T.D.-M-Y	
				23				500 feet east of Fulton Road, on post..... Booth, Fulton Road.....	N S	WS T.D.M-YDK
				25	531			Just east of W. 53rd St., on post.. Signal station.....	N N	WS T.D.-M-B Y-DK
								Yard masters office..... At entrance leading to signal station, on post.....	S N	T.D.M-YDK WS
				41				80 feet east of W. 73rd St., on post..... Transfer office.....	N S	{WS T.D.-M-Y- D-K
				43	42	44		W. and L. E. connection 2000 feet east of Clinton Road, booth	S	{T.D.-M-Y- DK



STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BR TO BE VIA CLEVELAND UNION TERMINAL—Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES											
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE									
Clinton Road.... East Limits of CF interlocking.	C.S.		51	52	54		Booth 500 feet East of Clinton Road.....	S	T.D.-M-Y-DK									
	C.S.									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.	N	Signal station..... Yard masters office..... Engine dispatchers office..... Engine house foremans office..... Locomotive supply house..... Crossover cabin Middle Linn-dale..... East end platform..... East end car inspectors cabin...									
	C.S.							S										
	C.S.							S										
	C.S.							S										
	C.S.							S										
	C.S.							N										
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.	N	Signal station..... Smith Road, on pole.....									
	C.S.							S										
Berea.....	C.S.		12.07	2318.1 2319.1	2318.2 2319.2	2318.6 2319.6	2318.5 2319.5	S	Y									
	C.S.									2320.1	2320.2	2320.6	2320.5	S	Y			
	C.S.															Freight station.....	N	T.D.-M-Y
	C.S.																	
C.S.		Quarry lead switch, on pole....	S	Y														
C.S.					Signal station.....	N	T.D.-M-B-Y											
C.S.		2000 feet west of BE.....	N	Y														
BE..... Open day and night	C.S.				BE	12.18	INT.	INT.	INT.	INT.	N							

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
Phalanx.....	C.S.		.0			Booth.....	E	T.D.-M-B
Braceville.....	C.S.		1.1	D INT	INT. D	Cabin.....	E	T.D.-M-B
	C.S.		1.3					
	C.S.		1.6					
Newton Falls... Open daily except Satur- day and Sunday. 7:00 a. m. to 4:00 p. m.	C.S.	NF	4.3	M.B.	M.B.	Siding, north end, booth.....	E	T.D.-M-B
	C.S.					Station.....	W	T.D.-M-B
Prichards.....	C.S.					Booth, south end, team track....	E	T.D.-M-B
Palmvra... Open daily except Saturday and Sunday. 7:30 a. m. to 4:30 p. m.	C.S.	MY	11.2	M.B.	M.B.	Station.....	E	T.D.-M-B
	C.S.							
Deerfield.....	C.S.		16.3			Pole box, north end team track ..	E	T.D.-M-B
North Benton... Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 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. 7:30 a. m. to 4:30 p. m.	C.S.		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
	C.S.	HD						
Alliance.....	C.S.		24.8	D INT.	INT.	Signal station, on wall.....	E	Y
	C.S.		25.0					
Alliance.....	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
	C.S.							
	C.S.							
Morgan's Point..	C.S.		26.1		W27.2	200 ft. north of switch, booth....	E	T.D.-M-B
	C.S.		26.4					
Mount Union... Open daily except Saturday and Sunday. 6:30 a. m. to 3:30 p. m.	C.S.	MU	26.5	M.B.	M.B.	Station.....	E	T.D.-M-B-Y
	C.S.					Pole box, south of station.....	E	T.D.-M-B-Y
	C.S.					Siding, south end on pole.....	E	T.D.-M-B
Freeburg..... Open daily except Saturday and Sunday. 6:00 a. m. to 3:00 p. m.	C.S.		29.0	M.B.	M.B.	Pole box, Buck Rd., 3.3 miles north Station.....	E E	T.D.-M-B T.D.-M-B
	C.S.	FR	32.7					
	C.S.							
Paris.....	C.S.		35.3			Team track, south end, on pole ..	E	T.D.-M-B
Myers.....	C.S.					Booth.....	E	T.D.-M-B



## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES				
			SINGLE TRACK		LOCATION	Side of Track	Line		
			Southward	Northward					
Minerva Open daily except Saturday and Sunday 7:00 a. m. to 4:00 p. m.	C.S.	41.4			Yard, north end, on pole.....	E	T.D.-M-B-Y		
	C.S.				Station, North end, in box.....	E	Y		
	C.S.				Station.....	E	T.D.-M-Y		
Minerva Yard... Open day and night, except closed from 6:00 a.m. Sunday to 10:00 p.m. Sunday.	C.S.	MI 42.1	M.B.	M.B.	North engine lead switch.....	W	Y		
	C.S.				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. 7:00 a. m. to 4:00 p. m.	C.S.	GS 46.0	M.B.	M.B.	Station.....	E	T.D.-M-B		
	C.S.								
Watheys.....	C.S.	48.2			Siding, north end, in booth.....	E	T.D.-M-B		
	C.S.				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. 7:00 a.m. to 3:00 p.m. 9:00 p.m. to 5:00 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		
Wattsville.....	C.S.	56.0			Siding, north end, booth.....	E	T.D.-M-B		
	C.S.				Siding, south end, booth.....	E	T.D.-M-B		
Bergholz... Open daily except Saturday and Sunday. 6:30 a.m. to 3:30 p. m.	C.S.	B 60.8	M.B.	M.B.	North end yard, booth.....	E	T.D.-M-B		
	C.S.				Station.....	E	T.D.-M-B		
	C.S.				South end yard, booth.....	W	T.D.-M-B		
Phillips... Open 2:30 p.m. to 6:30 a.m. except closed 6:30 a.m. Saturday to 2:30 p.m. Monday.	C.S.	JR 62.0	W62.1	M.B.	Station.....	E	T.D.-M-B		
	C.S.				62.4		Pole box, opposite station.....	W	T.D.-M-B
	C.S.				62.7				
Shepherd.....	C.S.	63.0			Siding, south end, booth.....	W	T.D.-M-B		
	C.S.		63.9						
Amsterdam... Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 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.						Booth, 390 ft. south of W 67.2...	W	T.D.-M-B
	C.S.								W67.2
Hays.....	C.S.	68.2			Siding, north end, booth.....	W	T.D.-M-B		
Apex... Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 p. m.	C.S.	AX 69.5	M.B.	M.B.	Siding, north end, booth.....	W	T.D.-M-B		
	C.S.				Station.....	W	T.D.-M-B		
Swanson.....	C.S.				Pole box, 1 mile north, double road crossing.....	W	T.D.-M-B		
	C.S.				Booth.....	W	T.D.-M-B		
Pan.....	C.S.	JN 73.9			Station.....	W	T.D.-M-B		
	C.S.				Cabin, second curve north of half moon.....	W	T.D.-M-B		
	C.S.				Booth, south end, Block station..	W	T.D.-M-B		
Hopedale... Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 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		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Marion Mine....	C.S.	79.4	W80.1		Booth.....	W	T.D.-M-B
				79.6			
Florence ¼ mile south..	C.S.	80.6	W81.1		Pole box.....	W	T.D.-M-B
				81.3			
Witch Hazel Mine	C.S.	81.3			South of switch, booth.....	W	T.D.-M-B
Piney Fork... Open daily except Saturday and Sunday. 7:00 a. m. to 10:30 p. m.	C.S.	RK 82.8	M.B.	M.B.	Yard, north end, booth.....	W	T.D.-M-B
	C.S.				Station.....	W	T.D.-M-B
	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
Dillonvale... Open daily except Saturday and Sunday. 7:00 a. m. to 4:00 p. m.	C.S.	DV 87.6	M.B.	M.B.	North of station, second pole, booth	W	T.D.-M-B
	C.S.				Station.....	W	T.D.-M-B
	C.S.						

### LAKE ERIE & PITTSBURG RAILWAY

#### BRADY LAKE TO MARCY

STATIONS	Office Calls	Miles from Brady Lake	SIGNALS		TELEPHONES		
			TWO TRACKS		LOCATION	Side of Track	Line
			Westward No. 1	Eastward No. 2			
Brady Lake.... Open day and night	C.S.	BA 0	INT-MB	INT	Signal Station.....	N	T.D.-M
Hugo... Open daily except Saturday and Sunday. 7:00 a.m. to 4:00 p.m.	C.S.	HU 2.19	MB	MB	Sand Co.....	N	T.D.-M
					Block Station, box South Wall...	N	T.D.-M
						Block Station.....	N
Darrowville....	C.S.	6.26			Siding, East end.....	N	T.D.-M
					Section men's tool house.....	N	T.D.-M
					Water Station, booth.....	N	T.D.-M
Chittenden....	C.S.	9.85			Cabin, East End.....	N	T.D.-M
					Block Station.....	N	T.D.-M
Brandywine... Open day and night	C.S.	BY 13.53	MB	MB	Siding, west end.....	N	T.D.-M
Northfield.....	C.S.	17.33			Siding, East End.....	N	T.D.-M
Egypt.....	C.S.	18.48	B9.1		Center of Siding, booth.....	N	T.D.-M
					20.90		
Hathaway.....	C.S.	24.20			Siding, East End.....	N	T.D.-M
Warner.....	C.S.	26.04	B1.1		End of No. 2 Track, booth.....	N	T.D.-M
Marcy... Open day and night	C.S.	MY 27.76	INT	INT-MB	Section foreman's cabin.....	N	T.D.-M
					Black & Gateman SW, pole box...	N	T.D.-M
					Water Station, booth.....	S	T.D.-Y.M
Signal Station.....	S	T.D.-Y.M					
Yard Master's Office.....	N	T.D.-Y.M					

#### ABBREVIATIONS

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



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



FIG. 48  
 RULE 281  
 PROCEED



FIG. 54  
 RULE 281  
 PROCEED



FIG. 128  
 RULE 289  
 PROCEED.

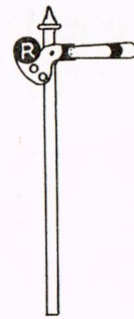


FIG. 145  
 RULE 289B  
 STOP.

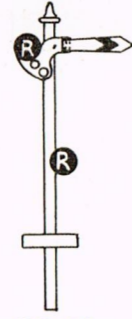


FIG. 197  
 RULE 291  
 STOP; THEN PROCEED AT  
 RESTRICTED SPEED.



FIG. 102

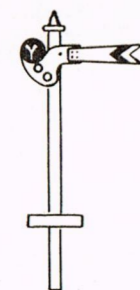


FIG. 102

**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.

**MAIN TRACK HIGH SWITCH TARGETS**



FIG. 226

**RULE 293**  
 LINED FOR MAIN TRACK

**INDEX OF STICKERS**  
 COVERING CHANGES IN BOOK OF OPERATING RULES

Dated September 26, 1937  
 Reprint of May 15, 1944  
 Reprint of June 1, 1948

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

**NOTE—**

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

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

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

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



# SPEED TABLE

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

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



O H I O

O H I O  
P E N N S Y L V A N I A

### CLEVELAND DIVISION

- LEGEND**
-  SINGLE TRACK
  -  DOUBLE TRACK
  -  THREE OR MORE TRACKS
  -  TRACAGE RIGHTS
  -  OTHER DIVISIONS AND FOREIGN ROADS

