

The New York Central Railroad Company

CLEVELAND DIVISION

Time Table No. 47A

FOR EMPLOYES ONLY

Effective 12:01 A. M.

Wednesday, June 15, 1938

EASTERN STANDARD TIME

Superseding Time Table No. 47

dated April 24, 1938

G. H. JEDELE,
Superintendent

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HOSPITALS			COMPANY SURGEONS		
Name	Address	Tel. No.	Name	Address	Tel. No.
ALLIANCE, O. Alliance City.....207 E. College St.....6262			ALLIANCE, O. Manchester, W. C.....305 East Market St.....7148		
CLEVELAND, O. Lutheran.....2609 Franklin Ave.....Cherry 8157 Glenville.....701 Parkwood Dr.....Glenville 3300			BEREA, O. Bowser, W. P.....31 East Bridge St.....152		
FIRST AID STATION CLEVELAND, O. Collinwood Shops.....577 E. 152nd St.....Glenville 6000			CLEVELAND, O. Fowler, H. D.....779 E. 152nd St.....Glenville 4364 Waltz, C. D.....2010 East 102nd St.....Garfield 2124 Yarian, N. C.....7405 Detroit Ave.....Woodbine 5758 Chamberlain, W. P.....7405 Detroit Ave.....Woodbine 5758 Blair, L. J.....7405 Detroit Ave.....Woodbine 5758 Hanson, J. B.....928 E. 152nd St.....Glenville 4400 Simpson, A. M.....577 E. 152nd St.....Glenville 6000 Cannon, C. J.....18816 Nottingham Rd..Kenmore 0225 Stepp, M. D.....10515 Carnegie Ave.....Cedar 3868 Kelker, J. R.....9854 Lorain Ave.....Melrose 4709		
			DILLONVALE F. R. Maskrey.....Main St.....7		
			MINERVA Whiteleather, P. S....106 So. Main St.....144		
			OCULISTS CLEVELAND, O. Nelson, C. F.....606 Schofield Bldg.....Main 2020		

Time Table No. 47A
 FOR EMPLOYEES ONLY
 M. A. 1931
 Wednesday, June 15, 1938
 EASTERN STANDARD TIME
 Operating Time Table No. 47
 dated April 24, 1938
 G. H. REDELE

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

3. STANDARD CLOCKS.

Collinwood.....	{ Asst. general yard masters office. Engine house. Electric locomotive inspection shed, engineers room.
East 26th St.....	Engine house.
DK.....	Yard masters office.
Cleveland Union Terminal.....	{ Crew dispatchers office. G H telegraph office.
Linndale.....	Engine house.
CF.....	Signal station.
Phalanx.....	Station.
Minerva.....	{ Signal station. Engine house.
Dillouvale.....	Station.

6. SIGNS.

- § Stop for mail.
- ⊙ Stop Saturday.
- ⊠ Stop Sunday.
- ▲ Stop daily except Sunday.
- ‡ Stop on signal to discharge passengers.

12. HAND, FLAG AND LAMP SIGNALS.

Cleveland, C. & P. Crossing: Trains or engines must receive proceed hand signal from switch tender located at Double track yard office and proceed at restricted speed.

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.

14. WHISTLE SIGNALS.

Cleveland Terminal District:	
Sound	Indication
o — o	Shut power off on Track 1.
o o —	Shut power off on Track 2.
Alliance Branch:	
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.

19. MARKERS.

Erie R. R. and B. & O. R. R. trains not provided with marker lights showing yellow will display as markers, lights showing green to the front and side and red on rear.

D-20a. GREEN SIGNALS.

Trains will omit the display of green signals on two or more tracks.

21a. EXTRA TRAINS.

Extra trains will omit the display of white signals.

83. TRAIN REGISTERS.

Collinwood.....	Asst. general yard masters office.
Kingsbury Yard..	Trains or engines must report arrival to operator at Buckeye Road.
Cleveland Union Terminal.....	{ G H telegraph office, operators will register trains with through conductors.
Rockport.....	W. 150th St., Yard masters office.

CLEVELAND DIVISION

Phalanx..... Station.
 *Minerva..... Yard masters office.
 Dillonvale..... Station.
 *Signalman will register first class trains.

83d. CLEARING OF TRAINS.

Cleveland Terminal District:

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

Cleveland { N. Y. C. passenger, mail and express trains, verbally by operator at GH telegraph office.
 N. Y. C. passenger, mail and express trains via Cleveland Union Terminal with through conductors, verbally by train dispatcher by telephone from platform at Union Terminal.
 C. C. C. & St. L. passenger, mail and express trains, clearance form A from operator at GH telegraph office.
 B. & O. passenger trains, clearance form A from operator at GH telegraph office.

Buckeye Road and Kingsbury Yard: Trains or engines verbally by operator at Buckeye Road.

Alliance Branch:

Piney Fork, north end of yard: Freight trains verbally by telephone, by train dispatcher or operator.
 Trains will not leave the following stations without clearance form A.

Phalanx.
 Braceville, Erie R. R. trains.
 Dillonvale.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch.

93. YARD LIMITS.

Cleveland Terminal District:

BR and Belt Jct., inclusive.
 Cleveland and Short Line Jct., inclusive.

Alliance Branch:

Phalanx Piney Fork
 Alliance Yard Dillonvale
 Minerva

L. E. & P. Branch:

Warner

Passenger trains must be given full protection at all times.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD GRADE CROSSINGS.

Cleveland Terminal District:

Location	Railroad	Signals
East 55th		
St. team track.....	P. R. R.....	R. R. grade crossing.
C. and P. Crossing.....	P. R. R.....	R. R. grade crossing.
North of pier lead.....	P. R. R.....	R. R. grade crossing.
C. C. C.		
& St. L. Ry. Wye.....	N. Y. C.....	R. R. grade crossing.
C. C. C.		
& St. L. Crossing.....	C. C. C. & St. L. R. R.	R. R. grade crossing.
Whiskey Island.....	P. R. R.....	R. R. grade crossing.
Parma.....	B. & O.....	Interlocking.
Short Line Jct.....	C. C. C. & St. L.	Interlocking.

Alliance Branch:

*Braceville..... Erie..... Interlocking.
 Newton Falls..... B. & O..... R. R. grade crossing.
 Alliance..... P. R. R., C. & P. Division..... R. R. grade crossing.
 Alliance..... P. R. R., Main Line..... Interlocking.
 Minerva..... W. & L. E..... R. R. grade crossing.
 Minerva..... P. R. R..... R. R. grade crossing.

*Trainmen will operate interlocking device in accordance with instructions posted in cabin.

98a. DRAWBRIDGES.

Location **Signals**
 Cuyahoga River. Pot.

Trains or engines may proceed when signals, switches and derails are in proper position and proceed color hand signal is received from switch tender 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.

Trainmen must flag trains or engines over the following crossings:

Cleveland Terminal District:

Cleveland: Fischer Rd., West 140th St. and Puritas Springs Rd. on Westward siding No. 3, and Bramley storage track.

Alliance Branch:

Alliance, P. R. R. main line: When stopping for crossing, northward trains will stop south of Columbia St.

104. SWITCHES.

The normal position of specified switches is as follows:

Cleveland Terminal District:

Belt Jct., tracks 4 and 3, to and from Cleveland Short Line.

L. E. & P. Branch:

Hugo, for eastward track.
 Darrowville siding, west end, for team track.
 Chittenden siding, west end, for spur track.
 Egypt siding, east end, for spur track.
 Warner, for westward track.

105. SIDINGS.

Capacity, based on 43-foot cars

Alliance Branch:

Phalanx, Track No. 1.....	47
Newton Falls.....	30
Palmyra.....	26
Deerfield.....	11
North Benton.....	42
Mahoning.....	62
Alliance Yard, Track No. 4.....	44
Mount Union.....	40
Freeburg.....	40
Paris.....	17
Crescent.....	50
Augusta.....	10
Watheys.....	85
Mills.....	27
Mechanicstown.....	54
Wattsville.....	59
Bergholz.....	50
Shepherd.....	74
Amsterdam.....	41
Hays.....	21
Apex.....	75
Pan.....	47
Hopedale.....	60
Piney Fork, track No. 6.....	33
Dillonvale yard, track No. 1.....	58

L. E. & P. Branch:

Darrowville.....	93
Chittenden.....	93
Brandywine.....	93
Northfield.....	93
Egypt.....	93

109. BULLETIN BOARDS AND BOOKS.

Collinwood.....	Yard office, Waterloo Road yard. Asst. General yard masters office No. 24, switch cabin. Engine house. No. 34, switch cabin. Electric locomotive inspection shed, engineers room.
East 55th St.....	Yard masters office.
East 26th St.....	Yard masters office. Engine house.
Double Track.....	Yard masters office. Crew dispatchers office.
Cleveland Union Terminal.....	Engineers Room. Yard masters office, east end. Yard masters office, west end.
West Park, W. 150th St.....	Yard masters office.
Quincy Ave.....	Yard masters office.
Kingsbury.....	Yard masters office. Coal dock.
Marcy.....	Yard masters office.
Rockport, West 150th St.....	Yard masters office.
Front St.....	Signal station.
DK.....	Yard masters office.
Clark Ave.....	Yard masters office.
Linndale.....	Yard masters office. Engine house.
Phalanx.....	Station.
Minerva.....	Engine house. Yard masters office.
Dillonvale.....	Station.

DESIGNATION AND USE OF MAIN TRACKS.

Cleveland Terminal District:

Single Track:

Between C. and P. crossing and west end of Cuyahoga River Bridge.
 DK and Clark Ave.

D-151.

Two Tracks:

Between BR and Central Ave.
 Cleveland Union Terminal and Clark Ave.
 West end of Cuyahoga River bridge and Belt Jct.
 Tracks are numbered from the South.
 No. 2, No. 1.
 Tracks will be used as follows:
 No. 2, Eastward.
 No. 1, Westward.

Between QD and Belt Jct. via Rockport.
 Front St. and DK.

Tracks are numbered from the South.

No. 4, No. 3.
 Tracks will be used as follows:
 No. 4, Eastward.
 No. 3, Westward.

Three Tracks:

Between Central Ave. and Cleveland Union Terminal.
 Tracks are numbered from the South.
 No. 2, No. 1, No. 3.
 Tracks 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.

No. 4, No. 2, No. 1.
 Tracks 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.
 No. 2, No. 1, No. 4.
 Tracks 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 C. and P. crossing.
 Tracks are numbered from the South.
 No. 2, No. 1, No. 3, No. 4.
 Tracks 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.
 No. 4, No. 2, No. 1, No. 3
 Tracks will be used as follows:
 No. 4, Eastward—Freight.
 No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.
 No. 3, Westward—Freight.

Alliance Branch:

Single Track:

Between Phalanx and Dillonvale.

L. E. & P. Branch:

Single Track:

Between Hugo and Warner.

D-151.

Two Tracks:

Between Brady Lake and Hugo.
 Warner and Marcy.

Tracks are numbered from the South.
 No. 2, No. 1.
 Tracks will be used as follows:
 No. 2, Eastward.
 No. 1, Westward.

221b. MOVEMENT BY TRAIN ORDERS.

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

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

S-231. On Single Track.

Between DK and Clark Ave..... On main track

D-251. With Current of Traffic on two or more Tracks.

Cleveland Terminal District:

Between BR and BE via Cleveland Union Terminal.
 QD and Belt Jct., via Marcy.
 QD and C. and P. crossing.
 Cuyahoga River Bridge and BE.

D-261. Against current of Traffic on two or more Tracks.

Between Short Line Jct. and BE..... Track No. 4
 Belt Jct. and BE..... Track No. 4

297. RAILROAD GRADE CROSSING SIGNALS.

Cleveland Terminal District:

Location	Signal	Position	Indication
*East 55th St. team track.....	Switch Target Green.....		Proceed on N.Y.C.
C. and P. crossing.....	Pole Target...Horizontal..		Proceed on N.Y.C.
North of Pier Lead, P. R. R.....	Pole Target...Horizontal..		Proceed on N.Y.C.

C.C.C. & St.L.
Wye . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C. to and from yard tracks when proceed hand signal is received from switch tender.
Also proceed on N. Y. C. main track.
Vertical . . . Proceed from N. Y. C. main track to C. C. C. & St. L. wye.
Diagonal . . . Proceed from C. C. C. & St. L. wye to N. Y. C. main track.

C.C.C. & St.L.
Crossing . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.

*Whiskey Island, P. R. R. crossing, N. Y. C. team tracks . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.

*Kingsbury Yard, Nickel Plate Interchange Tracks . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.
Vertical . . . Proceed on Nickel Plate to N. Y. C. Yard track.
Diagonal . . . All stop.

*Trainmen will operate target.
Alliance Branch

*Newton Falls. Pole Target. Vertical . . . Proceed on N.Y.C.
**Alliance . . . Pole Target. Vertical . . . Proceed on N.Y.C.
***Minerva . . . Two Pole Targets . . . Vertical . . . Proceed on N.Y.C.

*Trainmen will operate target. Target will be set in proceed position for the N. Y. C. when crossing is not being used by the B. & O. When pole target is in proper position, trains on the N. Y. C. may proceed over the crossing without stopping, at a speed not to exceed fifteen miles per hour.

**Targetman on duty 8:30 A. M. to 5:30 P. M., week days. Trainmen will operate target when no targetman on duty and restore and lock it in position for C. & P. trains to proceed.

***Targets will be operated by joint car inspector when he is in the vicinity from 7:00 A. M. to 3:00 P. M., otherwise, trainmen will operate the targets and leave in proceed indication for the N. Y. C. Freight trains and engines, in switching service, on the N. Y. C., may proceed over the crossings at a speed not greater than fifteen miles per hour without stopping, when targets indicate proceed.

305. MANUAL BLOCK SYSTEM.

Rules 317-A and 331-A are in effect and apply to passenger trains only.

Rules 317-B and 331-B are in effect and apply to trains other than passenger trains.

The above rules govern in territory as follows:
Between Phalanx and Dillonvale.
Hugo and Warner.

Rules 317-B and 331-B do not apply within yard limits.

Rules 318-A and 331-A are in effect and apply to passenger trains only.

Rules 318-B and 331-B are in effect and apply to trains other than passenger trains.

The above rules govern in territory as follows:
Between Brady Lake and Hugo.
Warner and Marcy.

Rules 318-B and 331-B do not apply within yard limits.

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

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

373. TIME SIGNAL STATIONS ARE OPEN.

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

505. AUTOMATIC BLOCK SYSTEM.

Between BR and BE via Cleveland Union Terminal.
QD and Belt Jct., via Marcy.
QD and C. and P. Crossing.
Cuyahoga River Bridge and BE.
DK and Clark Ave.

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

When 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."

When signal 179.3A located at East 55th Street indicates "STOP," Trains or Engines may proceed after obtaining instructions from Train Dispatcher.

509a. GRADE SIGNALS.

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

605. REMOTE CONTROLLED SWITCHES.

Remote controlled switch is located at:

Location	Signal Station	Signal	Track
0.35 miles east of	CF	51	No. 1 to siding

Enginemen or trainmen finding signal governing movements over switch displaying the most restrictive indication, will call signalman at signal station for instructions. Additional instructions are located in the telephone booth.

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.

881. HAND BRAKES.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, enginemen to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is operating properly. In case hand brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

928. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken.

932. AIR BRAKES.

Alliance Branch:
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 be brought down Mount Union Hill in such portions as can be controlled by air.

1001. SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to the entire train.

General

Engines:	
Classes B and U under steam or being towed	20
Running backward by night over public crossings	15
Railroad grade crossings, interlocked	60
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling: passenger, mail, express and milk trains	35
Other trains	20

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

Trains:

Passenger, mail, express and milk, with engines	
Class L	60
Scooping water	60
Troop, with freight-equipped cars	30
Circus, with freight-equipped cars	30
With scale test cars or Jordan spreader	25
With dead engines, not having all side or main rods	20
Consisting of 50% or more of 55-ton capacity, or greater, coal cars, loaded	30
Work, with locomotive cranes	30
Revenue freight, with cranes moving on own wheels	25
Freight, with pushers	25
Switches and crossovers, not interlocked, when diverging	10
Rail Detector Car X 8015, under own power or on rear of passenger train	40

Division

	BR and BE via West Park		QD and Belt Jct. via Marcy	QD and W. 130 St. Linndale via Elec. Zone	DK and Clark Ave. via CCC&StL	Clark Ave. and BE via C. C. C. & St. L.		Alliance Branch	L. E. & P. Branch
	Tracks 1 and 2	Tracks 3 and 4	Tracks 3 and 4	Tracks 1 and 2	Tracks 1 and 2	Track 4			
Trains:									
Passenger, mail, express and milk	70	40	40	60	40	70	50	45	40
With freight-equipped cars	40	40	40	40	40	40	40	30	40
Freight and work	40	40	40	..	40	40	40	30	40
With steam cranes, except as above	40	40	40	40	40	40	40	30	40
With locomotive cranes	30	25	30	..	25	30	25	30	30
Rail motor cars: Operating under their own power or being towed:									
M-1 to M-7 incl., and M-10	55	40	40	55	40	55	50	45	40
M-404	50	40	40	50	40	50	50	45	40
All others	60	40	40	60	40	60	50	45	40
Engines:									
Light or with caboose	40	40	40	40	40	40	40	30	40
Running backward	30	25	25	25	25	30	25	15	25
Class NE	25	25	25	..	25	25	25	25	25
Snow plows and flangers	35	25	35	..	25	35	25	25	25
Electric crane X-99 . . . . .	..	..	..	35	..	..	..	..	..
Electric locomotives running light or being towed . . . . .	..	..	..	35	..	..	..	..	..
N. Y. C., C. C. C. & St. L. and W. & L. E. engines in freight service not equipped with automatic train stop device	30	30	..	..	30	30	30	..	..

Local

BR and BE, via West Park:

Between E. 55 St. and C. & P. Crossing, Track 1	50
Between C. & P. Crossing and E. 105 St., Track 2	50
Between C. & P. Crossing and Cuyahoga Drawbridge, trains or engines, irrespective of class, will proceed on hand signals from switch-tender located at east end of Cuyahoga Drawbridge, or yard office at double-track, and will proceed at restricted speed.	
Between W. 117 St. and Triskett Rd.:	
Track 1	50
Yard tracks 3 and 4 over Fisher Rd. crossing	25

QD and Belt Jct., via Marcy:

Through tunnels	25
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QD and W. 130 St., Electric Zone:

Curve between E. 140 St. and Coit Rd.	35
Superior Rd. 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 of Cuyahoga viaduct and Clark Ave. signal station: Track 1	40
Track 2	30
Clinton Rd. curve	40
Nickel Plate electric tracks, E. 37 St. and W. 38 St. through crossovers and turnouts leading to and from Nickel Plate tracks	15

DK and BE:

Between Front St. and DK, trains or engines, irrespective of class, will move with current of traffic, on signal indication at Front St. or DK and will proceed at restricted speed.

Between W. 130 St. and Clark Ave.: Track 4 40

Alliance Branch:

Newton Falls, Bridge St.	10
Mahoning River Trestle, 1 mile north of North Benton: Engines: Classes H, J, K, L, NE and U	10
Between Mt. Union and Alliance Yard, incl.	20
Between Phillips and Wolf Run mine	15
Between point 500 ft. south of signal W-67.2 and first road crossing north	10
Bridge 74.08, Pan	20
Hopedale: 1 1/2 miles north, first curve north of Half Moon fill	10
D & S Branch	20
D & S Branch, when passing tipples at U. S. No. 1 and No. 2 mines	10
On following curves:	25

North Benton, curve at station
Davis, second curve south
Phillips, second curve south
Hays, fifth curve north
Hopedale, third, fourth and fifth curves north
Piney Fork, second curve south
Harperville, first curve north

L. E. & P. Branch:

Boston Ledges, one mile east of Brandywine	10
Schriber Rd., one mile east of Hathaway	20

C.C.C. & St.L.
Wye . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C. to and from yard tracks when proceed hand signal is received from switch tender.
Also proceed on N. Y. C. main track.
Vertical . . . Proceed from N. Y. C. main track to C. C. C. & St. L. wye.
Diagonal . . . Proceed from C. C. C. & St. L. wye to N. Y. C. main track.

C.C.C. & St.L.
Crossing . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.

*Whiskey Island, P. R. R. crossing, N. Y. C. team tracks . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.
*Kingsbury Yard, Nickel Plate Interchange Tracks . . . Pole Target . . . Horizontal . . . Proceed on N.Y.C.
Vertical . . . Proceed on Nickel Plate to N. Y. C. Yard track.
Diagonal . . . All stop.

*Trainmen will operate target.
Alliance Branch
*Newton Falls. Pole Target. Vertical . . . Proceed on N.Y.C.
**Alliance . . . Pole Target. Vertical . . . Proceed on N.Y.C.
***Minerva . . . Two Pole Targets . . . Vertical . . . Proceed on N.Y.C.

*Trainmen will operate target. Target will be set in proceed position for the N. Y. C. when crossing is not being used by the B. & O. When pole target is in proper position, trains on the N. Y. C. may proceed over the crossing without stopping, at a speed not to exceed fifteen miles per hour.
**Targetman on duty 8:30 A. M. to 5:30 P. M., week days. Trainmen will operate target when no targetman on duty and restore and lock it in position for C. & P. trains to proceed.
***Targets will be operated by joint car inspector when he is in the vicinity from 7:00 A. M. to 3:00 P. M., otherwise, trainmen will operate the targets and leave in proceed indication for the N. Y. C. Freight trains and engines, in switching service, on the N. Y. C., may proceed over the crossings at a speed not greater than fifteen miles per hour without stopping, when targets indicate proceed.

305. MANUAL BLOCK SYSTEM.
Rules 317-A and 331-A are in effect and apply to passenger trains only.
Rules 317-B and 331-B are in effect and apply to trains other than passenger trains.
The above rules govern in territory as follows:
Between Phalanx and Dillonvale.
Hugo and Warner.
Rules 317-B and 331-B do not apply within yard limits.
Rules 318-A and 331-A are in effect and apply to passenger trains only.
Rules 318-B and 331-B are in effect and apply to trains other than passenger trains.
The above rules govern in territory as follows:
Between Brady Lake and Hugo.
Warner and Marcy.
Rules 318-B and 331-B do not apply within yard limits.
Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.
At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

373. TIME SIGNAL STATIONS ARE OPEN.
Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.
Between BR and BE via Cleveland Union Terminal, QD and Belt Jct., via Marcy, QD and C. and P. Crossing, Cuyahoga River Bridge and BE, DK and Clark Ave.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.
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."
When signal 179.3A located at East 55th Street indicates "STOP," Trains or Engines may proceed after obtaining instructions from Train Dispatcher.

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

605. REMOTE CONTROLLED SWITCHES.
Remote controlled switch is located at:
Location Signal Station Signal Track
0.35 miles east of . . . CF . . . 51 . . . No. 1 to siding

Enginemen or trainmen finding signal governing movements over switch displaying the most restrictive indication, will call signalman at signal station for instructions. Additional instructions are located in the telephone booth.

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.

881. HAND BRAKES.
A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, enginemen to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is operating properly. In case hand brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

928. ENGINEMEN.
When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken.

932. AIR BRAKES.
Alliance Branch:
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 be brought down Mount Union Hill in such portions as can be controlled by air.

1001. SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to the entire train.

General	
Engines:	Trains:
Classes B and U under steam or being towed 20	Passenger, mail, express and milk, with engines
Running backward by night over public crossings 15	Class L 60
Railroad grade crossings, interlocked 60	Scooping water 60
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling: passenger, mail, express and milk trains . . . 35	Troop, with freight-equipped cars 30
Other trains 20	Circus, with freight-equipped cars 30
	With scale test cars or Jordan spreader 25
	With dead engines, not having all side or main rods 20
	Consisting of 50% or more of 55-ton capacity, or greater, coal cars, loaded 30
	Work, with locomotive cranes 30
	Revenue freight, with cranes moving on own wheels 25
	Freight, with pushers 25
	Switches and crossovers, not interlocked, when diverging . . 10
	Rail Detector Car X 8015, under own power or on rear of passenger train 40

	Division									
	BR and BE via West Park		QD and Belt Jct. via Marcy	QD and W. 130 St. Linndale via Elec. Zone	DK and Clark Ave. via CCC&StL	Clark Ave. and BE via C. C. C. & St. L.		Alliance Branch	L. E. & P. Branch	
Trains:	Tracks 1 and 2	Tracks 3 and 4	Tracks 3 and 4	Tracks 1 and 2	Tracks 1 and 2	Tracks 1 and 2	Track 4			
Passenger, mail, express and milk	70	40	40	60	40	50	50	45	40	
With freight-equipped cars	40	40	40	40	40	40	40	30	40	
Freight and work	40	40	40	40	40	40	40	30	40	
With steam cranes, except as above	40	40	40	40	40	40	40	30	40	
With locomotive cranes	30	25	30	..	25	30	25	30	30	
Rail motor cars: Operating under their own power or being towed:										
M-1 to M-7 incl., and M-10	55	40	40	55	40	55	50	45	40	
M-404	50	40	40	50	40	50	50	45	40	
All others	60	40	40	60	40	60	50	45	40	
Engines:										
Light or with caboose	40	40	40	40	40	40	40	30	40	
Running backward	30	25	25	25	25	30	25	15	25	
Class NE	25	25	25	..	25	25	25	25	25	
Snow plows and flangers	35	25	35	..	25	35	25	25	25	
Electric crane X-99 . . . . .	..	..	..	35	..	..	..	..	..
Electric locomotives running light or being towed . . . . .	..	..	..	35	..	..	..	..	..
N. Y. C., C. C. C. & St. L. and W. & L. E. engines in freight service not equipped with automatic train stop device	30	30	..	..	30	30	30	..	..

Local	
BR and BE, via West Park:	DK and BE:
Between E. 55 St. and C. & P. Crossing, Track 1 50	Between Front St. and DK, trains or engines, irrespective of class, will move with current of traffic, on signal indication at Front St. or DK and will proceed at restricted speed.
Between C. & P. Crossing and E. 105 St., Track 2 50	Between W. 130 St. and Clark Ave.: Track 4 40
Between C. & P. Crossing and Cuyahoga Drawbridge, trains or engines, irrespective of class, will proceed on hand signals from switch-tender located at east end of Cuyahoga Drawbridge, or yard office at double-track, and will proceed at restricted speed.	Alliance Branch:
Between W. 117 St. and Triskett Rd.: Track 1 50	Newton Falls, Bridge St. 10
Yard tracks 3 and 4 over Fisher Rd. crossing 25	Mahoning River Trestle, 1 mile north of North Benton: Engines: Classes H, J, K, L, NE and U 10
QD and Belt Jct., via Marcy:	Between Mt. Union and Alliance Yard, incl. 20
Through tunnels 25	Between Phillips and Wolf Run mine 15
QD and W. 130 St., Electric Zone:	Between point 500 ft. south of signal W-67.2 and first road crossing north 10
Curve between E. 140 St. and Coit Rd. 35	Bridge 74.08, Pan. 20
Superior Rd. curve: Track 1 45	Hopedale: 1 1/2 miles north, first curve north of Half Moon fill 10
Track 2 35	D & S Branch 20
Between east end of E. 34 St. curve and east end Central Ave. curve: Track 1 45	D & S Branch, when passing tipples at U. S. No. 1 and No. 2 mines 10
Track 2 40	On following curves: 25
Central Ave. curve 25	North Benton, curve at station
Between east end of Cuyahoga viaduct and Clark Ave. signal station: Track 1 40	Davis, second curve south
Track 2 30	Phillips, second curve south
Clinton Rd. curve 40	Hays, fifth curve north
Nickel Plate electric tracks, E. 37 St. and W. 38 St. through crossovers and turnouts leading to and from Nickel Plate tracks 15	Hopedale, third, fourth and fifth curves north
	Piney Fork, second curve south
	Harperville, first curve north
	L. E. & P. Branch:
	Boston Ledges, one mile east of Brandywine 10
	Schrieber Rd., one mile east of Hathaway 20

1002. ENGINE AND CAR RESTRICTIONS.

Rail Detector car X8015 must not be operated in freight train.

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

Cleveland Terminal District:

Engines must not be operated as shown below:

Locations	Classes
Territory where automatic train stop is installed.....	M and NU.

Other territory, by special permission..NU.
W. & L. E. Belt.....L, J and NU.

Cuyahoga River Draw Bridge:

Not more than two engines coupled.

Electric Zone:

Electric locomotives in damaged condition, making them unfit to be operated at speeds specified in special instructions 1001, must be hauled separately.

The maximum height of any equipment or loads that can be moved is 15 feet 3 inches.

The following equipment must not be operated:

- N. Y. C. pile drivers X553, X554, X555 and X556.
- Locomotive crane X159.

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 River Bridge. Also while operating in yards and on side tracks.

Alliance Branch:

Newton Falls:

Newton Steel Co.....H-10.

Alliance:

Freight house track.....H-10.
Alliance City Water Works.....H-10.
Morgan lead.....H-10.

Mt. Union:

Mt. Union Mill track.....H-10.

Bergholz:

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

O. & P. No. 1 or Rice Mine, empty tracks, first switch to tipple....All engines.

Goat Hill Mine, empty tracks above tipple.....All engines.

Apex:

Apex No. 1 mine tracks.....H-10.

Hopedale:

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

Piney Fork:

Witch Hazel or Florence Mine tail track beyond clearance point and empty tracks between run-around track and tipple.....All engines.

Jefferson No. 2 Mine, unloading pit under old run-around track.....All engines.

Dillonvale:

W. & L. E. bridge, transfer track..All engines.

U. S. No. 1 Mine, loaded tracks, curve to tipple, empty tracks crossovers to tipple and Mule barn track beyond clearance point....All engines.

U. S. No. 2 Mine empty tracks, crossovers to tipple.....All engines.

1003. SPECIAL USE OF TRACKS.

Cleveland Terminal District:

Account of close clearance, passenger trains must not be operated on (north) main track or (south) No. 1 Depot Track between Double Track Yard Office and Big Four crossing, except when curve in adjacent track just west of C. & P. Crossing is clear.

Account of close clearance, passenger trains with new streamlined equipment must not be operated on either Big Four main tracks at St. Clair Avenue, except when the curve in adjacent main track is clear.

Yard tracks Nos. 3 and 4 between West 58th Street and Belt Jct. will be under the control of the train dispatcher and trains or engines will not use or occupy these tracks without permission from the train dispatcher.

Trains or engines must not use or occupy the East Wye track, between Rockport and the Junction switch with No. 4 yard track without permission from the train dispatcher.

Derails in Yard Track No. 4 are located about 800 feet east of West 117th St., also about 900 feet east of Detroit Ave. Derails must be left in derailing position.

Whiskey Island: Trains or engines must obtain permission from train dispatcher by telephone to use eastward side track.

Collinwood: Trains or engines using Big Four yard lead in either direction will be governed by hand signals from switch-tenders located at East 152nd St. bridge, No. 24 cabin and west end Big Four yard.

Trains or engines from W. & L. E. connection located east of Clinton Road will stop before fouling N. Y. C. tracks and proceed only on instructions obtained by telephone from Operator at CF.

Trains or engines using N. Y. C. leads or No. 4 main track at "Gauntlet" West 130th St., in either direction will not pass West 130th St. without proceed hand signal from switch tender located at this point.

Trains or engines using main track between DK and Clark Ave., and No. 4 main track between Clark Ave. and CF will report to train dispatcher from nearest telephone when clear at Fulton Road, West 73rd St., Old Knob or Clinton Road.

Trains or engines taking switching lead located between DK and Clark Avenue, south of main track, will at DK and Clark Avenue proceed on signal indication. When clear of switching lead at either intermediate switches or crossovers must report when clear of switching lead, by telephone, to operator at Clark Avenue, and must also obtain permission from operator at Clark Avenue, by telephone, before fouling switching lead at all intermediate switches and crossovers.

L. E. & P. Branch:

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

Alliance Branch:

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

1004. WATER STATIONS.

Cleveland Terminal District:

C. & P. Crossing. Marcy.
Lorain Ave. Clark Ave.

Alliance Branch:

Newton Falls. Pan.
Alliance Yard. Piney Fork.
Minerva. Dillonvale.
Bergholz.

L. E. & P. Branch:

Darrowville. Marcy.

1005. TELEPHONES.

Conductors or enginemen must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of employees exchanged to avoid misunderstanding.

G. H. JEDELE, Superintendent.

E. G. WRIGHT, Assistant Superintendent.

W. A. DALBY }
E. J. GIBBONS } Train Masters.

ALLIANCE BRANCH:

C. M. McVAY, Assistant Superintendent.

R. W. BARNETT, Train Master.

A. B. CROTSEY, Chief Train Dispatcher.

T. B. SHEA }
J. W. CONDON }
F. S. SULLIVAN }
G. B. KOUTNIK }
C. M. HAMANN }
D. J. LEE }
T. J. COLTMAN }
C. A. DONEL } Train Dispatchers.

J. E. BALDWIN }
R. TRICKEY }
J. I. CASE }
J. G. BETTIS } Train Dispatchers.

1051. LAWS.

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 further 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.

1801. 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, and between CF and BE also between QD and CF, electrified zone, must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- Under speed restrictions in Special Instructions, or by specific authority of Superintendent.
- When train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at first communicating station, and relief engine, if available, must be obtained at first engine terminal.

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.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	179	89	105	37	39	67	87	15	25	SH-25	
				See Note							See Note			See Note
				Pittsburgh Chicago	The Forest City	B4 Buffalo Cincinnati Express	The Missouriian	B4 The Missouriian	The Commodore Vanderbilt	Lake Cities Special	NYC-B4 Ohio State Limited	Twentieth Century Limited	Shuttle	
			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	BR.....				1.35		2.24		2.45	3.05	A.M.	
3.28	3.28	3.28	QD.....				1.42		2.30		2.48	3.11	3.20	
9.10	9.10		East 26th St.....						2.41		2.56	3.22		
10.37	10.37		C. and P. Crossing..						2.43	A.M.	3.07	3.24		
	10.70		Front St.....						2.50					
	11.15		Erie Passenger Sta..	A.M.					12.05					
	11.77		DK.....						12.08					
	5.97		East Cleveland.....				s 1.50							
	11.27		East 34th St.....											
	11.86		East 9th St.....											
	12.96		Cleveland Union Terminal.Ar		A.M.	A.M.	2.05	A.M.					3.40	
	12.96		Cleveland Union Terminal.Lv		12.20	12.25	A.M.	2.25					A.M.	
	14.33		West 25th St.....											
	14.20	16.16	Clark Ave.....	12.15	12.26	12.31		2.31						
	17.02	18.98	Linndale.....	12.20	s 12.30	s 12.35		s 2.35						
	18.91	20.87	Short Line Jct.....	A.M.	12.40	12.45		2.45						
22.42	23.07	25.03	Berea.....											
22.53	23.18	25.14	BE.....		12.46	12.51		2.51	3.03	3.12	3.28	3.44		
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	

No. 87 will operate from Erie Passenger Sta. via West Wye at Front St.
SH-25 will handle No. 25's mail and will not carry passengers.
No. 179 will combine with No. 5 at Linndale.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	27	6881	123	23	57	LF-7	7	47	11	75
				New England States	NYC Erie R. R.	B4 The Knickerbocker	NYC-B4 The Knickerbocker	Mail	Shuttle	Number Seven	B4 Cleveland Cincinnati Express	NYC-B4 The Southwestern Limited	The Mercury
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily
			LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BR.....	3.19			5.31		A.M.	6.45		6.53	
3.28	3.28	3.28	QD.....	3.25			5.38		6.49	6.52		7.00	
9.10	9.10		East 26th St.....	3.36					7.00				
10.37	10.37		C. and P. Crossing..	3.38	A.M.				A.M.				
	10.70		Front St.....		4.08								
	11.15		Erie Passenger Sta..		4.18 4.25								
	11.77		DK.....		4.27								
	5.97		East Cleveland.....							s 7.00		s 7.08	
	11.27		East 34th St.....										
	11.86		East 9th St.....										
	12.96		Cleveland Union Terminal.Ar			A.M.	5.55	A.M.		7.15	A.M.	7.23	A.M.
	12.96		Cleveland Union Terminal.Lv			5.20	6.12	6.20		A.M.	7.00	7.40	7.45
	14.33		West 25th St.....										
	14.20	16.16	Clark Ave.....			5.26	6.18	6.26			7.06	7.46	7.50
	17.02	18.98	Linndale.....			s 5.30	s 6.22	s 6.30			s 7.10	s 7.55	7.54
	18.91	20.87	Short Line Jct.....			5.40	6.32	6.40			7.20	8.00	7.57
22.42	23.07	25.03	Berea.....								s 7.24		
22.53	23.18	25.14	BE.....	3.58		5.45	6.38	6.46			7.25	8.08	8.02
			ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. LF-7 will not carry passengers.

**BR TO BE
WESTWARD — FIRST-CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	19	6241	LF-21 See Note	21	1007	2037	121	35	2059	33
				Lake Shore Limited	Erie R. R.	Shuttle	Cleveland Limited	Nickel Plate	B. & O.	B4 Cincinnati Special	The Iroquois	B. & O.	B4 Cleveland Cincinnati Special
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A. M.	P.M.	
.0	.0	.0	BR.....	7.03		A.M.	8.00				10.50		
3.28	3.28	3.28	QD.....	7.10		8.04	8.07				10.57		
9.10	9.10		East 26th St.....			8.15							
10.37	10.37		C. and P. Crossing..			8.18							
	10.70		Front St.....			A.M.							
	11.15		Erie Passenger Sta..			8.00							
	11.77		DK.....			8.02							
		5.97	East Cleveland.....	7.18		8.15	A.M.				11.05		
		11.27	East 34th St.....				8.19	A.M.				A. M.	
		11.86	East 9th St.....					8.32				11.58	
		12.96	Cleveland Union Terminal.Ar	7.33		8.30	8.30	8.35	A.M.		11.19	12.01	P.M.
		12.96	Cleveland Union Terminal.Lv	7.50		A.M.	8.40	A.M.		8.45	11.29	P. M.	12.10
		14.33	West 25th St.....				8.43						
	14.20	16.16	Clark Ave.....	7.56			A.M.			8.51	11.35		12.16
	17.02	18.98	Linndale.....	8.00						8.55	11.39		12.20
	18.91	20.87	Short Line Jct.....	8.10						9.05	11.49		12.30
22.42	23.07	25.03	Berea.....										
22.53	23.18	25.14	BE.....	8.16						9.11	11.55		12.36
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P. M.	P.M.	

No. LF-21 will not carry passengers.

**BR TO BE
WESTWARD — FIRST-CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	LF-151 See Note	151	3	6261	LF-81 See Note	81	135	85 See Note	609 See Note	6061
				Shuttle	Interstate Express	B4 Cleveland St. Louis Special	Erie R.R.	Shuttle	Buffalo Toledo Special	B4 Columbus Cincinnati Special	Pittsburgh Detroit	The Prairie State	Erie R.R.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.0	.0	.0	BR.....	A.M.	11.30			P.M.	2.18				
3.28	3.28	3.28	QD.....	11.34	11.37			2.22	2.25				
9.10	9.10		East 26th St.....	11.45				2.33					
10.37	10.37		C. and P. Crossing..	A.M.				P.M.					
	10.70		Front St.....										
	11.15		Erie Passenger Sta..					P.M.			P.M.		P.M.
	11.77		DK.....					1.15			3.45		4.00
								1.17			3.48		4.02
		5.97	East Cleveland.....		11.45								
		11.27	East 34th St.....										
		11.86	East 9th St.....										
		12.96	Cleveland Union Terminal.Ar										
		12.96	Cleveland Union Terminal.Lv		11.59	P.M.			2.49	P.M.		P.M.	
					12.15	12.30			2.59	3.05		4.00	
		14.33	West 25th St.....										
	14.20	16.16	Clark Ave.....		12.21	12.36			3.05	3.11	3.54	4.06	
	17.02	18.98	Linndale.....		12.25	12.40			3.08	3.15	4.00	4.10	
	18.91	20.87	Short Line Jct.....		12.35	12.50			3.18	3.25	P.M.	4.20	
22.42	23.07	25.03	Berea.....		12.40				3.24				
22.53	23.18	25.14	BE.....		12.41	12.56			3.25	3.31		4.26	
ARRIVE				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Nos. LF-151 and LF-81 will not carry passengers.
No. 85 will combine with No. 609 at Linndale.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	137	627	43	1009	6281	6861	45	31	125	83	
				See Note					See Note	See Note				
				Railway Express	Accommodation	South Shore Express	Nickel Plate	Erie R.R.	Erie R.R.	B4 Capital City Special	B4 St. Louis Special	B4 Night Express	Pittsburgh Cleveland Express	
			LEAVE	Daily Except Monday	Daily Except Sunday	Daily	Daily	Daily Ex. Sun. and Hol.	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.....	4.48		4.50							8.50	
3.28	3.28	3.28	QD.....	4.52		4.57							8.57	
9.10	9.10		East 26th St.....	5.10										
10.37	10.37		C. and P. Crossing..	5.30										
	10.70		Front St.....	5.33										
	11.15		Erie Passenger Sta..					P.M.	P.M.					
	11.77		DK.....					5.30	6.00					
								5.32	6.02					
								P.M.	P.M.					
		5.97	East Cleveland.....			s 5.05	P.M.						s 9.05	
		11.27	East 34th St.....				5.30							
		11.86	East 9th St.....											
		12.96	Cleveland Union Terminal.Ar							P.M.		P.M.	9.20	
		12.96	Cleveland Union Terminal.Lv		P.M.	5.20	5.40					P.M.		
					5.25	5.35	6.30			6.10		8.45	P.M.	
		14.33	West 25th St.....				6.33							
	14.20	16.16	Clark Ave.....		5.31	5.41	P.M.			6.16	P.M.	8.51		
	17.02	18.98	Linndale.....		s 5.35	s 5.45				s 6.20	6.24	s 8.55		
	18.91	20.87	Short Line Jct.....		5.45	5.55				6.30	6.37	9.05		
22.42	23.07	25.03	Berea.....		s 5.50									
22.53	23.18	25.14	BE.....	5.55	5.51	6.01				6.36	6.43	9.11		
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No. 137 will not carry passengers.
No. 45 combined with No. 31 Cleveland Union Terminal to Linndale.

**BR TO BE
WESTWARD — FIRST - CLASS**

Miles from BR via C and P Crossing	Miles from BR via DK	Miles from BR via Cleveland Union Term'l	STATIONS	6201	6441	SH-29	127	LF-9	9	1005	5
				See Note		See Note		See Note			See Note
				Erie R.R.	Erie R.R.	Shuttle	B4 The Gateway	Shuttle	Mail	Nickel Plate	The Mohawk
			LEAVE	Sunday Only	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BR.....			P.M.		P.M.	9.40		11.45
3.28	3.28	3.28	QD.....			9.35		9.44	9.47		11.52
9.10	9.10		East 26th St.....					9.55			
10.37	10.37		C. and P. Crossing..					10.00			
	10.70		Front St.....					P.M.			
	11.15		Erie Passenger Sta..	P.M.	P.M.						
	11.77		DK.....	9.30	9.30						
				9.32	9.32						
				P.M.	P.M.						
		5.97	East Cleveland.....						s 9.55	P.M.	s 12.01
		11.27	East 34th St.....							11.42	
		11.86	East 9th St.....								
		12.96	Cleveland Union Terminal.Ar								
		12.96	Cleveland Union Terminal.Lv			9.55	P.M.		10.10	11.53	12.15
						P.M.	9.45		10.30	12.10	12.40
		14.33	West 25th St.....							12.13	
	14.20	16.16	Clark Ave.....				9.51		10.36	A.M.	12.46
	17.02	18.98	Linndale.....				s 9.55		s 10.40		s 12.50
	18.91	20.87	Short Line Jct.....				10.05		10.50		1.00
22.42	23.07	25.03	Berea.....								
22.53	23.18	25.14	BE.....				10.11		10.56		1.06
			ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

No. LF-9 will not carry passengers.
No. SH-29 will handle No. 26's mail and will not carry passengers.
No. 179 will combine with No. 5 at Linndale.

**BE TO BR
EASTWARD—FIRST-CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	72	18	22	SH-30	6872	88	LF-80	80	LF-38	38
				See Note	NYC-B4	Lake Shore Limited	Shuttle	Erie R. R.	Pittsburgh Special	Shuttle	The Maumee	Shuttle	B4-NYC
				Express	Number Eighteen	Daily	Daily	Daily	Daily	Daily	Daily	Daily	The Missourian
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BE.....		1.05	1.34			3.53		4.50		5.10
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....		1.09	1.38				A.M.	4.54	A.M.	5.14
	6.16	6.16	Linndale.....	s	1.12	1.41				4.58	5.00	5.15	5.17
	8.98	8.98	Clark Ave.....		1.15	1.44				5.01	5.03	5.18	5.22
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal.Ar.....		1.30	1.59	A.M.				5.20		5.35
		12.18	Cleveland Union Terminal.Lv.....		2.18	2.13	2.15				A.M.		5.48
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....	s	2.27								5.57
							A.M.						
	11.41		DK.....				2.28			5.08		5.24	
	12.03		Erie Passenger Sta.....				2.30 2.47						
	12.48		Front St.....				2.50	4.08					
12.16	12.81		C. and P. Crossing..	A.M.			A.M.	A.M.		5.20		5.35	
13.43	14.11		East 26th St.....	12.10						A.M.		A.M.	
19.25	19.90	21.86	QD.....	12.22	2.36	2.27	2.40						6.05
22.53	23.18	25.14	BR.....	12.30	2.48	2.39	A.M.						6.16
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. 72 will not carry passengers between Cleveland and Painesville.
 SH-30 handles No. 25's mail and will not carry passengers.
 No. 88 will operate via West Wye at Front St., to Erie Passenger Station.
 Nos. LF-80 and LF-38 will not carry passengers.

**BE TO BR
EASTWARD—FIRST-CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	LF-28	28	20	42	90	626	1006	6292	1010	60
				See Note	B4	B4	B4	The Forest City	Accommodation	Nickel Plate	Erie R. R.	Nickel Plate	Cleveland Buffalo Special
				Shuttle	Eastern Mail	Cleveland Special	Midnight Special	Daily	Daily Except Sunday	Daily	Daily Ex. Sun. and Hol.	Daily	Daily
LEAVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
.0	.0	.0	BE.....		6.05	6.35	6.55	7.07	7.12				
.11	.11	.11	Berea.....					s 7.14					
	4.27	4.27	Short Line Jct.....	A.M.	6.09	6.39	6.59	7.11	7.18				
	6.16	6.16	Linndale.....	6.10	s 6.12	s 6.42	s 7.02	s 7.14	s 7.25				
	8.98	8.98	Clark Ave.....	6.13	6.15	6.45	7.05	7.17	7.28	A.M.		A.M.	
		10.81	West 25th St.....							7.54		8.14	
		12.18	Cleveland Union Terminal.Ar.....		6.30	7.00	7.20	7.32	7.45	8.00		8.20	A.M.
		12.18	Cleveland Union Terminal.Lv.....		A.M.	A.M.	A.M.	7.42	A.M.	8.30		A.M.	8.30
		13.28	East 9th St.....										
		13.84	East 34th St.....							8.34			
		19.17	East Cleveland.....					s 7.51		A.M.			s 8.39
											A.M.		
	11.41		DK.....	6.24							8.00		
	12.03		Erie Passenger Sta.....								8.03		
											A.M.		
	12.48		Front St.....	6.28									
12.16	12.81		C. and P. Crossing..	6.30									
13.43	14.11		East 26th St.....	A.M.									
19.25	19.90	21.86	QD.....					8.00					8.48
22.53	23.18	25.14	BR.....					8.12					9.00
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

No. LF-28 will not carry passengers.

**BE TO BR
EASTWARD—FIRST-CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	6252	78	6192	144	46	32 See Note	6052	52	146	6852
				Erie R. R.	The DeWitt Clinton	Erie R. R.	B4 Cleveland Express	B4 Cleveland Express	Mail	Erie R. R.	Chicago Buffalo Express	B4 Cleveland Special	Erie R. R.
				Daily Except Sunday	Daily	Sunday Only	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.	
.0	.0	.0	BE.....		9.19		10.55	11.20		11.25		11.43	2.45
.11	.11	.11	Berea.....		9.20								
	4.27	4.27	Short Line Jct.....		9.25		10.59	11.24				11.47	2.49
	6.16	6.16	Linndale.....		9.30		11.02	11.27		11.50		2.52	
	8.98	8.98	Clark Ave.....		9.33		11.05	11.30				11.53	2.55
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal.Ar		9.50		11.20	11.45				12.08	3.10
		12.18	Cleveland Union Terminal.Lv		A.M.		A.M.	A.M.				12.20	P.M.
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....									12.29	
					A.M.		A.M.			A.M.			P.M.
	11.41		DK.....		9.21		10.08			11.37			3.36
	12.03		Erie Passenger Sta..		9.23		10.10			11.40			3.40
					A.M.		A.M.			A.M.			P.M.
	12.48		Front St.....										
12.16	12.81		C. and P. Crossing..							11.40 12.05			
13.43	14.11		East 26th St.....							12.08			
19.25	19.90	21.86	QD.....							12.20		12.38	
22.53	23.18	25.14	BR.....							12.35		12.50	
ARRIVE				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.

No. 32 will not carry passengers.

**BE TO BR
EASTWARD—FIRST-CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	44	2058	14	608	86	104	1008	106	6	12
				Number Forty Four	B. & O.	World's Fairliner	The Prairie State	Detroit Pittsburgh	B4 New York Special	Nickel Plate	B4 New York Special	Fifth Avenue Special	B4-N.Y.C. South-western Limited
				Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.0	.0	.0	BE.....			4.50	5.08		5.13		6.45	6.50	7.50
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....			4.54	5.12	P.M.	5.17		6.49	6.54	7.54
	6.16	6.16	Linndale.....			4.57	5.15	5.18	5.20		6.52	6.57	7.57
	8.98	8.98	Clark Ave.....			5.00	5.18	5.21	5.23	P.M.	6.55	7.00	8.11
		10.81	West 25th St.....							5.45			
		12.18	Cleveland Union Terminal.Ar		P.M.	P.M.	5.15	5.33		5.38	5.51	7.10	7.15
		12.18	Cleveland Union Terminal.Lv		4.00	4.40	5.45	P.M.		P.M.	6.01	P.M.	7.25
		13.28	East 9th St.....			4.43							
		13.84	East 34th St.....			P.M.				6.04			
		19.17	East Cleveland.....		s 4.09		s 5.54			P.M.		s 7.34	s 8.49
	11.41		DK.....					5.30					
	12.03		Erie Passenger Sta..					5.35					
								P.M.					
	12.48		Front St.....										
12.16	12.81		C. and P. Crossing..										
13.43	14.11		East 26th St.....										
19.25	19.90	21.86	QD.....		4.18		6.03					7.43	9.03
22.53	23.18	25.14	BR.....		4.30		6.15					7.55	9.10
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	76	16	68	6232	SH-26 See Note	2034	26	LF-48 See Note	48	10
				The Mercury	B4 Ohio State Limited	The Commodore Vanderbilt	Erie R. R.	Shuttle	B. & O.	Twentieth Century Limited	Shuttle	Cincinnati Express	The WaterLevel Limited
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	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.....	7.59	8.05	8.14				9.00		9.20	10.05
.11	.11	.11	Berea.....									9.21	
	4.27	4.27	Short Line Jct.....	8.03	8.09						P.M.	9.26	10.09
	6.16	6.16	Linndale.....	8.06	8.12						9.29	9.30	10.12
	8.98	8.98	Clark Ave.....	8.09	8.15						9.32	9.33	10.15
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal.Ar.....	8.20	8.30			P.M.	P.M.			9.55	10.30
		12.18	Cleveland Union Terminal.Lv.....	P.M.	P.M.			8.35	9.00			P.M.	10.40
		13.28	East 9th St.....						9.03				
		13.84	East 34th St.....						P.M.				
		19.17	East Cleveland.....										10.49
	11.41		DK.....				P.M.	8.32				9.43	
	12.03		Erie Passenger Sta.....				P.M.	8.35					
	12.48		Front St.....									9.48	
12.16	12.81		C. and P. Crossing.....									9.50	
13.43	14.11		East 26th St.....									P.M.	
19.25	19.90	21.86	QD.....					8.55				9.23	10.58
22.53	23.18	25.14	BR.....					P.M.				9.37	11.10
ARRIVE				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

No. LF-48 will not carry passengers.
No. SH-26 will handle No. 26's mail and will not carry passengers.

**BE TO BR
EASTWARD — FIRST - CLASS**

Miles from BE via C and P Crossing	Miles from BE via DK	Miles from BE via Cleveland Union Term'l	STATIONS	640 See Note	132	124	24	6792					
				Express	Toledo Buffalo Special	B4 The Knickerbocker	B4-N.Y.C. The Knickerbocker	Erie R.R.					
				Daily Except Sunday	Daily	Daily	Daily	Daily					
LEAVE				P.M.	P.M.	P.M.	P.M.	P.M.					
.0	.0	.0	BE.....	10.15	10.45	10.56	11.05						
.11	.11	.11	Berea.....										
	4.27	4.27	Short Line Jct.....		10.49	11.00	11.09						
	6.16	6.16	Linndale.....		10.52	11.03	11.12						
	8.98	8.98	Clark Ave.....		10.55	11.06	11.15						
		10.81	West 25th St.....										
		12.18	Cleveland Union Terminal.Ar.....		11.10	11.20	11.30						
		12.18	Cleveland Union Terminal.Lv.....		11.45	P.M.	11.40						
		13.28	East 9th St.....										
		13.84	East 34th St.....										
		19.17	East Cleveland.....		11.54		11.49						
	11.41		DK.....					P.M.	11.54				
	12.03		Erie Passenger Sta.....					P.M.	11.58				
	12.48		Front St.....					P.M.					
12.16	12.81		C. and P. Crossing.....	10.40									
13.43	14.11		East 26th St.....	10.45									
				P.M.									
19.25	19.90	21.86	QD.....		12.03		11.58						
22.53	23.18	25.14	BR.....		12.15		12.10						
ARRIVE				P.M.	A.M.	P.M.	A.M.	P.M.					

No. 640 will not carry passengers.

**LINNDALE TO QD
PASSENGER SHUTTLE SERVICE — EASTWARD**

Miles from C and P Crossing	STATIONS	SH-18	SH-20	SH-78	SH-46	SH-52					
		Cars	Cars	Cars	Cars	Cars					
		18	20	78	46	52					
		Daily	Daily	Daily	Daily	Daily					
	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.					
6.65	Linndale.....		6.40	9.29	11.26						
3.83	Clark Ave.....										
1.40	DK.....										
.78	Erie Passenger Station.....					A.M.					
.0	C. and P. Crossing.....Ar		6.55	9.50	11.45	11.59					
.0	C. and P. Crossing.....Lv	A.M.	7.00	A.M.	A.M.	12.04					
1.27	East 26th St.....	2.00	7.05								
7.09	QD.....	2.15	A.M.			12.17					
	ARRIVE	A.M.	A.M.	A.M.	A.M.	P.M.					

**QD TO LINNDALE
PASSENGER SHUTTLE SERVICE — WESTWARD**

Miles from C and P Crossing	STATIONS	SH-47	SH-19	SH-35	SH-3	SH-135	SH-31	SH-125	SH-127	SH-9	SH-89
		Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
		47	11 19	35	3	135	31	125	127	9	105 89
		Daily Ex. Sun.	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
7.09	QD.....	A.M.	7.07	10.54	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1.27	East 26th St.....	6.25	7.20	11.05	11.50	1.30	5.30	8.00	9.05	9.45	11.45
.0	C. and P. Crossing.....Ar		A.M.	A.M.							
.0	C. and P. Crossing.....Lv	6.35			12.01	1.40	5.35	8.10	9.15	10.00	11.55
.78	Erie Passenger Station.....										
1.40	DK.....										
3.83	Clark Ave.....										
6.65	Linndale.....	6.55			12.20	2.00	5.55	8.30	9.35	10.20	12.15
	ARRIVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

For information only, not conferring time table superiority.

PHALANX TO DILLONVALE

Miles from Phalanx	STATIONS	SOUTHWARD	FIRST CLASS	SECOND CLASS	Miles from Dillonvale	STATIONS	NORTHWARD	FIRST CLASS	SECOND CLASS
			1	61				2	62
			Local	Erie R. R.				Local	Erie R. R.
			Daily Except Sunday	Daily				Daily Except Sunday	Daily
	LEAVE	A. M.	P. M.		LEAVE	P. M.	A. M.		
	Phalanx.....		9.00	10.30		Dillonvale.....		1.40	
1.34	Braceville.....	f	9.06	10.50	2.65	Harpersville.....	f	1.44	
4.38	Newton Falls.....	s	9.17		4.83	Piney Fork.....	s	1.52	
8.55	Pritchard.....	f	9.23	P. M.	6.55	Henry.....	f	1.54	
11.20	Palmyra.....	s	9.28		8.39	Florence.....	f	1.57	
12.98	Davis.....	f	9.30		10.93	Hopedale.....	s	2.03	
14.79	Mottstown.....	f	9.32		13.71	Pan.....	f	2.07	
16.32	Deerfield.....	s	9.36		15.57	Swanson.....	f	2.09	
18.48	North Benton.....	s	9.40		18.07	Apex.....	s	2.16	
					19.46	Hays.....	f	2.18	
20.69	Best.....	f	9.43						
24.73	Alliance C.&P. Crossing.....		9.49		22.64	Amsterdam.....	s	2.26	
25.08	Alliance.....	s	10.05		26.77	Bergholz.....	s	2.34	
26.57	Mount Union.....	s	10.10		31.64	Wattsville.....	s	2.42	
31.13	Center Road.....	f	10.15		35.12	Mechanicstown.....	s	2.49	
32.79	Freeburg.....	f	10.20		35.94	Mills.....	f	2.50	
35.35	Paris.....	s	10.25		39.44	Watheys.....	f	2.55	
36.74	Crescent.....		10.26		41.55	Augusta.....	s	3.00	
38.14	Myers.....	f	10.28		45.53	Minerva Yard.....	s	3.05	
					46.22	Minerva.....	s	3.09	
41.42	Minerva.....	s	10.34						
42.11	Minerva Yard.....		10.36		49.50	Myers.....	f	3.13	
46.09	Augusta.....	s	10.45		50.90	Crescent.....		3.15	
48.20	Watheys.....	f	10.47		52.29	Paris.....	s	3.21	
51.70	Mills.....		10.51		54.85	Freeburg.....	s	3.26	
52.52	Mechanicstown.....	s	10.56		56.51	Center Road.....	f	3.28	
56.00	Wattsville.....	s	11.02		61.07	Mount Union.....	s	3.37	
60.87	Bergholz.....	s	11.11		62.56	Alliance.....	s	3.48	
65.00	Amsterdam.....	s	11.21		62.91	Alliance C.&P. Crossing.....		3.50	
					66.95	Best.....	f	3.58	
68.18	Hays.....	f	11.25						
69.57	Apex.....	s	11.31		69.16	North Benton.....	s	4.04	
72.07	Swanson.....	f	11.34		71.32	Deerfield.....	s	4.10	
73.93	Pan.....	f	11.37		72.85	Mottstown.....	f	4.12	
76.71	Hopedale.....	s	11.44		74.66	Davis.....	f	4.15	
79.25	Florence.....	f	11.47						
81.09	Henry.....	f	11.49		76.44	Palmyra.....	s	4.21	
82.81	Piney Fork.....	s	11.54		79.09	Pritchard.....	f	4.24	A. M.
84.99	Harpersville.....	f	11.57		83.26	Newton Falls.....	s	4.33	
87.64	Dillonvale.....		12.15		86.30	Braceville.....	f	4.42	2.45
					87.64	Phalanx.....		4.50	3.05
	ARRIVE		P. M.	P. M.		ARRIVE		P. M.	A. M.

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

LAKE ERIE AND PITTSBURGH BRANCH

BRADY LAKE TO MARCY

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

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

QD TO BELT JCT.—VIA MARCY

WESTWARD				Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.	EASTWARD			
LEAVE							ARRIVE			
.....	.....	.....	.....	20.07	QD.....	.....	.....	.....	.....
.....	.....	.....	.....	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	East 26 St. Rockport	D. R. 33	Collinwood Orange Ave	F. A. 9	B. A. 3	B. A. 8	Collinwood W. and L. E.	W. & L. E. Rockport	Orange Ave Rockport	Linndale Collinwood Rockport
	Daily Except Monday	Daily	Daily Except Monday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Collinwood.....	12.01	.....	3.00	4.30	10.00	10.00	.....	3.00	.....	P. M.	9.00
Orange Ave.....	.....	.....	.....	5.30	.....	.....	P. M.	.....	.....	8.30	.....
Kinsman Road.....	.....	.....	.....	A. M.	.....	11.45	12.45	.....	.....	.....	10.15
Marcy.....	2.00	A. M.	.....	.....	.....	12.15	2.00	.....	.....	.....	11.00
East 26th St.....	.....	12.01	4.15	.....	11.45	P. M.	.....	.....	.....	.....	.....
DK.....	.....	.....	4.45	.....	.....	.....	.....	.....	.....	.....	.....
Clark Ave.....	.....	.....	A. M.	.....	.....	.....	.....	.....	P. M.	.....	.....
West 73rd St.....	.....	.....	.....	.....	.....	.....	.....	.....	5.30	.....	.....
Linndale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Short Line Jct.....	.....	.....	.....	.....	.....	.....	.....	4.00	.....	.....	.....
West Park.....	.....	1.30	.....	.....	12.45	.....	.....	P. M.	.....	.....	.....
Rockport.....	3.00	2.00	.....	.....	1.00	.....	3.00	.....	6.00	10.00	11.45
ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. 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	Linndale Rockport DK									
	Daily Except Sunday	Daily Except Sunday									
LEAVE	P. M.	P. M.									
Collinwood.....	9.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Orange Ave.....	10.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kinsman Road.....	P. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marcy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East 26th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DK.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clark Ave.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West 73rd St.....	.....	P. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Linndale.....	.....	10.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
Short Line Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Park.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockport.....	.....	11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
ARRIVE	P. M.	P. M.									

For information only, not conferring time table superiority.

YARD PULLERS—EASTWARD

STATIONS	Linndale Collinwood Rockport	Rockport Orange Ave	Rockport East 26 St.	B. A. 7	B. A. 8	W and L E Collinwood	Rockport W and L E	B. A. 3	F. A. 9	Collinwood W and L E	Linndale Collinwood Rockport	Orange Ave Collinwood
	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Rockport.....	12.01	12.30	3.00	3.45	10.00		1.00		3.00	4.00		
West Park.....				4.10							P. M.	
Linndale.....	12.15					A. M.					4.45	
West 73rd St.....	A. M.					11.15	1.30			4.30		
Clark Ave.....			3.45				P. M.		3.45	P. M.	5.30	
DK.....			4.30						4.30		6.15	
East 26th St.....			4.45	5.10		12.01		P. M.	5.00		7.00	
Marcy.....		1.30	A. M.		11.00			2.30				
Kinsman Road.....		2.15			11.45			3.15				P. M.
Orange Ave.....		3.00			A. M.							6.15
Collinwood.....		A. M.		5.45		12.30		4.00	5.30		7.30	7.15
ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

For information only, not conferring time table superiority.

YARD PULLERS—EASTWARD

STATIONS	Orange Ave Collinwood	Universal Co. Collinwood	Buffalo Special	Linndale Rockport DK	Orange Ave Collinwood	D. R. 33
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Rockport.....			P. M.	11.30		
West Park.....			9.30			
Linndale.....				12.01		
West 73rd St.....						
Clark Ave.....				12.15	P. M.	
DK.....		P. M.		1.15	11.45	
East 26th St.....		7.30		A. M.	12.45	
Marcy.....						
Kinsman Road.....	P. M.				P. M.	
Orange Ave.....	6.30				11.30	
Collinwood.....	7.30	8.15	10.30		1.00	1.30
ARRIVE	P. M.	P. M.	P. M.	A. 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	97 B. F. 1	P. C. 1	B. S. 3	P. T. 1	B. G. 1	L. S. 1	B. C. 3	B. F. 9
		Cleveland, Chicago	New York, St. Louis	Pittsburgh, Chicago	Buffalo, Cleveland	Pittsburgh A. L. Jct.	Buffalo, Gibson	New York, Chicago	Buffalo, Collinwood	Pittsburgh, Cincinnati
		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.
2.51	Struthers.....			3.30		4.30				5.30
.0	BR.....		3.10		3.45		4.50	5.05	5.20	
	Collinwood..... Ar	A. M.	3.20		4.00		5.00	5.15	5.30	
.0	Collinwood..... Lv	3.00	7.30		A. M.		6.30	7.00	A. M.	
10.72	Marcy.....			7.30		8.30				9.30
18.90	Rockport.....	5.00								10.30
23.44	BE.....	5.30	9.00	8.00		9.00	7.40	8.10		A. M.
	Elyria.....			8.30		9.30				
	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	B. C. 1	51	L. S. 7	93 B. F. 9	B. F. 3	E-3	B. S. 5	71 O. N. 1	S. T. 1
		Boston, Chicago	Local	Philadelphia, Chicago	Collinwood, Cincinnati	Gardenville, Collinwood	Erie, Collinwood	Buffalo, Cleveland	Cleveland, St. Louis	Cleveland, Toledo, Detroit
		Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
2.51	Struthers.....									
.0	BR.....		5.50	10.20		11.15	3.45	3.50		
	Collinwood..... Ar		6.00	10.30	A. M.	11.30	4.00	4.00	P. M.	P. M.
.0	Collinwood..... Lv		7.30	6.00	11.00	A. M.	P. M.	P. M.	4.30	6.00
6.62	Buckeye Rd.....			A. M.	6.45				6.00	6.45
10.72	Marcy.....									
18.90	Rockport.....			8.00		12.01				
23.44	BE.....	8.30	8.35	7.45		12.30			7.00	7.45
	Elyria.....									
	ARRIVE	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	D. L. S. 3	77 C. L. 7	91 House Freight	ADV. S. C. 1	79 L. E. 1
		Boston, Gibson, Chicago	Columbus Freight	Cleveland, Cincinnati, Indianapolis	Collinwood, Toledo	Freight
		Daily	Daily	Daily	Daily	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.
2.51	BR.....	6.50				
.0	Collinwood..... Ar	7.00				
.0	Collinwood..... Lv	10.30	7.00	8.45	10.30	11.30
6.62	Buckeye Rd.....					
10.72	Marcy.....				12.00	
18.90	Rockport.....				12.30	
23.44	BE.....	12.01	8.30	10.15		1.00
	ARRIVE	A. M.	P. M.	P. M.	A. M.	A. M.

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**BE TO BR
EASTWARD — FREIGHT TRAINS**

Miles from Collinwood Yard Office Via Rockport	STATIONS	N. Y. 10	S. B. 2	76 CL-2	70 O. N. 2	1 st. N. Y. 8	C. W. 10	S. C. N. 2	Adv. W. M. 6	E-2
		Cleveland, New York	Cleveland, Buffalo	Columbus, Cleveland Freight	St. Louis, Collinwood	Chicago, New York	A. L. Jct. Buffalo	Chicago, Collinwood	Elyria, Youngstown	Collinwood, Erie
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
23.30	Elyria.....			2.30	4.00	5.10	4.45	5.30	6.15	
18.90	BE.....			2.45	4.10		4.55	5.45	6.45	
	Rockport.....								7.00	
10.72	Marcy.....								8.00	
6.62	Buckeye Rd.....				4.50				8.30	
.0	Collinwood..... Ar	A.M.	A.M.	3.45	5.15	6.10	6.15	7.30		A.M.
.0	Collinwood..... Lv	2.00	2.30	A.M.	A.M.	7.30	8.15			8.00
2.51	BR.....	2.10	2.45			7.40	8.25	A.M.		8.15
	Struthers.....								1.00	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	2nd. N. Y. 8	X. N. 2	94 B. F. N. Y. 4	98 2nd B. F. N. Y. 4	50 Local	90 Adv. N. Y. 6	N. Y. 4	C. B. 2	C. P. 2
		Chicago, New York	Chicago, Gibson, New York, Boston	St. Louis, New York	St. Louis, Cleveland	Galion, Rockport	St. Louis, Buffalo	Chicago, New York	Elkhart, Buffalo	Collinwood, Philadelphia Jersey City
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
23.30	Elyria.....	7.55	10.30	11.00	12.30	1.45	2.30	2.45	4.00	
18.90	BE.....	8.10	10.45		12.40	2.00	2.45		4.15	
10.72	Rockport.....									
6.62	Marcy.....									
.0	Buckeye Rd.....					P.M.				
.0	Collinwood..... Ar	8.55	12.01	12.01	2.00		3.45	4.00	5.15	
.0	Collinwood..... Lv	9.55	1.00	1.00			4.45	5.00	6.15	4.45
2.51	BR.....	10.05	1.10	1.10			4.55	5.10	6.25	4.55
	Struthers.....									
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.

Miles from Collinwood Yard Office Via Rockport	STATIONS	W. M. 6	W. M. 4	CDN 4	92 N. Y. 6	80 SLD 6	E-8
		Chicago, Baltimore	Elyria, Pittsburgh	Chicago New York	St. Louis, New York	St. Louis, Buffalo	Collinwood, Erie
		Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
23.30	Elyria.....	5.00	7.00				
18.90	BE.....	5.30	7.30	7.30	7.30	11.00	
10.72	Rockport.....	6.00	8.00		7.45		
0	Marcy.....	6.30	8.30				
0	Collinwood..... Ar			8.30	8.45	12.01	
0	Collinwood..... Lv			9.30	10.45	1.00	
2.51	BR.....			9.40	10.55	1.10	
	Struthers.....	10.45	1.00				
		P.M.	A.M.	P.M.	P.M.	A.M.	P.M.

For information only, not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA WEST PARK

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
							Belt Line Bdge, pole box.....	S	T.D.-Y
Eddy Road.....	C.S.		177.1	177.2	177.3	177.4	Booth.....	S	T.D.-Y
E. 105th St.....	C.S. C.S. C.S.	177.33	178.1	178.2	178.3	178.4	East end station platform..... Cabin.....	N	T.D. T.D.-Y
E. 55th St.....	C.S.		179.1 179.1A	179.2A	179.3 179.3A	179.4A	Pole box.....	S	T.D.-Y
E. 38th St.....	C.S. C.S.		180.1	180.2		179.4 180.4	Pole box..... Yard masters office.....	N N	T.D.-Y T.D.-Y
East 26th St..... Open day and night	C.S. C.S.	181.32	181.1A	181.2A 181.2		181.4A 181.4	Signal station cabin No. 2..... Switch tenders cabin No. 22.....	S N	T.D.-Y T.D.-Y
East 9th St..... Double Track.... C. & P. Crossing. Open day and night	C.S. C.S. C.S.	RN	182.1 182.1A	182.2	182.3 182.3A	182.4G	Pole box..... Yard masters office..... Signal station.....	N N S	T.D.-Y T.D.-Y T.D.-Y
Big 4 Wye..... Open day and night	C.S. C.S.	BY					West end of platform, pole box.. Signal station.....	S	T.D.-Y T.D.-Y
Cuyahoga River Bridge..... Open day and night	C.S. C.S.	DB	183.03				Signal station, east end of bridge Signal station, west end of bridge	N N	T.D.-Y T.D.-Y
Whiskey Island..	C.S.		183.43	183.1G			Scale house.....	S	T.D.-Y
West 58th St.....	C.S.		184.13	183.1AG 184.1G	183.2		Cabin.....	S	T.D.
Detroit Ave.....	C.S.		185.93	184.1AG 185.1G 186.1G	184.2 185.2		Cabin.....	N	T.D.-Y
West 117th St....	C.S. C.S.						Cabin..... Lakewood Engineering, pole box	N S	T.D.-Y T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BE—VIA WEST PARK—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.	188.63	186.1AG	186.2							
	C.S.		187.1G	187.2							
	C.S.		188.1G	188.2				Lorain Ave., crossing, cabin.....	S	Y	
	C.S.		189.1G					East end of yards, crossover, pole box.....	S	T.D.-Y	
Belt Jct.....	C.S.	192.37	189.1AG	190.2							
	C.S.		190.1	191.2G				Pole box at Signal 190.1..	N	T.D.	
	C.S.		191.1					Pole box at Wye near track 4 Jct. Switch....	S	T.D.-M	
	C.S.		192.1					Booth 300 feet east of Brook Park Road cross-overs.....	S	T.D.-Y	
	C.S.		193.1	192.2	193.3	192.4	192.9	Booth, west of Hummell Road.....	S	T.D.-Y	
Berea.....	C.S.	194.57	193.2	193.4	193.7		Pole box, east end side tracks.....	S	T.D.-M		
	C.S.		194.1	194.3			Freight station.....	S	T.D.-M-Y		
BE..... Open day and night	C.S.	BE 194.68	INT.	INT.	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-Y-M

QD TO BELT JCT.—VIA MARCY

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-Y
St. Clair Ave.....	C.S.		1.27	2301.3G	2301.4	Shaw Ave., booth.....	N	T.D.-M-Y
Mayfield Road.....	C.S.		3.79	2302.3G	2302.4	Ford Motor Co. switch, in booth....	N	T.D.-M-Y
Quincy Ave.....	C.S.		5.13	2303.3G	2303.4	Yardoffice.....	N	T.D.-M-Y
Woodland Ave.....	C.S.			2304.3G	2304.4	Pole box.....	S	T.D.-M-Y
Buckeye Road..... Open day and night	C.S.	BD	5.81	2305.3	2305.4	Signal station.....	N	T.D.-M-Y
Kinsman Road.....	C.S.		6.63	2306.3	2306.4	Booth at crossover.....	S	T.D.-M-Y
Union Ave.....	C.S.		7.43	2307.3		Yard office.....	S	T.D.-M-Y
	C.S.					West end side track, in booth.....	S	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

QD TO BELT JCT.—VIA ROCKPORT—Continued

STATIONS	Office Calls	Miles from QD	SIGNALS		TELEPHONES				
			Track No. 3	Track No. 4	LOCATION	Side of Track	LINE		
Tunnels.....	C.S.		2308.3	2307.4 2308.4A	Telephones are located in pole box at extreme east and west end of Tunnels at Broadway and Richmond Ave.....	N	T.D.-M-Y		
Marcy..... Open day and night	C.S.	MY 9.95	2308.3A 2300.3	2308.4	Crossovers, east end, Marcy, on pole. Signal station..... Yard masters office.....	S S	T.D.-M-Y T.D.-M-Y		
	C.S.		INT.	INT.		N	T.D.-M-Y		
Schaff Road..... State Road.....	C.S.		2310.3G	2310.4	Pole box..... Booth.....	S	T.D.-M		
	C.S.		2311.3G	2311.4		S	T.D.-M		
Parma..... Open day and night	C.S.	PA 16.71	2312.3G	2312.4	Cleveland Builders Supply Switch, in booth..... Ohio Coal & Supply Co. Switch, in booth..... Parma side track, east end, on pole. Signal station.....	S	T.D.-M		
	C.S.		2313.3G	2313.4		S	T.D.-M		
	C.S.		2314.3G	2314.4		N	T.D.-M		
	C.S.		2315.3G	2315.4		S	T.D.-M		
	C.S.		2316.3	2316.4		S	T.D.-M		
Big Four Transfer.....	C.S.		17.50		Cabin.....	S	T.D.-M		
Short Line Jct..... Open day and night	C.S.	SL 17.84	INT.	INT.	Signal station.....	N	T.D.-M-Y		
Rockport.....	C.S.		18.13	2318.3	Car inspectors cabin, east end..... Yard office, W. 150th Street..... Coal dock switch, on pole..... Yard office, west end of yard..... Booth, Middle Rockport..... West end yard pole box..... Car inspectors cabin, west end.....	S S N N S	Y T.D.-M-Y T.D.-Y T.D.-M-Y T.D.-Y T.D.-Y Y		
	C.S.					2319.3	2319.4G		
	C.S.					20.07	2320.3G		
Belt Jct.....	C.S.								

ORANGE AVENUE FREIGHT TERMINAL

STATIONS	Office Calls	Miles from Buckeye Road	TELEPHONES			
			LOCATION	Side of Track	LINE	
Buckeye Road..... Open daily 4:00 p. m. to 8:00 a. m.	C.S.	BD	.0	Signal station.....	N	T.D.-M-Y
East 83rd St.....			.4			
Kinsman Road.....			1.3			
Kingsbury Yard.....			1.6			
East 55th St.....	C.S.		1.7	Yard masters office..... Yard masters office, on pole.....	N N	T.D.-Y T.D.-Y
East 37th St.....	C.S.		2.6	Car Clerks office.....	S	Y
Freight Terminal (Between East 15th & East 25th Sts.)..	C.S.		3.1	East 28th St., booth..... Switchmens room, East 25th St.....	S	T.D.-Y T.D.-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CLEVELAND UNION TERMINAL TO BE

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE	
CT Open day and night	C.S.	CT	0.00	INT.	INT.			Signal Station.....	S	T.D.-M-YCT
								West end yard masters office....	S	YCT
								West end of Depot between tracks 22 and 23.....		YCT
								Switch tenders shanty east of East End Viaduct, Columbus Road.....	S	YCT
								East end viaduct Columbus Road 200 feet west of Columbus Road on catenary bridge No. 4.....	S	YCT-WS
								West end of west lead, on catenary bridge No. 14.....	S	YCT
								700 feet east of Cuyahoga River bridge on catenary No. 18....	S	YCT
								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.....	S	WS
								East end Cuyahoga River bridge on signal pole.....	S	YCT
								West end Abbey Road bridge on post.....	S	YCT
150 feet west of Abbey Road, on post at catenary bridge No. 33.	S	WS								
East end Nickel Plate connection catenary bridge No. 39 at West 25th St.....		YCT								
West end Nickel Plate connection west of West 25th St..		YCT								
West limits of CT Interlocking... West 25th St.....	C.S.			INT.	INT.					
GH..... Open day and night	C.S.	GH						Telegraph office, Cleveland Union Terminal.....		T.D.-M-Y
Clark Ave..... Open day and night	C.S.	SM	3.20	INT.	INT.	INT.	INT.	Clogville yard office.....	S	T.D.-M
								500 feet east of Fulton Road, on post.....	N	WS
								Booth Fulton Road.....	S	T.D.M-YDK
								100 feet west of W. 41st St., on post.....	N	WS
								Just east of W. 53rd St., on post..	N	WS
Signal station.....	N	T.D.-M-B-Y-DK								
Just east of Clark Ave. signal station, on post.....	C.S.							N	WS	
								S	T.D.M-YDK	
West 73rd St.....	C.S.							80 feet east of W. 73rd St., on post.....	N	WS
								Transfer office.....	S	T.D.-M-Y-DK
								2000 feet west of W. 73rd St., on post.....	N	WS
								W. and L. E. connection 2000 feet east of Clinton Road booth	S	T.D.-M-Y-DK

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CLEVELAND UNION TERMINAL TO BE—Continued

STATIONS	Office Calls	Miles from Cleveland Union Terminal	SIGNALS				TELEPHONES											
			Track No. 1	Track No. 2	Track No. 4 Eastward	Track No. 4 Westward	LOCATION	Side of Track	LINE									
Clinton Road.... East Limits of CF interlocking.	C.S.		51		52	54		Booth 400 feet East of Clinton Road.....	S	T.D.-M-Y-DK								
								800 feet west of Clinton Road, on post.....	N	WS								
								900 feet west of Clinton Road, booth.....	N	YCF								
								Cress Road Booth.....	N	YCF								
CF..... Open day and night	C.S.	CF	5.66	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B-YCF-YDK								
								Yard masters office.....	S	T.D.-Y-M-YCF-YDK								
								Engine dispatchers office.....	S	T.D.-Y-M								
								Engine house foremans office....	S	T.D.-M-Y								
								Locomotive supply house.....	S	Y								
								Crossover cabin Middle Linn-dale.....	S	YCF								
								East end platform.....	S	YCF								
								East end car inspectors cabin...	N	M-Y								
								Linddale.....	C.S.		6.02	61				Passenger station.....	N	T.D.-M
																West end platform, post.....	N	YCF
West end car inspectors cabin...	N	M-Y																
Switch tenders cabin, West End Engine changing tracks.....	N	T.D.-YCF																
Gauntlet..... Open day and night	C.S.		6.75	2317.1	72	74		Switch tenders cabin.....	S	T.D.-M-B-Y								
								Pole box at No. 1 and 2 lead.....	S	B								
Short Line Jct... Open day and night	C.S.	SL	7.91	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B-Y								
								Smith Road, on pole.....	S	B								
Berea.....	C.S.		12.07	2318.1	2318.2	2318.6	2318.5	East end of side tracks, on pole..	S	Y								
								300 feet east of Front St., pole box.....	S	Y								
								Front St., on pole.....	N	Y								
								Freight station.....	S	T.D.-M-Y								
								Passenger station.....	S	T.D.-M-Y								
BE..... Open day and night	C.S.	BE	12.18	INT.	INT.	INT.	INT.	Quarry lead switch, on pole.....	S	Y								
								Signal station.....	N	T.D.-M-B-Y								
								2000 feet west of BE.....	N	Y								

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 Open week days 7:00 a. m. to 12:00 noon 2:00 p. m. to 5:00 p. m.	C.S. NX C.S.	.0	M.B.	M.B.	Station Station, in waiting room	E E	T.D.-M-B T.D.-M-B
Braceville	C.S. C.S.	1.1 1.3 1.6	D INT.	INT. D	Cabin	E	T.D.-M-B
Newton Falls Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. NF	4.3	M.B.	M.B.	Siding, north end, in booth Station	E W	T.D.-M-B T.D.-M-B
Pritchard	C.S.	8.5			Spur track, in booth	E	T.D.-M-B
Palmyra Open week days 8:15 a. m. to 5:15 p. m.	C.S. MY	11.2	M.B.	M.B.	Station	E	T.D.-M-B
Deerfield Open week days 8:30 a. m. to 5:30 p. m.	C.S. DR	16.3	M.B.	M.B.	Station	W	T.D.-M-B
North Benton Open week days 8:30 a. m. to 5:30 p. m.	C.S. NB	18.4	M.B.	M.B.	Station	E	T.D.-M-B
Mahoning	C.S.	22.4			Siding, north end, on pole	E	T.D.-M-B
Alliance C. & P. Crossing Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S. HD C.S.	24.7	M.B.	M.B.	North Webb St., on pole 100 ft. south of water tank, on pole Signal station	E W E	T.D.-M-B-Y Y T.D.-M-B-Y
Alliance	C.S.	24.8 25.0	D INT.	INT.	Signal station	E	Y
Alliance	C.S. C.S. C.S.	25.1 25.6			Assistant Superintendent's office Station, north end Freight office	E E E	T.D.-M-B Y T.D.-M-Y
Morgan's Point	C.S.	26.1 26.4			200 ft. north of switch, in booth	E	T.D.-M-B
Mount Union Open week days 8:00 a. m. to 5:00 p. m.	C.S. MU C.S. C.S.	26.5	M.B.	M.B.	Station Station, south end Siding, south end on pole	E E E	T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B
Freeburg Open week days 1:15 p. m. to 4:45 p. m.	C.S. FR C.S.	32.7	M.B.	M.B.	Siding, south end, booth Station	E E	T.D.-M-B T.D.-M-B
Paris Open week days 8:00 a. m. to 12:00 noon	C.S. RS	35.3	M.B.	M.B.	Station	E	T.D.-M-B
Crescent	C.S.	36.7			Siding, north end, in 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 week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	41.4			Yard, north end, on pole Booth, north end depot Station	E E E	T.D.-M-B-Y Y T.D.-M-Y
Minerva Yard Open continuously except 6:00 a. m. Sunday to 6:00 a. m. Monday.	C.S. C.S. MI C.S. C.S. C.S.	42.1	M.B.	M.B.	Murray Ave. Signal station Engine house Yard Master Empty Yard, south end, in booth Loaded Yard, south end, on pole	E E W E W E	Y T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B-Y
Augusta Open week days 8:00 a. m. to 5:00 p. m.	C.S. GS	46.0	M.B.	M.B.	Station	E	T.D.-M-B
Watheys	C.S. C.S. WA	48.2			Siding, north end, in booth Siding, south end, booth	E E	T.D.-M-B T.D.-M-B
Mills	C.S.	51.7			North end of switch, in booth	E	T.D.-M-B
Mechanicstown Open week days 8:30 a. m. to 5:30 p. m.	C.S. WN C.S.	52.5	M.B.	M.B.	Station South end of siding, booth	E E	T.D.-M-B T.D.-M-B
Wattsville Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. WS	56.0	M.B.	M.B.	Siding, north end, in booth Station	E E	T.D.-M-B T.D.-M-B
Bergholz Open 8:00 a. m. to 4:00 p. m. and 11:55 p. m. to 7:55 a. m. except 7:55 a. m. Sunday to 8:00 a. m. Monday.	C.S. C.S. B C.S.	60.8	M.B.	M.B.	North end yard, in booth Station South end yard, in booth	E E W	T.D.-M-B T.D.-M-B T.D.-M-B
Phillips	C.S.	62.0 62.1 62.7			South of switch, in booth	W	T.D.-M-B
Shepherd	C.S.	63.0 63.9 64.2			Siding, south end, in booth	W	T.D.-M-B
Amsterdam Open week days 8:00 a. m. to 12:00 midnight.	C.S. S C.S. C.S.	65.0	M.B.	M.B.	Station Siding, south, in booth 35 ft. north of the empty track switch of the Culgun Coal Co. mine	W W W	T.D.-M-B T.D.-M-B T.D.-M-B
Hays	C.S.	68.2			Siding, north end, in booth	W	T.D.-M-B
Apex Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. AX C.S.	69.5 70.2	M.B.	M.B.	Siding, north end, in booth Station North switch, Apex No. 1 mine, in booth	W W W	T.D.-M-B T.D.-M-B T.D.-M-B
Pan	JN	73.9			Cabin	W	T.D.-M-B
Hopedale Open week days 8:00 a. m. to 5:00 p. m.	C.S. HF C.S.	76.7 78.9	M.B.	M.B.	Station Siding, south end, in booth	W W	T.D.-M-B T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Marion Mine...	C.S.	79.4 79.6	W80.1		Booth.....	W	T.D.-M-B
Taylor Mine....	C.S.	80.0	W81.1		Pole box.....	W	T.D.-M-B
Witch Hazel Mine	C.S.	80.6 81.3			South of switch, on pole.....	W	T.D.-M-B
Piney Fork..... Open week days 6:00 a. m. to 9:30 p. m.	C.S. RK	82.8	M.B.	M.B.	Yard, north end, booth..... Station.....	W W	T.D.-M-B T.D.-M-B
Harnersville....	C.S.	84.0 84.9			North of station, on pole.....	W	T.D.-M-B
Dillonvale..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	DV 87.6	M.B.	M.B.	North of station, second pole, booth Station..... W. & L. E. transfer, in booth.....	W W E	T.D.-M-B T.D.-M-B T.D.-M-

LAKE ERIE & PITTSBURGH RAILWAY

BRADY LAKE TO MARCY

LOCATION	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 O	INT-MB	INT B27.2 B26.2	Interlocking Signal Station.....	N	T.D.-M
Hugo..... Open 7:00 a.m. to 4:00 p.m. Week days	C.S. C.S.	HU 2.19	MB	MB B25.2	Signal Station, South Wall..... Signal Station.....	N N	T.D.-M T.D.-M
Darrowville.....	C.S.	6.26			Center of Siding (Booth)..... Water Station.....	N N	T.D.-M T.D.-M
Chittenden.....	C.S.	9.85			Cabin, East End.....	N	T.D.-M
Brandywine.....	C.S.	13.53			Center of Siding (Booth).....	N	T.D.-M
Northfield..... Open 7:00 a.m. to 3:00 p.m. 8:00 p.m. to 4:00 a.m.	C.S.	NR 17.33	MB	MB	Signal Station.....	N	T.D.-M
Egypt.....	C.S.	18.48 20.90	B9.1 SW		Center of Siding (Booth)..... Siding, East End.....	N N	T.D.-M T.D.-M
Hathaway.....	C.S.	24.20					
Warner.....	C.S.	26.04 27.10			End of No. 2 Track (Booth).....	N	T.D.-M
Marcy..... Open day and night	C.S. C.S. C.S.	MY 27.76	B1.1 INT	B1.2 INT-MB	Ass't Track Supervisor's Office... Water Station (Booth)..... Interlocking Signal Station..... Yard Master's Office.....	N S S N	Y T.DY-M T.DY-M T.DY-M

ABBREVIATIONS

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

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



FIG. 49



FIG. 54

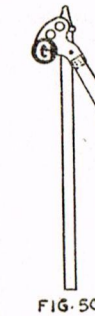


FIG. 50

RULE 281
PROCEED.



FIG. 189A



FIG. 189 B



FIG. 189C

PROCEED AT RESTRICTED SPEED.



FIG. 128
RULE 289
PROCEED.



FIG. 145
RULE 289B
STOP.

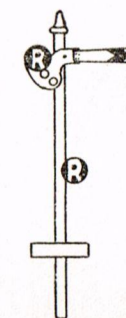


FIG. 197
RULE 291
STOP; THEN PROCEED AT
RESTRICTED SPEED.

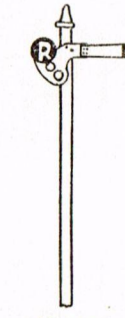


FIG. 218



FIG. 219

RULE 292
STOP

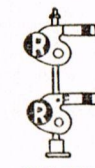


FIG. 220



FIG. 102
RULE 285
PROCEED PREPARING TO STOP
AT SWITCH OR NEXT SIGNAL.

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 "	17.58
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		

