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THE PENNSYLVANIA RAILROAD

CENTRAL REGION

LAKE DIVISION

CLEVELAND DIVISION

Time-Table No. 6

In effect 12.01 A. M., Sunday, April 29, 1945

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J C WHITE,
General Manager.

A M SEIVARD,
Sup't Passenger Transportation.

J L CRANWELL,
General Superintendent.

H L CLAPPER,
Sup't Freight Transportation.

W D SUPPLEE,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		ROCHESTER { (Est. Div.)	54.4			
X	X	X		BAYARD.....	54.8	101	162	
				MOULTRIE.....	58.0			
				HOMEWORTH.....	60.7			
		X		ALLIANCE.....	65.8	79	396	
				LIMAVILLE.....	72.1			
				ATWATER.....	75.0			
				HAZEN.....	77.3	122	82	
				ROOTSTOWN.....	81.3			
				NILES JCT.....				
				NEWTON FALLS.....	B.&O. 8.2			
				APCO.....	R.R. 14.3			
				RAVENNA.....	22.8			
X	X	X		RAVENNA.....	85.1			
X	X	X		M. V. JUNCTION.....	85.9	121	71	
X	X	X		BRADY'S LAKE.....	88.5			
				EARLVILLE.....	90.5			
X	X	X		HUDSON.....	96.9	108	117	
				HIGHLAND SPRINGS.....	99.5			
				MACEDONIA.....	103.9			
				WHEELOCK.....	106.1	79	88	
				BEDFORD.....	109.4			
				GRACE STREET.....	109.8			
				MAPLE.....	110.3			
				McCRACKEN.....	113.1			
X	X	X		HARVARD AVENUE.....	115.8			
X	X	X		HARVARD.....	116.0			
				ERIE CROSSING.....	116.9			
				BESSEMER AVENUE.....	117.1			
				HOLTON AVENUE.....	118.2			
				WOODLAND AVENUE.....	118.6			
				EUCLID AVENUE.....	120.0			
				SUPERIOR.....	120.9			
		X		ALABAMA.....	121.5			
				SENECA.....	123.0			
				CLEVELAND.....	123.1			

NOTE—X indicates in service.

NOTE—The distance from Mile Post 96 to Mile Post 98 is 1.1 miles.

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
Bayard—Westward	Signalman Bayard	
Bayard—Eastward	Signalman Bayard	1
Alliance—Westward	Signalman Alliance	
Alliance—Eastward	Signalman Alliance	
Hazen—Westward	Signalman Alliance	
Hazen—Eastward	Signalman M.V. Jct.	
MV Jct.—Westward	Signalman M.V. Jct.	
MV Jct.—Eastward	Signalman M.V. Jct.	1
Hudson—Westward	Signalman Hudson	
Hudson—Eastward	Signalman Hudson	
Wheelock—Westward	Signalman Hudson	
Wheelock—Eastward	Signalman Harvard	

NOTE—1. Signal indication will be authority for trains to use siding in reverse direction.

MARIETTA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Marietta	Siding Assigned direction Car Capacity 50 ft. cars		
						South	North	Both
				DOVER.....	103.1			
			X	DO.....	102.8			
				STONE CREEK.....	93.3			
X	X	X		NEWCOMERSTOWN.....	84.1			72
			X	JH.....	82.5			43
				GUERNSEY.....	77.5			
				KIMBOLTON.....	68.9			
			X	FA [□]	58.7			48
				CAMBRIDGE.....	57.9			
				CAMBRIDGE SHOP.....	57.1			45
				CAMBRIDGE SCALES.....	54.5			
				BYESVILLE.....	52.9			33
				ALBIN.....	48.5			
				PLEASANT CITY.....	48.0			
				GLENWOOD.....	45.2			41
				AVA.....	42.6			
				BELLE VALLEY.....	38.7			
				CALDWELL.....	35.3			21
				DUDLEY.....	31.8			
				SOUTH OLIVE.....	28.7			
				DEXTER CITY.....	27.2			
				MACKSBURG.....	24.7			25
				WARNER.....	17.6			
				WHIPPLE.....	13.9			12
				MARIETTA.....				

NOTE—X indicates in service.

NOTE—The distance from Mile Post 69 to Mile Post 75 is 0.7 mile.

□ Block-Limit Station for northward trains only.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
DO	Newcomerstown
JH	Newcomerstown
FA	Newcomerstown

The direction from Dover to Marietta is southward.

TUSCARAWAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Bayard	Siding Assigned direction Car Capacity 50 ft. cars		
						South	North	Both
X	X	X		BAYARD.....				
				MINERVA.....	2.5			
				MINERVA JUNCTION.....	2.7			
			X	PE.....	3.1			59
				PEKIN.....	4.0			
				ONEIDA.....	5.7			
			X	MN.....	7.5			
				MALVERN.....	7.5			61
				WHITACRE.....	10.3			
				WAYNESBURG.....	11.3			81
				MAGNOLIA.....	14.7			
			X	BR.....	15.2			45
				SUMMIT SIDING.....	17.3			28
			X	MY.....	19.3			
				MINERAL CITY.....	19.3			
			X	JN.....	21.3			43
				VALLEY JUNCTION.....	21.5			
			X	DJ.....	23.3			
				DOVER JUNCTION.....	23.3			
				NEW PHILADELPHIA.....	31.0			

NOTE—X indicates in service.

NOTE—The distance from Mile Post 25 to Mile Post 26 is 1.2 miles.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
PE	Bayard
MN	Bayard
BR	Bayard
MY	Bayard
JN	Bayard
DJ	Bayard

The direction from Bayard to New Philadelphia is southward.

DRESDEN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Killbuck	Siding Assigned direction Car Capacity 45-ft cars		
						South	North	Both
				KILLBUCK.....	.0			
				LAYLAND.....	5.0			
				HELMICK.....	8.2			
				BLISSFIELD.....	9.5			
				END OF BRANCH, 100 FEET.....				
				NORTH OF M.P. 12.....	11.9			

The direction from Killbuck to Mile Post 12 is southward.

AKRON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Hudson	Siding Assigned direction Car Capacity 50 ft. cars		
						South	North	Both
X	X	X		HUDSON				68
X				CLARK	.9			
X				SILVER	5.8			103
				SILVER LAKE	6.1			
X				PAYNE	6.8			
				CUYAHOGA FALLS	7.9			
				GORGE	9.5			
		X		ARLINGTON	11.6			
X	X	X		AKRON	12.9			
				CROSIER STREET	14.8			
				MAIN STREET	15.1			
				BRIDGE 16	16.1			
X				LAMBERT	18.4			
				BARBERTON	20.3			
	X	X		BN	20.6			121
				CLINTON	26.4			
X	X	X		WARWICK	27.2			54
		X		MARSHALLVILLE	32.4			
			X	MR	32.5			98
X	X	X		ORRVILLE	37.2	58	162	
		X		NORRS	39.0			
				EAST UNION	41.1			
		X		APPLE CREEK	45.1			112
				FREDERICKSBURG	51.0			
				HOLMESVILLE	55.3			
			X	KN	55.7			91
		X		MILLERSBURG	60.9			125
				KILLBUCK	66.7	83	84	
		X		GLENMONT	72.8			143
				BADDOW PASS	77.1			
			X	BH	80.9			69
				BRINK HAVEN	81.0			
		X		DANVILLE	85.3			125
				HOWARD	89.9			
			X	GA	94.2			60
				GAMBIER	94.3			
		X		MT. VERNON	100.0	103	95	
X	X			B. & O. R. R. CROSSING	100.1			
			X	BG	104.7			
				BANGS	104.7			85
				MT. LIBERTY	108.9			
		X		CENTERBURG	113.3			
X	X	X		CENTERAC	113.9			125
			X	CQ	119.1			
				CONDIT	119.1			91
				SUNBURY	123.2			
				GALENA	125.0			
		X		FRANKLIN	128.5			125
				WESTERVILLE	132.1			
				LINDEN	140.5	163	130	
X	X	X		DIVISION POST	141.0			
				JOYCE AVENUE	142.1			
				COLUMBUS	144.3			

NOTE—X indicates in service.

Block stations open continuously, except:

Marshallville	Closed	Daily except Sunday, 4:00 P.M. to 8:00 A.M. Sunday.
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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
MR	Orrville—Daily except Sunday, 4:00 P.M. to 8:00 A.M. Sunday.
KN	Millersburg
BH	Glenmont
GA	Danville
BG	Mt. Vernon
CQ	Centerac

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Clark	Hudson
Silver	Hudson
Payne	Hudson
Lambert	BN

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
Orrville—Southward	Signalman Norrs	
Orrville—Northward	Signalman Norrs	
Killbuck—Southward	Signalman Millersburg	
Killbuck—Northward	Signalman Millersburg	
Mt. Vernon—Southward	Signalman Mt. Vernon	
Mt. Vernon—Northward	Signalman Mt. Vernon	
Linden—Southward	Signalman Joyce Avenue	
Linden—Northward	Signalman Joyce Avenue	

STATIONS	FIRST CLASS		
	*301	‡253	625
	DAILY	DAILY EX. SUN.	DAILY
	P.M.	A.M.	A.M.
PITTSBURGH (Pgh Div.)	\$ 11.55		
		Will Not Run May 30, July 4, Sept. 3, Nov. 22,	
BAYARD		Dec. 25, Jan. 1.	
MOULTRIE			
HOMEWORTH			
ALLIANCE	\$ 5.05	\$ 6.15	
LIMAVILLE		E 6.21	
ATWATER		\$ 6.28	
HAZEN	5.20	6.33	
ROOTSTOWN		\$ 6.39	
NILES JCT.	B.&O. R.R.		
NEWTON FALLS			
APCO			
RAVENNA			
RAVENNA	\$ 5.35	\$ 6.47	
MV JUNCTION	5.36	6.48	
BRADY'S LAKE	5.39	F 6.51	
EARLVILLE		F 6.54	
HUDSON	\$ 6.00	\$ 7.05	\$ 7.33
HIGHLAND SPRINGS		F 7.07	
MACEDONIA	\$ 6.10	\$ 7.13	
WHEELOCK	6.15	7.16	7.42
BEDFORD	\$ 6.20	\$ 7.21	N 7.46
GRACE STREET		\$ 7.22	
MAPLE	6.22	7.23	7.47
HARVARD AVENUE	\$ 6.29	\$ 7.30	\$ 7.55
HARVARD	6.30	7.31	7.56
ERIE CROSSING	6.31	7.32	7.57
BESSEMER AVENUE	6.32	7.33	7.58
WOODLAND AVE.	\$ 6.35	\$ 7.35	
EUCLID AVENUE	\$ 6.40	\$ 7.40	\$ 8.05
SENECA	6.49	7.49	8.14
CLEVELAND	\$ 6.50	\$ 7.50	\$ 8.15
Arrive	A.M.	A.M.	A.M.
	301	253	625

FIRST CLASS			
	39	9	303
	DAILY	DAILY	DAILY
	A.M.	A.M.	A.M.
	\$ 5.15	\$ 5.30	\$ 8.30
	Q 7.04		\$ 10.18
	7.16		10.29
		7.38	
		7.47	
		R 7.54	
		8.04	
	F 7.27	F 8.06	\$ 10.38
	7.28	8.08	10.39
	7.31	8.11	10.42
	\$ 7.41	8.21	\$ 10.53
	7.53		11.01
	7.58		11.05
	\$ 8.07		\$ 11.12
	8.08		11.13
	8.09		11.14
	8.10		11.15
	\$ 8.19		\$ 11.22
	8.29		11.29
	\$ 8.30		\$ 11.30
	A.M.	A.M.	A.M.
	39	9	303

STATIONS		FIRST CLASS			
		367	605	333	
		DAILY	DAILY	DAILY	
Leave		A.M.	P.M.	P.M.	
PITTSBURGH .. (Pgh, Div.)	\$ 9.15		\$ 3.00		
BAYARD					
MOULTRIE					
HOMEWORTH					
ALLIANCE					
LIMAVILLE					
ATWATER					
HAZEN					
ROOTSTOWN					
NILES JCT.	B.&O. R.R.	11.30		5.03	
NEWTON FALLS		\$ 11.39		\$ 5.13	
APCO		R 11.45		G 5.19	
RAVENNA		11.54		5.28	
RAVENNA		\$ 11.55		\$ 5.30	
MV JUNCTION		11.57		5.31	
BRADY'S LAKE		12.00		5.34	
EARLVILLE					
HUDSON		\$ 12.11	\$ 1.01	\$ 5.45	
HIGHLAND SPRINGS					
MACEDONIA			F 1.06		
WHEELOCK		12.20	1.09	5.53	
BEDFORD			\$ 1.15	F 5.56	
GRACE STREET					
MAPLE		12.24	1.17	5.58	
HARVARD AVENUE		\$ 12.31	\$ 1.25	\$ 6.06	
HARVARD		12.32	1.26	6.07	
ERIE CROSSING		12.33	1.27	6.08	
BESSEMER AVENUE		12.34	1.28	6.09	
WOODLAND AVE.					
EUCLID AVENUE		\$ 12.40	\$ 1.35	\$ 6.15	
SENECA		12.49	1.44	6.24	
CLEVELAND		\$ 12.50	\$ 1.45	\$ 6.25	
Arrive		P.M.	P.M.	P.M.	
		367	605	333	

FIRST CLASS				
	‡ †233	313	323	
	DAILY EX. SUN.	DAILY	DAILY	
	P.M.	P.M.	P.M.	
		\$ 5.15	\$ 8.40	
	Will Not Run May 30, July 4, Sept. 3, Nov. 22, Dec. 25, Jan. 1.			
	\$ 5.46			
	\$ 5.52			
	\$ 5.57			
	\$ 6.10	\$ 7.07		
		7.18		
			10.44	
			10.53	
			11.08	
		\$ 7.27	\$ 11.09	
		7.28	11.11	
		7.31	11.14	
		\$ 7.42	\$ 11.25	
		7.50	11.33	
		7.54	11.37	
	\$	8.01	\$ 11.45	
		8.02	11.46	
		8.03	11.47	
		8.04	11.48	
		\$ 8.10	\$ 11.55	
		8.19	12.04	
		\$ 8.20	\$ 12.05	
	P.M.	P.M.	A.M.	
	233	313	323	

STATIONS	FIRST CLASS			
	302	324	618	
	A.M.	A.M.	A.M.	
PITTSBURGH... (Pgh. Div.)	\$ 6.40	\$ 11.05		
			Will Not Run	
			May 30,	
			July 4,	
			Sept. 3,	
			Nov. 22,	
			Dec. 25,	
			Jan. 1.	
BAYARD			\$ 10.05	
MOULTRIE			\$ 9.57	
HEMOWORTH			\$ 9.51	
ALLIANCE	\$ 2.45	\$ 9.12	\$ 9.40	
LIMAVILLE				
ATWATER				
HAZEN	2.25	8.59		
ROOTSTOWN				
NILES JCT.	B.&O. R.R.			
NEWTON FALLS				
APCO				
RAVENNA				
RAVENNA	\$ 2.17	\$ 8.52		
MV JUNCTION	2.15	8.50		
BRADY'S LAKE	2.12	8.47		
EARLVILLE				
HUDSON	\$ 2.03	\$ 8.38		
HIGHLAND SPRINGS				
MACEDONIA	F 1.47			
WHEELOCK	1.44	8.26		
BEDFORD				
GRACE STREET				
MAPLE	1.39	8.22		
HARVARD AVENUE	\$ 1.32	\$ 8.15		
HARVARD	1.31	8.14		
ERIE CROSSING	1.30	8.13		
BESSEMER AVENUE	1.29	8.12		
WOODLAND AVE.				
EUCLID AVENUE	\$ 1.25	\$ 8.08		
SENECA	1.17	8.02		
CLEVELAND	\$ 1.15	\$ 8.00		
Leave	A.M.	A.M.		
	DAILY	DAILY	DAILY	
	*302	324	± 618	

FIRST CLASS				
	374	604	242	332
	P.M.	P.M.	P.M.	P.M.
	\$ 1.40			\$ 5.45
			\$ 2.50	
			E 2.38	
			\$ 2.35	
			2.32	
			\$ 2.28	
	11.38			3.40
	\$ 11.27			\$ 3.30
	R 11.20			
	11 11			3.15
	\$ 11.10		\$ 2.23	\$ 3.14
	11.07		2.20	3.11
	11.04		F 2.16	3.08
			F 2.12	
	\$ 10.55	\$ 1.42	\$ 2.03	\$ 2.59
			F 1.56	
		N 1.32	\$ 1.61	
	10.42	1.29	1.48	2.47
		\$ 1.25	\$ 1.42	F 2.43
			\$ 1.40	
	10.37	1.22	1.39	2.42
	\$ 10.30	\$ 1.15	\$ 1.32	\$ 2.35
	10.29	1.14	1.30	2.34
	10.28	1.13	1.29	2.33
	10.27	1.12	1.28	2.32
			\$ 1.25	
	\$ 10.23	\$ 1.08	\$ 1.22	\$ 2.28
	10.17	1.02	1.17	2.22
	\$ 10.15	\$ 1.00	\$ 1.15	\$ 2.20
	A.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	SAT. ONLY	DAILY
	374	604	242	332

STATIONS	FIRST CLASS			
	81	2531	625	
	A.M.	A.M.	A.M.	
Arrive				
HUDSON.....		\$ 6.57	\$ 7.33	
CLARK.....		6.54	7.25	
SILVER.....		6.47	7.15	
SILVER LAKE.....				
PAYNE.....		6.46	7.14	
CUYAHOGA FALLS.....		\$ 6.44	\$ 7.10	
ARLINGTON.....	6.18	6.38	7.01	
AKRON.....	\$ 6.15	\$ 6.35	6.58	
			\$ 6.40	
CROSIER STREET.....	6.06		6.37	
LAMBERT.....	6.00		6.31	
BARBERTON.....	5.58		\$ 6.28	
BN.....	5.57		6.24	
CLINTON.....				
WARWICK.....	5.50	Will Not	6.17	
MARSHALLVILLE.....		Run	6.09	
MR.....		May 30,	6.08	
		July 3,	6.01	
ORRVILLE.....		Sept. 3,	\$ 5.46	
		Nov. 22,		
NORRS.....		Dec. 25,	5.43	
APPLE CREEK.....		Jan. 1.	5.34	
FREDERICKSBURG.....			5.26	
HOLMESVILLE.....			5.20	
KN.....			5.19	
MILLERSBURG.....			\$ 5.13	
KILLBUCK.....			5.01	
GLENMONT.....			4.53	
BADDOW PASS.....			4.45	
BH.....			4.37	
BRINK HAVEN.....			4.36	
DANVILLE.....			4.29	
HOWARD.....			4.22	
GA.....			4.15	
GAMBIER.....			4.14	
MT. VERNON.....			\$ 4.05	
BANGS.....			3.54	
MT. LIBERTY.....				
CENTERBURG.....				
CENTERAC.....			3.43	
CONDIT.....			3.36	
SUNBURY.....			3.31	
GALENA.....			3.28	
FRANKLIN.....			3.23	
WESTERVILLE.....			3.17	
LINDEN.....				
JOYCE AVENUE.....			3.03	
COLUMBUS... (Cols. Div.)			\$ 2.55	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	B. & O.	EX.SUN.		
	81	‡ +2531	625	

[illegible]

STATIONS	FIRST CLASS			
	401	3671	605	
Arrive	A.M.	P.M.	P.M.	
HUDSON.....		\$ 12.02	\$ 1.01	
CLARK.....		11.57	12.56	
SILVER.....		11.50	12.49	
SILVER LAKE.....				
PAYNE.....		11.49	12.48	
CUYAHOGA FALLS.....		\$ 11.47	\$ 12.46	
ARLINGTON.....	10.46	11.40	12.39	
AKRON.....	10.44	\$ 11.37	12.35	
			\$ 12.20	
CROSIER STREET.....	10.31		12.14	
LAMBERT.....	10.27		12.09	
BARBERTON.....	10.25		\$ 12.06	
BN.....	10.23		12.01	
CLINTON.....			\$ 11.54	
WARWICK.....	10.17		\$ 11.51	
MARSHALLVILLE.....			\$ 11.43	
MR.....			11.42	
ORRVILLE.....			11.35	
			\$ 11.20	
NORRS.....			11.16	
APPLE CREEK.....			\$ 11.07	
FREDERICKSBURG.....			\$ 10.57	
HOLMESVILLE.....			\$ 10.50	
KN.....			10.49	
MILLERSBURG.....			\$ 10.42	
KILLBUCK.....			\$ 10.30	
GLENMONT.....			\$ 10.21	
BADDOW PASS.....			10.13	
BH.....			10.07	
BRINK HAVEN.....			\$ 10.06	
DANVILLE.....			\$ 9.58	
HOWARD.....			\$ 9.51	
GA.....			9.45	
GAMBIER.....			\$ 9.44	
MT. VERNON.....			\$ 9.34	
BANGS.....			F 9.22	
MT. LIBERTY.....			F 9.16	
CENTERBURG.....			\$ 9.10	
CENTERAC.....			9.06	
CONDIT.....			F 8.59	
SUNBURY.....			\$ 8.52	
GALENA.....			\$ 8.48	
FRANKLIN.....			8.43	
WESTERVILLE.....			\$ 8.37	
LINDEN.....			8.24	
JOYCE AVENUE.....			8.22	
COLUMBUS..... (Cols. Div.)			\$ 8.15	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	B. & O.			
	401	+3671	605	

[illegible]

STATIONS	FIRST CLASS			
	90 B. & O. DAILY	50 B. & O. DAILY	190 B. & O. DAILY	
	A.M.	A.M.	A.M.	
Leave				
HUDSON				
CLARK				
SILVER				
SILVER LAKE				
PAYNE				
CUYAHOGA FALLS				
ARLINGTON	12.13	2.48	2.58	
AKRON	\$ 12.30	\$ 2.52	\$ 3.05	
CROSIER STREET	12.32	2.55	3.08	
LAMBERT	12.38	3.00	3.13	
BARBERTON	T 12.44	3.02	3.15	
BN	12.45	3.03	3.16	
CLINTON				
WARWICK	12.54	3.12	3.25	
MARSHALLVILLE				
MR				
ORRVILLE				
NORRS				
APPLE CREEK				
FREDERICKSBURG				
HOLMESVILLE				
KN				
MILLERSBURG				
KILLBUCK				
GLENMONT				
BADDOW PASS				
BH				
BRINK HAVEN				
DANVILLE				
HOWARD				
GA				
GAMBIER				
MT. VERNON				
BANGS				
MT. LIBERTY				
CENTERBURG				
CENTERAC				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cols. Div.)				
Arrive	A.M.	A.M.	A.M.	
	90	50	190	

[illegible]

STATIONS	FIRST CLASS			
	†3240	70	†3030	
	DAILY	B. & O. DAILY	DAILY	
	A.M.	A.M.	A.M.	
HUDSON	\$ 8.45		\$ 11.00	
CLARK	8.47		11.02	
SILVER	8.53		11.07	
SILVER LAKE				
PAYNE	8.55		11.08	
CUYAHOGA FALLS	\$ 8.57		\$ 11.10	
ARLINGTON	9.03	10.14	11.15	
AKRON	\$ 9.08		\$ 11.20	
		\$ 10.22		
CROSIER STREET		10.24		
LAMBERT		10.28		
BARBERTON		F 10.33		
BN		10.34		
CLINTON				
WARWICK		10.41		
MARSHALLVILLE				
MR				
ORRVILLE				
NORRS				
APPLE CREEK				
FREDERICKSBURG				
HOLMESVILLE				
KN				
MILLERSBURG				
KILLBUCK				
GLENMONT				
BADDOW PASS				
BH				
BRINK HAVEN				
DANVILLE				
HOWARD				
GA				
GAMBIER				
MT. VERNON				
BANGS				
MT. LIBERTY				
CENTERBURG				
CENTERAC				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cols. Div.)				
Arrive	A.M.	A.M.	A.M.	
	3240	70	3030	

FIRST CLASS			
†3670	604	†3320	
DAILY	DAILY	DAILY	
P.M.	P.M.	P.M.	
\$ 12.20	\$ 1.42	\$ 3.05	
12.22	1.44	3.07	
12.28	1.50	3.12	
12.29	1.51	3.13	
\$ 12.31	\$ 1.55	\$ 3.16	
12.37	2.00	3.22	
\$ 12.45	\$ 2.05	\$ 3.27	
	2.20		
	2.23		
	2.29		
	\$ 2.34		
	2.35		
	\$ 2.42		
	F 2.44		
	F 2.52		
	2.53		
	\$ 3.00		
	3.15		
	3.18		
	\$ 3.27		
	\$ 3.34		
	\$ 3.40		
	3.41		
	\$ 3.50		
	\$ 4.00		
	\$ 4.10		
	4.18		
	4.24		
	4.25		
	\$ 4.34		
	4.40		
	4.47		
	\$ 4.48		
	\$ 5.00		
	5.06		
	\$ 5.19		
	5.21		
	5.28		
	\$ 5.33		
	\$ 5.36		
	5.40		
	\$ 5.49		
	6.00		
	6.05		
	\$ 6.15		
P.M.	P.M.	P.M.	
3670	604	3230	

STATIONS	FIRST CLASS			
	3380	58	3130	
	DAILY	B. & O. DAILY EX. SUN.	DAILY	
	P.M.	P.M.	P.M.	
HUDSON	\$ 5.50		\$ 7.50	
CLARK	5.52		7.52	
SILVER	5.58		7.57	
SILVER LAKE				
PAYNE	5.59		8.01	
CUYAHOGA FALLS	\$ 6.03		\$ 8.05	
ARLINGTON	6.10	6.56	8.10	
AKRON	\$ 6.15	\$ 7.00	\$ 8.15	
		7.05		
CROSIER STREET		7.08		
LAMBERT		7.14		
BARBERTON		\$ 7.17		
BN		7.18		
CLINTON		F 7.25		
WARWICK		\$ 7.26		
MARSHALLVILLE				
MR				
ORRVILLE				
NORRS				
APPLE CREEK				
FREDERICKSBURG				
HOLMESVILLE				
KN				
MILLERSBURG				
KILLBUCK				
GLENMONT				
BADDOW PASS				
BH				
BRINK HAVEN				
DANVILLE				
HOWARD				
GA				
GAMBIER				
MT. VERNON				
BANGS				
MT. LIBERTY				
CENTERBURG				
CENTERAC				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cols. Div.)				
Arrive	P.M.	P.M.	P.M.	
	3380	58	3130	

FIRST CLASS				
	310	624	3230	
	B. & O. DAILY	DAILY	DAILY	
	P.M.	P.M.	P.M.	
		\$ 10.25	\$ 11.30	
		10.27	11.32	
		10.33	11.37	
		10.35	11.38	
		F 10.37	\$ 11.40	
	10.25	10.43	11.45	
	\$ 10.28	\$ 10.48	\$ 11.50	
	10.48	11.00		
	10.51	11.03		
	10.56	11.08		
	11.00	\$ 11.16		
	11.01	11.17		
	11.10	11.26		
		11.35		
		11.36		
		\$ 11.43		
		12.03		
		12.06		
		12.14		
		12.23		
		12.29		
		12.30		
		\$ 12.40		
		12.49		
		1.00		
		1.09		
		1.17		
		1.18		
		1.26		
		1.32		
		1.39		
		1.40		
		\$ 1.50		
		1.57		
		2.10		
		2.16		
		2.21		
		2.24		
		2.29		
		2.35		
		2.47		
		2.50		
		\$ 3.00		
	P.M.	A.M.	P.M.	
	310	624	3230	

**THE TICKET OFFICES OF STATIONS NAMED BELOW
WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:**

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
301	10	Ravenna	301	10
All Trains	-----	Hudson	All Trains	-----
625	253	Bedford	-----	-----
324	624	Harvard Avenue	-----	-----
324	302	Euclid Avenue	324	302
324	302	Cleveland	324	302
625	3320	Cuyahoga Falls	-----	-----
All Trains	-----	Akron	All Trains	-----
625	101	Barberton	321	101
605	604	Marshallville	-----	-----
605	624	Orrville	605	624
605	604	Apple Creek	-----	-----
605	605	Fredericksburg	-----	-----
604	604	Holmesville	-----	-----
All Trains	-----	Millersburg	All Trains	-----
605	605	Killbuck	-----	-----
605	604	Glenmont	-----	-----
605	604	Danville	-----	-----
605	604	Gambier	-----	-----
All Trains	-----	Mt. Vernon	All Trains	-----
605	604	Centerburg	-----	-----
605	604	Sunbury	-----	-----
605	604	Westerville	-----	-----

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Alliance	618	9:40 A.M.	Indef.	324	Cleveland	9:12 A.M.
	818	7:07 P.M.	7:20 P.M.	283	E. Liverpool	6:10 P.M.
	818	7:07 P.M.	7:20 P.M.	52	Chicago	6:31 P.M.
Hudson	253	7:05 A.M.	7:20 A.M.	2531	Akron	6:57 A.M.
	324	8:38 A.M.	9:00 A.M.	3241	Akron	8:20 A.M.
	374	10:55 A.M.	11:00 A.M.	3741	Akron	10:40 A.M.
	303	10:53 A.M.	11:00 A.M.	3741	Akron	10:40 A.M.
	367	12:11 P.M.	12:15 P.M.	3671	Akron	12:02 P.M.
	332	2:59 P.M.	3:10 P.M.	3321	Akron	2:52 P.M.
	338	5:43 P.M.	5:50 P.M.	3381	Akron	5:36 P.M.
	338	5:45 P.M.	5:50 P.M.	3381	Akron	5:36 P.M.
	316	6:58 P.M.	7:05 P.M.	3161	Akron	6:50 P.M.
	313	7:42 P.M.	7:55 P.M.	3161	Akron	6:50 P.M.
	823	11:25 P.M.	11:30 P.M.	3231	Akron	11:08 P.M.
	3240	8:45 A.M.	Indef.	324	Cleveland	8:38 A.M.
	3030	11:00 A.M.	Indef.	374	Cleveland	10:55 A.M.
	3030	11:00 A.M.	Indef.	303	Pittsburgh	10:53 A.M.
	3670	12:20 P.M.	Indef.	367	Pittsburgh	12:11 P.M.
	3320	3:05 P.M.	Indef.	332	Cleveland	2:59 P.M.
	3380	5:50 P.M.	6:10 P.M.	338	Cleveland	5:43 P.M.
	3380	5:50 P.M.	6:10 P.M.	333	Pittsburgh	5:45 P.M.
	3130	7:50 P.M.	Indef.	313	Pittsburgh	7:42 P.M.
	8230	11:30 P.M.	Indef.	323	Pittsburgh	11:25 P.M.
Orrville	624	12:03 A.M.	Indef.	15	Pittsburgh	11:35 P.M.
	625	6:01 A.M.	Indef.	54	Chicago	5:25 A.M.
	604	3:15 P.M.	3:40 P.M.	117	Pittsburgh	3:11 P.M.
Columbus	625	2:55 A.M.	Indef.	202	Cincinnati	2:10 A.M.

When a passenger train is sufficiently late that it may miss connections, Conductor will notify the Superintendent as soon as practicable if train has pay passengers for such connection, giving the number of passengers by destinations. In cases where through car connections are involved, Conductor will include information as to the number of passengers by destination in each of those through cars.

U. S. MAIL WORK

[illegible]

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

J—Will stop Daily except Sunday provided mail is not suspended on mail
crane.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instructions ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	FC-2 (4)	DC-1 (2)	CE-5 (1)	CC-1 (1)	FW-13 (1)	FC-2 (5)	MC-1 (3)	GL-1 (1)	BEC-3 (1)	FC-4 (1)	VC-1 (1)
Leave	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
SHIRE OAKS ..								3.30			
PITCAIRN											
CONWAY								8.15			
MINGO JCT.			6.45				11.45				9.05
CHERRY ST.			10.30						9.40		
SHARON				8.45							
DOVER											
BAYARD		9.30					4.00				12.35
CANTON		1.45									
ALLIANCE		2.30					6.00				
NILES JCT.			3.00	3.00				1.00	2.00		
RAVENNA			3.40	3.45				1.50	2.50		
M.V. JUNCTION ..			3.50	3.55			7.00	2.00	3.10		1.55
HUDSON	12.50		4.30	4.30	5.25	5.30	7.35	2.30	4.00	9.30	2.15
CLEVELAND	1.30		5.30		6.30	7.20	10.00	3.45		10.30	3.05
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Saturday. (5) Saturday and days preceding Holidays.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	FW-17 (1)	MC-2 (2)	DC-2 (4)	DC-2 (3)	GL-2 (1)	FC-3 (1)	BEC-4 (1)	CE-4 (1)	CC-2 (1)	FC-1 (1)	CE-2 (1)
Leave	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
CLEVELAND ..	1.20	2.00			3.30	10.30		10.15		10.40	10.50
HUDSON	2.30	3.00			5.00	11.30		11.00	11.05	11.20	11.40
M.V. JUNCTION ..		4.00			5.30			11.40	11.50		12.05
RAVENNA					5.35			11.50	12.05		12.10
NILES JCT.					6.45			12.35	1.15		
ALLIANCE		5.30									
CANTON		7.00									
BAYARD											
DOVER											
SHARON											
CHERRY ST.											
MINGO JCT.		11.30									
CONWAY			5.00	12.01							
PITCAIRN			7.15	2.00							
SHIRE OAKS			9.30	4.30	11.59				6.15		4.20
Arrive	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Monday. (3) Sunday only. (4) Daily except Sunday and Monday.

ARRANGED FREIGHT TRAIN SERVICE — NORTHWARD

The time shown conveys no time-table authority.

Stations	FW-18 (1)	FC-4 (1)	BEC-4 (1)	CC-2 (1)	CY-4 (1)	FC-2 (3)	FC-2 (4)	CY-2 (1)				
	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				
Leave												
COLUMBUS...		9.30		12.30	10.30	7.20	7.20	3.00				
FRANKLIN...		10.20		1.10	11.20	7.45	8.00	3.50				
CENTERAC...		11.20		2.00	12.15	8.05	8.50	4.40				
MT. VERNON...		1.15		3.15	1.20	8.30	10.05	5.40				
DANVILLE...		3.00		4.15	2.15	8.55	11.05	6.30				
BRINK HAVEN		3.20										
GLENMONT...		4.00		5.20	3.40	9.25	12.10	7.50				
MILLERSBURG		4.30		5.50	4.55	9.45	12.50	9.00				
CRESTLINE...	9.30		3.00									
ORRVILLE...	1.45	5.30		7.30		10.30	2.35					
ORRVILLE...	2.45	6.30	7.00	8.45	7.00	11.00	3.20	11.00				
CANTON...					8.30			12.30				
WARWICK...	3.10	7.00		9.05		11.20	3.45					
AKRON...	3.45	7.45		10.15		11.45	4.10					
AKRON...	4.45	8.45				12.30	5.00					
HUDSON...	5.25	9.30	9.30	11.05		12.50	5.30					
CLEVELAND...	6.30	10.30				1.30	7.20					
Arrive	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.				

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Saturday.

(4) Saturdays and days preceding holidays.

ARRANGED FREIGHT TRAIN SERVICE — SOUTHWARD

The time shown conveys no time-table authority.

Stations	FW-17 (1)	CC-1 (1)	FC-3 (1)	CY-1 (1)	BEC-3 (1)	LM-3 (1)	FC-1 (1)					
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.					
Leave												
CLEVELAND...	1.20		10.30				10.40					
HUDSON...	2.30	4.30	11.30		4.00		11.20					
AKRON...	3.20		12.30				12.15					
AKRON...	4.10	5.00	1.30		4.50		1.00					
WARWICK...	4.35	5.25			5.15		1.35					
CANTON...				12.45		7.00						
ORRVILLE...		6.00	2.30		6.00	8.00						
ORRVILLE...	5.15	7.10	3.30	2.00	10.00		3.15					
CRESTLINE...	8.30											
MILLERSBURG		8.15		3.00		9.00	3.05					
GLENMONT...		9.05		4.45		9.50	3.35					
DANVILLE...		10.05		5.45		10.50	4.35					
MT. VERNON...		10.45	8.15	7.40		11.30	5.35					
CENTERAC...		11.25		8.40		12.10	6.10					
FRANKLIN...		12.10		9.40		1.00	6.40					
COLUMBUS...		2.10	11.30	11.30		2.00	7.45					
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.					

(1) Daily.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal And Interlocking Rules."

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ⊕—Passenger train—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ⊕—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- Q**—Stop on signal to discharge passengers from Pittsburgh and beyond, and to receive passengers for Cleveland.
- R**—Stop on signal to receive or discharge passengers to and from Pittsburgh and beyond.
- T**—Stop to receive or discharge passengers from Willard and points west or for Pittsburgh and points east.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals — to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. Rule 14(dc) and 14(ec) will apply:

Main Line

Track	Between	And
Eastward connection	MV Junction	B. & O. R. R.
Westward connection	B. & O. R. R.	MV Junction
Single	Bayard	Mile Post 56

Tuscarawas Branch

Track	Between	And
Single	Bayard	Minerva

Akron Branch

Track	Between	And
Single	Hudson	Clark

1502. Rule 14(r) will apply:

When stops are to be made for water:

Direction	Sound engine whistle signal passing	Stop will be made at
Southward	Hudson	Silver Lake
Northward	Arlington	Silver Lake

Operator will notify train dispatcher promptly.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

1702. Referring to Rule 19, B. & O. R. R. Trains between Mineral City and Dover; Arlington and Warwick; may display B. & O. R. R. Standard Red and Green markers.

USE OF SIGNALS

Fusees And Torpedoes

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in service indicated:

	Fusees	Torpedoes
Passenger Service	6	6
Freight Service	12	12
Engines in Road Service	3	4
Engines in Shifting Service	3	4
Track Cars	2	3

SUPERIORITY OF TRAINS

★1901. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS EMPLOYEES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X			N. Y. C. R. R.— East Youngstown	
X			N. Y. C. R. R.— Lindale	
X			N. Y. C. R. R.— Rockport	
X			N. Y. C. R. R.— Elyria	
X			N. Y. C. R. R.— Minerva	
X			B. & O. R. R.— Pittsburgh	
X			B. & O. R. R.— Glenwood	
X			B. & O. R. R.— New Castle Jct.	
X			B. & O. R. R.— Haselton	
X			B. & O. R. R.— De Forest Jct.	
X			B. & O. R. R.— Painsville	
X			B. & O. R. R.— Cleveland	
X			B. & O. R. R.— Lorain	
X			B. & O. R. R.— Akron Jct.	
X			B. & O. R. R.— Warwick	
X			B. & O. R. R.— Massillon	
X			B. & O. R. R.— Canton	
X			B. & O. R. R.— Dover	
X			B. & O. R. R.— Holloway	
X			B. & O. R. R.— Wheeling	
X			B. & O. R. R.— Willard	
X			B. & O. R. R.— Toledo	
X	X	X	Alliance — Trainmen's Room	
X	X	X	Cleveland — Kinsman Road Crew Clerk's Office	E. & A. Eastern Panhandle Pittsburgh Conemaugh Monongahela Columbus B. & O. R. R. N. K. P. R. R. Erie R. R.
X	X		Cleveland — East 33rd Street Ass't Yard Master's Office	
X	X		Cleveland — East Pier Ass't Yard Master's Office	
X	X	X	Cleveland — Union Station Conductor's Room	E. & A. Eastern Pittsburgh Columbus B. & O. R. R.
X	X		Cleveland — West Breakwater Yard Master's Office	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	New Philadelphia — Yard Master's Office	Eastern
X	X	X	Cambridge Shop — Gang Foreman's Office	Panhandle
X	X		Marietta — Agent's Office	
X	X	X	South Akron — Yard Master's Office	E. & A. Eastern Columbus B. & O. R. R.
X	X	X	Orrville — Crew Dispatcher's Office	E. & A. Eastern Columbus B. & O. R. R.
X	X	X	Mt. Vernon — Block Station	Columbus

NOTE — X indicates in service.

2002. Standard Clocks At Other Points:

Train dispatcher's office.

Open block stations.

★2003. At points where there is no designated employee on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A — Bayard to Cleveland.

Zone B — Bayard to Marietta.

Zone C — Hudson to Orrville.

Zone D — Orrville to Joyce Avenue,
Killbuck and end of Branch 100 feet
North of Mile Post 12.

Qualification of Conductor Or Engineman

2102. A conductor or engineman, who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

2103. Pennsylvania Railroad trains originating at or entering South Akron Yard, enroute to points via the Baltimore & Ohio Railroad will communicate by City telephone from the Yard Office with the Baltimore & Ohio Chief Train Dispatcher at Akron, advising the number of the last Baltimore & Ohio General Order in their possession and be governed by his instructions as to receiving Form A at the junction point.

Pennsylvania trains originating in Cleveland enroute to points via the Baltimore & Ohio Railroad, will communicate by telephone with the Signalman at Harvard or Seneca, advising the last Baltimore & Ohio General Order in their possession.

TRACK ASSIGNMENTS Single Track

2201.

Track	Between	And
Main Line	Bayard	Alliance
Tuscarawas Branch	Bayard	New Philadelphia
Marietta Branch	Marietta	Dover
Akron Branch	Hudson	Arlington
Akron Branch	Warwick	Joyce Avenue
Dresden Branch	Killbuck	End of Branch 100 feet north of Mile Post 12

2202. Two or More Tracks
Current of traffic is as follows:

Main Line	No. 2 Track	No. 1 Track
Alliance to Cleveland	Westward	Eastward
Akron Branch Arlington to Warwick	Southward	Northward

NOTE — Tracks are numbered from south to north or east to west.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
99	Harvard	Maple	Eastward	Harvard	Harvard	1
98	Maple	Harvard	Westward	Harvard	Harvard	1
103	Main St.	Akron	Northward	Akron	Akron	2
104	Bridge 16	Lambert	Southward	BN	BN	3

NOTE 1. Eastward movements made on signal indication at Harvard. Permission must be obtained from Harvard to use this track at any point between Maple and Harvard.

NOTE 2. Southward movements made on signal indication at Akron. Permission must be obtained from Akron to use this track at any point between Main St. and Akron.

NOTE 3. Northward movements made on signal indication at Lambert. Permission must be obtained from BN to use this track from any point between Bridge 16 and Lambert.

Trains and engines will stop clear of Colonial Salt Co. side track, unless the switch is properly lined and no crew is switching at that point.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Howard Spur	Howard	Millwood Sand Co.	Mt. Vernon	.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire division except between FA and Marietta, Killbuck and end of Dresden Branch.

Between FA and Marietta, Killbuck and end of Dresden Branch, track cars will operate as follows:

Track cars will be numbered for identification and will be in charge of a qualified employee.

Track car must not be placed on main track until the driver has obtained information from Superintendent as to train movement. At points where there is no communication or communication has failed, track cars may move on main track under flag protection to the nearest point of communication, or until removed from the track. Track cars must not be used at night, or when dense fog or other weather conditions obscure the view without obtaining permission from Superintendent and advice that the movement is protected. When approaching curves or other locations where the view is obscured, unless the way is seen or known to be clear, track car and motor must be stopped in order that an approaching train may be heard. When conditions require, a flagman must be sent ahead to protect the movement.

★2302. Track cars will not operate spring switches.

2303. Track cars will display night signals while passing through tunnels.

★2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Creanes, Etc.

2305. Detector car (device for detecting defective rails), Burro crane or cars of similar type or construction is equipment referred to in Rules 506 and 637.

"Unless otherwise provided, rules and special instructions for the operation of track cars will apply to such cars except that markers must be displayed in accordance with Rules 19 or 19a — Detector car will be designated as Detector car extra and Burro crane as Burro crane extra.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers —

Cleveland

Train Dispatchers in charge of entire division.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Engineman Pilot

★2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Alliance	Single track	Two main tracks	Westward
Arlington	Single track	Two main tracks	Southward

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches	Note
Seneca	Main track and crossover switches	1
Bessemer Ave.	Main track and crossover switches	2
Arlington	Main track and crossover switches	3

NOTE 1. Movements on main tracks and Union Station tracks, will be governed by hand signal from the switch tender with yellow flag or yellow light, and for other movements with white flag or white light.

NOTE 2. Movements on main tracks will be governed by hand signal from the switch tender with yellow flag or yellow light and for other movements with green flag or green light.

The switch tender must obtain permission from Erie Crossing before permitting trains or engines to occupy crossovers or enter main tracks, and will report such movements clear to Erie Crossing.

Trains or engines using crossovers at Bessemer Ave. are not required to observe Rule D-152.

NOTE 3. Movements with the current of traffic on main tracks are not required to receive signal to proceed from the switch tender.

Trains or engines using crossovers at Arlington are not required to observe Rule D-152.

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches	Note
Alliance	Switches connecting end of two main tracks	1
	Switches to and from Eastern Div.	2
	West end of eastward siding	1
Marshallville	North end of siding	3
Norrs	South end of southward siding	3
	South end of northward siding	3
Apple Creek	South end siding	3
Glenmont	South end siding	3
Danville	North end siding	3
Franklin	South end siding	3

NOTE 1. All movements except yard.

NOTE 2. For movement of passenger trains.

NOTE 3. For all movements.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Alliance	Switch to Eastern Division	Alliance
Cuyahoga Falls	North end of storage track	Hudson
	South end storage track	
Gorge	Storage track	Hudson
Norrs	South end of southward siding	Norrs
	South end of northward siding	
Franklin	South end of siding	Franklin

To enter storage track at Cuyahoga Falls or Gorge; train or engine must occupy track circuit which extends 150 feet in advance of switches, before switch can be opened.

Spring Switches

★2412. Spring Switch is marked by disc with white background and black letters "SS." Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Alliance — East end eastward siding	Main track	Eastward movement from eastward siding	

2413. A train or engine must not enter Silver siding at the following hand operated switches:

Cascade side track
State Highway side track
Farm Bureau side track

without a train order authorizing it to do so, and in addition permission from the signalman at Hudson.

Operation Of Pusher Engines In State Of Ohio

2420. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated

behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

★2425. Movement Of Trains In The Same Direction By Block Signals. Rules 251, 253 and 254 in effect:

Track	Between	And
Single	Bayard	Alliance
Nos. 1 and 2	Alliance	Cleveland
Nos. 1 and 2	Arlington	Warwick
Single	Warwick	Joyce Avenue

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

★2426. Opposing And Following Movements Of Trains By Block Signals. Rules 261, 262, 263 and 264 in effect:

Track	Between	And
Single	Hudson	Arlington

Signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Alliance — Eastern Division	Target	Horizontal	Stop, before crossing	
Alliance — N. Y. C. R. R.	Target	Horizontal	Cross, without stopping	3
Cleveland — Union Station N. Y. C. R. R.	Target	Vertical	Stop, before crossing	2
Cleveland — East Pier N. Y. C. R. R.	Target	Vertical	Cross, without stopping	1
Cleveland — West of Union Station C. C. C. & St. L. R. R.	Target	Horizontal	Cross, without stopping	1

Location	Signals, Etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Cleveland — West of Cuyahoga River Bridge N. Y. C. and B. & O. R. R.	Target	Vertical	Cross, without stopping	1
Minerva — W. & L. E. R. R.	Target	Horizontal	Cross, without stopping	4
Minerva — N. Y. C. R. R.	Target	Horizontal	Stop, before crossing	5
Oneida — W. & L. E. R. R.	Target	Horizontal	Stop, before crossing	
Malvern — Malvern Clay Co. track W. & L. E. R. R.	Target	Horizontal	Cross, without stopping	1
Mineral City — B. & O. R. R.	Target	Horizontal	Cross, without stopping	6
Valley Junction — W. & L. E. R. R.	Target	Horizontal	Stop, before crossing	
Dover — B. & O. R. R.	Target	Horizontal	Stop before crossing	
Cambridge — B. & O. R. R.	Target	Vertical	Stop, before crossing	
Albin — B. & O. R. R.	Gate	Across B. & O. R. R.	Stop, before crossing	
Arlington — B. & O. R. R.	Position Light Signals	More favorable than Stop	Cross, without stopping	7
Joyce Avenue — Columbus Division	Semaphore	More favorable than Stop	Cross, without stopping	7

NOTE 1 — Trains must approach under control, prepared to stop, unless it is known the crossing is clear and signal is in proceed position. A speed of ten (10) miles per hour must not be exceeded over crossing.

NOTE 2 — If the target at N. Y. C. R. R. crossing at Union Station is inoperative for any reason or lights not burning, a switch tender will be located on the ground and trains will be governed by his signal to use crossing.

Pennsylvania trains will proceed on signal given with green flag or green light.

N. Y. C. R. R. trains will proceed on signal given with white flag or white light. These signals to be given on the track on which the train is approaching.

NOTE 3 — When target is in proper position, Pennsylvania trains in both directions may proceed without stopping, at a speed not exceeding fifteen (15) miles per hour.

No targetman on duty from 5:00 p.m. to 8:00 a.m., and during this period N. Y. C. R. R. trainmen will, after using crossing, return the target to position for movement of trains on the Pennsylvania R. R.

During this period, if the target should be found set for N. Y. C. R. R. movement, Pennsylvania trainmen will, after assuring themselves that the crossing is clear of approaching N. Y. C. R. R. trains, set the target for Pennsylvania movement and proceed.

NOTE 4 — When target is in proper position, Pennsylvania trains in both directions and N. Y. C. R. R. southward trains may proceed without stopping at a speed not exceeding fifteen (15) miles per hour.

NOTE 5 — After using crossing trainmen will return target to position for movement of trains on the N. Y. C. R. R.

NOTE 6 — When target is in proper position, trains may proceed without stopping, at a speed not exceeding fifteen (15) miles per hour.

NOTE 7 — Trains receiving proper proceed indication may proceed without stopping, at a speed not exceeding fifteen (15) miles per hour.

Draw Bridges

2428. Cuyahoga River drawbridge and switches at each end are equipped with pipe connected derails. Position of drawbridge and switches is indicated by fixed signals located opposite derails. When a proceed indication is displayed on fixed signal and switch tenders at each end of bridge gives hand signal with green flag by day or green light by night, trains may proceed.

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rule 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals will run carefully sounding the warning as prescribed by Rule 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to pass.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

McCracken Road.....	McCracken
Portage and Broad Streets.....	Cuyahoga Falls
Howe Road.....	Gorge
First Crossing South of Station.....	Apple Creek

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

When shifting movements are being made over the following

crossings, and signals are not flashing, trainmen will start the signals flashing by pushing the proper button at the crossing:

McCracken Road, Sand Pit track.....	McCracken
Grace Street, Old Line.....	Bedford
State Route No. 8.....	Mineral City
Portage Street, Storage Track and Team Track.....	Cuyahoga Falls
Broad Street, Tucker Coal Co. track and House tracks.....	Cuyahoga Falls
Howe Road, Tucker Coal Co. track and Ohio Edison tracks.....	Gorge

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flasher light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signal or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2453. The Highway Crossing signals at the following locations do not operate for trains moving on tracks adjacent to main tracks and movements over crossing on adjacent tracks at these locations must be protected by a trainman of train moving over the crossing:

Gaskill Street.....	Alliance
North Union and Perry Streets.....	
Park and Keystone Streets.....	
Walnut Street.....	
Mahoning Ave. (Except Eastward siding.....)	Marietta
Fourth Street.....	
Tallmadge Avenue.....	Akron
Springfield Road.....	Lambert
Wolf Avenue.....	Barberton

2454. City traffic lights are used to provide crossing protection at locations listed below:

High Street.....	Akron
Main Street.....	

These lights are manually controlled and must be operated by member of train or engine crew before movement is started over sidewalk or street and restored to normal after movement has been completed.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Marietta Branch	State Street	Newcomers-town	1:00 P.M. and 3:00 P.M. 11:00 P.M. and 11:00 A.M. Sunday Continuously	

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	Note
Tuscarawas Branch	Wooster Ave.	Dover	1
Tuscarawas Branch	Tuscarawas Ave.	Dover	
Tuscarawas Branch	Union Ave.	Dover	
Tuscarawas Branch	Fourth Street	New Philadelphia	1
Tuscarawas Branch	Third Street	New Philadelphia	
Tuscarawas Branch	Broadway	New Philadelphia	
Strasburg Spur	Winfield Road	Dover—(north of)	2
Strasburg Spur	Beartown Road	Parral—(north of)	
Marietta Branch	Wheeling Ave.	Cambridge	3
Marietta Branch	Steubenville Ave.	Cambridge	
Marietta Branch	Woodlawn Ave.	Cambridge	
Incline track	Route 50	Marietta	1

NOTE 1. Yard engines with cars ahead.

NOTE 2. For southward movements.

NOTE 3. Daily except Sunday, 8:30 A.M. to 4:30 P.M.

2457. To expedite the movement, conductors of freight trains, arriving at points where work is to be done, must be at the front end of their train.

2458. Trains delayed from any cause conductors and enginemen must communicate with Train Dispatcher or Operator from nearest telephone at once and ask for instructions.

2459. Water Tub Indicators located at:

Silver Lake—on east side of pump house.

Galena—on west side of water tub.

Indicator light will be displayed when normal power is available for pumping water into the tub.

If indicator light is not displayed, prompt report must be made to Superintendent.

2460. Passenger engines will depart from Bessemer Avenue one hour in advance of the schedule leaving time of their train at Cleveland Union Station. Switching engines and puller trains must avoid delay to these engines.

Passenger engines receiving stop and proceed indication at Signal 1217, will stop at Alabama crossovers and call Seneca.

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

★2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★2477. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone

between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2481. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, Rule 14(b), and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open his cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engine on the rear will start the train. If unable to start without taking the slack, the engine next to cabin will take sufficient slack to start train. Care must be exercised to avoid rough handling.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

2482. On tracks and branches below indicated enginemen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crew before passing over them:

Main Line:

Old Line, Hudson
Old Line, Bedford
C. E. & I. Co. Lead, Cleveland

Maple Heights Spur

Kingsbury Spur
Silver Plate Spur
Krause Court Spur

Akron Branch:

South Akron Belt, Akron
Horn track, Mt. Vernon

Marietta Branch:

Strasburg Spur
Minnehaha Spur
Incline track

2483. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position outside the Brakeman's cabin located on the tender of locomotives so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where crossing watchmen are on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and, in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from rear end.

Train service employees in or on cabin cars must take position on platform of cabin car while train is entering, passing through or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

MOVEMENT BY TRAIN ORDERS

★2501. Train orders will be issued covering the meeting of First-Class trains on single track at schedule meeting points, except where Rules 261, 262 and 263 are in effect.

★2505. While train order signal (Rule 294, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such trains on any track except as provided in Rule 221a.

2506. Referring to Rule 204, the engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engine.

2507. Trains must not leave their original station without train orders or notice from Operator or Signalman that there are no orders.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Main Line:
Alliance

Tuscarawas Branch:
Dover

Marietta Branch:
Dover
Newcomerstown
Cambridge
Marietta

Akron Branch:
Orrville
Millersburg
Mt. Vernon
Joyce Avenue

★2602. In the application of Rule S-93 — Yard engines will display a red light to the rear at night.

SPEEDS

★2701. SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	38	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour					
Bayard to Alliance	30	30				
Alliance to Harvard Avenue			70	50	70	50
Harvard Avenue to Cleveland			60	50	60	50
Tuscarawas Branch						
Bayard to New Philadelphia	30	30				
Marietta Branch						
Dover to Cambridge	30	30				
Cambridge to Marietta	25	25				
Akron Branch						
Hudson to Arlington	60	50				
Arlington to Warwick			60	50	60	50
Warwick to Joyce Avenue	50	50				
Dresden Branch						
Killbuck to End of Branch	15	15				

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line:		
Bayard to Alliance	30	25
Alliance to Cleveland	45	30
Tuscarawas Branch:		
Bayard to New Philadelphia	25	20
Marietta Branch:		
Dover to Marietta	25	20
Akron Branch:		
Hudson to Joyce Avenue	45	30
Dresden Branch:		
Killbuck to End of Branch	15	15

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line:	30	20	20
Tuscarawas Branch:			
Bayard to New Philadelphia	25	20	20
Marietta Branch:			
Dover to Marietta	25	20	20
Akron Branch:			
Hudson to Joyce Avenue	30	20	20
Dresden Branch:			
Killbuck to End of Branch	15	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS	
MAIN LINE	Miles per Hour
Circus Trains Alliance to Cleveland.....	45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels — see Special Instructions ★3601.	
— on straight track.....	30
— except Tuscarawas Branch.....	25
— Marietta Branch.....	25
— on curves.....	20
— except Tuscarawas Branch.....	15
— Marietta Branch.....	15
Solid trains of tank cars loaded with petroleum products.....	40
Note — When handling such trains Conductors must know that enginemen have been so advised.	
Snow Plows in service.....	35
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.....	5
NOTE — When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect —	
Main Line	
— Passenger Trains.....	50
— Freight Trains.....	40
Akron Branch	
— Passenger Trains.....	50
— Freight Trains.....	40
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE — For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been properly advised.	
Track Cars — unless otherwise restricted.....	20
— when hauling track cars or trailers.....	10
— hand cars operated under Rule 80.....	8
— through crossovers and turnouts, and over highway and railroad crossings.....	5

2703. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS		
ENTIRE DIVISION		
Spring Switches		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Alliance East end of siding	Trailing-Springing Switch through turnout.....	15
	Facing.....	30
	Trailing — Not Springing switch.....	20
Non-Interlocked turnouts — diverging Movements, except Class J, M, Q, S, and T engines over No. 8 crossovers or turnouts.....		10
		Miles per Hour
		Forward
		Backward
Class J, M, Q, S, and T engines through No. 8 crossovers or turnouts must not exceed speed indicated.....		10
		5
This will apply to all hand-operated crossovers and turnouts and the following interlocked crossovers or turnouts: Bayard — south leg of Wye		
2704. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, CURVES, BRIDGES, ETC.		
MAIN LINE		Miles per Hour
Short Horn track, Alliance.....		10
Curve at M. P. 67, Alliance.....		20
Curve east of M. P. 68, Alliance.....		45
Curve east of M. P. 81, Rootstown.....		65
Curve west of M. P. 83.....		65
Curve west of M. P. 84.....		65
Between M. V. Jct. and B. & O. R. R., Ravenna.		
Westward connecting track.....		45
Eastward connecting track.....		45
Curve east of Highland Springs, No. 2 track.....		60
Curve east of McCracken { No. 1 track.....		55
No. 2 track.....		65
Curve west of McCracken { No. 1 track.....		55
No. 2 track.....		65
Curve east of Harvard Ave.....		40
W. & L. E. and N. & S. R. R. crossing, Harvard		30
Erie Crossing.....		45
Curve at Kinsman Road.....		45
Curve at Holton Avenue.....		40
Curve West of Euclid Avenue.....		40
Curve between 33rd Street and St. Clair Avenue		20
East 26th Street.....		20
Crossover west of Seneca.....		10
Union Depot { P. R. R. tracks.....		10
N. Y. C. R. R. tracks.....		5

Tuscarawas Branch:		Miles per Hour
Tunnel, south of Summit Siding.....		20
Between M. P. 20 and M. P. 25.....		20
Between M. P. 25 and a point 1500 feet south of M. P. 25.....		15
Curve north of Dover Junction to south of station, Dover.....		10
Curve at Wooster Ave. to first curve south of M. P. 29, Dover.....		10
Fourth Street and Broadway, New Philadelphia.....		5
Marietta Branch:		
Newcomerstown, within corporate limits.....		25
Cambridge, Foster Ave. to Woodlawn Ave.....		15
Glenwood tunnel.....		10
Bridge 36.43, north of Caldwell.....		10
Bridge 35.86, north of Caldwell.....		10
Between a point 1000 feet north of M. P. 7 and M. P. 7.....		10
Between a point 2600 feet north of M. P. 5 and M. P. 5.....		10
Akron Branch:		
Between station and south end of Wye, Hudson.....		15
Wye track, Hudson.....		15
Curves between Silver and Cuyahoga Falls Station..		50
Curves between Arlington and Perkins Street, Akron		35
Between Perkins and Mill Streets, Akron.....		15
Warwick interlocking.....		30
B. & O. R. R. crossing, Warwick.....		20
Between M. P. 30 and M. P. 32.....		40
Between a point 2600 feet south of M. P. 35 and M. P. 35, south of Marshallville.....		40
Within interlocking limits and through North Trans- fer track, Orrville.....		15
Curve at M. P. 38, south of Orrville.....		40
Bridge 58.68, North of Millersburg.....		40
Curve at M. P. 70 (North Jones Curve).....		40
Curve south of M. P. 70 (South Jones Curve).....		40
Curves between Glenmont and north end of second curve, north of Baddow Pass.....		35
Curves between north end of second curve, north of Baddow Pass and Baddow Pass.....		25
Curves between Baddow Pass and a point 2600 feet south of M. P. 78.....		35
Curves between a point 2600 feet south of M. P. 78 and M. P. 80, north of Brink Haven.....		25
Curves between M. P. 80 and M. P. 84, north of Danville.....		35
Curve at station, Gambier.....		40
Curves between north end of first curve north of M. P. 96 and south end of first curve north of M. P. 97, south of Gambier.....		40
Between north end of southward siding and M. P. 101, south of Mt. Vernon.....		40
Between Broadway and Walnut Street, Westerville		30
Windsor Avenue, north of Joyce Avenue.....		15
Dresden Branch:		
Bridge 3.61, north of Layland.....		10
Bridge 8.43, south of Helmick.....		10
Bridge 11.03, north of Metham.....		10

2705. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward — Light	Forward — with train
B.....	20	20	20
C.....	20	20	20
E.....	25	50	70
G.....	40	50	70
H.....	35	40	50
I.....	25	40	50
J.....	25	40	45
K.....	25	50	70
L.....	25	40	50
M.....	25	50	70
N.....	20	40	45
Q.....	25	40	50
S.....	25	50	70
T.....	25	50	70
Note: Gas-Electric Rail Motor Cars.....	60	60	60

2706. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
99	Harvard.....	Maple.....	20
98	Maple.....	Harvard.....	20
103	Main St.....	Akron.....	15
104	Bridge 16.....	Lambert.....	15
Howard Spur	Howard.....	End of Spur.....	10
All Sidings			15

★2707. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

[illegible][illegible]

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H8 H9 H10	I	J	K	L	M	N	Q S	T	
SOUTH AKRON:														
Trestle, Burkhardt team track	X	X	X	X	X	X	X	X	X	X	X	X	X	
Brown Graves Co.					X	X	X	X	X	X	X	X	X	
Freight House tracks				X	X	X	X	X	X	X	X	X	X	
Belt tracks				X	X	X	X	X	X	X	X	X	X	
Firestone Tire & Rubber Co.				X	X	X	X	X	X	X	X	X	X	
Colonial Salt Co.				X	X	X	X	X	X	X	X	X	X	
Trestle, Colonial Salt Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	
BARBERTON:														
Columbia Chemical Transfer						X	X	X	X	X	X	X	X	
WARWICK TO GLENMONT:							35							
ORRVILLE:														
Water Works spur						X	X	X	X	X	X	X	X	
Smucker Co. spur						X	X	X	X	X	X	X	X	
APPLE CREEK:														
Team track						X	X	X	X	X	X	X	X	
State spur						X	X	X	X	X	X	X	X	
FREDERICKSBURG:														
Team track						X	X	X	X	X	X	X	X	
Fredericksburg Pottery Co. spur						X	X	X	X	X	X	X	X	
BRIDGE 51.87:												SX		
South of Fredericksburg			50	50	50	40	40	50	50	50	40	40	X	
BRIDGE 54.57:												SX		
North of Holmesville			50	50	50	40	40	50	50	50	40	40	X	
HOLMESVILLE:														
Elevator track						X	X	X	X	X	X	X	X	
BRIDGE 58.88:												SX		
North of Millersburg			40	40	40	40	40	40	40	40	40	40	X	
MILLERSBURG:														
Flexible Body Co.						X	X			X	X	X	X	
Siding						X	X			X	X	X	X	
GLENMONT:														
Trestle on Briar Hill Stone Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	
BRINK HAVEN:														
Studer Bros. track						X	X	X	X	X	X	X	X	
Cavallo Spur						X	X	X	X	X	X	X	X	
Purdy's Gravel pit track beyond loading bins						R	R	R	R	R	R	R	R	
DANVILLE:														
Standard Oil Co.						X	X	X	X	X	X	X	X	
Twin City Oil Co.						X	X	X	X	X	X	X	X	
GAMBIER:														
Private part of Farmers' Co-op. Co.						X	X	X	X	X	X	X	X	
MT. VERNON:														
Horn track beyond B. & O. R. R. Crossing						X	X	X	X	X	X	X	X	
Essex Glass Co. track		X	5	5	5	X	X	X	X	X	X	X	X	
Pure Oil track						X	X	X	X	X	X	X	X	
Pittsburgh Plate Glass Co. inside gates						X	X	X	X	X	X	X	X	
Dubinsky Bros.						X	X	X	X	X	X	X	X	
Two turnouts off of northward siding north of shop						X	X	X	X	X	X	X	X	
Ash Pit track						X	X	X	X	X	X	X	X	
Ash track						X	X	X	X	X	X	X	X	
Lumber track						X	X	X	X	X	X	X	X	
Ladder track, south Yard, five turnouts						X	X	X	X	X	X	X	X	
Ohio Power Co.						X	X	X	X	X	X	X	X	
Lamb Glass Co. loading and unloading tracks						X	X	X	X	X	X	X	X	
BANGS:														
Siding						X	X	X	X	X	X	X	X	
Ohio Fuel Gas Co.						X	X	X	X	X	X	X	X	
Team track						X	X	X	X	X	X	X	X	
CENTERBURG:														
Elevator track						X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H8 H9 H10	I	J	K	L	M	N	Q S	T	
CENTERAC:														
N. Y. C. Transfer track							X			X		X	X	
SUNBURY:														
Farmers' Co-op. Co.						X	X	X	X	X	X	X	X	
Nestle Milk Co.						X	X	X	X	X	X	X	X	
Trestle, Burrer Elevator						X	X	X	X	X	X	X	X	
GALENA:														
Galena Shale, Tile and Brick Co.						X	X	X	X	X	X	X	X	
WESTERVILLE:														
West team track						X	X	X	X	X	X	X	X	
Security Coal and Oil Co.						X	X	X	X	X	X	X	X	
Kilgore Mfg. Co.						X	X	X	X	X	X	X	X	
BRIDGE 136.73 SOUTH OF WESTERVILLE TO JOYCE AVENUE							35							
LINDEN:														
Linden Lumber Co.						X	X	X	X	X	X	X	X	
Linden Milling Co.						X	X	X	X	X	X	X	X	
Linden Coal and Material Co.						X	X	X	X	X	X	X	X	
Three C Lumber and Supply Co.						X	X	X	X	X	X	X	X	
Dresden Branch:														
M.P. 1 TO END OF BRANCH						X	X		X	X	X	X	X	
Killbuck Sand & Gravel Co.						X	X	X	X	X	X	X	X	
BRIDGE 3.61:														
North of Layland		X	10	10	10	X	X	10	X	X	X	X	X	
BRIDGE 5.31:														
South of Layland		X	15	15	15	X	X	15	X	X	X	X	X	
BRIDGE 8.43:														
South of Helmick		X	10	10	10	X	X	10	X	X	X	X	X	
BRIDGE 11.03:														
North of Metham		X	10	10	10	X	X	10	X	X	X	X	X	
HOWARD SPUR:														
Beyond 40 car lengths from main						R	R	R	R	R	R	R	R	
Siding						R	R	R	R	R	R	R	R	

2709. Baltimore and Ohio R. R. engines heavier than Class Q1 are restricted, as follows:

Akron — South turnout, coach track.

Barberton — Columbia Chemical transfer track.

2710. CC2 engines are prohibited on this division.

2711. Engines heavier than Class K3, are prohibited on Dresden Branch.

2715. OTHER EQUIPMENT RESTRICTIONS

Steam Suburban Cars

★2716. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger — Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE — For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Cabin Cars In Passenger Trains

★2717. Cabin Cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★2718. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★2719. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

Folding Steps

★2722. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully opened position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★2723. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
N1S C1 I1S J Q S T All others	8 15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

2725. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(1) Engines and cars may be run through water when its depth does not exceed seven (7) inches (measured from top of rail) at a speed not exceeding two (2) miles per hour.

(2) MU cars, rail motor cars and Diesel-electric engines may be run through water when its depth does not exceed two (2) inches (measured from top of rail), at a speed not exceeding two (2) miles per hour.

**2726. MINIMUM RUNNING TIME FOR PASSENGER TRAINS
EITHER DIRECTION**

BETWEEN	Dis- tance	Min.
Main Line:		
Bayard and Alliance.....	12.0	24
Alliance and M. V. Junction.....	18.9	18
Niles Jct. and Newton Falls.....	8.2	7
Newton Falls and FS Tower.....	8.0	7
FS Tower and Ravenna.....	6.6	6
Niles Jct. and Ravenna.....	22.8	20
M. V. Jct. and Hudson.....	11.1	11
Hudson and Harvard.....	18.1	17
Harvard and Cleveland.....	7.3	12
Alliance and Cleveland.....	55.4	58
Akron Branch:		
Hudson and Arlington.....	11.6	14
Arlington and Akron.....	1.3	2
Akron and Warwick.....	14.3	16
Warwick and Orrville.....	10.0	14
Orrville and Millersburg.....	23.7	30
Millersburg and Mt. Vernon.....	39.1	54
Mt. Vernon and Joyce Avenue.....	42.1	53
Hudson and Joyce Avenue.....	142.1	Hrs. Min 3 3

In case of delay enroute the number of minutes delayed must be added to the minimum time.

FIXED SIGNALS

2801. Signal aspects not in conformity with the typical aspects, in service:

Main Line

Alliance: 1.0 mile east of spring switch at east end of eastward siding

Marietta Branch

Cambridge: 0.8 miles north of Oldham house track switch.
0.8 miles south of north leg of Hospital Wye switch.

Akron Branch

Killbuck: 0.7 miles north of north end of southward siding.
0.9 miles south of south end of southward siding.

Distant Switch Indicator

Note: Y-Yellow; G-Green



Indication — Switch open.
Name — Caution Indicator.

Indication — Switch closed.
Name — Clear Indicator.

Main Line

Alliance: At spring switch at east end of eastward siding.

Switch Indicator

Note: R-Red; G-Green



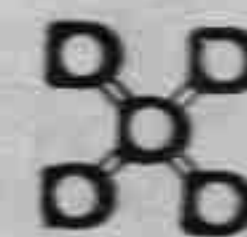
Indication — Spring switch open.
Name — Open Indicator.

Indication — Spring switch closed.
Name — Normal Indicator.

Akron Branch

Take Siding Indicator

Lambert: On mast of southward signal No. 195.



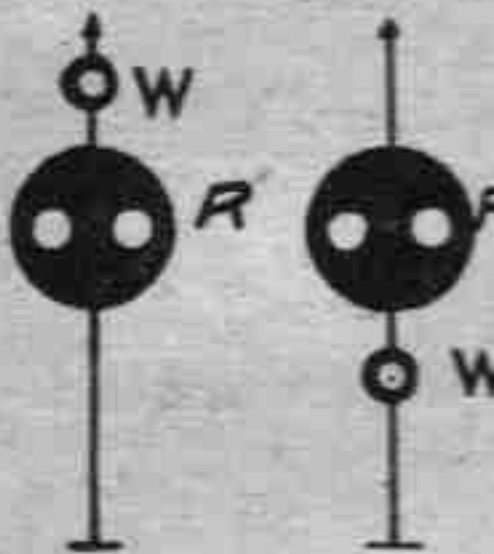
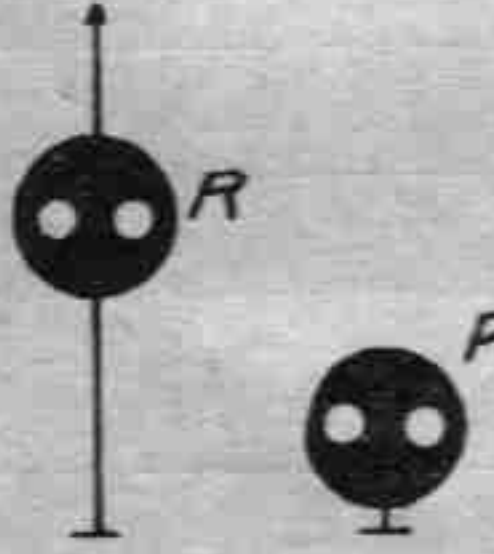
Indication — Take siding at north end of BN.
Name — Take siding indicator.

Between Arlington and Warwick.

Color Position Light Signals

NOTE: R-Red; Y-Yellow; G-Green; LW-Lunar White; W-White.

Aspects	Indication	Name
	Proceed.	Clear.
	Proceed approaching next signal at medium speed.	Approach — medium
	Proceed; medium speed within interlocking limits.	Medium — clear
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Proceed; slow speed within interlocking limits.	Slow — clear

Aspects	Indication	Name
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow — approach
	Proceed at restricted speed.	Restricting
	Stop and then proceed at restricted speed. NOTE — Freight trains of 90 or more cars or having tonnage of 80% or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a white disc on which is shown the letter "P" in black.	Stop — and — proceed
	Stop.	Stop — signal

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line	Single	Bayard	Alliance
Tuscarawas Branch	Single	Bayard	Dover
Marietta Branch	Single	Dover	FA
Akron Branch	Single	Warwick	Joyce Ave.

2902. Rule 316 will not apply.

2903. Rule 317 will apply:

On single track between points listed under Special Instruction 2901.

For Movements Against Current of Traffic

Main Line — Between Alliance and Seneca, on tracks Nos. 1 and 2.

MV Junction and Ravenna on Eastward and Westward connections.

Akron Branch — Between Arlington and Warwick, on tracks Nos. 1 and 2.

★**2904.** The use of Clearance Card (Form K) to permit a train being governed by a clear-block signal to pass a block-limit station as though permissive-block signal were displayed, is prohibited.

2905. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, are in effect as follows:

Track	Between	And
Nos. 1 and 2	Alliance	Seneca
Eastward and Westward Connections	Ravenna	M.V. Junction
Nos. 1 and 2	Arlington	Warwick
Single	Hudson	Arlington

3002. When stop indicating (Rule 292, Fig. A) is displayed on signals listed below, enginemen or conductor will obtain instructions for movement of their train, as follows:

Main Line

Located	Track	Obtain Instructions from Signalman at
Alliance: N.Y.C.R.R. Target	No. 1	M.V. Junction
	No. 2	Alliance

INTERLOCKING

3102.

USE OF TELEPHONES

★**3501.** Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Telephones are located at block, interlocking and block-limit stations, clearance point of sidings, crossover switches, home signals and at other points necessary for train operation.

3503. Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

Engine and train service men and others authorized to use telephones, will see that shelter boxes are properly closed after using them, and any that are found open should be reported to the Superintendent promptly by wire.

3504. Enginemen, Conductors and Track Car Drivers required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at the end of the trip or day. The Yard Master, Crew Dispatcher or other person receiving these orders will forward them daily to Train Master, Euclid Avenue, Cleveland, Ohio.

Conductors and Enginemen of other Divisions will endorse their copies of Train Orders as above and send them to Train Master, Euclid Avenue, Cleveland, Ohio.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at _____ and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

★3602. To provide against possible accident to railroad property, and to insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

Overhead Clearance

★3610.

Overhead and Side Clearance

3611. Employees are warned of close overhead and side clearance at following locations and must use caution in riding on top or on sides of box cars, engines or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
MAIN LINE		
EAST 93rd STREET: Bridge 115.30.....	X	
WARNER ROAD: Bridge 115.48.....	X	
UNION AVENUE: Bridge 116.80.....	X	
KINGSBURY SPUR: Ferro Machine & Foundry Co. crane.....	X	
KINSMAN ROAD: Bridge 117.50.....	X	
SENECA TO ALABAMA: Walls south side No. 1 track.....		X
SENECA: Crossovers just east of block station.....		X-1
CLEVELAND: East Pier Yard under bridge leading to Great Lakes Transit Company Dock.....		X
Tunnel under N.Y.C.R.R. east of Ore Dock — Hickory Street.....		X
Bridge 124.13 — Hickory Street.....	X	
Drawbridge — Cuyahoga River.....	X	
Bridge 123.32 — West 9th Street.....	X	
Bridge 123.07 — West 3rd Street.....	X	
TUSCARAWAS BRANCH		
MINERVA: Mill track, buildings west side of track.....		X
AKRON BRANCH		
AKRON Bridge 12.94 (Market Street).....	X	
Passenger Station Platform.....	X-2	
MILLERSBURG: Bridge 60.63.....		X
BADDOW PASS: Bridge 76.78.....	X	

NOTE — X indicates kind of close clearance.

NOTE 1 — Lamps on switch stands will not clear man on steps of cars or engines.

NOTE 2 — Electric light wires will not clear man on top of box cars, excessive dimension cars and other high equipment.

3612. Trainmen must not ride on top of box cars, excessive dimensions cars, and other high equipment, except, while shifting cars between East 93rd Street and West Breakwater, Cleveland, and between Glenmont and Danville, when necessary to operate retaining valves.

Overhead Bridge No. 76.78 at Badow Pass will not clear man on top of such cars.

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited.

3616. Close attention must be given to flat wheels; trains must not exceed a speed of 20 miles per hour when flat spots are between two and three inches; when more than three inches on a dead engine or car it must be set off at first convenient point and promptly reported to Superintendent.

3617. Yard Masters must not authorize, and conductors must not place on industrial, private or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of Agent under whose jurisdiction station track is located.

3618. Freight trains with helping engines on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3619. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

3620. The following instructions, supplementary to the current issue of the Brake and Train Air Signal Instructions in handling freight trains, will apply:

Trains of less than 50 cars when stopped with the use of the automatic brake valve will stand two minutes to insure the full release of all brakes; trains of 50 to 100 cars, three minutes; trains of more than 100 cars, five minutes.

When it is necessary to reduce the speed of freight trains of more than 70 cars in descending grades, except when retaining valves are in use, the air brakes must not be released if the speed is less than 20 miles per hour. Brakes on empty trains should not be released at any speed if the total brake pipe reduction exceeds 15 pounds.

When an emergency application of the brakes occurs on a freight train, the throttle must be closed immediately and the automatic brake valve handle moved to the emergency position on each hauling, helping or pushing engine on the train, and left in that position until train comes to a stop. The independent brake valve must not be used to release the engine brakes during this operation.

3621. Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of form M. P. 401 — Conductors Report of Repairs Made and material applied to Foreign and Individual Freight cars by Train and Engine Crews — and use these forms as directed thereon.

3622. On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds, and brake pipe pressure to 95 pounds, as follows:

Northbound passing Brink Haven.

Southbound passing Glenmont.

Retaining valves will be used in descending the following grades as specified:

Baddow Pass to Glenmont.

Baddow Pass to Brink Haven.

On all mineral freight trains retaining valves must be turned up on 50 per cent of the number of cars in train.

Trains having 25 per cent or more cars in train loaded with mineral freight will be considered mineral freight trains.

Trains having 40 per cent or more cars in train loaded will be considered loaded trains; less than 40 per cent loaded cars will be considered empty trains.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grades other than specified above, he will instruct the Conductor.

When using retaining valves of the three position type, place the handle in high pressure position on cars loaded with mineral freight and in low pressure position on other cars.

In approaching Baddow Pass the speed of freight trains will be reduced sufficiently to permit retaining valve handles to be turned up. Also when approaching foot of grade, either Brink Haven or Glenmont, speed will be reduced sufficiently to permit Trainmen to turn retaining valve handles with safety.

Retainers must not be turned down until engineman whistles off brakes upon reaching foot of the grade.

If in the judgment of the conductor and engineman, the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, trains must be stopped at Baddow Pass so that retaining valves can be turned up; in such instances stops will also be made at the foot of the grade to permit turning retaining valves down.

3624. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

3625. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

3626. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yard or road movement.

3627. Engines using the coal tipple at Middle Yard, New Philadelphia, will be headed up the trestle instead of being backed. This is to insure the use of sand and that engines may be more carefully protected as to water level in the boilers.

INSPECTION OF PASSING TRAINS

3640. Referring to Rule 77, the following signals will be used when other signals are not required.

Hot Journal	By day — Nose held with one hand, with other hand pointed toward track.
	By night — Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
Brakes Sticking	By day — Hands shoved in sliding motion out from body.
	By night — Lamp raised and held stationary.
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door or Any Other Dangerous Conditions.	Stop Signal.

PERSONAL INJURIES

***3701.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost, throughout the disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3702. Medical Examiners and Company Surgeons		
Location	Name and Address	Telephone number
Cleveland	Geo.B. Tupper (Surgeon) Office, 307 Republic Bldg..... Res., 3148 Huntington Rd.....	SWeetbriar 1000 PRespect 7477 Wash'gton 1652
	A. M. W. Hursh (Med. Ex.) Office, 8604 Kinsman Road..... Monday, Wednesday and Friday — 8:00 A.M. to 5:00 P.M. Saturday — 8:00 A.M. to 12:00 Noon.	ENdicott 2121 Line 250
Ravenna	R. D. Worden (Surgeon) Office, 115 1/2 N. Chestnut St..... Res., 357 N. Freedom St.....	6611 7545
Alliance	Homer G. Scranton (Surgeon) Office, 133 S. Linden Ave..... Res., 2820 S. Union Ave.....	6271 2118
	Ray R. Mosely (Surgeon) Office, 133 S. Linden Ave..... Res., 425 E. Milton Ave.....	6271 2293
New Philadelphia	A. M. W. Hursh (Med. Ex.) Office, Passenger Station First and Third Tuesdays, each month — 10:30 A.M. to 12:00 Noon. 2:00 P.M. to 3:30 P.M.	Canton 262
	A. M. W. Hursh (Med. Ex.) Office, Yard Office..... Second Tuesday, each January, April, July and October — 2:00 P.M. to 3:00 P.M.	Ohio Associated 26741
Dover	David H. Allen (Surgeon) Office, 120 East Third St..... Res., 111 West 16th St.....	31113 31111
Newcomerstown	C. A. Hanson (Surgeon) Office, 101 Main St..... Res., Evansburg Rd.....	211 288
Cambridge	Henry L. Wells (Surgeon) Office, 122 1/2 N. 9th St..... Res., N. 13th and Scott Ave.....	Home Tel. Co. 2495 2776
	A. P. Harrison (Med. Exam.) Office, Freight Station. Second and Fourth Tuesdays, each month — 1:00 P.M. to 2:00 P.M.	2221
Marietta	N. M. La Barre (Surgeon) Office, 822 Third St..... Res., 629 Third St.....	214 1734
Akron	J. D. Smith (Surgeon) Office, 2102 First Central Trust Bldg.... Res., 249 Rose Blvd.....	FRank. 5212 UNiv. 3527
	A. M. W. Hursh (Med. Ex.) Office, Mill Street Freight Station. Second and Fourth Thursdays, each month — 10:00 A.M. to 12:00 Noon 1:00 P.M. to 3:00 P.M.	BLacks'ne 5111
Orrville	A. M. W. Hursh (Med. Ex.) Office, Freight Station..... Second Tuesday each month — 9:00 A.M. to 12:00 Noon. Fourth Tuesday each month — 9:00 A.M. to 11:00 A.M. and 1:00 P.M. to 4:00 P.M.	

Location	Name and Address	Telephone number
Mt. Vernon	James F. Lee (Surgeon) Office, 4 Public Square..... Res., 607 Main St.....	309 303
Columbus	A. P. Harrison (Med. Exam.) Office, 20th St. Shop..... Daily except Saturday and Sunday — 8:30 A.M. to 5:00 P.M. SATURDAY — 8:30 A.M. to 12:00 Noon	MAin 1121 *
	C. D. Hoy (Surgeon) 9 Buttes Ave.....	ADams 7534
	Frank S. Lott (Surgeon) Office, 246 E. State St..... Res., 3861 Olentangy River Rd.....	ADams 2450 LAwndale 7469
	George J. Heer (Surgeon) Res., 475 E. Town St.....	MAin 7805
	H. V. Postle (Oculist) Office, 21 E. State St..... Res., 395 Stoddart Ave.....	ADams 5768 FAirfax 5260

3703. Locations of Hospitals

Location	Name and Address	Telephone number
Cleveland	St. Lukes 11311 Shaker Blvd.....	SWeetbriar 1000
Bedford	Bedford Municipal Blaine Avenue.....	Bedford 402
Ravenna	Robinson Memorial 460 South Chestnut St.....	6431
Alliance	City 207 E. College St.....	6262
Dover	Union Reeves Heights.....	Ohio Associated 34871
Cambridge	St. Francis 127 South Tenth St.....	Home 2782
Marietta	Marietta Memorial Matthew St.....	1830
Akron	Peoples 256-270 W. Cedar St.....	JEfferson 7151
Mt. Vernon	Mercy 117 East High St.....	Mt. Vernon 210
Columbus	White Cross 700 N. Park St.....	ADams 9171

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yard master's and car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher should be carried in the first toilet of first coach in all local passenger trains when such trains do not carry baggage or combined car.

**THE PENNSYLVANIA RAILROAD
CLEVELAND DIVISION**

Cleveland, Ohio, September 20, 1945.

GENERAL ORDER No. 601

Applies in All Zones

Effective 12:01 A. M., Sunday, September 29, 1945.

Time-Table No. 6 takes effect 12.01 A.M., Sunday, September 29, 1945, and contains the necessary instructions issued in General Orders up to and including No. 515, all of which must be removed from bulletin boards.

Each employe must carefully examine Time-Table No. 6 and see that his copy is complete with all schedule pages properly lined up, and note the changes.

Employes must turn in Time-Table No. 5 to bulletin board attendant, after Time-Table No. 6 takes effect.

This General Order being printed in Time-Table No. 6, will not be issued in sticker form.

(a) Alliance:

Westward siding blocked with cars.

(b) Hazen:

Eastward and Westward sidings blocked with cars.

(c) Wheelock:

Westward siding blocked with cars.

(d) McCracken — Maple:

Trains must not exceed a speed of thirty-five (35) miles per hour on No. 1 and No. 2 tracks from a point thirty-seven hundred (3700) feet west of Mile Post 112 to Maple.

(e) Harvard Avenue - Maple:

Nos. 98 and 99 tracks blocked with cars.

(f) Pekin:

Siding blocked with cars.

(g) Malvern - South of:

Trains must approach Bridge 8.93 one and one-third ($1\frac{1}{3}$) miles south of Malvern between the hours of 7:30 A. M. and 4:30 P. M. daily except Sundays and Holidays, prepared to stop and not proceed until given hand signal by man on ground account men working.

(h) Malvern - South of:

Trains must not exceed a speed of twenty-five (25) miles per hour over Bridge 8.93.

(i) FA:

Siding blocked with cars.

(j) Hudson - Clark:

Trains and engine crews must look out for cars on siding between Hudson and Clark.

(k) Barberton:

Trains must run carefully approaching Tuscarawas Avenue overhead bridge four hundred (400) feet north of Barberton, looking out for falling concrete and other obstructions.

Enginemen will not use steam while passing under this bridge except in emergency.

**(l) Danville,
Condit:**

Enginemen and trainmen of trains and engines holding main track when meeting other trains must observe whether or not the automatic highway crossing signals are operating at the crossings adjacent to these stations, and if they are not operating, arrangements must be made to flag the front portion of their train over the crossing.

(m) Centerac:

Trains must not exceed a speed of twenty (20) miles per hour over N.Y.C.R.R. crossing.

(n) Dresden Branch:

Cars stored on main track south of Ayers No. 3.

W. D. SUPPLEE,
Superintendent.

Another BILLION DOLLAR HIGHWAY PROGRAM



IN thinking about highways and jobs after the war, don't overlook the 230,000 miles of steel "highways".

The railroads build and maintain them at their own expense. Upon them they pay general taxes which support schools and other public services.

Construction of track and roadway provide employment for 250,000 men. A million other steady railroad jobs depend upon them. And when the war ends, the several-billion-dollar program of restoring and rebuilding these steel "highways" will mean untold thousands of jobs for railroad men and for workers in the forests, quarries, mines and mills where the materials and supplies are produced.

Association of **AMERICAN RAILROADS**

