

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

63793 R. W. GLENN

EASTERN DIVISION

Time-Table No. 1

In effect 12.01 A. M., Sunday, September 30, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

A. M. SEIVARD,
Sup't Passenger Transportation.

M. S. SMITH,
General Sup't Transportation.

H. L. CLAPPER,
Sup't Freight Transportation.

H. D. KRUGGEL,
Superintendent.

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

EASTERN DIVISION

Time-Table No. 1

In effect 12.01 A. M., Sunday, September 30, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

A. M. SEIVARD,
Sup't Passenger Transportation.

M. S. SMITH,
General Sup't Transportation.

H. L. CLAPPER,
Sup't Freight Transportation.

H. D. KRUGGEL,
Superintendent.

INDEX

List of Stations, Interlockings, Distances, Sidings, etc.	3-9
Schedule Pages:	
Main Line	10-21
Toledo Branch	22-23
Ticket Offices Open for Sale of Tickets.....	24
Extra Stops—Passenger Trains.....	25
U. S. Mail Work.....	26
Arranged Freight Train Service.....	27-30

SPECIAL INSTRUCTIONS

Automatic Block Signal System.....	88-89
Automatic Highway Crossing Protection.....	46-51
Movable Bridge—Not Part of Interlocking.....	46
Employees in charge of sidings.....	58
Engine and Other Equipment Restrictions.....	74-85
Engine Whistle Signals.....	36-37
First Aid Boxes and Stretchers.....	34
General Orders, Bulletin Boards, Employees' Registers, Standard Clocks	42-43
General Order Zones.....	43
Hand Operated Switches Equipped With Electric Locks	52-53
Hospitals	34
Instructions for Preparation and Handling of Freight Trains on Grades.....	59-60
Interlocking	89
Letters and Characters.....	35
Manual Block Signal System.....	87
Medical Examiners and Company Surgeons ...	31-33
Minimum Running Time.....	63
Movement by Train Orders.....	85
Movement of Trains.....	59-73
Freight Train Operation.....	59-62
Passenger Train Operation.....	59
Passenger and Freight Train Operation.....	62
Movement of Trains in the Same Direction by Block Signals	86
Non-Interlocked Railroad Crossings at Grade....	45
Observation of Trains for Defects.....	44
Operation of Pusher Engines.....	60-61
Overhead Clearance	84-85
Opposing and Following Movement of Trains by Block Signals	86
Protection of Public Highway Crossings at Grade	49-51
Qualified for Service.....	90-91
Secondary Tracks of Assigned Direction.....	53-56-57
Secondary Tracks of No Assigned Direction.....	53-57
Signal Rules	86
Signalman in Charge Main Track Hand Operated Switches	52
Speeds and Speed Restrictions.....	62-85
Spring Switches	53
Specified Tracks for Passenger Trains.....	59
Switch Stands Not Equipped With Lighted Switch Lamps	38
Standard Time	35
Superiority of Trains.....	41
Track Assignments	54-58
Train Signals	37
Use of Signals.....	38-41
Yard Limits	45

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PITTSBURGH (Pgh. Div.).....	0.1			
				US				
				DIVISION POST (Pgh. Div.).....	0.3			
				DIVISION POST (Cgh. Div.).....	0.6			
X	X	X		FEDERAL STREET	0.9			
				PENNSYLVANIA AVE.....	1.8			
				COLUMBUS AVE.....	2.2			
				ISLAND AVENUE.....	2.7			
				WOODS RUN.....	3.4			
X	X	X-O		JACKS RUN.....	4.8			
				BELLEVUE.....	5.1			
				AVALON.....	6.0			
				BEN AVON.....	6.5			
				EMSWORTH.....	7.0			
				DIXMONT.....	8.4			
				GLENFIELD.....	9.4			
				HAYSVILLE.....	11.0			
				GLEN OSBORNE.....	11.9			
				SEWICKLEY.....	12.5			
				EDGEWORTH.....	13.4			
				SHIELDS.....	14.0			
B	B	B		LEETSDALE.....	15.0			
				AMBRIDGE.....	16.5			
				BADEN.....	20.6			
X	X	X-O		EAST CONWAY.....	20.8			
				CONWAY.....	22.6			
				FREEDOM.....	23.9			
X	X	X		WEST CONWAY.....	24.5			
X	X	X-O		ROCHESTER.....	25.9			
X				WEST ROCHESTER.....	26.3			
				NEW BRIGHTON.....	28.0			
				RAMP.....	29.7			
				BEAVER FALLS.....	30.2			
				MORADO.....	32.8			
X	X	X		HOMEWOOD JCT.....	34.8			
				NEW GALILEE.....	40.2			
				ENON.....	45.2			
				KEYSTONE.....	47.9			
				EAST PALESTINE.....	49.9			
				BUCKEYE.....	50.8			
				NEW WATERFORD.....	54.3			
				COLUMBIANA.....	59.7			
B	B	B		LEETONIA.....	63.2			
				SALEM.....	69.6			
				GARFIELD.....	75.6			
				BELOIT.....	77.7			
				SEBRING.....	79.0			
X	X	X-O		CP.....	82.8			
				ALLIANCE.....	83.0			
X	X	X		WALL.....	83.6			
				MAXIMO.....	89.2			
				LOUISVILLE.....	94.8			
X	X	X-O		SUPERIOR.....	98.0			
X	X	X		FAIRHOPE.....	98.8			
X	X	X		STARK.....	99.5			
				WANDLE.....	101.3			
X	X	X		CANTON.....	101.7			
				McKINLEY.....	102.1			
X	X	X		URBAN.....	108.6			
				MASSILLON.....	109.8			
X	X	X		M. & C. JCT.....	110.7			
X				NEWMAN.....	112.2	69	125	
				NORTH LAWRENCE.....	116.6			
				HAVEN.....	119.7	90	99	
X	X	X-O		ORRVILLE.....	124.0			
				SMITHVILLE.....	128.5			
X	X	X		WOOSTER.....	135.1			
				BIG RUN.....	138.2			
X	X	X-O		MILLBROOK (Coaling Station).....	139.8			
				MARSH.....	141.3			
				SHREVE.....	144.5			
				BIG PRAIRIE.....	148.5			
				LAKEVILLE.....	150.1	90	90	
				LOUDONVILLE.....	156.5			
B	B	B		MOHICAN.....	157.4	125		
				FORK.....	159.0			
				PERRYVILLE.....	160.9			

NOTE—X indicates in service continuously.
 B indicates in service part-time.
 O indicates trainphone in service.

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				GUTHRIE	163.5		99	
				COULTER	164.2			
				MELCO	165.0			
X	X	X		LUCAS	168.5			
				ROSS	172.6			
X	X	X		LYNCH	174.3		157	
X	X	X		MANSFIELD	175.3			
X	X	X		B. & O. JCT.	175.7			
				MILL	176.3			
X	X	X-O		TOLEDO JCT.	181.8			
				DIVISION POST (Ft. W. Div.)	187.0			
X	X	X		CRESTLINE (Fort Wayne Div.)	188.7			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Leetsdale.....	11.59 P. M. Sunday to 11.59 P. M. following Saturday.
Leetonia.....	11.59 P. M. Sunday to 11.59 P. M. following Saturday.
Mohican.....	11.59 P. M. Sunday to 7.59 A. M. following Sunday.
Fork.....	11.59 P. M. Sunday to 7.59 A. M. following Sunday.

Interlockings—Remote controlled as follows:

Interlockings	Controlled by
West Rochester—Track No. 2	Rochester
Superior—Track No. 3	Fairhope
Newman—Track No. 1	M. & C. Junction
Fork—Track No. 2	Mohican

TOLEDO BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mansfield	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				DETROIT (F.S.U.D. Co.)	142.0			
X	X			DELRAY (WAB. RY.)	137.6			
X	X	X		ECORSE JCT.	136.8			
X	X	X		LINCOLN PARK	134.4			
				PENFORD	129.4			
				EUREKA	128.2			95
				RIVER ROAD	122.4			
X	X	X		CARLETON	116.3			89
				MONROE	106.3			
X	X			LASALLE	101.9			
				ERIE	96.3			
X	X			ALEXIS	90.9			
X	X			HALLETT	89.9			
X	X			BOULEVARD	88.4			
X	X	X		MANHATTAN	87.7			
X				GALENA	86.7			
				TOLEDO	85.8			
		X		OLIVE	85.7			
				OAK STREET	82.7			
				OUTER YARD OFFICE	81.7			
X	X	X		WALBRIDGE	80.5			
				LATCHA	76.5			
X	X	X-O		WOODVILLE	68.6			
				GIBSONBURG	63.4		83	
				HELENA	60.0			
X	X	X		MILLERSVILLE	57.9			
				BURGOON	54.5	99		
X	X	X		BETTSVILLE	52.7			
				MAPLE GROVE	50.8			
X				CROMERS	48.3			
				COLEMAN	44.5		185	
X	X	X		WALL STREET	43.9			
				TIFFIN	43.1			
X				PERRY STREET	42.8			
X				PEN	39.7			
X				INK	38.4			122
				BLOOMVILLE	33.3	140		
				ST. STEPHENS	29.9			
X	X	X-O		CARROTHERS	27.1	111	135	
				NEW WASHINGTON	23.5			
X	X	X		STACK	22.9			82
X	X	X		TIRO	17.3			78
				VERNON	11.4	84	55	
				RICHLAND	9.0			
X	X	X-O		TOLEDO JCT.	6.5			118

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Galena	Manhattan
Coleman	Tiffin
Pen	Tiffin
Ink	Tiffin
Bloomville	Carrothers

OHIO CONNECTING BRIDGE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pennsylvania Ave.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PENNSYLVANIA AVE				
				ISLAND AVENUE	0.9			
				DIVISION POST (P. H. Div.)	1.0			
X	X	X		ESPLEN (P. H. Div.)	2.0			

NOTE—X indicates in service continuously.

NOTE—The direction from Pennsylvania Ave. to Division Post (P. H. Div.) is westward.

OHIO CONNECTING BRIDGE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jacks Run	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		JACKS RUN				
				DIVISION POST (P. H. Div.)	0.9			
X	X	X		ESPLEN (P. H. Div.)	2.4			

NOTE—X indicates in service continuously.

NOTE—The direction from Jacks Run to Division Post (P. H. Div.) is eastward.

LOW GRADE BRANCH

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-O		ROCHESTER				
				DIVISION POST (Lake Div.)	3.4			
				THOMPSON RUN (Lake Div.)	9.0			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

NOTE—The direction from Rochester to Division Post (Lake Div.) is westward.

BAYARD BRANCH

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-O		ROCHESTER				
				BEAVER	0.9			
				VANPORT	3.5			
				MERRILL	4.4			
				INDUSTRY	7.9			
				MIDLAND	10.5			
				MIDSTEEL	11.0			
				SMITHS FERRY	13.5			
				EAST DRY RUN	14.5			
				DRY RUN	15.9			153
				LAUGHLIN	16.5			
				THOMPSON	18.0			
				EAST LIVERPOOL	18.5			
				JETHRO	19.3			
				WELLSVILLE THIRD ST.	22.3			
X	X	X-O		WELLSVILLE	23.4	145	142	
X				YELLOW CREEK	25.3			
				RIVER	26.5			
				MCCULLOUGH	27.3			
				HAMMONDSVILLE	28.7			
				IRONDALE	30.0			
				NEW SALISBURY	32.2			
				CLARK	32.8		91	
				ROGERS	36.9			
				SALINEVILLE	37.4			
				SUMMITVILLE	42.4			
			B	SHALE	42.7			122
				KENSINGTON	48.3			
X	X	X-O		EAST ROCHESTER	52.2	96	90	
				BAYARD	55.1			
				PARIS	62.0			
X				NICKLE	66.2			
X				SUPERIOR	68.2			
X	X	X-O		FAIRHOPE	69.0			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

NOTE—The distance between Mile Post 54 and Mile Post 55 is 0.8.

NOTE—The direction from Rochester to Fairhope is westward.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Shale	7:00 A. M. to 3:00 P. M. daily, except Saturday and Sunday

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
River	Yellow Creek
Superior—Track No. 2	Fairhope

ALLIANCE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Alliance	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ALLIANCE				
				CP	0.2			
				DIVISION POST (Lake Div.)	2.5			
				NORTH SEBRING (Lake Div.)	2.9			77

NOTE—X indicates in service continuously.

O indicates trainphone in service.

NOTE—The direction from Alliance to Division Post (Lake Div.) is eastward.

RIVER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		YELLOW CREEK	0.7			
				BRANCH	2.4			
				PORT HOMER	4.3			
				CLAYPORT	5.5		84	
				EMPIRE	7.5			
				CROXTON	9.7			
				TORONTO	12.0			
				DIVISION POST (P. H. Div.)				
X	X	X		ROCKVILLE (P. H. Div.)	19.4			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

NOTE—The direction from Yellow Creek to Division Post (P. H. Div.) is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Branch	Yellow Creek

M. & C. BRANCH

M. & C. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from M. & C. Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		M. & C. Jct. (M. & C. Secondary Track) } EAST GRAVEL	1.7			
				PAULS	4.0			
				CANAL FULTON	8.1			
				B. & O. R. R.				
X	X	X		WARWICK (Lake Division)	11.1			

NOTE—X indicates in service continuously.

NOTE—The direction from M. & C. Jct. to Warwick is westward.

NO. 101 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Federal Street	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		FEDERAL STREET DIVISION POST (Cgh. Div. east end of Bridge 0.33)	0.6			

NOTE—X indicates in service continuously.

BEAVER VALLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vanport	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				VANPORT BRIDGEWATER— (P. & L. E. R. R.)	3.4			

YELLOW CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from River	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X			RIVER (Bayard Branch) BRANCH (River Branch)	0.9			

NOTE—X indicates in service continuously.

SOUTH MASSILLON INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from M. & C. Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		M. & C. JCT. CONNECTION WITH No. 1 TRACK	0.6			
X				JOINT NICKEL PLATE and B. & O. R. R. CROSSING	0.8			
				SOUTH END OF SOUTH MASSILLON YARD	1.3			

NOTE—X indicates in service continuously.

STATIONS	FIRST CLASS		
	◇49	◇59	
	DAILY	DAILY	
Leave	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	#● 12.59	# 1.22	
FEDERAL STREET	1.03	1.26	
PENNSYLVANIA AVE.	1.05	1.28	
JACKS RUN	1.09	1.32	
BELLEVUE			
AVALON			
BEN AVON			
EMSWORTH			
GLENFIELD			
GLEN OSBORNE			
SEWICKLEY			
EDGEWORTH			
SHIELDS			
LEETSDALE	1.18	1.41	
AMBRIDGE			
BADEN			
EAST CONWAY	1.23	1.46	
FREEDOM			
WEST CONWAY	1.27	1.50	
ROCHESTER	1.29	1.52	
NEW BRIGHTON			
BEAVER FALLS	1.34	1.57	
HOMEWOOD JCT.	1.39	2.02	
NEW GALILEE	1.46	2.09	
ENON			
EAST PALESTINE	1.56	2.19	
COLUMBIANA			
LEETONIA	2.08	2.31	
SALEM			
SEBRING			
CP	2.29	2.52	
ALLIANCE			
WALL	2.30	2.53	
FAIRHOPE	2.43	3.07	
STARK	2.46	3.10	
WANDLE	2.49	3.13	
CANTON			
McKINLEY	2.51	3.15	
URBAN	2.56	3.21	
MASSILLON			
M. & C. JCT.	3.01	3.26	
HAVEN	3.10	3.35	
ORRVILLE	3.14	3.39	
SMITHVILLE	3.20	3.45	
WOOSTER			
BIG RUN	3.30	3.55	
MARSH	3.33	3.58	
SHREVE			
LAKEVILLE	3.41	4.06	
LOUDONVILLE			
MOHICAN	3.48	4.13	
GUTHRIE	3.54	4.19	
LUCAS	3.59	4.24	
ROSS	4.03	4.29	
MANFIELD	S 4.09	4.32	
TOLEDO JCT.	4.16	4.38	
CRESTLINE (Fort Wayne Div.)	S 4.26	D 4.48	
Arrive	A. M.	A. M.	
	49	59	

#● 97 DAILY EX. MON. & TUES.	FIRST CLASS				
	◇69	●29	◇1	71	9
	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
# 3.15	# 1.35	# 1.57	# 3.03	S 4.47	S 5.00
3.19	1.39	2.01	3.07	4.51	5.04
3.21	1.41	2.03	3.09	4.53	5.06
3.25	1.45	2.07	3.13	4.57	5.10
Will Not Run					
Nov. 24,					
Dec. 26,					
Dec. 27,					
Jan. 2, 3,					
Feb. 24,					
3.35	1.54	2.16	3.22	5.06	5.19
3.41	1.59	2.21	3.27	5.11	5.24
3.45	2.03	2.25	3.31	5.15	5.28
3.47	2.05	2.27	3.33	5.17	5.30
3.52	2.10	2.32	3.38	5.22	5.35
3.58	2.15	2.37	3.43	5.29	5.40
4.06	2.22	2.44	3.50	5.36	
4.18	2.32	2.54	4.00	5.46	
4.31	2.44	3.06	4.12	5.58	
4.56	3.05	3.27	4.33	6.19	
				S 6.22	
4.58	3.06	3.28	4.34	6.24	
5.12	3.19	3.42	4.48	6.38	
5.15	3.22	3.45	4.51	6.41	
5.18	3.25	3.48	4.54	6.44	
				S 6.51	
5.25	3.27	3.50	4.56	6.53	
5.31	3.33	3.56	5.02	6.59	
5.37	3.38	4.01	5.07	7.04	
5.48	3.47	4.10	5.16	7.15	
5.54	3.51	4.14	5.20	7.20	
6.01	3.57	4.20	5.26	7.28	
6.12	4.07	4.30	5.36	7.37	
6.16	4.10	4.33	5.39	7.45	
6.27	4.18	4.41	5.47	7.54	
6.36	4.25	4.48	5.54	8.02	
6.42	4.31	4.54	6.00	8.08	
6.48	4.36	4.59	6.03	8.13	
6.54	4.41	5.04	6.10	8.16	
7.02	S 4.51	5.08	6.14	S 8.29	
7.15	5.03	5.14	6.20	8.38	
E 7.30		D 5.24	S 6.30	S 8.49	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
97	69	29	1	71	9

Eastern Div. C. O. No. 104, Page 11, Column 1.

STATIONS	FIRST CLASS			
	39	55	363	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	\$ 5.30	\$ 8.10	\$ 8.20	
FEDERAL STREET	5.34	8.14	8.24	
PENNSYLVANIA AVE.	5.36	8.16	8.26	
JACKS RUN	5.40	8.20	8.30	
BELLEVUE				
AVALON				
BEN AVON				
EMSWORTH				
GLENFIELD				
GLEN OSBORNE				
SEWICKLEY			\$ 8.37	
EDGEWORTH				
SHIELDS				
LEETSDALE	5.49	8.29	8.40	
AMBRIDGE				
BADEN				
EAST CONWAY	5.54	8.34	8.45	
FREEDOM				
WEST CONWAY	5.58	8.38	8.48	
ROCHESTER	6.00	8.40	\$ 8.50	
NEW BRIGHTON				
BEAVER FALLS	6.05	R 8.45	\$ 8.56	
HOMEWOOD JCT.	6.11	8.50	9.01	
NEW GALILEE	6.19	8.57	9.08	
ENON				
EAST PALESTINE	6.30	9.07	9.18	
COLUMBIANA				
LEETONIA	6.43	9.19	9.31	
SALEM	F 6.50		\$ 9.39	
SEBRING				
CP	7.07	9.41	9.54	
ALLIANCE	\$ 7.12		\$ 9.56	
WALL		9.42		
FAIRHOPE		9.55		
STARK		9.58		
WANDLE		10.01		
CANTON		\$ 10.04		
McKINLEY		10.06		
URBAN		10.12		
MASSILLON				
M. & C. JCT.		10.17		
HAVEN		10.26		
ORRVILLE		10.31		
SMITHVILLE		10.37		
WOOSTER				
BIG RUN		10.47		
MARSH		10.51		
SHREVE				
LAKEVILLE		11.00		
LOUDONVILLE				
MOHICAN		11.07		
GUTHRIE		11.14		
LUCAS		11.19		
ROSS		11.24		
MANSFIELD		\$ 11.30		
TOLEDO JCT.		11.43		
CRESTLINE (Fort Wayne Div.)		\$ 11.53		
Arrive	A. M.	A. M.	A. M.	
	39	55	363	

FIRST CLASS					
53	447	323	361	427	
DAILY	SAT. ONLY	DAILY	DAILY	DAILY	
A. M.	P. M.	P. M.	P. M.	P. M.	
\$ 11.00	\$ 12.30	\$ 3.00	\$ 5.10	\$ 5.15	
11.04	\$ 12.34	\$ 3.04	5.14	\$ 5.19	
11.06	12.36	3.06	5.16	5.21	
11.10	12.40	3.10	5.20	5.26	
	\$ 12.41				
	\$ 12.44				
	\$ 12.46				
	\$ 12.48			\$ 5.29	
	\$ 12.52				
	\$ 12.56			\$ 5.34	
F 11.18	\$ 12.58	\$ 3.18		\$ 5.36	
	\$ 1.00			\$ 5.38	
	F 1.02			\$ 5.40	
11.22	\$ 1.04	3.21	5.29	\$ 5.42	
	\$ 1.08			\$ 5.45	
	\$ 1.13			\$ 5.50	
11.28	1.14	3.26	5.34	5.51	
	\$ 1.18			\$ 5.56	
11.33	1.20	3.30	5.37	5.57	
\$ 11.36	\$ 1.25	\$ 3.32	5.39	\$ 6.00	
	\$ 1.30			\$ 6.05	
\$ 11.42	D 1.35	\$ 3.38	5.44	D 6.10	
11.49	1.45	3.45	5.49	6.20	
11.57			5.56		
F 12.07			F 6.06		
12.19			6.19	Will Not	
\$ 12.29			\$ 6.27	Run	
				Nov. 22,	
12.44			6.42	Dec. 25,	
\$ 12.49			\$ 6.43	Jan. 1.	
12.51					
1.04					
1.07					
1.10					
\$ 1.21					
1.23					
1.29					
\$ 1.36					
1.38					
1.47					
\$ 1.56					
2.02					
\$ 2.12					
2.16					
2.20					
F 2.29					
2.36					
2.44					
2.52					
2.58					
3.04					
\$ 3.18					
3.30					
\$ 3.40					
P. M.	P. M.	P. M.	P. M.	P. M.	
53	447	323	361	427	

STATIONS	FIRST CLASS			
	405	#431		
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.		
Leave	P. M.	P. M.		
PITTSBURGH (Pgh. Div.)	S 5.30	S 5.50		
FEDERAL STREET	S 5.34	S 5.54		
PENNSYLVANIA AVE.	5.36	5.56		
JACKS RUN	5.41	6.01		
BELLEVUE	S 5.42	S 6.02		
AVALON	S 5.44	F 6.04		
BEN AVON	S 5.46	S 6.05		
EMSWORTH	S 5.48	S 6.07		
GLENFIELD	S 5.51	S 6.10		
GLEN OSBORNE	S 5.56	S 6.14		
SEWICKLEY	S 5.59	S 6.16		
EDGEWORTH	S 6.01	S 6.18		
SHIELDS		F 6.20		
LEETSDALE	S 6.04	S 6.22		
AMBRIDGE	S 6.08	S 6.25		
BADEN	S 6.14	S 6.29		
EAST CONWAY	6.15	6.30		
FREEDOM	S 6.20	S 6.34		
WEST CONWAY	6.21	6.35		
ROCHESTER	S 6.26	S 6.37		
NEW BRIGHTON	S 6.32	S 6.42		
BEAVER FALLS	S 6.38	D 6.47		
HOMEWOOD JCT.	6.48	6.57		
NEW GALILEE				
ENON				
EAST PALESTINE				
COLUMBIANA				
LEETONIA				
SALEM				
SEBRING				
CP				
ALLIANCE				
WALL		Will Not		
FAIRHOPE		Run		
STARK		Nov. 22,		
WANDLE		Dec. 25,		
CANTON		Jan. 1.		
McKINLEY				
URBAN				
MASSILLON				
M. & C. JCT.				
HAVEN				
ORRVILLE				
SMITHVILLE				
WOOSTER				
BIG RUN				
MARSH				
SHREVE				
LAKEVILLE				
LOUDONVILLE				
MOHICAN				
GUTHRIE				
LUCAS				
ROSS				
MANSFIELD				
TOLEDO JCT.				
CRESTLINE (Fort Wayne Div.)				
Arrive	P. M.	P. M.		
	405	431		

FIRST CLASS					
99	329	#63	105	23	
DAILY	DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	
S 6.35	S 8.30	S 11.00	S 11.10	# 11.55	
6.39	S 8.34	11.04	11.14	11.59	
6.41	8.36	11.06	11.16	12.01	
6.45	8.40	11.10	11.20	12.05	
		Will Not			
		Run			
		Nov. 22,			
		Dec. 23, 24,			
		Dec. 30, 31.			
	S 8.48	C 11.18	S 11.28		
6.55	8.52	11.23	11.32	12.14	
7.01	8.57	11.28	11.37	12.19	
7.06	9.02	11.32	11.41	12.23	
7.08	S 9.05	R 11.34	S 11.44	12.25	
S 7.20	S 9.14	A 11.40	S 11.52	12.30	
7.28	9.23	11.50	12.01	12.35	
7.36		11.58	12.09	12.42	
7.48		12.09	F 12.22	12.52	
8.01		12.22	12.37	1.04	
F 8.09		S 12.30	S 12.49		
8.22		12.45	1.04	1.25	
S 8.40		S 12.48	S 1.07		
8.42		12.50	1.09	1.26	
8.57		1.03	1.22	1.39	
9.00		1.06	1.25	1.42	
9.03		1.09	1.28	1.45	
S 9.30			S 1.36		
9.32		1.11	1.38	1.47	
9.39		1.17	1.44	1.53	
S 9.50					
9.52		1.22	1.49	1.58	
10.02		1.32	1.58	2.07	
S 10.15		1.38	A 2.04	2.11	
10.24		1.45	2.11	2.16	
S 10.35					
10.39		1.56	2.21	2.26	
10.43		2.00	2.33	2.29	
10.53		2.10	2.44	2.38	
11.01		2.18	2.53	2.45	
11.07		2.24	3.01	2.51	
11.13		2.30	3.06	2.57	
11.18		2.36	3.11	3.03	
S 11.50		2.42	S 3.35	3.08	
12.04		2.53	3.45	3.21	
S 12.20		D 3.05		D 3.35	
A. M.	P. M.	A. M.	A. M.	A. M.	
99	329	63	105	23	

STATIONS	2		FIRST CLASS	
	Arrive	A. M.	106 A. M.	422 A. M.
PITTSBURGH (Pgh. Div.)	3.30	S	7.20	7.50
FEDERAL STREET	3.26		7.14	7.45
PENNSYLVANIA AVE.	3.24		7.11	7.43
JACKS RUN	3.20		7.06	7.38
BELLEVUE			S	7.37
AVALON			S	7.35
BEN AVON			S	7.33
EMSWORTH			S	7.31
GLENFIELD			S	7.26
GLEN OSBORNE			S	7.21
SEWICKLEY			S	6.55
EDGEWORTH			S	7.19
SHIELDS			F	7.17
LEETSDALE	3.11		6.49	7.15
AMBRIDGE			S	7.12
BADEN			S	7.09
EAST CONWAY	3.06		6.42	7.04
FREEDOM			S	7.03
WEST CONWAY	3.02		6.38	6.57
ROCHESTER	3.00		S	6.55
NEW BRIGHTON			S	6.53
BEAVER FALLS	2.55		S	6.48
HOMEWOOD JCT.	2.50		S	6.45
NEW GALILEE	2.42		6.08	
ENON			S	6.26
EAST PALESTINE	2.32		S	6.18
COLUMBIANA			S	6.54
LEETONIA	2.19		5.39	
SALEM			S	5.29
SEBRING			5.11	
CP	1.59		S	5.10
ALLIANCE			5.02	
WALL	1.58		4.48	Will Not Run
FAIRHOPE	1.45		4.45	Nov. 22,
STARK	1.42		4.42	Dec. 25,
WANDLE	1.39		S	Jan. 1.
CANTON			4.40	
McKINLEY	1.37		4.31	
URBAN	1.32		4.25	
MASSILLON			4.19	
M. & C. JCT.	1.27		4.09	
HAVEN	1.18		S	4.03
ORRVILLE	1.14		3.55	
SMITHVILLE	1.09		3.44	
WOOSTER			3.40	
BIG RUN	12.59			
MARSH	12.56			
SHREVE				
LAKEVILLE	12.48		3.80	
LOUDONVILLE			3.22	
MOHICAN	12.41		3.16	
GUTHRIE	12.36		3.10	
LUCAS	12.31		3.05	
ROSS	12.26		S	3.00
MANSFIELD	12.22		2.35	
TOLEDO JCT.	12.16			
CRESTLINE (Fort Wayne Div.)	# 12.06			
Leave	A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	DAILY	
02	106	422		

FIRST CLASS					98
62	424	404	54	98	
A. M.	A. M.	A. M.	A. M.	A. M.	
S 8.00	S 8.15	S 8.45	S 8.50	E 10.15	
7.50	D 8.10	D 8.40	8.45	10.08	
7.48	8.07	8.38	8.43	10.05	
7.44	8.02	8.33	8.39	10.00	
		S 8.32			
Will Not Run Nov. 23, Dec. 24, 25, Dec. 31, Jan. 1.	S 8.00	S 8.29		Will Not Run Nov. 23, Dec. 26, Dec. 27,	
	S 7.56	S 8.27		Jan. 2, 3, Feb. 23.	
		S 8.22		9.48	
		S 8.17			
B 7.35	S 7.48	S 8.15			
	S 7.46	S 8.13			
		S 8.11			
7.32	7.43	8.09	8.27		
	S 7.41	S 8.06			
		S 8.01			
7.26	7.36	8.00	8.21	9.42	
	S 7.31	S 7.55			
7.22	7.29	7.53	8.17	9.37	
7.20	S 7.27	S 7.51	8.15	9.35	
	S 7.23	S 7.46			
P 7.14	S 7.20	S 7.43	8.09	9.27	
7.07		7.36	8.04	9.20	
6.59			7.56	9.13	
6.46			7.45	9.01	
6.35			7.32	8.42	
		S 7.23			
6.14			7.09	8.20	
S 6.13		K 7.08			
6.08	Will Not Run Nov. 22, Dec. 25, Jan. 1.		7.07	8.18	
5.55			6.54	8.05	
5.52			6.51	8.02	
5.49			6.48	7.59	
		S 6.46			
5.47			6.43	7.44	
5.41			6.37	7.38	
5.36			6.32	7.32	
5.27			6.23	7.22	
5.23			6.19	7.17	
5.17			6.13	7.11	
5.07			6.03	7.01	
5.03			6.00	6.57	
4.55			5.52	6.47	
4.48			5.45	6.39	
4.42			5.39	6.33	
4.37			5.34	6.27	
4.33			5.30	6.22	
4.29			5.26	6.18	
4.22			5.20	6.10	
# 4.12		# D 5.10		# 6.00	
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY	DAILY EX. MON. & TUES.	
#062	#0424	404	054	#098	

STATIONS	FIRST CLASS			
	360	144	44	318
Arrive	A. M.	A. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 10.40	\$ 11.40	\$ 12.30	\$ 1.40
FEDERAL STREET	10.35	11.33	12.23	D 1.36
PENNSYLVANIA AVE.	10.33	11.30	12.21	1.34
JACKS RUN	10.29	11.25	12.16	1.29
BELLEVUE				
AVALON				
BEN AVON				
EMSWORTH				
GLENFIELD				
GLEN OSBORNE				
SEWICKLEY		\$ 11.13	\$ 12.05	\$ 1.21
EDGEWORTH				
SHIELDS				
LEETSDALE	10.19	11.07	11.58	1.17
AMBRIDGE				
BADEN				
EAST CONWAY	10.14	11.00	11.51	1.12
FREEDOM				
WEST CONWAY	10.10	10.55	11.46	1.08
ROCHESTER	10.08	\$ 10.53	\$ 11.44	\$ 1.06
NEW BRIGHTON				
BEAVER FALLS	10.02	\$ 10.44	\$ 11.32	\$ 12.58
HOMEWOOD JCT.	9.57	10.35	11.22	12.52
NEW GALILEE	9.50	10.25	11.14	
ENON			F 11.03	
EAST PALESTINE	F 9.40	\$ 10.12	\$ 10.55	
COLUMBIANA			F 10.43	
LEETONIA		9.27	9.55	F 10.35
SALEM	\$ 9.19	\$ 9.45	\$ 10.25	
SEBRING			F 10.10	
CP	9.06	9.26	10.00	
ALLIANCE	\$ 9.05	\$ 9.25	\$ 9.59	
WALL		9.15	9.42	
FAIRHOPE		9.02	9.29	
STARK		8.59	9.26	
WANDLE		8.56	9.23	
CANTON		\$ 8.54	\$ 9.21	
McKINLEY		8.44	9.01	
URBAN		8.38	8.55	
MASSILLON		\$ 8.32	\$ 8.49	
M. & C. JCT.		8.22	8.38	
HAVEN		8.13	8.29	
ORRVILLE		\$ 8.08	\$ 8.24	
SMITHVILLE		7.57	8.11	
WOOSTER		\$ 7.47	\$ 8.02	
BIG RUN		7.38	7.49	
MARSH		7.34	7.45	
SHREVE				
LAKEVILLE		7.24	7.35	
LOUDONVILLE			F 7.26	
MOHICAN		7.16	7.23	
GUTHRIE		7.10	7.16	
LUCAS		7.05	7.10	
ROSS		7.00	7.05	
MANSFIELD		\$ 6.55	\$ 7.00	
TOLEDO JCT.		6.40	6.40	
CRESTLINE (Fort Wayne Div.)		\$ 6.30	\$ 6.30	
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
	360	144	44	318

FIRST CLASS					
	362	52	328	22	10
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.40	\$ 7.15	\$ 9.05	\$ 10.00	\$ 11.15
	6.36	7.10	8.59	9.55	11.10
	6.34	7.08	8.57	9.53	11.08
	6.30	7.03	8.52	9.49	11.03
	B 6.21	S 6.53	S 8.40		
	6.18	6.48	8.38	9.39	10.54
	6.13	6.39	8.32	9.34	10.49
	6.10	6.35	8.28	9.30	10.45
	6.08	S 6.33	S 8.26	9.28	S 10.43
	6.03	S 6.24	S 8.19	S 9.22	10.37
	5.58	6.16	8.13	9.15	10.32
	5.50	6.07		9.07	
	5.40	S 5.55		8.57	
	5.28	5.40		8.44	
	S 5.20	S 5.30			
	5.06	5.13		8.24	
	S 5.05	S 5.12			
		5.09		8.23	
		4.55		8.10	
		4.52		8.07	
		4.49		8.04	
		S 4.47	S	8.03	
		4.42		8.00	
		4.36		7.54	
		S 4.28	S	7.48	
		4.24		7.45	
		4.14		7.36	
		S 4.09		7.32	
		4.02		7.27	
		S 3.52	S	7.19	
		3.47		7.16	
		3.44		7.12	
		3.36		7.04	
		3.29		6.58	
		3.24		6.53	
		3.19		6.48	
		3.14		6.44	
		S 3.10	S	6.40	
		3.00		6.32	
	# 2.50		# 6.22		
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	◇362	52	328	22	10

CRESTLINE TO PITTSBURGH

STATIONS	FIRST CLASS		
	38	68	48
	P. M.	P. M.	A. M.
Arrive			
PITTSBURGH (Pgh. Div.)	\$ 11.25	\$ 11.59	\$ 12.13
FEDERAL STREET	11.20	11.54	12.08
PENNSYLVANIA AVE	11.18	11.52	12.06
JACKS RUN	11.14	11.48	12.02
BELLEVUE			
AVALON			
BEN AVON			
EMSWORTH			
GLENFIELD			
GLEN OSBORNE			
SEWICKLEY	\$ 11.06		
EDGEWORTH			
SHIELDS			
LEETSDALE	11.02	11.39	11.53
AMBRIDGE			
BADEN			
EAST CONWAY	10.57	11.33	11.48
FREEDOM			
WEST CONWAY	10.53	11.29	11.44
ROCHESTER	10.51	11.27	11.42
NEW BRIGHTON			
BEAVER FALLS	10.46	11.22	11.37
HOMEWOOD JCT	10.41	11.17	11.32
NEW GALILEE	10.31	11.09	11.25
ENON			
EAST PALESTINE	10.20	10.58	11.15
COLUMBIANA			
LEETONIA	10.07	10.45	11.02
SALEM	\$ 9.57		
SEBRING			
CP	9.42	10.22	10.42
ALLIANCE	\$ 9.41		
WALL		10.21	10.41
FAIRHOPE		10.08	10.29
STARK		10.05	10.26
WANDLE		10.02	10.22
CANTON		\$ 10.00	\$ 10.20
McKINLEY		9.58	10.18
URBAN		9.53	10.13
MASSILLON			
M. & C. JCT		9.48	10.07
HAVEN		9.39	9.58
ORRVILLE		9.35	9.54
SMITHVILLE		9.29	9.49
WOOSTER			
BIG RUN		9.19	9.39
MARSH		9.16	9.36
SHREVE			
LAKEVILLE		9.08	9.28
LOUDONVILLE			
MOHICAN		9.01	9.22
GUTHRIE		8.56	9.17
LUCAS		8.51	9.12
ROSS		8.46	9.08
MANSFIELD	\$ 8.42	\$ 9.03	
TOLEDO JCT		8.31	8.55
CRESTLINE (Fort Wayne Div.)			\$ 8.45
Leave			
	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY
38	68	48	

EASTWARD

FIRST CLASS		
58	28	70
A. M.	A. M.	A. M.
\$ 12.41	\$ 1.24	\$ 3.13
12.37	1.20	3.09
12.35	1.18	3.07
12.31	1.14	3.03
12.22	1.05	2.54
12.17	1.00	2.49
12.13	12.56	2.45
12.11	12.54	2.43
12.06	12.49	2.38
12.02	12.45	2.33
11.55	12.38	2.25
11.45	12.28	2.15
11.32	12.15	2.02
11.12	11.55	1.42
11.11	11.54	1.41
10.59	11.42	1.29
10.56	11.39	1.26
10.53	11.36	1.23
		\$ 1.21
10.51	11.34	1.16
10.46	11.29	1.10
10.41	11.24	1.05
10.32	11.15	12.56
10.28	11.11	\$ 12.51
10.23	11.06	12.42
10.13	10.56	12.32
10.10	10.53	12.29
10.02	10.45	12.21
9.56	10.39	12.14
9.51	10.34	12.09
9.46	10.29	12.04
9.42	10.25	11.59
9.38	10.21	\$ 11.55
9.32	10.15	11.47
\$ 9.23	\$ 10.06	\$ 11.37
P. M.	P. M.	P. M.
DAILY	DAILY	DAILY
58	28	70

STATIONS	FIRST CLASS			
	68	106		
	DAILY	DAILY		
Leave	P. M.	P. M.		
DETROIT (F.S.U.D. Co.)	S 5.30	S 11.10		
DELRAY (Wab. Ry.)	5.42	11.22		
ECORSE JCT.	5.45	11.25		
LINCOLN PARK	5.48	11.29		
PENFORD	5.53	11.34		
EUREKA	5.54	11.36		
CARLETON	C.&O. Ry. 6.06	11.47		
MONROE	S 6.16	F 11.58		
ERIE	6.28	12.10		
ALEXIS	A.A.R.R. 6.34	12.16		
HALLETT	6.36	12.18		
BOULEVARD	6.38	12.21		
MANHATTAN	6.40	12.23		
GALENA	6.42	12.25		
TOLEDO	S 6.50	S 12.43		
OLIVE	6.51	12.44		
WALBRIDGE	7.01	12.54		
LATCHA				
WOODVILLE		F 1.04		
GIBSONBURG	7.18	F 1.13		
HELENA		F 1.17		
MILLERSVILLE				
BURGOON	7.30	F 1.24		
BETTSVILLE		F 1.28		
MAPLE GROVE	7.34	1.28		
CROMERS				
COLEMAN	7.40	1.34		
TIFFIN	S 7.45	S 1.48		
PEN.	7.52	1.54		
INK	7.58	1.55		
BLOOMVILLE	7.58	F 2.02		
ST. STEPHENS				
CARROTHERS	8.07	2.09		
NEW WASHINGTON		F 2.14		
STACK	8.12	2.16		
TIRO	8.18	F 2.21		
VERNON	8.25	2.28		
TOLEDO JCT.	8.31	2.35		
Arrive	P. M.	A. M.		
	68	106		

Eastern Div. G. O. No. 106, Page 22, Column 2.

STATIONS	FIRST CLASS			
	105	69		
	A. M.	A. M.		
Arrive				
DETROIT (F.S.U.D. Co.)	S 7.40	S 8.00		
DELRAY (Wab. Ry.)	7.15	7.48		
ECORSE JCT.	7.12	7.46		
LINCOLN PARK	7.05	7.42		
PENFORD	6.58	7.37		
EUREKA	6.55	7.36		
CARLETON	C.&O. Ry. 6.42	7.25		
MONROE	F 6.30	S 7.14		
ERIE	6.17	7.02		
ALEXIS	A.A.R.R. 6.11	6.55		
HALLETT	6.09	6.52		
BOULEVARD	6.06	6.49		
MANHATTAN	6.04	6.47		
GALENA	6.02	6.45		
TOLEDO	S 6.00	S 6.43		
OLIVE	5.36	6.38		
WALBRIDGE	5.26	6.28		
LATCHA				
WOODVILLE	F 5.11			
GIBSONBURG	S 5.06	6.13		
HELENA	F 4.59			
MILLERSVILLE				
BURGOON	F 4.56	6.01		
BETTSVILLE	F 4.53			
MAPLE GROVE	4.51	5.57		
CROMERS				
COLEMAN	4.43	5.50		
TIFFIN	S 4.39	S 5.46		
PEN.	4.26	5.37		
INK	4.25	5.36		
BLOOMVILLE	F 4.19	5.31		
ST. STEPHENS				
CARROTHERS	4.12	5.24		
NEW WASHINGTON	F 4.07			
STACK	4.06	5.20		
TIRO	F 4.01	5.15		
VERNON	3.54	5.09		
TOLEDO JCT.	3.45	5.03		
Leave	A. M.	A. M.		
	DAILY	DAILY		
	105	69		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Federal Street*	1.00 PM to 6.00 PM	Closed	Closed
Emsworth*	8.00 AM to 11.59 AM 1.00 PM to 4.00 PM	Closed	Closed
Sewickley*	6.30 AM to 10.30 PM	6.30AM to 8.30PM	Closed
Leetsdale*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Ambridge*	10.00 AM to 3.00 PM 4.00 PM to 7.00 PM	Closed	Closed
Rochester	6.00 AM to 11.30 AM 12.30 PM to 6.00 PM 7.00 PM to 11.59 PM	6.00AM to 11.30AM 12.30PM to 6.00PM 7.00PM to 11.59PM	6.00AM to 11.30AM 12.30PM to 6.00PM 7.00PM to 11.59PM
New Brighton*	7.00 AM to 12.00 N 1.00 PM to 4.00 PM	Closed	Closed
Beaver Falls	6.00 AM to 11.00 AM 11.59 AM to 5.30 PM 6.30 PM to 11.45 PM	6.00AM to 11.00AM 11.59AM to 5.30PM 6.30PM to 11.45PM	6.00AM to 11.00AM 11.59AM to 5.30PM 6.30PM to 11.45PM
East Palestine*	7.00 AM to 5.00 PM	7.00AM to 5.00PM	Closed
Columbiana*	8.00 AM to 5.00 PM	8.00AM to 5.00PM	Closed
Leetonia*	1.00 PM to 5.00 PM	Closed	Closed
Salem	6.00 AM to 6.30 PM 7.30 PM to 10.30 PM	6.00AM to 6.30PM 7.30PM to 10.30PM	6.00AM to 6.30PM 7.30PM to 10.30PM
Sebring*	8.30 AM to 11.59 AM	Closed	Closed
Alliance (a)	6.00 AM to 10.00 PM	6.00AM to 10.00PM	7.00AM to 10.00PM
Canton	5.30 AM to 10.00 PM	5.30AM to 10.00PM	5.30AM to 10.00PM
Massillon	5.30 AM to 9.30 PM	5.30AM to 9.30PM	5.30AM to 9.30PM
Orrville*	7.00 AM to 4.00 PM	7.00AM to 4.00PM	Closed
Wooster*	7.00 AM to 10.00 PM	7.00AM to 2.00PM	Closed
Shreve*	8.00 AM to 12.01 PM	Closed	Closed
Loudonville*	8.00 AM to 12.01 PM	Closed	Closed
Mansfield	7.00 AM to 11.00 PM	7.00AM to 11.00PM	7.00AM to 11.00PM
Tiffin*	7.20 PM to 7.50 PM	Closed	Closed
Toledo	5.30 AM to 7.00 PM	5.30AM to 7.00PM	5.30AM to 7.00PM
Monroe	Continuously	7.30AM to 11.30PM	7.30AM to 11.30PM
Detroit	6.30 AM to 11.59 PM	6.30AM to 11.59PM	6.30AM to 11.59PM

*Closed New Year, Memorial, Independence, Labor, Thanksgiving and Christmas day.

(a)—Monday, 8.00 AM to 10.00 PM.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
422	Conway Repair Yard.....	Employees
105	East Palestine..... (Sat. Only)	Newspapers

For trains that do not run to points east of Pittsburgh and have connections for such points, the destination of passengers will be given by Conductor from Canton or Alliance for trains from Crestline, Mansfield or Cleveland, and from Homewood Jct. for trains operating via E. & A. Branch, Lake Division.

U. S. MAIL WORK

STATIONS	Westward								Eastward							
	29	71	39	55	53	105	381	405	62	360	44	144	52	22	70	54
					K 4 CD			CD								
Dixmont					4 C				4 D	4 CD						
Sewickley					K 4 CD						5 CD	0 CD				
Leetsdale					HD K 5 CD		5 D			4 D	6 CD					
Ambridge					5 WD					5 CD						
Baden										4-5 CD	0-0 CD					
Freedom									4 D	5 D						9 D
Rochester		5 D	4 D		K 4- CD		4 CD		4 D	4 CD	6 CD					
N. Brighton		4 D	4 D				4 D		4 D	4 CD						9 D
B. Falls			4 D				4 CD						4 CD			
W. Palestine					CD		4 CD									
N. Waterfd										5 C						
Columbiana					5 CD				4 D	1-4 CD	6 CD					
Leetonia		4 D	4 D		4 CD		4 C		4 D	4 CD	3 CD		5 C			
Salem		4 D	4 D						4 D		3-2 CD					9 D
Beloft					4 CD					4 CD	3 CD					
Sebring					4 CD					4 CD						
Alliance	2 D			3 D												
Canton	2 D								4 D							
Massillon				2 D					4 D							9 D
Orrville		4 D				6 E			4 D							9 D
Wooster	3 D			3 D					4 D							9 D
Shreve		4 D			3 CD				4 D		W CD		4 D			
Loudonville		5 CD			6-3 CD						W 6-2 CD		9 D			
Perrysville		5 CD			5 CD											
Mansfield									4 D							9 D

STATIONS

Southward

Northward

Carleton

- C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops. Mail received or delivered or both.
 H—Stop on Sunday and Holidays to receive or deliver U. S. Mail.
 K—Stop on request R. P. O. clerk to discharge U. S. Mail—Holidays only.
 W—Stop on request R. P. O. clerk to discharge U. S. Mail.
 X—Stop on signal to receive U. S. Mail.
 1—Monday only.
 2—Daily, except Monday.
 3—Daily, except Sunday and Monday.
 4—Daily, except Sunday.
 5—Daily, except Sunday and Holidays.
 6—Daily, except Sunday, Monday and Holidays.
 7—Daily, except Monday and Holidays.
 8—Daily, except Holidays.
 9—Sunday only.
 0—Daily, except Saturday, Sunday, Monday and Holidays.

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

NOTE.—Letters and characters as used in this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	Leave	PD-1 (1)	PF-3 (1)	PF-1 (1)	ED-3 (1)	ST-1 (1)	BEC-1 (1)	XD-1 (1)	CAC-1 (1)	ED-7 (1)	PC-5 (1)	NL-5 (1)	PF-9 (1)	CC-1 (1)	LCL-7 (4)	LCL-1 (3)	VC-1 (1)	CW-5 (2)	NY-1 (1)	CE-5 (1)	NL-1 (1)
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
JACKS RUN		1:10	1:30	3:10	3:43			6:10				6:40			10:23	12:25	7:25		9:25	9:45	11:25
LEETSDALE		1:30	1:48	3:28	4:01			6:27				7:00			10:41	12:43	7:50		9:45	10:05	11:42
EAST CONWAY		1:45	2:00	3:40	4:15			6:40				7:15			10:51	12:53	8:05		9:55	10:20	12:00
WEST CONWAY		2:45	2:09	4:40	5:15			7:40			6:35	8:15	8:00		11:30	1:40	9:15	8:00	10:55	10:35	1:00
ROCHESTER		2:20	2:15	4:47	5:23			7:50			6:45	8:21	8:07		11:35	1:45	9:25	8:15	11:01	10:45	1:10
FAIRHOPE		7:30	4:15	6:50	8:07			10:40			9:55	10:30	10:32		1:15	3:25	11:55	3:00	1:10		4:30
STARK		8:15	4:30	6:55	8:23	4:30		3:00		6:30	11:25	10:40	10:50	8:00	1:20	3:30	12:25		1:20		4:50
URBAN		8:50	4:47	7:25	8:43	5:25	8:10	3:30		6:50	11:55	11:00	11:20	8:25	1:35	3:40	12:38		1:40		5:55
M. & C. JCT.		9:00	5:00	7:35	8:53	5:40	8:20	3:40		7:20	12:10	11:10	11:30	8:35	1:50	3:50	12:50		1:50		6:05
ORRVILLE		9:24	5:25	8:00	9:17	6:10	8:45	4:05	6:15	9:15	12:32	11:35	11:55	9:00	2:10	4:15			2:15		6:35
SMITHVILLE		9:39	5:40	8:15	9:32	6:30	9:05	4:20	6:33	9:35	1:05	11:50	12:10		2:20	4:25			2:30		7:30
BIG RUN		9:55	6:00	8:33	9:48	7:00	9:25	4:38	6:55	10:00	1:25	12:10	12:30		2:25	4:40			2:50		7:50
MARSH		10:22	6:08	8:40	10:15	7:30	9:50	4:45	7:15	10:20	1:50	12:20	12:45		2:30	4:45			3:00		8:20
LAKEVILLE		10:42	6:25	8:55	10:32	7:50	10:05	5:00	7:30	10:40	2:10	12:40	12:58		2:43	4:58			3:20		8:35
MOHICAN		10:54	6:40	9:10	10:45	8:05	10:17	5:12	7:45	11:05	2:25	12:55	1:11		2:55	5:10			3:35		8:50
LUCAS		11:09	7:05	9:25	11:00	8:30	10:35	5:25	8:00	11:25	2:45	1:20	1:28		3:13	5:28			4:00		9:25
MANSFIELD		11:39	7:30	9:40	11:30	10:00	10:58	5:50	8:40	12:45	3:03	1:50	1:59		3:25	5:40			4:35		9:50
TOLEDO JCT.		12:01	7:55	10:00	11:45	10:30	11:12	6:10	9:00	1:05	3:20	2:40	2:12		3:42	5:52			5:40		9:55
CRESTLINE (ft. Wayne Div.)			8:30	10:40			11:30	6:45	9:25	1:25	3:50	3:30	2:30		4:10	6:10			6:15		10:15
Arrive		P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Sunday, Monday & Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

[illegible]

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.

(2) Daily except Sunday.

(3) Daily except Monday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	ED-2 (1)	TD-2 (2)	TD-8 (2)	TD-4 (2)	TC-16 (1)	TD-18 (2)	TD-6 (2)	ST-2 (1)	TC-12 (1)	ED-4 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
DETROIT	2.00								8.30	8.30
CARLETON	3.00 3.30								9.30	10.00
TOLEDO	5.00 2.30	6.15		8.00	8.30	10.00	11.00	6.30	11.30 2.00	11.35 12.20
WOODVILLE				8.45		10.45				
GIBSONBURG		7.50								
MAPLE GROVE							4.30			
TIFFIN			6.00							
CARROTHERS					10.45				4.30	
TOLEDO JCT.	5.30		10.30					11.00		2.25
Arrive	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(1) Daily.

(1) Daily.

31

Location	Name and Address	Telephone number
Alliance, Ohio	H. G. Scranton (Surgeon) Res., 2820 South Union Ave. Office, 133 South Linden Ave.	Bell 2118 Bell 6271
	Ray R. Mosely (Surgeon) Res., 425 East Milton Ave. Office, 133 South Linden Ave.	Bell 2293 Bell 6271
	T. P. Day (Med. Exam.) Hours: First and Third Wednesday of each month—1:00 P. M. to 3:30 P. M.	Canton (P.R.R. Excg.) 262
Canton, Ohio	C. A. Crane (Oculist) Office, 8th Floor, First National Bank Bldg. Res., 1544 Market St., N.	2-3802 8657
	James S. Wilson (Asst. Oculist) Office, 8th Floor, First National Bank Bldg.	2-3802
	T. P. Day (Med. Exam.) Hours: Monday—8:00 A. M. to 5:00 P. M. Wednesday—8:00 A. M. to 12:00 Noon. Thursday—8:00 A. M. to 5:00 P. M.	Canton (P.R.R. Excg.) 262
Massillon, Ohio	P. A. Paulson (Surgeon) Res., 346 Commonwealth Ave. Office, First National Bank Bldg.	Bell 5079 Bell 3956
	J. S. Williams (Asst. Surgeon) Res., 1705—11th St., N. E. Office, First National Bank Bldg.	Bell 6810 Bell 6634
Orrville, Ohio	O. P. Ulrich (Surgeon) Res., South Main St. Office, 131 East Market St.	131-W 131-Z
	T. P. Day (Med. Exam.) Hours: Second and Fourth Wednesday of each month. 2:00 P. M. to 4:00 P. M.	
Wooster, Ohio	Adrian J. Hartzler (Surgeon) Office, 122 East North St. Res., 868 Park Blvd.	57 724
Mansfield, Ohio	L. A. Hautzenroader (Surgeon) Res., 121 Parkwood Blvd. Office, 28 Park Ave. West	4337-6 1844-6
	R. C. Wise (Oculist) Res., 43 Brinkerhof Ave. Office, News-Journal Building	Canal 2009-6
Crestline, Ohio	T. P. Day (Med. Exam.) Hours: Tuesday and Friday— 9:30 A. M. to 4:00 P. M.	
	Robert N. Osmundson (Surgeon) Res., 627 South Thomas St. Office, 222½ North Seltzer St.	4081 7383
Tiffin, Ohio	W. H. Benner (Surgeon) Office and Residence, Cor. Perry and Jefferson Sta.	283

Location	Name and Address	Telephone number
Toledo, Ohio	T. P. Day (Med. Exam.) Office, Cor. Water and Monroe Sts. Hours: Mondays, 9.45 A. M. to 12.00 Noon. 1.00 P. M. to 4.15 P. M. First Thursday of April, July, October and January: 9.45 A. M. to 12.00 Noon. 1.00 P. M. to 6.30 P. M. All other Thursdays: 9.45 A. M. to 12.00 Noon. 1.00 P. M. to 3.00 P. M.	ADams 5181
	H. K. Beckwith (Surgeon) Office, 716 Starr Ave. Residence, 3936 Indian Road If no answer call	TAylor 7700 Jordan 3415 MAin 2176
	Jas. A. H. Magoun (Asst. Company Surgeon) Office, Toledo Clinic 2001 Collingwood Blvd. Residence, 3440 Chestnut Hill Rd.	ADams 5244 Jordan 5153
	H. A. Martin (Asst. Company Surgeon) Office, Toledo Clinic. 2001 Collingwood Blvd. Residence, 3912 Bowen Rd.	ADams 5244 LAwndale 9882
Detroit, Mich.	J. D. Skow (Oculist) Office, Toledo Clinic. 2001 Collingwood Blvd. Residence, 3330 Darlington Rd.	ADams 5244 Jordan 2591
	T. P. Day (Med. Exam.) Office, Freight Station. Corner 3rd and Larned Streets. First Thursday of each month: 11.00 A. M. to 12 Noon. 1.00 P. M. to 4.00 P. M.	Woodward 1-6420
	Francis B. MacMillan (Company Surgeon) Office, 920 David Whitney Bldg. Residence, 2940 Iroquois Street.	Woodward 1-0680 Walnut 1-3535
	John E. Gleason (Oculist) Office, 1061 David Whitney Bldg. Residence, 17401 Pontchartrain	Woodward 2-1144 UNiversity 3-9333

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh, Pa.	Allegheny General 320 E. North Ave., N. S.	Fairfax 1-2010
Sewickley, Pa.	Valley Blackburn Road	Sewickley 2000
Rochester, Pa.	General Finney Street	Rochester 3100
New Brighton, Pa.	Beaver Valley General Penn Ave.	N. Brighton 1020
Beaver Falls, Pa.	Providence 3rd Ave. and 9th St.	Beaver Falls 640
East Liverpool, Ohio	City West 5th Street	Main 720
Salem, Ohio	City 1995 E. State Street	Salem 3435
Alliance, Ohio	City 207 East College Street	Bell 6262
Canton, Ohio	Mercy 723 Market Ave., N. W.	50115
Massillon, Ohio	City Akron Street	Bell 3155
Wooster, Ohio	Beeson 230 N. Market Street	M. W. O. 546
Mansfield, Ohio	General Glessner Ave.	Canal 4271-6
Crestline, Ohio	Emergency W. Main Street	Bell 5551
Detroit, Mich.	Providence 2500 West Grand Blvd.	TYler 5-4600
Detroit, Mich. (Lincoln Park)	The Lynn 2950 South Fort Street	WArick 8-6000
Toledo, Ohio	Mercy 2221 Madison Avenue	ADams 8243
Tiffin, Ohio	Mercy West Market Street	754

100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

In baggage and combined cars, at each passenger and freight station, at yard masters' and car inspectors' 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.

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

OPERATING RULES**STANDARD TIME**

1001-A1. Eastern Standard Time applies on this Division.

TIME-TABLES**Letters and Characters.**

1004-A. 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—rail motor car.

*—Passenger train—with passenger and freight equipment.

◇—Passenger train—No train baggageman.

‡—Will not run on specified dates shown on schedule pages.

1004-B1.

P—Stop on signal to discharge passengers from Ft. Wayne and beyond.

R—Stop on signal to receive passengers for Ft. Wayne and beyond or to discharge passengers from Harrisburg and beyond.

T—Stop on signal to discharge passengers from Pittsburgh and beyond, and to receive passengers for points west of Mansfield.

#—Train may leave in advance of scheduled leaving time when station work is completed.

■—No train baggageman between Detroit and Toledo.

▲—Regular stop Nov. 23, Dec. 24, Dec. 25, Dec. 31 and Jan. 1.

ENGINE WHISTLE SIGNALS**1014(db) and (eb)-A1.** Rule 14(db and 14(eb) will apply:**Low Grade Branch**

Track	Between	And
No. 1 and No. 2	Rochester	Division Post (Lake Div.)

River Branch

Track	Between	And
No. 1 and No. 2	Yellow Creek	Clayport

Secondary Tracks

Track	Between	And
No. 102	Ramp	New Galilee
No. 101	No. 101 track switch, 3150 feet east of Morado	Homewood Jct.
No. 102	Keystone	Buckeye
No. 102	Leetonia	Salem
No. 101	Beloit	CP
No. 101	McKinley	Urban

1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:**Ohio Connecting Bridge**

Track	Between	And
No. 3 and No. 4	Pennsylvania Ave.	Division Post (P. H. Div.)
No. 1 and No. 2	Jacks Run	Division Post (P. H. Div.)

Bayard Branch

Track	Between	And
No. 1 and No. 2	Rochester	Vanport
No. 2	Paris	Superior
No. 1	Paris	Fairhope

Alliance Branch

Track	Between	And
Single	CP	Division Post (Lake Div.)

Secondary Tracks

Track	Between	And
Yellow Creek	River	Branch

1014(1)-A1. Referring to Rule 14 (l):

Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14 (1) approaching track gangs and other points where men may be at work on or about the track.

1014(1)-A2. Except in emergency, enginemen will not sound Engine Whistle Signal Rule 14 (1) for the following grade crossings:
Between Galena and Oak St., Toledo.
Between Wall and Perry St., Tiffin.**1014(r)-A1.** Rule 14(r) will apply.

When stops are to be made for coal or water:

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Westward	Leetsdale	Conway
"	Rochester	Midsteel
"	Leetonia	Alliance
"	CP	Canton
"	Bayard	Canton
"	Orrville	Millbrook
"	Marsh	Mohican
"	Mohican	Mansfield
Eastward	Toledo Jct.	Mansfield
"	Lucas	Mohican
"	Mohican	Millbrook
"	Big Run	Orrville
"	Orrville	Massillon
"	M & C Jct.	Canton
"	Fairhope	Alliance
"	Bayard	East Rochester
"	Yellow Creek	Midsteel
"	Rochester	East Conway
"	Leetsdale	Jacks Run
Southward	Burgoon	Coleman
"	Stack	Richland
Northward	Toledo Jct.	Richland
"	Carrothers	Coleman

Operator will notify train dispatcher promptly.

1014-A2. Referring to Rule 14. ———— o o o will apply:

Track	Between	And
No. 5	Pennsylvania Ave.	Columbus Ave.

TRAIN SIGNALS**1019-A2.** Trains of the C. & O. Ry., may display train signals as required by the operating rules of that railroad, when on this Division.

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Beaver Valley	Secondary track	All switches

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

Fusees And Torpedoes.

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-B2. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	12	12
Freight Service	12	18
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1037-A1. Illuminated sign arranged to display white cross on black back-ground (Figure 1) or position light signal arranged to display illuminated cross (Figure 2):



Figure 1



Figure 2

INDICATION—Take siding.

NAME —Take siding indicator.

When displayed to approaching train, engineman will acknowledge by two short sounds of engine whistle, **Rule 14(g)**.

Trains receiving a take-siding indication will secure permission from signalman before entering siding.

Figure 1 will be displayed at the following locations:

Main Line:	Location	Take Siding At
Westward—	M. & C. Jct.	Haven
	Marsh	Lakeville
Eastward—	B. & O. Jct.	Lynch
	Lucas	Guthrie
	Mohican	Lakeville
	Orrville	Haven

Figure 2 will be displayed at the following locations:

Bayard Branch	Location	Controlled by	Take Siding At
Westward—	Mile Post 23.1	Yellow Creek	Wellsville
Eastward—	Block Signal 534	Bayard	East Rochester

1037-A2. An illuminated sign is located on west side of Jacks Run Block Station to indicate at which point eastward freight trains with cars for Island Avenue yard will make stop to set off.

INDICATION—I Island Avenue.

C Columbus Avenue.

When no indication is displayed trains will stop at Woods Run and call Yardmaster at Island Avenue for instructions.

1037-A3. Westward freight trains destined to Conway Yard will be governed as to the yarding of their train by track number displayed by illuminated sign located in the window, east side of East Conway Block Station.

1037-A4. Eastward freight trains destined to Conway Yard will be governed by yard and track number displayed by illuminated sign located in the window, west side of Rochester Block Station.

1037-A5. Eastward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on west side of Stark Block Station.

1037-A6. Westward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on east side of Fairhope Block Station.

1037-A7. Westward freight trains destined Crestline Yard will be governed in yarding train by track number displayed on illuminated sign located in the window, east side of Toledo Junction Block Station.

1037-A8. To prevent the unnecessary blocking of street crossings in Mansfield, westward freight trains on No. 3 track with more than 15 cars will be governed as follows:

An indicator is located on telephone pole north of No. 3 track, 10 feet from ground, 1950 feet east of Mile Post 175. When the home signal at Mansfield on No. 3 track displays a proceed indication, Indicator will display a lunar white light and trains may proceed. In the absence of light in the Indicator trains will stop and communicate with signalman at Mansfield from telephone located on pole below the Indicator.

1038-A1.

Slow Board

Note: Y-Yellow.



Indication—Approach next signal, stop-board or end of two tracks prepared to stop.

Name: Slow-board.

Location:

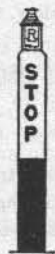
Toledo.

No. 1 track, 1805 feet south of N.Y.C.R.R. crossing, Miami Street
No. 2 track, 1242 feet north of N.Y.C.R.R. crossing, Miami Street

1038-A2.

Stop Board

Note: R-Red.



Indication—Stop.

Name: Stop-board.

Location:

Toledo.

Manufacturers Ry.

Single track, 530 feet south of W.&L.E.Ry. crossing

Single track, 313 feet north of W.&L.E.Ry. crossing

No. 1 track, 394 feet north of N.Y.C.R.R. crossing, Miami Street

No. 2 track, 455 feet south of N.Y.C.R.R. crossing, Miami Street

Track Troughs

1040-A1. Referring to Rule 4040-A

Track trough markers are located to the right of track governed, 30 feet beyond the entering end of trough and 75 feet before reaching the leaving end, in normal direction of traffic.

When making reverse movements over the track troughs, scoop must be raised at a point 50 feet before reaching the marker at the leaving end of trough.

At all track pans the engineman will tell the fireman when to drop the scoop and when to raise it.

The fireman will be responsible for raising the scoop when the tank is filled.

Torpedo-Placing Machine

1050-A1. Torpedo-placing machine located on No. 4 track 500 feet east of and connected with westward home signal, Marsh.

Torpedo-placing machine is marked by a sign showing the letter T illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of the illuminated sign when the home signal indicates Stop.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

SUPERIORITY OF TRAINS

1072-A1. 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

1075-A1. 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	X	X	Island Avenue—Yard Office	Pittsburgh Conemaugh Panhandle Middle
X	X		Economy—Yard Office	
X	X	X	Conway— Main Yard Office No. 4 Yard Office	Pittsburgh Conemaugh Northern Panhandle Lake Middle
X	X	X	Conway— Engine House	Pittsburgh Conemaugh Northern Panhandle Lake Middle Akron Div. B.&O. R.R. Wheeling Div. B.&O. R.R.
X	X	X	Conway— No. 5 Yard Office No. 8 Yard Office	
X	X	X	Beaver Falls— Freight Station Passenger Station	
X	X		Salem—Passenger Station	
X	X		Alliance Station— Trainmen's Room	Lake
X	X		Canton—No. 6 Yard Office	
X	X	X	Canton—No. 8 Yard Office	
X	X	X	Canton—Engine House	Pittsburgh Conemaugh Northern Lake Panhandle Fort Wayne Columbus Wheeling Div. B.&O. R.R. Akron Div. B.&O. R.R.
X	X	X	Wandle—Block Station	
X	X		M. & C. Jct.—Yard Office	
X	X	X	Orrville—Engine House	Lake
X	X	X	Orrville—Yard Office	Columbus Lake Ft. Wayne Akron Div. B.&O. R.R. Wheeling Div. B.&O. R.R.
X	X	X	Mansfield— Yard Office	
X	X		Ticket Office	
X	X		Trainmen's Room at Sta.	
X	X		Midland—Freight Station	
X	X	X	Wellsville—Engine House	Panhandle Lake Pittsburgh Conemaugh

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Detroit—Telegraph Office	C. & O. Ry. P. M. District
X	X	X	Detroit—Engine House	C. & O. Ry. P. M. District Columbus
X	X	X	Delray—Engine House	Columbus
X	X	X	Lincoln—Yard Office	Columbus
X		X	Chesapeake & Ohio Ry.— Erie—Yard Office Erie—Engine House	
X		X	Ann Arbor R. R. Ottawa—Yard Office	
X	X	X	Toledo—Telegraph Office	C. & O. Ry. P. M. District
X	X	X	Outer Yard—Crew Dispatcher's Office	C. & O. Ry. P. M. District Columbus
X	X	X	Outer Yard—Yard Office	
X	X		Coleman—Trainmen's Building	

NOTE—X indicates in service.

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards

Standard Clocks

1075-A3. Standard clocks at other points:
Train dispatchers' office.
Open Block Stations.

General Order Zones.

1075-A4. General order zones of this division are as follows:

- Zone A { Division Post (Pgh. Div.) to Homewood Jct. inclusive.
Division Post (Cgh. Div.) to Federal Street.
Ohio Connecting Bridge.
Low Grade Branch.
- Zone B { Homewood Jct. exclusive, to Alliance, inclusive.
Alliance Branch.
- Zone C { Alliance exclusive, to Orrville, inclusive.
Bayard and River Branches.
Beaver Valley, Yellow Creek and M. & C. Secondary tracks.
- Zone D—Orrville, exclusive, to Division Post (Fort Wayne Div.).
- Zone E—Toledo Jct. to Galena.
- Zone F—Carleton to Ecorse Jct.

Qualification Of Conductor Or Engineman

1075-A5. A conductor or an 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.

1076-A1. An indicator light displaying illuminated letter E, located adjacent to home signals at the following locations indicates that the dragging equipment detector has been actuated.

Location	Signal	Governing Movements on
Leetsdale	Westward Home Signal	No. 3 and No. 4 track
Leetsdale	Eastward Home Signal	No. 1 and No. 2 track
Mohican	Westward Home Signal	No. 2 track
Mohican	Eastward Home Signal	No. 1 track

When the illuminated letter E is displayed for trains stopped at these signals, a member of the crew must communicate with signalman and be governed by **Rule 76**.

1076-A2. Dragging Equipment Detector device on No. 1 track, will, when actuated, cause the eastward block signal at Lakeville to display stop indication. When a train receives stop indication at this signal, a member of the crew must communicate with signalman at Mohican, (signalman at Lucas when Mohican is closed) and if the Dragging Equipment Detector device has been actuated, be governed by **Rule 76**.

1076-A3. Dragging Equipment Detector device on No. 2 track, will, when actuated, cause the westward block signal at Lakeville to display stop indication. When a train receives stop indication at this signal, a member of the crew must communicate with signalman at Marsh, and if the Dragging Equipment Detector device has been actuated, be governed by **Rule 76**.

1076-A4. 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 OF TRAINS

1083-A1. 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 C. T. 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.

Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Toledo Branch	Ecorse Jct.	Penford

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Galena	Walbridge

Authority to Proceed as an Extra

1097-A1. Where **Rules 261, 262, 263 and 264** are in effect, 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:

At Pittsburgh the station master is authorized to verbally notify conductor. Conductor will notify engineman.

Non-Interlocked Railroad Crossings at Grade

1098-A1. 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: Lake Division	Target	Vertical	Cross, Without Stopping.	1-4
	Position light Signal	More favorable than stop		
Toledo: Manufacturers Ry. W&LE RY.	Stop Boards and Target	Horizontal	Stop before crossing	2-4
Miami Street NYC RR	Stop Boards and Target	Horizontal	Stop before crossing	3-4

NOTE 1. When the target is in diagonal position, all trains must stop.

NOTE 2. Normal position of target is for W.&L.E. Ry. Crews of trains and engines must assure themselves that no W. & L. E. Ry., train or engine is approaching crossing before changing target, and after movement over crossing is completed, must restore target to vertical position.

NOTE 3. Trains or engines moving with the current of traffic and receiving proper signal indications, may move over crossing without stopping, at a speed not exceeding 15 miles per hour.

NOTE 4. At night, the position of target is indicated by two red lights.

Movable Bridge—Not Part of an Interlocking**1098-B1.** Maumee River Bridge 85.47.

Southward smash board is located at north end of bridge.

Northward smash board is located 300 feet south of south end of movable span.

Southward trains or engines receiving proceed indication at home signal Olive, and northward trains or engines receiving proceed indication at signal at south end of bridge, may proceed without stopping provided smash board is in proper position.

Trains or engines must not remain stopped on bridge circuit.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Crossing	Location	Protection actuated by trains operating on
Elm Street, 3350 feet west of M.P. 59	Columbiana	First track north of No. 2 westward track.
Mill Street, 800 feet east of M.P. 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.
New Garden Ave. 200 feet east of M.P. 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.
Wilson Street 1600 feet west of M.P. 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.
Pershing Ave. 1150 feet west of M.P. 70	Salem	First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track.
State Street 1600 feet west of M.P. 70	Salem	First track south of No. 1 eastward track.
Carnahan Ave. 1550 feet west of M.P. 100	Canton	First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.
4th Street N.E. 500 feet east of M.P. 101	Canton	First track north of No. 4 westward track.
3rd Street N.E. 100 feet east of M.P. 101	Canton	First track north of No. 4 westward track.
2nd Street N.E. 400 feet west of M.P. 101	Canton	First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.
Tuscarawas Street E. 650 feet west of M.P. 101	Canton	First track north of No. 4 westward track.
Cherry Ave., S.E. 2850 feet west of M.P. 101	Canton	First track south of No. 1 eastward track.

Crossing	Location	Protection actuated by trains operating on
Cleveland Ave. S.W. 500 feet east of M.P. 102	Canton	First track north of No. 4 westward track.
Marion Ave. S.W. 1050 feet west of M.P. 102	Canton	First track south of No. 1 eastward track and first and second tracks north of No. 3 westward track.
Camden Ave. S.W. 2400 feet west of M.P. 102	Canton	First track north of No. 3 westward track.
3rd Street S.E. 2050 feet west of M.P. 109	Massillon	First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track.
Earls 1925 feet west of M.P. 111	Newman	Eastward siding.
Brookfield-Youngstown Hill Road, 1900 feet west of M.P. 112	Newman	Westward siding.
Smithville Road 3050 feet west of M.P. 129	Smithville	Westward siding.
Golls 3075 feet west of M.P. 150	Lakeville	Eastward siding and first track north of No. 2 westward track.
Spring Street 1750 feet east of M.P. 157	Loudonville	First track south of No. 1 eastward track and first track north of No. 2 westward track.
Vernon Road 1700 feet north of M.P. 11	Vernon	Southward siding.

Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

Location	Crossing	Location of Crossing
Beaver Falls	15th Street	1600 feet west of station
Leetonia	Mill Street	2112 feet east of station
Leetonia	Washington Street	2900 feet west of station
Wooster, East of	Shays	Mile Post 133
Loudonville	Jefferson Street	2200 feet east of station
Mansfield	Steel Mill	1800 feet east of M. P. 177

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5 At the following locations, apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

By trainmen

Elm Street.....	Columbiana
Carnahan Avenue, N. E.....	Canton
Eighth Street, N. E.....	
Fourth Street, N. E.....	
Third Street, N. E.....	
Second Street, N. E.....	
Tuscarawas Street..... (NOTE 1).....	
Camden Avenue, S. W.....	Massillon
Prospect Avenue, S. W.....	
Deuber Avenue, S. W.....	
Clarendon Avenue, S. W.....	
Raff Road.....	Lakeville
Third Street, S. E..... (NOTE 1).....	
Goll's Crossing.....	
Market Street.....	Loudonville
Spring Street.....	

NOTE 1. The device which cuts out the operation of the automatic highway crossing signals (flashing light signals) at Tuscarawas Street, Canton, and at Third Street, S. E. Massillon, also cuts out the operation of the Automatic Highway Grade Crossing Gates.

Train crews making shifting movements to industrial sidings east and west of Tuscarawas Street, Canton, and over Third Street, S. E. Massillon, must assure themselves that gates have been lowered before passing over or fouling crossing.

By crossing watchman

South Ellsworth Avenue.....	Salem
Mill Street.....	
New Garden Street.....	
West Wilson Street.....	
West Pershing Street.....	
West State Street.....	Canton
Cherry Avenue, S. E.....	
Market Street.....	
Cleveland Avenue.....	

Salem—

Except trains doing work at station, cars or engines must not be permitted to stand within a distance of 70 feet from either side of any crossing.

Watchman located in tower building located at New Garden Street controls cut-out and cut-in devices for all crossings for use when trains stop enroute and for switching movements.

After stopping enroute on No. 1 or No. 2 main tracks or No. 102 secondary track or before proceeding over a crossing on an industrial or yard track, not listed under Special Instruction **1103-A2**, movement in either direction over the crossing must not be made until it is known gates are down or a member of crew is placed on crossing to protect movement over it.

Canton—

Insulated joints are located at clearance point for crossing protection, 20 feet east of east edge of Market Street on all tracks, westward trains stopping at Canton must stop clear of these insulated joints.

When westward trains are stopped east of Market Street, Canton, and gates have been raised, movement will not start until engine-man signals crossing watchman by operating engine bell, which is a signal to lower gates. Trains will not proceed over crossing until gates have been lowered.

Protection For Public Highway Crossings at Grade

1103-C1. 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
Team	Cross Street	Ambridge
Team	State Route No. 88	
Economy Industrial	14th Street 11th Street	Ambridge
Lead to National Electric Products Co.	11th Street	
Lead to Freedom Oil Works	Lower Rochester Road	Freedom
Lead to Shippingport Sand Co.	Lower Rochester Road	Rochester
Lead to American Borax Co.	Lower Rochester Road	
Block House Run	State Route No. 18 Allegheny St.	New Brighton
Armour & Co. and Union Drawn Steel Co.	State Route No. 18	Beaver Falls
Lead to National Fire-proofing Co.	National Fire Proofing Co.	East Palestine
Storage	Elm Street	Columbiana
Enterprise	Elm Street	Columbiana
Erie R. R. interchange	Walnut St. west of Leetonia Station	Leetonia
Lead to Hall China Co.	State Route No. 39	Laughlin
Hill	Dresden Ave. St. Clair Ave.	East Liverpool
Champion Clay Co.	State Route No. 39	Wellsville
Belt Line	Third Street	
Salineville Industrial	Main Street	Salineville
Beaver Valley Secondary	State Route No. 63 Walnut Lane Tuscarawas Road State Route No. 930 All crossings, Buffalo Street to P. & L. E. R. R. Conn.	Beaver

1103-C2. At the following locations, special precaution must be taken with respect to the operation of automatic highway crossing protection, as indicated:

Location	Crossing	Track	Note
Columbiana	Elm Street	No. 2	1
Columbiana	Elm Street	Mill	2
Canton	Tuscarawas Street	No. 1, No. 2, No. 3, No. 4	3
Canton	Third Street, S. E.	No. 1 and No. 4	4
Massillon	Third Street, S. E.	No. 7	5
Massillon	Third Street, S. E.	No. 2	6
Massillon	Third Street, S. E.	No. 1	7
Loudonville	Market Street	No. 1 and No. 2	8
Loudonville	Spring Street	No. 1 and No. 2	8
Lincoln Park	Garfield Ave.	Main Track Yard Connection	9
Tiffin	Market and Perry Streets	Main	10
Tiffin	Market and Perry Streets	B. & O. Transfer	11

NOTE 1. Push Buttons located in Box 240 feet east of crossing. When switching movements on station side tracks are completed, and backward movement is made over Elm Street, a speed of 5 miles per hour must not be exceeded.

NOTE 2. Shifting movements must be protected by manual operation of flashing light signals before fouling the crossing by pushing control button, marked "Start" located on signal pole on north side of tracks; push button must be held continuously by a member of the train crew until cars reach crossing.

NOTE 3. Westward trains on No. 1, No. 2, No. 3 and No. 4 tracks receiving Stop Signal **Rule 292**, at Wandle will stop clear of Second Street to avoid unnecessary operation of automatic crossing signals and automatic gates.

NOTE 4. Shifting movements on No. 1 track and No. 4 track must not exceed speed of 5 miles per hour.

NOTE 5. Shifting movements on No. 7 track must be protected by manual operation of flashing light signals before fouling the crossing.

Push buttons, which control the flashing light signals, Third Street, Massillon, are located in box on side of relay case just west of the crossing, and on bridge marker just east of the crossing north side of track.

Push button must be held pressed continuously by a member of the train crew until the engine or cars reach the crossing. Lights will operate continuously while engine or cars occupy the crossing.

Operation of push buttons must be repeated each time the crossing is to be occupied.

Movements on this track over the crossing at Third Street must not exceed a speed of five (5) miles per hour.

NOTE 6. Push buttons, which control the operation of the flashing light signals on No. 2 track at Third Street, are located in a box on the west side of bridge marker located 75 feet east of the crossing on north side of the tracks.

Yard engines and pusher engines making crossover movements from No. 1 track to No. 2 track at Third Street will pull at least 150 feet east of Third Street crossing in order to clear track circuit which operates flashing light signals at Third Street, and wait there until switches have been lined up for the crossover movement.

Shifting movements on other tracks over this crossing will operate the flashing light signals automatically: such movements must not be made at a speed exceeding five (5) miles per hour.

Trainmen on trains which stop on No. 2 track to pick up, or set off cars at Union Drawn Steel Company, or M. & C. Junction, must push the control button marked "Stop".

The portion of train left standing on No. 2 track must be at least 150 feet east of the crossing in order to clear track circuits which operate the flashing light signals at Third Street. After train has been recoupled, and is ready to depart, Trainmen must push control button marked "Start" in order to restore the flashing light signal circuits to normal operating condition.

NOTE 7. When eastward trains or engines make stop on No. 1 track between a point 1900 feet west of Massillon Passenger Station and Third Street Crossing east of station, trainmen or station employes must operate push buttons, located in a box on eastward passenger station platform at east end of shelter shed, to stop the flasher light signals at Third Street from flashing while engines or trains are stopped.

If trains or engines stop west of sign, located east of station platform, the push button marked "Stop" must be pushed.

If the button marked "Stop" is pushed before the train or engine reaches sign, and the train advances east of sign before coming to a stop, the push button must be pushed a second time.

A lamp, which is mounted on shelter shed above the push buttons, indicates when burning that the flashing signals are flashing for movements on No. 1 track. This light will continue to burn after the "Stop" button is properly operated.

If the "Stop" button has been pushed in error for a train that does not stop at Massillon, or when a train that has stopped is ready to depart, push button marked "Start" must be pushed in order to restore the flashing light signal circuits to normal automatic operation.

NOTE 8. Cut out and Cut in push buttons for use of trainmen located at Southeast and Northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with Switch Locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

NOTE 9. Crews of trains and engines making southward movement over crossing on Lincoln Yard connection, and then making northward movement over crossing on main track, must provide protection as prescribed by **Rule 103**.

Southward trains and engines on Lincoln Yard connection that will be delayed, must stop north of the yellow stripes on rail and ties 70 feet north of crossing to avoid unnecessary operation of flasher lights. When starting from yard connection, crews should assure themselves that flashers are working before fouling crossing, or provide protection as prescribed by **Rule 103**.

NOTE 10. North bound trains approaching home signal in stop position that will block Perry or Market Streets should bring train to a stop at a point 300 feet south of Perry Street, designated by a yellow stripe painted on outside of each rail. Trains stopping at this point must not proceed over crossing, unless gates and flashers are known to be operating, without providing proper protection.

NOTE 11. Movement must not be made over either crossing until it is known that gates are lowered and flashers are operating. In the event that gates and flashers do not operate, a member of the train crew must operate gates and flashers manually, by opening a switch, located in box, painted aluminum and locked with switch lock, on north end of relay case at Market Street and on south end of relay case at Perry Street and leave switch open until movement is completed, then close switch and lock the box.

1104-C1. Signalmen in Charge of Main Track Hand-operated Switches when Block Station is Open:

Location	Switches	
Alliance	No. 3 track to Lake Division	Note 1
Shale	Crossovers and Switch at east end of siding	Note 2
Olive	All Main track switches	

NOTE 1. At Alliance signalman will handle switches for train movements to and from Lake Division and Rule 104 will apply only to those movements.

Hand signal from signalman will be authority for eastward trains to use No. 3 track from switch connection with Lake Division to CP interlocking.

NOTE 2. At Shale, signalman will handle switches for all trains making crossover movements, and for trains and helper engines entering or leaving east end of siding. Rule 104 will apply only to those movements.

Hand-Operated Switches Equipped with Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled By
Federal Street	No. 4 track to coach yard	Federal Street
Federal Street	No. 1 track to D. L. Clark Co. track	Federal Street
East Conway—West of	No. 2 track to ladder track at east end of No. 8 yard	East Conway
East Conway—West of	No. 2 track to lead track connection with Relay tracks.	East Conway
Alliance	No. 3 track to Lake Division	Alliance (Note 1)
410 feet west of Mile Post 110	No. 1 track to South Massillon industrial track.	M. & C. Jct.
1137 feet east of Mile Post 125	Trailing, No. 1 track to No. 31 loop track west.	Orrville
1191 feet east of Mile Post 125	Facing, No. 1 track to No. 31 loop track east.	Orrville
3529 feet east of Mile Post 125	Trailing, No. 1 track to No. 95 and No. 97 tracks.	Orrville
3912 feet east of Mile Post 125	Trailing, No. 1 track to No. 91 track.	Orrville
Marsh	West end of Wye	Marsh
Lynch	Crossovers between No. 2 and No. 3 tracks.	Mansfield.
Lynch	Crossover between No. 1 and No. 2 tracks.	Mansfield.
Mill	Crossover between No. 2 and No. 1 tracks.	B. & O. Junction
Mill	Crossover between No. 3 and No. 2 tracks.	B. & O. Junction
Gibsonburg	South end southward siding	Gibsonburg
Coleman	South end southward siding	Tiffin
Tiffin	All Main track switches between Hopple Switch and National Machine switch inclusive	Tiffin
Bloomville	North end northward siding	Carrothers

NOTE 1. Trains or engines desiring to use switch from No. 3 track to Lake Division at Alliance for westward movement must stop with portion of their train within "releasing section" of track extending 140 feet eastward from this switch; extent of releasing section is indicated by yellow paint on curbing of westward station platform.

Particular care must be exercised when engine is detached from train, and it is desired to use this switch for engine to return to train, that some portion of the train be left standing within the releasing section.

1104-D2. The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Island Ave. 860 feet east of	No. 1 track to No. 0 secondary track.
Smithville	Westward siding to No. 3 track
Lakeville	Crossover between No. 1 and No. 2 tracks West end Westward Siding. East end Eastward Siding.

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Vernon North end of northward siding	Movements on main track	Northward movements from northward siding to main track	

Secondary Tracks and Sidings

1105-A1. Last paragraph of Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:

Secondary Tracks

Track	Between	And
No. 5	Pennsylvania Ave.	Columbus Avenue.
No. 102	Ramp	New Galilee
No. 101	Homewood Junction	No. 101 track switch, 3150 feet east of Morado.
No. 102	Keystone	Buckeye.
No. 102	Leetonia	Salem.
No. 101	CP	Beloit.
No. 101	Urban	McKinley.
Yellow Creek	River	Branch.

Sidings

Track Assignments 1151-A1. Single Track

Track	Between	And
Alliance Branch	CP	Division Post (Lake Div.)
	Ecorse Jct.	Carleton
Toledo Branch	Gibsonburg	Burgoon
	Coleman	Bloomville
	Carrothers	Toledo Jct.

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Pgh. Div.) and Federal Street			West'd Psgr.	East'd Psgr.
Division Post (Cgh. Div.) and Federal Street			West'd Frt.	East'd Frt.
Federal Street and Rochester	West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.
Rochester and CP			West'd Psgr.	East'd Psgr.
CP and Wall		West'd Psgr.	West'd Frt.	East'd Psgr.
Wall and Fairhope		West'd Frt.	West'd Psgr.	East'd Psgr.
Fairhope and McKinley	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
McKinley and Urban		West'd Frt.	West'd Psgr.	East'd Psgr.
Urban and Orrville			West'd Psgr.	East'd Psgr.
Orrville and Smithville	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Smithville and Big Run		West'd Psgr.	East'd Psgr.	East'd Frt.
Big Run and Marsh	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Marsh and Lucas			West'd Psgr.	East'd Psgr.
Lucas and Toledo Jct.		West'd Frt.	West'd Psgr.	East'd Psgr.
Toledo Jct. and Division Post (Fort Wayne Div.)		West'd Psgr.	East'd Psgr.	East'd Frt.
Low Grade Branch Between: Rochester and Division Post (Lake Div.)			West'd Frt.	East'd Frt.
Bayard Branch Between: Rochester and Superior			West'd Frt.	
Rochester and Fairhope				East'd Frt.

River Branch Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Yellow Creek and Division Post (P. H. Div.)			West'd Frt.	East'd Frt.

NOTE—Tracks are numbered from south to north

Ohio Connecting Bridge Between:	No. 3 Track	No. 4 Track	No. 1 Track	No. 2 Track
Pennsylvania Avenue and Division Post (Pan Handle Div.)	Westward Frt.	Eastward Frt.		
Jacks Run and Division Post (Pan Handle Div.)			Eastward Frt.	Westward Frt.

NOTE—Track No. 3 and No. 4 are numbered from north to south.

NOTE—Track No. 1 and No. 2 are numbered from south to north.

Toledo Branch Between:	No. 2 Track	No. 1 Track
Galena and Gibsonburg	Southward	Northward
Burgoon and Coleman	Southward	Northward
Bloomville and Carrothers	Southward	Northward

NOTE—Tracks are numbered from east to west.

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 5	Pennsylvania Ave.	Columbus Ave.	Westward	Pennsylvania Ave.	Pennsylvania Ave.	4
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	Yard Master Island Ave.	1 4
No. 0	East Conway	West Conway	Westward	Yard Master Conway	Yard Master Conway	2 4 5
No. 99	East Conway	West Conway	Westward	Yard Master Conway	Yard Master Conway	2 4 5
No. 98	West Conway	East Conway	Eastward	Yard Master Conway	Yard Master Conway	3 4 5
No. 911	E. End 9 Yard Conway, 4200 feet east of West Conway	W. End 9 Yard Conway, 1200 feet east of West Conway	Westward	Yard Master 5 Yard Conway	Yard Master 5 Yard Conway	4
No. 102	Ramp	New Galilee	Westward	Homewood Jct.	Homewood Jct.	4 6
No. 101	Homewood Jct.	No. 101 track switch 3150 feet east of Morado	Eastward	Homewood Jct.	Homewood Jct.	4
No. 102	Keystone	Buckeye	Westward	Homewood Jct.	Homewood Jct.	4
No. 102	Leetonia	Salem	Westward	Leetonia (Homewood Jct. when Leetonia is closed.)	Leetonia (Homewood Jct. when Leetonia is closed.)	4
No. 101	CP	Beloit	Eastward	CP	CP	4
No. 7	CP	Alliance	Westward	CP	CP	4
No. 47	Fairhope	West End 5 Yard Canton, 4300 feet east of Stark	Westward	Yard Master Canton Hump	Yard Master Canton Hump	4 7
No. 49	Fairhope	No. 31 yard track Switch 4200 feet west of Fairhope	Westward	Fairhope	Fairhope	4 7
No. 97	Fairhope	East End 8 Yard Canton 5500 feet west of Fairhope	Westward	Yard Master 8 Yard Canton	Yard Master 8 Yard Canton	4 8
No. 96	Stark	East End 8 Yard Canton 5700 feet west of Fairhope	Eastward	Yard Master 8 Yard Canton	Yard Master 8 Yard Canton	4 9
No. 101	Urban	McKinley	Eastward	Urban	Urban	4 10

NOTE 1. Eastward movements made on signal indication at Jacks Run. Westward movements made on signal indication at Pennsylvania Ave.

NOTE 2. Westward movements made on signal indication at East Conway.

NOTE 3. Eastward movements made on signal indication at West Conway.

NOTE 4. Permission must be secured to use this track at any point and when movement has been completed it must be reported clear.

NOTE 5. Written permission must be obtained for movements in the reverse direction.

NOTE 6. Eastward movements from Homewood Jct. made on signal indication at Homewood Jct.

NOTE 7. Westward movements made on signal indication, together with illuminated sign showing track number, at Fairhope.

NOTE 8. Westward movements made on signal indication at Fairhope.

NOTE 9. Eastward movements made on signal indication at Stark.

NOTE 10. Westward movements made on signal indication at McKinley.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
No. 101 (E)	Federal Street	(Division Post Cgh. Div.)	Federal Street	1
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	
Yellow Creek (E)	River	Branch	Yellow Creek	2
M. & C. (W)	M. & C. Jct.	East Gravel	M. & C. Jct.	3

(E) (W) Indicates time-table direction, from point first named.

NOTE 1. Before permitting eastward movements enroute to the Conemaugh Division to enter this track, signalman will confer with yard master, 16th Street (Conemaugh Division).

NOTE 2. Eastward movement from River Branch made on signal indication at Branch.

Eastward movement from Bayard Branch made on signal indication at River.

NOTE 3. Westward movements from M. & C. Jct. made on signal indication at M. & C. Jct. Eastward movements from East Gravel made on permission from signalman at M. & C. Jct.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	NOTE
Newman —Westward	Signalman M. & C. Jct.	1
Newman —Eastward	Signalman M. & C. Jct.	
Haven —Westward	Signalman M. & C. Jct.	2
Haven —Eastward	Signalman Orrville	
Smithville —Westward	Signalman Orrville	3
Lakeville —Westward	Signalman Marsh	
Lakeville —Eastward	Signalman Mohican—(Lucas when Mohican is closed.)	3
Mohican —Westward	Signalman Mohican	
Guthrie —Eastward	Signalman Lucas	
Lynch —Eastward	Signalman Mansfield	
Dry Run —Eastward	Signalman Yellow Creek	
Wellsville —Westward	Signalman Yellow Creek	
Wellsville —Eastward	Signalman Yellow Creek	
Clark —Westward	Signalman Yellow Creek	
Shale —Eastward	Signalman Shale—(Bayard when Shale is closed.)	
East Rochester—Westward	Signalman Yellow Creek	
East Rochester—Eastward	Signalman Bayard	
Clayport —Eastward	Signalman Yellow Creek	
Gibsonburg—Southward	Signalman Gibsonburg	
Burgoon —Northward	Signalman Burgoon	
Coleman —Southward	Signalman Tiffin	
Bloomville —Northward	Signalman Carrothers	
Carrothers —Southward	Signalman Carrothers	
Carrothers —Northward	Signalman Carrothers	
Vernon —Southward	Signalman Vernon	
Vernon —Northward	Signalman Vernon	

NOTE—1. Signal indication at M. & C. Junction will be authority for trains to use siding in reverse direction.

NOTE—2. Unless otherwise instructed, Signal Indication Rule 290 at Smithville will be authority for trains and engines on No. 4 track to enter and use Smithville westward siding.

NOTE—3. Signal indication at Fork will be authority for trains to use siding in reverse direction.

1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise indicate:

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
105	4	Big Run	Marsh		23

PASSENGER TRAIN OPERATION

1154-A1. Unauthorized persons are prohibited from riding the rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges, viaducts, etc., as indicated below:

Bridge	Location
0.33	Allegheny River—Pittsburgh, Pa.
29.25	Beaver River—Beaver Falls, Pa.
109.84	Tuscarawas River—Massillon, Ohio
0.07	Beaver River—Rochester, Pa.
14.21	Little Beaver River, West of Smith's Ferry, Pa.
43.16	Sandusky River—South of Tiffin.
85.47	Maumee River—South of Olive.

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-C-1, in the handling of freight trains, will apply:

On all mineral freight trains the main reservoir pressure must be adjusted to 140 lbs. and the brake pipe pressure to 95 lbs., between the following points:

Eastward: East Rochester to Yellow Creek

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

Shale to Clark

I Engines not equipped with dynamic brake, or dynamic brake inoperative, or trains which do not have 50% of the cars equipped with 4 position retainers, or trains consisting of over 9000 tons:

On such mineral freight trains retaining valves must be turned up in high pressure position on 30% of the number of cars in train. Retainers will be turned up on head portion of train.

II Engines having dynamic brake operative on three or more Diesel-electric units, and consisting of 9000 tons or less:

On such mineral freight trains retaining valves must be turned up in slow direct release position on 50% of the number of cars in train commencing at head end of train. When retaining valves are used in slow direct release position (45 degrees above center) they should be set up before leaving the initial terminal, and need not be placed in direct release again until the train arrives at destination.

Between Shale and Clark, engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on mineral freight trains.

When descending the grade, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary air brake applications to control the speed.

Trains having 25% or more of the cars in the train loaded with mineral freight will be considered mineral freight trains.

Mineral freight trains must not exceed a speed of 20 miles per hour eastward between Mile Post 42 and Mile Post 36.

Enginemen on eastward mineral freight trains must know before passing Bayard that the dynamic brake is operating properly. Conductor must know that the retaining valves are in the proper position before passing Shale.

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.

In approaching the top of grade the speed of trains will be reduced sufficiently to permit retaining valve handles to be turned up; also when approaching the foot of the grade speed will be reduced sufficiently to permit retaining valve handles to be turned down.

Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade.

If in the judgment of 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 the top of the grade so that retaining valves can be turned up, and in such instances stops will also be made at the foot of the grade to permit turning retaining valve down.

1155-A2. On all mineral freight trains, the retaining valves should be turned up in slow-direct release position (45 degrees above center) on one-fourth of the cars in the train; retainers to be turned upon head portion of train. This should be done at the time the terminal air brake test is made.

On all trains of empty open top cars, 100 or more cars, retaining valves should be turned up in slow-direct release on first 25 cars back of locomotive, and 15 retainers on head end of trains of 50 to 100 cars.

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow-direct release.

This Instruction does not change the 99-C-1 Brake and Train Air Signal Instructions, nor Special Instruction 1155-A1.

Operation Of Pusher Engines In State of Ohio

1155-B1. 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, employees 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.

1155-B2. Trains requiring helper service, will unless otherwise instructed, stop at the following points to allow helping engines to attach to or detach from train:

Bayard Branch—

Westward to attach:

Trains from River Branch—with hauling engine, one engine length east of Home Signal at River.

Trains via Wellsville will call for instructions while taking water at Wellsville.

Westward to detach:

Hauling engine will stop at west end of Shale eastward siding.

Conductors, before leaving points at which trains are picked up will notify enginemen tonnage in trains and whether or not train requires helping engine at points where helping engines are located.

If in the judgment of engineman, train can be handled over any of the grades where helper service is provided without assistance, train may proceed without stopping for helper after notifying train dispatcher that helper will not be needed.

1155-C1. Referring to Rule 4155-C. hog drenchers are in service at the following locations:

Millbrook—south of No. 1 track.

East Rochester—between No. 1 track and eastward siding.

NOTE—Hogs will be drenched enroute at either one, but not at both of the above locations.

1155-C2. Trains using No. 2 track and picking up at the east yard, Island Avenue, will make cut of train a sufficient distance west of yard office, to permit access between street entrance and yard office, by employees.

1155-C3. Trains using No. 3 or No. 4 track and picking up cars at Jacks Run will cut engine off a sufficient distance east of the Home Signal to allow room for the cars which are to be picked up.

1155-C4. Trains stopping at East Rochester for coal and water, will stop to clear road crossings east and west of coal tipple.

1155-C5. Crews of freight trains stopping on street or highway crossings in the Hammondsville-Irondale district will cut crossings promptly.

1155-C6. Crews of freight trains held on Dry Run Siding will cut crossings at Putman and Myrtle Streets, promptly.

1155-C7. Crews of freight trains held on No. 4 track, Smithville, will cut Smithville road crossing, promptly.

1155-C8. INSTRUCTIONS TO ENGINEMEN AND TRAINMEN WHEN EMERGENCY ARISES REQUIRING FREIGHT TRAINS TO BE STOPPED BY APPLICATION OF BRAKES FROM CABIN CAR

TRAINMEN

The practice of making brake applications from rear of freight trains should be avoided except in cases of real necessity. Trainmen must endeavor to attract the engineman's attention by signaling before applying the brakes from the train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

Open the conductor's valve on cabin car very slowly, using between 50 and 60 seconds from the time air starts to exhaust from conductor's valve until valve is wide open. The valve must not be closed until after the train has stopped.

ENGINEMEN

Enginemen should look back along their train for hand signals as often as is consistent.

When trainmen are applying the brakes from the train, the engineman will be conscious of the brake application by the train slowing down due to brakes dragging on rear portion of train. When engineman notices this condition, he should immediately place the automatic brake valve on lap position, and if power is being used, the throttle must be gradually closed, making sure that power is completely shut off before the train stops.

When brakes are being applied from the rear end of a long freight train, the brakes on locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on lap as quickly as possible, thereby blanking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train, which may result in breaking a knuckle or drawbar.

When an emergency application of the brakes occurs from the train, instruction 26 of the 99-C-1 Brake and Train Air Signal Instructions must be complied with.

Scales and Weighing.

1155-J1. Referring to Rule 4155-J, Color Light Scale Signals are in service at the following locations:

Island Avenue—Manchester Yard.
 Conway —Rail River Terminal.
 Conway —Scrap Dock.
 Alliance —East Yard.
 Canton —East and West Yard.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Trains or engines moving east on No. 97 track or off Ice house lead track, Canton Yard, must stop before passing stop sign located midway between No. 97 track and Ice house lead track, unless switch is properly set for the intended movement.

1156-A2. Conductor or engineman of a train must secure permission from signalman before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

1156-A3. Conductor or engineman of a train taking siding for a first class train or other trains to pass and after the expiration of ten (10) minutes the expected train or trains have not arrived, will communicate with the signalman for further instructions.

SPEEDS

1157-A. 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	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	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	5	00	10			
0	45	80	1	05	55	2	00	30	12	00	5			

1157-A1. Minimum Running Time for Passenger Trains Either Direction.

BETWEEN	Distance Miles	Minutes
Main Line:		
Pittsburgh and Jacks Run.....	4.8	10
Jacks Run and Leetsdale.....	10.2	9
Leetsdale and Rochester.....	10.9	10
Rochester and Homewood Junction.....	8.9	9
Homewood Junction and Leetonia.....	28.4	28
Leetonia and Alliance.....	19.8	20
Alliance and Fairhope.....	13.8	13
Fairhope and McKinley.....	5.3	8
McKinley and Orrville.....	21.9	23
Orrville and Big Run.....	14.2	15
Big Run and Mohican.....	19.2	17
Mohican and Lucas.....	11.1	10
Lucas and Mansfield.....	6.8	8
Mansfield and Toledo Junction.....	6.5	6
Toledo Junction and Crestline.....	6.9	9
Pittsburgh and Crestline.....	188.7	Hrs.Min. 3 15
Toledo Branch:	Distance Miles	Minutes
Toledo Jct. and Carrothers.....	20.6	21
Carrothers and Tiffin.....	16.0	16
Tiffin and Coleman.....	1.4	3
Coleman and Walbridge.....	36.0	33
Walbridge and Toledo.....	5.3	11
Toledo and Carleton.....	30.5	33
Carleton and Ecorse Jct.....	20.5	20
Ecorse Jct. and Detroit.....	5.2	20
Toledo Jct. and Detroit	135.5	Hrs.Min. 2 37

Bayard Branch	Distance Miles	Westward	Eastward
		Minutes	Minutes
Rochester and Yellow Creek...	25.6	41	39
Yellow Creek and Bayard.....	28.7	49	49
Bayard and Fairhope.....	14.4	22	22
		Hrs. Min.	Hrs. Min.
Rochester and Fairhope.....	68.7	1 52	1 50

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

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum Speeds, unless otherwise Specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Main Line Between:	Miles per Hour									
Division Post (Pgh. Div.) and Federal Street							30	30	30	30
Division Post (Cgh. Div.) and Federal Street							45	45	45	45
Federal Street and Jacks Run			70	50	40	40	40	40	70	50
Jacks Run and Leetsdale			70	50	50	50	50	50	70	60
Leetsdale and East Conway			70	50	50	50	50	50	70	50
East Conway and Rochester			70	50	40	40	40	40	70	50
Rochester and CP							70	50	70	50
CP and Wall					70	50	45	45	70	50
Wall and Fairhope					45	45	70	50	70	50
Fairhope and McKinley			30	30	70	50	70	50	20	20
McKinley and Urban					30	30	70	50	70	50
Urban and Orrville							70	50	70	50
Orrville and Smithville			30	30	70	50	70	50	30	30
Smithville and Big Run					70	50	70	50	45	45
Big Run and Marsh			45	45	70	50	70	50	45	45
Marsh and Lucas							70	50	70	50
Lucas and Toledo Jet.					30	30	70	50	70	50
Toledo Jet. and Div. Post (Fort Wayne Div.)					70	50	70	50	45	45
Low Grade Branch Between: Rochester and Division Post (Lake Div.)							30	30	30	30
Bayard Branch Between: Rochester and Mile Post 25							50	50	50	50
Mile Post 25 and Mile Post 43							35	35	35	35
Mile Post 43 and Fairhope							40	40	40	40
River Branch Between: Yellow Creek and Division Post (P. H. Div.)							35	35	35	35
Alliance Branch Between: Division Post (Lake Div.) and CP	30	30								
Toledo Branch Between: Encorse Jet. and Carleton	70	50								
Galena and Oak Street, Toledo							30	30	30	30
Oak St., Toledo and Gibsonburg							70	50	70	50
Gibsonburg and Burgoon	70	50								
Burgoon and Coleman							70	50	70	50
Coleman and Bloomville	70	50								
Bloomville and Carrothers							70	50	70	50
Carrothers and Toledo Jet.	70	50								

	No. 3 Track		No. 4 Track		No. 1 Track		No. 2 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Ohio Connecting Bridge Between: Pennsylvania Avenue and Division Post (P. H. Div.)	Miles per Hour							
	20	20	20	20				
Jacks Run and Division Post (P. H. Div.)					20	20	20	20

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

1157-C2. Wreck trains

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.)		
Passenger track.....	50	40
Freight track.....	30	25
Division Post (Cgh. Div.) and Federal Street....	40	30
Ohio Connecting Bridge Between: Jacks Run and Division Post (P. H. Div.)	20	20
Pennsylvania Ave. and Division Post (P. H. Div.)..	20	20
Low Grade Branch Between: Rochester and Division Post (Lake Div.)	30	20
Bayard Branch Between: Rochester and Fairhope.....	35	25
River Branch Between: Yellow Creek and Division Post (P. H. Div.).....	30	20
Alliance Branch Between: Division Post (Lake Div.) and CP.....	30	20
Toledo Branch Between: Encorse Jet. and Toledo Jet.....	45	35

Except that Trains and Engines handling 250 ton Wreck Derrick will be governed by the following maximum speeds:

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.)		
Passenger track.....	40	30
Freight track.....	25	25
Bayard Branch		
Between:		
Rochester and Fairhope.....	25	25
River Branch		
Between:		
Yellow Creek and Division Post (P. H. Div.)....	20	20

Toledo Branch

Between:

Toledo Jct. and Galena 40 30

Trains and engines handling 250 ton wreck derricks are prohibited between Galena and Detroit.

1157-C3. Work trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.).....	30	20	20
Division Post (Cgh. Div. and Federal Street).....	30	20	20
Ohio Connecting Bridge			
Between:			
Jacks Run and Division Post (P. H. Div.).....	20	20	20
Pennsylvania Ave. and Division Post (P. H. Div.).....	20	20	20
Low Grade Branch			
Between:			
Rochester and Division Post (Lake Div.).....	30	20	20
Bayard Branch			
Between:			
Rochester and Fairhope.....	30	20	20
River Branch			
Between:			
Yellow Creek and Division Post (P. H. Div.).....	30	20	20
Alliance Branch			
Between:			
Division Post (Lake Div.) and CP.....	30	20	20
Toledo Branch			
Between:			
Ecorse Jct. and Toledo Jct.....	30	20	20

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

Main Line

1157—C4. Circus Trains.....

Miles
per Hour

*45

1157—C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A

—on straight track.....

*30

—on curves.....

*20

1157—C7. Snow Plows in service.....

*20

Snow Flangers in service.....

*20

Passing station platforms and trains on adjacent tracks

*5

*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.

1157—C8. Operating against current of traffic, except where Rule 261 is in effect—

Main Line

—Passenger Trains.....

50

—Freight Trains.....

40

Bayard Branch

—Passenger Trains.....

40

—Freight Trains.....

40

Toledo Branch

—Passenger trains.....

50

—Freight trains.....

40

1157—C10. 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 purposes 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 so advised.

1157—C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine....

30

1157—C12. Pushing Cars—Passenger trains.....

30

—Freight trains.....

20

1157—C13. 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

1157—C14. Engines taking water from track troughs

60

1157—C15. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.....

35

NOTE—When handling such cars Conductors must know that enginemen have been so advised.

Toledo Branch 1157-C16. Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
Bayard Branch 1157-C17. Mineral freight trains eastward between Mile Post 42 and Mile Post 36:..... When handling such trains, conductors must know that enginemen have been so advised.	20

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breach End Forward	Breach End Trailing
	Miles per Hour	
Main Line Between:		
Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.)		
—Passenger Tracks.....	40	20
—Freight Tracks.....	30	20
Division Post (Cgh. Div.) and Federal Street.....	30	20
Ohio Connecting Bridge Between:		
Pennsylvania Ave. and Division Post (P. H. Div.).....	20	20
Jacks Run and Division Post (P.H. Div.).....	20	20
Low Grade Branch Between:		
Rochester and Division Post (Lake Div.)..	30	20
Bayard Branch Between:		
Rochester and Fairhope.....	30	20
River Branch Between:		
Yellow Creek and Division Post (P. H. Div.).....	30	20
Alliance Branch Between:		
Division Post (Lake Div.) and CP	30	20
Toledo Branch Between:		
Ecorse Jct. and Toledo Jct.....	30	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars conductors must know that enginemen have been so advised.

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Vernon North end of northward siding	Facing.....	70
	Trailing—Not springing switch.	70
	Trailing—Springing switch through turnout	15

1157-D2. Maximum Speeds, unless otherwise Specified

	Miles Per Hour
Island Avenue—Diverging movement through hand-operated switches between Ohio Connecting Bridge and No. 2 track.....	8
Rochester —Diverging movement through crossover between No. 3 track and No. 2 track west end of interlocking.....	10
Alliance —Diverging movement through hand-operated switch between No. 3 track and Lake Division Main Track.....	10
Non-Interlocked turnouts—diverging movements, except Class I-J-M-N-Q-S and T engines over No. 8 crossovers or turnouts	10

	Miles per Hour	
	Forward	Backward
Class I-J-M-N-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:

Location—	Miles per Hour	
	Forward	Backward
Homewood Jct.: All crossovers.....	..	5
Connection between Lake Division main track and Eastern Division No. 2 track	..	5

1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal

Location	Miles per Hour
Toledo Branch	
Toledo—Maumee River Bridge No. 85.47, trains operating against Current of Traffic.....	15

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

Main Line:	Miles per Hour
First Curve West of Bridge 0.33.....	20
First Curve West of Federal Street Station.....	20
Second Curve West of Federal Street Station.....	30
All Curves, Pennsylvania Ave. to and including curve at Island Ave., No. 4 track.....	45
All Curves Jacks Run to Pennsylvania Ave., No. 1 track	50
Curve at East Conway Block Station, No. 1 track.....	60
Curve at Mile Post 25 East of Rochester Freight Station No. 1 track.....	60
Curve at Rochester Station.....	40
Curve west of Rochester Block Station No. 2 track.....	35
Curve west of Rochester Block Station No. 1 track.....	30
First Curve west of Bridge 29.25 No. 2 track east of Beaver Falls.....	50
First Curve west of Bridge 29.25 No. 1 track east of Beaver Falls.....	60
All Curves Beaver Falls to Mile Post 34.....	60
Curve at Homewood Junction.....	45
All Curves Mile Post 37 to Mile Post 40, unless otherwise specified.....	45
Second Curve east of Mile Post 40.....	40
First Curve west of Mile Post 42.....	45
First Curve east of Mile Post 43, No. 1 track.....	55
First Curve east of Mile Post 43, No. 2 track.....	60
First Curve west of Mile Post 44.....	60
On all Curves between a point one-fourth mile east of Mile Post 45 and a point one-fourth mile west of Mile Post 47.	50
Curve at Buckeye.....	60
All Curves west of Mile Post 62 to Mile Post 64.....	60
First Curve west of Mile Post 64.....	55
First Curve west of Mile Post 65.....	60
First Curve east and first Curve west of Mile Post 66.....	50
All Curves Mile Post 67 to Mile Post 69.....	60
First Curve east of Mile Post 72.....	60
First Curve west of Mile Post 72.....	55
First Curve east of Mile Post 75.....	60
Alliance-Lake Division Crossing.....	25
Wall—N. Y. C. Crossing.....	40
Canton—Reverse Curve west of Wandle.....	40
Canton—Curve at Market Street.....	50
First Curve west of Urban.....	60
First Curve east of Mile Post 109.....	60
First Curve east of Massillon Station.....	50
First Curve west of Massillon Station.....	60
First Curve west of M. & C. Junction.....	60
Orville—Lake Division Crossing.....	50
Mile Post 130 to Mile Post 133, all Curves, No. 3 track...	50
Mile Post 130 to Mile Post 133, all Curves, No. 2 track...	45
All Curves west of Mile Post 133 to and including First Curve west of Mile Post 135.....	60
Westward Freight Trains using No. 3 track passing distant signal for Big Run.....	45
All Curves west of Mile Post 153 to and including First Curve west of Mile Post 154.....	60
First Curve east and First Curve west of Mile Post 165...	60
First Curve east of Mile Post 168.....	60
On No. 1 and No. 2 tracks Mile Post 175 to B. & O. Junction	40
Curves between Mile Post 175 and Mansfield Interlocking Station, No. 3 track.....	15

Bayard Branch:

	Miles per Hour
Between Mile Post 18 and Mile Post 19.....	35
All Curves between Wellsville Station and 1800 feet west of Mile Post 23 No. 2 track.....	15
Curve, Yellow Creek.....	20
Between Mile Post 55 and Mile Post 58—No. 1 track....	35
Between Mile Post 61 and Mile Post 62—No. 1 track....	35
Between Mile Post 65 and Mile Post 67—No. 1 track....	35

River Branch:

On No. 1 track at Mile Post 1 west of Yellow Creek.....	20
---	----

Toledo Branch:

Curve at Olive.....	10
Curve at Woodville.....	60
Curve between Coleman and Tiffin.....	30
Tiffin Interlocking.....	30
Signal 161 south of Tiro	
Northward passenger trains.....	50
Northward freight trains.....	30
Trains with J-1, Q-1 and Q-2 type engines:	
Both main tracks over Toledo	
Terminal crossing Walbridge.....	35

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

Class	Miles per Hour		
	Backward	Forward—Light	Forward—with train
Steam Engines			
A.....	20.	20.	20.
B.....	25.	25.	25.
C.....	20.	20.	20.
E.....	35.	50.	70.
G.....	35.	50.	70.
H.....	35.	40.	50.
I.....	25.	40.	50.
J.....	40.	40.	50.
K.....	35.	50.	70.
L.....	35.	40.	50.
M—Psg'r. Svce.....	35.	50.	70.
M—Frt. Svce.....	35.	50.	50.
N.....	30.	40.	50.
Q.....	40.	40.	50.
S2.....	10.	50.	70.
T.....	40.	50.	70.
Rail Motor Cars.....	65.	65.	65.

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	.....	60	70
.....	.....	BP-60T	.....	60	70
BP-20	BP-40	BP-60	.....	60	70
EP-20	EP-40	EP-60	.....	60	70
EP-22	EP-45	.....	.....	60	70
FP-20	FP-40	FP-60	.....	60	70
EF-15	EF-30	EF-45	Psg'r Svce Frt. Svce	50	70
AF-15	AF-30	AF-45		50	50
AF-16	AF-32	AF-48	AF-60	50	50
BF-15	BF-30	BF-45	AF-64	50	50
BF-16	BF-32	BF-48	BF-60	50	50
EH-15	EH-30	EH-45	BF-64	50	50
EF-15	EF-30	EF-45	EH-60	50	50
EF-15T	EF-30T	EF-45T	EF-60	50	50
FF-20	FF-40	FF-60	EF-60T	50	50
FF-16	FF-32	FF-48	.....	50	50
.....	.....	BH-50	.....	50	50
A-6	.....	.....	.....	20	20
AS-6	.....	.....	.....	50	50
AS-10	.....	.....	.....	50	50
AS-10S	.....	.....	.....	50	65
AS-10AS	.....	.....	.....	50	65
AS-16	.....	.....	.....	50	50
AS-16MS	.....	.....	.....	50	65
BS-6	.....	.....	.....	50	50
BS-7	.....	.....	.....	50	50
BS-10	.....	.....	.....	50	50
BS-10AS	.....	.....	.....	50	65
BS-12	.....	.....	.....	50	50
BS-12S	.....	.....	.....	50	65
BS-16	.....	.....	.....	50	50
BS-16MS	.....	.....	.....	50	65
BS-24	.....	.....	.....	50	50
ES-6	.....	.....	.....	50	50
ES-10	.....	.....	.....	50	50
ES-12	.....	.....	.....	50	50
ES-15	.....	.....	.....	50	50
FS-10	.....	.....	.....	50	50
FS-16	.....	.....	.....	50	50
FS-20	.....	.....	.....	50	50
GS-4	.....	.....	.....	30	30
LS-25	.....	.....	.....	50	50

NOTE—

Road Diesel Engines.

First letter designates builder:

"A"—American Locomotive Works — General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower

"16"—1600 Horsepower

"20"—2000 Horsepower

"22"—2250 Horsepower

"30"—3000 Horsepower

"32"—3200 Horsepower

"40"—4000 Horsepower

"45"—4500 Horsepower

"48"—4800 Horsepower

"50"—5000 Horsepower

"60"—6000 Horsepower

"64"—6400 Horsepower

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise Specified

Track	Between	And	Miles per Hour
101.....	Federal Street.....	Division Post (Cgh. Div.).....	15
5.....	Pennsylvania Ave..	Columbus Avenue..	15
0.....	Jacks Run.....	Pennsylvania Ave..	15
0.....	East Conway.....	West Conway.....	25
98.....	West Conway.....	East Conway.....	25
99.....	East Conway.....	West Conway.....	25
911.....	E. End of No. 9 Yd. Conway, 4200 feet east of West Conway.....	W. End of No. 9 Yd Conway, 1200 feet east of West Conway.....	15
102.....	Ramp.....	New Galilee.....	25
101.....	Homewood Jct.....	No. 101 track switch, 3150 feet east of Morado.....	25
102.....	Keystone.....	Buckeye.....	15
102.....	Leetonia.....	Salem.....	25
101.....	CP.....	Beloit.....	25
7.....	CP.....	Alliance.....	15
47.....	Fairhope.....	West End 5 Yard Canton, 4300 feet east of Stark....	15
49.....	Fairhope.....	No. 31 track switch, 4200 feet west of Fairhope.....	15
97.....	Fairhope.....	East End 8 Yard Canton, 5500 feet west of Fairhope	15
96.....	Stark.....	East End 8 Yard Canton, 5700 feet west of Fairhope	15
101.....	McKinley.....	Urban.....	15
Beaver Valley....	Vanport.....	P. & L. E. R. R..	15
Yellow Creek....	River.....	Branch.....	15
M. & C.....	M. & C. Jct.....	East Gravel.....	15
All sidings.....	.....	.....	15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

1160-A1. Engines are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES16, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH60	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T	
Main Line														
PITTSBURGH:														
Leads to Penn St. Freight Station tracks.....			X	X	X	X	X	X	X	X	X	X	X	X
PITTSBURGH, N. S.:														
Swift & Co. and Armour & Co. side track east of west end of Swift & Co. Building.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Federal Street Coach Yard, except No. 5 track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
D. L. Clark Co., tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X
North Ave., Freight House							X	X	X	X	X	X	X	X
Trucks except No. 31 track							X	X	X	X	X	X	X	X
North Ave., Freight House							X	X	X	X	X	X	X	X
No. 31 track.....			X	X	X	X	X	X	X	X	X	X	X	X
Allegheny Shop Yard, except No. 1 track.....							X	X	X	X	X	X	X	X
Lead to Power House.....			X	X	X	X	X	X	X	X	X	X	X	X
Preble Avenue Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X	X	X
All tracks leading off No. 0 track between Verner and Penna. Ave. Yard, excepting straight ladder.....			X	X	X	X	X	X	X	X	X	X	X	X
Pennsylvania Avenue Yard.....			X	X	X	X	X	X	X	X	X	X	X	X
Crossover from O. C. 4 track to No. 44 yard track west of Island Avenue bridge.....							X	X			X	X	X	X
West end Nos. 6 and 8 tracks							X	X			X	X	X	X
Island Avenue Yard.....							X	X			X	X	X	X
Westbound Yard, Island Avenue, East end tracks 39, 43, 47, 49, 51, 53, 55 and 57—west end tracks 47, 49, 51, 53 and 55.....							X	X			X	X	X	X
Eastbound yard, Island Avenue, tracks 30, 32, 34, 36, 38, 40 and 42.....							X	X			X	X	X	X
Manchester Yard, No. 60 track.....							X	X	X	X	X	X	X	X
Curve, on lead track to Standard Sanitary Manufacturing Company, between 0 track and Preble Ave.....	5	5	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES16, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T	
PITTSBURGH, N. S.—Cont. Island Ave.— Through crossovers and turnouts not otherwise restricted at east and west ends of east and westbound yards..... Connection to No. 0 track Manchester Yard, except No. 60 track..... Verner Yard.....							5 5	5 5		5 5	5 5	5 5	5 5	5 5
BEN AVON: J. Berckbichler, track..... J. Berckbichler, trestle.....	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X
EMSWORTH: Tejan Coal & Supply Co., track and Trestle, from a point 500 ft. east of entrance from main track.....							X X	X X	X X	X X	X X	X X	X X	X X
GLENFIELD: Farm Industrial Tractor Corp. track, from a point 240 ft. west of entrance from No. 1 track.....							X X	X X	X X	X X	X X	X X	X X	X X
HAYSVILLE: Sterling Varnish Track.....							X X	X X	X X	X X	X X	X X	X X	X X
EDGEWORTH: Industrial Lining Engineers trestle.....	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X
LEETSDALE: { Bethlehem Steel Co., Lead track..... { All tracks in plant..... American Bridge Co., U. S. Navy Plant tracks.....			X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X
AMBRIDGE: Team Track beyond switch to Ambridge Supply Co..... American Bridge Co., Yard..		X X				X X	X X	X X		X X	X X	X X	X X	X X
ECONOMY INDUSTRIAL TRACK: East of 16th Street..... A. M. Byers Co..... Spang Chalfant & Co., except receiving and delivery tracks..... All other industrial tracks in Economy Yard.....			X X	X X	X X	X X	X X	X X		X X	X X	X X	X X	X X
CONWAY: Coal Tipple at car shops.... Power Plant Trestle..... Through crossovers and turn- outs—east and west end of yards 4, 5, 8 and 12..... Enginehouse layout..... Car shop yard..... East end of yards 2, 6 and 9.		X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X	X X X X X X X
FREEDOM: No. 0 (naught) Track—West Conway and Rochester..... West Conway and Rochester —Industrial tracks off No. 0 (naught) track.....		X X		X X		X X	X X	X X		X X	X X	X X	X X	X X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, ES16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-8-9-10, FS10, FS20, BS24, LS25, AP, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T	
WEST ROCHESTER:														
Rochester Box Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
Rochester Box Co. trestle		X	X	X	X	X	X	X	X	X	X	X	X	X
NEW BRIGHTON:														
North Rochester Branch			X	X	X	X	X	X	X	X	X	X	X	X
Hydrill Co.			X	X	X	X	X	X	X	X	X	X	X	X
Block House Run Branch			X	X	X	X	X	X	X	X	X	X	X	X
S. B. Markley trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X
A. F. Smith track			X	X	X	X	X	X	X	X	X	X	X	X
BEAVER FALLS:														
Oil Street Branch	15		X	X	X	X	X	X	X	X	X	X	X	X
Cosch Yard														
Marginal Branch														
Morgan Bro's. track			X	X	X	X	X	X	X	X	X	X	X	X
MORADO:														
Babcock & Wilcox Tube Co.														
South side must not go more than 580 feet inside of Industry gate			X	X	X	X	X	X	X	X	X	X	X	X
NEW GALILEE:														
New Castle Refractories Co. west of connection to coal trestle							X	X			X	X	X	X
ENON:														
Strohecker-Fassett			X	X	X	X	X	X	X	X	X	X	X	X
EAST PALESTINE:														
Lumber track					5		X	X	5	5	X	X	X	X
Electrical Refractories Co. tracks					5		X	X	5	5	X	X	X	X
National Fire Proofing Co. track leading off end of No. 20 track			X		5		X	X	5	5	X	X	X	X
All industrial tracks leading from switching track					5		X	X	5	5	X	X	X	X
COLUMBIANA:														
Columbianna Boiler Co.							X	X			X	X	X	X
Columbianna Freight House track							X	X			X	X	X	X
Public Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Storage tracks west of Pittsburgh Road	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEETONIA:														
Connection from station track to team track and Mellinger's Lumber Yard			X		5		X	X	5	5	X	X	X	X
SALEM:														
All industrial tracks			X	X	X	X	X	X	X	X	X	X	X	X
BELOIT:														
Mill track			X				X	X			X	X	X	X
SEBRING:														
All industrial tracks			X	X	X	X	X	X	X	X	X	X	X	X
ALLIANCE:														
Stark Electric Co.			X	X	X	X	X	X	X	X	X	X	X	X
Connection off long ladder to scale track				X	X	X	X	X	X	X	X	X	X	X
J. & R. Products Co.					X	X	X	X	X	X	X	X	X	X
Alliance Machine Co.			X	X	X	X	X	X	X	X	X	X	X	X
Alliance Builders Supply Co.			X	X	X	X	X	X	X	X	X	X	X	X
Transue Williams tracks 2 and 3				X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60 H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T		
ALLIANCE—Continued:														
All tracks west end of Alliance Yard except No. 5 and No. 7 tracks when moving to or from Lake Division Long Horn connection							X	X	X	X	X	X	X	
Connection between Lake division running tracks at Broadway Street, Lake Division tracks at Express Office, and Eastern Division tracks at Mahoning Avenue	10	10	10	10	10	10	X	X	X	X	X	X	X	
West end East Yard and all switchers on south side, west of Mahoning Avenue							5	5	5	5	5	5	5	
South outbound engine track							5	5	5	5	5	5	5	
Through slip switch, located on north side, west end of westward Platform				5			5	5	5	5	5	5	5	
Arcady Farm Supply track			X	X	X	X	X	X	X	X	X	X	X	
Robertson Heating Co. track							X	X	X	X	X	X	X	
Rodney Welding Co. track							X	X	5	5	X	X	X	
B. & W. Research Co. track							X	X	X	X	X	X	X	
Fertilizer Plant Mile Post 86							X	X	X	X	X	X	X	
LOUISVILLE:														
Dougherty Feed Co.							X	X	X	X	X	X	X	
Station track, North Side, Curve at east end							X	X		X	X	X	X	
Superior Sheet Steel Co., 1, 2, and 3 tracks							X	X		X	X	X	X	
Superior Sheet Steel Co., No. 4 track							X	X		X	X	X	X	
Colonial Foundry track beyond south line of North Street			X	X	X	X	X	X	X	X	X	X	X	
CANTON:														
East and West End Yards 5, 6, 7, 8, 9, 10	5	5	5	5	5	5	5	5	5	5	5	5	5	
Republic Steel Corp., Berger Plant No. 1		X	X	X	X	X	X	X	X	X	X	X	X	
Republic Steel Corp., Berger Plant No. 2		X	X	X	X	X	X	X	X	X	X	X	X	
Facing Connection between new eastward and W.L.E. track							X	X		X	X	X	X	
Canton Corrugated Box Co. United Engineering & Foundry Co.							X	X		X	X	X	X	
Harvard Track		X	X	X	X	X	X	X		X	X	X	X	
Weber Trestle	X	X	X	X	X	X	X	X		X	X	X	X	
Republic Steel Corporation Plant "A"		X	X	X	X	X	X	X		X	X	X	X	
Republic Steel Corporation, Berger Division		X	X	X	X	X	X	X		X	X	X	X	
No. 4 yard		X					X	X		X	X	X	X	
Canton Tin Plate Co., Track No. 1							X	X		X	X	X	X	
Canton Tin Plate Co., Tracks Nos. 2 and 3		X	X	X	X	X	X	X		X	X	X	X	
Macomber Steel Co.		X	X	X	X	X	X	X		X	X	X	X	
Canton Stamping & Enameling Co., to Carnahan Ave.						X	X	X		X	X	X	X	
Canton Stamping & Enameling Co., beyond Carnahan Ave.		X	X	X	X	X	X	X		X	X	X	X	
Andy Kulskar Coal Co.						X	X	X		X	X	X	X	
Canton Provision Co.		X	X	X	X	X	X	X		X	X	X	X	

[illegible]

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS6, BS8, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-8-10, FS10, FS20, GS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T	
ORRVILLE:														
Orrville Milling Co.			X	X			X	X			X	X	X	X
Milling Co. tippie.		X	X	X	X		X	X			X	X	X	X
Station Tracks, South Side, beyond stock pen chute.														
Ohio Wood Preserving Co.			X				X	X			X	X	X	X
Milk Condensing Co.			X	X	X		X	X		X	X	X	X	X
East and West ends of Nos. 95 and 97 tracks.							X	X	X		X			X
East end of Nos. 15 and 16 tracks.							X	X	X		X			X
East end of scale track.							X	X	X		X	X	X	X
Coal Dook track.							X	X	X		X	X	X	X
South ladder east of Hump to Nos. 10, 11, 12 and 13 tracks.														
West end of No. 15 track.								X	X		X		X	X
SMITHVILLE:														
Tyler Grain Co. track.								X			X		X	X
WOOSTER:														
Board of Trade Track, east of station.			X				X	X	X	X	X	X	X	X
International Paper Co. track.			X		X		X	X	X	X	X	X	X	X
Freight House tracks.							X	X	X		X	X	X	X
Minglewood Coal Co. track.			X				X	X	X		X	X	X	X
Buckeye Aluminum Co.							X	X	X		X	X	X	X
Madison Ave. Team Track.							X	X	X		X	X	X	X
Wooster Preserving Co.							X	X	X		X	X	X	X
Board of Trade tracks west of Mile Post 136.							X	X			X	X	X	X
Timken Roller Bearing track.			X				X	X			X	X	X	X
Pump Station track, 2500 feet west of Mile Post 140.											X	X	X	X
MARSH:														
Engines using Wye Track.	5	5	5	5	5	5	5	5	5	5	5	5	5	5
SHREVE:														
Station tracks.							X	X			X	X	X	X
LOUDONVILLE:														
Loudonville Mill & Grain Co.			X		X		X	X	X	X	X	X	X	X
Dudtes Coal Co. track.							X	X	X	X	X	X	X	X
Dudtes Coal Co. trestle.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Loudonville Yard tracks.							X	X			X	X	X	X
MOHICAN:														
Switching track to South Loudonville.	10	10	10	10	10	10	10	X	10	10	10	10	X	X
MELCO:														
Melco-Power House track, from a point 200 feet west of entrance from No. 1 track.							X	X	X	X	X	X	X	X
LUCAS:														
Lucas Station track, beyond east end of passenger station.							X	X	X	X	X	X	X	X
MANSFIELD:														
Freight House tracks.		X	X	X	X	X	X	X	X	X	X	X	X	X
All industrial sidings except those shown below.		X	X	X	X	X	X	X	X	X	X	X	X	X
Martin Steel Products Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
Syndicate Track.		X	X	X	X	X	X	X	X	X	X	X	X	X
Cleveland Grain Co.		X					X	X	X	X	X	X	X	X
Erie Interchange track.							X	X			X	X	X	X
B. & O. Interchange track.							X	X			X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS, BS, BS7, ES, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M	N	T	
Bayard Branch														
BRIDGE 447:														
West of Merrill No. 2 track.....							40	40				40		
MIDLAND:														
Engine ash pit track.....							X	X			X	X	X	X
Water works pump station track.....							X	X			X	X	X	X
Midland Hill Track.....							X	X			X	X	X	X
MIDSTEEL:														
Turnouts to No's. 6 and 7 tracks from west No. 1 track to yard tracks at west end of yard.....								X			X		X	X
LAUGHLIN:														
National Drawn Steel Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
The Patterson Foundry and Machine Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
The Patterson Foundry and Machine Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hall China Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Louthan Penns Oil.....			X	X	X	X	X	X	X	X	X	X	X	X
Smith-Phillips China Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Potters Mining & Milling Co., No. 2 track.....			X	X	X	X	X	X	X	X	X	X	X	X
Team Track.....			X	X	X	X	X	X	X	X	X	X	X	X
Patterson Foundry and Machine Co. (Refractories Dept.).....			X		X		X	X	X	X	X	X	X	X
American Vitrified Products Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Keer Lumber Co.....					X		X	X	X	X	X	X	X	X
EAST LIVERPOOL:														
Midway Oil Company.....			X		X		X	X	X	X	X	X	X	X
C. C. Thompson Pottery Co. track.....			X		X		X	X	X	X	X	X	X	X
Outbound Freight.....							X	X	X	X	X	X	X	X
Potters Supply Co.....							X	X	X	X	X	X	X	X
A. W. Crawford Co.....							X	X	X	X	X	X	X	X
S. C. Williams.....							X			X		X		X
South Siding between Union St. and Broadway.....			X		X		X	X	X	X	X	X	X	X
South Siding from a point 800 feet east of Thompson crossover to the east end of siding.....			X		X		X	X	X	X	X	X	X	X
Goldings & Sons No. 1.....			X	X	X	X	X	X	X	X	X	X	X	X
Goldings & Sons No. 2.....			X	X	X	X	X	X	X	X	X	X	X	X
Hill Track.....			X	X	X	X	X	X	X	X	X	X	X	X
A. & P. Co. Track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Market St. Team Yard No. 116.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WELLSVILLE:														
McLain Brick Co. (Champion Works).....		X	X	X	X	X	X	X	X	X	X	X	X	X
Stevenson Foundry, all engines restricted beyond a point (300) feet from switch.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Belt Line.....		X	X	X	X	X	X	X	X	X	X	X	X	X
House Tracks.....							X	X	X	X	X	X	X	X
McLain Brick Company—Buckeye Plant.....						X	X	X	X	X	X	X	X	X

[illegible]

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B	C	E, H6	G	H-9-10	I	L	N	J, M, Q, S, T	K, FF60, BF60, BP60, AP60	AS6, AS10, BS6, BS10, ES6, ES10, LS25	
TOLEDO BRANCH												
DETROIT:												
Fort St. Union Depot												
Viaduct		X										
Summit St. Team track				X	X	X	X	X	X	X		X
LINCOLN PARK:												
Wayne County Commissioners track				X		X		X	X	X		X
State Street Team Track				X		X		X	X	X		X
Home Fuel Co. track				X		X		X	X	X		X
Renier Co. track				X		X		X	X	X		X
Sourlock Coal Co. track				X		X		X	X	X		X
Fuel Supply Co. track				X		X		X	X	X		X
Phillip G. Smith Co. track				X		X		X	X	X		X
Lead to Lincoln Coal Co. Track				X		X		X	X	X		X
Keystone Oil Refining track				X		X		X	X	X		X
Martin Foundry Co. track				X		X		X	X	X		X
Timken-Detroit Axle Co. track				X		X		X	X	X		X
TOLEDO:												
Maumee River												
Br. 85.47 to Galena						X		X	X	X		X
Karavan Coffee track				X		X		X	X	X		X
City Fuel Co. track				X		X		X	X	X		X
Toledo Steel Products track				X		X		X	X	X		X
Switching track on Water St. as far south as Adams St.				X		X		X	X	X		X
Same track south of Adams St.				X		X		X	X	X		X
Toledo Edison tracks as follows:												
Water St. Station empty track		X	X	X		X		X	X	X		X
Acme Station—Gantry track		X	X	X		X		X	X	X		X
Acme Station—Dry Pocket track		X	X	X		X		X	X	X		X
Acme Station—Down Hill track		X	X	X		X		X	X	X		X
Acme Station—Turbine Room track		X	X	X		X		X	X	X		X
Acme Station—Empty track beyond limit sign		X	X	X		X		X	X	X		X
Jarka Great Lakes Corp. No. 1 Dock		X	X	X		X		X	X	X		X
Jarka Great Lakes Corp. tracks		X		X		X		X	X	X		X
WALBRIDGE:												
Toledo Terminal Connection						X		X	X			X
WOODVILLE:												
Ohio Hydrate tracks				X		X		X	X	X		X
Elevator track				X		X		X	X	X		X
Woodville Lime Products tracks				X		X		X	X	X		X
Standard Lime & Stone Co. tracks				X		X		X	X	X		X
GIBSONBURG:												
Gibsonburg Elevator track				X		X		X	X	X		X
Station track				X		X		X	X	X		X
National Mortar & Supply tracks				X		X		X	X	X		X
Gibsonburg Lime Products tracks				X		X		X	X	X		X
Kelly Island tracks				X		X		X	X	X		X
BURGOON:												
Interchange track				X		X		X	X			X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B	C	E, H6	G	H-9-10	I	L	N	J, M, Q, S, T	K, FF60, BF60, BP60, AP60	AS6, AS10, BS6, BS10, ES6, ES10, LS25	
BETTSVILLE:												
Basic Dolomite tracks				X		X		X	X	X		X
Elevator track						X		X	X	X		X
MAPLE GROVE:												
N. K. P. Connection						X		X	X			X
TIFFIN:												
Freight House tracks						X		X	X	X		X
Machinery Loading track				X		X		X	X	X		X
Loudenslager track				X		X		X	X	X		X
Ohio Power Co. track			X	X		X		X	X	X		X
Team track		X	X	X		X		X	X	X		X
Smith Coal & Ice track		X	X	X		X		X	X	X		X
Hopple tracks inside gate		X	X	X		X		X	X	X		X
Webster Mfg. tracks		X	X	X		X		X	X	X		X
Industrial Lead		X	X	X		X		X	X	X		X
Coal Dock track		X	X	X		X		X	X	X		X
South lead to coaling track		X	X	X		X		X	X	X		X
Tiffin Art Metal track		X	X	X		X		X	X	X		X
Sterling Grinding Wheel tracks			X	X		X		X	X	X		X
U. S. Glass tracks			X	X		X		X	X	X		X
Standard Sanitary Mfg. tracks			X	X		X		X	X	X		X
Kelly Island track			X	X		X		X	X	X		X
Nat'l Machinery, westerly track			X	X		X		X	X	X		X
Groman Bro. track			X	X		X		X	X	X		X
Station track			X	X		X		X	X	X		X
Floom Fleck Co. track			X	X		X		X	X	X		X
Graveling track			X	X		X		X	X	X		X
General Electric track			X	X		X		X	X	X		X
BLOOMVILLE:												
France Quarry track			X	X		X		X	X	X		X
Station track								X	X	X		X
Elevator track								X	X	X		X
CARROTHERS:												
Northwest wyo.								X				X
NEW WASHINGTON:												
Kibler track			X		X		X	X	X	X		X
Lumber track								X	X	X		X
TIRO:												
Station and Industrial tracks			X		X		X	X	X	X		X
VERNON:												
Big Four Connection								X	X	X		X
Big Four Interchange			X		X		X	X	X	X		X
Ohio Power track								X	X	X		X

1160-A2. On account of short wheel base which prevents proper shunting of track circuits where dead sections are in existence, diesel-electric class GS-4 engines must not be operated over the Erie Railroad crossing at Mansfield unless one or more cars are attached.

Other Equipment Restrictions

1160-B1. Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 engines.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 engines.

1160-C2. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc. as follows:

Main Line or Branch	Between	And	Bridge	Note
Ben Avon	.....	.....	J. Berkbickler trestle	.....
Emsworth	.....	.....	Tejan Coal & Supply Co. trestle	.....
Conway	.....	.....	Power Plant trestle	.....
	.....	.....	Shop yard trestle	.....
North Rochester Branch	New Brighton	North Rochester	.....	.....
Block House-Run Branch	New Brighton	End of Branch	.....	.....
Oil Street Branch	Beaver Falls	End of Branch	.....	.....
Columbiana	.....	.....	Public trestle	.....
Orrville	.....	.....	Milling Co. trestle	.....
Loudonville	.....	.....	Dudtes Coal Co. trestle	.....
Beaver Valley Secondary track	Vanport	Bridgewater	.....	.....
Salineville Industrial track	Salineville	Sterling Mine	.....	.....
Toledo Branch	Toledo Jct.	Galena	.....	1
	Galena	Detroit	.....	.....

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders.

NOTE 1. May be moved under the same restrictions as obtain for Class J engines: the derrick, however, must be separated from the engine by at least two cars, which may be loaded.

Overhead Clearance

1163-A1. Trainmen must not ride on top of box cars, excessive dimension cars or other high equipment, except as provided in Special Instruction **1163-A2.**

1163-A2. Trainmen may ride on top of box cars, excessive dimension cars or other high equipment—

(a)—When switching, except Between Federal Street and Pennsylvania Avenue.

(b)—From Shale to Yellow Creek to operate retaining valve handles.

1163-A3. Employees must not ride on top or side of any car or engine while movements are being made passing Diesel Sanding Facilities located as follows:

Conway—On Diesel Fueling track 150 feet east of mile post 21.

On O secondary track 2800 feet west of mile post 23.

Canton—On track adjacent to coal dock.

1163-A4. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Location	Structure
0.7 miles north of Toledo—Ash St. Bridge.....	Bridge 86.48
Toledo—Water St. Branch: Cherry Street.....	Bridge 86.23
Woodville: Standard Lime and Stone track..... Standard Lime Products Co. Crusher track.....	Building Building
Gibsonburg: National Mortar and Supply crusher track..... Kelly Island Lime and Transport Co. Crusher track.....	Building Building
Tiffin: Sandusky Street.....	Bridge 43.60
Tiro: South of.....	Bridge 15.76

1163-B2. Storm windows on cab of class "J" locomotive must be closed when standing or moving on all yard, storage or enginehouse tracks.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Pittsburgh.

Train Dispatchers in charge as follows:

Main Line US to Crestline:

Branches:

Bayard

River (Yellow Creek to Rockville)

Scully (O. C. Bridge tracks No. 1, No. 2, No. 3 and No. 4.)

Toledo.

Conemaugh Division Train Dispatchers in charge, Division Post Conemaugh Division to Federal Street.

Lake Division Train Dispatchers in charge of Low Grade Branch, Rochester to Division Post Lake Division, and of Alliance Branch, Division Post Lake Division to CP.

1201-A2. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

SIGNAL RULES

**Movement of Trains in the same Direction by Block Signals
1251-A1. Rules 251, 253 and 254 in effect:**

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cgh. Div.)	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Pennsylvania Ave.	Rochester
	No. 1 and No. 2	Rochester	CP
	No. 1, No. 2 and No. 3	CP	Fairhope
	No. 1, No. 2, No. 3 and No. 4	Fairhope	McKinley
	No. 1, No. 2 and No. 3	McKinley	Urban
	No. 1 and No. 2	Urban	Orrville
	No. 1, No. 2, No. 3 and No. 4	Orrville	Smithville
	No. 1, No. 2 and No. 3	Smithville	Big Run
	No. 1, No. 2, No. 3 and No. 4	Big Run	Marsh
	No. 1 and No. 2	Marsh	Lucas
	No. 1 and No. 3	Lucas	Toledo Jct.
Toledo Branch	No. 1, No. 2 and No. 3	Toledo Jct.	Division Post (Fort Wayne Div.)
	Single	Ecorse Jct.	Carleton
	No. 1 and No. 2	Galena	Gibsonburg
	No. 1 and No. 2	Burgoon	Coleman
	No. 1 and No. 2	Bloomville	Carrothers
	Single	Carrothers	Toledo Jct.

Opposing and Following Movement of Trains by Block Signals.

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	US	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	Pennsylvania Ave.
	No. 2	Lucas	Toledo Jct.
Toledo Branch	Single	Gibsonburg	Burgoon
	Single	Coleman	Bloomville

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. 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	No. 3	Wall	Superior
Alliance Branch	Single	Division Post (Lake Div.)	CP
River Branch	No. 1 and No. 2	Branch	Division Post (P. H. Div.)

1317-A1. Rule 317 will apply:

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

For Movements Against Current of Traffic

Main Line—Between Division Post (Cgh. Div.) and Federal Street

Between Pennsylvania Avenue and Division Post (Ft. Wayne Div.) except No. 2 track between Lucas and Toledo Jct.

Ohio Connecting Bridge—Between Pennsylvania Ave. and Division Post (P. H. Div.) on Ohio Connecting Bridge No. 3 and No. 4 tracks.

Between Jacks Run and Division Post (P. H. Div.) on Ohio Connecting Bridge No. 1 and No. 2 tracks.

Low Grade Branch—Between Rochester and Division Post (Lake Div.)

Bayard Branch—Between Rochester and Superior on No. 2 track.

Between Rochester and Fairhope on No. 1 track.

River Branch—Between Yellow Creek and Division Post (P. H. Div.) on No. 1 and No. 2 tracks.

Toledo Branch—Between Galena and Gibsonsburg on No. 1 and No. 2 tracks.

Between Burgoon and Coleman on No. 1 and No. 2 tracks.

Between Bloomville and Carrothers on No. 1 and No. 2 tracks.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	US	Federal Street
	No. 1 and No. 2	Division Post (Cgh. Div.)	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	Rochester
	No. 1 and No. 2	Rochester	CP
	No. 1, No. 2 and No. 3	CP	Wall
	No. 1 and No. 2	Wall	Superior
	No. 1, No. 2 and No. 3	Superior	Fairhope
	No. 1, No. 2, No. 3 and No. 4	Fairhope	McKinley
	No. 1, No. 2 and No. 3	McKinley	Urban
	No. 1 and No. 2	Urban	Orrville
	No. 1, No. 2, No. 3 and No. 4	Orrville	Smithville
	No. 1, No. 2 and No. 3	Smithville	Big Run
	No. 1, No. 2, No. 3 and No. 4	Big Run	Marsh
	No. 1 and No. 2	Marsh	Lucas
	No. 1, No. 2 and No. 3	Lucas	Division Post (Ft. Wayne Div.)
Ohio Connecting Bridge	No. 3 and No. 4	Pennsylvania Ave.	Division Post (P. H. Div.)
	No. 1 and No. 2	Jacks Run	Division Post (P. H. Div.)
Low Grade Branch	No. 1 and No. 2	Rochester	Division Post (Lake Div.)
Bayard Branch	No. 2	Rochester	Superior
	No. 1	Rochester	Fairhope
River Branch	No. 1 and No. 2	Yellow Creek	Branch

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	US	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	Pennsylvania Ave.
	No. 2	Lucas	Toledo Jct.

For movements with current of traffic and on single track

	Track	Between	And
Toledo Branch	Single	Ecorse Jct.	Carleton
	No. 1 and No. 2	Galena	Gibsonburg
	Single	Gibsonburg	Burgoon
	No. 1 and No. 2	Burgoon	Coleman
	Single	Coleman	Bloomville
	No. 1 and No. 2	Bloomville	Carrothers
	Single	Carrothers	Toledo Jct.

INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Main Line

Bayard Branch—At all attended interlocking stations.

Toledo Branch—At Walbridge.

1606-A2. South Massillon Industrial Track.

Interlocking in service at joint Nickel Plate and B. & O. R. R. crossing, operates automatically. Movements governed by Fixed Signals Rules 281 Fig. A and 292 Fig. A.

When Signal Aspect Rule 292 Fig. A is displayed and no train on or approaching the crossing on the joint Nickel Plate and B. & O. R. R. track, trains will be governed as follows:

If signal does not indicate proceed after train or engine has been stopped three minutes and no Nickel Plate or B. & O. R. R. train or engine approaching or using crossing, conductor or engine-men will go to crossing, unlock box marked "Penna." located on post and be governed as follows:

Turn handle of "Time Release" to the right as far as possible, hold in this position ten seconds, let go of handle and when release runs down, which will be about two minutes, wait about twenty seconds and if signal does not then indicate proceed repeat the same operation, if signal does not then indicate proceed and no Nickel Plate or B. & O. R. R. train or engine approaching, conductor or engine-men will send out a flagman in each direction on joint Nickel Plate and B. & O. R. R. track a sufficient distance to afford proper protection, after which train or engine may pass over the crossing.

Time release box must be closed and locked after being used.

[illegible][illegible]

**THE PENNSYLVANIA RAILROAD
EASTERN DIVISION**

Pittsburgh, Pa., September 20, 1951

GENERAL ORDER No. 101

Effective 12.01 A. M., Sunday, September 30, 1951

Applies in all Zones

- (a) Time-Table No. 1 in effect. It contains the necessary instructions issued in general orders up to and including No. 1711, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 1 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 17 to bulletin board attendant, after Time-Table No. 1 takes effect.

- (b) Rules for Conducting Transportation, effective September 30, 1951, in effect, superseding current edition of Operating, Signal and Interlocking Rules and Supplemental Instructions to Operating, Signal and Interlocking Rules.

Employes whose duties are prescribed by these rules must provide themselves with a copy, see that it is complete, and note changes.

All previous editions of Operating, Signal and Interlocking Rules and of Supplemental Instructions to Operating, Signal and Interlocking Rules shall be turned in or destroyed after September 30, 1951.

- (c) Yellow flags and lights in lieu of advance speed-limit and speed-limit signs and green flags and lights in lieu of resume-speed signs will be used in connection with Rule 38 until standard signs as shown on page 69, Book of Rules, are available.
- (d) Trains handling D.M.&I.R. ore cars in solid blocks must not exceed a speed of thirty (30) miles per hour when cars are loaded, or a speed of thirty-five (35) miles per hour when cars are empty. When handling such trains Conductors must know that enginemen have been so advised.

Applies in Zone A

- (e) U. S. MAIL WORK

Railway Postal Clerks from No. 44 and No. 144 will collect U. S. Mail from letter box on the eastward platform at Sewickley. Sufficient time to perform this duty must be allowed.

Applies in Zone C

- (f) BAYARD BRANCH
JETHRO—WELLSVILLE

Trains and engines on No. 1 track and No. 2 track must not exceed a speed of 25 miles per hour between a point 2100 feet west of Mile Post 20 and a point 3200 feet west of Mile Post 20, account slipping of roadbed.

Special Instruction 1157-F1, changed.

- (g) BAYARD BRANCH
SHALE

Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 15 miles per hour between a point 540 feet west of Shale Block Station and a point 470 feet east of Shale Block Station.

Special Instruction 1157-F1, changed.

- (h) RIVER BRANCH
BRANCH—EMPIRE

Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between Mile Post 2 and Empire.

Special Instruction 1157-F1, changed.

- (i) RIVER BRANCH
CLAYPORT

Eastward siding blocked with stored cars.

Applies in Zone D

- (j) MAIN LINE
SMITHVILLE

Water station abandoned.

- (k) U. S. MAIL WORK
LOUDONVILLE

No. 44 will stop on Saturday to do U. S. Mail work.

This General Order is printed in Time-Table No. 1 and will not be issued in sticker form.

H. D. KRUGGEL,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN DIVISION

Pittsburgh, Pa., October 23, 1951.

GENERAL ORDER No. 102

Effective 12.01 A.M., Saturday, October 27, 1951

Applies in Zone F

- (a) TOLEDO BRANCH
ECORSE JCT.—PENFORD

Rule S-318 does not apply between Ecorse Jct. and Penford.

Applies in Zone E

- (b) TOLEDO BRANCH
TIFFIN

Automatic highway crossing signals and short arm gates protecting highway grade crossing at Monroe Street, in service.

H. D. KRUGGEL,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN DIVISION
LAKE DIVISION

Pittsburgh, Pa., November 5, 1951.
Cleveland, Ohio, November 5, 1951.

EASTERN DIVISION GENERAL ORDER No. 103
LAKE DIVISION GENERAL ORDER No. 107

Effective 8.01 A.M., Friday, November 9, 1951

Applies in Zone A, Eastern Division

Applies in Zone C, Lake Division

- (a) MAIN LINE—EASTERN DIVISION
E. & A. BRANCH—LAKE DIVISION
HOMEWOOD JCT.

Wye track between connection with Eastern Division No. 2 track and connection with E. & A. Branch track west of Homewood Jct. Block and Interlocking Station, out of service.

H. D. KRUGGEL,
Superintendent Eastern Division

E. L. HOFFMAN,
Superintendent Lake Division

THE PENNSYLVANIA RAILROAD
EASTERN DIVISION

Pittsburgh, Pa., November 8, 1951.

GENERAL ORDER No. 104

Effective 12.01 A.M., Thursday, November 15, 1951

Applies in All Zones

- (a) TIME-TABLE AUTHORITY

Schedule of No. 97 and No. 98, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 97 over blank column 1, page 11.

No. 98 over blank column 6, page 17.

H. D. KRUGGEL,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN DIVISION

Pittsburgh, Pa., November 19, 1951.

GENERAL ORDER No. 105

Effective 12.01 A.M., Friday, November 23, 1951

Applies in All Zones

- (a) ENGINES — Maximum Speeds, unless otherwise Restricted.

Special Instruction 1157-G1, Engines-Maximum Speeds, unless otherwise Restricted, changed as indicated in sticker coupons attached to sticker form of this General Order which must be detached and pasted in time-table over pages 71 and 72.

Applies in Zone C

- (b) BAYARD BRANCH
JETHRO—WELLSVILLE

Trains and engines on No. 1 track and No. 2 track must not exceed a speed of 10 miles per hour between a point 500 feet east of Mile Post 20 and a point 1000 feet west of Mile Post 20, account slipping of roadbed. Special Instruction 1157-F1, changed.

H. D. KRUGGEL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN DIVISION**

Pittsburgh, Pa., November 26, 1951.

GENERAL ORDER No. 106

Effective 12.01 P.M., Sunday, December 2, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 106, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedule, pages 16 and 22.

Applies in Zone C

**(b) BAYARD BRANCH
JETHRO—WELLSVILLE**

Paragraph (f) General Order No. 101 referring to speed of 25 miles per hour on No. 1 and No. 2 tracks between a point 2100 feet west of Mile Post 20 and a point 3200 feet west of Mile Post 20, annulled.

H. D. KRUGGEL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN DIVISION**

Pittsburgh, Pa., December 10, 1951.

GENERAL ORDER No. 107

Effective 12.01 A.M., Saturday, December 15, 1951

Applies in Zone D

**(a) MAIN LINE
MILLBROOK**

Coaling station and sanding apparatus serving engines on all tracks at Millbrook, out of service.
Track troughs serving engines using No. 2 track and No. 3 track, out of service.

Applies in All Zones

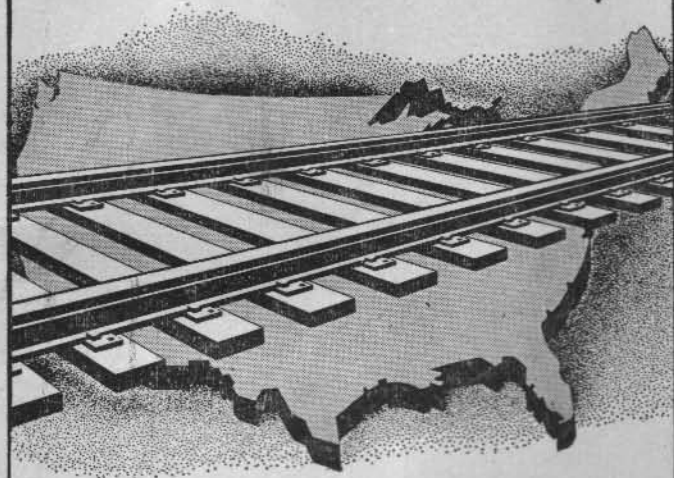
(b) Protection For Public Highway Crossings at Grade

Note 11, Special Instruction 1103-C2, changed as indicated in sticker coupon attached to sticker form of this General Order which must be detached and pasted in time-table over Note 11, on page 51.

H. D. KRUGGEL,
Superintendent.

HEAVY-DUTY HIGHWAY...

that costs the
taxpayer *Nothing*



The more the ample capacity of these special steel highways is used to carry the commerce of the nation, the less the wear and damage on the public highways, the lower the cost of their repair and rebuilding—and the greater the safety and convenience with which you and your car can use them.

ASSOCIATION OF AMERICAN RAILROADS

**IF YOU HAVE PLANS
FOR TOMORROW,
BE SAFE TODAY**