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THE PENNSYLVANIA RAILROAD

CENTRAL REGION

LAKE DIVISION

ERIE & ASHTABULA DIVISION

Time-Table No. 10

In effect 12.01 A. M., Sunday, April 25, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. H. PEVLER,
General Manager.

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

J. L. CRANWELL,
General Superintendent.

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

MARION STREETT,
Superintendent.

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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		HOMEWOOD JCT. (E. Div.)	34.8			
				HOMEWOOD JCT.	34.9			
				KOPPEL	36.3			
X	X	X		WAMPUM JCT.	41.1			
X	X	X		LAWRENCE JCT.	46.6			
X	X	X		CROSS CUT	47.3	405	405	
				NEW CASTLE JCT.	47.6			
				EDENBURG	51.5			
				LOWELLVILLE	57.1			
				STRUTHERS	60.2			
X	X	X		GRAHAM	60.8	124	112	
				HASELTON	61.9			
				CENTER STREET	62.6			
				CRAB CREEK	63.9			
				YOUNGSTOWN	65.2			
				AUSTINTOWN CROSSING	66.3			
X				DIVISION STREET	67.7			
		X		GIRARD	70.0	212	210	
X				BELMONT STREET	73.9			
X	X	X		NILES	74.7			
X				DETOUR	75.5			
X				BOANNA	76.6			
X	X	X		NILES JCT. (B.&O.R.R.)	77.8			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Division Street	Girard
Belmont Street	Detour
Boanna	Detour

Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	Note
Cross Cut— Westward	Signalman Cross Cut	
Cross Cut— Eastward	Signalman Cross Cut	
Graham— Westward	Signalman Graham	
Graham— Eastward	Signalman Graham	
Girard— Westward	Signalman Girard	
Girard— Eastward	Signalman Girard	

LOW GRADE

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		ROCHESTER (E. Div.).....	25.9			
				DIVISION POST.....	29.3			
				THOMPSON RUN.....	34.9			
				ELLWOOD JCT.....	37.2			
X	X	X		WAMPUM JCT.....	41.8			

NOTE—X indicates in service.

NOTE—The direction from Rochester to Wampum Jct. is westward.

E & P

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		LAWRENCE JCT.....	46.6			
X		X		CHERRY STREET.....	47.5			
				OAKLAND.....	48.7			
				NEW CASTLE.....	49.7			
			X	GS.....	49.9			
				ROBERTS.....	58.7	77		
				PULASKI.....	60.0			
				WEST MIDDLESEX.....	64.6			
			X	NC.....	66.3			
		X		WHEATLAND.....	67.4	90		
				FARRELL.....	68.5			
				SHARON.....	69.8			
				SHARPSVILLE.....	73.0			
		X		ROEMER.....	73.8			
				TRANSFER.....	78.7			37
				VICTORY.....	81.3			112
X	X	X		BRUIN.....	82.0			104
				SHENANGO.....	82.8			
				GREENVILLE.....	84.5			21
		X	X	JH.....	90.6	32	45	
				JAMESTOWN.....	90.6			
			X	WESTFORD.....	96.2			135
				WF.....	96.2			
				ESPYVILLE.....	99.6			
		X		LINESVILLE.....	103.6			81
				CENTER ROAD.....	107.7			
			X	RK.....	110.7			
				CONNEAUTVILLE.....	111.3			81
				SPRINGBORO.....	114.1			
			X	RA.....	120.4			
				ALBION.....	120.4			100
		X		THORNTON JCT.....	127.6			
X	X	X		GIRARD JCT. (N.Y.C.R.R.)..	129.3			
				ERIE.....	146.0			

NOTE—X indicates in service.

Block stations open continuously, except:

Jamestown	Closed	11.59 P.M. to 7.59 A.M.
-----------	--------	-------------------------

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
GS	Cross Cut
NC	Wheatland
JH	Bruin 11.59 P. M. to 7.59 A. M.
WF	Jamestown 7.59 A. M. to 11.59 P. M. Linesville 11.59 P. M. to 7.59 A. M.
RK RA	Linesville

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Cherry Street	Cross Cut

BLOCK STATIONS—Remote controlled by open Block Stations:

Block Station	Controlled by
Cherry Street	Cross Cut

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
Wheatland— Westward	Signalman Wheatland	
Jamestown— Westward	Signalman Jamestown	1
Jamestown— Eastward	Signalman Jamestown	1

NOTE—1. Signalman at Bruin in charge 11.59 P. M. to 7.59 A. M.

P Y & A

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		DETOUR	75.5			
				VAN WYE	76.2			
				WARDWELL	77.5			
				WARREN	79.9			
X	X	X		NORTH WARREN	80.9			216
				CHAMPION	85.1			
				BRISTOLVILLE	90.9			
				OAKFIELD	92.2			
				LOCKWOOD	95.8			108
			X	BD	95.9			
			X	OW	100.8			
				EAST ORWELL	100.8			47
				ROME	105.9			240
			X	RM	106.1			
				ROCK CREEK	109.6			
				EAGLEVILLE	113.3			
			X	GR	114.7			

NOTE—X indicates in service.

NOTE—The direction from Detour to GR is westward.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
BD	
OW	
RM	North Warren
GR	

ALLIANCE BRANCH

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	BOANNA	76.6			
				NJ	83.1			
				NORTH JACKSON	83.2			85
				ROSEMONT	85.9			
				ELLSWORTH	87.7			
				BERLIN CENTER	91.4			88
			X	BN	92.2			
				SNODES	95.9			
			X	NZ	98.9			
				NORTH SEBRING	99.3			77
X	X	X		DIVISION POST (E. Div.)	99.7			
				ALLIANCE	102.1			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NJ	
BN	Detour
NZ	Alliance

BLOCK STATIONS—Remote controlled by open Block Stations:

Block Station	Controlled by
Boanna	Detour

GR-WEST ST. NOS. 101 AND 102 SECONDARY TRACKS

Interlocking	Interlocking Station	Block-Limit Station	STATIONS	Distance from Pittsburgh
		X	GR (PY&A)	114.7
X	X		AUSTINBURG	117.4
			NP	124.4
X	X		ASHTABULA	124.4
			OD	125.4
			WEST STREET	125.4

NOTE—X indicates in service.

NOTE—The direction from GR to West Street is westward.

OAKLAND-HOUSTON JCT. SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from Pittsburgh
		OAKLAND	45.7
		MORAVIA STREET	45.7
		NEW CASTLE	45.7
		EASTBROOK	45.7
		WILMINGTON JCT.	45.7
		NESHANNOCK FALLS	58.9
		VOLANT	62.2
		LEESBURG	64.6
		MILLBURN	66.8
		MERCER	71.4
		HOUSTON JCT.	72.3

The direction from Oakland to Houston Jct. is westward.

COVERTS-WALFORD SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from Pittsburgh
		COVERTS	49.8
		WALFORD	54.1

The direction from Coverts to Walford is westward.

WILMINGTON JCT.-NEW WILMINGTON SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from Pittsburgh
		WILMINGTON JCT.	57.7
		NEW WILMINGTON	60.5

The direction from Wilmington Jct. to New Wilmington is westward.

STATIONS	FIRST CLASS			
	9	319	323	405
	DAILY	DAILY	DAILY	DAILY Ex
				SUNDAY
Leave	A. M.	A. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)....	\$ 5.05	\$ 7.40	\$ 2.00	\$ 4.30
HOMEWOOD JCT. (E. Div.)	5.49	8.39	2.46	5.52
HOMEWOOD JCT.....				F 5.53
KOPPEL.....				S 5.55
WAMPUM JUNCTION.....	5.59	8.49	2.56	6.06
LAWRENCE JUNCTION....	6.05	8.55	3.02	6.11
CROSS CUT.....	6.06	8.56	3.03	
NEW CASTLE JCT.....	\$ 6.09	\$ 8.59	\$ 3.06	
LOWELLVILLE.....				
STRUTHERS.....				
GRAHAM.....	6.24	9.14	3.20	
CENTER STREET.....	6.26	9.16	3.22	
CRAB CREEK.....	6.30	9.20	3.26	
YOUNGSTOWN.....	\$ 6.40	\$ 9.29	\$ 3.33	
DIVISION STREET.....	6.46	9.35	3.39	
GIRARD.....	6.49	9.38	3.42	
BELMONT STREET.....	6.53	9.42	3.46	
NILES.....	\$ 7.01	\$ 9.48	\$ 3.51	
DETOUR.....	7.03	9.50	3.53	
BOANNA.....	7.05	9.52	3.55	
NILES JCT. (B.&O.R.R.)	7.08	9.55	3.58	
NORTH JACKSON.....				
BERLIN CENTER.....				
NORTH SEBRING.....				
ALLIANCE (E. Div.).....				
AKRON (Cleve. Div.).....	\$ 8.20			
CLEVELAND.....		\$ 11.15	\$ 5.15	
CHERRY STREET.....				\$ 6.13
NEW CASTLE.....				\$ 6.25
GS.....				6.26
ROBERTS.....				6.37
PULASKI.....				F 6.39
WEST MIDDLESEX.....				F 6.45
NC.....				6.49
WHEATLAND.....				6.51
FARRELL.....				\$ 6.56
SHARON.....				\$ 7.00
Arrive	A. M.	A. M.	P. M.	P. M.
	9	319	323	405

FIRST CLASS					
45	329				
DAILY	DAILY				
P.M.	P.M.				
\$ 6.00	\$ 7.45				
7.06	8.38				
7.16	8.48				
7.22	8.54				
7.23	8.55				
S 7.26	S 8.58				
7.41	9.13				
7.43	9.15				
7.47	9.19				
S 8.00	S 9.25				
8.06	9.31				
8.09	9.34				
8.13	9.38				
S 8.18	S 9.45				
8.20	9.47				
8.22	9.49				
	9.52				
8.32					
8.44					
8.55					
S 9.01					
	S 11.15				
P.M.	P.M.				
45	329				

STATIONS		FIRST CLASS			
		404	34	318	322
		A. M.	A. M.	P. M.	P. M.
Arrive					
PITTSBURGH (Pgh. Div.)....	S	7.50	S 11.40	S 12.40	S 4.40
HOMEWOOD JCT. (E. Div.)		6.47	10.40	11.49	3.46
HOMEWOOD JCT.....	F	6.46			
KOPPEL.....	S	6.40			
WAMPUM JUNCTION.....		6.31	10.27	11.37	3.33
LAWRENCE JUNCTION....		6.24	10.21	11.31	3.27
CROSS CUT.....			10.20	11.30	3.26
NEW CASTLE JCT.....			S 10.19	S 11.29	S 3.25
LOWELLVILLE.....			S 10.03		
STRUTHERS.....					
GRAHAM.....			9.55	11.13	3.08
CENTER STREET.....			9.53	11.11	3.06
CRAB CREEK.....			9.48	11.06	3.01
YOUNGSTOWN.....			S 9.45	S 11.03	S 2.58
DIVISION STREET.....			9.26	10.54	2.48
GIRARD.....			9.23	10.51	2.45
BELMONT STREET.....			9.18	10.45	2.40
NILES.....			S 9.16	S 10.43	S 2.38
DETOUR.....			9.12	10.40	2.34
BOANNA.....			9.10	10.38	2.32
NILES JCT. (B.&O.R.R.)				10.36	2.30
NORTH JACKSON.....	Alliance Branch		9.01		
BERLIN CENTER.....			8.47		
NORTH SEBRING.....			8.36		
ALLIANCE (E. Div.).....			S 8.30		
AKRON (Cleve. Div.).....					
CLEVELAND.....				S 9.15	S 1.10
CHERRY STREET.....	S	6.22			
NEW CASTLE.....	S	6.17			
GS.....		6.12			
ROBERTS.....		6.01			
PULASKI.....	F	5.59			
WEST MIDDLESEX.....	F	5.52			
NC.....		5.48			
WHEATLAND.....		5.47			
FARRELL.....	S	5.44			
SHARON.....	S	5.40			
Leave		A. M.	A. M.	A. M.	P. M.
		DAILY Ex SUNDAY	DAILY	DAILY	DAILY
		404	34	318	322

FIRST CLASS					
328	10				
P.M.	P.M.				
S 7.35	S 10.35				
6.36	9.50				
6.24	9.38				
6.18	9.32				
6.17	9.31				
S 6.16	S 9.30				
6.00	9.13				
5.58	9.11				
5.53	9.06				
S 5.50	S 9.03				
5.41	8.54				
5.38	8.51				
5.33	8.46				
S 5.31	S 8.44				
5.27	8.40				
5.25	8.38				
5.23	8.36				
S 4.00	S 7.35				
P.M.	P.M.				
DAILY	DAILY				
328	10				

NOTE—Continued on pages 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844,

**HIGHWAY BUS SERVICE
BETWEEN NEW CASTLE AND NEW CASTLE JCT.
TO CONNECT WITH THE FOLLOWING TRAINS:**

STATIONS		9	319	34	318
		DAILY	DAILY	DAILY	DAILY
		A. M.	A. M.	A. M.	A. M.
NEW CASTLE	Lv.	5.49	8.39	9.59	11.09
NEW CASTLE JCT.	Ar.	6.04	8.54	10.14	11.24
NEW CASTLE JCT.	Lv.	6.09	8.59	10.19	11.29
NEW CASTLE	Ar.	6.21	9.11	10.31	11.41
		A. M.	A. M.	A. M.	A. M.

STATIONS		323	322	328	45
		DAILY	DAILY	DAILY	DAILY
		P. M.	P. M.	P. M.	P. M.
NEW CASTLE	Lv.	2.46	3.05	5.56	7.06
NEW CASTLE JCT.	Ar.	3.01	3.20	6.11	7.21
NEW CASTLE JCT.	Lv.	3.06	3.25	6.16	7.26
NEW CASTLE	Ar.	3.18	3.37	6.28	7.38
		P. M.	P. M.	P. M.	P. M.

STATIONS		329	10		
		DAILY	DAILY		
		P. M.	P. M.		
NEW CASTLE	Lv.	8.38	9.10		
NEW CASTLE JCT.	Ar.	8.53	9.25		
NEW CASTLE JCT.	Lv.	8.58	9.30		
NEW CASTLE	Ar.	9.10	9.42		
		P. M.	P. M.		

NOTE—Conductors on trains 9, 319, 323, 45, and 329 will report from Homewood Jct., and conductors on trains 34, 318, 322, 328 and 10 will report from Youngstown when they have twenty or more passengers for New Castle. This information is necessary in order that additional bus service may be provided.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
34 All Trains	34	Lowellville.....	34 All Trains	34
All Trains		Youngstown.....	All Trains	
All Trains		Niles.....	All Trains	
405	405	New Castle.....	All Trains	
All Trains		Farrell.....		
		Sharon.....	All Trains	

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop At	For
404	Wheatland.....	Employees
405	Wheatland.....	Employees

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
New Castle	9	6.09 A.M.	6.19 A.M.	Bus	New Castle	6.04 A.M.
	319	8.59 A.M.	9.09 A.M.	Bus	New Castle	8.54 A.M.
	34	10.19 A.M.	10.29 A.M.	Bus	New Castle	10.14 A.M.
	318	11.29 A.M.	11.39 A.M.	Bus	New Castle	11.24 A.M.
	323	3.06 P.M.	3.16 P.M.	Bus	New Castle	3.01 P.M.
	322	3.25 P.M.	3.35 P.M.	Bus	New Castle	3.20 P.M.
	328	6.16 P.M.	6.26 P.M.	Bus	New Castle	6.11 P.M.
	45	7.26 P.M.	7.36 P.M.	Bus	New Castle	7.21 P.M.
	329	8.58 P.M.	9.08 P.M.	Bus	New Castle	8.53 P.M.
	10	9.30 P.M.	9.40 P.M.	Bus	New Castle	9.25 P.M.

Conductors will ask for instructions when connecting bus does not arrive within the specified time.

The Conductor of any train running late will notify the Superintendent promptly whether or not the train has passengers for connection.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time table authority

Station	CC-3 (1)	HS-1 (1)	CC-1 (1)	NP-1 (1)	SN-1 (1)	PY-1 (1)	YV-1 (1)	BEC-3 (1)	AY-1 (3)	CNC-1 (1)	EP-1b (1)	SC-1 (1)	EP-1a (1)	NC-1 (1)	BEC-1 (1)	NS-1 (1)	SV-3 (1)
Leave	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.
Rochester		12.01		1.30		5.15	5.30				9.15			1.35		9.00	10.00
Dock Jct.								4.00							6.00		
Lawrence Jct.		1.30		2.45		6.45	7.00				10.45			3.55		10.30	11.30
Wheatland	12.01				1.30						12.30	11.00	4.00	6.30	10.00		
Dock Jct.													10.00				
Cross Cut	1.20		1.30		3.15	6.50		9.20		11.00		12.30			10.50	10.35	
Graham	1.50	2.10	2.00	3.15	4.00	7.20		9.45		11.30		1.00			11.15	11.10	
Youngstown									10.00								
Girard	3.45	3.35	4.00	4.30	6.55	10.50		11.00	11.20	1.35		2.45			12.30	4.05	
Detour	5.00	4.30	5.00	5.00	7.15	11.30		11.40	12.40	2.35		3.50			1.00	4.45	
Niles Jct.			5.15							3.00							
Alliance	7.00							3.15				6.20			4.15		
Ashtabula		7.30							4.45								
Arrive	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.	P.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Monday, Wednesday and Friday. (3) Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time table authority.

Station	SN-2 (1)	CC-2 (1)	BEC-2 (1)	NP-2 (1)	NS-2 (1)	PY-2 (1)	NC-4 (1)	BEC-4 (1)	AY-2 (2)	EP-2b (1)	SC-2 (1)	SV-2 (1)	YV-2 (1)	HS-2 (1)	CNC-2 (1)	EP-2a (1)	CC-4 (1)
Leave	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.	P.M.
Ashtabula								9.40	10.00		12.01						9.15
Alliance			1.30												10.00		
Niles Jct.		12.15						10.40	3.40		2.05			7.55	10.10		10.15
Detour	12.01	12.30	2.30	3.00	4.00	6.00		11.10	4.40		3.00			8.25	11.10		12.01
Girard	12.30	1.00	3.00	3.30	4.30	6.30			5.00					9.00	1.30		1.45
Youngstown														9.30	2.00		2.15
Graham	2.30	2.45	3.45	5.00	6.00	8.50		11.50			4.45					10.30	4.00
Cross Cut	3.15	3.30	4.15	5.30	6.30	10.35		12.20			5.15						
Dock Jct.																	
Wheatland	5.30		8.40							6.30	7.00						
Lawrence Jct.										7.30		7.30	8.00	9.35			
Dock Jct.			12.40														
Rochester				6.45	8.30	12.15						10.00	9.30	11.00			
Arrive	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Monday, Wednesday and Friday. (3) Tuesday, Thursday and Saturday.

SPECIAL INSTRUCTIONS

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

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

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

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

LETTERS AND CHARACTERS

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

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

COLOR SIGNALS

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

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

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

HAND, FLAG AND LAMP SIGNALS

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

ENGINE WHISTLE SIGNALS

1501. Rule 14(db) will apply:

Track	Between	And
Low Grade No. 1	Mile Post 29	Rochester

1502. Rule 14(r) will apply:

When stops are to be made by freight trains for water:

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Westward	Wampum Jct.	Lawrence Jct.
Eastward	North Warren	Wardwell
Eastward	Cross Cut	New Castle
Eastward	Lawrence Jct.	Wampum Jct.

When stops are to be made by passenger trains for exchange of engines:

Sound engine whistle signal passing first block station after it is known that an exchange of engines will be necessary.	Indication Stop will be made at
Eastward or Westward trains	Cherry Street

Operator will notify train dispatcher promptly.

1503. Rule 14(dc) and 14(ec) will apply:

Track	Between	And
Single	Homewood Jct.	Wampum Jct.
E & P No. 1	Cherry Street	Lawrence Jct.
P Y & A No. 1	Mile Post 77	Detour
No. 101	Belmont Street	Girard

Alliance Branch

Track	Between	And
Single	Boanna	Mile Post 78
Single	North Sebring	Alliance

COMMUNICATING SIGNALS

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

USE OF SIGNALS

Fusees and Torpedoes

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

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

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

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

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Homewood Jct. to Wampum Jct.	Main Track	All switches
Low Grade	No. 1 Track No. 2 Track	All switches All switches
P Y & A	Main Track Between North Warren and GR Secondary Tracks Between GR and West St., Ashtabula	All switches All switches except: Facing point, west end of No. 101 Secondary track, West Street
E & P	Westward Siding, Roberts	Trailing Point
	Station Siding, West Middlesex	Trailing Point
	Main Track Between Roemer and Thornton Jct.	All switches except: Switches at Victory West switch of Greenville siding Siding switches, Linesville Station Track, Center Road East and west switches of Conneautville siding Station Track, Springboro
Alliance Branch	Main Track	All switches

SUPERIORITY OF TRAINS

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

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Cherry Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	Wheatland—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	Youngstown—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R.
X	X	X	Niles—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Akron Div. B.&O.R.R. Erie Div. N.Y.C.R.R.
X	X	X	West Street—Yard Office	Panhandle Eastern Conemaugh Pittsburgh Monongahela Renovo Cleveland Erie Div. N.Y.C.R.R.
X			N. Y. C. R. R.—Elyria	—
X			N. Y. C. R. R.—East Youngstown	—

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:
Train Dispatchers' office.
Open Block Stations.

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

GENERAL ORDER ZONES

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

Zone A—Homewood Junction to Niles Junction, Rochester to Wampum Junction, Detour to West Street, including Alliance Branch.

Zone B—E & P, Lawrence Junction, exclusive, to Girard Junction inclusive. Oakland to Houston Jct. Coverts to Walford

Qualification of Conductor or Engineman

2102. 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.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Main Line	Homewood Jct.	Wampum Jct.
E & P	Roemer	Thornton Jct.
P Y & A	North Warren	GR
Alliance Branch	Boanna	Alliance

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

MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between:				
Wampum Junction and Lawrence Junction	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Lawrence Junction and Cross Cut		West'd	East'd Psgr.	East'd Frt.
Cross Cut and Niles Junction			West'd	East'd
LOW GRADE				
Between:				
Rochester and Wampum Junction			West'd	East'd
E & P				
Between:				
Lawrence Junction and Roemer			West'd	East'd
Thornton Junction and Girard Junction			West'd	East'd
P Y & A				
Between:				
Detour and North Warren			West'd	East'd

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

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 102	GR	West Street	Westward	Yard Master West Street	Yard Master West Street	1
No. 101	West Street	GR	Eastward	Yard Master West Street	Yard Master West Street	

NOTE 1. Westward trains enroute to Ashtabula must stop at the west end of Austinburg Yard and report to the Yard Master at West Street for instructions.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Kenwood (E)	Mile Post 31	New Brighton (Eastern Division)	Rochester	
Houston (W)	Oakland	Houston Jct.	Cross Cut	
Industrial (W)	Houston Jct.	Domestic Fuel Co. Mine	Cross Cut	
Wolf Creek (W)	Leesburg	End of Track	Cross Cut	
Wilmington (W)	Wilmington Jct.	New Wilmington	Cross Cut	
Walford (W)	Coverts	Walford	Cross Cut	
Wye (E)	Cross Cut	Cherry Street	Cross Cut	1
No. 101 (E)	Belmont St.	Girard	Detour	2
Van Wye Connecting (E)	Van Wye	Boanna	Detour	3

NOTE 1. Movements from Cross Cut to Cherry St. and from Cherry St. to Cross Cut on signal indication. Permission must be secured from signalman at Cross Cut to enter Wye track between Cherry St. and Cross Cut

NOTE 2. Movements from Belmont St. to Girard on signal indication, from Girard to Belmont St. by permission of signalman.

NOTE 3. Movements from Boanna to Van Wye on signal indication, from Van Wye to Boanna by permission of signalman.

2206. Referring to Rule 105b, Rule 99 will apply on Secondary tracks as follows:

Wye track between Cross Cut and Cherry Street.
No. 101 track between Belmont Street and Girard.
No. 102 track between GR and West Street.
No. 101 track between West Street and GR.

MOVEMENT OF TRACK CARS

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

★2302. Track cars will not operate spring switches.

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

Movement of Detector Cars, Burro Cranes, etc.

★2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

New Castle

Train Dispatchers in charge of Main Line, Homewood Junction to junction point with B. & O. R. R., Mile Post 77.8, Niles Junction; Low Grade, Rochester to Wampum Junction; E & P, Lawrence Junction to junction point with N. Y. C. R. R., Mile Post 129.3, Girard Junction; P Y & A, Detour to GR, and Alliance Branch, Boanna to Alliance.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form 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.

★2403. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

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

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

Location	Switches
Girard	All switches between coal dock and Liberty St. overhead bridge.

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

Location	Switches
Thornton Jct.	Switch at end of two main tracks
Linesville	Switch at west end siding

Hand Operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled by
Homewood Jct.	To Wye Track	Homewood Jct.
1950 feet east of M.P. 65	No. 1 track to east end Market Street Yard	Girard
5260 feet west of M.P. 64	No. 2 track to enginehouse track	Girard
100 feet west of M.P. 65	No. 2 track to west end Market Street Yard	Girard
170 feet west of M.P. 65	No. 2 track to United Engineering Company track	Girard
500 feet west of M.P. 65	No. 2 track to Freight House	Girard
625 feet west of M.P. 65	Crossover between Nos. 2 and 1 tracks	Girard
2280 feet west of M.P. 65	No. 2 track to Smith Brewery	Girard
46 feet west of M.P. 66	Crossover between Nos. 2 and 1 tracks	Girard
90 feet west of M.P. 66	No. 2 track to Upper Mill, Carnegie-Illinois Steel Co.	Girard

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.

Spring Switches

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

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

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

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

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Roemer— End of two main tracks	Single track to No. 1 track	Westward move- ments from No. 2 track to single track	
GR—250 feet east of:	Single track to No. 102 Sec- ondary track	Eastward move- ments from No. 101 Secondary track to single track	

2413. Spring switches at the following locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Location	Normal Position	Route for Which Sprung	Note
GR—150 feet west of:	For movements on No. 101 Secondary track	Movements from east end of Austinburg yard to No. 101 Secondary track	

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:

P Y & A:

GR

**Operation Of Pusher Engines
In State Of Ohio**

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

In the State of Ohio, 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.

Non-interlocked Railroad Crossings At Grade

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

Location	Signals, Etc. Governing Movements Over Crossings		Require- ments	Note
	Type	Indication or Position		
Center St.: B. & O. R. R.	None	None	Stop	1
Center St., 1000 feet west of: Erie R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Center St., 1800 feet west of: B. & O. R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Crab Creek: B. & O. R. R.	Target	Vertical	Cross Without Stopping	3
	Position Light Signal	More favor- able than stop		
Youngstown, 1015 ft. east of station: Erie R. R. B. & O. R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Austintown: Erie R. R.	Target	Vertical	Cross Without Stopping	2
	Position Light Signal	More favor- able than stop		
Youngstown, Canfield Industrial track: L.E.&E.R.R.	Target	Vertical	Stop Before Crossing	4
Niles: B. & O. R. R.	Target	Vertical	Stop Before Crossing	5
New Castle, Bridge No. 48.88 Erie R. R.	Target	Vertical	Stop Before Crossing	6
New Castle, Moravia St.: P.&L.E.R.R.	Target	Vertical	Cross Without Stopping	2
New Castle, Bridge No. 49.57: Erie R. R.	Target	Vertical	Stop Before Crossing	6
Houston Jct.: B.&L.E.R.R.	Target	Horizontal	Stop Before Crossing	7
Jamestown: N.Y.C.R.R.	Target	Vertical	Stop Before Crossing	8

NOTE 1. Crossing in charge of Train Director. All trains must stop and not proceed until a hand signal from Train Director, a red flag by day, red light by night, is received.

NOTE 2. Trains must approach crossing under control, prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

Erie Railroad target located 1000 feet west of Center Street and B. & O. target located 1800 feet west of Center Street equipped with electric locks.

To operate target use horizontal lever, equipped with latch.

Normal position of lever is in **UP** position with target vertical.

Center position of lever, target diagonal, all trains stop.

Reverse position of lever is in **DOWN** position, with target horizontal.

Indication lights located on target pole.

Lights are normally out.

Westward light burning, indicates train approaching on P. R. R. westward track.

Eastward light burning, indicates train approaching on P. R. R. eastward track.

R light burning, indicates lever unlocked allowing lever and target to be moved from vertical to horizontal position.

N light burning, indicates lever unlocked allowing lever and target to be restored to vertical or normal position.

To change target from vertical to horizontal position employees must:

Operate lever to center position.

If eastward and westward lights are not burning, the R indication light will display a light and lever may be thrown to Reverse position.

If either the eastward or westward or both lights are burning when lever is placed in Center position wait 4 minutes, then R light will display a light and lever may be moved from Center to Reverse position.

After movement has been made over P. R. R. track and crossover switches are in normal position lever must be placed in Center position wait 30 seconds until N light displays a light then move lever to Normal Position.

NOTE 3. Trains must approach crossing under control, prepared to stop, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping. A red ball by day and a red light by night on the watchman's tower is a signal for all trains to stop.

NOTE 4. The normal position of target at Youngstown, Canfield Industrial track, will be for L. E. & E. R. R. trains. Trainmen of P. R. R. trains will be required to change the position of the target for their movement over the crossing and return target to normal position after cross-over movement is completed.

NOTE 5. Crossing target operates in three positions governing movements on Ward Switch over B. & O. R. R., with the following indications:

Horizontal—Clear route for Baltimore & Ohio Lake Branch trains.

Diagonal —Block for all trains.

Vertical —Clear route for trains using the Ward Switch.

Derails on Ward Switch, one 35 feet south of the Baltimore & Ohio Lake Branch main track crossing, one 90 feet north on the Ward Switch, and one 90 feet north on the Erie connection, connected with target signal in a horizontal position which indication gives the right to Baltimore & Ohio R. R. trains to proceed over crossing at a speed of 10 miles per hour without making the statutory stop.

No. 1 lever of a two lever stand, operating the target and derails, is provided with three locks—one B. & O. R. R., one Erie R. R., and one P. R. R.

Crews using the Ward Switch to cross over the Baltimore & Ohio Lake Branch main track will:

First —Unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position.

Second—throw No. 2 lever, which removes the derails from the Ward Switch.

Third —complete the movement of No. 1 lever, this locks the derails in the reverse position and places the target in the vertical position.

After crews using the Ward Switch have completed their movements, the levers and derails must be restored to the normal position for movement of Baltimore & Ohio R. R. trains.

NOTE 6. At New Castle, Bridge No. 48.88 and Bridge No. 49.57, the target governing movement over Erie Railroad Crossing will be handled by train crews. Target must not be placed in proceed position for a P. R. R. train if an Erie R. R. train, in either direction, is within the stop post limits.

NOTE 7. Crossing target is ground lever type, equipped with electric lock. To change target from vertical to horizontal position P. R. R. employees will:

First —Unlock P. R. R. switch lock and remove padlock bar.

Second—Wait three minutes for timing device to operate.

Third —Throw ground lever to opposite position.

After movement of train over crossing is completed, the ground lever must be restored to normal position, padlock inserted and locked.

A telephone to the B. & L. E. R. R. Train Dispatcher is located in shelter box, adjacent to target, locked with P. R. R. switch lock, and will be used in case electric lock fails to release.

NOTE 8. Between the hours of 11:59 P. M. and 7:59 A. M., target governing movements over the N. Y. C. R. R. crossing will be handled by train crews. Target must not be placed in proceed position for a P. R. R. train if a N. Y. C. R. R. train, in either direction, is within the stop post limits.

Automatic Highway Crossing Signals

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

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

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

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

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

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

Council Avenue	} Wheatland
Church Street	
Ohio Street	
Homer Street	} Greenville
Second Street	
Passenger Station	
Main Street	
Block Station	} Jamestown
Liberty Street	
Jackson Street	
Erie Street	Linesville

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

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

***2451. (For Automatic Highway Crossing Signals.)**

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

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

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

2452. At Council Avenue, Wheatland; Liberty, Main and Jackson Streets, Jamestown; Erie Street, Linesville; and Route 173, North Sebring; track circuits on sidings extending approximately 70 feet on either side of crossing, are provided to operate automatic highway crossing signals.

At Church Street and Council Avenue, Wheatland, the cut-out feature will not be effective on any track if engine or car is standing within 75 feet of crossing.

Eastward trains approaching eastward block signal at Linesville in a stop position, will stop west of Cut Section to permit trainmen to cut out the operation of the automatic highway crossing signals.

Westward trains having work at Greenville station will, when possible, stop east of Cut Section to permit trainmen to cut out the operation of the automatic highway crossing signals.

Protection For Public Highway Crossings At Grade

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

Track	Crossing	Location	Note
Kenwood	Fifth St.	New Brighton	
Wolf Creek	Route 19	West of Leesburg	1
Siding and Camp Reynolds tracks	Township Road	Victory	
Westford Siding	White's Road	Westford	2
Wye	Park Ave.	Niles	
Wye	Warren Ave.	Niles	
Houston	E. Washington St.	New Castle	
Houston	Grove St.	New Castle	
Houston	Moravia St.	New Castle	
Houston	South Mill St.	New Castle	
Houston	Produce St.	New Castle	
Houston	Route 19	1547 feet west of Mile Post 66	
Houston	Wilson Ave.	Mercer	
Houston	Market St.	Mercer	
Industrial	Route 62	1971 feet west of Mile Post 76	
Walford	South Main St.	Walford	

NOTE 1. Train must be preceded by a trainman who must station himself on the southside of crossing and provide protection until the entire train has passed over the crossing.

NOTE 2. Crossing must be protected by a trainman whenever the front or rear of train is standing within 200 feet, on either side, of highway crossing.

2458. Eastward freight trains on No. 1 track and the eastward siding at Cross Cut finding the block signal at Cross Cut in stop position, will stop west of New Castle Junction Station so as not to interfere with the handling of passengers and baggage to and from passenger trains.

2459. Eastward trains using eastward siding at Cross Cut must stop west of Coverts highway crossing and obtain permission from signalman at Cross Cut to proceed.

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

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

Four-Wheel Cabin Cars

***2476.** Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

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

2479. To prevent breakage of dragging equipment detectors, flanger signs indicating location of these detectors, in service at the following locations:

Location	Track No.	Distance from
Edenburg	1	1500 feet east of Mile Post 51
GS	1	950 feet east of Mile Post 51
Lawrence Jct.	3 and 4	3700 feet west of Mile Post 43
Wampum Jct.	1 and 2	400 feet west of signal bridge No. 438
Wampum Jct.	Single Track	1300 feet west of Mile Post 38
Wampum Jct.	2 Low Grade	3700 feet west of Mile Post 38
Graham	1	2100 feet east of Mile Post 64
Graham	2	3450 feet west of Mile Post 57

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

KENWOOD TRACK
All Crossings

HOUSTON TRACK
All Crossings

WILMINGTON TRACK
All Crossings

WALFORD TRACK
All Crossings

WOLF CREEK TRACK
All Crossings

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

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

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

MOVEMENT BY TRAIN ORDERS

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

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

***2506.** Referring to Rule 221a, message form C. T. 1250 will be used.

2507. Referring to Rule 204, the engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engine.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

***2601.** Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Wampum Jct.	Lawrence Jct.
	No. 1, No. 2 and No. 3	Lawrence Jct.	Cross Cut
	No. 1 and No. 2	Cross Cut	Niles Jct.
Low Grade	No. 1 and No. 2	Rochester	Wampum Jct.
E & P	No. 1 and No. 2	Lawrence Jct.	Roemer
	No. 1 and No. 2	Thornton Jct.	Girard Jct.
P Y & A	No. 1 and No. 2	Detour	North Warren

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

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

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

***2602.** Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	Homewood Jct.	Wampum Jct.

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,

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:



INDICATION—One track intervenes between signal and track it governs.

NAME —Signal Mast Bracket Marker.

LOCATION —On westward block signal at North Warren.

DISTANT SWITCH INDICATOR

Note: Y—Yellow; G—Green



Indication—Switch open.

Indication—Switch closed.

Name—Caution indicator.

Name—Clear indicator.

Distant Switch Indicators in service as follows:

Location	Distance in feet from switch protected	Switch Protected
One half mile west of M. P. 113	6,000	Spring switch 250 feet east of GR

AUTOMATIC TRAIN STOP

2755. Intermittent Inductive Automatic Train Stop Inductors located at a point 75 feet east of Automatic Signal No. 1285 west of Thornton Junction and at westward home signal Girard Junction. Inductors are ungrounded and will require forestalling at all times in order to avoid brake application when passing.

MANUAL BLOCK SYSTEM

2801. 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
P Y & A	No. 1 and No. 2	Detour	North Warren
	Single	North Warren	GR
E & P	No. 1 and No. 2	Cherry St.	Roemer
	Single	Roemer	Thornton Jct.
Alliance Branch	Single	Boanna	Alliance

2803. Rule 317 will apply:

Between all points listed under Special Instructions 2801 and when operating against the current of traffic.

2805. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track

	Track	Between	And
Low Grade	No. 1 and No. 2	Rochester	Wampum Jct.
Main Line	No. 1, No. 2, No. 3 and No. 4	Wampum Jct.	Lawrence Jct.
	No. 1, No. 2 and No. 3	Lawrence Jct.	Cross Cut
	No. 1 and No. 2	Cross Cut	Niles Jct.
E & P	No. 1 and No. 2	Lawrence Jct.	Cherry St.
	No. 1 and No. 2	Thornton Jct.	Girard Jct.
Main Line	Single	Homewood Jct.	Wampum Jct.

2902. When stop indication (Rule 292, Fig. A) is displayed on signals listed below, engineman or conductor will obtain instructions for movement of their train, as follows:

Located	Track	Obtain Instructions from signalman at
Erie R. R. Crossing, 1000 ft. west of Center Street	No. 2	Graham
B. & O. R. R. Crossing, 1800 ft. west of Center Street	No. 1	Girard
B. & O. R. R. Crossing, Crab Creek	No. 1 No. 2	Girard Graham
Erie R. R. Crossing, Austintown	No. 1 No. 2	Girard Graham

Erie-B. & O. R. R. Crossing, Youngstown, home signal on No. 1 track located 4625 feet east of Mile Post 66 and home signal on No. 2 track located 4970 feet west of Mile Post 64 controlled by Signalman at Girard.

INTERLOCKING

3002. Emergency Signals—Whistle or Horn, in service as follows:

Wampum Jct.
Lawrence Jct.
Cross Cut
Graham

Torpedo-Placing Machine

★3005. Torpedo-placing machine located:—

On No. 2 track, 650 feet west of and connected with eastward home signal, Wampum Jct.

On main line No. 1 track 500 feet west of and connected with eastward home signal, Boanna.

On Alliance Branch 500 feet west of and connected with eastward home signal, Boanna.

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 a train or engine is stopped at the location of the torpedo-placing machine due to the sign showing letter T illuminated, the crew must promptly report to the Signalman for instructions.

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.

SPEEDS

*3101. SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	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	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
BETWEEN:	Miles per Hour									
Homewood Jct. and Mile Post 39	50	30								
Mile Post 39 and Wampum Jct.	35	30								
Wampum Jct and Lawrence Jct.			30	30	60	45	60	45	15	15
Lawrence Jct. and Cross Cut					60	45	60	45	20	20
Cross Cut and Niles Jct.							60	45	60	45
Low Grade										
Between: Rochester and Wampum Jct.							30	30	30	30
E & P										
Between: Lawrence Jct. and Roemer							50	40	50	40
Roemer and Thornton Jct.	50	40								
Thornton Jct. and Girard Jct.							50	40	50	40
P Y & A										
Between: Detour and North Warren							30	30	30	30
North Warren and GR	30	30								
Alliance Branch										
Between: Boanna and Alliance	50	40								

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line:		
Between:		
Homewood Jct. and Wampum Jct.....	30	20
Wampum Jct. and Niles Jct.....	40	30
Low Grade:		
Between:		
Rochester and Wampum Jct.....	30	20
E & P:		
Between:		
Lawrence Jct. and Girard Jct.....	30	20
P Y & A:		
Between:		
Detour and GR.....	30	20
Alliance Branch:		
Between:		
Boanna and Alliance.....	30	20
Houston Track:		
Between:		
Oakland and Houston Jct.....	15	15
Walford Track:		
Between:		
Coverts and Walford.....	20	15
Wolf Creek Track:		
Between:		
Leesburg and end of track.....	20	15

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line:			
Between: Homewood Jct. and Niles Jct.	30	20	20
Low Grade:			
Between: Rochester and Wampum Jct.	30	20	20
E & P:			
Between: Lawrence Jct. and Girard Jct.	30	20	20
P Y & A:			
Between: Detour and GR.....	30	20	20
Alliance Branch:			
Between: Boanna and Alliance.....	30	20	20
Walford Track:			
Between: Coverts and Walford.....	20	15	15
Houston Track:			
Between: Oakland and Houston Jct....	15	15	15
Wolf Creek Track:			
Between: Leesburg and end of track..	20	15	15

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains	40
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601.	
—on straight track	30
—on curves	20
Snow Plows in service	20
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks	5
Note—When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—	
Main Line:	
—Passenger trains	50
—Freight trains	40
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.....	60
NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been properly advised.	
(Entire Division)	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
Trains handling test weight cars	30
The movement of empty compartment test weight cars of the non-truck 4-wheel type	25

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Roemer	Trailing—Springing switch through turnout	15
	Facing	30
GR—250 feet east of:	Trailing—Springing switch through turnout	15
	Facing	20
GR—150 feet west of:	Trailing—Springing switch through turnout	15
	Facing	20

Non-Interlocked turnouts—diverging movements, except Class J, M, Q, S, and T engines over No. 8 crossovers or turnouts.

	Miles per Hour	
	Forward	Backward
Class J, M, Q, S, and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	10	5

This will apply to all hand operated crossovers and turnouts.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED			
SECONDARY TRACKS AND SIDINGS			
Track	Between	And	Miles per Hour
No. 102	GR	West St.	20
No. 101	West St.	GR	20
Van Wye Connecting	Van Wye	Boanna	15
No. 101	Belmont St.	Girard	15
Wye	Cross Cut	Cherry St.	15
Walford	Coverts	Walford	20
Kenwood	Mile Post 30.5	New Brighton	15
Wilmington	Wilmington Jct.	New Wilmington	15
Wolf Creek	Leesburg	End of track	20
Houston	Oakland	Mile Post 55	15
Houston	Mile Post 55	Houston Jct.	25
Industrial	Houston Jct.	Domestic Fuel Co. Mine	15
All Sidings			15

★3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

[illegible]

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	ES BS E H6	AP BP EP G	H 8-9 10	ES 10 BS 10 EF FF	J	BP 1 K	L	M	I N	O S	T	
GIRARD: Coal dock, over unloading pit.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NILES: Overhead Bridge No. 74.21... Stanley Co., Niles Forge Co., Freight House Tracks, Ward track, Central Lum- ber Co., Niles Rolling Mill and Youngstown Steel Car Co..... Eric-B&O R.R. Interchange. Wye Track..... West Leg of Wye..... Ohio Galvanizing Co., Niles Steel Products Co., Niles Fire Brick Co., and Allied Metals, Inc.....							X				X			
	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	5	5	5	5	5	5	5	5	5	5	5	5	5	5
							A					A	A	
		X	X	X	X	X	X	X	X	X	X	X	X	X
BOANNA: Van Wye connecting track..	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	10	10	10	10	10	10	10	10	10	10	10	10	10	10
WARREN: Overhead Bridge No. 79.45... Republic Steel Corp., Ohio Corrugated house track, Eric-B&O RR interchange, Storage Transfer & Supply, General Fire Extinguisher Co., Youngstown Pressed Steel Co. Plants 1 and 2, Federal Machine and Weld- ing Co. Plant No. 4, Warren Tool Co., American Welding & Mfg. Co., Erie R. R. interchange and Knofsky Scrap Yard.....							X				X			
			X	X	X	X	X	X	X	X	X	X	X	X
ASHTABULA: Lane Yard 6, 7, 8, 9, 10, 11, 12, 13, 14, 15..... Lane Yard 1, 2, 3, 4, 5..... Dunbar & Hopkins, Griswold, Payne track, Car Ferry, John Vogue & Anderson, U track at Ore Dock..... High Grade Yard, except Nos. 2 and 3 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	X	X	X	X	X	X
LAWRENCE JCT. TO GIRARD JCT. CHERRY STREET: East end Nos. 1 and 2 coach tracks, west end No. 4 coach track, depressed track, oil house, No. 3 engine house tracks and Mooney Bros..... Coal wharf.....							X	X	X	X	X	X	X	X
		X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 49.44 On Nutt Street track New Castle.....	15	10	10	10	10	10	X	X	X	X	X	X	X	X
BRIDGE 49.57 On Nutt St. track, New Castle	15	15	15	15	15	15	X	X	X	X	X	X	X	X
NEW CASTLE: Nutt St. track between Bridge 49.44 and S. Jefferson St... All team tracks..... Streib coal track and Freight house tracks Nos. 1 and 2... Sweezy Coal Co., Union Brewery and Chemical Co... Lawrence Ice Co.		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
WEST MIDDLESEX: West Middlesex Sand Co....		X	X	X	X	X	X	X	X	X	X	X	X	X
WHEATLAND: Neuffer-Cedar Co..... Wheatland Tube Co..... Carnegie-Illinois interchange and Sheet Mill interchange		X		X	X	X	X	X	X	X	X	X	X	X
							X	X	X	X	X	X	X	X

[illegible]

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of Over 15,000 Gallons
	B	C	ES6 BS6 E	AP BP EP	H 8-9 10	ES 10 BS 10 EF	J	BP1 K	L	M	I N	O S	T	
HOUSTON TRACK: Engines larger than Class L1 are restricted west of Washington St., New Castle Oakland to Washington St.							X					X		X
BRIDGE 48.88 Oakland	15	15	15	15	15	15	X	15	15	15	15	X	10	X
NEW CASTLE: Atlantic Refining Co., New Castle Junk Co., John A. Panella Co., Nutt St. track east of S. Jefferson St., Penna. Engr. Works, United Engr. & Fdry., except straight track at entrance, Island tracks Erie R. R. connection and old stock pen track Pittsburgh Coal & Junk Co. low track, Scarazzo Coal Co., and Butler Branch track Frey Bros. and Boyles Coal Co. Bordonaro & Canfora Maxwell & Gibson Coal track and New Castle Produce Co. J. J. Dean Co., H. G. Preston Co., and Fombell Coal Co. Eastside station tracks		X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 57.96 West of Wilmington Jct.	20	X	25	25	25	25	X	X	20	X	X	X	X	X
BRIDGE 64.71 West of Leesburg	25	X	25	25	25	25	X	X	20	X	X	X	X	X
BRIDGE 66.89 West of Millburn	25	X	25	25	25	25	X	X	20	X	X	X	X	X
BRIDGE 71.84 West of Mercer	25	X	25	25	25	25	X	X	20	X	X	X	X	X
WILMINGTON TRACK: Wilmington Jct. to New Wilmington							X	X		X	X	X	X	X
NEW WILMINGTON: Team track coal trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WOLF CREEK TRACK: Leesburg to end of track BRIDGE 0.22 West of Leesburg	D 10	X	D 10	D 10	D 10	D 10	X	X	D 10	X	X	X	X	X

3109. J, Q, and S type engines must not pass under Bridge 74.21 east of Niles.

3110. Class J, Q, and S engines must not be operated between Wampum Jct. and Lawrence Jct. unless adjacent tracks are clear.

Steam Suburban Cars

★3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine.

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

Reading Company passenger train equipment cars, all types, are subject to the same restrictions as provided for PRR MP-54 types.

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

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

Cabin Cars in Passenger Trains

★3117. Cabin Cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains, Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

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

Class of Engines	Miles per Hour
C-1 HH-1 I-1-s I-1-sa J-1 J-1-a N-1-s N-2-sa All others	8
	15

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

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

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Shipment of Diesel engines dead in trains:

The following instructions are intended to cover several types of Diesel engines and may not apply in every detail to all such engines.

1. The reversing lever on the master controller stand must be moved to the "Off" position and the handle locked in position or removed. Reversers shall be centered and locked in position. Isolation switches shall be placed in "Start" position. Motor cut out switches and battery switch shall be opened. The high capacity starting fuse shall be removed. The transition lever must be moved to the "Off" position before the control push button is pulled out.

2. On all "A" units.

(a) Place the dead engine cock on the D-24 control valve in "DEAD" position.

(b) Close the double-heading cock (handle vertical).

(c) Place the Independent Brake Valve handle in "Release" position and remove handle.

(d) Place the Automatic Brake Valve handle in "Running" position and remove handle.

(e) Place Safety Control Cock on brake valve in "OUT" position (handle up).

(f-1) On engines equipped with K-2 rotair valves: Place the handle on one "A" unit in "Pass" position, on the other "A" unit place the handle in "LAP" position.

(f-2) On engines equipped with K-2-A rotair valves: Place the handle on one "A" unit in "Pass" position, on the other "A" unit place the handle in "Pass LAP" position.

(g) Set the Safety Valve on the distributing valve to limit the brake cylinder pressure to a maximum of 30 pounds.

3. On all "B" units.

(a) Place the dead engine cock on the D-24 Control Valve in "DEAD" position.

(b) Place controlled emergency cock on D-24 Control Valve in "Pass (P)" position when "A" units are equipped with K-2-A Rotair Valve.

4. Make certain all cocks are open on connecting hoses between all units of dead engines.

5. Brake cylinder piston travel must not be increased as this would result in rough handling of dead engines.

6. Water must be drained from the cooling and the heating systems when danger of freezing exists.

7. Place engine as far away from engine hauling train as is feasible, preferably next to the cabin. A new engine must not be moved at a speed greater than 25 miles per hour for at least the first 150 miles, after which the speed may be increased as conditions justify. Cover exhaust stacks and close louvres to exclude dirt and water.

Roller Bearing Equipment

★3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

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

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

3125. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, Rule 14 (b), and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

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

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

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

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

When the flagman is ready to cut off the pushing engine he will give the engineman a cut-off signal, i. e., hand, flag or lamp swung vertically in circle at one-half arms length followed by proceed signal. After engineman acknowledges this signal as prescribed by Rule 14 (g), the trainman will close angle cock on rear of cabin car, lift lock pin on cabin car which will permit knuckle to open, leaving angle cock on engine open. Trainman will then separate the air hose between the cabin car and engine by use of hose cutting device. When hose is separated, this will cause brakes to apply in emergency on helping engine or engines. Care must be exercised to see that hose will not pull apart.

3127. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION

BETWEEN	Distance	Min.
Main Line:		
Rochester and Wampum Jct.	16.0	36
Homewood Jct. and Wampum Jct.	6.3	10
Wampum Jct. and Lawrence Jct.	5.5	6
Lawrence Jct. and Graham	14.2	15
Cross Cut and Graham	13.5	14
Graham and Girard	9.2	19
Girard and Detour	5.5	9
Detour and Boanna	1.1	2
Boanna and Niles Jct.	1.2	2
Detour and North Warren	5.4	15
North Warren and GR	33.8	69
GR and West Street	10.6	32
		Hrs. Min.
Homewood Jct. and Niles Jct.	43.0	1 03
Rochester and Niles Jct.	52.7	1 29
Homewood Jct. and West Street	90.5	2 55
Rochester and West Street	100.2	3 21
Lawrence Jct. and Wheatland	20.8	28
Wheatland and Roemer	6.4	10
Roemer and Linesville	29.8	38
Linesville and Thornton Jct.	24.0	30
Thornton Jct. and Girard Jct.	1.7	3
		Hrs. Min.
Homewood Jct. and Girard Jct.	94.5	2 05
Rochester and Girard Jct.	104.2	2 31
Alliance Branch:		
Boanna and Alliance	25.5	31
		Hrs. Min.
Homewood Jct. and Alliance	67.3	1 32
Rochester and Alliance	77.0	1 58

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

USE OF TELEPHONES

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

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

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

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

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

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

3503. When trains are on siding or are standing on main track, engine crew or train crew will keep in touch with the Train Dispatcher through the Operator, the intervals between communications not to exceed ten minutes, unless advised to the contrary by the Train Dispatcher.

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

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

Conductors and Enginemen of other Divisions will endorse their copies of train orders as above and send them to Division Operator, Erie & Ashtabula Division, New Castle, Pa.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

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

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

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

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

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

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

Heavy Machinery Over Tracks At Grade Crossing

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

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

Overhead And Side Clearance

3611. Employees are warned of close overhead and side clearance at the following locations and must not ride on top or side of box cars, engines, or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
Main Line		
ROCHESTER TO ASHTABULA		
NILES:		
Erie R. R. Overhead Bridge No. 74.21, (Illuminated red signs with amber lights visible to approaching trains are provided as additional warning.)	X	X
Allied Metals, Inc. (Illuminated sign on gate and red lights placed at points of maximum and minimum overhead clearance provide additional warning.)	X	X
Cinder car track, enginehouse		X
Niles Rolling Mill, all tracks	X	X
WARREN:		
B. & O. R. R. Overhead Bridge No. 79.41	X	
Erie R. R. Overhead Bridge No. 79.45	X	X
B. & O. R. R. Overhead Bridge No. 80.16	X	
LAWRENCE JCT. TO GIRARD JCT.		
NEW CASTLE:		
P. & L. E.-B. & O. R. R. Overhead Bridge No. 47.34	X	X
KENWOOD TRACK		
NEW BRIGHTON (Eastern Division):		
Buildings on southside W. E. Osborne Co. track		X
HOUSTON TRACK		
NEW CASTLE:		
Bridge No. 48.88		X
Fire escape on Wright Building Washington St.		X
JACKSON CENTER:		
Coal loading chute on team track		X
WOLF CREEK TRACK		
BRENT:		
Coal loading chute		X
WALFORD TRACK		
WALFORD:		
Overhead Bridge No. 4.71, Bessemer Limestone Co.	X	

Note—X indicates kind of close clearance.

Spectacles With Colored Glass

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

Observation Of Trains For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted Over Side Or End Of Car
- Swinging Car Door

3621. Cars consigned to "Order". Yard Masters must not authorize, and conductors must not place on industrial, private, or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of agent under whose jurisdiction track is located.

3622. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3623. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

3624. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1, in handling freight trains, will apply:

Trains of less than 50 cars when stopped with the use of automatic brake valve will stand two minutes to insure the full release of all brakes; trains of 50 to 100 cars, 3 minutes; trains of more than 100 cars, 5 minutes.

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

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

3625. Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductor to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry a supply of form M.P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight cars by Train and Engine Crews—and use these forms as directed thereon.

3626. For controlling freight trains with power brakes on descending grades Rule 56a and 56b inclusive, and notation at the bottom of form M. P. 261, page 62 of the Brake and Train Air Signal Instructions No. 99-C-1, will be effective on the Bessemer Track from the run around track $2\frac{1}{2}$ miles west of Coverts to Coverts.

3627. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on the fire.

3628. Freight trains leaving water stations, coaling stations, sidings, etc., will move at a slow rate of speed for a distance equivalent to the length of their train so as to enable trainmen to make inspection of passing cars to detect defects.

3629. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4 wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

PERSONAL INJURIES

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

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

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

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Cleveland, O.	A. G. Cerchione (Med. Ex.) 8604 Kinsman Road Monday 8:00 A.M. to 5:00 P.M. Wed. 8:00 A.M. to 5:00 P.M. Friday 8:00 A.M. to 5:00 P.M. Saturday 8:00 A.M. to 12 Noon	Endicott. 2121, Ext. 250
New Castle, Pa.	Office at Freight Station Monday 8:00 A.M. to 11:00 A.M. Tuesday 8:00 A.M. to 11:30 A.M. 2:00 P.M. to 5:00 P.M. Wed. 8:00 A.M. to 9:00 A.M. Saturday 8:00 A.M. to 12 Noon	1500, Ext. 141
Youngstown, O.	Office at Freight Station Monday 1:30 P.M. to 4:00 P.M. Wed. 10:30 A.M. to 12 Noon	
Ashtabula, O.	Office at Freight Station 1st and 3rd Thursday, 2:00 P.M. to 4:00 P.M.	
Sharon, Pa.	Office at Freight Station 1st and 3rd Wednesday, 2:00 P.M. to 4:00 P.M.	
New Castle, Pa.	Paul H. Wilson (Surgeon) Office, 211 North Jefferson St. Res., 1412 Highland Ave.	673-J 673-M
	W. D. Cleland (Asst. Surg.) Office and Residence, 482 Croton Ave.	1362
	D. C. Lindley (Oculist) Office, Room 201 L. S. & T. Bldg. Res., New Castle, Pa., R. D. 5	931 New Wilmington 172-I
	R. G. Campbell (Oculist) Office, Room 201 L. S. & T. Bldg. Res. 230 Hazeltown Ave.	931 6344
Linesville, Pa.	H. H. Walker (Surgeon) Office, Erie St. Res. West Erie St.	2551 2553
Youngstown, O.	W. Z. Baker (Surgeon) Office, 214 West Rayen Avenue Res., 3623 South Ave.	7-3343 8-2974
	J. Paul Harvey (Asst. Sur.) Office, 101 Lincoln Ave. Res., 275 Gypsy Lane	7-7224 4-2644
Niles, O.	J. M. Elder (Surgeon) Office, 53 So. Main St. Res. 606 Robbins Ave.	2-2318 2-2110

3703. Locations of Hospitals

Location	Name and Address	Telephone number
Greenville, Pa.	Greenville North Main Street	23
Sharon, Pa.	Buhl 740 East State Street	6511
New Castle, Pa.	Jameson Memorial West Leasure Ave.	6000
	New Castle Phillips & Mercer Sts.	262
Youngstown, O.	Southside Oak Hill Ave.	4-2161
	Northside Gypsy Lane & Goleta St.	4-4561
	St. Elizabeth 1044 Belmont St.	4-4521
Warren, O.	Warren City East Market Street	4486
Ashtabula, O.	Ashtabula General Lake Ave.	2711

3704. First-Aid Boxes and Stretchers:

First Aid-Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yard master's and car 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, to be placed in stretcher box.

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

Engineman

Name

Occupation

CLEVELAND,

Home Division

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

E & A

A

Niles Jct. to Rochester

via High Level Grade C Free

Name _____

Occupation

QUALIFIED FOR SERVICE

DIVISION

ZONE

PART OF ZONE QUALIFIED FOR

New Castle, Pa., April 19, 1948.

GENERAL ORDER NO. 1001

Effective 12.01 A.M., Sunday, April 25, 1948

Applies in All Zones

- (a) Time-Table No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including No. 909, all of which must be removed from bulletin boards.
- Each employe must examine Time-Table No. 10 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.
- Employees must turn in Time-Table No. 9 to bulletin board attendant after Time-Table No. 10 takes effect.

Applies in Zone A

- (b) MAIN LINE
CROSS CUT-LAWRENCE JUNCTION
No. 1 track blocked with cars.

Applies in Zone B

- (c) E & P
ROBERTS
Westward siding blocked with cars.
- (d) INDUSTRIAL SECONDARY TRACK
HOUSTON JCT.-DOMESTIC FUEL CO. MINE
Track between Domestic Fuel Company Mine and a point 8300 feet east thereof out of service. Hand operated derail located 1.79 miles east of Domestic Fuel Company Mine (500 feet east of new coal loading wharf) in service.
Special Instructions 2204 and 3106 changed.

This General Order is printed in Time-Table No. 10 and will not be issued in sticker form.

MARION STREETT,
Superintendent.

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., May 3, 1948.

GENERAL ORDER NO. 1002

Effective 12.01 A.M., Thursday, May 6, 1948

Applies in Zone A

(a) **MAIN LINE
YOUNGSTOWN**

Passenger station abandoned.

New passenger station located 2288 feet west of Mile Post 65 (1000 feet west of old station), in service.

**MARION STREETT,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., August 20, 1948.

GENERAL ORDER NO. 1004

Effective 8.01 A.M., Monday, August 23, 1948

Applies in Zone A

(a) **MAIN LINE
GIRARD**

Trailing hand-operated switch in No. 2 track, leading to station track, out of service.

(b) **MAIN LINE
GIRARD**

Switch and pipe connected split derail in west end of westward siding, leading to No. 2 track, moved east 280 feet.

**MARION STREETT,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., August 4, 1948.

GENERAL ORDER NO. 1003

Effective 12.01 A.M., Saturday, August 7, 1948

Applies in All Zones

(a) **OSCILLATING RED LIGHTS—FRONT AND
REAR OF TRAIN (On single or two tracks)**

When a train is equipped with an oscillating red light on either engine or rear car and a sudden or severe application of the brakes takes place or an equipment failure occurs which may obstruct adjoining tracks, the oscillating light or lights shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

All Operating, Signal and Interlocking Rules remain in force.

(b) **OSCILLATING WHITE LIGHT—FRONT OF
TRAIN (On single, two or more tracks)**

When a train is equipped with an oscillating white light on front of train, the oscillating white light will be turned on—from sunset to sunrise or when day signals cannot be plainly seen—approaching:

Public crossings at grade,

Non-interlocked railroad crossings at grade, also when view is obscured approaching points where men may be at work.

All Operating, Signal and Interlocking Rules remain in force.

(c) **DEAD OR DISABLED ENGINES**

Road Diesel-electric engines hauled "dead" in train should be placed not closer than two cars, nor more than ten cars, from hauling engines. A new Diesel-electric engine, road or switching, must not be moved at a speed greater than thirty miles per hour. This speed limit will also apply to Diesel-electric engines of foreign road ownership moving on P. R. R. unless accompanied by messenger, in which case speed will be governed by messenger's instructions. Paragraph 7 Special Instruction No. *3123 changed.

Applies in Zone A

(d) **MAIN LINE
YOUNGSTOWN**

Facing hand-operated switch in No. 2 track 2280 feet west of mile post 65, leading to Smith Brewery, out of service.

Special Instruction 2411 changed.

(e) **MAIN LINE
YOUNGSTOWN**

Trailing hand-operated switch in No. 2 track with pipe connected derail and electric lock 2280 feet west of mile post 65, leading to station track, in service. Permission to unlock must be obtained from Signalman at Girard.

Special Instruction 2411 changed.

Applies in Zone B

(f) **E. & P.
GREENVILLE**

Restrictions on Class "N" engines on American Oil Company track, removed.

Special Instruction 3108 changed.

**MARION STREETT,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., August 27, 1948.

GENERAL ORDER NO. 1005

Effective 8.01 A.M., Tuesday, August 31, 1948

Applies in Zone B

(a) **E. & P.
THORNTON JUNCTION**

Block station changed to block and interlocking station. Page 4 changed.

Hand operated switch at end of two main tracks connected with interlocking and controlled by Thornton Junction. Special Instruction 2409 changed.

Eastward position light block signal changed to home signal.

Westward semaphore home signal changed to position light home signal.

Westward distant signal located 5696 feet east of Thornton Junction, out of service.

Westward position light distant signal No. 1255 located 2591 feet west of mile post 125, in service.

Stop board for eastward movements on No. 2 track located 297 feet west of N.Y.C. & St.L.R.R. crossing changed to low home signal.

Position light block signal governing eastward movements located 296 feet east of N.Y.C. & St.L.R.R. crossing, in service.

(b) **E. & P.
RA**

RA Block-Limit station changed to AR. Pages 4 and 5 changed.

Applies in Zone A

(c) **ALLIANCE BRANCH
NJ**

NJ Block-Limit station changed to JN. Page 6 changed.

**MARION STREETT,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., August 31, 1948.

GENERAL ORDER NO. 1006

Effective 12.01 P.M., Friday, September 3, 1948

Applies in Zone A

(a) **LOW GRADE
ROCHESTER-DIVISION POST**

Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour account of track condition.

Special Instruction 3104, changed.

Applies in Zone B

(b) **E. & P.
CONNEAUTVILLE**

Derail at east end of siding, out of service.

**MARION STREETT,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
ERIE & ASHTABULA DIVISION**

New Castle, Pa., September 13, 1948.

GENERAL ORDER No. 1007

Effective 12.01 P.M., Thursday, September 16, 1948

Applies in Zone B

(a) **E & P
ROEMER**

Eastward semaphore block signal changed to position light signal and moved west 333 feet.

Westward semaphore block signal changed to position light signal.

Spring switch at end of two main tracks changed to hand operated switch, in charge of signalman.

Special Instructions 2409, 2412 and 3103 changed.

**MARION STREETT,
Superintendent.**

UNCLE SAM'S ARTERIES...

to keep them up to
the nation's needs,
railroads should be
permitted to earn a
return of
not less
than

6%



Association of
AMERICAN RAILROADS

SERVICE TO SELL

The only thing the Pennsylvania Railroad has to sell is service.

If our customers have had a comfortable ride, and have felt we were glad to have them on our trains, they will buy our service again. Or if their freight has arrived in good time, and undamaged, they will feel inclined to give us more of their business than we have had in the past.

As the railroad prospers, so railroad people prosper.

Our customers are watching our performance today, and deciding now whether they will give us their business tomorrow. Let's all pull together to our mutual advantage to make Pennsylvania Railroad service the safest, most dependable, most friendly transportation service in America. And let's do it with a smile.

SERVICE TO SELL