

ERIE RAILROAD COMPANY
Western District
Mahoning Division
and Branches

Time Table No. 47
Effective 12:01 A. M.

SUNDAY, APRIL 29, 1951

FOR EMPLOYEES ONLY

Eastern Standard Time

47

THINK!
THEN
ACT
SAFELY

J. R. EBERT,
Assistant Superintendent

V. J. McMULLEN,
Superintendent

J. P. ALLISON,
Assistant General Manager

S. F. McGRANAHAN,
General Manager

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 Min. 51 Sec.	70.59	1 Min. 20 Sec.	45.00	2 Min. 24 Sec.	25.00	4 Min. 48 Sec.	12.50
0 Min. 55 Sec.	65.45	1 Min. 30 Sec.	40.00	2 Min. 40 Sec.	22.50	6 Min. 00 Sec.	10.00
1 Min. 00 Sec.	60.00	1 Min. 42 Sec.	35.29	3 Min. 00 Sec.	20.00		
1 Min. 05 Sec.	55.38	2 Min. 00 Sec.	30.00	3 Min. 25 Sec.	17.56		
1 Min. 12 Sec.	50.00	2 Min. 11 Sec.	27.48	4 Min. 00 Sec.	15.00		

COMPANY SURGEONS

Dr. W. E. Mishler, Chief Surgeon
608 Republic Bldg., Cleveland, Ohio

Location	Name	Office	Phone	Residence	Phone
Cleveland, O.	Dr. E. F. Kieger	5644 Broadway	Michigan 10382	Forest Drive Pepper Pike Village	TE 19656
Cleveland, O.	Dr. C. L. McDonald Oculist	963 Rose Bldg.	Main 13946	20664 Beachcliff Blvd. Lakewood, O.	Academy 14656
Cleveland, O.	Dr. E. T. Hurley	9854 Lorain Ave.	Melrose 12294	1331 W. 103d St.	Woodbine 18334
Cleveland, O.	Dr. Charles F. Nelson Oculist	606 Schofield Bldg.	Main 12020	1517 E. Blvd.	Cedar 11895
Warren, O.	Dr. H. J. Meister	304 N. Park Ave.	3862-6	2915 E. Market St.	3862-9
Niles, O.	Dr. J. M. Elder	53 South Main St.	22318	606 Robbins Ave.	22110
Niles, O.	Dr. A. L. Williamson	423 Robbins Ave.	24358	423 Robbins Ave.	24358
Leetonia, O.	Dr. Paul H. Beaver	Johnson Bldg., Main St.	3951	712 Columbia St.	3952
Youngstown, O.	Dr. L. W. Weller	708 Wick Bldg.	30127	427 Madera Ave.	42946
Youngstown, O.	Dr. W. H. Evans Oculist	510-517 Dollar Bank Bldg.	42147	291 Park Ave.	70333
Youngstown, O.	Dr. John N. McCann	2724 Mahoning Ave.	95217	561 Glacierview Drive	98741
Sharon, Pa.	Dr. R. R. Norton Oculist	407 Dollar Title & Trust Bldg.	3351	335 Case Ave.	4872
Sharon, Pa.	Dr. M. E. Connelly	157 West State St.	22448	485 Columbia St.	23320
Kent, O.	Dr. E. M. Kauffman	330 W. Main St.	3716	330 W. Main St.	3716
Kent, O.	Dr. John H. Mowry Oculist	136 No. Water St.	6577	557 Rellim Drive	6682
Ravenna, O.	Dr. R. C. Neely	(106½) E. Main St.	8511	504 E. Main St.	5629
Greenville, Pa.	Dr. W. H. Phillips	10 N. Mercer St.	33	Eagle St.	577
Greenville, Pa.	Dr. Ken. Sharretts	Medical Clinic	424	R.F.D. Greenville, Pa.	11R22
Meadville, Pa.	Dr. H. C. Winslow	883 Water St.	21531	387 Sherman St.	21533
Meadville, Pa.	Dr. Robt. T. Hendricks	883 Water St.	21531	Jefferson Hghts. Apt. Limber Road	47561
Meadville, Pa.	Dr. Walter C. Ferer Oculist	Crawford Trust Co. Bldg.	27961	340 Jefferson Heights	47741
Meadville, Pa.	Dr. J. F. Connor	959 Park Ave.	28351	311 Main St.	28501
Meadville, Pa.	Dr. S. Frank Hazen Oculist	231 Chestnut St.	27961	723 Walnut St.	27964
Franklin, Pa.	Dr. Geo. S. Smith	516-521 Trust Bldg.	506 G	312 Ninth St.	506 X
Oil City, Pa.	Dr. F. M. Summerville	Suite 204-205 I.O.O.F. Bldg.	132	923 W. First St.	2360

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Cleveland.....	{ "GH" Telegraph Office (C.U.T.) Literary St. Yard Office. E. 55th St. Eng. Dispr's Office.
Kent.....	{ Passenger Station. Yard Office. Engine Dispr's Office.
Niles.....	Telegraph Office.
Brier Hill.....	{ Engine Dispatcher's Office. East End Yard Office.
Youngstown.....	YO. Office.
Ferrona.....	Yard Office.
Meadville.....	{ Engine Dispatcher's Office. Telegraph Office. Westward Yard Office.
East Youngstown.....	Crew Dispatcher's Office.

TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time-tables of that railroad.

Normal operation involves operation over:

N. Y. C. Railroad between Phalanx and Braceville.

Cleveland Union Terminal Railroad, Cleveland between Broadway and Cleveland Union Terminal Station.

Between "NK" and Girard (Canal Branch) the tracks of the B. & O. R. R. and the Erie R. R. will be operated as double track. Erie R. R. Track will be used as joint eastward track and the B. & O. R. R. westward track as joint westward track. Operation controlled by dispatchers located at Youngstown.

Between East Youngstown and Westlake Crossing at Youngstown joint Erie and P. & L. E. R. R. time table will govern.

Between Ohio Steel Jct. and Carnegie Steel Co., (Ohio Works), Ohio Works Branch is operated jointly with the Penna. R. R. Operation controlled by dispatchers at Youngstown.

SIGNS—Additional to Rule 6.

D—Day Train Order Office.

N—Day and Night Train Order Office.

B—Stop to discharge passengers from New Castle and East and on signal to receive passengers for Cleveland.

E—Stop to discharge passengers from Meadville and East, and on signal to receive passengers for Akron and West.

H—Stop to discharge passengers from Pittsburgh and to receive passengers for Cleveland.

K—Stop to discharge passengers from Cleveland and on signal to receive passengers for Jamestown and East.

M—Stop to discharge passengers from Cleveland and on signal to receive passengers for New Castle and East.

P—Stop to discharge passengers from Meadville and East and on signal to receive passengers for Galion and West.

V—Reduce speed to 50 miles per hour daily, except Sunday to discharge U. S. Mail.

W—Stop to discharge passengers from Cleveland and on signal to receive passengers for Youngstown and East.

BE—Stop to discharge passengers from Hammond and West.

G—Stop to discharge passengers from Youngstown and receive passengers for Cleveland.

R—Stop on Saturdays only to discharge passengers from Cleveland.

X—Reduce speed to 30 miles per hour daily to receive Mail from Mail Crane.

C—Stop to discharge passengers from Chicago.

Trains scheduled to make flag stop at stations, where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

The term "HOLIDAY" as used in this time table applies to following days only: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day.

MARKERS

Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving. In Traffic Route Control Territory, Second Sub-Division, between BUCHANAN and SHENANGO and between TRANSFER and SN JUNCTION when trains are clear of the main track markers will be displayed as per Figure No. 11, Page 37, Rules of the Operating Department effective July 1, 1930 showing yellow or green to the rear on the side next to the main track, and red to the rear on the opposite side.

CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory; and will also be omitted in single track territory between Hubbard and Coles; between M.P. 80.70 and M.P. 81.06 Sharon; Sharpsville and Pymatuning; first sub-division and between Shenango and Buchanan, second sub-division.

SPEED RESTRICTIONS

	Miles Per Hour
Passenger trains	60
Passenger trains on eastward and westward unre- stricted track between:	
M.P. 9.66 east of Lee Road and M.P. 21.00 Geauga Lake; M.P. 42.00 east of Mahoning and M.P. 48.26 west of Leavittsburg.....	75
M.P. 105.40 Buchanan and M.P. 134.80 Transfer; M.P. 165.00 SN Junction and M.P. 188.39 just east of (A) Yard Kent; M.P. 21.00 Geauga Lake and M.P. 33.86 west of Jeddoe; M.P. 48.26 west of Leavittsburg and M.P. 58.15 west of Niles.....	70
All trains including passenger and express, when using freight engines	50
Freight trains	50
Class R-3 engine handling trains, except engine 4212	50
Class R-3 engine 4212	45
Freight trains handling loaded covered hoppers and loaded series 37000 cars.....	40
Loaded cars carded Form 5432.....	30
Trains handling eight wheel swivel truck cranes steam shovels or other similar pivoted machinery	30
Trains hauling dead engines, except otherwise pro- vided	20
Express and equipment trains with freight cars....	50
Conductors will notify engineers before leaving terminal whether or not such equipment is in train and engineers will not leave terminal until so notified.	
Trains handling spreader cars.....	30
Spreader cars will be handled with Blades in trailing position unless otherwise authorized by Superintendent.	
All trains entering or leaving sidings or yards, pass- ing from double to single track, or single to double track, or through crossovers, except as otherwise provided	10
All trains or engines leaving the sidings at Buchanan Extension, Stony Point, Atlantic, Amasa, Pymatuning, Johnsons or Eastward trains Leavittsburg under signal indication as per Rule 287, Figure (b), Rules of the Operating Department effective July 1, 1930 may operate at a speed not to exceed thirty (30) miles per hour through the turn-outs.	

Light engines, or with caboose only are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hours.

Steam engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings, and must not exceed 25 miles per hour at other points.

Steam engines must not be operated backward beyond a point where a turntable or wye is located without authority from the superintendent.

Steam engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

S class engines with large tanks will not exceed a speed of 20 miles per hour over following bridges:

- 1.30—CCC&STL R.R., Cleveland.
- 1.34—Scranton Road, Cleveland Eastward track.
- 53.04—Mahoning River, Warren.

Class C-3, C-3A, K-4, K-4B, K-5, K-5A and N-3A, (Diesels) FE-13, FE-15, FA-15, PE-15 engines are restricted to 15 miles per hour over the three Scranton Road yard tracks of Bridge F 1.46. All Class R and S engines are restricted from using this bridge. Maximum car loadings permitted on tracks over this bridge are 220,000 lbs. for 4 axle cars and 250,000 lbs. for 6 axle cars.

R and S class engines will not exceed a speed of 20 miles per hour over following bridges:

- 67.62—East Himrod Junction, sidetrack.
- 75.74—Yankee Run, east of Hubbard.
- 78.06—Yankee Run, Coles.
- 81.04—Shenango River, Sharon.

FIRST SUB-DIVISION Miles Per Hour

Freight Trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000,) and freight cars with six-wheel trucks	30
Freight trains handling loaded self-clearing hopper cars between North Randall (M.P.12) and Mantua (M.P. 28)	40
Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	30
Diesel locomotives handling freight trains between Pymatuning (GH) and SN Junction	30
Curve 128 between M.P. 89.18 and M.P. 88.84 Pymatuning	40
Eastward trains through turnout at east end of double track, Sharpsville	35
Curves 120, 121 and 122 between M.P. 85.45 and M.P. 84.20 east of Sharpsville	35
Curves 117 and 118 between M.P. 83.19 and M.P. 83.50, west of Sharpsville eastward and westward track	55
Between M.P. 81.16 and M.P. 80.77, eastward and westward trains	20
Curve 108, between M.P. 79.99 and 79.88, eastward and westward track	35
Eastward trains single to double track at Coles	30
Curve 102, between M.P. 76.08 and M.P. 75.75	40
Curves 100, 99 and 98, between M.P. 74.54 and M.P. 75.32 east of Hubbard	40
Eastward trains double to single track at Hubbard	30
Curve 93, between M.P. 70.28 and M.P. 70.05 eastward and westward track	50
Eastward and westward trains through interlocking limits at Himrod Junction	15
Between M.P. 68.01 Valley Street and M.P. 66.63 North Avenue, Youngstown, eastward and westward track	30
Curves 76 and 77, between M.P. 66.08 and M.P. 65.44, eastward and westward tracks	50
Curve No. 64. Niles, M.P. 58.40 to 58.15	50
Warren Gauntlet, between M.P. 53.67 and M.P. 53.12 eastward and westward track	20
Curve 57, between M.P. 53.04 and M.P. 52.98, eastward and westward tracks	35
Curve 56, between M.P. 52.98 and M.P. 52.84, eastward and westward tracks	45
Curve 55, between M.P. 52.62 and M.P. 52.44, eastward and westward tracks	60
SN Junction, First Sub-Division to Second Sub-Division	30

	Miles Per Hour
Curves 43, 44 and 45, between Garrettsville-Hiram Station M.P. 37.40 and M.P. 38.66, eastward and westward track	45
Curves 36, 37, 38, 39 and 40, between M.P. 33.86 and M.P. 35.27 at Jeddoe, eastward and westward track	45
Curve 30 between M.P. 29.79 and M.P. 30.18	55
Westward empty freight trains, North Randall to Literary Street	25
Westward loaded freight trains, North Randall to Literary Street	20
Curves 15 and 16, between M.P. 5.50 and M.P. 5.25, westward track	45
Passenger trains on westward unrestricted track, M.P. 6.25 to West End Tower	50
All trains between Bridge 2.22 and West End Tower eastward and westward tracks	20
All trains on eastward track West End Tower to M.P. 6.25	40
Passenger trains between West End Tower and Broadway	25
All trains over connection track between Mahoning Avenue Junction and Coach Yard Lead Junction switch at NKP viaduct, Cleveland	15
Trains hauling wrecking derrick	30

SECOND SUB-DIVISION

Freight Trains handling loaded self-clearing hopper cars and freight cars with six-wheel trucks	40
Curve No. 1 between M.P. 101.45 and 101.59 Eastward Track	50
Curve No. 2 between M.P. 101.69 and 102.16 Eastward and Westward Tracks	50
Curves No. 3 and 3A between M.P. 102.65 and 102.75 Eastward and Westward Tracks	40
Curve No. 4, between M.P. 102.83 and 103.25— Eastward Track	40
Westward Track	35
Eastward trains moving from single track to eastward track at Buchanan	35
Eastward trains moving from single track to westward track at Buchanan	25
Westward trains moving from double track to single track at Buchanan	25
Curve 6, M.P. 105.42 to M.P. 106.08	35
Curve 7, west of Buchanan, M.P. 107.48 to M.P. 107.81	65
Curve 10, Stony Point, M.P. 114.78 to M.P. 116.32	60
Curves 11 and 12 east of Atlantic, M.P. 119.40 to M.P. 120.42	40
Curve 14, between Atlantic and Amasa, M.P. 123.29 to M.P. 123.72	60
Curves 16 and 17, west of Amasa, M.P. 125.87 to M.P. 126.47	55
Curves 18, 19, 20, 21 and 22 west of Amasa, M.P. 126.69 to M.P. 128.77	40
Shenango Eastward trains double to single track	30
Curve 24 west of PRR Crossing, M.P. 133.72 and M.P. 134.06, eastward and westward track	65
Eastward trains moving from westward track to eastward track through crossover at Transfer	30
Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	30
All trains between Pymatuning and SN Junction	50
All trains over crossing frogs P. R. R. crossing North Warren	30
SN Junction Eastward trains to First or Second Sub-Division	30
Curves 37 and 38, Braceville, M.P. 168.09 to M.P. 169.20 westward track	60
Curve 43, Windham, M.P. 173.08 to M.P. 173.30, westward track	60
Curve 44 west of Windham M.P. 175.53 to M.P. 175.78, westward track	60
Curves 45 and 46, East of Freedom, M.P. 176.29 to M.P. 177.45, westward track	50
Curves 47 and 48, west of Freedom, M.P. 179.43 to M.P. 180.27, westward track	50
Curve 49, west of Freedom, M.P. 181.60 to M.P. 182.15, eastward track	50
Curve 50, east of Ravenna, M.P. 184.76 to M.P. 185.26, eastward and westward track	55
Curve 54 west of Ravenna, M.P. 186.23 to M.P. 186.48, westward track	60

	Miles Per Hour
Curves 52, 53, 55, 57, 58, west of Ravenna, M.P. 185.53 to M.P. 188.00 eastward track.....	60
Curve 1 at P.R.R. Bridge east end of "A" yard, Kent, M.P. 188.78 to M.P. 188.38, eastward track..	45
Curve 6, east of Crain Avenue, Kent, M.P. 190.77 to M.P. 191.20 eastward and westward tracks.....	45
Curve 7, M.P. 191.47 to M.P. 191.68, Kent, eastward and westward tracks.....	30
Trains hauling wrecking derrick.....	30

FERRONA BRANCH

All Trains	25
Between M.P. 21.56 and M.P. 23.4.....	15
Between M.P. 4.00 and M.P. 3.60.....	15
Bridge 1.02 Canal Basin Siding.....	15
Bridges 16.83, 17.64 and 19.18.....	15
Trains hauling wrecking derrick.....	15

Class N-3 with large tanks, and N-3A engines are not permitted to operate over Bridge 1.02.

R and S type Engines are permitted to operate on Ferrona Branch to Penna. R.R. Bridge only.

P. & L. E. R. R. Class A-2-A Engines are not permitted on Ferrona Branch between New Castle, Pa., and Ferrona Yard.

No trains or engine will cross Washington Street, New Castle, between the hours of 8:00 A.M. and 5:00 P.M., until it is known that the crossing is protected by watchman.

Daily except Saturdays, Sundays and Holidays September 1st to June 30th inclusive, all trains and engines will run not to exceed a speed of four (4) miles per hour over Church Street Crossing, Wheatland, Penna. between the hours of:

8:00 A. M. and 9:00 A. M.
11:30 A. M. and 1:00 P. M.
3:00 P. M. and 4:00 P. M.

account this crossing being used by school children during these hours.

LISBON BRANCH

All trains	30
Bridge 0.54, 14.28, 23.49, 29.09, 33.56, 33.65, 34.58.....	15
Trains hauling wrecking derrick.....	15

R and S type Engines are not permitted on Lisbon Branch East of Walnut Street, Niles. N-3 type Engines are not permitted East of Water Crane at Leetonia. N-1 type Engines are not permitted on Laws Feed Mill Trestle M.P. 33.50 or Thomas China Company Trestle M.P. 33.80.

OIL CITY-FRANKLIN BRANCH

All trains	30
Between Buchanan and M.P. 1.00.....	20
Franklin—Curve M.P. 23.60 to M.P. 23.75.....	15
Franklin—Curve M.P. 25.60 to M.P. 25.70.....	15
Bridges 0.91, 21.36 and 33.14.....	15
Trains hauling wrecking derrick.....	15

Class C-1, C-3, C-3A, K-4, K-4B, K-5, K-5A, N-1, N-2, N-3, R. S. and N-3A engines are not permitted on Oil City-Franklin Branch west of M.P. 0-20.

AUSTINTOWN BRANCH

All trains.....	20
Bridge F 0.65.....	15

CANAL BRANCH

Bridge 4.64 to Joint Yard.....	15
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TRAIN REGISTERS.

Cleveland.....	"GH" Telegraph Office (C.U.T.)
Kent.....	{ Passenger Station. First Class Trains.
Niles.....	{ Telegraph Office. Lison Branch Trains
Youngstown.....	{ YO. Office. First Class Trains, except trains 1, 2, 5, 6, 7, and 8.
Ferrona.....	{ Telegraph Office. Ferrona Branch Trains.
New Castle.....	Gardner Avenue. Telephone Booth.
Meadville.....	{ Telegraph Office. Westward Yard Office.
Oil City.....	Telegraph Office.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for following section, when train must stop and the conductor register the train in person, except at Westward Yard Office, Meadville.

When registering trains, write out in full the color of signals displayed.

When not displaying signals, write out in full "No Signals." Sign name and initials, and use no ditto marks.

It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off register slips to enter the information on train register and preserve the slips.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Cleveland.....	{ "GH" Telegraph Office (C.U.T.) Literary Street Yard Office. East 55th Street Engine Dis- patcher's Office.
Leavittsburg.....	Yard Office.
Niles.....	Telegraph Office.
Brier Hill.....	{ Engine Dispatcher's Office. East End Yard Office.
Youngstown.....	{ Holmes Street Crew Dispatcher's Office. YO. Office.
East Youngstown	P.&L.E. Crew Dispatcher's Office.
Ferrona.....	Yard Office.
McKees Rocks.....	{ Engine Dispatcher's Office. General Yard Office.
Pittsburgh.....	Station Master's Office.
New Castle.....	Yard Office.
Kent.....	{ Passenger Station. Round House. KE Yard Office.
Meadville.....	{ Main Track Coaling Office. Engine Dispatcher's Office. Telegraph Office. Chief Caller's Office. Westward Yard Office.
Franklin.....	Telegraph Office.

Conductors and Enginemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employes, other than those authorized, to make entries of any nature in special order books.

SIDINGS.

Car Capacity.

Based on 45 feet to the car allowing for engine and caboose
Eastward Westward

North Randall.....	117	
Solon	78	
Aurora	75	
Mantua	103	115
Mahoning	94	91
Leavittsburg, First Sub-Division	86	92
De Forest	88	91
Girard Yard No. 1 Siding.....	90	
Ravenna	76	
AD Siding	90	93
Leavittsburg, Second Sub-Division.....	147	
MK Siding	95	
Cortland	93	
Johnsons	162	
Pymatuning, Second Sub-Division....	135	
Amasa	118	
Atlantic	135	
Stony Point	135	135
Canfield	36	
Farrell	48	
West Middlesex	110	
Pulaski	92	
Cochranon	19	
Utica	22	
Franklin	29	

The eastward siding at Stony Point is adjacent to the main track.

GRADE CROSSINGS.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 nor more than 800 feet from railroad crossing at grade.

When proper signals are displayed at "NK" passenger trains on Erie R. R. Haselton Branch may, without stopping, proceed not to exceed 35 miles per hour and freight trains 25 miles per hour.

Niles

LISBON BRANCH over B. & O. R. R. target vertical, proceed on Lisbon Branch. Crews using Lisbon Branch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Lisbon Branch track. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit Erie Railroad crews to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

WARD TRACK over B. & O. R. R. target vertical proceed on Ward Track. Crews using the Ward Switch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Ward Switch. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit crews using the Ward Switch to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

Girard

CANAL BRANCH over B. & O. Railroad, target diagonal, proceed on Canal Branch. Target horizontal, proceed on B. & O. Railroad tracks and on Erie Girard Siding between VO Crossover and Liberty Street.

Ohio Steel Junction

CANAL BRANCH. Horizontal position of target will govern movements to or from Ohio Works. Diagonal position will govern movements east or west on Canal Branch tracks and vertical position will govern movements east and west on B. & O. tracks. B. & O. or Erie trains or engines moving east or west on Canal Branch will come to a full stop and line up target and switches for their movement, and after completing move, through crossover, will line up switches and target for movement to and from Ohio Works. After target is returned to a horizontal position it should be locked. Switches and crossovers will be lined at all times for movement to and from Ohio Works. Erie Switch leading from Canal Branch to crossover will be lined for Ohio Works. P. R. R. switch leading from hill track will be kept closed when not in use.

Youngstown

CANAL BRANCH over Austintown Branch at Leadville Junction, target vertical, proceed on Canal Branch.

CANAL BRANCH over P. R. R. near P. R. R. Freight House, target horizontal, proceed on Canal Branch.

CANAL BRANCH over B. & O. R. R., P. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing diagonal, and target at Haselton Branch crossing diagonal, proceed on Canal Branch. Both targets required before proceeding over crossing.

OHIO WORKS BRANCH over Y. & N. R. R. at Ohio Works, target diagonal, proceed on Ohio Works Branch.

AUSTINTOWN BRANCH over L. E. & E. R. R., near Manning Ave., target horizontal, proceed on Austintown Branch.

AUSTINTOWN BRANCH over B. & O. R. R. near Ohio Works. Interlocked and operated manually by train crews. To cross over the B. & O. R. R. in either direction requires the following operation:

Call operator at Ohio Junction by one long ring on telephone and he will unlock the electric lock. Position of this lock is shown by track indicator. Clear position being shown when released and available for Erie movement. After indicator has shown the electric lock to be released, reverse the lever controlling the bolt locks on main track switches. Hand thrown switches with pipe connected derails can then be operated and track lined up for Erie movement. Hand signals to proceed to be given after line up is made. After movement has been completed the switches and bolt lock lever will be restored to normal position and the operator at Ohio Junction notified The B. & O. main tracks at this point are protected by pipe connected derails in both directions.

AUSTINTOWN BRANCH over Penna. R. R., B. & O. R. R. and Canal Branch at Leadville Junction. Target vertical, proceed east and west on Canal Branch. B. & O., Penna. R. R. Target diagonal, proceed on Austintown Branch over Penna. R. R., B. & O., and Canal Branch. Target horizontal all trains will come to a stop. Crews using Austintown Branch will place target in diagonal position and wait two minutes after target has been placed in diagonal position before proceeding. Normal position of target vertical. The target will be restored to vertical position after movements on Austintown Branch have been completed.

HASELTON BRANCH over Penna. R. R. (Crab Creek Branch) and Brown Bonnell Lead, target horizontal, proceed on Haselton Branch.

BROWN BONNELL LEAD over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing vertical, and target at Haselton Branch crossing diagonal, proceed on Brown Bonnell Lead. Both targets required before proceeding over crossing.

NK, when Red Ball by day and Red Light by night is displayed on Targetman's House, all trains on all roads will come to a stop.

B. & O. INTERCHANGE CONNECTION over Penna. R. R., target horizontal, proceed on B. & O. Interchange Connection. Normal position of target is vertical and it must be left in this position when not in use.

HASELTON FURNACE CONNECTION over Penna. R. R. Crossing target horizontal. Over B. & O. R. R. Crossing position light dwarf signals diagonal proceed on Haselton Furnace connection. Normal position of Penna. R. R. target vertical and must be left in that position when not in actual use.

Hubbard

Y. S. & T. Co. FURNACE CONNECTION over N. Y. C. R. R., target horizontal, proceed on Y. S. & T. Co. Furnace Connection.

State Line

BROOKFIELD BRANCH over N. Y. C. R. R. target horizontal, proceed on Brookfield Branch.

SHARON STEEL CO., FARRELL PLANT connection over Sharon Steel Co. R.R. (Near east end of River Bridge at RO Yard), signal light green, proceed on Sharon Steel Co. connection (Erie R.R.)

Sharon

LEAD INTO SHARON TUBE over N. Y. C. R. R. at Water Street, movements will be protected by flag.

New Castle

FERRONA BRANCH over Penna. R. R. (E. and P. crossing), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over Penna. R. R. (at Franklin Bridge), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over P. & L. E. R. R. (A. S. & T. P. Co. Shenango Works, Gardner Ave.), target diagonal, proceed on Ferrona Branch.

The position of targets at night will be indicated by two red lights.

CROSSOVER MOVEMENT

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except at points west of East 65th St., Cleveland; between Westlakes Crossing and Dry Run, Youngstown Yard; and crossovers at Hay Barn, Water St., and Center St., Meadville Yard. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99. Permission to use main tracks or crossover operated by interlocking plants will be given by signal indication.

Immediately after arrival of train No. 5 at Youngstown Depot on westward main track, this train will occupy and use eastward main track Youngstown Depot to crossover just east of Holmes St. bridge.

No. 606 will use the westward track between the crossover just west of Hazel Street and the crossover just east of Wick Ave., Youngstown. Switches will be handled and move protected by yard crew. Train will come to a full stop before proceeding through crossover west of Hazel Street and then proceed only after receiving a hand signal from man on ground.

No. 6 will not proceed into Youngstown Depot until they have received hand signal from man on ground located at Hazel Street.

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES.

East 116th St., Cleveland, O. The gates are regulated to operate according to speed of trains moving with current of traffic. Eastbound trains operating under 25 M.P.H. passing M.P. 7:30 approximately 1200 feet west of Signal 6-4M will not exceed 25 M.P.H. until crossing is reached. Westbound trains operating under 25 M.P.H. passing M.P. 8.00 will not exceed 25 M.P.H. until crossing is reached.

Broadway Ave., Cleveland, O. Mile Post 2.41. Operating circuits for both main tracks for this crossing are (1000) feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily.

Aetna Road, Cleveland, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossings and wait until gates have lowered before proceeding over crossings. Current of track circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Eastbound with current of traffic at eastward home signal C&P Interlocking (Mile Post 5.16). Westbound with current of traffic at automatic signal 6-1M (Mile Post 6.45).

East 37th St., Cleveland, O. Operating circuits for both main tracks for this crossing are 1000 feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

East 123rd St., Cleveland, O. Current of traffic circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Westbound with current of traffic at automatic signal 8-1M (Mile Post 8.25). Eastbound with current of traffic at Mile Post 7.00. Trains switching on main tracks in immediate vicinity of crossing will approach crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. Trains or engines will not stop or stand within the limits of the starting points unnecessarily.

Depot St. and Pratt St., Niles, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Trains switching on main tracks in this vicinity will approach these crossings prepared to stop if gates are not lowered and will proceed only when gates have lowered. Circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 M.P.H. or under at the following locations will not exceed 20 M.P.H. until crossing is reached. Westbound with current of traffic at Summit St. (M.P. 59.42). Westbound against current of traffic at Summit St. (M.P. 59.42). Eastbound with current of traffic at M.P. 57.45. Eastbound against current of traffic at M.P. 57.45. Westward passenger trains making station stop must clear west side of Pratt St. a distance of 64 feet to allow gates to operate for vehicle traffic to move. Timing circuits for eastward normal direction movements permit gates to raise after train or engine has occupied track at station in excess of approximately one (1) minute. Trains which are normally delayed account loading mail, etc., will not pass disc marker and white line on station platform 66 feet west of Pratt St. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

ELECTRIC SWITCH LOCKS

Switches at:

Depot Eastbound siding, (east end),

Depot crossover

AD eastbound siding, (both ends),

AD crossover,

Solon Main track Crossover,

are equipped with automatic electric switch locks with approach locking.

Switches at:

Thomas Steel Company track North Warren, both ends,

Two main track switches just east of Mahoning Avenue, North Warren, Mile Post 161.50,

MK Siding (both ends),

Two Wean Engineering Company tracks, North Warren.

Cortland Siding (both ends),

Team Track Switch Mile Post 124.77

Kennard, Pa.

House Track Switch, Mile Post 121.04

Atlantic, Pa.

Switch leading to Keystone Ordnance Plant Mile Post 116.30 at Stony Point,

House Track Switch, Mile Post 110.40 Geneva, Pa.

Material Track Switch (N.K.P. R.R. connection to RAPID TRANSIT located 1120 feet west of West End Tower),

House track switch and mill track switch mile post 84.15 Sharpsville, Pa.

are equipped with controlled electric switch locks.

The following instructions will govern:

1. No attempt shall be made to open any switch which is electrically locked unless the indicator displays "CLEAR".
2. Train desiring to pull out of sidings or use the crossovers must first secure permission from the Dispatcher.
3. One indicator with switch key operated controller is provided for each crossover and one indicator with switch key operated controller is provided for each switch.
4. When indicator shows "CLEAR" the switch locks may be removed from the latches and after the signals have assumed the "STOP AND PROCEED POSITION" the switches may be operated in the usual manner.
5. The switch lock is removed or applied by lifting the foot pedal with one hand to relieve the pressure. The switch stand handle is released by stepping on the pedal.
6. When indicator shows "STOP" and dispatcher is notified and permission has been secured to use siding or main line crossover with approach circuit occupied by a train, insert the switch key in the switch key operated controller and turn key to

the right as far as possible and after a four minute time interval has elapsed, the indicator will show "CLEAR" and the switches may be handled as in paragraph four.

7. At Depot and AD when releasing with the key for moves over crossover and the eastbound siding switch, the crossover release only is to be used. When releasing the eastbound switch, the key is to be used only in the controller at the eastbound switch.
8. When switching moves require the use of a switch more than once, the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track.
9. Short track circuits have been installed, which extend a distance of more than 100 feet either side of each switch and these circuits are for the purpose of releasing the electric locks automatically when part of train has been left on the approach section and must be occupied by engine or cars to effect release.

YARD LIMITS. Indicated by signs.

Cleveland.	Meadville.
Niles.	Kent.
Girard—Youngstown.	Franklin.
Sharon—Sharpsville—Wheatland.	Oil City.
New Castle.	Lisbon.

RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded: Niles, Youngstown east of Valley Street Crossover, Sharon, Sharpsville, and Meadville east of Race Street.

MOVEMENTS NOT PROVIDED BY TIME TABLE.

Between Literary Street and Pymatuning on First Sub-Division and between Kent and Meadville on Second Sub-Division extra trains other than passenger extras will proceed without train orders.

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING. EFFECTIVE JULY 1, 1930.

Between Literary Street, Broadway, Cleveland Union Terminal and Pymatuning on First Sub-Division, between Kent and Meadville on Second Sub-Division, automatic block system rules will govern.

TRAIN DISPATCHERS BLOCK SYSTEM RULES.—Effective May 1st, 1936.

Between Niles and Lisbon and between Ferrona and New Castle, Train Dispatchers Block System Rules will govern.

Between Buchanan and Oil City Manual Block System Rules effective July 1, 1930 will govern.

SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class.

Trains operating in Automatic Block Signal Districts governed by train order signals, may run with the current of traffic upon signal indication which signal indication supersedes time table superiority.

CLEARING OF TRAINS

First class trains will not leave their initial terminal without train order or a clearance Form A.

First class Trains leaving Cleveland will secure clearance form "A" at "GH" Telegraph Office, Cleveland Union Terminal Station.

Other trains will not leave their initial terminal without first securing permission from Train Dispatcher.

TRAFFIC ROUTE CONTROL OPERATING INSTRUCTIONS

The following territories are equipped with automatic block signal system upon which is superimposed manual control of certain signals and switches, the

manual control of which is exercised direct by operator at various open offices acting upon authority of Train Dispatcher.

First Sub-Division

Between interlocking plants **West End Tower and Broadway Cleveland Union Terminal**, control exercised by Operator **West End Tower** and Operator **Cleveland Union Terminal**.

Between interlocking plants at **Hubbard and Coles** control exercised by Operator **Hubbard**.

Between interlocking plants at **Sharpsville and Pymatuning** control exercised by Operator **Pymatuning**.

Second Sub-Division

Between **SN Junction** and **Pymatuning** manual control exercised by Operator **SN Junction**.

Between **Pymatuning** and **Transfer** manual control exercised by Operator, **Pymatuning**.

Between **Shenango** and **Buchanan** sections of which are manually controlled by operators as follows:

SHENANGO—Controls territory Shenango to, but not including west end of Amasa Siding.

AMASA—Controls territory Amasa to and including west end Amasa siding.

BUCHANAN—Controls territory Buchanan to Amasa.

1. In the above mentioned territory, trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains.
2. When a failure of the system occurs, trains when authorized, will operate within the limits of the inoperative territory by time table, train orders and related train rules.
3. Trains or engines must not enter or foul the main track, nor re-enter any such track after having cleared it unless authorized by the proper indication of the governing signal or by permission from the operator. The move to be made, time desired, and limits of work to be done on main track, must be given to the operator who will grant authority to use main track, state the working limits and time that main track may be used.
 - (a) Instructions or permission received must be repeated to the operator, stating name and occupation of employees and train or engine identification.
 - (b) Main track hand operated switches must not be used without authority from the operator, except when a portion of train, or cars, remain standing on main track in the controlled section within which switch is located.
 - (c) Protection of the rear of a train must be provided in accordance with Rule 99 in all cases except when train is within time and work limits authorized.
4. Trains and engines using main track under authority will clear main track and restore all hand operated switches to normal position and report clear to the operator before the time limit has expired. If necessary to work beyond limits established, or after time limit has expired, operator must be notified and extension in working limits, or time, be obtained.
5. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the operator, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.
6. When a train is delayed after a proceed signal has been displayed for it, the operator must be notified promptly as to the cause and probable duration of the delay.

7. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with operator.
8. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.
9. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
10. The controlled sidings at JOHNSONS, PYMATUNING, AMASA, ATLANTIC and STONY POINT are track circuited and protected by signals. All trains or engines entering these sidings will operate in accordance with the signal indication displayed at the entrance to the siding. All other sidings in traffic route control territory are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied. The sidings at Stony Point may be used in either direction on signal indication.
11. When trains meet at JOHNSONS, AMASA, ATLANTIC or STONY POINT and it is not necessary to stop for opposing train, head light of train in siding will be dimmed instead of extinguished and opposing train may pass and be governed by signal indication.
12. Controlled signals govern movements over the spring switch east end of siding Leavittsburg (Second Sub-Division), the letter "S" illuminated, displayed on the westward controlled signal is authority to throw the switch without verbal permission from the operator. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.

When switching operations require the use of this switch, the operator will cause the controlled signals to display "STOP." The permission then given by the operator is authority to disregard the signal indications within the limits specified, and movements over the switch may be made on hand signals after ascertaining that the switch is properly lined for each movement.

Before making such movements over the switch the engineman must be notified by the trainman that permission has been given by the operator so that he will be governed by hand signals, and must also be notified when the work is completed, track clear, and so reported to the operator so that he will then be governed by the signal indications.

Special instructions governing operation over spring switches must be observed.

13. A white light known as "Maintainer's Call Signal" is located on the instrument housing at east end Second Sub-Division Siding Leavittsburg, MK Siding Mile Post 159.81 east and west end of siding at Johnsons, east end of siding Pymatuning, east and west end of sidings Atlantic, Stony Point and West End Siding Amasa, and opposite eastward home signal and instrument house west of Sharpsville Station. Train crews working in the vicinity and observing this signal lighted will immediately call the operator as this signal may be used on occasion to call train employes to the telephone.
14. In all other respects Rules of the Operating Department effective July 1st, 1930, will govern.

INSTRUCTIONS GOVERNING THE OPERATION OF THE SINGLE TRACK AT SHARON AND THE GAUNTLET AT WARREN.

Single track Sharon, between M.P. 80.70 and M.P. 81.06 and Gauntlet Warren, between M.P. 53.12 and M.P. 53.67 are equipped with automatic traffic route control.

Trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

Should there be any failure in the proper working of signals governing single track at Sharon, Pa. or Gauntlet, Warren, Ohio, or when trains or engines are operating against current of traffic for movement through the single track or through the gauntlet, following instructions must be followed.

Communicate with Dispatcher through Operator, reporting signal in stop position. After receiving proper instructions to proceed all trains or engines will be required to flag through the single track at Sharon and Gauntlet at Warren, inspecting all facing point switches before proceeding and in addition a member of crew will remain on telephone and the head trainman, with proper flagging equipment, will proceed through single track or Gauntlet and after reaching telephone on opposite end of single track or Gauntlet, will communicate with member of crew on telephone that he is in position to afford proper flag protection and train may proceed.

Telephones are located in vicinity of signals both ends of single track and Gauntlet.

At Sharon for movement against the current of traffic, westward trains before proceeding will line the facing point switch west end of single track and eastward trains before proceeding will line the facing point switch east end of single track. These spring switches are to be left in their normal position upon completion of any and all movements through them. Any failures of signals or spring switches are to be reported promptly to the Superintendent.

INSTRUCTIONS GOVERNING MOVEMENT OVER SPRING SWITCHES

Spring Switches are located as follows:

Dividing Switch between lead to Pit Track and Outbound Engine Track, Cleveland Engine Terminal.

Dividing Switch on Outbound Engine Lead between the High Track and the Water Track, Cleveland Engine Terminal.

**East End Siding Leavittsburg (Second Sub-Division).
Single track Sharon (Both Ends).**

Caution must be taken to prevent back-up movements, slack running out of trains or taking slack over spring switches, before forward movement is completed. If necessary to make such movements, switches must be operated by hand. When switching over these switches, they must be hand operated.

A Spring Switch Type Derail is located on Austintown Branch at M.P. 1.34 between Steel Street and Belle Vista Street and may be run through by trains moving to Wickliffe. Normal position is for derailing trains returning from Wickliffe and switch must be manually operated before proceeding over switch. Instructions covering movement over spring switches will govern.

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221-A Rules of the Operating Department.
Effective July 1, 1930.

Canfield, Lisbon, (Lisbon Branch).
Ferrona, West Middlesex, (Ferrona Branch).

Buchanan, Cochran, Franklin, Oil City, (Oil City-Franklin Branch).

Indications of Manual Block Signals do not supersede Rule 93.

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION

North Randall*	{ 6:30 A. M. to 11:30 A. M. 12:30 P. M. to 3:30 P. M.
Aurora*	6:00 A. M. to 9:30 A. M.
Mantua*	{ 6:00 A. M. to 11:00 A. M. 12:00 Noon to 3:00 P. M.
Ferrona	1:00 A. M. to 9:00 A. M.
Niles	12:10 A. M. to 8:10 A. M.
Canfield*	7:00 A. M. to 3:00 P. M.
Lisbon*	{ 7:00 A. M. to 11:00 A. M. 12:00 Noon to 4:00 P. M.
West Middlesex*	7:00 A. M. to 3:00 P. M.
Cochranon*	{ 7:00 A. M. to 10:30 A. M. 11:30 A. M. to 4:00 P. M.
Franklin**	{ 7:30 A. M. to 10:30 A. M. 11:30 A. M. to 4:30 P. M.
Oil City*	{ 7:00 A. M. to 11:00 A. M. 12:00 Noon to 4:00 P. M.

*Closed Saturdays-Sundays and Holidays.

**Closed Sundays and Holidays.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of time specified for operation. All trains entering a block under permissive signal indication displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office regardless of a clear signal that may be displayed at intermediate Day or Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

TELEPHONE TRAIN ORDER SIGNALS.

Eastward

Auto Sig.	11-2 North Randall.
" "	30-2 Mantua.
" "	37-2 Garrettsville-Hiram.
" "	42-2 Mahoning.
" "	45-4 Phalanx.
" "	60-2 Girard Yard.
" "	66-2 Westlake's Crossing, Youngstown.
" "	81-4 Ferrona.
" "	603-2 Crain Avenue, Kent.

Westward

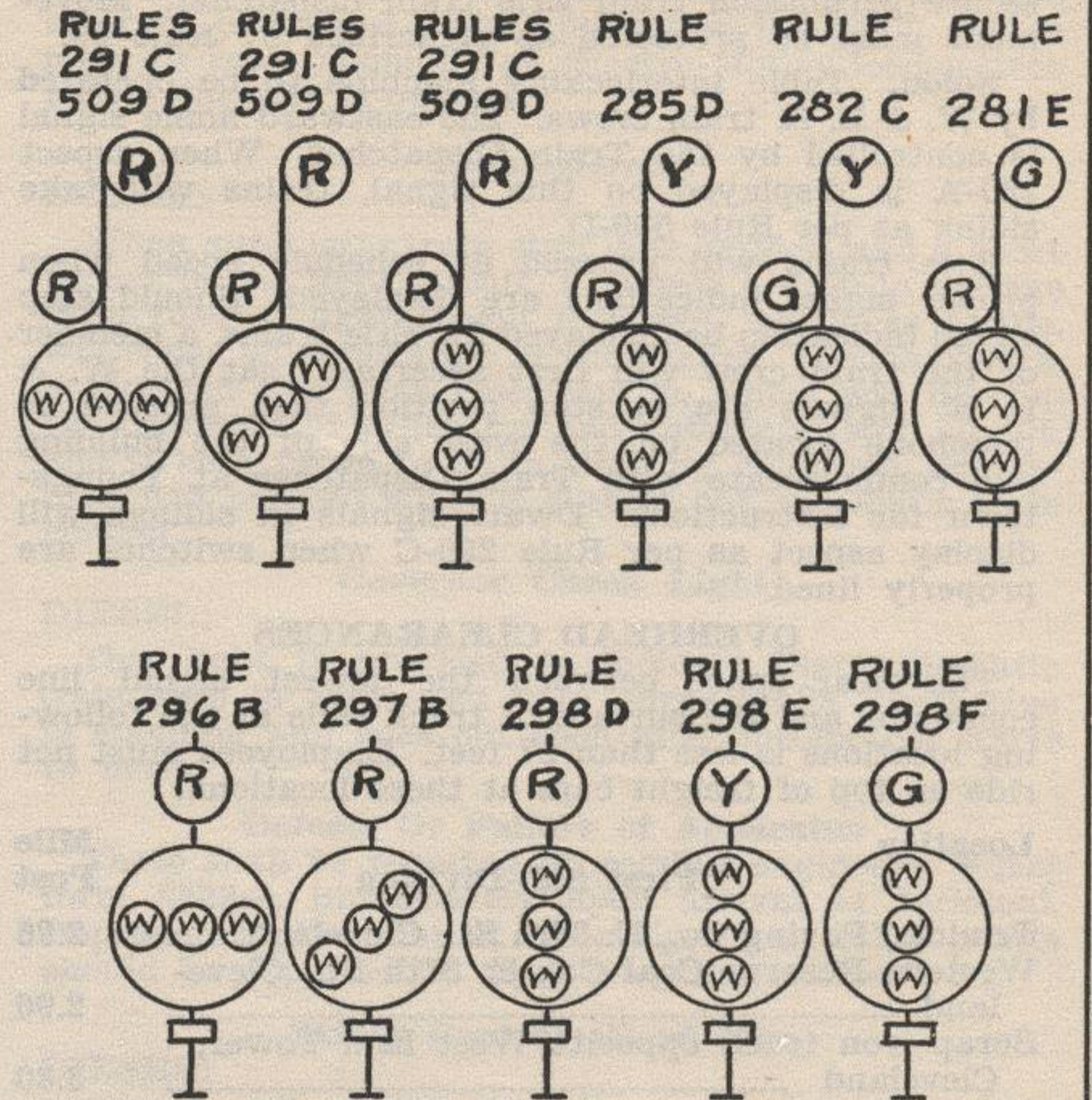
Auto Sig.	82-1 Boyce.
" "	81-3 Ferrona.
" "	51-1 Leavittsburg.
" "	45-3 Phalanx.
" "	42-1 Mahoning.
" "	37-1 Garrettsville-Hiram.
" "	30-1 Mantua.
" "	14-1 Cannon's Crossing.
" "	11-1 North Randall.
" "	602-1 KX Crossover.
" "	603-1 East of Crain Avenue, Kent.

Rule 509-d, paragraph "b" is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used or there is no siding making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

POSITION LIGHT TELEPHONE TRAIN ORDER SIGNAL

A position light unit attached to pole below block signal



When position light train order signals are in service, rules 509-B, 509-C, 509-D will be observed the same as where other types of signals are in use.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221-A Rules of the Operating Department Effective July 1, 1930.

West End Tower	Valley Street	Pymatuning
C. and P. Crossing	Hubbard	Bruin Tower
SN Junction	Coles	Shenango
DeForest	Sharpsville	Buchanan
NK		

POINTS WHERE GROUND LEVER INTERLOCKING MACHINES ARE LOCATED.

State Line. Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on east side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective July 1, 1930.

Braceville. Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on south side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective July 1, 1930.

Erie trains enroute Kent to Cleveland via New York Central R. R. Braceville to Phalanx will come to a full stop at home signal. A member of the train crew will obtain permission from Erie train dispatcher to use crossover from Erie eastward main track to N. Y. C. R. R. connection, then secure from N. Y. C. train dispatcher proper authority for movement Braceville to Phalanx. Erie and N. Y. C. train dispatchers' telephones are located just west of the

eastward home signal. Erie trains enroute Cleveland to Kent via N. Y. C. R. R. Phalanx to Braceville will come to a full stop at Phalanx and secure from N. Y. C. train dispatcher proper authority for movement Phalanx to Braceville. At Braceville a member of train crew will, before entering on Erie westward main track, secure permission from Erie train dispatcher. Movement must be protected as prescribed by Rule 99.

Solon. Table interlocking machine to be operated by W. & L. E. train crews. The eastward home signal is controlled by the Train Dispatcher. When aspect 290-A is displayed on this signal, trains will take siding as per Rule 509-D.

Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal indication be displayed for Erie trains, a member of the train crew will first ascertain that the W. & L. E. signals are in stop position then proceed to telephone located on the west side of the building and communicate with Train Dispatcher at Youngstown for instructions. Dwarf signals in sidings will display aspect as per Rule 290-C when switches are properly lined.

OVERHEAD CLEARANCES

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

Location	First Sub-Division	Mile Post
Trinidad Paving Co., E. 37th St., Cleveland.....		2.96
Western Reserve Coal Co., E. 37th St., Cleveland		2.96
Scrap iron track opposite West End Tower, Cleveland		3.30
Kroger Grocery Co. switch, E. 55th St., Cleveland		4.10
Truscon Steel Co., E. 55th St., Cleveland.....		4.10
Signal 4-1 & Foundry switch near E. 65th St., Cleveland		4.35
Dippel Coal Co., E. 65th St., Cleveland.....		4.35
Transfer track to P. R. R., Cleveland.....		5.20
C. T. S. trolley wires over two main tracks and one side track, East 93rd Street, Cleveland....		6.30
Warren Refining & Chemical Co., E. 93rd St., Cleveland		6.35
Albright Coal Co. switch, west of 123rd St., Cleveland		7.63
Crown Coal Co. switch, 123rd St., Cleveland....		7.65
Cleveland Elec. Ill. Co. switch, E. 156th St., Cleveland		8.90
St. Clair Coal and Supply, Cleveland.....		9.60
North Randall Station, City Phone.....		11.15
North Randall Station, Fitch Coal Track.....		11.15
State Highway switch, Randall Yard.....		11.8
Cannons Crossing		13.95
Mantua House Track, W. Side Station.....		30.65
Mantua House Track, E. Side Station.....		30.65
Interchange switch, Phalanx		45.9
B. & O. Transfer switch, Leavittsburg.....		50.0
Trumbull Mfg. Co., Warren.....		53.32
Eckman Coal Company switch, Girard.....		62.25
Water St. Main Track, Sharon.....		81.0
Ferrona Wye		82.45
Elevator Spur—Sharpsville		84.20
Wire over 1st Dist. Main Track, Sharpsville....		84.75
Wire over 1st Dist. Main Track, Sharpsville....		86.1
Location	Second Sub-Division	Mile Post
National Bearings Metal Co., Meadville.....		102.0
Freight House Lead Track, Meadville.....		103.25
Stock Pen Track, Meadville.....		103.25
Steel Car Co. switch, Greenville.....		128.45
Chicago Bridge & Iron switch, Greenville.....		129.8
Main and Yard Tracks, Shenango.....		130.70
Y.P.S. switch, Larchmont Ave., North Warren		160.0
Sunlight Electric Co. switch, North Warren...		160.7
Union Steel Co., Vernon St., North Warren.....		161.33
Team Track, Braceville		168.40
North Transfer Track, Braceville.....		168.65
Canfield Oil Co. switch, Chestnut St., Ravenna		184.75
Gulf Oil Co. switch, Ravenna.....		184.85
Sinclair Oil Co. switch, Ravenna.....		185.3
Over Westward Main Track, West of Ravenna		186.35

MISCELLANEOUS

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

MOVEMENT OF TRAINS

The only time a diesel locomotive can be considered as operating backward is when a multiple-unit road diesel is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit diesel locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

Headlights on diesel locomotives in road service, freight and passenger, will be kept lighted when operated during daylight hours in order to give signalmen and other Maintenance of Way employees a better opportunity to observe approaching trains.

In multiple-unit operation of diesel locomotives, the locomotive number will be displayed on the lead unit only.

Diesel locomotives, motor cars, and roller bearing equipped freight and passenger cars must not be operated in water that is higher than underside of ball of rail.

AUTOMATIC TRAIN STOP

Instructions For Enginemen With Locomotives Equipped With Automatic Train Stop. Open Inductors

Locomotives are now operating over Western District in through line service and in the Pittsburgh-Cleveland service are equipped with automatic train stop cut in.

Open inductors are now in service on engine dispatching tracks at Meadville, Kent, Ferrona, Brier Hill and Cleveland.

Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

Engines not equipped with Automatic Train Stop, or with such device not in working order, will not be handled over train stop territory except under following restrictions:

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.
3. When train stop device fails between terminals seal will be broken on cutout cock, train stop device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

To Place Equipment In Operation:

STEAM:

1. Headlight generator must be running.
2. Main reservoir must be pumped up.
3. Reset button must be depressed for two seconds.
4. Brake valve must be moved to full service position to latch up handle to rotary valve.

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A. T. S. motor generator set.

4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A. T. S. is reset.
5. Place brake valve handle in lap position until applicature pressure (AP) is equal to main reservoir pressure or nearly so, when brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

Operation

STEAM:

The actuator moves the rotary in the brake valve to service position only when A. T. S. application occurs, but the brake valve handle does not move. The engineman can manually go from service position to emergency position. When an A. T. S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R."

Brake valve handle can then be relatched with the rotary by moving the handle to serve position; after relatching brake valve can be moved to any position desired.

DIESEL:

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; enginemen can obtain an emergency application in the usual way after receiving an A. T. S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledge handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives.

Broken Air Pipes

STEAM:

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise cutout cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged and automatic train stop not cut out.

Acknowledging Contactor

When required to acknowledge, acknowledge handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result.

Acknowledge handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

Control Cutout Cock

This is to be used only in case of failure of automatic train stop apparatus on locomotives.

STEAM:

This is under left hand actuator cylinder and when handle is in horizontal position the apparatus is cut in and when raised to the vertical position it is cut out.

DIESEL:

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

Over Speed Governor

DIESEL:

Speed warning whistle will sound at approximately 86 M. P. H. on passenger locomotives and approximately 62 M. P. H. on freight locomotives and will continue to sound until speed is reduced below that valve.

An over-speed brake application will occur at approximately 89 M. P. H. on passenger and approximately 65 M. P. H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledge handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

Light Defect

STEAM:

When automatic train stop is in service, and a short occurs in the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, enginemen will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

Governor Check Light

DIESEL:

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

Defects Or Failure of Apparatus

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

Safety Control (Dead Man)

DIESEL:

Each engineman's station in the operating cab of Diesel Road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

TONNAGE RATINGS

Train tonnage will be determined by Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

W. J. Donnelly.....	}	Trainmasters
P. J. Seidel.....		
J. M. Kelley.....		Chief Train Dispatcher
H. M. Palmer.....		Asst. Chief Train Dispatcher
M. M. Mitchell.....		Asst. Chief Train Dispatcher

FIRST SUB-DIVISION

River Bed Cleveland Distance from	STATIONS AND SIDINGS	EASTWARD TRAINS										
		FIRST CLASS										
		2	688	8	624	80	12	626	606	6	628	686
		Daily	Daily	Daily Except Sunday	Daily	Sunday Only	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday and Holidays	Daily
	Eastern Standard Time NEW YORK A.	P.M. 6.14		P.M. 10.54		P.M. 11.24			A.M. 7.37	A.M. 7.37		
	PITTSBURGH A.		A.M. 6.10	A.M. 9.55	A.M. 9.55	P.M. 3.05		P.M. 3.05	P.M. 9.20	P.M. 9.20		P.M. 9.20
89.2	Single Track { PYMATUNING... N 5.1	A.M. 4.32	A.M.	A.M. 8.36	A.M.	A.M. 9.30	A.M.	P.M.	P.M.	P.M. 6.48	P.M.	P.M.
84.1	SHARPSVILLE... 2.4	4.24		8.29		9.23				6.41		
81.7	FERRONA... D											
80.9	Single Track { SHARON... S 0.8 N. Y. C. 2.8	4.19		8.24		9.19				6.36		
78.1	Single Track { COLES... 3.4	4.02		8.15		9.12				6.28		
74.7	Single Track { HUBBARD... N 6.7	3.57		8.10		9.07				6.23		
68.0	VALLEY ST... N N. Y. C.	3.50		8.03		8.58				6.16		
67.5	HIMROD JCT... N 0.5 0.4											
67.1	YOUNGSTOWN... S 2.2	3.47 3.29	4.40 4.32	8.00 7.50	8.37 8.33	8.55 8.40	11.30	1.40 1.30	5.51	6.13 6.01	6.35	7.50 7.45
64.9	BRIER HILL... 1.6	3.26	4.28	7.47	8.30	8.36	11.26	1.27	5.44	5.57	6.31	7.42
63.3	VO. CROSSOVER... 0.8	3.24	4.26	7.45	8.28	8.34	11.24	1.25	5.42	5.55	6.28	7.40
62.5	GIRARD... 4.2											
58.3	NILES... D 2.6	3.19	4.20	BE7.40	M 8.22	BE8.29	S 11.18	M 1.19	K 5.37	5.50	S 6.20	M 7.35
55.7	DEFOREST... N B. & O. 2.5	3.15	4.15	7.37	8.17	8.25	11.10	1.15	5.31	5.47	6.12	7.30
53.2	Gauntlet { WARREN... S 3.2	3.11	4.11	7.33	8.14	8.21	11.05	1.11	5.28	5.44	6.08	7.26
50.0	LEAVITTSBURG... 0.4										S 5.52	
49.6	Second Sub-Division SN. JUNCTION... N 3.6	3.00	3.54	7.25	8.09	8.10	10.43	1.02	5.22	5.37	5.49	7.16
46.0	PHALANX... 5.0										S 5.45	
41.0	MAHONING... 3.6										f 5.39	
37.4	Garrettsville-Hiram... 2.4		S 3.42		7.58			W 12.49	5.09		S 5.34	7.04
35.0	JEDDOE... 4.3										f 5.29	
30.7	MANTUA... D 6.4		3.29		7.50			W 12.40	5.00		S 5.23	6.56
24.3	AURORA... D 3.2							R 12.32			S 5.14	
21.1	GEAUGA LAKE... 4.6										S 5.08	
16.5	SOLON... W. & L. E. 5.1		3.16		7.37			12.27	4.47		S 5.02	6.43
11.4	NORTH RANDALL... D 2.1		3.11		7.32			12.22	4.42		S 4.55	6.38
9.3	LEE ROAD... 3.0		3.08		S 7.29			S 12.19	S 4.39		S 4.50	S 6.35
6.3	EAST 93rd STREET... C. & P. 2.3		3.05		7.25			12.15	4.35		S 4.45	6.30
4.0	EAST 55th STREET... 0.7		3.02		7.22			12.12	4.32		S 4.39	6.27
3.3	Single Track { West End Tower... N 1.02		3.01		7.21			12.11	4.31		4.36	6.26
	BROADWAY... C. U. T. 1.35		2.58		7.18			12.08	4.28		4.33	6.23
	CLEVELAND L... N		2.55		7.15			12.05	4.25		4.30	6.20
1.9	LITERARY ST... A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

FIRST SUB-DIVISION

Distance from Pymatuning	STATIONS AND SIDINGS	WESTWARD TRAINS										
		FIRST CLASS										
		687	629	625	5	605	685	7	623	681	1	11
		Daily	Daily Except Sunday and Holidays	Daily	Daily	Daily	Daily	Daily	Daily	Sunday and Holidays Only	Daily	Daily Except Sunday
	Eastern Standard Time ...NEW YORK..L...				P.M. 7.15	P.M. 7.15		P.M. 11.00			A.M. 8.30	
	...PITTSBURGH..L...	P.M. 11.40		A.M. 7.00	A.M. 7.00		A.M. 11.30		P.M. 5.00	P.M. 8.00	P.M. 8.00	
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
5.1	Single track PYMATUNING...N 5.1				8.42			2.33			10.07	
	SHARPSVILLE... 2.4				8.48			2.39			10.13	
7.5	FERRONA...D 0.8											
8.3	Single track SHARON... N. Y. C. 2.8				s 8.56			s 2.48			s 10.24	
11.1	COLES... 3.4				9.00			2.52			10.28	
14.5	Single track HUBBARD...N 6.7				9.06			2.58			10.34	
21.2	VALLEY ST...N N. Y. C. 0.5				9.13			3.05			10.41	
21.7	HIMROD JCT...N 0.4											
22.1	YOUNGSTOWN... 2.2	s 1.00		s 8.23	s 9.16		s 1.00	s 3.08	s 6.30	s 9.30	s 10.44	
		1.10	4.50	8.28	9.25	9.33	1.10	3.22	6.35	9.35	10.59	11.45
24.3	BRIER HILL... 1.6	1.13	4.53	8.31	9.28	9.36	1.13	3.25	6.38	9.38	11.02	11.49
25.9	VO. CROSSOVER... 0.8	1.15	4.55	8.33	9.30	9.38	1.15	3.27	6.40	9.40	11.04	11.51
26.7	GIRARD... 4.2											
30.9	NILES...D 2.6	1.20	s 5.05	B 8.38	9.35	s 9.44	s 1.22	3.32	s 6.45	f 9.45	E 11.09	11.56
33.5	DEFOREST...N B. & O. 2.5	1.23	5.10	8.41	9.38	9.48	1.26	3.36	6.48	9.48	11.13	12.00
36.0	Warrentlet WARREN... 3.2	s 1.32	s 5.20	s 8.45	s 9.45	s 9.55	s 1.34	s 3.44	s 6.58	s 9.53	s 11.20	s 12.15
39.2	LEAVITTSBURG... 0.4		s 5.26									
39.6	Second Sub-Division SN. JUNCTION...N 3.6	1.36	5.27	8.48	9.49	9.59	1.38	3.49	7.02	9.57	11.24	12.20
43.2	PHALANX... 5.0		s 5.32									
48.2	MAHONING... 3.6											
51.8	Garrettsville-Hiram... 2.4	1.49	s 5.49	9.00		s 10.12	s 1.50		7.14	H 10.09		
54.2	JEDDOE... 4.3		f 5.54									
58.5	MANTUA...D 6.4	1.58	s 6.03	9.07		10.20	G 2.00		7.21	10.18		
64.9	AURORA...D 3.2		s 6.13									
68.1	GEAUGA LAKE... 4.6		s 6.19									
72.7	W. & L. E. W. & L. E. 5.1	2.11	s 6.28	9.19		10.31	2.14		7.33	10.30		
77.8	NORTH RANDALL...D 2.1	2.16	s 6.35	9.24		10.36	2.19		7.38	10.35		
79.9	LEE ROAD... 3.0	2.20	s 6.39	s 9.27		s 10.39	s 2.24		s 7.41	s 10.39		
82.9	EAST 93rd STREET... C. & P. 2.3	2.24	s 6.45	9.30		10.42	2.28		7.44	10.44		
85.2	EAST 55th STREET... 0.7	2.27	s 6.51	9.33		10.46	2.32		7.47	10.47		
85.9	Single Track West End Tower...N 1.02	2.28	6.53	9.34		10.47	2.33		7.49	10.48		
	BROADWAY... C. U. T. 1.35	2.31	6.56	9.36		10.51	2.36		7.51	10.51		
	CLEVELAND...A...N	2.35	7.00	9.40		10.55	2.40		7.55	10.55		
87.3	LITERARY ST... A.M.											
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

SECOND SUB-DIVISION

EASTWARD TRAINS					Distance from Salamanca	STATIONS AND SIDINGS	WESTWARD TRAINS			
FIRST CLASS							FIRST CLASS			
6	12	80	8	2			11	5	7	1
Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily		Eastern Standard Time A...NEW YORK...L	Daily Except Monday	Daily	Daily	Daily
A.M. 7.37		P.M. 11.24	P.M. 10.54	P.M. 6.14				P.M. 7.15	P.M. 11.00	A.M. 8.30
P.M. 7.47	A.M.	A.M. 10.25	A.M. 9.35	A.M. 5.43			A.M.	A.M. 7.49	P.M. 1.39	P.M. 9.12
7.42	.....	10.20	9.30	5.37	102.5	.....MEADVILLE.....N	.....	7.56	1.49	9.21
7.26	.....	10.08	9.16	5.20	105.4	2.9 ...BUCHANAN...N	.....	8.01	1.53	9.25
					110.1	4.7.....GENEVA.....				
7.15	.....	9.57	9.04	5.08	116.8	6.7 ..STONY POINT....	.....	8.14	2.06	9.38
7.11	.....	9.52	8.59	5.03	120.8	4.0 ...ATLANTIC.....	.....	8.19	2.11	9.43
7.06	.....	9.47	8.54	4.58	125.9	5.1.....AMASA.....N	.....	8.24	2.16	9.48
s 7.02	.....	s 9.44	s 8.50	s 4.54	128.6	2.7 N. Y. C. R. R. ..GREENVILLE....	.....	s 8.33	s 2.24	s 9.58
6.54	.....	9.36	8.42	4.38	130.8	2.2 B. & L. E. R. R. ..SHENANGO.....N	.....	8.36	2.27	10.01
6.53	.....	9.35	8.41	4.37	131.6	0.8 Penna. R. R. .....BRUIN.....N	.....	8.37	2.28	10.02
					134.8	3.2.....TRANSFER....				
6.48	.....	9.30	8.36	4.32	136.3	1.5.....PYMATUNING..N	.....	8.42	2.33	10.07
(Via First Sub-Division)		(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)	141.4	5.1 ..ORANGEVILLE..D	(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)
					144.4	3.0 ...BURGHILL.....				
					147.2	2.8.....LATIMER.....N				
					150.0	2.8 N. Y. C. R. R. ...JOHNSONS.....				
					153.6	3.6 ...CORTLAND....D				
					159.3	5.7 ..MK SIDING.....				
					161.4	2.1 Penna. R. R. NORTH WARREN N				
					164.5	3.1 B. & O. R. R. LEAVITTSBURG ..				
5.37	10.43	8.10	7.25	3.00	164.9	0.4 ..SN. JUNCTION..N	12.20	9.49	3.49	11.24
					168.5	3.6 First Sub-Division.....BRACEVILLE....	12.24	9.52	3.53	11.28
					171.4	2.9 N. Y. C. R. R. .....AD SIDING....	12.27	9.55	3.56	11.31
	s 10.32			v.....	173.3	1.9.....WINDHAM.....	s 12.32		x.....	
					178.9	5.6.....FREEDOM.....				
					181.5	2.6.....DEPOT.....				
c 5.19	s 10.15	s 7.47	s 7.06	v 2.40	185.3	3.8.....RAVENNA....D	12.46	P 10.09	s 4.14	11.45
5.14	10.06	7.33	6.57	2.34	190.0	4.7 ...KX CROSSOVER...	12.51	10.14	4.20	11.50
5.11	10.03	7.30	6.54	2.31	191.6	1.6 L.....KENT....A..N	12.55	10.17	4.24	11.54
P.M.	A.M.	A.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.
9.25			10.00	5.00		L...CHICAGO...A..		3.55	12.30	6.55
A.M.			P.M.	P.M.		Central Standard Time		P.M.	A.M.	P.M.

LISBON BRANCH

EASTWARD TRAINS			Distance from Niles	STATIONS AND SIDINGS		Distance from Lisbon	WESTWARD TRAINS			
.....	.....	.....	33.2	Single Track	LISBON	0	.....	.....	.....
.....	.....	.....	27.8		5.4	TEEGARDEN	5.4	.....	.....	.....
.....	.....	.....	22.4		5.4	PENNA. CO. EASTERN DIV. LEETONIA	10.8	.....	.....	.....
.....	.....	.....	20.6		1.8	WASHINGTONVILLE	12.6	.....	.....	.....
.....	.....	.....	17.4		3.2	GREENFORD	15.8	.....	.....	.....
.....	.....	.....	15.4		2.0	CALLA	17.8	.....	.....	.....
.....	.....	.....	14.2		1.2	MARQUIS	19.0	.....	.....	.....
.....	.....	.....	11.9		2.3	CANFIELD	21.3	.....	.....	.....
.....	.....	.....	6.2		5.7	AUSTINTOWN	27.0	.....	.....	.....
.....	.....	.....	4.5		1.7	OHLTON	28.7	.....	.....	.....
.....	.....	.....	3.3		1.2	MINERAL RIDGE	29.9	.....	.....	.....
.....	.....	.....	.....		3.3	B. & O. NILES	33.2	.....	.....	.....

CANAL BRANCH

EASTWARD TRAINS			Distance from Liberty Street	STATIONS AND SIDINGS		Distance from N. K. Target	WESTWARD TRAINS		
.....	.....	.....	6.28	0.11	N. K.	.....	.....	.....	.....
.....	.....	.....	6.17	0.11	B. & O. R. R. CRAB CREEK	0.11	.....	.....	.....
.....	.....	.....	5.55	0.62	B. & O. FREIGHT HOUSE	0.73	.....	.....	.....
.....	.....	.....	5.46	0.09	WILLIAM TOD	0.82	.....	.....	.....
.....	.....	.....	5.22	0.24	PENNA. CO. MOWER & REAPER CRG.	1.06	.....	.....	.....
.....	.....	.....	4.00	1.22	AUSTINTOWN BR. CROSSING LEADVILLE	2.28	.....	.....	.....
.....	.....	.....	2.58	1.42	DIVISION STREET	3.70	.....	.....	.....
.....	.....	.....	1.17	1.41	B. & O. R. R. OHIO WORKS JCT.	5.11	.....	.....	.....
.....	.....	.....	0.78	0.39	MORRIS RUN	5.50	.....	.....	.....
.....	.....	.....	0.28	0.50	B. & O. R. R. B. & O. CROSSING	6.00	.....	.....	.....
.....	.....	.....	.....	0.28	LIBERTY STREET	6.28	.....	.....	.....

FERRONA BRANCH

EASTWARD TRAINS			Distance from Ferrona	STATIONS AND SIDINGS	Distance from Gardner Avenue	WESTWARD TRAINS		
.....	.....	.....	23.4	GARDNER AVENUE .....	.....	.....	.....	.....
.....	.....	.....	22.2	1.2 NEW CASTLE	1.2	.....	.....	.....
.....	.....	.....	11.5	10.7 PULASKI	11.9	.....	.....	.....
.....	.....	.....	6.5	5.0 WEST MIDDLESEX	16.9	.....	.....	.....
.....	.....	.....	3.5	3.0 WHEATLAND	19.9	.....	.....	.....
.....	.....	.....	2.5	1.0 FARRELL	20.9	.....	.....	.....
.....	.....	.....	1.0	1.5 SHARON (StateStreet)	22.4	.....	.....	.....
.....	.....	.....	.....	1.0 FERRONA	23.4	.....	.....	.....

OIL CITY-FRANKLIN BRANCH

EASTWARD TRAINS			Distance from Oil City	STATIONS AND SIDINGS	Distance from Buchanan	WESTWARD TRAINS		
.....	.....	.....	33.3	BUCHANAN .....	.....	.....	.....	.....
.....	.....	.....	30.2	3.1 SHAWS	3.1	.....	.....	.....
.....	.....	.....	25.4	4.8 COCHRANTON	7.9	.....	.....	.....
.....	.....	.....	21.4	4.0 CARLTON	11.9	.....	.....	.....
.....	.....	.....	17.4	4.0 UTICA	15.9	.....	.....	.....
.....	.....	.....	12.2	5.2 SUGAR CREEK	21.1	.....	.....	.....
.....	.....	.....	8.4	3.8 FRANKLIN	24.9	.....	.....	.....
.....	.....	.....	3.2	5.2 RENO	30.1	.....	.....	.....
.....	.....	.....	.....	3.2 OIL CITY	33.3	.....	.....	.....

STATION LIST

For the use of Agents, Conductors and Others, for reporting movements of Trains,
Locomotives and Cars.

MAHONING DIVISION 1st DIST.

Pymatuning, Pa.....	549
Sharpsville	3554
Ferrona	3556
Sharon	3557
RO Yard	3559
Coles	3560
Chestnut Ridge	3561
Hubbard, Ohio.....	3563
Doughton's	3565
Valley Street	3570
Youngstown	3571
Prohibition Siding	3572
E. Youngstown	5567
NK Yard	5570
Brier Hill	3573
Girard	3576
Girard Yard	3578
Niles	3580
DeForest	3581
Pipe Line Switch.....	3582
Warren	3585
Leavittsburg	(3588) 577
Phalanx	3592
Mahoning	3597
Garrettsville-Hiram	3601
Jeddoe	3603
Pipe Line Switch	3606
Mantua	3607
Aurora	3614
Geauga Lake	3617
Solon	3622
Cannon's Crossing	3624
North Randall	3627
Corlett (Cleveland)	3630
Lee Road	3629
E. 93rd St. (Cleveland).....	3631
Union Street	3632
East 55th Street (Cleveland)....	3634
Literary Street	3636
Cleveland (Union Terminal).....	3637
River Bed	3638

NEW CASTLE BRANCH

Sharon, Pa.	3557
Ferrona	3556
State Street	2559
Farrell	2560
Wheatland	2561
West Middlesex	2564
Pulaski	2569
Nashua	2572
Water Works Siding	2574
New Castle	2579
Pittsburgh & Lake Erie Junction	2580

LISBON BRANCH

Niles, Ohio	3580
Mineral Ridge	1583
Ohlton	1584
Austintown	1586
Canfield	1592
Marquis	1594
Calla	1595
Greenford	1597
Washingtonville	1601
Leetonia	1602
Coleman's	1609
Lisbon	1613

MAHONING DIVISION 2nd DIST.

Meadville, Pa.	515
Buchanan	518
Geneva	523
Stony Point	528
Atlantic	533
Kennard	536
Amasa	538
Greenville	541
Chicago Bridge Works.....	542
Shenango	543
Transfer	547
Pymatuning	549
Orangeville	554
Burghill, Ohio	557
Johnsons	563
Cortland	566
MK Siding	572
North Warren	574
Leavittsburg	577
Braceville	581
Atlas, Ohio	584
Windham	586
Freedom	591
Depot, Ohio	594
Ravenna	598
Brady Lake	601
Kent	604

FRANKLIN BRANCH

Meadville, Pa.	515
Buchanan	518
Shaws	3521
Cochranton	3526
Carlton	3530
Utica	3534
Poseydale	3535
Sugar Creek	3539
Good Roads Siding	9899
Franklin	3543
Reno	3548
Oil City	3551

