

# THE PENNSYLVANIA RAILROAD

CENTRAL REGION

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## EASTERN DIVISION

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### Time-Table No. 1

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

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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EASTERN STANDARD TIME

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W. W. PATCHELL,  
General Manager.

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

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

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

H. D. KRUGGEL,  
Superintendent.

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Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net  
<http://PRR.Railfan.net>

2021

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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		PITTSBURGH (Pgh. Div.).....	0.1			
				US .....				
				DIVISION POST (Pgh. Div.).....	0.3			
				DIVISION POST (Cgh. Div.).....	0.6			
X	X	X		FEDERAL STREET .....	0.9			
X	X	X		PENNSYLVANIA AVE. ....	1.3			
				COLUMBUS AVE. ....	2.2			
				ISLAND AVENUE .....	2.7			
				WOODS RUN .....	3.4			
X	X	X-O		JACKS RUN .....	4.3			
				BELLEVEU .....	5.1			
				AVALON .....	6.0			
				BEN AVON .....	6.6			
				EMSWORTH .....	7.0			
				DIXMONT .....	8.4			
				GLENFIELD .....	9.4			
				HAYSVILLE .....	11.0			
				GLEN OSBORNE .....	11.9			
				SEWICKLEY .....	12.6			
				EDGEWORTH .....	13.4			
				SHIELDS .....	14.0			
B	B	B		LEETSDALE .....	15.0			
				AMBRIDGE .....	16.5			
				BADEN .....	20.6			
X	X	X-O		EAST CONWAY .....	20.8			
				CONWAY .....	22.6			
				FREEDOM .....	23.9			
X	X	X		WEST CONWAY .....	24.6			
X	X	X-O		ROCHESTER .....	25.9			
X				WEST ROCHESTER .....	26.3			
				NEW BRIGHTON .....	28.9			
				RAMP .....	29.7			
				BEAVER FALLS .....	30.2			
				MORADO .....	32.8			
X	X	X		HOMEWOOD JOT .....	34.8			
				NEW GALILEE .....	40.2			
				ENON .....	46.2			
				KEYSTONE .....	47.9			
				EAST PALESTINE .....	49.9			
				BUCKEYE .....	50.8			
				NEW WATERFORD .....	54.3			
				COLUMBIANA .....	59.7			
B	B	B		LEETONIA .....	63.2			
				SALEM .....	69.6			
				GARFIELD .....	75.6			
				BELOIT .....	77.7			
				SEBRING .....	79.0			
X	X	X-O		CP .....	82.8			
				ALLIANCE .....	83.0			
X	X	X		WALL .....	83.6			
				MAXIMO .....	89.2			
				LOUISVILLE .....	94.8			
X	X	X-O		SUPERIOR .....	96.0			
X	X	X		FAIRHOPE .....	96.8			
X	X	X		STARK .....	99.5			
X	X	X		WANDLE .....	101.2			
X	X	X		CANTON .....	101.7			
X	X	X		McKINLEY .....	102.1			
X	X	X		URBAN .....	106.5			
X	X	X		MASSILLON .....	109.6			
X	X	X		M. & C. JOT .....	110.7			
X				NEWMAN .....	112.2	69	125	
				NORTH LAWRENCE .....	116.6			
				HAVEN .....	119.7	90	99	
X	X	X-O		ORRVILLE .....	124.0			
				SMITHVILLE .....	129.5	87		
X	X	X		WOOSTER .....	135.1			
				BIG RUN .....	138.2			
X	X	X-O		MILLBROOK (Coaling Station) .....	139.8			
				MARSH .....	141.3			
				SHREVE .....	144.5			
				BIG PRAIRIE .....	148.5			
				LAKEVILLE .....	150.1	90	90	
				LOUDONVILLE .....	156.5			
B	B	B		MOHICAN .....	157.4	125		
B				FORK .....	159.0			
				PERRYSVILLE .....	160.9			

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

## MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				GUTHRIE	183.5			99
				COULTER	184.2			
X	X	X		MELCO	185.0			
				LUCAS	188.5			
				ROSS	172.6			
X	X	X		LYNCH	174.3		157	
X	X	X		MANSFIELD	175.3			
X	X	X		B. & O. JCT.	175.7			
X	X	X-O		MILL	176.8			
				TOLEDO JCT.	181.8			
				DIVISION POST (Ft. W. Div.)	187.0			
X	X	X		CRESTLINE (Fort Wayne Div.)	188.7			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone, in service.

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

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

Interlockings—Remote controlled as follows:

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

## TOLEDO BRANCH

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

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

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

**OHIO CONNECTING BRIDGE**

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

NOTE—X indicates in service continuously.

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

**OHIO CONNECTING BRIDGE**

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

NOTE—X indicates in service continuously.

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

**LOW GRADE BRANCH**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ROCHESTER DIVISION POST (Lake Div.)	3.4			
				THOMPSON RUN (Lake Div.)	9.0			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

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

**BAYARD BRANCH**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars										
						West	East	Both								
X	X	X-O		ROCHESTER BEAVER VANPORT MERRILL INDUSTRY MIDLAND MIDSTEELE SMITHS FERRY EAST DRY RUN DRY RUN LAUGHLIN THOMPSON EAST LIVERPOOL FETTER WELLSVILLE THIRD ST. WELLSVILLE YELLOW CREEK RIVER MCCULLOUGH HAMMONDSVILLE IRONDALE NEW SALISBURY CLARK ROGERS SALINEVILLE SUMMITVILLE SHALE KENSINGTON EAST ROCHESTER BAYARD PARIS NICKLE SUPERIOR FAIRHOPE	0.9 0.5 0.4 7.9 10.5 11.9 13.5 14.5 15.9 16.5 18.0 18.5 22.3 23.3 25.3 27.3 28.7 30.0 32.3 32.3 36.9 37.4 42.7 45.3 52.1 55.0 62.0 66.3 68.0			153	145	142	91	122	96	90		
X	X	X-O		ESPLEN (P. H. Div.)	2.0											

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

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

NOTE—The direction from Rochester to Fairhope is westward.

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

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

Interlockings—Remote controlled as follows:

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

**ALLIANCE BRANCH**

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

NOTE—X indicates in service continuously.

O indicates trainphone in service.

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

## RIVER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		YELLOW CREEK BRANCH	0.7			
				PORT HOMER	2.4			
				OLAYPORT	3.3		84	
				EMPIRE	5.5			
				CROXTON	7.5			
				TORONTO	8.7			
				DIVISION POST (P. H. Div.)	12.6			
X	X	X		ROCKVILLE (P. H. Div.)	19.4			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Branch	Yellow Creek

## M. & C. BRANCH

### M. & C. SECONDARY TRACK

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

NOTE—X indicates in service continuously.

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

## NO. 101 SECONDARY TRACK

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

NOTE—X indicates in service continuously.

## BEAVER VALLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vanport	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				VANPORT BRIDGEWATER— (P. & L. E. R. R.)	8.4			

## YELLOW CREEK SECONDARY TRACK

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

NOTE—X indicates in service continuously.

## SOUTH MASSILLON INDUSTRIAL TRACK

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

NOTE—X indicates in service continuously.

STATIONS	FIRST CLASS	
	◊49	◊59
	DAILY	DAILY
Leave	A. M.	A. M.
PITTSBURGH (Pgh. Div.)	# 12.59	# 1.22
FEDERAL STREET	1.08	1.26
PENNSYLVANIA AVE.	1.05	1.28
JACKS RUN	1.09	1.32
BELLEVUE		
AVALON		
BEN AVON		
EMSWORTH		
GLENFIELD		
GLEN OSBORNE		
SEWICKLEY		
EDGEWORTH		
SHIELDS		
LEETSDALE	1.18	1.41
AMBRIDGE		
BADEN		
EAST CONWAY	1.23	1.46
FREEDOM		
WEST CONWAY	1.27	1.50
ROCHESTER	1.29	1.52
NEW BRIGHTON		
BEAVER FALLS	1.34	1.57
HOMEWOOD JCT.	1.39	2.02
NEW GALILEE	1.46	2.09
ENON		
EAST PALESTINE	1.56	2.19
COLUMBIANA		
LEETONIA	2.08	2.31
SALEM		
SEBRING		
CP.	2.29	2.52
ALLIANCE		
WALL	2.30	2.53
FAIRHOPE	2.43	3.07
STARK	2.46	3.10
WANDLE	2.49	3.13
CANTON		
McKINLEY	2.51	3.15
URBAN	2.56	3.21
MASSILLON		
M. & C. JCT.	3.01	3.26
HAVEN	3.10	3.35
ORRVILLE	3.14	3.39
SMITHVILLE	3.20	3.45
WOOSTER		
BIG RUN	3.30	3.55
MARSH	3.33	3.58
SHREVE		
LAKEVILLE	3.41	4.06
LOUDONVILLE		
MOHICAN	3.43	4.13
GUTHRIE	3.54	4.19
LUCAS	3.59	4.24
ROSS	4.03	4.29
MANSFIELD	S 4.09	4.32
TOLEDO JCT.	4.16	4.38
CRESTLINE (Fort Wayne Div.)	S 4.26	D 4.43
Arrive	A. M.	A. M.
	49	59

	FIRST CLASS				
	◊69	●29	◊1	71	9
	DAILY	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	# 1.35	# 1.57	# 3.03	S 4.47	S 5.00
	1.39	2.01	3.07	4.51	5.04
	1.41	2.03	3.09	4.53	5.06
	1.45	2.07	3.13	4.57	5.10
	1.54	2.16	3.22	5.06	5.19
	1.59	2.21	3.27	5.11	5.24
	2.03	2.25	3.31	5.15	5.28
	2.05	2.27	3.33	5.17	5.30
	2.10	2.32	3.38	5.22	5.35
	2.15	2.37	3.43	5.29	5.40
	2.22	2.44	3.50	5.36	
	2.32	2.54	4.00	5.46	
	2.44	3.06	4.12	5.58	
	3.05	3.27	4.33	6.19	
				S 6.22	
	3.06	3.28	4.34	6.24	
	3.19	3.42	4.48	6.38	
	3.22	3.45	4.51	6.41	
	3.25	3.48	4.54	6.44	
				S 6.51	
	3.27	3.50	4.56	6.53	
	3.33	3.56	5.02	6.59	
				T 7.04	
	3.38	4.01	5.07	7.06	
	3.47	4.10	5.16	7.15	
	3.51	4.14	5.20	R 7.20	
	3.57	4.20	5.26	7.28	
				S 7.37	
	4.07	4.30	5.36	7.41	
	4.10	4.33	5.39	7.45	
	4.18	4.41	5.47	7.54	
	4.25	4.48	5.54	8.02	
	4.31	4.54	6.00	8.08	
	4.36	4.59	6.05	8.13	
	4.41	5.04	6.10	8.16	
	S 4.51	5.08	6.14	S 8.29	
	5.03	5.14	6.20	8.38	
		D 5.24	S 6.30	S 8.49	
	A. M.	A. M.	A. M.	A. M.	A. M.
	69	29	1	71	9

Eastern Div. G. O. No. 111, Page 11, Column 1.

STATIONS	FIRST CLASS			Leave
	39	55	383	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	\$ 5.30	\$ 8.10	\$ 8.20	
FEDERAL STREET	5.84	8.14	8.24	
PENNSYLVANIA AVE.	5.86	8.16	8.26	
JACKS RUN	5.40	8.20	8.30	
BELLEVUE				
AVALON				
BEN AVON				
EMSWORTH				
GLENFIELD				
GLEN OSBORNE				
SEWICKLEY			\$ 8.37	
EDGEWORTH				
SHIELDS				
LEETSDALE	5.49	8.29	8.40	
AMBRIDGE				
BADEN				
EAST CONWAY	5.54	8.34	8.45	
FREEDOM				
WEST CONWAY	5.58	8.38	8.48	
ROCHESTER	6.00	8.40	\$ 8.50	
NEW BRIGHTON				
BEAVER FALLS	6.05	R 8.45	\$ 8.56	
HOMEWOOD JCT.	6.11	8.50	9.01	
NEW GALILEE	6.19	8.57	9.08	
ENON				
EAST PALESTINE	6.30	9.07	9.18	
COLUMBIANA				
LEETONIA	6.43	9.19	9.31	
SALEM	F 6.50		\$ 9.39	
SEBRING				
CP	7.07	9.41	9.54	
ALLIANCE	\$ 7.12		\$ 9.56	
WALL		9.42		
FAIRHOPE		9.55		
STARK		9.58		
WANDLE		10.01		
CANTON		\$ 10.04		
McKINLEY		10.08		
URBAN		10.12		
MASSILLON				
M. & C. JCT.		10.17		
HAVEN		10.26		
ORRVILLE		10.31		
SMITHVILLE		10.37		
WOOSTER				
BIG RUN		10.47		
MARSH		10.51		
SHREVE				
LAKEVILLE		11.00		
LOUDONVILLE				
MOHICAN		11.07		
GUTHRIE		11.14		
LUCAS		11.19		
ROSS		11.24		
MANSFIELD		\$ 11.30		
TOLEDO JCT.		11.43		
CRESTLINE (Fert Wayne Div.)		\$ 11.53		
Arrive	A. M.	A. M.	A. M.	
	39	55	383	

	FIRST CLASS				P. M.
	53	447	323	361	
	DAILY	SAT. ONLY	DAILY	DAILY	
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 11.00	\$ 12.30	\$ 3.00	\$ 5.10	\$ 5.15
	11.04	\$ 12.34	\$ 3.04	5.14	\$ 5.19
	11.06	12.36	3.06	5.16	5.21
	11.10	12.40	3.10	5.20	5.26
		\$ 12.41			
		\$ 12.44			
		\$ 12.46			
		\$ 12.48			\$ 5.30
		\$ 12.52			
		\$ 12.56			\$ 5.37
	F 11.18	\$ 12.58	\$ 3.18		\$ 5.40
		\$ 1.00			\$ 5.42
		F 1.02			\$ 5.44
	11.22	\$ 1.04	3.21	5.29	\$ 5.46
		\$ 1.08			\$ 5.49
		\$ 1.13			\$ 5.54
	11.28	1.14	3.26	5.34	5.55
		\$ 1.18			\$ 6.00
	11.33	1.20	3.30	5.37	6.01
	\$ 11.36	\$ 1.25	\$ 3.32	5.39	\$ 6.04
		\$ 1.30			\$ 6.09
	\$ 11.42	D 1.35	\$ 3.38	5.44	D 6.14
	11.49	1.45	3.45	5.49	6.24
	11.57			5.56	
	F 12.07			F 6.06	
	12.19			6.19	
	\$ 12.29			\$ 6.27	
	12.44			6.42	
	\$ 12.49			\$ 6.43	
	12.51				
	1.04				
	1.07				
	1.10				
	\$ 1.21				
	1.23				
	1.29				
	\$ 1.36				
	1.38				
	1.47				
	\$ 1.56				
	2.02				
	\$ 2.12				
	2.16				
	2.20				
	F 2.29				
	2.36				
	2.44				
	2.52				
	2.58				
	3.04				
	\$ 3.18				
	3.30				
	\$ 3.40				
	P. M.	P. M.	P. M.	P. M.	P. M.
	53	447	323	361	427



STATIONS	FIRST CLASS	
	405	#431
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 5.30	\$ 5.50
FEDERAL STREET	\$ 5.34	\$ 5.54
PENNSYLVANIA AVE.	5.36	5.56
JACKS RUN	5.41	6.01
BELLEVUE	\$ 5.42	\$ 6.02
AVALON	\$ 5.44	F 6.04
BEN AVON	\$ 5.46	\$ 6.05
EMSWORTH	\$ 5.48	\$ 6.07
GLENFIELD	\$ 5.51	\$ 6.10
GLEN OSBORNE	\$ 5.56	\$ 6.14
SEWICKLEY	\$ 5.59	\$ 6.16
EDGEWORTH	\$ 6.01	\$ 6.18
SHIELDS		F 6.20
LEETSDALE	\$ 6.04	6.22
AMBRIDGE	\$ 6.08	\$ 6.25
BADEN	\$ 6.14	\$ 6.29
EAST CONWAY	6.15	6.30
FREEDOM	\$ 6.20	\$ 6.34
WEST CONWAY	6.21	6.36
ROCHESTER	\$ 6.26	\$ 6.37
NEW BRIGHTON	\$ 6.32	\$ 6.42
BEAVER FALLS	\$ 6.38	D 6.47
HOMEWOOD JCT.	6.48	6.57
NEW GALILEE		
ENON		
EAST PALESTINE		
COLUMBIANA		
LEETONIA		
SALEM		
SEBRING		
CP		
ALLIANCE		
WALL		Will Not
FAIRHOPE		Run
STARK		Nov. 22,
WANDLE		Dec. 25,
CANTON		Jan. 1.
McKINLEY		
URBAN		
MASSILLON		
M. & C. JCT.		
HAVEN		
ORRVILLE		
SMITHVILLE		
WOOSTER		
BIG RUN		
MARSH		
SHREVE		
LAKEVILLE		
LOUDONVILLE		
MOHICAN		
GUTHRIE		
LUCAS		
ROSS		
MANSFIELD		
TOLEDO JCT.		
CRESTLINE (Fort Wayne Div.)		
Arrive	P. M.	P. M.
	405	431

	FIRST CLASS				
	●99	329	#63	105	◇23
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.35	\$ 8.30	\$ 11.00	\$ 11.10	# 11.55
	6.39	\$ 8.34	11.04	11.14	11.59
	6.41	8.36	11.06	11.16	12.01
	6.45	8.40	11.10	11.20	12.05
			Will Not Run Nov. 22, Dec. 23, 24, Dec. 30, 31.		
		\$ 8.48	C 11.18	\$ 11.28	
	6.55	8.52	11.23	11.32	12.14
	7.01	8.57	11.28	11.37	12.19
	7.06	9.02	11.32	11.41	12.23
	7.08	\$ 9.05	R 11.34	\$ 11.44	12.25
	\$ 7.20	\$ 9.14	A 11.40	\$ 11.52	12.30
	7.28	9.23	11.50	12.01	12.35
	7.36		11.58	12.09	12.42
	7.48		12.09	F 12.22	12.52
	F 8.01		12.22	12.37	1.04
	F 8.09		\$ 12.30	\$ 12.49	
	8.22		12.45	1.04	1.25
	\$ 8.40		\$ 12.48	\$ 1.07	
	8.42		12.50	1.09	1.26
	8.57		1.03	1.22	1.39
	9.00		1.06	1.25	1.42
	9.08		1.09	1.28	1.45
	\$ 9.30			\$ 1.36	
	9.32		1.11	1.38	1.47
	9.39		1.17	1.44	1.53
	\$ 9.50				
	9.52		1.22	1.49	1.58
	10.02		1.32	1.58	2.07
	\$ 10.15		1.38	A● 2.04	2.11
	10.24		1.45	2.11	2.16
	\$ 10.35				
	10.39		1.56	2.21	2.26
	10.43		2.00	2.33	2.29
	10.53		2.10	2.44	2.38
	11.01		2.18	2.53	2.45
	11.07		2.24	3.01	2.51
	11.13		2.30	3.06	2.57
	11.18		2.36	3.11	3.03
	\$ 11.50		2.42	\$ 3.35	3.08
	12.04		2.53	3.45	3.21
	\$ 12.20		D 3.05		D 3.35
	A. M.	P. M.	A. M.	A. M.	A. M.
	99	329	63	105	23

STATIONS	FIRST CLASS			
	2	106	422	
Arrive	A. M.	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	3.30	7.20	7.50	
FEDERAL STREET	3.26	7.14	7.45	
PENNSYLVANIA AVE.	3.24	7.11	7.43	
JACKS RUN	3.20	7.06	7.38	
BELLEVUE			7.37	
AVALON			7.35	
BEN AVON			7.33	
EMSWORTH			7.31	
GLENFIELD			7.26	
GLEN OSBORNE			7.21	
SEWICKLEY		6.55	7.19	
EDGEWORTH			7.17	
SHIELDS			7.15	
LEETSDALE	3.11	6.49	7.12	
AMBRIDGE			7.09	
BADEN			7.04	
EAST CONWAY	3.06	6.42	7.03	
FREEDOM			6.57	
WEST CONWAY	3.02	6.38	6.55	
ROCHESTER	3.00	6.36	6.53	
NEW BRIGHTON			6.48	
BEAVER FALLS	2.55	6.26	6.45	
HOMEWOOD JCT.	2.50	6.18		
NEW GALILEE	2.42	6.08		
ENON				
EAST PALESTINE	2.32	5.54		
COLUMBIANA				
LEETONIA	2.19	5.39		
SALEM		5.29		
SEBRING				
CP	1.59	5.11		
ALLIANCE		5.10		
WALL	1.58	5.02	Will Not	
FAIRHOPE	1.45	4.48	Run	
STARK	1.42	4.45	Nov. 22,	
WANDLE	1.39	4.42	Dec. 25,	
CANTON		4.40	Jan. 1.	
McKINLEY	1.37	4.31		
URBAN	1.32	4.25		
MASSILLON				
M. & C. JCT.	1.27	4.19		
HAVEN	1.18	4.09		
ORRVILLE	1.14	4.03		
SMITHVILLE	1.09	3.55		
WOOSTER				
BIG RUN	12.59	3.44		
MARSH	12.56	3.40		
SHREVE				
LAKEVILLE	12.48	3.30		
LOUDONVILLE				
MOHICAN	12.41	3.22		
GUTHRIE	12.36	3.16		
LUCAS	12.31	3.10		
ROSS	12.26	3.05		
MANSFIELD	12.22	3.00		
TOLEDO JCT.	12.16	2.35		
CRESTLINE (Fort Wayne Div.)	# 12.06			
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	◇2	106	◆422	

Eastern Div. G. O. No. 106, Page 16, Column 2.

	FIRST CLASS			
	62	424	404	54
	A. M.	A. M.	A. M.	A. M.
	8.00	8.15	8.45	8.50
	7.50	8.10	8.40	8.45
	7.48	8.07	8.38	8.43
	7.44	8.02	8.33	8.39
			8.32	
	Will Not Run Nov. 23, Dec. 24, 25, Dec. 31, Jan. 1.	8.00	8.29	
		7.56	8.27	
			8.22	
			8.17	
	7.35	7.48	8.15	
		7.46	8.13	
			8.11	
	7.32	7.43	8.09	8.27
		7.41	8.06	
			8.01	
	7.26	7.36	8.00	8.21
		7.31	7.55	
	7.22	7.29	7.53	8.17
	7.20	7.27	7.51	8.15
		7.23	7.46	
	7.14	7.20	7.43	8.09
	7.07		8.04	
		6.59		7.56
		6.46		7.45
		6.35		7.32
				7.23
		6.14		7.09
	6.13			7.08
		6.08	Will Not Run Nov. 22, Dec. 25, Jan. 1.	7.07
		5.55		6.54
		5.52		6.51
		5.49		6.48
				6.46
		5.47		6.43
		5.41		6.37
		5.36		6.32
		5.27		6.28
		5.23		6.19
		5.17		6.13
		5.07		6.03
		5.03		6.00
		4.55		5.52
		4.48		5.45
		4.42		5.39
		4.37		5.34
		4.33		5.30
		4.29		5.26
		4.22		5.20
	# 4.12			# D 5.10
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY
	◆62	◆424	●404	◇54

Eastern Div. G. O. No. 113, Page 17, Column 4.

Eastern Div. G. O. No. 111, Page 17, Column 6.

STATIONS	FIRST CLASS			
	360	144	44	318
Arrive	A. M.	A. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 10.40	\$ 11.40	\$ 12.30	\$ 1.40
FEDERAL STREET.....	10.35	11.33	12.23	D 1.36
PENNSYLVANIA AVE.....	10.33	11.30	12.21	1.34
JACKS RUN.....	10.29	11.25	12.16	1.29
BELLEVUE.....				
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....		\$ 11.13	\$ 12.05	\$ 1.21
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	10.19	11.07	11.53	1.17
AMBRIDGE.....				
BADEN.....				
EAST CONWAY.....	10.14	11.00	11.51	1.12
FREEDOM.....				
WEST CONWAY.....	10.10	10.55	11.46	1.08
ROCHESTER.....	10.08	\$ 10.53	\$ 11.44	\$ 1.06
NEW BRIGHTON.....				
BEAVER FALLS.....	10.02	\$ 10.44	\$ 11.32	\$ 12.58
HOMEWOOD JCT.....	9.57	10.35	11.22	12.52
NEW GALILEE.....	9.50	10.25	11.14	
ENON.....			F 11.03	
EAST PALESTINE.....	F 9.40	\$ 10.12	\$ 10.55	
COLUMBIANA.....			F 10.43	
LEETONIA.....	9.27	9.55	F 10.35	
SALEM.....	S 9.19	\$ 9.45	\$ 10.25	
SEBRING.....			F 10.10	
CP.....	9.06	9.26	10.00	
ALLIANCE.....	S 9.05	\$ 9.25	\$ 9.59	
WALL.....		9.15	9.42	
FAIRHOPE.....		9.02	9.29	
STARK.....		8.59	9.26	
WANDLE.....		8.56	9.23	
CANTON.....		S 8.54	S 9.21	
McKINLEY.....		8.44	9.01	
URBAN.....		8.38	8.55	
MASSILLON.....		S 8.32	S 8.49	
M. & C. JCT.....		8.22	8.38	
HAVEN.....		8.13	8.29	
ORRVILLE.....		S 8.08	S 8.24	
SMITHVILLE.....		7.57	8.11	
WOOSTER.....		S 7.47	S 8.02	
BIG RUN.....		7.38	7.49	
MARSH.....		7.34	7.45	
SHREVE.....				
LAKEVILLE.....		7.24	7.35	
LOUDONVILLE.....			F 7.26	
MOHICAN.....		7.16	7.23	
GUTHRIE.....		7.10	7.16	
LUCAS.....		7.05	7.10	
ROSS.....		7.00	7.05	
MANSFIELD.....		S 6.55	S 7.00	
TOLEDO JCT.....		6.40	6.40	
CRESTLINE (Fort Wayne Div.)		\$ 6.30	\$ 6.30	
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY
	360	144	44	318

	FIRST CLASS			22	10
	362	52	328	P. M.	P. M.
	P. M.	P. M.	P. M.		
	\$ 6.40	\$ 7.15	\$ 9.05	\$ 9.42	\$ 11.15
	6.36	7.10	8.59	9.37	11.10
	6.34	7.08	8.57	9.35	11.08
	6.30	7.03	8.52	9.31	11.03
	B 6.21	S 6.53	S 8.40		
	6.18	6.48	8.38	9.21	10.54
	6.13	6.39	8.32	9.16	10.49
	6.10	6.35	8.28	9.12	10.45
	6.08	S 6.33	S 8.26	9.10	S 10.43
	6.03	S 6.24	S 8.19	\$ 9.04	10.37
	5.58	6.16	8.13	8.57	10.32
	5.50	6.07		8.49	
	5.40	S 5.55		8.39	
	S 5.28	5.40		8.26	
	S 5.20	S 5.30			
	S 5.06	5.13		8.05	
	S 5.05	S 5.12			
		5.09		8.04	
		4.55		7.51	
		4.52		7.48	
		4.49		7.45	
		S 4.47		S 7.43	
		4.42		7.40	
		4.36		7.34	
		S 4.28		S 7.28	
		4.24		7.25	
		4.14		7.16	
		S 4.09		7.12	
		4.02		7.07	
		S 3.52		S 6.59	
		3.47		6.55	
		3.44		6.52	
		3.36		6.44	
		3.29		6.38	
		3.24		6.33	
		3.19		6.28	
		3.14		6.24	
		S 3.10		S 6.20	
		3.00		6.12	
		# 2.50		# 6.02	
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	362	52	328	22	10

Eastern Div. G. O. No. 108, Page 19, Column 6.

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

	FIRST CLASS		
	58	28	70
	A. M.	A. M.	A. M.
	S 12.41	S 1.24	S 3.18
	12.37	1.20	3.09
	12.35	1.18	3.07
	12.31	1.14	3.03
	12.22	1.05	2.54
	12.17	1.00	2.49
	12.13	12.56	2.45
	12.11	12.54	2.43
	12.06	12.49	2.38
	12.02	12.45	2.33
	11.55	12.38	2.25
	11.45	12.28	2.15
	11.32	12.15	2.02
	11.12	11.55	1.42
	11.11	11.54	1.41
	10.59	11.42	1.29
	10.56	11.39	1.26
	10.53	11.36	1.23
			S 1.21
	10.51	11.34	1.16
	10.46	11.29	1.10
	10.41	11.24	1.05
	10.32	11.15	1.56
	10.28	11.11	S 12.51
	10.23	11.06	12.42
	10.13	10.56	12.32
	10.10	10.53	12.29
	10.02	10.45	12.21
	9.56	10.39	12.14
	9.51	10.34	12.09
	9.46	10.29	12.04
	9.42	10.25	11.59
	9.38	10.21	S 11.55
	9.32	10.15	11.47
	# 9.23	# 10.06	# 11.37
	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	58	28	70

STATIONS	FIRST CLASS	
	■68	■106
	DAILY	DAILY
Leave	P. M.	P. M.
DETROIT (F.S.U.D. Co.)	S 5.30	S 11.10
DELRAY (Wab. Ry.)	5.42	11.22
ECORSE JCT.	5.45	11.25
LINCOLN PARK	5.48	11.29
PENFORD	5.53	11.34
EUREKA	5.54	11.36
CARLETON	6.05	11.47
MONROE	S 6.16	F 11.58
ERIE	C.&O.Ry. 3.28	12.10
ALEXIS	A.A.R.R. 6.34	12.16
HALLETT	6.36	12.18
BOULEVARD	6.38	12.21
MANHATTAN	A.A.R.R. 6.40	12.23
GALENA	6.42	12.25
TOLEDO	S 6.50	S 12.43
OLIVE	6.51	12.44
WALBRIDGE	7.01	12.54
LATCHA		
WOODVILLE		F 1.04
GIBSONBURG	7.18	F 1.13
HELENA		F 1.17
MILLERSVILLE		
BURGOON	7.30	F 1.24
BETTSVILLE		F 1.28
MAPLE GROVE	7.34	1.28
CROMERS		
COLEMAN	7.40	1.34
TIFFIN	S 7.45	S 1.48
PEN	7.52	1.54
INK	7.53	1.55
BLOOMVILLE	7.58	F 2.02
ST. STEPHENS		
CARROTHERS	8.07	2.09
NEW WASHINGTON		F 2.14
STACK	8.12	2.16
TIRO	8.18	F 2.21
VERNON	8.25	2.28
TOLEDO JCT.	8.31	2.35
Arrive	P. M.	A. M.
	68	106

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

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

### TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Federal Street*	1.00 PM to 6.00 PM	Closed	Closed
Emsworth*	8.00 AM to 11.59 AM 1.00 PM to 4.00 PM	Closed	Closed
Sewickley*	6.30 AM to 10.30 PM	6.30AM to 3.30PM	Closed
Leetsdale*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Ambridge*	10.00 AM to 3.00 PM 4.00 PM to 7.00 PM	Closed	Closed
Rochester	6.00 AM to 11.30 AM 12.30 PM to 6.00 PM 7.00 PM to 11.59 PM	6.00AM to 11.30AM 12.30PM to 6.00PM 7.00PM to 11.59PM	6.00AM to 11.30AM 12.30PM to 6.00PM 7.00PM to 11.59PM
New Brighton*	7.00 AM to 12.00 N 1.00 PM to 4.00 PM	Closed	Closed
Beaver Falls	6.00 AM to 11.00 AM 11.59 AM to 5.30 PM 6.30 PM to 11.45 PM	6.00AM to 11.00AM 11.59AM to 5.30PM 6.30PM to 11.45PM	6.00AM to 11.00AM 11.59AM to 5.30PM 6.30PM to 11.45PM
East Palestine*	7.00 AM to 5.00 PM	7.00AM to 5.00PM	Closed
Columbiana*	8.00 AM to 5.00 PM	8.00AM to 5.00PM	Closed
Leetonia*	1.00 PM to 5.00 PM	Closed	Closed
Salem	6.00 AM to 6.30 PM 7.30 PM to 10.30 PM	6.00AM to 6.30PM 7.30PM to 10.30PM	6.00AM to 6.30PM 7.30PM to 10.30PM
Sebring*	8.30 AM to 11.59 AM	Closed	Closed
Alliance (a)	6.00 AM to 10.00 PM	6.00AM to 10.00PM	7.00AM to 10.00PM
Canton	5.30 AM to 10.00 PM	5.30AM to 10.00PM	5.30AM to 10.00PM
Massillon	5.30 AM to 9.30 PM	5.30AM to 9.30PM	5.30AM to 9.30PM
Orrville*	7.00 AM to 4.00 PM	7.00AM to 4.00PM	Closed
Wooster*	7.00 AM to 10.00 PM	7.00AM to 2.00PM	Closed
Shreve*	8.00 AM to 12.01 PM	Closed	Closed
Loudonville*	8.00 AM to 12.01 PM	Closed	Closed
Mansfield	7.00 AM to 11.00 PM	7.00AM to 11.00PM	7.00AM to 11.00PM
Tiffin*	7.20 PM to 7.50 PM	Closed	Closed
Toledo	5.30 AM to 7.00 PM	5.30AM to 7.00PM	5.30AM to 7.00PM
Monroe	Continuously	7.30AM to 11.30PM	7.30AM to 11.30PM
Detroit	6.30 AM to 11.59 PM	6.30AM to 11.59PM	6.30AM to 11.59PM

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

(a)—Monday, 8.00 AM to 10.00 PM.

### EXTRA STOPS—PASSENGER TRAINS

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

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

## U. S. MAIL WORK

STATIONS	Westward								Eastward							
	29	71	39	55	53	105	361	405	62	360	44	144	62	22	70	64
Dixmont					K 4 CD			CD								
Sewlekey					K 4 C				4 D	4 CD						
Leetadale					K 4 CD					5 CD	0 CD					
Ambridge					HD K 4 CD		5 D			4 D	6 CD					
Baden					CD K 4 CD					5 CD						
Freedom					5 WD					4-5 CD	0-0 CD					
Rochester		5 D	4 D				5 D		4 D	5 D						0 D
N. Brighton			4 D		K 4 CD		4 CD		4 D	4 CD	6 CD					
B. Falls		4 D	4 D				4 D		4 D	4 CD						0 D
E. Palestine			4 D		CD		4 CD						4 CD			
N. Water'd										5 C						
Columbiana					5 CD				4 D	1-4 CD	6 OD					
Leetonla		4 D	4 D		4 CD		4 C		4 D	4 CD	8 CD		5 C			
Salem		4 D	4 D						4 D		3-2 CD					0 D
Beloit					4 CD				4 CD	8 OD						
Sebring					4 CD				4 CD							
Alliance	2 D			3 D												
Canton	2 D								4 D							
Massillon				2 D					4 D							0 D
Orrville		4 D							4 D							0 D
Wooster	3 D			3 D					4 D							0 D
Shreve		4 D			3 CD				4 D	W CD			4 D			
Loudonville		5 CD			6-3 CD					W 8-2 CD	9 D					
Ferrysville		5 CD			5 CD											
Mansfield									4 D							0 D

**STATIONS**

STATIONS	Southward				Northward			
Carleton						106		
					4 E			

C—Mail caught from crane only.  
 D—Mail delivered only.  
 CD—Mail caught and delivered.  
 E—Train stops, Mail received or delivered or both.  
 H—Stop on Sunday and Holidays to receive or deliver U. S. Mail.  
 K—Stop on request R. P. O. clerk to discharge U. S. Mail—Holidays only.  
 W—Stop on request R. P. O. clerk to discharge U. S. Mail.  
 X—Stop on signal to receive U. S. Mail.

1—Monday only.  
 2—Daily, except Monday.  
 3—Daily, except Sunday and Monday.  
 4—Daily, except Sunday.  
 5—Daily, except Sunday and Holidays.  
 6—Daily, except Sunday, Monday and Holidays.  
 7—Daily, except Monday and Holidays.  
 8—Daily, except Holidays.  
 9—Sunday only.  
 0—Daily, except Saturday, Sunday, Monday and Holidays.

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

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

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shows convey no time-table authority.

STATIONS	PD-1	PF-3	PF-1	ED-3	ST-1	BEC-1	XD-1	CAC-1	ED-7	PC-5	NL-5	PF-9	CC-1	LCL-7	LCL-1	VC-1	CW-5	NY-1	CE-5	NL-1	
	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(4)	(3)	(1)	(2)	(1)	(1)	(1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
JACKS RUN	1.10	1.30	3.10	3.43			6.10				6.40	7.00		10.23	12.25	7.25		9.25	9.45	11.25	
LEETSDALE	1.30	1.48	3.28	4.01			6.27				7.00	7.15		10.51	12.53	8.05		9.45	10.05	11.42	
EAST CONWAY	1.45	2.00	3.40	4.15			6.40							11.30	1.40	9.15		9.55	10.20	12.00	
WEST CONWAY	2.45	2.09	4.40	5.15			7.40				6.35	8.15	8.00	11.35	1.45	9.25		10.55	10.35	1.00	
ROCHESTER	2.20	2.15	4.47	5.23			7.50				6.45	8.21	8.07	11.35	1.45	9.25		11.01	10.45	1.10	
FAIRHOPE	7.30	4.15	6.50	8.07			10.40				9.55	10.30	10.32	1.20	3.25	11.55		11.01	10.45	1.10	
STARK	8.15	4.30	6.55	8.23			3.00				6.30	11.25	10.40	1.20	3.30	12.25		1.20		4.30	
URBAN	8.50	4.47	7.25	8.43			3.30				6.50	11.55	11.00	1.20	3.40	12.38		1.40		5.55	
M. & C. JCT.	9.00	5.00	7.35	8.53			3.40				7.20	12.10	11.10	1.30	3.50	12.50		1.50		6.05	
ORRVILLE	9.24	5.25	8.00	9.17			4.05				9.15	12.32	11.35	1.55	4.15			2.15		6.35	
SMITHVILLE	9.39	5.40	8.15	9.32			4.20				9.35	1.05	11.50	12.10	4.25			2.30		7.30	
BIG RUN	9.55	6.00	8.33	9.48			4.38				9.55	10.00	1.25	12.10	4.40			2.50		7.50	
MARSH	10.22	6.08	8.40	10.15			4.45				10.20	1.50	12.20	4.45	2.30			3.00		8.20	
LAKEVILLE	10.42	6.25	8.55	10.32			5.00				10.40	2.10	12.40	4.58	2.43			3.20		8.35	
MOHICAN	10.54	6.40	9.10	10.45			5.12				7.45	11.05	2.25	12.55	2.55			3.35		8.50	
LUCAS	11.09	7.05	9.25	11.00			5.25				8.00	11.25	2.45	1.20	3.13			4.00		9.25	
MANSHOAN	11.39	7.30	9.40	11.30			5.50				8.40	12.45	3.03	1.50	3.25			4.35		9.50	
TOLEDO JCT.	12.01	7.55	10.00	11.45			6.10				9.00	1.05	3.20	2.40	3.42			5.40		9.55	
CRESTLINE (Ft. Wayne Div.)	8.30	10.40					11.30				1.25	3.50	3.30	2.30	4.10			6.15		10.15	
Arrive	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.

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

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CS-8	ED-4	CE-2	XD-2	ED-8	LCL-2	FW-8	WS-4	WS-8	GRE 2	PF-8	BEC-2	ED-2	CC-2	FW-18	ED-14	ST-2
	(1) A.M.	(1) A.M.	(1) A.M.	(1) P.M.	(1) P.M.	(2) P.M.	(1) P.M.	(3) P.M.	(2) P.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) P.M.	(1) A.M.	(1) A.M.	(1) A.M.
Arrive																	
JACKS RUN	10.38	9.57	10.08	3.50		1.48	5.55	6.58	9.30	12.50			2.20			2.20	
LEETSDALE	10.18	9.37	9.50	3.30		1.33	5.30	6.42	9.12	12.30			2.00			2.00	
EAST CONWAY	10.05	9.25	9.40	3.15		1.22	5.20	6.30	9.00	12.15			1.45			1.50	
WEST CONWAY	9.05	8.15	8.45	2.00		1.15	5.10	5.30	8.00	11.15	3.30		12.30			1.10	
ROCHESTER	9.00	8.10	8.35	1.45		1.10	5.00	5.20	7.50	11.05	3.20		12.20			1.05	
FAIRHOPE	6.45	5.45	6.05	10.15		11.35	2.35	2.45	5.20	8.15	11.30	2.00	9.45			10.30	
STARK	5.55	5.40	5.05	9.55	3.45	11.30	1.05	2.35	5.10	8.05	9.15	9.45	8.45	9.15		3.00	
URBAN	5.15	5.05	4.50	9.27	3.00	11.15	12.45	2.10	4.45	7.38	8.20	9.00	8.15	8.45		2.35	
M. & C. JCT.	4.48	4.22	4.40	9.10	2.45	11.05	12.35	1.55	4.30	7.23	8.05	8.40	8.05	8.30		2.20	
ORRVILLE	4.30	4.10			8.35	1.30	10.45	12.16	1.30	4.05	6.57	7.35	8.05	7.45	8.00	1.45.	
SMITHVILLE	4.05	3.45			7.40	11.35	10.15	11.35	1.05	3.35	6.12	6.50	7.20	7.05		1.30	
BIG RUN	3.37	3.25			7.10	11.15	10.10	11.16	1.00	3.30	5.52	6.45	7.09	6.45		1.25	
LAKEVILLE	3.23	3.12			6.45	10.50	9.57	11.06	12.43	3.13	5.32	6.30	6.56	6.30		11.59	
MOHICAN	3.12	3.01			6.35	10.35	9.45	10.55	12.27	2.57	5.20	6.15	6.45	6.15		11.44	
LUCAS	2.58	2.47			6.20	10.20	9.27	10.42	12.12	2.42	5.05	6.00	6.31	6.00		12.25	
MANSFIELD	2.48	2.37			6.05	10.00	9.15	10.32	12.02	2.32	4.50	5.45	6.18	5.45		11.20	
TOLEDO JCT.	2.35	2.25			5.50	8.50	9.01	10.20	11.50	2.20	4.35	5.30	6.05	5.30		9.50	
CRESTLINE (Ft. Wayne Div.)	2.15				5.30	8.30	8.45	10.00	11.30	2.00	4.15	5.00	5.45			9.30	
Leave																	

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

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

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

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



## ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	ST-1 (1) A.M.	TD-7 (2) A.M.	ED-3 (1) A.M.	PD-1 (1) P.M.	TD-1 (2) P.M.	TD-3 (2) P.M.	TD-17 (2) P.M.	TC-15 (1) P.M.	TD-11 (1) P.M.	TD-5 (2) P.M.
Leave										
TOLEDO JCT.	10.30	10.30	11.45	12.01				5.40	10.30	
CARROTHERS										
TIFFIN		2.00								5.00
MAPLE GROVE					9.00					
GIBSONBURG						3.30	5.30			
WOODVILLE					10.00	4.00	6.00	8.30	12.01 1.00	7.30
TOLEDO	2.00		3.00 8.30	3.15 8.30						
CARLETON			10.00 10.15	10.00 10.15						
DETROIT			11.30	11.30					4.00	P.M.
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.

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

# SPECIAL INSTRUCTIONS

## GENERAL RULES

**Personal Injuries.**

**100R-1A.** Equipment involved in personal injury must be reported to car inspectors for their inspection and report.

**100R-2A. Medical Examiners and Company Surgeons.**

Location	Name and Address	Telephone number	
Pittsburgh, Pa.	R. D. Saul (Med. Exam.) Office Room 228 Penna. Station Daily except Saturday, Sunday and Holi- days—8.30 A. M. to 5.00 P. M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh. Res., 5418 Kipling Rd.	729 (Co. phone)  835 (Co. phone) Museum 1-1460	
	George L. Wessels (Surgeon) Office, Allegheny General Hospital	Fairfax 1-2010	
	J. H. Alexander (Surgeon) Res., 5632 Woodmont St. Office, 1107 Clark Bldg., 717 Liberty Ave.	Hazel 1-8080 Atlantic 1-4882	
	W. M. McNaugher (Surgeon) Res., 601 Hastings St. Office, 1107 Clark Bldg., 717 Liberty Ave.	Montrose 1-0237 Atlantic 1-4882	
	Harvey L. Richards (Surgeon) Allegheny General Hospital	Fairfax 1-2010	
	J. C. Burt (Surgeon) Office, Jenkins Arcade Res., 6 Von Lent Pl.	Atlantic 1-3338 Mayflower 1-1882 or Mayflower 1-5100	
	Murray F. McCaslin (Oculist) Office, Union Arcade Bldg.	Atlantic 1-4198	
	Sewickley, Pa.	H. A. R. Shanor (Surgeon) Res., and Office Cor. Beaver and Grimes Streets.	Sewickley 436
	Conway, Pa.	R. D. Saul (Med. Exam.) Monday and Wednesday. Hours 1.00 P. M. to 4.00 P. M. Tuesday, Thursday and Friday. Hours 7.30 A. M. to 12.00 Noon.	Rochester (P.R.R. Excg.) 329
Freedom, Pa.	John H. Boal (Surgeon) Office, 608 Third Ave. Res., 398 Twelfth St.	Rochester 605-J Rochester 605-M	
Rochester, Pa.	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St.	Rochester 17	
East Liverpool, Ohio	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Bldg. Res., Park Boulevard.	Bell 360 Bell 902	
Wellsville, Ohio	R. D. Saul (Med. Exam.) Hours: Second Thursday of each month. 10:15 A. M. to 3:30 P. M.		
Beaver Falls, Pa.	W. F. Beitsch (Surgeon) Res., 1218 Sixth Ave. Office, 1216 Sixth Ave.	B Falls 3376 B Falls 976	
	G. R. Boyd (Surgeon) Res. and Office 1220 Eighth St.	B Falls 533	

Location	Name and Address	Telephone number
Alliance, Ohio	H. G. Scranton (Surgeon) Res., 2820 South Union Ave. Office, 133 South Linden Ave.	Bell 2118 Bell 6271
	Ray R. Mosely (Surgeon) Res., 425 East Milton Ave. Office, 133 South Linden Ave.	Bell 2293 Bell 6271
	T. P. Day (Med. Exam.) Hours: First and Third Wednesday of each month—1:00 P. M. to 3:30 P. M.	Canton (P.R.R. Excg.) 262
Canton, Ohio	C. A. Crane (Oculist) Office, 8th Floor, First National Bank Bldg. Res., 1544 Market St., N.	2-3802 8657
	James S. Wilson (Asst. Oculist) Office, 8th Floor, First National Bank Bldg.	2-3802
	T. P. Day (Med. Exam.) Hours: Monday—8:00 A. M. to 5:00 P. M. Wednesday—8:00 A. M. to 12:00 Noon. Thursday—8:00 A. M. to 5:00 P. M.	Canton (P.R.R. Excg.) 262
Massillon, Ohio	P. A. Paulson (Surgeon) Res., 346 Commonwealth Ave. Office, First National Bank Bldg.	Bell 5079 Bell 3956
	J. S. Williams (Asst. Surgeon) Res., 1705—11th St., N. E. Office, First National Bank Bldg.	Bell 6810 Bell 6634
Orrville, Ohio	O. P. Ulrich (Surgeon) Res., South Main St. Office, 131 East Market St.	131-W 131-Z
	T. P. Day (Med. Exam.) Hours: Second and Fourth Wednesday of each month. 2:00 P. M. to 4:00 P. M.	
Wooster, Ohio	Adrian J. Hartzler (Surgeon) Office, 122 East North St. Res., 868 Park Blvd.	57 724
Mansfield, Ohio	L. A. Hautzenroader (Surgeon) Res., 121 Parkwood Blvd. Office, 28 Park Ave. West	4337-6 1844-6
	R. C. Wise (Oculist) Res., 43 Brinkerhof Ave. Office, News-Journal Building	Canal 2009-6
Crestline, Ohio	T. P. Day (Med. Exam.) Hours: Tuesday and Friday— 9:30 A. M. to 4:00 P. M.	
	Robert N. Osmundson (Surgeon) Res., 827 South Thomas St. Office, 222½ North Seltzer St.	4081 7383
Tiffin, Ohio	W. H. Benner (Surgeon) Office and Residence, Cor. Perry and Jefferson Sts.	283

Location	Name and Address	Telephone number
Toledo, Ohio	T. P. Day (Med. Exam.) Office, Cor. Water and Monroe Sts. Hours: Mondays, 9:45 A. M. to 12:00 Noon. 1:00 P. M. to 4:15 P. M. First Thursday of April, July, October and January: 9:45 A. M. to 12:00 Noon. 1:00 P. M. to 6:30 P. M. All other Thursdays: 9:45 A. M. to 12:00 Noon. 1:00 P. M. to 3:00 P. M.	ADams 5181
	H. K. Beckwith (Surgeon) Office, 716 Starr Ave. Residence, 3936 Indian Road If no answer call	Taylor 7700 Jordan 3415 MAin 2176
	Jas. A. H. Magoun (Asst. Company Surgeon) Office, Toledo Clinic 2001 Collingwood Blvd. Residence, 3440 Chestnut Hill Rd.	ADams 5244 JORDan 5153
	H. A. Martin (Asst. Company Surgeon) Office, Toledo Clinic. 2001 Collingwood Blvd. Residence, 3912 Bowen Rd.	ADams 5244 LAwndale 9882
Detroit, Mich.	J. D. Skow (Oculist) Office, Toledo Clinic. 2001 Collingwood Blvd. Residence, 3330 Darlington Rd.	ADams 5244 JORDan 2591
	T. P. Day (Med. Exam.) Office, Freight Station. Corner 3rd and Larned Streets. First Thursday of each month: 11:00 A. M. to 12 Noon. 1:00 P. M. to 4:00 P. M.	WOODward 1-6420
	Francis B. MacMillan (Company Surgeon) Office, 920 David Whitney Bldg. Residence, 2940 Iroquois Street.	WOODward 1-0680 WAlnut 1-3535
	John E. Gleason (Oculist) Office, 1061 David Whitney Bldg. Residence, 17401 Pontchartrain	WOODward 2-1144 UNiversity 3-9333

**100R-3A. Locations of Hospitals.**

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

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

In baggage and combined cars, at each passenger and freight station, at yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

**Stretchers:**

One stretcher should be carried on each combined car and baggage car.

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

**OPERATING RULES****STANDARD TIME**

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

**TIME-TABLES****Letters and Characters.**

**1004-A.** The following letters and characters in schedules indicate:

**S**—Regular stop.

**F**—Stop on signal to receive or discharge passengers.

**A**—Stop on signal to receive passengers.

**B**—Stop on signal to discharge passengers.

**C**—Regular stop to receive passengers.

**D**—Regular stop to discharge passengers.

**E**—Regular stop for express, mail or newspapers.

**G**—Regular stop, Saturday only.

**H**—Regular stop, Saturday only, to receive passengers.

**J**—Regular stop, Saturday only, to discharge passengers.

**K**—Regular stop, Sunday only.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

**M**—Regular stop daily except Saturday and Sunday.

**N**—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✚—Passenger train—rail motor car.

\*—Passenger train—with passenger and freight equipment.

◇—Passenger train—No train baggageman.

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

**1004-B1.**

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

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

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

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

■—No train baggageman between Detroit and Toledo.

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

### ENGINE WHISTLE SIGNALS

1014(db) and (eb)-A1. Rule 14(db and 14(eb) will apply:

#### Low Grade Branch

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

#### River Branch

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

#### Secondary Tracks

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

1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:

#### Ohio Connecting Bridge

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

#### Bayard Branch

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

#### Alliance Branch

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

#### Secondary Tracks

Track	Between	And
Yellow Creek	River	Branch

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

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

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

1014(r)-A1. Rule 14(r) will apply.

When stops are to be made for coal or water:

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

Operator will notify train dispatcher promptly.

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

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

### TRAIN SIGNALS

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

## USE OF SIGNALS

### Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

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

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

### Fuseses And Torpedoes.

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

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

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

	Fuseses	Torpedoes
<b>Passenger Service</b>	12	12
<b>Freight Service</b>	12	18
<b>Engines in Road Service</b>	3	6
<b>Engines in Shifting Service</b>	3	6
<b>Track Cars</b>	3	6

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

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



Figure 1



Figure 2

**INDICATION**—Take siding.

**NAME** —Take siding indicator.

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

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

Figure 1 will be displayed at the following locations:

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

Figure 2 will be displayed at the following locations:

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

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

**INDICATION**—I Island Avenue.

C Columbus Avenue.

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

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

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

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

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

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

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

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

**1038-A1.****Slow Board**

Note: Y-Yellow.



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

Name: Slow-board.

Location:

**Toledo.**

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

**1038-A2.****Stop Board**

Note: R-Red.



Indication—Stop.

Name: Stop-board.

Location:

**Toledo.**

Manufacturers Ry.

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

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

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

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

**Track Troughs****1040-A1.** Referring to Rule 4040-A

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

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

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

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

**Torpedo-Placing Machine**

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

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

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

**SUPERIORITY OF TRAINS**

**1072-A1.** Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

## GENERAL ORDERS

### Bulletin Boards, Employes' Registers, Standard Clocks

**1075-A1.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' 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	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Island Avenue—Yard Office	Pittsburgh Conemaugh Panhandle Middle
X	X		Economy—Yard Office	.....
X	X	X	Conway— Main Yard Office No. 4 Yard Office	Pittsburgh Conemaugh Northern Panhandle Lake Middle
X	X	X		
X	X	X	Conway— Engine House	Pittsburgh Conemaugh Northern Panhandle Lake Middle Akron Div. B.&O. R.R. Wheeling Div. B.&O. R.R.
X	X	X	Conway— No. 5 Yard Office No. 8 Yard Office	.....
X	X	X	Beaver Falls— Freight Station Passenger Station	.....
X	X		Salem—Passenger Station	.....
X	X		Alliance Station— Trainmen's Room	Lake
X	X		Canton—No. 6 Yard Office	.....
X	X	X	Canton—No. 8 Yard Office	.....
X	X	X	Canton—Engine House	Pittsburgh Conemaugh Northern Lake Panhandle Fort Wayne Columbus Wheeling Div. B.&O. R.R. Akron Div. B.&O. R.R.
X	X	X	Wandle—Block Station	.....
X	X		M. & C. Jct.—Yard Office	.....
X	X	X	Orrville—Engine House	Lake
X	X	X	Orrville—Yard Office	Columbus Lake Ft. Wayne Akron Div. B.&O. R.R. Wheeling Div. B.&O. R.R.
X	X	X	Manfield— Yard Office	.....
X	X	X	Ticket Office	.....
X	X		Trainmen's Room at Sta.	.....
X	X		Midland—Freight Station	.....
X	X	X	Wellsville—Engine House	Panhandle Lake Pittsburgh Conemaugh

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

NOTE—X indicates in service.

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

Point	Location of Bulletin Boards
.....	.....

### Standard Clocks

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

### General Order Zones.

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

Zone A { Division Post (Pgh. Div.) to Homewood Jct. inclusive.  
Division Post (Cgh. Div.) to Federal Street.  
Ohio Connecting Bridge.  
Low Grade Branch.

Zone B { Homewood Jct. exclusive, to Alliance, inclusive.  
Alliance Branch.

Zone C { Alliance exclusive, to Orrville, inclusive.  
Bayard and River Branches.  
Beaver Valley, Yellow Creek and M. & C. Secondary tracks.

Zone D—Orrville, exclusive, to Division Post (Fort Wayne Div.).

Zone E—Toledo Jct. to Galena.

Zone F—Carleton to Ecorse Jct.

### Qualification Of Conductor Or Engineman

**1075-A5.** A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

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

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

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

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

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

**1076-A4.** Train service employes, in or on cabin cars, must take position on platform of cabin car while train is entering, passing through, or leaving yards, and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train

### MOVEMENT OF TRAINS

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form C. T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

### Yard Limits

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

Track	Between	And
Toledo Branch	Ecorse Jct.	Penford

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

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

### Authority to Proceed as an Extra

**1097-A1.** Where **Rules 261, 262, 263** and **264** are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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

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

### Non-Interlocked Railroad Crossings at Grade

**1098-A1.** Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Alliance: Lake Division	Target	Vertical	Cross, Without Stopping.	1-4
	Position light Signal	More favorable than stop		
Toledo: Manufacturers Ry. W&LE RY.	Stop Boards and Target	Horizontal	Stop before crossing	2-4
Miami Street NYC RR	Stop Boards and Target	Horizontal	Stop before crossing	3-4

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

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

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

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



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

Southward smash board is located at north end of bridge.

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

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

Trains or engines must not remain stopped on bridge circuit.

**Automatic Highway Crossing Protection on Sidings, Yard or other Tracks****1103-A2.** At the following locations automatic highway crossing protection indicates the approach of a train:

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

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

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

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

### Interrupting Operation of Automatic Highway Crossing Protection Manually

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

#### By trainmen

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

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

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

#### By crossing watchman

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

#### Salem—

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

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

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

#### Canton—

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

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

### Protection For Public Highway Crossings at Grade

**1103-C1.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Team	Cross Street	Ambridge
Team	State Route No. 88	
Economy Industrial	14th Street 11th Street	Ambridge
Lead to National Electric Products Co.	11th Street	
Lead to Freedom Oil Works	Lower Rochester Road	Freedom
Lead to Shippingport Sand Co.	Lower Rochester Road	Rochester
Lead to American Borax Co.	Lower Rochester Road	
Block House Run	State Route No. 18 Allegheny St.	New Brighton
Armour & Co. and Union Drawn Steel Co.	State Route No. 18	Beaver Falls
Lead to National Fire-proofing Co.	National Fire Proofing Co.	East Palestine
Storage	Elm Street	Columbiana
Enterprise	Elm Street	Columbiana
Erle R. R. interchange	Walnut St. west of Leetonia Station	Leetonia
Lead to Hall China Co.	State Route No. 39	Laughlin
Hill	Dresden Ave. St. Clair Ave.	East Liverpool
Champion Clay Co.	State Route No. 39	Wellsville
Belt Line	Third Street	
Salineville Industrial	Main Street	Salineville
Beaver Valley Secondary	State Route No. 68 Walnut Lane Tuscarawas Road State Route No. 930 All crossings, Buffalo Street to P. & L. E. R. R. Conn.	Beaver

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Hand-Operated Switches Equipped with Electric Locks

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

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

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

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

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

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

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

### 1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Vernon North end of northward siding	Movements on main track	Northward move- ments from north- ward siding to main track	

### Secondary Tracks and Sidings

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

#### Secondary Tracks

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

#### Sidings

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Track Assignments 1151-A1. Single Track				
Track	Between	And		
Alliance Branch	CP	Division Post (Lake Div.)		
Toledo Branch	Ecorse Jct.	Carleton		
	Gibsonburg	Burgoon		
	Coleman	Bloomville		
	Carrothers	Toledo Jct.		
1151-B1. Two or More Tracks Current of traffic is as follows:				
Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Pgh. Div.) and Federal Street			West'd Pgr.	East'd Pgr.
Division Post (Cgh. Div.) and Federal Street			West'd Frt.	East'd Frt.
Federal Street and Rochester	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.
Rochester and CP			West'd Pgr.	East'd Pgr.
CP and Wall		West'd Pgr.	West'd Frt.	East'd Pgr.
Wall and Fairhope		West'd Frt.	West'd Pgr.	East'd Pgr.
Fairhope and McKinley	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.
McKinley and Urban		West'd Frt.	West'd Pgr.	East'd Pgr.
Urban and Orrville			West'd Pgr.	East'd Pgr.
Orrville and Smithville	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.
Smithville and Big Run		West'd Pgr.	East'd Pgr.	East'd Frt.
Big Run and Marsh	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.
Marsh and Lucas			West'd Pgr.	East'd Pgr.
Lucas and Toledo Jct.		West'd Frt.	West'd Pgr.	East'd Pgr.
Toledo Jct. and Division Post (Fort Wayne Div.)		West'd Pgr.	East'd Pgr.	East'd Frt.
Low Grade Branch Between:				
Rochester and Division Post (Lake Div.)			West'd Frt.	East'd Frt.
Bayard Branch Between:				
Rochester and Superior			West'd Frt.	
Rochester and Fairhope				East'd Frt.

River Branch Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Yellow Creek and Division Post (P. H. Div.)			West'd Frt.	East'd Frt.
NOTE—Tracks are numbered from south to north				
Ohio Connecting Bridge Between:	No. 3 Track	No. 4 Track	No. 1 Track	No. 2 Track
Pennsylvania Avenue and Division Post (Pan Handle Div.)	Westward Frt.	Eastward Frt.		
Jacks Run and Division Post (Pan Handle Div.)			Eastward Frt.	Westward Frt.
NOTE—Track No. 3 and No. 4 are numbered from north to south.				
NOTE—Track No. 1 and No. 2 are numbered from south to north.				
Toledo Branch Between:	No. 2 Track		No. 1 Track	
Galena and Gibsonburg	Southward		Northward	
Burgoon and Coleman	Southward		Northward	
Bloomville and Carrothers	Southward		Northward	
NOTE—Tracks are numbered from east to west.				

**1151-C1. Secondary Tracks of Assigned Direction.**

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

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

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

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

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

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

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

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

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

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

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

**1151-D1. Secondary Tracks of No Assigned Direction.**

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

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

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

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

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

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

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

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

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

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

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

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

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

**PASSENGER TRAIN OPERATION**

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

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

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

**FREIGHT TRAIN OPERATION**

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

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

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

Eastward: East Rochester to Yellow Creek

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

Shale to Clark

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Operation Of Pusher Engines In State of Ohio

1155-B1. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

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

#### Bayard Branch—

##### Westward to attach:

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

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

#### Westward to detach:

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

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

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

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

Millbrook—south of No. 1 track.

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

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

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

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

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

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

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

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

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

#### TRAINMEN

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

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

#### ENGINEMEN

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

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



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

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

#### Scales and Weighing.

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

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

#### PASSENGER AND FREIGHT TRAIN OPERATION

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

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

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

#### SPEEDS

##### 1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
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

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

BETWEEN	Distance Miles	Minutes
<b>Main Line:</b>		
Pittsburgh and Jacks Run.....	4.8	10
Jacks Run and Leetsdale.....	10.2	9
Leetsdale and Rochester.....	10.9	10
Rochester and Homewood Junction.....	8.9	9
Homewood Junction and Leetonia.....	28.4	28
Leetonia and Alliance.....	19.8	20
Alliance and Fairhope.....	13.8	13
Fairhope and McKinley.....	5.3	8
McKinley and Orrville.....	21.9	23
Orrville and Big Run.....	14.2	15
Big Run and Mohican.....	19.2	17
Mohican and Lucas.....	11.1	10
Lucas and Mansfield.....	6.8	8
Mansfield and Toledo Junction.....	6.5	6
Toledo Junction and Crestline.....	6.9	9
Pittsburgh and Crestline.....	188.7	Hrs. Min. 3 15
<b>Toledo Branch:</b>		
Toledo Jct. and Carrothers.....	20.6	21
Carrothers and Tiffin.....	16.0	16
Tiffin and Coleman.....	1.4	3
Coleman and Walbridge.....	36.0	33
Walbridge and Toledo.....	5.3	11
Toledo and Carleton.....	30.5	33
Carleton and Ecorse Jct.....	20.5	20
Ecorse Jct. and Detroit.....	5.2	20
Toledo Jct. and Detroit.....	135.5	Hrs. Min. 2 37
<b>Bayard Branch</b>		
Rochester and Yellow Creek...	25.6	Westward 41 Eastward 39
Yellow Creek and Bayard.....	28.7	49
Bayard and Fairhope.....	14.4	22
Rochester and Fairhope.....	68.7	Hrs. Min. 1 52 Hrs. Min. 1 50

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

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

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Fr.	Psg.	Fr.	Psg.	Fr.	Psg.	Fr.	Psg.	Fr.
	Miles per Hour									
<b>Main Line</b> <b>Between:</b> Division Post (Pgh. Div.) and Federal Street							30	30	30	30
Division Post (Cgh. Div.) and Federal Street							45	45	45	45
Federal Street and Jacks Run			70	50	40	40	40	40	70	50
Jacks Run and Leetdale			70	50	50	50	50	50	70	50
Leetdale and East Conway			70	50	50	50	50	50	70	50
East Conway and Rochester			70	50	40	40	40	40	70	50
Rochester and CP							70	50	70	50
CP and Wall					70	50	45	45	70	50
Wall and Fairhope					45	45	70	50	70	50
Fairhope and McKinley			30	30	70	50	70	50	20	20
McKinley and Urban					30	30	70	50	70	50
Urban and Orrville							70	50	70	50
Orrville and Smithville			30	30	70	50	70	50	30	30
Smithville and Big Run					70	50	70	50	45	45
Big Run and Marsh			45	45	70	50	70	50	45	45
Marsh and Lucas							70	50	70	50
Lucas and Toledo Jct.					30	30	70	50	70	50
Toledo Jct. and Div. Post (Fort Wayne Div.)					70	50	70	50	45	45
<b>Low Grade Branch</b> <b>Between:</b> Rochester and Division Post (Lake Div.)							30	30	30	30
<b>Bayard Branch</b> <b>Between:</b> Rochester and Mile Post 25							50	50	50	50
Mile Post 25 and Mile Post 43							35	35	35	35
Mile Post 43 and Fairhope							40	40	40	40
<b>River Branch</b> <b>Between:</b> Yellow Creek and Division Post (P. H. Div.)							35	35	35	35
<b>Alliance Branch</b> Division Post (Lake Div.) and CP	80	30								
<b>Toledo Branch</b> <b>Between:</b> Encorse Jct. and Carleton	70	50								
Galena and Oak Street, Toledo							30	30	30	30
Oak St., Toledo and Gibsonburg							70	50	70	50
Gibsonburg and Burgoon	70	50								
Burgoon and Coleman							70	50	70	50
Coleman and Bloomville	70	50								
Bloomville and Carrothers							70	50	70	50
Carrothers and Toledo Jct.	70	50								

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

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

**1157-C2. Wreck trains**

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

Except that Trains and Engines handling 250 ton Wreck Derrick will be governed by the following maximum speeds:			
	Boom Trailing	Boom Forward	Miles per Hour
	<b>Main Line</b>		
<b>Between:</b>			
Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.)			
Passenger track.....	40	30	
Freight track.....	25	25	
<b>Bayard Branch</b>			
<b>Between:</b>			
Rochester and Fairhope.....	25	25	
<b>River Branch</b>			
<b>Between:</b>			
Yellow Creek and Division Post (P. H. Div.)....	20	20	
<b>Toledo Branch</b>			
<b>Between:</b>			
Toledo Jct. and Galena.....	40	30	
Trains and engines handling 250 ton wreck derricks are prohibited between Galena and Detroit.			
<b>1157-C3. Work trains</b>			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b>			
<b>Between:</b>			
Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.).....	30	20	20
Division Post (Cgh. Div. and Federal Street).....	30	20	20
<b>Ohio Connecting Bridge</b>			
<b>Between:</b>			
Jacks Run and Division Post (P. H. Div.).....	20	20	20
Pennsylvania Ave. and Division Post (P. H. Div.).....	20	20	20
<b>Low Grade Branch</b>			
<b>Between:</b>			
Rochester and Division Post (Lake Div.).....	30	20	20
<b>Bayard Branch</b>			
<b>Between:</b>			
Rochester and Fairhope.....	30	20	20
<b>River Branch</b>			
<b>Between:</b>			
Yellow Creek and Division Post (P. H. Div.).....	30	20	20
<b>Alliance Branch</b>			
<b>Between:</b>			
Division Post (Lake Div.) and CP.....	30	20	20
<b>Toledo Branch</b>			
<b>Between:</b>			
Ecorse Jct. and Toledo Jct. ....	30	20	20
Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.			

Main Line	Miles per Hour
<b>1157-C4. Circus Trains.....</b>	*45
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A</b>	
—on straight track.....	*30
—on curves.....	*20
<b>1157-C7. Snow Plows in service.....</b>	*20
<b>Snow Flangers in service.....</b>	*20
<b>Passing station platforms and trains on adjacent tracks</b>	*5
*When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
<b>1157-C8. Operating against current of traffic, except where Rule 261 is in effect—</b>	
<b>Main Line</b>	
—Passenger Trains.....	50
—Freight Trains.....	40
<b>Bayard Branch</b>	
—Passenger Trains.....	40
—Freight Trains.....	40
<b>Toledo Branch</b>	
—Passenger trains.....	50
—Freight trains.....	40
<b>1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....</b>	65
NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been so advised.	
<b>1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine....</b>	30
<b>1157-C12. Pushing Cars—Passenger trains.....</b>	
—Freight trains.....	20
<b>1157-C13. Track Cars—unless otherwise restricted..</b>	
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
<b>1157-C14. Engines taking water from track troughs</b>	60
<b>1157-C15. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.....</b>	35
NOTE—When handling such cars Conductors must know that enginemen have been so advised.	

<b>Toledo Branch</b> 1157-C16. Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40																																				
NOTE—When handling such trains Conductors must know that enginemen have been so advised.																																					
<b>Bayard Branch</b> 1157-C17. Mineral freight trains eastward between Mile Post 42 and Mile Post 36:.....	20																																				
When handling such trains, conductors must know that enginemen have been so advised.																																					
1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:																																					
	<table border="1"> <thead> <tr> <th></th> <th>Breech End Forward</th> <th>Breech End Trailing</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="2" style="text-align: center;">Miles per Hour</td> </tr> <tr> <td><b>Main Line</b> <b>Between:</b> Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.) —Passenger Tracks.....</td> <td>40</td> <td>20</td> </tr> <tr> <td>—Freight Tracks.....</td> <td>30</td> <td>20</td> </tr> <tr> <td>Division Post (Cgh. Div.) and Federal Street.....</td> <td>30</td> <td>20</td> </tr> <tr> <td><b>Ohio Connecting Bridge</b> <b>Between:</b> Pennsylvania Ave. and Division Post (P. H. Div.).....</td> <td>20</td> <td>20</td> </tr> <tr> <td>Jacks Run and Division Post (P.H. Div.).....</td> <td>20</td> <td>20</td> </tr> <tr> <td><b>Low Grade Branch</b> <b>Between:</b> Rochester and Division Post (Lake Div.)..</td> <td>30</td> <td>20</td> </tr> <tr> <td><b>Bayard Branch</b> <b>Between:</b> Rochester and Fairhope.....</td> <td>30</td> <td>20</td> </tr> <tr> <td><b>River Branch</b> <b>Between:</b> Yellow Creek and Division Post (P. H. Div.).....</td> <td>30</td> <td>20</td> </tr> <tr> <td><b>Alliance Branch</b> <b>Between:</b> Division Post (Lake Div.) and CP .....</td> <td>30</td> <td>20</td> </tr> <tr> <td><b>Toledo Branch</b> <b>Between:</b> Ecorse Jct. and Toledo Jct.....</td> <td>30</td> <td>20</td> </tr> </tbody> </table>		Breech End Forward	Breech End Trailing		Miles per Hour		<b>Main Line</b> <b>Between:</b> Division Post (Pgh. Div.) and Division Post (Ft. Wayne Div.) —Passenger Tracks.....	40	20	—Freight Tracks.....	30	20	Division Post (Cgh. Div.) and Federal Street.....	30	20	<b>Ohio Connecting Bridge</b> <b>Between:</b> Pennsylvania Ave. and Division Post (P. H. Div.).....	20	20	Jacks Run and Division Post (P.H. Div.).....	20	20	<b>Low Grade Branch</b> <b>Between:</b> Rochester and Division Post (Lake Div.)..	30	20	<b>Bayard Branch</b> <b>Between:</b> Rochester and Fairhope.....	30	20	<b>River Branch</b> <b>Between:</b> Yellow Creek and Division Post (P. H. Div.).....	30	20	<b>Alliance Branch</b> <b>Between:</b> Division Post (Lake Div.) and CP .....	30	20	<b>Toledo Branch</b> <b>Between:</b> Ecorse Jct. and Toledo Jct.....	30	20
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When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.																																					
When handling such cars conductors must know that enginemen have been so advised.																																					

TURNOUTS		
<b>1157-D1. Maximum Speeds, unless otherwise Specified</b>		
<b>Spring Switches</b>		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Vernon North end of northward siding	Facing.....	70
	Trailing—Not springing switch.	70
	Trailing—Springing switch through turnout .....	15
<b>1157-D2. Maximum Speeds, unless otherwise Specified</b>		
		Miles Per Hour
Island Avenue—Diverging movement through hand-operated switches between Ohio Connecting Bridge and No. 2 track.....		8
Rochester —Diverging movement through crossover between No. 3 track and No. 2 track west end of interlocking.....		10
Alliance —Diverging movement through hand-operated switch between No. 3 track and Lake Division Main Track.....		10
Non-Interlocked turnout—diverging movements, except Class I-J-M-N-Q-S and T engines over No. 8 crossovers or turnouts		10
	Miles per Hour	
	Forward	Backward
Class I-J-M-N-Q-S and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	10	5
This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:		
	Miles per Hour	
	Forward	Backward
Location— Homewood Jet.: All crossovers.....	..	5
Connection between Lake Division main track and Eastern Division No. 2 track .....	..	5

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

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

**CURVES, BRIDGES, ETC.**

**1157-F1. Maximum Speeds, unless otherwise Specified**

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

(Eastern Div. G. O. No. 105, Page 71.)

Bayard Branch:		Miles per Hour	
Between Mile Post 18 and Mile Post 19.....		35	
All Curves between Wellsville Station and 1800 feet west of Mile Post 23 No. 2 track.....		15	
Curve, Yellow Creek.....		20	
Between Mile Post 55 and Mile Post 58—No. 1 track.....		35	
Between Mile Post 61 and Mile Post 62—No. 1 track.....		35	
Between Mile Post 65 and Mile Post 67—No. 1 track.....		35	
River Branch:			
On No. 1 track at Mile Post 1 west of Yellow Creek.....		20	
Toledo Branch:			
Curve at Olive.....		10	
Curve at Woodville.....		60	
Curve between Coleman and Tiffin.....		30	
Tiffin Interlocking.....		30	
Signal 161 south of Tiro			
Northward passenger trains.....		50	
Northward freight trains.....		30	
Trains with J-1, Q-1 and Q-2 type engines:			
Both main tracks over Toledo			
Terminal crossing Walbridge.....		35	
ENGINES			
1157-G1. Maximum Speeds, unless otherwise Restricted			
Class	Miles per Hour		
	Backward	Forward—Light	Forward—with train
Steam Engines			
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	40	40	50
K.....	35	50	70
L.....	35	40	50
M—Psg'r. Svce.....	35	50	70
M—Frt. Svce.....	35	50	50
N.....	30	40	50
Q.....	40	40	50
S2.....	10	50	70
T.....	40	50	70
Rail Motor Cars.....	65	65	65

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

## NOTE—

## Road Diesel Engines.

First letter designates builder:

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

"B"—Baldwin-Lima-Hamilton Corporation.

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

"F"—Fairbanks, Morse and Company.

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

"F"—Freight.

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

"P"—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower

"16"—1600 Horsepower

"20"—2000 Horsepower

"22"—2250 Horsepower

"30"—3000 Horsepower

"32"—3200 Horsepower

"40"—4000 Horsepower

"45"—4500 Horsepower

"48"—4800 Horsepower

"50"—5000 Horsepower

"60"—6000 Horsepower

"64"—6400 Horsepower

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

## Yard Diesel Engines.

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

## SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise Specified

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

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

### ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

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

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

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M		N
<b>Main Line</b>													
<b>PITTSBURGH:</b>													
Leads to Penn St. Freight Station tracks.....			X	X	X	X	X	X	X	X	X	X	X
<b>PITTSBURGH, N. S.:</b>													
Swift & Co. and Armour & Co. side track east of west end of Swift & Co. Building...	X	X	X	X	X	X	X	X	X	X	X	X	X
Federal Street Coach Yard, except No. 5 track.....			X			X	X	X	X	X	X	X	X
D. L. Clark Co., tracks.....			X	X	X	X	X	X	X	X	X	X	X
North Ave., Freight House Tracks except No. 31 track						X	X	X	X	X	X	X	X
North Ave., Freight House No. 31 track.....			X	X	X	X	X	X	X	X	X	X	X
Allegheny Shop Yard, except No. 1 track.....						X	X	X	X	X	X	X	X
Lead to Power House.....			X	X	X	X	X	X	X	X	X	X	X
Preble Avenue Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X	X
All tracks leading off No. 0 track between Verner and Penna. Ave. Yard, excepting straight ladder.....			X	X	X	X	X	X	X	X	X	X	X
Pennsylvania Avenue Yard.....			X	X	X	X	X	X	X	X	X	X	X
Crossover from O. C. 4 track to No. 44 yard track west of Island Avenue bridge.....						X	X		X	X	X	X	X
West end Nos. 6 and 8 tracks						X	X		X	X	X	X	X
Island Avenue Yard.....									X	X	X	X	X
Westbound Yard, Island Avenue East end tracks 39, 43, 47, 49, 51, 53, 55 and 57—west end tracks 47, 49, 51, 53 and 55.....							X	X		X	X	X	X
Eastbound yard, Island Avenue, tracks 30, 32, 34, 36, 38, 40 and 42.....						X	X		X	X	X	X	X
Manchester Yard, No. 60 track.....						X	X	X	X	X	X	X	X
Curve, on lead track to Standard Sanitary Manufacturing Company, between 0 track and Preble Ave.....	5	5	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS16	C	E, H6	G, AP60, BP60, EP60, FP60	H-8-9-10, FS10, FS20, BS24, LS25, AF, BF, EF, FF60, AF, BF64, BH50	I	Q1, Q2, S2, J	K, BP60T	L	M		N
<b>PITTSBURGH, N. S.—Cont.</b>													
Island Ave.—													
Through crossovers and turnouts not otherwise restricted at east and west ends of east and westbound yards.....							5	5	5	5	5	5	5
Connection to No. 0 track							5	5	5	5	5	5	5
Manchester Yard, except No. 60 track.....			X	X	X	X	X	X	X	X	X	X	X
Verner Yard.....			X	X	X	X	X	X	X	X	X	X	X
<b>BEN AVON:</b>													
J. Berckbichler, track.....	X	X	X	X	X	X	X	X	X	X	X	X	X
J. Berckbichler, trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>EMSWORTH:</b>													
Tejan Coal & Supply Co., track and Trestle, from a point 500 ft. east of entrance from main track.....							X	X	X	X	X	X	X
<b>GLENFIELD:</b>													
Farm Industrial Tractor Corp. track, from a point 240 ft. west of entrance from No. 1 track.....							X	X	X	X	X	X	X
<b>HAYSVILLE:</b>													
Sterling Varnish Track.....							X	X	X	X	X	X	X
<b>EDGEWORTH:</b>													
Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>LEETSDALE:</b>													
Bethlehem Steel Co., Lead track.....							X	X	X	X	X	X	X
All tracks in plant.....							X	X	X	X	X	X	X
American Bridge Co., U. S. Navy Plant tracks.....							X	X		X	X	X	X
<b>AMBRIDGE:</b>													
Team Track beyond switch to Ambridge Supply Co.....			X				X	X		X	X	X	X
American Bridge Co., Yard.....							X	X		X	X	X	X
<b>ECONOMY INDUSTRIAL TRACK:</b>													
East of 16th Street.....							X	X	X	X	X	X	X
A. M. Byers Co.....							X	X	X	X	X	X	X
Spang Chalfant & Co., except receiving and delivery tracks.....							X	X	X	X	X	X	X
All other industrial tracks in Economy Yard.....							X	X		X	X	X	X
<b>CONWAY:</b>													
Coal Tipple at car shops.....			X				X	X	X	X	X	X	X
Power Plant Trestle.....			X	X	X		X	X	X	X	X	X	X
Through crossovers and turnouts—east and west end of yards 4, 5, 8 and 12.....							5	5	5	5	5	5	5
Enginehouse layout.....							5	5	5	5	5	5	5
Car shop yard.....							5	5	5	5	5	5	5
East end of yards 2, 6 and 9.....							5	5	5	5	5	5	5
<b>FREEDOM:</b>													
No. 0 (naught) Track—West Conway and Rochester.....			X				X	X		X	X	X	X
West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....			X		X		X	X	X	X	X	X	X









LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	B	C	E, H6	G	H-8-9-10	I	L	N	J, M, Q, S, T	K, FF80, BF60, BP60, BP60T		FP60, EP60, EF60, AP60, AF60
<b>TOLEDO BRANCH</b>												
<b>DETROIT:</b>												
Fort St. Union Depot Viaduct.....	X											X
Summit St. Team track.....			X	X	X	X	X	X	X	X		X
<b>LINCOLN PARK:</b>												
Wayne County Commissioners track.....				X				X		X		X
State Street Team Track.....				X				X		X		X
Home Fuel Co. track.....				X				X		X		X
Renter Co. track.....				X				X		X		X
Scurlock Coal Co. track.....				X				X		X		X
Fuel Supply Co. track.....				X				X		X		X
Phillip G. Smith Co. track.....				X				X		X		X
Lead to Lincoln Coal Co. Track.....				X				X		X		X
Keystone Oil Refining track.....				X				X		X		X
Martin Foundry Co. track.....				X				X		X		X
Timken-Detroit Axle Co. track.....				X				X		X		X
<b>TOLEDO:</b>												
Maumee River Br. 85.47 to Galena.....				X		X		X		X		X
Karavan Coffee track.....				X		X		X		X		X
City Fuel Co. track.....				X		X		X		X		X
Toledo Steel Products track.....				X		X		X		X		X
Switching track on Water St. as far south as Adams St.....				X		X	X	X	X	X		X
Same track south of Adams St.....	X	X	X	X	X	X	X	X	X	X		X
Toledo Edison tracks as follows:												
Water St. Station empty track.....	X	X	X	X	X	X	X	X	X	X		X
Acme Station—Gantry track.....	X	X	X	X	X	X	X	X	X	X	X	X
Acme Station—Dry Pocket track.....	X	X	X	X	X	X	X	X	X	X	X	X
Acme Station—Down Hill track.....	X	X	X	X	X	X	X	X	X	X	X	X
Acme Station—Turbine Room track.....	X	X	X	X	X	X	X	X	X	X	X	X
Acme Station—Empty track beyond limit sign.....	X	X	X	X	X	X	X	X	X	X	X	X
Jarka Great Lakes Corp. No. 1 Dock.....	X	X	X	X	X	X	X	X	X	X	X	X
Jarka Great Lakes Corp. tracks.....	X		X	X	X	X	X	X	X	X		X
<b>WALBRIDGE:</b>												
Toledo Terminal Connection.....					X			X		X		X
<b>WOODVILLE:</b>												
Ohio Hydrate tracks.....				X		X		X		X		X
Elevator track.....				X		X		X		X		X
Woodville Lime Products tracks.....				X		X		X		X		X
Standard Lime & Stone Co. tracks.....				X		X		X		X		X
<b>GIBSONBURG:</b>												
Gibsonburg Elevator track.....				X		X		X		X		X
Station track.....				X		X		X		X		X
National Mortar & Supply tracks.....				X		X		X		X		X
Gibsonburg Lime Products tracks.....				X		X		X		X		X
Kelly Island tracks.....				X		X		X		X		X
<b>BURGOON:</b>												
Interchange track.....				X		X		X		X		X

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	B	C	E, H6	G	H-8-9-10	I	L	N	J, M, Q, S, T	K, FF60, BF60, BP60, BP60T		FP60, EP60, EF60, AP60, AF60
<b>BETTSVILLE:</b>												
Basic Dolomite tracks.....				X		X		X		X		X
Elevator track.....				X		X		X		X		X
<b>MAPLE GROVE:</b>												
N. K. P. Connection.....					X			X		X		X
<b>TIFFIN:</b>												
Freight House tracks.....								X		X		X
Machinery Loading track.....				X		X		X		X		X
Loudenslager track.....				X		X		X		X		X
Ohio Power Co. track.....				X		X		X		X		X
Team track.....				X		X		X		X		X
Smith Coal & Ice track.....				X		X		X		X		X
Hopple tracks inside gate.....				X		X		X		X		X
Webster Mfg. tracks.....				X		X		X		X		X
Industrial Lead.....				X		X		X		X		X
Coal Dock track.....				X		X		X		X		X
South lead to coaling track.....				X		X		X		X		X
Tiffin Art Metal track.....				X		X		X		X		X
Sterling Grinding Wheel tracks.....				X		X		X		X		X
U. S. Glass tracks.....				X		X		X		X		X
Standard Sanitary Mfg. tracks.....				X		X		X		X		X
Kelly Island track.....				X		X		X		X		X
Nat'l Machinery, westerly track.....				X		X		X		X		X
Groman Bro. track.....				X		X		X		X		X
Station track.....				X		X		X		X		X
Floom Fleck Co. track.....				X		X		X		X		X
Graveldinger track.....				X		X		X		X		X
General Electric track.....				X		X		X		X		X
<b>BLOOMVILLE:</b>												
France Quarry track.....				X		X		X		X		X
Station track.....				X		X		X		X		X
Elevator track.....				X		X		X		X		X
<b>CARROTHERS:</b>												
Northwest wye.....								X		X		X
<b>NEW WASHINGTON:</b>												
Kibler track.....				X		X		X		X		X
Lumber track.....				X		X		X		X		X
<b>TIRO:</b>												
Station and Industrial tracks.....				X		X		X		X		X
<b>VERNON:</b>												
Big Four Connection.....				X		X		X		X		X
Big Four Interchange.....				X		X		X		X		X
Ohio Power track.....				X		X		X		X		X

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

#### Other Equipment Restrictions

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

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

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

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

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

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

#### Overhead Clearance

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

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

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

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

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

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

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

Canton—On track adjacent to coal dock.

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

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

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

#### MOVEMENT BY TRAIN ORDERS

**1201-A1.** Location of Train Dispatchers—

##### Pittsburgh.

Train Dispatchers in charge as follows:

Main Line US to Crestline:

##### Branches:

Bayard

River (Yellow Creek to Rockville)

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

Toledo.

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

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

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

### SIGNAL RULES

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

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cgh. Div.)	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Pennsylvania Ave.	Rochester
	No. 1 and No. 2	Rochester	CP
	No. 1, No. 2 and No. 3	CP	Fairhope
	No. 1, No. 2, No. 3 and No. 4	Fairhope	McKinley
	No. 1, No. 2 and No. 3	McKinley	Urban
	No. 1 and No. 2	Urban	Orrville
	No. 1, No. 2, No. 3 and No. 4	Orrville	Smithville
	No. 1, No. 2 and No. 3	Smithville	Big Run
	No. 1, No. 2, No. 3 and No. 4	Big Run	Marsh
	No. 1 and No. 2	Marsh	Lucas
	No. 1 and No. 3	Lucas	Toledo Jct.
	No. 1, No. 2 and No. 3	Toledo Jct.	Division Post (Fort Wayne Div.)

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

**Opposing and Following Movement of Trains by Block Signals.**

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

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

### MANUAL BLOCK SIGNAL SYSTEM

**1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:**

	Track	Between	And
Main Line	No. 3	Wall	Superior
Alliance Branch	Single	Division Post (Lake Div.)	CP
River Branch	No. 1 and No. 2	Branch	Division Post (P. H. Div.)

**1317-A1. Rule 317 will apply:**

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

**For Movements Against Current of Traffic**

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

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

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

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

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

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

Between Rochester and Fairhope on No. 1 track.

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

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

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

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

### AUTOMATIC BLOCK SIGNAL SYSTEM

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

For movements with current of traffic.

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

For movements against current of traffic.

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

For movements with current of traffic and on single track

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

### INTERLOCKING

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

Main Line

Bayard Branch—At all attended interlocking stations.

Toledo Branch—At Walbridge.

**1606-A2.** South Massillon Industrial Track.

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

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

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

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

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



**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., September 20, 1951

**GENERAL ORDER No. 101**

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

**Applies in all Zones**

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

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

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

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

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

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

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

**Applies in Zone A**

- (e) U. S. MAIL WORK

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

**Applies in Zone C**

- (f) BAYARD BRANCH  
JETHRO—WELLSVILLE

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

Special Instruction 1157-F1, changed.

- (g) BAYARD BRANCH  
SHALE

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

Special Instruction 1157-F1, changed.

- (h) RIVER BRANCH  
BRANCH—EMPIRE

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

Special Instruction 1157-F1, changed.

- (i) RIVER BRANCH  
CLAYPORT

Eastward siding blocked with stored cars.

**Applies in Zone D**

- (j) MAIN LINE  
SMITHVILLE

Water station abandoned.

- (k) U. S. MAIL WORK  
LOUDONVILLE

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

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

**H. D. KRUGGEL,  
Superintendent.**



THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., October 23, 1951.

GENERAL ORDER No. 102

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

Applies in Zone F

- (a) TOLEDO BRANCH  
ECORSE JCT.—PENFORD

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

Applies in Zone E

- (b) TOLEDO BRANCH  
TIFFIN

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

H. D. KRUGGEL,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., November 8, 1951.

GENERAL ORDER No. 104

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

Applies in All Zones

- (a) TIME-TABLE AUTHORITY

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

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

No. 97 over blank column 1, page 11.

No. 98 over blank column 6, page 17.

H. D. KRUGGEL,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., November 19, 1951.

GENERAL ORDER No. 105

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

Applies in All Zones

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

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

Applies in Zone C

- (b) BAYARD BRANCH  
JETHRO—WELLSVILLE

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

H. D. KRUGGEL,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., November 26, 1951.

**GENERAL ORDER No. 106**

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

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 106, changed.

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

**Applies in Zone C**

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

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

**H. D. KRUGGEL,  
Superintendent.**

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., December 10, 1951.

**GENERAL ORDER No. 107**

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

**Applies in Zone D**

**(a) MAIN LINE  
MILLBROOK**

Coaling station and sanding apparatus serving engines on all tracks at Millbrook, out of service.

Track troughs serving engines using No. 2 track and No. 3 track, out of service.

**Applies in All Zones**

**(b) Protection For Public Highway Crossings at Grade**

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

**H. D. KRUGGEL,  
Superintendent.**

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., January 3, 1952.

**GENERAL ORDER No. 108**

Effective 12.01 A.M., Sunday, January 13, 1952

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 427 and No. 22, changed.

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

Nos. 427 and 22 over corresponding schedules on pages 13 and 19.

**H. D. KRUGGEL,  
Superintendent.**

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION  
LAKE DIVISION**

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

**EASTERN DIVISION GENERAL ORDER No. 103**

**LAKE DIVISION GENERAL ORDER No. 107**

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

**Applies in Zone A, Eastern Division**

**Applies in Zone C, Lake Division**

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

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

**H. D. KRUGGEL,  
Superintendent Eastern Division**

**E. L. HOFFMAN,  
Superintendent Lake Division**

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., January 23, 1952.

GENERAL ORDER No. 109

Effective 12.01 A.M., Friday, February 1, 1952

Applies in All Zones

- (a) TIME-TABLE AUTHORITY  
Train baggageman withdrawn from No. 22 between Crestline and Pittsburgh.  
Employes must correct page 19, by adding  $\diamond$  in ink to schedule of No. 22.
- (b) U. S. MAIL WORK  
No. 53 will catch and deliver U. S. Mail at East Palestine, Daily except Sunday, instead of Daily. Page 26, changed.

Applies in Zone C

- (c) BAYARD BRANCH  
EAST ROCHESTER  
Coaling and sanding facilities, out of service.
- (d) ENGINE RESTRICTIONS  
BEAVER VALLEY SECONDARY TRACK  
Class BS16 engines are prohibited from using side tracks serving the Cook-Anderson Co. and the W. H. Silverman Co. located between Buffalo Street and Fair Avenue.  
Special Instruction 1160-A1, changed.
- (e) BEAVER VALLEY SECONDARY TRACK  
Cars exceeding 52 feet in length must not be placed on the Cook-Anderson Co. or the W. H. Silverman Co. side tracks.  
Cars 50 to 52 feet in length may be placed on these tracks when coupled to 40 foot cars and handled with extreme care.
- (f) RIVER BRANCH  
PORT HOMER—CLAYPORT  
Trailing hand-operated switch in No. 2 track, with pipe connected derail, 284 feet west of Mile Post 3, leading to National Carbon Co. track, capacity 24 cars, in service.

H. D. KRUGGEL,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., January 25, 1952.

GENERAL ORDER No. 110

Effective 12.01 A.M., Saturday, February 2, 1952

Applies in Zone C

- (a) BAYARD BRANCH  
SHALE  
Paragraph (g) General Order No. 101 referring to speed of 15 miles per hour on No. 1 and No. 2 tracks between a point 540 feet west of Shale Block Station and a point 470 feet east of Shale Block Station, is annulled.
- (b) RIVER BRANCH  
BRANCH—EMPIRE  
Paragraph (h) General Order No. 101 referring to speed of 20 miles per hour on No. 2 track between Mile Post 2 and Empire, is annulled.
- (c) RIVER BRANCH  
CROXTON—DIVISION POST (P. H. Div.)  
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour between a point 2000 feet west of Mile Post 7 east of Croxton and Mile Post 12 east of Division Post (P. H. Div.), account track condition.  
Special Instruction 1157-F1, changed.

H. D. KRUGGEL,  
Superintendent.

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THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., February 15, 1952.

GENERAL ORDER No. 111

Effective 12.01 A.M., Wednesday, February 20, 1952

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 97 and No. 98, withdrawn.  
Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Blank coupon over No. 97, page 11.

Blank coupon over No. 98, page 17.

Effective 11.01 A.M., Wednesday, February 20, 1952

Applies in Zone E

(b) TOLEDO BRANCH  
CARROTHERS

Automatic Highway Crossing Signals and short arm gates protecting highway grade crossing at State Route 4, in service.

Trains and engines using northward and southward sidings must assure themselves that gates have been lowered before fouling or passing over the crossing.

H. D. KRUGGEL,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION

Pittsburgh, Pa., March 1, 1952.

GENERAL ORDER No. 112

Effective 10.01 A.M., Tuesday, March 11, 1952

Applies in Zone A

(a) MAIN LINE

MORADO—HOMEWOOD JUNCTION

No. 101 eastward secondary track between Homewood Junction and a point 3150 feet east of Morado, out of service.

Special Instructions 1105-A1, 1151-C1, and 1157-H1, changed.

No. 102 westward secondary track relocated south a distance of 30 feet, between Mile Post 33 and a point 4000 feet west of Mile Post 33, west of Morado.

No. 2 westward passenger track relocated south a distance of 13 feet, between a point 2000 feet west of Mile Post 33 and a point 4000 feet west of Mile Post 33, west of Morado.

Applies in Zone C

(b) MAIN LINE

HAVEN

Facing hand-operated crossover connecting No. 1 track with No. 2 track, 2600 feet west of Mile Post 119, out of service.

H. D. KRUGGEL,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., March 11, 1952.

**GENERAL ORDER No. 113**

**Effective 12.01 A.M., Thursday, March 20, 1952**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of No. 404 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedule on page 17.

S stop for No. 405, page 14, at Beaver Falls changed to D stop.

Employes must correct page 14, in ink.

**(b) U. S. MAIL WORK**

**DIXMONT**

No. 405 catch and delivery service, discontinued.

Page 26, changed.

**(c) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED—TRACK CARS**

Track cars when hauling track cars or trailers must not exceed a speed of 15 miles per hour.

Special Instruction 1157-C13, changed.

**H. D. KRUGGEL,  
Superintendent.**

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**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., March 20, 1952.

**GENERAL ORDER No. 114**

**Effective 10.01 A.M., Tuesday, March 25, 1952**

**(a) MAIN LINE**

**JACKS RUN**

Trailing hand-operated crossover with center lever lock, connecting No. 1 track with No. 0 track, 100 feet east of Mile Post 4, east of Jacks Run, in service.

**W. G. DORWART,  
Superintendent.**

**THE PENNSYLVANIA RAILROAD  
EASTERN DIVISION**

Pittsburgh, Pa., March 25, 1952.

**GENERAL ORDER No. 115**

**Effective 12.01 A.M., Saturday, March 29, 1952**

**Applies in Zone A**

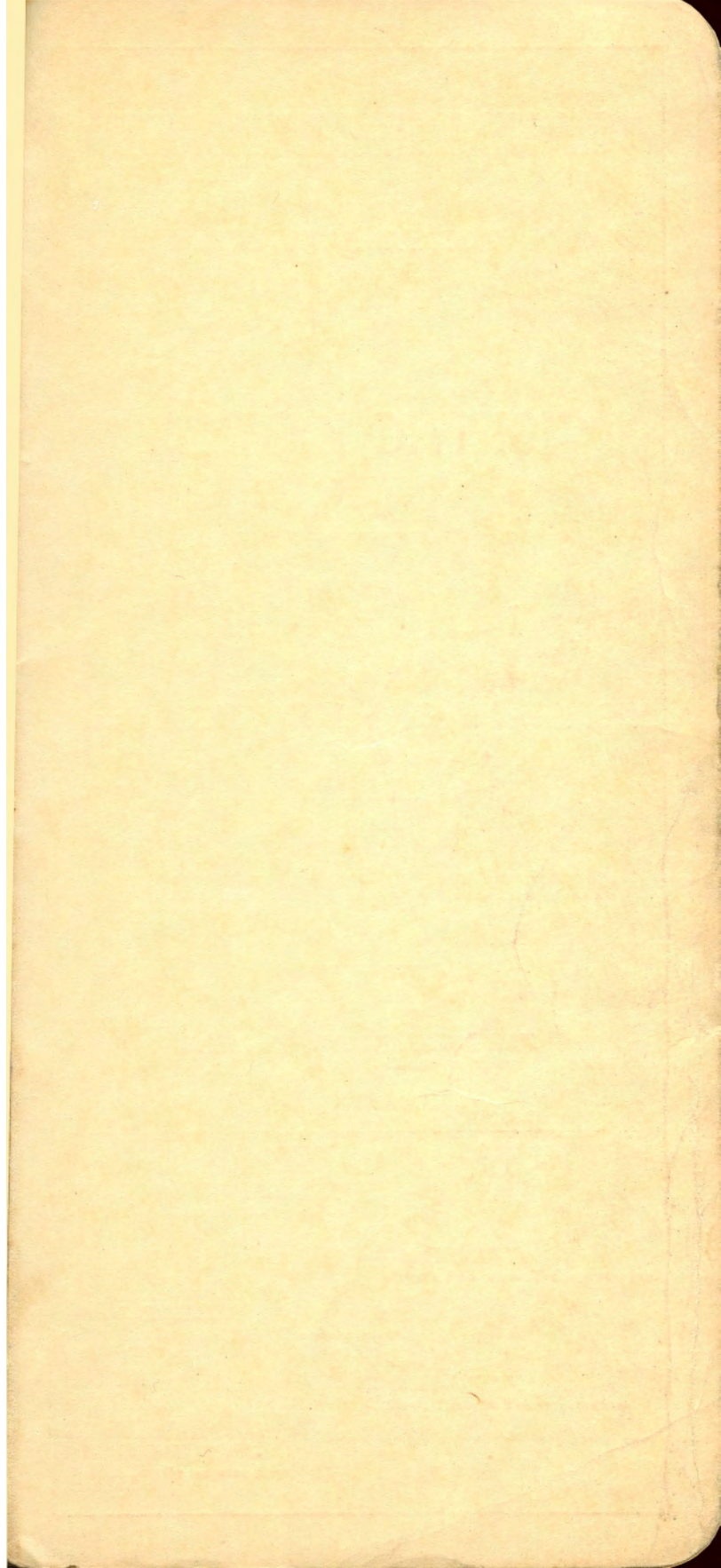
**(a) MAIN LINE**

**HOMEWOOD JCT.**

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

Paragraph (a) General Order No. 103, annulled.

**W. G. DORWART,  
Superintendent.**



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