SAFETY FIRST

YOUR FAMILY AND
YOUR RAILROAD
NEED YOU

NICKEL PLATE ROAD

BE ALERT--DON'T GET HURT

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

NICKEL PLATE DISTRICT

BUFFALO DIVISION
AND
CLEVELAND DIVISION

TIME TABLE
No. 171

Takes Effect Sunday, April 26, 1953
at 12:01 A. M.
Eastern Standard Time

For the information and Government of Employes only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

G. R. BOWMAN, General Superintendent
H. P. THINNES, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
R. D. MALONEY, Superintendent
H. B. WODOCK, Terminal Superintendent
Bellevue Terminal
K. F. BRABENDER, Terminal Superintendent
Cleveland Terminal
R. L. CUNNINGHAM, Terminal Superintendent
Buffalo Terminal
P. G. CAMPBELL, Train Master, Cleveland Division
G. E. SNYDER, JR., Assistant Train Master
Cleveland Division
C. W. HECKER, Train Master, Buffalo Division

E. B. THAYER, Road Foreman of Engines, Buffalo Division
M. COLYER, Road Foreman of Engines, Cleveland Division
J. A. COMBS, Chief Train Dispatcher
R. J. HUGHES, Master Mechanic
E. R. TAYLOR, Division Engineer

BUFFALO DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST-CLASS TRAINS 7 Daily	5 Daily	13 B. & L. E. Daily Ex. Sunday
.....	0.0		.....BUFFALO.... L	DN	4.20AM	6.30PM	.....
		1.9					
.....	1.9		...D. L. & W. Jct....	.....	4.26	6.36	.....
		.5					
.....	2.4		.....Tifft Yard..... Yard Office	.....	4.27	6.38	.....
		.6					
	3.0		....FY Block Sta.... East End BB Double	DN	4.28	6.39	.....
		3.3					
.....	6.3		....GB Block Sta.....	DN	4.33	6.44	.....
		3.4					
90	9.7		.....Hamburg.... B	.....	.....	.....	.....
		4.7					
.....	14.4		.....Lake View... B	7:00A-3:00P	4.41	6.53	.....
		7.2					
98	21.6		.....Angola.... BW	DN	4.47	7.00	.....
		9.9					
.....	31.5		.....Silver Creek.....	DN	4.56	7.09	.....
		8.0					
.....	39.5		.....Plate..... B	.....	5.03	7.16	.....
		1.0					
.....	40.5		.....AK Tower.....	DN	5.04	7.18	.....
		.6					
.....	41.1		.....Dunkirk.... B	.....	5.05	7.20	.....
		2.7					
67	43.8		....45-Mile Siding.. B	.....	5.07	7.23	.....
		5.2					
	49.0		.....BM Tower.... West End BB Double	DN	5.13	7.28	.....
.....		.6					
283	49.6		.....Brocton..... B	.....	5.14	7.29	.....
		5.1					
162	54.7		.....Pomfret..BCW	.....	.....	.....	.....
		2.9					
92	57.6		.....Westfield.... B	.....	5.22	7.37	.....
		7.0					
342	64.6		.....Ripley..... B	.....	.....	.....	.....
		8.1					
126 E\ 123 W/	72.7		.....NH .....BW	.....	.....	.....	.....
		.6					
.....	73.3		.....North East.... B	.....	5.36	7.52	.....
		3.8					
106	77.1		.....Moorheads.... B	.....	.....	.....	.....
		2.8					
105	79.9		....Harbor Creek.. B	.....	.....	8.01 s	.....
		5.0					
150	84.9		.....Dean..... B	.....	5.46	8.08	.....
		2.1					
.....	87.0		.....ERIE.... BW	5:00A-9:00P	s 5.50	s 8.13	.....
		2.4					
95 E\ 95 W/	89.4		.....Cascade..... B	.....	5.58	8.21	2.15PM
		1.6					
.....	91.0		.....Esmer..... B	.....	.....	.....	.....
		4.6					
159	95.6		.....Swanville.... B	.....	.....	.....	.....
		2.6					
	98.2		.....Fairview..... B	.....	.....	.....	f 2.26
		.9					
109	99.1		.....Fairview Pit... B	.....	.....	.....	.....
		2.4					
.....	101.5		.....Wallace Jct.. BW	.....	.....	.....	2.32PM
		.7					
75 E\ 136 W/	102.2		.....Girard..... B	.....	6.09	8.33	.....
		2.8					
.....	105.0		....Thornton Jct.... East End CT Double	DN	6.12	8.36	.....
		5.6					
.....	110.6		.....Crayton..... B	.....	6.16	8.41	.....
		3.8					
.....	114.4		West End CT Double B	.....	6.20	8.47	.....
		.7					
.....	115.1		..CONNEAUT.. A L	DN	s 6.22 6.26	s 8.51 8.56	.....
		.3					
.....	115.4		....Conneaut Yard... Chestnut St. Crossover	DN	6.27	8.57	.....
		.8					
.....	116.2		East End MA Double B	.....	6.30AM	9.00PM	.....
					Daily	Daily	Daily Ex. Sunday
					7	5	13

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

BUFFALO DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	THIRD-CLASS TRAINS							
					51	35	29	53	37	39	47	55
					Fast Freight	Through Freight	Switch Run	Fast Freight	Through Freight	Through Freight	Fast Freight	Fast Freight
					Daily	Daily	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily
.....	0.0		.....BUFFALO.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	1.8	1.8	.....Buffalo Jct.....L	DN	4.00AM	7.00AM	7.30AM	10.00AM	3.00PM	5.00PM	9.00PM	11.00PM
.....	1.9	.1	..D. L. & W. Jct....		.....	.....	.....	.....	.....	.....	.....	.....
.....	2.4	.5	.....Tifft Yard.....		.....	.....	.....	.....	.....	.....	.....	.....
.....	3.0	.6	....FY Block Sta..... East End BB Double	DN	.....	.....	.....	.....	.....	.....	.....	.....
		3.3			.....	.....	.....	.....	.....	.....	.....	.....
.....	6.3		....GB Block Sta.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
90	9.7	3.4	.....Hamburg.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	14.4	4.7	.....Lake View.....B	7:00A-3:00P	.....	.....	.....	.....	.....	.....	.....	.....
98	21.6	7.2	.....Angola ...BW	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	31.5	9.9	.....Silver Creek.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	39.5	8.0	.....Plate.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	40.5	1.0	.....AK Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	41.1	.6	.....Dunkirk.....B		.....	.....	.....	.....	.....	.....	.....	.....
67	43.8	2.7	....45-Mile Siding..B		.....	.....	.....	.....	.....	.....	.....	.....
		5.2	.....BM Tower..... West End BB Double	DN	5.30	8.45	9.30	11.20	5.20	6.20	10.30	12.10AM
.....	49.0	.6			.....	.....	.....	.....	.....	.....	.....	.....
283	49.6	5.1	.....Brocton.....B		.....	.....	.....	.....	.....	.....	.....	.....
162	54.7	2.9	.....Pomfret..BCW		.....	.....	.....	.....	.....	.....	.....	.....
92	57.6	7.0	.....Westfield.....B		.....	.....	.....	.....	.....	.....	.....	.....
342	64.6	8.1	.....Ripley.....B		.....	.....	.....	.....	.....	.....	.....	.....
126 E 122 W	72.7	.6	.....NH..... BW		.....	.....	.....	.....	.....	.....	.....	.....
.....	73.3	3.8	.....North East....B		.....	.....	.....	.....	.....	.....	.....	.....
106	77.1	2.8	.....Moorheads....B		.....	.....	.....	.....	.....	.....	.....	.....
105	79.9	5.0	....Harbor Creek...B		.....	.....	.....	.....	.....	.....	.....	.....
150	84.9	2.1	.....Dean.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	87.0	2.4	.....ERIE....BW	5:00A-9:00P	.....	.....	.....	.....	.....	.....	.....	.....
95 E 95 W	89.4	1.6	.....Cascade.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	91.0	4.6	.....Esmer.....B		.....	.....	.....	.....	.....	.....	.....	.....
159	95.6	2.6	.....Swanville.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	98.2	.9	.....Fairview.....B		.....	.....	.....	.....	.....	.....	.....	.....
109	99.1	2.4	.....Fairview Pit...B		.....	.....	.....	.....	.....	.....	.....	.....
.....	101.5	.7	.....Wallace Jct..BW		.....	.....	.....	.....	.....	.....	.....	.....
75E 136W	102.2	2.8	.....Girard.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	105.0	5.6	....Thornton Jct..... East End CT Double	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	110.6	3.8	.....Crayton.....B		.....	.....	.....	.....	.....	.....	.....	.....
.....	114.4	.7	West End CT DoubleB		7.30	11.30	3.05PM	2.50PM	9.05	9.30	12.20AM	2.50
.....	115.1	.3	....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	115.4		....Conneaut Yard .A	DN	7.45AM	11.50AM	3.30PM	3.00PM	9.15PM	9.40PM	12.30AM	3.00AM
					Daily	Daily	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily
					51	35	29	53	37	39	47	55

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

BUFFALO DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST-CLASS TRAINS 6 Daily	8 Daily	12 B. & L. E. Daily Ex. Sunday
.....	406.7		East End MA Double B	.....	9.05AM	7.07PM	.....
.....	407.5	.8	...Conneaut Yard... Chestnut St. Crossover	DN	9.08	7.10	.....
.....	407.8	.3	..CONNEAUT.. A L	DN	s 9.10 9.15	s 7.12 7.17	.....
.....	408.5	.7	West End CT Double B	.....	9.17	7.19	.....
.....	412.3	3.8	.....Crayton..... B	.....	9.21	7.23	.....
.....	417.9	5.6	....Thornton Jct..... East End CT Double	DN	9.27	7.29	.....
75 E 136 W	420.7	2.8	.....Girard..... B	.....	9.30	7.32	.....
.....	421.4	.7	.....Wallace Jct.. BW	.....	.....	.....	9.10AM
109	423.8	2.4	....Fairview Pit.... B	.....	.....	.....	.....
.....	424.7	.9	.....Fairview.... B	.....	.....	.....	f 9.15
159	427.3	2.6	.....Swanville.... B	.....	.....	.....	.....
.....	431.9	4.6	.....Esmer..... B	.....	.....	.....	.....
95 E 95 W	433.5	1.6	.....Cascade..... B	.....	9.42	7.44	9.26AM
.....	435.9	2.4	.....ERIE.... BW	5:00A-9:00P	s 9.53	s 7.52	.....
150	438.0	2.1	.....Dean..... B	.....	9.58	7.56	.....
105	443.0	5.0	....Harbor Creek.. B	.....	.....	8.01	.....
106	445.8	2.8	.....Moorheads.... B	.....	.....	.....	.....
.....	449.6	3.8	.....North East.... B	.....	s 10.10	8.08	.....
126 E 122 W	450.2	.6	..... NH .....BW	.....	.....	.....	.....
342	458.3	8.1	.....Ripley..... B	.....	10.18	.....	.....
92	465.3	7.0	.....Westfield.... B	.....	f 10.26	8.23	.....
162	468.2	2.9	.....Pomfret.. BCW	.....	.....	.....	.....
283	473.3	5.1	.....Brocton..... B	.....	10.34	8.31	.....
.....	473.9	.6	.....BM Tower.... West End BB Double	DN	10.35	8.32	.....
67	479.1	5.2	....45 Mile Siding.. B	.....	10.40	8.37	.....
.....	481.8	2.7	.....Dunkirk..... B	.....	s 10.45	8.41	.....
.....	482.4	.6	.....AK Tower.....	DN	10.46	8.42	.....
.....	483.4	1.0	.....Plate..... B	.....	10.48	8.44	.....
.....	491.4	8.0	.....Silver Creek.....	DN	10.56	8.52	.....
.....	501.3	9.9	.....Angola.... BW	DN	11.06	9.02	.....
83	508.5	7.2	.....Lake View.... B	7:00A-3:00P	11.13	9.09	.....
.....	513.2	4.7	.....Hamburg..... B	.....	.....	.....	.....
.....	516.6	3.4	....GB Block. Sta....	DN	11.21	9.17	.....
.....	519.9	3.3	....FY Block. Sta... East End BB Double	DN	11.26	9.22	.....
.....	520.5	.6	.....Tifft Yard..... Yard Office	.....	11.27	9.23	.....
.....	521.0	.5	...D. L. & W. Jct....	.....	11.31	9.26	.....
.....	522.9	1.9	.....BUFFALO... A	DN	11.40AM	9.35PM	.....
					Daily	Daily	Daily Ex. Sunday
					6	8	12

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

BUFFALO DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND-CLASS TRAINS							Third-Class Trains	
					52	98	64	54	90	56	68	38	30
					Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Through Freight	Switch Run
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex.Sunday
.....	407.5		....Conneaut Yard..L	DN	8.35AM	8.55AM	1.00PM	5.00PM	6.50PM	11.15PM	11.45PM	12.15AM	7.00AM
.....	407.8	.3	....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	408.5	.7	West End CT DoubleB	.....	8.40	9.00	1.05	5.05	6.55	11.20	11.50	12.20	7.05
.....	412.3	3.8	.....Crayton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	417.9	5.6	....Thornton Jct.... East End CT Double	DN	8.55	9.15	1.35	5.35	7.15	11.40	12.10AM	12.45	7.35
75 E 136 W	420.7	2.8	.....Girard.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	421.4	.7	.....Wallace Jct. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
109	423.8	2.4	.....Fairview Pit. ..B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	424.7	.9	.....Fairview.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
159	427.3	2.6	.....Swanville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	431.9	4.6	.....Esmer.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95 E 95 W	433.5	1.6	.....Cascade.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	435.9	2.4	.....ERIE....BW	5:00A-9:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....
150	438.0	2.1	.....Dean.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	443.0	5.0	....Harbor Creek...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106	445.8	2.8	.....Moorheads ...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	449.6	3.8	.....North East....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
126 E 122 W	450.2	.6	.....NH.....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
342	458.3	8.1	.....Ripley.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92	465.3	7.0	.....Westfield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
162	468.2	2.9	.....Pomfret..BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
283	473.3	5.1	.....Brocton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	473.9	.6	.....BM Tower..... West End BB Double	DN	10.10	10.45	3.15	7.10	8.40	1.05AM	1.35	2.30	12.50PM
67	479.1	5.2	...45-Mile Siding...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	481.8	2.7	.....Dunkirk.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	482.4	.6	.....AK Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	483.4	1.0	.....Plate.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	491.4	8.0	.....Silver Creek.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	501.3	9.9	.....Angola....BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
83	508.5	7.2	.....Lake View....B	7:00A-3:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	513.2	4.7	.....Hamburg.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	516.6	3.4	....GB Block Sta.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	519.9	3.3	....FY Block Sta..... East End BB Double	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	520.5	.6	.....Tifft Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	521.0	.5	...D. L. & W. Jct. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	521.1	.1	.....Buffalo Jct.....A	DN	11.30AM	12.20PM	5.00PM	8.30PM	10.00PM	2.30AM	3.00AM	4.00AM	3.20PM
.....	522.9	1.8	.....BUFFALO.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex.Sunday
					52	98	64	54	90	56	68	38	30

Symbols: B—Telephone Booth; C— Coaling Station; DN—Continuously; W—Water Station.

CLEVELAND DIVISION—WESTBOUND

Capacity of Sidings In Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST-CLASS TRAINS 7 Daily	9 Daily	5 Daily
.....	115.1		....CONNEAUT...L	DN	s 6.26AM	.....	s 8.56PM
.....	115.4	.3	...Conneaut Yard....	DN	6.27	.....	8.57
		.8	Chestnut St. Crossover				
.....	116.2		East End MA DoubleB	.....	6.30	.....	9.00
.....	122.5	6.3	.....Kingsville....B	.....	6.36	.....	9.07
.....	127.5	5.0	.....KG.....B	.....	6.41	.....	9.12
.....	128.2	.7	.....Ashtabula.....	.....	s 6.44	.....	s 9.15
.....	128.5	.3	.....NP Tower.....	DN	6.45	.....	9.16
.....	130.1	1.6	.....Ryan.....BW	.....	.....	.....	.....
.....	133.5	3.4	.....Saybrook.....B	.....	.....	.....	.....
.....	137.8	4.3	.....Geneva.....B	.....	6.53	.....	9.25
105	143.2	5.4	.....MA.....B	.....	6.58	.....	9.31
		5.1	West End MA Double				
112 E 142 W	148.3	5.6	.....Perry.....B	.....	7.03	.....	9.36
.....	153.9	.5	.....Painesville....B	.....	s 7.10	.....	s 9.43
137 E 140 W	154.4	5.5	.....PE Tower..BW	DN	7.11	.....	9.45
133	159.9	4.3	.....Mentor.....B	.....	7.16	.....	9.50
125	164.2	4.8	.....Willoughby....B	.....	7.20	.....	9.54
148	169.0	2.4	.....Wickliffe.....B	.....	7.25	.....	9.59
.....	171.4	1.2	.....UD.....B	.....	7.27	.....	10.02
			East End CD Double				
131	172.6	4.5	.....Euclid.....B	.....	7.28	.....	10.03
.....	177.1	4.0	...East Cleveland....	.....	s 7.35	.....	s 10.10
.....	181.1	1.2	...East 75th St.. BCW	.....	7.41	.....	10.16
.....	182.3		....East 37th St...BW	.....	7.44		10.20
.....	184.1	1.8	Cleveland C. U. T. A	.....	s 7.50	.....	s 10.30
		1.3	L		8.05	6.00PM	10.55
.....	185.4	1.0	....West 38th St....B	.....	8.10	6.05	10.59
170	186.4	5.5	....West 65th St....B	.....	8.13	6.08	11.03
.....	191.9	4.6	.....Rocky River...B	DN	s 8.25	s 6.20	s 11.15
.....	196.5	5.1	.....Bay Village...B	.....	8.30	6.25	11.20
.....	201.6	3.6	.....Avon Lake....B	.....	8.35	6.30	11.25
98	205.2	4.7	.....Sheffield.....B	.....	8.38	6.33	11.28
.....	209.9	1.0	.....Lorain.....B	DN	s 8.48	s 6.42	s 11.45
104	210.9	7.2	...Oberlin Ave...BW	.....	8.50	6.44	11.47
.....	218.1	2.5	.....KM.....B	.....	8.57	6.51	11.55
			West End CD Double				
.....	220.6	.9	.....Vermilion ....B	.....	9.00	f 6.54	11.58
113 E 91 W	221.5	5.6	.....GC Tower..BW	DN	.....	.....	.....
148	227.1	3.0	.....Florence.....B	.....	.....	.....	.....
149	230.1	5.4	.....Shinrock.....B	.....	9.09	7.04	12.08AM
144	235.5	4.2	.....Avery.....B	.....	9.14	7.09	12.14
.....	239.7	5.7	HI.....B	.....	9.18	7.13	12.18
			East End BK Double				
.....	245.4	1.2	West End BK DoubleB	.....	9.24	7.19	12.24
.....	246.6	.7	.BELLEVUE YARD .	DN	.....	.....	.....
			East End FS Double				
.....	247.3		.....Bellevue.....A	12:01A-1:00A 4:45A-8:45P	s 9.30AM	s 7.25PM	s 12.32AM
					Daily	Daily	Daily
					7	9	5

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

CLEVELAND DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	THIRD CLASS TRAINS									
					47	55	35	31	51	53	37	39	91	49
					Fast Freight	Fast Freight	Through Freight	Switch Run	Fast Freight	Fast Freight	Through Freight	Through Freight	Local Freight	Fast Freight
					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
.....	115.1		....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	115.4	.3	....Conneaut Yard..L	DN	1.15AM	4.00AM	5.00AM	7.30AM	8.45AM	4.00PM	5.30PM	10.30PM	.....	.....
.....	116.2	.8	East End MA Double B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	122.5	6.3	.....Kingsville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	127.5	5.0	.....KG.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	128.5	1.0	.....NP Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	130.1	1.6	.....Ryan.....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	133.5	3.4	.....Saybrook.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	137.8	4.3	.....Geneva.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	143.2	5.4	.....MA.....B (West End MA Double)	.....	2.15	5.10	6.40	10.15	10.00	5.25	7.05	11.30	.....	.....
112 E 142 W	148.3	5.1	.....Perry.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	153.9	5.6	.....Painesville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137 E 140 W	154.4	.5	.....PE Tower...BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133	159.9	5.5	.....Mentor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	164.2	4.3	.....Willoughby...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	169.0	4.8	.....Wickliffe.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	171.4	2.4	.....UD.....B (East End CD Double)	.....	3.05	6.10	8.00	1.55PM	11.05	6.30	8.20	12.35AM	.....	.....
131	172.6	1.2	.....Euclid.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	177.1	4.5	....East Cleveland ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	181.1	4.0	...East 75th St..BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	182.3	1.2	.....East 37th St..BW	.....	.....	.....	.....	2.30PM	.....	.....	.....	.....	9.00AM	4.15PM
.....	185.4	3.1	.....West 38th St. ..B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
170	186.4	1.0	.....West 65th St...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	191.9	5.5	.....Rocky River...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	196.5	4.6	.....Bay Village....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	201.6	5.1	.....Avon Lake....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98	205.2	3.6	.....Sheffield .....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	209.9	4.7	.....Lorain.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
104	210.9	1.0	....Oberlin Ave. .BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	218.1	7.2	.....KM.....B (West End CD Double)	.....	4.15	7.10	10.50	.....	12.30PM	9.00	10.50	2.15	12.01PM	5.05
.....	220.6	2.5	.....Vermilion ....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 E 91 W	221.5	.9	.....GC Tower..BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	227.1	5.6	.....Florence.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
149	230.1	3.0	.....Shinrock....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	235.5	5.4	.....Avery.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	239.7	4.2	HI.....B (East End BK Double)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	245.4	5.7	West End BK Double B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	246.6	1.2	BELLEVUE YARD.A	DN	5.15AM	8.30AM	1.00PM	.....	1.45PM	11.00PM	1.00AM	4.00AM	2.55	6.05PM
.....	247.3	.7	East End FS Double .....Bellevue.....	12:01A-1:00A 4:45A-8:45P	.....	.....	.....	.....	.....	.....	.....	.....	3.00PM	.....
					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
					47	55	35	31	51	53	37	39	91	49

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

CLEVELAND DIVISION—EASTBOUND

Capacity of Sidings In Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS 6 Daily	10 Daily	8 Daily	Third-Class Trains 32 Switch Run Daily Ex. Sunday	38 Through Freight Daily
.....	272.6		.....Spence.....	.....	5.18AM	6.53AM	3.45PM	.....	.....
.....	275.3	2.7	W & L E Dist. Tower	.....	5.21	6.56	3.48	.....	.....
		.3	....BELLEVUE...A	12:01A-1:00A	s 5.25	s 6.58	s 3.51	.....	.....
.....	275.6	.7	East End FS Double L	4:45A-8:45P	5.30	7.00	3.54	.....	.....
.....	276.3		....Bellevue Yard....	DN	.....	.....	.....	.....	2.00PM
.....	277.5	1.2	West End BK DoubleB	.....	5.33	7.03	3.57	.....	.....
		5.7	.....HI.....B						
.....	283.2		East End BK Double	.....	5.40	7.09	4.04	.....	2.15
144	287.4	4.2	.....Avery.....B	.....	5.44	7.13	4.08	.....	.....
149	292.8	5.4	.....Shinrock....B	.....	5.49	7.18	4.13	.....	.....
148	295.8	3.0	.....Florence.....B	.....	.....	.....	.....	.....	.....
113 E\ 91 W/	301.4	5.6	.....GC Tower..BW	DN	.....	.....	.....	.....	.....
.....	302.3	.9	.....Vermilion ....B	.....	5.58	f 7.27	4.22	.....	.....
		2.5	..... KM .....B						
.....	304.8		West End CD Double	.....	6.01	7.31	4.25	.....	2.45
99	312.0	7.2	.....Oberlin Ave. BW	.....	6.08	7.38	4.31	.....	.....
.....	313.0	1.0	.....Lorain.....B	DN	s 6.17	s 7.46	s 4.43	.....	.....
97	317.7	4.7	.....Sheffield.....B	.....	6.23	7.52	4.49	.....	.....
.....	321.3	3.6	.....Avon Lake....B	.....	6.27	7.56	4.53	.....	.....
.....	326.4	5.1	.....Bay Village....B	.....	6.32	8.01	4.58	.....	.....
.....	331.0	4.6	.....Rocky River...B	DN	s 6.38	s 8.07	s 5.05	.....	.....
100	335.4	4.4	.....Detroit St.....B	.....	6.48	8.17	5.15	.....	.....
		2.1							
.....	337.5		.....West 38th St...B	.....	6.51	8.20	5.18	.....	.....
		1.3	Cleveland, C. U. T. A	.....	s 7.00	8.30AM	s 5.30	.....	.....
.....	338.8		L	.....	7.20	.....	5.45	.....	.....
		1.8							
.....	340.6		....East 37th St...BW	.....	7.25	.....	5.50	7.30AM	6.15
.....	341.8	1.2	...East 75th St. BCW	.....	.....	.....	.....	.....	.....
.....	345.8	4.0	....East Cleveland...	.....	s 7.35	.....	s 6.01	.....	.....
131	350.3	4.5	.....Euclid.....B	.....	7.40	.....	6.06	.....	.....
		1.2	..... UD.....B						
.....	351.5		East End CD Double	.....	7.41	.....	6.07	8.15	7.30
148	353.9	2.4	.....Wickliffe....B	.....	f 7.47	.....	6.10	.....	.....
126	358.7	4.8	.....Willoughby...B	.....	f 7.52	.....	6.15	.....	.....
		4.3							
133	363.0		.....Mentor.....B	.....	8.04	.....	6.19	.....	.....
137 E\ 140 W/	368.5	5.5	.....PE Tower..BW	DN	8.10	.....	6.24	.....	.....
.....	369.0	.5	.....Painesville ...B	.....	s 8.14	.....	s 6.26	.....	.....
113 E\ 142 W/	374.6	5.6	.....Perry.....B	.....	8.20	.....	6.31	.....	.....
		5.1	.....MA .....B						
115	379.7		West End MA Double	.....	8.25	.....	6.36	1.00PM	8.30
		5.4							
.....	385.1		.....Geneva.....B	.....	8.32	.....	6.41	.....	.....
.....	389.4	4.3	.....Saybrook....B	.....	8.38	.....	.....	.....	.....
114	392.8	3.4	.....Ryan.....BW	.....	8.43	.....	6.48	.....	.....
.....	394.4	1.6	.....NP Tower.....	DN	8.45	.....	6.50	.....	.....
.....	394.7	.3	.....Ashtabula.....	.....	s 8.50	.....	s 6.53	.....	.....
.....	395.4	.7	.....KG.....B	.....	8.52	.....	6.55	.....	.....
.....	400.4	5.0	.....Kingsville....B	.....	8.58	.....	7.01	.....	.....
.....	406.7	6.3	East End MA DoubleB	.....	9.05	.....	7.07	.....	.....
		.8	...Conneaut Yard...						
.....	407.5		Chestnut St. Crossover	DN	9.08	.....	7.10	2.50PM	10.30PM
.....	407.8	.3	....CONNEAUT ...A	DN	s 9.10AM	.....	s 7.12PM	.....	.....
					Daily	Daily	Daily	Daily Ex. Sunday	Daily
					6	10	8	32	38

Symbols; B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

CLEVELAND DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	SECOND CLASS TRAINS								
					50	52	98	64	54	90	56	68	66
					Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	276.3	6.9	.BELLEVUE YARD.L	DN	3.50AM	4.15AM	4.30AM	8.30AM	12.30PM	2.45PM	7.00PM	7.30PM	8.30PM
.....	283.2	4.2	HI .....B (East End BK Double)	.....	4.05	4.30	4.45	8.45	12.45	3.00	7.15	7.45	8.45
144	287.4		.....Avery.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
149	292.8	5.4	.....Shinrock.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	295.8	3.0	.....Florence.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 E 91 W	301.4	5.6	.....GC Tower..BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	302.3	.9	.....Vermilion .....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	304.8	2.5	.....KM.....B (West End CD Double)	.....	4.30	5.00	5.15	9.15	1.15	3.30	7.45	8.15	9.15
99	312.0	7.2	...Oberlin Ave...BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	313.0	1.0	.....Lorain.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
97	317.7	4.7	.....Sheffield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	321.3	3.6	.....Avon Lake.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	326.4	5.1	.....Bay Village...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	331.0	4.6	.....Rocky River ..B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	335.4	4.4	.....Detroit St.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	337.5	2.1	....West 38th St....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	340.6	3.1	.East 37th Street. BW	.....	5.15AM	.....	.....	.....	.....	.....	.....	.....	11.00PM
.....	341.8	1.2	...East 75th St. .BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	345.8	4.0	...East Cleveland....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
131	350.3	4.5	..... Euclid.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	351.5	1.2	.....UD.....B (East End CD Double)	.....	.....	6.15	6.30	10.30	2.30	4.40	8.55	9.25	.....
148	353.9	2.4	.....Wickliffe....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	358.7	4.8	.....Willoughby...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133	363.0	4.3	.....Mentor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137 E 140 W	368.5	5.5	.....PE Tower..BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	369.0	.5	.....Painesville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
112 E 142 W	374.6	5.6	.....Perry.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
115	379.7	5.1	.....MA .....B (West End MA Double)	.....	.....	7.05	7.20	11.15	3.15	5.20	9.25	10.00	.....
.....	385.1	5.4	.....Geneva.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	389.4	4.3	.....Saybrook....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114	392.8	3.4	.....Ryan.....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	394.4	1.6	.....NP Tower....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	395.4	1.0	.....KG..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	400.4	5.0	.....Kingsville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	406.7	6.3	East End MA DoubleB	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	407.5	.8	....Conneaut Yard..A	DN		8.15AM	8.30AM	12.30PM	4.30PM	6.30PM	10.45PM	11.15PM	.....
.....	407.8	.3	....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					50	52	98	64	54	90	56	68	66

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

SPECIAL INSTRUCTIONS

EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

TRAINS NOS. 5 AND 7 ARE SUPERIOR TO B. & L. E. TRAIN NO. 12.

BETWEEN D. L. & W.—N. Y. C. & ST. L. JCT. AND BUFFALO TRAINS AND ENGINES WILL BE GOVERNED BY D. L. & W. TIME TABLE AND RULES.

DOUBLE TRACK BETWEEN FY BLOCK STATION AND BM TOWER WILL BE DESIGNATED AS BB DOUBLE.

DOUBLE TRACK BETWEEN THORNTON JCT. AND CONNEAUT BRIDGE WILL BE DESIGNATED AS CT DOUBLE.

DOUBLE TRACK BETWEEN CROSSOVER EAST OF GRANT ROAD, CONNEAUT YARD, AND MA WILL BE DESIGNATED AS MA DOUBLE.

DOUBLE TRACK BETWEEN UD AND KM WILL BE DESIGNATED AS CD DOUBLE.

DOUBLE TRACK BETWEEN HI AND EAST END BELLEVUE YARD WILL BE DESIGNATED AS BK DOUBLE.

DOUBLE TRACK BEGINNING AT A POINT 820 FEET EAST OF BELLEVUE PASSENGER STATION AND EXTENDING WEST WILL BE DESIGNATED AS FS DOUBLE.

MANUAL BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN PLATE AND FY BLOCK STATION ON EASTWARD MAIN TRACK AND IN EFFECT ONLY BETWEEN FY BLOCK STATION AND SILVER CREEK ON WESTWARD MAIN TRACK.

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN SILVER CREEK AND BELLEVUE YARD ON WESTWARD MAIN TRACK AND IN EFFECT ONLY BETWEEN BELLEVUE YARD AND PLATE ON EASTWARD MAIN TRACK. SIGNS WILL DESIGNATE BEGINNING AND ENDING AUTOMATIC BLOCK SYSTEM TERRITORY.

REGULATIONS IN YARDS.

1. BUFFALO.

(a) All movements between FY Block Station and Buffalo Junction, except those of first class trains, are under direction of Yardmaster.

(b) First track north of westward main track between West Seneca and west end of Tifft Yard will be used as a yard running track under direction of Yardmaster.

(c) When instructed by Yardmaster trains or engines will use P.R.R. tracks in either direction between Abbott Road Yard, Buffalo Junction, and east end BB Double. Authority for movement over P. R. R. track must be received from operator of P. R. R. On westbound movement this authority will be obtained on telephone located in yard office at Buffalo Junction; on eastbound movement at FY Block Station.

(d) Trains 5 and 7 will stop at foot of grade on lead at D. L. & W. Junction.

2. ERIE.

(a) East Erie Commercial Railroad Connection.

(1) Switch at top of grade must be lined for straight track when not in use.

(2) A hand operated block signal governs the use of the track.

(3) The normal position of the block signal is with signal lever up and block light extinguished.

(4) When signal lever is up and block signal displays a red light the track must not be entered.

(5) When signal lever is lowered and block lights up red, track may be used.

(6) If signal lever is lowered and signal fails to light, engine may enter track under full flag protection.

3. CONNEAUT.

(a) Movement of trains and engines on main track between west end CT Double and east end MA Double, will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements.

Rules 540, 541, 542, 543, 544, 551 and 552 govern.

(b) **East End MA Double.**

Home signals and dual control switch mechanisms are under control of Cleveland Division Train Dispatcher.

Interlocking Rules are in effect.

Trains or engines arriving at home signal indicating stop, and if there are no train, engine or cars occupying track sections between home signals in route to be used, dispatcher will be immediately contacted. If authorized to pass stop signal, interlocking and/or dual control switch mechanism rules must be complied with after which movement may be made at restricted speed.

Rule 663 is modified accordingly.

(c) **Between Chestnut St. Coal Dock East End Conneaut Yard and West End CT Double.**

Home signals and electric switch locks are under control of Buffalo Division Train Dispatcher.

(d) A train or engine must not pass stop indication on Westward home signal, West end CT Double except when authorized by Train Dispatcher and after complying with dual control switch mechanism rules, may then proceed at restricted speed.

(e) A train or engine must not pass stop indication on home signals East end Conneaut Yard except when authorized by Train Dispatcher and may then proceed at restricted speed.

(f) **Home Signals East and West End Conneaut Yard.**

Additional Aspect	Indication
Red over flashing red Flashing red	Second class, third class, extra trains, engines and yard engines may pass signal to make switching movement but must not depart from Conneaut Yard.

When siren is sounded engines making switching movement past signal crew will immediately observe signal governing route being used, if signal displays stop, dispatcher must be immediately contacted for instructions.

Engines having work to do beyond hearing range of siren will secure time from train dispatcher.

Westbound road trains when authorized by train order to use Eastward main track may depart on flashing red signal.

(g) Hand operated switches connecting turnouts leading from main track between home signal located 100 feet east of crossover to westward yard lead, east end Conneaut Yard, and westward home signal east end MA Double, are not electrically locked. Speed of trains and engines using main track within these limits is restricted to twenty (20) miles per hour. Trains or engines having cleared the main track between westward home signal at Chestnut street and east end MA Double must not re-enter or foul main track, except by permission from the Train Dispatcher.

(h) Main track switches East end of yard will be in charge of Yardmaster.

(i) Westbound, third class, extra trains and engines must not proceed into the yard without receiving proceed signal with white flag by day and green light by night and must not proceed on hand signal until proceed indication is displayed on dwarf signal and/or home signal governing movement.

(j) Engines coming out to go on trains will ascertain from the Yardmaster what track to use in going to west end.

(k) **Yard Track Indicator.**

Yard track indicator located just west of Eastward Home Signal east end MA Double indicates by letter M and Numerals 1 to 10 track to be used by Second Class, Third Class, Extra Trains and engines entering Conneaut Yard.

When letter M is displayed on track indicator and Home Signal displays Aspect Rule 285, or flashing red, proceed on Main.

When numeral 1 to 10 is displayed on track indicator and home signal displays aspect Rule 285, or flashing red and switches within interlocking are lined for main track proceed on main to west lead switch and pull in on track indicated.

When numeral 1 to 6 is displayed on track indicator and home signal displays aspect Rule 290 or flashing red and switches within interlocking are lined for G. E. lead pull in on G. E. lead to new switching lead and to track indicated.

When numeral 7 to 10 is displayed on track indicator and home signal displays aspect Rule 290 or flashing red and switches within interlocking are lined for G. E. lead pull in on G. E. lead to track indicated.

Second class, third class, extra trains, and engines arriving at home signal with no indication displayed on track indicator, yard master will be immediately contacted for instructions.

4. CLEVELAND.

(a) Schedules for first class trains are not in effect between West 38th Street and East 37th Street.

Except when other trains have been authorized by train order to proceed ahead of westbound first class trains, westward home signal at West 38th Street must be held at stop from time westbound first class trains are scheduled to depart from Cleveland, C.U.T. until such westbound first class trains have departed from West 38th Street.

A proceed indication displayed by the westward home signal at West 38th Street after westbound first class trains are scheduled to depart will indicate to westbound third class and inferior trains and engines that westbound overdue first class trains have departed.

Except when other trains have been authorized by train order to proceed ahead of eastbound first class trains, switchtender at East 37th Street will see that stop indication is displayed by the eastward home signal at East 37th Street at the time eastbound first class trains are scheduled to depart from Cleveland, C. U. T. The stop indication displayed by eastward home signal at East 37th Street must not be changed until eastbound first class trains have departed from East 37th Street.

A proceed indication displayed by the eastward home signal at East 37th Street after eastbound first class trains are scheduled to depart will indicate to eastbound second class, third class and inferior trains and engines that eastbound overdue first class trains have departed.

(b) **Broadway.**

(1) The main track switch at east end of B. & O. transfer, thru crossovers of Center Siding, and switch to electrified zone will be known as "Broadway" and used by B. & O. to and from C. U. T.

(2) NKP engines will use B. & O. interchange track as main track under B. & O. rules and time table.

(3) Trains or engines will use Northern Track from Broadway to C. U. T. connection and Southern Track C. U. T. connection to Broadway unless otherwise instructed by Yard Master.

(4) Between hours 6:00 A. M. and 10:00 P. M. all NKP trains or engines will come to full stop before fouling crossovers or switches at Broadway unless they receive a proceed hand signal with yellow flag by day and a yellow light by night from operator-switchtender. Eastbound engines cutting away from their train and leaving train stand west of Broadway must protect return movement by flag.

(5) Between 6:00 A. M. and 10:00 P.M. B. & O. trains will be governed by a hand signal with green flag by day and green light by night and will use eastward main track in making movement to and from B. & O. transfer.

(6) Cars or trains left on Center Siding at any time must leave opening to clear crossovers unless otherwise instructed by yardmaster. Trains will be cut when necessary to avoid delay to B. & O. trains.

(7) Between 6:00 A. M. and 10:00 P. M. cars or engines on Center Siding must not be moved to foul crossovers at Broadway without first receiving permission from operator-switchtender at Broadway.

(c) **East 37th Street.**

(1) All westbound trains and engines will come to a full stop before fouling crossovers unless they receive a proceed hand signal with a yellow flag by day and a yellow light by night from switchtender authorizing them to proceed.

(2) Trains entering or leaving C. U. T. tracks will be governed by hand signals. A green flag will be used by day and a green light by night.

(3) When stop indication is displayed on eastward home signal, all trains and engines will obtain permission from switchtender before proceeding.

(4) All trains and engines moving from Center Siding and Erie Transfer must stop before fouling switches or Crossover, and must not proceed until receiving permission from switchtender.

(5) All trains and engines moving from BD Leads must not foul main track without permission of Switchtender and will not proceed until switches are lined and route is clear.

(d) **West 38th Street.**

Home Signals Governing Movement On Eastward Main Track.

Additional Aspect	Indication
Red over flashing red	Yard engines and engines may pass signal to make switching movements.

(e) While engines are being changed on east and westbound passenger trains at East 37th St. or at Northern and Southern tracks, no engine or car movements will be made on track adjacent to passenger train.

(f) Euclid, Chardon Road Crossing—Cars must not be backed over Chardon Road Crossing without trainmen flagging the crossing at the time of the movement regardless of whether crossing watchman is on duty or not.

(g) Eastbound trains must not use Euclid siding without permission of Train Dispatcher.

(h) Chase Track is a yard track extending from UD to Wickliffe siding and may be used under direction of Yardmaster.

(i) Color light electric switch indicators are located at E. 75th St. and W. 41st. St. These indicators are normally dark and illuminated by push button on lower side of case. Red light indicates train or engine approaching. Green light indicates no train or engine approaching.

5. BELLEVUE.

(a) Westbound third class and extra trains will approach and move between signal 245.1 and west end of BK Double expecting to find yard engines moving against current of traffic without flag protection.

(b) All first class trains will approach the west end BK Double, and the east end FS Double under control expecting to find trains or engines occupying track, and will not proceed until switches are properly lined and route is clear.

(c) Westbound third class and extra trains must not pass crossover at west end BK Double without receiving proceed signal with white flag by day and green light by night and must not proceed into yard track until given instructions to do so.

(d) Track 20 westward yard will be used by engines moving between eastward yard and roundhouse.

Ft. Wayne Division incoming engines moving from eastward yard will use inbound lead enroute to track 20.

Outgoing engines will have preference over incoming road engines and yard engines on track 20 and thru leads at east end of yard.

(e) Eastbound second class, third class and extra trains must not pass main track switch leading to eastward yard without receiving proceed signal with white flag by day and green light by night and must not proceed into yard track until given instructions to do so.

(f) Following main track switches will be in charge of Yard Master:

West end BK Double
East end Inbound Lead Eastward Yard
East end Westward Yard
East end FS Double
West end Westward Yard
West end Eastward Yard

(g) Trains and engines moving west on eastward main track must not pass ending automatic block sign located 150 feet west of east yard lead switch until after securing permission from Towerman.

Trains and engines desiring to move through crossover from westward main track to eastward main track must not open crossover switches until after securing permission from Towerman.

6. NEW YORK STATE LAWS.

(a) The Public Service Commission shall have power through its members or responsible engineers or inspectors duly authorized by it to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad company, including the right for such inspection purposes to ride upon any passenger or freight engine or train in service on presentation of proper transportation.

(b) No railroad, corporation or any officer, agent or employes thereof shall stop its cars, horses or locomotives, upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight or other purpose.

(c) When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes, a member of the crew or a qualified employe must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

7. GENERAL INSTRUCTIONS.

(a) On double track train order signals for a track will apply only to trains running with the current of traffic on that track. A train running against the current of traffic must not pass a train order station without receiving Clearance Form A. All trains running against the current of traffic will be notified in the train order of any intermediate closed train order station.

(b) When necessary to use the tracks of a foreign road at junction points permission must first be obtained from the agent or operator of such road and the movement must be protected by flag.

At Kimball permission will be received from B. & O. operator at "BO" Tower over B. & O. telephone located inside building. B. & O. switch key is located near telephone.

(c) In switching or handling cars or trains where the view is obstructed signals must be continuous and distinct, or the engine brought to a stop.

(d) When switching or moving on repair tracks, the engine bell must be ringing.

(e) When the switching of repair tracks is completed the switches must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair track to the ladder.

(f) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or until instructed to do so.

(g) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from the head end from either side of the train.

Engineman, fireman and trainman on engine shall be on the lookout for such signals and be governed accordingly.

(h) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(i) When Diesel engines operating light in signal territory are required to use sand in stopping, the engine must be moved off of the sanded rail promptly to ensure proper operation of the signals.

(j) Diesel Electric locomotives may be operated thru water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(k) When operating snow plow it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, dwarf signals and other structures which are visible.

(l) Operators must not open a main track switch until the train has come to a stop except at points where proper signals are provided to control the approach and movement of trains.

(m) **FY Block Station.**

Switchtenders will handle all switches within interlocking limits.

(n) **GB Block Station.**

Operators will handle all switches within interlocking limits.

(o) **Silver Creek.**

Operators will handle main track switches leading to and from Track No. 3 also inside switch on Track No. 3 leading to and from main track.

(p) **BM Tower.**

Operators will handle switches for all movements.

(q) Engineers will not sound whistle while going through Dunkirk between hours of 10:00 P. M. and 6:00 A. M. except in cases of fire or emergency.

(r) Westbound trains when passing AK Tower and eastbound trains when passing North East or Westfield will sound three short blasts of whistle when they expect to stop at Pomfret for supplies.

(s) **Between Thornton Jct. and west end CT Double.**

Eastbound and westbound trains and engines moving with the current of traffic will run with reference to other trains in same direction by block signals whose indication will supersede the superiority of trains.

Trains or engines must not cross over from one main track to the other main track between these points without permission from train dispatcher. Trains will advise train dispatcher in advance when they have work to do or cannot make usual running time.

(t) **Between East End MA Double and West End MA Double.**

Westbound trains and engines moving with the current of traffic will run with reference to other trains in same direction by block signals whose indication will supersede the superiority of trains.

Trains or engines must not cross over from eastward main track to westward main track between these points without permission of train dispatcher. Westbound trains will advise train dispatcher in advance when they have work to do or cannot make usual running time.

(u) **Between KG and NP Tower.**

Trains and engines will be governed by block signals whose indication will supersede the superiority of trains for both opposing and following movements.

(1) Signals and electric switch locks are under control of the signalman, NP Tower.

(2) Rules 540, 541, 542, 543, 544, 551 and 552 govern.

(3) A train or engine must not pass stop indication on eastward home signal NP Tower or westward home signal KG except when authorized by signalman, and after complying with dual control switch mechanisms and/or interlocking rules, may then proceed at restricted speed.

(v) **Ashtabula.**

Indicator located just east of Main Street will display one lunar white light when westward home signal NP Tower displays clear, approach or restricting indication.

(w) Trains or engines desiring to use the following tracks will sound whistle signal indicated.

		Sound
Ashtabula	N. Y. C. Transfer	oo ——
PE Tower	Main	——
	Westward Siding	oo ——
	Eastward Siding	——o
	Old Siding	——o——
	McMillan No. 3	o ——o

(x) **MA.**

Electric switch at east end of house track is under control of train dispatcher.

Trains or engines authorized to pass stop signal and move over house track switch must securely spike points of switch before making the movement. If switch is not properly lined for route to be used the train dispatcher must again be contacted.

(y) **Between Sheffield and So. Lorain.**

(1) Trains or engines moving in either direction between South wye switch, Sheffield, and N. Y. C. connection at So. Lorain must obtain permission from operator at So. Lorain before proceeding and must notify operator of their arrival.

(2) Trains and engines must protect themselves as required by Rule 99 between South wye switch, Sheffield, and N. Y. C. connection, So. Lorain, and must move between N. Y. C. connection and yard at yard speed.

(3) Trains or engines moving from So. Lorain must not foul main track at Sheffield without first obtaining permission of train dispatcher.

(z) **Lorain.**

Indicator located just east of Kansas Ave. will display one lunar white light when westward home signal Lorain draw bridge displays medium clear or medium approach indication.

Train Order Signal.

Westward Only.

When Automatic Signal 210.5 displays two red lights, trains must not proceed without Clearance Form A.

(aa) **Between HI and West End BK Double.**

(1) Westbound trains and engines moving with the current of traffic will run with reference to other trains in same direction by block signals whose indication will supersede the superiority of trains.

(2) Eastbound trains and engines moving with the current of traffic between home signals at east end Bellevue Yard and HI, will run with reference to other trains in same direction by block signals, whose indication will supersede the superiority of trains. Home signals at east end Bellevue Yard are controlled by operator at GC Tower under direction of train dispatcher.

(bb) **Lubrication and Care of Journal Boxes.**

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box repacked if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Hyatt Roller Bearing application on our new sleepers, new coaches, new DL&W sleepers and coaches are now equipped with heat indicators. This device is a cylindrical metal cartridge containing a liquid and sealed with a fusible plug which melts instantly when temperature inside the bearing housing exceeds 250° Fahrenheit.

One heat indicator emits an extremely pungent and penetrating odor which can be described as an odor between rotten cabbage and a skunk odor. The other heat indicator emits a dense white smoke for several minutes.

Timken Roller Bearings on Business Cars 2 and 4, ten aluminum box cars and the 500 Railway Express Refrigerator Cars Series 6100-6599 are equipped with heat indicator in the drain plug which is a somewhat different application than on the other cars. This heat indicator contains a stench bomb only.

When the resultant odor or smoke is detected, the train should be stopped at once and the overheated bearing located. At times it is possible to get a false indication of either odor or smoke due to a leaking cartridge, when this has been detected, other indicator should be examined as both of them should go off with the same degree of overheating. The box with the discharged heat indicator should be felt for running heat, and if same does not exceed that of the other boxes on the car it is safe to assume that the car can be handled to the next terminal where same should be looked at by car inspector, and car either forwarded to destination or cut out of train. If the box is abnormally hot and both heat indicators are discharged, in the case of car equipped with two heat indicators and one heat indicator discharged in the car equipped with only one heat indicator, cars should not be brought forward at excessive speed and should be set off as further damage may result to the bearing assembly and in extreme cases the journal will eventually fail.

Chief Train Dispatcher should be notified immediately of any cars that are set out or cars that have trouble enroute so that arrangements can be made to have car inspectors drain car during cold weather and take other necessary precautions to protect cars against freezing and other damage.

(cc) **Electric Highway Crossing Signals.**

(1) All installations will be covered by bulletin indicating starting sections, crossing circuits, crossing indicators, location of markers, manual control devices, etc.

(2) A crossing indicator is a flashing white light mounted on instrument housing adjacent to crossing, to indicate crossing signals are in operation.

(3) Where required, entrance to a crossing circuit is indicated by markers. Markers may consist of a painted post or painted rail joint.

(a) A YELLOW marker indicates entrance to a crossing circuit

(b) A RED marker indicates entrance to second starting section or other special circuits.

(c) A WHITE marker indicates limits of crossing circuits or other than a main track or controlled siding.

(4) Where first and second starting sections are provided, a movement stopping or delayed on the first starting section will cancel automatic operation. Occupancy of second starting section will restore automatic operation.

(5) Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

(6) Trains or engines having stopped, including compliance with a signal displaying a "Stop" or "Stop and Proceed" indication, performing switching or been otherwise delayed within the limits of a starting section, must not proceed over a crossing without first protecting such a move by a trainman at the crossing, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(7) To avoid unnecessary operation of electric highway signals:

(a) Engines or cars must not occupy circuits unnecessarily.

(b) When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

(8) Trainman manual control device for canceling automatic operation may be either of two types:

(a) Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.

(b) Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control push button marked "lower gates" or "re-start".

(9) At the following locations electric highway signals may be operated manually for switching movements only.

Location	Crossing	Track	Remarks
Erie	Parade Street	No. 4 and Old Siding	Note 1
Erie	German Street	South Track	Note 2
Rocky River	Linda Street	ALL TRACKS	Note 3

Note 1—Manual operation by towerman only. Movements must not proceed over Parade Street until flashing light signals have been operating sufficient length of time to warn high way traffic, without first protecting such move by man on ground.

Note 2—Switch key circuit controller is located on post just north of track on west side of street. To operate flashing light signals manually, insert switch key, turn to left as far as possible. To restore automatic operation remove switch key.

Note 3—Switch key circuit controller is located on instrument case north side of tracks west of Linda Street. To operate flashing light signals manually, insert switch key, turn clockwise as far as possible. To restore automatic operation remove switch key.

8. PROVISIONAL STOPS FOR PASSENGER TRAINS.

(a) Train 5 will stop on signal at Dunkirk and Westfield to discharge pay passengers from Buffalo and points east and to pick up pay passengers for Cleveland and points west.

(b) Train 6 will stop on signal at any station east of Cleveland to discharge or pick up passengers.

(c) Train 8 will stop on signal at Westfield to discharge pay passengers from Cleveland and points west and to pick up pay passengers for Buffalo and points east.

Personal Injury Accidents.

It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person, or any of the railroad's employes.

Employes who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this company unless required by law to do so, and persons, other than officers or claim agents of this company, who seek information concerning any accident should be referred to the Chief Claim Agent of this company, provided, however, that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

9. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

Buffalo	Train Dispatchers Office, D. L. & W. Station.
Buffalo Jct.	Telegraph Office.
GB Block Station	Telegraph Office.
BM Tower	Telegraph Office.
#Erie	Telegraph Office.
*Wallace Jct.	Telegraph Office.
Conneaut	Telegraph Office.
Conneaut Yard	Telegraph Office.
East 55th St.	Telegraph Office.
East 75th St.	Engine House.
South Lorain	Trainmen's Room.
Bellevue Yard	Telegraph Office.
#Bellevue	Passenger Station.

*Bulletin board only.

#Bulletin board located in trainmens room.

10. TRAIN REGISTER BOOKS, LOCATION.

Buffalo	Train Dispatchers Office, D. L. & W. Station.
Buffalo Jct.	Telegraph Office.
FY Block Station	Telegraph Office.
Conneaut	Telegraph Office.
Conneaut Yard	Telegraph Office.
East 55th St.	Telegraph Office.
Bellevue Yard	Telegraph Office.
Bellevue	Passenger Station.

11. REGISTERING STATIONS AND CLEARING OF TRAINS.

First Class Trains.

EASTBOUND	WESTBOUND
Register at	
Bellevue	Buffalo
Conneaut	Conneaut
Buffalo	Bellevue
Leave Register Slip at	
FY Block Station	Buffalo Creek Crossing
Buffalo Creek Crossing	FY Block Station

Conductors on thru passenger trains passing thru the Cleveland Union Terminal will call the Cleveland Union Terminal Dispatcher from the platform and secure verbal clearance.

Conductors in charge of trains originating at the Cleveland Union Terminal will report to the Cleveland Union Terminal Dispatcher.

Conductors in charge of trains terminating at the Cleveland Union Terminal will report to Cleveland Union Terminal Dispatcher and leave wire reports with the operator at GH Office.

Second Class, Third Class and Extra Trains.

EASTBOUND	WESTBOUND
Register at	
Bellevue Yard	Buffalo Jct.
Conneaut Yard	Conneaut Yard
Buffalo Jct.	Bellevue Yard

Trains originating or terminating at Cleveland register at E. 55th St.

P. R. R. Trains will not be required to receive Clearance Form A at FY Block Station, GB Block Station or BM Tower.

B. & L. E. First Class trains will not be required to receive Clearance Form A at Cascade, Esmer or Wallace Jct.

12. SPEED RESTRICTIONS.

Location and Conditions	Miles Per Hour Pgr. Trains	Freight Trains
Passenger Engines:		
Between DL&W Jct. and B.C.R.R. Crossing	15	15
Between B.C.R.R. Crossing and FY Block Sta.	30	30
Westward Main, FY Block Sta. to BM Tower	70	60
Eastward Main, BM Tower to GB Block Sta.	65	50
Eastward Main GB Block Sta. to FY Block Sta.	50	50
Between BM Tower and West end BK Double	70	60
Between West end BK Double and Bellevue	59	49
Freight Engines:		
Between DL&W Jct. and B.C.R.R. Crossing	15	15
Between B.C.R.R. Crossing and FY Block Sta.	30	30
Westward Main, FY Block Sta. to BM Tower	60	60
Eastward Main, BM Tower to GB Block Sta.	60	50
Eastward Main, GB Block Sta. to FY Block Sta.	50	50
Between BM Tower and West end BK Double	60	60
Between West end BK Double and Bellevue	59	49
P. R. R. trains handled by freight engines	50	50
Steam Engines running backward	25	25
Engines with side or main rods down or disconnected	.....	20
Engines running light (except switch engines without engine trucks)	40	40
Switch engines without engine truck; in service or handled in trains	.....	20
Large steam derricks:		
Tangent track	.....	40
Curves	.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restrictions to apply.		
Br. 86.65—Buffalo Road, Erie	.....	30
Br. 87.82—French Street, Erie	.....	30
Br. 87.90—State Street, Erie	.....	30
Under Detroit St. Bridge, Cleveland	.....	15
Br. 191.93—Clifton Blvd., Cleveland	.....	30
250 ton derrick:		
Br. 193.11—L. S. E. R. R., Rocky River	.....	10
(When wreck train leaves terminal with derrick boom leading, a stop should be made at a convenient point, as soon as steam has been gotten up on the derrick and boom swung around to trailing position.)		
Trains handling Flangers	25	25
Snow Plows (See instructions on page 11)	.....	35
Snow Plow passing passenger train on double track	.....	4
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only	.....	30
Trains handling steam shovel, locomotive crane, pile driver or similar equipment on own wheels. Load or heavy end must be toward engine	.....	30
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above)	.....	45
Trains handling short hopper cars; D.M.&I.R., L.S. & I., Soo Line, C. & N.W. and similar equipment of other ownership:		
When loaded	.....	30
When empty	.....	35
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Buffalo Creek: Curve West of	30	30
FY Block Sta.: Thru Crossovers	35	35
GB Block Sta.: Thru Crossover	30	30
Curve East of Erie Crossing	30	30
Curve West of Erie Crossing	50	50
Silver Creek: All curves on Westward main between MP 31 and 33	60	
All curves on Eastward main between MP 31 and 32	60	
Turnout, Eastward main to Track No. 3	35	35
Track No. 3 between Silver Creek and Plate	50	50
Plate: Turnouts, West end Track No. 3	35	35
Dunkirk: Between Passenger Station and Plate	40	40
All curves between Passenger Station and Plate	40	40
Between signal 48.1 and BM Tower, Westbound trains	40	40
BM Tower: Thru both Crossovers	35	35
Between home signals (Northward PRR trains only)	20	20
Brocton: Around reverse curve	45	45
Turnout, East end of and Thru siding	35	35

12. SPEED RESTRICTIONS—Continued

Location and Conditions	Miles Per Hour Pgr. Trains	Freight Trains
Pomfret: Turnout, West end of and Thru siding	35	35
Westfield: Turnout, East end of and Thru siding	35	35
Ripley: Turnouts, Both ends of and Thru siding	35	35
NH: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Moorheads: Turnouts, Both ends of and Thru siding	35	35
Harbor Creek: Turnouts, Both ends of and Thru siding	35	35
Dean: Turnouts, Both ends of siding	35	35
Erie: All curves P. R. R. overhead bridge to State St.	35	35
19th Street	15	15
Cascade: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Swanville: Turnouts, Both ends of and Thru siding	35	35
Fairview Pit: Turnouts, Both ends of and Thru siding	35	35
Girard: Turnouts, Both ends of and Thru Westward siding	35	35
Thornton Jct.: Turnout, Westward main	50	50
West End CT Double: Turnout, Westward main	35	35
Conneaut Yard: Main track Eastward Home Signal located 100 ft. east of crossover to Westward yard lead and East end MA Double	20	20
East End MA Double: Crossover, Westward Main	15	15
KG: Turnout, Westward Main	35	35
Ashtabula: Curve East of Bridge	45	45
Over Main Street (engine only)	20	20
Curve at Depot	35	35
NP Tower: Turnout, Westward Main	35	35
MA: Turnout, Westward Main	35	35
Turnout, West end Eastward siding	35	35
Perry: Turnouts, Both ends of and Thru Westward siding	35	35
Painesville: Curve East of Bridge	60	
Curve at Depot	60	
PE Tower: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Mentor: Turnouts, Both ends of and Thru siding	35	35
Willoughby: Curves East and West of Bridge	50	50
Turnouts, Both ends of and Thru siding	35	35
Wickliffe: Turnouts, Both ends of and Thru siding	35	35
UD: Turnout, Eastward Main	50	50
Euclid: Turnout, West end of siding	35	35
Euclid Jct.: Curve east of Wayside Road	60	
Cleveland: All Curves between Euclid Ave. and W. 38th St. (except curve at E. 9th St. Coach Yd.),	40	40
E. 37th and W. 38th St. through Crossovers and Turnouts Leading to and from C. U. T.	15	15
Curve at E. 9th St. Coach Yd	25	25
Bridge 184.50 over Cuyahoga Viaduct	45	45
All Curves between W. 38th St. and Rocky River	45	45
Between W. 110th St., and Rocky River	25	25
Sheffield to So. Lorain	15	15
Lorain: Curve East of Drawbridge	45	45
Drawbridge Gauntlet, Westward Main	35	35
Curve at Depot	30	30
Between B. & O. crossing and Oberlin Ave.	35	35
KM: Turnout, Westward Main	35	35
GC Tower: Turnout, West end of and Thru Eastward siding	35	35
Florence: Turnouts, Both ends of and Thru siding	35	35
Shinrock: Turnouts, Both ends of and Thru siding	35	35
Avery: Turnouts, Both ends of and Thru siding	35	35
HI: Turnout, Eastward Main	50	50
Bellevue: Curve East of Yard	50	50
Turnout, East end Departure Lead Eastward Yard	35	35
Turnout, West end BK Double, Westward Main	35	35
Turnout, East end FS Double, Westward Main	15	15
Through all Other Sidings	15	15
Outlying Tracks	6	6
Other Main Track Turnouts and Crossovers	15	15
Other Turnouts and Crossovers	10	10

Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.

12. SPEED RESTRICTIONS—Continued.

Applying to engines over following bridges.

P. R. R. Br. No.	N. K. P. Br. No.	LOCATION	N. K. P. DPI-K-L	N. K. P. H5	N. K. P. S	N. K. P. H6	P. R. R. J1-N	P. R. R. Q1	P. R. R. I1S	P. R. R. L1S	P. R. R. T1-M1	P. R. R. K4
26.71	26.16	Farnham			40	60	20	30	20	50	40	60
28.93	28.37	Irving	30	30	30	30	30	30	30	30	30	30
29.81	29.29	MP 29.29			40	60	20	30	30	50	40	60
41.96		Dunkirk			50	60	30	40	40	50	50	70
	43.65	MP 43.65			50	60	40	40	40	50	60	70
47.60	47.06	MP 47.06			40	60	20	20	20	50	40	60
	86.65	Erie			40	60						
	87.82	Erie			35	45						
	87.90	Erie			35	45						
	128.64	Ashtabula			45	45						
	154.16	Painesville			45	45						
	184.50	Cleveland Viaduct			45	45						
	185.04	Cleveland, Scranton Rd.			45	45						
	185.24	Cleveland, Wiley St.			45	45						
	185.66	Cleveland, Old Big Four			45	45						
	191.93	Clifton Blvd.			40	45						
	192.44	Rocky River			40	45						
	210.21	Lorain			40	45						

Class S, J1-N, Q1 and I1S engines coupled together, or Class S, J1-N, Q1 and I1S engines coupled to any other class engine, must not exceed speed of 20 miles per hour over P. R. R. Bridge 28.93 and NKP Bridge 28.37 at Irving.

P. R. R. Diesel engines must not exceed speed of 30 miles per hour over NKP Bridge 28.37 and P. R. R. Bridge 28.93 at Irving.

B & L E Class S4 engines must not exceed speed of 15 miles per hour over Bridge 96.72 at Swanville.

All classes of engines must not exceed speed of 15 miles per hour over Bridges between So. Lorain and Sheffield.

13. RESTRICTIONS ON SIDE TRACKS AND BRIDGES.

(a) P. R. R. Engines listed below must not use following tracks:

Location	Class of Engine	Track
Lackawanna	J,M,N,Q,S,T	S. J. Tomaka.
Clover Bank	I,J,M,N,Q,S,T	Empty Car Track
Shaleton	I,J,M,N,Q,T	Acme Shale Brick No's 1 and 2.
Lakeview	I,J,M,N,Q,T	Team.
North Evans	I,J,M,N,Q,S,T	Spur switch and Bison Canning Company Track
Irving	I,J,M,N,Q,S,T	Back Track.
Irving	I,J,M,N,Q,T	Front Track.
Dunkirk	I,J,M,N,Q,T	NKP Erie Transfer.
		PRR Erie Transfer, engines must not go beyond a point 700 feet east of main track switch.
	I,J,K,L,M,N,Q,S,T	American Locomotive, Engines must not go beyond line fence.
	I,J,M,N,Q,S,T	West end Atlas No. 1.
	I,J,K-4,M,N,Q,S,T	Atlas No's 2½, 3, 4 and 5.
	L-1 with all flange drivers	Atlas No's 2½, 3, 4 and 5.

(b) Class H-5, H-6, S, K, and L Engines must not use following tracks:

Shaleton	Acme Shale Brick No's 1 and 2.
Lakeview	Team.
North Evans	Spur and Bodies Switch.
Dunkirk	American Locomotive, beyond fence. PRR Erie Transfer, beyond a point 700 feet east of main track switch. Atlas No. 5.
Westfield	Fruit Product Co. leads off Welch track. Welch Track, under Portage Street bridge.
East Erie Commercial to Zucks Spur, inclusive	All private tracks.
Erie	No. 2 House Track.
Fairview Pit	No. 2 Track.

(c) Class S Engines must not be backed up grade on west end Welch track, Westfield.

(d) Class H-5, H-6, S, K and L engines must not use following tracks:

Painesville	McMillan No. 2. Equity Lumber Co.
Mentor	Knitting Mill Track, West of gate.
Wickliffe to Green House track Rocky River, inclusive	All private tracks.
Lorain	All private tracks. Elyria Water Works.
Avery	Weaver Wahl No. 2.

(e) Class H-5, H-6, S, K and L engines must not use Goff Kirby track Willoughby, east of a point 220 feet east of the point of frog.

(f) Class H-5, H-6, S, K and L engines must not use Goodrich Company tracks Nos. 1, 2 and 4 at Avon Lake beyond the gates.

(g) Class S engines are not permitted under catenary wires on any coach yard track in Cleveland. This includes the northern and southern tracks.

(h) Class S engines coupled together, or coupled to any other class engine must not be moved into industrial tracks. When switching such tracks the engines must be separated.

(i) Class S engines must not be operated over Lake Terminal Railroad Company's bridge at South Lorain.

(j) Engines must not exceed speed of 5 miles per hour on Kubach tracks, Avon Lake and must not pass over unloading pit on No. 2 track.

14. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) On the routes usually taken by engines in making delivery of cars on tracks of other railroads at various terminals, the clearance of overhead and side structures is particularly called to attention of employes in charge of such engines and trains.

(b) Owing to various changes due to grade elimination work going on at several of the terminals and constantly changing conditions on these and other routes there are many overhead obstructions which are not 21 feet from the top of rail to the lowest part of overhead structure and will not clear a man standing on top of cars of various heights.

(c) At various stations there are buildings and platforms that will not clear a man on the side of car. Trainmen and yardmen are notified to be constantly on the alert and must be governed accordingly in passing such structures.

(d) Employes are warned of close overhead clearances 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:

Buffalo Jct.	Seneca St. Highway Bridge. Lehigh Valley R. R. Bridge. Elk St. Highway Bridge. Elevator and Hay House, Ralston Purina. Abbott Road Highway Bridge. D. L. & W. R. R. Bridge. Buffalo River Drawbridge.
FY Block Sta.	South Buffalo Ry. Bridge.
West Seneca	Lehigh Valley R. R. and P. R. R. Bridge.
West of West Seneca	N. Y. C. Terminal R. R. Bridge.
North Evans	Highway Bridge.
Irving	Cattaragus Creek Bridge.
Sheridan	Highway Bridge.
Dunkirk	Atlas No. 7 Building.
Pomfret	Coal Dock, Main Track and Siding.
Westfield	North Portage St. Highway Bridge.
Ripley	Highway Bridge, East End Siding.
North East	Welch Grape Juice Plant.
Erie	Erie Meter Track.
Girard	Highway Bridge, West of Rice Ave.
Painesville	Coe Manufacturing Company Track, inside of building. Overhead cranes and water system will not clear engines or tank, hopper or box cars. When necessary to spot cars inside of building or to pick up outbound cars it will be necessary to hold onto sufficient gondolas, flat or other low cars to prevent damage.
Cleveland	All overhead structures between Mayfield Road and New York Central R. R. Bridge west of Detroit Avenue.
Vermilion	N. Y. C. Bridge.
Avery	Overhead Bridge east of Avery.

(e) Employes are prohibited from riding on top of cars at following locations where signal wires or cables are less than 27 feet above top of rail:

Location	Signal Wire or Cable over Track.
Dunkirk	Dunkirk Lumber Company. Bartella Oil Company. N. Y. C. Crossing, AK Tower. P. R. R. and NKP Crossing, AK Tower. Smith Lumber Company. Ludlum Steel Company (East). Ludlum Steel Company (West). Police Cable, Washington Ave. Telephone Cable, Central Ave.
Westfield	Welch Grape Juice Plant.
Harbor Creek	N. Y. C. Transfer.
Erie	Thayer Track. Mahoney Spur. City of Erie Track.
Ashtabula	Robinson Spur. NKP Feed Co. Luce's Green House.
Unionville	Unionville Spur.
Perry	F. P. & E. Transfer. F. P. & E. Main. House Track.
Willoughby	N. Y. C. Transfer. Cleveland Builders.
Wickliffe	Chase Brass & Copper.
Euclid	Taylor and Boggis Fdry. Co. Lewis Welding Co. Euclid Crane and Hoist Co. Independent Lumber. Cochran Paint Co.
Cleveland	Morse Crable Siding. Prospect Coal Co. West 117th St.
Bay Village	Dover Coal Co.
Avon Lake	C. E. I. Track.
Lorain	American Shipyard. East Side Coal Co. House Track. American Crucible Products Co. Gulf Refining Co. Elyria Water Works.
Plum Brook	Mason Road.

(f) Your special attention is called to catenary structures and overhead wires over electrified tracks between West 41st St. and East Cleveland Passenger Station.

Trainmen must not ride on the side or top of cars or engines between these two points.

(g) Employes are also warned of close side clearances at the following locations and must not ride on side of cars, engines, or other equipment while approaching or passing these structures:

Buffalo Jct	Elevator and Hay House, Ralston Purina. New Elevator Lead at Abbott Road Highway Bridge.
Pomfret Coal Dock	Main track and siding.
Westfield	Welch Grape Juice Plant.
North East	Welch Grape Juice Plant. Old main track Smedley St. to Subway.
Erie	Erie Meter Track. Sims Plant, east of P. R. R. Bridge. Viaduct over P. R. R. Wayne Street subway. Scale Track. French Street subway. State Street subway. Car Works Track, 18th & Cranberry. Warner Pickle Track.
Cascade	Foundry Track.
Madison	Gravel loading platform, Mill and Back track.
Painesville	Platform, East Mill Track. Building, West Mill Track.
Avery	Hoover Spur.
Bellevue	W. & L. E. District Transfer Tracks.

15. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES.

LOCATION	ROAD	SIGNALS	Proceed on NKP when target is in Following Position
*Buffalo—D. L. & W. Jct. Yard	D. L. & W.	Target	Horizontal
Buffalo	Drawbridge	Dwarf Signals	
**Buffalo	B. C. R. R.	Target	Horizontal
GB Block Sta.	Erie R. R.	Interlocking	
Plate	Erie R. R.	Remotely Controlled Interlocking	
AK Tower	N. Y. C.	Interlocking	
Thornton Jct.	P. R. R.	Interlocking	
NP Tower	N. Y. C.—P. R. R.	Interlocking	
PE Tower	B. & O.	Interlocking	
**Cleveland (Kingsbury Run)	N. Y. C.	Target	Vertical
Cleveland	Drawbridge	Interlocking	
Cleveland (West 38th St.)	C. U. T.	Remotely Controlled Interlocking	
Lorain	Drawbridge—Gauntlet	Interlocking	
Lorain	B. & O.	Interlocking	
HI	B. & O.	Automatic Interlocking	
Bellevue	P. R. R.—W. & L. E. Dist.—N. Y. C.	Interlocking	

*Horizontal position of target at night is indicated by one yellow light.
**Position of target at night will be indicated by two red lights.

(a) All trains and engines must come to a full stop before crossing any railroad at grade or drawbridge, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing or drawbridge and will not proceed until proper signal is displayed and route is clear.

(b) At railroad crossings governed by tilting target, trains and engines after they come to a stop, will, when target is placed for them to proceed, give two long blasts of the whistle before proceeding. After this signal has been sounded, the position of the target must not be changed until the train or engine has stopped or passes over the crossing.

(c) **Buffalo Creek Drawbridge Signals.**

Dwarf signals will display aspects as per rules 290 and 292. All trains and engines will approach Buffalo Creek Drawbridge prepared to stop and may proceed when dwarf signals display indication as per rule 290.

When dwarf signal indicates stop, trains or engines may pass stop signal after they have been fully informed of the situation and receive hand signal, yellow flag by day and yellow light by night from drawbridge operator.

(d) **Plate: Erie Crossing.**

Trains or engines arriving at home signal indicating "Stop" and no crossline train, engine or car occupying track section between home signals will immediately communicate with signalman at "AK" Tower. If authorized to pass "Stop" signal, switches within home signal limits must be examined, power operated switches securely spiked and other switches properly adjusted for the route to be used. Engine or car must occupy track section between home signal and crossing without fouling crossline track, after which ten (10) minute fusees must be properly placed. The movement may then be made at restricted speed. Eastbound trains will in addition comply with manual block system rules.

(e) **Lorain: Drawbridge Gauntlet and B. & O. Crossing.**
Trains or engines required to pass home or dwarf signal at "Stop" must be informed of the situation and must receive hand signal with yellow flag by day or yellow light by night from Drawbridge Operator to move over Drawbridge and from Operator at Lorain Telegraph Office to move over Crossline.

(f) **HI: B. & O. Crossing.**
Trains or engines arriving at home signal indicating "Stop" and if there are no crossline train, engine or cars occupying track section between crossline home signals, Signalman at "GC" Tower will be immediately contacted. If authorized to operate emergency time release, and if no crossline train is seen to be approaching the crossing, trainman will unlock box stenciled "NKP" located adjacent to crossing and be governed by instructions contained therein, which are as follows:

(1) Observe light type indicator; when lighted, crossline home signals are displaying "Stop" indication.

(2) Operate emergency time release by turning knob to the right as far as possible, hold for one (1) second, then release knob allowing time release to return to normal position. After completion of operation the "NKP" home signal should clear.

(3) If home signal fails to display a proceed indication after operating emergency time release, and if Signalman at "GC" Tower has authorized movement past "Stop" signal, Rules governing dual control switch mechanisms must be complied with. Train or engine must then occupy track section between home signal and crossline without fouling crossline track for a period of three (3) minutes and if indicator lamp has remained lighted during the entire period, train or engine may proceed at restricted speed.

(4) If indicator lamp fails to light after complying with the provisions of "Paragraph (3)" crossline track must not be fouled until after a 10-minute red fusee has been placed on each side of crossing along crossline track, and it is ascertained that no crossline movements are on or closely approaching the crossing, after which train or engine may proceed at restricted speed.

(5) Box must be locked before leaving.

Rule 663 is modified accordingly.

16. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN HOME SIGNALS AS FOLLOWS:

BM Tower and Thornton Jct.
MA and UD.
KM and HI

(a) Controlled signals, Dual Control switches and electric locks operated as follows:

Between	Controlled by
BM Tower and Thornton Jct.	Train Dispatcher
MA and UD	Train Dispatcher
KM and HI	Operator GC Tower under direction of train dispatcher.

(b) **Location of controlled sidings.**

Brocton	Perry	Westward.
Pomfret	PE Tower	Eastward.
Westfield		Westward.
Ripley	Mentor	
NH	Eastward.	Willoughby
	Westward.	Wickliffe
Moorheads	GC Tower	Eastward.
Harbor Creek		Westward.
Dean	Florence	
Cascade	Eastward.	Shinrock
	Westward.	Avery
Swanville		
Fairview Pit		
Girard	Westward.	

(c) Trains and engines authorized to make reverse movement from eastward main track "KM" must operate push button located in telephone booth which will permit operator at "GC" Tower to clear dwarf signal.

(d) When a section of a first class train is to pass a preceding section in C. T. C. territory, both will be stopped and will exchange signals and orders.

(e) A train or engine must not pass a "Stop" signal except when authorized by signalman or dispatcher; and after complying with Dual Control Switch Mechanisms, Spring Switch and/or Interlocking Rules, may then proceed at restricted speed, except at "MA," electric switch at east end house track must be securely spiked before making movement over switch, and at "HI," after complying with timetable item 15 (f).

17. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS.

(1) Obtain permission to operate the switch or derail.
(2) Unlock switch padlock and open door of electric lock.
(3) If indicator is in vertical position, throw small lever to extreme left position. If indicator is in horizontal position, the small lever cannot be thrown until unlocked.
(4) Handle switch or derail in usual manner.
(5) When movement thru switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and reported accordingly.
(6) Except at Ashtabula, trains or engines desiring to head into a switch equipped with an electric lock, located outside the limits of interlocking, must occupy short track circuit in advance of switch before electric switch lock can be unlocked.
(7) Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.

(a) **Location of electric switch locks.**

*Plate	NKP Erie Transfer.
Brocton	N. Y. C. Transfer.
	Crossover to P. R. R Yard.
Westfield	West End Team Track.
	West End Welch Track.
	Inside switch east end Welch Track.
	East End Welch Track.
	Grape Track.
North East	East end old Main.
	Freight House Crossover.
	West end old Main.
	N. Y. C. Transfer.
	Welch Spur.
Harbor Creek	Team Track.
Dean	East Erie Commercial Crossover.
	East Erie Commercial Connection.
	Erie Meter Spur.
	Franklin Ave. Crossover.
	Downing Road Crossover.
	Sims Spur.
Cascade	East end Cascade Running Track.
	Firche's Bakery Spur.
	B. & L. E. Connection.
	West Side Feed Co. Spur.
Esmer	B. & L. E. Connection.
Mill Creek	West Minster Spur.
Swanville	Standard Oil Co. Spur.
Fairview	House Track.
Wallace Jct	East end No. 1 Track.
	East and West Crossover.
Elk Creek	Team Track.
Conneaut	Pond Lumber Co.
	Erie Brewing Co.
	East end switching lead.
*Ashtabula	Schrolls Coal Co.
	Main St. Spur.
	Robinsons South Track.
	Mill Track.
Perry	East and West end Eastward siding.
	F. P. & E. Connection.
Wrights Spur	Spur Track.
Painesville	Infirmary Spur.
	East end Old Siding.
	House track crossover.
	West end House Track.
	McMillan No. 3.
	Fair Grounds Spur.
Mentor	Columbia Match Company Spur.
	Merkle Spur.
	Beck Spur.
Willoughby	Daniels Spur.
	House Crossover.
	Hoop Track.
Wickliffe	House Track.
	Wickliffe Lumber Co.
UD	Stein Track.
	West end Chase Track.
Shinrock	House Track.
	Huron-Shinrock Connection Track.
HI	B. & O. North Transfer Track.
*Bellevue	W. & L. E. District Transfer.

(b) **Location of Electric Derail Locks.**
Westfield.....West End Welch Track.

*Controlled by interlocking operator.

18. LOCATION OF DUAL CONTROL SWITCHES.

		Controlled By
Brocton	East and West End Siding	Train Dispatcher.
Pomfret	East and West End Siding	Train Dispatcher.
Westfield	East and West End Siding	Train Dispatcher.
Ripley	East and West End Siding	Train Dispatcher.
NH	East and West end Eastward and Westward Sidings	Train Dispatcher.
Moorheads	East and West End Siding	Train Dispatcher.
Harbor Creek	East and West End Siding	Train Dispatcher.
Dean	East and West End Siding	Train Dispatcher.
Cascade	East and West End Eastward and Westward Sidings	Train Dispatcher.
Swanville	East and West End Siding	Train Dispatcher.
Fairview Pit	East and West End Siding	Train Dispatcher.
Girard	East End Westward Siding	Train Dispatcher.
	West End Westward Siding	Train Dispatcher.
	West End Eastward Siding	Train Dispatcher.
CT Double	West End	Train Dispatcher.
Conneaut Yard	East End MA Double and Crossover to G. E. Lead	Train Dispatcher.
KG		Operator NP Tower.
MA	West End MA Double	Train Dispatcher.
	West End Westward Siding	Train Dispatcher.
	West End Eastward Siding	Train Dispatcher.
Perry	East End Westward Siding	Train Dispatcher.
	West End Westward Siding	Train Dispatcher.
PE Tower	West End Westward Siding	Train Dispatcher.
	West End Eastward Siding	Train Dispatcher.
Mentor	East and West End Siding	Train Dispatcher.
Willoughby	East and West End Siding	Train Dispatcher.
Wickliffe	East and West End Siding	Train Dispatcher.
UD	East End CD Double	Train Dispatcher.
	East End Euclid Siding	Train Dispatcher.
West 38th St.	C.U.T. Connection	Operator E. 55th St.
	Main Track Crossover	Operator E. 55th St.
GC Tower	East and West End Eastward and Westward Sidings	Operator GC Tower.
Florence	East and West End Siding	Operator GC Tower.
Shinrock	East and West End Siding	Operator GC Tower.
Avery	East and West End Siding	Operator GC Tower.
HI	East End BK Double	Operator GC Tower.

19. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

		Normal Position
BM Tower	West End BB Double	Eastward Main.
Euclid	West End Siding	Westward Main.
Oberlin Ave	East End Eastward Siding	Eastward Main.
KM	West End CD Double	Eastward Main.
Bellevue	Departure lead East End Eastward Yard	Eastward Main.
Bellevue	East End No. 1 Lead, Eastward Yard. (No Signals Govern)	No. 2 Lead.

(a) Euclid: West End of Siding.

Electric switch lamp displays green when switch is properly lined for movement on westward main track.

Trains or engines moving west on siding authorized to pass dwarf signal indicating stop may trail through the spring switch if the electric switch lamp displays green. If electric lamp displays red, switch must be reversed by hand before movement through switch is made.

Trains or engines moving east on westward main track may proceed in accordance with the rules when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for route to be used.

(b) Oberlin Ave: East End Eastward Siding.

Electric switch lamp displays green when switch is properly lined for movement on eastward main track.

When main track circuit west of home signal is occupied, trains or engines on siding desiring to proceed will reverse position of spring switch which will permit dwarf to clear after automatic time release has run for 5 minutes.

Trains or engines moving east on siding authorized to pass dwarf signal indicating stop may trail through the spring switch if the electric switch lamp displays green. If electric lamp displays red, switch must be reversed by hand before movement through switch is made.

Trains or engines moving west on eastward main track may proceed in accordance with the rules when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for route to be used.

(c) KM.

When electric switch lamp displays green, switch is properly lined and locked.

Trains or engines on westward main track authorized to pass signal indicating "Stop" may trail through the spring switch if the electric switch lamp displays green. If electric switch lamp displays red, switch must be reversed by hand before movement through switch is made.

When eastward automatic signal 218.6 displays "Stop and Proceed" indication, and electric switch lamp displays green, trains or engines may proceed in accordance with Rule 509. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for route to be used.

Trains or engines authorized to make reverse movement from eastward main track, when dwarf signal will not clear after operating push button, may proceed after switch has been examined and found in proper position.

(d) Bellevue: East End Departure Lead Eastward Yard.

Electric switch lamp displays green when switch is properly lined for movement on eastward main track.

Trains or engines moving east on departure lead authorized to pass Home signal indicating "stop" may trail through the spring switch if the electric switch lamp displays green. If electric switch lamp displays red, switch must be reversed by hand before movement through switch is made.

Trains or engines moving west may proceed on eastward main track in accordance with the rules when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for route to be used.

(e) Bellevue: East End of No. 1 Lead Eastward Yard.

Electric switch lamp displays green when switch is properly lined for movement on No. 2 lead.

Trains or engines moving east on No. 1 lead may trail through the spring switch if the electric switch lamp displays green after complying with Rule 110. If electric switch lamp displays red, switch must be reversed by hand before movement through the switch is made.

Trains or engines moving west may proceed on No. 2 lead when electric switch lamp displays green. When electric switch lamp displays red, switch points must be examined, known to fit properly, and switch lined for the route to be used.

20. MODIFICATIONS AND ADDITIONS TO RULES. DEFINITIONS:

Limited Speed—A speed not exceeding 50 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail, but not exceeding 15 miles per hour.

Grade Signal. An automatic signal equipped with a Yellow disc.

Absolute Block. A block in which no train is permitted to enter while it is occupied by another train.

Track Car.

A car propelled by any form of energy, and not used by employes in train or yard service.

Line-up of Trains.

Information showing last known location of all trains or engines on line of road or called for service.

Rule 14 L.

Approaching public crossings at grade. Engineer will sound whistle at whistling post; whistling to be prolonged or repeated until engine has crossed crossing. Trains or engines having stopped will again sound signal before proceeding over crossing.

Rule 17.

(1) On Diesel-powered trains, when full power headlight is not required it must be burning dim during daylight hours.

(2) Oscillating white headlights on engines so equipped will be displayed in addition to displaying of regular headlight when approaching and moving over highway crossings at grade except approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped will be displayed immediately when sudden stop of train is made due to emergency application of air brakes or other causes. When red oscillating headlight is displayed the white headlight will be immediately turned off.

When any train which is equipped with rear red oscillating warning light comes to a stop on or fouling main track, or when moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15 pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employes from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to the light.

Rule 19.

(a) P. R. R. and B. & L. E. freight trains will display marker lamps, not lighted, on rear of train where Yellow flags are shown as illustrated by Figure 4B.

(b) P. R. R. trains will display Yellow light where Green light is shown on rear of train by night.

(c) B. & L. E. trains will display Green light where Yellow light is shown on rear of train by night.

(d) Displaying of Top Deck Light will be omitted.

(e) In Centralized Traffic Control territory, so designated in time tables, the requirements for displaying markers as illustrated by figures 8-A and 8-B, pages 36 and 37 of the Book of Rules, are eliminated.

Rule 103.

(a) A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

(b) At various locations highway traffic on sidings, adjacent tracks and/or yard tracks is protected by flashing light signals and/or gates, the approach circuits for which extend but a short distance on either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals and/or gates have been operating a sufficient length of time to warn highway traffic, without first protecting such move by man on ground.

Rule 281B.

Aspect: Yellow over Green over Green.
Indication—Proceed approaching next signal at limited speed.
Name: Approach Limited.

Rule 281C.

Aspect: Red over Green over Green.
Indication—Proceed; Limited speed within interlocking limits.
Name: Limited clear.

Rule 285.

Proceed preparing to stop at next signal.

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be completed before accepting a more favorable indication on the next signal in advance.

Rule 291.

A train to take siding at a meeting point may proceed at restricted speed without stopping, when signal displays "Stop and Proceed", after engineman receives hand signal from trainmen of train holding main track and switch is lined for movement to siding in accordance with Rule 104.

Rule 308.

When Clearance Form "A" is used information will be shown as to condition of block "Clear" or "Occupied." If block is occupied train will proceed prepared to stop short of train or obstruction, but not exceeding 15 miles per hour.

Rule 317. (Second Paragraph)

A passenger train will not be admitted to a block which is occupied by another train or engine except under flag protection. No train or engine will be admitted to a block which is occupied by an opposing train or engine, or by a passenger train, except under flag protection. A train other than a passenger train, or an engine, may be permitted to follow a train other than a passenger train, or engine into a block, when authorized by a train order, permissive signal or Clearance Form "A," and when such movement is so authorized the following train or engine must proceed prepared to stop short of a train, engine or obstruction, but not to exceed 15 miles per hour.

Rule 318. (Second Paragraph)

A train or an engine must not be admitted to a block which is occupied by a passenger train except under flag protection. A passenger train must not be admitted to a block which is occupied by another train or engine except under flag protection. A train other than a passenger train, or an engine, may be admitted to a block occupied by a train other than a passenger train, or an engine, under permissive indication, Clearance Form "A," or by train order and when such movement is authorized the following train or engine must proceed prepared to stop short of a train, engine or obstruction, but not to exceed 15 miles per hour.

Rule 327.

To permit a train or engine to enter a block or foul a main track, or to cross from one main track to another, the signalman must examine the block record and if all the blocks affected are clear of approaching trains he must provide or arrange for block protection before permission is given, and until movement is complete and block clear, trains or engines will not be admitted to the block except as prescribed by Rules 317 and 318.

Rule 333.

When, from any cause, a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known it may then be permitted to proceed in accordance with Rules 317 and 318.

Rule 344.

Signalman must not permit unauthorized persons to enter the block station.

Note.—At any station where both train order and manual block signals are operated, if the track IS SEEN AND KNOWN TO BE CLEAR, trains may pass these signals at "Stop" to DO IMMEDIATE STATION WORK, when so authorized by the signalman, but must not proceed except as provided by the rules. Signalman will not authorize such movements if the block is occupied by an opposing train.

Rule 670.

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from the engine must not be left standing between home signal limits that will obstruct the movement of equipment of the other railroad or railroads at such crossing.

RULES FOR MOVEMENT OF TRACK CARS.

Rule 801.

Line-up of trains will be issued by authority and over the signature of the Chief Train Dispatcher, and shall contain designation of trains, engine number, place and time last reported on train dispatcher's territory, including trains called but which have not departed from terminal yards or originating point, at time line-up is issued.

Passenger extras and work extras shall be so designated in line-up.

Line-ups must be issued in the prescribed form when practicable; and without erasure, alteration or interlineation.

Figures in line-ups must not be surrounded by brackets, circles or other characters.

Rule 802.

Line-ups will be issued to operators at all open telegraph offices at stated times, which shall be designated by special notice for each operating territory, and shall contain the same information to all employes or operators receiving same.

Rule 803.

Line-ups must be numbered consecutively each day, beginning at midnight.

Rule 804.

Operators will prepare and complete, on line-up, Form 294, information furnished by train dispatcher.

Before Line-up, Form 294, is delivered, it must be signed by employe to whom delivered. Copies of all Forms 294 delivered to employes must be retained by operator. More than one line-up on a manifold pad at the same time is prohibited.

Rule 805.

Information furnished for line-ups must be written in a book provided for that purpose at the office of the train dispatcher; and with it recorded the locations and name of employe receiving same. These records must be made at once and never from memory or memoranda.

Rule 806.

Train dispatcher will issue train orders to all trains operated from a terminal or any originating point reading, "Be on lookout for track cars and sound whistle frequently" under following conditions:

(a) When such train is not included in line-up; or

(b) Is permitted to operate in advance of time shown in line-up, or in advance of time as shown in time table; or

(c) When authorized to run against current of traffic and not so indicated in line-up.

Rule 807.

When operator of track car obtains a line-up by communicating directly with the train dispatcher or telegraph operator, it must be repeated back to the person from whom received and the repeat approved as being correct before line-up shall be used.

Train dispatcher shall show name of the employe, to whom the line-up is so furnished, in the book as provided in Rule 805. The telegraph operator shall show name of the employe, to whom the line-up is so furnished, on the original copy of such line-up, as provided for in Rule 804.

Rule 808.

Line-ups sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

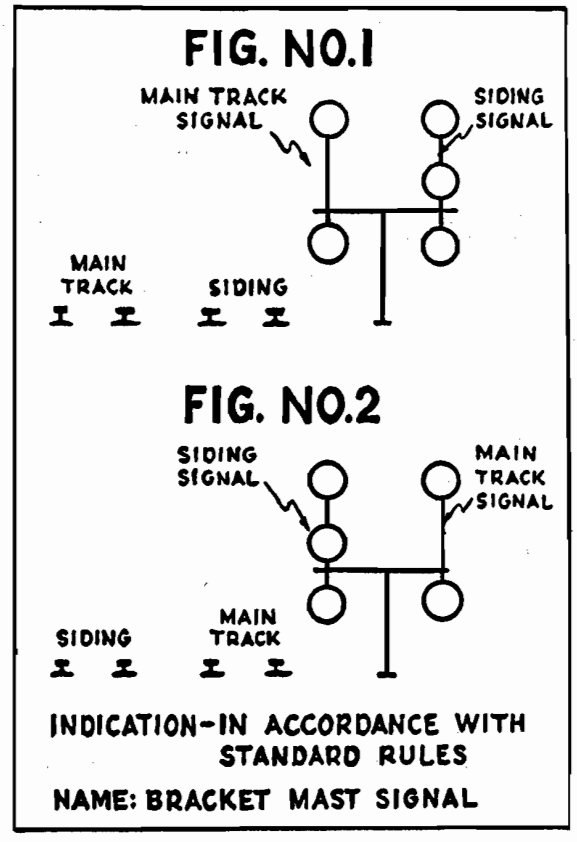
Rule 809.

Operators receiving line-ups must write them in manifold during transmission. If requisite number of copies cannot be made at one writing they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each line-up. The time, repeat and signature must be in his handwriting.

Air Brake Rule 307. (Third Paragraph)

When detaching engine or caboose with charged brake pipe, angle cocks must be closed and air hose parted by hand.

BRACKET MAST SIGNALS



21. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BB DOUBLE.

(a) Nickel Plate and P. R. R. main tracks between FY Block Station and BM Tower will be operated as double track.

(b) All trains and engines moving over BB Double will move with current of traffic by block signals whose indication will supersede the superiority of trains.

The indication of middle arm on eastward home signal at FY Block Station governing movement to NKP main track will not supersede superiority of trains.

(c) Eastbound and westbound trains and engines moving with the current of traffic between BM Tower and Plate must not cross over from one main track to the other main track without permission from the train dispatcher.

(d) A train or engine having work to do between two train order stations must clear superior trains unless otherwise instructed.

(e) Train order signal Aspect "B" Rule 221 will be used in connection with manual block or interlocking home signal.

(f) Extra trains, except passenger extras and snow plows in service may run with current of traffic without train orders.

22. SPECIAL INSTRUCTIONS IN CONNECTION WITH MANUAL BLOCK SYSTEM TERRITORY.

(a) Manual block signals are of the upper quadrant and color light type, aspects and indications are as shown by Figures 1 to 25 inc., in time table.

(b) In issuing train orders the initials and numbers of engines must be shown, P. R. R. for Pennsylvania Engines and N. P. for Nickel Plate Engines. This information must be transmitted by each block signalman and entered on block record.

(c) Trains handling snow plows in service must not be admitted to a block which is occupied by another train. Passenger trains and a train handling single track snow plow in service must not be handled in opposite directions between two block stations.

(d) When the operation of a derrick car, rail unloader, steam shovel, ditcher or similar equipment will obstruct a main track other than the one it occupies, in addition to complying with Rule 101, permission of signalman must first be obtained and signalman must make entry of same on block record.

Stop signal must then be displayed for passenger trains and snow plows in service but other trains may be admitted to block under permissive signal.

(e) When ordered to cut off a car and leave it on main track to be moved by another train or engine Conductor must have personal understanding with Yard Master or Conductor relieving him of responsibility for car, so that proper flag and block protection will be provided. Yard Master or Conductor assuming this responsibility must immediately provide flag protection and arrange with signalman for block protection. Signalman will make proper record on block sheet and arrange for display of proper signals.

(f) The following instructions are supplementary to Rules Governing the Use of Motor, Hand, Velocipede, Push and Trailer Cars, effective July 1, 1950:

(1) Indication of block signals will not apply to track cars.

(2) All movements of track cars must be shown on block record.

(3) The movement of track cars will be authorized by Clearance Form "A" showing condition of block and between points movement is to be made. In addition, Form 294 - Location of Trains, will be furnished.

(4) Track car operator requesting permission to use main track at a point other than block station must state his location, name, number of track car, and station or mile post destination filling in Clearance Form "A" as authorized by signalman repeating same and receiving OK from signalman.

(5) Track cars must not pass open block station without receiving Clearance Form "A".

(6) Upon arrival at destination, track cars must be immediately removed from the main track and signalman notified and must not again occupy main track without Clearance Form "A" or under full flag protection.

(7) A train or an engine may be admitted to a block occupied by a track car by a train order which will specify slow speed within the limits of the train order. Train or engine will proceed expecting to find track car in territory specified in the train order.

(8) Track cars may follow a train, engine, or another track car in the block when authorized by Clearance Form "A".

(9) When more than one track car is to work in the same block at the same time, signalman will give the operator of each car full information concerning the movement of all cars.

(10) Track car operator must report to signalman if unusually delayed in the block.

(11) Track cars must be equipped with portable telephones, which must be in proper working condition.

(12) Before Clearance Form "A" is issued to track car, signalman must ascertain limits track car is to travel and communicate with next block station in advance for control of block. Signalman at block station in advance and in the rear must protect movement of track car in accordance with these instructions until track car is reported clear of main track.

(13) The movement of track cars against the current of traffic will be authorized by Clearance Form "A" showing between the points that movement is to be made and condition of block. Signalman at each end of the block must display stop signals for the track occupied until the track car operator or signalman reports track car clear of main track.

(14) If, due to failure of communication, signalman is unable to get control of block, the movement of track car must be made under such flag protection as necessary to insure safety.

23. DEFINITIONS:

Passenger Train.

A train carrying passengers. A freight train indicated on time table as carrying passengers will be considered as passenger train under the Manual Block System Rules, unless otherwise provided.

Advance Block Signal.

A fixed signal used in connection with a Home Block Signal to subdivide the block in advance.

24. LOCATION OF DISTANT SWITCH SIGNALS.

East End Hamburg Siding.

25. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF TRACK NO. 3 BETWEEN SILVER CREEK AND PLATE.

(a) Nickel Plate South Track between Silver Creek and Plate will be known as Track No. 3 and will be used by trains or engines only when authorized by train orders and under Manual Block System Rules. Block rights will be given by Clearance Form A.

(b) All trains and engines will protect as prescribed by Rule 99.

(c) Following Whistle Signals will be used to call in Flag:
— — — — — ooo Flagman may return from East.
— — — — ooo Flagman may return from West.

(d) Westbound trains will display marker on north side of rear of train as if train is turned out against current of traffic.

26. LOCATION OF AUTOMATIC FIXED SIGNALS.

Westward approach to GB Block Station.
Eastward approach to GB Block Station.
Westward approach to Lake View.
Eastward approach to Lake View.
Eastward approach to Silver Creek.

27. GB BLOCK STATION.

(a) Eastward Color Light Interlocking Home Signal is also Manual Block Signal Governing Block to FY Block station.

(b) Red over Yellow aspect on Eastward Home Signal governs movement to P. R. R. (West Seneca Branch).

28. PLATE.

(a) Eastward Color Light Interlocking Home Signal is also Manual Block Signal governing block on Eastward Main Track to Silver Creek.

(b) Red over Yellow aspect on Eastward Home Signal governs movement to Track No. 3.

29. MOVEMENT OF TRAINS AND ENGINES TO AND FROM P. R. R. TRACKS AT BM TOWER WILL BE GOVERNED BY FOLLOWING ASPECTS AND INDICATIONS.

(a) Westward Home Signal.

Red over Red over Yellow.....	Proceed at restricted speed to P. R. R. siding.
Red over Yellow over Red.....	Proceed at medium speed to P. R. R. main track.
Red over Green over Red.....	Proceed at medium speed to P. R. R. main track.

(b) Westward Dwarf Signal.

Two Diagonal White Lights in left hand lower Quadrant.....	Proceed to P. R. R. main track.

(c) Eastward Home Signal.

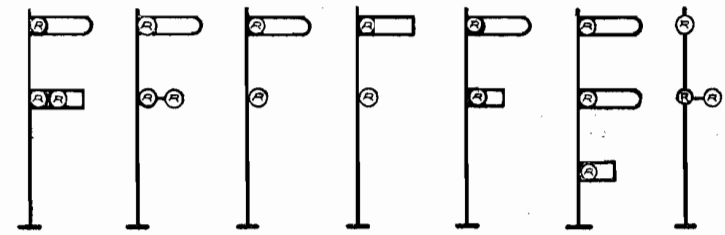
Three horizontal white lights....	Stop.
Three Diagonal white lights in upper quadrant.....	Proceed preparing to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.
Three vertical white lights.....	Proceed.

(d) Eastward Dwarf Signal.

Two horizontal white lights.....	Stop.
Two Diagonal white lights in upper quadrant.....	Proceed preparing to stop at next signal; Slow speed within interlocking limits.
Two vertical white lights.....	Proceed; Slow speed within interlocking limits.

MANUAL BLOCK SIGNALS

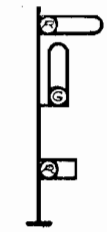
FIG.1 FIG.2 FIG.3 FIG.4 FIG.5 FIG.6 FIG.7



Indication: Stop.

Name: Stop.

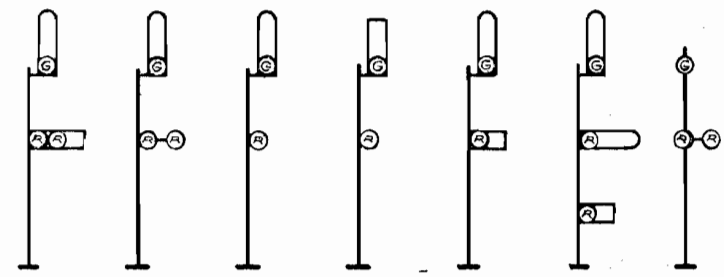
FIG.22



Indication: Proceed; Medium speed within interlocking limits.

Name: Medium Clear.

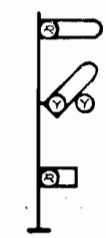
FIG.8 FIG.9 FIG.10 FIG.11 FIG.12 FIG.13 FIG.14



Indication: Proceed.

Name: Clear.

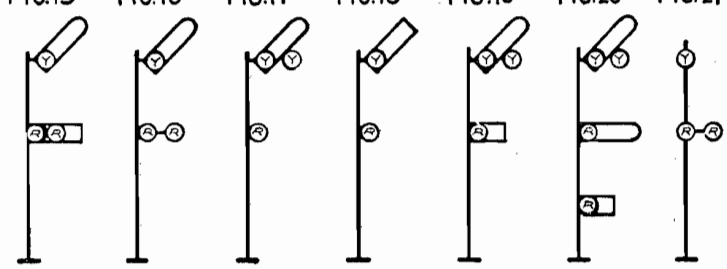
FIG.23



Indication: Block Occupied; Proceed prepared to stop short of train or obstruction, but not to exceed 15 miles per hour.

Name: Medium Permissive.

FIG.15 FIG.16 FIG.17 FIG.18 FIG.19 FIG.20 FIG.21

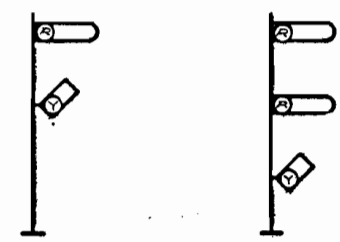


Indication: Block Occupied; Proceed prepared to stop short of train or obstruction, but not to exceed 15 miles per hour.

Name: Permissive.

Rule 289

FIG.24 FIG.25



Indication: Proceed at restricted speed.

Name: Restricting.

AUTOMATIC BLOCK SIGNALS

BUFFALO DIVISION

Westward	Eastward
★Home	
Silver Creek	
35.1	
38.5	
♯Home	
Plate	
Remotely Controlled Interlocking	
	♯Home
★Home	
A. K. Tower	
Interlocking	
	★Home
42.9	43.2
44.7	44.8
46.5	46.4
48.1G	48.0
Beginning C. T. C.	
Home	
B. M. Tower	
Interlocking	
	★Home
	End of C. T. C.
Home	
East End Brocton	
	Home
Home	
West End Brocton	
East End Pomfret	
	Home
Home	
West End Pomfret	
	Home
Home	
East End Westfield	
	Home
Home	
West End Westfield	
	Home
59.7	59.8G
61.5G	61.4
Home	
East End Ripley	
	Ripley Siding
Home	64.6 64.7 64.4
64.5	
Home	
West End Ripley	
	Home
68.1G	68.2
69.9G	70.0
Home	
East End NH	
Eastward Siding	
Westward Siding	
	Home

Westward	Eastward
Home	
West End NH	
Eastward Siding	
Westward Siding	
	Home
Welch Spur	
Home	Home
75.7G	75.8
Home	
East End Moorheads	
	Home
Home	
West End Moorheads	
	Home
Home	
East End Harbor Creek	
	Home
Home	
West End Harbor Creek	
	Home
82.5	82.6
Home	
East End Dean	
	Home
Home	
West End Dean	
	Home
Home	
Wayne Street	
Erie, Pa.	
	Home
Home	
Peach Street	
Erie, Pa.	
87.8	
Home	
Cranberry Street	
Erie, Pa.	
	Home
Home	
East End Cascade	
Eastward Siding	
Westward Siding	
	Home
Home	
West End Cascade	
Eastward Siding	
Westward Siding	
	Home
92.7G	92.6

Westward	Eastward
Home	
East End Swanville	
	Home
Home	
West End Swanville	
	Home
97.7	97.8G
Home	
East End Fairview Pit	
	Home
Home	
West End Fairview Pit	
	Home
Home	
East End Girard	
Westward Siding	
	Home
Home	
West End Girard	
Westward Siding	
Eastward Siding	
	Home
104.1G	104.0
End of C. T. C.	
★Home	
Thornton Jct.	
Interlocking	
	Home
	Beginning C. T. C.
106.9	
E. Springfield	
	107.6G
108.7	
	109.4G
110.9	
	111.0G
Crayton	
112.9	113.0
†Home	
W. E. C. T. Double	
	†Home
Conneaut	
†Home	†Home
East End Conneaut Yard	
†Home	†Home
Chestnut St.	
	†Home

G Indicates "Grade Signal."
★Indicates signal governing through interlocking. When signal indicates Stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.
† Indicates controlled signal.
When signal at west end CT Double indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Rule 552.
When signal at East End Conneaut Yard indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed.
♯After complying with Timetable item 15(d) trains or engines may proceed at restricted speed.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 48 Sec.	75.0	0 Min. 55 Sec.	65.4	1 Min. 5 Sec.	55.4	1 Min. 43 Sec.	35.0
0 " 50 "	72.0	0 " 56 "	64.3	1 " 10 "	51.4	2 " 0 "	30.0
0 " 51 "	70.6	0 " 57 "	63.2	1 " 15 "	48.0	2 " 24 "	25.0
0 " 52 "	69.2	0 " 58 "	62.1	1 " 20 "	45.0	3 " 0 "	20.0
0 " 53 "	67.9	0 " 59 "	61.0	1 " 25 "	42.3	4 " 0 "	15.0
0 " 54 "	66.7	1 " 0 "	60.0	1 " 30 "	40.0		

AUTOMATIC BLOCK SIGNALS
CLEVELAND DIVISION

Westward — Eastward

†Home
West End Conneaut Yard
Remotely Controlled Interlocking
†Home
118.9 — *†Home
120.9 — 120.8
Kingsville
123.5 — 123.4
125.9 — 126.0
*Home
KG
†Home
★Home
NP Tower Interlocking
130.1 — *Home
131.4
132.7
133.4
135.5
135.8
139.3
Geneva
138.8
141.5G — 141.4
Beginning C. T. C.
Home
MA
Remotely Controlled Interlocking
†Home
End of C. T. C.
145.5 — 145.4
Home
East End Westward Siding
Perry
Home
Home
West End Westward Siding
Perry
Home
150.5 — 150.4
151.9 — 152.0
Home
Home
Infirmary Spur Painesville
Home
PE Tower Interlocking
Home
Home
West End Westward Siding
West End Eastward Siding
PE Tower
Home
158.3 — 158.4
Home
East End Mentor
Home
Home
West End Mentor
Home
Home
Home
Daniels Spur
Home
East End Willoughby
Home
Home
West End Willoughby
Home
167.7 — 167.8
Home
East End Wickliffe
Home
Home
West End Wickliffe
Home

Westward — Eastward

End of C. T. C.
†Home
UD
Remotely Controlled Interlocking
Home
Beginning C. T. C.
†Home
Spring Switch
Euclid
173.4
174.1G
174.8
175.3G
175.8
176.3
176.6
177.3
177.4
Superior Ave.
178.3 — 178.2
179.3
179.4G
180.1
180.2G
180.9
181.0G
181.5
Grand Ave.
181.8G
182.3
182.6G
182.9
N. K. P.—C. U. T. Connection
Home
183.3
B. & O. R. R.—C. U. T. Connection
183.6
184.1
184.2
★Home
Cuyahoga River
Drawbridge Interlocking
★Home
185.1G
185.4
†Home
West 38th Street
Remotely Controlled Interlocking
†Home
185.9G
186.2
186.7
186.6
W. 65th St.
187.7 — 187.6
188.7
189.0G
189.9G
190.0G
191.1G — 191.0G
192.3G — 192.2G
Rocky River
193.7 — 193.6
195.1 — 195.4
197.1
Bay Village
197.4
200.1 — 199.8
202.3
Avon Lake
202.4
204.1 — 204.4
205.7

Westward — Eastward

Sheffield
206.2
207.1
207.4
208.9
208.8
★Home
Lorain Drawbridge
Interlocking
★Home
Lorain Interlocking
210.5 — ★Home
211.3G
Oberlin Ave.
Spring Switch
†Home
212.5 — 212.8G
214.5 — 214.6G
216.7 — 216.6
Beginning C. T. C.
Home
KM Spring Switch
218.6
End of C. T. C.
220.2G
219.9
Home
East End Westward Siding
GC Tower
Home
Home
West End Westward Siding
East End Eastward Siding
GC Tower
Home
Home
West End Eastward Siding
GC Tower
Home
225.1 — 225.0
Home
East End Florence
Home
Home
West End Florence
Home
Home
East End Shinrock
Home
Home
West End Shinrock
Home
233.3 — 233.2G
Home
East End Avery
Home
Home
West End Avery
Home
238.3G — 238.2
End of C. T. C.
†Home
HI
Automatic Interlocking
Home
Beginng C. T. C.
242.1 — 242.6
243.9
Lyme
245.1 — 244.8
Spring Switch
†Home †Home
247.2
Bellevue Yard

*Indicates signal governing movement to next home signal against opposing movement.
★Indicates signal governing through interlocking. When signal indicates Stop, trains or engines after complying with Rule 663 may proceed at restricted speed.
†Indicates controlled signal.
G Indicates "Grade Signal".
When signal at west end Conneaut yard indicates stop trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Rule 552 and/or interlocking rules.
When signal at Milepost 119 indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed.
When signal at KG indicates stop, trains or engines when authorized by operator at NP Tower may proceed at restricted speed after complying with Rule 552.
When signal at MA and UD indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Rule 552.
When signal at Euclid indicates stop, trains or engines when authorized by Train Dispatcher may proceed at restricted speed after complying with spring switch rules.
When signal at West 38th Street indicates stop, trains or engines when authorized by operator at East 55th Street may proceed at restricted speed after complying with Rule 552.
When signal at Oberlin Ave. indicates stop, trains or engines when authorized by operator at Lorain may proceed at restricted speed after complying with spring switch rules.
When signal at HI indicates stop, trains or engines when authorized by operator at GC Tower may proceed at restricted speed after complying with timetable item 15(f) and Rule 552.
When signal at Bellevue yard indicates stop, trains or engines when authorized by operator at GC Tower may proceed at restricted speed after complying with spring switch rules.

BUFFALO DIVISION AND CLEVELAND DIVISION SURGEONS

J. W. HOUK, M. D.
Medical Director,

DONALD C. DARRAH, M. D.
Assistant Medical Director,

426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
★*©Buffalo, N. Y.	DR. J. T. DONOVAN	420 Linwood Ave.	GR 2272	420 Linwood Ave.	GR 2272
	DR. M. J. DOWNEY	740 Seneca St.	WA 8236	2142 Main St.	PA 5331
	DR. WILLIAM HOWARD, Oculist	389 Linwood Ave.	LI 5021	389 Linwood Ave.	GA 1590
Angola	DR. LEE R. SANBORN	32 High St.	Angola 53	32 High St.	Angola 53
Silver Creek	DR. ERNEST G. HOMOKAY	218 Central Ave.	330	5 Jackson St.	330
*©Dunkirk	DR. JOHN F. FOSS	77 E. 4th St.	2478	427 Dove St.	2678
©Brocton	DR. PAUL BAUER	14 Highland Ave.	15	16 Highland Ave.	15
©Westfield	DR. ROBERT R. NORTHRUP	56 No. Portage St.	333	56 No. Portage St.	333
Ripley	DR. PAUL S. PERSONS	22 E. Main St.	Ripley 30	22 E. Main St.	Ripley 30
*©North East, Pa.	DR. E. G. SHELLEY	59 W. Main St.	11	59 W. Main St.	11
*©Erie	DR. F. W. UNDERHILL	153 W. 8th St.	22-880	153 W. 8th St.	76-181
*©Wallace Jct.					
Girard	DR. F. K. McCUNE	307 W. Main St.	59	106 Rice Ave.	59
	DR. J. M. HOLLINSGWORTH	311 W. Main St.	3711 Erie Exch.	311 W. Main St.	3711 Erie Exch.
★*©Conneaut, Ohio	DR. J. FRANK DOCHERTY	321 Main St.	51-911	267 Bloor St.	51-911
	DR. P. R. LONGAKER	227 Liberty St.	41-911	137 Leith Walk	41-911
	DR. LESLIE E. NEEDHAM	318 Main St.	31-961	318 Main St.	31-961
	DR. CLARENCE T. RISLEY	233 Liberty	61-811	895 Lincoln Dr.	61-811
	DR. T. F. O'CONNOR, Oculist	4634 Main Ave. Ashtabula, O.	33841	513 Lyndon Ave. Ashtabula, O.	45506
*©Ashtabula	DR. JOHN RENTSCHLER	5411 Main St.	2-0206	3127 Avon Blvd.	3-8256
	DR. T. F. O'CONNOR, Oculist	4634 Main Ave.	33841	513 Lyndon Ave.	45506
*©Painesville	DR. G. ROBERT SMITH	30 Liberty St. Ex.	4312	17 E. Erie St.	7621
*©P. E. Tower					
★*©Cleveland	DR. E. F. KIEGER	5644 Broadway	MI 1-0382	Forest Dr. Pepper Pike Village	TE 1-9656
	DR. C. L. McDONALD, Oculist	963 Rose Bldg.	CH 1-2919	20664 Beachcliff Blvd.	ED 1-1682
	DR. L. J. BLAIR	7405 Detroit Ave.	WO 1-5758	13514 Lake Ave.	BO 2-2427
	DR. DONALD G. ALLEN, Oculist	319 Osborn Bldg.	MA 1-8424	27066 W. Lake	TR 1-1467
	DR. PIERCE H. MULLALLY	618 Osborn Bldg.	SU. 1-5854	7001 Detroit Ave.	ME 1-6280
	DR. F. GRAHAM FALLON	Marshall Bldg. 2082 West 65th St.	WO 1-8039	2273 Valley View Dr. Rocky River, Ohio	ED 1-0510
	Dr. L. A. STEINHILBER	2010 E. 102nd St.	SW 5-7050	13995 Superior E. Cleveland	YE 2-5461
*©Lorain	DR. S. C. WARD	435 Reid Ave.	2291	842 Mildred Ave.	3251
	DR. C. T. RUSIN	209 Sixth St.	6783	227 Indiana Ave.	8798
*©So. Lorain					
★*©Bellevue	DR. E. B. VOGEL	Union Bank & Savings Bldg.	2-5104	224 South West St.	2-5101
	DR. JOHN I. APPLEBY	250 W. Main St.	2-2354	717 Castalia St.	2-1144
	DR. F. D. CROSBY	218 E. Main St.	2-0402	340 Northwest	2-0403
	DR. E. W. SANDERS	146 Kilbourne	2-1624	146 Kilbourne	2-1624

★Ambulance Service *Emergency Surgical Supply Box. ©Where stretchers are located.

AMBULANCE SERVICE

Buffalo	Emergency Hospital, 108 Pine St.	Tel. WA 4850
Conneaut	Gordon Thompson & Son, 345 Main St.	Tel. 62-871
Cleveland, East of Cuyahoga River	Walter C. Ramel Co., 10913 Superior Ave.	Tel. CE 1-1577
Cleveland, West of Cuyahoga River	The Saxton Funeral Home, 13215 Detroit Ave.	Tel. AC 1-2300
Bellevue	Waters and Smith, 230 E. Main St.	Tel. 2-2244

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

NICKEL PLATE DISTRICT

BUFFALO DIVISION AND CLEVELAND DIVISION

TIME TABLE No. 171

Takes Effect Sunday, April 26, 1953
at 12:01 A. M.
Eastern Standard Time

For the information and Government of Employes only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

G. R. BOWMAN, General Superintendent
H. P. THINNES, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
R. D. MALONEY, Superintendent
H. B. WODOCK, Terminal Superintendent Bellevue Terminal
K. F. BRABENDER, Terminal Superintendent Cleveland Terminal
R. L. CUNNINGHAM, Terminal Superintendent Buffalo Terminal
P. G. CAMPBELL, Train Master, Cleveland Division
G. E. SNYDER, JR., Assistant Train Master Cleveland Division
C. W. HECKER, Train Master, Buffalo Division
E. B. THAYER, Road Foreman of Engines, Buffalo Division
M. COLYER, Road Foreman of Engines, Cleveland Division
J. A. COMBS, Chief Train Dispatcher
R. J. HUGHES, Master Mechanic
E. R. TAYLOR, Division Engineer

SAFETY FIRST

YOUR FAMILY AND
YOUR RAILROAD
NEED YOU

NICKEL PLATE ROAD

BE ALERT--DON'T GET HURT