SAFETY FIRST

SAFETY ALWAYS
PAYS
ALL WAYS

NICKEL PLATE ROAD

TEAMWORK
KEEPS FREIGHT
ON RAILS

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

WHEELING & LAKE ERIE DISTRICT

TIME TABLE No. 23

Takes Effect Wednesday, August 15, 1962
at 12:01 A. M.
Eastern Standard Time

For the Information and Government of Employees only.

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

OFFICERS

V. E. COE, General Superintendent
G. W. MATHEWS, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

M. J. BICKEL, Superintendent
R. A. GLEASON, Terminal Superintendent
Cleveland Terminal

J. W. SCHANEY, Trainmaster
R. N. SNYDER, Trainmaster
E. W. STONE, Assistant Trainmaster
C. C. SPRINGER, Assistant Trainmaster

B. S. McFARREN, Road Foreman of Engines
L. E. COUNTS, Chief Train Dispatcher
J. E. KLOSS, Master Mechanic
G. F. NIGH, Division Engineer

The W. S. Gilkey Printing Co. Cleveland, Ohio

DISTRICT No. 1—EASTBOUND
TOLEDO TO BREWSTER

Car Capacity of Sidings	Miles from Toledo Union Depot	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	SECOND CLASS TRAINS								
					82	84	90	94	92	76	70	42	
					Fast Freight	Through Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Switch Run	Local	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
.....	0.0		Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4											
.....	5.4		Ironville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1											
.....	6.5		Homestead L	DN	2.30AM	9.30AM	11.00AM	4.00PM	10.00PM	11.50PM	.....	.....	.....
		2.7											
48	9.2		Booth.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6											
.....	11.8		Curtice.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.8											
87	13.6		Williston.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
.....	17.2		Trowbridge.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.9											
64	21.1		Limestone.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9											
67	26.0		Oak Harbor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.4											
72	32.4		Kingsway.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2											
67	35.6		Porter.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1											
47	37.7		Fremont.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8											
134	40.5		Green Creek.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2											
68	45.7		Clyde.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.3											
.....	53.0		Bellevue .....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4											
133	55.4		Yeomans.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2											
70	60.6		Monroeville.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0											
93	64.6		Norwalk .....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2											
.....	66.8		Huron Jct.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4											
W125 E79	72.2		Hartland.....B	7.30AM-11.30PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
.....	75.8		Clarksfield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.0											
129	77.8		Miner.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.3											
140	82.1		Brighton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3											
96	84.4		Huff.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4											
W96 E74	86.8		Wellington.....B	.....	.....	.....	.....	.....	.....	A1.30AM	L7.15AM	L12.30PM	.....
		6.7											
W54 E79	93.5		Spencer.....B	7.00AM-11.00PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
130	97.1		Pawnee.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1											
W77 E107	101.2		Lodi.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5											
80	104.7		Burbank.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0											
127	108.7		Creston.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.0											
142	114.7		Douglas.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4											
70	117.1		Smithville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.7											
189	120.8		Pryor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1											
83	121.9		Orrville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3											
120	125.2		McDowell.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.6											
.....	132.8		Stark.....B West End $L Double	.....	7.25	7.55PM	3.00PM	11.45	4.00AM	.....	9.10	1.50	.....
		3.0											
.....	135.8		Brewster Yd.....A	DN	7.30AM	8.00PM	3.05PM	11.50PM	4.05AM	.....	9.15AM	1.55PM	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
					82	84	90	94	92	76	70	42	

Symbols: B—Telephone Booth; DN—Continuously.

DISTRICT No. 1—WESTBOUND

BREWSTER TO TOLEDO

Car Capacity of Sidings	Miles from Terminal Jct.	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	SECOND CLASS TRAINS									
					91	77	71	85	95	43	89	73	99	
					Fast Freight	Fast Freight	Switch Run	Fast Freight	Fast Freight	Local	Fast Freight	Through Freight	Fast Freight	
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	
.....	75.7		Brewster Yd. ...L	DN	12.30AM	.....	6.30AM	7.30AM	8.00AM	8.30AM	11.30AM	4.00PM	4.30PM	.....
		3.0												
.....	78.7		Stark .....B		12.40	.....	6.40	7.40	8.10	8.40	11.40	4.10	4.40	.....
		7.6	West End SL Double											
120	86.3		McDowell.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3												
83	89.6		Orrville .....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
139	90.7		Pryor.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.7												
70	94.4		Smithville.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4												
142	96.8		Douglas.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.0												
127	102.8		Creston.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0												
80	106.8		Burbank.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5												
W 77 / E 107	110.3		Lodi.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1												
130	114.4		Pawnee.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6												
W 54 / E 79	118.0		Spencer.....B	7.00AM–11.00PM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.7												
W 96 / E 74	124.7		Wellington.....B		.....	L 5.00AM	A 10.40AM	.....	.....	A11.05AM	.....	.....	.....	.....
		2.4												
96	127.1		Huff.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3												
140	129.4		Brighton.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.3												
129	133.7		Miner.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.0												
.....	135.7		Clarksfield.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6												
W 125 / E 79	139.3		Hartland.....B	7.30AM–11.30PM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4												
.....	144.7		Huron Jct.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2												
93	146.9		Norwalk .....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0												
70	150.9		Monroeville.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2												
133	156.1		Yeomans.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4												
.....	158.5		Bellevue .....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	A7.15PM	.....
		7.3												
68	165.8		Clyde.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2												
134	171.0		Green Creek.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8												
47	173.8		Fremont.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
67	175.9		Porter.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2												
72	179.1		Kingsway.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.4												
67	185.5		Oak Harbor.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9												
64	190.4		Limestone.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.9												
.....	194.3		Trowbridge.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6												
87	197.9		Williston.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.8												
.....	199.7		Curtice.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6												
48	202.3		Booth.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7												
.....	205.0		Homestead .....A	DN	4.25AM	8.00AM	.....	11.50AM	1.10PM	.....	5.30PM	11.30PM	.....	.....
		1.1												
.....	206.1		Ironville.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4												
.....	211.5		Toledo.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	
					91	77	71	85	95	43	89	73	99	

Symbols: B—Telephone Booth; DN—Continuously.

DISTRICT No. 1

HURON BRANCH

EASTBOUND **WESTBOUND**

Car Capacity of Sidings	Miles from Huron	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Huron Jct.
.....	0.0	4.5	Huron.....B	Exc. Sat. & Sun. 7.00AM-4.00PM	12.3
53	4.5	3.6	Fries.....B	.....	7.8
64	8.1	3.3	Milan.....B	.....	4.2
63	11.4	0.9	Mittingers.....B	.....	0.9
.....	12.3		Huron Junction.....B	.....	0.0

L. & W. VA. RY.

EASTBOUND **WESTBOUND**

SECOND CLASS TRAINS	Car Capacity of Sidings	Miles from South Lorain	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Lake Junction	SECOND CLASS TRAINS
70							71
Switch Run							Switch Run
Daily							Daily
L 6.00 AM	.....	0.0	6.4	South Lorain.....B	.....	25.0	A 12.01PM
	77	6.4	18.6	Ferguson.....B	.....	18.6	
A 7.00 AM	.....	25.0		Lake Junction.....B	.....	0.0	L 11.00 AM
Daily							Daily
70							71

MASSILLON BRANCH

EASTBOUND **WESTBOUND**

Car Capacity of Sidings	Miles from Dalton	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Brewster Yard
.....	0.0	9.1	Dalton.....	Exc. Sat. & Sun. 8.00AM-5.00PM	18.3
.....	9.1	1.0	Massillon.....	.....	9.2
.....	10.1	2.5	Columbia.....B	.....	8.2
37	12.6	1.9	Warmington.....	.....	5.7
.....	14.5	1.8	Run Junction.....B	.....	3.8
.....	16.3	2.0	Harmon.....B	.....	2.0
.....	18.3		Brewster Yard.....	DN	0.0

Symbols: B—Telephone Booth; DN—Continuously;

DISTRICT No. 2—EASTBOUND
BREWSTER TO TERMINAL JCT.

Car Capacity of Sidings	Miles from Toledo Union Depot	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	SECOND CLASS TRAINS								
					92	84	82	50	90	86	94		
					Fast Freight	Fast Freight	Fast Freight	Local	Fast Freight	Fast Freight	Fast Freight		
					Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily		
.....	135.8		Brewster Yd. ...L	DN	5.00AM	8.30AM	8.40AM	10.15AM	3.30PM	5.00PM	9.30PM	.....	.....
		2.0											
.....	137.8		Harmon.....B	.....	5.07	8.37	8.47	10.22	3.37	5.07	9.37	.....	.....
		1.1											
.....	138.9		Lonas.....B	.....	5.10	8.40	8.50	10.25	3.40	5.10	9.40	.....	.....
		3.8	East End St. Double										
67	142.7		Rocket.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2											
96	144.9		Bolivar.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8											
.....	148.7		Zoar.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2											
104	151.9		Valley Jct.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5											
.....	153.4		Somerdale... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5											
221	156.9		New CumberlandB	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4											
132	162.3		Sherrodsville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4											
128	165.7		Leesville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7											
.....	168.4		Bowerston.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3											
144	170.7		Conotton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8											
127	174.5		Scio.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2											
W 177) E 83)	179.7		Jewett.....B	.....	.....	.....	.....	A12.30PM	.....	.....	.....	.....	.....
		3.7											
.....	183.4		Pittsburgh Jct....B	DN	A 6.45AM	.....	A10.15AM	.....	A 4.55PM	.....	A10.55PM	.....	.....
		1.1											
84	184.5		Rexford.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9											
57	189.4		Kenwood.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4											
43	192.8		Adena.....B	DN Exc. Sat. & Sun.	.....	10.10	.....	.....	.....	6.40	.....	.....	.....
		2.6											
52	195.4		Herrick.....B	.....	.....	10.16	.....	.....	.....	6.48	.....	.....	.....
		3.8											
.....	199.2		Dillonvale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.3											
44	199.5		Pine Valley ..... B	DN	.....	10.26	.....	.....	.....	7.00	.....	.....	.....
		4.4											
20	203.9		Connor.....B	.....	.....	10.36	.....	.....	.....	7.10	.....	.....	.....
		1.6											
46	205.5		Warrenton.....B	DN Exc. Sat. & Sun.	.....	10.41	.....	.....	.....	A 7.20PM	.....	.....	.....
		1.5											
51	207.0		Tiltonville.....B	.....	.....	10.46	.....	.....	.....	.....	.....	.....	.....
		0.9											
.....	207.9		Yorkville.....B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	10.56	.....	.....	.....	.....	.....	.....	.....
		3.6											
.....	211.5		Terminal Jct.....B	Exc. Sat. & Sun. 6.00PM-3.00AM	.....	A11.05AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily		
					92	84	82	50	90	86	94		

Symbols: B—Telephone Booth; DN—Continuously.

DISTRICT No. 2—WESTBOUND
TERMINAL JCT. TO BREWSTER

Car Capacity of Sidings	Miles from Terminal Jct.	Distance between Stations	STATIONS AND SIDINGS		Hours between which Train Order Stations are Open	SECOND CLASS TRAINS								
						91	83	87	85	95	51	99		
						Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Local	Fast Freight		
						Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily		
.....	0.0		Terminal Jct.	B	Exc. Sat. & Sun. 6.00PM-3.00AM	.....	L 9.30PM	.....	.....	.....	.....	.....	.....	.....
		3.6												
.....	3.6		Yorkville	B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	9.42	.....	.....	.....	.....	.....	.....	.....
		0.9												
51	4.5		Tiltonville	B	.....	.....	9.55	.....	.....	.....	.....	.....	.....	.....
		1.5												
46	6.0		Warrenton	B	DN Exc. Sat. & Sun.	.....	10.15	L 11.55PM	.....	.....	.....	.....	.....	.....
		1.6												
20	7.6		Connor	B	.....	.....	10.20	12.01AM	.....	.....	.....	.....	.....	.....
		4.4												
44	12.0		Pine Valley	B	DN	.....	10.30	12.25	.....	.....	.....	.....	.....	.....
		0.3												
.....	12.3		Dillonvale		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
52	16.1		Herrick	B	.....	.....	10.40	12.40	.....	.....	.....	.....	.....	.....
		2.6												
43	18.7		Adena	B	DN Exc. Sat. & Sun.	.....	10.46	12.48	.....	.....	.....	.....	.....	.....
		3.4												
57	22.1		Kenwood	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9												
84	27.0		Rexford	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
.....	28.1		Pittsburgh Jct.	B	DN	L 10.00PM	.....	.....	L 3.25AM	L 5.05AM	.....	L 2.45PM	.....	.....
		3.7												
W 177 E 88	31.8		Jewett	B	.....	.....	.....	.....	.....	.....	L 1.15PM	.....	.....	.....
		5.2												
127	37.0		Scio	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
144	40.8		Conotton	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3												
.....	43.1		Bowerston	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7												
128	45.8		Leesville	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4												
132	49.2		Sherrodsville	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4												
221	54.6		New Cumberland	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5												
.....	58.1		Somerdale	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5												
104	59.6		Valley Jct.	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2												
.....	62.8		Zoar	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
96	66.6		Bolivar	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2												
67	68.8		Rocket	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
.....	72.6		Lonas	B	.....	11.20	12.30AM	2.30	4.45	6.25	2.40	4.05	.....	.....
		1.1	East End S.L. Double											
.....	73.7		Harmon	B	.....	11.25	12.35	2.35	4.50	6.30	2.45	4.10	.....	.....
		2.0												
.....	75.7		Brewster Yd.	A	DN	11.30PM	12.40AM	2.40AM	4.55AM	6.35AM	2.50PM	4.15PM	.....	.....
						Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily		
						91	83	87	85	95	51	99		

Symbols: B—Telephone Booth; DN—Continuously;

DISTRICT No. 2

STEUBENVILLE BRANCH

EASTBOUND **WESTBOUND**

SECOND CLASS TRAINS	Car Capacity of Sidings	Miles from Warrenton	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Steubenville	SECOND CLASS TRAINS
86							87
Fast Freight							Fast Freight
Daily							Daily
L 7.20PM	57	0.0	3.3	Warrenton B	DN Exc. Sat. & Sun.	13.6	A 11.55PM
7.30		3.3	3.8	Stringer B		10.3	11.45
7.37		7.1	2.7	Brilliant B		6.5	11.38
A 7.45PM		9.8	1.6	Mingo Yard B	Exc. Sat. & Sun. 7.00AM-4.00PM	3.8	L 11.30PM
		11.4	2.2	Rockville		2.2	
		13.6		Steubenville		0.0	
Daily							Daily
86							87

ADENA BRANCH

EASTBOUND **WESTBOUND**

Car Capacity of Sidings	Miles from Adena	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Neff
	0.0	0.6	Adena B	DN Exc. Sat. & Sun.	20.8
	0.6	1.9	A. C. and N. A. Jct. B		20.2
56	2.5	2.5	Halls B		18.3
55	5.0	4.0	Glen Castle B		15.8
43	9.0	4.0	Maynard B		11.8
23	13.0	0.9	St. Clairsville B	Exc. Sat. & Sun. 7.30AM-4.30PM	7.8
43	13.9	4.4	Tellesburg B		6.9
	18.3	2.5	Willow Grove B		2.5
	20.8		Neff B		0.0

A. C. & N. A. BRANCH

EASTBOUND **WESTBOUND**

Car Capacity of Sidings	Miles from A. C. & N. A. Jct.	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Georgetown
	0.0	3.6	A. C. & N. A. Jct. B		9.8
98	3.6	1.7	Hanna B	Exc. Sat. & Sun. 9.00AM-5.00PM 9.00PM-5.00AM	6.2
57	5.3	1.2	Athens B		4.5
	6.5	3.3	Tipple E B		3.3
	9.8		Georgetown B	Exc. Sat. & Sun. DN	0.0

Symbols: B—Telephone Booth; DN—Continuously.

DISTRICT No. 3—EASTBOUND

CLEVELAND TO BREWSTER

Car Capacity of Sidings	Miles from Cleveland	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	SECOND CLASS TRAINS								
					170				192		160		
					Through Freight				Fast Freight		Local		
					Daily				Daily		Daily Except Sunday		
.....	0.9		Cleveland Yd. ..L	DN	.....	6.30AM	.....	.....	.....	4.30PM	.....	.....	.....
.....	1.9	1.0	Belt Line Jct. ...B	.....	} Via	N.	& S.	S. Ry.	Co.				
.....	3.6	1.7	Broadway.....	.....									
75	5.5	1.9	93rd St. .....B	DN	.....	6.50	.....	.....	.....	4.50	.....	.....	.....
60	10.2	4.7	Oakland.....B	.....	.....	7.00	.....	.....	.....	5.00	.....	.....	.....
.....	11.4	1.2	Glendale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.9	0.5	Bedford.....	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
66	16.4	4.5	Falls Jct.....B	Exc. Sat. & Sun. 9.00AM-6.00PM	.....	7.15	.....	.....	.....	5.20	.....	.....	.....
.....	20.0	3.6	Twinsburg.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	28.4	8.4	Earlville.....B	.....	.....	7.33	.....	.....	.....	5.37	.....	.....	.....
44	32.2	3.8	Kent.....B	Exc. Sun. 7.30AM-4.30PM	.....	7.40	.....	.....	.....	5.43	.....	L 11.45AM	.....
45	37.5	5.3	Portage.....B	.....	.....	7.50	.....	.....	.....	5.51	.....	11.55	.....
83	39.9	2.4	Mogadore.....B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	7.55	.....	.....	.....	5.56	.....	12.25PM	.....
.....	42.4	2.5	Suffield .....B	.....	.....	.....	.....	.....	.....	.....	.....	12.35	.....
108	44.1	1.7	Mishler.....B	.....	.....	8.03	.....	.....	.....	6.04	.....	12.42[101]	.....
.....	47.4	3.3	Hartville.....	Exc. Sat. & Sun. 8.00AM-5.00PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
64	48.2	0.8	Geibe.....B	.....	.....	8.10	.....	.....	.....	6.11	.....	1.25	.....
109	52.6	4.4	Middle Branch..B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	8.18	.....	.....	.....	6.19	.....	1.55	.....
53	58.1	5.5	Maple Ave.....B	.....	.....	8.25[101]	.....	.....	.....	6.26	.....	2.10	.....
.....	60.0	1.9	Canton Yd.....	DN	.....	8.40	.....	.....	.....	6.41	.....	2.25	.....
50	63.0	3.0	Gambrinus ..... West End KG Double	.....	.....	9.10	.....	.....	.....	7.11	.....	A 2.40PM	.....
.....	65.9	2.9	Kemery .....B East End KG Double	.....	.....	9.22	.....	.....	.....	7.21	.....	.....	.....
.....	71.5	5.6	Navarre.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	72.1	0.6	Run Junction....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	73.6	1.5	Harmon.....B	.....	.....	9.40	.....	.....	.....	7.35	.....	.....	.....
.....	75.6	2.0	Brewster Yd.....A	DN	.....	9.50AM	.....	.....	.....	7.45PM	.....	.....	.....
						Daily				Daily		Daily Except Sunday	
						170				192		160	

Symbols: B—Telephone Booth; DN—Continuously;

DISTRICT No. 3—WESTBOUND

BREWSTER TO CLEVELAND

Car Capacity of Sidings	Miles from Zanesville	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	SECOND CLASS TRAINS								
					191				195		161		
					Fast Freight				Fast Freight		Local		
					Daily				Daily		Daily Except Sunday		
.....	72.0		Brewster Yd. ...L	DN	.....	10.50AM	.....	.....	.....	11.00PM	.....	.....	.....
		2.0											
.....	70.0		Harmon.....B	.....	.....	11.05	.....	.....	.....	11.15	.....	.....	.....
		1.5											
.....	71.5		Run Junction....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6											
.....	72.1		Navarre.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.6											
.....	77.7		Kemery.....B	.....	.....	11.22	.....	.....	.....	11.35	.....	.....	.....
		2.9	East End KG Double										
50	80.6		Gambrinus.....	.....	.....	11.50	.....	.....	.....	12.10AM	.....	L 8.00AM	.....
		3.0	West End KG Double										
.....	83.6		Canton Yd.....	DN	.....	12.05PM	.....	.....	.....	12.25	.....	8.10	.....
		1.9											
53	85.5		Maple Ave.....B	.....	.....	12.13	.....	.....	.....	12.33	.....	8.25[170]	.....
		5.5											
109	91.0		Middle Branch..B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	12.25	.....	.....	.....	12.46	.....	8.35	.....
		4.4											
64	95.4		Gelbe.....B	.....	.....	12.33	.....	.....	.....	12.55	.....	8.55	.....
		0.8											
.....	96.2		Hartville.....	Exc. Sat. & Sun. 8.00AM-5.00PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3											
108	99.5		Mishler.....B	.....	.....	12.42[160]	.....	.....	.....	1.05	.....	9.30	.....
		1.7											
.....	101.2		Suffield.....B	.....	.....	.....	.....	.....	.....	.....	.....	9.35	.....
		2.5											
83	103.7		Mogadore.....B	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	12.51	.....	.....	.....	1.21	.....	9.55	.....
		2.4											
45	106.1		Portage.....B	.....	.....	12.57	.....	.....	.....	1.25	.....	10.10	.....
		5.3											
44	111.4		Kent.....B	Exc. Sun. 7.30AM-4.30PM	.....	1.10	.....	.....	.....	1.55	.....	A11.00AM	.....
		3.8											
80	115.2		Earlville.....B	.....	.....	1.20	.....	.....	.....	2.05	.....	.....	.....
		8.4											
.....	123.6		Twinsburg.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
66	127.2		Falls Jct.....B	Exc. Sat. & Sun. 9.00AM-6.00PM	.....	1.50	.....	.....	.....	2.25	.....	.....	.....
		4.5											
.....	131.7		Bedford.....	Exc. Sat. & Sun. 7.30AM-4.30PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.5											
.....	132.2		Glendale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2											
60	133.4		Oakland.....B	.....	.....	2.03	.....	.....	.....	2.40	.....	.....	.....
		4.7											
75	138.1		93rd St.....B	DN	.....	2.15	.....	.....	.....	2.55	.....	.....	.....
		1.9											
.....	140.0		Broadway.....	.....	} Via N. & S. S. Ry. Co.								
		1.7											
.....	141.7		Belt Line Jct.....B	.....									
		1.0											
.....	142.7		Cleveland Yd....A	DN	.....	2.30PM	.....	.....	.....	3.10AM	.....	.....	.....
					Daily				Daily		Daily Except Sunday		
					191				195		161		

EASTBOUND — CHAGRIN FALLS BRANCH — WESTBOUND

Car Capacity of Sidings	Miles from Falls Junction	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Chagrin Falls
66	0.0	3.5	Falls Junction.....B	Exc. Sat. & Sun. 9.00AM-6.00PM	8.5
.....	3.5	5.0	Solon.....	.....	5.0
.....	8.5		Chagrin Falls.....	.....	0.0

Symbols: B—Telephone Booth; DN—Continuously;

DISTRICT No. 3

CARROLLTON BRANCH

EASTBOUND **WESTBOUND**

SECOND CLASS TRAINS										THIRD CLASS TRAINS			
			144				STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Carrollton	145			
			Local	Car Capacity of Sidings	Miles from Canton Yard	Distance between Stations				Local			
			Daily Except Sunday							Daily Except Sunday			
			L 9.30AM		0.0	5.0	Canton Yard	DN	26.9	A 5.00PM			
			10.05		5.0	5.3	East Canton B	Except Sun. 9.00AM-6.00PM	21.9	4.45			
			10.20	32	10.3	0.7	Siding 70 B		16.6	4.25			
			10.25		11.0	5.0	Robertsville B	Exc. Sat. & Sun. 7.30AM-4.30PM	15.9	4.20			
			10.40	16	16.0	2.9	Minerva Jct. B		10.9	4.00			
			10.55		18.9	2.9	Minerva B	Exc. Sat. & Sun. 8.00AM-5.00PM	13.8	3.45			
			11.15	16	16.0	0.8	Minerva Jct. B		10.9	3.00			
					16.8	10.1	Oneida		10.1				
			A 12.30PM		26.9		Carrollton B	Exc. Sat. & Sun. 8.00AM-5.00PM	0.0	L 2.00PM			
			Daily Except Sunday							Daily Except Sunday			
			144							145			

DISTRICT No. 4

BREWSTER AND ZANESVILLE

EASTBOUND **WESTBOUND**

SECOND CLASS TRAINS										SECOND CLASS TRAINS			
	198	162					STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	Miles from Zanesville		197	163	
	Fast Freight	Local		Car Capacity of Sidings	Miles from Cleveland	Distance between Stations					Fast Freight	Local	
	Daily	Daily Except Sunday									Daily	Daily Except Sunday	
	L 9.00AM	L 9.15AM			75.6	2.0	Brewster Yd.	DN	72.0		A 4.15AM	A 4.00PM	
	9.10	9.25			73.6	1.2	Harmon B		70.0		4.05	3.50	
					74.8	3.7	Justus B		68.8				
	9.25	9.45		33	78.5	5.4	Beach City B		65.1		3.40	3.30	
	9.37	10.05		17	83.9	7.1	Dundee B		59.7		3.28	3.10	
	9.51	10.35		37	91.0	5.7	Sugar Creek B	Exc. Sat. & Sun. 7.30AM-4.30PM	52.6		3.05	2.50	
	10.01	10.50		51	96.7	8.5	Baltic B	Exc. Sat. & Sun. 8.00AM-5.00PM	46.9		2.50	1.45	
					105.2	5.4	Fresno	Exc. Sat. & Sun. 7.30AM-4.30PM	38.4				
	10.25	11.15		45	110.6	4.4	Morgan Run	DN	33.0		2.05	12.40	
	10.35	12.30 PM 168		48	115.0	3.0	Coshocton B	Exc. Sat. & Sun. 7.30AM-4.30PM	28.6		1.55	12.30 PM 162	
	10.45 163	12.43		32	118.0	6.7	Warwick B		25.6		1.32	10.45 198	
	11.00	1.15		34	124.7	5.1	Adams Mills B		18.9		1.22	10.05	
	11.10	1.35			129.8	1.1	Dresden B	Exc. Sat. & Sun. 7.30AM-4.30PM	13.8		1.10	9.50	
	11.12	1.40		47	130.9	5.1	Stoney Point B		12.7		1.05	9.35	
	11.23	1.55		28	136.0	7.6	Ellis B		7.6		12.50	9.20	
	A11.40AM	A 2.15PM			143.6		Zanesville	Exc. Sat. & Sun. 6.30AM-3.30PM	0.0		L 12.30AM	L 9.00AM	
	Daily	Daily Except Sunday									Daily	Daily Except Sunday	
	198	162									197	163	

Symbols: B—Telephone Booth; DN—Continuously.

SPECIAL INSTRUCTIONS

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

DOUBLE TRACK BETWEEN STARK AND LONAS WILL BE DESIGNATED AS "SL DOUBLE".

DOUBLE TRACK BETWEEN KEMERY AND GAMBRINUS YARD WILL BE DESIGNATED AS "KG DOUBLE".

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

AUTOMATIC BLOCK SIGNAL RULES ARE IN EFFECT ONLY BETWEEN HOMESTEAD YARD AND WEST END BREWSTER YARD, BETWEEN EAST END BREWSTER YARD AND ADENA YARD AND BETWEEN HARMON AND KEMERY. SIGNS WILL DESIGNATE BEGINNING AND ENDING OF AUTOMATIC BLOCK SYSTEM TERRITORY.

REGULATIONS IN YARDS.

1. GENERAL — YARD LIMITS

DISTRICTS NO. 1 and 2

Toledo	Brewster	Warrenton
Bellevue	Massillon	Mingo Yard
Huron	Adena	Terminal Jct.
South Lorain	Herrick	Neff
Lake Jct. (LWVa)	Pine Valley	Hanna
		Georgetown

DISTRICTS NO. 3 and 4

Cleveland	Falls Jct.	Kent
Canton		
Brewster	Coshocton	Zanesville

2. TOLEDO

(a) All movements between Homestead, Ironville, Manhattan Jct., Cherry Street, and over Toledo Belt are under direction of Yardmaster.

(b) Indicator located at east end of South Extension, Homestead, governs movement of eastbound trains.

Dark: Trains or engines will not pass indicator except in switching movements.

Lunar White: Trains or engines may proceed.

(c) Indicator light located just east of Seaman Street, Toledo, Ohio, will govern movement of westbound trains with more than 60 cars.

Dark: Westbound trains will not pass indicator without first receiving instructions from yardmaster, Homestead.

Lunar White: Westbound trains may proceed into the yard.

3. BELLEVUE:

(a) Indicator located south of Main Track at Mile Post 50.6 governs eastbound trains as follows:

Dark: Use Main Track.
Illuminated "1": Use No. 1 track
Illuminated "S" Use switching lead.

(b) Eastbound trains must not proceed beyond Kilbourne Street until it is known that movement may be made over NKP District Crossing.

(c) Indicator located on north side of Main Track West of Mt. Pleasant St. governs westbound trains as follows:

Dark: Trains or engines will not pass indicator except to make switching moves.

Lunar White: Trains or engines may proceed.

(d) -Eastward Home Signal West End Bellevue Yard
-Westward Home Signal Bellevue Tower

Additional Aspects	Indication
Red over flashing red	Trains, engines and yard engines may pass signals to make switching movements and must not depart until proper signal is displayed or unless authorized by train dispatcher.
Flashing red	

4. BREWSTER:

(a) All movements between Stark and Harmon are under direction of Yardmaster.

(b) Unless otherwise instructed, all eastbound trains arriving at Brewster will stop at Crossover at Shorb's Crossing and call Yardmaster for instructions.

5. CLEVELAND:

(a) All trains and engines moving in either direction between 93rd Street and Belt Line Jct., and over a part of Cleveland Belt between Knob and B&O Crossing at west end of New Yard, will be handled on clearance orders from Dispatcher at Cleveland Yard.

(b) Unless otherwise instructed, eastbound trains will take siding at 93rd Street.

(c) Semaphore at 93rd Street, equipped with two arms, governs movement of eastbound trains. Top arm governs movement on Main Track. Lower arm governs movement on N&SS Connection or Siding.

(d) All movements over Mahoning Avenue, Burke Street and West Third Street must be flagged over street crossing by member of crew.

6. CANTON:

(a) All movements between Gambrinus Yard, Furnace Junction and Maple Avenue are under the direction of yardmaster at Gambrinus Yard.

(b) Eastbound trains and engines must not pass Maple Avenue, westbound trains must not pass main track crossover switch located just east of yard office Gambrinus and westbound trains from Carrollton Branch must not pass Furnace Junction without permission from yardmaster.

(c) East-bound trains having over 60 cars will use telephone located just west of Mile Post 57, instead of yard phone at Maple Avenue, to obtain permission from Yardmaster to pass Maple Avenue.

(d) Unless otherwise instructed, main track switch at Furnace Junction will be left as last used. Trains and engines will approach Furnace Junction expecting to find switch lined for the Belt.

(e) All eastbound trains and engines will use No. 6 track Gambrinus "A" Yard from main track crossover switch located just east of yard office to west end "KG Double" track.

(f) Indicator located just west of Tuscarawas Street will display one (1) Lunar White Light when eastward home signal at Wandle Interlocking displays a proceed indication.

7. ZANESVILLE:

(a) All movements over Linden Avenue and State Route No. 40, Zanesville Belt must be flagged over street and highway crossing by member of crew.

(b) Trains or engines using B&O tracks between West Zanesville and Zanesville Belt Connection are subject to Baltimore & Ohio Railroad rules.

8. GENERAL INSTRUCTIONS

(a) 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 head end from either side of train.

Enginemen and trainmen on the engine shall be on the lookout for such signals and be governed accordingly.

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

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

(d) 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 tracks to the ladder.

(e) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time except in case of emergency.

(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 they are instructed to do so.

(g) When operating Snow plow or Jordan spreader it will be necessary to close the wings at all overhead structures, through bridges, by dwarf signals, spring switch indicators and other structures which are visible.

(h) Through trains handling Jordan spreader, the hinged ends of the spreader wings must be forward or in the lead of direction of movement.

(i) Diesel engines 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.

(j) All engines with or without cars, using sand in stopping, or engines stopped on sanded rails, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This to insure proper operation of all signals, including electric highway signals.

(k) When necessary to back up or shove trains or cuts of cars with diesel units in multiple operation, all units shall be isolated except the two adjacent to the train or cars. This is to avoid the possibility of jack-knifing and causing derailments.

(l) Conductors will notify Operators at all open telegraph offices, of the number of loads, empties and tons in their train, leaving such station provided they have set out or picked up any cars after making last report.

(m) 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 Monroeville, B&O Clearance Form A will be secured from B&O Train Dispatcher for movement between B&O Transfer and Sites Track. Movement may then be made without flag protection.

(n) Norwalk:

Home Signals east of Telegraph Office

Additional Aspects	Indication
Red over flashing red Flashing red	Trains, engines and yard engines may pass signals to make switching movements and must not depart until proper signal is displayed or unless authorized by train dispatcher.

To obtain "Flashing Red" on dwarf signals located between No.1 and No. 2 tracks and on south side of switching ladder, No. 1 switch must be lined for route to be used.

1. When dwarf signal located between No. 1 and No. 2 tracks just east of Pleasant Street displays "Flashing Red", switching movements may be made on No. 1 track eastward to dwarf signal located on south side of No. 1 switch.

When dwarf signal located on south side of switching ladder just east of Pleasant Street displays "Flashing Red", switching movement on No. 2 and No. 3 tracks may be made eastward to dwarf signal located on south side of No. 1 switch.

When dwarf signal located south of No. 1 switch displays "Flashing Red" and westward home signal located just west of Newton Street displays "Red Over Flashing Red", switching movements may be made to and from desired tracks over dual control switch in reverse position.

2. Engines making movements beyond signals will clear Main Track on sound of Siren. Siren located on pole in vicinity of No. 1 Switch, when sounded, indicates Train Dispatcher desires to make road train movement.

3. Indicator located west of freight house switch will display one (1) Lunar White light when westward Home Signal east end Norwalk displays a proceed indication.

(o) Huron Junction:

1. A westbound train, the engine of which is to be turned on the Wye, will be left not more than 1100 feet east of Home Signal. The engine, after proceeding to Huron Branch Main and around West Leg of Wye will receive a Restricting indication on Main Track to return to train.

2. An eastbound train, the engine of which is to be turned on the Wye, will be left west of West Leg of Wye. The engine, after proceeding eastward on Main Track, thence through Huron Branch Main and along East Leg of Wye, will return to train through West Leg of Wye.

(p) Run Junction:

1. When eastward approach signal located 8600 feet west of Run Jct. on Massillon Branch displays other than approach medium indication (Rule 282), tonnage trains will stop and contact dispatcher for instructions. Telephone is located at signal.

(q) Navarre:

1. Eastbound trains on District No. 3 having more cars than will clear between road crossings, Navarre, Ohio, receiving signal indication other than clear (Rule 281) at signal 70-6, west of Navarre, Ohio, will stop and contact dispatcher for instructions. Telephone is located at signal 70-6.

2. Indicator located along Navarre industrial lead, 900 feet west of Run Jct., will display one (1) lunar white light when dwarf signal at Run Jct. displays proceed indication.

(r) AC&NA Branch:

1. Normal position for main track switch at AC&NA Junction is lined for AC&NA Branch.

2. Westbound trains and engines from AC&NA Branch must stop at telephone booth located in vicinity of AC&NA Jct. and receive permission from train dispatcher before fouling switch at AC&NA Jct.

(s) Adena Branch:

1. Eastbound trains and engines to Adena Branch must report promptly to train dispatcher when into clear of AC&NA Branch main track.

2. Westbound trains and engines from Adena Branch must receive permission from train dispatcher before fouling AC&NA Branch main track.

3. Westbound trains and engines on Adena Branch will stop at telephone booth at Halls and report to train dispatcher before departing from that point. Except crews working Glen Castle Mine may report to dispatcher from that point.

9. 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 employees.

Employees who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or 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 employees from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employee.

10. STANDARD CLOCKS AND BULLETIN BOARDS TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
Toledo	‡Round House	X	X	
	‡Front St. Yard	X	X	X
	Homestead Yard	X	X	X
Norwalk	Round House		X	
	Telegraph	X	X	X
Huron	Round House		X	
	South Yard Office	X	X	X
South Lorain	Round House		X	
	N.K.P. Dist. Yard	X	X	X
Brewster	Depot			X
	*Round House	X	X	
	*Yard	X	X	X
	*Dispatcher	X	X	
Pine Valley	Round House		X	
	Yard	X	X	X
Mingo	Yard	X	X	X
Terminal Jct.	Yard	X	X	X
Cleveland	†Round House		X	
	†Yard E. End	X	X	X
	†Yard W. End		X	
Canton	Round House	X	X	
	Gambrinus Yard	X	X	X
	Canton Yard	X	X	X
Zanesville	Round House		X	
	Freight	X	X	X

‡ Also includes Toledo Terminal, PRR, B&O, NYC, C&O, WAB, AA, DT&I and Shore Line Bulletins.

* Also includes PWVa Bulletins.

† Also includes NYC, ERIE, N&SS and NKP Dist. Bulletins.

X Indicates location.

11. REGISTERING AND CLEARING OF TRAINS.

District	Location	Trains	Leave Register Slip	Receive Clearance Form "A"
1st.	*Brewster Depot	Eastbound	X	
2nd.	Brewster Depot	Westbound	X	
2nd.	Pine Valley	Eastbound	X	
		Westbound	X	
2nd.	Warrenton	Eastbound	X	X
		Westbound	X	X
2nd.	Georgetown	Westbound		X
3rd.	Canton	Eastbound	X	X
		Westbound	X	X
3rd.	Brewster Depot	Eastbound	X	
4th.	Brewster Depot	Westbound	X	
4th.	Morgan Run	Eastbound		X
		Westbound		X

* Trains operating from Massillon Branch.

Trains originating or terminating at Norwalk and Pine Valley will leave Register Slip and Receive Clearance Form "A".

SPECIAL INSTRUCTIONS--Continued

Eastbound trains originating at Gambrinus will leave Register Slip and receive Clearance Form "A" by telephone from Operator at Canton Yard.

Westbound trains and trains to Carrollton Branch originating at Gambrinus will leave register slip and receive clearance Form "A" at Canton Yard. Trains terminating at Gambrinus will not require clearance Form "A" at Canton Yard.

All trains and engines receive Clearance Form "A" at Morgan Run.

Trains originating at Bellevue will leave Register Slip and receive Clearance Form "A" at Bellevue Tower.

12. SPEED RESTRICTIONS.

Locations and Conditions	Miles Per Hour Freight Trains
DISTRICT NO. 1	
Maumee River Bridge 2.83	10
Homestead to Stark	55
Williston—Turnout, West End	35
Oak Harbor — Bridge 25.13 to M.P. 25.3	20
Turnout, East End	35
Fremont — Curves M.P. 35.9 to M.P. 38.2	35
Main St. Crossing (Engine only)	25
Green Creek — Turnout, West End	35
Clyde — Curves M.P. 45.0 to M.P. 46.2	35
Main St. Crossing (Engine only)	20
Bellevue — M.P. 50.4 to West End Yeomans	20
Yeomans — Turnout, East End	35
Monroeville — B&O Crossing	25
Norwalk — Curves between freight house and telegraph office	25
Huron Jct. — Thru turnout	35
Hartland — Turnout, West End	35
Clarksfield — Curve M.P. 76.3 to M.P. 76.5	45
Brighton — Turnout, East End	35
Wellington — Curve West N.Y.C. Crossing	30
Turnout, West End	35
Spencer — Turnout, West End	35
Lodi — Turnout, West End	35
Creston — Turnout, West End	35
Douglas — Turnout, East End	35
Pryor — Turnout, East End	35
Orrville — Curve East of Bridge 121.86 to M.P. 122.4	45
McDowell — Turnout, West End	35
Stark — West End SL Double, turnout westward track	35
HURON BRANCH	
Huron Jct. to Huron	30
M.P. 10.4 to M.P. 11.1	5
L. & W. VA. BRANCH	
Lake Jct. to South Lorain	25
MASSILLON BRANCH	
Dalton to East End Columbia	20
East End Columbia to Run Jct	35
Run Junction — Thru Turnout	35
DISTRICT NO. 2	
Brewster to Harmon	20
Harmon to Adena	50
Lonas — Thru Turnout	35
Sherrodsville — M.P. 162.4 to M.P. 162.8	40
Jewett — Main St. Crossing (Engine only)	25
Pittsburgh Jct. — Curve M.P. 181.7 to M.P. 182.2	30
Rexford Tunnel	25
Nelms — Curve M.P. 187.5 to M.P. 187.9	30
Adena Tunnel	25
Adena to M.P. 204.5	30
Long Run Tunnel	25
Connor — M.P. 204.5 to M.P. 205.7	10
Warrenton — M.P. 205.7 to M.P. 206.5	30
Tiltonville — M.P. 206.5 to Terminal Jct	40
Hurford Branch	10
ADENA BRANCH	
Adena to Maynard	30
Maynard to Neff	25
Harrisville Tunnel	15
Maynard — M.P. 10.0 to M.P. 11.0	10
St. Clairsville Tunnel	15

SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour Freight Trains
A. C. & N. A. BRANCH	
A.C. & N.A. Jct. to Georgetown	25
A.C. & N.A. Jct. switch to end of curve at Mile Post 0.2	15
Y. & O. BRANCH	
Connor to Dorothy Mine	15
STEUBENVILLE BRANCH	
M.P. 0.0 to M.P. 0.4	10
M.P. 0.4 to Mingo Yard	40
Brilliant — Fill M.P. 6.6. to M.P. 8.0	20
Mingo Yard to Steubenville	15
DISTRICT NO. 3	
Cleveland Belt	20
Cleveland—Ackley and Broadway Avenue (engine only)	10
Coal Dock to Miles Avenue	20
Miles Avenue to Harmon	49
93rd St. — Thru siding	20
Spring Switch (Eastbound)	20
Bedford — Curve M.P. 11.8 to M.P. 12.0	15
Curve M.P. 13.7 to M.P. 14.4	40
Falls Jct. — Curve M.P. 15.8 to M.P. 15.9	30
Kent — Curves M.P. 32.6 to M.P. 33.1	30
Curve M.P. 34.5 to M.P. 35.1	35
Portage — Curves M.P. 36.7 to M.P. 38.9	30
Suffield — Curve M.P. 41.7 to M.P. 41.8	40
Canton — Maple Avenue to M.P. 64.7	15
Kemery — KG Double Thru Turnout	35
Curve M.P. 69.3 to M.P. 69.9	30
Navarre — Curves M.P. 70.8 to Navarre Depot	20
Run Jct. — Curve M.P. 71.9 to M.P. 72.1	30
CHAGRIN FALLS BRANCH	
Falls Jct. to Chagrin Falls	15
Solon — State Route 91 (Engine only)	10
CARROLLTON BRANCH	
Canton to Carrolton	30
Robertsville Tunnel	5
Minerva Jct. — Curves M.P. 16.4 to M.P. 17.0	10
Minerva Jct. to Minerva	30
Malvern Branch	10
DISTRICT NO. 4	
Brewster to Harmon	20
Harmon to Zanesville	45
Justus — Curve M.P. 74.6 to M.P. 74.8	30
Beach City — Curve M.P. 79.9 to M.P. 80.3	30
Dundee — Curve M.P. 83.7 to M.P. 85.0	30
Barr — Curve M.P. 87.4 to M.P. 87.8	30
Sugar Creek — Curve M.P. 88.9 to M.P. 89.4	30
Main St. Crossing (Engine only)	20
Baltic — Curves M.P. 97.4 to M.P. 103.3	30
Fresno — Curves M.P. 105.7 to M.P. 109.6	30
Coshocton — Fill M.P. 112.0 to M.P. 112.5	20
Dresden — Curves M.P. 129.2 to M.P. 130.1	30
Stoney Point — Fill & Curves M.P. 132.0 to M.P. 137.2	15
Zanesville Belt	15
C. & O.E. Branch	15
Greentown—Mt. Union Road crossing just west of M.P. 51. (Engine only)	35
ALL DISTRICTS	
Engines with side or main rods down or disconnected	20
Engines running light with or without caboose	40
Steam switch engines without engine trucks handled in tram	20
Trains handling snow plows	35
Trains handling flangers	25
Trains handling scale test cars X-1000, X-55355 and X-56130 on rear of train only	30
Trains handling steam shovel, locomotive crane, pile driver, Jordan Spreader or similar equipment on own wheels. Load or heavy end must be toward engine. Pile driver X-56120 and cars connected therewith must be handled on rear of train.	30
Trains handling large size loaded covered hoppers 180,000 to 200,000 lbs. capacity:	
Tangent Track	40
Curves	25

SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour Freight Trains
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.	
(When relief 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 high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above)	
Between Homestead and Stark	45
Between Harmon and Adena	40
Between Adena and Terminal Jct.	30
Between 93rd St. and Harmon	40
Between Harmon and Zanesville	40
Trains handling short hopper cars; DM&IR, LS&I, Soo Line, C&NW and similar equipment of other ownership.	
When loaded	30
When empty	35
Solid trains of tank cars loaded with petroleum or petroleum products	45
Through Sidings, Turnouts, and Crossovers from Main Track other than those designated	15
Yard Tracks and Yard Turnouts	10
Speed restrictions apply to entire train, except where otherwise specified. These speeds must be further reduced when, in the judgment of enginemen, conditions require it.	

13. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS.

	250-Ton Crane	150, 160-Ton Crane
*Toledo Belt, B. & O. & P.R.R. Connections to E. Broadway	Not allowed	
**Ironville to Cherry St.	Not allowed	
Bridge 2.83 Toledo	Not allowed	One car between crane & engine
Dalton to Massillon	Not Allowed	Not Allowed
South St. to Steubenville	Not allowed	Not allowed

*160-Ton Crane will not clear Br. 0.29, Toledo Belt.
**160-Ton Crane will not clear Br. 0.24 & 0.34
Account close clearance, cranes must operate under Br. 0.59, Huron Branch with extreme caution.

Falls Jct. to Chagrin Falls	Not allowed	Not allowed
West End of Robertsville Tunnel to Carrollton	Not allowed	Not allowed
Minerva Jct. to Minerva	Not allowed	Not allowed
Zanesville Belt	Not allowed	Not allowed

14. RESTRICTIONS ON SIDE TRACKS AND BRIDGES.

All Districts

The maximum permissible gross weight of 4-axle cars moving over entire W&LE District is 251,000 lbs. except as follows:

Toledo—Cherry Street, Manhattan Jct. to Ironville—220,000 lbs., Maumee River Bridge 2.83—220,000 lbs. except Jumbo tank cars when preceeded and followed by one light loaded car.
Run Jct. to Dalton—220,000 lbs.
Canton Belt—220,000 lbs.
Mingo Yard to Steubenville—210,000 lbs.
Chagrin Falls Branch—210,000 lbs.
Carrollton Branch—210,000 lbs.
Zanesville Belt—210,000 lbs.
Where maximum gross weight of car and contents 210,000 lbs. and 220,000 lbs. is allowed on 4-axle cars, 250,000 lbs. is allowable on 6-axle cars.
Where maximum gross weight of car and contents is 251,000 lbs. for 4-axle cars, 300,000 lbs. with 6-axle car is allowable.

Large size loaded tank cars with capacity 20,000 to 21,000 gallons are subject to following restrictions:

Toledo—Maumee River Bridge maximum gross weight permissible 251,000 lbs. provided preceeded and followed by one car weighing 150,000 lbs. or less gross with maximum speed not to exceed 10 MPH.
Chagrin Falls Branch—Maximum gross weight 210,000 lbs.
Carrollton Branch—Maximum gross weight 210,000 lbs.

Districts No. 1 and 2

Toledo:
NKP flat cars 2902, 2903, when loaded to capacity and large size loaded covered hoppers 180,000 to 200,000 lbs. capacity are prohibited from using Maumee River Bridge.
Class ERX and ARX six traction motor diesel units are prohibited from using Maumee River Bridge.
Class ERX and ARX six traction motor diesel units are prohibited from operating over the following tracks:

Toledo	No. 1 Auto-Lite lead
	Buckeye Brewing track
Toledo Belt	Shop Yard spur
	Inland Chemical Co.
Ironville Yard	Wheel track No. 2
	Track No. 69
	Track No. 70

Norwalk:
The derail located on the Jennings Ready Mix Track, has a blue flag printed with the words "Truck-Fouling" and will be placed on the track just west of the unloading pit when trucks are fouling the clearance.

Lodi:
All engines are prohibited from operating over trestle of Equity Track and No. 4 Track.

Orrville:
All engines are prohibited from operating beyond a point 442 ft. from east point of switch PRR receiving track.

Brewster:
Equipment and/or lading exceeding 15' 3" height above top of rail by 10' 0" wide, moving on eastbound come-out track, will not clear repair track shed.

Massillon Branch:
NKP flat cars 2902, 2903 when loaded to capacity, are prohibited from operating between Massillon & Dalton.

Zoar:
Clay track Zoar Brick Yard may be used with the following restrictions: Engines must not be operated beyond the derail and cars are not allowed beyond the unloading pit.

A. C. & N. A. Branch:
Engines must not exceed a speed of 5 miles per hour on tracks at Hanna "B" and Hanna "D" Mines.

Georgetown:
All engines are prohibited from using turnouts at east end of Raw Coal Yard and tracks between these turnouts and scale including crossovers leading from load tracks to Calcium track.

Dun Glen:
Empty tracks are O.K. for empties only. Engines are prohibited from operating beyond the lead of these tracks.

Steubenville Branch:
Engines are prohibited from operating over No. 1 & No. 2, supply tracks and No. 1 & 2 coal tracks at Tidd Plant, Ohio Power Co.
Class ERX and ARX six traction motor diesel units are prohibited from operating over the following tracks:

Mingo Yard	Tracks in Wheeling Steel Plant.
Steubenville	Tracks in Wheeling Steel Plant.
	McGowan Company track.

Warrenton:
Main track switch of Steubenville leg of wye lined for Steubenville Branch.
All trains and engines will be on lookout for trucks and trailers and sound whistle frequently in the vicinity of piggy-back tracks.

Terminal Junction:
All trains and engines must stop at craneway track intersection at McDowell Co. and latch gates across craneway track before crossing intersection. Gates must be latched across N.K.P. track after use.
All trains and engines must stop and have McDowell Co. open doors 534 feet and 614 feet east of craneway intersection before placing cars or engine inside building.
All engines are restricted to a speed of 5 m.p.h. through all turnouts of the Pennsylvania Railroad.

Districts No. 3 and 4

Cleveland:
ERX and ARX six traction motor diesel units are prohibited from operating on all industrial tracks between E.49thSt. and Miles Ave. including Pennsylvania Railroad interchange tracks at Marble Ave.
The movement of Bottle type hot metal cars and ladles of molten slag over Bridge 2.22 is prohibited.
Ladles of molten metal or molten slag may move at not to exceed 10 M. P. H. over Bridge 0. 59.

Bedford:
Engines are prohibited from operating over the Marcelletti and Son Construction Co. unloading trestle.

Chagrin Falls:
Engines are prohibited from using the George Arthur Coal Compamy Tipple No. 1.

Suffield:
Engines and equipment are prohibited from using tipple portion of team track.

Canton:
ERX, ARX six traction motor diesel units are prohibited from using the following tracks:
C & W Branch
Belden Spur
Royal and Imperial Brick Co.
Diebold Co.
Bonnot Co.
Ohio Power
Cummins Storage
National Biscuit Co.
Timken Roller Bearing Co. (9th St. N.E.)
Canton Pattern Bearing Co.
Timken Roller Bearing Co. (Harrison Ave.)
Engines and equipment are prohibited from operating on or over Bridge 0.45, Navarre Street Switch.

East Canton:
Engines must not be operated over bridge on Stark Brick Company Pit track.

Malvern Branch:
Movements over State Route 43 must be flagged over crossing by member of crew.

Minerva:
Engines and equipment are prohibited from operating over S. W. Hart and Son Coal Company Track.

Navarre:
Trains and engines must not exceed 15 miles per hour over the entire length of Asylum track.

Dundee:
Engines are prohibited from operating beyond loading platform on dryer track, Silica Sand Corporation.

Warwick:
Engine and equipment are prohibited from operating over Bridge 2.25 C&OE Branch.

Zanesville:
Class ERX and ARX six traction motor diesel units are prohibited from operating over Roseville Pottery tracks.

15. 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 structures is particularly called to attention of employee 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 lowest part of overhead structures 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 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 prohibited from riding on top of cars at locations where signal wires, cables, or high tension wires are less than 27 feet above the top of rail.

(e) When placing empties or pulling loads from mines, necessitating the use of loading tracks, trainmen are prohibited from riding on side or top of cars under tipple. Before cars are passed under tipple, it must be definitely ascertained that the way is clear and that pans and loading booms are raised to proper clearance. Engines are prohibited from passing under tipple on loading tracks. No train movements are to be made under tipple while mines are in operation. Only open top equipment is permitted to be handled on loading tracks under mine tipple.

16. RAILROAD GRADE CROSSINGS, JUNCTIONS, AND DRAWBRIDGES.

LOCATION	ROAD	SIGNALS	PROCEED WHEN TARGET IS IN FOLLOWING POSITION
Toledo Manhattan Jct.	Ann Arbor - P.R.R.	Interlocking	
Toledo Summit Street	P. R. R.	Target	Vertical
Toledo Maumee River	Drawbridge	Interlocking	
Toledo Ironville	T. T.	Interlocking	
Toledo Wheeling Street	T. T.	Semi-Automatic Interlocking	
Toledo Ironville Roundhouse	Dock Track	Target	Vertical
Toledo Ironville Roundhouse	Gulf Refining	Target	Horizontal
Clyde	N. Y. C.	Automatic Interlocking	
Bellevue	N. K. P. Dist.-P.R.R.	Interlocking	
Monroeville	N. Y. C.-B. & O.	Automatic Interlocking	
Wellington	N. Y. C.	Remotely Controlled Interlocking	
Spencer	A. C. & Y.	Remotely Controlled Interlocking	
Creston	ERIE	Interlocking	
Massillon - Water St.	B. & O.	Automatic Interlocking	
Massillon-Tremont St.	P.R.R.	Semi-Automatic Interlocking	
Harmon (½ Mile West)	B & O.	Automatic Interlocking	
Valley Jct.	P.R.R.	Remotely Controlled Interlocking	
Mingo-Water Works	Wheeling Steel-P. & W. Va.	Crossing Protection	
Mingo-Dock Track	Wheeling Steel	Crossing Protection	
Mingo-Rockville Tower	P.R.R.	Interlocking	
Mingo-"A" Yard South	Wheeling Steel	Crossing Protection	
Mingo-"A" Yard North	Wheeling Steel	Crossing Protection	
Steubenville	Wheeling Steel	Crossing Protection	
Tiltonville	P.R.R.	Target	Vertical
Cleveland	B. & O.-N&SS	Target	Vertical and Red light displayed on top of mast.
Cleveland (Belt Line)	N & SS-CV	Interlocking	
Cleveland (Belt Line)	B. & O.	Target	Vertical
Cleveland Ridge Road (East Leg of Wye)	N. K. P. Belt	Target	Vertical
Cleveland (Harvard Ave.)	P. R. R.-N & SS	Interlocking	
Cleveland (Cuyahoga River)	Liftbridge	Interlocking	
Cleveland (49th St.)	River Terminal	Semi-Automatic Interlocking	
Solon	ERIE	Semi-Automatic Interlocking	
Canton	P. R. R.	Interlocking	
Canton (4th St. & Madison)	B. & O.	Target	Vertical
Canton	N. K. P. Frt. House	Target	Vertical
Canton (Allen & 15th St.)	B. & O.	Target	Vertical
Gambrinus (Ashland Oil Lead)	Timken	Target	Vertical
Justus	B. & O.	Target	Horizontal
Morgan Run	P. R. R.	Interlocking	
Minerva	N. Y. C.	Target	Horizontal
Minerva	P. R. R.	Target	Vertical
Oneida	P. R. R.	Target	Vertical

SPECIAL INSTRUCTIONS--Continued

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

(b) When stop is made for a railroad crossing which is not protected by signals, and route is clear, before proceeding, signal 14(b) must be sounded.

(c) If Home signals fail to indicate proceed after complying with Special Instructions covering individual interlockings, train or engine must then occupy track section between Home signals and crossline crossing without fouling crossline tracks, for a period of five (5) minutes after which Home signals on crossline must be observed and if in STOP position train or engine may then proceed at restricted speed. If crossline signals indicate other than STOP crossline tracks must not be fouled until after ten (10) minute red fusee has been placed on each side of crossing along crossline tracks, and it has been ascertained that no crossline movements are on or closely approaching the crossing, after which train or engine may proceed.

All trains and engines will approach Home signals at Toledo (Maumee River Bridge)-(Wheeling Street T. T.-C & O), Bellevue, Massillon (Water Street - B & O) - (Tremont Street P R R), Harmon (B&O), Cleveland, (N&SS-CV) - (Cuyahoga River Bridge) - (East 49th Street), interlockings under full control prepared to STOP. Speed within interlocking limits must not exceed 20 miles per hour.

Toledo, Summit Street (P.R.R. Crossing Target)

Trains or engines must approach target under full control prepared to STOP. If target is properly lined and Home signal at Manhattan Junction indicates proceed, movement may be made at a speed not to exceed 15 miles per hour.

Toledo, Maumee River Bridge (Interlocking)

Switching on bridge is prohibited.

Toledo, Wheeling Street (T.T. - C.&O. Semi-Automatic Interlocking)

If Home signal does not indicate proceed within one (1) minute after all switches have been properly lined for the desired route and no crossline movements are seen to be approaching or occupying the track section between Home signals, trainman will unlock box stenciled "N.K.P." located south of crossing and operate time release by turning knob to right as far as possible, hold for one (1) second then release. After approximately two (2) minutes the "N.K.P." Home signal should indicate proceed. If Home signal still fails to indicate proceed Article 16 Item (c) must be complied with and signalman at Ironville Tower notified.

Clyde (N.Y.C. Automatic Interlocking)

Trains or engines arriving at Home signals indicating STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, may obtain an indication to proceed by operating key controller located on Home signal mast. If a proceed indication is not obtained, trainman will open time release housing stenciled "N.K.P." located adjacent to crossing and be governed by instructions contained therein which are as follows:

1. Observe light indicators.
2. Green light indicates crossing has been released to N.K.P. and Home Signal should indicate proceed.
3. Red light indicates crossing has not been released to N.K.P. If no crossline trains are seen to be approaching or occupying track section between Home signals, operate time release to the right as far as possible, hold for one (1) second then release. After the expiration of three (3) minutes Home signal should indicate proceed.
4. No light, follow same procedure as outlined in Item 3.
5. If Home signal fails to indicate proceed after complying with instructions outlined in Items 2, 3 or 4, Article 16 Item (c) must be complied with and Train Dispatcher notified.
6. To secure unlock for switch west of crossing. If Dispatcher has granted permission and door of electric lock has been opened and if lock does not release and no crossline or N.K.P. train is seen to be approaching or occupying the track section between Home signals, instructions outlined in Item 3 must be complied with. After the expiration of three (3) minutes, electric switch lock should release. After movement through switch is completed, close and lock door.
7. When equipment is left standing on approach circuit, key controller on Home Signal must be operated to obtain indication for engine to return to train.

Monroeville (NYC — B&O Automatic Interlocking)

Trains or engines arriving at Home signals indicating STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, trainman must observe indicator lights located in housing on Home signal mast and be governed by the following:

1. Green light, proceed indication should be obtained at once by operating key controller.
2. Red light, proceed indication should be obtained within five (5) minutes after operating key controller.
3. If neither red nor green light is lighted follow instructions outlined in Item 2.

Westbound trains performing work must leave train east of westward Home signal. Eastward Home signal should display a proceed indication permitting return to train after key controller on signal mast is operated.

If a proceed indication is not received after complying with instructions outlined in Items 1, 2 or 3, Article 16 Item (c) must be complied with and Train Dispatcher notified.

Wellington (N.Y.C. Remotely Controlled Interlocking)

Trains or engines arriving at home signal indicating Stop, and if no crossline trains, engines, or cars, are closely approaching or occupying the interlocking limits, trainmen will immediately communicate with the Train Dispatcher at Brewster and with the N.Y.C. signalman at Hiles Tower. If authorized to pass Stop signal, trainman will unlock box stenciled NKP and be governed by the instructions posted therein, which are as follows:

Open switch stenciled "Release", then observe light type indicator; when lighted, crossline home signals are indicating "Stop". When not lighted, crossline home signals may be displaying an indication to proceed, and no action should be taken until crossline movement has been completed, or it is known that a crossline movement is not occupying or closely approaching the interlocking limits.

When indicator is lighted, trainmen will comply with paragraph (A).

When indicator is not lighted, trainmen will comply with paragraph (B).

(A) If home signal does not display "Proceed" indication within five (5) minutes after switch is opened, engine must then occupy track section between home signal and crossline tracks before closing "Release" switch, without fouling crossline tracks for a period of five (5) minutes. If indicator light has remained burning, no crossline movement is occupying or closely approaching the crossing, lighted ten (10) minute red fusees must be placed on each side of crossing along crossline tracks. "Release" switch must then be closed and box locked, after which train or engine may proceed at restricted speed.

(B) No action should be taken until crossline movement has been completed or until the route is released to NKP.

If indicator light does not light ,or does not remain lighted, trainmen must place a lighted ten (10) minute red fusee in the center of each crossline crossing. Train or engine will then occupy track section between home signal and crossline tracks before closing "Release" switch, without fouling crossline tracks for a period of five (5) minutes. Just before the fusee is consumed a lighted ten (10) minute red fusee must be placed on each side of the crossings along all crossline tracks, when fusees in center of each crossline crossing are completely consumed and no crossline movements occupying or closely approaching the interlocking, "Release" switch must then be closed and box locked, after which train or engine may proceed at restricted speed.

Be sure to lock emergency box before leaving.

Rule 663 is modified accordingly.

Spencer (A.C.&Y. Remotely Controlled Interlocking)

Trains or engines arriving at Home signals indicating STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, trainman must immediately communicate with Train Dispatcher. If redlight on roof of relay house is lighted, operate the push button in box on relay house. If signal will not clear and if authorized to pass STOP signal, switches within interlocking limits must be examined and if properly lined, movement may be made over crossing after complying with Article 16 Item (c).

SPECIAL INSTRUCTIONS--Continued

Massillon, Water Street (B.&O. Automatic Interlocking)

1. Home signals should display a proceed indication when approach circuits are occupied.
2. If Home signals fail to indicate proceed and no crossline movements are seen to be approaching or occupying track section between Home signals, trainman must operate key controller located on Home signal mast. If a proceed indication is still not obtained, movement over crossing may be made after waiting ten (10) minutes and then complying with provisions of Article 16 Item (c) and Train Dispatcher notified.
3. When reverse movement is to be made over crossing and approach circuit is not cleared, Item 2 will apply.
4. Equipment must not be left standing on approach circuits after switching is completed.

Massillon, Tremont St. (P.R.R. Semi-Automatic Interlocking)

(a) Main Track

1. Home signals should display a proceed indication when approach circuits are occupied.
2. If Home signal fails to indicate proceed, trainman must see that N.K.P. main track switches are locked in normal position, then operate push button located on signal mast. If signal does not indicate proceed ,time release stencilled "N.K.P. Main" located at crossing must be operated by turning knob clockwise as far as possible, hold for one (1) second then release. If signal still does not indicate proceed, movement may be made under flag protection.
3. When equipment is left standing on one of the approach circuits, push button on opposing Home signal must be operated to obtain indication for engine to return to train.

(b) Industrial Lead

1. To enter industrial lead, train or engine must STOP west of eastward Home signal until switch is properly lined, after which Home signal should indicate proceed.
2. To leave industrial lead, switch must be properly lined before a proceed indication will be obtained on dwarf signal.
3. If N.K.P. main track switch cannot be unlocked, trainman after making certain that no crossline trains are approaching or occupying track section between Home signals, may obtain an "unlock" by operating time release stenciled "N.K.P.-Ind." as outlined in Item (a) 2. After release has operated ninety (90) seconds "unlock" can only be obtained during the next twenty (20) seconds of operation.
4. If "unlock" is not obtained after two operations of time release, trainman must contact Train Dispatcher and be governed by his instructions.

Harmon (B.&O. Automatic Interlocking)

All trains or engines arriving at Home signals indicating STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, will be governed by the following:

Open door of case at crossing stenciled "N.K.P.", turn knob on time release to right as far as possible, hold for one (1) second then release. A proceed indication should be obtained after four(4) minutes. Close and lock door.

2. If a proceed indication is not obtained, Article 16 Item (c) must be complied with and Train Dispatcher notified.

Valley Jct. (P.R.R. Remotely Controlled Interlocking)

Trains or engines arriving at Home signals indicating STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, trainman must immediately communicate with Train Dispatcher. If authorized to pass STOP signal switches within interlocking limits must be examined and if properly lined movement may be made over crossing after complying with Article 16 Item (c).

When dwarf signal located at east end of siding displays "Flashing Red", switching movements may be made to and from House Track.

To obtain "Flashing Red" main track switch must be in normal position, House Track switch lined for House, electric lock lever returned to normal position, door closed and latched.

Before House Track switch can be returned to normal position, track circuit between derail and dwarf signal must be unoccupied.

Mingo, Wheeling Steel Corporation (Crossing Protection)

Location No. 1 — Near Mingo Junction Water Works.

1. Trains or engines desiring to use Wheeling Steel tracks must observe that no crossline movements are approaching or occupying track section between Home signals. Unlock and line switches for desired route in accordance with Article 18 Items (2), (3), (4), (5) of current timetable.
2. If electric lock indicator does not read "unlocked" immediately upon opening door, wait two (2) minutes before breaking seal and using emergency release button. If necessary to break seal, Train Dispatcher must be notified.

Location No. 2 — Dock Track

1. Dwarf signal should indicate proceed when train enters approach circuit if Wheeling Steel switch is locked in normal position and opposing N.K.P. approach circuit is unoccupied.
2. If signal does not indicate proceed for reasons other than those mentioned in Item 1 and no crossline movements are seen to be approaching or using crossing, movement may proceed and Train Dispatcher must be notified.
3. To make reverse movement over crossing, train must proceed beyond approach circuit and then re-enter.

Location No. 3 — "A" Yard South.

1. Eastward dwarf signal or westward Home signal should indicate proceed when train enters approach circuit if Wheeling Steel crossover switches are locked in normal position and opposing N.K.P. approach circuit is unoccupied.
2. If signal does not indicate proceed or a reverse movement is to be made, Paragraphs 2 and 3 of Location No. 2 must be complied with.

Location No. 4 — "A" Yard North

1. Eastward Home signal or westward dwarf signal should indicate proceed when train enters approach circuit if Wheeling Steel crossover switches are locked in normal position and opposing N.K.P. approach circuit is unoccupied.
2. If signal does not indicate proceed or if reverse movement is to be made, Paragraphs 2 and 3 of Location No. 2 must be complied with.

Location No. 5 — Steubenville

1. Eastward and Westward dwarf signals should indicate proceed when Wheeling Steel Crossover switches are properly lined.
2. If signal does not indicate proceed with the switches properly lined and the circuit between home signals is unoccupied, movement may proceed and Train Dispatcher must be notified.

Tiltonville (P.R.R. Target)

Trains or engines will approach target under full control, prepared to STOP. If target indicates proceed, movement over crossing may be made at a speed not to exceed 15 miles per hour.

Cleveland Belt (N&SS — C.V. Interlocking)

When it is desired to make switching movement over either crossing, "Flashing Red" indication will permit engine to pass signal and make switching movement and can be obtained by contacting signalman by phone or by sounding two short and one long blast of whistle. After switching movements are completed, advise signalman by phone or by sounding one short and one long blast of whistle. If signalman restores signal to STOP position, movement must immediately clear interlocking limits and must not re-enter until "Flashing Red" is again displayed.

When Home signal displays STOP and movement desires to enter interlocking limits, push-button on dwarf signal must be momentarily depressed after which signalman will clear signal if movement may be made.

Cleveland Belt (Ridge Road — East Leg of Wye Target)

Trains or engines moving to or from N.Y.C. over east leg of wye will approach target under full control, prepared to STOP. If target is properly lined movement may proceed.

Crossline movements will leave target lined for east leg of wye after being used.

East 49th Street (N.K.P. — R.T. Semi-Automatic Interlocking)

Emergency push button on instrument housing located between River Terminal crossings.

Push buttons controlling dwarf signals, located in electric switch locks Nos. 5, 6, 8 and 19, stenciled for signal number governing.

Electric switch locks Nos. 5, 6, 8 and 19 are stenciled accordingly. Dwarf signals Nos. 7, 9, 10, 14, 18 and 22 are stenciled accordingly. Spike maul, spikes, claw bar and switch tools are located in box adjacent to main track derail.

Rules 661, 667 and 668 apply.

Main track derail is normally open (derailing position) and automatically operates to non-derailing position when approach circuits on main track are occupied or when main track switches Nos. 5, 6 or 8 are reversed.

Main track switches Nos. 5, 6 and 8 are electrically locked in normal position for movement on main track.

West switch of crossover (No. 19) leading from Scrap Yard track to Canfield Oil track is electrically locked in normal position for movement to River Terminal track.

East switch of crossover leading from Scrap Yard to Canfield Oil track is bolt locked in normal position for movement from Canfield Oil track to Scrap Yard track. To reverse crossover switch, main track switch (No. 8) must first be reversed. To restore switch No. 8 normal, crossover switch must first be restored to normal.

Westward Home signal will clear automatically after approach circuit extending 445 feet east of Home signal is occupied for a period of forty-five (45) seconds. Entrance to approach circuit is indicated by red marker.

Eastward Home signal will clear automatically after approach circuit is occupied. Approach circuit consists of first and second sections; entrance to first section is indicated by yellow marker located 2553 feet west of Home signal; entrance to second section is indicated by red marker located 100 feet west of Home signal. If movements are delayed on first section, Home signal will assume stop indication and will again clear when movement enters second section.

Movements desiring to enter switches 5, 6 or 8, must occupy main track within 25 feet of switch to be used, and operate electric switch lock in accordance with Article 18 Items (2), (3), (4) and (5) of current timetable.

Movements desiring to enter main track through switches 5, 6 or 8, or to use crossover leading from Scrap Yard track to Canfield Oil track, will be governed by the following:

To Clear Signal No.	Unlock and Reverse Switch No.	Operate Signal Located in Electric Switch Lock No.	Push Button Stenciled
7	6	6	Sig. 7 PB
9	19	19	Sig. 9 PB
10	8	8	Sig. 10 PB
14	5	5	Sig. 14 PB
18	19	19	Sig. 18 PB

Hand Operation of Dual Control Derail Mechanism:

If necessary, trainmen may throw derail by hand and be governed by instructions given below, but unless the derail has actually been transferred to hand operation and full movement of hand throw lever completed, derail must be spiked in non-derailing position before movement over derail under STOP signal is made.

Normal position of derail is derailing position and "Reverse" when in non-derailing position.

Hand throw lever is located on side of derail mechanism, position of this lever is indicated by letter "N" on lever when it is "Normal" and by letter "R" on lever when it is "Reverse".

The Selector Lever is located on the side of the derail mechanism and is painted white. Normally this lever is set for motor operation and is indicated on handle by the word "Motor". When this lever is thrown to the opposite position the motor is disconnected from, and the Hand Lever is connected to the derail mechanism. The position of Selector Lever when set for hand operation is indicated on handle by the word "Hand".

Hand operation of derail must be as follows:

(1) Unlock and remove switch lock or locks.

(2) Operate Selector Lever. If lever does not move freely, move Hand Throw Lever gradually with other hand until strain on Selector Lever is relieved, then complete movement of Selector Lever to extreme opposite position. Do not Attempt to Force Hand Selector Lever or Hand Throw Lever.

(3) Examine derail, and if Hand Throw Lever is not in position corresponding to position of derail, it must be so placed.

(4) With Hand Throw Lever in position described in Paragraph "2" derail is connected to Hand Throw Lever and may be operated.

(5) When operating derail by hand, Hand Throw Lever must be placed in Full Reverse position, before permitting movement over derail. If movement of this lever cannot be completed, derail must be spiked for all movements. If necessary to leave derail spiked in reverse position, Selector Lever must be left in hand throw position and dispatcher notified.

(6) With Selector Lever in "Hand Operating Position" all signals governing over derail will display "STOP" and movements will be governed by hand signals. No hand signals will be given until it is known that the Selector Lever is in "Hand Operating Position", and derail is properly lined for movement to be made.

(7) Whenever it becomes necessary to throw derail by hand, trainman handling derail must remain there until his train has cleared and derail is restored to normal position.

(8) When movements are completed over derail, Hand Throw and Selector Levers must be placed in "Normal" position as provided in Rule 545.

Trains or engines arriving at Home signals displaying STOP and no crossline movements are seen to be approaching or occupying track section between Home signals, emergency push button must be operated and a proceed indication should be obtained. If a proceed indication is not obtained and it is known that all switches, electric switch locks, and derail is in normal position, movement may be made over crossing under flag protection after complying with instructions covering hand operation of dual control derail mechanism.

If unlock for Switch 5, 6, 8 or 19 is not obtained, or if it is necessary to make movement over crossing by hand signal, dispatcher must be immediately notified.

Canton (4th Street and Madison — B.&O. Target)
Canton (Allen and 15th Street — B.&O. Target)

Trains or engines will approach target under full control, prepared to STOP. If target is properly lined, movement over crossing may be made at a speed not to exceed 15 miles per hour.

Canton (N.K.P. Freight House)

When target is in vertical position trains or engines on main track may proceed. When in horizontal position trains or engines on Freight House track may proceed.

Gambrinus (Ashland Oil Lead — Timken Target)

N.K.P. trains and engines will leave target set for crossline movement after having been used.

Justus (B. & O. Target)

N.K.P. trains will leave target set for crossline movement after having been used.

Oneida (P.R.R. Target)
Minerva (N.Y.C. — P.R.R. Target)

N.K.P. trains will leave target set for crossline movement after having been used.

Solon (ERIE Semi-automatic Interlocking)

1. Permission must be secured from Erie Train Dispatcher from booth located on south side of crossing before occupying crossing. After receiving permission, unlock and remove padlock from door of building, press button located at right side of door and slide latch to right, which will allow door to be opened. The lever, which will be found in the "right" position, should be moved toward the "left" to a point short of the center position and after Erie signals are displaying "STOP", then lever can be moved to full "left" position, which will cause N.K.P. signals to indicate "Proceed," and movement over crossing can be completed after which the lever should be moved from the "left" position to the full "right" position. Close and lock door.

2. When Erie Train Dispatcher has granted train crew permission to use crossing and it is observed that the approach indicators show an Erie train approaching or standing within the limits of the approach circuits, if Erie Train Dispatcher so authorizes,

time release located on right hand side of door can be operated, and after an elapsed time of one (1) minute door can be opened as described in Item 1. The lever should be moved toward the left to a point short of the center position and time release located adjacent to the machine then operated, which after an elapsed time of three (3) minutes will allow the lever to be moved to full "left" position. Time release should be restored to its normal position and movement over crossing can be completed as outlined in Item 1.

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

Homestead Yard and SL Double.
Harmon and Adena Yard.
Harmon and Kemery.

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

Between	Controlled by
Homestead Yard and West End Norwalk	Train Dispatcher
East end Norwalk	Operator Norwalk under direction of Train Dispatcher.
Huron Jct. and SL Double	Train Dispatcher.
Harmon and Kemery	Train Dispatcher.
Harmon and Adena Yard	Train Dispatcher.

(b) Location of controlled sidings.
Leesville.

(c) A train or engine must not pass a STOP signal except when authorized by Form "C" after complying with: Dual Control, Spring Switch, and/or Interlocking Rules, and may then proceed only at Restricted Speed.

(d) **Location of Electric Switch Locks, Districts No. 1 and 2.**

Booth	West and East End Siding
	East End Crossover
	Ireland Alfalfa Spur
Curtice	Team Track East and West End
	Beet Track
	A. L. Lorenzen Spur
	Stokley Bros.
	Stokley Bros. Siding West and East End
Williston	Team Track
Trowbridge	West and East End Rohloff Bros. Track
Limestone	Spur Track
	West and East End Siding
	L. O. Kilmer Spur
Oak Harbor	J. Weller Co. Spur
	West and East End Ottawa Co. Co-Op
	West and East End Team Track
Kingsway	West and East End Siding
	Spur Track
Porter	West and East End Siding
Fremont	West and East End Industrial Lead
	West and East End Siding
	Home Sand & Coal Spur
	Ohio Power Co. Spur
	Crossover west of depot
	Team Track
	Hay Barn Spur
Clyde	West and East End Storage Track
	West Clyde Porcelain Steel Spur
	East Clyde Porcelain Steel Spur
	West and East End Long Siding
	Crossover at depot
	Town Track Spur
	Clyde Co-Op Spur
	West End Siding
	*East End Siding
Bellevue	**Cultivator Track
Monroeville	*West End Siding
	West and East End Old Siding
	East End Siding
Norwalk	N. Y. C. Connection
	Freight House Spur
	Coal Co. Spur
	Crossover
	West End West Wye Track
	†North End West Wye Track
	Water Works Spur
Blue Fly	Spur
Hartland	West and East End Eastward Siding
Clarksfield	Spur Track
Miner	West and East End Siding
Huff	West and East End Siding
Lake Junction	*West End N.Y.C. Interchange Track
	Big Four Connection
	Crossover
Wellington	Old Wye Track
	West and East End Eastward Siding
Spencer	West and East End Westward Siding
	House Track
	Crossover at depot
	East End Transfer
Pawnee	West and East End Siding
Lodi	West and East End Westward Siding
	B & O Transfer
Burbank	West and East End Siding
Creston	West and East End No. 10 Track
	West End No. 8 Track
	Crossover Main to No. 8 Track
	No. 5 Track
	***Crossover Main to Siding
Smithville	Team Track
	West and East End Siding
Orrville	Industrial Lead
	East End Siding
Kidron	Spur Track
Snively	Spur Track
Harmon	*West Crossover — West End,
	Eastward to Westward Track
	*Zanesville Wye
	†Cleveland Wye — East End
Rocket	West and East End Siding
Bolivar	House Track
Zoar	Zoar Brick
	West and East End Team Track
Valley Jct.	House Track
	Fairfield Brick Co.
Somerdale	West and East End No. 1 Track
New Cumberland	Green Basin Coal Co.
	West and East End Team Track
Sherrodsville	Superior Sand Corporation
	West and East End Siding
	West and East End House Track
Leesville	*West and East End No. 1 Track
Bowerston	Spur Track
	West and East End Storage Track
Scio	West and East End Siding
Jewett	Crossover — West End
	West and East End Eastward Siding
	Enamel Spur
Pittsburgh Jct.	West End No. 1 Track
East Cadiz	Dale Mining Co.
	Team Track
Nelms	Mine Lead
Unionvale	Kenvale Mining Co.
	Team Track
Hurford	Hurford Branch
Mingo Jct.	
Water Works	P&W Va. Connection
"A" Yard South	West and East Crossover
"A" Yard North	West and East Crossover

Districts No. 3 and 4

Cleveland — E. 49th St.	Republic Coal Yard
	Canfield Siding — West End
	Hunkin-Conkey
Richville	Spur
M.P. 69.4	†Massillon Asylum Switch
M.P. 70.0	†McClain Runaround Track — West and East End
Navarre	†Team Track
	†House Track
Run Junction	*Navarre Industrial Lead
Harmon	†Cleveland Wye — West End

* — Controlled by Train Dispatcher
** — Controlled by Operator PRR Tower
*** — To secure unlock on inside switch, main track switch must be reversed. Main track switch lock lever is kept locked in reverse position until inside switch and lock lever have been returned to normal with the door closed and locked.
† — Automatic controlled.

(e) Location of Electric Derail Locks

Oak Harbor.....*East End Ottawa Co. Co-op

* — To secure unlock on derail, main track switch must be reversed and lock lever returned to normal. Before main track switch can be returned to normal, derail must be put on track and electric lock on derail must be returned to normal position with door closed and locked.

(f) Location of Inside Switches Equipped with Bolt Locks.

Districts No. 1 and 2

Booth.....East End Crossover
Fremont.....West and East End Industrial Lead Crossover
Clyde.....Crossover
East End Long Siding — Big Four Conn.
Monroeville.....East End Old Siding — B&O Conn.
Norwalk.....Crossover
Lake Junction.....Crossover
Spencer.....East End Westward Siding
West and East Crossover
Lodi.....East End Westward Siding
Creston.....Crossover Main to No. 8 Track
Harmon.....West Crossover — East End, Eastward to Westward Track
Jewett.....Crossover — West End
Mingo Jct.
"A" Yard South.....West and East Crossover
"A" Yard North.....East Crossover

Districts No. 3 and 4

Cleveland — E. 49th
St. Interlocking.....East Switch of Crossover
Canfield Siding to River Terminal Scrap Yards
M.P. 70.0.....McClain Runaround Crossover. West End

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

(1) Obtain permission to operate switch or derail.

(2) Unlock switch padlock and open door of electric lock.

(3) If electric switch lock mechanism indicates "Unlocked" by indicator reading "Unlocked," throw small lever to extreme left position. If indicator reads "Locked," the small lever cannot be thrown until "Unlock." is obtained.

(4) Handle switch or derail in usual manner.

(5) When movement through 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) Trains or engines desiring to enter a switch equipped with an electric lock located outside the limits of interlocking, must occupy track circuit in advance of switch for a period of one to six minutes before electric switch lock can be unlocked.

(7) Where hand throw derails or inside switches are equipped with electric locks the Main track switch must be placed in full reverse position before derail or inside switch can be reversed and derail or inside switch must be restored to normal position and switch lock placed in the hasp before signals can be cleared.

(8) Seals must not be broken to obtain unlock without reporting seal number to and securing permission from Train Dispatcher.

19. DUAL CONTROL SWITCHES

(a) Location		Controlled by
Williston	East and West End Siding	Train Dispatcher.
Oak Harbor	East and West End Siding	Train Dispatcher.
Green Creek	East and West End Siding	Train Dispatcher.
Yeomans	East and West End Siding	Train Dispatcher.
Norwalk	East End Siding	Operator Norwalk
	West End Siding	Train Dispatcher.
Huron Jct.		Train Dispatcher.
Hartland	East and West End Siding	Train Dispatcher.
Brighton	East and West End Siding	Train Dispatcher.
Wellington	East and West End Siding	Train Dispatcher.
Spencer	East and West End Siding	Train Dispatcher.
Lodi	East and West End Siding	Train Dispatcher.
Creston	East End Siding	Train Dispatcher.
Creston	West End Siding	Operator Creston
Douglas	East and West End Siding	Train Dispatcher.
Pryor	East and West End Siding	Train Dispatcher.
McDowell	East and West End Siding	Train Dispatcher.
SL Double (Stark)	West End SL Double	Train Dispatcher.
Harmon	East Crossover and Turnout between Districts 2 and 3	Train Dispatcher.
SL Double (Lonas)	East End SL Double	Train Dispatcher.
Bolivar	East and West End Siding	Train Dispatcher.
Valley Jct.	East and West End Siding	Train Dispatcher.
New Cumberland	East and West End Siding	Train Dispatcher.
Leesville	East and West End Siding	Train Dispatcher.
Conotton	East and West End Siding	Train Dispatcher.
Jewett	East and West End Siding	Train Dispatcher.
Pittsburgh Jct.		Train Dispatcher.
Rexford	East and West End Siding	Train Dispatcher.
Kenwood	East and West End Siding	Train Dispatcher.
*Kemery	East End KG Double	Train Dispatcher.
*Run Junction		Train Dispatcher.

(*) Equipped with Dual Control switch indicator lights.

(b) Dual control switches so indicated in paragraph (a) are equipped with dual control switch indicator lights located on relay case adjacent thereto.

When switch is set for desired movements, trains or engines authorized to pass Stop indication, will, before proceeding, comply with the following instructions.

NOTE 1.

Run Junction

Train or engine must occupy track circuit between home signal and switch. If indicator light shows Green, movement may be made on Dist. No. 3 or if indicator light shows Yellow, movement may be made to or from Massillon Branch without placing switch in hand throw.

NOTE 2.

East End KG Double

Train or engine must occupy track circuit between home signal and switch. If indicator light shows Green, movement may be made to or from westward track, or if indicator light shows Yellow, movement may be made to or from eastward track, without placing switch in hand throw.

If indicator light fails to show GREEN or YELLOW, switch must be placed in hand throw as provided in Rule 552.

20. 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 a special circuit, including a second starting section.
   (c) A WHITE marker indicates limits of crossing circuits on 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 cancelling 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 a standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

8. Manual control devices to be used by trainmen are in service at the following highway crossings:

K.C.—Key Controller P.B.—Push Button

TOWN	STREET	TYPE	LOCATED ON
Toledo	Seaman St.	K.C.	Relay case
"	Consaul Road	P.B.	" "
"	Otter Creek Rd.	P.B.	" "
Williston	S.R. #579	K.C.	" "
Bellevue	Kilbourne St.	K.C.	Each quadrant of crossing
Bellevue	Southwest St.	K.C.	Each quadrant of crossing
Yeomans	S.R. #4	K.C.	Relay case
Wellington	S.R. #58	K.C.	" "
Creston	U.S. #3	K.C.	Electric locks
*Tiltonville	Third St.	P.B.	Sig. mast
Yorkville	Main St.	P.B.	" "
Cleveland	W. 73rd St.	P.B.	Relay case
"	Ackley Ave.	K.C.	" "
"	Broadway Ave.	K.C.	" "
"	E. 93rd St.	K.C.	Relay house
"	Miles Ave.	K.C.	Relay case A & B
Kent	S.R. #5	P.B.	Relay case
Canton	Tuscarawas St.	K.C.	" "

*PRR south track not operated automatically. Manually controlled from signal mast in northeast quadrant of crossing.

Jewett:

Special circuit in service at west end "C" yard govern flasher signals at Center and Cadiz Streets. After westward approach circuit for these crossings is occupied for one (1) minute, signals will cut out when electric lock door at west end of "C" yard is opened. When electric lock door is reclosed normal operation will be restored.

9. At the following locations special precautions must be taken with respect to the operation of electric highway signals:

LOCATION	CROSSING	TRACK	REMARKS
Toledo	E. Broadway	Main	Note 4
Ironville	Otter Creek Road	Main	Note 4
Ironville	Lallendorf & Cedar Point Road	Toledo Edison	Note 6
Homestead	Seaman Road	Main	Note 5
Tiltonville	Third St.	Main	Note 6
Creston	Main Street	Main	Note 1
Creston	Main Street	No. 8 track	Note 2
Cleveland	Broadway	Main	Note 8
Cleveland	E. 91st St.	Main	Eastbound Note 4 Westbound Note 3
Cleveland	E. 91st St.	Siding	Eastbound Note 3 Westbound Note 4
Cleveland	E. 93rd St.	Main	Note 3
Cleveland	E. 93rd St.	Siding	Note 3
Cleveland	Miles Ave.	Main	Eastbound Note 6 Westbound Note 3
Cleveland	Miles Ave.	Siding	Eastbound Note 3 Westbound Note 6
Canton	Tuscarawas St.	Main	Note 3
Navarre	Route 62	Industrial Lead	Note 7

Note 1–If the eastward home signal displays stop indication the track circuit will not actuate the automatic crossing protection, therefore trains and engines must wait sufficient time for the gates to lower or operate manually.

Note 2–Track circuits extend approximately 50 feet either side of the crossing and movement must be protected in accordance with Paragraph (b) Modification Rule 103.

Note 3–Account short track circuit do not approach this crossing to exceed 20 m.p.h.

Note 4—Account short track circuit do not approach this crossing to exceed 15 miles per hour.

Note 5—Account short track circuit do not approach this crossing to exceed 25 miles per hour.

Note 6—Account short track circuit do not approach this crossing to exceed 8 miles per hour.

Note 7—Account short track circuit do not approach this crossing to exceed 4 miles per hour.

Note 8–Eastward and westward color light crossing indicator bearing "X" markers govern movements over crossing. Indicators are located in northeast and southwest quandrants of the crossing.

Crossing indicators will display a Stop (red) aspect when approach starting sections are occupied.

When gates have descended, crossing indicators will display a proceed (yellow) aspect. Movement may then be made over the crossing.

Movements over the crossing must clear the second starting section on the opposite side of crossing, in direction of movement, before a reverse movement is made.

Movements, receiving a Stop indication on crossing indicator, will stop with leading wheels opposite the indicator and will not proceed until highway is properly protected.

21. MOVEMENT OF LOCOMOTIVES AND/OR DIESEL UNITS IN TRAINS

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed.

In the event of engine truck or trailer truck being destroyed and/or removed; driving wheel blocked up on account of broken wheel or tire, or for other reasons, in such a manner as to alter the weight distribution of an engine; or when the side rod or side rods and/or main rods have been removed, altering the effect of the counterbalance weights, particular care must be exercised in handling the locomotive to avoid damage to tracks, culverts, bridges, etc. In all cases where the weight distribution of the locomotive has been altered, authority must be obtained from the Superintendent before movement of the locomotive. Care must be taken that the rim of the raised wheel does not contact the rail; and that speed restrictions are closely observed.

The movement of steam locomotives and/or diesel units in trains must be accompanied by a way bill, except when being moved to the first terminal after failure on the line.

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yardmaster and Superintendent in writing, of any desired movement of dead locomotives and/or diesel units specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive and/or diesel unit is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive and/or diesel unit of the restrictions required in the movement.

Unless specifically tagged and billed to be handled at the rear of train, all locomotives and/or diesel units moving dead in train shall be placed near the head end and within 10 cars of the hauling locomotive. There must be at least one car between the hauling locomotive and the first dead locomotive or diesel unit, and there must be at least one car between any two following dead locomotives or units. A maximum of four dead locomotives or units shall be handled in any one train.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

SPECIAL INSTRUCTIONS--Continued

22. 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 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 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 leaking cartridge, when this has been detected, other indicators 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.

23. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Location	Normal Position
93rd St.....East end of Siding.....	Main Track

24. 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 a 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.

Take Siding Signal—A stop signal equipped with letter "S" when illuminated.

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 14L.

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

Rule 15.

The explosion of two torpedoes is a signal to proceed at reduced speed for a distance of 6000 feet from the point the torpedoes were exploded. If the track is then seen to be clear normal speed may be resumed.

The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

Rule 17.

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

(2) Oscillating white headlight on engines so equipped will be displayed in addition to displaying of regular headlight by night or in extreme bad weather conditions 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, or is 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) Freight trains will display yellow flags or marker lamps not lighted as illustrated in Fig. 4-B.

(b) Displaying of top deck light will be omitted.

(c) In Centralized Traffic Control territory, so designated in time table, 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.

(d) Fig. 10-A. Lights at AA as markers, showing green to the front, yellow to the side and rear, with a white light on the platform.

(e) (Last Paragraph)

A train not equipped to display the prescribed signals will display a red flag by day and a white light by night to indicate the rear of the train.

Rule 35. The following signals will be used by flagmen:

Day signals—A red flag, Torpedoes and Fusees.

Night signals—A white light, Torpedoes and Fusees.

Rule 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movements by automatic block signals, protection against following movements on the same track will have been complied with when full protection is afforded against a following train or engine moving at restricted speed.

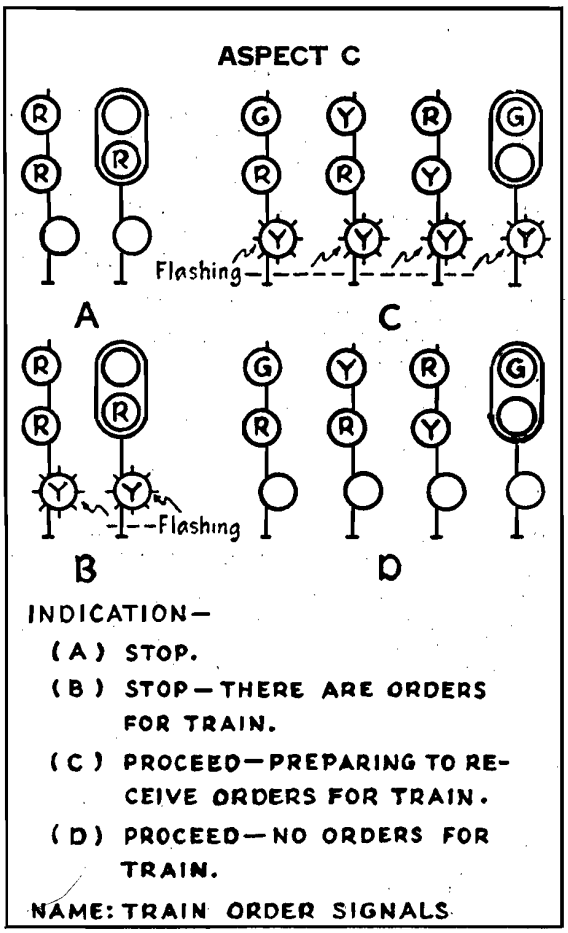
Rule 103.

(a) Exception No. 1 does not apply to Multiple Unit Diesels in backup movements.

(b) 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.

(c) At various locations electric highway crossing signals are actuated by movements on sidings, adjacent tracks and or yard tracks, the control circuits for which extend but a short distance on either side of the crossing. At these locations a train, engine or car using such tracks must not proceed over the crossing until the highway crossing signals have been operating a sufficient length of time to warn highway traffic without first protecting such move by man on ground.

Rule 221.



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 290.

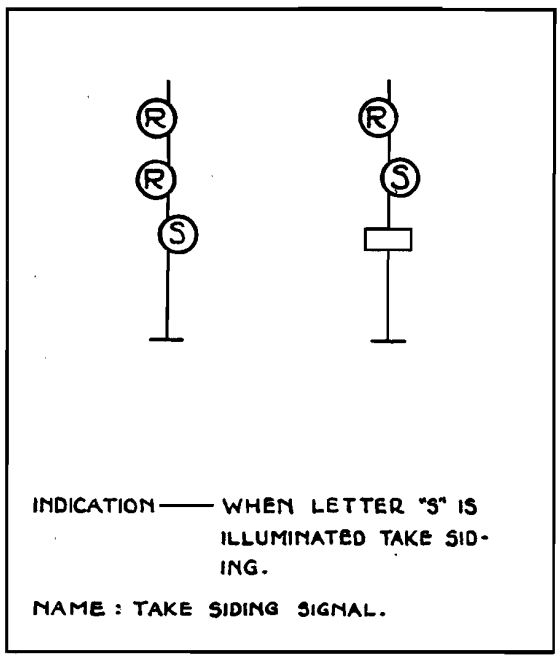
Yellow aspect displayed on dwarf signal at the following locations will indicate "Proceed prepared to stop at next signal". Slow speed within interlocking limits.

Williston	East End	Lonas	
Oak Harbor	West End	Bolivar	West End
Green Creek	East End	Bolivar	East End
Clyde	East End	Valley Jct.	West End
Monroeville	West End	Valley Jct.	East End
Norwalk	West End	New Cumberland	West End
Norwalk	East End	New Cumberland	East End
Hartland	East End	Leesville	West End
Brighton	West End	Leesville	East End
Wellington	East End	Conotton	West End
Spencer	East End	Conotton	East End
Lodi	East End	Jewett	West End
Creston	East End	Jewett	East End
Douglas	West End	Rexford	West End
Pryor	West End	Rexford	East End
McDowell	East End	Kenwood	West End
Stark		Kenwood	East End

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 292A



RULE 528.

In Centralized Traffic Control territory, so designated in time table, trains or engines will be cleared as regular trains or sections thereof, or extras, on clearance Form A and will not be required to display classification signals.

Rule 545.

When failure of the CTC system occurs, and trains or engines are authorized to proceed or pass a Stop signal which governs movement over a switch or switches equiped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When a train or engine has passed over all switches, unless otherwise instructed by the train dispatcher, the switches and selector levers must be restored to and left locked in normal position and dispatcher or signalman notified.

If signal involved controls movement through an automatic or remotely controlled interlocking, the special instructions applying to that interlocking must also be complied with.

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.

INSTRUCTIONS TO ENGINEMEN (Fifth Paragraph), Page 181

They will keep a supply of red fusees on the engine ready for immediate use in case of necessity.

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) Is authorized to run against the current of traffic.

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 RULES

Nothing in the following rules or instructions will relieve Enginemen from using their best judgement in handling the braking of trains to meet unusual conditions, or using all power available in case of emergency.

Rule 300. (Standard Air Pressure)

Reducing valve for independent brake on diesels.....80 to 35 lbs.

Rule 302 Applying Brake When Train Is To Make A Full Stop — Diesel Locomotives.

(a) No change will be made in position of throttle until brakes have applied throughout the train, then gradually reduce throttle one notch at a time as speed decreases to maintain not less than amperage reading at time initial brake pipe reduction was made. The engine brake must be held in release position.

The automatic brake valve must not be allowed to stop in lap position until after an initial reduction of from six (6) to eight (8) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing, the second reduction may be made.

On heavy trains it will be permissible to make an initial reduction not to exceed ten (10) pounds.

At about the last two car lengths train is to move, place throttle in idle position ,the automatic brake valve must be placed in service position and have brake pipe exhausting when train comes to a stop locomotive brake should be allowed to apply on sand. Care must be exercised to prevent sliding locomotive wheels. After train comes to a stop, brakes must not be released until a total brake pipe reduction of not less than ten (10) pounds has been made and automatic brake valve held in lap position not less than fifteen (15) seconds after brake pipe exhaust stops blowing.

(b) At locations authorized by the Road Foreman of Engines, it will be permissible for the engineer to return the automatic brake valve to running position momentarily and back to lap position to compensate for brake pipe leakage and control train speed.

(c) When required to stop with throttle closed and slack bunched, a gradual brake application with the independent brake valve must be made to keep slack bunched against the engine. When it is known that slack is bunched against the engine the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of not less than six (6) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing the second reduction may be made. Keep slack bunched with the independent brake valve. Care must be exercised to prevent overheating tires or wheels on locomotives.

After train comes to a stop, brake must not be released until a total brake pipe reduction of not less than ten (10) pounds has been made and automatic brake valve held in lap position not less than fifteen (15) seconds after brake pipe exhaust stops blowing.

Rule 303 Applying And Releasing Brakes While Train is in Motion — Diesel Locomotives.

(a) No change will be made in position of throttle until brakes have applied throughout the train, then gradually reduce throttle one notch at a time as speed decreases to maintain not less than amperage reading at time intial brake pipe reduction was made. Engine brake must be held in release position.

(b) When only one reduction is made, the automatic brake valve must not be allowed to stop in lap position until after reduction of six (6) to eight (8) pounds brake pipe pressure has been made. If no further reductions are neccesary to reduce speed of train, brakes must not be released for a minimum of twenty-five (25) seconds after brake pipe exhaust stops blowing.

(c) When more than one reduction is made to reduce speed, the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of six (6) to eight (8) pounds brake pipe pressure has been made. After brake pipe exhaust stops blowing, a second reduction may be made. Brakes must not be released until after automatic brake valve has been held in lap position for a minimum of fifteen (15) seconds after brake pipe exhaust stops blowing. Brakes may then be released by placing automatic brake valve in running position at which time throttle must be reduced.

(d) No attempt shall be made to accelerate train until sufficient time has elapsed for all brakes to release.

(e) At locations where conditions require such as speed, grade and consist of train consists of groups of loads and empties mixed, and at the time the automatic brake valve is placed in running position, it will be necessary to close throttle immediately to idle position, apply independent brake and hold applied until sufficient time has elapsed for train brakes to release, at which time independent brake must be released in gradual steps. Care must be exercised to prevent overheating tires or wheels on locomotive. Throttle should then be opened gradually until entire train is stretched.

(f) At locations authorized by the Road Foreman of Engines, it will be permissible for the engineer to return the automatic brake valve to running position momentarily and back to lap position to compensate for brake pipe leakage and control train speed.

(g) If conditions require, feed valve method of braking may be used where authorized by Road Foreman of Engines. Feed valve braking may be accomplished as follows:

After the required brake pipe reduction has been made, place the automatic brake valve in lap position. The feed valve pressure may be reduced by rotating the adjusting handle counter-clockwise to correspond to the amount of brake pipe reduction required. Each quarter turn of the adjusting handle will change the feed valve pressure setting approximately five (5) pounds. Then place automatic brake valve in running position.

The train brakes may be released by returning the feed valve adjustment to not less than its original pressure setting which will be indicated by observing the brake pipe gauge.

Rule 307. When Parting Train or Detaching Engine.

When it is necessary to part a train for any cause, brakes must be left applied on rear portion of train.

Except in terminal yards, when engine with or without cars, is to be detached from train or cut of cars on which the air brake is in operation the Engineman will, while stopping train or cut, or immediately after stop is completed make a full service application of the automatic air brake, and must leave same applied until signal is received from Trainman to proceed.

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

Trainman making cut, before giving Engineman signal to proceed, must satisfy himself that full service application has been made and if in doubt shall open angle cock on portion of train that is to be left standing, before giving Engineman signal to proceed.

If for any reason the automatic air brake is not set on train from the engine, Trainman making cut shall give Enginemen signal to set the brakes before angle cocks are closed.

A sufficient number of hand brakes must be set in all cases where there is a possibility of the air brakes becoming ineffective before engine is again attached to train.

Conductors and Trainmen will be held responsible for taking necessary action to prevent movement of the detached portion of the train.

When head end is again attached to rear, Trainman making coupling will signal Engineman to apply brakes, and Trainman will not cut in air on rear portion until brakes apply on rear car of head portion, and Engineman will leave brakes applied until proceed signal is received. Care must be exercised to prevent an emergency application by opening angle cock slowly.

SAFETY RULES

Rule 1073 (s) The following practice is forbidden:

Using fusees, gasoline, kerosene, fuel oil, or any highly inflammable substance to start or intensify a fire.

Rule 1103.

Getting on or off engines or cars moving at an unsafe speed is prohibited. Boarding flat cars or tank cars while in motion is prohibited. Riding the stirrup of a flat car while in motion is prohibited.

Rule 1106.

Before leaning out of cab of engine or from side of engine or car, care must be exercised to avoid side obstructions, engines or cars on adjacent tracks.

Rule 1110.

More than one employee is forbidden to ride at the same time in the same stirrup, step or side ladder of car, engine, or caboose.

Rule 1111.

Stepping in front of moving engines, or cars, to adjust coupler, knuckle, lock pin, or angle cock, is prohibited.

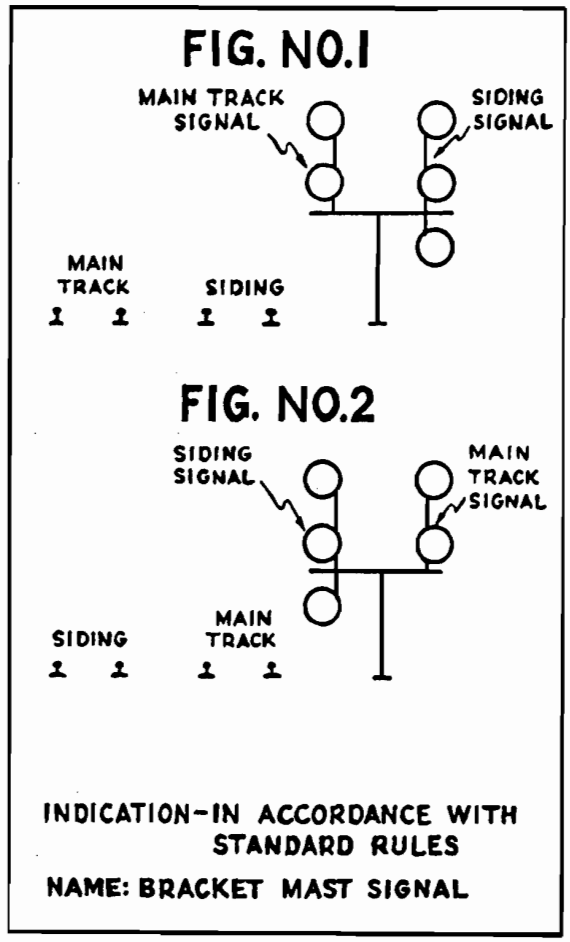
Rule 1111 (a).

Using foot or hand to adjust coupler, knuckle, lock pin, or angle cock from any position when engines or cars are about to come together is prohibited.

25. LOCATION AND TYPE OF APPROACH SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

Location	Eastward	Westward
Manhattan Jct. (A.A.-P.R.R.)	None	None
Maumee River (Drawbridge)	None	None
Ironville (T.T.)	None	None
Wheeling St. (T.T.)	None	None
Massillon (B. & O.)	Inoperative	None
Massillon (P.R.R.)	None	Inoperative
Mingo (P.R.R.)	Inoperative	None
Cleveland Belt Line (N & SS-CV)	None (Yard)	None (Yard)
Cleveland Cuyahoga River (Lift Bridge)	Inoperative	Inoperative
Cleveland 49th Street (RT)	Inoperative	Inoperative
Cleveland (N & SS-P.R.R.)	Inoperative	Inoperative
Cleveland 93rd St. (Spring Switch)	None	Operative
Solon (ERIE)	Inoperative	Inoperative
Canton (P.R.R.)	Inoperative	None (Yard)
Morgan Run (P.R.R.)	Inoperative	Inoperative

Bracket Mast Signal



AUTOMATIC BLOCK SIGNALS

DISTRICTS NOS. 1 and 2

Eastward Westward

Homestead Yard
Begin C. T. C.
Home
Home
End C. T. C.
11.4 9.7
Home
West End Williston
Home
Home
East End Williston
Home
20.2 16.1
24.4 20.3
Home 24.3
West End Oak Harbor
Home
Home
East End Oak Harbor
29.2 Home
32.8 29.3
35.0 32.9
Home
Fremont
Home
38.0G
Home
West End Green Creek
Home
Home
East End Green Creek
Home
⊕43.0 43.1
45.0
Home
Clyde Interlocking
Home
46.1
Home
East End Clyde
Home-S
49.2 ⊕49.1
Home
Home
Bellevue Yard
★Home
Bellevue Interlocker
★Home
Home
West End Yeomans
Home
Home
East End Yeomans
Home
58.0 57.9
Home-S
West End Monroeville
Home
Home
Monroeville Interlocking
Home
62.2 62.1
Home
West End Norwalk
Home
Home
East End Norwalk
Home
Home
Huron Jct.
Home

Eastward Westward

68.8-G 68.7††
70.4-G 70.3
Home
West End Hartland
Home
Home
East End Hartland
Home
75.2 75.1
77.0 77.1
79.2 79.3
Home
West End Brighton
Home
Home
East End Brighton
Home
84.0 83.9
Home-S
West End Wellington (Lake Jct.)
Home
Home
Wellington Interlocking
Home
Home
West End Wellington
Home
Home
East End Wellington
Home
89.8 89.7
Home Home
Home
Spencer Interlocking
West End Spencer
Home
Home
East End Spencer
Home
96.2 96.1
97.8 97.9-S
99.6 99.7
Home
West End Lodi
Home
Home
East End Lodi
Home
104.2 104.3
Home Home
★Home
Creston Interlocking
West End Creston
★Home
Home
East End Creston
Home
112.0-G 112.1
Home
West End Douglas
Home
Home
East End Douglas
Home
116.8 116.9
118.4 118.5
Home
West End Pryor
Home

Eastward Westward

Home
East End Pryor
Home
123.2 123.1
Home
West End McDowell
Home
Home
East End McDowell
Home
127.8 127.7
130.8 130.9
End C. T. C.
Home
SL Double (Stark)
Home
Begin C. T. C.
133.9††
136.2
Home
Harmon Interlocking
Home
Begin C.T.C.
Home
Harmon
Home
End C.T.C.
138.1
Home
SL Double (Lonas)
Home
140.4 140.5††
141.8 141.7-G
143.2 143.1
Home
West End Bolivar
Home
Home
East End Bolivar
Home
147.2 147.1
148.8 148.9
Home
West End Valley Jct.
Home
Home
East End Valley Jct. Interlocking
Home
153.2 153.3
Home
West End New Cumberland
Home
Home
East End New Cumberland
Home
158.8 158.9
160.8 160.9
162.2 162.3
163.6 163.7
Home
West End Leesville
Home
Home
East End Leesville
Home
168.2 168.1
Home
West End Conotton
Home

Eastward Westward

Home
East End Conotton
Home
172.4 172.5
173.6 173.7
174.8 175.3
176.4 176.3
Home
West End Jewett
Home
Home
East End Jewett
Home
180.8-G 180.9
182.2-G†† 182.1
Home
Pittsburgh Jct.
Home
Home
West End Rexford
Home
Home
East End Rexford
Home
186.2 186.3-G
187.8 187.9-G
Home
West End Kenwood
Home
Home
East End Kenwood
Home
191.2 191.1
192.2 Home
End C. T. C. Begin C. T. C.
192.7-G

HURON BRANCH

Home
Mittengers
Begin C.T.C.
Home
End C.T.C.
Huron Jct.

MASSILLON BRANCH

Home
Warmington
Begin C.T.C.
Home
End C.T.C.
Run Junction

DISTRICTS NOS. 3 and 4

65.2††
Begin C.T.C.
Home
KG Double (Kemery)
Home
End C.T.C.
68.6 68.7
70.6 70.5-G
Home
Run Junction
Home
End C.T.C.
Home
Harmon
Begin C.T.C.

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 automatic signal with lower light displayed only when diversion route is set up.
⊕ Indicates automatic signal with lower light displayed only when a signal ahead displays a proceed indication (because there is insufficient stopping distance between next two signals).
S Indicates signal with lower unit, normally dark, when illuminated "S" indicates take siding.

WHEELING AND LAKE ERIE DISTRICT SURGEONS

J. W. HOUK, M. D.
Medical Director
426 Terminal Tower, Cleveland, Ohio

	STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
☆ ⊙	*Toledo	DR. E. J. McCORMICK	510-514 Ohio Bldg.	CH 3-1105	3736 Sulphur Sprgs. Rd.	JE 6-1505
		DR. G. N. BATES	" " "	" "	3438 Rushland	LA 8126
		DR. E. G. UNCKRICH (Oculist)	416 Colton Bldg.	CH 1-2505	31 Rockingham Dr.	CH 4-7103
		DR. OTTO K. MUHME	415 Summit St.	CH 3-3159	127 University Dr.	WA 0014
	Fremont	DR. JAMES L. CURTIN	1523 McPherson Rd.	FE 2-7563	1523 McPherson Rd.	FE 2-7563
	*Clyde	DR. E. A. BAKER	236 S. Main St.	5301	236 S. Main St.	5301
☆ ⊙	*Bellevue	DR. JAMES B. BALL	113 W. Main St.	487-1903	511 Strayer Dr.	487-1904
		DR. F. D. CROSBY	218 East Main St.	482-0402	111 Aigler Blvd.	482-0403
		DR. E. W. SANDERS	146 Kilbourne St.	482-1624	146 Kilbourne St.	482-1624
☆ ⊙	*Norwalk	DR. DAVID H. BOALS	37 West Main St.	662-4561		662-8491
		DR. A. H. KIMMEL	37 West Main St.	662-4561		662-8491
		DR. C. B. THOMAS	37 West Main St.	662-4561		662-8491
☆ ⊙	*Huron	DR. C. E. SWANBECK	212 Hohman Street	433-3411		433-3411
	Lorain	DR. C. T. RUSIN	209 6th Street	CH 4-1483	5411 Rosecliff Dr.	AV 2-5907
		DR. D. A. RADEFELD	209 6th Street	CH 5-6282	5419 Rosecliff Dr.	AV 2-5103
	Lodi	DR. E. L. CRUM	105 Medina St.	2541	105 Medina St.	2541
	Creston	DR. B. M. FOSTER	Main Street	2283		3781
	*Orrville	DR. ROBERT HECKER	115 E. Church St.	66	205 Fair St.	495
☆ ⊙	*Brewster	DR. T. R. SOEHNLEN	133 Main St. East	7-5305	133 Main St. East	7-5305
☆	Massillon	DR. P. A. PAULSON	617 First Nat'l Bank Bldg.	TE 3-3956	346 Commonwealth St.	TE 3-5079
		DR. J. V. STEWART	403 First Nat'l Bank Bldg.	TE 3-6726	1015 Stratford N. E.	TE 3-3563
		DR. J. R. ROHRBAUGH (Oculist)	412 First Nat'l Bank Bldg.	TE 3-5604	1600 Wales Rd.	TE 3-5603
☆	Beach City	DR. E. A. HILL	133 East Main St.	6-3711		6-3711
	Bolivar	DR. PAUL HISRICH		2421		2421
	Bowerston	DR. WILLIAM ROCHE	Uhrichsville	AL 4-4337	Uhrichsville	AL 4-4337
	Scio	DR. G. E. VORHIES				2201
⊙	*Jewett	DR. R. W. WEISER		24		24
☆ ⊙	*Adena	DR. A. J. MARTIN	201 Main St.	3611		3611
☆ ⊙	*Dillonvale	DR. GERMAN ORTIZ	Main St.	9-3051	RFD #2 Dillonvale	9-3251
		DR. S. J. HEELEY	Smithfield St.	9-3471		9-3472
	*Yorkville	DR. J. A. SCHLERNITZAUER	Yorkville	45	Yorkville	45

☆Ambulance Service *Emergency Surgical Supply Box ⊙Where stretchers are located

WHEELING AND LAKE ERIE DISTRICT SURGEONS—Continued

	STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
☆ ⊙	*Cleveland	DR. D. C. ALLEN (Oculist)	1021 Prospect Ave.	MA 1-8424	27066 Westlake Rd. Bay Village	TR 1-1467
		DR. E. F. KIEGER	5644 Broadway	MI 1-0382	Forest Drive Pepper Pike Village	TE 1-9656
		DR. ROBERT ROSNER (Oculist)	10515 Carnegie Ave.	SW 1-3633	2870 Litchfield Shaker Heights	LO 1-2906
		DR. L. J. BLAIR	7405 Detroit Ave.	WO 1-5758	13514 Lake Road	AC 6-2427
		DR. P. H. MULLALLY	618 Osborn Bldg.	SU 1-5854	Demington Dr.	YE 2-9243
		DR. F. GRAHAM FALLON	Marshall Bldg. 2082 W. 65th St.	WO 1-8039	2273 Valleyview Dr. Rocky River	ED 1-0510
		DR. SAM PACKER	10525 Carnegie Ave. 4568 Mayfield Rd.	791-4060 382-1125	2980 Coleridge Rd.	ER 1-5334
☆ ⊙	*Canton	DR. JOHN D. BOTTI	1320 Market Ave. No. Bank Building	GL 4-2337	1324 26th St. N. W.	GL 4-7317
		DR. J. H. UNDERWOOD	605 Peoples Bank Bldg.	GL 2-0914	1011 22nd N. E.	GL 3-6610
	*Carrollton	DR. GLENN C. DOWELL	West Main St.	103	West Main St.	103
	*Sugar Creek	DR. D. D. HOSTETLER	Sugar Creek	82-J	Sugar Creek	82-J
⊙	*Coshocton	DR. A. P. MAGNESS	567 Cambridge Road	MA 2-0404	567 Cambridge Road	MA 2-0404
☆ ⊙	*Zanesville	DR. LOUIS BERMAN	724 Market St.	29236		36276

☆Ambulance Service *Emergency Surgical Supply Box ⊙Where stretchers are located

AMBULANCE SERVICE

Toledo	Clegg Ambulance Service, 522 E. Broadway	Tel. OX	1-2481
Bellevue	Waters & Smith, 230 E. Main St.	Tel.	482-2244
Norwalk	Komarek Funeral Home	Tel.	663-0422
Huron	Wheland Funeral Home, 410 Main St.	Tel.	433-3131
	Bientz-Myers Funeral Home, Navarre, Ohio	Tel. TR	9-5433
Brewster	Lantzer Funeral Home, Beach City, Ohio	Tel.	6-3131
	Gordon-Shaidnagel-Hollinger, Massillon, Ohio	Tel. TE	3-4193
Gambrinus	Kreighbaum Ambulance Service	Tel. HU	4-2525
Canton	Canton City Police	Tel. GL	5-5241
Cleveland	Cleveland City Police	Tel. MA	1-1234
Zanesville	Delong Baker	Tel. GL	2-9356
Adena	O. C. Hargrave	Tel. KI	6-3561
Mingo	Hoff Funeral Home	Tel. KE	5-1841
Dillonvale	Charles A. Wilson	Tel.	9-2801
			9-2601
Tiltonville	Burford Funeral Home	Tel. UL	9-2166
Martins Ferry	Heslop Funeral Home	Tel.	633-1931

TONNAGE RATING

WESTWARD

	320 - 323 400 - 447 535 - 562	448 to 509	325 to 359	P&WV Diesel 50 to 71, 90 to 93
Mingo or Terminal Jct. to Warrenton	5275	6330	7385	
Warrenton to Pine Valley	3150	3960	4800	
Pine Valley to Pittsburgh Jct.	2400	2880	3600	
Pittsburgh Jct. to Brewster	4800	5760	6720	4250
Brewster to Huron	3500	4200	4900	
Norwalk to Ironville	3400	4080	4760	
Lake Jct. to South Lorain	5620	6744	7868	
Brewster to Columbia	4000	4800	5600	
Neff to St. Clairsville	1460	1780	3100	
St. Clairsville to Maynard	6000	7200	8400	
Maynard to Harrisville	1760	2080	2400	
Zanesville to Chili	3800	4560	5320	
Chili to Baltic	1700	2040	2380	
Baltic to Brewster	3500	4200	4900	
Brewster to Canton Yard	2000	2400	2800	
Canton Yard to Kent	2850	3420	3990	
Kent to Cleveland	3100	3720	4340	
Cleveland Yard to Knob	1425	1710	1995	

EASTWARD

Ironville to Norwalk	2500	3000	3500	
Huron & Norwalk to Hartland	1850	2220	2590	
Hartland to Brewster	3300	3960	4620	
Brewster to Jewett	4000	4800	5600	3920
Jewett to Rexford	2200	2640	3080	2345
Rexford to Mingo	7000	8400	9800	
Warrenton to Terminal Junction	3800	4560	5320	
South Lorain to Ferguson	2450	2950	3420	
Ferguson to Lake Jct.	5200	6240	7280	
Columbia to Brewster	1500	1800	2100	
Adena to Harrisville	1500	1800	2100	
Harrisville to Maynard	6000	7200	8400	
Maynard to St. Clairsville	1500	1800	2100	
St. Clairsville to Neff	6000	7200	8400	
Cleveland to 93rd St. Via N&SS	1500	1800	2100	
93rd St. to Oakland	2000	2400	2800	
Oakland to Kent	3500	4200	4900	
Kent to Brewster	2000	2400	2800	
Brewster to Coshocton	2600	3120	3640	
Coshocton to Zanesville	3400	4080	4760	

Kent to Mishler — Diesel Yard switchers — Eastward, 1500 tons; Westward, 2350 tons.

Carrollton Branch — Four Wheel Truck Diesels — Eastward, 1250 tons; Westward, 1450 tons.

Six Wheel Truck Diesels — Eastward, 2125 tons; Westward, 2450 tons.

SPEED SCHEDULE

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. 57 Sec.	63.2	1 Min. 25 Sec.	42.3
0 " 50 "	72.0	0 " 58 "	62.1	1 " 30 "	40.0
0 " 51 "	70.6	0 " 59 "	61.0	1 " 43 "	35.0
0 " 52 "	69.2	1 " 00 "	60.0	2 " 00 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 00 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 00 "	15.0
0 " 56 "	64.3	1 " 20 "	45.0		

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

WHEELING & LAKE ERIE DISTRICT

TIME TABLE No. 23

Takes Effect Wednesday, August 15, 1962

at 12:01 A. M.

Eastern Standard Time

For the Information and Government of Employees only.

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

OFFICERS

V. E. COE, General Superintendent
G. W. MATHEWS, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

M. J. BICKEL, Superintendent
R. A. GLEASON, Terminal Superintendent
Cleveland Terminal

J. W. SCHANEY, Trainmaster
R. N. SNYDER, Trainmaster
E. W. STONE, Assistant Trainmaster
C. C. SPRINGER, Assistant Trainmaster

B. S. McFARREN, Road Foreman of Engines
L. E. COUNTS, Chief Train Dispatcher
J. E. KLOSS, Master Mechanic
G. F. NIGH, Division Engineer

The W. S. Gilkey Printing Co., Cleveland, Ohio

SAFETY FIRST

57
50
2650
300
2950

SAFETY ALWAYS
PAYS
ALL WAYS

NICKEL PLATE ROAD

TEAMWORK
KEEPS FREIGHT
ON RAILS