NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

NICKEL PLATE DISTRICT

BUFFALO DIVISION AND CLEVELAND DIVISION

TIME TABLE No. 190

Takes Effect Sunday, Oct. 28, 1962

at 12:01 A. M.

Eastern Standard Time

For the information and Government of Employes only.

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

OFFICERS

V. E. COE, General Superintendent

G. W. MATHEWS, Assistant General Superintendent

D. M. BENDER, Superintendent Transportation

C. E. YARNELL, Superintendent

R. A. GLEASON, Terminal Superintendent Cleveland Terminal

R. M. CASTNER, Terminal Superintendent Buffalo Terminal

C. W. HECKER, Train Master, Buffalo Division

R. E. KIESER, Train Master, Cleveland Division

J. M. DAVIN, Road Foreman of Engines, Buffalo Division

J. W. FOX, Road Foreman of Engines, Cleveland Division

J. A. COMBS, Chief Train Dispatcher

R. J. HUGHES, Master Mechanic

L. J. GOODMAN, Division Engineer

SAFETY FIRST

SAFETY ALWAYS PAYS ALL WAYS

NICKEL PLATE ROAD

TEAMWORK KEEPS FREIGHT ON RAILS

BUFFALO DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST-CLASS TRAINS	
					7	5
					Daily	Daily
.....	0.0		.....BUFFALO.... L	DN	6.25AM	8.30PM
		1.9				
.....	1.9		.....E. L. Jct.....	.....	6.31	8.36
		.5				
.....	2.4		..... Tifft Yard ..... Yard Office	.....	.....	.....
		.6				
.....	3.0		....FY Block Sta.... East End BB Double	DN	6.34	8.39
		3.3				
.....	6.3		....GB Block Sta.....	DN	6.38	8.43
90	9.7	3.4	.....Hamburg.... B	.....	.....	.....
		4.7				
.....	14.4			Exc. Sat. & Sun.		
		7.2	.....Lake View... B	8:00A-4:00P	6.46	8.51
98	21.6	9.9	.....Angola..... B	DN	6.52	8.57
.....	31.5		.....Silver Creek.....	DN	7.01	9.06
.....	39.5	8.0	.....Plate..... B	.....	.....	.....
		1.0				
.....	40.5		.....AK Tower.....	DN	7.09	9.14
		.6				
.....	41.1		.....Dunkirk.... B	.....	7.10	9.15
67	43.8	2.7	....45-Mile Siding.. B	.....	.....	.....
		5.2				
.....	49.0		.....BM Tower.... West End BB Double	DN	7.17	9.23
		.6				
283	49.6		.....Brocton..... B	.....	7.18	9.24
		5.1				
162	54.7		.....Pomfret.....B	.....	.....	.....
92	57.6	2.9	.....Westfield.... B	.....	7.26	9.32
		8.0				
342	65.6		.....Ripley..... B	.....	.....	.....
136 E 133 W	72.7	7.1	.....NH.....B	.....	.....	.....
		.6				
.....	78.3		.....North East.... B	.....	7.40	9.46
106	77.1	3.8	.....Moorheads.... B	.....	.....	.....
105	79.9	2.8	....Harbor Creek.. B	.....	.....	.....
150	84.9	5.0	.....Dean..... B	.....	.....	.....
		2.1		6:30A-2:30P		
.....	87.0		.....ERIE..... B	3:59P-11:59P	s 7.55	s 10.01
		2.4				
95 E 95 W	89.4		.....Cascade..... B	.....	8.03	10.09
159	95.6	6.2	.....Swanville.... B	.....	.....	.....
		2.6				
	98.2		.....Fairview..... B	.....	.....	.....
109	99.1	.9	.....Fairview Pit... B	.....	.....	.....
.....	101.5	2.4	.....Wallace Jct.... B	.....	.....	.....
		.7				
75 E 136 W	102.2		.....Girard..... B	.....	8.15	10.22
		2.8				
.....	105.0		....Thornton Jct. .... East End CT Double	DN	8.18	10.25
.....	110.6	5.6	.....Crayton..... B	.....	.....	.....
.....	114.4	3.8	West End CT Double B	.....	8.26	10.33
		.7				
.....	115.1		..CONNEAUT.. A L	DN	s {8.29 8.33	s {10.37 10.41
		.3				
.....	115.4		....Conneaut Yard... Chestnut St. Crossover	DN	8.34	10.42
		.8				
.....	116.2		East End MA Double B	.....	8.37AM	10.45PM
					Daily	Daily
					7	5

Train 5 will stop on signal at Dunkirk and Westfield to discharge pay passengers from Buffalo and points East.

Train 5 will stop at Dunkirk and Westfield to pick up pay passengers for Cleveland and points West when arrangements are made in advance.

Symbols: B—Telephone Booth; DN—Continuously.

BUFFALO DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	THIRD-CLASS TRAINS							
					51	35	29	53	37	39	47	55
					Fast Freight	Through Freight	Switch Run	Fast Freight	Through Freight	Through Freight	Fast Freight	Fast Freight
					Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
.....	0.0		.....BUFFALO.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	1.8	1.8	.....Buffalo Jct.....L	DN	4.00AM	7.00AM	7.30AM	10.00AM	3.00PM	5.00PM	9.00PM	11.00PM
.....	1.9	.1	.....E. L. Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.4	.5	.....Tifft Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	3.0	.6	....FY Block Sta..... East End BB Double	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.3	3.3	....GB Block Sta.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
90	9.7	3.4	.....Hamburg.....B	Exc. Sat. & Sun. 8:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	.....
.....	14.4	4.7	.....Lake View.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....
98	21.6	7.2	.....Angola.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	31.5	9.9	.....Silver Creek.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	39.5	8.0	.....Plate.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	40.5	1.0	.....AK Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	41.1	.6	.....Dunkirk.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
67	43.8	2.7	....45-Mile Siding..B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	49.0	5.2	.....BM Tower..... West End BB Double	DN	5.20	8.45	9.30	11.20	4.30	6.20	10.40	12.10AM
283	49.6	.6	.....Brocton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
162	54.7	5.1	.....Pomfret.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
92	57.6	2.9	.....Westfield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
342	65.6	8.0	.....Ripley.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
126 B 122 W	72.7	7.1	.....NH..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	73.3	.6	.....North East....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
106	77.1	3.8	.....Moorheads....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	79.9	2.8	....Harbor Creek...B	.....	.....	.....	.....	.....	.....	.....	.....	.....
150	84.9	5.0	.....Dean.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	87.0	2.1	.....ERIE.....B	6:30A-2:30P 3:59P-11:59P	.....	.....	.....	.....	.....	.....	.....	.....
95 E 95 W	89.4	2.4	.....Cascade.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
159	95.6	6.2	.....Swanville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	98.2	2.6	.....Fairview.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
109	99.1	.9	.....Fairview Pit...B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	101.5	2.4	.....Wallace Jct....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
75 B 136 W	102.2	.7	.....Girard.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	105.0	2.8	....Thornton Jct..... East End CT Double	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	110.6	5.6	.....Crayton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	114.4	3.8	West End CT DoubleB	.....	7.30	11.30	3.05PM	2.50PM	6.20	8.10	12.20AM	2.50
.....	115.1	.7	....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....
.....	115.4	.3	....Conneaut Yard .A	DN	7.40AM	11.50AM	3.30PM	3.00PM	6.30PM	8.20PM	12.30AM	3.00AM
					Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
					51	35	29	53	37	39	47	55

Symbols; B—Telephone Booth; DN—Continuously.

BUFFALO DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST-CLASS TRAINS 6 Daily	8 Daily
.....	406.7		East End MA Double B	.....	10.06AM	8.25PM
.....	407.5	.8	...Conneaut Yard... Chestnut St. Crossover	DN	10.09	8.28
.....	407.8	.3	..CONNEAUT.. A	DN	s 10.11	s 8 30
			L		10.15	8.35
.....	408.5	.7	West End CT Double B	.....	10.17	8.37
.....	412.3	3.8	.....Crayton..... B	.....	.....	.....
.....	417.9	5.6	....Thornton Jct..... East End CT Double	DN	10.26	8.46
76 E 136 W	420.7	2.8	.....Girard ..... B	.....	10.29	8.49
.....	421.4	.7	.....Wallace Jct. .. B	.....	.....	.....
109	423.8	2.4	....Fairview Pit.... B	.....	.....	.....
.....	424.7	.9	.....Fairview.... B	.....	.....	.....
159	427.3	2.6	.....Swanville.... B	.....	.....	.....
95 E 95 W	433.5	6.2	.....Cascade..... B	.....	10.41	9.01
.....	435.9	2.4	.....ERIE..... B	6:30A- 2:30P 3:59P 11 59P	s 10.55	s 9.10
150	438.0	2.1	.....Dean..... B	.....	.....	.....
105	443.0	5.0	....Harbor Creek.. B	.....	.....	.....
106	445.8	2.8	.....Moorheads.... B	.....	.....	.....
.....	449.6	3.8	.....North East.... B	.....	s 11.11	9.24
126 E 122 W	450.2	.6	..... NH ..... B	.....	.....	.....
342	457 3	7.1	..... Ripley..... B	.....	.....	.....
92	465.3	8 0	.....Westfield.... B	.....	f 11.26	9.38
162	468.2	2.9	.....Pomfret..... B	.....	.....	.....
283	473.3	5.1	.....Brocton..... B	.....	11.34	9 46
.....	473.9	.6	...BM Tower. West End BB Double	DN	11.35	9.47
67	479.1	5 2	...45 Mile Siding . B	.....	.....	.....
.....	481.8	2.7	.....Dunkirk . B	.....	s 11.45	9 56
.....	482.4	.6	.....AK Tower.....	DN	11.46	9 57
.....	483.4	1.0	..... Plate ..... B	.....	.....	.....
.....	491.4	8.0	.....Silver Creek... .	DN	11.56	10 07
.....	501.3	9.9	.....Angola..... B	DN	12.06PM	10.17
88	508.5	7.2	.....Lake View.... B	Exc. Sat. & Sun. 8:00A-4:00P	12.13	10 24
.....	513.2	4.7	.....Hamburg..... B	.....	.....	.....
.....	516.6	8.4	....GB Block. Sta....	DN	12.21	10 32
.....	519.9	3.3	...FY Block. Sta... East End BB Double	DN	12.26	10 37
....	520.5	.6	..... Tifft Yard..... Yard Office	.....	.....	.....
.....	521.0	.5	.....E. L. Jct.....	.....	12.30	10 41
.....	522.9	1.9	.....BUFFALO . A	DN	12.40PM	10 50PM
					Daily 6	Daily 8

Train 8 will stop on Signal at Westfield to discharge pay passengers from Cleveland and points West.

Train 8 will stop at Westfield to pick up pay passengers for Buffalo and points East when arrangements are made in advance.

Symbols: B—Telephone Booth; DN—Continuously.

BUFFALO DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND-CLASS TRAINS							Third-Class Trains	
					52	98	64	54	90	56	68	38	30
					Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Through Freight	Switch Run
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
.....	407.5		....Conneaut Yard..L	DN	8.35AM	8.50AM	1.00PM	5.00PM	6.50PM	11.15PM	11.45PM	12.15AM	7.00AM
.....	407.8	.3	...CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	408.5	.7	West End CT DoubleB	.....	8.40	8.55	1.05	5.05	6.55	11.20	11.50	12.20	7.05
		3.8											
.....	412.3		.....Crayton....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	417.9	5.6	Thornton Jct. ... East End CT Double	DN	8.55	9.10	1.35	5.35	7.15	11.40	12.10AM	12.45	7.35
75 E 136 W	420.7	2.8	.....Girard.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7											
.....	421.4		.....Wallace Jct....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
109	423.8	2.4	.....Fairview Pit...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	424.7	9	.....Fairview.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
159	427.3	2.6	.....Swanville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95 E 95 W	433.5	6.2	.....Cascade...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4		6:30A - 2:30P 3:59P-11:59P									
.....	435.9	2.1	.....ERIE.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....
150	438.0	5.0	.....Dean.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	443.0	2.8	....Harbor Creek...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106	445.8	8.8	.....Moorheads...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	449.6	.6	.....North East....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
126 E 132 W	450.2	7.1	.....NH.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
342	457.3	8.0	.....Ripley.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92	465.3	2.9	.....Westfield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
162	468.2	5.1	.....Pomfret.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
288	473.3	.6	.....Brocton.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	473.9	5.2	.....BM Tower..... West End BB Double	DN	10.10	10.40	3.15	7.10	8.40	1.05AM	1.35	2.30	12.50PM
67	479.1	2.7	...45-Mile Siding...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	481.8	.6	.....Dunkirk.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	482.4	1.0	.....AK Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	483.4	8.0	.....Plate.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	491.4	9.9	.....Silver Creek.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	501.3	7.2	.....Angola.....B	DN Exc. Sat. & Sun. 8:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....
88	508.5	4.7	.....Lake View....B		.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	513.2	3.4	.....Hamburg.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	516.6	3.3	....GB Block Sta.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	519.9	.6	....FY Block Sta..... East End BB Double	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	520.5	.5	.....Tifft Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	521.0	.1	..... E. L. Jct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	521.1	1.8	.....Buffalo Jct.....A	DN	11.40AM	12.20PM	5.00PM	8.45PM	10.00PM	2.30AM	3.00AM	4.00AM	3.20PM
.....	522.9		.....BUFFALO.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
					52	98	64	54	90	56	68	38	30

Symbols: B—Telephone Booth; DN—Continuously.

CLEVELAND DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST-CLASS TRAINS	
					7	5
					Daily	Daily
.....	115.1	.3	....CONNEAUT...L	DN	s 8.33AM	s 10.41PM
.....	115.4	.8	...Conneaut Yard.... Chestnut St. Crossover	DN	8.34	10.42
.....	116.2	6.3	East End MA DoubleB	.....	8.37	10.45
.....	122.5	5.0	.....Kingsville....B	.....	.....	.....
.....	127.5	.7	.....KG.....B	.....	8.49	10.57
.....	128.2	.3	.....Ashtabula.....	.....	s 8.52	s 11.00
.....	128.5	1.6	.....NP Tower.....	DN	8.53	11.01
.....	130.1	3.4	.....Ryan.....B	.....	.....	.....
.....	133.5	4.8	.....Saybrook.....B	.....	.....	.....
.....	137.8	5.4	.....Geneva.....B	.....	.....	.....
105	143.2	5.1	.....MA.....B West End MA Double	.....	9.07	11.15
113 E 143 W	148.3	5.6	.....Perry.....B	.....	.....	.....
.....	153.9	.5	.....Painesville....B	.....	s 9.19	s 11.27
137 E 140 W	154.4	5.5	.....PE Tower....B	DN	9.20	11.29
133	159.9	4.3	.....Mentor.....B	.....	9.25	11.34
125	164.2	4.8	.....Willoughby....B	.....	9.29	11.38
148	169.0	2.4	.....Wickliffe.....B	.....	.....	.....
.....	171.4	1.2	.....UD..... B East End CD Double	.....	9.36	11.45
.....	172.6	4.5	.....Euclid.....B	.....	9.37	11.46
.....	177.1	4.0	...East Cleveland....	.....	s 9.44	11.50
.....	181.1	1.2	...East 75th St.. ...B	.....	9.49	11.56
.....	182.3	1.8	....East 37th St.....B	.....	9.52	11.59
.....	184.1	1.3	Cleveland C. U. T. A L	.....	s 10.00 10.20	s 12.10AM 12.35
.....	185.4	1.0	....West 38th St....B	.....	10.25	12.40
119	186.4	5.5	....West 65th St....B	.....	10.28	12.43
.....	191.9	4.6	.....Rocky River...B	DN	s 10.40	s 12.55
.....	196.5	5.1	.....Bay Village...B	.....	.....	.....
.....	201.6	3.6	.....Avon Lake....B	.....	10.50	1.05
98	205.2	4.7	.....Sheffield.....B	.....	10.53	1.08
.....	209.9	1.0	.....Lorain.....B	DN	s 11.03	s 1.24
104	210.9	7.2	...Oberlin Ave. ....B	.....	11.05	1.26
.....	218.1	2.5	.....KM.....B West End CD Double	.....	11.12	1.34
.....	220.6	.9	.....Vermilion ....B	.....	11.15	1.37
113 E 91 W	221.5	5.6	.....GC Tower....B	.....	.....	.....
148	227.1	3.0	.....Florence.....B	.....	.....	.....
149	230.1	5.4	.....Shinrock.....B	.....	11.24	1.47
144	235.5	4.2	.....Avery.....B	.....	.....	.....
.....	239.7	5.7	..... HI.....B East End BK Double	.....	11.33	1.57
.....	245.4	1.2	West End BK DoubleB	.....	11.39	2.03
.....	246.6	.7	BELLEVUE YARD .	DN	.....	.....
.....	247.3		East End FS Double .....Bellevue.....A	1:30A-2:30A 6:00A-3:00P 4:45P-6:00P	s 11.45AM	s 2.11AM
					Daily	Daily
					7	5

Symbols: B—Telephone Booth; DN—Continuously.

CLEVELAND DIVISION—WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	THIRD CLASS TRAINS									
					47	55	35	31	51	53	37	39	91	49
					Fast Freight	Fast Freight	Through Freight	Switch Run	Fast Freight	Fast Freight	Through Freight	Through Freight	Local Freight	Fast Freight
					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
.....	115.1		....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	115.4	.3	....Conneaut Yard..L	DN	1.15AM	4.00AM	5.00AM	7.30AM	8.45AM	4.00PM	5.30PM	10.20PM	.....	.....
.....	116.2	.8	East End MA Double B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	122.5	6.3	.....Kingsville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	127.5	5.0	.....KG..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	128.5	1.0	.....NP Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	130.1	1.6	.....Ryan..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	133.5	3.4	.....Saybrook.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	137.8	4.3	.....Geneva.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	143.2	5.4	.....MA.....B West End MA Double	.....	2.15	5.10	6.40	10.15	10.00	5.25	7.05	11.30	.....	.....
112 E 143 W	148.3	5.1	.....Perry.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	153.9	5.6	.....Painesville.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137 E 140 W	154.4	.5	.....PE Tower.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133	159.9	5.5	.....Mentor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	164.2	4.3	.....Willoughby...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	169.0	4.8	.....Wickliffe.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	171.4	2.4	.....UD..... B East End CD Double	.....	3.05	6.10	8.05	1.55PM	11.05	6.30	8.20	12.35AM	.....	.....
.....	172.6	1.2	.....Euclid.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	177.1	4.5	....East Cleveland ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	181.1	4.0	...East 75th St.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	182.3	1.2	.....East 37th St....B	.....	.....	.....	.....	A 2.30PM	.....	.....	.....	.....	L 9.00AM	L 4.15PM
.....	185.4	3.1	.....West 38th St. ..B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119	186.4	1.0	.....West 65th St...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	191.9	5.5	.....Rocky River...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	196.5	4.6	.....Bay Village....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	201.6	5.1	.....Avon Lake....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98	205.2	3.6	.....Sheffield .....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	209.9	4.7	.....Lorain.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
104	210.9	1.0	....Oberlin Ave. ...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	218.1	7.2	.....KM.....B West End CD Double	.....	4.15	7.10	10.50	.....	12.30PM	9.00	10.50	2.15	12.01PM	5.05
.....	220.6	2.5	.....Vermilion ....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 E 91 W	221.5	.9	.....GC Tower....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	227.1	5.6	.....Florence.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
149	230.1	3.0	.....Shinrock....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	235.5	5.4	.....Avery.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	239.7	4.2	.....HI.....B East End BK Double	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	245.4	5.7	West End BK Double B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	246.6	1.2	BELLEVUE YARD.A	DN	5.15AM	8.30AM	1.00PM	.....	1.45PM	11.00PM	1.00AM	4.00AM	3.00PM	6.05PM
.....	247.3	.7	East End FS Double .....Bellevue.... A	1:30A-2:30A 6:00A-3:00P 4:45P-6:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
					47	55	35	31	51	53	37	39	91	49

Symbols: B—Telephone Booth; DN—Continuously.

CLEVELAND DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS 6 Daily	8 Daily	Third-Class Trains 32 Switch Run Daily Ex. Sunday	38 Through Freight Daily
.....	272.6		.....Spence.....	.....	6.24AM	5.10PM	.....	.....
.....	275.3	2.7	W & L E Dist. Tower	.....	6.27	5.13	.....	.....
		.3	....BELLEVUE...A	1:30A-2:30A	s 6.30	s 5.15	.....	.....
.....	275.6	.7	East End FS Double L	6:00A-3:00P 4:45P-6:00P	6.35	5.18	.....	.....
.....	276.3		....Bellevue Yard....	DN	.....	.....	.....	2.00PM
.....	277.5	1.2	West End BK DoubleB	.....	6.38	5.21	.....	.....
		5.7	.....HI.....B					
.....	283.2		East End BK Double	.....	6.45	5.27	.....	2.15
144	287.4	4.2	.....Avery.....B	.....	.....	.....	.....	.....
149	292.8	5.4	.....Shinrock....B	.....	6.54	5.36	.....	.....
148	295.8	3.0	.....Florence.....B	.....	.....	.....	.....	.....
113 E 91 W	301.4	5.6	.....GC Tower....B	DN	.....	.....	.....	.....
.....	302.3	.9	.....Vermilion ....B	.....	7.03	5.45	.....	.....
		2.5	..... KM .....B					
.....	304.8		West End CD Double	.....	7.06	5.48	.....	2.45
95	312.0	7.2	.....Oberlin Ave...B	.....	7.13	5.54	.....	.....
.....	313.0	1.0	.....Lorain.....B	.....	s 7.23	s 6.03	.....	.....
97	317.7	4.7	.....Sheffield.....B	.....	7.29	6.09	.....	.....
.....	321.3	3.6	.....Avon Lake....B	.....	7.33	6.13	.....	.....
.....	326.4	5.1	.....Bay Village....B	.....	.....	.....	.....	.....
.....	331.0	4.6	.....Rocky River...B	DN	s 7.45	s 6.25	.....	.....
120	335.4	4.4	.....Detroit St.....B	.....	7.55	6.35	.....	.....
		2.1						
.....	337.5		.....West 38th St...B	.....	7.58	6.38	.....	.....
.....	338.8	1.3	Cleveland, C. U. T. A L	.....	s 8.10 8.30	s 6.50 7.05	.....	.....
		1.8						
.....	340.6		....East 37th St.....B	.....	8.35	7.10	L 7.45AM	6.15
.....	341.8	1.2	...East 75th St. ....B	.....	.....	.....	.....	.....
.....	345.8	4.0	....East Cleveland...	.....	s 8.45	7.19	.....	.....
.....	350.3	4.5	.....Euclid.....B	.....	8.52	7.24	.....	.....
		1.2	..... UD.....B					
.....	351.5		East End CD Double	.....	8.54	7.25	8.15	7.30
148	353.9	2.4	.....Wickliffe....B	.....	.....	.....	.....	.....
126	358.7	4.8	.....Willoughby...B	.....	f 9.03	7.31	.....	.....
		4.8						
133	363.0		.....Mentor.....B	.....	9.09	7.36	.....	.....
137 E 140 W	368.5	5.5	.....PE Tower....B	DN	9.15	7.42	.....	.....
.....	369.0	.5	.....Painesville ...B	.....	s 9.20	s 7.44	.....	.....
113 E 142 W	374.6	5.6	.....Perry.....B	.....	.....	.....	.....	.....
		5.1	..... MA .....B					
115	379.7		West End MA Double	.....	9.31	7.55	1.00PM	8.30
		5.4						
.....	385.1		.....Geneva.....B	.....	.....	.....	.....	.....
.....	389.4	4.3	.....Saybrook....B	.....	.....	.....	.....	.....
114	392.8	3.4	.....Ryan.....B	.....	9.47	8.07	.....	.....
.....	394.4	1.6	.....NP Tower.....	DN	9.49	8.09	.....	.....
.....	394.7	.3	.....Ashtabula.....	.....	s 9.52	s 8.11	.....	.....
.....	395.4	.7	..... KG.....B	.....	9.54	8.13	.....	.....
.....	400.4	5.0	.....Kingsville....B	.....	.....	.....	.....	.....
.....	406.7	6.3	East End MA DoubleB	.....	10.06	8.25	.....	.....
		.8						
.....	407.5		...Conneaut Yard... Chestnut St. Crossover	DN	10.09	8.28	A 2.50PM	A 10.30PM
.....	407.8	.3	...CONNEAUT ...A	DN	s 10.11AM	s 8.30PM	.....	.....
					Daily	Daily	Daily Ex. Sunday	Daily
					6	8	32	38

Symbols: B—Telephone Booth; DN—Continuously.

CLEVELAND DIVISION—EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	SECOND CLASS TRAINS								
					50	52	98	64	54	90	56	68	66
					Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	276.3	6.9	.BELLEVUE YARD.L	DN	3.50AM	4.15AM	4.30AM	8.30AM	12.30PM	2.45PM	7.00PM	7.30PM	8.30PM
.....	283.2	4.2	HI .....B (East End BK Double)	.....	4.05	4.30	4.45	8.45	12.45	3.00	7.20	7.45	8.45
144	287.4	5.4	.....Avery.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
149	292.8	3.0	.....Shinrock.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148	295.8	5.6	.....Florence.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 E) 91 W)	301.4	.9	.....GC Tower....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	302.3	2.5	.....Vermilion .....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	304.8	7.2	.....KM.....B (West End CD Double)	.....	4.30	5.00	5.15	9.10	1.15	3.30	7.45	8.15	9.15
95	312.0	1.0	...Oberlin Ave.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	313.0	4.7	.....Lorain.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
97	317.7	3.6	.....Sheffield.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	321.3	5.1	.....Avon Lake.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	326.4	4.6	.....Bay Village...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	331.0	4.4	.....Rocky River ..B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
120	335.4	2.1	.....Detroit St.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	337.5	3.1	....West 38th St....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	340.6	1.2	.East 37th Street. ..B	.....	A 5.15AM	.....	.....	.....	.....	.....	.....	.....	A11.00PM
.....	341.8	4.0	...East 75th St. ....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	345.8	4.5	...East Cleveland....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	350.3	1.2	..... Euclid.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	351.5	2.4	.....UD.....B (East End CD Double)	.....	.....	6.15	6.30	10.30	2.30	4.40	8.55	9.25	.....
148	353.9	4.8	.....Wickliffe....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	358.7	4.3	.....Willoughby...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133	363.0	5.5	.....Mentor.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137 E) 140 W)	368.5	.5	.....PE Tower....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	369.0	5.6	.....Painesville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
112 E) 143 W)	374.6	5.1	.....Perry.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
115	379.7	5.4	.....MA .....B (West End MA Double)	.....	.....	7.00	7.20	11.15	3.15	5.20	9.25	10.00	.....
.....	385.1	4.3	.....Geneva.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	389.4	3.4	.....Saybrook....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114	392.8	1.6	.....Ryan.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	394.4	1.0	.....NP Tower....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	395.4	5.0	.....KG..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	400.4	6.3	.....Kingsville....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	406.7	.8	East End MA DoubleB	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	407.5	.3	....Conneaut Yard..A	DN		8.15AM	8.30AM	12.30PM	4.30PM	6.30PM	10.45PM	11.15PM	.....
.....	407.8		....CONNEAUT.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					50	52	98	64	54	90	56	68	66

Symbols: B—Telephone Booth; DN—Continuously.

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

DOUBLE TRACK BETWEEN HI AND CROSSOVER WEST OF BRAGG ROAD EAST END BELLEVUE YARD WILL BE DESIGNATED AS BK DOUBLE.

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

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

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

REGULATIONS IN YARDS.

1. BUFFALO.

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

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

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

(d) Trains 5, 6, 7 and 8 will stop at foot of grade at E. L. Junction.

2. ERIE.

East Erie Commercial Railroad Connection.

(1) Switch at top of grade must be lined for straight track when not in use.
(2) A hand operated block signal governs the use of the track.
(3) The normal position of the block signal is with signal lever up and block light extinguished.
(4) When signal lever is up and block signal displays a red light the track must not be entered.
(5) When signal lever is lowered and block lights up red, track may be used.
(6) If signal lever is lowered and signal fails to light, engine may enter track under full flag protection.

3. CONNEAUT.

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

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

(b) **Between Home Signals East End Conneaut Yard and West End CT Double.**

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

(c) A train or engine must not pass Stop indication on Westward home signal, West end CT Double unless authorized by Train Dispatcher, and after complying with Article 17, may then proceed at restricted speed.

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

(e) East End MA Double.

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

Interlocking Rules are in effect.

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

Rule 663 is modified accordingly.

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

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

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

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

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

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

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

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

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

(k) Yard Track Indicator.

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

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

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

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

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

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

4. CLEVELAND.

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

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

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

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

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

(b) Broadway.

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

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

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

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

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

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

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

(c) East 37th Street.

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

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

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

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

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

(d) West 38th Street.

Home Signals Governing Movement On Eastward Main Track.

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

(e) Euclid, Chardon Road Crossing.

(1) Cars must not be backed over Chardon Road crossing without trainmen flagging the crossing at the time of the movement regardless of other crossing protection.

(2) Highway crossing track circuits on No. 1 North extend 280 feet east of crossing. Cars should not be left standing on this circuit except in case of emergency. If necessary to leave cars standing on this circuit, the crossing gates can be raised by operating manual control device stenciled "yard 1 and yard 2."

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

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

(h) Eastward trains, engines and yard engines, when stopped for any reason between E. 75th St. and Doan Ave., East Cleveland; employees will make sure before alighting, that no eastward Rapid Transit trains are closely approaching on Rapid Transit eastward track, which is adjacent to and south of NKP eastward track.

(i) West end Center Siding. Normal position of inside switch is for turnout to westward main track, protected by hand throw derail and derail is equipped with circuit controller.

Removal of derail only will cause westward automatic signal 184.1 to display red aspect.

Movements to and from eastward main track must reverse inside switch and have it lined for eastward main track before removing derail to avoid actuating automatic signal 184.1 and, in clearing, derail must be restored before restoring inside switch.

5. BELLEVUE.

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

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

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

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

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

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

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

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

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

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

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

6. NEW YORK STATE LAWS.

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

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

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

7. GENERAL INSTRUCTIONS.

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

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

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

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

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

(f) 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.

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

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

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

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

(j) All engines, with or without cars, using sand in stopping, or engines stopped on sanded rail, 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 an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of diesel units in alignment.

(l) 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.

(m) Diesel engines may be operated through water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

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

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

(p) **FY Block Station.**

Switchtenders will handle all switches within home signal limits.

Trains or engines moving east on westward main track and trains or engines moving west from No. 4 track to westward main track will not pass clearance point of plant without first receiving proceed hand signal, Yellow flag by day and Yellow light by night, from operator on ground.

(q) GB Block Station.

Interlocking Home Signal Governing Movement on Westward Main Track.

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

Operators will handle all switches within interlocking limits.

(r) Silver Creek.

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

Trains or engines moving east on westward main track will not pass clearance point of crossover leading to track No. 3 without first receiving proceed hand signal, Yellow flag by day and Yellow light by night, from operator on ground.

(s) BM Tower.

Operators will handle switches for all movements.

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

(u) B&LE Trains operating between Wallace Junction and Cascade will run extra without train orders or receiving Clearance Form "A", classification signals to be displayed.

(v) Between Thornton Jct. and west end CT Double.

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

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

(w) Between East End MA Double and West End MA Double.

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

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

(x) Between KG and NP Tower.

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

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

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

(3) A train or engine must not pass "Stop" indication on westward home signal KG unless authorized by signalman, and after complying with Article 17, may then proceed at restricted speed.

(4) A train or engine must not pass "Stop" indication on eastward home signal NP Tower except when authorized by signalman and after complying with interlocking rules, may then proceed at restricted speed.

(y) Ashtabula.

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

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

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

(aa) MA.

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

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

(bb) Between Sheffield and So. Lorain.

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

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

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

(cc) **Between Avon Lake and Oberlin Ave.**

Trains or engines starting work at South Lorain, Ohio, will run extra between Sheffield, Ohio, Avon Lake, Ohio, and/or Oberlin Ave. without train orders or Clearance Form A. Classification signals to be displayed.

(dd) **Sheffield Westward Holdout Signal.**

Westbound trains or engines pulling through westward siding must not depart Sheffield without permission of Telegraph Operator, Lorain, Ohio.

(ee) **Lorain.**

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

Train Order Signal.

Westward Only.

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

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

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

Eastward home signals at east end Bellevue Yard are controlled by operator at GC Tower under direction of train dispatcher.

(gg) **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 track, 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 with 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 maintaining terminal after failure on the line.

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yard Master 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.

(hh) **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 E. L. sleepers and coaches are now equipped with heat indicators. This device is a cylindrical metal cartridge containing a liquid and sealed with a fusible plug which melts instantly when temperature inside the bearing housing exceeds 250° Fahrenheit.

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

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

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

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

(ii) **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 an approach starting section.

(b) A RED marker indicates entrance to a second starting section, or where special circuits are provided account switching operations.

(c) A WHITE marker indicates entrance to a circuit over crossing where no approach starting section is provided.

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

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

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

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

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

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

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

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

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

(c) After limits of crossing circuit, indicated by "Red Markers", has been cleared when making cut, insert switch key in control box, turn key clockwise as far as possible and remove.
To restore automatic operation, movement must re-enter limits of crossing circuit.

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

Location	Crossing	Track	Remarks
Erie	Parade Street	No. 4 and Old Siding	Note 1
Erie	German Street	South Track	Note 2
Euclid	Chardon Road	All Tracks	Note 3
Rocky River	Linda Street	All Tracks	Note 4

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

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

Note 3—When protection is required prior to a movement occupying a track section, hold push button depressed for that track section until such track section becomes occupied by the movement.

Note 4—Switch key circuit controller is located on instrument case north side of tracks west of Linda Street. To operate flashing light signals manually, insert switch key, turn clockwise as far as possible. To restore automatic operation remove switch key.

8. PERSONAL INJURY ACCIDENTS.

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

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

9. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
*Buffalo	Station Master			
	E. L. Depot	X	X	X
*Buffalo Jct.	Telegraph	X	X	X
FY Block Station.	Telegraph			X
GB Block Station.	Telegraph	X	X	
BM Tower	Telegraph	X	X	
Erie	Telegraph	X		
	Trainmen's Room		X	
Wallace Jct.	Telegraph		X	
ƒ*Conneaut	Telegraph	X	X	X
*Conneaut Yard	Telegraph	X	X	X
East 75th St.	Engine House	X	X	
East 55th St.	Telegraph	X	X	X
South Lorain	Trainmen's Room	X	X	
Bellevue Yard	Telegraph	X	X	X
ƒBellevue	Depot	X	X	X

* Also includes E. L. Bulletins

ƒ Also includes NYC Bulletins.

X Indicates location.

10. REGISTERING STATIONS AND CLEARING OF TRAINS.

First Class Trains.

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

Conductors on through passenger trains passing through the Cleveland Union Terminal will call the operator at "GH" office from the platform and secure verbal clearance. Dial 357.

Conductors in charge of trains originating at the Cleveland Union Terminal will report to the operator at "GH" office and secure Clearance Form A.

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

Second Class, Third Class and Extra Trains.

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

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

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

SPECIAL INSTRUCTIONS—Continued

11. SPEED RESTRICTIONS.

Location and Conditions	Miles Per Hour Pssgr. Trains	Miles Per Hour Freight Trains
Between E. L. Jct. and B.C.R.R. Crossing	15	15
Between B.C.R.R. Crossing and FY Block Sta.	30	30
Westward Main, FY Block Sta. to BM Tower	70	60
Eastward Main, BM Tower to GB Block Sta.	65	50
Eastward Main, GB Block Sta. to FY Block Sta.	50	50
Between BM Tower and West end BK Double	70	60
Between West end BK Double and Bellevue	59	49
ERS, ARS Engines (558 to 875 inclusive)	70	60
BRS, ARS Engines (except 558 to 875 inclusive)	65	60
P. R. R. trains handled by freight engines	50	50
Trains or engines moving against current of traffic in automatic block signal territory	59	49
Engines with side or main rods down or disconnected	.....	20
Engines running light with or without caboose	.....	50
Steam switch engines without engine truck handled in trains	.....	20
Large derricks:		
Tangent track	.....	40
Curves	.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restrictions to apply.		
Br. 86.65—Buffalo Road, Erie	.....	30
Br. 87.82—French Street, Erie	.....	30
Br. 87.90—State Street, Erie	.....	30
Br. 191.93—Clifton Blvd., Cleveland	.....	30
250 ton derrick:		
Br. 193.11—L. S. E. R. R., Rocky River	.....	10
(When wreck train leaves terminal with derrick boom leading, a stop should be made at a convenient point, as soon as sufficient steam pressure has been obtained on the derrick and boom swung to trailing position.)		
Trains handling Flangers	25	25
Snow Plows (See instructions on page 12)	.....	35
Snow Plow passing passenger train on double track	.....	4
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only	.....	30
Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine.	.....	30
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above):		
Between Bellevue Yard and BM Tower	.....	50
Eastward Main between BM Tower and FY Block Station	.....	45
Westward Main between FY Block Station and BM Tower	.....	50
Trains handling large size loaded covered hoppers 180,000 to 200,000 lbs. capacity:		
Tangent track	.....	40
Curves	.....	25
Trains handling short hopper cars; D.M.&I.R., L.S. & I., Soo Line, C. & N.W. and similar equipment of other ownership:		
When loaded	.....	30
When empty	.....	35
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Buffalo Creek: Curve West of	30	30
FY Block Sta.: Thru Crossovers	35	35
GB Block Sta.: Thru Crossover	30	30
Curve East of E. L. Crossing	30	30
Curve West of E. L. Crossing	50	50
Silver Creek: All curves on Westward main between MP 31 and 33	60	
All curves on Eastward main between MP 31 and 32	60	
Turnout, Eastward main to Track No. 3	35	35
Track No. 3 between Silver Creek and Plate	50	50
Plate: Turnouts, West end Track No. 3	35	35
Between Plate and AK Tower: Trains or engines moving against the current of traffic	25	25
Dunkirk: Between Passenger Station and Plate	40	40
All curves between Passenger Station and Plate	40	40
BM Tower: Thru both Crossovers	35	35
Thru spring switch, westbound trains	40	40
Between home signals (Northward PRR trains only)	20	20
Brocton: Around reverse curve	45	45
Turnout, East end of and Thru siding	35	35

11. SPEED RESTRICTIONS—Continued

Location and Conditions	Miles Per Hour Pssgr. Trains	Miles Per Hour Freight Trains
Pomfret: Turnout, West end of and Thru siding	35	35
Westfield: Turnout, East end of and Thru siding	35	35
Ripley: Turnouts, Both ends of and Thru siding	35	35
NH: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Moorheads: Turnouts, Both ends of and Thru siding	35	35
Harbor Creek: Turnouts, Both ends of and Thru siding	35	35
Dean: Turnouts, Both ends of siding	35	35
Erie: All curves P. R. R. overhead bridge to State St.	35	35
Between State St. and Cranberry St.	15	15
Cascade: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Swanville: Turnouts, Both ends of and Thru siding	35	35
Fairview Pit: Turnouts, Both ends of and Thru siding	35	35
Girard: Turnouts, Both ends of and Thru Westward siding	35	35
Thornton Jct.: Turnout, Westward main	50	50
West End CT Double: Turnout, Westward main	35	35
Conneaut Yard: Main track Eastward Home Signal located 100 ft. east of crossover to Westward yard lead and East end MA Double	20	20
East End MA Double: Crossover, Westward Main	15	15
KG: Turnout, Westward Main	35	35
Ashtabula: Curve East of Bridge	45	45
Over Main Street (engine only)	20	20
Curve at Depot	35	35
NP Tower: Turnout, Westward Main	35	35
MA: Turnout, Westward Main	35	35
Turnout, West end Eastward siding	35	35
Perry: Turnouts, Both ends of and Thru Westward siding	35	35
Painesville: Curve East of Bridge	60	
Curve at Depot	60	
PE Tower: Turnouts, Both ends of and Thru Eastward and Westward sidings	35	35
Mentor: Turnouts, Both ends of and Thru siding	35	35
Willoughby: Curves East and West of Bridge	55	55
Turnouts, Both ends of and Thru siding	35	35
Wickliffe: Turnouts, Both ends of and Thru siding	35	35
UD: Turnout, Eastward Main	50	50
Euclid: Turnout, West end of No. 1 track north yard	35	35
Euclid Jct.: Curve east of Wayside Road	60	
Cleveland: All Curves between Euclid Ave. and W. 38th St. (except curve at E. 9th St. Coach Yd.),	40	40
E. 37th and W. 38th St. through Crossovers and Turnouts Leading to and from C. U. T.	15	15
Curve at E. 9th St. Coach Yd	25	25
Bridge 184.50 over Cuyahoga Viaduct	40	40
All Curves between W. 38th St. and Rocky River	45	45
Between W. 110th St. and Rocky River Bridge	35	35
Between W. 110th St. and Rocky River Bridge: Trains or engines moving against the current of traffic	25	25
Between Rocky River Bridge and M. P. 194.5	35	35
Between Rocky River Bridge and M. P. 194.5: Trains or engines moving against the current of traffic	25	25
Rocky River: Curve west of depot	55	55
Between Sheffield and So. Lorain	15	15
East Lorain: Gypsum Lead	15	15
Lorain: Curve East of Drawbridge	45	45
Drawbridge Gauntlet, Westward Main	35	35
Curve at Depot	30	30
Between B. & O. crossing and Oberlin Ave.	35	35
KM: Turnout, Westward Main	35	35
GC Tower: Turnout, West end of and Thru Eastward siding	35	35
Florence: Turnouts, Both ends of and Thru siding	35	35
Shinrock: Turnouts, Both ends of and Thru siding	35	35
Avery: Turnouts, Both ends of and Thru siding	35	35
HI: Turnout, Eastward Main	50	50
Bellevue: Curve East of Yard	50	50
Turnout, East end Departure Lead Eastward Yard	35	35
Turnout, West end BK Double, Westward Main	35	35
Turnout, East end FS Double, Westward Main	15	15
Through all Other Sidings	15	15
Other Outlying Tracks	6	6
Other Main Track Turnouts and Crossovers	15	15
Other Turnouts and Crossovers	10	10

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

12. RESTRICTIONS ON SIDE TRACKS AND BRIDGES.

(a) TOF cars with trailers and passenger equipment must not be moved under Portage Street Bridge on Welch Track at Westfield.

(b) Engines are restricted from using P. R. R. Interchange Track beyond switch leading to P. R. R. Freight House Track at Ashtabula.

(c) Engines must not use Equity Lumber Company Track at Painesville.

(d) Multiple unit diesels must not use Goff Kirby Track at Willoughby.

(e) Engines must not pass over wheel drop pit on No. 4 Track, East 9th Street Coach Yard, Cleveland.

13. OVERHEAD AND SIDE OBSTRUCTIONS.

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

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

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

(d) Employes are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

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

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

Dunkirk	Dunkirk Lumber Company. Smith Lumber Company.
Ashtabula	Robinson Spur.
Perry	F. P. & E. Transfer. F. P. & E. Main.
Painesville	Riverside Drive.
Willoughby	Cleveland Builders.
Cleveland	West 117th St.
Avon Lake	C. E. I. Track.

(f) Your special attention is called to catenary structures between East Cleveland Passenger Station and East 37th Street.
Employes must not ride on the side or top of cars or engines between these two points.

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

Buffalo Jct.	Elevator and Hay House, Ralston Purina. New Elevator Lead Abbott Road Bridge.
Westfield	Welch Grape Juice Plant.
North East	Welch Grape Juice Plant. Old main track Smedley St. to Subway.
Erie	Erie Meter Track. Sims Plant, east of P. R. R. Bridge. Viaduct over P. R. R. Wayne Street subway. Scale Track. French Street subway. State Street subway. Car Works Track, 18th & Cranberry. Warner Pickle Track.
Cascade	Foundry Track.
Conneaut	Sand Tower, North Side of Hoist Track.
Madison	Gravel loading platform, Mill and Back Track.
Painesville	Platform, East Mill Track. Building, West Mill Track.
Avery	Hoover Spur.

14. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES.

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

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

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

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

(c) Buffalo Creek Drawbridge Signals.

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

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

(d) Plate: E. L. Crossing.

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

(e) Lorain: Drawbridge Gauntlet and B. & O. Crossing.

Trains or engines required to pass home or dwarf signal at Stop must be informed of the situation and must receive hand signal with yellow flag by day or yellow light by night from Drawbridge Operator to move over Drawbridge and from Operator at Lorain Telegraph Office to move over Crossline.

(f) HI: B. & O. Crossing.

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

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

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

(3) If home signal fails to display a proceed indication after operating emergency time release, and if signalman at GC Tower has authorized movement beyond Stop signal, train or engine must then occupy track section between home signal and crossline without fouling crossline track or dual control switch for a period of three (3) minutes and if signal indicator lamp has remained lighted during the entire period, train or engine may then proceed at restricted speed, after complying with Paragraph (b) of Article 17.

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

(5) Box must be locked before leaving.
Rule 663 is modified accordingly.

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

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

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

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

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

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

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

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

(e) A train or engine must not pass a Stop signal except when authorized by dispatcher or signalman; and after complying with Spring Switch, Interlocking, and/or Dual Control Switch Mechanism Rules except as outlined in Article 17, may then proceed at restricted speed, except at MA electric switch at East end house track must be securely spiked before making movement over switch, and at HI after complying with Article 14 (f).

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

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

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

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

*Controlled by interlocking operator.

(b) **Location of Electric Derail Locks.**

Westfield	West End Welch Track.

(c) **Location and operation of Pipe Connected, Bolt Locked Switches.**

Brocton	Crossover from main track to PRR connection.
North East	Crossover from main track to Freight House.
Dean	Crossover from main track to track No. 1-Franklin Avenue.
	Crossover from main track to siding-Downing Road.
	Crossover from main track to Erie Art Metal.
Wallace Jct	Crossover from main track to B. & L. E.
Perry	Crossover from main track to east end eastward siding.
Painesville	Crossover from main track to east end old siding.
Willoughby	Crossover from main track to house track extension.
Wickliffe	Crossover from main track to Wickliffe Lumber Company.
UD	Crossover from main track to Chase track.
*Euclid	Crossover from north switching lead to west end No. 1 track.
	East switch of Fisher Body Lead.
Shinrock	Crossover from main track to west end Huron-Shinrock connection.

Electric lock on main track switch, bolt lock on inside switch, main track switch in reverse position will release inside switch. Inside switch must be placed in normal position in order to restore main track switch to normal position.

*East switch of crossover from westward main track in reverse position will release north switching lead switch. Switch connecting north switching lead must be placed in normal position in order to restore east switch of crossover to normal position.

East switch of Fisher Body Lead in reverse position will release Dille Lumber Company switch. Dille Lumber Company switch must be placed in normal position in order to restore main track switch east end Fisher Body lead.

17. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING DUAL CONTROL SWITCHES.

(a) Location		Controlled By
*Brocton	East End Siding	Train Dispatcher.
Brocton	West End Siding	Train Dispatcher.
Pomfret	East End Siding	Train Dispatcher.
*Pomfret	West End Siding	Train Dispatcher.
*Westfield	East End Siding	Train Dispatcher.
Westfield	West End Siding	Train Dispatcher.
*Ripley	East and West End Siding	Train Dispatcher.
N. H.	East and West End Eastward and Westward Sidings	Train Dispatcher.
*Moorheads	East and West End Siding	Train Dispatcher.
*Harbor Creek	East and West End Siding	Train Dispatcher.
*Dean	East and West End Siding	Train Dispatcher.
Cascade	East and West End Eastward and Westward Sidings	Train Dispacther.
*Swanville	East and West End Siding	Train Dispatcher.
*Fairview Pit	East and West End Siding	Train Dispatcher.
*Girard	East End Westward Siding	Train Dispatcher.
Girard	West End Westward Siding	Train Dispatcher.
Girard	West End Eastward Siding	Train Dispatcher.
*CT Double	West End	Train Dispatcher.
Conneaut Yard	East End MA Double	Train Dispatcher.
	Crossover to G.E. Lead	Train Dispatcher.
*KG		Operator NP Tower.
MA	West End MA Double	Train Dispatcher.
	West End Westward Siding	Train Dispatcher.
	West End Eastward Siding	Train Dispatcher.
*Perry	East End Westward Siding	Train Dispatcher.
Perry	West End Westward Siding	Train Dispatcher.
PE Tower	West End Westward Siding	Train Dispatcher.
	West End Eastward Siding	Train Dispatcher.
*Mentor	East and West End Siding	Train Dispatcher.
Willoughby	East End Siding	Train Dispatcher.
*Willoughby	West End Siding	Train Dispatcher.
*Wickliffe	East End Siding	Train Dispatcher.
Wickliffe	West End Siding	Train Dispatcher.
UD	East End CD Double	Train Dispatcher.
	East End No. 1 Track North Yd.	Train Dispatcher.
West 38th St.	C.U.T. Connection	Operator E. 55th St.
	Main Track Crossover	Operator E. 55th St.
*GC Tower	East End Westward Siding	Operator GC Tower.
GC Tower	West End Westward Siding	Operator GC Tower.
GC Tower	East End Eastward Siding	Operator GC Tower.
*GC Tower	West End Eastward Siding	Operator GC Tower.
*Florence	East and West End Siding	Operator GC Tower.
*Shinrock	East and West End Siding	Operator GC Tower.
*Avery	East and West End Siding	Operator GC Tower.
*HI	East End BK Double	Operator GC Tower.

(*) Equipped with Dual Control switch indicator lights.

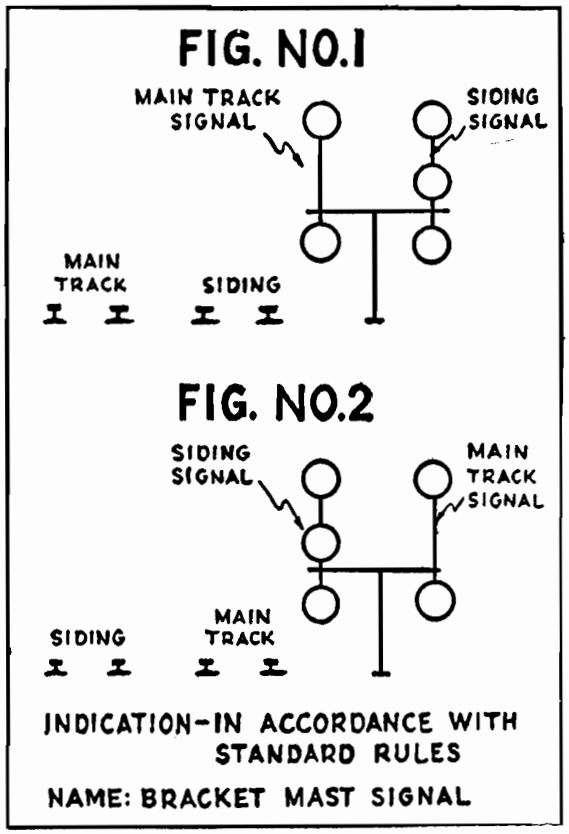
(b) Dual control switches so indicated in paragraph (a) are equipped with dual control switch indicator lights located on relay case adjacent thereto.

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

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

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

BRACKET MAST SIGNALS



18. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

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

(a) Euclid: West End of No. 1 Track North Yard.

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

Trains or engines moving west on No.1 track authorized to pass dwarf signal indicating stop may trail through the spring switch if the electric switch lamp displays green. If electric lamp displays red, switch must be reversed by hand before movement through switch is made.

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

(b) Oberlin Ave: East End Eastward Siding.

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

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

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

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

(c) **KM.**

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

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

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

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

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

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

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

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

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

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

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

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

19. MODIFICATIONS AND ADDITIONS TO RULES.

DEFINITIONS:

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

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

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

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

Track Car.

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

Line-up of Trains.

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

Rule 11.

Note.—Passenger trains, after stopping, may proceed without extinguishing red fusees. Freight trains having total tonnage in excess of 1500 tons per operative hauling unit, may pass a fusee burning red without stopping to remove it and proceed at reduced speed.

Rule 14 L.

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

Rule 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 moving 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 on or fouling main track, or when moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

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

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

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

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

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

Rule 19.

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

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

(c) 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.

(d) (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.

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

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

(g) B&LE trains will display flashing yellow light to front and flashing red light to rear where yellow light is shown to front and red light is shown to rear of trains by night.

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 movement 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 back-up movement.

(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 281B.

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

Rule 281C.

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

Rule 285.

Proceed preparing to stop at next signal.

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

Rule 291.

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

Rule 308.

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

Rule 317. (Second Paragraph)

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

Rule 318. (Second Paragraph)

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

Rule 327.

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

Rule 333.

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

Rule 344.

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

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

Rule 509.

When an automatic signal equipped with yellow disc indicates "Stop and Proceed", freight trains having total tonnage in excess of 1500 tons per operative hauling unit may proceed at restricted speed without stopping.

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

Rule 807.

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

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

Rule 808.

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

Rule 809.

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

AIR BRAKE RULES.

Rule 300. (Standard Air Pressure).

Reducing valve for independent brake on diesels....30 to 35 pounds.

Rule 302. (Applying Brakes When Train Is To Make A Full Stop.)

No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

(a) 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.

Note: Except in cases of emergency, initial reduction must not exceed eight (8) pounds brake pipe pressure as above specified.

At about the last five (5) car lengths the train is to move, the automatic brake valve must be placed in service position, the throttle reduced to idle position and the engine brake permitted to apply on sand.

(b) 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 sliding wheels on locomotives.

On trains consisting of heavy loads on head end and empties on rear, sufficient distance must be allowed to complete the braking operation using the minimum pressure indicated above.

Brakes must not be released until a total brake pipe reduction of not less than fifteen (15) pounds has been made and the automatic brake valve held in lap position not less than fifteen (15) seconds after the brake pipe exhaust stops blowing.

Rule 303. (Applying And Releasing Brakes While Train Is In Motion).

No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

(a) 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 reduction is necessary to reduce speed of train, brakes must not be released for a minimum of twenty-five (25) seconds after brake pipe exhaust stops blowing.

(b) 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.

The throttle shall not be increased and no attempt shall be made to accelerate speed of train until sufficient time has elapsed for all brakes to release.

It will not be permissible to release automatic brakes on trains consisting of heavy loads on rear end and empties on head end, before train comes to a full stop, except at such locations as may be specifically designated by the Road Foreman of Engines.

Rule 305. (When Brakes Apply From Any Cause Other Than By Use Of Automatic Brake Valve).

When service application occurs from the train, independent brake must be held in full release and the throttle gradually reduced as the speed of the train decreases and the automatic brake valve must be left in running position until the speed of train has decreased to 15 miles per hour. At 15 miles per hour, place brake valve in service position, close throttle to idle position and then permit independent brake to apply on sand.

When the emergency application is obtained, the automatic brake valve must be held in lap position for one minute before any attempt is made to recharge brake pipe to allow vent valve of "AB" brakes to close

Rule 307. (Third Paragraph).

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

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.

20. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BB DOUBLE.

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

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

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

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

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

(e) Train order signal Aspect "B" Rule 221 will be used in connection with manual block or interlocking home signal except eastward train order signal at GB Block Station, Aspect "A" Rule 221 is in effect.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22. DEFINITIONS:

Passenger Train.

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

Advance Block Signal.

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

23. LOCATION OF DISTANT SWITCH SIGNALS.

East End Hamburg Siding.

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

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

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

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

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

25. LOCATION OF AUTOMATIC FIXED SIGNALS.

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

26. GB BLOCK STATION.

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

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

27. PLATE.

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

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

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

(a) Westward Home Signal.

Red over Red over Red.....	Stop
Red over Red over Yellow.....	Proceed at Restricted Speed to P. R. R.

(b) Westward Dwarf Signal.

Two Horizontal White Lights....	Stop
Two Diagonal White Lights in left hand lower Quadrant.....	Proceed at Restricted Speed to P. R. R.

(c) Eastward Home Signal.

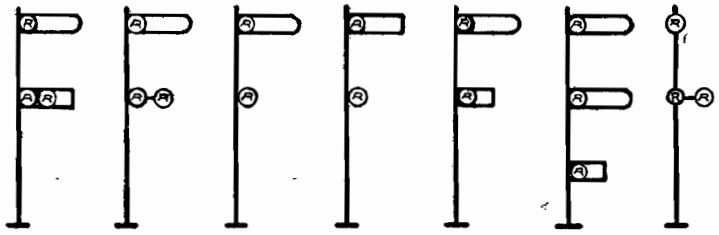
Three Horizontal Yellow Lights.	Stop.
Three Diagonal Yellow Lights in upper Quadrant.....	Proceed preparing to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.
Three Vertical Yellow Lights..	Proceed.

(d) Eastward Dwarf Signal.

Two Horisontal White Lights...	Stop.
Two Diagonal White Lights in upper Quadrant.....	Proceed preparing to stop at next signal; Slow Speed within interlocking limits.
Two Vertical White Lights.....	Proceed; Slow Speed within interlocking limits.

MANUAL BLOCK SIGNALS

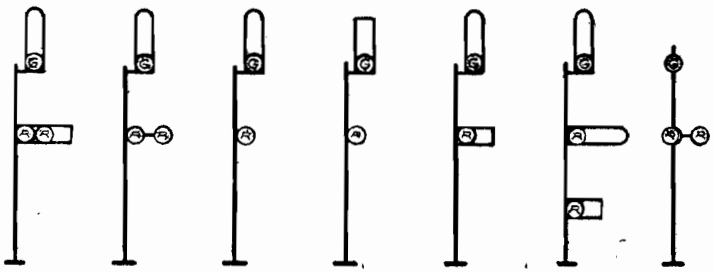
FIG.1 FIG.2 FIG.3 FIG.4 FIG.5 FIG.6 FIG.7



Indication: Stop.

Name: Stop.

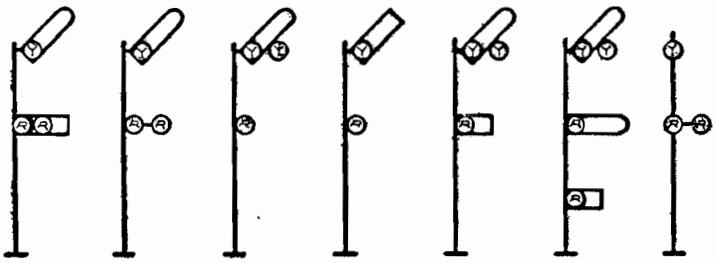
FIG.8 FIG.9 FIG.10 FIG.11 FIG.12 FIG.13



Indication: Proceed.

Name: Clear.

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

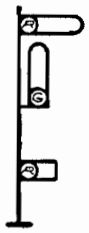


Indication: Block Occupied; Proceed prepared to stop short of train or obstruction, but not to exceed 15 miles per hour.

Name: Permissive.

Rule 289

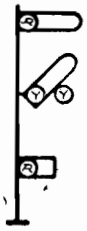
FIG.22



Indication: Proceed; Medium speed within interlocking limits.

Name: Medium Clear.

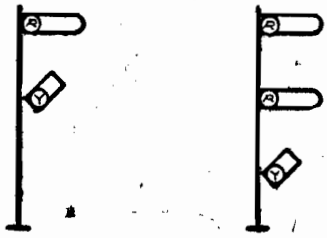
FIG.23



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

Name: Medium Permissive.

FIG.24 FIG.25



Indication: Proceed at restricted speed.

Name: Restricting.

AUTOMATIC BLOCK SIGNALS

BUFFALO DIVISION

Westward — Eastward

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

Westward — Eastward

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

Westward — Eastward

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

G Indicates "Grade Signal."

★ Indicates signal governing through interlocking. When signal indicates Stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.

† Indicates centrolled signal.

* When signal at west end CT Double indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Article 17, Paragraph (b).

When signal at East End Conneaut Yard indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed.

ǂ After complying with Article 14, Paragraph (d) trains or engines may proceed at restricted speed.

SPEED SCHEDULE

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

AUTOMATIC BLOCK SIGNALS
CLEVELAND DIVISION

Westward Eastward

†Home

West End Conneaut Yard

Remotely Controlled Interlocking

†Home

118.9 *†Home

120.9 120.8

Kingsville

123.5 123.4

125.9 126.0

**Home

KG

*†Home

★Home

NP Tower Interlocking

130.1 *Home

131.4

132.7

133.4

135.5

135.8

136.3

Geneva

136.8

141.5G 141.4

Beginning C. T. C.

Home

MA

Remotely Controlled Interlocking

†Home

End of C. T. C.

145.5 145.4

Home

East End Westward Siding

Perry

Home

Home

West End Westward Siding

Perry

Home

150.5 150.4

151.9 152.0

Home

Home

Infirmary Spur Painesville

Home

PE Tower Interlocking

Home

Home

West End Westward Siding

West End Eastward Siding

PE Tower

Home

158.3 158.4

Home

East End Mentor

Home

Home

West End Mentor

Home

Home

Home

Daniels Spur

Home

East End Willoughby

Home

Home

West End Willoughby

Home

167.7 167.8

Home

East End Wickliffe

Home

Home

West End Wickliffe

Home

Westward Eastward

End of C. T. C.

†Home

UD

Remotely Controlled Interlocking

Home

Beginning C. T. C.

†Home

Spring Switch

Euclid

173.4

174.1G

174.8

175.3G

175.8

176.3

176.6

177.3

$177.4

Superior Ave.

178.3 $178.2

179.3

$179.4G

180.1

$180.2G

180.9

$181.0G

181.5

Grand Ave.

181.8G

182.3

182.6G

182.9

N. K. P.—C. U. T. Connection

Home

183.3

B. & O. R. R.—C. U. T. Connection

183.6

184.1

184.2

★Home

Cuyahoga River

Drawbridge Interlocking

★Home

185.1G

185.4

†Home

West 38th Street

Remotely Controlled Interlocking

†Home

185.9G

186.2

186.7

186.6

W. 65th St.

187.7 188.0

188.7

189.0G

189.9G

190.0G

191.1G 191.0G

192.3G 192.2G

Rocky River

193.7 193.6

195.1 195.4

197.1

Bay Village

197.4

200.1 199.8

202.3

Avon Lake

202.4

204.1 204.4

205.7

Westward Eastward

Sheffield

206.2

†Home

207.4

208.9

208.8

★Home

Lorain Drawbridge

Interlocking

★Home

Lorain Interlocking

210.5 ★Home

Oberlin Ave.

211.3G Spring Switch

†Home

212.5 212.3G

214.5 214.3G

216.7 216.6

Beginning C. T. C.

Home

KM Spring Switch

218.6

End of C. T. C.

220.2G

219.9

Home

East End Westward Siding

GC Tower

Home

Home

West End Westward Siding

East End Eastward Siding

GC Tower

Home

Home

West End Eastward Siding

GC Tower

Home

225.1 225.0

Home

East End Florence

Home

Home

West End Florence

Home

Home

East End Shinrock

Home

Home

West End Shinrock

Home

233.3 233.2G

Home

East End Avery

Home

Home

West End Avery

Home

238.3G 238.2

End of C. T. C

*†Home

HI

Automatic Interlocking

*Home

Beginning C. T. C.

242.1 242.6

242.9

Lyme

245.1 244.6

Spring Switch

†Home †Home

247.2

Bellevue Yard

G Indicates "Grade Signal".

• Indicates signal governing movement to next home signal against opposing movement.

★ Indicates signal governing through interlocking. When signal indicates Stop, trains or engines after complying with Rule 663 may proceed at restricted speed.

† Indicates controlled signal. When signal at west end Conneaut yard indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Rule 552 and/or interlocking rules.

When signal at Milepost 119 indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed.

When signal at MA and UD indicates stop, trains or engines when authorized by train dispatcher may proceed at restricted speed after complying with Rule 552.

When signal at Euclid indicates stop, trains or engines when authorized by Train Dispatcher may proceed at restricted speed after complying with spring switch rules.

When signal at West 38th Street indicates stop, trains or engines when authorized by operator at East 55th Street may proceed at restricted speed after complying with Rule 552.

When signal at Sheffield indicates stop, trains or engines when authorized by operator at Lorain may proceed at restricted speed.

When signal at Oberlin Ave. indicates stop, trains or engines when authorized by operator at Lorain may proceed at restricted speed after complying with spring switch rules.

When signal at Bellevue yard indicates stop, trains or engines when authorized by operator at GC Tower may proceed at restricted speed after complying with spring switch rules.

* When signal at KG indicates stop, trains or engines when authorized by operator at NP Tower may proceed at restricted speed after complying with Article 17, (b).

When signal at HI indicates stop, trains or engines when authorized by operator at GC Tower may proceed at restricted speed after complying with Article 14 (f).

$ Indicates signal will display a flashing Yellow aspect indicating approach and a flashing Green aspect indicating clear. Rules 281 and 285 are modified accordingly.

BUFFALO DIVISION AND CLEVELAND DIVISION SURGEONS

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

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
★●◎Buffalo, N. Y.	DR. WILLIAM HOWARD Oculist	389 Linwood Ave.	TT 55021	389 Linwood Ave.	TT 31590
	DR. SAMUEL MILITELLO	1003 Genesee St.	TX 32826 (If no answer call TX 46262)	69 Greenaway Rd.	TF 61585
	DR. ROBERT F. SULLIVAN	2156 So. Park Ave.	TA 42386	145 McKinley Parkway	TA 42386
Angola	DR. LEE R. SANBORN	32 High St.	Angola 549-3353	Forestville, N. Y.	WO 52942
Silver Creek	DR. ERNEST G. HOMOKAY	150 Central Ave.	934-3133	68 Buffalo St.	934-3156
●◎Dunkirk	DR. JOHN F. FOSS	77 E. 4th St.	EM 62700	427 Dove St.	EM 62030
●Brocton	DR. PAUL BAUER	14 Highland Ave.	SY 23901	16 Highland Ave.	SY 23901
●Westfield	DR. ROBERT R. NORTHRUP	56 No. Portage St.	FA 6-2333	56 No. Portage St.	FA 6-2333
Ripley	DR. PAUL S. PERSONS	22 E. Main St.	RE-62741	22 E. Main St.	RE-62741
●◎North East, Pa.	DR. E. G. SHELLEY	59 W. Main St.	SA 5-3800	59 W. Main St.	SA 5-3800
●Erie	DR. F. W. UNDERHILL	153 W. 8th St.	GL 22-880	1902 South Shore Dr.	GL 24-700
●◎Wallace Jct.					
Girard	DR. J. M. HOLLINGSWORTH	311 W. Main St.	SP 4-3711	311 W. Main St.	SP 4-4198
★●◎Conneaut, Ohio	DR. J. FRANK DOCHERTY	321 Main St.	595-1911	267 Bloor St.	599-2941
	DR. CLARENCE T. RISLEY	283 Liberty	596-1811	895 Lincoln Dr.	596-1811
	DR. T. F. O'CONNOR Oculist	4634 Main Ave. Ashtabula, O.	993-3841	513 Lyndon Ave. Ashtabula, O.	964-5506
●◎Ashtabula	DR. T. F. O'CONNOR Oculist	4634 Main Ave.	993-3841	513 Lyndon Ave.	964-5506
●◎Painesville	DR. G. ROBERT SMITH	150 Mentor Ave.	357-7541 354-4312	93 Mentor Ave.	357-7621
●◎P. E. Tower					
★●◎Cleveland	DR. E. F. KIEGER	5644 Broadway	MI 1-0382	Forest Dr. Pepper Pike Village	TB 1-9656
	DR. JACKSON BLAIR	7405 Detroit Ave.	WO 1-5758	13514 Lake Ave.	AC 6-2427
	DR. DONALD G. ALLEN Oculist	819 Osborn Bldg.	MA 1-8424	27066 Lake Rd. Bay Village, Ohio	TR 1-1467
	DR. ROBERT S. ROSNER Oculist	10515 Carnegie Ave.	SW 1-3633	2870 Litchfield Shaker Heights, Ohio	LO 1-2906
	DR. PIERCE H. MULLALLY	618 Osborn Bldg.	SU 1-5854	2266 Demington Dr.	YE 2-9243
	DR. F. GRAHAM FALLON	Marshall Bldg. 2082 West 65th St.	WO 1-8039	2273 Valley View Dr. Rocky River, Ohio	BD 1-0510
	DR. SAM PACKER	10525 Carnegie Ave. 4568 Mayfield Rd.	791-4060 382-1225	2980 Coleridge Rd.	ER 1-5334
●◎Lorain	DR. C. T. RUSIN	209 Sixth St.	CH 4-1483	5411 Rosecliff Drive	AV 2-5907
	DR. D. A. RADEFELD	209 Sixth St.	CH 5-6282	5419 Rosecliff Drive	AV 2-5103
●◎So. Lorain					
★●◎Bellevue	DR. J. B. Ball	113 W. Main St.	487-1903	511 Strayer Dr.	487-1904
	DR. F. D. CROSBY	218 E. Main St.	482-0402	111 Aigler Blvd.	482-0403
	DR. E. W. SANDERS	146 Kilbourne St.	482-1624	146 Kilbourne St.	482-1624

★Ambulance Service ●Emergency Surgical Supply Box. ◎Where stretchers are located.

	AMBULANCE SERVICE	TELEPHONE
Buffalo	Emergency Hospital, 108 Pine St.	TL 44850
Conneaut	Gordon Thompson & Son, 345 Main St.	597-2021
Cleveland, East of Cuyahoga River	Watson's Ambulance Service, 10913 Superior Ave.	RA 1-0066
Cleveland, West of Cuyahoga River	The Saxton Funeral Home, 13215 Detroit Ave.	AC 1-2300
Bellevue	Waters and Smith, 230 E. Main St.	482-2244

NICKEL PLATE AWARDED
GOLD E. H. HARRIMAN MEDAL
FOR OUTSTANDING
SAFETY PERFORMANCES
1957 AND 1961

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

NICKEL PLATE DISTRICT

BUFFALO DIVISION AND CLEVELAND DIVISION

TIME TABLE No. 190

Takes Effect Sunday, Oct. 28, 1962
at 12:01 A. M.
Eastern Standard Time

For the information and Government of Employes only.

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

OFFICERS

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

C. E. YARNELL, Superintendent
R. A. GLEASON, Terminal Superintendent Cleveland Terminal
R. M. CASTNER, Terminal Superintendent Buffalo Terminal
C. W. HECKER, Train Master, Buffalo Division
R. E. KIESER, Train Master, Cleveland Division

J. M. DAVIN, Road Foreman of Engines, Buffalo Division
J. W. FOX, Road Foreman of Engines, Cleveland Division
J. A. COMBS, Chief Train Dispatcher
R. J. HUGHES, Master Mechanic
L. J. GOODMAN, Division Engineer