THE WHEELING AND LAKE ERIE RAILWAY CO.

THE LORAIN & WEST VIRGINIA RAILWAY CO.

GEO. DURHAM,
VICE PRES. AND GEN'L MGR.

H. H. HENDERSON,
ASST. GEN'L MGR.

No. 14 TIME TABLE No. 14

TO TAKE EFFECT AT 12:01 A. M.

Monday, September 14th, 1931.

EASTERN STANDARD TIME.

DESTROY ALL TIME TABLES OF PREVIOUS DATE

STUDY CAREFULLY IMPORTANT CHANGES HAVE BEEN MADE

For the government and information of employes only. This company reserves the right to vary therefrom as circumstances may require.

W. W. WEISS,
Superintendent Car Service.

H. S. PARRISH,
Superintendent of Transportation.

TOLEDO DIVISION—First District

TRAINS GOING EAST

THIRD CLASS		SECOND CLASS							FIRST CLASS					STATIONS	Sidings Length in Cars 50 FT.	Capacity of Yards CARS	FIRST CLASS	SECOND CLASS					THIRD CLASS				
42	40	86	98	78	84	92	90	82		4		Telegraph Call	Distance from Toledo Union Depot				3	87	85	77	95	99	61	43	63	65	41
LOCAL FREIGHT DAILY EXCEPT SUNDAY	LOCAL FREIGHT DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY		MAIL DAILY EXCEPT SUNDAY							MAIL DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	THROUGH FREIGHT DAILY	LOCAL FREIGHT DAILY EXCEPT SUNDAY	THROUGH FREIGHT DAILY	THROUGH FREIGHT DAILY	LOCAL FREIGHT DAILY EXCEPT SUNDAY
												MC		W—TOLEDO—(Cherry St. Station)		400											
	A M 7.30	P M 9.00	P M 7.30	P M 6.30	P M 4.00	P M 2.00	A M 9.00	A M 2.45		P M 2.15		HO	6.5	N T.T.R.-X—IRONVILLE—T.Y.W.S.C.	4.8	1750	P M 1.20	A M 4.20	A M 7.00	A M 7.10	A M 11.00	A M 3.50					P M 12.30
	7.40	9.05	7.35	6.35	4.05	2.05	9.05	2.50		2.19			9.2	—BOOTH—P	2.7	25	1.15	4.10	6.55	7.05	10.50	3.42					12.25
	7.50	9.10	7.40	6.40	4.10	2.10	9.09	2.55	f	2.24		CU	11.8	D—CURTICE—P	2.6	57	f 1.10	4.05	6.50	7.00	10.45	3.35					12.20
	8.00	9.14	7.45	6.44	4.14	2.14	9.12	3.00	f	2.28		W	13.6	D—WILLISTON—P.W	1.8	35	f 1.06	4.00	6.42	6.52	10.40	3.30					12.10
	8.10	9.20	7.52	6.50	4.20	2.20	9.17	3.07	f	2.34		TR	17.2	D—TROWBRIDGE	3.6	27	f 1.01	3.52	6.35	6.45	10.33	3.22					12.01
	8.25	9.27	7.58	6.57	4.27	2.26	9.23	99 3.15	f	2.40		NE	21.1	N—LIMESTONE—P	3.9	{W65 E77 36	f12.55	3.45	6.25	6.40	10.25	82 3.15					P M 11.50
	8.45	9.35	8.05	7.05	4.35	2.33	9.30	87 3.35	s	2.47		AK	26.0	D—OAK HARBOR—P	4.9	91	s12.48	82 3.35	6.15	6.30	10.15	3.07					11.40
	9.00	9.45	8.15	7.15	4.45	2.43	9.40	3.50	f	2.56		KY	32.4	D—KINGSWAY—P	6.4	{E 53 W54 22	f12.40	3.23	6.00	6.20	10.02	2.57					11.15
	9.10	9.58	8.25	7.25	4.55	2.48	9.45	4.05		3.01		HN	35.6	NO—PORTER—P.W	3.2	67	12.35	3.15	5.50	6.12	9.55	2.50					11.05
	90-95-41 9.50	10.03	8.30	7.30	5.00	2.53	40-41-95 9.50	4.10	s	3.07		F	37.7	D—FREMONT—P	2.1	132	s12.30	3.10	5.40	6.05	40-41-90 9.50	2.45				90 95 40	1050 950
	10.05	10.10	8.37	7.40	5.07	3.00	9.56	4.17		3.13			40.5	—GREEN CREEK—P	2.8	12	12.25	3.05	5.27	6.00	9.42	2.40					9.25
	10.35	10.20	8.50	7.52	5.20	3.10	10.06	4.30	s	3.20		CY	45.7	D—CLYDE—C.C.C. St.L.-X-P	5.2	77	s12.18	2.55	5.15	5.50	9.30	2.30					9.15
	10.45	10.30	9.00	8.00	5.28	3.18	10.13	4.40		3.27			50.4	—GARRIGANS—	4.7	{W66 E66 6	12.13	2.45	5.05	5.40	9.20	2.20					8.45
	11.30	10.35	9.05	8.05	5.35	4 3.30	10.19	85 5.00	s	92 3.30		B V	53.0	N Penna.-X—BELLEVUE-N.Y.C.&St.L.-X.W	2.6	{W70 E80 184	s12.10	2.40	82 5.00	5.35	9.15	2.15					8.40
	11.40	10.45	9.15	8.15	5.45	4.10	10.25	77 5.20		3.37			55.4	—YEOMANS—P	2.4	140	12.04	2.25	4.40	82 5.20	9.00	2.05					8.00
A M	3 11.57 PM	10.55	9.25	8.25	5.55	4.20	10.33	5.35	s	3.45		VI	60.6	D N.Y.C.-X—MONROEVILLE—B. & O.-X-P	5.2	45	PM 40 s11.57	2.15	4.30	5.10	8.48	1.55	A M	P M	P M	P M	7.50
7.45	12.15	11.30	10.00	9.00	6.30	4.30	10.39	6.10	f	3.52		NY	64.6	N—NORWALK YARD—W.C.	4.0	350	f11.50	2.00	4.15	4.55	8.35	1.40	5.45	2.20	12.40	8.10	7.30
	P M								s	3.55		NF	65.3	—NORWALK—	0.7	65	s11.48										A M
7.53		11.35	10.05	9.05	6.35	4.35	10.44	6.20		3.58		RK	66.8	N—HURON JUNCTION—Y.W	1.5	9	11.44	1.50	3.45	4.48	8.25	1.30	5.40	2.15	12.30	8.00	
8.00		11.45	10.15	9.15	6.45	4.48	10.50	6.30		4.05			69.5	—BLUE FLY—P	2.7		11.39	1.45	3.38	4.42	8.19	1.22	5.30	2.05	12.20	7.50	
95 8.13		11.54	10.25	9.25	6.55	5.00	11.03	6.40	f	4.11		RD	72.2	N—HARTLAND—W	2.7	{W85 E83 222	f11.35	1.38	3.30	4.35	42 8.13	1.15	5.20	1.55	12.10	7.40	
8.20		A M 12.01	10.32	9.32	7.02	5.08	11.09	6.48	f	4.17		CF	75.8	D—CLARKSFIELD—P	3.6	15	f11.29	1.30	3.20	4.25	8.05	1.05	5.10	1.45	12.01	7.30	
8.25		12.05	10.37	9.37	7.07	5.13	11.13	6.55		4.21			77.8	—MINER—P	2.0	133	11.25	1.25	3.15	4.20	8.00	1.00	5.00	1.35	P M 11.55	7.25	
8.35		12.12	10.45	9.45	65 7.15	5.20	3 11.19	7.05	f	4.27		BY	82.1	N—BRIGHTON—P	4.3	18	90 f11.19	1.18	3.05	4.12	7.50	12.52	4.50	1.25	11.45	84 7.15	
8.40		12.15	10.50	9.50	7.20	5.24	11.22	7.10		4.30			84.4	—HUFF—P	2.3	144	11.14	1.10	2.55	4.06	7.42	12.45	4.40	1.15	11.37	7.02	
9.30		12.20	10.55	10.05	7.25	5.30	63 11.27	95 7.35	s	4.35		WC	86.8	N—WELLINGTON—C.C.C.St.L.-X.W	2.4	W80 E78 99	s11.10	1.00	2.45	4.00	82 7.35	12.40	4.30	12.57	90 11.27	6.55	
10.00		A M	11.10	10.20	7.40	5.55	11.38	7.55	s	4.46		SR	93.5	D—SPENCER—N.O.Ry.-X-P.	6.7	W50 E84 56	s11.01	A M	2.20	3.45	7.20	12.25	4.10	12.15	11.10	6.35	
10.10			11.17	10.27	7.50	6.03	43 11.45	8.05	f	4.51			97.1	—PAWNEE—P	3.6	7	63 10.55		2.00	3.30	7.10	12.10	3.55	90 PM 11.45	3 10.55	6.20	
63 43 1040 1130			11.30	10.40	8.05	65 6.10	11.50	8.25	s	4.57		WS	101.2	N—LODI—W	4.1	W 81 E115 39	42 s10.50		1.50	3.20	7.00	12.01	3.45	42 11.30	42 10.40	92 6.10	
11.40			99 11.42	10.50	8.15	6.20	11.58	8.35		5.03			104.7	—BURBANK—P	3.5	3	43 10.43		1.33	3.10	6.45	98 A M 11.42	3.25	3 10.43	10.25	5.45	
PM 90 12.02			11.55	11.00	8.25	6.30	42 P M 12.02	9.00	s	5.09		SE	108.7	N—CRESTON—Erie-X	4.0	W52 E89 106	s10.38		1.25	3.00	6.38	11.35	3.15	63 10.15	43 10.15	5.35	
12.45			A M 12.15	P M	8.45	6.50	12.12	9.20		65 5.19			114.7	—DOUGLAS—P	6.0	146	10.30		1.10	A M	6.25	11.25	2.55	9.40	10.00	4 5.19	
1.00			12.20		8.50	6.55	12.16	43 9.30	s	5.23		SI	117.1	D—SMITHVILLE—P	2.4	23	s10.25		1.03		6.20	11.20	2.45	82 9.30	9.50	4.57	
1.10			12.30		8.58	7.02	12.22	63 9.40		5.29			120.8	—PRYOR—P	3.7	W69 E 70	10.17		12.53		6.10	11.10	2.35	9.10	83 9.40	4.45	
1.30			85 12.48		9.03	7.05	12.24	9.55		5.30		WO	121.9	N—ORRVILLE JUNCTION—W	1.1	82	10.15		98 12.48		6.05	11.05	2.30	9.05	9.35	4.40	
1.37			12.57		9.10	7.11	12.29	10.05		P M			125.2	—McDOWELL—P	3.3	68	AM		12.35		5.55	10.55	2.15	8.25	9.25	4.25	
1.45			1.05		9.20	7.18	12.35	10.15					130.2	—SNIVELY—P	5.0	20			12.25		5.45	10.45	2.05	8.15	9.15	4.15	
1.50			1.10		9.25	7.25	12.40	10.20					132.8	—STARK—P	2.6				12.15		5.40	10.40	1.55	8.07	9.10	4.10	
1.55			1.15		9.30	7.30	12.45	10.30				BX	135.8	N—BREWSTER—W.S.C.T.	3.0	1544			12.05		5.30	10.30	1.45	8.00	9.00	4.00	
P M			A M		P M	P M	P M	A M											A M		A M	P M	A M	A M	A M	P M	
2 6h 10m 11.6	4h 45m 12.2	3h 20m 24.1	5h 45m 22.6	4h 30m 22.7	5h 30m 23.5	5h 30m 23.5	3h 45m 34.4	7h 45m 16.7		3h 15m 35.5				TIME ON ROAD MILES PER HOUR			3h 5m 36.1	3h 20m 24.1	6h 55m 18.7	4h 10m 22.8	5h 30m 23.5	5h 20m 24.2	4h 17.8	6h 20m 11.3	3h 40m 19.4	4h 10m 17.1	5h 11.6

TRAINS GOING WEST

Westbound trains are superior to Eastbound trains of the same class

TOLEDO DIVISION—Second District

TRAINS GOING EAST

THIRD CLASS	SECOND CLASS				FIRST CLASS					
50	92	90	88	84	32	Telegraph Call	Distance from Toledo Union Depot	STATIONS	Sidings Length in Cars 50 FT.	Capacity of Yards CARS
LOCAL FREIGHT DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	MAIL DAILY					
AM	PM	PM	AM	AM						
7.55	10.40	2.00	95-85 **4.00**	2.00		BX	135.8	N BREWSTER W. S. C. T.		1544
8.10	10.50	2.07	95 **4.20**	2.30	AM 10.30	KN	137.8	N Cleve. Div.-X- 2.0 HARMON W. Y-B. & O.-X		20
8.15	10.55	2.10	4.30	2.40	10.33		138.9	1.1 LONAS P		
8.25	11.02	2.15	4.42	2.53	10.38		142.7	3.8 ROCKET P	72	
8.55	11.07	2.20	4.50	85 **3.00**	s10.42	BA	144.9	N 2.2 BOLIVAR P	98	45
9.10	11.16	2.26	5.00	3.10	s10.48	AR	148.7	D 3.8 ZOAR		25
71 **9.17**	11.20	2.28	5.05	95 **3.15**	10.50		149.9	1.2 DEWEY P-W	92	
9.40	11.25	2.32	5.10	3.20	s10.54	QN	151.9	D C.&P.-X- 2.0 VALLEY JUNCTION B.&O.-X		
10.03	75 **11.30**	2.35	5.17	3.24	f10.58	SA	153.4	N 1.5 SOMERDALE P.	148	81
10.15	11.37	2.41	5.25	3.30	f 51 **11.05**	NC	156.9	D 3.5 NEW CUMBERLAND P.	W73 E56	12
51 **10.30**	11.45	73 **2.50**	5.40	3.40	s11.14	HD	162.3	N 5.4 SHERRODSVILLE W. Y.	118	35
10.40	11.48	2.52	5.45	3.44	11.16		163.5	1.2 FULLERS P	35	
10.48	11.53	2.56	5.52	3.50	f11.20		165.7	2.2 LEESVILLE P	138	8
11.05	11.58	3.00	6.00	3.55	s11.25	BW	168.4	D 2.7 BOWERSTON P	56	42
11.15	AM 12.03	3.05	6.07	4.02	f11.29	CO	170.7	2.3 CONOTTON P	140	3
32 **11.35** PM	12.10	3.11	6.15	4.10	s 50 **11.35**	SC	174.5	N 3.8 SCIO P	129	51
12.20	12.24	35 **3.20**	6.30	4.20	s11.45	J	179.7	N 5.2 JEWETT S.W.T.	W82 E91	697
12.35	85 **12.40**	91 **3.30**	6.45	4.35	f11.53	UX	183.4	N 3.7 PITTSBURGH JUNCTION P		
12.38	AM 11.55	PM	71 **6.50**	4.40	PM 12.01		184.5	1.1 REXFORD P	86	
12.47					f12.04		188.1	3.6 UNIONVALE		4
73 **12.52**			51 **7.10**	4.50		SX	189.4	D 1.3 KENWOOD P	59	57
1.15			7.25	5.00	s12.10	A	192.8	N 3.4 ADENA W. P. Y.	43	172
1.25			7.35	5.06	73 f **12.15**	HK	195.4	2.6 HERRICK P	52	165
1.30			7.40	5.10	12.18	GU	197.0	1.6 LONG RUN P		
					s12.23	WF	199.2	D 2.2 DILLONVALE		17
1.45			8.18	71 **5.45**	12.28	VA	199.5	N 0.3 PINE VALLEY S. C. W. Y.	75	257
PM			8.25	5.50	f12.33		201.7	2.2 GLEN RUN P		
			8.30	5.55	f12.38	CR	203.9	2.2 CONNOR P	20	47
			8.35	6.00	s12.41	WR	205.5	N 1.6 WARRENTON W. Y.	57	125
			A M	6.05	f12.44		207.0	1.5 TILTONVILLE	51	5
				6.12	f12.47	KV	207.9	D 0.9 YORKVILLE C. & P. Y.	41	14
				6.18	12.52	OJ	210.9	3.0 O. J. TOWER		
				6.20	PM	JC	211.5	NO 0.6 TERMINAL JUNCTION		188
				A M						
5h 50m 10.9	2 hrs. 23.8	1h 30m 31.7	4h 35m 15.2	4h 20m 17.5	2h 22m 30.9			TIME ON ROAD MILES PER HOUR		

TRAINS GOING WEST

FIRST CLASS	SECOND CLASS			THIRD CLASS			
35	91	85	95	71	51	73	75
MAIL DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	FAST FREIGHT DAILY	THROUGH FREIGHT DAILY	LOCAL FREIGHT DAILY EXCEPT SUNDAY	THROUGH FREIGHT DAILY	THROUGH FREIGHT DAILY
	PM	AM	A M	AM	PM	P M	AM
	6.00	88 **3.45**	88 **4.10**	10.15	1.10	4.25	1.00
PM 4.30	5.50	3.30	88 **4.00**	10.00	12.55	4.15	12.45
4.26	5.45	3.25	3.55	9.55	12.50	4.10	12.40
4.21	5.37	3.10	3.40	9.42	12.40	4.02	12.25
f 4.17	5.30	84 **3.00**	3.35	9.35	12.30	3.55	12.15
f 4.12	5.10	2.35	3.19	9.20	PM 11.59	3.35	AM 11.55
4.10	5.05	2.30	84 **3.15**	50 **9.17**	11.45	3.30	11.50
s 4.07	5.00	2.15	2.58	9.05	11.35	3.20	11.37
f 4.03	4.53	2.10	2.53	9.00	11.15	3.15	92 **11.30**
f 3.58	4.45	2.02	2.45	8.50	32 **11.05**	3.05	11.20
s 3.48	4.26	1.50	2.33	8.30	50 **10.30**	90 **2.50**	11.05
3.46	4.23	1.42	2.28	8.15	9.45	2.30	10.50
f 3.42	4.17	1.37	2.23	8.07	9.40	2.25	10.45
s 3.37	4.10	1.30	2.15	8.00	9.30	2.17	10.37
f 3.32	4.05	1.25	2.10	7.52	9.00	2.10	10.30
s 3.27	3.58	1.15	2.00	7.40	8.40	2.00	10.20
s 90 **3.20**	3.45	1.00	1.45	7.25	8.20	1.45	10.05
f 3.13	90 **3.30**	92 **12.40**	1.30	7.00	7.40	1.25	9.40
3.11	PM	12.30	A M	88 **6.50**	7.30	1.15	9.30
f 3.05					7.15		
f 3.02		12.10		6.30	88 **7.10**	50 **12.52**	9.00
s 2.56		A M 11.55		6.15	6.50	12.35	8.40
f 2.50		11.40		6.00	6.30	32 **12.15**	8.20
2.46		11.30		5.55	6.20	12.01	8.10
s 2.41						P M	
2.37		11.20		84 **5.45**	6.10	11.50	8.00
f 2.32		10.15		A M	A M	A M	PM
f 2.28		10.10					
s 2.25		10.05					
f 2.13		P M					
f 2.10							
2.03							
P M							
2h 27m 29.8	2h 30m 19.0	5h 40m 12.3	2h 40m 17.8	4h 30m 14.1	7 hrs. 9.1	4h 35m 13.9	5 hrs. 12.7

Westbound trains are superior to Eastbound trains of the same class

TRAINS GOING EAST

| THIRD CLASS | FIRST CLASS | | |

TOLEDO DIVISION—Third District

TRAINS GOING EAST

THIRD CLASS	SECOND CLASS	FIRST CLASS	Telegraph Call	Distance from Warrenton	STATIONS	Sidings Length in Cars (50 FT.)	Capacity of Yards (CARS)
	88 FAST FREIGHT DAILY	102 DAILY EXCEPT SUNDAY					
	A M 8.40	P M 12.45	WR		N WARRENTON P. W. Y.	57	125
	8.50	f12.53		3.3 3.3	STRINGER P.	59	
	9.05	f 1.00	AU	7.1 3.8	D BRILLIANT P.	18	26
	9.20	1.15	MJ	9.8 2.7	N MINGO YARD C. W. Y.	..	630
	A M	P M		0.7			
				10.5	MINGO JUNCTION		114
				12.3 1.8	La BELLE		118
			BN	13.6 1.3	D STEUBENVILLE		31
	40m 14.7	30m 19.6			TIME ON ROAD MILES PER HOUR		

TRAINS GOING WEST

FIRST CLASS	SECOND CLASS	THIRD CLASS
101 DAILY EXCEPT SUNDAY	85 FAST FREIGHT DAILY	
A M 6.15	P M 10.00	
f 6.05	9.50	
f 5.57	9.38	
5.50	9.30	
A M	P M	
25.m 23.6	30m 21.0	

TOLEDO DIVISION—Eighth District

TRAINS GOING EAST			TRAINS GOING WEST				
		Distance from Adena	Telegraph Call	STATIONS	Sidings Length in Cars (50 FT.)	Capacity of Yards (CARS)	
			A	N ADENA P. Y. W.			
		0.66 0.66		A. C. AND N. A. JUNCTION P.			
		2.55 1.89		HALLS P.	w 56 E 56		
		4.00 1.45		HORTON	58		
		7.37 3.37	AX	D REISS C. W. S.			
		8.98 1.61		MAYNARD P. W.	43		
		12.49 3.51	VD	D CLARKSON P.			
		12.98 0.49		ST. CLAIRSVILLE	20	18	
		13.85 0.87		TELLESBURG	43		
		20.72 6.87	FE	D NEFF B & O-X 2.1 mi. West Y. W.			

L. & W. VA. RY.

TRAINS GOING EAST			TRAINS GOING WEST			
Telegraph Call	Distance from Lake Jct.	STATIONS	Sidings Length in Cars (50 FT.)	Capacity of Yards (CARS)		
SU	25.0	D SOUTH LORAIN W. C. Y.		605		
	18.6 6.4	FERGUSON P W	77	4		
	12.4 6.2	TROXEL P.	75			
	10.0 2.4	QUARRY JUNCTION P				
	5.7 4.3	PITTS P	73			
		5.7 LAKE JUNCTION Y P		190		

HURON BRANCH—First District

TRAINS GOING EAST			TRAINS GOING WEST			
Telegraph Call	Distance from Huron Jct.	STATIONS	Sidings Length in Cars (50 FT.)	Capacity of Yards (CARS)		
H U	12.3	D HURON Y. S. C. W.		1800		
	7.8 4.5	FRIES P.	53	6		
MA	4.2 3.6	D MILAN P.	64	16		
	0.9 3.3	MITTINGERS	63	19		
RK		N HURON JUNCTION Y-W 0.9	57			

Westbound trains are superior to Eastbound trains of the same class

CLEVELAND DIVISION—Fifth District

TRAINS GOING EAST

THIRD CLASS	SECOND CLASS						FIRST CLASS		Telegraph Call	Distance from Cleveland	STATIONS	Sidings Length in Cars 50 FT.	Capacity of Yards CARS
160 LOCAL FREIGHT DAILY EXCEPT SUNDAY	186 FAST FREIGHT DAILY	188 FAST FREIGHT DAILY	196 FAST FREIGHT DAILY	192 FAST FREIGHT DAILY	194 FAST FREIGHT DAILY	190 FAST FREIGHT DAILY	34 MAIL DAILY EXCEPT SUNDAY	32 MAIL DAILY					
							P M	A M					
							4.00	8.00	XN		CLEVELAND		80
A M 7.00			A M 2.00	P M 8.30	P M 7.30	P M 2.30	4.04	8.05		0.9	0.9 CLEVELAND YARD W.S.C.T.Y.		1075
197 **7.10**			2.20	8.40	7.37	2.40	4.08	8.09	DK	1.9	B. & O. X 1.0 N. & S. S. Ry. X N BELT LINE JCT.		
7.20			(Via N. & S. S. Ry.)				4.12	8.14		3.6	1.7 BROADWAY W		225
7.35			2.55	9.10	8.00	3.05	s 4.20	s 8.20	KI	5.5	N. & S. S. Ry. X 1.9 PENNA. CO. X. N 93rd STREET	52	220
7.55			3.10	9.23	8.45	3.25	4.27	8.27		10.2	4.7 OAKLAND P	60	55
8.00			3.15	9.27	8.50	3.30	4.29	8.29		11.4	N. O. P. L. Ry. X 1.2 GLENDALE		30
8.05							f 4.30	s 8.30	BE	11.9	0.5 D BEDFORD		34
8.15			3.22	9.32	9.00	3.40	4.34	8.34		14.5	2.6 COWANS P	27	
8.25			3.27	9.37	9.10	3.50	f 4.37	f 8.38	RX	16.4	1.9 N FALLS JUNCTION P. W.	66	40
8.35			3.40	9.45	9.25	4.00	f 4.43	f 8.45	SG	20.0	3.6 D TWINSBURG P	44	24
32 **8.51**			3.53	9.53	9.40	4.15	f 4.50	f 160 **8.51**	MO	24.3	4.3 D MORAN P	44	4
9.10			4.05	10.05	9.55	4.30	4.57	8.57		28.4	4.1 EARLVILLE P	80	
161 **9.20** **10.30**			197 **4.30**	194-195 **10.20**	192-195 **10.20**	4.50	s 5.02	s 9.03	N	32.2	3.8 N KENT W. Y.	44	200
33 **10.45**			4.50	10.40	10.55	34 **5.10**	190 **5.10**	9.10		37.5	5.3 PORTAGE P	45	
11.15			5.05	10.45	11.30	35 **5.36**	f 5.13	f 161 **9.14**	MR	39.9	N 2.4 MOGADORE P	83	86
11.25			5.12	10.50	11.38	5.45	f 5.17	f 9.18	SF	42.4	D 2.5 SUFFIELD		13
11.35			5.20	10.55	11.45	5.50	5.20	f 9.22		44.1	1.7 MISHLER P	108	7
191 **11.43**			5.35	11.00	11.53	5.55	f 35 **5.25**	f 9.27	CK	46.3	NO CONGRESS LAKE P. W.	45	13
P M 12.30							f 5.27	f 9.29	HR	47.4	1.1 D HARTVILLE		36
12.35			5.45	11.05	11.57	6.00	5.28	9.30		48.2	0.8 GEIBE P	64	
1.00			6.00	11.15	A M 12.10	6.11	f 5.35	f 9.37	MD	52.6	4.4 D MIDDLE BRANCH P	109	20
1.15			6.15	11.27	12.25	6.25	5.42	9.45		58.1	5.5 MAPLE AVENUE P	53	218
							s 5.53	s 9.55		59.6	1.5 CANTON	10	
1.25			161 **6.45**	11.35	12.35	6.35	5.55	33 **9.57**	Q	60.0	0.4 N Penn. Co. & B. & O. I CANTON YARD W. Y.		1000
1.45 P M		P M 9.00	A M 3.00 A M	7.00	11.45	1.05	f 6.02	f 10.03		63.0	3.0 GAMBRINUS W. S. C. T. Y. P.	60	800
		9.20	3.15		11.58 A M	1.25	6.10	10.10	KS	68.0	5.0 N KEMERY P.		
		9.35	3.25		12.10	1.40	s 6.16	s 191 **10.17**	NA	71.5	3.5 D NAVARRE P.		50
		187 **9.45**	3.30 A M		12.25	183 **1.45**	6.20	10.25	KN	73.6	2.1 N Toledo Div. X HARMON Y. W.		20
		10.00 P M			12.35 A M	1.55 A M	s 6.30	A M	BX	75.6	3.0 N BREWSTER S. C. T. W.		1544
							195 **6.40** P M						
6h 45m 9.2		1h 12.6	30m 21.2	5h 12.4	4h 5m 18.5	6h 25m 11.8	5h 20m 14.1	2h 40m 28.3	2h 35m 30.4		TIME ON ROAD MILES PER HOUR		

TRAINS GOING WEST

FIRST CLASS		SECOND CLASS					THIRD CLASS
33 MAIL DAILY EXCEPT SUNDAY	35 MAIL DAILY	197 FAST FREIGHT DAILY	183 FAST FREIGHT DAILY	191 FAST FREIGHT DAILY	195 FAST FREIGHT DAILY	187 FAST FREIGHT DAILY	161 LOCAL FREIGHT DAILY EXCEPT SUNDAY
A M 11.55	P M 6 50						
11.50	6.45	AM 7.20		P M 2.00	A M 12.30		PM 12.50
11.45	6.40	160 **7.10**		1.55	12.25		12.45
11.39	6.36	(Via N. & S. S. Ry.)					12.38
s 11.35	s 6.30	6.50		1.40	12.05		12.30
11.27	6.24	6.25		1.24	A M 11.40		12.15
11.25	6.22	6.20		1.20	11.35		12.10
s 11.24	f 6.21						12.05
11.20	6.17	6.05		1.15	11.27		12.01
f 11.16	f 6.14	5.55		1.10	11.20		P M 11.55
f 11.11	f 6.08	5.40		1.00	11.05		11.40
f 11.05	f 6.01	5.20		12.50	10.50		11.25
10.59	5.55	5.00		12.40	10.35		11.15
s 161 **10.53**	s 5.48	196 **4.30**		12.30	193-194 **10.20**		160 **1103** 33 **1000**
160 **10.45**	5.41	3.58		12.03	9.50		9.35
f 10.40	f 190 **5.36**	3.45		P M 11.57	9.40		33 **9.14**
f 10.35	f 5.32	3.35		11.52	9.30		8.50
f 10.31	f 5.29	3.28		11.47	9.23		8.40
f 10.27	f 34 **5.25**	3.20		160 **11.43**	9.15		8.20
f 10.25	f 5.22						8.10
10.24	5.21	3.05		11.38	9.05		7.45
f 10.18	f 5.15	2.45		11.30	8.45		7.20
10.10	5.08	2.25		11.15	8.25		6.55
s 10.07	s 5.05						
32 **9.57**	4.58	2.15		11.10	8.15		196 **6.45**
f 9.50	f 4.50	2.00 AM	AM 2.20	10.45	7.35	P M 10.35	6.30 A M
9.41	4.43		2.05	10.32	190 **7.20**	10.20	
s 9.35	s 4.37		1.52	33 **10.17**	7.00	10.05	
s 9.30 9.20	4.32 P M		194 **1.45**	10.10	6.50	186 **10.00** P M	
9.10 A M			1.30 A M	10.00 A M	34 **6.30** P M		
2h 45m 27.5	2h 18m 32.0	5h 20m 11.7	50m 15.1	4h 18.7	6h 12.5	35m 18.2	6h 20m 9.8

CHAGRIN FALLS BRANCH

TRAINS GOING EAST

SECOND CLASS	Telegraph Call	Distance from Falls Jct.	STATIONS	Sidings Length in Cars	Capacity of Yards
302 MIXED DAILY EXCEPT SUNDAY					
A M 8.40	RX		N FALLS JUNCTION W	66	40
8.55		3.5	3.5 SOLON Erie-X		44
9.20 A M	CH	8.5	5.0 D CHAGRIN FALLS WC		92
40m 10.7			TIME ON ROAD MILES PER HOUR		

TRAINS GOING WEST

SECOND CLASS
301 MIXED DAILY EXCEPT SUNDAY
AM 11.15
11.05
10.50 AM
25m 20.4

Westbound trains are superior to Eastbound trains of the same class

CLEVELAND DIVISION—Sixth District

TRAINS GOING EAST

THIRD CLASS	SECOND CLASS		FIRST CLASS									
162	188	184	4	Telegraph Call	Distance from Cleveland	STATIONS	Sidings Length in Cars 50 FT.	Capacity of Yards CARS				
LOCAL FREIGHT DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY	FAST FREIGHT DAILY EXCEPT SUNDAY	MAIL DAILY EXCEPT SUNDAY									
AM 8.00		PM 12.30		BX	75.6	BREWSTER		1544				
8.15	AM 3.50	12.45	PM 6.30	KN	73.6	N 2.0 HARMON Y-W		20				
8.25	3.55	163 **12.55**	s 6.34	OB	74.8	D 1.2 JUSTUS B. & O.-X.P	14	6				
8.40	4.10	1.10	s 6.40	CA	78.5	D 3.7 BEACH CITY P	33	28				
3 **9.08**	4.25	1.30	s 6.50	DU	83.9	D 5.4 DUNDEE P	21	32				
9.20	4.35	1.40	f 6.55	BI	86.9	3.0 BARR		7				
10.10	4.45	185 **2.00**	s 7.02	UK	91.0	D 4.1 SUGAR CREEK PW	37	49				
10.45	5.00	2.20	s 7.12	SY	96.7	D 5.7 BALTIC P	51	50				
163 **11.05**	5.18	2.45	f 7.22	HI	102.3	D 5.6 CHILI PW	35	3				
11.15	5.28	2.55	f 7.27	AO	105.2	D 2.9 FRESNO	17					
11.30	5.43	3.15	187 **7.35**	CB	110.6	N Penna. X 5.4 MORGAN RUN	65	44				
185 PM **12.05**	6.05	3.35	s 7.42	CD	115.0	D 4.4 COSHOCTON W.S. Y.P		208				
12.25	6.30	3.55	f 7.53	KX	121.0	D 6.0 CONESVILLE P		6				
12.40	6.40	4.05	f 8.00		124.7	3.7 ADAMS MILLS P	34	3				
12.58	6.55	4.20	s 8.10	NS	129.8	D 5.1 DRESDEN PW		30				
1.08	7.00	4.25	8.11		130.9	1.1 STONY POINT P	47					
1.30	3 **7.33**	4.40	f 8.20	AJ	136.0	D 5.1 ELLIS P	28	2				
1.50 PM	7.50 AM	5.00 PM	8.35 PM	AY	143.6	D 7.6 ZANESVILLE W.S.C.Y.P		250				
5h 50m 12.3	4 hrs. 17.5	4h 30m 15.1	2h 5m 33.6			TIME ON ROAD MILES PER HOUR						

TRAINS GOING WEST

FIRST CLASS	SECOND CLASS		THIRD CLASS
3	185	187	163
MAIL DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY EXCEPT SUNDAY	FAST FREIGHT DAILY	LOCAL FREIGHT DAILY EXCEPT SUNDAY
	P M 3.15		P M 1.10
AM 9.25	3.05	PM 9.30	1.00
s 9.22	2.55	9.25	184 **12.55**
s 9.15	2.40	9.15	12.40
s 162 **9.08**	2.20	8.50	12.20
f 9.02	2.10	8.44	12.05
s 8.55	184 **2.00**	8.35	PM 11.47
s 8.45	1.40	8.20	11.30
f 8.32	1.10	7.52	163 **11.05**
f 8.25	1.00	7.47	10.50
8.15	12.23	4 **7.35**	10.35
s 8.10	162 **12.05** PM	7.25	10.20
f 7.57	11.45	6.53	9.40
f 7.50	11.35	6.45	9.30
s 7.41	11.20	6.33	9.15
7.40	11.17	6.30	9.05
f 188 **7.33**	11.02	6.12	8.50
7.20 AM	10.40 A M	6.00 PM	8.30 A M
2h 5m 33.6	4h 35m 15.7	3h 30m 20.0	4h 40m 15.4

Seventh District

TRAINS GOING EAST

SECOND CLASS	FIRST CLASS						
144	Telegraph Call	Distance from Canton Yard	STATIONS	Sidings Length in Cars 50 FT.	Capacity of Yards CARS		
LOCAL FREIGHT DAILY EXCEPT SUNDAY							
A M 8.00	Q		N CANTON YARD W.Y.		1000		
8.35	BU	5.0	D 5.0 EAST CANTON P	11	9		
8.50		10.3	5.3 SIDING 70 P	32			
8.55	RV	11.0	D 0.7 ROBERTSVILLE		6		
9.10	JO	16.0	D 5.0 MINERVA JUNCTION PW	16			
9.25	MI	18.9	D N.Y.C.R.R. 2.9 MINERVA Penna. Co.		26		
9.35	JO	16.0	D 2.9 MINERVA JUNCTION PW	16			
9.40	ON	16.8	D 0.8 ONEIDA Penna. Co.				
10.00		21.3	4.5 HIBBETTS		14		
10.30	CE	26.9	D 5.6 CARROLLTON PW.	18	63		
10.50		32.1	5.2 TABOR		7		
11.00	DY	35.0	D 2.9 DELL ROY P	18	4		
145 **11.25** A M	HD	42.2	N 7.2 SHERRODSVILLE W. Y.		35		
3h 25m 12.3			TIME ON ROAD MILES PER HOUR				

TRAINS GOING WEST

FIRST CLASS	THIRD CLASS
145	
LOCAL FREIGHT DAILY EXCEPT SUNDAY	
P M 3.25	
3.10	
2.50	
2.45	
2.25	
2.15	
2.00	
1.55	
1.35	
1.00	
12.30	
12.10	
PM 144 **11.25** A M	
4 hrs. 10.5	

Westbound trains are superior to Eastbound trains of the same class

SPECIAL INSTRUCTIONS

ALL DISTRICTS.

1. All employes must have a copy of the Book of Rules and Time Table at hand while on duty.

2. When within yard limits, all trains must be run with great care and under control of the Engineman so that he may at all times be able to stop within the range of his vision

3. Yard Conductors and Enginemen in charge of engines must keep themselves advised as to the probable time of arrival of all trains. They will have the right to use main track against overdue freight trains by protecting themselves, but must surrender track on approach of such train.

4. The speed of all engines and trains must be reduced to not exceed 8 miles per hour when running between yellow track signals or slow boards.

5. Rules 81 and 86 are modified to the extent that extra trains will have the right to run ahead of second and third class trains, as indicated on the time table.

6. First class trains will respect their time as shown on time table, at both passenger stations and passing sidings. This rule will also apply to extra trains running on special schedule.

7. Trains in the same direction must keep at least ten minutes apart, except when block signals are in use or when closing up at stations, or at meeting or passing points. Light engines or engines with cabooses, running as leading sections of a passenger train, may be followed five minutes by following sections.

7-a. 40% Engines or larger will not exceed speed of 15 miles per hour when backing up. All Engines not equipped with Engine trucks, must not exceed a speed of 15 miles per hour on main line. Trains towing dead Engine with all side rods down must not exceed speed 15 miles per hour. When main rods only are taken down and side rods remain, must not exceed speed of 25 miles per hour at any point on line.

8. Where two main tracks are in service, trains will use the right hand track unless otherwise instructed.

8-a. Massillon District or Cleveland Division second, third class and extra trains occupying either main track between No. 1 wye switch at Harmon and the crossover, 3600 feet west will protect themselves and if necessary to run other trains around them by using either main track, must protect the movement by flag notifying the crews of such trains accordingly.

8-b. All westbound Toledo Division trains will approach facing point switch signal 1500 feet east of east switch No. 3 wye at Harmon prepared to stop and will proceed from that point to Harmon under full control.

9. The speed of all trains over junction switches, railroad crossings at grade, and draw bridges, must be under such control as to insure safety.

10. When a train is occupying the main track between switches at stations, or at water stations designated on time table, no signal will be sent out except when a superior class train is due, or when train is detained more than five minutes, or when view is obstructed, or when weather is such as to prevent seeing far enough ahead to avoid accident, in which case both trains will be held equally responsible in case of collision.

11. It must be understood as a general rule that responsibility for rear collisions at stations rests with the approaching train.

12. The general rule for protecting a train or obstruction by flag requires the flagman to proceed back rapidly with danger signals, for a distance of one-half mile (88 rail lengths) where he must place one torpedo on the rail on the engineer's side. He must then continue to go back to a point about one mile from his train (176 rail lengths), the distance increasing for a descending grade, where he must place two torpedoes on the rail on the engineer's side, sixty feet (two rail lengths) apart, when he may return to the point where he placed the one torpedo, and remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain there until it arrives. When he comes in he will remove the torpedo nearest the train, but the two torpedoes must be left on the rail as a caution to any following train. When the view is obstructed by fog or otherwise, or at night, he must place a lighted fusee on the track, and one or more as may be necessary at other points to fully protect his train while he is returning.

13. "A fusee on or near the track burning red indicates that the approaching train must be stopped and fusee extinguished or removed from the track and then proceed with caution, looking out for a stop signal until the track is seen to be clear or is so indicated."

Lighted fusees must not be thrown where they are liable to start fire.

13a. Trains taking siding to meet or pass, conductor or rear brakeman will station himself in position to signal engineman when train is into clear. Enginemen are required to see that such signal is given.

14. Should a flagman be recalled before reaching the required distance, he must, before returning, place two torpedoes, sixty feet apart, a sufficient distance from his train to protect it while he is returning.

15. The explosion of one torpedo on the engineer's side is a signal to the engineer to at once bring his train to a full stop, and then for a distance of one mile, proceed only with extreme caution. Should there be two explosions, the speed of the train must be immediately reduced, proceeding for a distance of one mile with the train under full control. Failing to find flagman or obstruction within that distance, he will assume that the line is clear and resume usual speed.

16. Trains doing work at mine or other industrial tracks, not designated on time tables, must be protected as per Rule No. 99.

16a. W. & L. E. Trains before entering upon B. & O. main track at Monroeville, must protect in both directions against all trains.

17. Enginemen will, when approaching tunnels, give one long blast of the whistle, and sound the road-crossing signal approaching all curves.

18. Enginemen will not apply brakes when crossing bridges or trestles when it can be avoided.

19. Freight train Conductors will notify operators at all open telegraph offices of the number of tons in their train leaving such station, provided they have set out or picked up any cars after making last report.

20. All train and enginemen must expect to find a derail at every turn-out from the main track.

21. All trains reduce speed to twenty (20) miles per hour over spring switches at Stark and East end Lonas in either direction.

22. Trains will not stand on grade crossings of other railroads longer than absolutely necessary.

23. Passenger Trains are to be blocked a telegraph office apart, except where some form of block system is used.

24. Capacity of sidings figured at 50 feet per car.

CHARACTERS DENOTE.

Heavy figures indicate meeting and passing points.

S	Regular stops.
f	Trains stop on signal only.
D	Day telegraph stations.
N O	Night telegraph station.
N	Day and night telegraph stations.
W	Water stations.
C	Coal stations.
S	Scales.
T	Turn tables.
Y	Wyes.
P	Telephone Station.
X	R. R. Crossing at grade.

TOLEDO DIVISION.

100. Standard Clocks are located at Toledo, Ironville, Norwalk Yard, Huron, South Lorain, Brewster Yard and Roundhouse, Pine Valley, Mingo Yard.

101. Registering stations at Toledo, Front Street Toledo, Ironville, Norwalk Yard, Huron Jct., Huron, South Lorain, Wellington, Creston, Orrville Jct., Massillon, Brewster, Harmon, Adena, Pine Valley, Warrenton, Mingo Yard, Terminal Jct. and Neff.

Trains 86 and 87 only will register at Wellington.

Trains 77 and 78 only will register at Creston.

Trains 3 and 4 and all Massillon District trains only will register at Orrville Junction.

Trains 200 and 201 only will register at Massillon.

Bulletin Boards at Toledo (Cherry St. Depot), Ironville, Norwalk Yard, Huron, South Lorain, Brewster, Harmon, Pittsburgh Jct., Pine Valley, Warrenton, Mingo Yard, Terminal Jct., Wheeling and Adena.

102. All east-bound trains and Massillon District Third Class and Extra trains west-bound will obtain clearance card or orders at Harmon. First Class Massillon District trains west-bound will be governed by Train order Signal at Harmon. All west-bound trains will obtain clearance card or orders at Brewster.

103 All first-class trains will throw off register slip at Front St. Toledo, Ironville, Norwalk Yard, Orrville Jct., Adena and Pine Valley. All trains will throw off register slip at Huron Jct. Operators will obtain and record the same in register book.

104. There is no train order signal at Massillon, Warrenton or South Lorain. All trains will obtain orders or clearance as per Rule 292.

105. Before commencing descent of heavy grades with freight train, Engineman will make running test of air brakes. Use of hand brakes will not be made unless Engineman calls for assistance, or fails to properly control train, in which event immediate and full use of hand brakes will be made.

106. ALL DISTRICTS. Maximum speed for ALL trains must not exceed forty-five (45) miles per hour.

107. All east-bound trains that are to run onto P. & W. Va., at Pittsburgh Junction, will, when approaching the station, give two long and one short blast of the whistle which will be a signal to the switch tender to have switch set for P. & W. Va. Main Line.

107-a All trains moving from Adena to the A. C. & N. A. connection must receive clearance card from Dispatcher and report into clear at A. C. & N. A. Junction. Trains moving from A. C. & N. A. to Adena must receive clearance from the Dispatcher before fouling main track. All Westbound trains on Adena R. R. will stop at telephone booth at Halls and report to Dispatcher before departing from that point.

RIGHTS OF TRAINS.

108. Trains running between Ironville and Belt Line Junction. Toledo, will be governed by yard master at Ironville and between Belt Line Junction and Toledo Union Station, by N. Y. C. R. R., Yard Time Table and Rules.

109. Trains running between Terminal Junction and Wheeling will have the same right of road between Terminal Junction and Wheeling as Penna. Trains of SAME CLASS, and will be governed by Penna. Co's Train Rules and Time Table in all respects.

110. West-bound freight trains on the Huron Branch will take siding at Huron Jct. and Milan for east-bound trains without regard to right or class.

111. Trains and engines operating between the P. & W. Va. Ry. and the Wheeling & Lake Erie main lines at Mingo or Mingo Junction will not operate over any portion of connection between the two lines, except on permission from the Operator at Mingo Station. Trains or engines moving from the P. & W. Va. to the W. & L. E. will report to the Operator at Mingo Station by telephone when his train has cleared the connection. All trains moving from the P. & W. Va. to the W. & L. E. will stop to clear No. 6 track in the old yard at the foot of the connection and obtain permission from W. & L. E. Yard Master before occupying any part of W. & L. E. main track.

112. All westbound trains will approach Pittsburgh Junction Telegraph Office under full control and will not proceed beyond clearance point of P. & W. Va., connection until they receive orders, clearance, or signal.

113. All westbound 2nd, 3rd class and extra trains except extra trains running on special schedule will take siding at Jewett unless instructed by train order to hold main track.

114. Trains running between Pittsburg Junction and Pittsburg will be governed by P. & W. Va. Ry. Time Table.

INSTRUCTIONS

Governing Movements Inside of Yard Limits.

115. All trains within Toledo, Brewster, Dillonvale, Huron, South Lorain and Mingo Yard limits will run subject to the orders of the General Yard Masters and Assistant Yard Masters. See Rule 279.

116. All second, third class and extra trains will protect themselves against yard engines and mine engines in Adena, Dillonvale, Jewett and Terminal Jct. Yard limits.

117. All second, third class, and extra trains and Yard engines west bound except extra trains, running on special schedules, must not pass Huron Jct., Telegraph Office, without a clearance order from the operator at Norwalk Yard through the operator at Huron Jct. Operators Huron Jct. may give this clearance order by telephone to trains entering main line at west end Toledo Division passing siding. Conductors receiving such orders will copy same on regular form and repeat back to operator before complete is given for delivery to engineman. Conductors in charge of trains moving from Norwalk Yard to Huron Branch via west leg of wye at Huron Jct. will report by telephone to operator when their train is clear of main line, and will not again occupy any part of main track between Huron Jct. and Norwalk Yard without getting new clearance order.

118. All second, third class, and extra trains and Yard engines east bound, except extra trains, running on special schedules, must not pass the east switch at Norwalk Yard without a clearance order from the operator at Huron Junction through the operator at Norwalk Yard.

119. All second, third class and extra trains, between the hours of 6 A. M. and 6 P. M., will protect against engines switching in Fremont, Bellevue, Lodi and Creston Yard limits.

120. All second, third class and extra trains will protect against engines switching in Wellington Yard limits.

YARD LIMITS.

121. Toledo—From Cherry St. passenger station to 4,000 feet east of east switch at Ironville and including the Toledo Belt Ry.

Fremont—From 1525 feet west of Brick Track Switch to 200 feet east of overhead bridge east of Fremont.

Bellevue—Yard limit board 200 feet east of Reservoir siding to the yard limit board at Garrigan's quarry switch.

Monroeville—From 500 feet west of west switch to passing track to 300 feet east of N. Y. C. R. R. crossing.

Norwalk—From 2600 feet west of west switch Norwalk Yard to 1000 feet east of Huron Jct. telegraph office.

Huron—From dock to a point two miles south of Huron.

Wellington—From 2,000 feet east of east switch at Wellington to 2,000 feet west of west switch at Lake Jct. on 1st district and 2,000 feet west of west switch on L. & W. Va. R. R.

Lorain—From Lake Terminal connection to east end of Black River Bridge.

Lodi—From 300 feet west of Bridge 100A to east switch of east-bound siding.

Creston—From 800 feet west of extreme west switch to extreme east switch.

Orrville—From 3,000 feet east of the east switch on the east, to Orrville Jct. on the west.

Massillon—From 200 feet west of Sonnhalter Stone Quarry track to yard limit board, 1,000 feet east of east switch Columbia.

Brewster—From a point 1,500 feet east of east switch of No. 3 wye track, Harmon, to end of double track at Stark.

Sherrodsville—From yard limit board 2000 feet west of the west passing track switch to yard limit board at Fullers Mine track switch.

Jewett—From yard limit board 200 feet west of west switch A yard to yard limit board 2700 feet east of extreme east switch.

Adena—From yard limit board 300 feet west of Adena tunnel to yard limit board 1,900 feet east of the extreme east switch and to mile post No. 1 on Adena R. R.

Herrick—From yard limit board 2,000 feet west of west switch to 3,000 feet east of east switch of passing track.

Dillonvale—From yard limit board 2,200 feet west of the west switch to passing track at Dillonvale to yard limit board 2,100 feet east of U. S. mine track switch.

Warrenton—From yard limit board 1,700 feet west of the west switch of passing track on second district to yard limit board 3,600 feet east of the east switch on third district and to yard limit board 1,500 feet east of east switch on second district.

Mingo Yard—From yard limit board 6,000 feet west of the west switch to the New Yard, to end of the main track at Steubenville and from one-half mile west of the west switch Mingo, to the east end of Ohio river bridge on P. & W. Va. Ry.

Terminal Jct.—From yard limit board 2500 feet west of Penna. R. R. connection at O. J. Tower to end of line.

DRAWBRIDGE SIGNALS AND RULES.

Toledo, Maumee River—Home Signal.

122. The red arm extended horizontally, and in addition a red light at night means Danger. Each train or light engine must stop not further than 400 feet from the Signal, and engineman must call for the bridge as per Rule 14J, and will not proceed until the signal is changed to clear.

During the season of navigation, it is the imperative duty of the bridge engineers to display the signals immediately after the clearance of each train or light engine, using them as a positive block. See Rule 27.

No trains or light engines will stop between the Signals, except to supply fuel to drawbridge.

Switching on the bridge is positively forbidden.

No train or light engine is clear of the drawbridge until the Signal has been passed.

Only one train or light engine is permitted to enter between the Signals at one time.

No hand signals will be given for the movement of trains or light engines to pass the bridge, except when the automatic signals are inoperative.

TARGET RULES.

123. Manhattan Junction—Ann Arbor R. R. and T. & M. T. R. R.—Governed by interlocking signals.

124. Summit Ave.—M. R. R.—When target is placed horizontally, P. Co. trains will cross. When vertically, W. & L. E. trains will cross. When diagonally, no trains will cross.

125. Ironville—T. R. & T. Co.—Governed by interlocking signals

125a. Wheeling St.—T.R.& T.Co.—When target is placed horizontally, T. R. & T. Co. trains will cross. When vertically, W. & L. E. trains will cross. When diagonally, C. & O. trains will cross.

125b. Ironville — W. & L. E. — T. R. & T. Co. crossing at Craig Oil Refinery Co. When target is placed vertically, T. R. & T. Co. trains may cross. When horizontal, W. & L. E. trains may cross. Red lights will show position at night. W. & L. E. crews will leave target for T. R. & T. Co. trains to cross when not in use of W. & L. E. trains.

126. Clyde—C. C. C. & St. L. R'y.—When target is placed vertically W. & L. E. trains will cross; when placed horizontally C. C. C. & St. L. trains will cross; when placed diagonally no trains will cross.

127. Bellevue—N. Y. C. & St. L. and Penna. Co. governing Main Line. When target is placed vertically W. & L. E. trains will cross; when placed horizontally, N. Y. C. & St. L. and Penna Co. trains will cross; when placed diagonally, no trains will cross.

127a. Target governing transfer movements when placed diagonally, Penna. Co. trains will cross; when in horizontal position, N. Y. C. & St. L. and W. & L. E. trains will cross

128. **Monroeville—B. & O. R. R. and N. Y. C. R. R.**—When target is placed horizontally B. & O. trains will cross; when placed vertically N. Y. C. R. R. trains will cross; when placed diagonally W. & L. E. trains will cross.

129. **Wellington—C. C. C. & St. L. Ry.**—Governed by interlocking signals.

130. **Spencer — Northern Ohio R'y.**— When target is placed vertically W. & L. E. trains will cross; when placed diagonally Northern Ohio R'y trains will cross; when placed horizontally no trains will cross.

131. Creston—Erie R. R.—Governed by Interlocking Signals.

132. Massillon—B. & O. R. R.—Governed by interlocked color position light signals. Two diagonal yellow lights with white top marker light, proceed under control over crossing. Two diagonal yellow lights, proceed under control to freight house track only. Two horizontal red lights, stop signal all routes.

132a. Walnut St. Massillon, when target stands vertically W. & L. E. trains will cross, when diagonally B. & O. trains will cross. When horizonally, no train will cross.

133. Harmon—Cleveland and Toledo Division—When target stands vertically Cleveland Division trains will cross, when horizontally Toledo Division trains will cross; when diagonally trains will pass from Toledo to Cleveland Division or Cleveland to Toledo Division through No. 1 Wye track. B. & O. Railroad 0.6 miles west of Harmon.—When target stands diagonally B. & O. trains will cross; when horizontally W. & L. E. trains will cross; when vertically no trains will cross.

134. **Valley Junction—C. & P. R'y and B. & O. R. R.**—When targets are placed vertically W. & L. E. trains will cross; when placed horizontally O. & P. or B. & O. trains will cross; when placed diagonally no trains will cross.

135. **Tiltonville—C. & P. R. R.**—When target stands vertically W. & L. E. trains will pass; when horizontally O. & P. trains will pass; when diagonally no trains will pass.

136. **B. & O. R'y Crossing on Adena R'y.**—When target stands horizontally B. & O. trains will cross. When target stands vertically W. & L. E. trains will cross.

137. **Mingo Junction, Third District Connection**—When target is placed horizontally, P. & W. Va. trains will pass. When placed vertically, trains on Third District will pass.

138. **Carnegie Steel Co. Crossing**—at Mingo Jct., governed by electric signals located 500 feet east and west of the crossing. Signals will show yellow or stand in diagonal position when track is clear for W. & L. E. trains, and will show red or stand in horizontal position when crossing is being used by the Carnegie Steel Co. crews. W. & L. E. trains must not approach within 500 feet of distant signal when it stands at danger.

139. Penna. R. R. Co., crossing one mile east of Mingo Jct., governed by interlocking signals.

140. **Steubenville**—Wheeling Steel Co., crossing all trains will come to full stop at stop board and not proceed until proper signal is received from switch tender.

CLEVELAND DIVISION.

201. All trains will obtain clearance card or orders at Harmon.

Trains moving to or from Chagrin Falls Branch will receive clearance or orders before departing from Falls Junction.

202. Standard Clocks are located at Cleveland Passenger Station, Belt Line Jct., Canton Yard, Zanesville, Chagrin Falls and Brewster.

203. Registering Stations are located at Cleveland Passenger Station, Belt Line Jct., Falls Jct., Chagrin Falls, Canton Yard, Sherrodsville, Harmon and Zanesville.

Chagrin Falls Branch trains only will register at Falls Jct.

204. Bulletin boards are located at Cleveland Passenger Station, Belt Line Jct., Kent, Canton Passenger Station, Canton Yards, Harmon and Zanesville.

205. All first class trains will throw off register slip at Belt Line Jct., Canton Yard; operator will obtain and record same in register book.

206. Passenger trains must not exceed 25 miles per hour, or freight trains 20 miles per hour between Baltic and Chili.

207. Trains operating over Cleveland Belt Line will not run to exceed twenty miles per hour.

208. West-bound freight trains will take siding at Oakland for east bound trains without regard to right or class.

209. East bound freight trains will take siding at 93rd Street unless otherwise instructed.

209b. West bound trains desiring to use passing track at Newburg will give one long and one short blast of engine whistle, and be governed by lower arm of semaphere.

209c. Semaphore at Canton Yard governing the movement of westbound trains. Top arm of semaphore will govern movement of trains on main line only; lower arm will govern movement of westbound trains pulling from yard track or Sherrodsville Branch.

209d. 35% engines operating between Sherrodsville and Carrollton must not exceed a speed of 20 miles per hour on tangent track, and 15 miles per hour on curves.

209e. ALL DISTRICTS. Maximum speed for ALL trains must not exceed forty-five (45) miles per hour.

INSTRUCTIONS

Governing the movements of all Trains and Engines inside the following Yard Limits

210. All trains when within Cleveland and Canton Yard Limits, will be governed by instructions from the General Yard Master and Assistant Yard Master. (See Rule 279.)

211. All 2nd second, 3rd third class, extra trains and yard engines, (except extra trains running on special schedule), moving between 93rd Street and Belt Line Jct. or between Belt Line Jct. and 93rd Street will be handled on orders through dispatcher at Belt Line Jct. and will not move in either direction between these points without first obtaining orders or clearance from operator at Belt Line Jct., and will run under control expecting to find yard engines working on main track between Derail at Independence St. bridge and Belt Line Junction switch.

All trains and yard engines will receive orders from the dispatcher at Belt Line Jct., before moving over that part of Cleveland Belt Line lying between east wye switch at Ridge Road and the B. & O. R. R. Crossing, 500 feet west of the west switch of the new yard (located on the Beit).

All east-bound trains and yard engines will come to a full stop at stop board located 100 feet west of Commercial street, "Cleveland," and will not proceed until they receive signal from tower man.

211a. First class trains and extra trains running on special schedule moving westward off Belt Line in the direction of Ontario Street Station will be governed by the west-bound arm of semaphore, and will not pass from the Belt Line to the main line unless signal is in proceed position.

211b. All eastbound second, third class and extra trains on Fifth District (except extra trains running on special schedule) must not pass telephone booth at Maple Ave., "Canton," and all westbound second, third class and extra trains on Fifth District, (except extra trains running on special schedule) must not pass second crossover leading from main track to lead to A Yard Gambrinus, and all westbound second, third class and extra trains (except extra trains running on special schedule) must not pass telephone booth at Furnace Jct., "Canton," without obtaining clearance order by telephone from General Yard Master or his assistants at Canton Yard.

212. All second and third class and extra trains will protect themselves against yard engines in Kent Yard Limits.

213. All trains will approach and proceed between Yard Limit Boards at Harmon under absolute control.

213a. Account of short curve and narrow track centers trains cannot pass between East Tuscarawas St. and Second St., S. E., Canton. Under no circumstances must it be tried,

YARD LIMITS.

214. Cleveland Yard Limits extend from the Cleveland Passenger Station to Yard Limit Board, 500 feet east of Lanese Sand Co. switch and over Cleveland Belt.

215. Falls Junction Yard limits extend from 2,000 feet west of Chagrin Falls branch switch to 1,000 feet east of switch leading to lower magazine.

216. Kent Yard Limits extend from 1,000 feet west of the west switch to the Wye to Yard Limit board located 60 car lengths east of east switch Erie Ry. transfer extension.

217. Canton Yard Limits extend from 300 ft. west of Allegheny Oil Co. Switch to 1,600 feet east of east switch at Gambrinus Yard and to 500 feet east of turn out on the third cross over on Sherrodsville Branch.

218. Harmon Yard Limits extend from Yard Limit Board 500 feet west of mile post 73 to Yard Limit Board located 1,300 feet east of the East Wye switch.

220. Coshocton Yard Limits extend from 500 feet west of switch to Coshocton Glass Co. to 1800 feet east of the switch to Clow plant.

221. Zanesville Yard Limits extend from 2640 feet west of Roseville Pottery Co. switch to B. & O. R. R. transfer east of the station.

TARGET RULES.

222. **Cleveland—B. & O. R. R. and N. & S. S. Ry.**—When target stands horizontally B. & O. R. R. trains will cross. When diagonally N. & S. S. trains will cross. When vertically W. & L. E. trains will cross.

When red ball by day or red light by night is displayed no trains will cross.

223. **Cleveland Belt Line—C. V. R. R.**—When target stands vertically W. & L. E. trains will cross. When horizontally, C. V. R. R. trains will cross. When diagonally, trains moving to or from W. & L. E. Belt Line and C. V. Ry., will pass thru cross over connecting the two railroads. When target is set at diagonal position, W. & L. E. trains westbound will stop to clear yard tracks. W. & L. E. trains eastbound will stop at least ten car lengths west of the main track connecting switch.

N. & S. S. Ry. When target stands vertically, W. & L. E. trains will cross. When horizontally, N. & S. S Ry. trains will cross. When diagonally, no trains will cross.

B. & O. Crossing. When target stands vertically, W. & L. E. trains will cross. When horizontally, B. & O. trains will cross. When diagonally, no trains will cross.

224. Newburg—C. & P. R. R. and N. & S. S. Ry.—Governed by interlocking Signals.

River Terminal Railway crossing 49th Street governed by, interlocking signals.

224a. **Glendale N. O. P. & L. Ry.**—Automatic indications with lights both day and night. Green indicates clear track, yellow indicates caution, reduce speed prepared to stop, red indicates stop. The absence of any lights to be considered a danger signal.

225. **Canton—P. Ft. W. & C. R. R.**—Governed by interlocking signals. **B. & O. R. R.** When target stands horizontally B. & O. R. R. trains will cross. When vertically W. & L. E. trains will cross. When diagonally, no trains will cross. **Freight House track when target stands vertically main line trains will cross, when horizontally freight house trains will cross, when diagonally no trains will cross. P. F. W. & C. Ry.** crossover Navarre street switch governed by facing point switch signal to be set at block when crossover is being used.

226. Harmon — Toledo & Cleveland Divisions — When target stands vertically, Cleveland division trains will cross; when horizontally, Toledo division trains will cross; when diagonally trains will pass from Toledo to Cleveland Divisien or Cleveland to Toledo Division through No. 1 Wye track.

227. **Justus—B. & O. R. R.**—When target stands diagonally B. & O. trains will cross; when horizontally, W. & L. E. trains will cross; when vertically, no trains will cross.

228. **Pan Handle Crossing—P. C. C. & St. L. R. R.**—Governed by interlocking signals.

229. **Solon—Erie R. R.**—Governed by interlocking signals.

230. **Oneida—C. & P. R. R.**—When target stands horizontally C. & P. R. R. trains will cross. When vertically W. & L. E. trains will cross.

230a. Malvern Branch Penna. crossing. When target stands horizontal, Penna. trains will cross, when vertical, W. & L. E. trains will cross.

231. **Minerva—N. Y. C. R. R.**—When target stands horizontally, W. & L. E. trains will cross. When vertically, N. Y. C. R. R. trains will cross. At crossing of **C. & P. R. R.** When target stands horizontally, C. & P. R. R. trains will cross. When vertically, W. & L. E. trains will cross.

Conductors of trains running on Minerva Branch will attend to target at C. & P. R. R. and N. Y. C. R. R. crossings.

DRAWBRIDGE SIGNALS AND RULES.

232. All trains must come to full stop at stop boards before passing over the Cuyahoga River bridge at Independence street, Cleveland and not proceed until they receive hand signal from Bridge Tender who will use Green light by night and Green flag by day to indicate clear track.

Red ball by day and red light by night, located on top of the bridge, indicates danger.

Derail has been installed five hundred and eighty-four (584)feet East of this bridge, and will be set at derail at all times, except when in use.

West bound trains, after coming to full stop at stop board must before proceeding know positively that derail is set for them.

All trains will approach lift bridge over Cuyahoga River near Cross St. Cleveland under full control and call for signal as per Rule 14J and not proceed until hand signal is received from Bridge Tender. Green light by night and green flag by day indicate clear track. No other signal can be accepted for "proceed" or clear track at that point. Bridge Tender will not give signals until called for as per Rule 14J.

OHIO LAWS.

Sec. 3333. (Railroad crossing; how to be made; Crossing of trains; how to be regulated; when trains may cross without stopping.) When the tracks of two railroads cross each other, or in any way connect at a common grade, the crossings shall be made and kept in repair, and watchman maintained thereat at the joint expense of the companies owning the tracks; all trains or engines passing over such tracks shall come to a full stop not nearer than 200 feet, nor further than 800 feet from the crossing, and shall not cross until signaled to do so by the watchman, or until the way is clear; and when two passenger or freight trains approach the crossing at the same time, the train on the road first built shall have precedence if the tracks are both main tracks, over which all passengers and freights on the road are transported; but if only one track is such main track, and the other is a side, or depot track, the train on the main track shall take precedence; and if one of the trains is a passenger train, and the other a freight train, the former shall take precedence; and regular trains on time shall take precedence over trains of the same grade not on time; and engines with cars attached not on time shall take precedence of engines without cars attached not on time; provided, however, and in case such two railroads crossing each other, or in any way connecting at a common grade, shall, by any works or fixtures to be erected by them, render it safe to pass over said crossing without stopping, and such works and fixtures for such crossings, designating the plan of crossing, shall have been filed with such Commissioner of Railroads and Telegraphs, then, and in that case, the provisions of said section thirty-three hundred and thirty-three, and the provisions of section thirty-three hundred and thirty-four and thirty-three hundred and thirty-five shall not apply.

COMPANY SURGEONS

TOLEDO DIVISION

DR. C. A. HALL, (Chief Surgeon) — 322 Osborn Bldg., Prospect Ave. and Huron Rd. / Residence, 12994 Clifton Blvd. — CLEVELAND — Bell Cherry 4077 / Bell Boulevard 0973

NAME	STREET	TOWN	TELEPHONE
Dr. A. D. Root (Ex. Surgeon)	Office: 2828 Monroe Street / Residence: 2828 Monroe Street	Toledo	Bell: Jefferson 2765
Dr. E. J. McCormick (Local Surgeon)	Office: 1403 Jefferson Ave. / Residence: 2460 Parkwood Ave.	Toledo	Home: Adams 5224 / Home: Jefferson 6458
Dr. E. G. Unekrich (Oculist)	Office: 416 Colton Bldg., Madison & Erie Sts. / Residence: 31 Rockingham St	Toledo	Bell: Main 2505 / Home: Jefferson 5150
Dr. F. S. Heller (Local Surgeon)	Office: Church Street / Residence: Church Street	Oak Harbor	Ottawa: No.34—R2
Dr. C. I. Kuntz (Local Surgeon)	Office: 409½ W. State St. / Residence: 1297 Buckland Ave.	Fremont	Home: Main 1528 / Home: Main 1252
Dr. C. J. Wehr (Local Surgeon)	Office: Woodward Bldg.	Bellevue	Phone: 514 J.
Dr. J. A. Sipher (Local Surgeon)	Office: Citizen Nat. Bank Bldg. / Residence: 161 W. Main St.	Norwalk	Bell: 110 / Local: 10
Dr. W. W. Lawrence (Local Surgeon)	Office: Citizen Nat. Bank Bldg.	Norwalk	Bell 481
Dr. F. E. Reed (Ex. Surgeon)	Office: Main Street / Residence: Main Street	Huron	Bell: No. 132
Dr. S. C. Ward (Local Surgeon)	Office: 408 Broadway	Lorain	Office 2291 Res. 3251
Dr. R. W. Faus (Local Surgeon)	Office 116 So. Main St. / Residence 232 W. Main St.	Wellington	221-W / 64-L
Dr. E. L. Crum (Local Surgeon)	Office: 104 Elyria Street / Residence: 104 Elyria Street	Lodi	119 / 119
Dr. Van I. Allen (Local Surgeon)	Main St.	Creston	Star: 56
Dr. H. M. Yoder (Local Surgeon)	Residence	Smithville	Both Phones No. 36
Dr. O. G. Grady (Exam. Surgeon)	Office: 116 North Vine Street / Residence:	Orrville	86 Z / Phones: 86 W
Dr. W. P. Hanna (Exam. Surgeon)	Wabash St.	Brewster	Bell 15
Dr. L. B. Zintsmaster (Local Surgeon)	Office: 1st National Bank Bldg. / Residence: 27 Pine St. S. E.	Massillon, Ohio	Off. 6534 / Res. 6800
Dr. P. A. Paulson (Asst. Surgeon)	Office: First National Bldg. / Residence: 905 Amherst Road	Massillon	Office: 3956 / Res.: 5079
Dr. J. H. Cooper (Local Oculist)	Office: 403 1st National Bank Bldg. / Residence: 711 Lincoln Way	Massillon	Office 3531 / Residence 4814
Dr. S. D. Hildt (Local Surgeon)		Bolivar	Ind: No. 29 / Bell: No. 29
r. L. W. England (Local Surgeon)	Office: Main Street / Residence: Main Street	Jewett	Independent: No. 36 / Independent: No. 36

TOLEDO DIVISION—Continued.

NAME	STREET	TOWN	TELEPHONE
Dr. J. M. Scott (Local Surgeon)	Main Street	Scio, Ohio	Ind: 139
Dr. C. H. Cale		Neff	Bellaire: 12-F 2
Dr. I. S. Putnam (Local Surgeon)	Office: Putnam Bldg.	Dillonvale	Bell: 14
Dr. C. E. Gourley (Ex. Surgeon)	Over Moores Drug Store	Mingo Junction	National: 8170
Dr. Reed Cranmer	Office: 312 Steub. Bank & Trust Bldg. / Residence: 661 Lawson Ave.	Steubenville	Phone: 891 / Phone: 3133
Dr. J. N. Hunter (Local Surgeon)	Office and Residence	Rayland, Ohio	Rayland: 12
Dr. J. A. Schlernitzauer (Local Surgeon)	Office: Public Road	Yorkville	Phone: 36-R-25
Dr. R. M. Wilson (Local Surgeons)	Office: 30 South 4th Street	Martins Ferry, Ohio	Bell: 464
Dr. R. H. Wilson (Local Surgeons)	Residence: 64 North 4th Street	Martins Ferry, Ohio	Bell: 162
Dr. H. P. Linz (Local Surgeon)	Office: 2224 Chapline Street / Residence: 2224 Chapline Street	Wheeling W. Va.,	Bell: 585; National: 585

CLEVELAND DIVISION

Dr. R. P. Bell (Local Surgeon)	Office: Room 327 Osborne Bldg., Prospect Ave. & Huron Rd. Res.—1226 Overlook Rd.	Cleveland	Boulevard 0080 / Cherry 4077
Dr. E. F. Wakefield (Local Surgeon)	Residence: 15 Franklin Ave.	Chagrin Falls	Bell: 203
Dr. V. C. Kenney (Asst. Local Surgeon)	Office: 15 Franklin Ave.	Chagrin Falls	Bell: 203
Dr. S. A. Brown (Local Surgeon)	Office: 155 E. Main Street / Residence: 155 E. Main Street	Kent	486
Dr. Joseph Warburton (Local Surgeon)		Mogadore, Ohio	Frank 2292
Dr. Geo. S. Hackett (Local Surgeon)	Office: 616 First National Bank / Residence: 229 16th Street NW	Canton	Office: 23300 / Res.: 35519
Dr. E. H. Schild (Oculist)	Office: 3rd Floor Brant Bldg. / Residence: 1612 Cleveland Ave. N.	Canton	Dial 27704 and 7752
Dr. L. E. Casey (Local Surgeon)	Main Street	Minerva, O.	Phone No. 7
Dr. C. R. Ziegler (Local Surgeon)	Residence: North Lisbon Street	Carrollton	Bergholtz 27
Dr. A. H. Syler (Local Surgeon)	Office and Residence: West Main Street	Sugar Creek	Phone: 4 Rings No. 53
Dr. A. F. Magness (Local Surgeon)	Office: 613 McLain Ave.	Coshocton	Phone: 30-W
Dr. W. T. Conley (Local Surgeon)	Office and Residence Main Street	Dresden, O.	Bell 171
Dr. E. R. Brush (Local Surgeon)	Office: Market & 6th St. / Residence: 721 Forrest Ave.	Zanesville	Main 122 / Main 2575

None but the above named surgeons shall be called to attend to cases of injury to employes or passengers, except in cases of emergency, when proper surgical aid should be procured until the arrival of the Company's surgeon. In all minor injuries the patient should be sent to the Company's surgeon's office to receive attention.

The Company will not be responsible for the fees of any surgeon, unless especially employed by an authorized agent of the Company.

In case of personal injury requiring Hospital attention the following hospitals to be used

Toledo, St. Vincent Hospital.
Norwalk, Norwalk Memorial Hospital.
Massillon, Massillon City Hospital.
Steubenville, Ohio Valley Hospital.
Martins Ferry, Martins Ferry Hospital.
Wheeling, Ohio Valley General Hospital.
Cleveland, St. Johns Hospital.
Canton, Mercy and Aultman Hospitals.
Coshocton, Coshocton City Hospital.
Zanesville, Bethesda Hospital.

THE ABOVE LIST OF COMPANY SURGEONS AS OF SEPTEMBER 14, 1931

COMMERCIAL SPURS BETWEEN STATIONS, MINE TRACKS AND LOCATIONS.

TOLEDO DIVISION

Capacity in cars	Name	Location
45	The France Stone	0.7 mile west of Bellevue
10	White Fox Spur	2.4 miles west of Brighton
6	Sonnenburg Spur	0.8 miles east of McDowell
7	Burton City Spur	3 miles east of Orrville
---	Greenville Branch	2.4 miles east of Dalton
---	Dalton Clay Products Co.	Off Greenville Branch
---	Massillon Refractories	Off Greenville Branch
11	Summit Spur	3 miles east of Dalton
4	Sippo Spur	5 miles east of Dalton
23	Miller Glove Co. Spur	0.8 miles west of Massillon
Mine	New Pocock No. 8 Mine	0.5 miles east of Lonas
---	Corundite Refractories Inc.	0.9 mile west of Zoar
---	The Fairfield Brick Co.	At Valley Junction
Mine	Brown Hollow Mine	Somerdale
---	The Tuscora Sand & Coal Co. No. 2	1.1 miles east of Somerdale
---	Central Valley R. R.	0.4 miles west of New Cumberland
Mine	New Cumberland Mines	On Central Valley Railroad
5	The Cumberland Sand Co.	M. P. 157.50 New Cumberland
10	Enterprise Sand Co.	Off Eastbound Sdg. New Cumberland
---	Serran Sand Co.	Off Westbound Sdg. New Cumberland
---	The Superior Sand Co.	M. P. 157.67 New Cumberland
---	Standard Sand Co.	2.4 miles west of Sherrodsville
---	Craig Stone Co.	Fullers
Mine	Harmon Creek Coal Co.	Rexford
6	Team Track	East Cadiz
Mine	Sam. M. Bryan	East Cadiz
"	Cadiz Block	Nelms
"	O. & P. Mine No. 4	Nelms
"	Therese (The Monaco Coal Mining Co.)	Kenwood
"	Penova No. 2	Kenwood
"	Bellevue Coal Co.	On Hurford Branch
Mine	Tassa Coal Co.	Hurford
"	Rose No. 1—No. 2 (Massillon Coal Mining Co.)	Hurford
"	(Majestic) Cambridge Colleries Co.	Blairmont
"	Bainbridge No. 4	Herrick
"	Maple Grove	1.2 miles east of Adena
"	Dillon No. 1	Dun Glen
"	Bainbridge Coal Co. No. 2 Mine	Pine Valley
"	Nicholson No. 1	Pine Valley
"	W. & L. E. connection with D. & S. R. R.	0.2 miles east of Pine Valley
"	Nicholson No. 2	Glen Run
"	Bud Mine (Y. & O. Coal Co.)	Connor
"	Dorothy Mine (Y. & O. Coal Co.)	Connor
8	The Brilliant Sand Co.	1.5 miles west of Brilliant

TOLEDO DIVISION—ADENA R. R.

Mine	Penova No. 1	Adena
"	Stellar Mine (The Monaco Coal Mine Co.)	Robyville
"	Somers Coal Co.	Robyville
"	Bainbridge No. 3	Reiss
"	Besola Coal Co.	Reiss
"	Bidwell No. 1 (The Besola Coal Co.)	Blainesville
"	Emerson Coal Co.	Maynard
"	Locust Point Mine	½ mile east of Maynard
"	Clarkson No. 1	Clarkson
"	Maher Colliers No. 9 and 10	2 miles west of Neff
"	Maher Colliers No. 6	½ mile west of Neff
"	Neff Coal Co.	Neff

A. C. & N. A. R. R. 0.6 Mile East of Adena

Mine	Short Creek No. 3	Georgetown
"	Zitko Coal Co.	Georgetown
"	Wheeling Township No. 1	Georgetown
"	Short Creek No. 1	Duncan

TOLEDO DIVISION—LONG RUN BRANCH

Mine	Elizabeth Mine	
"	B. & O. Mine No. 1	

HURON BRANCH.

Capacity in cars	Name	Location
6	Brick Yard track	0.6 miles west of Mittenger
27	Michles Iron & Metal Co.	1.7 miles west of Mittenger
3	Masons Spur	1.9 miles west of Mittenger

LORAIN & WEST VIRGINIA RAILWAY

8	Waites Spur	4 miles west of Lake Junction
8	Oberlin Spur	M. P. 9.3
9	Logan Spur	M. P. 22.36

CLEVELAND DIVISION

---	Umbstaetter Siding	at Dunham Road
---	The Cuyahoga Steel & Wire Co.	at Oakland
---	The Maple Heights Lumber Co.	at Maple Heights
20	Mason Tire & Rubber Co.	0.5 miles east of Bedford
17	The Bailey Walker China Co.	1.5 miles east of Bedford
16	Cleveland Wheelbarrow & Mfg. Co.	1.5 miles east of Bedford
3	Streetsboro	1.7 miles east of Moran
5	Johnson Spur	1.5 miles west of Kent
---	The Kent Sand & Gravel Co.	M. P. 35.05—Brimfield
18	Brimfield Team Track	Brimfield
40	Robinson Clay Products Co.	1.3 miles west of Mogadore
---	The Mogadore Sand & Gravel Co.	M. P. 41.30 east of Mogadore
40	The Goodyear Tire & Rubber Co.	0.3 miles west of Mishler
---	The Diamond Portland Cement Co.	M. P. 51.59 west of Middlebranch
7	North Middlebranch Spur	0.5 miles west of Middlebranch
7	Richville	1.0 mile west of Kemery
---	Massillon Asylum Track	2.0 miles east of Kemery
---	Spur	M. P. 81.4 west of Dundee
---	Industrial Silica Corp.	1.0 miles west of Dundee
---	Industrial Silica Corp.	1.2 miles west of Barr
---	Finzer Bros. Clay Co.	At Sugar Creek
---	Sugar Creek Clay Products Co.	0.7 miles west of Sugar Creek
---	The General Clay Products Co.	0.8 miles west of Baltic
30	Siding	1.5 miles east of Coshocton
---	J. B. Clow & Son	1.8 miles east of Coshocton
Mine	Rock Run Mines	2.5 miles east of Coshocton
Mine	Warwick Mine	3 miles east of Coshocton
52	Warwick Mine Storage Tracks	3 miles east of Coshocton
Mine	Williams Coal Co. Mine	3.5 miles east of Coshocton
Mine	Barnes No. 2	1 mile west of Conesville
Mine	Barnes No. 1	0.6 miles west of Conesville
6	Team Track	0.7 miles west of Conesville
4	Standard Oil	Trinway
4	Sand Spur	0.7 miles west of Ellis
3	Lanes Spur	1.5 miles east of Ellis
9	Maddens'	2.0 miles east of Ellis
Mine	Ellis Coal Co.	0.8 miles east of Ellis

CLEVELAND DIVISION—SHERRODSVILLE BRANCH

25	Stark Brick Co.	0.9 miles west of East Canton
15	Canton Clay Products Co.	0.5 mile east of Robertsville
10	National Fire Proofing Co.	0.5 mile east of East Canton
20	Mapleton Clay Products Co.	3.5 miles east of East Canton
3	Mapleton Spur	4.0 miles east of East Canton
14	Hibbitts Spur	4.5 miles east of Oneida
2	Stemple's Spur	3.0 miles west of Carrollton
14	Metal Brick & Tile Co.	2.5 east of Carrollton
Mine	Dell Roy Coal & Coke Co.	At Dell Roy
8	Grimes Spur	3½ miles east of Carrollton
6	Carrollton Oil Co.	1.5 miles east of Carrollton
5	Atwood Spur	2.0 miles east of Dell Roy
Mine	Wynn Mine	1.0 miles west of Dell Roy
Mine	Honey Ridge Mine	At Barricks
Mine	Tice Flynn Coal Co.	1.0 miles east of Barricks

CLEVELAND DIVISION—MALVERN BRANCH

15	Malvern Fire Clay Co.	1.5 miles east of Oneida
20	Robinson Clay Products Co.	2.0 miles east of Oneida

FLAG STOP STATIONS.

TOLEDO DIVISION.

Distance from Toledo	Name	Location
79.7	White Fox	2.4 miles west of Brighton
126.0	Burton City	3.2 miles west of Dalton
135.4	East Cadiz	1.1 miles east of Rexford
187.4	Nelms	2 miles east of East Cadiz
192.2	Blairmont	1.8 miles east of Kenwood
197.6	Dun Glen	1.4 miles west of Dillonvale
207.8	Rush Run	1.8 miles west of Stringer
209.7	Salt Run	1.0 mile east of Stringer

CLEVELAND DIVISION.

Distance from Cleveland	Name	Location
13.4	Langs	1.5 miles east of Bedford
19.2	Herricks Crossing	2.8 miles east of Falls Junction
35.9	Brimfield	3.7 miles east of Kent
107.4	West Lafayette	3.5 miles east of Fresno
120.4	North Conesville	0.5 mile west of Conesville
128.1	Trinway	1.3 miles west of Dresden
137.3	Lanes	1.5 miles east of Ellis
137.9	Maddens	2.1 miles east of Ellis

Trains No. 3 and No. 4 will stop on signal at Summit Ave., Front Street, White Fox, Burton City, Maddens, Lanes, Trinway, North Conesville and West Lafayette.

Trains No. 32 and No. 35 will stop on signal at East Cadiz, Nelms, Blairmont and Dun Glen.

Trains No. 33 and No. 34 will stop on signal at Brimfield.

Trains No. 144 and No. 145 will stop on signal for passengers at Mapleton, Atwood and Barricks.

Watch Inspectors

The Ball Railroad Time Service

General Time Inspectors.....Cleveland, O.

MILEAGE OF MAIN, BRANCH AND BELT LINES

TOLEDO DIVISION.

Toledo to Terminal Junction	209.63	
Toledo Belt	4.24	
Huron Junction to Huron	12.77	
L. & W. Va. Ry.	25.30	
Orrville Junction to Harmon	23.60	
Adena to Neff	20.93	
A. C. & N. A. Ry.	5.73	
Warrenton to Steubenville	13.65	
Terminal Junction to Aetnaville	2.75	318.60

CLEVELAND DIVISION.

Cleveland to Zanesville	144.12	
Cleveland Belt	5.39	
Falls Junction to Chagrin Falls	8.19	
Canton to Sherrodsville	45.47	
Canton Belt	3.74	
Zanesville Belt	3.59	210.50
TOTAL		529.10

MAP OF

THE WHEELING AND LAKE ERIE R'Y CO.

AND

The Lorain & West Virginia Railway Co.

APRIL – 1906.
REVISED TO FEBRUARY, 1908.
REVISED TO NOVEMBER, 1909.
REVISED TO JANUARY, 1910.
REVISED TO MAY 1910

SCALE OF MILES

OFFICE OF CHF ENGR.

MICHIGAN

LAKE ERIE

LUCAS · OTTAWA · WOOD · SANDUSKY · ERIE · CUYAHOGA · GEAUGA · LORAIN · SUMMIT · PORTAGE · MEDINA · SENECA · HURON · HANCOCK · WYANDOT · CRAWFORD · ASHLAND · WAYNE · STARK · COLUMBIANA · BUTLER · BEAVER · ALLEGHENY · HARDIN · MARION · MORROW · KNOX · HOLMES · TUSCARAWAS · CARROLL · JEFFERSON · BROOKE (W Va) · HANCOCK · LOGAN · UNION · DELAWARE · COSHOCTON · HARRISON · WASHINGTON · PENN'A · CHAMPAIGN · LICKING · GUERNSEY · BELMONT · MARSHALL · OHIO · WHEELING · WEST · CLARKE · MADISON · FRANKLIN · RICHLAND · MUSKINGUM · GREENE

OHIO

TOLEDO · CLEVELAND · FINDLAY · FREMONT · SANDUSKY · ELYRIA · LORAIN · AKRON · CANTON · ALLIANCE · MANSFIELD · ZANESVILLE · COLUMBUS · MARION · KENTON · BELLEFONTAINE · URBANA · SPRINGFIELD · NEWARK · CAMBRIDGE · CARROLLTON · NEW PHILADELPHIA · STEUBENVILLE · WHEELING · PITTSBURGH · BUTLER · BEAVER · WASHINGTONVILLE · WAYNESBURG

L. C. CONOLD, Train Master,	Brewster, O.	F. E. BARBER, Supt. Terminal	Cleveland, O.
J. H. DUNCAN, Train Master,	Brewster, O.	F. M. SHELTON, Supt. Toledo Territory,	Toledo, O.
J. B. MERTES, Train Master,	Canton, O.	T. G. METZGER, Inspector of Stations and Terminals,	Brewster, O.

W. J. JENKINS, Supt. Telegraph