

The Wheeling and Lake Erie Railway Co.

The Lorain & West Virginia Railway Co.

Time Table No. 16
EFFECTIVE 12:01 A. M.
MONDAY, JUNE 30, 1941
EASTERN STANDARD TIME

FOR THE GOVERNMENT OF EMPLOYEES ONLY

GEORGE DURHAM,
Vice President and General Manager

H. H. HENDERSON,
Assistant General Manager

H. S. PARRISH,
Superintendent of Transportation

W. W. WEISS,
Superintendent of Car Service

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THINK

PRACTICE

SAFETY

TOLEDO DIVISION

BREWSTER TO IRONVILLE

Distance from Toledo Union Depot	STATIONS	SECOND CLASS			
		99	87	85	95
		Fast Freight Daily AM	Fast Freight Daily AM	Fast Freight Daily AM	Fast Freight Daily AM
6.5	N. TTR-X. IRONVILLE TYWS ^C	5.40	6.15	10.25	11.30
9.2	2.7 ----- BOOTH ----- P	5.35	6.10	10.20	11.22
11.8	2.6 D.----- CURTICE ----- P	5.30	6.05	10.15	11.16
13.6	1.8 D.----- WILLISTON ----- P	5.25	6.00	10.09	11.12 ⁹⁰
17.2	3.6 D.----- TROWBRIDGE -----	5.17	5.52	10.03	11.07
21.1	3.9 D.----- LIMESTONE ----- P	5.10	5.45	9.57	11.02
26.0	4.9 D.----- OAK HARBOR ----- P	5.02	5.35	9.50	10.55
32.4	6.4 D.----- KINGSWAY ----- P	4.52	5.23	9.40	10.45
35.6	3.2 NO.----- PORTER ----- PW	4.45	5.15	9.33	10.40
37.7	2.1 D.----- FREMONT ----- P	4.40	5.10	9.28 ⁴⁰	10.35 ⁴⁰⁻⁴¹
40.5	2.8 ----- GREEN CREEK ----- P	4.35	5.05	9.23	10.28
45.7	5.2 Big 4 X D.----- CLYDE ----- P	4.25 ⁷²	4.55	9.15 ⁴¹	10.20
53.0	Penna. X 7.3 N. K. P. X N.----- BELLEVUE ----- PW	4.00	4.40 ⁷²	9.00	10.05
55.4	2.4 ----- YEOMANS ----- P	3.40	4.25	8.35	9.53
60.6	N. Y. C. X 5.2 B. & O. X D.----- MONROEVILLE ----- P	3.30	4.15	8.25	9.43
64.6	4.0 N.----- NORWALK YARD ----- WC	3.20	4.00	8.12	9.33
66.8	2.2 N.----- HURON JUNCTION ----- Y	3.13	3.50	8.07	9.28
69.5	2.7 ----- BLUE FLY ----- P	3.08	3.45	8.02 ⁴²	9.23
72.2	2.7 N.----- HARTLAND ----- PW	3.02	3.38	7.47	9.18
75.8	3.6 D.----- CLARKSFIELD ----- P	2.54 ⁸⁸	3.30	7.40	9.13
77.8	2.0 ----- MINER ----- P	2.45	3.25	7.35	9.10
82.1	4.3 N.----- BRIGHTON ----- P	2.35	3.18	7.27	9.03
84.4	2.3 ----- HUFF ----- P	2.30	3.10 ⁸⁸	7.20	8.59
86.8	2.4 Big 4 X N.----- WELLINGTON ----- PW	2.25	3.00	7.15 ⁷²	8.55 ⁴²
93.5	6.7 N. O. Ry. X N.----- SPENCER ----- P	2.12	AM	7.00	8.43
97.1	3.6 ----- PAWNEE ----- P	2.05	-----	6.50	8.36
101.2	4.1 D.----- LODI ----- PW	1.55	-----	6.42	8.30
104.7	3.5 ----- BURBANK ----- P	1.47	-----	6.37	8.25
108.7	4.0 Erie X N.----- CRESTON ----- P	1.40	-----	6.30	8.20 ⁷²
114.7	6.0 ----- DOUGLAS ----- P	1.30 ⁹⁸	-----	6.18	8.10
117.1	2.4 D.----- SMITHVILLE ----- P	1.20	-----	6.13	8.05
120.8	3.7 ----- PRYOR ----- P	1.10	-----	6.07	7.59
121.9	1.1 N.----- ORRVILLE JUNCTION ----- W	1.05	-----	6.04	7.56
125.2	3.3 ----- McDOWELL ----- P	12.55	-----	5.58	7.50
130.2	5.0 ----- SNIVELY ----- P	12.45	-----	5.50	7.42
132.8	2.6 ----- STARK ----- P	12.40	-----	5.45 ⁸⁸	7.37
135.8	3.0 N.----- BREWSTER ----- WSCT	12.30 AM	-----	5.35 AM	7.30 AM
		99	87	85	95

TOLEDO DIVISION

WESTWARD

THIRD CLASS		FOURTH CLASS			
	73		43	41	
	Through Freight Daily		Local Daily Except Sunday	Local Daily Except Sunday	
	PM			PM	
	9.30			12.30	
	9.25			12.25	
	9.20			12.20	
	⁸⁶ 9.14			12.05	
	9.06			PM 11.55	
	9.00			11.45	
	8.52			⁹⁰ 11.30	
	8.42			11.15	
	8.35			11.05	
	8.30			⁹⁵ ⁴⁰ 11.00 9.45	
	8.25			9.40	
	8.15			⁸⁵ 9.30 9.00	
	8.00			8.45	
	7.33			8.25	
	7.23			8.15	
	7.10		PM 2.15	8.00	
	6.50			AM	
	⁹⁴ 6.45		2.10		
	6.37		2.05		
	6.30		1.55		
	6.25		1.50		
	6.25		1.45		
	6.18		⁹⁰ 1.36		
	6.10		1.20		
	5.45		1.15		
	5.30		12.15		
	5.22		PM 11.40		
	5.13		⁴² 11.30		
	5.06		10.50		
	5.00		10.45		
	4.45		9.50		
	4.40		9.40		
	4.33		9.30		
	4.30		⁷² 8.48		
	4.23		8.25		
	4.15		8.15		
	4.10		8.07		
	4.00		8.00		
	PM		AM		
	73		43	41	

TOLEDO DIVISION

IRONVILLE TO BREWSTER

SECOND

Distance from Toledo Union Depot	STATIONS	SECOND		
		88	90	94
		Fast Freight Daily	Fast Freight Daily	Fast Freight Daily
		AM	AM	PM
6.5	N. TTR-X. IRONVILLE TYWS ^C	12.05	11.00	4.00
	2.7			
9.2	----- BOOTH ----- ^P	12.10	11.05	4.05
	2.6			
11.8	D.----- CURTICE ----- ^P	12.15	11.09	4.10
	1.8		95	
13.6	D.----- WILLISTON ----- ^P	12.19	11.12	4.15
	3.6			
17.2	D.----- TROWBRIDGE -----	12.25	11.17	4.20
	3.9			
21.1	D.----- LIMESTONE ----- ^P	12.31	11.23	4.27
	4.9		41	
26.0	D.----- OAK HARBOR ----- ^P	12.39	11.30	4.35
	6.4			
32.4	D.----- KINGSWAY ----- ^P	12.48	11.40	4.45
	3.2			
35.6	NO.----- PORTER ----- ^{PW}	12.55	11.45	4.50
	2.1			
37.7	D.----- FREMONT ----- ^P	1.00	11.50	4.55
	2.8			
40.5	----- GREEN CREEK ----- ^P	1.08	11.56	5.02
	5.2 Big 4 X		PM	
45.7	D.----- CLYDE ----- ^P	1.20	12.06	5.15
	Penna. X 7.3 N. K. P. X			
53.0	N.----- BELLEVUE ----- ^{PW}	1.33	12.40	6.00
	2.4			
55.4	----- YEOMANS ----- ^P	1.38	12.45	6.05
	N. Y. C. X 5.2 B. & O. X			
60.6	D.----- MONROEVILLE ----- ^P	1.48	12.53	6.18
	4.0			
64.6	N.----- NORWALK YARD ----- ^{WC}	2.25	1.00	6.30
	2.2			
66.8	N.----- HURON JUNCTION ----- ^Y	2.30	1.05	6.35
	2.7		73	
69.5	----- BLUE FLY ----- ^P	2.40	1.12	6.45
	2.7			
72.2	N.----- HARTLAND ----- ^{PW}	2.48	1.20	6.55
	3.6	99		
75.8	D.----- CLARKSFIELD ----- ^P	2.54	1.25	7.02
	2.0			
77.8	----- MINER ----- ^P	2.59	1.30	7.07
	4.3		43	
82.1	N.----- BRIGHTON ----- ^P	3.05	1.36	7.15
	2.3	87		
84.4	----- HUFF ----- ^P	3.10	1.39	7.20
	2.4 Big 4 X			
86.8	N.----- WELLINGTON ----- ^{PW}	3.35	1.44	7.25
	6.7 N. O. Ry. X			
93.5	N.----- SPENCER ----- ^P	3.50	1.55	7.37
	3.6			
97.1	----- PAWNEE ----- ^P	3.57	2.02	7.45
	4.1			
101.2	D.----- LODI ----- ^{PW}	4.05	2.07	7.52
	3.5			
104.7	----- BURBANK ----- ^P	4.12	2.13	8.00
	4.0 Erie X			
108.7	N.----- CRESTON ----- ^P	5.00	2.18	8.07
	6.0			
114.7	----- DOUGLAS ----- ^P	5.13	2.30	8.23
	2.4			
117.1	D.----- SMITHVILLE ----- ^P	5.18	2.34	8.28
	3.7			
120.8	----- PRYOR ----- ^P	5.24	2.39	8.35
	1.1			
121.9	N.----- ORRVILLE JUNCTION ----- ^W	5.27	2.41	8.38
	3.3			
125.2	----- McDOWELL ----- ^P	5.33	2.47	8.45
	5.0			
130.2	----- SNIVELY ----- ^P	5.40	2.54	8.53
	2.6	85		
132.8	----- STARK ----- ^P	5.45	3.00	9.00
	3.0			
135.8	N.----- BREWSTER ----- ^{WSCT}	5.55	3.05	9.10
		AM	PM	PM
		88	90	94

EASTWARD

CLASS		THIRD CLASS	FOURTH CLASS
86	98	72	42 40
Fast Freight Daily	Fast Freight Daily	Through Freight Daily	Local Daily Except Sunday
PM	PM	AM	AM
9.00	10.00	3.00	8.00
9.05	10.05	3.07	8.05
9.10	10.09	3.15	8.15
⁷³ 9.14	10.12	3.20	8.20
9.20	10.17	3.27	8.30
9.27	10.23	3.35	8.40
9.35	10.30	3.45	8.55
9.45	10.40	3.55	9.10
9.58	10.45	4.00	9.20
10.03	10.50	4.05	^{85 41} ⁹⁵ 10.35
10.10	10.56	4.13	10.45
10.20	11.06	⁹⁹ 4.25	11.20
10.35	11.35	⁸⁷ 4.40	11.45
10.45	11.40	5.05	11.50
10.55	11.48	5.15	PM 12.10
11.30	11.55	6.00	AM 7.50
11.35	AM 12.01	6.05	PM 7.55
11.45	12.08	6.15	⁸⁵ 8.02
11.54	12.16	6.22	8.13
AM 12.01	12.21	6.28	8.20
12.05	12.26	6.33	8.25
12.12	12.32	6.40	8.35
12.15	12.35	6.45	8.40
12.20	12.40	⁸⁵ 7.15	⁹⁵ 8.55 10.00
AM	12.52	7.40	10.30
	12.58	7.50	10.40
	1.03	7.58	⁴³ 11.30
	1.10	8.05	11.40
	1.17	⁹⁵ 8.20	PM 12.15
	⁹⁹ 1.30	8.35	12.30
	1.35	8.40	12.45
	1.40	8.45	12.55
	1.42	⁴³ 8.48	1.30
	1.48	8.54	1.37
	1.55	9.00	1.45
	2.00	9.05	1.50
	2.05	9.15	2.00
	AM	AM	PM
86	98	72	42 40

TOLEDO DIVISION

TERMINAL JCT. TO BREWSTER

Distance from Toledo Union Depot	STATIONS	SECOND			
		91	93	97	
		Fast Freight Daily	Fast Freight Daily	Fast Freight Daily	
		PM	AM	96 AM	
135.8	N.....BREWSTER.....WSCT 2.0 B&OX 1/2 M West	8.20	12.20	4.50	
137.8	N.....HARMON.....YW 1.1	8.13	12.10	4.40	
138.9	.....LONAS.....P 3.8	8.08	12.05	4.35	94
142.7	.....ROCKET.....P 2.2	8.00	11.56	4.27	
144.9	N.....BOLIVAR.....P 3.8	7.55	11.50	4.22	
148.7	D.....ZOAR..... 3.2 Penna. X	7.48	11.43	4.15	
151.9	N.....VALLEY JUNCTION.....PW 1.5	7.43	11.38	4.10	
153.4	D.....SOMERDALE.....P 3.5	7.38	11.33	4.05	
156.9	D.....NEW CUMBERLAND.....P 5.4	7.32	11.27	3.58	92
162.3	N.....SHERRODSVILLE.....PW 1.2	7.20	11.15	3.45	
163.5	.....FULLERS..... 2.2	7.15	11.10	3.42	
165.7	.....LEESVILLE.....P 2.7	7.10	11.06	3.37	
168.4	D.....BOWERSTON.....P 2.3	7.04	11.00	3.30	
170.7	.....CONOTTON.....P 3.8	7.00	10.55	3.23	
174.5	D.....SCIO.....P 5.2	6.53	10.49	3.15	
179.7	N.....JEWETT.....YPSW 3.7	6.45	10.40	3.05	
183.4	N.....PITTSBURGH JUNCTION..... 1.1	6.30	10.25	2.40	
184.5	.....REXFORD.....P 4.9	PM	10.20	2.35	
189.4	D.....KENWOOD.....P 3.4		10.00	2.15	
192.8	N.....ADENA.....WPY 2.6		9.45	2.00	
195.4	.....HERRICK.....P 3.8		9.35	1.50	
199.2	.....DILLONVALE..... 0.3				
199.5	N.....PINE VALLEY PSCWY 4.4		9.15	1.30	
203.9	.....CONNOR.....P 1.6		8.20	12.25	
205.5	N.....WARRENTON.....PY 1.5 Penna. X		8.15	12.20	
207.0	.....TILTONVILLE.....W 0.9		7.55	AM	
207.9	D.....YORKVILLE.....P 3.6		7.42		
211.5	NO TERMINAL JUNCTION.....WP		7.30		
			PM		
		91	93	97	

WESTWARD

CLASS		THIRD CLASS			
95				51	69
Fast Freight Daily				Local Daily Except Sunday	Freight Daily
AM				PM	PM
7.00				12.55	11.25
6.53				12.45	11.18
6.48				12.42	11.14
6.40				12.35	11.05
6.35				12.30	11.00
6.28				12.10	10.54
6.23				12.01	10.48
6.18				PM	
				11.45	10.43
6.12				⁵⁰ 11.35	10.37
⁹⁶ 6.00				11.20	10.25
5.54				10.58	10.20
5.48				10.52	10.14
5.42				10.45	10.07
⁹⁴ 5.37				10.15	10.02
5.29				10.05	9.55
5.20				9.50	9.45
⁹² 5.05				9.10	9.25
AM				9.05	9.20
				8.45	8.55
				8.30	8.40
				8.00	8.20
				⁹⁶ 7.45	8.00
				AM	PM
95				51	69

TOLEDO DIVISION

BREWSTER TO TERMINAL JCT.

Distance from Toledo Union Depot	STATIONS	SECOND		
		92	94	96
		Fast Freight Daily	Fast Freight Daily	Fast Freight Daily
		AM	AM	AM 97
135.8	N.....BREWSTER.....WSCT 2.0 B&OX ½ M West	3.00	4.00	5.00
137.8	N.....HARMON.....YW 1.1	3.25	4.30 97	5.10
138.9	.....LONAS.....P 3.8	3.28	4.35	5.15
142.7	.....ROCKET.....P 2.2	3.34	4.41	5.22
144.9	N.....BOLIVAR.....P	3.40	4.47	5.28
148.7	D.....ZOAR..... 3.2 Penna. X	3.45	4.53	5.35
151.9	N.....VALLEY JUNCTION.....PW 1.5	3.50	5.00	5.40
153.4	D.....SOMERDALE.....P 3.5	3.53 97	5.03	5.43
156.9	D.....NEW CUMBERLAND.....P	3.58	5.09	5.50
162.3	N.....SHERRODSVILLE.....PW 1.2	4.08	5.19	6.00 95
163.5	.....FULLERS..... 2.2	4.11	5.22	6.03
165.7	.....LEESVILLE.....P 2.7	4.16	5.27	6.08
168.4	D.....BOWERSTON.....P	4.21	5.32	6.13
170.7	.....CONOTTON.....P 3.8	4.25	5.37 95	6.18
174.5	D.....SCIO.....P 5.2	4.31	5.43	6.24
179.7	N.....JEWETT.....YPSW 3.7	4.39 95	5.51	6.32
183.4	N.....PITTSBURGH JUNCTION.....	4.55	6.05	6.45
184.5	.....REXFORD.....P 4.9	AM	6.10	6.50
189.4	D.....KENWOOD.....P 3.4		6.19	7.00
192.8	N.....ADENA.....WPY		6.27	7.10
195.4	.....HERRICK.....P 3.8		6.33	7.17
199.2	.....DILLONVALE..... 0.3			517.35
199.5	N.....PINE VALLEY PSCWY.....		7.05	8.00
203.9	.....CONNOR.....P 1.6		7.15	8.10
205.5	N.....WARRENTON.....PY		7.20	8.15
207.0	.....TILTONVILLE.....W 0.9 Penna. X		7.25	AM
207.9	D.....YORKVILLE.....P 3.6		7.35	
211.5	NO TERMINAL JUNCTION.....WP		7.45 AM	
		92	94	96

EASTWARD

CLASS		THIRD CLASS			
90				50	
Fast Freight Daily				Local Daily Except Sunday	
PM				AM	
3.30	-----			10.15	-----
3.37	-----			10.25	-----
3.40	-----			10.30	-----
3.45	-----			10.37	-----
3.50	-----			11.00	-----
3.56	-----			11.07	-----
4.00	-----			11.15	-----
4.03	-----			11.20	-----
4.08	-----			51 11.35	-----
4.17	-----			PM 12.10	-----
4.19	-----			12.15	-----
4.22	-----			12.20	-----
4.26	-----			1.00	-----
4.30	-----			1.08	-----
4.35	-----			1.25	-----
4.43	-----			1.35	-----
4.55	-----			2.00	-----
PM	-----			2.05	-----
	-----			2.15	-----
	-----			2.30	-----
	-----			2.40	-----
	-----			2.55	-----
	-----			PM	-----
	-----				-----
	-----				-----
	-----				-----
	-----				-----
	-----				-----
	-----				-----
90				50	

STEUBENVILLE AND WARRENTON

EASTWARD

WESTWARD

SECOND CLASS		Distance from Warrenton	STATIONS	Sidings Length in Cars	Capacity of Yards	SECOND CLASS	
96	97						
Fast Freight Daily				50 ft.	Cars		Fast Freight Daily
AM							PM
8.15			N. WARRENTON PY	57	125		11.58
			3.3				
8.25		3.3	STRINGER P	59			11.50
			3.8				
8.37		7.1	BRILLIANT P		34		11.38
			2.7				
8.45		9.8	N. MINGO YARD CWY		630		11.30
AM							PM
		10.5	MINGO JUNCTION		114		
			Penna. X				
		12.3	La BELLE		118		
			1.3				
		13.6	STEUBENVILLE		31		
96							97

ADENA RY.

Distance from Adena	STATIONS	Sidings Length in Cars	Capacity of Yards
		50 Ft.	Cars
	N. ADENA PYW		
0.6	0.6 A. C. AND N. A. JUNCTION P		
2.5	1.9 HALLS P	E 56 W 56	
4.0	1.5 HORTON	58	
9.0	5.0 MAYNARD P	43	
13.0	4.0 ST. CLAIRSVILLE P	20	18
13.9	0.9 TELLESBURG	43	
18.3	4.4 WILLOW GROVE B & O X		
20.8	2.5 NEFF PWY		28

HURON BRANCH

Distance from Huron Jct.	STATIONS		Sidings Length in Cars	Capacity of Yards
			50 Ft.	Cars
12.3	D	HURON.....PYSCW		2320
		4.5		
7.8		FRIES.....P	53	6
		3.6		
4.2	D	MILAN.....P	64	16
		3.3		
0.9		MITTINGERS.....	63	19
		0.9		
	N	HURON JUNCTION.....Y	57	

L. & W. VA. RY.

Distance from Lake Jct.	STATIONS		Sidings Length in Cars	Capacity of Yards
			50 Ft.	Cars
25.0	D	SOUTH LORAIN.....WCY		605
		6.4		
18.6		FERGUSON.....PW	77	4
		6.2		
12.4		TROXEL.....P	75	
		2.4		
10.0		QUARRY JUNCTION.....P		
		4.3		
5.7		PITTS.....P	73	
		5.7		
		LAKE JUNCTION.....YP		190

MASSILLON BRANCH

Distance from Orrville Junction	STATIONS		Sidings Length in Cars	Capacity of Yards
			50 Ft.	Cars
	N	ORRVILLE JUNCTION.....W		
		0.7		
0.7		ORRVILLE.....	47	39
		6.6		
7.3	D	DALTON.....		42
		9.1		
16.4	D	MASSILLON.....P		103
		1.0		
17.4		COLUMBIA.....WP		242
		2.5		
19.9		WARMINGTON.....	37	
		2.2		
22.1		RUN JUNCTION.....		
		1.5		
23.6	N	HARMON.....WY		40
		2.0		
25.6	N	BREWSTER.....WSCT		

CLEVELAND DIVISION

BREWSTER TO CLEVELAND

Distance from Cleveland	STATIONS	SECOND			
		191	195		
		Fast Freight Daily	Fast Freight Daily		
		PM	AM		
	CLEVELAND YARD WSCT				
1.9	B. & O. X 1.0 N & S. S. Ry. X N. BELT LINE JCT. Y	2.00	2.35		
3.6	1.7 BROADWAY W	(Via N. & S. S. Ry.)			
5.5	N. & S. S. Ry. X 1.9 Penna. Co. X N. 93rd STREET P	1.45	2.20		
10.2	4.7 OAKLAND P	1.33	2.05		
11.4	1.2 GLENDALE P	1.30	2.00		
11.9	D. 0.5 BEDFORD				
14.5	2.6 COWANS P	1.25	1.55		
16.4	N. 1.9 FALLS JUNCTION PW	1.20	1.50		
20.0	D. 3.6 TWINSBURG P	1.10	1.40		
24.3	4.3 MORAN P	1.00	1.30		
28.4	4.1 EARLVILLE P	12.50	1.20		
32.2	N. 3.8 KENT PWY	12.40	1.10		
37.5	5.3 PORTAGE P	12.27	12.40		
39.9	N. 2.4 MOGADORE P	12.21	12.36		
42.4	D. 2.5 SUFFIELD	12.16	12.25		
44.1	1.7 MISHLER P	12.12	12.20		
46.3	2.2 CONGRESS LAKE PW	12.08	12.15		
47.4	N. 1.1 HARTVILLE				
48.2	0.8 GEIBE P	12.03	12.10		
52.6	D. 4.4 MIDDLE BRANCH P	11.55	12.01		
58.1	5.5 MAPLE AVENUE P	11.43	11.48		
60.0	B. & O. X 1.9 Penna. X N. CANTON YARD WY	11.35	11.40		
63.0	B. & O. X 3.0 GAMBRINUS WSCTYP	11.20	11.25		
68.0	N. 5.0 KEMERY	10.52	10.50		
71.5	D. 3.5 NAVARRE P	10.40	10.35		
73.6	N. 2.1 HARMON YW	10.35	10.30		
75.6	N. 2.0 B&OX 1/2 M W BREWSTER SCTW	10.20	10.15		
		AM	PM		
		191	195		

WESTWARD

CLASS	THIRD CLASS	FOURTH CLASS
193	171	161
Fast Freight Daily	Through Freight Daily	Local Daily Except Sunday
	AM	PM
	1.55	12.55
	(Via N. & S. S. Ry.)	12.43
	1.40	12.35
	1.25	12.20
	1.20	12.15 PM
	1.15	11.55
	1.10	11.50
	1.00	11.35
	12.50	11.20
	12.40	11.10
	12.30	11.00 ¹⁶⁰
	AM	
	11.40 ¹⁹²	10.10
	11.30	10.00
	9.20	9.35
	9.15 ¹⁷²	9.30
	9.10	9.25
		9.15
	9.03	8.55
	8.53	8.35
	8.38	8.20
	8.30	8.10 ¹⁷⁰
AM		
4.20	8.15	8.00 AM
4.05	7.35	
3.50	7.20	
3.45	7.15	
3.30 AM	7.00 PM	
193	171	161

CLEVELAND DIVISION

CLEVELAND TO BREWSTER

Distance from Cleveland	STATIONS	SECOND CLASS	
		194	192
		Fast Freight Daily	Fast Freight Daily
	CLEVELAND YARD WSCT		PM
1.9	B. & O. X 1.0 N.&S.S.Ry. X N. BELT LINE JCT. Y		8.30
3.6	1.7 BROADWAY W		(Via N. & S. S. Ry.)
5.5	N.&S.S.Ry. X 1.9 Penna. Co. X N. 93rd STREET P		9.00
10.2	4.7 OAKLAND P		9.13
11.4	1.2 GLENDALE P		9.17
11.9	0.5 D. BEDFORD		
14.5	2.6 COWANS P		9.22
16.4	1.9 N. FALLS JUNCTION PW		9.27
20.0	3.6 D. TWINSBURG P		9.35
24.3	4.3 MORAN P		9.43
28.4	4.1 EARLVILLE P		9.55
32.2	3.8 N. KENT PWY		10.30
37.5	5.3 PORTAGE P		10.45
39.9	2.4 N. MOGADORE P		171 11.30
42.4	2.5 D. SUFFIELD		11.38
44.1	1.7 MISHLER P		11.43
46.3	2.2 CONGRESS LAKE PW		11.48
47.4	1.1 N. HARTVILLE		
48.2	0.8 GEIBE P		11.53
52.6	4.4 D. MIDDLE BRANCH P		195 AM 12.01
58.1	5.5 MAPLE AVENUE P		12.10
60.0	B. & O. X 1.9 Penna. X N. CANTON YARD WY		12.25
63.0	B. & O. X 3.0 GAMBRINUS WSCTYP	PM 10.00	1.15
68.0	5.0 N. KEMERY	10.15	1.30
71.5	3.5 D. NAVARRE P	10.23	1.38
73.6	2.1 N. HARMON YW	195 10.30	1.45
75.6	2.0 B&OX 1/2 M W N. BREWSTER SCTW	10.40 PM	2.15 AM
		194	192

EASTWARD

THIRD CLASS				FOURTH CLASS	
		170	172		160
		Through Freight Daily	Through Freight Daily		Local Daily Except Sunday
		AM	PM		AM
		3.30	6.00		7.30
		(Via N. & S. S. Ry.)			7.40
		4.00	6.30		7.55
		4.15	6.45		8.10
		4.20	6.50		8.15
		4.27	6.57		8.35
		4.33	7.02		8.55
		4.40	7.10		9.10
		4.50	7.20		9.25
		5.00	7.30		9.40
		6.15	8.30		¹⁶¹ 11.00
		6.30	8.45		11.15
		7.00	8.50		11.45
		7.10	9.00		11.55 PM
		7.15	9.05		12.02
		7.20	¹⁷¹ 9.10		¹⁹¹ 12.08
		7.25	9.15		12.45
		7.35	9.25		1.15
		7.45	9.35		1.30
		¹⁶¹ 8.10	10.00		1.45
		8.45	10.35		2.00 PM
		9.00	¹⁹⁵ 10.50		
		9.08	10.58		
		9.15	11.05		
		9.25	11.15		
		AM	PM		
		170	172		160

CLEVELAND DIVISION

ZANESVILLE TO BREWSTER

Distance from Cleveland	STATIONS	Sidings Length in Cars	Capacity of Yards		
		50 Ft.	Cars		
75.6	N..... BREWSTER... SCTW 2.0 B&OX 1/2 M W		1545		
73.6	N..... HARMON..... YW 1.2		40		
74.8	..... JUSTUS... B.&O.-XP 3.7	14	6		
78.5	D..... BEACH CITY..... P 5.4	33	28		
83.9	D..... DUNDEE..... P 3.0	23	8		
86.9	..... BARR.....		5		
91.0	D..... SUGAR CREEK... PW 4.1	37	49		
96.7	D..... BALTIC..... P 5.7	51	50		
102.3	D..... CHILI..... PW 5.6	35	3		
105.2	D..... FRESNO..... 2.9	17			
110.6	N..... MORGAN RUN PennaX 5.4	65	44		
115.0	D..... COSHOCTON... WYP 4.4		208		
121.0	..... CONESVILLE..... 6.0		6		
124.7	..... ADAMS MILLS... P 3.7	34	3		
129.8	D..... DRESDEN... PW 5.1		30		
130.9	..... STONY POINT... P 1.1	47			
136.0	..... ELLIS..... P 5.1	28	2		
143.6	N..... ZANESVILLE WSCYP 7.6		285		

CHAGRIN FALLS BRANCH

Distance from Falls Jct.	STATIONS	Sidings Length in Cars	Capacity of Yards		
		50 Ft.	Cars		
.....	N..... FALLS JUNCTION... PW 3.5	68	40		
3.5	..... SOLON..... Erie-X 5.0		44		
8.5	D..... CHAGRIN FALLS... W		92		

WESTWARD

SECOND CLASS			THIRD CLASS		
	197			163	
	Fast Freight Daily			Local Daily Except Sunday	
	AM			PM	
	2.15			4.00	
	2.05			3.50	
	1.50			3.45	
	1.40			3.30	
	1.28			3.10	
	1.15			2.55	
	1.05			2.45	
	12.50			1.45	
	12.22			1.10	
	12.17			12.55	
	12.05			12.40	
	AM			162	
	11.55			12.30	
	11.30			PM	
	11.22			10.15	
	11.10			10.05	
	11.05			9.50	
	11.05			9.35	
	10.50			9.20	
	10.30			9.00	
	PM			AM	
	197			163	

CLEVELAND DIVISION

BREWSTER TO ZANESVILLE

Distance from Cleveland	STATIONS	Sidings Length in Cars	Capacity of Yards	SECOND	
				50 Ft.	Cars
75.6	N..... BREWSTER... SCTW 2.0 B&OX 1/2 M W		1545		
73.6	N..... HARMON..... YW 1.2		40		
74.8	..... JUSTUS... B.&O.-XP 3.7	14	6		
78.5	D..... BEACH CITY..... P 5.4	33	28		
83.9	D..... DUNDEE..... P 3.0	23	8		
86.9	..... BARR.....		5		
91.0	D..... SUGAR CREEK... PW 5.7	37	49		
96.7	D..... BALTIC..... P 5.6	51	50		
102.3	D..... CHILI..... PW 2.9	35	3		
105.2	D..... FRESNO.....	17			
110.6	N..... MORGAN RUN PennaX 5.4	65	44		
115.0	D..... COSHOCTON... WYP 6.0		208		
121.0	..... CONESVILLE 3.7		6		
124.7	..... ADAMS MILLS..... P 5.1	34	3		
129.8	D..... DRESDEN..... PW 1.1		30		
130.9	..... STONY POINT..... P 5.1	47			
136.0	..... ELLIS..... P 7.6	28	2		
143.6	N..... ZANESVILLE WSCYP		285		

CARROLLTON

Distance from Canton Yard	STATIONS	Sidings Length in Cars	Capacity of Yards	EAST-THIRD	
				50 Ft.	Cars
	N..... CANTON YARD... WY 5.0		1000		
5.0	D..... EAST CANTON..... P 5.3	11	9		
10.3	..... SIDING 70..... P 0.7	32			
11.0	D..... ROBERTSVILLE 5.0		6		
16.0	..... MINERVA JCT... YPW 2.9	16			
18.9	D.NYC X MINERVA... PennaX 2.9		26		
16.0	..... MINERVA JCT... YPW	16			
16.8	..... ONEIDA... Penna X 10.1				
26.9	D..... CARROLLTON... PW	18	63		

EASTWARD

CLASS		THIRD CLASS			
	198				162
	Fast Freight Daily				Local Daily Except Sunday
	AM				AM
	3.15				8.00
	3.30				8.15
	3.35				8.25
	3.45				8.40
	4.00				9.10
	4.07				9.20
	4.17				10.10
	4.32				10.45
	4.45				11.05
	4.55				11.15
	5.10				11.30
	5.30				¹⁶³ PM 12.30
	5.45				1.00
	5.55				1.15
	6.10				1.35
	6.15				1.40
	6.30				1.55
	6.50				2.15
	AM				PM
	198				162

BRANCH

WARD		WESTWARD			
CLASS		FOURTH CLASS			
	144				145
	Local Daily Except Sunday				Local Daily Except Sunday
	AM				PM
	9.30				5.00
	10.05				4.45
	10.20				4.25
	10.25				4.20
	10.40				4.00
	10.55				3.45
	11.15				3.00
	11.20				2.55
	PM				2.00
	12.30				PM
	PM				
	144				145

SPECIAL INSTRUCTIONS

ALL DIVISIONS AND BRANCHES

1. Employes whose duties are effected by Time Tables must have with them, a copy of same, also Time Tables of Foreign Railroads over which they are qualified to run.

2. WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

3. Rules 81 and 86, Book of Rules, are modified to the extent that fourth-class trains may run ahead of third-class trains. Extra trains may run ahead of third and fourth-class trains.

YARD RULES

5. When within yard limits the main track may be used, protecting against Extra trains running on special schedules.

6. All second, third, fourth-class and Extra trains and engines must move within yard limits under control, prepared to stop unless the main track is seen or known to be clear.

7. Within Yard Limits: From 30 minutes before sunset to 30 minutes after sunrise a red light must be displayed on the rear of the last car of all cuts occupying main or running track. If engine is detached and cars left standing on such tracks a red light must be displayed on both ends of cut.

SPEED RESTRICTIONS

10. The speed of all engines and trains must be reduced to not exceed eight miles per hour when running between yellow track signals.

11. All engines will not exceed a speed of twenty-five miles per hour when backing up.

Engines not equipped with engine trucks must not exceed a speed of twenty-five miles per hour when operating under steam or in tow.

12. Trains towing engines with all side rods down must not exceed speed of fifteen miles per hour. When main rods only are taken down and side rods remain, twenty-five miles per hour.

13. Speed of all trains entering upon turn-outs, cross-overs or yard tracks, must not exceed speed of 15 miles per hour.

14. All trains will reduce speed not to exceed 15 miles an hour while passing through tunnels, and the use of wood portal post of tunnel for the placing of fuses is strictly forbidden.

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

16. Extra trains running on special schedules will approach and proceed between Yard Limit Boards at Harmon under full control.

17. Trains handling wrecking cranes (Boom forward) must not exceed speed of forty miles an hour. Scale Test Car No. 250 in train not to exceed twenty miles an hour.

18. Train Orders issued to trains restricting the speed of trains at defined points or between defined Limits must be strictly observed.

19. Slow Boards erected at various points restricting speed of train between same, indicates the maximum speed allowed

between the Boards, which must be strictly observed by all trains.

BLOCKING TRAINS

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

26. 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.

FLAGMAN PROTECTION

30. When a train or engine stops under circumstances in which it may be overtaken by another train, the Flagman must go back immediately with Flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses.

When signal 14 (d), or 14 (e), has been given to the Flagman and safety to the train will permit, he may return. When the conditions require, he will leave the torpedoes and a lighted fuse.

The front of the train must be protected in the same way when necessary by the most available trainman.

When a train is moving under circumstances in which it may be overtaken by another train, the Flagman must take such action as may be necessary to insure full protection. By night or by day, when the view is obscured, lighted fuses must be thrown off at proper intervals.

When day signals can not be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and Enginemen are responsible for the protection of their trains.

31. When it is the intention for a train to stop for water and the rear of train would be obscured from view by a following train, by curves or weather conditions, the engineman must reduce the speed of train a sufficient distance from where the stop is to be made and sound whistle signal (Rule 14C) so as to permit the Flagman to get off to afford proper protection to train.

WHISTLE SIGNALS

35. Enginemen must sound road crossing signal whistle approaching curves and at prescribed whistling post, the duration of whistle signal being such that last blast must be sounded when passing over road crossing. When approaching tunnels one long blast of engine whistle must be sounded.

EXCHANGE OF SIGNALS

40. When meeting and passing trains, trainmen will so station themselves and observe carefully such trains for any defects in equipment and exchange the proper signals. If no apparent defects, proceed signal to be given—all signals to be acknowledged.

41. When trains take siding to meet or pass, Conductor or Rear Brakeman will so station himself as to be in a position to signal Engineman when train is clear of main track. Engineman failing to receive such signal, will protect trains in opposite direction.

42. Immediately after sounding the station whistle on all freight trains, the forward and rear-brakemen will exchange signals. If for any reason the train is to make a stop at the Station, the trainman on the rear will give the stop signal, which will be answered by three short blasts of the whistle. If no stop is to be made, the trainman on the rear will give proceed signal before and after passing station, which will be answered by two long blasts of the whistle.

43. Freight trains that have been stopped a sufficient time to permit inspection, when starting, will move not to exceed a speed of eight miles an hour until proceed signal is received from the rear of train.

44. Station Agents, telegraph operators, trackmen and bridgemen, will observe the condition of all passing trains, and should there be any defects seen the following signals should be given to trainmen, who will be so located as to receive and exchange the proper signals, as follows:

Hot Journals.

By day: Hold nose with finger and thumb.

By night: Swing lamp in small vertical circle lamp to be held by guard wires.

Connections dragging.

By day or night: Give "Stop" signal.

Brakes sticking.

By day: Shove hand in sliding movement out from body.

By night: Same signal to be given with lamp.

In addition, give "Stop" signal.

Flat Wheels.

By day: Place palms of both hands together in horizontal position.

By night: Hold lamp in horizontal position at arms length.

All clear.

By day or night: "Proceed" signal.

TORPEDOES

46. The explosion of one or more torpedoes on the Engineman's side is a signal for Engineman to immediately bring train under full control, expecting to find flag or obstruction and must not resume usual speed unless track is seen or known to be clear.

FUSEES

48. 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.

HEADLIGHTS

50. Headlights must be dimmed while passing thru yard, where yard engines are employed—approaching stations at which stops are to be made—approaching train order signals, Junctions, Terminals, end of double track or meeting points, or standing on main track at meeting points.

Headlights must be lighted before entering and while passing through all tunnels.

DROPPING AND SHOVING CARS

53. When cars are pushed by an engine, except when shifting or making up train in yards, a trainman must take a conspicuous position on the front of the leading car. When shifting over public crossing at grade, not protected by a watchman or by gates, a member of the crew must protect the crossing.

Dropping of cars by engines over road crossings is forbidden where facilities permit cars to be placed ahead of engine—when this can not be done, trainman must, in all cases, be stationed so as to fully protect the crossing, unless same is protected by watchman or crossing gates.

AIR BRAKES

56. Before commencing descent of heavy grades with freight train, Enginemen 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.

57. When Helper engine is placed on rear of train, Engineman must make service reduction of brake pipe of at least 15 pounds, then turn cut-out cock in brake pipe while brake is set before air is cut through train.

In case Helper engine is to double over with rear portion of train, after move has been made the Helper Engineman must make at least a 15 pound brake pipe reduction and turn cut-out cock in brake pipe below brake valve while brake is set before air is cut through to head portion of train.

CLEARANCE CARDS FORM-A

60. Clearance Card Form-A will be delivered to trains in addition to train orders, indicating to what trains the orders are addressed, also the total number of orders and the individual order numbers.

Conductors and Enginemen are required to compare orders with clearance card to check same, any errors must be corrected before leaving station.

UNCLASSIFIED

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

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

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

66. All trains running over Foreign Railroads will be governed by Time Tables and Rules of the Railroad upon which they are operating.

67. Conductors and Enginemen must use telephone whenever necessary to facilitate the movements of trains. Instructions received by telephone must be repeated and name of the employes exchanged to avoid misunderstanding.

68. Massillon District or Cleveland Division, second, third and fourth-class and Extra trains occupying either main track between No. 1 wye switch at Harmon and cross-over 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.

69. When setting out cars on passing tracks for storage, a space of 75 feet on either side of highway must be left for protection to highway traffic. On other tracks, at Stations, etc., 50 feet on each side of Highway must be left open.

STOPPING TRAINS FROM REAR

72. When necessary to make an emergency application of the brakes from rear of train account of derailed car, connections dragging, broken truck, etc., conductors valve must be opened quickly.

In cases other than extreme emergency:

Trains of less than 75 cars, running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

RAILROAD TRACK SCALES

73. Engine, or cars not to be weighed, must not be passed over the weigh rails.

Equipment shall not be allowed to stand on the scale when not being weighed.

For protection of the scale, cars shall not be violently stopped on the scale by impact, by the sudden application of brakes, or by throwing obstructions under the wheels. When pushing cars, which have been stopped for weighing or otherwise, off the scale, impact must not occur at a speed greater than two miles per hour.

Enginemen must not use sand on the scale deck or operate the injectors while on the scale.

Switches at both ends of the scales must be set for dead rail movement, except when weighing is being done.

Weigh carefully each car separately and uncoupled.

When weighing freight equipment for the purpose of obtaining the tare weight, be governed by the following instructions at all track scale points:

- 1st. Before car is weighed the fact must be determined that car is entirely free of dunnage, dirt, or refuse of any character.
- 2nd. Car shall be placed on track scales, carefully spotted in as near the center of the scale as possible, and the weight obtained through the medium of a beam weight.
- 3rd. Under no circumstances will it be permissible to use the Streeter-Amet weight in weighing light equipment for tare weights.

REPORT OF ACCIDENTS

74. Conductors must report to the Superintendent of Transportation all accidents to cars or engines on or about their trains.

Enginemen and hostlers in charge of engines not accompanied by conductor will make such report.

Telegraphic report form 845 must be filed at first open telegraph office.

Casualty report form 321-K must be mailed promptly to Train Master by both Conductor and Engineman.

75. EXPLOSIVES AND INFLAMMABLE CARS

a. Cars placarded "Explosives" must be placed in through freight trains near the middle and must be not nearer than the sixteenth (16) car from engine, nor the eleventh (11) car from caboose, if the length of the train will permit. Where helper engines are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car.

b. Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from engine or caboose when placing them near the middle of train would require additional switching at way stations.

c. Cars placarded "Explosives" must not be placed in through or local trains next to loaded tank cars, wooden-frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded "Explosives" from rough handling; refrigerator cars equipped with automatic refrigeration of the gas burning type; nor next to cars containing lighted heaters, stoves or lanterns; or cars with live stock or poultry in charge of an attendant.

d. Cars placarded "Explosives" must not be placed in through or local trains next to box cars, which bear "Inflammable" or "Corrosive Liquid" placards, unless the remainder of the train consists only of such cars, or is made up entirely of placarded cars, or cars listed in paragraph "c" above.

e. Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, or pipe that is likely to shift; and when practicable must be placed not nearer than the sixth (6) car from engine or caboose.

f. Cars containing explosives must never be cut off while in motion. When handled in yards or on sidings, they must be coupled to engine, electric locomotive or motor car, protected by a car between. They must be placed in a safe place in yard, where all unnecessary handling will be eliminated. Cars must not be cut off and allowed to strike a car of explosives.

81. CHARACTERS DENOTE

- D Day telegraph stations.
- NO Night telegraph station.
- N Day and night telegraph stations.
- W Water Stations.
- C Coal Stations.
- S Scales
- T Turn Tables.
- Y Wyes.
- P Telephone Stations.
- X R. R. Crossing at Grade.

TOLEDO DIVISION AND BRANCHES

100. STANDARD CLOCKS

Ironville.....	}	Round House
		Yard Office
Norwalk.....		Yard Office
Brewster.....		Yard Office
		Round House
		Dispatchers Office
Pine Valley.....		Yard Office
Mingo Yard.....		Yard Office

101. BULLETIN BOARDS

Ironville.....	}	Front St.
		Round House
		Yard Office
Norwalk Yard.....		Yard Office
Huron.....		Round House
		Yard Office
South Lorain.....		Yard Office
		Round House
Brewster.....		Yard Office
		Round House
Harmon.....		Telegraph Office
Pittsburgh Jct.....		Telegraph Office
Pine Valley.....		Yard Office
		Round House
Mingo Yard.....		Yard Office
		Round House
Terminal Jct.....		Yard Office

102. REGISTER STATIONS

Ironville.....	}	Front St.
		Yard Office
Norwalk Yard.....		Yard Office
Huron.....		Yard Office
South Lorain.....		Yard Office
Wellington.....		Telegraph Tower
Brewster.....		Yard Office
Harmon.....		Telegraph Office
Pine Valley.....		Yard Office
Warrenton.....		Telegraph Office
Mingo Yard.....		Yard Office
Terminal Jct.....		Yard Office

103. Trains 86 and 87 only will register at Wellington.

TRAIN ORDERS OR CLEARANCE CARD

106. All Eastward trains on Toledo Division and all Westward trains on Massillon Branch will obtain orders or clearance card at Harmon.

All Westward trains will obtain orders or clearance card at Brewster Yard Office.

107. All train movements over the A. C. & N. A. Ry. must be authorized by train orders.

Trains moving onto the A. C. & N. A. Ry. will report promptly when into clear of Adena Ry. main track at the Junction.

Trains moving from the A. C. & N. A. Ry. must receive orders or clearance card from Dispatcher before fouling Adena Ry. main track at the Junction.

108. All Westward trains on Adena Ry. will stop at telephone booth at Halls and report to Dispatcher before departing from that point.

TRAIN ORDER SEMAPHORES

110. No train order semaphores at Huron, South Lorain, Massillon, Warrenton and Terminal Junction. All trains will obtain orders or clearance card at these points.

SPEED RESTRICTIONS

111. MAXIMUM SPEED IS SHOWN MILES AN HOUR

Between Ironville and Brewster.....	55
“ Huron Junction and Huron.....	30
“ Lake Junction and So. Lorain.....	25
“ Brewster and Adena.....	50
“ Adena and Mingo Yard.....	40
“ Warrenton and Terminal Jct.....	40
Massillon Branch.....	35
Adena Ry.....	30

112. All trains will reduce speed over highway crossings not to exceed a speed of 20 miles per hour within the corporate limits at the following stations:

Oak Harbor
Fremont
Clyde
Lodi
Massillon
Jewett

113. Westwards trains, the tonnage of which consists of 50% or more of cars loaded with coal, will not exceed a speed of 35 miles per hour, between Blue Fly and Huron Jct.

114. Eastward and Westward trains moving between Harmon and B. & O. Crossing, will approach Cross-over West of No. 2 Wye switch under control.

Huron Junction:

115. All Eastward trains, on Huron Branch, will approach distant switch signal indication, located 500 feet West of the East switch of Main Line siding, at Huron Junction, under full control, prepared to stop short of clearance point, expecting to find train occupying and fouling Huron Branch Main track and Main Line siding.

Lake Junction:

116. All Eastward trains will approach prepared to stop at Distant signal located near new connection switch, and will come to a stop when color light displays red over red, which indicates that East leg of wye main track switch is open, or main track blocked between this switch and distant signal.

Stark and Lonas:

117. All trains reduce speed to twenty (20) miles per hour over spring switches at Stark and East end Lonas in either direction. Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movements and switch points properly set.

Harmon:

118. All Westward Toledo Division trains will approach distant switch signal indication, located 1,500 feet East of No. 3 wye switch, at Harmon, under full control, prepared to stop, expecting to find trains moving in either direction between Westward Main track and No. 3 wye track.

Jewett:

119. All Westward trains will approach distant switch signal indication, located 1,200 feet East of the East switch of Eastward siding, Jewett, prepared to stop, expecting to find trains using same.

Pittsburgh Junction:

120. All Westward 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.

Adena:

121. All Eastward trains will approach distant switch signal Indication, located 900 feet West of West wye switch Adena under control, prepared to stop, expecting to find trains using same.

RESTRICTIONS ON ENGINES

123. Engines larger than the 4100 class, must not operate on or over Maumee River Bridge, Toledo.

124. 6400 class Engines cannot operate on Adena Railway between Halls Siding and Neff

125. Engines larger than the 4300 class cannot operate between the following stations.

Between Orrville and Columbia (Mass. Brch.)

“ Pine Valley and Mingo Yard.

“ Warrenton and Terminal Jct.

When engines are doubleheaded between these points, engines are to be separated at least five car lengths.

YARD LOCATIONS

126. Limits Defined By Yard
Limit Boards
See Rules Nos. 5-6-7

Toledo

Fremont

Bellevue

Norwalk

Huron

Wellington

South Lorain

Creston

Orrville

Massillon

Brewster

Jewett

Adena

Herrick

Dillonvale

Warrenton

Mingo Yard

Terminal Jct.

Neff

YARD INSTRUCTIONS

127. All trains within Toledo, Norwalk, Huron, South Lorain, Brewster, Dillonvale and Mingo Yard limits will be governed by the Yard Masters' instructions.

128. ALL EASTWARD TRAINS, except Extra trains running on special schedules, will come to a stop at West switch, Norwalk Yard and receive instructions from Yard Master, unless otherwise instructed.

129. ALL WESTWARD TRAINS except Extra trains running on special schedules, will take siding at Jewett unless otherwise instructed.

**BLOCK RULES BETWEEN
NORWALK YARD—HURON JCT.**

130. ALL WESTWARD TRAINS AND ENGINES must not pass Huron Jct. Telegraph Office without a clearance order, Form-B, from the Operator at Norwalk Yard through the Operator at Huron Jct.

Operator Huron Jct. may give this clearance order by telephone, to trains entering Main line from Huron Branch at the West wye switch. Conductors receiving such orders will copy same on regular form and repeat to Operator before complete is given for delivery to Engineman.

131. ALL EASTWARD TRAINS AND ENGINES must not pass the East Switch at Norwalk Yard without a clearance order, Form-B, from the Operator at Huron Jct., through the Operator Norwalk Yard.

Conductor on trains moving from Norwalk Yard to Huron Branch via West leg of wye, or entering on Toledo Division passing siding, at Huron Jct., will report by telephone to the Operator, when their train is clear of main track and will not again occupy main track without clearance order from the Operator.

UNCLASSIFIED

136. W. & L. E. trains before entering upon B. & O. main track, at Monroeville, must protect in both directions against all trains on B. & O. R. R.

137. Westward trains on Huron Branch will take siding at Huron Junction for Eastward trains, unless otherwise instructed by train order.

138. Trains or engines will not use connection between W. & L. E. Ry. and P. & W. Va. Ry. at Mingo Yard without permission.

139. Account close clearances, 6000 and 8000 class engines operating on Adena Railway, will keep "windshields closed" while passing through Harrisville and St. Clairsville tunnels.

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

141. Tilting target Harmon will govern the movement of trains as follows:

When target stands horizontal, indicates proceed position for Toledo Division trains; when diagonal, trains will pass from Toledo to Cleveland or Cleveland to Toledo Division through No. 1 wye. When vertical, no trains will pass Harmon telegraph office.

142. Engines will not take water at Terminal Junction except in emergencies. Account penstock being locked, key should be secured at yard office and then returned after using.

DRAWBRIDGE SIGNALS AND RULES

Toledo, Maumee River

150. 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.

No train or light engine 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.

CAR CAPACITY, YARDS AND SIDINGS TOLEDO DIVISION

153. CAPACITY BASED ON 50 FOOT CARS

	Siding	Yard		Siding	Yard
Ironville.....		2085	Creston.....	W 52	88
Booth.....	48	25		E 89	
Curtice.....		57	Douglas.....	146	23
Williston.....	88	35	Smithville.....	74	
Trowbridge.....		27	Pryor.....	W 69	82
Limestone.....	W 65	36	Orrville Junction..	E 70	
	E 77				82

	Siding	Yard		Siding	Yard
Oak Harbor	68	88	McDowell	68	
Kingsway	W 54		Snively	68	20
Porter	E 53	22	Brewster		1545
Fremont	67		Harmon		40
Green Creek	47	177	Rocket	72	
Clyde	134		Bolivar	98	45
Bellevue	68	87	Zoar		20
Yeomans	W 70		Valley Jct.	103	66
Monroeville	E 80	184	Somerdale		170
Norwalk Yard	140		New Cumberland	W 103	28
Huron Junction	74	31	Sherrodsville	E 107	
Blue Fly		409	Fullers	118	35
Hartland	71	9	Leesville	35	
Clarksville	59		Bowerston	138	8
Miner	W 85		Conotton	56	42
Brighton	E 83	222	Scio	140	3
Huff	64	15	Jewett	129	51
Wellington	133		Rexford	W 82	
Spencer	144	18	Kenwood	E 91	516
Pawnee	88		Adena	86	
Lodi	W 80		Herrick	59	57
Burbank	E 78	99	Pine Valley	43	172
	W 50		Connor	52	165
	E 84	56	Warrenton	75	275
	134	7	Tiltonville	20	47
	W 81		Yorkville	57	125
	E 115	39	Terminal Junction	51	5
	85	3			55
					166

154. RAILROAD GRADE CROSSING AND SIGNALS

Location	Railroad	Signals	W. & L.E. Proceed Signal Indication
Manhattan Jct.	Ann Arbor	Interlocking	
Summit Ave.	Pennsylvania	Target	Vertical
Ironville	T.R. & T.Co.	Interlocking	
Wheeling Street	T.R. & T.Co.	Target	Vertical.
Ironville R. H.	C. and O.	Target	(See Rule 156)
Craig Oil Co.	Dock Track	Target	Horizontal.
Clyde	T.R. & T.Co.	Target	Vertical.
Bellevue	C.C.C. & St.L.	Target	Vertical.
Bellevue Transf.	N.Y.C. & St.L.	Target	Horizontal.
Monroeville	Pennsylvania	Target	Diagonal.
Wellington	N. Y. C.	Target	
Spencer	B. & O.	Interlocking	Vertical
Creston	C.C.C. & St.L.	Target	See Rule 157)
Massillon	Northern Ohio	Interlocking	
Walnut Street	Erie	Interlocking	(See Rule 158)
Harmon	B. & O.	Color-Position	Vertical.
(Half Mi. West	B. & O.	Target	
Valley Junction	B. & O.	Interlocking	Vertical
Willow Grove	B. & O.	Color Position	(See Rule 159)
(Adena Ry.)	Pennsylvania	Target	Vertical
Mingo Yard	B. & O.	Target	(See Rule 160)
Mingo Yard	B. & O.	Interlocking	
Mingo Yard	Carnegie	Color-Position	(See Rule 161)
Tiltonville	Steel Co.	Interlocking	
	Pennsylvania	Interlocking	
	Wheeling Steel Co.	Target	Vertical.
	Pennsylvania	Target	Vertical.
			(See Rule 162)
Martins Ferry	B. & O.	Target	Vertical
			(See Rule 163)

155. At Railroad Crossings and Junctions at grade, not interlocked, all trains will come to a full stop, not nearer than (200) two hundred feet, nor further than (800) eight hundred feet from the crossing, and shall not cross until signaled to do so, or until the way is clear, except as provided by Time Table Rules 157-159-160 and 162.

156. IRONVILLE ROUND HOUSE—When target stands vertical trains on Gulf Refining lead will cross; when horizontal trains on engine dock track will cross.

157. SPENCER—W. & L. E. trains will approach crossing under full control prepared to stop and may proceed over crossing at a speed not greater than 15 miles an hour, if target is in proceed position and the way is seen to be clear.

158. MASSILLON—Governed by interlocking 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.

159. VALLEY JUNCTION—W. & L. E. Trains, Except First Class, will approach crossing under full control, prepared to stop and may proceed over crossing at speed not greater than 15 miles an hour, if target is in proceed position and the way is seen to be clear. FIRST CLASS TRAINS will make the prescribed safety stop before crossing.

160. WILLOW GROVE (Adena Ry.)—W. & L. E. Trains will approach crossing under full control, prepared to stop and may proceed over crossing at speed not greater than 15 miles an hour, if target is in proceed position and the way is seen to be clear.

161. MINGO YARD—CARNEGIE STEEL CO.—Governed by Electric Signals located 500 feet East and West of 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 used by Carnegie Steel Co. trains. W. & L. E. trains must not approach within 500 feet of distant signal when it stands at danger.

162. TILTONVILLE—W. & L. E. Trains will approach crossing under full control, prepared to stop and may proceed over crossing at speed not greater than 15 miles an hour, if target is in proceed position and the way is seen to be clear.

163. MARTINS FERRY—W. & L. E. Trains will set target for B. & O. after using same.

CLEVELAND DIVISION AND BRANCHES

201. STANDARD CLOCKS

Cleveland.....	Belt Line Junction
Canton.....	Yard Office
Gambrinus.....	} Yard Office Round House
Zanesville.....		Freight Office

202. BULLETIN BOARDS

Cleveland.....	} Round House Belt Line Jct.
Canton.....	Yard Office
Gambrinus.....	} Yard Office Round House
Harmon.....		Telegraph Office
Zanesville.....	} Freight Office Round House

203. REGISTER STATIONS

Cleveland.....	Belt Line Junction
Canton.....	Yard Office
Harmon.....	Telegraph Office
Zanesville.....	Freight Office

TRAIN ORDERS AND SEMAPHORES

205. **Harmon**—All trains will obtain clearance card or orders at Harmon.

206. **East 93rd Street**—Semaphore at 93rd Street equipped with two arms governing movement of Eastward trains. Top arm will govern movement of trains operating over Main Track, lower arm will govern trains operating over N. & S. S. Connection or passing siding.

SPEED RESTRICTIONS

208.

MAXIMUM SPEED LIMIT IS SHOWN MILES AN HOUR

Between Cleveland and Brewster.....	50
“ Brewster and Zanesville.....	45
“ Canton and Carrollton.....	30
“ Falls Jct. and Chagrin Falls.....	20
Cleveland Belt Line.....	20

209. All trains must not exceed thirty miles per hour, between Baltic and Chili.

210. The speed of all engines and trains operating between Canton Yard and Maple Ave., Canton, must be reduced to not to exceed 15 miles per hour.

93rd STREET AND KEMERY

211. All trains will reduce speed to 20 miles per hour over spring switches east passing track switch at 93rd Street and end of double track Kemery in either direction. Trains trailing through and stopping on a spring switch must not reverse movement or take slack, until switch operating lever is set and latched, switch points properly set for such movements.

DRAWBRIDGE SIGNALS AND RULES

212. **Independence Street**—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.

213. RESTRICTIONS ON ENGINES

Engines larger than the 4300 class can not operate between the following stations.

Between Falls Jct. and Chagrin Falls
“ Canton Yard and Carrollton
Zanesville Belt

When engines are doubleheaded between these points, engines are to be separated at least five car lengths.

YARD LOCATIONS

215. Limits Defined By Yard
Limit Boards
See Rules Nos. 5-6-7

Cleveland
Kent
Canton

Harmon
Coshocton
Zanesville

YARD INSTRUCTIONS

216. **Cleveland and Canton**—All trains when within Cleveland and Canton Yard Limits, will be governed by the Yard Masters' instructions.

217. **Cleveland Yard**—All trains and yard engines, except Extra trains running on special schedule, moving in either direction between E. 93rd Street Station and Belt Line Junction, will be handled on clearance orders from Dispatcher at Belt Line Junction and will not move in either direction without first obtaining such order.

218. **Cleveland Yard**—All trains and yard engines will receive clearance order from Dispatcher at Belt Line Junction before moving in either direction over that part of Cleveland Belt Line between East "Y" switch at Ridge Road and B. & O. Railroad crossing, 500 feet west of the west switch, New Yard.

219. **Canton Yard**—All Eastward second, third, fourth-class and Extra trains (except Extra trains running on special schedule) must not pass telegraph booth at Maple Ave., and all Westward second, third, fourth-class and Extra trains (except Extra trains running on special schedule) must not pass second crossover leading from main track to lead to A Yard Gambrinus and all Westward second, third, fourth-class and Extra trains (except Extra trains running on special schedule) must not pass telegraph booth at Furnace Jct., without obtaining clearance order by telephone from General Yard Master or his assistants at Canton Yard.

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225. Eastward freight trains will take siding at 93rd Street unless otherwise instructed.

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

227. Trains moving from No. 2 wye track to westward main track through crossover west of Harmon, will protect against Toledo Division trains in both directions.

228. Tilting target Harmon will govern the movements of trains as follows:

When target stands horizontal, indicates proceed position for Toledo Division trains; when diagonal, trains will pass from Toledo to Cleveland or Cleveland to Toledo division through No. 1 wye. When vertical, no trains will pass Harmon telegraph office.

229. Trainmen must protect by flag when delivering cars to the Baltimore and Ohio at Kent, before entering onto B. & O. Tracks.

230. Trains moving Eastward via the N. & S. S. Railway at Cleveland, the head brakeman will report at dispatcher's office at double track Junction and receive instructions governing movements over the N. & S. S. Ry.

CAR CAPACITY, YARDS AND SIDINGS

CLEVELAND DIVISION

235. CAPACITY BASED ON 50 FOOT CARS

	Siding	Yard		Siding	Yard
—Cleveland.....		1595	Mogadore.....	83	86
93rd Street.....	52	220	Suffield.....		13
Oakland.....	60	15	Mishler.....	108	7
Glendale.....		30	Congress Lake..	45	13
Bedford.....		34	Hartville.....		36
Cowan.....	27		Geibe.....	64	
Falls Junction...	66	40	Middle Branch..	109	20
Twinsburg.....	44	24	Maple Avenue..	53	218
Moran.....	44	4	Canton Yard....		1000
Earlville.....	80		Gambrinus.....	60	800
Kent.....	44	200	Navarre.....		50
Portage.....	45		Harmon.....		40

240. RAILROAD GRADE CROSSINGS AND SIGNALS

Location	Railroad	Signals	W. & L. E. Proceed Signal Indication
Cleveland.....	{ B. & O. R. R. N. & S. S. Ry. }	Target.....	{ Vertical. (See Rule 242)
Cleveland (Belt Line)....	C. V. R. R.	Target.....	Vertical.
Cleveland (Belt Line)....	N. & S. S. Ry.	Target.....	Vertical.
Cleveland (Belt Line)....	B. & O. R. R.	Target.....	Vertical.
Cleveland (Newburg)....	{ Penna. R. R. N. & S. S. Ry. }	Interlocking	-----
Cleveland (49th Street)..	River Term. Ry.	Interlocking	-----
Canton.....	Penna. R. R.	Interlocking	-----
Canton (4th & Madison St.)..	B. & O. R. R.	Target.....	{ Vertical. (See Rule 243)
Canton.....	{ W. & L. E. Fr. Hse. }	Target.....	(See Rule 244)
Canton (Allen & 15th St.)....	B. & O. R. R.	Target.....	{ Vertical. (See Rule 243)
Justus.....	B. & O. R. R.	Target.....	{ Horizontal (See Rule 245)
Morgan Run....	Penna. R. R.	Interlocking	-----
Solon.....	Erie R. R.	Interlocking	-----
Minerva.....	N. Y. C. R. R.	Target.....	{ Horizontal (See Rule 246)
Minerva.....	Penna. R. R.	Target.....	{ Vertical (See Rule 246)
Malvern Branch.	Penna. R. R.	Target.....	Vertical.
Oneida.....	Penna. R. R.	Target.....	Vertical.

241. At Railroad Crossings and Junctions at grade, not interlocked, all trains will come to a full stop, not nearer than (200) two hundred feet, nor further than (800) eight hundred feet from the crossing, and shall not cross until signaled to do so, or until the way is clear, except as provided by Time Table Rule 243.

242. CLEVELAND—B. & O. R. R. AND N. & S. S. RY. When red ball by day or red light by night displayed, no trains will cross.

243. CANTON—B. & O. R. R. Crossing near 4th St. and Madison Court and B. & O. R. R. Crossing near Allen and 15th Streets, W. & L. E. trains will approach such Crossings under full control, prepared to stop and may proceed over Crossing at speed not greater than fifteen miles an hour, if target is in proceed position and the way is seen to be clear.

244. CANTON—FREIGHT HOUSE CROSSING, when target stands vertical, Main Line trains will cross, when horizontal Freight House trains will cross.

245. JUSTUS—W. & L. E. will leave target set and locked for B. & O. trains at all times when not in use by W. & L. E. trains. B. & O. trains may pass over crossing without making safety stop, not to exceed fifteen miles an hour.

246. MINERVA—W. & L. E. crews will leave the targets set for N. Y. C. R. R. and Penna. R. R. after using same.

**COMMERCIAL SPURS AND
MINE TRACKS
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
-----	Massillon Refractories.....	Off Greenville Branch
4	Sippo Spur.....	5 miles east of Dalton
23	Miller Glove Co. Spur.....	0.8 miles west of Massillon
-----	Corundite Refractories, Inc.....	0.9 mile west of Zoar
-----	The Fairfield Brick Co.....	At Valley Junction
-----	The Tuscora Foundry & Sand Co.....	1.1 miles east of Somerdale
-----	Central Valley R. R.....	0.4 miles west of New Cumber- land
Mine	Massillon—Tuscrawas Coal Co.....	On Central Valley Railroad
-----	The Superior Sand Co.....	M. P. 157.67 New Cumber- land
Mine	Harmon Creek Coal Co.....	Rexford
6	Team Track.....	East Cadiz
Mine	Dale No. 2.....	East Cadiz
"	O. & P. Mine No. 4.....	Nelms
6	Unionvale.....	1.3 miles west of Kenwood
Mine	Therese (The Monaco Coal Mining Co.).....	Kenwood
"	Fremont Coal Co.....	Hurford
"	Hanna No. 11.....	Dun Glen
"	W. & L. E. connection with N. Y. C. R. R.....	Pine Valley
"	Nicholson No. 2.....	Glen Run
"	Dorothy Mine (Y. & O. Coal Co.).....	Connor
8	The Brilliant Sand Co.....	1.5 miles west of Brilliant

LORAIN & WEST VIRGINIA RAILWAY

8	Waites Spur.....	4 miles west of Lake Junction
8	Oberlin Spur.....	M. P. 9.3
5	Inter-Cities By-Product Co.....	M. P. 22
9	Logan Spur.....	M. P. 22.36

ADENA RY.

Mine	Somers Coal Co.....	M. P. 2
"	Horton Spur.....	M. P. 5
"	Forest.....	M. P. 8
"	Hanna No. 10.....	Willow Grove

A. C. & N. A. RY.

5	Georgetown Team Track...	Georgetown
Mine	Wheeling Township No. 1...	Georgetown
"	Hanna No. 12.....	Georgetown

**COMMERCIAL SPURS AND
MINE TRACKS
CLEVELAND DIVISION**

Capacity in Cars	NAME	LOCATION
	Newburg Sand & Gravel Co.	1.8 east of 93rd St.
	Rondina Coal Co.	2.0 East 93rd Street
	Umbstaetter Siding	at Durham Road
	The Cuyahoga Steel & Wire Co.	at Oakland
	The Maple Heights Lumber Co.	at Maple Heights
20	Bedford Distilling Co.	0.5 miles east of Bedford
17	The Baily Walker China Co.	1.5 miles east of Bedford
16	Jack-Heintz Co.	1.5 miles east of Bedford
6	Streetsboro	1.7 miles east of Moran
5	Johnson Spur	1.5 miles west of Kent
18	Brimfield Team Track	Brimfield
40	Robinson Clay Products Co.	1.3 miles west 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	Richville	1.0 mile west of Kemery
	Massillon Asylum Track	2.0 miles east of Kemery
	Massillon Washed Gravel	At Navarre
	Industrial Silica Corp.	1.0 miles west of Dundee
7	Dundee Coal Co.	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
15	Fiber Product Co.	2.0 miles east of Coshocton
Mine	Barnes No. 7	3 miles east of Coshocton
52	Warwick Storage Tracks	3 miles east of Coshocton
Mine	Barnes No. 2	1 mile west of Conesville
Mine	Barnes No. 1	0.6 miles west of Conesville
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
SHERRODSVILLE BRANCH		
25	Stark Brick Co.	0.9 miles west of East Canton
15	Canton Brick & Fire Proofing Co.	0.5 miles east of Robertsville
10	National Fire Proofing Corp.	0.5 miles 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	Medal Brick & Tile Co.	2.5 miles east of Carrollton
6	Carrollton Oil Co.	1.5 miles east of Carrollton
MALVERN BRANCH		
15	Malvern Fire Clay Co.	1.5 miles east of Oneida
20	Robinson Clay Products Co.	2.0 miles east of Oneida

MEDICAL AND SURGICAL SERVICE COMPANY SURGEONS

Toledo Division

Toledo.....	{ Dr. E. J. McCormick— Surgeon.....	510-514 Ohio Bld'g
	{ Dr. E. C. Unckrich— Oculist.....	416 Colton Bld'g
Oak Harbor.....	Dr. F. S. Heller	
Fremont.....	Dr. C. I. Kuntz	
Clyde.....	Dr. E. A. Baker	
Bellevue.....	Dr. C. J. Wehr	
Norwalk.....	{ Dr. J. A. Sipher Dr. W. W. Lawrence	
Huron.....	Dr. F. E. Reed	
Lorain.....	Dr. S. C. Ward.....	408 Broadway
Wellington.....	Dr. R. W. Faus	
Lodi.....	Dr. E. L. Crum	
Creston.....	Dr. B. M. Foster	
Smithville.....	Dr. H. M. Yoder	
Orrville.....	Dr. O. G. Grady	
Brewster.....	Dr. W. P. Hanna	
Massillon.....	Dr. P. A. Paulson— Surgeon.....	1st Nat'l Bank Bld'g
Bolivar.....	Dr. Paul D. Hisrich	
Bowerston.....	Dr. E. L. Miller	
Scio.....	Dr. J. M. Scott	
Jewett.....	{ Dr. J. A. L. Toland Dr. A. C. Grove	
Adena.....	Dr. E. D. Kackley	
Neff.....	Dr. C. H. Cale	
Mingo Junction.....	Dr. F. H. Riney	
Steubenville.....	Dr. Reed Cranmer.....	312 Steubenville Bank & Trust Bld'g
Rayland.....	Dr. J. N. Hunter	
Yorkville.....	Dr. J. A. Schlernitzauer	
Martins Ferry.....	{ Dr. R. H. Wilson..... Dr. R. M. Wilson.....	30 South 4th Street 30 South 4th Street

Cleveland Division

Cleveland.....	Dr. R. P. Bell—Surgeon.....	327 Osborn Bld'g
Bedford.....	Dr. S. R. Burlage	
Chagrin Falls.....	Dr. V. C. Kenney	
Kent.....	Dr. S. A. Brown.....	155 E. Main Street
Mogadore.....	Dr. Jos. Warburton	
Canton.....	{ Dr. Geo. S. Hackett..... Dr. J. H. Underwood— Oculist.....	616 First Nat'l Bank Bld'g 304 Brant Building
Carrollton.....	Dr. G. C. Dowell	
Sugar Creek.....	Dr. D. D. Hostetler	
Coshocton.....	Dr. A. P. Magness.....	613 Main Street
Dresden.....	Dr. J. F. Iden	
Zanesville.....	Dr. E. R. Brush.....	601 Market Street

HOSPITALS

Toledo.....	St. Vincent
Norwalk.....	Norwalk Memorial Hospital
Massillon.....	Massillon City Hospital
Steubenville.....	Ohio Valley
Martins Ferry.....	Martins Ferry
Cleveland.....	St. John's
Canton.....	Mercy and Aultman Hospitals
Coshocton.....	Coshocton City
Zanesville.....	Bethesda

RULES GOVERNING PERSONAL INJURIES AND THE SERVICE OF COMPANY SURGEONS

1. Personal injuries occurring on or about Trains or Engines must be immediately reported by wire to Superintendent of Transportation, Claim Department and Trainmaster, giving brief but full particulars, name of party injured, residence, etc. Form 2121J must be made in triplicate, original sent to the Claim Department and copies to Superintendent of Transportation and Trainmaster.

2. When an accident occurs involving personal injury or damage to property, a prompt report must be made to proper authority and no information to be given by employes concerning the accident, except to duly authorized officers or representatives of the Company.

3. All telegraphic calls for surgeons will have precedence over all other business, except train orders.

4. Only the specified surgeons shall be called to attend cases of injury to employes, passengers or others, except in cases of emergency, when proper surgical aid should be procured until the arrival of the Company's surgeon.

5. In all minor injuries the patient should be sent to the office of the Company surgeon to receive attention.

6. The officer in charge will arrange to have First Aid rendered and in the event of serious injury, have the injured person or persons removed from the scene of accident as promptly as possible, providing an ambulance and sending a man, or men, with the injured when necessary; any expense incurred to be billed direct to the Company.

7. All eye injury cases should be sent to nearest company Oculist.

8. No major surgical operation should be performed previous to the arrival of a Company surgeon, except such as may be required for the safety of the patient.

9. Employees will be expected, whenever able, to call at the office of Company surgeon for treatment.

10. While company surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.

11. The company will not be responsible for the fees of any surgeon, or hospital expense, unless especially authorized by a Representative of the company.

TONNAGE RATING — WESTWARD

STATIONS	Engines	Engines	Engines	Engines	Engines	Engines	P. W. Va. 910 914 917 To 929	P. W. Va. 911 To 913	P. W. Va. Other 900 Class	P. W. Va. 1000 To 1003
	4101 To 4155	4301 To 4320	6051 To 6070	6001 To 6020	6401 To 6422	8001 To 8016				
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Mingo Yard or Terminal Jct. to Warrenton.....	3100	3200	4500	5175	5700	7650	-----	-----	-----	-----
Warrenton to Pine Valley.....	2430	2500	3540	4070	4480	6015	-----	-----	-----	
Pine Valley to Rexford.....	1380	1440	2010	2310	2545	3405	-----	-----	-----	
Rexford to Brewster.....	2765	2880	4020	4620	5090	6810	3926	3618	3350	4355
Brewster to Huron.....	2640	2750	3840	4425	4865	6500	-----	-----	-----	
Norwalk to Ironville.....	2520	2620	3650	4210	4635	6200	-----	-----	-----	
Lake Jct. to South Lorain.....	3305	3440	4800	5520	6080	8130	-----	-----	-----	
Brewster to Columbia.....	2800	3000	3360	3865	4250	5710	-----	-----	-----	
Columbia to Orrville.....	1485	1545	2160	2495	2730	3670	-----	-----	-----	
Neff to St. Clairsville.....	925	1000	1325	1500	1575	2125	-----	-----	-----	
St. Clairsville to Maynard.....	3650	3800	5225	5980	6325	8750	-----	-----	-----	
Maynard to Harrisville.....	1100	1300	1675	1875	1960	2600	-----	-----	-----	
Harrisville to Adena.....	3650	3800	5225	5980	6325	8750	-----	-----	-----	
Zanesville to Brewster.....	2250	2400	3260	3795	4180	5610	-----	-----	-----	
Brewster to Canton Yard.....	1485	1545	2160	2495	2735	3660	-----	-----	-----	
Canton Yard to Kent.....	2100	2190	3200	3700	4000	5180	-----	-----	-----	
Kent to Cleveland Yard.....	2520	2620	3650	4210	4450	6190	-----	-----	-----	

TONNAGE RATING — EASTWARD

STATIONS	Engines	Engines	Engines	Engines	Engines	Engines	P. W. Va.	P. W. Va.	P. W. Va.	P. W. Va.
	4101 To 4155	4301 To 4320	6051 To 6070	6001 To 6020	6401 To 6422	8001 To 8010	910 914 917 To-929	911 To 913	Other 900 Class	1000 To 1003
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Ironville to Norwalk.....	1610	1675	2340	2690	2965	3960				
Huron to Hartland.....	1155	1200	1680	1930	2120	2650				
Hartland to Brewster.....	2310	2405	3360	3865	4240	5300				
Brewster to Jewett.....	2310	2405	3560	4125	4850	5690	3281	3024	2800	3640
Jewett to Rexford.....	1525	1590	2220	2550	2810	3760	2168	1998	1850	2405
Rexford to Mingo Yard.....	4700	4850	6275	6975	7585	8535				
Warrenton to Terminal Jct.....	2310	2405	3360	3865	4256	5690				
South Lorain to Ferguson.....	1650	1720	2400	2760	3040	4065				
Ferguson to Lake Jct.....	3095	3225	4500	5175	5700	7620				
Orrville to Columbia.....	1815	1895	2640	3045	3345	4490				
Columbia to Brewster.....	1500	1700	2080	2330	2580	3055				
Adena to Harrisville.....	900	1000	1300	1500	1650	2000				
Harrisville to Maynard.....	3700	3900	6000	6200	6500	8700				
Maynard to St. Clairsville.....	900	1000	1300	1500	1650	2000				
St. Clairsville to Neff.....	3700	3900	6000	6200	6500	8700				
Cleveland Yards to 93rd St. Via N. & S. S.....	985	1010	1457	1510	1675	1848				
93rd Street to Oakland.....	2000	2050	2450	2500	2685	3050				
Oakland to Kent.....	2800	2975	3460	3500	3700	4060				
Kent to Brewster.....	1500	1560	2160	2500	2740	3200				
Brewster to Coshocton.....	1485	1545	2160	2495	2735	3660				
Coshocton to Zanesville.....	1980	2060	2880	3310	3640	4900				

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.
1 Min. 0 Sec.	60.0	2 Min. 0 Sec.	30.0	3 Min. 0 Sec.	20.0	4 Min. 0 Sec.	15.0
1 " 5 "	55.4	2 " 5 "	28.8	3 " 5 "	19.4	4 " 17 "	14.0
1 " 10 "	51.4	2 " 10 "	27.7	3 " 10 "	18.9	4 " 36 "	13.0
1 " 15 "	48.0	2 " 15 "	26.6	3 " 15 "	18.4	5 " 0 "	12.0
1 " 20 "	45.0	2 " 20 "	25.7	3 " 20 "	18.0	5 " 27 "	11.0
1 " 25 "	42.3	2 " 25 "	24.8	3 " 25 "	17.5	6 " 0 "	10.0
1 " 30 "	40.0	2 " 30 "	24.0	3 " 30 "	17.1	6 " 40 "	9.0
1 " 35 "	38.0	2 " 35 "	23.2	3 " 35 "	16.7	7 " 30 "	8.0
1 " 40 "	36.0	2 " 40 "	22.5	3 " 40 "	16.3	8 " 34 "	7.0
1 " 45 "	34.3	2 " 45 "	21.8	3 " 45 "	16.0	10 " 0 "	6.0
1 " 50 "	32.7	2 " 50 "	21.1	3 " 50 "	15.6	12 " 0 "	5.0
1 " 55 "	31.3	2 " 55 "	20.6	3 " 55 "	15.3		

Supt. Toledo
Territory

F. M. SHELTON

Train Masters

L. C. CONOLD

J. B. MERTES

Assistant
Train Masters

J. W. HAUGER

J. H. HAMMOND

Superintendent
Of Telegraph

W. J. JENKINS

Road Foreman
of Engines

W. J. GOODMAN

Train Dispatchers

C. G. SYLER

J. G. MELSON

C. C. FLYNN

W. E. WHISLER

C. J. FULTON

L. E. BROWN

Train Dispatchers

H. A. PLANTZ

J. F. BROWN

V. A. SUNTHEIMER

L. E. COUNTS

F. J. LEE

D. W. HAHN

Night Chief
Dispatcher

R. A. BREYMAIER

Supervisor
of Stations

T. G. METZGER

**SAFETY
ABOVE
EVERYTHING**