

**NORFOLK AND WESTERN
RAILWAY CO.**

LAKE REGION

**PITTSBURGH
DIVISION**

TIMETABLE No. 1

EFFECTIVE 12:01 A. M.

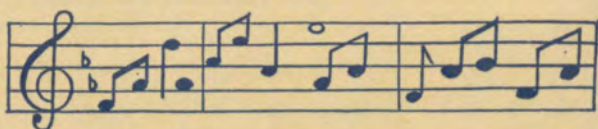
SUNDAY, JANUARY 15, 1967

Eastern Standard Time

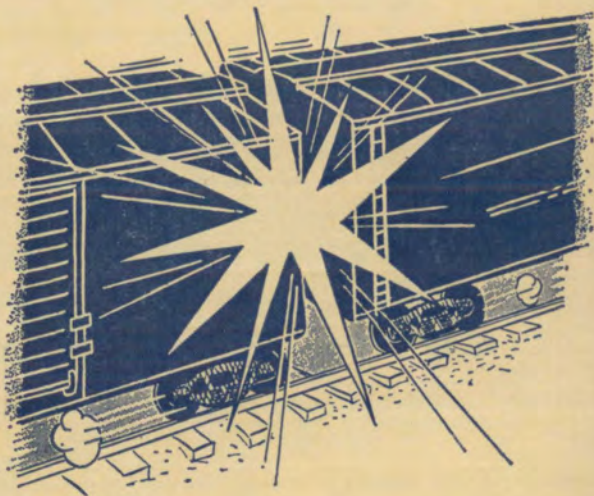


For Information of Employees Only

MUSIC TO OUR...



...(COMPETITORS') EARS!



Make No Coupling
in excess of

4 M.P.H.

**Rough Handling Hurts
Our Reputation
Drives Business from the Rails**

**CAREFUL
SWITCHING
Means
Job
Security**

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**And the
job you
save
may be
your own!**

TOLEDO DISTRICT

TOLEDO TO BREWSTER YARD—EASTWARD

Miles from Toledo Union Depot	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet	
.0	Toledo.....		X	AA PRR *		
5.4	Ironville.....		X	TT		
6.5	Homestead.....	DN				
11.8	Curtice.....					
13.6	Williston.....				4282	
26.0	Oak Harbor.....				3024	
37.7	Fremont.....					
40.5	Green Creek....				6370	
45.7	Clyde.....		XA	NYC		
53.0	Bellevue.....	DN	X	N&W		
55.4	Yeomans.....				6550	
60.0	Monroeville....		XA	NYC B&O		
64.6	Norwalk.....	D (See Note)			4313	
66.8	<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; margin-right: 5px;">A B S</div> <div style="font-size: 2em; margin-right: 5px;">}</div> <div style="font-weight: bold; margin-right: 5px;">TC</div> </div> Huron Jct..... Hartland..... Brighton..... Wellington..... Spencer.....					
72.2					6160	
82.1					6891	
86.8				XR	NYC	4808
93.5				XR	ACY	3921
101.2		Lodi.....				10060
108.7	Creston.....		XR	EL	6376	
114.7	Douglas.....				7088	
117.1	Smithville.....					
120.8	Pryor.....				6896	
121.9	Orrville.....					
125.2	McDowell.....				5951	
132.8	Stark.....					
135.8	Brewster Yard.....	DN				

*See Item 4.

Note: Train order signal at Norwalk for eastward trains only.

TOLEDO DISTRICT

HURON BRANCH

HURON JCT. TO HURON—WESTWARD

Miles from Huron Jct.	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
12.3	Huron.....	D			
7.8	Fries.....				2572
4.2	Milan.....				3095
0.9	A { Mittingsers.....		TC		3060
	B { Huron Junction.....				
	S				

LAKE JCT. TO SOUTH LORAIN—WESTWARD

L. & W. VA. RY.

Miles from Lake Jct.	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
25.0	South Lorain.....				
18.6	Ferguson.....				3741
0.0	Lake Junction.....		TC		

MASSILLON BRANCH

BREWSTER YARD TO DALTON—WESTWARD

Miles from Brewster Yard	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
18.3	Dalton.....				
9.2	Massillon.....		XA	*B&O	
8.2	Columbia.....				
5.7	Warmington.....				1749
3.8	A { Run Junction.....	TC	TC	B&O	
2.0	B { Harmon.....		XA		
0.0	S Brewster Yard.....	DN			

*—See Item 4.

WHEELING DISTRICT

BREWSTER TO TERMINAL JCT.—EASTWARD

Miles from Toledo Union Depot	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
135.8	Brewster Yard.....	DN			
137.8	Harmon.....	.....	XA	B&O	.....
138.9	Lonas.....	.....		
144.9	Bolivar.....	.....			4766
151.9	Valley Jct.....	.....	XR	PRR	5039
156.9	New Cumberland.....	.....			11015
162.3	Sherrodsville...	.....			.....
165.7	Leesville.....	.....			6361
170.7	Conotton.....	.....			6666
174.5	Scio.....	.....			.....
179.7	Jewett.....	.....			8727
183.4	Pittsburgh Jct...	DN (See Note)	TC		.....
184.5	Rexford.....	.....			4200
189.4	Kenwood.....	.....			2826
190.6	Hurford.....	.....			.....
192.8	Adena.....	DN			1844
195.4	Herrick.....	DN			2411
199.5	Pine Valley.....	DN			4851
203.9	Connor.....	.....			3737
205.5	Warrenton.....	DN			2390
207.0	Tiltonville.....	.....		*	2456
207.9	Yorkville.....	D			.....
211.5	Terminal Jct.....	N			.....

*—See Item 4.

Note: Train Order signal at Pittsburgh Jct. for eastward trains only.

WHEELING DISTRICT

STEUBENVILLE BRANCH

WARRENTON TO STEUBENVILLE—EASTWARD

Miles from Warrenton	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	Warrenton.....	DN			2995
3.3	Stringer.....				
9.8	Mingo Yard.....	D		*	
11.4	Rockville.....		X	PRR	
13.6	Steubenville.....			*	

ADENA BRANCH

ADENA TO NEFF—EASTWARD

Miles from Adena	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	Adena.....	DN			
0.6	A.C. & N.A. Jct.....				
2.5	Halls.....				2749
5.0	Glen Castle.....				2757
9.0	Maynard.....				2086
13.0	St. Clairsville.....	D			1156
13.9	Tellesburg.....				2043
18.3	Willow Grove.....				
20.8	Neff.....				

A. C. & N. A. BRANCH

A. C. & N. A. JCT. TO GEORGETOWN—EASTWARD

Miles from A.C.&N.A. Jct.	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	A.C. & N.A. Jct.....				
3.6	Hanna.....	2S			5106
5.3	Athens.....				2694
6.5	Tipple E.....				
9.8	Georgetown.....	DN			

*—See Item 4.

CANTON DISTRICT

CLEVELAND TO BREWSTER—EASTWARD

Miles from Cleveland	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet									
0.9	Cleveland Yard.....	DN	X	*									
1.9	Belt Line Jct....									
3.6	Broadway.....													
5.5	93rd St.....	DN	4240									
10.2	Oakland.....	2881									
11.9	Bedford.....	D									
16.4	Falls Jct.....	D	3235									
28.4	Earlville.....	3848									
32.2	Kent.....	D	3023									
37.5	Portage.....	2210									
39.9	Mogadore.....	D	4060									
44.1	Mishler.....	5349									
47.4	Hartville.....	D									
48.2	Geibe.....	3130									
52.6	Middle Branch.....	D	5371									
58.1	Maple Ave.....	4341									
60.0	Canton Yard.....	DN	X	*PRR									
63.0	Gambrinus.....	*	2507									
65.9	<table style="display: inline-table; border: none;"> <tr> <td rowspan="5" style="vertical-align: middle; padding-right: 5px;">A B S</td> <td rowspan="5" style="vertical-align: middle; padding-right: 5px;">{</td> <td style="padding-right: 5px;">Kemery.....</td> <td rowspan="5" style="vertical-align: middle; padding-right: 5px;">} TC</td> <td rowspan="5" style="vertical-align: middle; padding-left: 5px;">} DT</td> </tr> <tr> <td>Navarre.....</td> </tr> <tr> <td>Run Junction...</td> </tr> <tr> <td>Harmon.....</td> </tr> <tr> <td>Brewster Yard.</td> </tr> </table>	A B S	{	Kemery.....	} TC	} DT	Navarre.....	Run Junction...	Harmon.....	Brewster Yard.
A B S				{			Kemery.....	} TC	} DT					
							Navarre.....							
							Run Junction...							
							Harmon.....							
	Brewster Yard.													
71.5									
72.1									
73.6	XA	B&O									
75.6	DN									

CHAGRIN FALLS BRANCH

FALLS JCT. TO CHAGRIN FALLS—EASTWARD

Miles from Falls Jct.	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	Falls Junction.....	D	.....	.....	.....
3.5	Solon.....	.....	.....	*	.....
8.5	Chagrin Falls.....	D	.....	.....	.....

*—See Item 4.

CANTON DISTRICT

CARROLLTON BRANCH

CANTON YARD TO CARROLLTON—EASTWARD

Miles from Canton Yard	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	Canton Yard.....	DN	.....	*	.....
5.0	East Canton.....	D	.....	.....	.....
10.3	Siding 70.....	.....	.....	.....	1566
11.0	Robertsville.....	D	.....	.....	.....
16.0	Minerva Junction.....	.....	.....	.....	.....
18.9	Minerva.....	D	.....	*	.....
16.0	Minerva Jct.....	.....	.....	.....	.....
16.8	Oneida.....	.....	.....	*	.....
26.9	Carrollton.....	D	.....	.....	.....

ZANESVILLE DISTRICT

BREWSTER TO ZANESVILLE—EASTWARD

Miles from Cleveland	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
75.6	A { Brewster Yard..... } DT B { S { Harmon..... }	DN	.....	.....	.....
73.6		.....	XA	B&O	.....
74.8	Justus.....	.....	.....	*	.....
78.5	Beach City.....	.....	.....	.....	1555
83.9	Dundee.....	.....	.....	.....	832
91.0	Sugar Creek.....	D	.....	.....	1797
96.7	Baltic.....	D	.....	.....	2474
110.6	Morgan Run.....	DN	X	PRR	3182
115.0	Coshocton.....	D	.....	.....	2422
118.0	Warwick.....	.....	.....	.....	1532
124.7	Adams Mills.....	.....	.....	.....	1478
129.8	Dresden.....	.....	.....	.....	.....
130.9	Stoney Point.....	.....	.....	.....	2288
136.0	Ellis.....	.....	.....	.....	1309
143.6	Zanesville.....	D	.....	.....	.....

*—See Item 4.

CONNELLSVILLE DISTRICT

CONNELLSVILLE TO PITTSBURGH JUNCTION—WESTWARD

Miles from Conneltsville	STATIONS	Train Order Station	Interlocking	Railroad Crossings	Passing Sidings, Capacity in Feet
0.0	(Connellsville.....)	DN			
7.4	Chaintown.....				3984
15.8	Banning.....				2714
20.9	Monessen.....	2S			2668
27.2	Maple.....				3841
29.5	Sudan.....				
37.6	A Gastonville.....				6360
39.8	B Pierce.....				
42.7	S Bruceton.....				2704
44.2	Horning.....				3187
45.9	Longview.....				
47.8	Castle Shannon.....				3943
51.8	West Liberty.....				
52.6	West Belt Junction...				
52.9	Kelley.....				6199
56.1	Rook.....	DN			
60.2	Bridgeville.....				
62.8	Gladden.....				6936
67.7	Venice.....				
68.8	George Transfer....				
72.1	A Hickory.....				6770
79.9	B West Middletown....				
80.9	S Avella.....				8017
88.8	Rockdale.....				
91.0	Mingo Junction.....				
98.9	Smithfield.....				4243
106.2	Wayco.....				7029
107.6	Hopedale.....				
111.2	(Pittsburgh Junction..)	DN			

West End Branch—Distance West Belt Jct. to West End, Pgh.—2.3 Miles.

Mifflin Branch—Distance Longview to Mifflin—3.5 Miles. T. C. Territory.

Clairton Branch—Distance Pierce to Clairton—5.6 Miles. T. C. Territory.

Donora Branch—Distance Sudan to Donora—5.9 Miles.

PITTSBURGH DIVISION
ARRANGED FREIGHT TRAIN SERVICE—EASTWARD
THE TIME SHOWN CONVEYS NO TIMETABLE AUTHORITY
 Eastern Standard Time

STATIONS	A-AJ 12 Daily A.M.	AJ 12 Daily A.M.	AJ 2 Daily P.M.	BZ 162 Daily Ex. Sun. A.M.	CB 170 Daily A.M.	
TOLEDO		3.45	12.15			
BELLEVUE	{ Ar		5.00	1.45		
	{ Lv	1.30	6.00	2.45		
CLEVELAND					9.00	
CANTON					1.00 P	
BREWSTER	{ Ar				2.00	
	{ Lv	4.00	8.20	5.40	10.00	
ZANESVILLE				8.00 P		
PITTSBURGH ROOK		8.00	12.15 P	10.10		
CONNELLSVILLE	Ar	11.00	3.00	3.05 A		
		A.M.	P.M.	A.M.	P.M.	P.M.

COMMERCIAL TRADING

PITTSBURGH DIVISION
ARRANGED FREIGHT TRAIN SERVICE—WESTWARD
THE TIME SHOWN CONVEYS NO TIMETABLE AUTHORITY
 Eastern Standard Time

STATIONS		1-AJ 1 Daily A.M.	2-AJ 1 Daily A.M.	BT 1 Daily A.M.	MS 1 Daily A.M.	ZB 163 Daily Ex. Sun. A.M.	BC 195 Daily P.M.
CONNELLSVILLE	Lv	9.35	10.30				
PITTSBURGH ROOK	{Ar	11.35	12.30 P				
	{Lv	12.01 P	12.45		2.30		
ZANESVILLE						9.00	
BREWSTER	{Ar	3.10	3.45		8.30	8.00 P	
	{Lv	3.40	4.10	12.30	10.30		11.30
CANTON							1.00 A
CLEVELAND							5.30
BELLEVUE	{Ar	6.15	6.45	4.30	1.00 P		
	{Lv	6.30	7.30	4.50	2.00		
TOLEDO	Ar	8.30	9.30	6.00	4.00		
		P.M.	P.M.	A.M.	P.M.	P.M.	A.M.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS

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

2. GENERAL INSTRUCTIONS

(a) When necessary to use the tracks of a foreign road at Junction points, permission must first be obtained from the Agent or Operator of such road, and the movement must be protected by flag. At Monroeville, B&O Clearance Form A will be secured from B&O Train Dispatcher for movement between B&O Transfer and Sites Track. Movement may then be made without flag protection.

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

(c) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency. This does not apply to Electronic Scale at Brewster.

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

(e) When operating in multiple four or more diesel units equipped with swivel type couplers, caution must be exercised when applying engine or dynamic brake or in handling throttle in back-up movements, to prevent units from jack-knifing.

(f) When handling dead-in-tow, two or more diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

Unless specific instructions are received from the Motive Power Department, units being handled dead-in-tow should, when practicable, be placed near the head end of the train.

(g) Derrick cars should be operated with boom end trailing whenever practical. When boom must lead, speeds will be restricted to not exceed 25 miles per hour.

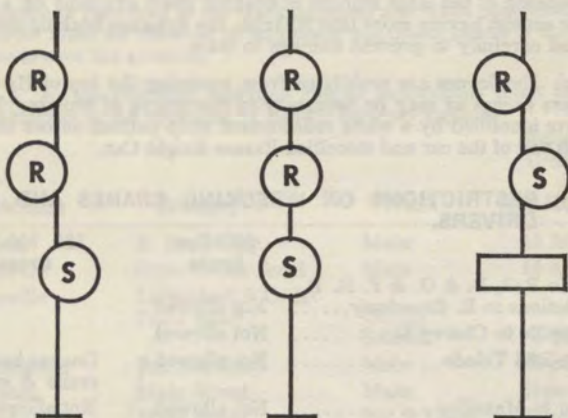
(h) Diesel engines may be operated through water not exceeding depth of 2 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(i) Speedometers on engines must be checked by enginemen between Test Mile Signs. Location of Test Mile Signs shown in Item U.

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

(k) Diagrams of signal aspects in accordance with Rule 336(b), Book of Rules.

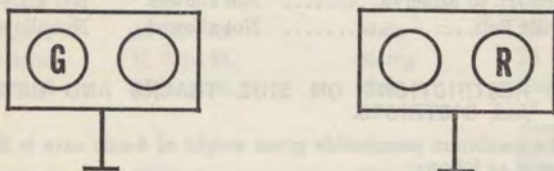
292A



Name: Take Siding Signal.

Indication—When Letter “S” is illuminated take siding.

292C



Name: Spring Switch Signal.

(A) Spring Switch Normal Indication—Proceed.

(B) Spring Switch Open or Reverse.

Indication for (B)—Stop; then proceed after switch points have been examined, known to fit properly and switch is lined for route to be used.

(l) The Superintendent must be notified when bad order cars are set off on line.

When hot box cars are set off where car inspectors do not take immediate charge, precaution must be taken to see that fire will not damage the car.

(m) All excessive dimension cars, except multi-level auto cars, are to be handled next to hauling engine unless instructions indicate otherwise and train crews will not move any restricted car without message of authorization from Superintendent's Office. Train crews handling excessive dimension cars will be advised to the effect there are no excessive dimension cars being handled by opposing trains or provisions made for their passing. Trains of the same direction handling excessive dimension cars will not be permitted to pass until instructions received from Superintendent's Office.

(n) The maximum tractive effort of a locomotive consist of five 4-axle diesel units is close to the designed strength of a car coupler and

for this reason tonnage of any one train must not exceed the slow freight rating for five 4-axle units. However, for the purpose of balancing power a maximum of six units may be used in a locomotive consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five 4-axle units.

Because of the large amount of braking effort available on a locomotive consist having more than 20 axles, the dynamic braking must be handled carefully to prevent damage to train.

(o) Employees are prohibited from mounting the top of Hy-Cube box cars except as may be necessary in the course of repairs. These cars are identified by a white reflectorized strip painted across the top of each end of the car and stencilled Excess Height Car.

(p) RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS.

	250-Ton Crane	150, 160-Ton Crane
*Toledo Belt, B. & O. & P. R. R. Connections to E. Broadway.....	Not allowed	
**Ironville to Cherry St.....	Not allowed	
Bridge 2.83 Toledo.....	Not allowed	One car between crane & engine
Dalton to Massillon.....	Not allowed	Not allowed
South St. to Steubenville.....	Not allowed	Not allowed
*160-Ton Crane will not clear Br. 0.29, Toledo Belt.		
**160-Ton Crane will not clear Br. 0.24 & 0.34.		
Account close clearance, cranes must operate under Br. 0.59, Huron Branch with extreme caution.		
Falls Jct. to Chagrin Falls.....	Not allowed	Not allowed
West End of Robertsville Tunnel to Carrollton.....	Not allowed	Not allowed
Minerva Jct. to Minerva.....	Not allowed	Not allowed
Zanesville Belt.....	Not allowed	Not allowed

(q) RESTRICTIONS ON SIDE TRACKS AND BRIDGES. ALL DISTRICTS.

The maximum permissible gross weight of 4-axle cars is 263,000 lbs. except as follows:

Toledo—Cherry Street, Manhattan Jct. to Ironville—220,000 lbs.,
Maumee River Bridge 2.83—220,000 lbs. except Jumbo tank cars when preceded and followed by one light loaded car.

Run Jct. to Dalton—220,000 lbs.

Canton Belt—220,000 lbs.

Mingo Yard to Steubenville—210,000 lbs.

Chagrin Falls Branch—210,000 lbs.

Carrollton Branch—210,000 lbs.

Zanesville Belt—210,000 lbs.

West End Branch—210,000 lbs.

Where maximum gross weight of car and contents 210,000 lbs. and 220,000 lbs. is allowed on 4-axle cars, 250,000 lbs. is allowable on 6-axle cars.

Where maximum gross weight of car and contents is 263,000 lbs. for 4-axle cars, 315,000 lbs. with 6-axle or 8-axle car is allowable.

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

Toledo—Maumee River Bridge maximum gross weight permissible 263,000 lbs. provided preceded and followed by one car weighing 150,000 lbs. or less gross with maximum speed not to exceed 10 MPH.

Chagrin Falls Branch—Maximum gross weight 210,000 lbs.

Carrollton Branch—Maximum gross weight 210,000 lbs.

MOHX and MCPX large size covered hopper cars numbered 3500—3600 and 4000 series are subject to following restrictions:

Carrollton Branch..... Not allowed
Steubenville Branch..... Not allowed

(r) ELECTRIC HIGHWAY CROSSING SIGNALS.

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

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

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

Location	Crossing	Track	Approach Crossing At Not Exceeding
Toledo	E. Broadway	Main	15 MPH
Ironville	Otter Creek Road	Main	15 MPH
Ironville	Lallendorf & Cedar Point Road	Toledo Edison	8 MPH
Homestead	Seaman Road	Main	25 MPH
Creston	Main Street	Main	Note 1
Creston	Main Street	No. 8 Track	Note 2
Tiltonville	Third St.	Main	8 MPH
Cleveland	Broadway	Main	Note 3
Cleveland	E. 91st St.	Main	Eastbound 15 MPH Westbound 20 MPH
Cleveland	E. 91st St.	Siding	Eastbound 20 MPH Westbound 15 MPH
Cleveland	E. 93rd St.	Main	20 MPH
Cleveland	E. 93rd St.	Siding	20 MPH
Cleveland	Miles Ave.	Main	Eastbound 8 MPH Westbound 20 MPH
Cleveland	Miles Ave.	Siding	Eastbound 20 MPH Westbound 8 MPH
Canton	Tuscarawas St.	Main	20 MPH
Navarre	Route 62	Industrial Lead	4 MPH

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

Note 2—Track circuits extend approximately 50 feet either side of the crossing and movement must not be made unless highway crossing protection is working or crossing is protected by member of crew.

Note 3—Eastward and westward color light crossing indicator bearing "X" markers govern movements over crossing. Indicators are located in northeast and southwest quadrants of the crossing.

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

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

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

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

(s) **SPEED OF TRAINS**

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

Speeds are governed by general speed restrictions, local speed restriction, and restrictions due to locomotive or car equipment. In all cases, lowest speed will govern.

(1) **General Speed Restrictions**

CONDITIONS	Miles Per Hour All Trains
Trains handling snow plows	35
Trains handling flangers	25
Trains handling scale test cars, on rear of train only...	30
Trains handling steam shovel, locomotive crane, pile driver, Jordan Spreader or similar equipment on own wheels. Lead or heavy end must be toward engine. Pile driver and cars connected therewith must be handled on rear of train.....	30
Large Derricks:	
Tangent track.....	40
Curves.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restrictions to apply. (When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick, and boom swung around to trailing position.)	
Trains handling large size covered hoppers 180,000 to 200,000 lbs. capacity (Canton and Zanesville Districts).	
Tangent track.....	40
Curves.....	25
Trains handling short hopper cars; LS&I, Soo Line, C&NW and similar equipment of other ownership except DM&IR:	
When loaded.....	30
When empty.....	35
DM&IR short hopper cars:	
When loaded.....	40
When empty.....	45
Solid trains of tank cars loaded with petroleum or petroleum products.....	45
Speed restrictions apply to entire train, except where otherwise specified. These speeds must be further reduced when, in the judgment of enginemmen, conditions require it.	
All trains will avoid prolonged operation in the speed range of 15 to 20 miles per hour. If speed cannot be maintained above 20 miles per hour it should be reduced to 15 miles per hour. This account of certain types of cars rocking excessively between speeds of 16 and 19 miles per hour.	

(2) **Speed Restrictions by District**

BETWEEN	AND	Miles Per Hour All Trains
TOLEDO DISTRICT		
Homestead	Stark	55
Stark—West End DT.....	Turnout, Westward track....	35
Huron Jct.....	Huron	30

(2) Speed Restrictions by Districts—Cont'd

BETWEEN	AND	Miles Per Hour All Trains
TOLEDO DISTRICT—Cont'd		
Dalton.....	East End Columbia.....	20
East End Columbia.....	Run Jct.....	35
WHEELING DISTRICT		
Brewster.....	Harmon, one half mile west B&O interlocking (Engine only).....	20
Harmon.....	Adena.....	50
Adena.....	M. P. 204.5.....	30
M. P. 204.5.....	M. P. 205.7.....	10
M. P. 205.7.....	M. P. 206.5.....	30
M. P. 206.5.....	Terminal Jct.....	40
Adena.....	Maynard.....	30
Maynard.....	Neff.....	25
A. C. & N. A. Jct...	Georgetown.....	25
M. P. 0.0.....	M. P. 0.4 (Steubenville Br.).....	10
M. P. 0.4.....	Mingo Yard.....	40
Mingo Yard.....	Steubenville.....	15
CANTON DISTRICT		
Cleveland Belt.....		20
Coal Dock.....	Miles Avenue.....	20
Miles Avenue.....	Harmon.....	49
Falls Jct.....	Chagrin Falls.....	15
Canton.....	Carrollton.....	30
ZANESVILLE DISTRICT		
Brewster.....	Harmon.....	20
Harmon.....	Zanesville.....	45
CONNELLSVILLE DISTRICT		
P&LE Conn.		
Connellsville.....	M. P. 33.....	40
M. P. 33.....	M. P. 35.....	30
M. P. 35.....	M. P. 40.....	40
M. P. 40.....	M. P. 45.....	30
M. P. 45.....	M. P. 47.....	35
M. P. 47.....	West End—Green-tree tunnel.....	25
Rook.....	Pittsburgh Jct.....	50
Sudan.....	Donora.....	20
Pierce.....	Clairton.....	20
Longview.....	Mifflin.....	20
West Belt Jct.....	West End.....	12

(3) Local Speed Restrictions

LOCATIONS AND CONDITIONS	Maximum Permissible Speed in M.P.H. All Trains
TOLEDO DISTRICT	
Maumee River Bridge 2.83.....	10
Williston—Turnout, West End.....	35
Oak Harbor—M.P. 25.19 to M.P. 25.37.....	45
Turnout, East End.....	35
Fremont—Curves M.P. 35.9 to M.P. 38.2.....	35
Main St. Crossing (Engine Only).....	25
Green Creek—Turnout, West End.....	35
Clyde—Curves M.P. 45.0 to M.P. 46.2.....	35
Main St. Crossing (Engine only).....	20
Bellevue—M.P. 50.4 to East Switch Reservoir Track (Engine only).....	20
New Scioto Division Connecting Track.....	15
Yeomans—Turnout, East End.....	35
Monroeville—B&O Crossing.....	30

(3) Local Speed Restrictions—Cont'd

LOCATIONS AND CONDITIONS	Maximum Permissible Speed in M.P.H. All Trains
TOLEDO DISTRICT—Cont'd	
Norwalk—Curves between freight house and telegraph office.....	25
Huron Jct.—Thru turnout.....	35
Hartland—Turnout, West End.....	35
Clarkfield—Curve M.P. 76.3 to M.P. 76.5.....	45
Brighton—Turnout, East End.....	35
Wellington—Curve West N.Y.C. Crossing.....	30
Turnout, West End.....	35
Spencer—Turnout, West End.....	35
Lodi—Turnout, West End.....	35
Creston—Turnout, West End.....	35
Douglas—Turnout, East End.....	35
Pryor—Turnout, East End.....	35
Orrville—Curve East of Bridge 121.86 to M.P. 122.4... ..	45
McDowell—Turnout, West End.....	35
Huron Branch—M.P. 10.4 to M.P. 11.1.....	5
Massillon Branch—Run Junction—Thru Turnout.....	35
WHEELING DISTRICT	
Lonas—Thru Turnout.....	35
Bolivar—Between East and West Switches.....	45
Sherrodsville—M.P. 162.4 to M.P. 162.8.....	40
Jewett—Main St. Crossing (Engine only).....	25
Pittsburgh Jct.—Curve M.P. 181.7 to M.P. 182.2.....	30
Rexford Tunnel.....	25
Nelms—Curve M.P. 187.5 to M.P. 187.9.....	30
Adena Tunnel.....	25
Long Run Tunnel.....	25
Hurford Branch.....	10
Dillonvale (within Village Limits).....	20
Harrisville Tunnel.....	15
Maynard—M.P. 10.0 to M.P. 11.0.....	10
St. Clairsville Tunnel.....	15
Brilliant—Fill M.P. 6.6 to M.P. 8.0.....	20
Within Village Limits.....	20
CANTON DISTRICT	
Cleveland—Ackley and Broadway Avenue (Engine only).....	10
93rd St.—Thru Siding.....	20
Spring Switch (Eastbound).....	20
Bedford—Curve M.P. 11.8 to M.P. 12.0.....	15
Curve M.P. 13.7 to M.P. 14.4.....	40
Falls Jct.—Curve M.P. 15.8 to M.P. 15.9.....	30
Kent—Curves M.P. 32.6 to M.P. 33.1.....	30
Portage—Curves M.P. 36.7 to M.P. 38.9.....	30
Suffield—Curve M.P. 41.7 to M.P. 41.8.....	40
Greentown—Mt. Union Road crossing just west of M.P. 51 (Engine only).....	35
Canton—Maple Avenue to M.P. 64.7.....	15
Kemery—Thru Turnout.....	35
Curve M.P. 69.3 to M.P. 69.9.....	30
Navarre—Curves M.P. 70.8 to Navarre Depot.....	20
Run Jct.—Curve M.P. 71.9 to M.P. 72.1.....	30
Solon—State Route 91 (Engine only).....	10
Robertsville Tunnel.....	5
Minerva Jct.—Curves M.P. 16.4 to M.P. 17.0.....	10
Minerva Jct. to Minerva.....	30
Malvern Branch.....	10
ZANESVILLE DISTRICT	
Justus—Curve M.P. 74.6 to M.P. 74.8.....	30
Beach City—Curve M.P. 79.9 to M.P. 80.3.....	30
Dundee—Curve M.P. 83.7 to M.P. 85.0.....	30
Barr—Curve M.P. 87.4 to M.P. 87.8.....	30
Sugar Creek—Curve M.P. 88.9 to M.P. 89.4.....	30
Main St. Crossing (Engine only).....	20

(3) Local Speed Restrictions—Cont'd

LOCATIONS AND CONDITIONS	Maximum Permissible Speed in M.P.H. All Trains
ZANESVILLE DISTRICT—Cont'd	
Baltic—Curves M.P. 97.4 to M.P. 103.3.....	30
Fresno—Curves M.P. 105.7 to M.P. 109.6.....	30
Coshocton—Fill M.P. 112.0 to M.P. 112.5.....	20
Dresden—Curves M.P. 129.2 to M.P. 130.1.....	30
Stoney Point—Fill & Curves M.P. 132.0 to M.P. 137.2...	15
Zanesville Belt.....	15
C. & O. E. Branch.....	15
CONNELLSVILLE DISTRICT	
Connellsville—Between P. & L. E. Connection and West End of Youghiogheny River Bridge.....	30
Bridgeville—Between East and West Switches of Storage Track (Engine only).....	45
Pittsburgh Jct.—M.P. 111.16 and 111.25.....	40
Trains handling Dump Cars (Loaded or empty).....	25

(t) STANDARD SPEED LIMIT SIGNS.

A circular yellow disc placed, unless otherwise provided, to the right of the track, will be located 5000 feet in advance of the point at which speed is permanently restricted by special instructions. Speed permitted in the restricted territory will be shown with black figures and will govern speed of trains and engines moving into the restricted territory on any track.

A plain yellow circular disc will be placed at the beginning of the restricted territory. Trains and engines must not exceed the speed posted or contained in special instructions while moving through the restricted territory.

The end of the restricted territory will be indicated by a green circular disc placed, unless otherwise provided, to the right of the track at the end of the restricted speed territory. Speed is restricted to that specified by special instructions until the trailing end of the movement has passed the green proceed signal.

(u) LOCATION OF TEST MILE SIGNS.

Location	Begin Test Mile	End Test Mile	Track Side	Direction of Test
East of Toledo.....	MP 12	MP 13	South	East
East of Bellevue.....	MP 96	MP 97	South	East
East of Brewster.....	MP 150	MP 151	South	East
West of Brewster.....	MP 130.88	MP 129.88	North	West
West of Bellevue.....	MP 32.5	MP 31.5	North	West
Cleveland District.....	MP 10	MP 11	South	East
Cleveland District.....	MP 43	MP 42	North	West
Zanesville District.....	MP 81.5	MP 82.5	South	East
Zanesville District.....	MP 82.5	MP 81.5	North	West
East of Rook.....	MP 50	MP 49	South	East
West of Connellsville....	MP 5	MP 6	North	West
West of Rook.....	MP 60.1	MP 61.1	North	West

Enginemen will carefully check the speed over the test mile and report any inaccuracy observed in the speedometer.

(v) Train order stations, not open continuously, will be open as follows:

Toledo District:

Norwalk.....	6:00 A. M. to 3:00 P. M.—Daily.
Huron.....	7:00 A. M. to 4:00 P. M.—Ex. Sat. & Sun.
Dalton.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.

Wheeling District:

Adena.....	Day and Night except Sat. & Sun.
Warrenton.....	Day and Night except Sat. & Sun.
Yorkville.....	9:00 A. M. to 6:00 P. M.—Ex. Sat. & Sun.
Terminal Jct....	6:00 P. M. to 3:00 A. M.—Ex. Sat. & Sun.
Mingo Yard....	7:00 A. M. to 4:00 P. M.—Ex. Sat. & Sun.
St. Clairsville...	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Hanna.....	7:59 A. M. to 11:59 P. M.—Ex. Sat. & Sun.
Georgetown.....	Day and Night except Sat. & Sun.

Canton District:

Bedford.....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Falls Jct.....	9:00 A. M. to 6:00 P. M.—Ex. Sat. & Sun.
Chagrin Falls...	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Kent.....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Mogadore.....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Hartville.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Middle Branch..	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
East Canton....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Robertsville....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Minerva.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Carrollton.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.

Zanesville District:

Sugar Creek....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Baltic.....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Coshocton.....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Zanesville.....	6:00 A. M. to 3:00 P. M.—Ex. Sat. & Sun.

Connellsville District:

Monessen.....	9:00 A. M. to 5:00 P. M.—Daily. 5:00 P. M. to 1:00 A. M.—Mon. Thru Thurs.
Bruceton.....	9:00 A. M. to 6:00 P. M.—Daily.
Longview.....	8:00 A. M. to 10:30 A. M.—Daily Ex. Sunday.
West Liberty....	7:30 A. M. to 4:30 P. M.—Ex. Sat. & Sun.
Bridgeville.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Mingo.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Smithfield.....	8:00 A. M. to 5:00 P. M.—Ex. Sat. & Sun.
Clairton.....	9:00 A. M. to 6:00 P. M.—Daily.
Mifflin.....	11:00 A. M. to 4:00 P. M.—Daily Ex. Sunday. 6:00 P. M. to 2:00 A. M.—Daily.

(w) A flashing yellow light on the mast of the fixed signal at Bellevue Tower for eastward and westward trains and at Pittsburgh Junction for eastward trains will indicate there are orders for the train governed by the fixed signal. Rule 294 is modified accordingly.

3. Signal Rules, Pittsburgh Division, Rules in effect:

Between	And	Track	ABS	TC	TSI
Homestead Yard Stark East End Brewster Yard Harmon	Stark West End Brewster Yard Harmon Lonas	Single Both Both Both	X X X X	X X	
Lonas Harmon Pittsburgh Junction East End Rook Yard	Adena Yard Kemery West Switch Rook Yard Connellsville	Single Single Single Single	X X X X	X X X X	
Pierce Longview West Belt Junction Sudan	Clairton Mifflin West End Pittsburgh Donora	Single Single Single Single	X X	X X	X X

ABS—Automatic Block Signal System.

TC —Traffic Control.

TSI —Timetable Special Instructions, Item 45.

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 COLLEGE PARK, MARYLAND
 20540

4. OTHER RAILROAD GRADE CROSSINGS, JUNCTIONS, AND DRAWBRIDGES.

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

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

(c) Automatic, Semi-Automatic and Remotely Controlled Interlockings.

Trains or engines arriving at home signal indicating Stop, will be governed by instructions posted at that location. In the event instructions may have been destroyed, train dispatcher will be contacted immediately, reporting this fact and will be governed by his instructions.

LOCATION	ROAD	SEE NOTE NO.	SIGNALS	PROCEED WHEN TARGET IS IN FOLLOWING POSITION
Toledo Manhattan Jct.	Ann Arbor-P.R.R.	1	*Interlocking	
Toledo Summit Street	P.R.R.	2	Target	Vertical
Toledo Maumee River	Drawbridge	1 & 3	*Interlocking	
Toledo Ironville	T.T.	1	*Interlocking	
Toledo Wheeling Street	T.T.	1	*Semi-Automatic Interlocking	
Toledo Ironville Roundhouse	Dock Track		Target	Vertical
Toledo Ironville Roundhouse	Gulf Refining		Target	Horizontal
Massillon-Water St.	B. & O.	1	*Automatic Interlocking	
Massillon-Tremont St.	P. R. R.	1	*Semi-Automatic Interlocking	
Mingo-Water Works	{ Wheeling Steel Connellsville Dist.	1 & 4	*Crossing Protection	
Mingo-Dock Track	Wheeling Steel	1 & 5	*Crossing Protection	
Mingo-Rockville Tower	P. R. R.	1	*Interlocking	
Mingo-"A" Yard South	Wheeling Steel	1 & 6	*Crossing Protection	
Mingo-"A" Yard North	Wheeling Steel	1 & 7	*Crossing Protection	
Stuebenville	Wheeling Steel	1 & 8	*Crossing Protection	
Tiltonville	P. R. R.	9	Target	Vertical
Cleveland	B. & O.-N&SS		Target	Vertical and Red Light displayed on top of mast.

MICHIGAN

TOLEDO TERMINAL DIVISION
TOLEDO
FT. WAYNE DIVN.
CURTICE
WILLISTON
MUNGIE DIVN.
OAK HARBOR

FREMONT
GREEN CREEK
LAKE ERIE DIVN.
CLYDE
BELLEVUE
YEOMAN'S
MONROEVILLE
SCIO DIVN.
HURON BR.
HURON
FRIES
MILAN
FERGUSON
MITTINGERS
L. & W. VA. RY.
W. OBERLIN
HARTLAND

BRIGHTON
LAKE JCT.
WELLINGTON
SPENCER
LODI
CRESTON

PITTSBURGH DIVISION

DOUGLAS
SMITHVILLE
PRYOR
ORRVILLE JCT.
MEDOWELL
ORRVILLE
DALTON
MASSILLON BR.
CANTON DIST.

ZANESVILLE DIST.

STARK
BREWSTER
HARMON
BEACH CITY
DUNDEE
LONAS
BOLIVAR
VALLEY JCT.
NEW CUMBERLAND
SHERRODSVILLE
LEESVILLE
CONNOTTON
SCIO
JEWETT
PITTSBURGH JCT.
REXFORD

STONEY POINT
ARNOLD
DRESDEN
ZANESVILLE
MORGAN RUN
WARWICK
ADAMS MILLS
ELLIS

OHIO

WEST VA.

LAKE ERIE

CLEVELAND TERMINAL DIVISION

CLEVELAND

OAKLAND
CHAGRIN FALLS
SOLOM
CHAGRIN FALLS BRANCH
TWINSBURG

EARLVILLE
KENT

PORTAGE
MOGADORE
SUFFIELD
MISHLER
HARTVILLE
GIEBE
MIDDLE BRANCH
MAPLE AVE.
CANTON BELT

EAST CANTON
SIDING TO
ROBERTSVILLE
MINERVA
PEKIN
MINERVA JCT.
ONEIDA
CARROLLTON BRANCH
CARROLLTON

PENNA.

WHEELING DIST.
WHEELING
HOPEDALE TRANS.
SMITHFIELD
MINGO JCT.
STEUBENVILLE
ROCKVILLE
BELL BR.
BELLEFIELD
VIRGINIA
AVELLA
LONGVIEW
BRUCETON
PIERCE
SUDAN
MONESSEN
BANNING
CONNELLSVILLE DIST.
CONNELLSVILLE

MINERVA
PEKIN
MINERVA JCT.
ONEIDA
CARROLLTON BRANCH
CARROLLTON

WHEELING
HOPEDALE TRANS.
SMITHFIELD
MINGO JCT.
STEUBENVILLE
ROCKVILLE
BELL BR.
BELLEFIELD
VIRGINIA
AVELLA
LONGVIEW
BRUCETON
PIERCE
SUDAN
MONESSEN
BANNING
CONNELLSVILLE DIST.
CONNELLSVILLE

GEORGE TRANS.
BRIDGEVILLE
BROOK
WEST END
PITTSBURGH
WEST END BRANCH
WEST BELT JCT.
WEST LIBERTY
MIFFLIN BRANCH
MIFFLIN
CLAIRTON BRANCH
LARGE
CLAIRTON
DONORA
DONORA BRANCH
CONNELLSVILLE DIST.
CONNELLSVILLE

LOCATION	ROAD	SEE NOTE NO.	SIGNALS	PROCEED WHEN TARGET IS IN FOLLOWING POSITION
Cleveland (Belt Line)	N&SS-CV	1 & 10	*Interlocking	
Cleveland (Belt Line)	B. & O.		Target	Vertical
Cleveland Ridge Road (East Leg of Wye)	N&W Belt	11	Target	Vertical
Cleveland (Harvard Ave.)	P. R. R.-N&SS	1	*Interlocking	
Cleveland (Cuyahoga River)	Liftbridge	1	*Interlocking	
Cleveland (49th St.)	River Terminal	1	*Semi-Automatic Interlocking	
Solon	E-L.	1	*Semi-Automatic Interlocking	
Canton	P. R. R.	1	*Interlocking	
Canton (4th St. & Madison)	B. & O.	12	Target	Vertical
Canton	N&W Frt. House	13	Target	Vertical
Canton (Allen & 15th St.)	B. & O.	12	Target	Vertical
Gambrinus (Ashland Oil Lead)	Timken	14	Target	Vertical
Justus	B. & O.	15	Target	Horizontal
Morgan Run	P. R. R.	1	*Interlocking	
Minerva	N. Y. C.	16	Target	Horizontal
Minerva	P. R. R.	16	Target	Vertical
Oneida	P. R. R.	16	Target	Vertical

***Note 1**—All Trains and Engines will approach Home Signal at these interlockings under full control prepared to STOP. Speed within interlocking limits must not exceed 20 miles per hour.

Note 2—TOLEDO, SUMMIT STREET (P.R.R. Crossing Target)

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

Note 3—TOLEDO, MAUMEE RIVER BRIDGE (Interlocking)
Switching on bridge is prohibited.

Note 4—MINGO, WHEELING STEEL CORPORATION (Crossing Protection)

Location No. 1—Near Mingo Junction Water Works.

1. Trains or engines desiring to use Wheeling Steel tracks must observe that no crossline movements are approaching or occupying track section between Home signals. Unlock and line switches for desired route.

Note 5—

Location No. 2—Dock Track

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

Note 6—

Location No. 3—"A" Yard South.

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

Note 7—

Location No. 4—"A" Yard North

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

Note 8—

Location No. 5—Steubenville

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

Note 9—TILTONVILLE (P. R. R. Target)

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

Note 10—CLEVELAND BELT (N&SS—C. V. Interlocking)

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

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

Note 11—CLEVELAND BELT (Ridge Road—East Leg of Wye Target)

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

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

Note 12—CANTON (4th Street and Madison—B. & O. Target)

CANTON (Allen and 15th Street—B. & O. Target)

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

Note 13—CANTON (N&W Freight House)

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

Note 14—GAMBRINUS (Ashland Oil Lead—Timken Target)

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

Note 15—JUSTUS (B. & O. Target)

N&W trains will leave target set for crossline movement after having been used.

Note 16—ONEIDA (P. R. R. Target)

MINERVA (N. Y. C.—P. R. R. Target)

N&W trains will leave target set for crossline movement after having been used.

5. CLOCKS SHOWING STANDARD TIME, BULLETIN BOOKS AND TRAIN REGISTER BOOKS.

Location	Office	Standard Bulletin Register		
		Clock	Book	Book
Toledo.....	*Round House.....	X	X	
	*Front St. Yard.....	X	X	X
	*Homestead Yard.....	X	X	X
Norwalk.....	*Round House.....	X	X	
	*Telegraph.....	X	X	X
Huron.....	Round House.....		X	
	South Yard Office.....	X	X	X
South Lorain.....	Round House.....		X	
	Lake Erie Div. Yard..	X	X	X
Brewster.....	Depot.....			X
	*Round House.....	X	X	
	*Yard.....	X	X	X
	*Dispatcher.....	X	X	
Pine Valley.....	Round House.....		X	
	Yard.....	X	X	X
Mingo.....	Yard.....	X	X	X
Terminal Jct.....	Yard.....	X	X	X
Cleveland.....	†Round House.....		X	
	†Yard E. End.....	X	X	X
	†Yard W. End.....		X	
Canton.....	Round House.....	X	X	
	Gambrinus Yard.....	X	X	X
	Canton Yard.....	X	X	X
Zanesville.....	Round House.....		X	
	Freight.....	X	X	X
Rook.....	Dispatcher's Office.....	X	X	
	Enginehouse.....	X	X	
	Yard.....	X	X	
	Telegraph Office.....	X	X	X
Bowest (WM Rwy.).....	Yard.....	X	X	X
	Enginehouse.....	X	X	

*Also includes Toledo Terminal, PRR, B&O, NYC, C&O, Ft. Wayne Divn., AA, DT&I, DTSL and Sandusky District Bulletins.

†Also includes Sandusky District Bulletins.

‡Also includes NYC, E-L, N&SS and Lake Erie Division Bulletins.

X—Indicates location.

6. REGISTERING AND CLEARING OF TRAINS

District	Location	Trains	Leave Register Slip	Receive Clearance Card
Toledo.....	*Brewster Depot..	Eastbound....	X	..
Wheeling....	Brewster Depot.	Westbound...	X	..
Wheeling....	Pine Valley.....	Eastbound....	X	..
		Westbound...	X	..
Wheeling....	Warrenton.....	Eastbound....	X	X
		Westbound...	X	X
Wheeling....	Georgetown.....	Westbound...	..	X
Canton.....	Canton.....	Eastbound....	X	X
		Westbound...	X	X
Canton.....	Brewster Depot.	Eastbound....	X	..
Zanesville...	Brewster Depot.	Westbound...	X	..
Zanesville...	Morgan Run....	Eastbound....	..	X
		Westbound...	..	X
Connellsville.	Rook.....	Eastbound....	..	X
		Westbound...	..	X
Connellsville.	Connellsville....	Westbound...	..	X

*Trains operating from Massillon Branch.

(a) Unless authorized by the train dispatcher, a train must not leave its initial station without obtaining a Clearance Card.

(b) Trains originating at Bellevue will leave Register Slip and receive Clearance Card at Bellevue Tower.

(c) Trains originating or terminating at Norwalk and Pine Valley will leave Register Slip and receive Clearance Card.

(d) Eastbound trains originating at Gambrinus will leave Register Slip and receive Clearance Card by telephone from Operator at Canton Yard.

(e) Trains originating at Gambrinus destined Carrollton Branch will leave Register Slip and receive Clearance Card and train orders by telephone from Operator Canton Yard before departing Gambrinus.

(f) Westbound trains originating at Gambrinus will leave Register Slip and receive Clearance Card at Canton Yard.

7. YARD LIMITS

Toledo and Wheeling Districts

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

Canton and Zanesville Districts

Cleveland	Falls Jct.	Kent
Canton		
Brewster	Coshocton	Zanesville

Connellsville District

Rook	Mifflin	Clairton
West End Branch		Donora Branch

8. BREWSTER

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

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

(c) ELECTRONIC SCALE

Indicator lights are in operation as outlined below to govern speed of trains entering Brewster Yard from the east and over track sections at new electronic scale located on westward main track approximately 1400 feet west of B&O crossing (one-half (½) mile west of Harmon).

Lunar white indicator located adjacent to westward main track at a point approximately 1000 feet east of westward home signal at B&O crossing.

Speed Indicators located as follows:

To North of tracks 750 feet west of scale.
Above tracks 3500 feet west of scale.

Lunar White Indicator:

When indicator displays a flashing light and after it is observed that the westward home signal at B&O crossing is displaying an indication to proceed, trains will proceed over the track section and into Brewster Yard in accordance with Rules but at a speed not to exceed 15 M.P.H.

When indicator displays a non-flashing light and after it is observed that the westward home signal at B&O crossing is displaying an indication to proceed, trains will proceed over the track section but must not exceed five (5) M.P.H. until after entire train has cleared scale track section.

When indicator is not lighted, trainmen will communicate with Train Dispatcher and be governed by his instructions. Telephone is located adjacent to Zanesville Branch connection.

Speed Indicators:

Flashing green lights signify that the scale track section is prepared to accommodate trains at a speed of five (5) M.P.H.

Flashing yellow lights signify that train is exceeding a speed of six (6) M.P.H. and extreme care must be immediately exercised to reduce speed to five (5) M.P.H.

If speed indicator lights become dark after movement over the track section has been initiated under a five (5) M.P.H. speed indication, the proper five (5) M.P.H. speed must be carefully maintained throughout movement over the track section and the speed indicator light failure must be reported.

Special attention is called to enginemen that under no circumstances is sand to be used near or over electronic scale.

LOCAL INSTRUCTIONS

TOLEDO DISTRICT

9. TOLEDO

NKP flat cars 2902, 2903, when loaded to capacity and large size loaded covered hoppers 180,000 to 200,000 lbs. capacity are prohibited from using Maumee River Bridge.

Six traction motor diesel units are prohibited from operating over the following tracks:

Toledo	{ Maumee River Bridge No. 1 Auto-Lite lead Buckeye Brewing track
Toledo Belt	{ Shop Yard Spur Inland Chemical Co.
Ironville Yard . . .	Wheel track No. 2 Track No. 69 Track No. 70

The switching of cars is prohibited when loading pipes are in use or extend over track at Seneca Petroleum Corporation Plant, Mile Post 2, Toledo Belt.

Account close clearance between track and buildings of this plant, employees must work from west side of track and are prohibited from riding on side of cars between track and buildings.

Locomotive No. 2578 (Former NKP 578) is prohibited from operating over Toledo Belt and between Ironville and Cherry St., Toledo.

10. TOLEDO

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

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

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

Lunar White: Trains or engines may proceed.

(c) Indicator light located just east of Seaman Street Toledo, Ohio, will govern movement of westbound trains:

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

Lunar White: Westbound trains may proceed into the yard.

11. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Trains or engines using Home Sand and Coal Company spur track, Fremont, Ohio, and Wahl Refractories Company spur track, Mile Post 41.3, Green Creek, are not permitted to clear the main track at these switches.

Before unlocking and using these switches, permission must be received from Train Dispatcher. (See Rule 266)

12. BELLEVUE

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

Dark: Use Main Track.

Illuminated "1": Use No. 1 Track.

Illuminated "S": Use switching lead.

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

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

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

Lunar White: Trains or engines may proceed.

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

Additional Aspects

Indication

Red over flashing red

Flashing red

Trains, engines and yard engines may pass signals to make switching movements and must not depart until proper signal is displayed or unless authorized by Traffic Control Operator.

Six traction motor diesel units are prohibited from using old PRR transfer track now known as Pittsburgh Division connecting track to Scioto Division, Bellevue, Ohio.

Trains and engines using Sandusky District connection must obtain permission from Operator Bellevue Interlocking before proceeding. Switches are hand operated.

Lake Erie Division switches are under jurisdiction of Lake Erie Division Yardmasters. Trains and engines must not enter Lake Erie Division tracks in either direction without receiving proceed signal from switchtender, white flag by day, green light by night.

Trains and engines destined Sandusky, Ohio, via Bellevue, must obtain clearance from Operator, Bellevue Interlocking.

A lighted revolving yellow beacon indicator, located midway between Main and Center Streets on line pole north of main tracks, permits westward movement on Eastward main track between East Yard Lead switch and Bellevue Interlocking. When not lighted, movements must stop to clear switch until permission is secured from Towerman.

13. NORWALK

HOME SIGNALS EAST OF TELEGRAPH OFFICE

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

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

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

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

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

The derail located on the Jennings Ready Mix Track, equipped with a Blue flag with the words "Truck Fouling", will be placed on the track just west of the unloading pit when trucks are fouling the clearance.

14. HURON JUNCTION

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

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

15. HURON

Unless otherwise instructed, main track switch at Shinrock connection, Huron, Ohio, will be left as last used. Trains and engines will approach Shinrock connection switch expecting to find it lined for the Shinrock connection.

16. LODI

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

17. ORRVILLE

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

18. MASSILLON BRANCH

When eastward approach signal located 8600 feet west of Run Jet. on Massillon Branch displays other than approach diverging indication (Rule 282), tonnage trains will stop and contact T. C. Operator for instructions. Telephone is located at signal.

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

WHEELING DISTRICT

19. BOLIVAR

Engines are prohibited from operating beyond a point 450 feet from point of switch of No. 1 track, Rust Engineering Company.

20. ZOAR

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

21. JEWETT

Engines are prohibited from operating over unloading pit on Enamel Spur.

22. AC&NA BRANCH

(a) Normal position for main track switch at AC&NA Junction is lined for AC&NA Branch.

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

(c) Engines must not exceed a speed of 5 miles per hour on tracks at Hanna "B" and Hanna "D" Mines.

23. LOCATION OF SPRING SWITCHES

Franklin Wye (East Leg)—Main Track

Westward color light distant signal located 2800 feet east of spring switch displays a green or yellow aspect. When distant switch signal displays aspect yellow, trains or engines must approach spring switch prepared to stop, and be governed by spring switch rules.

24. ADENA BRANCH

(a) Eastbound trains and engines to Adena Branch must report promptly to train dispatcher when into clear of AC&NA Branch Main Track.

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

(c) Engines are prohibited from operating beyond a point 200 feet above Tipple Hanna "D".

25. GEORGETOWN

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

26. DUN GLEN

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

27. STEUBENVILLE BRANCH

(a) Engines are prohibited from operating over No. 1 and No. 2, supply tracks, and No. 1 and No. 2, coal tracks, at Tidd Plant, Ohio Power Co.

(b) Six traction motor diesel units are prohibited from operating over the following tracks:

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

28. WARRENTON

(a) Main track switch of Steubenville leg of wye lined for Steubenville Branch.

(b) All trains and engines will be on lookout for trucks and trailers and sound whistle frequently in the vicinity of piggy-back tracks.

29. TERMINAL JUNCTION

(a) Trains and engines must stop at craneway track intersection at Valley Machine Co. and latch gates across craneway track before crossing intersection. Gates must be latched across N&W track after use.

(b) Trains and engines must stop and have Valley Machine Co. open doors 534 feet and 614 feet east of craneway intersection before placing cars or engine inside building.

(c) All engines are restricted to a speed of 5 M. P.H. through all turnouts of the Pennsylvania Railroad.

(d) Engines are prohibited from operating beyond a point 200 feet from dock track switch, Wheeling Steel Corporation dock track Terminal Jet

CANTON DISTRICT

30. CLEVELAND

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

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

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

(d) Location of spring switch:

93rd Street—East End of Siding—Normal position—Main track

Westward color light distant signal located 996 feet east of spring switch displays a green or yellow aspect. When distant switch signal displays aspect yellow, trains or engines must approach spring switch prepared to stop, and be governed by spring switch rules.

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

(f) Six traction motor diesel units are prohibited from operating on all industrial tracks between E. 49th St. and Miles Ave., including Pennsylvania Railroad interchange tracks at Marble Ave.

(g) The movement of Bottle type hot metal cars and ladles of molten slag over Bridge 2.22 is prohibited.

(h) Ladles of molten lead, molten slag, or bottle type hot metal cars over Bridge 0.59, Cleveland Belt, is restricted to a maximum weight of 150 tons gross and to a speed not exceeding 10 miles per hour.

(i) Placing of cars is prohibited beyond a point 429 feet west of point of switch of West 3rd Street Team Track on Bassichis Co. Track No. 1, Cleveland.

31. SOLON

Unless otherwise instructed, main track switch at Solon Industrial Lead will be left and locked as last used. Trains and engines will approach Solon Industrial Lead switch expecting it to be lined in either position. All locomotives and equipment are restricted from using coal trestle at Solon Lumber Company, Solon, Ohio.

32. CHAGRIN FALLS

Engines are prohibited on George Arthur Coal Co. Tipple No. 2 track.

33. SUFFIELD

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

33A. CANTON

(a) Six traction motor diesel units are prohibited from using the following tracks:

C & W Branch
Belden Spur
Royal and Imperial Brick Co.
Diebold Co.
Bonnot Co.
Ohio Power
Cummins Storage
National Biscuit Co.
Timken Roller Bearing Co. (9th St. N. E.)
Canton Pattern Bearing Co.
Timken Roller Bearing Co. (Harrison Ave.)

(b) Engines and equipment are prohibited from operating beyond platform or canopy of Canton Metal Alloy Company, Canton, Ohio.

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

(d) Eastbound trains and engines must not pass Maple Avenue, westbound trains must not pass main track crossover switch located just east of Yard Office, Gambrinus, and westbound trains from Carrollton Branch must not pass Furnace Junction without permission from Yardmaster.

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

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

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

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

34. NAVARRE

(a) Trains and engines must not exceed 15 miles per hour over the entire length of asylum track.

(b) Eastbound trains on Canton District having more cars than will clear between road crossing, Navarre, Ohio, receiving signal indication other than clear (Rule 281) at Signal 70.6, west of Navarre, Ohio, will stop and contact T. C. Operator for instructions. Telephone is located at Signal 70.6.

(c) Indicator located along Navarre Industrial Lead, 900 feet west of Run Jct., will display one (1) Lunar White Light when dwarf signal at Run Jct. displays proceed indication.

35. CARROLLTON BRANCH

(a) East Canton:

Engines must not be operated over bridge on Stark Brick Company Pit Track.

(b) Malvern Branch:

Movement over State Route 43 must be flagged over crossing by member of crew.

(c) Stemples:

Engines are prohibited from operating under coal conveyor chute at Stemples spur account close clearance.

ZANESVILLE DISTRICT

36. DUNDEE

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

37. WARWICK

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

38. ZANESVILLE

(a) Six traction motor diesel units are prohibited from operating over Roseville Pottery tracks.

(b) All movements over Linden Avenue and State Route No. 404, Zanesville Belt, must be flagged over street and highway crossing by member of crew.

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

CONNELLSVILLE DISTRICT

39. LOCATION AND NORMAL POSITION OF SPRING SWITCHES

(a) Chaintown—East and West Ends of Passing Siding—Main Track

Banning—East and West Ends of Passing Siding—Main Track

Monessen—East End of Passing Siding—Main Track

Monessen—Wye Tail Track—West Leg of Wye

Maple—East End of Passing Siding—Main Track

Bruce-ton—East and West Ends of Passing Siding—Main Track

Horning—East and West Ends of Passing Siding—Main Track

Castle Shannon—West End of Passing Siding—Main Track

Smithfield—East End of Passing Siding—Main Track

(b) In the application of Rule 287 and Rule 288 at the following locations, slow speed will apply from the dwarf signal to the point of switch:

East end Banning

East end Bruce-ton

East end Monessen

East end Horning

East end Maple

40. MODIFICATION OF RULE 99(a), BOOK OF RULES

In the State of Pennsylvania, when trains are operating under Automatic Block Signal System Rules or Centralized Traffic Control Rules, protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at restricted speed. Rule 99(a), Book of Rules, is modified accordingly.

41. REPORTING DEPARTURE TIME

When a train or engine is ready to depart from Rook, Clairton or Mifflin, the train dispatcher must be notified. When delayed after reporting ready, the train dispatcher must be notified promptly as to the cause and probable duration of the delay.

42. LOCATION OF TELEPHONES

Telephones for communicating with the Train Dispatcher are located in the vicinity of all home signals and electrically locked switches.

43. MONESSEN AND WAYCO

A switch leading to a side track beyond a dwarf signal at the end of a passing siding may be reversed for switching moves to the side-track when main track switch is normal. Restricted Speed movements

on the side track may be moved over the switch when a restricting aspect is displayed on the dwarf signal. The switch must not be restored to normal position while any part of the movement is occupying the track between opposing dwarf signals governing movement from or to the passing siding.

44. ENGINE LIMIT BOARDS

Engines must not be operated beyond signs reading "Engine Limit".

45. DONORA AND WEST END BRANCH

(a) The movement of trains and engines on the Donora Branch will be governed by the signal which is located two hundred and eight (208) feet west of switch leading to the Donora Branch. A red over yellow aspect will permit the movement to proceed as per signal indication to Donora and return.

(b) Movement of trains and engines on the West End Branch will be governed by the signal which is located eight (8) feet west of west switch of the scissor crossover on West End Branch. A red over yellow aspect will permit the movement to proceed as per signal indication to West End, Pittsburgh and return.

46. CLAIRTON

(a) Track extending from Union R. R. at bridge over the P. R. R. to N&W yard track and track extending from N&W track No. 5 to Union R. R. switch back and dump track, are for exclusive use of Union R. R. trains handling refuse to dump track. No. 4 track may be used by Union R. R. trains for switching purposes.

(b) Switches connecting Union R. R. tracks with N&W tracks are locked with Union R. R. switch locks. Switches, when not in use by Union R. R., must be set and locked for straightaway movement through N&W tracks.

(c) Track No. 1 is receiving track for the Pennsylvania Railroad.

47. MIFFLIN

Crews picking up at Mifflin will perform switching at the west end of the yard, unless otherwise instructed.

48. SALIDA

(a) When cars are interchanged with the Montour Railroad at Salida, conductors must place waybills and switch list showing initial, number and destination of each car, in bill box in N&W telephone booth. Conductors moving loads will deliver list to Agent at Longview.

(b) N&W conductors moving empties to Salida for interchange purposes will leave list showing initials and numbers, together with time placed, with Agent at Longview.

(c) Conductors of both roads will report to N&W and Montour dispatchers when loads or empties are placed for interchange.

49. ROOK

(a) Track indicator on the north side at crossover at the east end of Rook Yard indicates by illuminated letter or numeral the track to be used by westward trains entering yard.

(b) When an indication is displayed on the track indicator, member of crew will line switches for entry of the train to the track designated. If no indication is displayed on the track indicator, member of crew will immediately communicate with the yardmaster.

50. BRIDGEVILLE

When cars are delivered to the P. R. R. when Agent is not on duty, conductors will leave waybills and list in telephone booth at interchange track.

51. SWITCH NOT EQUIPPED WITH ELECTRIC LOCK

Trains or engines using Pea Vine track at Avella are not permitted to clear the main track at this switch.

Before unlocking and using this switch, permission must be received from the Traffic Control Operator. (See Rule 266)

52. BETSY MINE

Switches to loaded tracks must be left set and locked for straight-away movement via empty lead.

Switch above tipple must be left set and locked for movement to empty tipple tracks.

53. HOPEDALE TRANSFER

(a) The normal position of the tail track switch on the wye is for movement through the east leg.

(b) Conductors must advise the Train Dispatcher, number of cars set off and/or picked up and must furnish list to the Agent at Smithfield showing time cars are placed on or removed from the interchange tracks, listing initial, number, kind, contents and destination of each car.

54. PUBLIC CROSSINGS AT GRADE

(a) Clairton:

Movements of trains or engines over State Street Crossing must be protected by highway crossing signals which are controlled and operated by the use of the "Start" and "Stop" buttons located in a box on cantilever signal in the vicinity of the crossing.

(b) Large:

Movements of trains or engines over Route 51 crossing on either the storage or team track must be protected by highway crossing signals which are controlled and operated by the use of the "Start" and "Stop" buttons located in a box on cantilever signal pole in the vicinity of the crossing.

Should a reverse movement be necessary after entire train has passed over crossing on the main track in either direction, crews must protect such movement by operating buttons described in previous paragraph.

Movements described in above two paragraphs must not be made until crossing is protected by member of crew.

(c) West End, Pittsburgh:

Gates, flashing red light and bell are in service at Steuben Street.

Dwarf signals located on either side of the crossing will display a green light when the gates are down.

Trains and engines must not proceed over this crossing unless the gates are down or the crossing is protected by a member of the crew or other employee.

Engines or cars must not be left standing on approach sections, to avoid continuous operation of the automatic protection.

PITTSBURGH DIVISION SURGEONS

R. W. Edmonds

Regional Medical Director

426 Terminal Tower, Cleveland, Ohio

Location	Name and Address	Telephone Number	
Toledo.....	Dr. J. G. Kramer 3318 Glanzman Rd.....	385-5711	
	Dr. C. R. Marlowe 1833 Broadway.....	244-3059	
	Dr. G. N. Bates 316 Michigan St..... Residence.....	243-1105 536-5011	
	Dr. N. Gardner Mathieson (Oculist) 316 Michigan St..... Residence.....	243-6560 874-4600	
	Dr. Otto M. Muhme 127 University Dr.....	382-0014	
Fremont.....	Dr. James L. Curtin 1523 McPherson Rd..... Residence.....	FE 2-7563 FE 2-7563	
	Dr. T. R. Ball 113 W. Main St.....	487-1903	
Bellevue.....	Dr. James B. Ball 113 W. Main St..... Residence.....	487-1903 487-1904	
	Dr. F. D. Crosby 218 E. Main St..... Residence.....	482-0402 482-0403	
	Dr. E. W. Sanders 146 Kilbourne St..... Residence.....	482-1624 482-1624	
	Dr. D. Ross Irons 207 York St.....	487-5655	
	Norwalk.....	Dr. A. H. Kimmel Norwalk Clinic; 257 Benedict Ave.....	662-4561
		Dr. C. B. Thomas Norwalk Clinic; 257 Benedict Ave.....	662-4561
Huron.....	Dr. C. E. Swanbeck 212 Cleveland Rd., West..... Residence.....	433-5222 433-5763	
	Dr. Richard C. Glosh 402 Highland Drive..... Residence.....	948-1555 948-1555	
Massillon.....	Dr. J. V. Stewart (Oculist) 403 First National Bank Bldg..... Residence.....	833-6726 833-3563	
	Dr. J. R. Rohrbaugh 412 First National Bank Bldg..... Residence.....	833-5604 833-5603	
	Dr. A. R. Furnas 420 Lake, N. E..... Residence.....	832-6288 832-0603	
	Dr. G. R. Swan 420 Lake, N. E..... Residence.....	832-1115 832-2437	

PITTSBURGH DIVISION SURGEONS—Continued

Location	Name and Address	Telephone Number
Massillon— Cont'd	Dr. E. A. Hill	
	845 8th St., N. E.....	833-2395
	Residence.....	833-2161
	Dr. G. N. Shuey	
	845 8th St., N. E.....	833-2395
	Residence.....	832-1394
Beach City.....	Dr. E. A. Hill	
	133 East Main St.....	756-3711
	Dr. G. N. Shuey	
	133 East Main St.....	756-3711
Bowerston.....	Dr. William Roche	
	Uhrichsville.....	254-4337
	Residence.....	254-4337
Scio.....	Dr. G. E. Vorhies	
	.....	945-2201
	Residence.....	945-2201
Jewett.....	Dr. R. W. Weiser	
	.....	946-2351
	Residence.....	946-2351
Adena.....	Dr. A. J. Martin	
	201 Main Street.....	546-4191
	Residence.....	546-4191
Dillonvale.....	Dr. German Ortiz	
	Main St.....	769-2920
	Residence.....	635-9590
Yorkville.....	Dr. J. A. Schlernitzauer	
	Yorkville.....	859241
	Residence.....	859241
Mingo.....	Dr. Stephanus Abraham	
	606 Commercial St.....	535-0231
	Residence.....	535-0231
Cleveland.....	Dr. D. C. Allen (Oculist)	
	1021 Prospect Ave.....	MA 1-8424
	Residence.....	
	Dr. E. F. Kieger	
	5644 Broadway.....	MI 1-0382
	Residence.....	TE 1-9656
	Dr. Robert Rosner (Oculist)	
	10515 Carnegie Ave.....	791-3633
	Residence.....	LO 1-2906
	Dr. L. J. Blair	
	7405 Detroit Ave.....	WO 1-5758
	Residence.....	AC 6-2427
	Dr. P. H. Mullally	
	2475 E. 22nd St.....	SU 1-5854
Residence.....	YE 2-9243	
Dr. F. Graham Fallon		
2082 W. 65th St.....	WO 1-8039	
Residence.....	ED 1-0510	
Dr. Sam Packer		
11717 Euclid Ave.....	791-4400	
Residence.....	ER 1-5334	
Canton.....	Dr. J. J. Leven	
	610 Market Ave., N.....	455-2325
	Residence.....	453-4068
	Dr. J. H. Underwood (Oculist)	
907 Schneider, S. E.....	499-8882	
Residence.....	492-2060	

PITTSBURGH DIVISION SURGEONS—Continued

Location	Name and Address	Telephone Number
Carrollton.....	Dr. Glenn C. Dowell	
	West Main St.....	627-4225
	Residence.....	627-4225
Orrville.....	Dr. Robt. Hecker	
	115 E. Church St.....	682-3891
	Residence.....	682-3711
Zanesville.....	Dr. Louis Berman	
	724 Market St.....	452-9327
	Residence.....	453-6276
Pittsburgh.....	Dr. Albert H. Winters	
	40 P. & L. E. Annex Bldg. Corner Carson & Smithfield Sts. South Side.....	261-3201
	Residence.....	561-4487
	Dr. Robert H. Davies (Oculist)	
	633 Washington Road.....	561-1964
	Residence.....	833-1369
Carnegie.....	Dr. H. A. Black	
	409 East Main St.....	276-1300
	Residence.....	279-1854
	Dr. S. P. Balcerzak	
	217 East Main St.....	276-4326
	Residence.....	276-4924
Connellsville....	Dr. P. G. Motto	
	6 East Main St.....	276-3010
	Residence.....	276-4446
	Dr. Stephen Andolina	
	2nd National Bank Building.....	MA 8-2660
	Residence.....	MA 8-9141
Belle Vernon....	Dr. R. L. Cox	
	Physicians Building.....	628-5470
	Residence.....	628-5291
Belle Vernon....	Dr. V. W. Bair	
	728 Broad Ave.....	WA 9-9200
	Residence.....	FR 9-4750
Monongahela...	Dr. Howard W. Gadd	
	1312 W. Main St.....	BL 8-8900
	Residence.....	BL 8-8843
Broughton.....	Dr. Robert S. Milligan	
	5th St. & Brownsville Rd.....	892-4200
	Residence.....	892-2181
Castle Shannon..	Dr. J. M. Gardill	
	3807 Willow Ave.....	561-0459
	Residence.....	835-2748
Bridgeville.....	Dr. M. L. McGarvey	
	603 Washington Ave.....	221-5119
	Residence.....	221-5119
Hickory.....	Dr. J. K. McCarrell	
	Main St.....	356-2277
	Residence.....	356-4533
Hopedale.....	Dr. Janis Trubovnick	
	High St.....	WE 7-2331
	Residence.....	937-1511

AMBULANCE SERVICE

Telephone

TOLEDO

Clegg Ambulance Service, 522 E. Broadway..... OX 1-2481

BELLEVUE

Waters & Smith, 230 E. Main St..... 482-2244

NORWALK

Komarek Funeral Home..... 663-0422

HURON

Wheland Funeral Home, 410 Main St..... 433-5225

BREWSTER

Bientz-Myers Funeral Home, Navarre, O..... 879-5433
 Lantzer Funeral Home, Beach City, O..... 756-3131
 Gordon-Shaidnagel-Hollinger, Massillon, O..... 833-4193

CANTON

Kreighbaum Ambulance Service..... 484-2525
 Canton City Police..... 456-7171

CLEVELAND

Cleveland City Police..... MA 1-1234

ZANESVILLE

Delong Baker..... 452-9356

ADENA

O. C. Hargrave..... 546-3561

MINGO

Hoff Funeral Home..... 535-1841

DILLONVALE

Charles A. Wilson..... 769-2321

TILTONVILLE

Burford Funeral Home..... 859-2166

MARTINS FERRY

Heslop Funeral Home..... { 633-1931
 633-1936
 633-0956

HOPEDALE

Blackburn Funeral Home..... WE 7-1461

MINGO JUNCTION

Murphy Funeral Home..... KE 5-1017

AVELLA

Thompson Funeral Home..... { LU 7-7011
 LU 7-7013

AMBULANCE SERVICE—Continued

Telephone

BISHOP

Jas. R. Coleman Funeral Home..... SH 5-9510

BRIDGEVILLE

LaVelle Funeral Home..... 221-6705

CARNEGIE

Henney Funeral Home..... 276-2300

DORMONT

Beinhauer Funeral Home, West Liberty Ave..... LE 1-4000

CASTLE SHANNON

E. B. Laughlin Funeral Home..... LE 1-6984

BROUGHTON

Griffith Funeral Home..... TU 2-9155

MONONGAHELA

Bebout & Yohe..... BL 8-4426

BELLE VERNON

Toner Funeral Home..... WA 9-6183

CONNELLSVILLE

Connellsville State Hospital..... MA 8-1500

R. F. DUNLAP,
Vice President—Operations,
ROANOKE, VA.

C. G. HAMMOND, JR.,
General Manager,
Lake Region,
CLEVELAND, O.

W. T. ROSS,
General Manager Transportation,
ROANOKE, VA.

C. W. LEWEY,
Superintendent,
BREWSTER, O.

L. ATKINSON, JR.,
Manager Transportation,
Lake Region,
CLEVELAND, O.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	14	48.65
4	00	15.00	1	13	49.31
3	00	20.00	1	12	50.00
2	50	21.18	1	11	50.70
2	40	22.50	1	10	51.43
2	30	24.00	1	09	52.17
2	24	25.00	1	08	52.94
2	20	25.72	1	07	53.73
2	15	26.67	1	06	54.55
2	10	27.69	1	05	55.38
2	05	28.80	1	04	56.25
2	00	30.00	1	03	57.14
1	55	31.30	1	02	58.06
1	50	32.73	1	01	59.02
1	45	34.29	1	00	60.00
1	42	35.29		59	61.02
1	40	36.00		58	62.07
1	38	36.73		57	63.14
1	36	37.50		56	64.29
1	34	38.29		55	65.45
1	32	39.13		54	66.66
1	30	40.00		53	67.92
1	28	40.91		52	69.23
1	26	41.86		51	70.59
1	24	42.86		50	72.00
1	22	43.90		49	73.47
1	20	45.00		48	75.00
1	18	46.15		47	76.59
1	16	47.37		46	78.26
1	15	48.00		45	80.00



THEY'RE
DEPENDING
ON YOU

SO ARE WE...

PLAY IT SAFE!