

# WHEELING AND LAKE ERIE RAILWAY

## TIMETABLE NO. 3

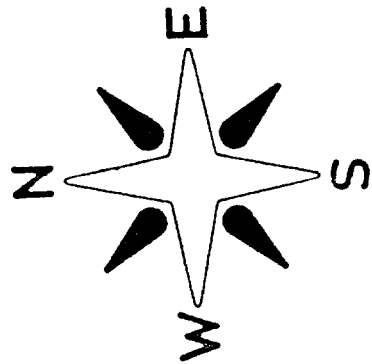
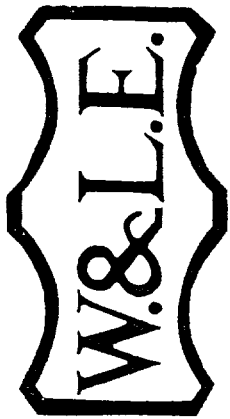
EFFECTIVE 0001 WEDNESDAY, JANUARY 1, 1992

TIMETABLE NO. 2 IS CANCELLED

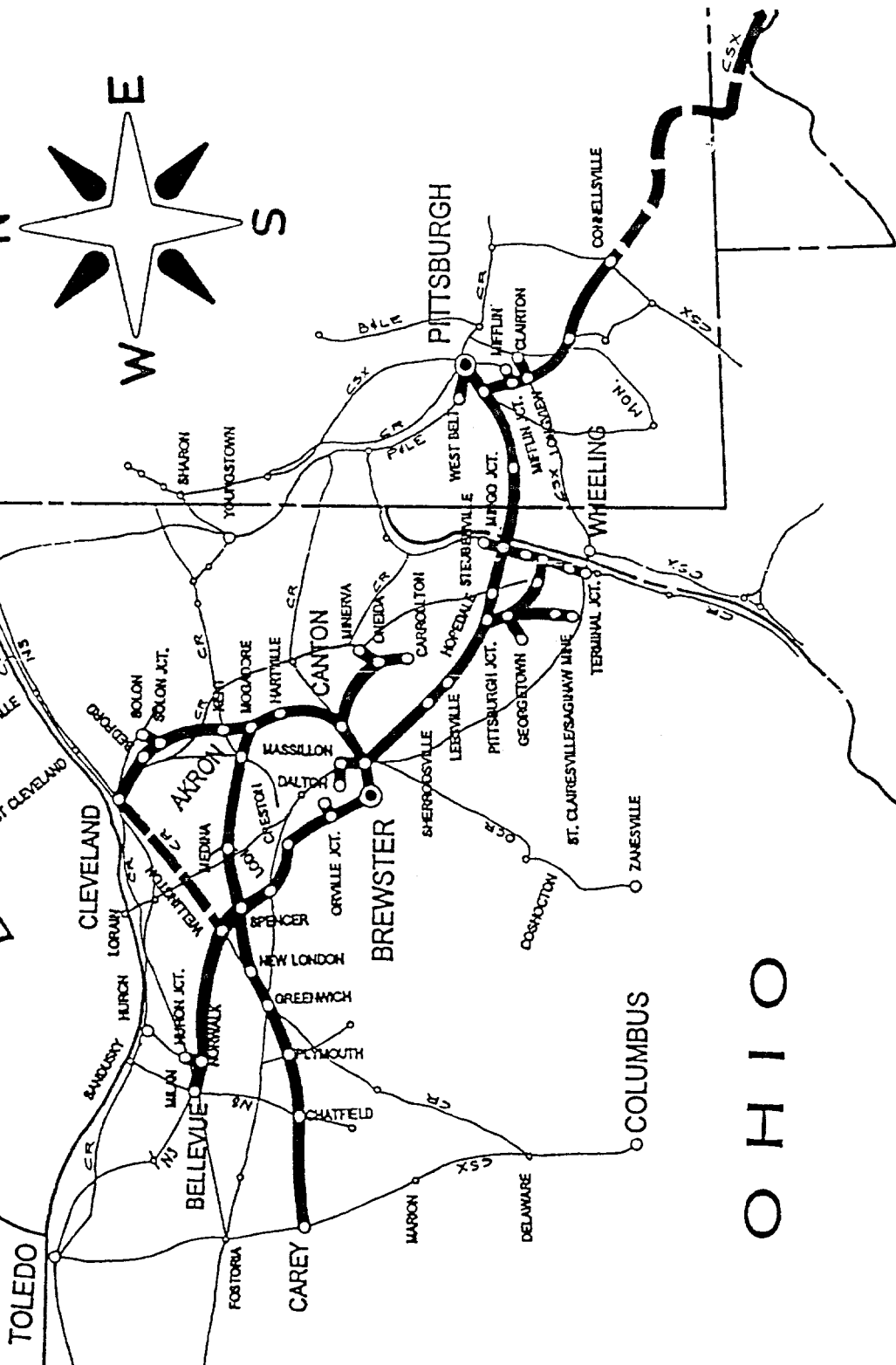


P. C. LARSON  
VICE PRESIDENT OPERATIONS

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LAKE ERIE



O H I O

WEST VIRGINIA

# WHEELING AND LAKE ERIE

## INTRODUCTION

This Timetable must be observed by all employees whose duties are in any way affected by it. Employees of other railroads will be governed by its content while on trackage operated by the Wheeling and Lake Erie Railway.

The Timetable is divided into two sections:

- 1) General Special Instructions
- 2) Special Instructions

"General Special Instructions" pertain to the entire railroad and are located in the front of the book.

"Special Instructions" pertain to each individual main line or branch and follow the station page shown for each line.

Both General and Special Instructions are designed to correspond to the applicable NORAC Rule number or letter and are shown, in each section, in ascending order.

## OFFICERS

M. A. Liguras	District Transportation Mgr - East Director of Operating Rules
J. D. Clapper	Director Hazmat Control
T. E. Collins	District Transportation Mgr - West Road Foreman of Engines
R. E. Hynes	Director Train Movements
J. Stewart	Manager Customer Service

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# GENERAL SPECIAL INSTRUCTIONS

## A. TIMETABLE POSSESSION

Train and engine crews of foreign railroads whose duties require that they operate solely on WLE running tracks or on main tracks within nonsignaled yard limits will not be required to carry a WLE Timetable. This does not relieve these employees from qualifying on the physical characteristics of the track (s) on which they operate.

General Orders to the timetable will be issued periodically and will be on blue paper. Employees will insure that the old page in the Timetable is removed and the new (blue) General Order page has been inserted.

Employees whose duties are affected must have a copy of the Norfolk Southern Safety and General Conduct Rules, the Emergency Response Guidebook for Hazardous Materials, and Form NS-1, Rules for Equipment Operation and Handling.

## N. OPERATING ON NORFOLK SOUTHERN (NS) TERRITORY

NS requires yearly operating review classes and a minimum of 75% as a passing grade on written tests. WLE employees choosing to bid jobs which may operate over NS territory must attend a class of instruction on NS Operating Rules during February or March each year. Said classes will be announced by Bulletin Notice. WLE employees are not permitted to operate on NS property until they have attended a Review Class of instruction.

All movements between the West End of Yeomans, mileage 54.70 and the Brewster Connection, mileage T 53.50, are under the jurisdiction of the Route 4 Operator.

No movement will enter this territory unless a Proceed Signal is displayed or otherwise authorized by the Route 4 Operator.

Prior to issuing Track Time Form 23A, or providing any type of protection within this territory, the Route 4 Operator will line and block the 50R/50L signal. This will prevent a Proceed Signal from being displayed by either the WLE at Yeomans or Route 4 Operator at Brewster Connection. NS Operating Rule 442 applies along with all other NS Operating Rules.

## Q. HOURS OF SERVICE

Unless otherwise directed, train and engine crew members must not exceed 11 hours and 59 minutes on duty.

(bjd,WP,DOC:GenInstr,p1)

## **T. TIMESLIPS AND PAYROLL**

No time or wages are to be entered on timeslips or payrolls except for work actually performed and only by the person whose name appears thereon.

### **1: BULLETIN ORDERS/DIVISION NOTICES**

Changes or modifications to the NORAC Rule Book or Timetable and other information affecting main track movements will initially be issued by Bulletin Order. A Summary Bulletin Order will be effective on the first and third Sundays of each month and will incorporate all pertinent information contained on Bulletins produced since the last Summary Bulletin Order was issued. Employees must have a current Bulletin Order Summary with them while on duty. Bulletin Order numbers will be prefixed by the number of the current timetable such as 3-001, 3-002, etc. Summary Bulletin Orders will include the letter "S" to the left of the next Bulletin Order Number such as 3-S035, 3-S038, etc. Bulletin Orders and Summary Bulletin Orders will be issued over the name of the Vice President of Operations.

Division Notices will be numbered in sequential order beginning with No. 1. Employees will not be required to carry Division Notices. A Division Notice Summary will be issued when necessary to remove Division Notices no longer in effect. Employees will not be required to carry Division Notice Summaries. Division Notices and Division Notice Summaries will be issued over the name of Vice President of Operations.

### **2: CHANGE OF TIME**

On the first Sunday of April at 0201, employees must advance their watches to show 0301.

On the last Sunday of October at 0201, employees must turn their watches back to show 0101.

If possible, employees must set their watches to compare with a Standard Clock which has been changed to conform with the corrected EASTERN TIME.

### **20: ENGINE BELLS**

In the application of Rule 20, when a train is approaching a public crossing at grade the engine bell must be sounded at least 1000 feet in advance of the crossing and continue to be sounded until the engine passes the crossing.

(bjd,WP,DOC:GenInstr,p2)

### **93: YARD LIMITS**

The use of the term Passenger Trains in Rule 93 will not be construed to mean "Schedule Train" as defined by the definition. Passenger Trains and equipment will be operated, relative to their movements within yard limits, the same as an extra train.

### **94: MOVEMENT OF TRAINS**

Engineer or Conductor of every train or engine must transmit the name of every interlocking signal over the assigned radio frequency prior to passing same. It will not be necessary to "tone in" the dispatcher's wayside radios for this purpose.

Example: Extra 2666 West is approaching a red over green over red signal at Stark. Radio transmission would be: "W&LE Extra 2666 ... medium clear Stark ... out."

### **97: SPEEDS ON RUNNING TRACKS AND OTHER THAN MAIN TRACKS**

Except as provided in Special Instruction 175 for a particular route, all movements on Running Tracks and on Other Than Main Tracks must be made in accordance with the requirements of Restricted Speed not exceeding 10 mph.

### **101: LOADED AUTOMOBILE RACK CARS**

Loaded automobile rack cars must not be flat switched; they must be shoved to rest and coupled at a speed not exceeding 3 mph.

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## 119: EQUIPMENT RESTRICTIONS

### CAR REPAIR

Red "Bad Order" tags affixed to the sides of a car indicate that the car must not be moved from the yard, siding, industry or interchange point.

White "Home Shop" tags affixed to the sides of a car indicate that the car may be moved to the nearest repair point; said point will be shown on the tag. Under no condition may a car displaying "Home Shop" tags be moved beyond the point shown on the "Home Shop" tag.

### OPEN-TOP DIMENSIONAL SHIPMENTS

Open top cars carrying over dimensional shipments may not be moved without a Dimensional Shipment Clearance Form stating its size and being affixed to both the car and the movement waybill. Such cars received at an intermediate station or interchange point may be moved by authority of the Vice President of Operations but only to the first forward location where a Dimensional Shipment Clearance Form can be applied to the car and movement waybill by WLE Railway personnel.

### CARS EXCEEDING PLATE "C"

Cars exceeding 15 feet, 6 inches in height will be identified by the words: "EXCEEDS PLATE C" or "THIS CAR EXCESS HEIGHT -- NO RUNNING BOARDS" stencilled on both sides of the car. Cars built to 15 feet 6 inches will be stencilled "PLATE C". Equipment stencilled as shown above and which is restricted from certain portions of the railroad will be shown under Special Instruction 119.

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## MULTIPLE AXLE CARS

Cars with 10 axles or more must not be moved loaded or empty without authority of the Vice President of Operations. Cars with 12 axles which are to be handled in normal service must be moved on the rear of a train not exceeding 100 cars in length whether loaded or empty. There are no special speed restrictions on empty multiple axle equipment. Loaded multiple axle equipment is restricted as follows:

Axles	MPH
16 or more axles and the PNRX202 or APWX 1004 . . . . .	25
12 and 14 axles . . . . .	30
8 and 10 axles . . . . .	35

## SPECIAL CAR PLACEMENT RESTRICTIONS

Two (2) axle scale test cars are to be handled as the second rear car when moving from point to point. Said cars are restricted to 30 mph and may not be coupled to other cars exceeding 50 feet in length. Four (4) axle scale test cars are restricted as shown above but may be handled toward the head or rear of a train when moving between points. Both types of scale test cars must be shoved to rest.

## WELDED RAIL TRAINS

Welded Rail Trains will not be handled without authority of the Vice President of Operations.

## FLAT CAR, AUTO RACK PLACEMENT

Empty automobile rack cars, flat cars, and center beam cars which are not fully loaded and are 85 feet or longer may not be handled ahead of more than 5300 tons.

## MAXIMUM CAR WEIGHTS

Except when a lower weight is designated in Special Instruction 119 for a particular line or branch, the maximum weight of each car and the lading must not exceed 315,000 pounds.

If the weight of a car and the lading exceeds 315,000 pounds, it must not be moved unless it is accompanied by clearance papers.

## ENGINE RESTRICTIONS

The use of 6 axle locomotives in certain areas and on designated lines or branches is restricted. Said restrictions will be shown under Special Instruction 119.

## REPORTING DEFECTS

In addition to WLE Form 2A being completed daily for each locomotive unit showing thereon all defects noted by the engineer, engineers will, before going off duty, report any defect or problem which may have developed with the locomotive (s) in the following manner:

Call 1-800-837-7245 EX 1304

When requested, enter mailbox No. 5626 (loco) state:

- o Your Name
- o Engine Number (s)
- o Detailed description of the problem or defect

Employees at outlying points will arrange to insure that WLE form 2A for each unit is mailed to the Manager Motive Power, Brewster, on a daily basis.

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## HAZARDOUS MATERIALS FORM HM-100

Prior to departing from terminals, the conductor and engineer must be in possession of Hazardous Material Form HM-100.

The top portion of the HM-100 designates the position in the train of loaded cars placarded "Explosive A" and/or "Poison Gas". The bottom portion designates the position in the train of the remaining categories of Hazardous materials. When there are no loaded placarded cars to report in the top and/or bottom portion of the HM-100, "Nil" must be written on the appropriate portion (s).

The conductor and engineer must update the HM-100 as Hazardous Material cars are added to or set off from the train. The updated HM-100 must be passed on to the relieving crew.

A placarded car, either loaded or empty, must have a document accompanying the move. The document must contain a complete description of the contents.

When receiving a train in interchange from a foreign railroad, the Hazardous Material Form used by that railroad may be accepted and used in lieu of Form "HM 100".

Tank cars placarded "Residue" are empty and do not have to be shown on the HM-100. The positioning in a train of cars placarded "Residue" is the same as empty placarded tank cars.

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**POSITION IN TRAIN OF  
PLACARDED CARS  
CONTAINING HAZARDOUS  
MATERIALS**

Hazardous Materials  
Chart.

Code—"X" indicates  
applicable restriction

RESTRICTIONS		Cars placarded Explosives "A"	Cars placarded Poison Gas	Cars placarded Radioactive	Loaded tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W	Cars placarded Combustible	Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W-Poison Gas	Loaded cars other tank cars placarded Dangerous-Corrosive-Flammable Solid-Oxidizer-Organic Peroxide-Chlorine-Flammable Gas-Non-Flammable Gas-Poison-Oxygen-Flammable Solid W-Flammable Explosive "G"
MUST	Must not be nearer than the sixth car from the engine or occupied caboose	X	X		X			
	When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	X	X		X			
	Engine	X	X	X	X		X	
	Loaded flat car (1)	X	X		(2)			
	Open top car (3)	X	X		X			
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	X	X		X			
	Car containing lighted heaters, stoves or lantern	X	X		X			
	Occupied car	(4)	(4)		X			
	Occupied caboose	(4)	(4)	X	X	X	X	X
	Explosives 'A'		X	X	X			
NOT	Poison Gas	X		X	X			
	Radioactive	X	X		X			
	Undeveloped film			X				
	Any loaded placarded car (other than combustible)	X	X	X				
NEXT	<b>NO RESTRICTIONS</b>							
TO								

\*\*\*NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

- (1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (4) A rail car placarded "EXPLOSIVES 'A' or POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by guards or technical escorts. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A' placards."



## 104: HAND OPERATED SWITCHES PROVIDING ACCESS TO MAIN TRACK

A hand operated switch providing access to a main track may be left in other than normal position when authorized by Form D line 13, to "Leave the switch (or crossover switch) at \_\_\_\_\_ (location) in reverse position". The dispatcher is responsible for the protection of the switch until it is returned to normal position. A movement must not be authorized in the direction of the misaligned switch until receiving a Form D line 13 stating "Switch (or crossover switch) at \_\_\_\_\_ (location) in reverse position, return to normal (or leave in reverse position)". When the switch is returned to normal position the dispatcher must be notified. The dispatcher must make a written entry in red ink on Form D, which contained the original instructions to leave the switch in reverse position of:

1. The number of the Form D which contained the instruction "return to normal".
2. Time switch returned to normal position.
3. Name of employee.

## 133: PROTECTION OF OUT OF SERVICE TRACK

When a track is out of service for maintenance by Form D Line 4 and the work is to be suspended, but the track must remain out of service to protect equipment or track conditions, the train dispatcher must insure that blocking device protection remains applied. The Form D, Line 4, must then be cancelled. No further movements shall be permitted or maintenance performed on affected track until Form D, Line 4, is again issued to a qualified Foreman.

## 136/707: EMERGENCY RADIO TRANSMISSION

In the application of Rule 136 and Rule 707 when an emergency radio transmission is required at any location West of Yeomens the broadcast must be made initially on train to train frequency and immediately re-transmitted on the appropriate NS dispatchers frequency.

## **138: PUBLIC CROSSINGS AT GRADE**

### **AUTOMATIC CROSSING PROTECTION**

The activation point for the operation of automatic crossing protection is designated by a post displaying the symbol X/C.

Highway crossings at grade protected by automatic crossing protection that may require an employee to protect train movement over said crossing account rusty rail conditions will be shown on the Temporary Speed Restriction Summary (TSR) under the affected branch or running track.

### **PROVIDING PROTECTION**

At crossings where it is necessary for a crew member to provide protection, the train must stop at least 50 feet short of the crossing until the protection is provided.

### **OBSTRUCTING CROSSINGS**

Trains must not stop on Public Crossing(s) at Grade for more than five consecutive minutes. The conductor is responsible to see that the train is cut to clear the crossing(s) if it is necessary to remain longer.

### **AUTOMATIC CROSSING PROTECTION RUNNING TRACKS, YARD TRACKS, INDUSTRIAL TRACKS**

The location and operation of automatic crossing protection on Running Tracks, Yard Tracks and Industrial Tracks are part of the physical characteristics of the railroad and new installations or changes will be made effective by Bulletin Order.

### **YARD TRACKS, INDUSTRIAL TRACKS**

Crew members must provide protection at all Yard and Industrial Track crossings not protected by automatic crossing protection.

## 175: TEMPORARY SPEED RESTRICTION SUMMARY

Temporary speed restrictions will be issued by Temporary Speed Restriction Summary (TSR) on a daily basis effective at 2359 each Monday through Friday. The summary issued on Friday will remain in effect until 2359 Monday. The summary issued on the day before a holiday remains in effect until 2359 on the first weekday after the holiday.

Temporary Speed Restriction Summaries must be obtained by the conductor and engineer before entering the Main Track or taking charge of a train. The summary is transferable from one crew to another. If a crew is relieved, the summary must be left in the operating compartment of the controlling engine for use by the new crew. When a restriction develops after the summary takes effect the dispatcher must issue Form D Line 1 authority.

Conductors and engineers of trains enroute at 2359 will be governed by the Temporary Speed Restriction Summary in their possession and must obtain a current summary at the next forward location where one is available.

Crews reporting for duty at a location where a current summary is not available must communicate with the dispatcher for the purpose of determining the temporary speed restrictions affecting the movement of their train and must obtain a current summary at the next forward location where one is available.

## HARMONIC ROCKING

Except on ascending grades or on welded rail, if, for any reason, a freight train cannot maintain a speed of 25 mph or more, immediate action must be taken to reduce the speed of the train to 10 mph or less.

If a speed between 25 mph and 10 mph is authorized by Special Instruction 175 for a particular route, the speed authorized by Special Instruction will govern.

A train with an overdimension load must come to a complete stop when being passed by another train. The stop must be made as soon as practicable consistent with safety and good train handling techniques. The train must remain stopped until the passing train has passed.

This rule does not nullify any specific instructions pertaining to individual cars.

## SPEED INDICATORS

Engineers operating engines in Road Service are required by Federal Regulations to check the accuracy of the speed indicator on the leading engine by the use of mileposts, watches and the Timetable Speed Table. the check must be done as soon as possible after departure from the initial terminal. In accordance with this requirement, "measured miles", designated by a sign showing "Begin Measured Mile" and "End Measured Mile" have been established at various locations and are designated in Special Instruction 175 under "SPEED INDICATORS".

A record of inaccuracies of +/-3 mph for speeds between 10 and 30 mph and of inaccuracies of +/-5 mph for speeds above 30 mph must be made on the Engine Work Report.

If a lead engine which is not equipped with an operative speed indicator is dispatched from a terminal, a speed restriction of 20 mph will apply. In the circumstance where the speed indicator on the leading engine fails enroute, the train may be operated at Normal Speed to the final terminal.

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(bjd,WP,DOC:GenInstr,p11)

## 240: NUMBERING OF TRACKS, TRACK ASSIGNMENTS AND METHOD OF OPERATION

### COLUMN EXPLANATIONS:

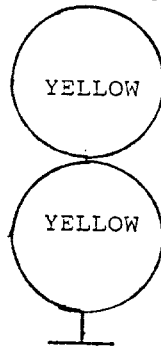
- X:** Indicates Method of Operation
- 261:** Automatic Block Signal System Rules in effect for movements in both directions.
- 251:** Automatic Block Signal System Rules in effect for movements with the current of traffic. VCS Rules in effect for movement against the current of traffic.
- VCS:** Voice Control System Rules in effect for both directions (Rules 400 through 405)

## 241: STOP SIGNAL, BLOCKING DEVICES

In addition to the requirement of paragraph (A) Item 3 of Rule 241, blocking devices must be applied to the switch levers of the interlocking at which the movement is authorized to pass the stop signal.

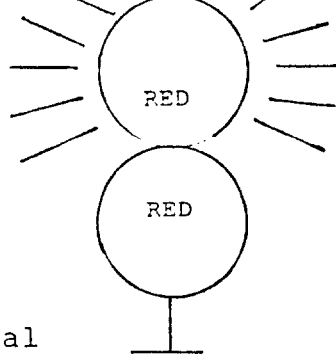
## 278: NONCONFORMING ASPECTS

The following block and interlocking signal aspects are used by the WLE and do not conform to those shown in the NORAC Rules 279 through 297c.



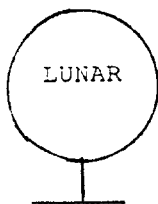
**Name:** Advance Approach

**Indication:** (See Rule Book)



Name: Switching Signal

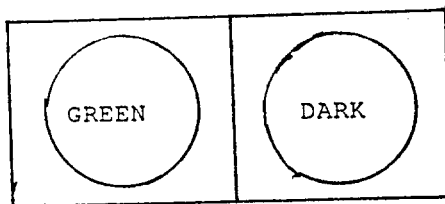
Indication: Movements may pass signal at restricted speed but must not depart switching location until permission of the train dispatcher has been obtained or a more permissive signal indication has been displayed.



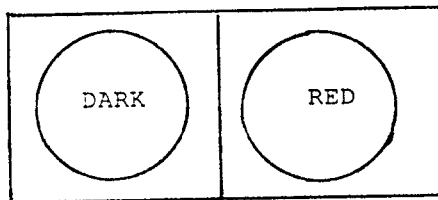
Name: Routing Signal

Indication: Norwalk - Permissive signal at Norwalk East  
 Wandle - Permissive signal at Wandle  
 Justus - Lined for scale; when flashing, lined for switching lead.

### 298: SPRING SWITCH INDICATORS



Indication: Spring switch is normal proceed.



Indication: Spring switch opened or reversed; insure points are closed and desired route is lined before proceeding.

## 400: LIMITS OF FORM D AUTHORITY

In the application of Rule 400, the extreme switches of designated sidings may be used in establishing the limits of Form D authority.

### IDENTIFYING MILE POST LOCATIONS

When mile posts are used to define the limits of a Form D authority, the MP must be prefixed by a letter designation indicating the particular line or branch over which the authority is being issued. The following list will govern:

Line/Branch	Letter Designation
ACY	A
Bellevue	B
(Pitts Jct to Connellsville)	C
Cleveland	No letter used
Georgetown	G
River	R
Saginaw	S
Valley	V

## 503: RECREW OF EXTRA TRAINS IN ABS TERRITORY

Except in VCS territory outside yard limits, when extra trains are recreated between interlockings or controlled points in ABS territory, the new crew must not move the train until a Form D line thirteen (13) stating "May leave \_\_\_\_\_ (location)" has been received from the dispatcher. The train may then proceed at restricted speed to the next signal.

## 505: RE-ENTERING A BLOCK IN 261 TERRITORY

Where Rule 261 is in effect the Train Dispatcher will issue Form D Line 2 "Both" in lieu of verbal permission to re-enter a block. Form D Line 2 "Both" will indicate "exclusive occupancy". All other information contained in Rule 505 will apply.

## 612: SWITCHING THROUGH INTERLOCKING LIMITS

When switching is to be done over a dual control switch, the switch may be operated manually by a member of the crew after permission has been received from the train dispatcher. Before switching begins, Form D Line 4 must be issued to the crew stating the necessary limits needed to insure that the interlocking has become an intermediate point. The limits must be protected by the train dispatcher using PBD on the switch(es) at the interlocking where switching is to take place and on the signals governing movement from any direction toward the Line 4 limits. All movement within the Line 4 limits will be at restricted speed. Interlocking signal indication within the Line 4 limits will be considered suspended and all movement within the Line 4 limits will be directed by the conductor to whom the Line 4 was issued. Track car movements are prohibited from the Line 4 limits. Before the Line 4 is cancelled, all switches and derails must be in normal position and locked. Dual control switch(es) must be left lined for the route last used before the Line 4 was issued and no train movements are to be made away from the Line 4 limits without train dispatcher's permission or a permissive signal indication on an interlocking or C.P. signal.

## 700: BASE STATIONS

The following locations are equipped with base stations which provide for communication on the designated channel during the specified time periods:

Location	Hours Attended	Channel
Hartland Yard Office	0800-1730 Mon-Fri	1
Akron Yard Office	2200-1600 Sun-Fri 0700-1500 Sat	1
Gambrinus Yard Office	Continuously Mon-Fri 0600-1400 Sat	1
Train Dispatcher's Office	Continuously	1
Rook Yard Office	0800-1730 Mon-Fri	1

## RADIO ACCESS CODE TONES

When necessary to talk with the WLE train dispatcher field personnel must open a wayside transmitter by using the keyboard mounted on the front of many portable radios. The appropriate number to press and hold depressed for three (3) seconds while keeping the transmit button activated depends on the employee's location. The following chart indicates a location and both the appropriate keyboard number as well as the corresponding acousticouple access code number to be used when required. a tone back will indicate that the train dispatcher's radio has been opened and that conversation may begin as prescribed by Rule 706.

Location	Keyboard	Acousti-Couple
Carey	8	3
New Washington	8	3
Spencer	5	2
Boneta	8	3
Akron	5	2
Falls Jct	0	4
Hartland	2	1
Wellington	0	4
Creston	2	1
Brewster	5	2
Canton	8	3
Sherrodsville	2	1
Pittsburgh Jct	0	4
Smithfield	8	3
Harrisville	2	1
Warrenton	0	4
Mingo Jct	5	2
Hickory	8	3
Rook	5	2
Longview	8	3

### 702: RADIOS ON ENGINES

When starting engines, MAKE SURE THE RADIO MAIN SWITCH IS OPEN. This is necessary because the radio power unit is connected to the engine battery circuit. Extensive damage will result if the radio main switch is not open while the engine is being started.

715: TELEPHONE NUMBERS

Location	Number
WLE system computer operator	(216) 767-3401 or (800) 837-7245
Crew Dispatcher	(800) 837-5622
Train Dispatcher-Brewster	(800) 837-3477
NS Rte 4 Control Station	(419) 483-1848
NS Trainmaster Bellevue Yard	(419) 483-1852
NS Ft. Wayne Train Dispatcher	(219) 493-5454
Akron	(216) 784-5641
Carey	(419) 396-3175
Creston Transfer (Phone Box)	(216) 435-4898
Gambrinus	(216) 477-4556
Hartland	(419) 668-7550
Medina Depot	(216) 722-0502
Mingo	(614) 535-1444
Yorkville	(614) 859-4919
Rook	(412) 279-3163
Spencer Depot	<b>(216) 648-2792</b>
CSXT Jacksonville (Carey)	(904) 381-2126
CSXT Jacksonville (Greenwich-Creston)	(904) 381-2785
CR Indianapolis (Hiles-Wellington)	(317) 267-4265
CR Pittsburgh (Wandle)	(412) 928-7233
CR Cleveland (Harvard)	(412) 928-7186
CSXT VI Tower (Connellsville)	(412) 628-4197

## **807: TRACK CAR MOVEMENTS, INTERLOCKING AND CONTROLLED POINTS**

Track car movements, governed by permissive indication at interlockings or controlled points, must operate at restricted speed.

## **809: SELF PROPELLED RAIL DETECTOR CARS**

The movement of self propelled Rail Detector Cars will be authorized by Line 2 on the Form D and will be governed by the TRACK CAR RULES. When said equipment is operating on the authority of a Line 2 in a specified direction, reverse movements NOT TO EXCEED 500 feet may be made.

Reverse movements MUST NOT BE MADE beyond a point the Rail Detector Car has "called clear" of.

The reverse movement provision applies to Rail Detector Cars only.

## **813: TRACK CAR MOVEMENTS, ABS TERRITORY**

Track cars will not be governed by automatic block signals. Track cars must approach interlocking signals and controlled point signals prepared to stop unless otherwise provided for by Form D Line 2.

When entering ABS territory with a Form D indicating that the track ahead is clear, the track car may operate at normal speed once entire track car is within ABS territory.

## **815: TRACK CAR SPEEDS**

Track cars must be able to stop within one half the range of vision at all times and must approach all hand operated switches prepared to stop until it is ascertained that the switch points are properly lined.

## **905: RECORDING BLOCKING DEVICES**

When blocking devices are required to protect the limits of Form D authority, the train dispatcher need not record individual signal lever numbers, switch numbers and their respective positions. The recording of Panel Blocking Devices will be made as follows:

PBDA 0935

When removing certain PBD's the time and location of when and where each PBD was removed must be shown as follows:

PBDR: Lodi East  
Lodi West at 0940

## ENGINE RESTRICTIONS

The maximum number of axles in an engine consist must not exceed the following:

	<u>Number of Axles</u>
Head End (Pulling) Working	24
Dynamic Brake	20
Dead and/or Isolated	18
Combination-Working and non-working	40
Rear End (Pushing) Working	12

## ISOLATING UNITS

When isolating units to reduce power on line, individual motor circuits on the unit(s) must not be cut out unless the circuit is defective.

## SHORT TIME AMPERAGE AND SPEED RATINGS

Traction motor damage can result through over-heating when traction motor short time ratings are exceeded. The amperage ratings and correlated minimum speeds shown on the short time rating plate located near the amperage meter must be adhered to when operating the engine.

When the engine consist is made up of mixed units, the highest short time rating or continuous rated speed and lowest amperage will govern the movement of the train.

If, upon reaching the prescribed limitations, throttling back will not prevent an overload, the train must be stopped and doubled or extra power added to the train.

## TONNAGE RATINGS PER LOCOMOTIVE UNIT

<b>BELLEVUE LINE</b>			
<b>From</b>	<b>To</b>	<b>GP 35</b>	<b>SD 45</b>
Bellevue	Norwalk	2800	4200
Norwalk	Hartland	2000	2900
Hartland	Brewster	3200	4800
Brewster	Rexford	2400	3600
Pitts Jct	Rook	2700	4000
Rook	Longview	1600	2300
Longview	Chaintown	2000	2900
Chaintown	Connellsville	3700	5500
Connellsville	Chaintown	1400	2000
Chaintown	Longview	1800	2600
Longview	Rook	2200	3300
Rook	Pitts Jct	2700	4000
Pitts Jct	Brewster	3900	5900
Brewster	Bellevue	3700	5600

<b>ACY LINE</b>			
<b>From</b>	<b>To</b>	<b>GP 35</b>	<b>SD 45</b>
Carey	Spencer	3200	4700
Spencer	Brittain	2600	3900
Brittain	Belt Jct	2500	3800
Belt Jct	Spencer	2800	4100
Spencer	New London	2400	3600
New London	Carey	4000	6000

# TONNAGE RATINGS PER LOCOMOTIVE UNIT

CLEVELAND LINE			
From	To	GP 35	SD 45
Campbell	93rd St	1200	
93rd St	Falls Jct	1800	
Falls Jct	Mogadore	2000	
Mogadore	Gambrinus	2400	
Gambrinus	Brewster	2200	3300
Brewster	Gambrinus	2200	3300
Gambrinus	93rd St	3100	
93rd St	Campbell	4000	

**SPECIAL INSTRUCTIONS**

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## SPECIAL INSTRUCTIONS

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## SYMBOLS USED IN SPECIAL INSTRUCTIONS

X .....	CONTROL POINT OR CONTROLLED INTERLOCKING
A .....	AUTOMATIC INTERLOCKING
◇ (OR DIAMOND) ..	RAILROAD CROSSING AT GRADE
(RR NAME) .....	CONNECTION WITH NAMED RAILROAD
H .....	SPEED APPLIES TO LEAD OR HEAD END ONLY, AT LOCATION SHOWN


**Note:** Track charts shown on station pages are not to scale.

TRACK CHART	I N T E R L O C K I N G S	BELLEVUE LINE			
		STATIONS	STATION MILEAGE	SIDING CAPACITY FEET	NOTES
	X	Bellevue (NS)	53.40		1
	X	Yeomans West	54.80	6550	2
	X	Yeomans East	56.10		
	X	Monroeville	59.60		
	X	Norwalk West	63.80	4313	
	X	Norwalk East	64.70		
	X	Huron Jct	66.80		3
	X	Hartland West	72.00	6160	
	X	Hartland East	73.20		
	X	Brighton West	81.40	6891	
	X	Brighton East	82.80		
		Lake Jct	85.70		
	X	Wellington (CR ◊ )	86.85		
	X	Wellington West	86.90	4808	4
	X	Wellington East	87.80		
	X	CP 92	91.60		
	X	Spencer (WLE ◊ )	93.50		
	X	Lodi West	100.40	10060	
	X	Lodi East	102.30		
	X	CP 107 (CSX)	107.30		5
	X	Creston West	108.90	6376	
	X	Creston East	110.10		
	X	Douglas West	114.00	7088	
	X	Douglas East	115.40		
X	Pryor West	120.10	6896		
X	Pryor East	121.50			

TRACK CHART	I N T E R L O C K I N G S	BELLEVUE LINE			
		STATIONS	STATION MILEAGE	SIDING CAPACITY FEET	NOTES
		Orrville Jct (CR)	121.90		
	X	McDowell West	124.40		
	X	McDowell East	125.80		
	X	Stark	132.80		6
		Brewster	135.00		
		Baymere	136.70		
	A	Justus (RJ Corman ◇)	136.90		
		Zanes (OHCR )	137.40		7
	X	Harmon (Cleveland Line)	137.80		
		Jct 138	138.00		8
	X	Lonas	139.10		9
	X	Bolivar West	144.60		
	X	Bolivar East	145.40		
	X	Valley Jct West	150.30		
	X	Valley Jct East	151.40		
	X	NewCum West	155.10	11015	
	X	NewCum East	157.20		
	X	Conotton West	169.90	6666	
	X	Conotton East	171.20		
	X	Jewett West	177.70	8727	
	X	Jewett East	179.30		
	X	Pittsburgh Jct (Valley Br)	183.40		10
	X	Wayco West (OHI-Rail)	C107.50	7029	
X	Wayco East	C106.20			
X	Smithfield	C 98.90			
X	CP 93	C 92.80			

(bjd,WP,DOC:Operate1,p2)

TRACK CHART	I N T E R L O C K I N G S	BELLEVUE LINE			
		STATIONS	STATION MILEAGE	SIDING CAPACITY FEET	NOTES
		Mingo Jct (River Br)	C 91.00		
	X	Bell Jct	C 87.00		
	X	Avella West	C 82.50	8017	
	X	Avella East	C 81.00		
	X	Hickory West	C 73.30	6770	
	X	Hickory East	C 72.10		
	X	Gladden West	C 64.20	6936	
	X	Gladden East	C 62.70		
	X	CP 59	C 59.40		
	X	Chestnut Street	C 56.75		11
	X	Rook	C 55.15		
	X	Kelley West	C 54.20		
	X	Kelley East	C 53.00		
		West Belt Jct	C 52.60		12
	X	West Liberty	C 51.80		
	X	Castle West	C 48.80	5111	
	X	Castle East	C 47.80		
	X	Longview (Mifflin Br)	C 45.90		
	X	Bruceton (CSX)	C 43.30	2704	13
	X	Pierce (Clairton Br)	C 39.90		14
	Gastonsville	C 38.90			
	Mingo Creek Bridge	C 33.67			
	Sudan Bridge	C 30.12			
	Maple	C 27.50			
	Speers Ind. Pk.	C 23.90			
	Monessen	C 20.82	5821	15,16	

TRACK CHART	I N T E R L O C K I N G S	BELLEVUE LINE			
		STATIONS	SIDING CAPACITY FEET	STATION MILEAGE	NOTES
		Rehoboth Spur		C 19.75	
		BTU		C 14.50	
		Norris Tunnel		C 12.85	
		Chaintown	3984	C 7.50	17
	X	Connellsville (CSXT)		C 0.00	

**THE DIRECTION BELLEVUE TO CONNELLSVILLE IS EAST**

- Note 1:** See General Special Instruction N on Page 1 concerning WLE crews operating on NS territory.
- Note 2:** Lake Shore Connection hand throw switch is located on the siding and provides access to and from the NS Sandusky District.
- Note 3:** See Special Instruction 97 concerning Huron running track.
- Note 4:** CR-WLE Interchange Track (transfer) is located between Wellington and Wellington West and is electrically locked.
- Note 5:** Connection switch with CSXT is electrically locked and located between CP107 and Creston West. Switch is facing point when headed west.
- Note 6:** See Special Instruction 97 concerning Brewster Running Track.
- Note 7:** Ohio Central connection switch with the WLE Ry.
- Note 8:** See Special Instruction 97 concerning Circle Running Track
- Note 9:** See Special Instruction 97 concerning Lonas Running Track.

- Note 10:** Mileage shown between Pittsburgh Jct and Connellsville is distance from Connellsville. The letter "C" must prefix the mileage when mileage is used in speed restriction or other written authority between Pittsburgh Jct and Connellsville.
- Note 11:** See Special Instruction 97 concerning Rook Running Track. Chestnut Street is a westward CP signal only.
- Note 12:** See Special Instruction 97 concerning West End Running Track.
- Note 13:** Westward movements at Bruceton will be with signal indication. Spring Switch Rule 105a will apply.
- Note 14:** Rule 401 applies to westward trains approaching Pierce.  
  
Rule 600 applies to eastward trains at Pierce and does not convey authority or track occupancy east of Pierce on the Bellevue main line.
- Note 15:** Monessen Spur connects Monessen Coke Works with Monessen Siding.
- Note 16:** East end of Monessen Siding is equipped with a spring switch. Rule 105a applies.
- Note 17:** Both ends of Chaintown Siding are equipped with spring switches. Rule 105a applies.

**1: BULLETIN BOARDS**

Standard Clocks, Bulletin Boards, General Orders and TSR's are located as follows:

Hartland . . . . .	Terminal Mgr's Office
Brewster . . . . .	Crew Dispatcher's Office
. . . . .	Diesel Service Track
Rook . . . . .	Yard Office

**72: AUTOMATIC EQUIPMENT DETECTORS:**

When a defective equipment detector indicates a possible defect in a train, the train will be stopped for inspection. Unless notified by the train dispatcher to stop sooner, the train will be stopped either by the display of a stop indication or by the display of a red light on the governing "Inspect Train" signal. An inspection of both sides of the car or cars will be made and if no defect is observed, the next five cars on either side of the suspect car will be inspected. The train dispatcher will be notified as to the results of said inspection before the train departs the inspection point.

Automatic Equipment Detectors are located at the following locations and will scan train in either direction.

Clarksfield	mileage	77.70
Pawnee	MP	97
Snively	mileage	130.50
Rocket	mileage	143.10
Leesville	mileage	164.30
Hopedale	mileage	C108.80

### 93: YARD LIMITS

<b>Between</b>	<b>And</b>
Baymere	Zanes

### 95: RAILROAD CROSSINGS AT GRADE:

#### WELLINGTON

Signals are locked out by Conrail. WLE and CR Train Dispatchers will confer and when the lock out feature has been removed, the WLE Train Dispatcher will display the appropriate signal for WLE train movement.

#### SPENCER

Signals are controlled by the WLE Train Dispatcher at Brewster.

#### JUSTUS

#### AUTOMATIC INTERLOCKING

Signal will automatically activate if Corman Rwy is not in the BLOCK governed by their distant signal. Signal will automatically activate for any Corman movement when there is no WLE train movements in the BLOCK governed by our distant signals.

When signal fails to display permissive indication activate timer located in box at southwest corner of diamond; after timer has stopped, proceed into crossing, reset timer, secure box and proceed.

(bjd,WP,DOC:Operate1,p6)

## 97: RUNNING TRACKS

### HURON

The Huron Running Track extends from Huron Jct to MP 2. All movement on this track will be at restricted speed after receiving permission either verbally or by signal indication from the WLE Train Dispatcher.

### BREWSTER

The Brewster Running Track extends from Stark to Harmon and was previously referred to as the "Westbound Runner". All movements on this track will be at restricted speed not exceeding 20 mph after receiving permission from the Gambrinus Terminal Manager.

### LONAS

The Lonas Running Track extends from Harmon to Lonas and was previously referred to as the "Westbound". All movements on this track will be at restricted speed not exceeding 20 mph after receiving permission either verbally or by signal indication from the Train Dispatcher.

### CIRCLE

The Circle Running Track extends from Jct 138 on the Lonas Running Track to Vental on the Cleveland Line. All movements will be at restricted speed after receiving permission from the Train Dispatcher.

### ROOK

The Rook Running Track extends from the control point at Chestnut Street (mileage 56.75) to the interlocking at Rook. The Running Track between the hand throw switch at the west end of Rook yard proper and Rook is the former eastbound main track. All movement on the Rook Running Track will be at restricted speed. Permission to use the Rook Running Track will be conveyed either verbally or in writing by Rook Transportation Supervisors. Rook Transportation Supervisor will advise the Train Dispatcher of the condition and any pertinent instructions concerning said track before leaving Rook for the night.

### SHARON INDUSTRIAL TRACKS

The Sharon Industrial Track is in service. The Sharon Industrial Track is a yard track and all movements must be made at restricted speed not exceeding 10 mph. Hand throw switch at mileage C 48.50, serving Childs, Inc. has been permanently retired from service. Hand throw switch at the West End of Track 2 in Clairton Yard is in service. Track 2 is also in service in its entirety.

## WEST END

The West End Running Track extends from West Belt Jct to the connection switch with the PLE Railroad. All movements on this track will be made at restricted speed, not to exceed 5 mph between mileage 1.40 and connection switch, after receiving permission from a Rook transportation supervisor.

### 119: EQUIPMENT RESTRICTIONS

- A) Movement of six (6) axle units is prohibited when using the corner toward all tracks south of track 18 Brewster Yard or visa-versa.
- B) The West End Running Track extends from West Belt Jct to the connection switch with the PLE Railroad. All movements on this track will be made at restricted speed, not to exceed 5 mph between mileage 1.40 and connection switch, after receiving permission from a Rook transportation supervisor.

(INTENTIONALLY LEFT BLANK)

138: LOCATION, TYPE OF PROTECTION AND NAME OF PUBLIC CROSSINGS AT GRADE

X = Type of protection provided  
 B = Bells  
 A = Automatic flashers  
 AG = Automatic flashers and gates  
 CB = Cross Bucks  
 MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
YEOMANS	Prairie Rd	54.51				X	
	Bauer Road	54.90	X	X			
	Route 4	55.50	X	X			X
	CR 30	55.73				X	
	CR 23	56.17				X	
	CR 40	57.14				X	
Monroeville	Twp 27	58.71				X	
	Route 547	60.25	X		X		X
	Jackson St	60.43				X	
	Route 99	60.50	X	X			
	Perv-Center Rd	MP 61		X			
	Twp 115	62.50				X	
Norwalk	Northwest St.	64.10	X		X		X
	No. Pleasant St	64.60	X		X		X
	Newton-Jefferson	64.70		X			
	Benedict Ave.	65.30	X		X		X
	Woodlawn	65.67	X	X			
	Corwin-Pine	65.80		X			
	Old State Rd	66.59	X		X		X
	Twp 51	69.46				X	
Hartland	Twp 159	70.92				X	
	Twp 201	71.29				X	
	CR 158	72.24				X	
Clarksfield	CR 106	75.03				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Clarksfield	Fitchville River Rd	75.76	X		X		X
	Wentz Rd	75.85				X	
	Twp 182	77.78				X	
	Twp 183	78.84				X	
	Butler Rd	79.72				X	
Brighton	Gore-Orphanage Rd	80.75				X	
	SR 511	82.02	X		X		X
Wellington	Quarry Rd	84.37				X	
	Pitts Rd	85.71				X	
	Fairgrounds St	86.33				X	
	Gas St	86.54				X	
	Erie St	86.77				X	
	Prospect St	87.13				X	
	SR 58	87.36			X		
	Jones Rd	88.37				X	
	Nawlcy Rd	88.91				X	
	West Rd	89.92				X	
Spencer	CR 26	91.06				X	
	TR 87	92.09				X	
	CR 36	92.27				X	
	Route 301	93.50	X	X			
	Route 162	93.90	X	X			
	Twp 68	95.19				X	
	Twp 27	95.71				X	
	CR 84	96.93				X	
	CR 28	97.00				X	
	Twp 176	97.40				X	
CR 29	98.72				X		
Lodi	Twp 102	99.20				X	
	CR 69	100.03				X	
	SR 421	101.03				X	
	Bank St	101.10	X		X		X
	Broadway	101.20	X		X		X
	Harris St	101.29				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Lodi	Railroad St	101.34				X	
	Route 83	102.60	X	X			
	TR 46	103.00				X	
	CR 91	104.76				X	
Creston	CR 35	105.06				X	
	CR 15	105.94				X	
	CR 70	108.30				X	
	Alley	108.51				X	
	Main St	108.60	X		X		
	Brooklyn	108.84				X	
	Route 504	110.50		X			
	CR 504	110.56				X	
	SR 604	111.58	X	X			
Douglas	Twp 108	112.60				X	
	CR 48	113.65				X	
	CR 27	114.50				X	
Smithville	CR 73	115.70				X	
	Twp 221	115.72				X	
	Twp 78	116.14				X	
	Route 585	117.10	X		X		X
	Twp 226	117.70				X	
	CR 44	117.90				X	
	CR 502	118.02	X		X		X
	Twp 335	118.75				X	
	Twp 216	119.15				X	
	CR 29	119.40				X	
	Twp 216	120.10				X	
	Twp 145	120.60				X	
Orrville	Elm St	122.12				X	
	Route 57	123.10	X	X			
	Twp 129	123.65				X	
	Twp 137	124.37				X	
	Twp 131	126.30				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Dalton	CR 98	127.25				X	
	Twp 134	128.15				X	
	CR 97	128.40				X	
	Twp 433	128.50				X	
	Route 94	129.20	X		X		X
	CR 188	130.30				X	
	CR 105	130.50				X	
	CR 424	132.37				X	
	Twp 314	133.85				X	
Brewster	Twp 322	136.70				X	
	Pigeon Run Rd	MP 137	X		X		X
Harmon	Twp 303	138.75				X	
	Twp 298	142.40				X	
	CR 157	144.40				X	
Bolivar	Route 102	MP 145	X	X			
	CR 99	145.30				X	
Zoar	Route 387	148.50	X	X			
Zoarville	Route 106	MP 150		X			
New Cumberland	SR 212	151.79				X	
	CR 109	153.20				X	
	Twp 299	155.85				X	
	CR 86 & 88	156.20				X	
	CR 92	159.70				X	
	CR 92	160.45				X	
Sherrodsville	Route 39	162.30	X	X			
	Twp 111	163.20				X	
Leesville	Route 212	164.50	X	X			
	CR 22	165.70				X	
Bowerston	Route 151		X	X			X
Conotton	Route 25			X			
Scio	East Port Rd	MP 174	X		X		X
	Main Street	174.50	X	X			X
	Twp 237	175.47				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Jewett	CR 50	178.20				X	
	Center St	179.60	X	X			
	Cadis St	179.70	X	X			
Louise	Main St	C88.80	X	X			
Penowa	Ponawa	C85.60		X			X
Avella	Browntown Rd	C82.65	X	X			
Rea	Route 50	C78.30	X	X			
Woodrow	Woodrow Rd	C76.50	X	X			
Hickory	Caldwell Rd	C75.30	X	X			
	Fort Cherry Rd	MP C72	X	X			
	Southview Rd	70.40	X	X			
Gladden	Millers Run Rd	64.50		X			X
	Millers Run Rd	64.30	X		X		X
Bridgeville	Murray Ave	60.60	X		X		X
	Beram St.	60.10	X	X			
Castle Shannon	Chestnut St	47.80	X	X			
	Ridgeway Dr	46.30				X	
South Park	Willis Rd	44.80	X	X			
Bruceton	Railroad St	42.70				X	
Gastonville	Private Rd	36.70				X	
	Broglie Crossing	36.50				X	
Froman Coal Bluff	Driveway	35.80				X	
	Nozzles	34.80				X	
Washington Co.	Mad Dog	31.60				X	
Speers	Power Line	24.10				X	
Bell Vernon	State Rd	22.80	X	X			
	Finley Rd (Rehoboth Spur)	19.80	X	X			
Perryopolis	Dorr Rd	14.50	X	X			
Upper Tyrone	Mennonite	6.80				X	
Connellsville	Bellview Rd	3.20	X	X			
Frick	Pig Pen	1.70				X	

**175: SPEEDS**

Location and Conditions	MPH
<b>Between:</b> Bellevue and Mileage C103.50 .....	40
<b>Except:</b>	<u>MPH</u>
Curves Mileage 60.5 - 60.9 .....	30
Curves Mileage 64.6 - 65.3 .....	25
Curves Mileage 86.5 - 86.6 .....	25
Diamond: Spencer .....	25
Brewster MP 136.0 to MP 137.0 .....	20
Curves Mileage 181.7 - C111.0 .....	30
<b>Between:</b> Mileage C103.50 and Chestnut St .....	30
Rook and Connellsville .....	25
<b>Except:</b> MP C2.0 and Connellsville .....	10

**MEASURED MILES  
SPEED INDICATORS**

Between	Area
MP 60 and MP 61 MP 61 and MP 62	Monroeville
MP 130 and MP 131	Brewster
MP 150 and MP 151	Valley Jct

## 240: METHOD OF OPERATION

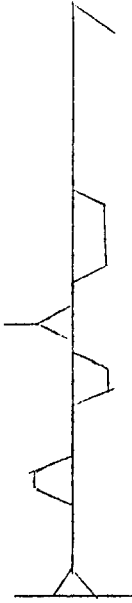
Between	And	Track	251	261	VCS	Note
mileage 54.7	Stark	Single		X		1
Stark	Harmon	Single			X	
Harmon	Lonas	Single		X		2
Harmon	Lonas	Running Track		X		2
Lonas	Chestnut St	Single		X		3
Rook	Pierce	Single		X		
Pierce	Connellsville	Single			X	

**Note 1:** See Special Instruction 97 concerning Brewster Running Track.

**Note 2:** See Special Instruction 97 concerning Lonas Running Track.

**Note 3:** See Special Instruction 97 concerning Rook Running Track.

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TRACK CHART	I N T E R L O C K I N G S	VALLEY BRANCH		
		STATIONS	DISTANCE FROM TOLEDO	NOTES
	X	Pittsburgh Jct (Bellevue Line)	183.40	
	X	CP Rex	184.10	
	X	CP Ford	184.85	
	X	CP Ken	189.40	1
	X	CP Wood	189.90	
	X	CP 192	192.20	2
		Coal Jct (Georgetown Br)	192.40	
		Adena	192.70	3
		Herrick	195.40	
		Dillonvale	199.50	
		Connor	203.90	
		Warrenton	205.50	

THE DIRECTION PITTSBURGH JCT TO WARRENTON IS EAST

Note 1: The siding which extends between CP Ken and CP Wood is 2826 feet long.

Note 2: CP 192 is a CP point governing westward moves only.

Note 3: Rule 508 applies.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
CP 192	MP 194
MP 205	Warrenton

## 104: NORMAL POSITION OF SWITCHES

The normal position of the hand throw switch at Coal Jct is when lined for the Georgetown Branch.

## 119: EQUIPMENT RESTRICTIONS

- A) Six (6) axle units are prohibited east of Dillonvale.
- B) Cars exceeding Plate "C" are prohibited.
- C) Cars exceeding 263,000 pounds are prohibited.

## 138: PUBLIC CROSSINGS AT GRADE

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
East Cadiz	CR 5	185.50	X	X			
	CR 13	186.20	X	X			
Kenwood	CR 13	189.10				X	
	Twp 79	189.75				X	
	Twp 74	190.56				X	
Adena	CR 6	192.35				X	
	CR 10	192.70				X	
Dillonvale	Dunglen	197.60	X	X			
	Mt Pleasant	198.21	X	X			
	Rte 150 (Main)	199.10	X		X		X
	SR 150	199.19				X	
	Second St	199.30				X	
	Fair St	199.51				X	
	Rhodes St	199.66				X	
	Rhodes St	199.75				X	
Rayland	Rte 150	204.90	X	X			

**175: SPEEDS**

Between	And	MPH
Pittsburgh Jct	MP 195	25
MP 195	Mileage 195.55	10
Mileage 195.55	Warrenton	25

**MEASURED MILES  
SPEED INDICATOR**

Between	Area
MP 190 and MP 189	Kenwood

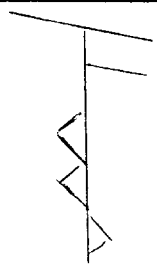
**240: METHOD OF OPERATION**

Between	And	Track	251	261	VCS	Notes
Pittsburg Jct	CP 192	Single		X		
CP 192	Warrenton	Single			X	1

**Note 1:** Automatic Block Signal System in effect between CP 192 and Adena.

**402: VCS SIDINGS**

Locations	Capacity
Adena	1844 feet
Dillonvale	3500 feet

TRACK CHART	GEORGETOWN BRANCH		
	STATION	DISTANCE FROM ADENA	NOTES
	Coal Jct (Valley Br)	0.00/192.40	
	AC/NA Jct (Saginaw Br)	0.60	
	Hanna	3.60	
	Athens	5.30	
	Georgetown (Conrail)	9.80	1

THE DIRECTION COAL JCT TO GEORGETOWN IS EAST

Note 1: See Special Instruction 97 concerning Georgetown Running Track.

## 1: BULLETIN BOARDS

Standard Clocks, Bulletin Boards, General Orders and TSR's are located as follows:

Georgetown . . . . . Yard Office
----------------------------------

## 93: YARD LIMITS

Yard limits are located as follows:

Between	And
MP 8	MP 9

## 104: NORMAL POSITION OF SWITCHES

### COAL JCT

The normal position of the switch at Coal Jct is when lined for the Georgetown Branch.

### AC/NA JCT

The normal position of the switch at AC/NA Jct is when lined for the Georgetown Branch.

(bjd,WP,DOC:Operate2,p13)

## 97: RUNNING TRACK

### GEORGETOWN

The Georgetown Running Track extends from MP9 to Georgetown. All movements will be at restricted speed. No permission is required to occupy this track. Train and engine crews will be governed by the following instructions while performing service at Georgetown:

A) Empty eastward hopper trains will attempt to contact the "Fast Loader" operator when approaching MP8. This will allow CONSOL personnel time to position themselves to inspect hoppers as they are pulled over Mine Road Crossing.

B) Except when necessary for the conductor to stop the move, the engineer will be governed by instructions of the "Fast Loader" operator with respect to the movement of the train as it is being loaded.

C) Train and engine crews will not tie engines onto train without first receiving permission of the "Fast Loader" operator. This will apply when any portion of the train remains under the tipple.

## 138: PUBLIC CROSSINGS AT GRADE

X = Type of protection provided  
 B = Bells  
 A = Automatic flashers  
 AG = Automatic flashers and gates  
 CB = Cross Bucks  
 MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Adena	Twp 82	0.30				X	
	Twp 83	1.65				X	
Hanna	CR 41	1.99				X	
	Twp 522	2.30				X	
	SR 250	2.65	X	X			
Athens	Twp 87	5.10				X	
	CR 41	5.90				X	
	Twp 94	8.15				X	

## 175: SPEEDS

Between	And	MPH	Notes
Coal Jct.	Hanna	10	
Hanna	MP8	25	
MP8	Hanna	10	1

Note 1: Speed applies to loaded coal train only.


## 240: METHOD OF OPERATION

Between	And	Track	251	261	VCS
Coal Jct	MP8	Single			X

## 402: VCS SIDINGS

Location	Capacity
Hanna	5100 feet
Athens	2350 feet

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TRACK CHART	SAGINAW BRANCH		NOTES
	STATIONS	DISTANCE FROM COAL JCT	
	AC/NA Jct (Georgetown Br)	0.60	
	Glen Castle	5.00	
	Maynard	9.00	
	St. Clairsville	13.00	
	Tellesburg	13.90	
	Saginaw	14.80	1

THE DIRECTION AC/NA JCT TO SAGINAW IS EAST

**Note 1:** Trainmen must insure that the helmets stored in the box just east of mine crossing are worn when working on mine property. Helmets must be replaced and door locked before train proceeds west.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
MP 14	Saginaw

### 104: NORMAL POSITION OF SWITCHES

#### AC/NA JCT

The normal position of the hand throw switch at AC/NA Jct is when lined for the Georgetown branch.

**138: PUBLIC CROSSINGS AT GRADE:**

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Halls	Twp 83	2.56				X	
Glen Castle	CR 36	5.29				X	
	CR 13	6.60				X	
Maynard	CR 56	8.98				X	

**175: SPEEDS:**

Between	And	MPH
AC/NA Jct	Saginaw	10

**240: METHOD OF OPERATION**

Between	And	Track	251	261	VCS
AC/NA Jct	MP 14	Single			X

**402: VCS SIDINGS**

Location	Capacity
Tellesburg	2043

TRACK CHART	RIVER BRANCH STATIONS	DISTANCE FROM WARRENTON	NOTES
	Steubenville	13.20	
	Rockville (CR )	11.40	
	Mingo Jct (Bellevue Line)	9.80	
	Kirby	8.20	
	Shannon (Conrail)	1.50	
	Rayland	0.75	
	Warrenton (Valley Br)	205.50	1
	Tiltonville (Conrail)	207.00	2
	Yorkville	207.90	
	Terminal Jct (CSX-CR)	211.50	

THE DIRECTION STEUBENVILLE TO TERMINAL JCT IS SOUTHWARD

Note 1: The mileage shown between Warrenton and Terminal Jct is distance from Toledo.

Note 2: See Special Instruction 97 concerning Yorkville Running Track.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
Steubenville	Kirby
MP 1	MP 207
MP 208	Terminal Jct.

## **95: RAILROAD CROSSINGS AT GRADE**

### **ROCKVILLE: CR**

Interlocking is automatic for both WLE and CR. Signal will display permissive indication when train movement enters approach circuit. If signal fails to display a permissive indication proceed past signal not to foul CR Track, wait 5 minutes, then proceed through interlocking.

## **97: RUNNING TRACK**

The Yorkville Running Track extends between MP 207 and MP 208 on the River Branch. All movements on the Yorkville Running Track will be at restricted speed, not exceeding 10mph. No permission will be necessary to use this track.

## **98: WHEELING STEEL CORP. MINGO CONNECTION**

All movements, including WLE and Wheeling Pittsburgh Steel must stop and not FOUL the connection track switch until movement has been lined and an employee who has proceeded the move has given the signal to proceed. Connection track extends from the River Branch main track switch to the last switch just north of the road crossing located under the Ohio River Bridge. All movement on the connection track will be at restricted speed. In the event of conflicting movements WLE has preference.

## **104: NORMAL POSITION OF SWITCHES**

The normal position of the switches on the Warrenton WYE are when lined and locked for the River Branch.

## **119: EQUIPMENT RESTRICTIONS**

- A) Six (6) axle units are prohibited
- B) Cars stencilled Plate "C" or Exceeds Plate "C" are prohibited between Mingo Jct and Steubenville.
- C) Cars exceeding 263,000 pounds are prohibited

### 138: PUBLIC CROSSINGS AT GRADE

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Warrenton	CR 16	0.25				X	
	SR 150	205.80				X	
Tiltonville	Main Street	206.20		X			
	Maple Ave	206.42				X	
	Farm Ave	206.81				X	
	Farm Lane Rd	206.90	X	X			
	Third Street	MP 207	X		X		
Yorkville	Main Street	MP 208	X	X			
	Twp 469	209.52					

### 175: SPEEDS

Between	And	MPH
Steubenville	Kirby	10
Kirby	Warrenton	25
Warrenton	MP 207	10

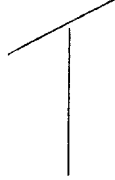
### 240: METHOD OF OPERATION

Between	And	Track	251	261	VCS
Kirby	MP 207	Single			X

### 402: VCS SIDINGS

Location	Capacity
Rayland	2995
Tiltonville	2460
Yorkville	2460

(bjd,WP,DOC:Operate2,p12)

TRACK CHART	INTERLOCKINGS	STATIONS	DISTANCE FROM LONGVIEW	NOTES
	X	Longview (Bellevue Line)	0.00	
	X	Salida	0.70	
	X	CP3	2.90	1
	X	Mifflin Jct (URR)	3.50	2

THE DIRECTION LONGVIEW TO MIFFLIN JCT IS EAST

Note 1: The interlocking signal at CP3 governs Westward movements only.

Note 2: Before entering Union Railroad Yard at Mifflin Jct permission must be secured from Union Railroad Yard Office personnel by calling (412) 273-4628 and getting yarding instructions.

Tracks are numbered 3 thru 13 south to north.

Derail at Mifflin Jct must be in place at all times.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
CP3	Mifflin Jct

### 119: EQUIPMENT RESTRICTIONS

A) Cars exceeding 263,000 pounds are prohibited.

**138: LOCATION, TYPE OF PROTECTION AND NAME OF PUBLIC CROSSING AT GRADE:**

- X = Type or protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

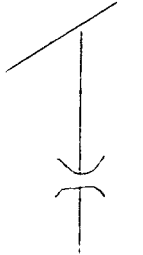
TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Baldwin	Mcannulty	1.40				X	

**175: SPEEDS**

Between	And	MPH
Longview	Mifflin Jct	10

**240: METHOD OF OPERATION**

Between	And	Track	251	261	VCS
Longview	CP3	Single		X	

TRACK CHART	I N T E R L O C K I N G S	CLAIRTON BRANCH  STATIONS	DISTANCE FROM PIERCE	NOTES
	X	Pierce (Bellevue Line)	0.00	
		Large	3.60	
	X	CP4	4.10	1
		Clairton Tunnel	4.40	2
		Clairton (URR-CR)	5.20	3,4

THE DIRECTION PIERCE TO CLAIRTON IS EAST

**Note 1:** CP4 is a westward control point only.

**Note 2:** See Special Instruction 112 concerning Clairton Running Track.

**Note 3:** Main Line through Clairton yard is from extreme north track through crossover switches to extreme south track when heading east.

No movements will be allowed to proceed west of Clairton Tunnel without Form D authority or permission of the Train Dispatcher.

**Note 4:** The hand throw switch to Track 5 or dump track is not to be fouled. No movements are to be made east of the Union Railroad connection switch except when necessary to run around the outbound train.

Track 4 and 5 will be for cars delivered to WLE from Union Railroad.

Track 2 is will be for cars delivered to Union Railroad from WLE.

Track 1 will be for cars delivered to and from CR.

### 93: YARD LIMITS

Yard limits are located as follows:

<b>Between</b>	<b>And</b>
CP4	Clairton Tunnel

### 97: RUNNING TRACK

#### CLAIRTON

The Clairton running track extends from Clairton Tunnel to Clairton. All movement will be at restricted speed. No permission will be necessary to use this running track.

### 119: EQUIPMENT RESTRICTIONS

- A) Six (6) axle units are prohibited, except with the authority of the Vice President of Operations.
- B) Cars exceeding 263,000 pounds are prohibited.

### 138: LOCATION, TYPE OF PROTECTION AND NAME OF PUBLIC CROSSING AT GRADE

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion Sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS	NOTES
Clairton	Rt 837	5.85	X	X				1
Large	Rt 51	3.50	X	X				2
	Stockpile	2.35				X		

**Note 1:** Crossing is equipped with manual activation boxes on both sides of the crossing. All movements will activate crossing protection before passing over Rt 837.

**Note 2:** Crossing is equipped with manual activation boxes on both sides of the crossing. All non-shunting track car movements will activate crossing before passing over Rt 51.

### 175: SPEEDS

Between	And	MPH
Pierce	CP 4	10

### 240: METHOD OF OPERATION

Between	And	251	261	VCS
Pierce	CP4		X	

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TRACK CHART	I N T E R L O C K I N G S	ACY LINE			
		STATION	STATION MILEAGE	VCS SIDING CAPACITY FEET	NOTES
		Stone	57.50		1
		Sycamore	66.40	2950	
		Crawford	78.30	1400	
	X	Chatfield (NS ◇ )	78.60		
		New Washington	83.10	2500	
		Plymouth (ASRY ◇ )	93.00		
	X	GN Tower (CSXT ◇ )	101.60		
		New London	109.10		
	X	Hiles (CR ◇ )	109.70	3400	
	X	Spencer (WLE ◇ )	123.70	3750	
		Litchfield	131.00		
		Thompson	134.20	3750	
		Medina	140.20		
		Boneta	145.90	2400	
		Copley	153.30	2300	
		Fairlawn	156.90	1800	
		West Akron	160.40		
		Rock Cut (CSXT-CR)	162.10	3000	
	Brittain (AB&B)	165.80			
	Mogadore Jct (Cleveland Line)	169.30			

THE DIRECTION STONE TO MOGADORE JCT IS EAST

**Note 1:** See Special Instruction 97 concerning Carey running track.

# 1: BULLETIN BOARDS

Standard Clocks, Bulletin Boards, General Orders and TSR's are located as follows:

Carey . . . . .	Yard Office
Medina . . . . .	Yard Office
Akron . . . . .	Crew Room

# 19: ENGINE WHISTLE OR HORN SIGNALS

Trains must sound whistle and bell when approaching and passing the Limestone Sales Company in Copoley, Ohio between 0700 and 1700 hours daily.

# 93: YARD LIMITS

Yard limits are located as follows:

Between	And
MP 83	MP 84
MP 109	MP 110
MP 123	MP 125
MP 138	MP 141
MP 165	Mogadore Jct.

# 95: RAILROAD CROSSINGS AT GRADE:

## CAREY: CSX

Located on Carey running track. Interlocking is controlled by CSX dispatcher in Jacksonville, Florida (904-381-2126). Signal will automatically clear for WLE unless CSX dispatcher has cleared signals for CSX movement.

## CHATFIELD: NS

Interlocking is controlled by the NS Sandusky District Dispatcher in Portsmouth, Ohio. WLE trains must advise the NS Dispatcher on Freq 1 (Code 2) when within five (5) miles of the crossing. The number for the NS Sandusky District Dispatcher is 614-354-8260.

## PLYMOUTH: ASRY

Tilt-board target, approach prepared to stop not exceeding 15 MPH. Normal position is vertical when lined for WLE movements. If target is seen to be horizontal, stop must be made, conductors must insure that there are no conflicting movements and push button must be depressed to align tilt-target to vertical position.

## GN TOWER: CSX

Crew must notify WLE Train Dispatcher one (1) hour before expected time of arrival at GN Tower. WLE train dispatcher will arrange to insure that a CSXT operator is called. CSXT operator will, when appropriate, display a permissive indication on the governing signal. The telephone number for notifying the CSXT operator is 419-933-5611.

## HILES: CR

Controlled by the CR Columbus District Train Dispatcher at 1-317-267-4265. Train crew will inform the WLE Train Dispatcher when they are within ten (10) miles of Hiles. The Train Dispatcher will contact the CR Train Dispatcher and inform him of same. When appropriate, WLE train will receive a permissive indication on the governing signal.

## SPENCER: WLE

Signals are controlled by the WLE Train Dispatcher at Brewster.

## 97: RUNNING TRACK

### CAREY

The Carey Running Track extends westward 3.50 miles from Stone to MP 54 (Fishers). No permission is required to occupy this track. All movements will be at restricted speed.

## **104: NORMAL POSITION OF SWITCHES:**

### **SPENCER**

There is no normal position of hand throw switches at Spencer. Train crews will leave switches at Spencer as last used; Engineering Department employees will leave switch as directed by the Train Dispatcher.

### **MOGADORE JCT**

The normal position of the hand throw switch at Mogadore Jct is when lined from the ACY Line to the Cleveland Line.

### **GILCHRIST ROAD**

The normal position of the hand-throw switch at Gilchrist Road is when lined toward Mogadore Jct.

## **119: EQUIPMENT RESTRICTIONS**

- A) Cars exceeding 263,000 pounds are prohibited.
- B) No empties are to be handled on the head end when pulling or shoving loads through the loop track at Medina Supply.

(INTENTIONALLY LEFT BLANK)

# 138: PUBLIC CROSSINGS AT GRADE

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Crawford	Crawford Twp	53.78				X	
	Sheepshed Co Rd 96	53.96				X	
Carey	SR 568	54.40		X			
	N Patterson Co 99	55.35				X	
	Crawford Twp 100	55.96				X	
	Mott Rd Twp 105	57.60				X	
	Mitten Rd Twp 106	58.41				X	
	Tymochtee Twp 107	59.43				X	
	Gilliladd Rd Twp 13	60.43				X	
Tymochtee	SR 53	60.90				X	
	Wyandot Co 30	62.32				X	
	Davis Rd Twp 31	65.08				X	
	Kilburn St	66.19				X	
Sycamore		66.40		X			
	Sycamore Twp 136	67.50				X	
	Sycamore Twp 148	68.50				X	
	Crawford-Wyandot Line Rd Twp 10 & 11	69.51				X	
	Marion Melmore Rd 1 Co 1	70.51				X	
	Kraus Rd Twp 21	71.51				X	
Plankton	SR 100	71.70		X			
	Miller Rd Twp 61	72.52				X	
Lykens	SR 19	74.60		X			
	Kennedy Rd Twp 37	75.54				X	
	Ross Rd Twp 38	76.55				X	
Chatfield	SR 4	79.30		X			
	Schwemly Rd Twp 41	79.54				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Chatfield	Connelly Rd Co 23	80.54				X	
	Swabb Rd Twp 42	81.55				X	
New Washington	SR 602	MP 83		X			
	Center St	83.13				X	
	SR 103	MP 84		X			
	Marsh Rd Twp 65	84.07				X	
	Chapel Rd Twp 66	85.09				X	
	Young Rd Twp 67	85.43				X	
Garoeners	N Auburn Rd Co 208	86.48				X	
	Serringer Rd Twp 197	88.05				X	
	Scott Rd Co 50	88.81				X	
	SR 103	MP 89		X			
Plymouth	State Rt 598	91.12				X	
	Fenner Rd Twp 67	91.61				X	
	Beelman St	92.82				X	
	Riggs Ave	93.05				X	
	SR 61	93.20	X	X			
	Springmill Rd Co 191	93.22				X	
	SR 603	93.60		X			
Greenwich	Base Line Rd Co 11 & 12	94.13				X	
	Townline Rd Twp 111	95.32				X	
	Plymouth East Rd Twp 107	95.76				X	
	New State Rd Co 150	96.73				X	
	Old State Rd Twp 52	98.19				X	
	Edwards Rd Twp 74	99.47				X	
	Greenwich-Milan Town Line Rd Twp 51	100.85				X	
	S 224	100.50		X			
	Townsend St	MP 102		X			
	N. Kniffen St	102.19				X	
	Alpha Rd Twp 144	103.39				X	
New London	Town Line Rd Twp 187	106.04				X	
	Town Line Rd Twp 79	106.76				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
New London	Euclid Rd Twp 193	108.01				X	
	SR 162	108.90		X			
	SR 60	MP 109		X			
	E Washburn St	109.30				X	
	Ledgett St	109.41				X	
	N Railroad St	109.66				X	
	Chenango Rd Twp 183	110.26				X	
	Butler Rd SR 162	111.81				X	
	Gore Orphanage Rd Co 34	112.85				X	
Huntington	Ashland Kipton Rd SR 511	114.11				X	
	Stewart Rd Twp 41	115.00				X	
	Quarry Rd Twp 30	115.40				X	
	Baker Rd Twp 155	116.47				X	
	Clark Rd Twp 65	117.45				X	
	Stewart Rd Twp 41	117.80				X	
	SR 58	118.50		X			
Spencer Twp	Hawley Rd Twp 44	119.61				X	
	SR 162	MP 120		X			
	West Rd Co 38	120.71				X	
	Firestone Rd Co 26	121.77				X	
	Hunter Rd Twp 132	122.74				X	
Spencer	SR 301	123.20		X			
	River Corners Rd Co 27	125.27				X	
	Root Rd Co 58	126.67				X	
	Spencer Lake Rd Co 45	126.84				X	
	Garver Rd Twp 177	127.87				X	
	Richman Rd Twp 69	128.54				X	
	Smith Rd Co 4	128.83				X	
	Bryenton Rd Co 134	129.36				X	
Litchfield	SR 83	MP 131		X			
	Vandemark Rd Co 31	131.98				X	
	Stone Rd Twp 74	132.38				X	

CITY/TOWN	CROSSING	MILEAGE	B	A	AG	CB	MS
Litchfield	Beat Rd Twp 106	132.50				X	
	Erhart Rd Twp 3	133.73				X	
	Branch Rd Twp 33	134.21				X	
Medina Twp	Smith Rd	134.97		X			
	Lance Rd Twp 96	135.39				X	
	Columbia Rd Co 24	136.95				X	
	US 42	B&O Tsfr		X			
	SR 18	B&O Tsfr	X	X			
	S State Rd Co 22	139.52				X	
	S Medina St	139.80		X			
	S Prospect St	139.91		X			
	S Huntington St	140.07				X	
	W. Smith Rd	140.12		X			
	S Elmwood Ave	140.18				X	
	SR 3 (Court St)	140.28	X	X			
	Broadway St	140.36	X	X			
Guilford Blvd	141.09		X				
Boneta	SR 162	145.98		X			
	Beach Rd Twp 54	147.03				X	
	State Rd Twp 44	148.90				X	
Copley Twp	Medina Line Rd	150.70		X			
Copley	SR 162	152.65		X			
	Cleve Mass Rd	153.15			X		
	Jacoby Rd	154.50		X			
	Shocalog Rd	155.30		X			
Fairlawn	White Pond Dr	156.40		X			
	Frank Blvd	156.70		X			
	W. Market St	156.90		X			
Akron	Hawkins Ave	157.30	X	X			
	Castle Blvd	157.75	X	X			
	Portage Path	158.50		X			
	Merriman Rd	158.90		X			

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Akron	Bastogne Dr	159.91				X	
	W North St	161.25	X	X			
	N Summit St	MP 162	X	X			
	Sieberling Rd	MP 165	X		X		X
	Skelton Rd	167.70	X		X		X
	Skelton Rd Co 153	167.72				X	
Mogadore	Gilchrist Rd	MP 169		X			

**175: SPEEDS:**

Between	And	MPH	Notes
Stone	MP 130	25	
MP 130	MP 160	30	
MP 160	Mileage 161.50	25	
Mileage 161.50	MP 163	10	
MP 163	Mileage 165.50	25	
Mileage 165.50	MP 169	10	
MP 169	Mileage 169.30	5	1

**Note 1:** Speed of 5 mph applies to LEADING END of movement only.

240: METHOD OF OPERATION:

Between	And	Track	251	261	VCS
Stone	Mogadore Jct.	Single			X

402: VCS SIDINGS:

LOCATION	CAPACITY
Sycamore	2950
Crawford	1400
New Washington	2500
Hiles	3400
Spencer	3750
Thompson	3750
Boneta	2400
Copley	2300
Fairlawn	1800
Rock Cut	3000



- Note 1:** Trackage between the north end of the Drawbridge and Campbell Road yard is at restricted speed and with permission of the NS yardmaster at Cleveland (55th St.)
- Note 2:** See Special Instruction 97 concerning Solon Running Track.
- Note 3:** See Special Instruction 97 concerning Circle Running Track.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
Drawbridge	Tavens
MP 15	MP 18
MP 38	MP 41
MP 59	Kemery

### 95: RAILROAD CROSSINGS AT GRADE

#### 49TH ST.

49th St. interlocking is an automatic interlocking with the River Terminal Railroad.

#### HARVARD

Interlocking is controlled by CR Operator in tower (216-786-3045). Contact by telephone or on Conrail radio frequency.

#### WANDLE

Interlocking is controlled by CR Dispatcher in Pittsburgh, Pa. (412-928-7233). Contact by telephone or on Conrail radio frequency.

#### CHESSIE

Tilt-board **VERTICAL** for passage of WLE trains. Normal position is **VERTICAL**.

## 97: RUNNING TRACK

### SOLON

The Solon running track extends 2.90 miles from Solon Jct to Solon. All movements on the Solon running track will be at restricted speed. No permission will be necessary to use this track.

- A) Six axle units are prohibited.
- B) Cars exceeding 263,000 pounds are prohibited.

### CIRCLE

The Circle Running Track extends from Vental to Jct 138 on the Bellevue Line. All movements will be at restricted speed after receiving permission from the the Train Dispatcher.

## 104: NORMAL POSITION OF SWITCHES

The normal position of the hand-throw switch at Mogadore Jct is when lined for the ACY line.

The normal position of the hand-throw switch at Canton Jct is when lined for the Cleveland Line.

## 119: EQUIPMENT RESTRICTIONS

- A) Six (6) axle units are prohibited north of Harvard Tower and Canton area industrial tracks.
- B) Cars exceeding Plate "C" are prohibited between Kent and Drawbridge.
- C) Locomotives are prohibited from operating beyond a point 50 ft. North of 91st St. on #1 track at Weingold unless the mil is clearly visible.

### SOLON RUNNING TRACK

- A) Six axle units are prohibited.
- B) Cars exceeding 263,000 pounds are prohibited.

### 138: PUBLIC CROSSINGS AT GRADE:

X = Type of protection provided  
 B = Bells  
 A = Automatic flashers  
 AG = Automatic flashers and gates  
 CB = Cross Bucks  
 MS = Motion sensing equipped

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Cleveland	Mahoning Rd	0.93				X	
	East 52 St	3.10				X	
	Ackley	3.60	X		X		
	Broadway	3.61	X		X		
	East 71st	3.90		X			
	East 72nd	MP 4		X			
	East 74th	4.10		X			
	East 75th	4.20		X			
	East 76th	4.30		X			
	East 78th	4.40		X			
	East 80th	4.50		X			
	Aetna	4.60	X	X			
	Krueger Rd	4.73				X	
	Burke St	4.83				X	
	Wire St	4.91				X	
	Jones Rd	5.05				X	
	East 91st	5.40			X		
	East 93rd	5.50	X		X		
Miles	6.10	X		X			
Garfield Heights	McCracken	8.30	X		X		X
Bedford	Glendale	11.20	X		X		X
	Grace	11.40	X		X		X
	Powers	11.60		X			X
	Willis	11.70		X			X
	North Park	11.80	X	X			
	South Park	11.90	X	X			
	N. Monroe St	11.98				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Bedford	Broadway	12.10	X		X		X
Glenwillow	Richmond	14.60		X			
	Cochron Rd	16.04				X	
	Pettibone	16.40	X	X			
Twinsburg	Glenwood	17.80		X			
	Route 91	19.10	X	X			
	Cannon	20.10		X			
	Route 82	20.90		X			
	Twp 104	21.33				X	
	Twp 109	22.81				X	
Streetsboro	Wellman	MP 24		X			
	Aurora Hudson Rd					X	
	Route 303	MP 26	X	X			
	Harper Rd	27.30				X	
	CR 57	27.73				X	
	Ravenna Rd	28.35				X	
	Season St	28.75				X	
	Spell-Green	29.54				X	
Kent	Johnson Rd	30.67				X	
	Fairchild	31.41				X	
	Main Street	32.10	X	X			
	Stow St	32.26				X	
	Middlebury Rd.	32.55				X	
Brimfield	Sunnybrook Rd	34.04				X	
	Howe Rd	34.64				X	
	Route 18	35.80		X			
Tallmadge	Gunnybrook Rd	36.23				X	
	Richard Rd.	36.60				X	
	Kent-Mogadore Rd	37.30				X	
	Old Forge Rd Eastwood Rd	37.70				X	
	Newton Rd	38.02				X	
	Route 532	38.80	X	X			
Mogadore	Route 532	39.80	X	X			
	Mogadore Rd	40.10	X	X			

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Mogadore	Etter Rd	40.81				X	
	Martin Rd	41.10				X	
	Waterloo Rd	42.50		X			
	Wingfoot Rd	43.40		X			
	Manning Rd	44.50				X	
Hartville	Maple St	47.30	X	X			
	Prospect St	47.40	X	X			
	Smith-Krammer NE	48.94				X	
	Nimishillen Church St	50.05				X	
	State Rd	50.90		X			
	Millian St NE	52.07				X	
	Diamond St NE	52.15				X	
	Middlebranch	52.20	X	X			
	Applegrove St NE	52.73				X	
	Firestone Rd NE	53.11				X	
	Easton Rd	53.80		X			
	Schneider St NE	54.35				X	
	55th St NE	54.91				X	
	Martindale Rd	56.10		X			
Canton	Spangler Rd NE	57.06				X	
	19th St	57.80	X	X			
	Sylvan Ct	MP 58				X	
	Maple St	58.30	X	X			
	12th St NE	58.50		X			
	Young Ave NE	58.69				X	
	Strubble Ave NE	58.85				X	
	Gibbs Ave NE	58.90		X			
	10th St NE	58.99				X	
	9th St NE	59.10		X			
	Lippert Ave NE	59.14				X	
	Spring Ave NE	59.17				X	
	8th St NE	59.20		X			
7th St NE	59.30		X		X		

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Canton	6th St NE	59.40	X	X			
	5th St NE	59.50	X	X			
	4th St NE	59.60	X	X			
	3rd St NE	59.75	X	X			
	2nd St NE	59.80	X	X			
	E. Tuscarawas	59.85	X		X		
	Madison Ct	59.88				X	
	2nd St SE	59.90	X	X			
	4th St NE	59.91				X	
	3rd St SE	MP 60	X	X			
	Madison SE	60.05		X			
	4th St SE	60.10	X		X		
	Madison Ctr SE	60.20	X	X			X
	11th St SE	60.30	X		X		X
	Cherry St SE	60.60	X		X		X
	Water Ct SE	60.80					X
	John Place SE	61.09					X
	Allen Ave SE	61.20	X	X			
	Kimball Rd SE	61.37					X
	<b>Cleveland SE</b>	<b>61.50</b>	<b>X</b>	<b>X</b>			
	19th St SW	61.63					X
	Henry Ave SW	61.69					X
	20th St SW	61.71					X
Timken Place	61.86					X	
Harrison SE	62.30	X		X			
CR 254	62.31					X	
Navarre	Twp 267	65.65				X	
	Twp 248	66.36				X	
	Country Farm	70.10				X	
	Main St	70.40	X		X		X
	CR 252	70.88				X	
	Alley	71.09				X	
	Market St	71.10	X		X		X
	Columbia	71.15				X	

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS
Navarre	Market St	71.19				X	
	Tuscarawas St	71.28				X	
	Bethlehem	71.53				X	
	Basin St	71.49				X	
	Paris St	71.60				X	
	High St	71.67				X	
	Canal St	71.73				X	

**175: SPEEDS**

Location and Conditions	MPH
<b>Between:</b>	
Drawbridge and MP 6 .....	10
MP 6 and MP 16 .....	25
<b>Except:</b>	
Between Mileage 11.80 and MP 12 ..... <u>MPH</u>	10
<b>Between:</b>	
MP 16 and MP 58 .....	40
<b>Except:</b>	
Between Mileage 32.50 and Mileage 33.50 ...	30
<b>Between:</b>	
MP 58 and Harmon .....	25
<b>Except:</b>	
Between MP 59 and MP 61 .....	10
Harrison Ave (RX 62.30) H .....	10
Vental (MP73) H .....	20

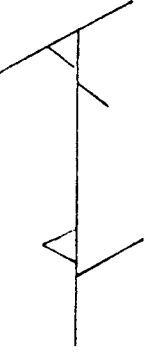
**240: METHOD OF OPERATION**

Between	And	Track	251	261	VCS
Drawbridge	Kemery	Single			X
Kemery	Harmon	Single		X	

402: VCS SIDINGS

Location	Capacity
93rd Street	4240
Falls Jct	3235
Kent	2700
Mogadore Jct	3200

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TRACK CHART	I N T E R L O C K I N G S	C A R R O L L T O N  B R A N C H   S T A T I O N S	D I S T A N C E  F R O M  C A N T O N J C T	N O T E S
		Canton Jct	0.00	
		Furnace Jct	1.80	1
		East Canton	5.00	
		Robertsville	11.00	
		Minerva Jct	16.00	2
		Oneida	16.80	
		Carrollton	26.90	

THE DIRECTION CANTON JCT TO CARROLLTON IS EAST

Note 1: See Special Instruction 97 concerning East End running track.

Note 2: See Special Instruction 97 concerning Minerva running track.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
Canton Jct	MP 6
MP 15	MP 17
MP 26	Carrollton

## 97: RUNNING TRACKS

### EAST END

The East End running track extends from Furnace Jct to East End yard. All movements on the East End running track will be with the Gambrinus Terminal Manager's permission and at restricted speed.

### MINERVA

The Minerva running track is out of service. The Minerva running track extends from Minerva Jct to Minerva. Trains may enter the Minerva running track after receiving permission from the on duty track supervisor. All movements on the Minerva running track will be at restricted speed.

The target governing movement over the CR diamond at Minerva allows WLE movement when in the HORIZONTAL position.

## 104: NORMAL POSITION OF SWITCHES

The normal position of the hand throw switch at Canton Jct is when lined for the Cleveland Line.

## 119: EQUIPMENT RESTRICTIONS

- A) Six (6) axle units are prohibited east of Canton Jct on the Carrollton Branch.
- B) Cars exceeding Plate "C" are prohibited east of Canton Jct on the Carrollton Branch.
- C) Cars exceeding 263,000 pounds are prohibited east of Canton Jct on the Carrollton Branch.

### 138: PUBLIC CROSSINGS AT GRADE

TOWN/CITY	CROSSING	MILEAGE	B	A	AG	CB	MS	NOTES
Waco	Warner Rd	0.40	X		X		X	
	SR 43	1.50		X				
Canton	Georgetown Rd	MP 2		X				
Oneida	Gravel Rd	16.80				X		1
	Rte 183	16.90		X				1

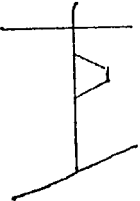
**Note 1:** Train movements must stop before passing over these crossings and provide flag protection before occupying said crossings.

### 175: SPEEDS

Between	And	MPH
Canton Jct	Furnace Jct	20
Furnace Jct	Carrollton	10

### 240: METHOD OF OPERATION

Between	And	Track	251	261	VCS
MP 6	MP 26	Single			X

TRACK CHART	I N T E R L O C K I N G S	MASSILLON BRANCH		
		STATIONS	DISTANCE FROM ORRVILLE JCT	NOTES
	A	Massillon (RJ Corman Ry)	16.40	1
		Columbia	17.40	
		Warmington	19.90	
	X	Run Jct (Cleveland Line)	22.10	

THE DIRECTION MASSILLON TO RUN JCT IS EAST

Note 1: See Special Instruction 97 concerning Dalton Running Track.

### 93: YARD LIMITS

Yard limits are located as follows:

Between	And
Massillon	Run Jct

### 95: RAILROAD CROSSING AT GRADE

#### MASSILLON

Signal will automatically activate if Corman is not in the block governed by their distant signal. Signal will automatically activate for Corman movement when there is no WLE train movements in the Block governed by our distant signal.

If signal fails to display a permissive indication proceed past signal not to foul Corman Track, wait five minutes then proceed through crossing.

## 97: RUNNING TRACK

### DALTON

The Dalton running track extends from Massillon to Dalton. All movements on the Dalton running track will be at restricted speed and with permission of the Gambrinus Terminal Manager.

## 119: EQUIPMENT RESTRICTION

- A) Six (6) axle units are prohibited.
- B) Cars exceeding 220,000 pounds are prohibited.

## 138: PUBLIC CROSSINGS AT GRADE

- X = Type of protection provided
- B = Bells
- A = Automatic flashers
- AG = Automatic flashers and gates
- CB = Cross Bucks
- MS = Motion sensing equipped

CITY/TOWN	CROSSING	MILEAGE	B	A	AG	CB	MS
Dalton	Main St	7.32				X	
East Greenville	CR 105	8.30				X	
	CR 103	9.30				X	
	CR 314	10.67				X	
	Twp. 342	11.69				X	
Sippo	Rte 93	12.20		X			
		12.95					
		13.25					
		13.90					
Massillon		14.77					
		16.29					
	Walnut	16.90	X		X		X
Navarre	Warmington Rd	19.35				X	

**175: SPEED**

<b>Between</b>	<b>And</b>	<b>MPH</b>
Run Jct	Massillon	10

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## EXAMINATION RECORD OF EMPLOYEE TIMETABLE AND OTHER INSTRUCTIONS

Name \_\_\_\_\_ Occupation \_\_\_\_\_

Date					
Time					
Train or Eng. No.					
Location					
No. Last General Order					
Timetable Ok	Yes				
	No				
Rule Book Ok	Yes				
	No				
Safety Book Ok	Yes				
	No				
Airbrake Book Ok	Yes				
	No				
Speed Summary Ok	Yes				
	No				
Signature and Title of Supervisor					

Remarks \_\_\_\_\_


## SPEED TABLE

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	35	1	43
8	7	30	38	1	35
10	6	0	40	1	30
12	5	0	43	1	24
15	4	0	45	1	20
18	3	20	48	1	15
20	3	0	50	1	12
23	2	36	52	1	09
25	2	24	55	1	06
27	2	12	58	1	02
30	2	0	60	1	0
32	1	52	62	0	58