

# The New York Central Railroad Company

ERIE DIVISION

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# Time Table No. 56

FOR EMPLOYEES ONLY

Effective 12:01 A. M., Eastern Standard Time

**Sunday, November 1, 1942**

**J. J. FRAWLEY,**  
Superintendent

## COMPANY SURGEONS

**ASHTABULA:** C. E. Case, 30 Center St.  
Phone 1727

A. J. Pardee, Office 334 W. 47th St.  
Res. 536 W. 44th St.  
Phones Office 1768; Res. 1566

**ANDOVER:** L. M. Guilinger, Smiley Block  
Phone 2291

**ANGOLA:** B. E. Smith, Main St.  
Phone 73

**CAMPBELL:** E. J. Reilly, Robinson Rd. & Madison St.  
Phone 50172

**CONNEAUT:** J. Frank Docherty, 321 Main St.  
Phone Main 2478

**CLEARFIELD:** J. H. Woolridge, 3rd & Market Sts.  
Phone 149

**DUNKIRK:** C. H. Richards, 26 West 4th St.  
Phone 2101  
John F. Foss, 77 East 4th St.  
Phone 2478

**ERIE:** A. H. Roth, 301 West 9th St  
Phone 22794  
Maxwell Lick, 149 West 8th St.  
Phone 22734

**HUBBARD:** Paul Williams, 20 West Liberty St.  
Phone 4-8241

**NORTH EAST:** E. G. Shelley, 59 West Main St.  
Phone 11

**OIL CITY:** F. M. Summerville, 204-205 Odd Fellows Bldg.  
Phone 132

**PAINESVILLE:** V. N. Marsh, North Park Pl.  
Phone 6611  
M. G. Carmody, 54 North St. Clair  
Phone 3421

**SILVER CREEK:** E. G. Homokay  
Phone 330

**SHARON:** C. C. Marshall, 233 East State St.  
Phone 2355

**STONEBORO:** J. E. Ferringer, Linden St.  
Phone 17

**TITUSVILLE:** C. M. Hazen, 412 Commercial Bank Bldg.  
Phone 825

**WARREN:** P. B. Stewart, 211 Market St.  
Phone 25

**WESLEYVILLE:** J. W. Switzer, 3620 Buffalo Rd.  
Phone 82249

**WESTFIELD:** Van S. Laughlin, 56 Portage St.  
Phone 80

**YOUNGSTOWN:** J. U. Buchanan, 234 North Phelps St.  
Phone 30342  
W. B. Turner, 101 Lincoln Ave.  
Phone 66132

## OCULISTS

**ASHTABULA:** R. S. Grimmett, Medical Bldg.  
Phone 2984

**ERIE:** J. D. W. Jackson, 234 West 8th St.  
Phone 24498

**YOUNGSTOWN:** W. H. Evans, 510 Dollar Bank Bldg.  
Phone 42147

## HOSPITALS

**ASHTABULA:** Ashtabula General Hospital, 2420 Lake Avenue  
Phone 2711

**ERIE:** St. Vincent's Hospital, 2420 Sassafras St.  
Phone 4406

**DUNKIRK:** Brooks Memorial Hospital, 6th St. & Central Ave.  
Phone 2250

**YOUNGSTOWN:** Youngstown Hospital Association  
South Side Phone 42161

## SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number unless otherwise specified.

### A-1. OTHER RAILROADS.

Between: Rose and Falls Creek, trains run via P. R. R.  
Falls Creek and Clearfield, trains run via B. & O.  
N. Y. C. Jct., Youngstown and East Youngstown,  
trains run via P. & L. E.

### B-3. LAWS AND REGULATIONS.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

### REPORTS.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

### DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

### 1. STANDARD TIME.

Eastern Standard Time is in use.

### 3. STANDARD CLOCKS.

Dunkirk.....	Signal station.
Wesleyville.....	Engine house.
Ashtabula.....	{ Engine house, Telegraph office.
Titusville.....	{ Register room, Passenger station.
East Youngstown...	{ Y. M. C. A., Terminal Bldg.
Stoneboro.....	Signal station.
Sutton.....	Signal station.

### 6. LETTERS AND SIGNS.

§ Stop for mail.  
^ Stop daily except Sunday.  
‡ Stop on signal to discharge passengers.  
B Stop on signal to discharge passengers from Youngstown and P. & L. E.  
C Stop on signal to receive passengers for Youngstown and P. & L. E.  
D Stop on signal to receive passengers for Cleveland and beyond.  
E Stop on signal Friday only to discharge passengers from Pittsburgh.  
G Stop on signal to discharge passengers from Chicago.

I Stop on signal to discharge passengers from Cleveland and beyond and to receive passengers for Buffalo.

J Stop daily except Sunday to discharge mail.

R Stop daily except Sundays and holidays.

### 12. HAND, FLAG AND LAMP SIGNALS.

A blue signal, displayed from SS-DJ (Dock Jct.) indicates train is to stop at Downing Road, Erie East Yard to leave cars.

A blue signal displayed from signal station "OX" (Madison) to westward freight trains only, indicates stop is to be made at Perry to leave or take cars.

### 13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signals are in use at O. D. and W. V. Interlockers.

### D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

### 21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

### 83. TRAIN REGISTERS.

Dunkirk.....	Valley Branch signal station.
Ashtabula.....	Franklin Branch telegraph office.
Titusville.....	Passenger station.
Andover Jct.....	Signal station.

### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Erie: Verbally by train dispatcher by telephone.  
Ashtabula (Franklin Branch): Passenger trains verbally by operator at telegraph office, or by train dispatcher by telephone.  
Carson Yard: Southward trains on low grade, verbally by telephone by train dispatcher.  
Youngstown Passenger Station: By train dispatcher by telephone.  
East Youngstown, West Yard: By train dispatcher by telephone.

Trains will not leave the following stations without clearance Form A.

**Valley Branch.**  
Dunkirk: Signal station.  
Titusville.

### 88. TRAINS TAKING SIDING.

Andover Jct.: Westward freight trains desiring to use passing siding must first obtain permission from signalman Andover Jct.

Stoneboro: Trains desiring to use passing siding must first obtain permission from Signalman Stoneboro.

Polk Jct.: Westward J. F. & C. Branch trains hold main track.

**S-90. SIDING SWITCHES.**

Trains taking siding will take first switch, except:  
 Dunkirk: South end Valley Branch yard.  
 Fredonia: Southward, north crossover. Northward, long track, first switch to east of main track.  
 Falconer: Northward, first switch north of Main St. J. & C. Track on long siding. Southward, J. & C. Track, second switch west of main track.  
 Falconer Jct.: Scale track will be used as siding.  
 Frewsburg: Southward, long siding, first switch to west of main track.  
 North Warren: Southward, long siding, first switch to west of main track.  
 Warren: Northward, house track, second switch to east of main track.  
 Irvineton: Southward, long siding, first switch south of station.  
 Youngsville: House track switch will be used as passing siding.  
 Fieldmore Springs: Team track will be used as passing siding.  
 Titusville: House track, first switch south of P. R. R. crossing to east of main track.  
 Andover: { Southward, first switch north of station.  
 { Northward, first switch north of signal station  
 Kinsman: Southward, first switch north of station.  
 Jamestown: { Eastward, first switch east of P.R.R. crossing  
 { Westward at crossover at Sandy Lake.  
 Stoneboro: { Eastward, first switch east of north Branch siding.  
 { Westward, first switch west of Erie R.R. station.  
 Reno: {  
 Sutton: Westward at crossover opposite station.

**93. YARD LIMITS.**

Dunkirk.  
 Wesleyville, Erie and Dock Jct. inclusive.  
 Ashtabula Harbor, Ashtabula and Carson inclusive.  
 East of Noble.  
 Falconer.  
 Warren.  
 Titusville.  
 Andover.  
 Coalburg and Youngstown inclusive.  
 Branch, Stoneboro and Sandy Lake inclusive  
 Franklin and Eclipse inclusive  
 Oil City.  
 Sutton.  
 Coalburg-Doughton, Farrell and Ferrona inclusive.

Between Coalburg, Doughton and Farrell, movements will be made only by train orders. Engines must obtain permission from train dispatcher before occupying main track and must report to train dispatcher when clear of main track. Rule 93 is modified accordingly.

Passenger trains must be given full protection at all times

**98. RAILROAD CROSSINGS AT GRADE.**

Location	Railroad	Signals
Erie, Hammermill West Lead Track	P. R. R.	Target.
Erie, Hammermill East Lead Track	P. R. R.	Target.
X. C.	P. R. R.	Interlocking.
Erie, west of freight house	P. R. R.	Target.

Ashtabula	Youngstown Branch and P. R. R.	Interlocking.
Painesville	B. & O.	Interlocking.
Painesville	F. P. & E.	Flag protection.
Dunkirk Yard	North End	Erie Target.
	North End	Am. Loco. Co. 2 crossing Target.
	South End	P. R. R. & N. Y. C. & St. L. Interlocking.
Falconer Jct.	Erie	Interlocking.
Titusville	P. R. R.	No Signals.
Ashtabula	Main Line and P. R. R.	Interlocking.
Ashtabula	N. Y. C. & St. L.	Interlocking.
Dorset Jct.	High and low grade	Interlocking.
Latimer	Erie, high and low grade	Interlocking.
Youngstown: Valley St.	Erie	Interlocking.
Youngstown: Yard tracks	Erie and B. & O.	Target.
B. B. I. Co. Crossing	Erie and B. & O.	Target.
Jamestown	P. R. R.	Target.
Amasa	Erie	Interlocking.
Hubbard	Erie	Target.
Bentley	Erie	Target.
Farrell	Erie	Interlocking.
Sharon	Erie	Flag protection.

**DRAWBRIDGES.**

Location	Signals
Ashtabula Harbor, Ashtabula River	Interlocking.

**103. PUBLIC GRADE CROSSINGS.**

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trainmen must flag trains or engines over following crossings:

Painesville: North Ridge Road crossing over Wye tracks to F. P. E. R. R.

Andover: East Main St., on all tracks except Main track, old No. 1 and No. 1 passing siding and upon main track when making reverse movement from any point between stand pipe and street crossing. North Main St., southward movements on old No. 1.

Oil City: Main St.

Eclipse: Oil City Pike.

Franklin: East Buffalo, Eleventh and Thirteenth Streets.

Sharon: Washington, Ohio and Budd St. Long siding 6:00 P. M. until 7:00 A. M.

Dunkirk: Talcott and Courtney Streets 7:00 A. M. until 7:00 P. M.

Fredonia: Main Street.

Frewsburg: Main Street, when standing on or moving from the siding.

Gerry: Jamestown Road, when standing on or moving from North end of siding.

Falconer: Main Street.

Trains must stop before passing over the following street crossings:

Dunkirk: Lampher Street and Lincoln Ave.

Titusville: Brown and Franklin Streets.

North Warren: Cars must not be dropped or kicked over Warren-Jamestown road 4,088 feet south of North Warren.

**Obstructing Public Crossings.**

Painesville, Newell St.: Standing cars must be left 350 feet east and west of crossing.

North Warren, Jackson St.: Cars must not be left standing closer than 75 feet from line of street.

Pittsfield, Tidioute Road: Cars must not be left standing closer than 50 feet from line of street.

Oil City: Trains will not block public crossings more than three minutes.

**104. SWITCHES.**

**Remote Controlled Switches.**

Remote controlled switch is located at:

Location	Signal Station	Signal	Tracks
Gulf 2.24 miles north of	MU	Y3.1	No. 1 to No. 3

Enginemen or trainmen finding signal governing movement over switch displaying the stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

**104a. NORMAL POSITION OF SWITCHES.**

The normal position of switches is as follows:

Polk Jct.: Junction switch for Oil City Branch.  
 Dunkirk: Courtney St. for yard.

**105. SIDINGS. Capacity, based on 44-ft. cars.**

	Northward & Southward
Fredonia	27
Cassadaga	21
Moons	23
Sinclairville	26
Gerry	17
Falconer	41
Falconer Jct.	16
Frewsburg	25
Russell	22
North Warren	25
Warren	29
Irvineton	34
Garland	19
Carson	95
Jefferson	71
Dorset	43
Andover	30
Williamsfield	50
Kinsman	36
Latimer	59
Fowler	37
Wick	155

	Eastward & Westward
Andover Jct.	99
Simons	69
Jamestown	43
Amasa	22
Salem	72
Hadley	56
Branch, north side	66

Stoneboro	255
Reno	27
Oil City	26
Rose	59
Sutton	100
R. N.	77
Shippenville	67
Elmo	84
Van	47
Belmar	68
Pecan.	58
Polk Jct.	85

**109. BULLETIN BOARDS AND BOOKS.**

Bulletin Orders posted in books must be signed for by Train and Yard service employees.

Dunkirk	{ Engine house. Yard office. Signal station.
Wesleyville	{ Downing road, register office. Engine house. Yard masters office.
Erie	{ Station P. R. R. trainmens room. West yard, Yard masters office. East yard, Yard masters office.
Ashtabula	{ Engine house. Telegraph office.
Ashtabula Harbor	Yard masters office.
Painesville	Freight Station.
Warren	Freight station.
Titusville	Passenger station.
Andover Jct.	Signal station.
Youngstown	{ Passenger station, under platform stairs. Yard masters office, McGuffey St.
East Youngstown	Terminal Bldg. { Enginemens room. Trainmens room.
Hubbard	Freight Station.
Farrell	Yard masters office.
Stoneboro	Signal station.
Sutton	Signal station.
Clearfield	DY Telegraph office, west end.

Stoneboro and Clearfield: P. R. R. and B. & O. general orders and notices, governing territory between Rose and Clearfield, will be posted in Signal Station at Stoneboro and in DY Telegraph Office, west end, Clearfield.

**DESIGNATION AND USE OF MAIN TRACKS.**

**Single Track:**  
 Between Dunkirk and Titusville.  
 Carson and Brookfield Jct., High Grade.  
 Andover Jct. and P. R. R. Jct.  
 Polk Jct. and Rose.  
 Doughton and Ferrona.

**D-151.**  
**Two Tracks:**  
 Between JM Ashtabula Harbor and Gulf.  
 Carson and Brookfield Jct. Low Grade.  
 Brookfield Jct. and Doughton.  
 Thorn Hill and Youngstown.  
 Tracks are numbered from the west and will be used as follows:  
 No. 1, Southward.  
 No. 2, Northward.

**Three Tracks:**

Between Gulf and Carson.

Tracks are numbered from the west and will be used as follows:

- No. 1, Southward—Passenger.
- No. 3, Southward—Freight
- No. 2, Northward—Passenger.

Between Doughton and Thorn Hill

- No. 1 Southward Passenger.
- No. 2 Northward Passenger.
- No. 4 Northward Freight.

**Four Tracks:**

Between Bay View and B.R.

Tracks are numbered from the south and will be used as follows:

- No. 4, Eastward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 3, Westward—Freight.

**D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.**

Rule D-251 governs:

Between Bay View and BR.

- JM Ashtabula Harbor and Carson.
- Carson and Brookfield Jct., Low Grade.
- Brookfield Jct. and Youngstown.

**SIGNAL ASPECTS, INDICATIONS, and RULES.**

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

**GRADE SIGNALS.**

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

**293. SWITCH TARGETS.**

Lights on main track switches are not in use:

Between

- BR and Bay View, except crossover switches at: Perry.
- Signal Station W.
- Liberty Street } West Yard, Erie.
- Myrtle Street }
- North East.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
Erie, Hammermill Track	Target	Horizontal...Proceed.
Erie west of freight station	Target	Horizontal...Proceed.
Dunkirk Yard, north end	Target	Horizontal...Proceed.
Youngstown, Brown-Bonnell Iron Co.		
Erie R. R.	Target	Diagonal...Proceed.
B. & O. R. R.	Target	Vertical...Proceed.
Jamestown	Target	Horizontal...Proceed.
Hubbard	Target	Vertical...Proceed.
Bentley	Target	Vertical...Proceed.

**305. MANUAL BLOCK SYSTEM.**

Manual Block System is in use:

Single Track:

- Between Dunkirk and Titusville.
- Carson and Brookfield Jct., High Grade.

Andover Jct. and P. R. R. Jct.  
Polk Jct. and Rose.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Two or More Tracks:**

- Between Dorset Jct. and Latimer, Low Grade.
- Doughton and Thorn Hill No. 4.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block, for following movements only, govern the movement of trains other than passenger trains.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Single and Two or More Tracks:**

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

**373. BLOCK STATIONS ARE OPEN.**

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

**505. AUTOMATIC BLOCK SYSTEM:**

Automatic Block System is in use:

**Two or More Tracks:**

- Between Bay View and BR.
- JM Ashtabula Harbor and Carson.
- Carson and Dorset Jct., Low Grade.
- Latimer and Brookfield Jct., Low Grade.
- Brookfield Jct. and Youngstown Nos. 1 and 2.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

**606. INTERLOCKING SIGNALS.**

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

**703. DEFECTIVE CARS.**

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

**SNOW PLOW EQUIPMENT.**

Snow plows must not be hauled backward when being moved in freight train.

**MAKE-UP OF FREIGHT TRAINS.**

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

**705. LEAVING CARS ON SIDETRACKS.**

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

**824. MAKE-UP OF PASSENGER TRAINS.**

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars, 60 ft. or over in length, limited to 30 cars. Trains containing not more than 5 cars, 60 ft. or over in length, limited to 40 cars.

**841. U. S. MAIL.**

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 50 sacks	3 ft.	251 to 300 sacks	18 ft.
51 to 100 sacks	6 ft.	301 to 350 sacks	21 ft.
101 to 150 sacks	9 ft.	351 to 400 sacks	24 ft.
151 to 200 sacks	12 ft.	401 to 450 sacks	37 ft.
201 to 250 sacks	15 ft.	451 to 500 sacks	30 ft.

Two (2) outside parcels equal one sack.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their Travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

**916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.**

Rules for the Operation and Supervision of Steam Heat Equipment. Current Rules govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Collinwood Collinwood Cleveland Union Term. Buffalo Central Term.	Erie Division Eastward	on—Main Line Coit Road	QD Signal 175.1
		Nottingham	Eagle Avenue
	Westward	East 34th St.	Signal Station BC FO
Ashtabula	Northward	Youngstown Branch Center St.	Signal Bridge governing East Wye. Erie Crossing.
		Overhead Bridge (McGuffey St.)	
Youngstown	Southward		

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown off.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

**917. PASSENGER BRAKEMEN.**

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs., Private or Official	Pullman Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
DeLuxe Obs., Coach, Diner.	Pullman Pullman Coach	Rear of coach.	Rear of coach.
Pullman without observ- ation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

### 932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal. Current rules govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., Current Rules, is modified as follows:

**Note** — It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

Between Cassadaga and Fredonia: Retaining valves must be used on all cars in northward freight trains. Conductors must know that test is made before leaving Cassadaga.

Carson: Freight trains must have train line pressure of 80 lbs. before descending Carson hill and after stopping for any cause while descending, must not be started until train has stood still for at least five minutes. They must stop 500 to 1,000 feet north of Signal Y3.2 and at Interlocking Home Signal at Signal Station NP. Freight trains using east wye at Ashtabula enroute to main line must stop before crossing Depot St., and freight trains enroute to Harbor must stop at Signal Y1.2.

### HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

### 1056. JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

### COOLING COMPOUND.

An approved hot journal cooling compound, and Form N.Y.C.S. RS-74, furnished by storekeeper, shall be carried as part of caboose equipment, and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

### FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

### MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

### SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to the entire train.

#### General

Engines, Classes B and U under steam or being towed.....	20	Work trains with locomotive cranes.....	30
Engines running backward by night over public crossings....	15	Revenue freight trains with cranes moving on own wheels....	25
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:		Freight trains with pushers.....	25
Passenger, mail and express trains.....	35	Switches and crossovers, not interlocked, when diverging....	10
Other trains.....	20	Rail Detector Car X8015, under own power or on rear of passenger train.....	40
Circus trains with freight equipped cars.....	30		
Trains with scale test cars or Jordan spreader.....	25		
Trains with dead engines not having all side or main rods...20			

**Note:** General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

### Division

	Main Line		Youngstown Branch High-grade		Low Grade	Sharon Branch	Oil City Branch	J.F.&C. Branch	Valley Branch
	Tracks 1 and 2	Tracks 3 and 4	Tracks 1 and 2	Track 3					
Troop trains with freight equipped cars.....	50	40	40	40	40	25	35	30	30
Trains with freight equipped cars.....	50	40	40	40	40	25	35	30	30
Freight and work trains.....	50	40	40	40	40	25	35	30	30
Except with:									
4300 to 5200 tons.....	45	40	..	..	..	..	..	..	..
5200 to 6600 tons.....	40	40	..	..	..	..	..	..	..
6600 tons or over.....	35	35	..	..	..	..	..	..	..
Trains with steam cranes X-59, X-60 or X-62.....	..	..	40	30	30	15	25	25	..
Trains with steam cranes, except as above.....	50	40	40	40	35	15	35	30	25
Rail motor cars, operating under their own power or being towed:									
M-1 to M-7 incl., and M-10.....	55	50	55	40	40	..	50	40	45
M-404.....	50	50	50	40	40	..	50	40	45
All others.....	60	50	60	40	40	..	50	40	45
Engines,									
B & A Class A-1.....	40	30	30	15	30	15	25	20	..
Class G and H.....	50	40	40	25	40	25	35	30	..
Class L									
On freight and work trains.....	50	40	40	25	40	25	35	30	..
On passenger, mail and express trains.....	60	50	..	..	..	..	..	..	..
Except 2995 and 2998 and class L-3 engines, Nos. 3000 to 3024 inclusive, when passenger, mail and express train restrictions govern.									
Light or with caboose.....	40	40	40	40	40	25	35	30	30
Running backward.....	30	30	30	25	30	15	15	15	15
Classes NE and NU.....	25	25	25	25	25	25	25	25	..
Class G-43.....	..	..	..	..	..	..	..	..	25
Class G-43, on passenger trains.....	..	..	..	..	..	..	..	..	40
Snow plows and flangers.....	35	35	35	35	35	25	35	30	20
Passenger, mail and express trains.....	..	50	60	40	40	25	50	40	45
With not more than 20% Baggage, Mail or Express Cars									
18 cars or less.....	80								
19 to 25 cars (incl.).....	70								
With 20% to 50% Baggage, Mail, or Express Cars									
16 cars or less.....	80								
17 to 20 cars.....	75								
21 to 25 cars (incl.).....	65								
With more than 50% Baggage, Mail or Express Cars									
13 cars or less.....	80								
14 to 16 cars.....	75								
17 to 20 cars.....	70								
21 to 35 cars (incl.).....	65								

#### Local—Continued

MU, Carson: Northward.....	20
Carson Hill: Freight and work trains descending.....	20
Carson to Ashtabula, inclusive: Track 2.....	45
Jefferson: Over public crossings.....	30
Dorset Junction: East and West wye.....	15
Brookfield Junction: Low Grade Track 1 to High Grade Track 1 and High Grade Track 2 to Low Grade Track 2.....	30
Doughton to Thorn Hill, inclusive: Track 2.....	40
Youngstown: Over public crossings.....	12
Hot metal run.....	10
<b>Low Grade</b>	
Freight and work trains:	
Between Carson and Dorset Junction:	
With 4300 tons or over.....	35
Between Latimer and Youngstown:	
With 3200 to 4300 tons.....	35
With 4300 tons or over.....	30
<b>Sharon Branch</b>	
B & A A-1 Engines, Bridges 11—39—51.....	10
Bridges 11—39—51.....	15
Sharon: Through City.....	6
Over West Silver Street and North Water Avenue..	4
Hot metal run.....	10
<b>Oil City Branch</b>	
Clarks Mills: Over sink hole .75 miles west.....	20
Sandy Lake: Over public crossings.....	30
At point 3 miles west of Franklin.....	15
Franklin.....	6
Eclipse.....	10
Oil City Tunnel.....	6
<b>J. F. &amp; C. Branch</b>	
Fill 300 ft. east of Glenn Station.....	15
Cut one mile west of Coder.....	10
East end No. 1 Tunnel at Carl, Pa.....	10
<b>Valley Branch</b>	
Between Lakeside and Laona:	
Passenger trains.....	30
Freight and work trains.....	25
Bridges 29.64 and 60.48.....	10
Warren: Through city.....	6

### ENGINE AND CAR RESTRICTIONS.

Rail Detector car X8015 must not be operated in freight train. Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Motors in damaged condition, making them unfit to be operated at speeds specified in special instruction "Speed Restrictions" must be hauled separately.

Engines must not be operated as shown below:  
Territory where automatic train stop is installed..... NU.

Location	Main Line	Classes
Farnham:		
Old Canning Factory Track		H-10, L, J.
Dunkirk:		
Continental Heater Co.		H-10, L, J.
American Fork and Hoe Co.		H-10, L, J.
Repair Tracks		H-10, L, J.
Brocton:		
Huntley Siding No. 2		L, J.
North East:		
Fertilizer Track		H-10, L, J.
Freight House Track		H-10, L, J.
Electric Materials Company's westerly track 100 feet beyond Power House		H-10, L, J.
Electric Materials Company's east siding beyond switch		All classes.
North Girard:		
American Fork & Hoe Co.		N-1, P. R. R.
Conneaut:		
Conneaut Can Co. Westerly Track		H-10, L, J.
Northwest Wye		L and J.
Geneva:		
American Fork & Hoe Co., Shop Tracks		H-10, L, J.
Cycle Factory Track		H-5, H-10, J, K, L.
Geneva Metal Wheel Co.		H-5, H-10, J, K, L.
Freight House Track No. 1		H-10, L, J.
Painesville:		
Gas House Track		H-5, H-10, J, K, L.
Storrs & Harrison		H-10, L, J.
Lake County Oil Co., Tfr.		H-10, L, J.
Willoughby:		
The Browning Co.		H-10, L, J.
Ohio Rubber Co.		L, J.
Wolwin Siding No. 2		L, J.
White Construction Co.		H-10, L, J.
Wickliffe:		
Brick Yard Track		H-5, H-10, J, K, L.
Cleveland Crane Co.		H-10, L, J.
Lubri-Zol Corp.		H-10, L, J.
C-E-I Track		H-10, L, J.
Noble:		
Cleveland Machine Co.		H-10, L, J.
Euclid Post Co.		H-10, L, J.
Standard Oil Co.		H-10, L, J.
Addressograph-Multigraph		H-10, L, J.
Chase Brass and Copper Company		H-10, L, J.
Cartridge Plant Track		H-10, L, J.

Irvineton:		
National Forge & Ordnance Co., Machine Shop Track..beyond point of curve		All engines.
New Forge Switch.....beyond point of curve		All engines.
Oil Track.....		All engines.
Press Track.....		All engines.
Jefferson:		
Mill Track, beyond electric light pole.....		H-10, J, K, L.
Douglas Co.....		H-10 J, K, L.
Dorset:		
Mill Track, beyond south end of curve at mill.....		H-10, J, K, L.
Jamestown:		
Paint and Varnish Track.....		H-10, J, K, L.
Stoneboro:		
Branch Mine Track.....		H-10, J, K, L.
McMyler Track.....		All engines.
Coal Track.....		All engines.
Polk:		
Asylum Track, west of barns...		H-10, J, K, L.
Franklin:		
Joy Mfg. Co. Plants 1 and 2...		H-10, J, K, L.
Joy Mfg. Co. Plant 1, New Track, beyond North Line of 4th St.....		All engines.
Dump Track.....		H-10, J, K, L.
General Manifold Track.....		H-10, J, K, L.
Tie Yard Track.....		H-10, J, K, L.
Water Works Track.....		H-10, J, K, L.
Venango Ice Track.....		H-10, J, K, L.
Franklin Lumber Co.....		H-10, J, K, L.
House Track, East of 11th St..		H-10, J, K, L.
Eclipse:		
Socony Oil Siding.....		H-10, J, K, L.
Wax Track.....		H-10, J, K, L.
Penn Conley, North Side.....		H-10, J, K, L.
East lead track to Penn Conley Tank Shop.....		H-10, J, K, L.
Old No. 5 Storage Track.....		H-10, J, K, L.
Engines, classes H-10 and L-2 must not be operated in Joint territory between Sharpsville and Middlesex, but may be permitted to operate to Ferrona yard from Sharon Branch.		
Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating at the following points:		
Erie:	From point 2000 ft. East to a point 1000 ft. West of P. & E. Crossing.	
Other main line points:	When operating in yards and on side tracks.	
Oil City, Youngstown and J.F.&C. Branches:	When operating on main tracks between Ashtabula Harbor and Ashtabula, and at Jefferson, Andover, Williamsfield, Youngstown, Simons, Hadley, Stoneboro, Franklin and Eclipse, and when operating in all yards and on side tracks.	

#### SPECIAL USE OF TRACKS.

When necessary to stop train in vicinity of Low Grade crossovers and signal stations, train will stop between switches to permit of detouring following trains. Trains finding track occupied ahead will stop to clear switches and immediately report to dispatcher.

#### WATER STATIONS.

Angola.	Cassadaga.	Youngstown,
Dunkirk. West end south yard.	Falconer.	Hubbard Rd.
North East.	Akeley	Jamestown.
Wesleyville.	Warren.	Stoneboro.
Erie { X. C: Tracks 2 & 4. Cranberry St.	Newton.	Franklin.
North Girard.	Titusville.	Sutton.
Ashtabula.	Carson.	Elmo.
Madison.	Andover.	Belmar.
	Wick.	Farrell.
	Doughton.	

#### TRACK PANS. Tracks

##### Main Line:

Silver Creek.....	No. 1, No. 2, No. 3 and No. 4.
Westfield.....	No. 1, No. 2, No. 3 and No. 4.
Springfield.....	No. 1, No. 2, No. 3 and No. 4.
Painesville.....	No. 1, No. 2, No. 3 and No. 4.

J. J. FRAWLEY, Superintendent.  
A. HART, Asst. Superintendent.

W. C. SENNETT  
H. E. VAN SLYKE  
E. J. COWIN  
T. C. HARRINGTON  
L. J. COLE } Train Masters.

A. B. HYDER  
J. L. GRANNEY  
V. E. NEELY } Chief Train Dispatchers.

E. F. McGUIRE  
W. C. EMERICH  
L. J. FAY  
W. H. WILLIAMS  
A. C. WILL  
E. G. GIFFORD  
O. O. MARTIN } Train Dispatchers.

E. C. MURRAY  
C. A. A. SHAKELY  
R. E. BENDER  
C. H. PRICE } Train Dispatchers.

#### AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors, operated between Bay View and BR, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- By specific authority of Superintendent.
- When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

**BUFFALO TO CLEVELAND  
WESTWARD—FIRST CLASS**

CONTINUED ON PAGE 11

Miles from Buffalo	STATIONS	37	67	27	25	1	279	207	19	11	57	21
		The Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Pacemaker	Buffalo Pittsburgh Express	Number Two Naught Seven	Lake Shore Limited	South Western Limited	The Cleveland Limited	The Lake Erie
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
8.75	Buffalo.....	12.25	12.44	1.01	1.30	1.38	1.45	2.26	3.11	4.01	4.10	5.10
	Bay View.....	12.40	12.59	1.16	1.45	1.53	2.00	2.41	3.26	4.16	4.25	5.25
10.01	Athol Springs.....											
15.19	Lake View.....											
18.00	Derby.....											
22.13	Angola.....											
26.39	Farnham.....											
28.34	Irving.....											
32.18	Silver Creek.....											
41.02	Dunkirk.....	1.10	1.26	1.43	2.12	2.22	2.30	s 3.14	3.55	4.45	4.54	5.54
50.02	Brocton.....											
58.21	Westfield.....						s 3.37					s 6.13
66.04	Ripley.....											
68.93	State Line.....											
73.71	North East.....											
80.21	Harbor Creek.....											
83.78	Wesleyville.....											
86.32	XC.....											
87.66	Erie.....	1.55	2.10	2.28	2.53	3.05	s 3.17	s 4.25	s 4.41	5.28	5.37	s 6.45
90.52	Dock Jct.....											
95.91	Swanville.....											
98.52	Fairview.....											
102.98	North Girard.....						J 4.45					
104.32	Girard Jct.....											
107.63	Springfield.....						J 4.56					
115.22	Conneaut.....											
118.64	Amboy.....											
122.67	Kingsville.....											
128.46	Ashtabula.....	2.30	2.45	3.02	3.28	3.39	3.59	s 5.35	5.17	6.05	6.14	s 7.27
131.09	W.....						A. M.					
133.18	Saybrook.....											
137.84	Geneva.....											
141.00	Unionville.....											
143.25	Madison.....											
148.24	Perry.....											
153.95	Painesville.....						s 6.15					s 8.02
160.12	Mentor.....											
164.48	Willoughby.....											
169.07	Wickliffe.....											
170.98	Noble.....											
172.15	BR.....	3.10	3.25	3.42	4.11	4.18		6.45	6.00	6.50	6.59	8.25
178.12	East Cleveland.....						s 7.00			s 7.05	s 7.14	† 8.40
185.11	Cleveland Union Terminal.....	3.33	3.48	4.05	4.33	4.41		7.15	6.25	7.20	7.30	8.55
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at Buffalo, East Cleveland and Cleveland Union Terminal is for information only.

**BUFFALO TO CLEVELAND  
WESTWARD—FIRST CLASS**

CONTINUED FROM PAGE 10

CONTINUED ON PAGE 12

Miles from Buffalo	STATIONS	59	35	151	43	137	125	51	83	9	5	41	
		The Iroquois	Fast Mail	Interstate Express	South Shore Express	Railway Express	E. & P.	Empire State Express	Pittsburgh Cleveland Express	Mail	The Mohawk	The Knickerbocker	
		Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
8.75	Buffalo.....	7.51	8.05	8.11	1.15	1.50		5.16	5.26	6.01	8.11	11.30	
	Bay View.....	8.06	8.20	8.26	1.30	2.08		5.31	5.41	6.16	8.26	11.45	
10.01	Athol Springs.....												
15.19	Lake View.....												
18.00	Derby.....												
22.13	Angola.....												
26.39	Farnham.....												
28.34	Irving.....												
32.18	Silver Creek.....												
41.02	Dunkirk.....	8.36	8.49	s 8.56	s 2.07	2.39		6.00	s 6.16	s 6.50	s 9.03	12.12	
50.02	Brocton.....												
58.21	Westfield.....			s 9.17	s 2.30			s 6.17	s 6.36	s 7.13	s 9.28		
66.04	Ripley.....												
68.93	State Line.....												
73.71	North East.....			s 9.36					s 6.54				
80.21	Harbor Creek.....												
83.78	Wesleyville.....							P. M.					
86.32	XC.....												
87.66	Erie.....	s 9.17	s 9.38	s 9.56	s 3.05	3.27		5.30	s 6.49	s 7.15	s 7.57	s 10.11	12.53
90.52	Dock Jct.....												
95.91	Swanville.....												
98.52	Fairview.....												
102.98	North Girard.....			C 10.09				s 5.50					
104.32	Girard Jct.....							5.52					
107.63	Springfield.....												
115.22	Conneaut.....			s 10.25	s 3.30								
118.64	Amboy.....												
122.67	Kingsville.....												
128.46	Ashtabula.....	9.58	10.17	s 10.47	s 3.50	4.06			7.29	s 8.15	s 8.50	s 10.56	1.28
131.09	W.....												
133.18	Saybrook.....												
137.84	Geneva.....			s 10.59						s 8.27			
141.00	Unionville.....												
143.25	Madison.....												
148.24	Perry.....												
153.95	Painesville.....			s 11.20	s 4.25					s 8.50	s 9.21	s 11.31	
160.12	Mentor.....												
164.48	Willoughby.....												
169.07	Wickliffe.....												
170.98	Noble.....												
172.15	BR.....	10.40	10.57	11.40	4.50	4.48		8.10	9.15	9.45	11.55	2.11	
178.12	East Cleveland.....	s 10.55	s 11.12	s 11.55	s 5.05			s 8.25	s 9.30		s 12.10		
185.11	Cleveland Union Terminal.....	11.10	11.26	12.10	5.20	5.10		8.40	9.45	10.15	12.25	2.36	
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.	A. M.	A. M.	

Time shown at Buffalo, East Cleveland and Cleveland Union Terminal is for information only.  
No. 137 will not carry passengers.  
No. 9 will not carry passengers.

**BUFFALO TO CLEVELAND  
WESTWARD—FIRST-CLASS**

CONTINUED FROM PAGE 11

Miles from Buffalo	STATIONS	15										
		Ohio State Limited										
LEAVE		Daily										
P. M.		P. M.										
8.75	Buffalo	11.59										
	Bay View	12.14										
10.01	Athol Springs											
15.19	Lake View											
18.00	Derby											
22.13	Angola											
26.39	Farnham											
28.34	Irving											
32.18	Silver Creek											
41.02	Dunkirk	12.43										
50.02	Brocton											
58.21	Westfield											
66.04	Ripley											
68.93	State Line											
73.71	North East											
80.21	Harbor Creek											
83.78	Wesleyville											
86.32	XC											
87.66	Erie	1.27										
90.52	Dock Jct.											
95.91	Swanville											
98.52	Fairview											
102.98	North Girard											
104.32	Girard Jct.											
107.63	Springfield											
115.22	Conneaut											
118.64	Amboy											
122.67	Kingsville											
128.46	Ashtabula	2.02										
131.09	W.											
133.18	Saybrook											
137.84	Geneva											
141.00	Unionville											
143.25	Madison											
148.24	Perry											
153.95	Painesville											
160.12	Mentor											
164.48	Willoughby											
169.07	Wickliffe											
170.98	Noble											
172.15	BR	2.43										
178.12	East Cleveland											
185.11	Cleveland Union Terminal	3.15 C. & P. Crossing										
ARRIVE		A. M.										

Time shown at Buffalo, East Cleveland and Cleveland Union Terminal is for information only.

**CLEVELAND TO BUFFALO  
EASTWARD—FIRST-CLASS**

CONTINUED ON PAGE 14

Miles from Cleveland Union Terminal	STATIONS	24	132	272	22	18	38	90	60	50	120	32
		The Knickerbocker	Henry Hudson	See Note Cleveland Pittsburgh Buffalo Express	Lake Shore Limited	Number Eighteen	The Missourian	Forest City	Cleveland Buffalo Special	Empire State Express	E. & P.	Mail
LEAVE		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
6.99	Cleveland Union Terminal	12.35	12.40	1.10	2.12	2.17	6.05	7.10	8.25	9.55		11.28 C. & P. Crossing
12.96	East Cleveland		s 12.49			s 2.26	s 6.14	s 7.19	s 8.34	s 10.04		
14.13	BR	1.00	1.10	1.30	2.38	2.47	6.35	7.40	8.55	10.25		12.00
16.04	Noble											
20.63	Wickliffe											
24.99	Willoughby											\$12.12
24.99	Mentor											J 12.20
31.16	Painesville		I 1.30	s 1.58		s 3.08		G 7.57	s 9.17			\$12.31
36.87	Perry								R 9.27			
41.86	Madison								Δ 9.37			
44.11	Unionville											
47.27	Geneva					§ 3.29			s 9.46			
51.93	Saybrook											
54.02	W.											
56.65	Ashtabula	1.40	s 2.00	s 2.55	3.17	s 3.49	7.14	G 8.22	s 10.01	11.03		§ 1.06
62.44	Kingsville											
66.47	Amboy											
69.89	Conneaut					§ 4.06			s 10.19		P. M.	
77.48	Springfield											Δ 1.30
80.79	Girard Jct.										12.06	
82.13	North Girard					J 4.25			s 10.36		s 12.10	
86.59	Fairview								R 10.43			
89.20	Swanville											
94.59	Dock Jct.											
97.45	Erie	2.18	s 2.53	s 3.45	3.54	s 4.55	s 7.52	s 9.10	s 11.01	s 11.39	12.30	s 2.10
98.79	XC											P. M.
101.33	Wesleyville											
104.90	Harbor Creek											
111.40	North East								Δ 11.19			
116.18	State Line											
119.07	Ripley											
126.90	Westfield			s 4.17		s 5.30	s 8.27	s 9.43	s 11.37	s 12.07		
135.09	Brocton								Δ 11.48			Δ 3.00
144.09	Dunkirk	2.58	3.38	s 4.38	4.33	s 5.55	s 8.47	10.05	s 12.02	12.25		s 3.20
152.93	Silver Creek											
156.77	Irving								R 12.17			
158.72	Farnham											
162.98	Angola											
167.11	Derby											
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	3.30	4.15	5.25	5.09	6.35	9.25	10.45	12.45	12.55		4.05
185.11	Buffalo	3.45	4.30	5.40	5.24	6.50	9.40	11.00	1.00	1.10		4.20
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Cleveland Union Terminal, East Cleveland and Buffalo is for information only.  
No. 32 will carry passengers daily except Sunday between Ashtabula and Dunkirk.  
No. 272 will not carry passengers between Cleveland and Painesville.



CLEVELAND TO BUFFALO  
EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 13

CONTINUED ON PAGE 15

Miles from Cleveland Union Terminal	STATIONS	52	244	14	84	6	20	2	66	12	68	26
		The Easterner	Number Two Forty-Four	Interstate Express	Pittsburgh Buffalo Express	Fifth Avenue Special	The Cleveland Limited	The Pacemaker	The Advance Commodore Vanderbilt	South Western Limited	The Commodore Vanderbilt	Twentieth Century Limited
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
6.99	Cleveland Union Terminal	12.30	4.00	5.45		7.00	8.15	9.00	9.07	9.20	9.45	10.11
12.96	East Cleveland BR	12.39	4.09	5.54		7.09	8.24	9.28	9.33	9.29		10.35
14.13	Noble	1.00	4.30	6.15		7.30	8.48	9.28	9.33	9.53	10.12	10.35
16.04	Wickliffe											
20.63	Willoughby		Δ 4.38									
24.99	Mentor		Δ 4.43									
31.16	Painesville	s 1.19	s 4.53	s 6.36		s 7.52						
36.87	Perry											
41.86	Madison		R 5.06									
44.11	Unionville											
47.27	Geneva		s 5.15	s 6.54								
51.93	Saybrook				P. M.							
54.02	W											
56.65	Ashtabula	s 1.45	s 5.37	s 7.05	8.05	8.22	9.28	10.08	10.13	10.33	10.52	11.14
62.44	Kingsville		R 5.45									
66.47	Amboy											
69.89	Conneaut	s 2.02	s 5.55		s 8.22							
77.48	Springfield											
80.79	Girard Jct											
82.13	North Girard	B 2.19	s 6.14									
86.59	Fairview											
89.20	Swanville											
94.59	Dock Jct											
97.45	Erie	s 2.40	s 6.50	s 7.50	s 8.55	s 9.07	10.04	10.45	10.50	11.10	11.29	11.50
98.79	XC											
101.33	Wesleyville											
104.90	Harbor Creek											
111.40	North East	s 2.55	s 7.10									
116.18	State Line											
119.07	Ripley		s 7.23									
126.90	Westfield	s 3.20	s 7.36	s 8.26	s 9.27	s 9.38						
135.09	Brocton											
144.09	Dunkirk	s 3.48	s 8.05	s 8.50	s 9.50	10.02	10.42	11.23	11.28	11.47	12.08	12.29
152.93	Silver Creek	R 4.05										
156.77	Irving											
158.72	Farnham											
162.98	Angola	R 4.22										
167.11	Derby				E10.14							
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	4.45	8.57	9.25	10.28	10.40	11.13	11.55	12.00	12.19	12.39	12.59
185.11	Buffalo	5.00	9.12	9.40	10.43	10.55	11.28	12.10	12.15	12.34	12.54	1.14
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at Cleveland Union Terminal, East Cleveland and Buffalo is for information only.

CLEVELAND TO BUFFALO  
EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 14

Miles from Cleveland Union Terminal	STATIONS	10										
		The Water Level Limited										
		Daily										
LEAVE	P. M.											
6.99	Cleveland Union Terminal	11.28										
12.96	East Cleveland BR	11.37										
14.13	Noble	11.58										
16.04	Wickliffe											
20.63	Willoughby											
24.99	Mentor											
31.16	Painesville											
36.87	Perry											
41.86	Madison											
44.11	Unionville											
47.27	Geneva											
51.93	Saybrook											
54.02	W											
56.65	Ashtabula	12.38										
62.44	Kingsville											
66.47	Amboy											
69.89	Conneaut											
77.48	Springfield											
80.79	Girard Jct											
82.13	North Girard											
86.59	Fairview											
89.20	Swanville											
94.59	Dock Jct											
97.45	Erie	s 1.19										
98.79	XC											
101.33	Wesleyville											
104.90	Harbor Creek											
111.40	North East											
116.18	State Line											
119.07	Ripley											
126.90	Westfield											
135.09	Brocton											
144.09	Dunkirk	2.02										
152.93	Silver Creek											
156.77	Irving											
158.72	Farnham											
162.98	Angola											
167.11	Derby											
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	2.38										
185.11	Buffalo	2.53										
	ARRIVE	A. M.										

Time shown at Buffalo, East Cleveland and Cleveland Union Terminal is for information only.

**YOUNGSTOWN TO ASHTABULA**

**NORTHWARD—FIRST-CLASS**

Miles from Youngstown	STATIONS	272	82 See Note	84
		Pittsburgh Buffalo Express	Pittsburgh Buffalo Limited	Pittsburgh Buffalo Express
		Daily	Daily	Daily
LEAVE		A. M.	A. M.	P. M.
.....	Youngstown..	1.15	11.59	6.28
0.57	Valley St.....			
1.87	Thorn Hill.....			
5.90	Doughton....	1.23	12.07	6.36
7.77	Coalburg.....			
10.95	Brookfield Jct.	1.29	12.13	6.43
11.09	Brookfield....		P. M.	f 6.45
			Low Grade	
14.07	Tyrrell.....		P. M.	
16.83	Fowler.....	1.39		f 6.54
20.18	Latimer.....	1.43	12.26	6.58
25.71	Kinsman.....	1.49	12.32	f 7.05
30.29	Stanhope.....			
32.99	Williamsfield..	1.57	12.40	f 7.14
38.10	Andover Jct..	2.03	12.46	7.20
38.33	Andover.....	s 2.05	s 12.48	s 7.22
42.11	Leon.....			
46.01	Dorset.....	2.16	12.56	f 7.32
46.39	Dorset Jct....	2.18	12.57	7.34
51.98	Jefferson.....	2.25	s 1.04	s 7.43
58.35	Carson.....	2.33	1.12	7.50
60.59	Gulf.....			
62.85	Ashtabula....	2.45	1.24	8.05
ARRIVE		A. M.	P. M.	P. M.

**ASHTABULA TO YOUNGSTOWN**

**SOUTHWARD—FIRST-CLASS**

Miles from Ashtabula	STATIONS	279	151	83
		Buffalo Pittsburgh Express	Pittsburgh Special	Pittsburgh Cleveland Express
		Daily	Daily	Daily
LEAVE		A. M.	A. M.	P. M.
.....	Ashtabula.....	4.18	11.00	8.20
2.26	Gulf.....			
4.50	Carson.....	4.30	11.10	8.34
10.87	Jefferson.....	4.36	s 11.19	8.42
16.46	Dorset Jct....	4.43	11.26	8.49
16.84	Dorset.....	4.45	f 11.28	8.51
20.74	Leon.....			
24.52	Andover.....	s 4.53	s 11.38	s 8.59
24.75	Andover Jct...	4.55	11.40	9.01
29.86	Williamsfield...	5.00	s 11.48	9.07
32.56	Stanhope.....		f 11.52	
37.14	Kinsman.....	5.08	s 12.00	9.15
42.67	Latimer.....	5.14	f 12.06	9.21
46.02	Fowler.....	5.18	f 12.11	9.25
48.78	Tyrrell.....			
51.75	Brookfield....		f 12.19	
51.90	Brookfield Jct..	5.26	12.21	9.32
55.08	Coalburg.....			
56.95	Doughton.....	5.32	12.27	9.38
60.98	Thorn Hill.....			
62.28	Valley St.....			
62.85	Youngstown...	5.50	12.40	9.50
ARRIVE		A. M.	P. M.	P. M.

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.  
No. 82 will operate via low grade between Brookfield Jct. and Latimer.

**DUNKIRK AND TITUSVILLE**

SOUTHWARD		STATIONS	NORTHWARD	
SECOND-CLASS			SECOND-CLASS	
11	Miles from Dunkirk		14	Miles from Titusville
Freight		Freight		
See Note		See Note		
P. M.	LEAVE	ARRIVE	P. M.	
7.30	.....	Dunkirk.....	90.49	11.40
7.35	0.92	NYC&STL Crossing.	89.57	11.25
f 7.45	3.14	Fredonia.....	87.35	s 11.15
.....	4.56	Laona.....	85.93	.....
7.57	7.18	Nortons.....	83.31	10.55
8.12	12.41	Lakeside.....	78.08	10.40
s 8.35	14.13	Cassadaga.....	76.36	s 10.30
.....	17.98	Moons.....	72.51	.....
f 8.55	21.82	Sinclairville.....	68.67	f 10.00
f 9.07	26 50	Gerry.....	63.99	f 9.45
s 9.30	32.39	Falconer.....	58.10	s 9.30
s 9.50	32.79	Falconer Jct.....	57.70	s 8.50
f 10.10	38.30	Frewsburg.....	52.19	f 8.20
10.27	44.75	Akeley.....	45.74	7.55
f 10.40	46.70	Russell.....	43.79	f 7.50
f 10.55	51.90	North Warren.....	38.59	s 7.35
s 11.30	54.46	Warren.....	36.03	s 6.40
.....	57.26	Starbrick.....	33.23	.....
f 11.55	60.74	Irvineton.....	29.75	f 5.20
f 12.05	63.04	Youngsville.....	27.45	f 5.10
12.15	67.05	Pittsfield.....	23.44	5.00
f 12.25	71.00	Garland.....	19.49	f 4.50
12.32	73.66	Torpedo.....	16.83	4.43
12.40	76.36	Newton.....	14.13	4.36
12.55	79.58	Grand Valley.....	10.91	4.28
1.04	82.77	Selkirk.....	7.72	4.20
.....	84.47	Dotyville.....	6.02	.....
.....	88.95	Fieldmore Springs...	1.54	.....
1.30	90.49	Titusville.....	.....	4.00
A. M.	ARRIVE	LEAVE	P. M.	

On single track, northward trains are superior to southward trains of the same class unless otherwise specified.

Nos. 11 and 14 run daily except Sundays, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and New Years.

**OIL CITY AND ANDOVER JCT.**

WESTWARD		STATIONS	EASTWARD	
Miles from P. R. R. Jct.			Miles from Ashtabula	
LEAVE	ARRIVE		ARRIVE	LEAVE
.....	.....	P. R. R. Jct.....	87.08	.....
.....	1.19	Oil City.....	85.89	.....
.....	4.34	Reno.....	82.74	.....
.....	7.39	Eclipse.....	79.69	.....
.....	9.09	Franklin.....	77.99	.....
.....	17.99	Polk.....	69.09	.....
.....	18.60	Polk Jct.....	68.48	.....
.....	20.29	Dick Siding.....	66.79	.....
.....	22.22	Raymilton.....	64.86	.....
.....	28.36	Sandy Lake.....	58.72	.....
.....	29.65	Stoneboro.....	57.43	.....
.....	30.86	Branch.....	56.22	.....
.....	35.39	Clarks Mills.....	51.69	.....
.....	38.64	Hadley.....	48.44	.....
.....	44.13	Salem.....	42.95	.....
.....	45.88	Amasa.....	41.20	.....
.....	46.10	Osgood.....	40.98	.....
.....	50.97	Jamestown.....	36.11	.....
.....	56.86	Simons.....	30.22	.....
.....	62.33	Andover Jct.....	24.75	.....
ARRIVE			LEAVE	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

**ROSE AND POLK JCT.**

WESTWARD		STATIONS	EASTWARD	
Miles from Rose	LEAVE		Miles from Polk Jct.	ARRIVE
1.23		Rose	61.19	
6.59		Coder	59.96	
8.41		Viaduct	54.60	
8.73		L. E. F. & C. Jct.	52.78	
		Sutton	52.46	
11.68		Kingsville	49.51	
13.03		Pew	48.16	
14.69		Limestone	46.50	
16.23		Wilson	44.96	
20.02		Reidsburg	41.17	
21.36		R. N.	39.83	
23.81		Electra	37.38	
29.30		Knox	31.89	
30.48		Shipperville	30.71	
33.65		Billings	27.54	
35.14		Elmo	26.05	
38.17		Kline	23.02	
42.02		Van	19.17	
43.86		Wrights	17.33	
47.57		Emlenton	13.62	
48.17		Carl	13.02	
48.59		Richey	12.60	
50.49		Belmar	10.70	
54.83		Brown	6.36	
57.51		Pecan	3.68	
61.19		Polk Jct.		
ARRIVE			LEAVE	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

**LOW GRADE  
BROOKFIELD JCT. AND CARSON**

NORTHWARD — FIRST CLASS		STATIONS	SOUTHWARD	
Miles from Youngstown	82		Miles from Brookfield Jct.	ARRIVE
10.95	12.13	Brookfield Jct.		
14.62		Hartford	3.67	
19.62	12.26	Latimer	8.67	
20.88		WB Crossover	9.94	
24.77	P. M.	York	13.82	
30.60		Wick	19.65	
35.91		Mann	24.96	
43.29		Dorset Jct.	32.34	
51.04		MX Crossover	40.09	
53.70		Carson	42.75	
ARRIVE	P. M.		LEAVE	

**SHARON BRANCH**

STATIONS		Miles from Doughton	Miles from Ferrona
LEAVE			ARRIVE
	Doughton	7.81	
1.30	Hubbard	6.51	
5.26	Bentley	2.55	
5.87	Farrell	1.94	
7.00	Sharon	0.81	
7.81	Ferrona		
ARRIVE			LEAVE

**WESTWARD — FREIGHT TRAINS**

Miles from Buffalo	STATIONS	THROUGH											
		B.C. 1	B.S. 5	G.P. 1	L.S. 7	B.F. 3	D.L.S. 3	B.F. 1	B.S. 3	B.G. 1	L.S. 1	B.C. 3	G.P. 3
		Boston Chicago	Garden-ville Collin-wood	Garden-ville Pitts-burgh	Phila. Chicago	New York St. Louis	Boston Chicago	New York St. Louis	Garden-ville Cleve-land	Garden-ville Cleve-land	New York Chicago	Buffalo Cleve-land	Garden-ville Pitts-burgh
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	
	LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	E. Buffalo		A. M.	A. M.					P. M.	P. M.	9.30	P. M.	
	Seneca												
	Gardenville	12.01	4.00	6.00		8.30	10.30	8.30	9.00	9.30	10.00	10.30	
8.77	BV	12.45	4.45	6.45		9.15	11.15	9.15	9.45	10.15	11.00	11.15	
41.02	Dunkirk		7.00	8.45									
58.21	Westfield		8.00										
87.66	Erie		10.00	12.15			3.00		12.45		2.30	1.45	
128.46	Ashtabula		12.30	2.30								3.00	
193.81	E. Youngstown			6.00								5.15	
	Clearfield				9.00								
	Rose				12.15								
	Sutton				1.15								
	Oil City												
	Franklin												
	Stoneboro				6.00								
128.46	Ashtabula				9.00								
153.95	Painesville		3.00										
172.15	BR	5.50	3.50		10.20	2.45	6.50	3.10	3.45	4.50	5.05	5.20	
174.66	Collinwood	6.00	4.00		10.30	3.00	7.00	3.20	4.00	5.00	5.15	5.30	
	ARRIVE	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

For information only; not conferring time table superiority.

**WESTWARD — FREIGHT TRAINS**

Miles from Buffalo	STATIONS	LOCAL						
		E. 3	E. 1	E. 11	F. 92	F. 74	F. 9	F. 6
		Erie Collin-wood	Garden-ville Erie	Dunkirk Titus-ville	E. Youngs-town Ashta-bula	Oil City Ashta-bula	Franklin Stone-boro	Rose Stone-boro
		Daily Except Sunday	Daily Except Sunday	See Note	Tues. Thurs. Sat.	Daily Except Monday	Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.
	E. Buffalo		A. M.					
	Seneca							
	Gardenville		8.30	P. M.				
8.77	BV		9.00					
41.02	Dunkirk	A. M.		7.30				
	Titusville			1.30				
87.66	Erie	8.00	4.30		A. M.			
128.46	Ashtabula							
193.81	E. Youngstown							P. M.
	Clearfield							
	Rose					A. M.		12.01
	Oil City					12.01		
	Franklin						1.00	
	Stoneboro						3.00	5.30
128.46	Ashtabula				1.00	8.00		
153.95	Painesville						P. M.	P. M.
172.15	BR	3.45			P. M.	A. M.		
174.66	Collinwood	4.00						
	ARRIVE	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.

E-11 runs daily except Sundays, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Christmas and New Years. For information only; not conferring time table superiority.

**EASTWARD — FREIGHT TRAINS**

Miles from Collinwood	STATIONS	THROUGH											
		P.W. 4	S.L.D. 6	C.W. 10	N.Y. 8	P.S. 10	X.N. 2	B.F. NY-4	Adv. NY-6	C.P. 2	N.Y. 4	C.B. 2	N.Y. 6
		Pgh. Boston	St. Louis New York	Collin- wood DeWitt	Gibson New York	Youngs- town Seneca	Chgo. New York	St. Louis New York	St. Louis New York	Cleve- land Phia- del,phia	Chgo. New York	Engle- wood Seneca	St. Louis New York
		Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.....	Collinwood.....		8.05	8.15	9.55		1.00	4.35	4.45	4.45	5.00	6.15	8.20
2.51	BR.....		8.15	8.25	10.05		1.10	4.45	4.55	4.55	5.10	6.25	8.30
20.71	Painesville.....												
46.20	Ashtabula.....					A. M.				6.20			
111.55	E. Youngstown....	4.00				9.30							
103.63	Stoneboro.....									9.00			
124.19	Franklin.....												
132.09	Oil City.....												
167.80	Sutton.....									1.15			
175.87	Rose.....									2.15			
229.15	Clearfield.....									6.45			
46.20	Ashtabula.....	7.15				12.45							
87.00	Erie.....			11.30		3.45	4.10	7.05		A. M.	8.00	9.15	
116.45	Westfield.....												
133.64	Dunkirk.....					6.30							
165.89	BV.....	1.00	3.00	2.45	4.30	8.30	7.30	11.00	10.30		12.01	1.00	2.30
175.43	Gardenville.....												
168.48	Seneca.....			3.00		8.45	7.45					1.15	
175.81	E. Buffalo.....	1.45	3.30	4.00	5.15	10.15	8.30	11.45	11.45		12.45	2.30	3.00
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.

For information only; not conferring time table superiority.

**EASTWARD — FREIGHT TRAINS**

Miles from Collinwood	STATIONS	LOCAL									
		E. 2	E. 4	E. 8	E. 12	E. 14	F. 93	F. 73	F. 8	F. 5	
		Collin- wood Erie	Erie Garden- ville	Collin- wood Erie	Erie East Buffalo	Titus- ville Dun- kirk	Ashta- East Youngs- town	Ashta- bula Oil City	Stone- boro Frank- lin	Stone- boro Rose	
		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Monday	See Note	Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
LEAVE	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.		
.....	Collinwood.....	8.00		11.00							
2.51	BR.....	8.15		11.15							
20.71	Painesville.....					A. M.	P. M.				
46.20	Ashtabula.....					7.50	1.00	A. M.	A. M.		
111.55	E. Youngstown....					12.30					
103.63	Stoneboro.....							9.30	7.30		
124.19	Franklin.....					P. M.		11.30			
132.09	Oil City.....							10.00			
175.87	Rose.....							A. M.	12.01		
229.15	Clearfield.....		A. M.		A. M.			P. M.			
46.20	Ashtabula.....								P. M.		
87.00	Erie.....	4.00	8.00	5.00	12.01						
133.64	Dunkirk.....	P. M.		A. M.		4.00					
165.89	BV.....		3.30		7.30						
175.43	Gardenville.....		4.00								
168.48	Seneca.....										
175.81	E. Buffalo.....		P. M.		8.00						
	ARRIVE	P. M.	P. M.	A. M.	A. M.	P. M.		P. M.	P. M.	A. M.	

E-14 runs daily except Sundays, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Christmas and New Years. For information only; not conferring time table superiority.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR											
STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES				
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION				
							Side of Track	Line			
Bay View....	C.S.	BV	8.75	INT.	INT. 902	INT.	INT. 904	Signal station.....	S	T.D.-M	
				10.1		10.3G		East of station, on pole.....	N	T.D.-M	
Athol Springs	C.S.	HA	10.01	11.1	11.2	11.3G	11.4	Station.....	N	T.D.-M	
				12.1	12.2	12.3G	12.4				
Wanakah....			12.69	13.1	13.2	13.3G	13.4				
				14.1		14.3G					
				15.1	14.2	15.3G	14.4	South Side of former signal sta- tion in box.....	N	T.D.-M	
Lake View...	C.S.	AK	15.19		15.2		15.4	Station.....	S	M	
North Evans.	C.S.		16.08	16.1	16.2	16.3	16.4				
				17.1	17.2	17.3	17.4G				
Derby.....	C.S.	VN	18.00					Station.....	N	T.D.-M	
	C.S.							West of station, on pole.....	N	T.D.-M	
				19.1	19.2	19.3	19.4G				
				20.1	20.2	20.3	20.4G				
				21.1		21.3					
					21.2		21.4				
Angola.....	C.S.	NA	21.91	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y	
	C.S.							Freight station, east end, on pole connects with NA.....	S	Y	
Angola.....	C.S.		22.13	23.1		23.3		Passenger station.....	S	M-Y	
				24.1	23.2	24.3	23.4G				
				25.1	25.2	25.3	25.4G				
				26.1	26.2	26.3	26.4G				
Farnham....	C.S.	FM	26.39					Station.....	S	T.D.-M	
	C.S.							Freight station, east end.....	S	T.D.-M	
				27.1	27.2	27.3	27.4G				
				28.1		28.3					
Irving.....	C.S.	VR	28.34		28.2			Crossover east of station, on pole.	N	T.D.-M	
	C.S.							Station.....	S	T.D.-M	
				29.1		29.3					
				30.1	29.2	30.3	29.4G	Ticket office.....	S	M	
				31.1	30.2	31.3	30.4	Baggage room.....	S	Y	
				32.1	31.2	32.3	31.4				
					32.2		32.4	Opposite former signal station, on pole.....	N	T.D.-M	
Silver Creek..	C.S.	SI	32.18					Station, north side in box.....	S	T.D.-M	
	C.S.							Freight station.....	S	T.D.-M-Y	
	C.S.							North siding, west end, on pole..	N	T.D.-M	

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Silver Creek Track Pans	C.S.	34.79	33.1 34.1	33.2 34.2	33.3 34.3	33.4 34.4	Tenders cabin.....	N	T.D.-M
Waites Crossing...	C.S.	35.97	35.1	35.2	35.3	35.4	On Pole at Spur Siding.....	N	T.D.-M
Dunkirk..... Open day and night	C.S.	X 40.71	37.1	37.2	37.3	37.4	North siding, east end, on pole, connects with X.....	N	Y
	C.S.		38.1	38.2	38.3	38.4	Middle Road crossing, on pole, connecting with X.....	N	Y
	C.S.		39.1	39.2	39.3	39.4G	Third pole east of Westward Home Signal at Dunkirk Yard	N	Y
	C.S.		40.1	40.3	41.4G	41.4G	Yard office.....	S	T.D.-M-Y
Dunkirk..... Open day and night	C.S.	DO 41.02	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
	C.S.						Carpenter Foreman's office.....	N	Y
	C.S.						Tool house, west end.....	N	Y
	C.S.						Station platform, east and west end, connects with X.....	N	Y
Dunkirk.....	C.S.	DO 41.02					Station ticket office.....	S	T.D.-M-Y
	C.S.						Train masters office.....	S	T.D.-M-Y
Dunkirk.....	C.S.	DO 41.02					Supervisor of track office.....	S	T.D.-M-Y
	C.S.						Second St., on pole, just west of Eric tracks.....	N	Y
Dunkirk.....	C.S.	DO 41.02					Freight station.....	N	M-Y
	C.S.								
Dunkirk.....	C.S.	DO 41.02					On pole Rubenstein Spur west of Switch.....	N	T.D.-M-Y
	C.S.								
Van Buren...	C.S.	45.31	42.1	42.2	42.3G	42.4			
	C.S.		43.1	43.2	43.3G	43.4			
Van Buren...	C.S.	45.31	44.1	44.2	44.3G	44.4			
	C.S.		45.1	45.3G			Station.....	S	T.D.-M
Brocton.....	C.S.	BX 50.02	46.1	46.2	46.3G	46.4			
	C.S.		47.1	47.2	47.3G	47.4			
	C.S.		48.1	48.2	48.3G	48.4			
	C.S.		49.1	49.2	49.3G	49.4	Passenger station.....	S	T.D.-M
Brocton.....	C.S.	BX 50.02	51.1	51.3G			Crossover west of station, in booth.....	N	T.D.-M
	C.S.		51.2	51.4					
Portland...	C.S.	51.15				First pole east of crossing.....	N	T.D.-M	

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Skinners Switch....	C.S.		52.1	52.2	52.3G	52.4	Scale House.....	S	T.D.-M
West Portland	C.S.		53.1	53.2	53.3	53.4			
	C.S.		54.1	54.2	54.3	54.4	First pole west of crossing.....	N	T.D.-M
Westfield.... Open day and night	C.S.	WB 58.21	55.1	55.2	55.3	55.4			
	C.S.		56.1	56.2	56.3	56.4			
	C.S.		58.1	58.2	58.3	58.4	South siding, east end, on pole..	N	T.D.-M
	C.S.						Car inspectors cabin, 1/3 mile east of freight station, connects with WX.....	S	Y
Westfield.... Open day and night	C.S.	WX 58.35	INT.	INT.	INT.	INT.	Freight station.....	S	M-Y
	C.S.						Passenger station.....	S	Y
Westfield Track Pans	C.S.	59.62	59.1		59.3		Baggage room.....	S	T.D.-M-Y
	C.S.			60.2		60.4			
Forsyth....	C.S.	62.92	60.1	60.3G	60.3G	60.4	Signal station.....	N	T.D.-M-Y
	C.S.		61.1	61.2	61.3G	61.4			
Ripley.....	C.S.	RY 66.04	62.1	62.2	62.3G	62.4	Tenders cabin.....	N	T.D.-M
	C.S.		63.1	63.2	63.3G	63.4			
Ripley.....	C.S.	RY 66.04	65.1	65.2	65.3G	65.4	Scale House.....	N	T.D.-M
	C.S.		66.1	66.2	66.3G	66.4			
Ripley.....	C.S.	RY 66.04	67.1	67.3G			Station.....	N	T.D.-M
	C.S.		67.1	67.2	67.3G	67.4	Crossovers west of station, in booth.....	N	T.D.-M
State Line...	C.S.	68.93	68.1	68.2	68.3G	68.4			
	C.S.		68.1A	69.2	68.3Ag	69.4	Pole box, west of north siding... In booth, first over head bridge east of North East.....	N	T.D.-M
North East...	C.S.	73.71	69.1	69.3G	69.3G	69.4			
	C.S.		70.1	70.2	70.3G	70.4			
	C.S.		71.1	71.2	71.3G	71.4			
	C.S.		72.1	72.3	72.3	73.4G	North siding, west end, on pole.. Station..... Freight station.....	N	T.D.-M
Cabin West of freight station.... Open 4:00 p. m. to 8:00 a. m. daily.	C.S.		73.1	73.2	73.3	73.4G			
	C.S.		74.1	74.2	74.3	74.4G	Opposite former signal station, on pole..... Switch Tenders Cabin West of freight station	N	T.D.-M-Y
Cabin West of freight station.... Open 4:00 p. m. to 8:00 a. m. daily.	C.S.		75.1	75.2	75.3	75.4G	South siding, west end, on pole..	N	T.D.-M
	C.S.		76.1	76.2	76.3	76.4G			
Cabin West of freight station.... Open 4:00 p. m. to 8:00 a. m. daily.	C.S.		77.1	77.3	77.3	77.4G			
	C.S.		77.1	77.2	77.3	77.4G			

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES						
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line				
Moorhead...	C.S.	77.44					In box on post, east end siding...	S	T.D.-M				
Harbor Creek	C.S.	80.21	78.1 79.1 80.1	78.2 79.2 80.2	78.3 79.3 80.3	78.4G 79.4G 80.4G	Crossover east of station, in booth	N	T.D.-M				
	C.S. HC						Station.....	N	T.D.-M				
Wesleyville.. Open day and night	C.S.	83.74	INT.	INT.	INT.	INT.	Walbridge Road, on pole.....	N	T.D.-M				
	C.S.						81.1	81.2	81.3	81.4G	Walbridge Road, in Inspector's Shanty.....	N	Y
	C.S.						82.2	83.3	82.4G	Nagle Road, in car repairmans cabin.....	N	Y	
	C.S.						83.1	83.2	83.4G				
Wesleyville.. Open day and night	C.S.	83.74	INT.	INT.	INT.	INT.	Train masters office.....	N	T.D.-M				
	C.S.										Yard masters office, east of coal chutes.....	N	T.D.-Y
	C.S.										Engine house office.....	N	T.D.-M-Y
	C.S.										Coal chutes.....	N	Y
	C.S. WV										Signal station.....	S	T.D.-M-Y
	C.S.						84.1		84.3G		Car Inspectors Shanty near Eastward home signal, connects with WV.....	S	Y
	C.S.										Car Inspector's cabin at Franklin Ave.....	S	Y
	C.S.										Register clerks office, Downing Road.....	S	T.D.-M-Y
	C.S.						85.1		85.3G		General Electric switch, on pole, connects with WV.....	N	Y
	C.S.							85.2	85.4G		Repairmans cabin, west of Downing Road.....	S	Y
XC..... Open day and night	C.S.	86.32	INT.	INT.	INT.	INT.	Hammermills siding, on pole, connects with WV and XC...	N	Y				
	C.S. XC					Signal station.....	S	T.D.-M-Y					
Erie..... Open day and night	C.S.	87.66	88.1	88.2	88.3G	88.4G	Schaffner Bros., on pole, east end of building.....	N	Y				
	C.S.									Parade St., in cabin, connects with XC.....	N	Y	
	C.S.									French St. switch tenders cabin, connects with XC and Erie station.....	S	Y	
Erie..... Open day and night	C.S. MS					Station platform.....	N	T.D.-M-Y T.D.-M					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Dock Jct.... Open day and night	C.S.	90.52	89.1A		89.3A		Myrtle St., switch tenders cabin.	S	T.D.-M-Y
	C.S.		89.1	89.2	89.3G	89.4	Yard masters office, west yard..	S	T.D.-M-Y
	C.S.			89.2A		89.4A	West of B. & L. E. bridge, on pole.....	S	T.D.-M
Chapel Road.	C.S.	93.73	90.1	90.2	90.3G	90.4	Signal station.....	S	T.D.-M-Y
	C.S.		INT.	INT.	INT.	INT.	Cemetery crossing, on pole....	S	T.D.-M
Swanville....	C.S.	95.91	91.1		91.3G		First pole east of Powell Ave...	S	T.D.-M
				91.2	92.3G	91.4			
Fairview....	C.S. FW	98.52	92.1	93.2	93.3	93.4	In box, on pole.....	S	T.D.-M
			93.1	94.2	94.4		In box, on pole, east of town line crossing.....	S	T.D.-M
North Girard	C.S. SX	102.98	94.1	95.2	94.3	95.4			
			95.1	96.2	95.3	96.4	On pole west of road crossing..	S	T.D.-M
Girard Jct... Open day and night	C.S. GJ	104.32	97.1	97.2	97.3	97.4G	Station.....	S	T.D.-M
			98.1	98.2	98.3	98.4G	Station on west end.....	S	T.D.-M
Springfield...	C.S. SQ	107.63	99.1	99.2	99.3	99.4			
			101.1	101.2	101.3	101.4			
			102.1	102.2	102.3	102.4	East end of South Siding two car lengths west of switch...	S	T.D.-M
Springfield Track Pans	C.S.	109.34					Station, north side in box.....	S	T.D.-M-Y
			103.1	103.2	103.3	103.4G	Signal station.....	N	T.D.-M-Y
Springfield Track Pans	C.S.	107.63	105.1	105.2	105.3	105.4G			
			106.1	106.2	106.3	106.4G			
			107.1	107.2	107.3	107.4G	Station.....	S	T.D.-M
Springfield Track Pans	C.S.	109.34					West of station, on pole.....	S	T.D.-M
			108.1	108.2	108.3	108.4G	Tenders cabin.....	N	T.D.-M-Y
Springfield Track Pans	C.S.					West end of track pans opposite stand pipe, on pole.....	S	T.D.-M	

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
Conneaut....	C.S. C.S. C.S.	SK	115.22	110.1	110.2	110.3	110.4	Crossover, east of station, on pole Station..... Freight station.....	S S N	T.D.-M T.D.-M T.D.-M
				111.1	111.2	111.3	111.4			
				112.1	112.2	112.3	112.4			
				113.1	113.2	113.3	113.4			
				114.1	114.2	114.3	114.4			
115.1	115.2	115.3G								
			115.1A	115.3Ag						
Amboy.....	C.S. C.S.		118.64	116.1	116.2	116.3G	116.4	East end South Spur opposite switch on pole..... North siding, west end, on pole..	S N	T.D.-M T.D.-M
				117.1	117.2	117.3G	117.4			
				118.1	118.2	118.3G	118.4			
					119.2		119.4			
				119.1	119.3G					
Kingsville...	C.S. C.S.	SG	122.67	120.2	120.2	120.3G	120.4	East of station, on pole..... Station.....	S S	T.D.-M T.D.-M
				121.1	121.2	121.3G	121.4G			
				122.1	122.2	122.3	122.4G			
Lockwoods Crossing...	C.S.		125.67	123.1	123.2	123.3	123.4G	On pole, twenty-two pole lengths west of Lockwoods...	S	T.D.-M
				124.1	124.2	124.3	124.4G			
				125.1	125.2	125.3	125.4G			
Ashtabula...	C.S. C.S. C.S. C.S. C.S.	SD	128.46	126.2	126.2	126.3	126.4	East end steel plant switch, on pole..... East of steel plant, on pole.... Eastward home signal, east of station in cabin, connects with OD..... West side Lake St., on pole.... Station..... Freight station.....	S S S N S N	T.D.-M T.D.-M Y Y T.D.-M-Y M-Y
				127.1	127.3	127.4				
					127.2					
Ashtabula Main Line. Open day and night	C.S.	OD	128.68	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
W. Crossover	C.S. C.S. C.S. C.S.	W	131.09	129.1	129.3			West St. watchmans cabin..... Round house..... Yard masters office..... 1 mile east of former signal sta- tion W, near stand pipe, on pole..... In tool house opposite former signal station..... On pole, west of Diagonal Road Crossing.....	S S S S	Y T.D.-M-Y T.D.-M-Y T.D.-M T.D.-M
				130.2	130.4					
				131.1	131.3					
				131.2	131.4					
				132.1	132.3					
Saybrook....	C.S.		133.18	132.2	132.2	132.3	132.4	East of highway, on pole.....	S	T.D.-M
				133.1	133.3					
				133.2	133.4					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
Geneva.....	C.S. C.S. C.S.	SB	137.84	134.1	135.2	134.3	135.4	Freight station..... Station..... Crossover, west of station, on pole.....	N S S	T.D.-M T.D.-M T.D.-M
				135.1	136.2	135.3G	136.4			
				136.1	137.2	136.3G	137.4			
				137.1		137.3G				
				138.1		138.3G				
Unionville...	C.S. C.S.	DX	141.00	140.1	140.2	140.3G	140.4	Station..... 1st pole west of station.....	S S	T.D.-M T.D.-M
				141.1		141.3G				
Madison.... Open day and night	C.S.	OX	143.06	142.1	141.2	142.3G	141.4	Signal station.....	S	T.D.-M-Y
				INT.	INT.	INT.	INT.			
Madison....	C.S.		143.25					Station.....	S	T.D.-M-Y
				144.1		144.3				
Perry.....	C.S.	KI	148.24	145.1	144.2	145.3	144.4	Station.....	S	T.D.-M
				146.1	145.2	146.3	145.4			
				148.1	146.2	148.3	146.4			
					148.2		148.4			
	C.S.			149.1	149.3			Crossing watchman's cabin, east of Maple St..... Car inspector's building.....	S S	T.D.-M T.D.-M
					149.2	149.4				
Painesville...	C.S. C.S. C.S. C.S. C.S.		153.95	150.1	150.2	150.3	150.4	Storrs & Harrison Switch on pole East end of Grand River Bridge, on pole..... Fobes St., on pole..... Baggage room..... Ticket office..... Freight station, on west end... Freight station..... Track Supr's offices..... East end, south siding, St. Clair St.....	S S S S S	T.D.-M T.D.-M T.D.-M T.D.-M T.D.-M
				151.1	151.2	151.3	151.4G			
				152.1	152.2	152.3	152.4G			
				153.1	153.2	153.3	153.4G			
				154.1	154.2	154.3	154.4G			
Painesville... Open day and night	C.S.	AF	154.80	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Painesville... Track Pans	C.S. C.S.		156.25	156.1	156.2	156.3	156.4	West end of north siding on first pole east of switch..... Tenders cabin.....	S N	T.D.-M T.D.-M
				157.1		157.3				

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**BAY VIEW TO SIGNAL STATION BR—Continued**

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Mentor . . . . .	C.S. OR C.S.	160.12	157.2	157.2	157.2	157.4	Station . . . . .	S	T.D.-M
			158.1 159.1	158.2 159.2	158.3 159.3	158.4 159.4			
Willoughby . . . . .	C.S. C.S. C.S.	164.48	161.1	161.2	161.3	161.4	½ mile east of station, on first pole east of Mentor Ave. . . . .	S	T.D.-M
			162.1 163.1 164.1	162.2 163.2 164.2	162.3 163.3 164.3	162.4 163.4G 164.4G			
Willoughby . . . . . Open day and night	C.S. SW	164.99	INT.	INT.	INT.	INT.	Signal station . . . . .	S	T.D.-M
			166.1	166.2	166.3G	166.4			
Wickliffe . . . . .	C.S. C.S. C.S.	169.07	167.1	167.2	167.3G	167.4	Station . . . . .	N	T.D.-M
			168.1	168.2	168.3	168.4			
Noble . . . . .	C.S.	170.98	169.1	169.2	169.3	169.4	East of Babbitt Road on Pole . . . . .	S	T.D.-M
			170.1	170.2	170.3	170.4			
BR . . . . . Open day and night	C.S. BR	172.15	171.1	171.2	171.3	171.4	Signal station . . . . .	S	T.D.-M-Y

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**ASHTABULA TO YOUNGSTOWN—Via High Grade**

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	Line
Ashtabula Harbor . . . . . Open day and night	C.S. JM	1.4	INT.	INT.		Signal station . . . . .	E	Y
Ashtabula . . . . . Open week days 7:30 a. m. to 4:30 p. m.	C.S. SD C.S. C.S.					Station . . . . .	S	T.D.-M-Y
						Freight station . . . . .	N	M-Y
Ashtabula — Main Line . . . . . Open day and night	C.S. OD C.S.	.0	INT.	INT.		Engine house . . . . .	S	T.D.-M-Y
						Yard masters office — west yard . . . . .	S	T.D.-M-Y
Ashtabula N. Y. C. & St. L. R. R. . . . . Open day and night	C.S. NP C.S.	1.1	INT.	INT.	Y1.1G	Signal station . . . . .	W	T.D.-M-Y
						Fork & Hoe Works switch, on pole . . . . .	W	Y
Gulf . . . . .	C.S. G	2.26	Y3.1	Y2.2	Y2.1G Y2.1Ag	Cabin . . . . .	W	Y
						Telephone pole . . . . .	W	Y
Carson—Low Grade . . . . . Open day and night	C.S. MU C.S.	4.5	Y3.1A	Y3.2	Y3.3G	Carson Hill south of Cider Mill crossing . . . . .	W	T.D.-M-Y
						Signal station . . . . .	W	T.D.-M-B-Y
Jefferson . . . . . Open week days 8:00 a. m. to 8:00 p. m. Open Sundays 12 noon to 8:00 p. m.	C.S. BF C.S. C.S.	10.9	Y4.1	Y4.2	Y4.3G	Yard office . . . . .	W	T.D.-M-Y
						Y4.1A	Y4.3Ag	INT.
Dorset Jct. — Low Grade . . . . . Open day and night	C.S. JD	16.5	INT.-M.B.	INT.-M.B.	Y9.1 Y10.1	Station . . . . .	W	T.D.-M-B
						Siding, south end, on pole . . . . .	W	T.D.-M-B
Dorset . . . . .	C.S. FQ C.S.	16.8			Y15.1	Signal station . . . . .	E	T.D.-M-B
						Station . . . . .	W	T.D.-M
Leon . . . . .	C.S. QI	20.7			Y17.2	Siding, south end, on pole . . . . .	W	T.D.-M
						Pole box at Switch . . . . .	W	T.D.-M



**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

ASHTABULA TO YOUNGSTOWN—Via High Grade—Continued

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS			TELEPHONES		
			SINGLE TRACK			LOCATION	Side of Track	Line
			Southward	Northward				
Andover.....	C.S. VA C.S. C.S.	24.52						Siding, north end, on pole..... W T.D.-M Station..... W T.D.-M Freight station..... E T.D.-M
Andover Jct.— Oil City Br..... Open day and night	C.S. BG C.S.	24.75	INT.-M.B.	INT.-M.B.				Signal station..... E T.D.-M-B Wye, south end, on pole. W T.D.-M-B
Williamsfield Open week days 8:00 a. m. to 5:00 p. m.	C.S. WI C.S. C.S.	29.9	M.B.	M.B.				Siding, north end, on pole W T.D.-M-B Station..... W T.D.-M-B Siding, south end, on pole W T.D.-M-B
Stanhope....		32.6						
Kinsman.... Open week days 8:00 a. m. to 5:00 p. m.	C.S. KN C.S. C.S.	37.1	M.B.	M.B.				Siding, north end, on pole W T.D.-M-B Station..... W T.D.-M-B Siding, south end, on pole. W T.D.-M-B
Latimer..... Open day and night	C.S. MR C.S.	42.7	Y42.1 INT.-M.B.	INT.-M.B. Y43.2				Siding, north end, on pole W T.D.-M-B Signal station..... W T.D.-M-B
Fowler..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. FV C.S.	46.0	M.B.	M.B.				Station..... W T.D.-M-B Station, on east side... W T.D.-M-B
Tyrrell.....	C.S.	48.8						Siding, South end, on pole W T.D.-M-B
Brookfield... Brookfield Jct Open day and night	C.S. BN C.S. BR	51.8 51.9	Y51.1	INT.-M.B.				Station..... W T.D.-M-B Signal station..... W T.D.-M-B
			Track No. 1 INT.	Track No. 2 INT.				
Coalburg....	C.S. CU	55.1	Y52.1 Y53.1 Y54.1 Y56.1	Y52.2G Y53.2G Y54.2G Y55.2G Y56.2G				Pole box at crossover W T.D.-M-Y
Doughton— Sharon Br.. Open day and night	C.S. DN C.S.	57.0	Y57.1 INT.	Y57.2G INT.				Pole box south end east yard..... E Y Pole box, south end west yard..... W Y Signal station..... W T.D.-M-Y

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

ASHTABULA TO YOUNGSTOWN—Via High Grade—Continued

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2		LOCATION	Side of Track	Line
	C.S.		Y58.1	Y58.2G				Brick Yard Crossing... W Y
	C.S.		Y59.1	Y59.2G				Powder Works switch, on pole..... W Y
	C.S.		Y60.1	Y60.2G				General fireproofing plant, on pole..... W T.D.-M-Y
	C.S.		Y60.1A	Y61.2Ag				North end switching lead, on pole..... W T.D.-M
	C.S.		Y61.1	Y61.2G				Signal station..... W T.D.-M-Y
Thorn Hill... Open day and night	C.S. DA C.S. C.S. C.S.	60.9						Hubbard Road, on pole. W T.D.-M-Y McGuffey St. yard office W T.D.-M-Y No. 3 yard switch, south end of yard, on pole.. W Y
Valley Street.— Youngstown..... Open day and night	C.S. VY C.S.	62.28	Y62.1 INT. Y63.1G	Y62.2G INT.				Signal station..... W T.D.-Y Oak St., on line pole north of Oak St..... E Y
Youngstown.	C.S. UY C.S.	62.85		Y63.2G				Freight station..... E M Passenger station, under platform stairs..... W T.D.-M-Y
East Youngstown.....	C.S. C.S. C.S. C.S.							N. office..... S T.D.-Y West yard office..... S T.D.-M-Y Terminal bldg..... S T.D. East yard office..... N T.D.-M-Y

**CARSON TO BROOKFIELD JCT.—Via Low Grade**

STATIONS	Office Calls	Miles from Carson	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2		LOCATION	Side of Track	Line
Carson..... Open day and night	C.S. MU	0	INT.	INT. 8412				Signal station..... W T.D.-M-B-Y
	C.S. C.S.			8411G				Yard office..... W T.D.-M-Y Repair track switch, south end of yard, in cabin..... W T.D.-Y On pole..... E T.D.-Y
	C.S.			8421G	8422			
				8431G				
MXCrossover	C.S. MX	2.66						Crossover, on pole.... E T.D.
				8441G	8432 8442			
				8451G	8452			
				8461G	8462			
				8471G	8472			
				8481G	8482			

### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

#### CARSON TO BROOKFIELD JCT.—Via Low Grade—Continued

STATIONS	Office Calls	Miles from Carson	SIGNALS		TELEPHONES		
			Track No. 1	Track No. 2	LOCATION	Side of Track	Line
Dorset Jct... <small>Open day and night</small>	C.S.	JD 10.41	8491G	8492	North of southward home signal on pole..	E	T.D.
	C.S.		INT.-M.B.	INT.		E	
Mann.....	C.S.	AN 17.79	8521G	8522	Signal station.....	E	
Wick.....	C.S.	23.10		8532G	Spur on pole.....	E	T.D.-M
	C.S.				Crossover, north end, on pole.....	E	T.D.
	C.S.				Pole box between north and south main tracks	W	T.D.
York.....	C.S.	J 28.93			Crossover, south end, on pole.....	E	T.D.
WBCrossover	C.S.	WB 32.80	8731G		Crossover, on pole.....	E	T.D.
Latimer..... <small>Open day and night</small>	C.S.	MR 34.08	8731A	8732G	Signal station.....	E	T.D.-M-B
			INT.	INT.-M.B.			
Hartford....		HF 39.03	8751G	8752	Crossover, north switch, on pole.....	E	T.D.
			8761	8762G			
	C.S.		8771G	8772			
			8781G	8782	Highway crossing, north of overhead bridge, north of Brookfield, on pole.....	E	T.D.
	C.S.		8791G	8792		E	T.D.
			8801G	8802		E	T.D.
			8811G	8812		E	T.D.
Brookfield Jct <small>Open day and night</small>	C.S.	BR 42.74	8821	8822G	Signal station.....	W	T.D.-M-B
			INT.	INT.			

#### DOUGHTON TO SHARON

STATIONS	Office Calls	Miles from Doughton	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Doughton— Youngs- town Br... <small>Open day and night</small>	C.S.	DN .0	INT.	INT.	Signal station.....	W	T.D.-M-Y
Coalburg....	C.S.	.6			Pole, East of East wye switch.....	S	T.D.
Hubbard.... <small>Open week days 7:00 a. m. to 11:00 p. m.</small>	C.S.	HB 1.3	T.O.	T.O.	Station.....	S	T.D.-M-Y
	C.S.				Station, on east side....	S	T.D.-M
	C.S.				Police cabin, at pole target.....	N	T.D.-M-Y
					Siding, east end, on pole	S	T.D.-M
Bentley.....		5.8					
Farrell.....	C.S.	B 6.0			Yard office.....	S	T.D.-M-Y
Sharon.....	C.S.	NX 7.0			Station.....	N	M-Y
Ferrona.....		JU 7.8					

### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

#### OIL CITY TO ANDOVER

STATIONS	Office Calls	Miles from Oil City	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
P. R. R. Jct.....	C.S.	OC 0	8321	8312	P. R. R. Jct., on pole.....	N	T.D.
Oil City.....	C.S.				East of water tank, on pole...	S	T.D.
	C.S.				Freight station.....	N	T.D.-M-B
	C.S.				Siding, west end, in booth...	N	T.D.-M-B
Reno..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S.	RP 3.2	8301	M.B.	Station, on east end.....	N	T.D.-M-B
	C.S.				Station.....	N	T.D.-M-B
Eclipse.....	C.S.	EC 6.2			Yard, east end, on pole.....	S	T.D.-M-B
	C.S.				West end No. 5 switch, on pole.....	S	T.D.-M-B
					Point siding, east end, in booth.	N	T.D.-M-B
Franklin.....	C.S.	FI 7.9			West of water tank, on pole...	S	T.D.-M-B
	C.S.				Freight station.....	S	T.D.-M-B
Water Works Siding.	C.S.	9.6			In section mens cabin, at Narrows.....	N	T.D.-M
Niles.....	C.S.	NI 14.0			East of road crossing on pole..	N	T.D.-M-B
Penna. State Asylum.	C.S.	16.1	SW. 8151		Asylum track switch, on pole..	N	T.D.-M-B
Polk..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S.	WD 16.8	M.B.	M.B.	Station.....	S	T.D.-M-B
Polk Jct..... <small>Open 4:00 p.m. to 8:00 a.m. daily.</small>	C.S.	JC 17.4	M.B.	M.B.	Lower part of Signal Station...	N	T.D.-M-B
	C.S.			8132	Signal Station.....	N	T.D.-M-B
Dick Siding.....		20.3					
Raymilton.....	C.S.	RC 21.0			On pole east of former station..	S	T.D.-M-B
Sandy Lake.....	C.S.	KC 27.2			Station.....	S	T.D.-M-B
	C.S.				Crossover, on pole.....	S	T.D.-M-B

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### OIL CITY TO ANDOVER—Continued

STATIONS	Office Calls	Miles from Oil City	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Stoneboro. Open day and night	C.S. C.S. C.S. C.S.	SA	28.5	M.B.	M.B.	East crossover, on pole..... Station..... Freight station..... Siding, west end, on pole.....	S S N S	T.D.-M-B T.D.-M-B M T.D.-M-B
Branch.....	C.S.	BH	29.7		8032 8022 8012	Siding, west end, in booth....	S	T.D.-M-B
Clarks Mills.....	C.S. C.S.	CV	34.21			On pole, west of road crossing..  Sink hole cabin.....	N  N	T.D.-M-B  T.D.-M-B
Hadley..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	HD	37.5	M.B.	M.B.	Siding east end, on pole..... Station, on east end..... Station.....	N S S	T.D.-M-B T.D.-M-B T.D.-M-B
Salem.....	C.S. C.S.	SM	43.0			Siding, east end, on pole..... Siding, west end, on pole.....	N N	T.D.-M-B T.D.-M-B
Amasa..... Open day and night	C.S.	AM	44.7	7871 INT.-M.B.	INT.-M.B.	Siding, east end, on pole..... Signal station.....	N S	T.D.-M-B T.D.-M-B
Osgood.....	C.S. C.S. C.S.	AJ	44.9		7862 7852	Station..... Crossover, in booth..... New track, west end, on pole..	S N N	T.D.-M-B T.D.-M-B T.D.-M-B
Jamestown..... Open 8:00 a. m. to 12:00 mid- night daily	C.S. C.S. C.S.	JS	50.9	M.B.	M.B.	Siding, east end, on pole..... Siding, west end, on pole..... Signal station.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Simons.....	C.S. C.S.	MO	55.7			Siding, east end, on pole..... Siding, west end, in booth....	N N	T.D.-M-B T.D.-M-B
Andover Jct..... Open day and night	C.S. C.S.	BG	61.1	7711 INT.-M.B.	INT.-M.B.	Siding, east end, in booth..... Signal station.....	N E	T.D.-M-B T.D.-M-B
Andover.....	C.S. C.S.	VA	61.4			Station..... Freight station.....	W E	T.D.-M T.D.-M

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### ROSE TO POLK JCT.

STATIONS	Office Calls	Miles from Rose	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Rose..... Open 11:00 p. m. to 7:00 a. m. daily.	C.S. GH C.S.	0.0	M.B.	M.B.	Signal station..... Siding, west end, on pole.....	N N	T.D. T.D.	
Coder.....	C.S.	CO	1.2			Turn table, in booth.....	N	T.D.
Kelso..... Viaduct.....			6.1 6.6					
L. E. F. & C. Jct....	C.S.	FJ	8.4			Near car repairers office, on pole.....	N	T.D.
Sutton..... Open 7:00 a. m. to 11:00 p. m. daily except Sunday Open daily 11:00 p. m. to 7:00 a. m.	C.S. C.S. C.S.	SU	8.7	M.B.	M.B.	Station..... Station waiting room..... Siding, west end, in booth....	N N N	T.D. T.D. T.D.
Kingsville..... Pew..... Limestone.....	C.S. C.S.	NE	11.7 13.0 14.7			On pole, west end of siding...	N	T.D.
Wilson.....			16.2					
Reidsburg.....	C.S.		21.4			On pole, west tool house.....	N	T.D.
R. N.....	C.S.	RN	20.9			Siding, east end, on pole.....	N	T.D.
Electra.....	C.S.		23.8			Siding, west end, on pole.....	N	T.D.
D. K.....	C.S. C.S.	DK	25.0			East end, No. 3 tunnel on pole. Curve just west No. 2 tunnel, on pole.....	N N	T.D. T.D.
Knox.....			29.3					
Shipperville..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	SI	30.5	M.B.	M.B.	Station, on north side..... Station..... Siding, west end, on pole.....	S S N	T.D. T.D. T.D.
Billings.....			33.65					
Elmo..... Open 4:00 p. m. to 8:00 a. m. daily	C.S. C.S. C.S. C.S.	CM	35.1	M.B.	M.B.	Siding, east end, in booth..... West end of tool house..... Signal station..... Siding, crossover, in booth....	N N N N	T.D. T.D. T.D. T.D.
Kline.....	C.S.		38.2			Spur, on pole.....	N	T.D.
Van..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	VN	42.0	M.B.	M.B.	Station, on east end..... Station.....	S S	T.D. T.D.
Wrights..... Fernbank.....	C.S. C.S.	FB	43.9 45.7			On pole.....	N	T.D.

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ROSE TO POLK JCT.—Continued

STATIONS	Office Calls	Miles from Rose	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Emlenton..... Carl..... Richey.....	C.S.	47.6 48.2 48.6			Spur, on pole.....	N	T.D.
Belmar.....	C.S. AR C.S. C.S.	50.5			Station..... Siding, east end, in booth..... West of water tank, in booth..	N S S	T.D. T.D. T.D.
Brown.....		54.8					
Pecan.....	C.S. PN	57.5			Siding, east end, in booth.....	N	T.D.
Polk Jct..... <small>Open 4:00 p.m. to 8:00 a.m. daily.</small>	C.S. C.S. C.S. JC	61.2	22701 M.B.	M.B.	Siding, east end, on pole..... East end of tool house..... Signal Station..... Lower part of Signal Station..	N N N N	T.D. T.D. T.D.-M-B T.D.-M-B

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DUNKIRK TO TITUSVILLE

STATIONS	Office Calls	Miles from Dunkirk	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
Dunkirk..... <small>Open day and night</small>	C.S. X C.S. C.S. C.S.	0.0			Signal Station..... North of Courtney St., on pole..	N W	T.D.-Y T.D.-Y
Dunkirk N. Y. C. & St.L.R.R. Crossing.		.87	INT.	INT.	Signal station.....		
Fredonia..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. FD C.S. C.S.	3.14	M.B.	M.B.	Station..... Siding, south end, on pole.....	E W	T.D.-Y T.D.-Y
Nortons.....	C.S. C.S.	7.18			North end of passenger station..	E	T.D.
Lakeside.....	C.S.	12.41			North end, in booth..... Wheelers Crossing, on pole.....	W W	T.D. T.D.
Cassadaga..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. G C.S.	14.13	M.B.	M.B.	1100 feet south of Glasgow Road Crossing, in booth.....	W W	T.D. T.D.
Moons.....	C.S.	17.98			Station..... North end station.....	W W	T.D. T.D.
Sinclairville..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. V C.S.	21.82	M.B.	M.B.	South end of siding, on pole....	W	T.D.
Gerry..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. UK C.S.	26.50	M.B.	M.B.	Station..... Siding, north end, on pole.....	E W	T.D.-Y T.D.-Y
Falconer.....	C.S. C.S. C.S. C.S. C.S.	32.39			Station..... North end station, on pole.....	E E	T.D. T.D.
Falconer Jct..... <small>Open day and night</small>	C.S. DV C.S.	32.50 32.79 33.10	INT.-M.B. D	INT.-M.B. D	Freight station..... Siding, north end, on pole.....	W W	T.D. T.D.
Frewsburg..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. B C.S.	38.30	M.B.	M.B.	Opposite Water Tank, in booth.. Mosher St., on pole.....	W W	T.D. T.D.
Akeley.....	C.S.	44.75			Signal station..... Siding, south end, on pole.....	E W	T.D. T.D.
Russell..... <small>Open week days 8:00 a. m. to 5:00 p. m.</small>	C.S. R C.S.	46.70	M.B.	M.B.	Station..... North end station, on pole.....	E E	T.D. T.D.
					North of Crossing, in Company Bldg.....	W	T.D.
					Station..... Siding, south end, on pole.....	E E	T.D. T.D.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## DUNKIRK TO TITUSVILLE—Continued

STATIONS	Office Calls	Miles from Dunkirk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Northward	Southward				
North Warren . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	NW	51.90	M.B.	M.B.	Station . . . . .	E	T.D.
	C.S.					Refinery switch, north end, on pole	W	T.D.
	C.S.					North end station, on pole . . . . .	E	T.D.
	C.S.					C. R. Co. No. 2 switch, south end, on pole . . . . .	W	T.D.
Warren . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	W	54.46	M.B.	M.B.	Siding, south end, on pole . . . . .	W	T.D.-Y
	C.S.					Freight station . . . . .	E	T.D.-Y
Irvineton . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	NE	60.74	M.B.	M.B.	Station . . . . .	W	T.D.
	C.S.					Siding, south end, on pole . . . . .	W	T.D.
Youngsville . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	NI	63.04	M.B.	M.B.	Station . . . . .	W	T.D.
Pittsfield . . . . .	C.S.		67.05			Opposite station, in booth . . . . .	W	T.D.
Garland . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	GI	71.00	M.B.	M.B.	Station . . . . .	W	T.D.
Torpedo . . . . .	C.S.		73.66			Siding, north end, on pole . . . . .	W	T.D.
Newton . . . . .	C.S.		76.37			Station . . . . .	W	T.D.
Grand Valley . . . . .	C.S.		79.58			South end, on pole . . . . .	E	T.D.
Selkirk . . . . .	C.S.		82.77			Siding, north end, in booth . . . . .	W	T.D.
Fieldmore Springs . . . . .	C.S.		88.95			South of station, on pole . . . . .	W	T.D.-Y
Titusville . . . . . Open week days 8:00 a. m. to 5:00 p. m.	C.S.	Z	90.49			Freight office . . . . .	E	T.D.-Y
	C.S.					Station, register room . . . . .	E	T.D.-Y
	C.S.					Wye, north end, on pole . . . . .	E	T.D.-Y
	C.S.					Interchange track, on pole . . . . .	E	T.D.-Y

### ABBREVIATIONS

Communicating station . . . . .	C.S.	Train dispatching . . . . .	T. D.
Signal Station . . . . .	S.S.	Message . . . . .	M
Automatic . . . . .	Number	Block . . . . .	B
Manual block . . . . .	M.B.	Yard . . . . .	Y
Train order . . . . .	T.O.	North . . . . .	N
Interlocking . . . . .	INT.	South . . . . .	S
R. R. Grade Crossing . . . . .	X	East . . . . .	E
Switch . . . . .	SW	West . . . . .	W
Distant . . . . .	D		

## SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES. THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT:

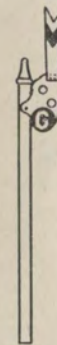


FIG. 48  
RULE 281  
PROCEED.

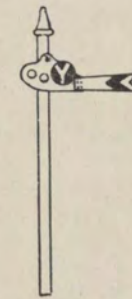


FIG. 102  
RULE 285

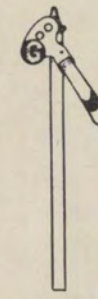


FIG. 128  
RULE 289  
PROCEED.

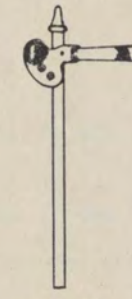


FIG. 145  
RULE 289B  
STOP.

Proceed preparing to stop at switch or next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

# SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

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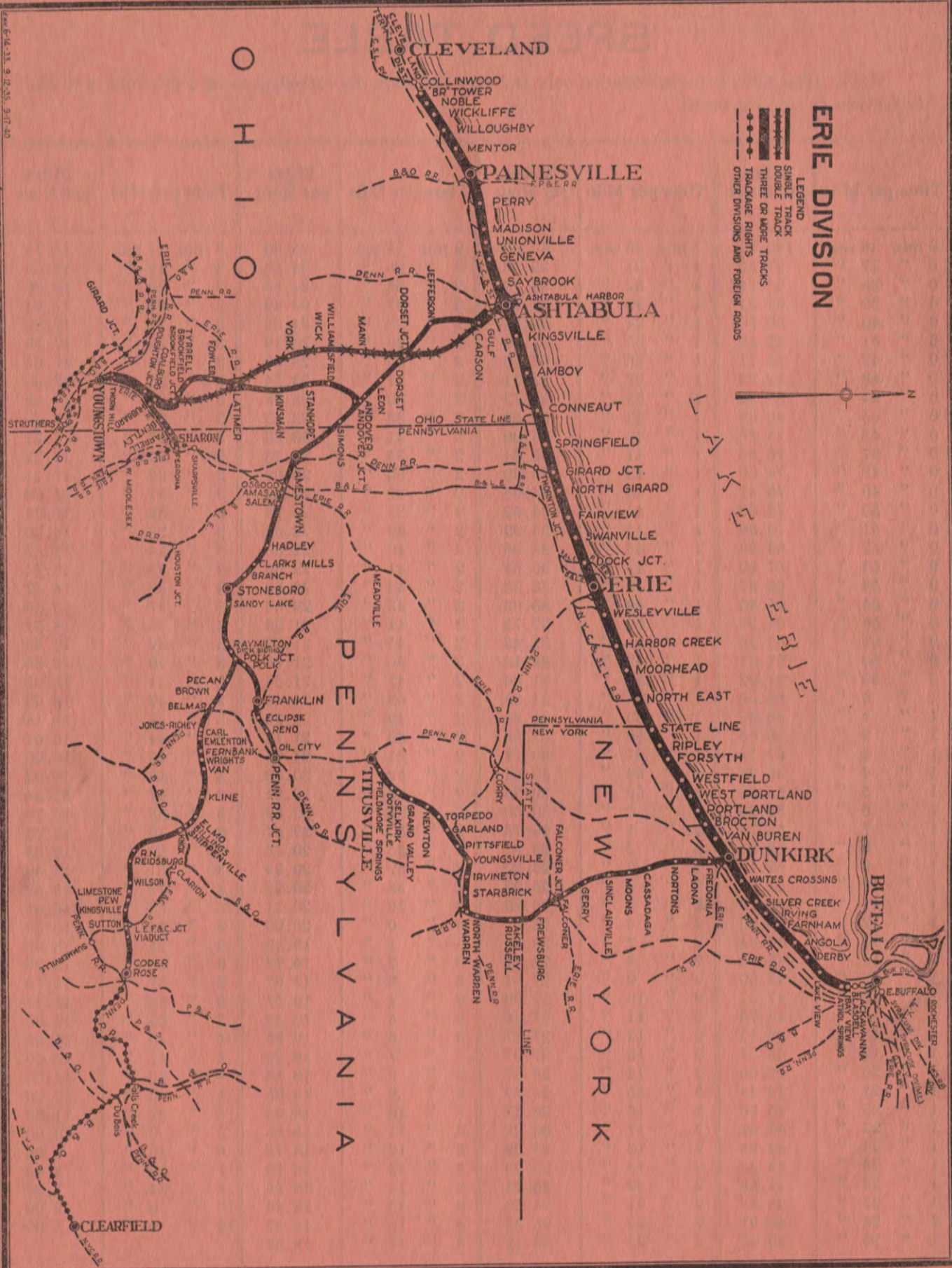
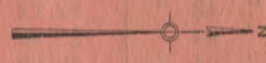
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# ERIE DIVISION

- LEGEND
- SINGLE TRACK
  - == DOUBLE TRACK
  - === THREE OR MORE TRACKS
  - - - TRACKAGE RIGHTS
  - OTHER DIVISIONS AND FOREIGN ROADS



CLEARFIELD

BUFFALO