

R. L. Miller
Cleveland Division Operator N.Y. & P.R.
ERIE RAILROAD COMPANY

WESTERN DISTRICT

**Mahoning Division
and Branches**

**Time Table No. 14
Effective 12:01 A. M.**

**SUNDAY, APRIL 28th, 1935
FOR EMPLOYES ONLY.**

EASTERN STANDARD TIME.

14

**THINK!
THEN
ACT
SAFELY**

T. J. MURPHY,
Superintendent

H. D. BARBER,
Assistant General Manager

F. W. ROSSER,
General Manager

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

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. 51 Sec.	70.59	1 Min. 20 Sec.	45.00	2 Min. 24 Sec.	25.00	4 Min. 48 Sec.	12.50
0 Min. 55 Sec.	65.45	1 Min. 30 Sec.	40.00	2 Min. 40 Sec.	22.50	6 Min. 00 Sec.	10.00
1 Min. 00 Sec.	60.00	1 Min. 42 Sec.	35.29	3 Min. 00 Sec.	20.00		
1 Min. 05 Sec.	55.38	2 Min. 00 Sec.	30.00	3 Min. 25 Sec.	17.56		
1 Min. 12 Sec.	50.00	2 Min. 11 Sec.	27.48	4 Min. 00 Sec.	15.00		

COMPANY SURGEONS
Dr. J. Frank Dinnen, Chief Surgeon, Cleveland, Ohio

Location	Name	Office	Phone	Residence	Phone
Cleveland	Dr. E. F. Keiger.....	5644 Broadway	Broadway 0382	3341 E. View Rd.....	Washington 0666
Cleveland	Dr. C. L. McDonald.. Eye and Ear Specialist	964 Rose Bldg.....	Cherry 2082..	12629 Detroit Ave., Lakewood, O.....	Lakewood 4656
Cleveland	Dr. W. A. Schlesinger.	5644 Broadway	Broadway 0382	5173 Fairmount Blvd., Cleveland Heights .	Fairmount 1231
Cleveland	Dr. E. T. Hurley.....	9728 Lorain Ave.	Melrose 2294..	1131 W. 103rd St....	Woodbine 8334
Cleveland	Dr. Charles F. Nelson.	606 Schofield Bldg.....	Main 2020....	1517 E. Blvd.	Cedar 1895
Cleveland, O....	Dr. W. E. Mishler.....	1129 Terminal Tower....	Cherry 8400..	12374 Woodland Ave....	Garfield 2715....
Cleveland.....	J. W. Houk.....	1129 Terminal Tower..	Cherry 8400.	10660 Carnegie	Cedar 4600
Warren, O....	Dr. H. J. Meister	304 N. Park Ave.....	Phone 1511...	117 N. Park Ave.....	
Warren, O....	Dr. J. D. Knox.....	308 N. Park Ave.....	Phone 1712-K..	361 Central Parkway, S. E.	
Niles, O.....	Dr. J. M. Elder.....	127 W. Park Ave.....	64-J	606 Robbins Ave.....	64-M
Leetonia, O..	Dr. Paul H. Beaver ...	Johnson Bldg., Main St..	95-J	712 Columbia St....	95-R
Youngstown, O..	Dr. Lawrence W. Weller	11 Funston St.....	4-2946.....		
Youngstown, O.	Dr. R. D. Gibson..... Oculist	510 Dollar Bank Bldg...	42147	310 Wick Ave.....	36904
Youngstown, O.	Dr. J. A. Walker.....	511 Home Savings & Loan Bldg.	63284	226 Norwood Ave.	43800
Youngstown, O.	Dr. Wm. H. Evans Oculist	510 Dollar Bank Bldg.			
Youngstown, O.	Dr. H. E. Welch.....	361 W. Rayen Ave.....	65261	261 Spring St.....	76159
Sharon, Pa....	Dr. C. C. Marshall...	233 E. State St.....	2355	585 E. State St.....	15
Kent, O.....	Dr. Wm. B. Andrews.	318 W. Main St.....	33	318 W. Main St.....	33
Ravenna, O...	Dr. S. U. Sivon.....	129 1/2 E. Main St.....	531	Hilcrest	532
Greenville, Pa.	Dr. R. W. Brown....	10 N. Mercer St.....	33	269 Main St.....	254
Meadville, Pa.	Dr. H. C. Winslow...	883 Water St.....	53	883 Water St.....	53
Meadville, Pa.	Dr. F. A. Clawson ... Oculist	906 Park Ave.	82.....	426 Chestnut St.	82-W
Meadville, Pa.	Dr. Charles K. Ferer..	276 Center St.	548.....	276 Center St.	548
Franklin, Pa..	Dr. S. G. Foster.....	1240 Elk St.....	{ Petroleum, 33. Bell, 120.....	1240 Elk St.....	{ Petroleum, 33. Bell, 120.....
Franklin, Pa..	Dr. A. C. Thompson..	310 West Park St.....	Petroleum, 460.	926 Elk St.....	Petroleum, 407..
Oil City, Pa...	Dr. F. M. Summerville	Suite204-205 I. O. O. F. Bldg.	132	923 W. First St.....	2360

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

Cleveland.....	{ Passenger Depot. Literary St. Yard Office. East 55th St. Engine Dispatcher's Office.
Kent.....	{ Passenger Depot Yard Office Engine Dispr's Office
Niles.....	Telegraph Office.
Brier Hill.....	{ Engine Dispatcher's Of. East End Yd. Office.
Youngstown.....	YO Office
Ferrona.....	Yard Office
Meadville.....	{ Engine Dispr's Office. Telegraph Office. Chief Caller's Office. Westbound Yard Office.
Franklin.....	Telegraph Office
East Youngstown.....	{ P&LE RR. Crew Dispatcher's Office

TIME TABLES.

Trains operating over another railroad will be subject to rules, special instructions and timetables of that railroad. Normal operation involves operation over N. Y. C., Railroad between Phalanx and Braceville; over Big Four Railroad, Cleveland Terminal District between DK Tower and Cleveland.

Between "NK" Target and Girard (Canal Branch) the tracks of the B. & O. R. R. and the Erie R. R. will be operated as double track. Erie R. R. track will be used as joint eastward track and the old B. & O. R. R. westward track as joint westward track. Operation controlled by dispatchers located at Youngstown.

Between East Youngstown and Westlake Crossing at Youngstown joint P. & L. E. and Erie time table will govern.

Between Ohio Steel Jct. and Carnegie Steel Co., (Ohio Works), Ohio Works Branch is operated jointly with the Penna. R. R. Operation controlled by dispatchers at Youngstown.

SIGNS. Additional to Rule 6.

D—Day Train Order Office.

N—Day and Night Train Order Office.

*—Conditional stop as follows:

No. 688 will stop at Niles to discharge passengers from Cleveland and points west thereof and to receive passengers for Pittsburgh.

No. 2 will stop at Warren to discharge passengers from Chicago and to receive passengers for Jamestown and points east, and on Sundays and Holidays to discharge U. S. mail for Girard.

No. 626 will stop at Solon on Saturdays to discharge passengers from Cleveland.

Trains scheduled to make flag stop at stations, where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

The term "HOLIDAY" used in this time table applies to the following days only: Decoration Day, May 30th; Independence Day, July 4th; Labor Day, Sept. 2nd; Thanksgiving Day, Nov. 28th; Christmas, Dec. 25th.

MARKERS.

Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains between Cleveland and Shenango via First Sub-Division and between Kent and Leavittsburg, Second Sub-Division, except passenger extras.

SPEED RESTRICTIONS.

	Miles Per Hour
Passenger trains.....	60
Passenger trains on eastward and westward unrestricted track between:	
Buchanan and Transfer	
Leavittsburg and MP 188.39 just east of PRR bridge east of A yard Kent	
North Randall and MP 33 east of Mantua	
Mahoning and Warren.....	70
All trains including passenger and express, when using freight engines.....	50
Freight trains.....	50
R-1 and 2 Class engines with trains.....	40
R-3 class engines with trains.....	45
N-2 class engines with trains.....	40
Light engines, or with caboose only.....	30
Freight trains handling covered hopper and series H-43000 and H-44000 cars.....	40
Loaded cars carded Form 5432.....	30
Trains handling eight wheel swivel truck cranes, steam shovels or other similar pivoted machinery.....	30
Trains hauling dead engines.....	20
Express and equipment trains with freight cars.....	50

Conductors will notify engineers before leaving terminal whether or not such equipment in train and engineers will not leave terminal until so notified.

All trains entering or leaving sidings or yards, passing from double to single track, or single to double track, or through cross-overs, except as otherwise provided..... 10

Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings, and must not exceed 25 miles per hour at other points.

Engines must not be operated backward beyond a point where a turntable or wye is located without special authority from the Superintendent.

Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

S type engines equipped with 20,000 gallon tanks, will not exceed a speed of 20 miles per hour over the following bridges:

- 1.30—over CCC&STL R. R., Cleveland, O.
- 1.34—over Scranton Street, Cleveland, O.
- 30.81—over Cuyahoga River, Mantua, O.
- 43.00—over Eagle Creek, Mahoning, O.
- 53.04—over Mahoning River, Warren, O.
- 53.85—over Penna. R. R., Warren, O.
- 58.12—over Mosquito Creek, Niles, O.
- 61.51—over Squaw Creek west of Girard, O.
- 67.62—East of Andrews Ave., Youngstown, O.
- 75.74—over Yankee Run east of Hubbard, O.
- 78.06—over Yankee Run, Coles, O.
- 79.35—over Yankee Run, east of Coles, O.
- 87.96—over Pymatuning Creek, east of Sharpsville.
- 188.50—over P. R. R., east of Kent.

First Sub-Division

Freight Trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000 and H-44000) and freight cars with six-wheel trucks.....	30
Eastward trains moving from Second Sub-Division single track to double track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning Curves at M. P. 89.18 to M. P. 88.84, At Pymatuning	40
Curves at M. P. 85.45 to M. P. 84.20, East of Sharpsville	35
Sharpsville Eastward trains double to single track	30
Curves at M. P. 83.52 to M. P. 83.19, West of Sharpsville	55
Sharon Gauntlet—M. P. 81.16 to M. P. 80.77..	20
M. P. 79.99 to 79.88 5°-45" Curve.....	35
Coles Eastward trains single to double track	30
M. P. 75.96 to 75.79 7°-30" Curve.....	40
M. P. 75.29 to M. P. 75.13—Curve No. 100 eastbound	40
M. P. 75.29 to M. P. 74.50—Curve No. 100, 99 and 98 westbound.....	40
Hubbard. Eastward trains double to single track	30
M. P. 70.23 to M. P. 70.06 4° Curve	50
Himrod Jct., to Hubbard Branch.....	15
M. P. 68.1 Valley Street to M. P. 66.63, North Avenue, Youngstown, O.....	30
Warren Gauntlet—M. P. 53.67 to M. P. 53.12..	20
SN Junction, First Sub-Division to Second Sub-Division.....	30
Garrettsville-Hiram Station to 3rd Curve east of Garrettsville-Hiram—M. P. 38.53 to M. P. 37.29.....	45
On curves between M. P. 35.27 and 33.39 at Jeddoe.....	45
Curves 33, 32, 31, east and west of Mantua, MP 32.68 to MP 30.32, eastward and westward track	60
Curve 30, second curve west of Mantua, MP 30.14 to MP 29.82, eastward and westward track	45
Curves 29 and 28, west of Mantua, MP 29.60 to MP 28.16, eastward track	60

Curve 27, east of Aurora, MP 26.40 to MP 26.20, eastward track	60
MP 19.25 west of Geauga Lake to MP 21.50 east end of curve No. 23 east of Geauga Lake eastward track	60
Westward empty freight trains on Randall Hill	25
Westward loaded freight trains on Randall Hill	15
Westward trains M. P. 5.25 to M. P. 5.50—5° 30" curve	45
All trains over connection track between Mahoning Avenue Junction and Coach Yard Lead Junction switch, NKP viaduct, Cleveland	15
Between Literary Street and Water Street station, Cleveland	15
Trains hauling wrecking derrick.....	30

Second Sub-Division

Freight Trains handling loaded self-clearing hopper cars and freight cars with six-wheel trucks	40
Eastward trains moving from single track to double track at Buchanan.....	35
Eastward trains moving from single track to westward track at Buchanan	25
Westbound trains moving from double track to single track at Buchanan.....	25
French Creek Br. M. P. 105.75.....	35
Curve 7, west of Buchanan, MP 107.49 to MP 107.76	65
Curve 10, Stony Point, MP 114.80 to MP 116.25	60
Curves 11 and 12, east of Atlantic, MP 119.42 to MP 120.39	40
Curve 14, between Atlantic and Amasa, MP 123.27 to MP 123.70	65
Curves 16 and 17, west of Amasa, MP 125.90 to MP 126.90	55
Curves 18, 19, 20 and 21, west of Amasa, MP 126.6 to MP 128.34	50
Curve 22, Greenville, MP 128.40 to MP 128.76	40
Shenango Eastward trains double to single track	30
Curve 24, west of PRR Crossing, MP 133.72 to MP 134.00, eastward track	65
Curve 24, west of PRR Crossing, MP 133.72 to MP 134.00, westward track	60
Eastward trains moving from Second Sub-Division single track to double track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	30
Between P. R. R. Railroad Crossing and Mahoning River Bridge, North Warren	20
Westward Second Sub-Division trains through interlocking plant at SN Junction.....	35
SN Junction Eastward trains to First or Second Sub-Division	30
Curves 37 and 38, Braceville, MP 168.09 to MP 169.10, westward track	60
Curve 43, Windham, MP 173.10 to MP 173.30, westward track	60
Curve 44, west of Windham, MP 175.53 to MP 175.80, westward track	60

Curves 45 and 46, East of Freedom, MP 176.28 to MP 177.40, westward track	50
Curves 47 and 48, FM Sidings, MP 179.45 to MP 180.27, westward track	50
Curve 49, west of FM Sidings, MP 181.60 to MP 182.15, eastward track	50
Curve 50, east of Ravenna, MP 184.74 to MP 185.20, eastward and westward track	55
Curves 51 and 54, west of Ravenna, MP 185.46 to MP 186.45, westward track	60
Curves 52, 53, 55, 57, 58, west of Ravenna, MP 185.53 to MP 188.00, eastward track	60
Eastward trains, curve, Pennsylvania R. R. Br. east end of "A" yard, Kent, M. P. 188.77 to 188.39	45
Eastward and westward trains between M. P. 190.75 and M. P. 191.23 at Crane Avenue, Kent	40
Trains hauling wrecking derrick	30

Ferrona Branch

All Trains	25
MP 23.4 to MP 21.56	15
MP 6.50 to MP 6.35	20
Trains hauling wrecking derricks	15

Lisbon Branch

All trains between Lisbon and Niles	30
Trains hauling wrecking derrick	15

Oil City-Franklin Branch

Passenger trains	35
Freight trains	30
Franklin—Curve M. P. 23.60 to M. P. 23.75	15
Franklin—Curve M. P. 25.60 to M. P. 25.70	15
Trains hauling wrecking derrick	15

SUPERIORITY OF TRAINS.

Eastward trains are superior to westward trains of the same class except on Ferrona Branch; westward trains are superior to eastward trains of same class.

CLEARING OF TRAINS.

Trains will not leave their initial terminal without train order or a clearance card (Form A).

Eastward trains, except first class, will not leave Kent yard without first securing permission.

FIXED SIGNALS.

For the purpose of protecting traffic over Wick Avenue Crossing, Youngstown, color light positive signal is located on signal 67-2M to govern eastward trains. Color light signal governing westward trains is located on mast fifty feet east of Wick Avenue Crossing.

Red light will indicate STOP. Green light will give permission for trains to cross Wick Avenue in either direction.

TRAIN REGISTERS.

Cleveland	{ Depot Master's Office, First Class Trains.
	{ Literary Street Yard Office, except First Class Trains.
Kent	{ Psgr. Depot, First Class Trains.
	{ KE Yard Office, except First Class Trains.
Leavittsburg	{ Yard Office except First Class Trains

Niles	{ Telegraph Office, Lisbon Branch Trains.
Brier Hill	{ East End Yard Office, except First Class Trains.
Youngstown	{ YO. Office, First Class Trains, except trains 1, 2, 5, 6, 7, and 8.
East Youngstown	{ P. & L. E. Yard Office, Freight Trains.
Ferrona	{ Telegraph Office
	{ Ferrona Branch Trains.
	{ Engine Dispr's Office.
	{ Telegraph Office.
Meadville	{ Chief Caller's Office except First Class Trains.
	{ West bound Yard Office.
Franklin	{ Telegraph Office.
Oil City	{ Telegraph Office.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for following section, when train must stop and the conductor register the train in person, except at Westbound Yard office Meadville.

When registering trains, write out in full the color of signals displayed.

When not displaying signals, write out in full "No Signals". Sign name and initials, and use no ditto marks.

It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off register slips to enter the information on train register and preserve the slips.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

Cleveland	{ Depot Master's Office.
	{ Literary Street Yard Office.
	{ East 55th Street Engine Dispatcher's Office.
Niles	{ Baggage Room.
Brier Hill	{ Engine Dispatcher's Office.
	{ East End Yard Office.
Youngstown	{ Holmes Street Crew Dispatchers Office.
	{ YO. Office.
East Youngstown	{ P.&L.E.Crew Dispatcher's Office.
Ferrona	{ Yard Office.
McKees Rocks	{ P. & L. E. Round House Foreman's Office.
New Castle	{ Yard Master's Office
	{ Passenger Depot.
Kent	{ Round House.
	{ KE Yard Office.
	{ Engine Dispr's Office.
	{ Telegraph Office.
Meadville	{ Chief Caller's Office.
	{ Westbound Yard Office.
Franklin	{ Telegraph Office.

SIDINGS.

	Car Capacity.	
	Eastward	Westward
North Randall	111	...
Solon	82	...
Aurora	79	66
Mantua	107	118

Garrettsville-Hiram	38	38
Mahoning	98	97
Leavittsburg, First Sub-Division...	90	96
De Forest	91	95
Girard, Liberty Street.....	98	...
Ravenna	79	...
FM Sidings.....	97	97
AD Sidings.....	96	98
Leavittsburg, Second Sub-Division	151	...
MK Sidings	95	...
Cortland	99	...
Johnson's	86	112
Burghill	86	...
Orangeville	98	...
Pymatuning, Second Sub-Division	...	111
Shenango .....	...	69
Greenville	57	...
Amasa	123	...
Atlantic	97	...
Stony Point	88	88
Geneva	69	...
Ohlton	27	...
Canfield	23	...
Marquis	13	...
Greenford	25	...
Washingtonville Scale Track.....	14	...
Farrell	54	...
W. Middlesex No. 1, Siding	122	...
Pulaski	95	...
Harbor Bridge	60	...
Cochranon	22	...
Utica	25	...
Franklin	36	...
Reno	25	...

GRADE CROSSINGS.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 nor more than 800 feet from railroad crossing at grade.

When proper signals are displayed at "NK" passenger trains on Erie R. R. Haselton Branch may, without stopping, proceed not to exceed 35 miles per hour and freight trains 25 miles per hour.

NILES

LISBON BRANCH over B. & O. R. R., target vertical, proceed on Lisbon Branch. Crews using Lisbon Branch to cross over the B. & O. Railroad Lake Branch will: Unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Niles & Lisbon Branch track. Complete the movement of No. 1 lever, which locks up the derails in the reverse position and places the target in the vertical position, which will permit Erie Railroad crews to pass over the crossing.

WARD TRACK over B. & O. R. R., target vertical, proceed on Ward Track. Crews using the Ward Switch to cross over the B. & O. Railroad Lake Branch will: Unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Ward Switch. Complete the movement of No. 1 lever, which locks up the derails in the reverse position and places the target in the vertical position, which will permit crews using the Ward Switch to pass over the crossing.

GIRARD

CANAL BRANCH over B. & O. Railroad, target diagonal, proceed on Canal Branch. Target horizontal, proceed on B. & O. Railroad tracks and on Erie Girard Siding between VO Crossover and Liberty Street.

OHIO STEEL JUNCTION

CANAL BRANCH. Horizontal position of target will govern movements to or from Ohio Works and 45 degree position will govern movements east or west on Canal Branch tracks. B. & O. or Erie trains or engines moving east or west on Canal Branch will come to a full stop and line up target and switches for their movement, and after completing move, through crossover, will line up switches and target for movement to and from Ohio Works. After target is returned to a horizontal position it should be locked. See Special Order No. 2649, dated August 29th, 1931.

YOUNGSTOWN

CANAL BRANCH over Austintown Branch at Leadville Junction, target vertical, proceed on Canal Branch.

CANAL BRANCH over Penna. R. R. near Penna. R. R. Freight House, target horizontal, proceed on Canal Branch.

CANAL BRANCH over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing diagonal, and target at Haselton Branch crossing diagonal, proceed on Canal Branch. Both targets required before starting to cross.

OHIO WORKS BRANCH over Y. & N. R. R. at Ohio Works, target diagonal, proceed on Ohio Works Branch.

AUSTINTOWN BRANCH over L. E. & E. R. R., near Hoffman Bros. Lumber Yard, target horizontal, proceed on Austintown Branch.

AUSTINTOWN BRANCH over B. & O. R. R. near Ohio Works. Interlocked and operated manually by train crews. See Special Order Number 848, dated June 4th, 1924.

AUSTINTOWN BRANCH over Penna. R. R., B. & O. R. R. and Canal Branch at Leadville Junction, target diagonal, proceed on Austintown Branch. Engines or trains using Austintown Branch will place target in diagonal position and wait two minutes after target has been placed in diagonal position before proceeding on Austintown Branch. See Special Order No. 2741 dated Dec. 31, 1931.

HASELTON BRANCH over Penna. R. R. (Crab Creek Branch) and Brown Bonnell Lead, target horizontal, proceed on Haselton Branch.

BROWN BONNELL LEAD over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing vertical, and target at Haselton Branch crossing diagonal, proceed on Brown Bonnell Lead. Both targets required before starting to cross.

NK TARGET, when Red Ball by day and Red Light by night is displayed on Targetman's House, all trains on all roads will come to a stop.

B. & O. INTERCHANGE CONNECTION over Penna. R. R., target horizontal, proceed on B. & O. Interchange Connection. Normal position of target is vertical and it must be left in this position when not in use.

HASELTON FURNACE CONNECTION over Penna. R. R. Crossing target horizontal. Over B. & O. R. R. Crossing position light dwarf signals diagonal proceed on Haselton Furnace connection. Normal position of Penna. R. R. target vertical and must be left in that position when not in actual use.

HUBBARD

Y. S. & T. CO. FURNACE CONNECTION over N. Y. C. R. R., target horizontal, proceed on Y. S. & T. Co. Furnace Connection.

STATE LINE

BROOKFIELD BRANCH over N. Y. C. R. R. target horizontal, proceed on Brookfield Branch.

CARNEGIE STEEL CO. CONNECTION over Carnegie Steel Co. R. R., (near east end of River Bridge at RO Yard), target horizontal, proceed on C. S. Co. Connection—Erie R. R.

SHARPSVILLE

CIRCLE TRACK (near Alice Furnace) over Penna. R. R., target horizontal, proceed on Erie Circle Track; target diagonal, proceed on Penna. R. R.; target vertical, proceed from Erie R. R. to Penna. R. R. and vice versa.

NEW CASTLE

FERRONA BRANCH over Penna. R. R. (E. and P. crossing), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over Penna. R. R. (at Franklin Bridge), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over P. & L. E. R. R. (A. S. & T. P. Co., Shenango Works, Gardner Ave.), target diagonal, proceed on Ferrona Branch.

The position of targets at night will be indicated by two red lights.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Rule 93-A does not apply at North Randall, Leavittsburg, Warren, Hubbard, Sharon-Sharpsville and Shenango.

CROSSOVER MOVEMENTS.

When necessary to cross over to other main track, permission will be obtained before using crossovers except at Cleveland and points east of VO Crossover, Youngstown Yard and Meadville. This does not relieve enginemen and train men from protecting the movement as per Rule 99. Permission to use crossover operated by interlocking plants will be given by signal indication.

Middle Crossover—Literary Street Yard, Cleveland. No train or engine will pass this crossover without proceed signal from switch tender. Green flag by

day, and green light by night will be used to signal trains or engines moving to or from passenger track and main tracks east of crossover. Yellow flag by day and yellow light by night will be used to signal trains or engines moving between main tracks east of crossover and main tracks to River Bed. Clearance post is located on south side of passenger track to indicate clearance point between passenger track and westward main track to River Bed.

YARD LIMITS. Indicated by signs.

CLEVELAND.
NORTH RANDALL.
LEAVITTSBURG—First Sub-Division.
WARREN.
NILES.
YOUNGSTOWN—GIRARD.
HUBBARD.
SHARON — SHARPSVILLE — WHEATLAND.
NEW CASTLE.
MEADVILLE.
SHENANGO
NORTH WARREN
KENT.
FRANKLIN.
OIL CITY.
LISBON

MOVEMENTS NOT PROVIDED BY TIME TABLE.

Between Cleveland and Pymatuning on First Sub-Division and between KX Crossover and SN Junction and between Pymatuning and Shenango on Second Sub-Division extra trains other than passenger extras will proceed without train orders.

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTER-LOCKING. EFFECTIVE JULY 1, 1930.

Between Cleveland and Pymatuning on First Sub-Division, between KX Crossover and SN Junction and Pymatuning and Buchanan on Second Sub-Division automatic block system rules will govern.

The territory between "XN" Tower at Shenango and Buchanan is equipped with Automatic Signals of the Positive Overlap type, and the Automatic Block System Rules starting on Page 113 of Rules of the Operating Department effective July 1st, 1930, are modified as follows for this particular territory:

The number plates on these signals are not intended to indicate that they are Stop and Proceed Signals as per definition of Stop and Proceed Signals on Page 88. Therefore Rule 509-B, paragraph "A," Page 113, will not apply and trains will be governed as follows:

When signal is at stop before a train enters the block, unless it is positively known that a train is preceding through the block, the train must stop before passing the signal and proceed only under flag protection at Restricted Speed.

Trains which have made an unusual stop, in excess of two (2) minutes, within the limits of a block, must not exceed a speed of 10 miles per hour until next Automatic Block Signal is reached.

BELL CODE.

Between Pymatuning and SN Junction Second Sub-Division Manual Block System rules effective July 1, 1930, will govern.

MOZIER BLOCK RULES.

Effective May 14, 1893.

Between Niles and Lisbon and between Ferrona and New Castle, Mozier Block Rules will govern.

MORSE TELEGRAPH CODE

Between Buchanan and Oil City Manual Block System Rules effective July 1, 1930 will govern.

POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED

See Rule 221, Rules of the Operating Department, effective July 1, 1930.
Atlantic

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221-A Rules of the Operating Department.
Effective July 1, 1930

Mineral Ridge. Pymatuning (Westward Second Sub-Div. Trains)
Canfield. Orangeville.
Leetonia. Burghill.
Lisbon. Latimer.
Ferrona. (Ferrona Bch.) Cortland.
West Middlesex. BO Tower North Warren
SN Junction—Second Sub. Div'n
Buchanan Westward Trains on Oil City-Franklin Br.
Cochranon. Reno.
Franklin. Oil City.

Indications of Manual Block Signals do not convey information as to the condition of that part of a Block within Yard Limits. It must be understood that a clear Block, displayed at a Manual Block Station at and extending to a Block in which there are Yard Limits, indicates condition of the Block outside of Yard Limits only.

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION.

East 55th Street.... 7:45 A. M. to 10:00 P. M.
North Randall { 7:00 A. M. to 3:00 P. M.
5:00 P. M. to 6:00 P. M.
*Aurora..... { 7:00 A. M. to 12:00 Noon
1:00 P. M. to 4:00 P. M.
Mantua { 7:00 A. M. to 12:00 Noon
1:00 P. M. to 4:00 P. M.
Phalanx { 6:30 A. M. to 11:30 A. M.
2:00 P. M. to 5:00 P. M.
*Mineral Ridge 8:00 A. M. to 4:00 P. M.
*Canfield 8:00 A. M. to 4:00 P. M.
*Leetonia..... 8:00 A. M. to 4:00 P. M.
*Lisbon { 8:00 A. M. to 12:00 Noon
1:00 P. M. to 5:00 P. M.
State Line { 7:00 A. M. to 11:00 P. M.
Closed Sundays
Ferrona..... 3:30 P. M. to 7:30 A. M.
*West Middlesex.... 8:00 A. M. to 4:00 P. M.
Ravenna { 8:00 A. M. to 12:00 Noon
1:00 P. M. to 5:00 P. M.
Braceville { Continuous except, closed
Sundays, 7:00 A. M. to
11:00 P. M.
*Cortland 9:00 A. M. to 5:00 P. M.
*Burghill { 10:15 A. M. to 12:00 Noon
1:00 P. M. to 2:30 P. M.
*Orangeville { 8:00 A. M. to 10:00 A. M.
2:45 P. M. to 5:00 P. M.
Atlantic 8:00 A. M. to 11:59 P. M.

*Cochranton	.....	{	8:00 A. M. to 12:00 Noon
			1:00 P. M. to 5:00 P. M.
*Franklin	.....	{	8:00 A. M. to 12:30 P. M.
			1:30 P. M. to 5:00 P. M.
*Reno	.....		9:30 A. M. to 5:30 P. M.
*Oil City	.....		9:00 A. M. to 5:00 P. M.

*Closed Sundays and Holidays.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation. All trains entering a block under caution signal displayed at a Day and Night Block Signal Office will run under caution to the next Day and Night Block Signal Office regardless of a proceed signal that may be displayed at intermediate Day or Night Block Signal Office, except when engineers have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

SUPERIORITY OF TRAINS.

Trains operating in automatic block signal districts governed by telephone train order signals may run with the current of traffic, upon signal indication, which signal indication supersedes time table superiority.

Should there be any failure in proper working of gauntlet signals or when operating against the current of traffic at Warren or Sharon, all trains will flag through the gauntlet as prescribed by Rule 99.

TRAFFIC ROUTE CONTROL.

Single tracks between interlocking plants at Hubbard and Coles and between interlocking plants at Sharpville and Pymatuning are equipped with traffic route control.

Trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

TELEPHONE TRAIN ORDER SIGNALS.

Eastward

Auto. Sig.	11-2	North Randall.
"	"	30-2 Mantua.
"	"	37-2 Garrettsville-Hiram.
"	"	42-2 Mahoning.
"	"	45-4 Phalanx.
"	"	66-2 Westlake's Crossing, Youngstown.
"	"	81-4 Ferrona.
"	"	82-2 Boyce.
"	"	584-2 AD Sidings

Westward

Auto. Sig.	82-1	Boyce.
"	"	81-3 Ferrona.
"	"	51-1 Leavittsburg.
"	"	45-3 Phalanx.
"	"	42-1 Mahoning.
"	"	37-1 Garrettsville-Hiram.
"	"	30-1 Mantua.
"	"	14-1 Cannon's Crossing.
"	"	11-1 North Randall.
"	"	547-1 Pymatuning
"	"	583-1 AD Sidings.

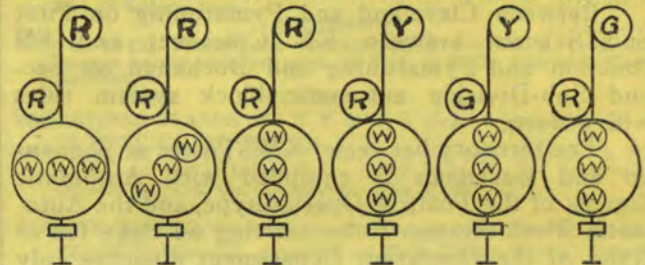
Rule 509-d, paragraph "b" is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

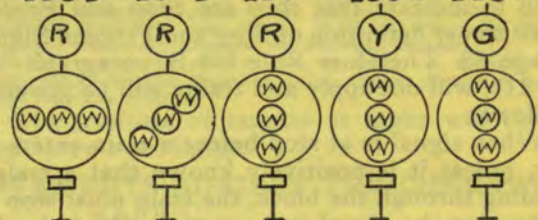
POSITION LIGHT TELEPHONE TRAIN ORDER SIGNAL

A position light unit attached to pole below upper light.

RULES	RULES	RULES	RULE	RULE	RULE
291 C	291 C	291 C	285 D	282 C	281 E
509 D	509 D	509 D			



RULE	RULE	RULE	RULE	RULE
296 B	297 B	298 D	298 E	298 F



Where position light train order signals are in service, rules 509-B, 509-C and 509-D will be observed the same as where other types of signals are in use.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221-A Rules of the Operating Department, Effective July 1, 1930.

C. and P. Crossing	Sharpville
Solon	Pymatuning
Braceville	Bruin Tower
SN Junction	Shenango
DeForest	Amasa
Hubbard	Stony Point
Coles	Buchanan

INSTRUCTIONS FOR ENGINEMEN WITH ENGINES EQUIPPED WITH AUTOMATIC TRAIN CONTROL OVER DISTRICTS NOT EQUIPPED.

Starting Up

To latch up Actuator and Brake Valve Rotary: First, Headlight generator must be running; second, main reservoir must be pumped up; third, reset button must be depressed for two seconds; fourth, brake valve handle must be moved to full service position, thus latching up handle to rotary valve.

Actuator

The actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The engineman, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to "R".

It is then possible for the Engineer to relatch the brake valve handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

Broken Air Pipes

If pipe on actuator cylinder is broken or leaking plug it. It will then be necessary to break seal and raise seal cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged and train control not cut out.

Acknowledging Contactor

When desiring to acknowledge, acknowledger handle must be pulled down before passing a caution or stop signal. It must not be held down for more than fifteen seconds as an automatic application will result. When the engine passes the signal which is at caution or stop, the acknowledger handle must be pulled down and released after whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until signal indication has been observed and is being obeyed.

Control Cutout Cock

This is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

Light Defect

With train control in service and a short occurs on the light circuit it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, engineman will push reset button, which will develop the condition of generator and automatic stop

circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

Defects of Failure of Apparatus

These shall be reported on regular engineer's defect form. Improper applications at clear signals or other point should be reported at first telegraph office.

TONNAGE RATINGS.

Train tonnage will be determined by Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

ENGINE RESTRICTIONS

N. R and S type engines are not permitted on Oil City-Franklin Branch.

R and S type engines are not permitted on Ferona and Lisbon Branches.

N, R and S type engines are not permitted to operate on Ward Track, Niles, account sharp curvature.

N engines are not permitted on Lisbon Branch between Leetonia and Lisbon.

"S" engines using North Randall Wye will enter Wye from west end and leave same at east end by using straight receiving yard track instead of lead track.

S and R type engines are not permitted on Derrick Track at East 55th St., Cleveland, Ohio.

S engines are not permitted on passenger track between Middle Crossover and Passenger Station at Cleveland.

"S" type engines are restricted from using all tracks on south side of extension track at Shenango, Pa. This consists of turntable track, spur track and five tracks in old yard at Shenango. "S" type engines should hold onto cars when picking up or setting off on these tracks.

D. J. Madden.....Chief Train Master

H. V. Bordwell... }
F. O. Plummer.. } Trainmasters

T. Fitzgerald.....Terminal Train Master

R. A. Smith.....Chief Train Dispatcher

W. T. Williams.. Asst. Chief Train Dispatcher

FIRST SUB-DIVISION

Distance from River Bed Cleveland	STATIONS AND SIDINGS		EASTWARD TRAINS								
			FIRST CLASS								
			2	688	8	624	626	6	628	686	644
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Holidays	Daily	Sunday Only
	Eastern Standard Time		P.M.		P.M.			A.M.			
	NEW YORK...A..		7.34		11.59			7.54			
	PITTSBURGH...A..			A.M.		A.M.	P.M.		P.M.		
				7.30		11.45	4.50		9.05		
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
89.2	Single track	PYMATUNING.. N	5.47		9.39			6.18			
84.2		SHARPSVILLE N	5.40		9.32			6.10			
81.7		FERRONA... N								11.11	
80.9		SHARON..... N	s 5.35		s 9.27			s 6.06		s 11.08	
		N. Y. C.									
		2.8									
78.1	Single track	COLES.....	5.23		9.21			5.59		11.03	
74.7		HUBBARD... N	5.18		9.16			5.54		s 10.58	
68.1		VALLEY ST... N	5.10		9.08			5.46		10.48	
		N. Y. C.									
		0.8									
67.5		HIMROD JCT... N									
67.1		YOUNGSTOWN ..	s 4.57	s 5.55	s 9.00	s 10.15	s 2.55	s 5.35	s 7.40	s 7.37	
64.9		BRIER HILL	4.53	5.49	8.55	10.11	2.50	5.30	7.35	7.27	
63.3		VO. CROSSOVER ..	4.51	5.47	8.53	10.09	2.48	5.28	7.33	7.25	
62.6		GIRARD				s 10.07	s 2.47		s 7.30	f 10.32	
58.3		NILES	4.46	* 5.39	8.45	s 10.01	s 2.40	s 5.20	s 7.21	s 7.17	
55.7		DEFOREST... N	4.43	5.34	8.41	9.57	2.35	5.15	7.12	7.12	
		N. & C.									
		2.6									
53.1		WARREN.....	* 4.40	s 5.30	s 8.37	s 9.53	s 2.31	s 5.11	s 6.57	s 7.08	
50.0		LEAVITTSBURG..							s 6.49		
		0.4									
49.6		SN. JUNCTION.. N	4.35	5.24	8.31	9.47	2.25	5.06	6.47	7.03	
46.0		PHALANX..... D		5.20		9.43	2.21	5.02	s 6.42	6.59	
41.0		MAHONING		5.15		9.38	2.16	4.57	f 6.37	6.54	
37.4		GARRETTVILLE-HIRAM...		5.11		s 9.33	s 2.12	4.53	s 6.32	6.50	
35.0		JEDDOE.....							f 6.28		
30.4		MANTUA..... D		5.01		9.23	s 2.01	4.43	s 6.22	6.42	
24.3		AURORA..... D		4.54		9.15	s 1.52	4.36	s 6.13	6.35	
21.1		GEAUGA LAKE... N							s 6.07	f 9.35	
16.5		SOLOM..... N		4.47		9.08	* 1.43	4.29	s 6.01	6.28	
		W. & L. R.									
		5.1									
11.4		NORTH RANDALL D		4.42		9.03	1.38	4.24	s 5.54	6.23	
6.3		EAST 93rd STREET.				s 8.54	s 1.30		s 5.45	s 6.15	
		C. & P.									
		2.3									
4.0		EAST 55th STREET. D		4.29		s 8.49	s 1.25	s 4.10	s 5.40	s 6.10	
1.9	Single Track	LITERARY ST... N		4.24		8.44	1.19	4.04	5.34	6.04	
		NICKEL PLATE VIADUCT..		4.23		8.43	1.18	4.03	5.33	6.03	
		DK. TOWER... N		4.22		8.42	1.17	4.02	5.32	6.02	
		C. C. C. & ST. L.									
		CLEVELAND L N		4.20		8.40	1.15	4.00	5.30	6.00	
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	

FIRST SUB-DIVISION

WESTWARD TRAINS

FIRST CLASS

Distance from Pymatuning	STATIONS AND SIDINGS	WESTWARD TRAINS								
		FIRST CLASS								
		687	629	625	5	685	7	623	679	1
		Daily	Daily Except Sunday and Holidays	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily
	Eastern Standard Time ...NEW YORK...L..				P.M. 7.30		P.M. 11.30			A.M. 8.50
	...PITTSBURGH...L..	P.M. 11.45			A.M. 8.20	P.M. 12.30		P.M. 5.15	P.M. 8.45	
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
5.0	Single track PYMATUNING... N 5.0				9.23		2.36			10.31
7.5	SHARPSVILLE N 2.5				9.30		2.44			10.39
8.3	FERRONA... N 0.8									
11.1	SHARON... N 2.3 N. Y. C.				s 9.37		s 2.52			s 10.48
14.5	COLES... N 3.4				9.41		2.57			10.53
21.1	HUBBARD... N 6.6				9.46		s 3.03			10.58
21.7	VALLEY ST... N 0.6 N. Y. C.				9.54		3.12			11.07
22.1	HIMROD JCT... N 0.4									
24.3	YOUNGSTOWN... 2.2	s 1.25 1.30	5.55	8.00	s 9.58 10.08	s 2.00 2.05	s 3.15 3.22	s 6.50 6.55	s 10.11 10.16	s 11.10 11.17
25.9	BRIER HILL... 1.6	1.35	6.00	8.04	10.12	2.10	3.26	6.59	10.20	11.21
26.6	VO. CROSSOVER... 0.7	1.37	6.02	8.06	10.14	2.12	3.28	7.01	10.22	11.23
30.9	GIRARD... 4.3		f 6.04							
33.5	NILES... N 2.6	s 1.46	s 6.12	s 8.14	s 10.22	s 2.19	s 3.36	s 7.08	s 10.29	f 11.31
36.1	DEFORREST... N 2.6 B. & O.	1.51	6.17	8.18	10.26	2.23	3.40	7.12	10.33	11.35
39.2	WARREN... 3.1	s 1.56	s 6.25	s 8.24	s 10.33	s 2.29	s 3.47	s 7.18	s 10.38	s 11.42
39.6	LEAVITTSBURG... 0.4 Second Sub-Division		s 6.31							
43.2	SN. JUNCTION... N 3.6	2.02	6.32	8.29	10.38	2.34	3.52	7.23	10.43	11.48
48.2	PHALANX... D 5.0	2.06	s 6.38	8.33	10.42	2.38		7.27	10.47	
51.8	MAHONING... 2.6	2.12	f 6.45	8.38	10.47	2.43		7.32	10.52	
54.2	GARRETTVILLE-HIRAM... 2.4		s 6.52	s 8.44	s 10.53			s 7.37	f 10.56	
58.8	JEDDOE... 4.6		f 6.57							
64.9	MANTUA... D 6.1	2.25	s 7.08	8.54	s 11.05	2.56		f 7.47	11.05	
68.1	AURORA... D 3.2	2.34	s 7.19	9.02	s 11.15	3.03		f 7.55	11.12	
72.7	GEAUGA LAKE... 4.6		s 7.27							
77.8	SOLON... N 5.1 W. & L. B.	2.43	s 7.34	9.11	11.23	3.11		8.03	11.20	
82.9	NORTH RANDALL D 5.1	2.48	s 7.42	9.16	11.28	3.16		8.08	11.25	
85.2	EAST 93rd STREET C. & P. 2.3		s 7.49	s 9.25	s 11.34	s 3.25		s 8.16	s 11.32	
87.3	EAST 55th STREET D 2.1	3.01	s 7.54	s 9.31	s 11.40	s 3.31		s 8.21	s 11.37	
88.3	LITERARY ST... 3.1	3.06	7.58	9.36	11.45	3.34		8.25	11.40	
	NICKEL PLATE VIADUCT... 6.9	3.07	7.59	9.37	11.46	3.35		8.26	11.41	
	DK. TOWER... C. C. O. & ST. L.	3.08	8.00	9.38	11.47	3.36		8.27	11.42	
	CLEVELAND... A. N	3.10	8.03	9.40	11.50	3.40		8.30	11.46	
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

SECOND SUB-DIVISION

EASTWARD TRAINS			Distance from Salamanca	SIDINGS AND STATIONS	WESTWARD TRAINS		
FIRST CLASS					FIRST CLASS		
6	8	2			5	7	1
Daily	Daily	Daily			Daily	Daily	Daily
A.M. 7.54	P.M. 11.59	P.M. 7.34	Eastern Standard Time A..NEW YORK..L.	P.M. 7.30	P.M. 11.30	A.M. 8.50	
P.M. 7.13	A.M. 10.35	A.M. 6.50	102.5	L A MEADVILLE... A N	A.M. 8.32	P.M. 1.42	P.M. 9.35
7.08	10.30	6.45		2.9	8.37	1.47	9.40
6.59	10.21	6.36	105.4	B UCHANAN... N	8.44	1.55	9.48
			105.8	0.4			
6.54	10.16	6.31	110.1	F. C. TOWER			
			110.1	4.3	8.49	2.01	9.53
6.47	10.09	6.24	116.3	G ENEVA... N	8.57	2.09	10.01
			116.3	6.2			
6.41	10.03	6.18	120.8	S TONY POINT... N	9.02	2.15	10.06
			120.8	4.5			
6.35	9.56	6.12	125.9	A TLAN TIC... D	9.07	2.20	10.12
			125.9	5.1			
s 6.31 s	9.52 s	s 6.08	128.6	A M A S A... N	s 9.13 s	s 2.26 s	s 10.19
			128.6	2.7			
6.25	9.46	5.54	130.8	N. Y. C. R. R.			
			130.8	2.2	9.16	2.29	10.23
			130.8	4.9			
			134.8	S H E N A N G O... N			
			134.8	4.9			
6.18	9.39	5.47	136.3	P E n n a . R . R .			
			136.3	4.9	9.23	2.36	10.31
			141.4	T R A N S F E R			
(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)	141.4	1.5			
			144.4	5.1	(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)
			147.2	P Y M A T U N I N G... N			
			150.0	5.1			
			153.6	O R A N G E V I L L E... D			
			159.3	2.9			
			161.4	B U R G H I L L... D			
			164.5	2.5			
			164.9	L A T I M E R... N			
			164.9	2.5			
			168.5	J O H N S O N ' S... N			
			171.4	2.8			
			173.3	N. Y. C. R. R.			
			178.9	J O H N S O N ' S... N			
			180.1	2.8			
			185.3	C O R T L A N D... D			
			190.0	5.7			
			191.6	M. K. SIDINGS... N			
			191.6	2.1			
			191.6	P e n n a . R . R .			
			191.6	2.1			
			191.6	N O R T H W A R R E N... N			
			191.6	3.1			
			191.6	B. & O. R. R.			
			191.6	3.1			
			191.6	L E A V I T T S B U R G... N			
			191.6	0.4			
			191.6	S N JUNCTION... N			
			191.6	3.6			
			191.6	F i r s t S u b - D i v i s i o n			
			191.6	3.6			
			191.6	B R A C E V I L L E... N			
			191.6	2.9			
			191.6	N. Y. C. R. R.			
			191.6	2.9			
			191.6	A. D. SIDINGS... N			
			191.6	1.9			
			191.6	W I N D H A M... N			
			191.6	5.6			
			191.6	F R E E D O M... N			
			191.6	1.3			
			191.6	F. M. SIDINGS... N			
			191.6	5.2			
			191.6	R A V E N N A... D			
			191.6	4.7			
			191.6	K. X. CROSSOVER... N			
			191.6	1.6			
			191.6	L... KENT... A N			
			191.6	1.6			
			191.6	L... CHICAGO... A..			
			191.6	Central Standard Time			
P.M.	P.M.	P.M.			A.M.	A.M.	A.M.
	10.20	6.00			1.00	8.15	

LISBON BRANCH

EASTWARD TRAINS THIRD CLASS			Distance from Niles	STATIONS AND SIDINGS	Distance from Lisbon	WESTWARD TRAINS THIRD CLASS			
36						35			
Daily Except Sunday						Daily Except Sunday			
A.M.	10.45	33.2	Single Track	P. L. & W. .. A.... LISBON L. D	A.M.	11.35			
		27.8		5.4 TEEGARDEN 5.4					
10.10		22.4		PENNA. CO. EASTERN DIV. LEETONIA D 10.8 12.20	10.8	12.20			
		20.6		3.2 .. WASHINGTONVILLE .. 12.6	12.6				
9.50		17.4		1.8 GREENFORD 15.8 12.40	15.8	12.40			
		15.4		2.0 CALLA 17.8	17.8				
		14.2		1.3 MARQUIS 19.0	19.0				
9.15		11.9		2.3 CANFIELD D 21.3 1.20	21.3	1.20			
		6.2		5.7 AUSTINTOWN 27.0	27.0				
		4.5		1.7 OHLTON 28.7	28.7				
8.45		3.3		1.2 ... MINERAL RIDGE ... D 29.9 1.50	29.9	1.50			
8.30				B. & O. 3.3 .. L..... NILES..... A. N 33.2 2.10	33.2	2.10			
A.M.						P.M.			

Eastward trains are superior to westward trains of same class.

CANAL BRANCH

EASTWARD TRAINS			Distance from Liberty Street	STATIONS AND SIDINGS	Distance from N. K. Target	WESTWARD TRAINS		
			6.28	..... N. K. TARGET N 0.00	0.00			
			6.17	0.11 PENNA. CO. CRAB CREEK 0.11	0.11			
			5.55	0.02 B. & O. FREIGHT HOUSE 0.73	0.73			
			5.46	0.09 WILLIAM TOD 0.82	0.82			
			5.22	0.24 PENNA. CO. MOWER & REAPER CRG. 1.06	1.06			
			4.00	1.22 AUSTINTOWN BR. CROSSING LEADVILLE 2.28	2.28			
			2.58	1.42 DIVISION STREET 3.70	3.70			
			2.02	0.56 PUMP HOUSE 4.26	4.26			
			1.17	0.85 B. & O. R. R. OHIO WORKS JCT. 5.11	5.11			
			0.78	0.39 MORRIS RUN 5.50	5.50			
			0.28	0.50 B. & O. R. R. PENNA CROSSING ... 6.00	6.00			
			0.00	0.28 PENNA. CO. LIBERTY STREET ... 6.28	6.28			

FERRONA BRANCH

EASTWARD TRAINS			Distance from Ferrona	STATIONS AND SIDINGS	Distance from Gardner Avenue	WESTWARD TRAINS		
.....	.....	.....	23.4	...GARDNER AVENUE...	.....	.....	.....
.....	.....	.....	22.2	A...NEW CASTLE...L.N	1.2	.....	.....
.....	.....	.....	18.1	...HARBOR BRIDGE...	5.3	.....	.....
.....	.....	.....	11.5	...PULASKI.....	11.9	.....	.....
.....	.....	.....	6.5	...WEST MIDDLESEX..D	16.9	.....	.....
.....	.....	.....	3.5	...WHEATLAND.....	19.9	.....	.....
.....	.....	.....	2.5	...FARRELL.....	20.9	.....	.....
.....	.....	.....	1.0	..SHARON (State Street)..	22.4	.....	.....
.....	.....	.....	.....	L.....FERRONA.....A.N	23.4	.....	.....

OIL CITY-FRANKLIN BRANCH

EASTWARD TRAINS			Distance from Oil City	STATIONS AND SIDINGS	Distance from Buchanan	WESTWARD TRAINS		
.....	.....	.....	33.3	A...BUCHANAN...L.N	0.0	.....	.....
.....	.....	.....	30.2	...SHAWS.....	3.1	.....	.....
.....	.....	.....	25.4	...COCHRANTON..D	7.9	.....	.....
.....	.....	.....	21.4	...CARLTON.....	11.9	.....	.....
.....	.....	.....	17.4	...UTICA.....	15.9	.....	.....
.....	.....	.....	12.2	...SUGAR CREEK...D	21.1	.....	.....
.....	.....	.....	8.4	...FRANKLIN...D	24.9	.....	.....
.....	.....	.....	3.2	...RENO.....D	30.1	.....	.....
.....	.....	.....	0.0	L.....OIL CITY..A.D	33.3	.....	.....