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Void

# The New York Central Railroad Company

## ERIE DIVISION
## VALLEY BRANCH

# Time Table No. 25

FOR EMPLOYES ONLY

Effective 2:00 A. M.

## Sunday, April 24, 1927

**EASTERN STANDARD TIME**

Superseding Time Table No. 23
dated June 27, 1926

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

E. V. BROGAN,
Superintendent

THE A. S. GILMAN CO., CLEVELAND.

# SPECIAL INSTRUCTIONS

**Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.**

### 0. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for the entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackman, Bridgemen, Signal Maintainers, Pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, 'Stop' signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give 'Proceed' signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

### DEFINITION.

Communicating Station: A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

### 3. STANDARD CLOCKS.

Dunkirk.....Telegraph office.
Titusville.....Ticket office.

### 6a SIGNS.

Rule 6a is eliminated.

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

The following will be used when giving signals in connection with Special Instructions 'O' where other signals are not required.

| | MANNER OF USING | INDICATION |
|---|---|---|
| By day: | Nose held with right hand, and left hand pointed toward track..... | Hot journal. |
| By night: | Lamp swung vertically in small circle: lamp to be held by guard wire around globe..... | Hot journal. |
| By day: | Raise and lower right hand slowly full length of body... | Car door swinging or about to fall. |
| By night: | Raise and lower lamp slowly full length of body and in addition give 'Stop' signal... | Car door swinging or about to fall. |
| By day: | Hand shoved in sliding motion out from body..... | Brakes sticking. |
| By night: | Lamp shoved in sliding motion out from body..... | Brakes sticking. |
| By day: | Hand raised and held stationary..... | All right. |
| By night: | 'Proceed' signal..... | All right. |

### 17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

### 19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night, on rear of train.

### 34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, of an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be. Rule 34 is modified accordingly.

### 83. TRAIN REGISTERS.

Dunkirk.....Telegraph office.
Titusville.....Passenger station.

### 83. CLEARING OF TRAINS.

Trains will not leave the following stations without clearance card:

Dunkirk.
Titusville.

Clearance cards must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operators, provided they have no train orders for train to which issued.

### 90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

Akeley: Northward, first on long siding north of passenger station.

Dunkirk: South end Valley Branch yard.

Falconer: Northward, first on long siding north of passenger station.

Falconer Jct.: Scale track will be used as siding.

Fredonia: Southward, north crossover. Northward, long track, first switch to east 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.

Titusville: House track, first switch south of P. R. R. crossing to east of main track.

### 93. YARDS. Limits defined by signs.

Dunkirk.
Titusville.
Warren.

### 98. RAILROAD GRADE CROSSINGS.

| Location | | Railroad | Signals |
|---|---|---|---|
| Dunkirk passenger station | | Erie..... | No Signals. |
| Dunkirk Yard | North End..... | Erie..... | Semaphores. |
| | North End..... | Am. Loco. Co. 2 crossings..... | R. R. grade crossing. |
| | South End..... | P. R. R. & N.Y.C. & St. L. | R. R. grade crossing. |
| Falconer Jct..... | | Erie..... | Interlocking. |
| Titusville..... | | P. R. R..... | No Signals. |

### 98. SIDINGS.

| | Capacity, based on 43-ft. cars. |
|---|---|
| Akeley | 40 |
| Cassadaga | 22 |
| Falconer | 45 |
| Falconer Jct | 17 |
| Fentonville | 21 |
| Fieldmore Springs | 6 |
| Fredonia | 28 |
| Frewsburg | 28 |
| Garland | 20 |
| Gerry | 20 |
| Grand Valley | 7 |
| Irvineton | 35 |
| Lakeside | 34 |
| Laona | 8 |
| Moons | 24 |
| Newton | 16 |
| Nortons | 19 |
| North Warren | 29 |
| Pittsfield | 12 |
| Russell | 24 |
| Selkirk | 28 |
| Sinclairville | 29 |
| Torpedo | 10 |
| Warren | 38 |
| Youngsville | 20 |

### 103. PUBLIC GRADE CROSSINGS.

Trainmen must flag trains or engines over the following crossings, except that when crossing is protected by a station man or other employee, the train may proceed on hand signal.

Dunkirk:
Lamphere St. and Lincoln Ave., train must stop before crossing.
Talcott and Courtney Sts.....7:00 A. M. until 7:00 P. M.

Fredonia:
Main St.....6:00 P. M. until 7:00 A. M.

Falconer:
Main St.....7:00 A. M. until 7:00 P. M.

North Warren: Warren-Jamestown road, switching movements, while switching Warren Refining Co. Cars must not be dropped or kicked over this crossing.

Pittsfield: Pittsfield-Tidioute road, switching movements.

Titusville: Trains must stop before crossing Brown St.

### 108. WATER STATIONS.

| | |
|---|---|
| Dunkirk. | Warren. |
| Cassadaga. | Newton. |
| Falconer. | Titusville. |
| Akeley. | |

Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary.

Rule 108 is modified accordingly.

### 109. BULLETIN BOARDS AND BOOKS.

Dunkirk.....{Engine house. / Telegraph office.
Titusville.....Passenger station.

### 110. DESIGNATION AND USE OF MAIN TRACKS.

**Single Track:**
Between Dunkirk and Titusville.

### 751. TIME SIGNAL STATIONS ARE OPEN.

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

### 901. MANUAL BLOCK SIGNALS.

Between Dunkirk and Titusville.

**Rule 917 is modified as follows:**

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

**Rule 947.** Second paragraph reading, "A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 958, or by train orders," will not apply within yard limits in connection with movements of second class and extra trains. Indications of manual block signals will convey to second class and extra trains information as to conditions of block only to yard limit signs.

**Rule 951 is modified as follows:**

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

### 1002. AUTOMATIC BLOCK SIGNALS.

Automatic Signals are in use in Manual Block territory as specified in list of stations, office calls, signals and telephones.

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.'

### 1051. RAILROAD GRADE CROSSING SIGNALS.

| Location | Signal | Position | Indication |
|---|---|---|---|
| Dunkirk Yard, north end | Pole Target | Horizontal | Proceed on N. Y. C. |
| Dunkirk Yard, south end | Pole Target | Horizontal | Proceed on N. Y. C. |

### 1267. LEAVING CARS ON SIDE TRACKS.

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

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.

### 1307. AIR BRAKES.

When stopping freight trains of 25 or more cars for water or coal, air brakes must be applied by engineman and engine detached, unless, in the judgment of the engineman, it is unnecessary. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brake must be held applied. Rule 1549 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

### 1401. SPEED RESTRICTIONS.

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

**General**

| | |
|---|---|
| Circus trains with freight equipped cars | 30 |
| Engines, Class B, under steam or being towed | 15 |
| Class F-41 | 30 |
| Class G-43 | 20 |
| Engines running backward | 15 |
| Engines, light or with caboose | 30 |
| Freight and work trains | 30 |
| Freight trains with pushers | 25 |
| Passenger trains | 45 |
| Revenue freight trains with cranes moving on their own wheels | 25 |
| Snow plows and flangers | 20 |
| Switches and crossovers, not interlocked | 25 |
| Switch Engines | 15 |
| Trains with steam cranes, except as shown above | 25 |
| Trains with dead engines, not having all side or main rods | 20 |
| Trains consisting of 50 per cent or more of 55-ton capacity or greater coal cars, loaded | 30 |
| Troop trains with freight cars | 30 |
| Work trains with locomotive cranes | 30 |

**Local**

| | |
|---|---|
| Dunkirk: Over Lamphere St., passenger trains | 6 |
| Over Talcott and Courtney Sts. | 10 |
| Fredonia: Over Main St | 10 |
| Between Lake Side and Laona, minimum time | |
| Freight and work trains | 20 minutes. |
| Passenger trains | 15 minutes. |
| Between South end Nortons curve and Laona: | |
| Passenger trains | 35 |
| Between first curve north of Wheelers crossing and south end Nortons curve: | |
| Freight and work trains | 15 |
| Passenger trains | 25 |
| Between Lake Side and first curve north of Wheelers crossing: | |
| Passenger trains | 30 |
| Falconer: Over Main St | 10 |
| Bridges 29.64 and 60.48: | |
| Freight and work trains | 10 |

### 1406. TELEPHONES.

Conductor or engineman must use telephones whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employes exchanged to avoid misunderstanding.

**E. V. BROGAN, Superintendent.**

**F. W. WATKINS, Assistant Superintendent.**

**F. E. SMITH, Chief Train Dispatcher.**

**A. C. WILL, Train Dispatcher.**

# DUNKIRK TO TITUSVILLE

## SOUTHWARD — FIRST-CLASS

| Miles from Dunkirk | STATIONS | 1 | 3 | 5 See Note | | 7 | 11 | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Passenger | Passenger | Passenger | | Freight | Freight | | |
| | | Daily Except Sunday | Daily Except Sunday | Sunday Only | | Daily Except Sunday | Daily Except Sunday | | |
| | LEAVE | A. M. | P. M. | P. M. | | A. M. | P. M. | | |
| ..... | Dunkirk | 8.30 | 3.25 | 6.35 | | 7.00 | 1.30 | | |
| 0.92 | NYC&StL Crossing | 8.33 | 3.28 | 6.38 | | 7.05 | 1.35 | | |
| 3.14 | Fredonia | s 8.42 | s 3.37 | s 6.45 | | s 7.25 | s 1.55 | | |
| 4.56 | Laona | s 8.46 | s 3.41 | f 6.49 | | f 7.30 | f 2.00 | | |
| 7.18 | Nortons | 8.52 | 3.47 | 6.54 | | f 7.38 | f 2.08 | | |
| 12.41 | Lakeside | 9.04 | 3.59 | 7.05 | | f 7.55 | f 2.25 | | |
| 13.04 | Lily Dale | s 9.08 | s 4.03 | s 7.09 | | f 7.58 | f 2.28 | | |
| 14.13 | Cassadaga | s 9.14 | s 4.09 | s 7.15 | | s 8.15 | s 2.45 | | |
| 17.98 | Moons | s 9.22 | s 4.17 | f 7.22 | | f 8.27 | f 2.57 | | |
| 21.82 | Sinclairville | s 9.31 | s 4.26 | s 7.30 | | f 8.50 | f 3.10 | | |
| 26.50 | Gerry | s **9.40** | s 4.35 | f 7.39 | | f 9.04 | f 3.25 | | |
| 29.17 | Ross Mill | f 9.44 | f 4.39 | f 7.43 | | ..... | ..... | | |
| | | | | | | **9.21** 2 | | | |
| 32.39 | Falconer | s **9.57** | s 4.48 | s 7.51 | | s **10.02** 1 | s 4.00 | | |
| 32.79 | Falconer Jct | s **10.01** | s **4.55** | s 7.54 | | s **10.15** | s 4.15 | | |
| 38.30 | Frewsburg | s 10.13 | s 5.08 | s 8.05 | | f 10.35 | s **4.44** | | |
| 42.16 | Fentonville | f 10.19 | f 5.14 | f 8.11 | | f 10.47 | f 4.55 | | |
| | | | | | | | **5.03** | | |
| 44.75 | Akeley | f 10.23 | f **5.18** | f 8.15 | | f 10.55 | s **5.27** | | |
| 46.70 | Russell | s 10.29 | s 5.24 | f 8.20 | | f 11.05 | f 5.40 | | |
| 51.90 | North Warren | s 10.39 | s 5.34 | f 8.30 | | s 11.25 | s **6.15** | | |
| 54.46 | Warren | s 10.54 | s **5.49** | s 8.45 | | s 11.50 | s 6.40 | | |
| 57.27 | Starbrick | f 10.59 | f 5.54 | f 8.50 | | f 11.59 | f 6.49 | | |
| 60.73 | Irvineton | s 11.07 | s 6.02 | f 8.58 | | f 12.10 | f 7.00 | | |
| 63.04 | Youngsville | s 11.14 | s 6.09 | s 9.04 | | f 12.20 | f 7.07 | | |
| 67.05 | Pittsfield | f 11.20 | f 6.15 | f 9.10 | | f 12.32 | f 7.19 | | |
| 71.00 | Garland | s 11.29 | s 6.24 | s 9.19 | | f 12.45 | f 7.31 | | |
| 73.66 | Torpedo | f 11.34 | f 6.29 | f 9.24 | | f 12.53 | f 7.39 | | |
| 76.37 | Newton | f 11.39 | f 6.34 | f 9.29 | | f 1.01 | f 7.47 | | |
| 78.27 | Starr | f 11.42 | f 6.37 | f 9.32 | | ..... | ..... | | |
| 79.58 | Grand Valley | s 11.48 | s 6.43 | f 9.38 | | f 1.15 | f 7.57 | | |
| 82.77 | Selkirk | f 11.53 | f 6.48 | f 9.43 | | f 1.25 | f 8.07 | | |
| 84.45 | Dotyville | f 11.56 | f 6.51 | f 9.46 | | ..... | ..... | | |
| 88.95 | Fieldmore Springs | f 12.05 | f 7.00 | f 9.55 | | f 1.45 | f 8.26 | | |
| 90.49 | Titusville | 12.10 | 7.05 | 10.00 | | 1.50 | 8.30 | | |
| | ARRIVE | P. M. | P. M. | P. M. | | P. M. | P. M. | | |

Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
No. 5 run Sunday only June 26 to September 18, inclusive.



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# TITUSVILLE TO DUNKIRK

| Miles from Titusville | STATIONS | NORTHWARD — FIRST-CLASS 2 | 6 See Note | 4 | | SECOND-CLASS 10 | 14 | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Passenger | Passenger | Passenger | | Freight | Freight | | |
| | | Daily Except Sunday | Sunday Only | Daily Except Sunday | | Daily Except Sunday | Daily Except Sunday | | |
| | LEAVE | A. M. | A. M. | P. M. | | A. M. | P. M. | | |
| ...... | Titusville | 7.05 | 7.15 | 2.40 | | 5.45 | 3.30 | | |
| 1.54 | Fieldmore Springs | f 7.09 | f 7.19 | f 2.44 | | f 5.50 | f 3.35 | | |
| 6.04 | Dotyville | f 7.16 | f 7.26 | f 2.51 | | | | | |
| 7.72 | Selkirk | f 7.19 | f 7.29 | f 2.54 | | f 6.08 | f 3.53 | | |
| 10.91 | Grand Valley | s 7.28 | f 7.36 | s 3.03 | | f 6.20 | f 4.03 | | |
| 12.22 | Starr | f 7.30 | f 7.38 | f 3.05 | | | | | |
| 14.12 | Newton | f 7.33 | f 7.41 | f 3.08 | | f 6.30 | f 4.13 | | |
| 16.83 | Torpedo | f 7.38 | f 7.45 | f 3.13 | | f 6.38 | f 4.21 | | |
| 19.49 | Garland | s 7.45 | f 7.51 | s 3.20 | | f 6.46 | f 4.29 | | |
| 23.44 | Pittsfield | f 7.52 | f 7.57 | f 3.27 | | f 6.58 | f 4.41 | | |
| 27.45 | Youngsville | s 8.02 | s 8.06 | s 3.37 | | f 7.15 | f 4.53 | | |
| 29.76 | Irvineton | s 8.07 | f 8.10 | s 3.42 | | f 7.23 | f 5.00 | | |
| 33.22 | Starbrick | f 8.13 | f 8.16 | f 3.48 | | f 7.33 | f 5.10 | | |
| 36.03 | Warren | s 8.28 | s 8.30 | s 4.03 | | s 8.00 | s **5.49** | | |
| 38.59 | North Warren | s 8.41 | f 8.42 | s 4.16 | | f 8.15 | s **6.15** | | |
| 43.79 | Russell | s 8.51 | f 8.52 | s 4.26 | | f 8.31 | f 6.31 | | |
| 45.74 | Akeley | f 8.55 | f 8.56 | f 4.30 | | f 8.37 | f 6.37 | | |
| 48.33 | Fentonville | f **9.00** | f 9.01 | f 4.35 | | **8.45**<br>s **9.09** | f 6.45 | | |
| 52.19 | Frewsburg | s 9.09 | s 9.10 | s **4.44** | | s 9.25 | f 7.00 | | |
| 57.70 | Falconer Jct | s 9.20 | s 9.21 | s **4.55** | | **9.42** 1<br>s **10.15** 7 | s 7.17 | | |
| 58.10 | Falconer | s **9.26** | s 9.26 | s 5.01 | | s 10.27 | s 7.27 | | |
| 61.32 | Ross Mill | f 9.31 | f 9.31 | f 5.06 | | f 10.37 | f 7.37 | | |
| 63.99 | Gerry | s **9.40** | f 9.37 | s 5.14 | | f 10.47 | f 7.45 | | |
| 68.67 | Sinclairville | s 9.50 | s 9.47 | s 5.24 | | f 11.05 | f 8.00 | | |
| 72.51 | Moons | s 9.58 | f 9.53 | s 5.32 | | f 11.17 | f 8.12 | | |
| 76.36 | Cassadaga | s 10.07 | s 10.02 | s 5.41 | | f 11.40 | f 8.25 | | |
| 77.45 | Lily Dale | s 10.11 | s 10.06 | s 5.45 | | f 11.43 | f 8.28 | | |
| 78.08 | Lakeside | 10.13 | 10.08 | 5.47 | | f 11.45 | f 8.30 | | |
| 83.31 | Nortons | 10.24 | 10.19 | 5.58 | | f 12.02 | f 8.47 | | |
| 85.93 | Laona | s 10.30 | f 10.24 | s 6.04 | | f 12.10 | f 8.55 | | |
| 87.35 | Fredonia | s 10.36 | s 10.30 | s 6.10 | | s 12.30 | f 9.00 | | |
| 89.57 | NYC&StL Crossing | 10.40 | 10.34 | 6.14 | | 12.37 | 9.07 | | |
| 90.49 | Dunkirk | 10.45 | 10.40 | 6.20 | | 12.40 | 9.10 | | |
| | ARRIVE | A. M. | A. M. | P. M. | | P. M. | P. M. | | |

Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
No. 6 run Sunday only June 26 to September 18, inclusive.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## DUNKIRK TO TITUSVILLE

| STATION | | Office Calls | Miles from Dunkirk | SIGNALS SINGLE TRACK | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Northward | Southward | LOCATION | Side of Track | Line |
| Dunkirk | C.S. | A | 0.0 | | | Station | | T.D.-Y |
| | C.S. | | | | | North of Courtney St., on pole | W | Y |
| | | | | | | Engine house | W | T.D.-Y |
| Fredonia<br>Open week days<br>7:00 a. m. to 6:20 p. m. | C.S. | FD | 3.14 | M.B. | M.B. | Station | E | T.D.-Y |
| | C.S. | | | | | Siding, south end, on pole | W | T.D.-Y |
| Laona<br>Open week days<br>8:30 a. m. to 6:15 p. m. | C.S. | X | 4.56 | M.B. | M.B. | Station | W | T.D. |
| Nortons | C.S. | | 7.1 | | | North end, in booth | W | T.D. |
| Lakeside | C.S. | | 12.2 | | | Siding, north end, in booth | W | T.D. |
| Lily Dale<br>Open week days<br>8:30 a. m. to 6:05 p. m. | C.S. | SI | 13.04 | M.B. | M.B. | Station | E | T.D. |
| Cassadaga<br>Open week days<br>7:30 a. m. to 5:50 p. m. | C.S. | G | 14.13 | M.B. | M.B. | Station | W | T.D. |
| | C.S. | | | | | North end station | W | T.D. |
| Moons<br>Open week days<br>8:45 a. m. to 5:45 p. m. | C.S. | Q | 17.98 | M.B. | M.B. | Station | E | T.D. |
| | C.S. | | | | | North end station, on pole | E | T.D. |
| | C.S. | | | | | Siding, north end, on pole | W | T.D.-Y |
| Sinclairville<br>Open week days<br>8:00 a. m. to 5:45 p. m. | C.S. | V | 21.82 | M.B. | M.B. | Station | E | T.D.-Y |
| Gerry<br>Open week days<br>8:30 a. m. to 5:30 p. m. | C.S. | UK | 26.5 | M.B. | M.B. | Station | E | T.D. |
| | C.S. | | | | | North end station, on pole | E | T.D. |
| Ross Mill | .... | | | | | | | |
| | C.S. | | | | | Freight station | W | T.D. |
| | C.S. | | | | | Siding, north end, on pole | W | T.D.-Y |
| Falconer<br>Open week days<br>9:00 a. m. to 10:10 a. m.<br>4:00 p. m. to 5:15 p. m. | C.S. | H | 32.39 | M.B. | M.B. | Station | W | T.D.-Y |
| | C.S. | | | | | South end station, on pole | W | T.D. |
| | | | 32.5 | | D | | | |
| Falconer Jct | C.S. | DV | 32.79 | INT.-M.B. | INT.-M.B. | | E | T.D. |
| | C.S. | | 33.1 | D | | Siding, south end, on pole | W | T.D. |
| Frewsburg<br>Open week days<br>8:00 a. m. to 5:30 p. m. | C.S. | B | 38.3 | M.B. | M.B. | Station | E | T.D. |
| | C.S. | | | | | North end station, on pole | E | T.D. |
| Fentonville | C.S. | | 41.9 | | | Siding, north end, on pole | W | T.D. |
| Akeley | C.S. | | 44.4 | | | Center of siding, in booth | W | T.D. |
| Russell<br>Open week days<br>8:00 a. m. to 5:35 p. m. | C.S. | R | 46.7 | M.B. | M.B. | Station | E | T.D. |
| | C.S. | | | | | South end station, on pole | E | T.D. |

Above signal stations closed Sundays, except 30 minutes prior to departure of Nos. 5 and 6, June 26th to September 18th, inclusive.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## DUNKIRK TO TITUSVILLE — Continued

| STATION | | Office Calls | Miles from Dunkirk | SIGNALS | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|
| | | | | SINGLE TRACK | | LOCATION | Side of Track | Line |
| | | | | Northward | Southward | | | |
| Stone Mill | C.S. | | 48.0 | | | Opposite switch, on pole | W | T.D. |
| North Warren<br>Open week days<br>8:00 a. m. to 9:00 p. m. | C.S.<br>C.S.<br>C.S.<br>C.S. | NW | 51.9 | M.B. | M.B. | Station<br>Refinery switch, north end, on pole<br>North end station, on pole<br>C. R. Co. No. 2 switch, south end, on pole | E<br>W<br>E<br>W | T.D.<br>T.D.<br>T.D.<br>T.D. |
| Warren<br>Open week days<br>8:00 a. m. to 6:05 p. m. | C.S.<br>C.S.<br>C.S. | W | 54.46 | M.B. | M.B. | Station<br>Siding, south end, on pole<br>Freight station | W<br>W<br>E | T.D.-Y<br>T.D.-Y<br>T.D.-Y |
| Irvineton<br>Open week days<br>7:20 a. m. to 6:10 p. m. | C.S.<br>C.S. | NE | 60.73 | M.B. | M.B. | Station<br>Siding, south end, on pole | W<br>W | T.D.<br>T.D. |
| Youngsville<br>Open week days<br>7:00 a. m. to 6:25 p. m. | C.S. | NI | 63.04 | M.B. | M.B. | Station | W | T.D. |
| Pittsfield | C.S. | | 67.0 | | | Opposite station, in booth | W | T.D. |
| Garland<br>Open week days<br>6:45 a. m. to 6:30 p. m. | C.S. | GI | 71.0 | M.B. | M.B. | Station | W | T.D. |
| Torpedo | C.S. | | 73.66 | | | Station | W | T.D. |
| Newton | C.S. | | 76.37 | | | Station | W | T.D. |
| Grand Valley<br>Open week days<br>6:20 a. m. to 3:20 p. m. | C.S. | ON | 79.58 | M.B. | M.B. | Station | E | T.D. |
| Selkirk | C.S. | | 82.5 | | | Siding, north end, in booth | W | T.D. |
| Fieldmore Springs<br>Open week days<br>6:50 a. m. to 3:50 p. m. | C.S.<br>C.S. | MS | 88.95 | M.B. | M.B. | Station<br>Front side of station | E<br>E | T.D.<br>T.D. |
| Titusville<br>Open week days<br>8:00 a. m. to 5:00 p. m. | C.S.<br>C.S.<br>C.S.<br>C.S. | Z | 90.49 | | | Freight office<br>Station, register room<br>Wye, north end, on pole<br>Interchange track, on pole | E<br>E<br>E<br>E | T.D.<br>T.D.<br>T.D.<br>T.D. |

Above signal stations closed Sundays, except 30 minutes prior to departure of Nos. 5 and 6, June 26th to Sept. 18th, inclusive.

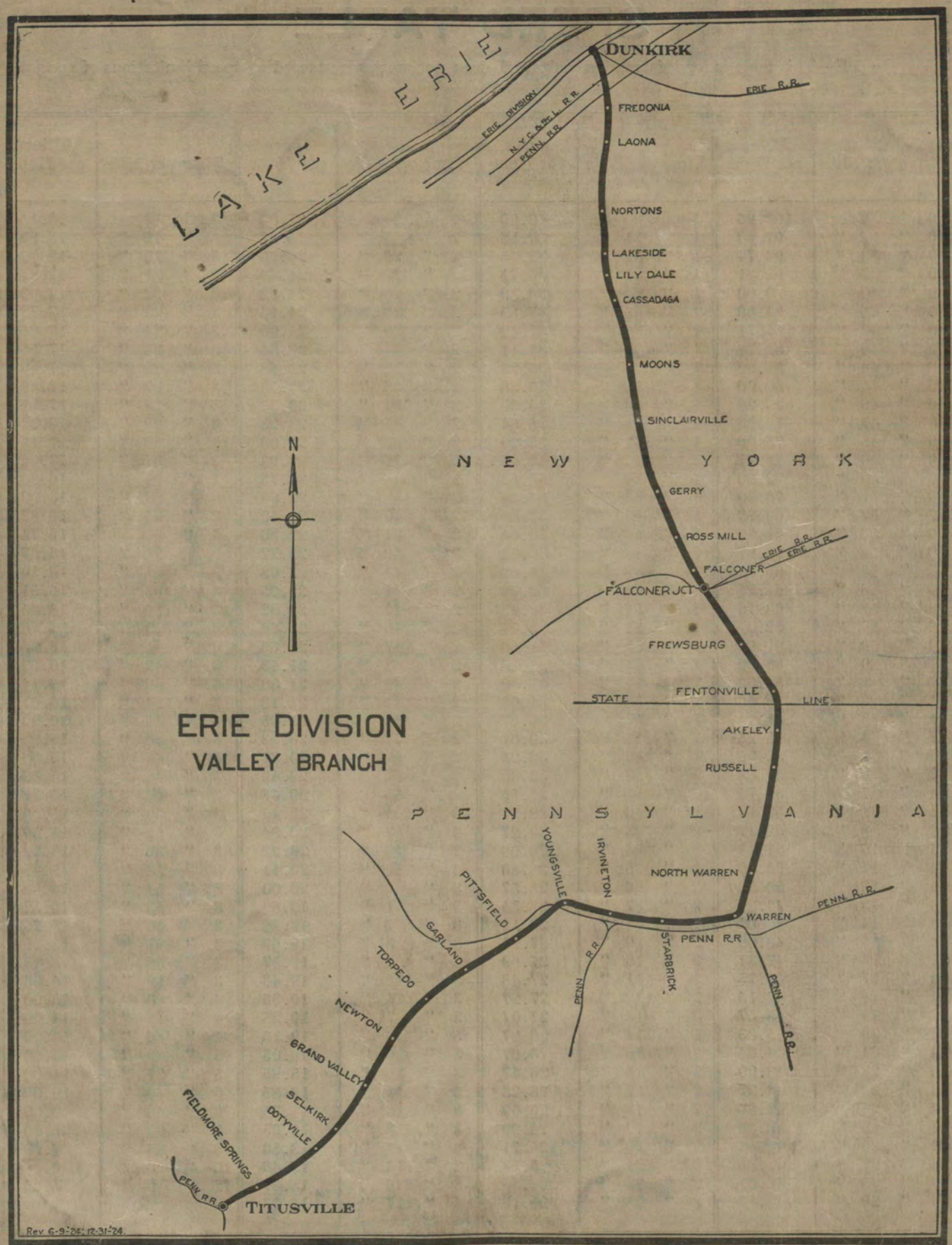
## ABBREVIATIONS

| | | | |
|---|---|---|---|
| Train dispatching | T. D. | Automatic | Number |
| Message | M | Train order | T. O. |
| Block | B | Manual Block | M. B. |
| Yard | Y | Interlocking | INT. |
| North | N | Distant | D |
| South | S | Switch | SW. |
| East | E | Communicating station | C. S. |
| West | W | | |

# 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 | | |


LAKE ERIE
DUNKIRK
ERIE R.R.
ERIE DIVISION
N.Y.C. & St.L. R.R.
PENN. R.R.
FREDONIA
LAONA
NORTONS
LAKESIDE
LILY DALE
CASSADAGA
MOONS
SINCLAIRVILLE
N
NEW YORK
GERRY
ROSS MILL
ERIE R.R.
ERIE R.R.
FALCONER
FALCONER JCT
FREWSBURG
STATE LINE
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