

The New York Central Railroad Company

ERIE DIVISION

Time Table No. 54

FOR EMPLOYEES ONLY

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

Sunday, Sept. 28, 1941

J. J. FRAWLEY,
Superintendent

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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

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: C. S. Barresi, 195 Central Ave.
Phone 357

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. Grimmer, 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.....X.
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.

5. STATIONS—ADDITIONAL TO STATION COLUMN.

Van Buren.....4.29 miles west of Dunkirk.
Portland.....1.13 miles west of Brocton.
West Portland....4.46 miles west of Brocton.
Forsyth.....4.71 miles west of Westfield.

6. LETTERS AND SIGNS

§ Stop for mail.
^ Stop daily except Sunday.
† Stop on signal to discharge passengers.
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 and beyond.

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 or take cars.

A blue signal displayed from signal station "OX" (Madison) to westward 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.....X.
Ashtabula.....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 (Youngstown Sub-Division): 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 telephone by train dispatcher.

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

Dunkirk: X;
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

Stoneboro: { Westward at crossover at Sandy Lake.
Eastward, first switch east of north Branch siding.

Reno: { Westward, first switch west of Erie R.R. station.

Sutton: Westward at crossover opposite station.

93. YARD LIMITS.

Dunkirk.

Wesleyville and Erie inclusive.

Ashtabula.

East of Noble.

Falconer.

Warren.

Titusville.

Ashtabula Harbor, Ashtabula and Carson inclusive.

Andover.

Coalburg and Youngstown inclusive.

Branch, Stoneboro and Sandy Lake inclusive.

Franklin and Eclipse inclusive.

Oil City.

Sutton.

Coalburg-Doughton to Ferrona inclusive.

Between Coalburg, Doughton and Farrell, movements will be made only by train orders.

Between Farrell and Doughton, 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.....		
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 passenger station...	Erie.....	No Signals.
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
Nortons.....	18
Cassadaga.....	21
Moons.....	23
Sinclairville.....	26
Gerry.....	17
Falconer.....	41
Falconer Jct.....	16
Frewsburg.....	25
Russell.....	22
North Warren.....	25
Warren.....	29
Irvineton.....	34
Youngsville.....	17
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
Limestone.....	46
R. N.....	77
Shipperville.....	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. X.
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. general orders and notices, governing territory between Rose and Falls Creek, 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.
MU Carson and BR Brookfield Jct., High Grade.
BG Andover Jct. and P. R. R. Jct.
Polk Jct. and Rose.
Doughton and Ferrona.

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Two Tracks:

Between JM Ashtabula Harbor and Gulf.
MU Carson and BR Brookfield Jct., Low Grade.
BR Brookfield Jct. and Youngstown.

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

No. 1, Southward.
No. 2, Northward.

Between X Dunkirk and CA Brigham Road.

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

No. 2, Eastward.
No. 1, Westward.

Three Tracks:

Between Gulf and MU 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.

Four Tracks:

Between BV Bay View and X Dunkirk.

CA Brigham Road and BR.

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 BV and BR.

JM Ashtabula Harbor and MU Carson.

MU Carson and JD Dorset Jct., Low Grade.

MR Latimer and BR Brookfield Jct., Low Grade.

BR 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 }
Signal Station X., Dnnkirk.
Signal Station C. A., Brigham Road.

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.

MU Carson and BR Brookfield Jct. High Grade.

BG 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 JD Dorset Jct. and MR Latimer, Low Grade.

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.

Single and Two or More Tracks:

Rules 317-B, 318-B and 331-B do not govern within 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 BV Bay View and BR.

JM Ashtabula Harbor and MU Carson.

MU Carson and JD Dorset Jct., Low Grade.

MR Latimer and BR Brookfield Jct., Low Grade.

BR Brookfield Jct. and Youngstown.

Trains using No. 4 track will stop to clear cross-over and report to Dispatcher when receiving indication "Stop: then Proceed" (rule 291) at Automatic signal 43-4 located 600 ft. east of Finks Crossing, west of Dunkirk, N. Y.

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.

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, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees 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:

49 sacks or less equal 3 ft.	246 to 294 sacks equal 18 ft.
50 to 98 sacks equal 6 ft.	295 to 343 sacks equal 21 ft.
99 to 147 sacks equal 9 ft.	344 to 392 sacks equal 24 ft.
148 to 196 sacks equal 12 ft.	393 to 441 sacks equal 27 ft.
197 to 245 sacks equal 15 ft.	442 to 490 sacks equal 30 ft.

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—Main Line		
	Eastward	Coit Road	QD
	Westward	Nottingham	Signal 175.1
	Westward	East 34th St.	Eagle Avenue
Ashtabula	Youngstown Branch		
	Northward	Center St.	Signal Bridge governing East Wye. Erie Crossing.
Youngstown	Southward	Overhead Bridge (McGuffey St.)	

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 DeLuxe Obs., Coach, Diner.	Pullman Pullman Pullman Pullman Coach	On door catch of aisle door next to rear car if drawing room is next to rear car. If so placed as to not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and avoid inconvenience to passengers using vestibule.
Pullman without observation end.		Rear of coach. On door catch of aisle door at rear of train.	Rear of coach. 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 past 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	Trains with dead engines not having all side or main rods...	20
Engines running backward by night over public crossings....	15	Work trains with locomotive cranes.....	30
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:		Revenue freight trains with cranes moving on own wheels...	25
Passenger, mail and express trains.....	35	Freight trains with pushers.....	25
Other trains.....	20	Switches and crossovers, not interlocked, when diverging....	10
Track pans.....	70	Rail Detector Car X8015, under own power or on rear of passenger train.....	40
Troop trains with freight equipped cars.....	30		
Circus trains with freight equipped cars.....	30		
Trains with scale test cars or Jordan spreader.....	25		

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

	Division		Youngstown Branch				Oil City	J.F.&C.	Valley
	Main Line		High-grade				Branch	Branch	
	Tracks 1 and 2	Tracks 3 and 4	Tracks 1 and 2	Track 3	Low Grade	Sharon Branch	Jct. to Oil City	Polk Jct. to Rose	Branch
Trains with freight equipped cars.....	50	40	40	40	40		35	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								

Main Line	Local
Over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	10
Passenger, mail, express and milk trains:	
Curves, east of Girard Junction	70
Curves, east of Painesville	
Curves, east of Willoughby	
Ashtabula: OD Tower railroad grade crossing, interlocked.....	50
Between Dock Junction and Erie B. & L. E. engines, in interchange service, not equipped with automatic train stop device.....	30
To discharge U. S. Mail:	
No. 43 Conneaut and Geneva, daily except Sunday.....	45

Youngstown Branch—High Grade

Freight and work trains with 3000 tons or over at Signals Y5.2, Y15.1, Y17.2, Y25.2, Y42.1, Y43.2 and Y51.1.....	25
Trains with steam cranes X-59, X-60 or X-62, between Kinsman and Williamsfield curves.....	25
Ashtabula: East and West wye.....	15
Ashtabula: Over Prospect Street.....	15
Ashtabula to Carson, inclusive: Track 1.....	40
N. Y. C. & St. L. crossing to Ashtabula Harbor draw-bridge, inclusive:	
Freight and work trains.....	15
Gulf to Carson, inclusive: Track 3.....	35
J—engines: One mile north of Kinsman to 1.5 miles north of Brookfield.....	50
No. 72 Dorset, Sundays only to discharge papers.....	20
O.D.: Interlocker Ashtabula Northwest Wye Track.....	10

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

Low Grade

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

Sharon Branch

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

Oil City Branch

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

J. F. & C. Branch

Fill 300 ft. east of Glenn Station.....	15
Cut one mile west of Coder.....	10
East end No. 1 Tunnel at Carl, Pa.....	10

Valley Branch

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 be- yond 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.	
Ashtabula:		
Ashtabula Steel Co.....	H-10, U-1, L, J.	
Ashtabula Steel Co.....	Must not be used beyond barricade located 350 feet west of derail.	
Northwest Wye.....	L and J.	
Geneva:		
American Fork & Hoe Co.....	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.	
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.	
North Warren:		
United Co-Operatives, Inc. Track.....	beyond point of curve. All engines.	

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:

Boiler House Track, 300 feet
beyond point of switch.....All engines.
Socony Oil Siding.....H-10, J, K, L.
Wax Track.....H-10, J, K, L.
Penn Conley, North Side.....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, Youngs-
town, 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 cross-overs 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.	Falconer.	Hubbard Rd.
North East.	Akeley	Jamestown.
Wesleyville.	Warren.	Stoneboro.
Erie {X. C: Tracks 2 & 4.	Newton.	Franklin.
Cranberry St.	Titusville.	
North Girard.	Carson.	Sutton.
Ashtabula.	Andover.	Elmo.
Madison.	Wick.	Belmar.
	Doughton.	Farrell.

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.

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:

- a. When used as pusher or second engine.
- b. By specific authority of Superintendent.
- c. 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. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal.

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.

J. J. FRAWLEY, Superintendent.

E. G. WRIGHT, Assistant Superintendent.

W. C. SENNETT
 H. E. VAN SLYKE
 E. J. COWIN
 T. C. HARRINGTON
 A. L. SAYLES

} Train Masters.

A. B. HYDER, Chief Train Dispatcher.

J. L. GRANEY, Night Chief Train Dispatcher.

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
 V. E. NEELY
 R. E. BENDER

} Train Dispatchers.

BUFFALO TO CLEVELAND WESTWARD—FIRST CLASS

CONTINUED ON PAGE 11

Miles from Buffalo	STATIONS	15	37	67	27	25	3	79	7	19	11	57
		Ohio State Limited	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Pacemaker	Buffalo Pittsburgh Express	Number Seven	Lake Shore Limited	South Western Limited	The Cleveland Limited
		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.	A. M.
.....	<i>Buffalo</i>	12.10	12.25	12.44	1.01	1.30	1.38	1.51	2.26	3.00	4.01	4.10
8.75	Bay View.....	12.25	12.40	12.59	1.16	1.45	1.53	2.06	2.41	3.15	4.16	4.25
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.....	12.53	1.06	1.25	1.43	2.12	2.22	2.36	s 3.14	3.44	4.45	4.54
50.02	Brocton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.21	Westfield.....	.....	.....	.....	.....	.....	.....	.....	s 3.37	.....	.....	.....
66.04	Ripley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
68.93	State Line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.71	North East.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.21	Harbor Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.78	Wesleyville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.32	XC.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.66	Erie.....	1.38	1.51	2.10	2.28	2.56	3.05	s 3.23	s 4.25	s 4.31	5.28	5.37
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.....	2.13	2.26	2.45	3.02	3.31	3.39	4.05	s 5.35	5.07	6.05	6.14
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	.....	.....	.....
160.12	Mentor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
164.48	Willoughby.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.07	Wickliffe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
170.98	Noble.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
172.15	BR.....	2.54	3.10	3.25	3.42	4.11	4.18	.....	6.45	5.50	6.50	6.59
178.12	<i>East Cleveland</i>.....	.....	.....	.....	.....	.....	.....	.....	s 7.00	.....	s 7.05	s 7.14
185.11	<i>Cleveland Union Terminal</i>	3.15	3.33	3.48	4.05	4.33	4.41	.....	7.15	6.15	7.20	7.30
		C. & P. Crossing	C. & P. Crossing	C. & P. Crossing	C. & P. Crossing	C. & P. Crossing	C. & P. Crossing					
	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

Miles from Buffalo	STATIONS	21	59	35	151	43	137	125	83	9	5	41
		The Lake Erie	The Iroquois	Fast Mail	Interstate Express	South Shore Express	See Note Railway Express	E. & P.	Pittsburgh Cleveland Express	See Note Mail	The Mohawk	The Knickerbocker
		Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
8.75	Buffalo.....	4.52	7.51	8.05	8.11	1.15	1.50	.....	5.16	6.01	8.05	11.57
	Bay View.....	5.07	8.06	8.20	8.26	1.30	2.08	.....	5.31	6.16	8.20	12.12
10.01	Athol Springs....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.19	Lake View.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.00	Derby.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.13	Angola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.39	Farnham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.34	Irving.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.18	Silver Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	R 6.36	.....	.....
41.02	Dunkirk.....	5.36	8.36	8.49	s 8.56	s 2.07	2.39	.....	s 6.06	s 6.50	s 8.57	12.38
50.02	Brocton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.21	Westfield.....	s 5.55	.....	.....	s 9.15	s 2.30	.....	.....	s 6.26	s 7.13	s 9.22	.....
66.04	Ripley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
68.93	State Line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.71	North East.....	.....	.....	.....	s 9.34	.....	.....	.....	s 6.44	.....	.....	.....
80.21	Harbor Creek....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	.....
83.78	Wesleyville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.32	XC.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.66	Erie.....	s 6.27	s 9.17	s 9.38	s 9.54	s 3.05	3.27	5.30	s 7.05	s 7.57	s10.05	1.23
90.52	Dock Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.91	Swanville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98.52	Fairview.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
102.98	North Girard....	.....	.....	.....	.....	.....	.....	s 5.50	.....	.....	.....	.....
104.32	Girard Jct.....	.....	.....	.....	.....	.....	.....	5.52	.....	.....	.....	.....
107.63	Springfield.....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	.....
115.22	Conneaut.....	.....	.....	.....	s10.23	.....	.....	.....	s 7.38	s 8.27	.....	.....
118.64	Amboy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
122.67	Kingsville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
128.46	Ashtabula.....	s 7.09	9.58	10.17	s10.45	s 3.50	4.06	.....	s 8.05	s 8.50	s10.50	1.58
131.09	W.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133.18	Saybrook.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137.84	Geneva.....	.....	.....	.....	s10.57	.....	.....	.....	s 8.17	.....	.....	.....
141.00	Unionville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143.25	Madison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148.24	Perry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153.95	Painesville.....	s 7.44	.....	.....	s11.18	s 4.25	.....	.....	s 8.40	s 9.21	s11.25	.....
160.12	Mentor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
164.48	Willoughby.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.07	Wickliffe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
170.98	Noble.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
172.15	BR.....	8.05	10.40	10.57	11.38	4.50	4.48	.....	9.05	9.45	11.50	2.38
178.12	East Cleveland...	† 8.20	s10.55	s11.12	s11.53	s 5.05	.....	.....	s 9.20	.....	s12.05	.....
185.11	Cleveland Union Terminal	8.35	11.10	11.26	12.08	5.20	5.10 East 26th Street	.....	9.35	10.15	12.20	3.03
	ARRIVE	A. M.	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.

CLEVELAND TO BUFFALO EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 13

Miles from Cleveland Union Terminal	STATIONS	72	22	18	38	90	60	120	32	52	44	14
		See Note							See Note			
		Cleveland Pittsburgh Buffalo Express	Lake Shore Limited	Number Eighteen	The Missourian	The Forest City	Cleveland Buffalo Special	E. & P.	Mail	Eastern Express	Number Forty-Four	Interstate Express
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.
6.99	Cleveland Union Terminal	East 26th Street 1.10	2.12	2.17	5.36	7.10	8.30		C. & P. Crossing 11.28	12.30	3.45	5.45
12.96	East Cleveland			s 2.26	s 5.45	s 7.19	s 8.39			s 12.39	s 3.54	s 5.54
14.13	BR.	1.30	2.38	2.47	6.06	7.40	9.00		12.00	1.00	4.15	6.15
16.04	Noble											
20.63	Wickliffe											
	Willoughby								\$12.12		Δ 4.24	
24.99	Mentor								J 12.20		Δ 4.29	
31.16	Painesville	s 1.58		s 3.08		G 7.57	s 9.22		\$12.31	s 1.19	s 4.37	s 6.36
36.87	Perry						R 9.32					
41.86	Madison						Δ 9.42				R 4.52	
44.11	Unionville											
47.27	Geneva			\$ 3.29			s 9.51				s 5.01	s 6.54
51.93	Saybrook											
54.02	W.											
56.65	Ashtabula	s 2.55	3.17	s 3.49	6.45	G 8.22	s 10.06		\$ 1.06	s 1.43	s 5.17	s 7.05
62.44	Kingsville										R 5.25	
66.47	Amboy											
69.89	Conneaut			\$ 4.06			s 10.24	P. M.		s 2.00	s 5.34	
77.48	Springfield								Δ 1.30			
80.79	Girard Jct.							12.06				
82.13	North Girard			J 4.25			s 10.41	s 12.10			s 5.54	
86.59	Fairview						R 10.48					
89.20	Swanville											
94.59	Dock Jct.											
97.45	Erie	s 3.45	3.54	s 4.55	s 7.23	s 9.05	s 11.06	12.30	s 2.10	s 2.35	s 6.20	s 7.50
98.79	XC							P. M.				
101.33	Wesleyville											
104.90	Harbor Creek											
111.40	North East						Δ 11.24			s 2.50	s 6.40	
116.18	State Line											
119.07	Ripley										s 6.53	
126.90	Westfield	s 4.17		s 5.30	s 7.57	s 9.38	s 11.42			s 3.15	s 7.06	s 8.26
135.09	Brocton						Δ 11.53		Δ 3.00			
144.09	Dunkirk	s 4.38	4.33	s 5.55	s 8.18	10.00	s 12.07		s 3.20	s 3.40	s 7.35	s 8.50
152.93	Silver Creek						R 12.22			R 3.55		
156.77	Irving											
158.72	Farnham											
162.98	Angola									R 4.12		
167.11	Derby											
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	5.25	5.09	6.35	8.55	10.35	12.50		4.05	4.35	8.22	9.25
185.11	Buffalo	5.40	5.24	6.50	9.10	10.50	1.05		4.20	4.50	8.37	9.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. 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. 72 will not carry passengers between Cleveland and Painesville.

CLEVELAND TO BUFFALO EASTWARD — FIRST-CLASS

CONTINUED FROM PAGE 12

Miles from Cleveland Union Terminal	STATIONS	84	6	20	12	2	66	68	26	24	10	132
		Pittsburgh Buffalo Express	Fifth Avenue Special	The Cleveland Limited	South Western Limited	The Pacemaker	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	Twentieth Century Limited	The Knickerbocker	The WaterLevel Limited	Henry Hudson
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	<i>Cleveland Union Terminal</i>	.....	7.20	8.15	8.40	9.00	C. & P. Crossing 9.06	C. & P. Crossing 9.45	C. & P. Crossing 10.11	10.52	11.23	11.30
6.99	<i>East Cleveland</i>	.....	s 7.29	s 8.24	s 8.49	.....	.....	.....	.....	.....	s 11.32	s 11.39
12.96	BR.	.....	7.50	8.48	9.13	9.28	9.33	10.12	10.35	11.17	11.53	12.00
14.13	Noble	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.04	Wickliffe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.63	Willoughby	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.99	Mentor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.16	Painesville	.....	s 8.10	.....	.....	.....	.....	.....	.....	.....	.....	11.19
36.87	Perry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.86	Madison	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.11	Unionville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.27	Geneva	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.93	Saybrook	P. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.02	W.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.65	Ashtabula	8.05	8.35	9.28	9.53	10.08	10.13	10.52	11.14	11.57	12.33	11.47
62.44	Kingsville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.47	Amboy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.89	Conneaut	s 8.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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 8.55	s 9.15	10.04	10.30	10.45	10.50	11.29	11.50	12.35	s 1.12	s 1.32
98.79	XC	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101.33	Wesleyville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
104.90	Harbor Creek	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
111.40	North East	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
116.18	State Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119.07	Ripley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
126.90	Westfield	s 9.27	I 9.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
135.09	Brocton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144.09	Dunkirk	s 9.50	10.04	10.42	11.08	11.23	11.29	12.08	12.29	1.15	1.54	2.16
152.93	Silver Creek	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
156.77	Irving	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
158.72	Farnham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
162.98	Angola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
167.11	Derby	E 10.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
169.92	Lake View	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
175.10	Athol Springs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
176.36	Bay View	10.28	10.40	11.13	11.40	11.55	12.00	12.39	12.59	1.47	2.28	2.50
185.11	Buffalo	10.43	10.55	11.28	11.55	12.10	12.15	12.54	1.14	2.02	2.43	3.05
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. 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.

YOUNGSTOWN TO ASHTABULA

NORTHWARD—FIRST-CLASS

Miles from Youngstown	STATIONS	72	82	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.	f 6.54
16.83	Fowler.	1.39		6.58
20.18	Latimer.	1.43	12.26	7.05
25.71	Kinsman.	1.49	12.32	
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	79	151	83
		Buffalo Pittsburgh Express	Pittsburgh Special	Pittsburgh Cleveland Express
		Daily	Daily	Daily
	LEAVE	A. M.	A. M.	P. M.
.....	Ashtabula.	4.20	11.00	8.10
2.26	Gulf.			
4.50	Carson.	4.30	11.10	8.24
10.87	Jefferson.	4.38	s 11.19	8.32
16.46	Dorset Jct.	4.45	11.26	8.39
16.84	Dorset.	4.47	f 11.28	8.41
20.74	Leon.			
24.52	Andover. s	4.55	s 11.38	s 8.49
24.75	Andover Jct. ...	4.57	11.40	8.51
29.86	Williamsfield... s	5.03	s 11.48	8.57
32.56	Stanhope.		f 11.52	
37.14	Kinsman.	5.11	s 12.00	9.05
42.67	Latimer.	5.18	f 12.06	9.11
46.02	Fowler.	5.22	f 12.11	9.15
48.78	Tyrrell.			
51.76	Brookfield.		f 12.19	
51.90	Brookfield Jct. ..	5.30	12.21	9.22
55.08	Coalburg.			
56.95	Doughton.	5.36	12.27	9.28
60.98	Thorn Hill.			
62.28	Valley St.			
62.85	Youngstown. ...	5.50	12.40	9.40
	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

OIL CITY AND ANDOVER JCT.

SOUTHWARD		STATIONS	NORTHWARD	
SECOND-CLASS			SECOND-CLASS	
11	Miles from Dunkirk		Miles from Titusville	14
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	s11.15
.....	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	s10.30
.....	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
s11.30	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.

WESTWARD		STATIONS	EASTWARD	
	Miles from P. R. R. Jct.		Miles from Ashtabula	
	LEAVE		ARRIVE	
.....	.....	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.

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

ROSE AND POLK JCT.

WESTWARD		STATIONS	EASTWARD	
	Miles from Rose		Miles from Polk Jct.	
	LEAVE		ARRIVE	
.....	.....	Rose.....	61.19	.....
.....	1.23	Coder.....	59.96	.....
.....	6.59	Viaduct.....	54.60	.....
.....	8.11	L. E. F. & C. Jct.	53.08	.....
.....	8.73	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	.....
.....	29.30	Knox.....	31.89	.....
.....	30.48	Shippenville.....	30.71	.....
.....	33.65	Billings.....	27.54	.....
.....	35.14	Elmo.....	26.05	.....
.....	38.17	Kline.....	23.02	.....
.....	42.02	Van.....	19.17	.....
.....	43.86	Wright.....	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.	
	Daily			
LEAVE	P. M.		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	.....
43.23	.....	..... Dorset Jct.....	32.24	.....
51.04	.....	..... MX Crossover.....	40.03	.....
53.70	.....	..... Carson.....	42.75	.....
ARRIVE	P. M.		LEAVE	

SHARON BRANCH

	Miles from Doughton	STATIONS	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	T H R O U G H											
		B.C. 1	G.P. 1	B.S. 5	L.S. 7	B.F. 3	D.L.S. 3	B.F. 1	B.S. 3	B.G. 1	B.C. 3	L.S. 1	G.P. 3
		Boston Chicago	Garden- ville Pitts- burgh	Garden- ville Collin- wood	Phila Chicago	New York St. Louis	Boston Chicago	New York St. Louis	Garden- ville Cleve- land	Garden- ville Cleve- land	Buffalo Cleve- land	New York Chicago	Garden- ville Pitts- burgh
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	<i>E. Buffalo</i>		A. M.	A. M.					P. M.	P. M.	9.30		P. M.
	<i>Seneca</i>												
	<i>Gardenville</i>	12.01	6.00	4.00		8.30	10.30	8.30	9.00	9.30		10.00	10.30
8.77	<i>BV</i>	12.45	6.45	4.45		9.15	11.15	9.15	9.45	10.15	11.00	10.45	11.15
41.02	<i>Dunkirk</i>		8.45	7.00									
58.21	<i>Westfield</i>			8.00									
87.66	<i>Erie</i>		12.15	10.00			3.00		12.45		2.30		1.45
128.46	<i>Ashtabula</i>		2.30	12.30									3.00
193.81	<i>E. Youngstown</i>		6.00										5.15
	<i>Clearfield</i>				9.00								
	<i>Rose</i>				12.15								
	<i>Sutton</i>				1.15								
	<i>Oil City</i>												
	<i>Franklin</i>												
	<i>Stoneboro</i>				6.00								
128.46	<i>Ashtabula</i>				9.00								
153.95	<i>Painesville</i>			3.00									
172.15	<i>BR</i>	5.50	3.50	10.20	2.45	6.50	3.10	3.45	4.50	5.20	5.05		
174.66	<i>Collinwood</i>	6.00	4.00	10.30	3.00	7.00	3.20	4.00	5.00	5.30	5.15		
ARRIVE	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. 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			
		Erie Collin- wood	Garden- ville Erie	Dunkirk Titus- ville		E. Youngs- town Ashta- bula	Oil City Ashta- bula	Franklin Stone- boro			
		Daily Except Sunday	Daily Except Sunday	See Note		Tues. Thurs. Sat.	Daily Except Monday	Daily Except Sunday			
	LEAVE	A. M.	A. M.	P. M.		A. M.	A. M.	P. M.			
	<i>E. Buffalo</i>		A. M.								
	<i>Seneca</i>										
	<i>Gardenville</i>		8.30	P. M.							
8.77	<i>BV</i>		9.00								
41.02	<i>Dunkirk</i>	A. M.		7.30							
	<i>Titusville</i>			1.30							
87.66	<i>Erie</i>	8.00	4.30			A. M.					
128.46	<i>Ashtabula</i>			A. M.							
193.81	<i>E. Youngstown</i>		P. M.			9.00					
	<i>Clearfield</i>						A. M.				
	<i>Rose</i>							P. M.			
	<i>Oil City</i>						12.01				
	<i>Franklin</i>							1.00			
	<i>Stoneboro</i>							3.00			
128.46	<i>Ashtabula</i>					1.00	8.00				
153.95	<i>Painesville</i>							P. M.			
172.15	<i>BR</i>	3.45				P. M.	A. M.				
174.66	<i>Collinwood</i>	4.00									
	ARRIVE	P. M.	P. M.	A. M.		P. M.	A. 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	T H R O U G H															
		S.L.D. 6	P.W. 4	C.W. 10	N.Y. 8	P.S. 10	B.F. NY-4	X.N. 2	Adv. NY-6	C.P. 2	N.Y. 4	C.B. 2	C.D.N. 4	N.Y. 6			
		St. Louis New York	Pgh. Boston	Collin- wood DeWitt	Gibson New York	Youngs- town Seneca	St. Louis New York	Chgo. New York	St. Louis New York	Cleve- land Phila- delphia	Chgo. New York	Engle- wood Seneca	Chgo. New York	St. Louis New York			
		Daily	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.	P. M.			
.....	Collinwood.....	1.00		8.15	9.55		1.00	1.00	4.45	4.45	5.00	6.15	9.30	10.45			
2.51	BR.....	1.10		8.25	10.05		1.10	1.10	4.55	4.55	5.10	6.25	9.40	10.55			
20.71	Painesville.....					A. M.											
46.20	Ashtabula.....									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	3.30	4.10		A. M.	8.00	9.15					
116.45	Westfield.....																
133.64	Dunkirk.....					6.30											
165.89	BV.....	6.40	1.00	2.45	4.30	8.30	6.30	7.30	10.30		12.01	1.00	3.00	4.30			
175.43	Gardenville.....			3.00		8.45		7.45				1.15					
168.48	Seneca.....																
175.81	E. Buffalo.....	7.10	1.45	4.00	5.15	10.15	7.15	8.30	11.45		12.45	2.30	3.30	5.00			
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.			

For information only; not conferring time table superiority.

EASTWARD — FREIGHT TRAINS

Miles from Collinwood	STATIONS	L O C A L															
		E. 2	E. 4	E. 8	E. 12	E. 14		F. 93	F. 73	F. 8							
		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							
		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Monday	See Note		Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday							
	LEAVE	A. M.	A. M.	P. M.	A. M.	P. M.		A. M.	P. 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.							
111.55	E. Youngstown.....							12.30									
103.63	Stoneboro.....									9.30							
124.19	Franklin.....							P. M.		11.30							
132.09	Oil City.....								10.00								
175.87	Rose.....									A. M.							
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												
.....	Titusville.....					4.00											
133.64	Dunkirk.....	P. M.		A. M.		11.40											
165.89	BV.....		3.30		7.30												
175.43	Gardenville.....		4.00			P. M.											
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.... Open day and night	C.S. BV	8.75	INT.	INT. 90.2	INT.	INT. 90.4	Signal station.....	S	T.D.-M
Athol Springs	C.S. HA	10.01	10.1		10.3G		East of station, on pole.....	N	T.D.-M
			11.1	11.2	11.3G	11.4	Station.....	N	T.D.-M
Wanakah....		12.69	12.1	12.2	12.3G	12.4			
			13.1	13.2	13.3G	13.4			
Lake View...	C.S. AK	15.19	14.1	14.2	14.3G	14.4	South Side of former signal station in box.....	N	T.D.-M
			15.1	15.2	15.3G	15.4	Station.....	S	M
North Evans.		16.08	16.1	16.2	16.3	16.4			
Derby.....	C.S. VN	18.00	17.1	17.2	17.3	17.4G	Station.....	N	T.D.-M
							West of station, on pole.....	N	T.D.-M
Angola..... Open day and night	C.S. NA	21.91	19.1	19.2	19.3	19.4G	Signal station.....	S	T.D.-M-Y
			20.1	20.2	20.3	20.4G			
			21.1	21.2	21.3	21.4			
			INT.	INT.	INT.	INT.	Freight station, east end, on pole connects with NA.....	S	Y
Angola.....	C.S.	22.43	23.1		23.3		Freight station.....	S	M-Y
Farnham....	C.S. FM	26.39	24.1	23.2	24.3	23.4G	Station.....	S	T.D.-M
			25.1	25.2	25.3	25.4G			
			26.1	26.2	26.3	26.4G			
							Freight station, east end.....	S	T.D.-M
Irving.....	C.S. VR	28.34	27.1	27.2	27.3	27.4G	Crossover east of station, on pole.	N	T.D.-M
			28.1	28.2	28.3	28.4G	Station.....	S	T.D.-M
Silver Creek..	C.S. SI	32.18	29.1	29.2	29.3	29.4G	Opposite former signal station, on pole.....	N	T.D.-M
			30.1	30.2	30.3	30.4			
			31.1	31.2	31.3	31.4			
			32.1	32.2	32.3	32.4			
							Station, north side in box.....	S	T.D.-M
							Freight station.....	S	T.D.-M-Y
							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.	40.79	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 40.1	39.2	39.3 40.3	39.4G 41.4G	Yard office.....	N	T.D.-M-Y
	C.S.		INT.	41.2 INT.	INT.		Signal station.....	N	T.D.-M-Y
	C.S.								
Dunkirk.....	C.S.	41.02					Station ticket office.....	S	T.D.-M-Y
	C.S.						Train masters office.....	S	T.D.-M-Y
	C.S.						Second St., on pole, just west of Erie tracks.....	N	Y
	C.S.						Freight station.....	N	M-Y
Brigham Road Open day and night	C.S.	41.99	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
	C.S.						East of Canadaway Creek bridge	S	T.D.-M
	C.S.						On pole Rubenstein Spur west of Switch.....	N	T.D.-M-Y
Van Buren...	C.S.	45.31	43.1 44.1 45.1	43.2 44.2	43.3G 44.3G 45.3G	43.4 44.4	Station.....	S	T.D.-M
Brocton.....	C.S.	50.02	46.1 47.1 48.1 49.1	46.2 47.2 48.2 49.2	46.3G 47.3G 48.3G 49.3G	46.4 47.4 48.4 49.4	Station.....	S	T.D.
			51.1		51.3G				
				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
Skinnners				52.1	52.2	52.3G	52.4			
Switch....	C.S.			53.1	53.2	53.3	53.4	Scale House.....	S	T.D.-M
West				54.1	54.2	54.3	54.4			
Portland	C.S.			55.1	55.2	55.3	55.4	First pole west of crossing.....	N	T.D.-M
					56.2		56.4			
	C.S.			56.1		56.3		South siding, east end, on pole..	N	T.D.-M
	C.S.			58.1		58.3				
	C.S.				58.2		58.4	Car inspectors cabin, 1/3 mile east of freight station, connects with WX.....	S	Y
	C.S.							Freight station.....	S	M-Y
	C.S.							Freight station, on pole.....	S	Y
Westfield....	C.S.	WB	58.21					Station.....	S	T.D.-M-Y
Open day and night										
Westfield....	C.S.	WX	58.35	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
Open day and night										
Westfield				59.1		59.3				
Track Pans	C.S.		59.62		60.2		60.4	Tenders cabin.....	N	T.D.-M
				60.1		60.3G				
				61.1	61.2	61.3G	61.4			
				62.1	62.2	62.3G	62.4			
Forsyth.....	C.S.		62.92					Scale House.....	N	T.D.-M
				63.1	63.2	63.3G	63.4			
				65.1	65.2	65.3G	65.4			
				66.1	66.2	66.3G	66.4	Station.....	N	T.D.-M
Ripley.....	C.S.	RY	66.04	67.1		67.3G				
	C.S.							Crossovers west of station, in booth.....	N	T.D.-M
					67.2		67.4			
				68.1		68.3G				
				68.1A	68.2	68.3Ag	68.4			
State Line...	C.S.		68.93		69.2		69.4	Pole box, west of north siding...	N	T.D.-M
								In booth, first over head bridge east of North East.....	N	T.D.-M
				69.1		69.3G				
				70.1	70.2	70.3G	70.4			
				71.1	71.2	71.3G	71.4			
				72.1		72.3				
					73.2		73.4G	North siding, west end, on pole..	N	T.D.-M
North East..	C.S.		73.71					Station.....	N	Y
	C.S.							Freight station.....	N	T.D.-M-Y
				74.1		74.3		Opposite former signal station, on pole.....	N	T.D.-M-Y
	C.S.				74.2		74.4G	South siding, west end, on pole..	N	T.D.-M
				75.1		75.3				
					75.2		75.4G			
				76.1		76.3				
					76.2		76.4G			
				77.1		77.3				

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
Moorhead . . .	C.S.		77.44					In box on post, east end siding . . .	S	T.D.-M
Harbor Creek	C.S.			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	80.21					Station	N	T.D.-M
	C.S.									
	C.S.							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.			83.1	82.2	83.3	82.4G	Nagle Road, in car repairmans cabin	N	Y
	C.S.				83.2		83.4G			
Wesleyville . . Open day and night	C.S.							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.	WV	83.74	INT.	INT.	INT.	INT.	Coal chutes	N	Y
	C.S.							Signal station	S	T.D.-M-Y
	C.S.							Car Inspectors Shanty near Eastward home signal, connects with WV	S	Y
	C.S.			84.1		84.3G		Car Inspector's cabin at Franklin Ave.	S	Y
	C.S.							Register clerks office, Downing Road	S	T.D.-M-Y
	C.S.							General Electric switch, on pole, connects with WV	N	Y
	C.S.			85.1		85.3G		Repairmans cabin, west of Downing Road	S	Y
	C.S.				85.2		85.4G	Hammermills siding, on pole, connects with WV and XC . . .	N	Y
	C.S.							Yard masters office, east yard . .	S	T.D.-M-Y
XC	C.S.	XC	86.32	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Erie	C.S.							Schaffner Bros., on pole, east end of building	N	Y
	C.S.							Parade St., in cabin, connects with XC	N	Y
	C.S.			88.1	88.2	88.3G	88.4G	French St. switch tenders cabin, connects with XC and Erie station	S	Y
	C.S.	MS	87.66					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.	DJ	89.1A		89.3A		Myrtle St., switch tenders cabin.	S	T.D.-M-Y
	C.S.						Yard masters office, west yard..	S	T.D.-M-Y
			89.1	89.2 89.2A	89.3G	89.4 89.4A	West of B. & L. E. bridge, on pole.....	S	T.D.-M
	C.S.								
	C.S.		90.1 INT.	90.2 INT.	90.3G INT.	90.4 INT.	Signal station.....	S	T.D.-M-Y
	C.S.						Cemetery crossing, on pole....	S	T.D.-M
	C.S.		91.1		91.3G		First pole east of Powell Ave...	S	T.D.-M
Chapel Road.	C.S.	93.73	92.1	91.2	92.3G	91.4	In box, on pole..... In box, on pole, east of town line crossing.....	S	T.D.-M
	C.S.		93.1	93.2	93.3	93.4			
				94.2		94.4			
Swanville....	C.S.	95.91	94.1		94.3				
			95.1	95.2	95.3	95.4			
				96.2		96.4			
Fairview....	C.S.	FW	97.1	97.2	97.3	97.4G	Station.....	S	T.D.-M
	C.S.		98.1	98.2	98.3	98.4G			
North Girard	C.S.	SX	99.1	99.2	99.3	99.4	East end of South Siding two car lengths west of switch...	S	T.D.-M
			101.1	101.2	101.3	101.4			
	C.S.		102.1	102.2	102.3	102.4	Station, north side in box.....	S	T.D.-M-Y
Girard Jct. . . . Open day and night	C.S.	GJ	103.1 INT.	103.2 INT.	103.3 INT.	103.4G INT.	Signal station.....	N	T.D.-M-Y
Springfield...	C.S.	SQ	105.1		105.3		Station.....	S	T.D.-M
			106.1	105.2	106.3	105.4G			
			107.1	106.2 107.2	107.3	106.4G 107.4G	West of station, on pole.....	S	T.D.-M
Springfield Track Pans	C.S.	109.34	108.1	108.2	108.3	108.4G	Tenders cabin.....	N	T.D.-M-Y
	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 Call s	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			
					115.2		115.4			
				115.1		115.3G				
	115.1A		115.3AG							
Amboy.....	C.S. C.S.		118.64		116.2		116.4	East end South Spur opposite switch on pole..... North siding, west end, on pole..	S N	T.D.-M T.D.-M
				116.1		116.3G	116.4			
					117.2		117.4			
				117.1		117.3G	117.4			
					118.2		118.4			
				118.1		118.3G	118.4			
					119.2		119.4			
Kingsville. . .	C.S. C.S.	SG	122.67	119.1		119.3G		East of station, on pole. Station.....	S S	T.D.-M T.D.-M
				120.2		120.4				
				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			
					125.2		125.4G			
				125.1		125.3				
Ashtabula . . .	C.S. C.S. C.S. C.S. C.S. C.S.	SD	128.46		126.2		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				
					127.2		127.4			
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					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.....	S S S S	Y T.D.-M-Y T.D.-M-Y T.D.-M T.D.-M
				129.1		129.3				
					130.2		130.4			
				131.1		131.3				
	131.2		131.4							
Saybrook....	C.S.		133.18	132.1		132.3		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		134.3		Freight station..... Station..... Crossover, west of station, on pole.....	N S S	T.D.-M T.D.-M T.D.-M
					135.2		135.4			
				135.1		135.3G				
				136.1	136.2	136.3G	136.4			
				137.1	137.2	137.3G	137.4			
				138.1		138.3G				
					138.2		138.4			
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.	142.2		142.4			
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	146.3	146.4			
					148.3					
					148.2		148.4			
	C.S.			149.1		149.3		Crossing watchman's cabin, east of Maple St.	S	T.D.-M
					149.2		149.4			
Painesville...	C.S.			150.1	150.2	150.3	150.4	Storrs & Harrison Switch on pole	S	T.D.-M
				151.1	151.2	151.3	151.4G	East end of Grand River Bridge, on pole.....	S	T.D.-M
	C.S.			152.1	152.2	152.3	152.4G	Fobes St., on pole.....	S	T.D.-M
				153.1		153.3				
	C.S. C.S.		153.95	154.1	153.2	154.3	153.4G	Baggage room.....	S	T.D.-M
					154.2		154.4G	Ticket office.....	S	T.D.-M
	C.S. C.S. C.S. C.S.							Freight station, on west end...	N	T.D.-M
								Freight station.....	N	T.D.-M
								Track Supr's offices.....	N	T.D.-M
								East end, south siding, St. Clair St.	S	T.D.-M
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.....	S	T.D.-M
				157.1		157.3		Tenders cabin.....	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
Mentor	C.S. OR C.S.	160.12	158.1 159.1	157.2 158.2 159.2	158.3 159.3	157.4 158.4 159.4	Station West of station, on pole	S S	T.D.-M T.D.-M
Willoughby	C.S. C.S. C.S.	164.48	161.1 162.1 163.1 164.1	161.2 162.2 163.2 164.2	161.3 162.3 163.3 164.3	161.4 162.4 163.4G 164.4G	1/2 mile east of station, on first pole east of Mentor Ave. Station Freight station West of station, on pole	S S N S	T.D.-M T.D.-M T.D.-M T.D.-M
Willoughby Open day and night	C.S. SW	164.99	INT. 166.1	INT. 166.2	INT. 166.3G	INT. 166.4	Signal station	S	T.D.-M
Wickliffe	C.S. C.S.	F 169.07	167.1 168.1	167.2 168.2	167.3G 168.3	167.4 168.4	Station Station on west end	N N	T.D.-M T.D.-M
Noble	C.S.	170.98	169.1 170.1	169.2 170.2	169.3 170.3	169.4 170.4	East of Babbitt Road on Pole . .	S	T.D.-M
BR Open day and night	C.S. BR	172.15	171.1 INT.	171.2 INT.	171.3 INT.	171.4 INT.	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. Y1.2A Y1.2			Signal station.....	E	Y
Ashtabula... Open week days 7:30 a. m. to 4:30 p. m.	C.S. C.S. C.S. C.S.	SD						Station..... Freight station..... Engine house..... Yard masters office— west yard.....	S N S S	T.D.-M-Y M-Y T.D.-M-Y T.D.-M-Y
Ashtabula — Main Line. Open day and night	C.S. C.S.	OD	.0	INT.	INT.			Signal station..... At signal bridge, in cabin	E E	T.D.-M-Y Y
Ashtabula N. Y. C. & St. L. R. R. Open day and night	C.S. C.S. C.S.	NP	1.1	Y1.1g INT.	INT.			Signal station..... Fork & Hoe Works switch, on pole.....	W W	T.D.-M-Y Y
Gulf.....	C.S.	G	2.26	Y2.1g Y2.1Ag Y3.1	Y2.2			Cabin.....	W	Y
Carson—Low Grade Open day and night	C.S. C.S. C.S. C.S.	MU	4.5	Y3.1A Y4.1 Y4.1A INT.	Y3.2 Y4.2 INT.	Y3.3g Y4.3g Y4.3Ag INT.		Telephone pole..... Carson Hill south of Cider Mill crossing... Signal station..... Yard office.....	W W W W	Y T.D.-M-Y T.D.-M-B-Y T.D.-M-Y
				SINGLE TRACK						
				Southward	Northward					
				INT.-M.B.	Y5.2					
Jefferson.... Open week days 7:15 a. m. to 8:00 p. m. Open Sundays 12 noon to 8:00 p.m.	C.S. C.S. C.S.	BF	10.9	Y9.1 Y10.1 M.B.	M.B.			Siding, north end, on pole Station..... Siding, south end, on pole.....	W W W	T.D.-M-B T.D.-M-B T.D.-M-B
Dorset Jct. — Low Grade Open day and night	C.S.	JD	16.5	Y15.1 INT.-M.B.	INT.-M.B.			Signal station.....	E	T.D.-M-B
Dorset.....	C.S. C.S.	FQ	16.8					Station..... Siding, south end, on pole.....	W W	T.D.-M T.D.-M
Leon.....	C.S.		20.7		Y17.2			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. C.S. C.S.	VA 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.....	C.S. C.S.	BG 24.75	INT.-M.B.	INT.-M.B.			Signal station.....	E	T.D.-M-B
Open day and night				Y 25.2			Wye, south end, on pole.	W	T.D.-M-B
Williamsfield	C.S. C.S. C.S.	WI 29.9	M.B.	M.B.			Siding, north end, on pole	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.							Station.....	W	T.D.-M-B
							Siding, south end, on pole	W	T.D.-M-B
Stanhope....		32.6							
Kinsman....	C.S. C.S. C.S.	KN 37.1	M.B.	M.B.			Siding, north end, on pole	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.							Station.....	W	T.D.-M-B
							Siding, south end, on pole.....	W	T.D.-M-B
Latimer.....	C.S. C.S.	MR 42.7	Y 42.1 INT.-M.B.	INT.-M.B. Y 43.2			Siding, north end, on pole	W	T.D.-M-B
Open day and night							Signal station.....	W	T.D.-M-B
Fowler.....	C.S. C.S.	FV 46.0	M.B.	M.B.			Station.....	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.							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...	C.S.	BN 51.8	Y 51.1				Station.....	W	T.D.-M-B
Brookfield Jct	C.S.	BR 51.9		INT.-M.B.			Signal station.....	W	T.D.-M-B
Open day and night			Track No. 1 INT.	Track No. 2 INT.					
Coalburg....	C.S.	55.1	Y 52.1 Y 53.1 Y 54.1 Y 56.1	Y 52.2G Y 53.2G Y 54.2G Y 55.2G Y 56.2G			Pole box at crossover	W	T.D.-M-Y
Doughton— Sharon Br..	C.S. C.S. C.S.	DN 57.0	Y 57.1 INT.	Y 57.2G INT.			Pole box south end east yard.....	E	Y
Open day and night							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.						North end switching lead, on pole.....	W	T.D.-M
	C.S.		Y60.1A	Y61.2Ag			Signal Y61.1 on pole...	W	Y
			Y61.1	Y61.2G					
	C.S.						Hubbard Road, on pole.	W	T.D.-M-Y
	C.S.						McGuffey St. yard office	W	T.D.-M-Y
	C.S.						No. 3 yard switch, south end of yard, on pole..	W	Y
Valley Street.—Youngstown..... Open day and night	C.S. VY	62.28	Y62.1 INT.	Y62.2G INT.			Signal station.....	W	T.D.-Y
	C.S.		Y63.1G				Oak St., on line pole north of Oak St.....	E	Y
Youngstown.	C.S. UY	62.85		Y63.2G			Freight station.....	E	M
	C.S.						Passenger station, under platform stairs.....	W	T.D.-M-Y
East Youngstown.....	C.S.						N. office.....	S	T.D.-Y
	C.S.						West yard office.....	S	T.D.-M-Y
	C.S.						Terminal bldg.....	S	T.D.
	C.S.						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.		8411G				Yard office.....	W	T.D.-M-Y
	C.S.						Repair track switch, south end of yard, in cabin.....	W	T.D.-Y
	C.S.		8421G	8422			On pole.....	E	T.D.-Y
			8431G						
MXCrossover	C.S. MX	2.66					Crossover, on pole.....	E	T.D.
			8441G	8432					
			8451G	8442					
			8461G	8452					
			8471G	8462					
			8481G	8472					
				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... Open day and night	C.S. C.S. JD	10.41	8491G 8501 INT.-M.B. 8521G	8492 8502G INT. 8522 8532G			North of southward home signal on pole.. Signal station.....	E E	T.D. T.D.-M-B
Mann.....		17.77							
Wick.....	C.S. C.S. C.S.	23.09					Crossover, north end, on pole..... Pole box between north and south main tracks Crossover, south end, on pole.....	E W E	T.D. T.D. T.D.
York.....	C.S. J	28.09					Crossover, on pole.....	E	T.D.
WBCrossover	C.S. WB	32.80	8731G				Crossover, on pole.....	E	T.D.
Latimer..... Open day and night	C.S. MR	34.08	8731A INT. 8751G	8732G INT.-M.B. 8752			Signal station.....	E	T.D.-M-B
			8761 8771G 8781G	8762G 8772 8782					
Hartford....	C.S. HF C.S.	37.19	8791G 8801G 8811G	8792 8802 8812			Crossover, north switch, on pole..... Highway crossing, north of overhead bridge, north of Brookfield, on pole.....	E E	T.D. T.D.
Brookfield Jct Open day and night	C.S. BR	42.74	8821 INT.	8822G INT.			Signal station.....	W	T.D.-M-B

DOUGHTON TO SHARON

STATIONS		Office Calls	Miles from Dough- ton	SIGNALS				TELEPHONES		
				SINGLE TRACK				LOCATION	Side of Track	Line
				Westward	Eastward					
Doughton— Youngs- town Br... Open day and night	C.S.	DN	.0	INT.	INT.			Signal station.....	W	T.D.-M-Y
Coalburg....	C.S.		.6					East wye switch.....	S	T.D.
Hubbard.... Open week days 7:00 a. m. to 11:00 p. m.	C.S.							Station.....	S	T.D.-M-Y
								Station, on north side..	S	T.D.-M
	C.S.	HB	1.3	T.O.	T.O.			Police cabin, at pole target.....	N	T.D.-M-Y
	C.S.							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

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.					P. R. R. Jct., on pole.	N	T.D.
Oil City.	C.S.	OC	0	8321	8312	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. Open week days 8:00 a. m. to 5:00 p. m.	C.S.	RP	3.2	8301 M.B.	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
	C.S.					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
	C.S.					In section mens cabin, at Narrows.	N	T.D.-M
Water Works Siding.	C.S.		9.6					
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. Open week days 8:00 a. m. to 5:00 p. m.	C.S.	WD	16.8	M.B.	M.B.	Station.	S	T.D.-M-B
Polk Jct. Open 4:00 p.m. to 8:00 a.m. daily.	C.S.	JC	17.4	M.B.	M.B. 8132	Lower part of Signal Station.	N	T.D.-M-B
	C.S.					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. 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.....	C.S. C.S. C.S.	JS				Siding, east end, on pole..... Siding, west end, on pole..... P. R. R. freight station.....	N N N	T.D.-M-B T.D.-M-B M
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. C.S.	GH	0.0	M.B.	M.B.	Signal station..... Siding, west end, on pole.....	N N	T.D. T.D.
Coder.....	C.S.	CO	1.4			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.					Station.....	N	T.D.
	C.S.					Station waiting room.....	N	T.D.
	C.S.	SU	8.7	M.B.	M.B.	Siding, west end, in booth.....	N	T.D.
Kingsville..... Pew..... Limestone.....	C.S.	NE	11.7 13.0 14.7			On pole, west end of siding ...	N	T.D.
Wilson.....			16.2					
Reidsburg.....	C.S.		20.0			On pole, west tool house.....	N	T.D.
R. N.....	C.S. C.S.	RN	20.9			Siding, east end, on pole..... Siding, west end, on pole.....	N N	T.D. 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 S	T.D. T.D.
Knox.....			29.3					
Shippenville..... 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.			33.4					
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.		38.5			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.	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.....	C.S.	47.6			Spur, on pole.....	N	T.D.
Carl.....		48.2					
Richey.....		48.6					
Belmar.....	C.S. AR	50.5			Station.....	N	T.D.
	C.S.				Siding, east end, in booth.....	S	T.D.
	C.S.				West of water tank, in booth..	S	T.D.
Brown.....		54.8					
Pecan.....	C.S. PN	57.5			Siding, east end, in booth.....	N	T.D.
Polk Jct.....	C.S.	61.2	22701 M.B.	M.B.	Siding, east end, on pole.....	N	T.D.
Open 4:00 p.m. to 8:00 a.m. daily.	C.S.				East end of tool house.....	N	T.D.
	C.S.				Signal Station.....	N	T.D.-M-B
	C.S. JC				Lower part of Signal Station..	N	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..... Open day and night	C.S. C.S. C.S. C.S.	X	0.0			Signal Station..... North of Courtney St., on pole.. Engine house.....	N W W	T.D.-Y T.D.-Y T.D.-Y
Dunkirk N. Y. C. & St.L.R.R. Crossing.			.87	INT.	INT.	Signal station.....		
Fredonia..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	FD	3.14	M.B.	M.B.	Station..... Siding, south end, on pole..... North end of passenger station..	E W E	T.D.-Y T.D.-Y T.D.
Nortons.....	C.S. C.S.		7.18			North end, in booth..... Wheelers Crossing, on pole.....	W W	T.D. T.D.
Lakeside.....	C.S.		12.41			1100 feet south of Glasgow Road Crossing, in booth.....	W	T.D.
Cassadaga..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	G	14.13	M.B.	M.B.	Station..... North end station.....	W W	T.D. T.D.
Moons.....	C.S.		17.98			South end of siding, on pole....	W	T.D.
Sinclairville..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	V	21.82	M.B.	M.B.	Station..... Siding, north end, on pole.....	E W	T.D.-Y T.D.-Y
Gerry..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	UK	26.50	M.B.	M.B.	Station..... North end station, on pole.....	E E	T.D. T.D.
Falconer.....	C.S. C.S. C.S. C.S.	H	32.39			Freight station..... Siding, north end, on pole..... Opposite Water Tank, in booth.. Mosher St., on pole.....	W W W W	T.D. T.D. T.D. T.D.
Falconer Jct..... Open day and night	C.S. C.S.	DV	32.50 32.79 33.10	INT.-M.B. D	D INT.-M.B.	Signal station..... Siding, south end, on pole.....	E W	T.D. T.D.
Frewsburg..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	B	38.30	M.B.	M.B.	Station..... North end station, on pole.....	E E	T.D. T.D.
Akeley.....	C.S.		44.75			North of Crossing, in Company Bldg.....	W	T.D.
Russell..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	R	46.70	M.B.	M.B.	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 Dun- kirk	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. C.S. C.S. C.S.	NW	51.90	M.B.	M.B.	Station Refinery switch, north end, on pole North end station, on pole C. R. Co. No. 2 switch, south end, on pole	E W E W	T.D. T.D. T.D. T.D.
Warren Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	W	54.46	M.B.	M.B.	Siding, south end, on pole Freight station	W E	T.D.-Y T.D.-Y
Irvineton Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	NE	60.74	M.B.	M.B.	Station Siding, south end, on pole	W W	T.D. 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. C.S. C.S. C.S.	Z	90.49			Freight office Station, register room Wye, north end, on pole Interchange track, on pole	E E E E	T.D.-Y T.D.-Y T.D.-Y 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

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.



FIG. 128
RULE 289
PROCEED.

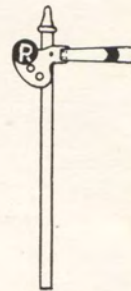


FIG. 145
RULE 289B
STOP.

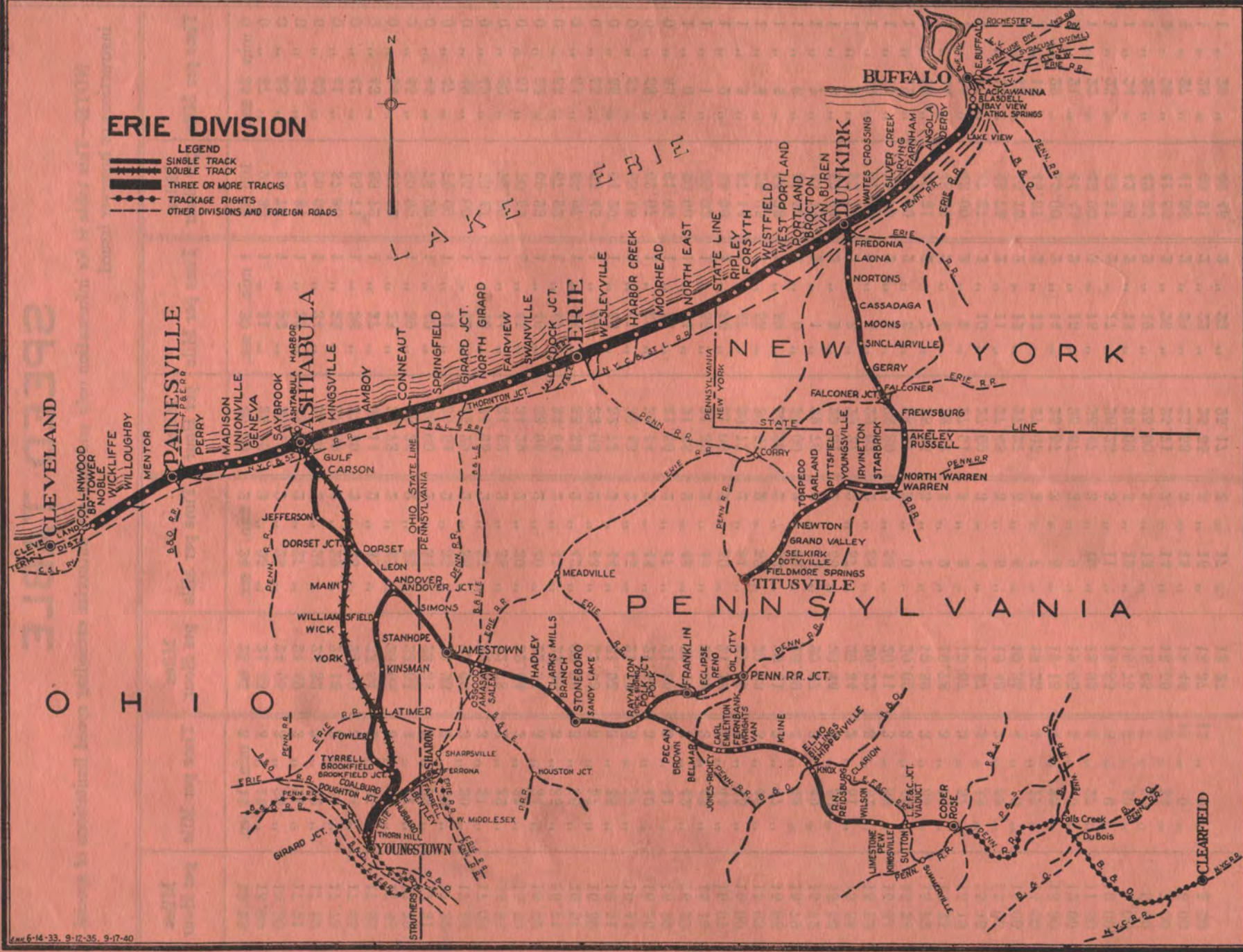
SPEED TABLE

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		

ERIE DIVISION

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



The
New York Central
Railroad Company

ERIE DIVISION

Supplement No. 1
TO
Time Table No. 54

FOR EMPLOYEES ONLY

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

Sunday, December 7, 1941

J. J. FRAWLEY,
Superintendent

This supplement adds the schedules
of No. 50 and No. 51 and changes the
schedule of No. 60 as shown herein.

BUFFALO TO CLEVELAND WESTWARD—FIRST-CLASS

Miles from Buffalo	STATIONS	51	
		Empire State Express	
		Daily	
	LEAVE	P. M.	
8.75	Buffalo.....	5.06	
	Bay View.....	5.21	
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.....		
50.02	Brocton.....		
58.21	Westfield.....	s 6.07	
66.04	Ripley.....		
68.93	State Line.....		
73.71	North East.....		
80.21	Harbor Creek.....		
83.78	Wesleyville.....		
86.32	XC.....		
87.66	Erie.....	s 6.39	
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.....	7.19	
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.....	8.00	
178.12	East Cleveland.....	s 8.15	
185.11	Cleveland Union Terminal	8.30	
	ARRIVE	P. M.	

CLEVELAND TO BUFFALO EASTWARD—FIRST-CLASS

Miles from Cleveland Union Terminal	STATIONS	60	50 See note
		Cleveland Buffalo Special	Empire State Express
		Daily	Daily
	LEAVE	A. M.	A. M.
6.99	Cleveland Union Terminal	8.25	9.55
12.96	East Cleveland.....	s 8.34	s10.04
14.13	BR.....	8.55	10.25
16.04	Noble.....		
20.63	Wickliffe.....		
	Willoughby.....		
24.99	Mentor.....		
31.16	Painesville.....	s 9.17	
36.87	Perry.....	R 9.27	
41.86	Madison.....	Δ 9.37	
44.11	Unionville.....		
47.27	Geneva.....	s 9.46	
51.93	Saybrook.....		
54.02	W.....		
56.65	Ashtabula.....	s10.01	11.03
62.44	Kingsville.....		
66.47	Amboy.....		
69.89	Conneaut.....	s10.19	
77.48	Springfield.....		
80.79	Girard Jct.....		
82.13	North Girard.....	s10.36	
86.59	Fairview.....		
89.20	Swanville.....	R10.43	
94.59	Dock Jct.....		
97.45	Erie.....	s11.01	s11.39
98.79	XC.....		
101.33	Wesleyville.....		
104.90	Harbor Creek.....		
111.40	North East.....	Δ11.19	
116.18	State Line.....		
119.07	Ripley.....		
126.90	Westfield.....	s11.37	s12.07
135.09	Brocton.....	Δ11.48	
144.09	Dunkirk.....	s12.02	12.25
152.93	Silver Creek.....	R12.17	
156.77	Irving.....		
158.72	Farnham.....		
162.98	Angola.....		
167.11	Derby.....		
169.92	Lake View.....		
175.10	Athol Springs.....		
176.36	Bay View.....	12.45	12.55
185.11	Buffalo.....	1.00	1.10
	ARRIVE	P. M.	P. M.

No. 50 will make first trip December 8th.