

The New York Central Railroad Company

ERIE DIVISION

Time Table No. 47

FOR EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, April 24, 1938

EASTERN STANDARD TIME

Superseding Time Table No. 46

dated September 26, 1937 and

Supplement No. 1 dated January 18, 1938

J. R. TODD,
Superintendent

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HOSPITALS

Name	Address	Tel. No.
ASHTABULA, O.		
Ashtabula General Hospital,	2420 Lake Ave.	2711

DUNKIRK, N. Y.

Brooks Memorial Hospital,	6th St. and Central Ave.	2250
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ERIE, PA.

St. Vincents Hospital,	2420 Sassafra St.	4406
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YOUNGSTOWN, O.

Youngstown Hospital Association,	{ North Side	44561
	{ South Side	42161

COMPANY SURGEONS

Name	Address	Tel. No.
ASHTABULA, O.		
Case, C. E.	30 Center St.	1727
Pardee, A. J.	Office 334 West 47th St.	1768
	Home 536 West 44th St.	1566

ANDOVER, O.

Guilinger, L. M.	Smiley Block	63
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ANGOLA, N. Y.

Smith, B. E.	Main St.	73
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CAMPBELL, O.

Reilly, E. J.	Robinson Rd & Madison St.	50172
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CONNEAUT, O.

Wilson, Harold	Legion Bldg., Broad St.	Main 1232
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CLEARFIELD, PA.

Waterworth, S. J.	207 East Cherry St.	3
Woolridge, J. H.	3rd and Market Sts.	149

DUBOIS, PA.

Free, S. M.	Washington Ave. & Jared St.	209-J
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DUNKIRK, N. Y.

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

ERIE, PA.

Roth, A. H.	110 West 9th St.	22794
Lick, Maxwell	149 West 8th St.	22734

FRANKLIN, PA.

Wilson, C. M.	1254 Liberty St.	206
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NORTH EAST, PA.

Shelley, E. G.	59 West Main St.	11
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OIL CITY, PA.

Summerville, F. M.	204-205 Odd Fellows Bldg.	132
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PAINESVILLE, O.

Marsh, V. N.	North Park Pl.	700
Carmody, M. G.	54 North St. Clair	54

SHARON, PA.

Marshall, C. C.	233 East State St.	2355
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STONEBORO, PA.

Ferringer, J. E.	Linden St.	17
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TITUSVILLE, PA.

Hazen, C. M.	412 Commercial Bank Bldg.	825
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WARREN, PA.

Stewart, P. B.	211 Market St.	25
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WESLEYVILLE, PA.

Switzer, J. W.	3620 Buffalo Rd.	82249
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WESTFIELD, N. Y.

Laughlin, Van S.	56 Portage St.	80
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YOUNGSTOWN, O.

Buchanan, J. U.	23 North Phelps St.	30342
Turner, W. B.	300 North Phelps St.	66132

OCULISTS

ASHTABULA, O.

Grimmett, R. S.	Medical Building	2984
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ERIE, PA.

Jackson, J. D. W.	234 West 8th St.	24498
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YOUNGSTOWN, O.

Evans, W. H.	510 Dollar Bank Bldg.	42147
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SPECIAL INSTRUCTIONS

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

A-1. OTHER RAILROADS.

Between Rose and Falls Creek, trains run via P. R. R.
Between Falls Creek and Clearfield, trains run via B. & O.

Between N. Y. C. Jct., Youngstown and East Youngstown, trains run via P. & L. E.

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.

Main Line:

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. SIGNS.

- § Stop for mail.
- △ Stop daily except Sunday.
- C Stop on signal June 1 to September 20 inclusive to discharge passengers from Youngstown and P. & L. E.
- D Stop on signal to discharge passengers from Chicago.
- E Stop on signal Friday only to discharge passengers from Pittsburgh.
- G Stop on signal to receive passengers for east of Albany.
- H Stop on signal to receive passengers Sunday only for Federal St. Pittsburgh and points beyond.
- 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.
- K Stop on signal to discharge passengers and receive passengers for Buffalo and beyond.
- M Stop on signal June 1 to September 20 inclusive to receive passengers for Youngstown and P. & L. E.
- O Stop daily except Sunday on signal to receive passengers for Cleveland and beyond.
- R Stop daily except Sundays and holidays.
- T Stop to discharge passengers from Cleveland and west and to receive passengers for Albany and beyond.
- W Stop on signal to discharge passengers Friday and Saturday.

D-20a. GREEN SIGNALS.

Trains will omit display of green signals on two or more tracks.

21a.

Extra trains will omit the display of white signals on two or more tracks.

Extra trains will omit the display of white signals on Sharon, Oil City, J. F. & C. and Valley Branches.

83. TRAIN REGISTERS.

Dunkirk.....X
Ashtabula.....Telegraph office.
Titusville.....Passenger station.
Carson, high grade..Signal station.
Andover Jct.....Signal station.
Brookfield Jct.,
 high grade.....Signal station.
Youngstown.....Passenger station, under platform
 stairs.
Stoneboro.....Signal station.
Farrell.....Yard masters office.
Clearfield.....DY Telegraph office, west end.

83d. CLEARING OF TRAINS.

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

Main Line:

Erie: Verbally by train dispatcher by telephone.

Youngstown Branch:

Ashtabula: 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.

Valley Branch:

Dunkirk.
Titusville.

88. TRAINS TAKING SIDING.

Oil City Branch:

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:

Valley Branch:

Dunkirk: South end Valley Branch yard.

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

Falconer: Northward, first switch on long siding north of passenger station. Southward, long siding, 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.
 Akeley: Northward, first switch on long siding north of passenger station.
 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 passenger station.
 Youngville: 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.

Youngstown Branch:

Andover.....Southward, first switch north of station.
 {Northward, first switch north of tower.
 Kinsman.....Southward, first switch north of station.

Oil City Branch:

Jamestown.....Eastward, first switch east of P. R. R. crossing.
 {Westward at crossover at Sandy Lake.
 Stoneboro.....Eastward, first switch east of north Branch siding.
 Reno.....Westward, first switch west of Erie R. R. station.

J. F. & C. Branch:

Sutton.....Westward at crossover east of station.

Sharon Branch:

Hubbard.....Eastward, first switch east of Erie R. R. crossing.

93. YARD LIMITS.

Main Line:

Dunkirk.
 Wesleyville and Erie inclusive.
 Ashtabula.
 East of Noble.

Valley Branch:

Dunkirk.
 Falconer.
 Warren.
 Titusville.

Youngstown Branch:

Ashtabula Harbor, Ashtabula and Carson inclusive.
 Andover.
 Coalburg and Youngstown inclusive.

Oil City Branch:

Branch, Stoneboro and Sandy Lake inclusive.
 Franklin and Eclipse inclusive.
 Oil City.

J. F. & C. Branch:

Sutton

Sharon Branch:

Coalburg-Doughton to Ferrona inclusive.
 Between Coalburg, Doughton and Farrell, movements will be made only when authorized by train orders.
 Between Standard Car Co. switch 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.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
Main Line:		
Erie, Hammermill West Lead Track	P. R. R.	R. R. grade crossing.
Erie, Hammermill East Lead Track	P. R. R.	R. R. grade crossing.
X. C.	P. R. R.	Interlocking
Erie, west of freight house	P. R. R.	R. R. grade crossing.
Ashtabula	Youngstown Branch and P. R. R.	Interlocking
Painesville	B. & O.	Interlocking
Painesville	F. P. & E.	Flag protection.
Valley Branch:		
Dunkirk passenger station	Erie	No Signals.
North End	Erie	R. R. grade crossing.
Dunkirk North End Yard	Am. Loco. Co. 2	R. R. grade crossing.
South End	P. R. R. & N.Y.C. & St. L.	Interlocking
Falconer Jct.	Erie	Interlocking
Titusville	P. R. R.	No Signals.

Youngstown Branch:

Ashtabula	Main Line & P. R. R.	Interlocking.
Ashtabula	N. Y. C. & St. L.	Interlocking.
Location Railroad Signals		
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.	R. R. grade crossing.
B.B.I. Co. Crossing	Erie and B. & O.	R. R. grade crossing.

Oil City Branch:

Jamestown	P. R. R.	R. R. grade crossing.
Amasa	Erie	Interlocking.
Branch: Coal mine		
track	P. R. R.	R. R. grade crossing.

Sharon Branch:

Hubbard	Erie	R. R. grade crossing.
Bentley		
	Brookfield coal track	R. R. grade crossing.
Farrell	Erie	Interlocking.
Sharon	Erie	Flag protection.

98a. DRAWBRIDGES.

Youngstown Branch:

Location	Signals
Ashtabula Harbor, Ashtabula River	Interlocking.

103. PUBLIC GRADE CROSSINGS.

When switching or when train 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 train or engine over the following crossings:

Main Line:

Painesville: North Ridge road crossing over WYE tracks to F. P. E. R. R.

Youngstown Branch:

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 Branch:
Oil City: Main St.
Franklin:
East Buffalo: Eleventh and Thirteenth Streets.
Sharon Branch:
Sharon: Washington, Ohio and Budd Sts., Long Siding 6:00 P. M. until 7:00 A. M.
Valley Branch:
Dunkirk: Talcott and Courtney streets 7:00 A. M. until 7:00 P. M.
Fredonia: Main street.
Falconer: Main street.
Trains must stop before passing over the following street crossings:
Dunkirk: Lamphere street and Lincoln Ave.
Titusville: Brown street.
North Warren: Cars must not be dropped or kicked over Warren-Jamestown road 4088 feet south of North Warren.

104. SWITCHES.

The normal position of specified switches is as follows:

Oil City and J. F. & C. Branches:

Polk Jct: J. F. & C. Branch and Oil City Branch, junction switch for Oil City Branch.

105. SIDINGS.

Capacity, based on 43-ft. cars.

Main Line:

Athol Springs.....	Eastward	55
Lake View.....	Westward	37
Angola.....	Eastward	94
Irving.....	Westward	28
	Eastward	39
Silver Creek.....	Westward	95
	Eastward	92
Dunkirk.....	Westward	90
	Eastward	94
Brocton.....	Westward	79
Westfield.....	Westward	113
	Eastward	156
Ripley.....	Westward	48
	Eastward	53
State Line.....	Westward	46
North East.....	Westward	72
	Eastward	112
North Girard.....	Westward	21
	Eastward	33
Springfield.....	Westward	17
Conneaut.....	Westward	30
Amboy.....	Westward	127
	Eastward	92
Kingsville.....	Westward	33
Saybrook.....	Westward	20
Madison.....	Westward	87
	Eastward	31
Perry.....	Westward	64
Painesville, West of Signal Station AF.....	Westward	103
	Eastward	54
Mentor.....	Eastward	80
Willoughby.....	Westward	55
Wickliffe.....	Westward	21

Valley Branch:

Fredonia.....	28
Laona.....	8
Nortons.....	19
Lakeside.....	34
Cassadaga.....	22
Moons.....	24
Sinclairville.....	29
Gerry.....	20
Falconer.....	45
Falconer Jct.....	17
Frewsburg.....	28
Akeley.....	40
Russell.....	24
North Warren.....	29
Warren.....	38
Irvineton.....	35
Youngsville.....	20
Pittsfield.....	12
Garland.....	20
Torpedo.....	10

Newton.....	16
Grand Valley.....	23
Selkirk.....	28
Fieldmore Springs.....	6

Youngstown Branch:

Carson, low grade.....	98
Jefferson.....	77
Dorset.....	44
Andover.....	31
Williamsfield.....	53
Kinsman.....	39
Latimer.....	61
Fowler.....	39
Tyrrell.....	68
Wick.....	159

Oil City Branch:

Andover Jct.....	102
Simons.....	71
Jamestown.....	45
Amasa.....	23
Salem.....	74
Hadley.....	58
Clarks Mills.....	15
Branch, north side.....	68
Stoneboro.....	262
Reno.....	28
Oil City.....	27

J. F. & C. Branch:

Rose.....	61
Sutton.....	120
Limestone.....	48
R. N.....	79
Shippenville.....	69
Elmo.....	86
Van.....	51
Belmar.....	70
Pecan.....	60
Polk Jct.....	87

109. BULLETIN BOARDS AND BOOKS.

Dunkirk.....	{ Engine house. Yard office. X.
Wesleyville.....	{ Downing road, register office. Engine house. Yard masters office.
Erie.....	West 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.
Farrell.....	Yard masters office.
*Stoneboro.....	Signal station.
Sutton.....	Signal station.
*Clearfield.....	DY Telegraph office, west end.

*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.

D-151.

Two Tracks:

Youngstown Branch:

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.
No. 1, No. 2.
Tracks will be used as follows:
No. 1, Southward.
No. 2, Northward.

Three Tracks:

Main Line:

Between X Dunkirk and CA Brigham Road.
Tracks are numbered from the south.
No. 4, No. 2, No. 1.
Tracks will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.

Youngstown Branch:

Between Gulf and MU Carson.
Tracks are numbered from the west.
No. 1, No. 3, No. 2.
Tracks will be used as follows:
No. 1, Southward—Passenger.
No. 3, Southward—Freight.
No. 2, Northward—Passenger.

Four Tracks:

Main Line:

Between BV Bay View and X Dunkirk.
CA Brigham Road and BR.
Tracks are numbered from the south.
No. 4, No. 2, No. 1, No. 3.
Tracks will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b is in effect at stations where T. O. signals are shown in list of Stations, Office Calls, Signals and Telephones.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

D-251. With current of traffic on two or more tracks.

Main Line:

Between BV Bay View and BR.

Youngstown Branch:

Between 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.

293. MAIN TRACK SWITCH TARGETS.

Switch lights are discontinued on main track switches between BR and Bay View, except crossover switches at Liberty Street and crossover switches at Myrtle Street, West Yard, Erie.

297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
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Main Line:

Erie, Hammer-mill Track...	Pole Target...	Horizontal...	Proceed on N.Y.C.
Erie west of freight station.	Pole Target...	Horizontal...	Proceed on N.Y.C.

Valley Branch:

Dunkirk Yard, north end.....	Pole Target...	Horizontal...	Proceed on N.Y.C.
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Youngstown Branch:

Youngstown, Brown-Bonnell Iron Co.....	Pole Targets:		
	{Erie.....	Diagonal....	Proceed on N.Y.C.
	{B. & O.....	Vertical....	Proceed on N.Y.C.

Oil City Branch:

Jamestown.....	Pole Target...	Horizontal...	Proceed on N.Y.C.
Branch Mine Track.....	Pole Target...	Horizontal...	Proceed on N.Y.C.

Sharon Branch:

Hubbard.....	Pole Target...	Vertical....	Proceed on N.Y.C.
Bentley.....	Pole Target...	Vertical....	Proceed on N.Y.C.

305. MANUAL BLOCK SYSTEM.

Rules 317-A and 331-A are in effect and apply to passenger trains only.

Rules 317-B and 331-B are in effect and apply to trains other than passenger trains.

The above rules govern in territory as follows:

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-B and 331-B do not apply within yard limits.

Rules 318-A and 331-A are in effect and apply to passenger trains only.

Rules 318-B and 331-B are in effect and apply to trains other than passenger trains.

The above rules govern in territory as follows:

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

Rules 318-B and 331-B do not apply within yard limits.

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Trains moving to and from the J. F. & C. Branch at Polk Jct. must first obtain block indication and report when clear.

Interlocking home signals will also be used as Manual Block Signals and will govern train movements as follows:

BG Andover Junction.

Middle Arm.....	{Southward to Youngstown.
	{Northward from Oil City and from Youngstown.
Bottom Arm.....	Eastward to Oil City.

BR Brookfield Junction.

Middle Arm.....	Northward to High Grade from Track No. 2.
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MU Carson.

Top Arm.....	{Southward to High Grade from Track No. 1.
Middle Arm.....	{Southward to High Grade from Track No. 3.

JD Dorset Junction.

Top Arm.....	Southward on Low Grade.
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Middle Arm..... { Southward on High Grade, Low Grade to High Grade, and West Wye to Low Grade.
 Northward on High Grade, and West Wye to High Grade.

MR Latimer.

Top Arm { Southward and Northward on High Grade.
 Northward on Low Grade.
 Southward from Low Grade to High Grade.

Bottom Arm { Northward from High Grade to Low Grade and from Low Grade to High Grade.

AM Amasa.
 Top Arm..... Eastward and Westward.
 SA Stoneboro.
 Top Arm..... Eastward

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.

373. TIME SIGNAL STATIONS ARE OPEN.

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

505. AUTOMATIC BLOCK SYSTEM.

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.

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."

509a. 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.

605. REMOTE CONTROLLED SWITCHES.

Youngstown Branch:

Remote controlled switches are 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.

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.

705. OBSTRUCTING PUBLIC CROSSINGS.

Main Line:

Dock Jct., Powell Ave: Cars must not be left standing on the west lead between Powell Ave. and a point 700 feet west thereof.

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

Valley Branch:

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 Branch:

Oil City: Trains will not block public crossings more than 3 minutes.

881. HAND BRAKES.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, engineman to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is operating properly. In case hand brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

928. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken.

932. AIR BRAKES.

Valley Branch:

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

Youngstown Branch:

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 full train line pressure is restored. 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.

1001. 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
Running backward by night over public crossings.....	15
Railroad grade crossings, interlocked.....	60
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling; Passenger, mail, express and milk trains....	35
Other trains.....	20

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

Trains:

Passenger, mail, express and milk, with Engines Class L.....	60
Scooping water.....	60
Troop, with freight-equipped cars.....	30
Circus, with freight-equipped cars.....	30
With scale test cars or Jordan spreader.....	25
With dead engines, not having all side or main rods.....	20
Consisting of 50% or more of 55-ton capacity, or greater, coal cars, loaded.....	30
Work, with locomotive cranes.....	30
Revenue freight, with cranes moving on own wheels.....	25
Freight, with pushers.....	25
Switches and crossovers, not interlocked, when diverging....	10
Rail Detector Car X8015	
Under own power or on rear of passenger train.....	40

	Division						Oil City Branch			J.F.&C. Branch	
	Main Line		Youngstown Branch			Sharon Branch	Andover Jct. to Oil City	Polk Jct. to Rose	Valley Branch		
	Tracks 1 and 2	Tracks 3 and 4	Tracks 1 and 2	Track 3	Low Grade						
Trains:											
Passenger, mail, express and milk.....	80	50	60	40	40	..	50	40	45		
With freight-equipped cars.....	50	40	40	40	40	..	35	30	..		
Freight and work.....	50	40	40	40	40	25	35	30	30		
With steam cranes X-59, X-60 or X-62.....	..	..	40	30	30	15	25	25	..		
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:											
Classes H and L.....	50	40	40	25	40	25	35	30	..		
(Except Class L when substituted account failure of passenger engine).....	60	45	..	..	..	..	..	..	..		
Light or with caboose.....	40	40	40	40	40	..	35	30	30		
Running backward.....	30	30	30	25	30	15	15	15	15		
Class NE.....	25	25	25	25	25	25	25	25	..		
Class J-1A.....	..	..	50	40	..	..	..	..	..		
Class G-43.....	..	..	..	..	..	..	..	..	25		
Class G-43, on passenger trains.....	..	..	..	..	..	..	..	..	40		
Snow plows and flangers.....	35	35	35	35	35	..	35	30	20		

Local

Main Line

Passenger, mail, express and milk trains:	
Curves, east of Silver Creek	}
Curves, east of Girard Junction	
Curves, east of Painesville	
Curves, east of Willoughby	
Dunkirk: Between speed restriction signs.....	25
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 Fairview, daily except Sunday.....	20
No. 43 Conneaut and Geneva, daily except Sunday.....	45
No. 23 Ashtabula, daily except Sunday.....	25

Youngstown Branch—High Grade

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
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

Sharon Branch

Bridge 51.....	15
Sharon: Through City.....	6
Over West Silver Street and North Water Avenue 4	

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
---	----

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

1002. 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 1001, must be hauled separately.

Engines must not be operated as shown below:

Main Line	
Location	Classes
Farnham:	
Old Canning Factory Track....	H-10, L-2, J-1.
Silver Creek:	
Southerly Material Yard Track.	H-10, L-2, J-1.
Dunkirk:	
Continental Heater Co.....	H-10, L-2, J-1.
American Fork and Hoe Co....	H-10, L-2, J-1.
Thatcher Glass Co. Track.....	H-10, L-2, J-1.
Repair Tracks.....	H-10, L-1, L-2, J-1.
Brocton:	
Huntley Siding No. 2.....	L-1, L-2, J-1.
North East:	
Fertilizer Track.....	H-10, L-2, J-1.
Electric Materials Company's westerly track 100 feet be- yond Power House.....	H-10, L-2, J-1.
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-2, J-1.
Ashtabula:	
Ashtabula Steel Co.....	H-10, U-1, L-2, J-1.
Ashtabula Steel Co.....	Must not be used beyond barricade located 500 feet west of derail.
Geneva:	
American Fork & Hoe Co.....	H-10, L-2, J-1.
Cycle Factory Track.....	H-5, H-7, H-10, J-1, K, L-1, L-2, M-1.
Geneva Metal Wheel Co.....	H-5, H-7, H-10, J-1, K, L-1, L-2, M-1.
Freight House Track No. 1....	H-10, L-2, J-1.
Painesville:	
Gas House Track.....	H-5, H-7, H-10, J-1, K, L-1, L-2, M-1.
Storrs & Harrison.....	H-10, L-2, J-1.
Willoughby:	
The Browning Co.....	H-10, L-2, J-1.
Ohio Rubber Co.....	L-1, L-2, J-1.
Wolwin Siding No. 2.....	L-1, L-2, J-1.
White Construction Co.....	H-10, L-2, J-1.
Wickliffe:	
Brick Yard Track.....	H-5, H-7, H-10, J-1, K, L-1, L-2, M-1.
Cleveland Crane Co.....	H-10, L-2, J-1.
Lubri-Zol Corp.....	H-10, L-2, J-1.
Noble:	
Cleveland Machine Co.....	H-10, L-2, J-1.
Euclid Post Co.....	H-10, L-2, J-1.
Standard Oil Co.....	H-10, L-2, J-1.
Addressograph-Multigraph....	H-10, L-2, J-1.
Chase Brass and Copper Company.....	H-10, L-2, J-1.
Territory where Automatic Train Stop is installed.....	M-1.

Valley Branch:

North Warren:	
United Co-Operatives, Inc. Track.....	beyond point of curve...All engines.
Irvinton:	
National Forge & Ordnance Co., Machine Shop Track.	beyond point of curve.All engines.
New Forge Switch...	beyond point of curve...All engines.

Youngstown Branch:

Location	Classes
Jefferson:	
Mill Track, beyond electric light pole.....	H-10, J-1, K, L-1, L-2.
Douglas Co.....	H-10, J-1, K, L-1, L-2.

Dorset:

Mill Track, beyond south end
of curve at mill.....H-10, J-1, K, L-1, L-2.

Oil City Branch:

Jamestown:	
Paint and Varnish Track.....	H-10, J-1, K, L-1, L-2.
Osgood:	
Tracks connecting with B. & L. E. R. R.....	L-2.
Hadley:	
Peerless Sand Co. Track.....	H-10, J-1, K, L-1 L-2.
Stoneboro:	
Branch Mine Track.....	H-10, J-1, K, L-1, L-2.
McMyler Track.....	All engines.
Ice House Track.....	H-10, J-1, K, L-1, L-2.
Polk:	
Asylum Track, west of barns...	H-10, J-1, K, L-1, L-2.
Franklin:	
Joy Mfg. Co., Plant 1 and 2....	H-10, J-1, K, L-1, L-2.
Dump Track.....	H-10, J-1, K, L-1, L-2.
General Manifold Track.....	H-10, J-1, K, L-1, L-2.
Tie Yard Track.....	H-10, J-1, K, L-1, L-2.
Water Works Track.....	H-10, J-1, K, L-1, L-2.
Venango Ice Track.....	H-10, J-1, K, L-1, L-2.
Franklin Lumber Co.....	H-10, J-1, K, L-1, L-2.
Eclipse:	
Boiler House Track.....	H-10, J-1, K, L-1, L-2.
Acid Track Spur.....	H-10, J-1, K, L-1, L-2.
Socony Oil Siding.....	H-10, J-1, K, L-1, L-2.
Wax Track.....	H-10, J-1, K, L-1, L-2.
Penn Conley North Side.....	H-10, J-1, K, L-1, L-2.

Sharon Branch:

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. Bridge over Shenango River serving the Keystone Machine Engineering Co. and Shenango Valley Water Works, Sharon, ...All Engines and Cars. Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating at the following points:

Main Line

Dunkirk:	When on No. 1 main track, from point 500 ft. East to a point 500 ft. West of passenger station.
Erie:	From point 2000 ft. East to a point 1000 ft. West of P. & E. Crossing.
Other points:	When operating in yards and on side tracks.

Oil City-Youngstown and J. F. & C. Branches:

When operating on main tracks between Ashtabula Harbor and Ashtabula, and at Jefferson, Andover, Williamsfield, Youngstown, Simons, Hadley, Stoneboro, Franklin and Eclipse, and when operating in all yards and on side tracks.

1003. 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.

1004. WATER STATIONS

Main Line:

Angola.	Erie/X. C. Tracks 2 and 4.
Dunkirk.	Cranberry St.
North East.	North Girard.
Wesleyville.	Ashtabula.
	Madison.

Valley Branch:

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

Youngstown Branch

Ashtabula
Carson.
Andover.
Wick.
Doughton.
Youngstown, Hub- bard Rd.

Oil City Branch

Jamestown.
Stoneboro.
Franklin.
Oil City.

J. F. & C. Branch

Sutton.
Elmo.
Belmar.

Sharon Branch

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.

1005. TELEPHONES.

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

1051. LAWS.**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 further 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.

1801. AUTOMATIC TRAIN STOP.

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

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

- When used as pusher or second engine.
- Under speed restrictions in Special Instructions, or by specific authority of Superintendent.
- When 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. R. TODD, Superintendent.

J. J. FRAWLEY, Assistant Superintendent.

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

} **Train Masters.**

A. B. HYDER, Chief Train Dispatcher.

E. F. McGUIRE
 W. C. EMERICH
 L. J. FAY
 L. J. GRANEY
 W. H. WILLIAMS
 W. F. DAVIS
 A. C. WILL

} **Train Dispatchers.**

**H. B. SHOEMAKER, Assistant Superintendent.
 VALLEY BRANCH**

F. C. SNOW
 E. C. MURRAY
 C. A. A. SHAKLEY
 V. E. NEELY

} **Train Dispatchers.**

BUFFALO TO CLEVELAND WESTWARD—FIRST CLASS

CONTINUED ON PAGE 10

Miles from Buffalo	STATIONS	25	79	23	7	11	19	21	151	35	81	43
		The 20th Century Limited	Buffalo Pittsburgh Express	The Knickerbocker	Number Seven	The Southwestern Limited	The Lake Shore Limited	Cleveland Limited	Interstate Express	The Iroquois	Pittsburgh Toledo Special	South Shore Express
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
8.75	Buffalo.....	12.10	1.33	2.42	3.01	3.58	4.00	4.57	7.30	8.05	10.41	1.15
	Bay View.....	12.24	1.48	2.57	3.16	4.13	4.15	5.12	7.46	8.20	10.57	1.30
10.01	Athol Springs.....											
15.19	Lake View.....											
18.00	Derby.....											
22.13	Angola.....	12.36	2.00	3.09	3.28	4.26	4.28	5.24	8.01	8.32	11.09	1.44
26.39	Farnham.....								8.08			
28.34	Irving.....											
32.18	Silver Creek.....								8.16			
41.02	Dunkirk.....	12.52	2.17	3.25	s 3.49	4.44	4.48	5.41	s 8.30	8.49	s 11.29	s 2.06
50.02	Brocton.....								8.42			
58.21	Westfield.....	1.07	2.33	3.40	s 4.13	5.02	5.06	5.57	s 8.54	9.05	s 11.53	s 2.31
66.04	Ripley.....								9.04			
68.93	State Line.....											
73.71	North East.....								s 9.15		s 12.11	
80.21	Harbor Creek.....											
83.78	Wesleyville.....	1.29	2.58	4.03	4.40	5.27	5.31	6.21	9.26	9.29	12.22	2.59
86.32	XC.....											
87.66	Erie.....	1.34	s 3.06	4.08	s 4.49	5.32	s 5.41	s 6.28	s 9.36	9.34	s 12.30	s 3.07
90.52	Dock Jct.....	1.37	3.11	4.11	4.54	5.36	5.45	6.32	9.40	9.37	12.34	3.12
95.91	Swanville.....											
98.52	Fairview.....											
102.98	North Girard.....				J 5.09				s 9.56		M 12.46	
104.32	Girard Jct.....	1.49	3.25	4.24	5.11	5.49	5.58	6.45	9.58	9.50	12.48	3.26
107.63	Springfield.....				J 5.17							
115.22	Conneaut.....								s 10.10		s 12.59	
118.64	Amboy.....											
122.67	Kingsville.....											
128.46	Ashtabula.....	2.10	3.50	4.48	s 5.42	6.12	6.19	s 7.07	s 10.28	10.12	s 1.25	s 3.57
131.09	W.....		A. M.									
133.18	Saybrook.....											
137.84	Geneva.....				s 5.54				s 10.41		s 1.37	
141.00	Unionville.....											
143.25	Madison.....	2.23		5.01	6.02	6.25	6.32	7.23	O 10.49	10.24	1.44	4.13
148.24	Perry.....											
153.95	Painesville.....	2.32		5.11	s 6.18	6.35	s 6.44	7.38	s 11.04	10.33	s 1.57	s 4.29
160.12	Mentor.....											
164.48	Willoughby.....	2.42		5.21	6.30	6.45	6.55	7.50	11.16	10.42	2.08	4.41
169.07	Wickliffe.....											
170.98	Noble.....											
172.15	BR.....	2.50		5.31	6.45	6.53	7.03	8.00	11.30	10.50	2.18	4.50
178.12	East Cleveland.....				s 7.00	s 7.08	s 7.18	s 8.15	s 11.45	s 11.05	s 2.34	s 5.05
185.11	Cleveland Union Terminal.....	3.09 C. & P. Crossing		5.55	7.15	7.23	7.33	8.30	11.59	11.19	2.49	5.20
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

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

BUFFALO TO CLEVELAND

WESTWARD—FIRST-CLASS

CONTINUED FROM PAGE 9

Miles from Buffalo	STATIONS	125	137	83	9	5	37	67				
		E. & P.	See Note Railway Express	Pittsburgh Cleveland Express	Mail	The Mohawk	The Missourian	The Com- modore Vanderbilt				
		Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily				
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	Buffalo		1.50	5.06	6.01	8.16	10.08	11.44				
8.75	Bay View		2.08	5.21	6.16	8.31	10.23	11.58				
10.01	Athol Springs											
15.19	Lake View											
18.00	Derby											
22.13	Angola		2.20	5.33	6.29	8.44	10.37	12.10				
26.39	Farnham											
28.34	Irving											
32.18	Silver Creek			R 5.42								
41.02	Dunkirk		2.39	s 5.54	s 6.52	s 9.06	s 11.00	12.26				
50.02	Brocton											
58.21	Westfield		2.55	s 6.14	s 7.15	s 9.28	s 11.23	12.41				
66.04	Ripley											
68.93	State Line											
73.71	North East			s 6.32								
80.21	Harbor Creek											
83.78	Wesleyville		3.21	6.42	7.45	9.56	11.51	1.03				
86.32	XC	P. M.										
87.66	Erie	3.20	3.27	s 6.52	s 7.57	s 10.08	s 12.01	1.08				
90.52	Dock Jct.	3.24	3.30	6.56	8.02	10.12	12.06	1.11				
95.91	Swanville	H 3.30										
98.52	Fairview											
102.98	North Girard	s 3.40										
104.32	Girard Jct.	3.42	3.44	7.09	8.14	10.26	12.20	1.23				
107.63	Springfield	P. M.										
115.22	Conneaut			s 7.24	s 8.27							
118.64	Amboy											
122.67	Kingsville											
128.46	Ashtabula		4.06	s 7.50	s 8.50	s 10.53	s 12.48	1.44				
131.09	W											
133.18	Saybrook											
137.84	Geneva			s 8.02								
141.00	Unionville											
143.25	Madison		4.20	8.10	9.05	11.08	1.03	1.57				
148.24	Perry											
153.95	Painesville		4.30	s 8.25	s 9.19	s 11.21	1.13	2.06				
160.12	Mentor											
164.48	Willoughby		4.40	8.40	9.30	11.32	1.23	2.16				
169.07	Wickliffe											
170.98	Noble											
172.15	BR		4.48	8.50	9.40	11.45	1.35	2.24				
178.12	East Cleveland			s 9.05	s 9.55	s 12.01	s 1.50					
185.11	Cleveland Union Terminal		5.10	9.20	10.10	12.15	2.05	2.43				
			East 26th Street					C. & P. Crossing				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. 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.

CLEVELAND TO BUFFALO EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 12

Miles from Cleveland Union Terminal	STATIONS	72	22	18	38	90	60	120	32	52	44	14
		See Note Cleveland Pittsburgh Buffalo Express	The Lake Shore Limited	Number Eighteen	The Missourian	Forest City	Cleveland- Buffalo Special	E. & P.	Mail	Chicago- Buffalo Express	Number Forty- Four	World's Fairliner
		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.
		East 26th Street							C. & P. Crossing			
6.99	Cleveland Union Terminal	12.10	2.13	2.18	5.48	7.42	8.30		12.05	12.20	4.00	5.45
12.96	East Cleveland			s 2.27	s 5.57	s 7.51	s 8.39			s 12.29	s 4.09	s 5.54
14.13	BR	12.30	2.39	2.48	6.16	8.12	9.00		12.35	12.50	4.30	6.15
16.04	Noble											
20.63	Wickliffe											
	Willoughby	12.40	2.46	2.57	6.23	8.19	9.09		\$12.46	1.00	Δ 4.39	6.24
24.99	Mentor								J 12.53		Δ 4.44	
31.16	Painesville	s 12.58	2.56	s 3.12	6.33	D 8.29	s 9.22		\$ 1.03	s 1.12	s 4.52	s 6.36
36.87	Perry						Δ 9.32					
41.86	Madison	1.18	3.07	3.24	6.43	8.39	Δ 9.41		1.16	1.27	K 5.07	6.48
44.11	Unionville											
47.27	Geneva						s 9.49				s 5.16	T 6.54
51.93	Saybrook											
54.02	W											
56.65	Ashtabula	s 1.55	3.23	s 3.40	6.57	8.53	s 10.04		\$ 1.36	s 1.43	s 5.32	s 7.05
62.44	Kingsville										Δ 5.40	
66.47	Amboy											
69.89	Conneaut			\$ 3.57			s 10.22	P. M.		s 2.00	s 5.49	
77.48	Springfield									Δ 2.08		
80.79	Girard Jct.	2.21	3.45	4.10	7.19	9.15	10.35	12.11	2.00	2.12	6.04	7.29
82.13	North Girard			J 4.13			s 10.40	s 12.14			s 6.09	
86.59	Fairview						Δ 10.47					
89.20	Swanville							W 12.21				
94.59	Dock Jct.	2.36	3.58	4.25	7.32	9.28	10.54	12.28	2.14	2.29	6.27	7.42
97.45	Erie	s 2.47	4.01	s 4.35	s 7.37	s 9.35	s 11.04	12.35	s 2.29	s 2.35	s 6.35	s 7.50
98.79	XC							P. M.				
101.33	Wesleyville	2.53	4.06	4.42	7.42	9.41	11.09		2.34	2.40	6.41	7.55
104.90	Harbor Creek											
111.40	North East						Δ 11.22			C 2.50	s 6.55	
116.18	State Line											
119.07	Ripley									Δ 3.00	s 7.08	
126.90	Westfield	s 3.20	4.30	s 5.15	s 8.10	D 10.06	s 11.40		3.00	s 3.12	s 7.21	s 8.26
135.09	Brocton									Δ 3.22		
144.09	Dunkirk	s 3.41	4.47	s 5.45	s 8.30	10.23	s 12.03		s 3.25	s 3.37	s 7.50	s 8.50
152.93	Silver Creek						Δ 12.16			Δ 3.50		
156.77	Irving											
158.72	Farnham									Δ 4.00		
162.98	Angola	4.05	5.07	6.16	8.50	10.43	12.30		3.47	Δ 4.10	8.20	9.13
167.11	Derby											
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	4.20	5.22	6.40	9.03	10.57	12.43		4.20	4.30	8.37	9.25
185.11	Buffalo	4.35	5.37	6.55	9.18	11.12	12.58		4.35	4.45	8.52	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 Buffalo, Cleveland Union Terminal and East Cleveland is for information only.

No. 32 will not carry passengers.

No. 72 will not carry passengers between Cleveland and Painesville.

CLEVELAND TO BUFFALO EASTWARD — FIRST-CLASS

CONTINUED FROM PAGE 11

Miles from Cleveland Union Terminal	STATIONS	84	6	68	26	10	24	142	12 Run as section of 26.			
		Pittsburgh Buffalo Express	Fifth Avenue Special	The Commodore Vanderbilt	The 20th Century Limited	The Water Level Limited	The Knickerbocker	The Mohawk				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
6.99	Cleveland Union Terminal		7.25	8.27	8.51	10.40	11.40	11.45				
12.96	East Cleveland		s 7.34			s 10.49	s 11.49	s 11.54				
14.13	BR.		7.55	8.51	9.15	11.10	12.10	12.15				
16.04	Noble											
16.04	Wickliffe											
20.63	Willoughby		8.02	8.59	9.22	11.17	12.17	12.22				
24.99	Mentor											
31.16	Painesville		G 8.13	9.09	9.32	11.27	12.27	12.34				
36.87	Perry											
41.86	Madison		8.24	9.19	9.41	11.36	12.36	12.45				
44.11	Unionville											
47.27	Geneva											
51.93	Saybrook											
54.02	W.	P. M.										
56.65	Ashtabula	8.05	8.36	9.32	9.54	11.49	12.49	I 1.00				
62.44	Kingsville											
66.47	Amboy											
69.89	Conneaut	s 8.22										
77.48	Springfield											
80.79	Girard Jct.	8.33	9.00	9.54	10.16	12.11	1.11	1.25				
82.13	North Girard											
86.59	Fairview											
89.20	Swanville											
94.59	Dock Jct.	8.47	9.13	10.09	10.29	12.23	1.24	1.38				
97.45	Erie	s 8.55	s 9.18	10.12	10.32	s 12.30	1.27	s 1.44				
98.79	XC											
101.33	Wesleyville	9.00	9.23	10.17	10.37	12.35	1.32	1.49				
104.90	Harbor Creek											
111.40	North East											
116.18	State Line											
119.07	Ripley											
126.90	Westfield	s 9.27	9.46	10.40	11.00	12.58	1.55	2.13				
135.09	Brocton											
144.09	Dunkirk	s 9.50	10.02	10.56	11.15	1.14	2.10	2.30				
152.93	Silver Creek											
156.77	Irving											
158.72	Farnham											
162.98	Angola	10.10	10.20	11.14	11.33	1.33	2.28	2.53				
167.11	Derby	E 10.14										
169.92	Lake View											
175.10	Athol Springs											
176.36	Bay View	10.28	10.35	11.26	11.45	1.45	2.40	3.06				
185.11	Buffalo	10.43	10.50	11.41	11.59	2.00	2.55	3.21				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				

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

YOUNGSTOWN TO ASHTABULA

NORTHWARD—FIRST-CLASS

Miles from Youngstown	STATIONS	72	82	84
		Pittsburgh-Buffalo Express	Pittsburgh-Buffalo Limited	Pittsburgh-Buffalo Express
		Daily	Daily	Daily
	LEAVE	A. M.	P. M.	P. M.
.....	Youngstown..	12.15	12.05	6.28
0.57	Valley St.....			
1.87	Thorn Hill.....			
5.90	Doughton....	12.23	12.13	6.36
7.77	Coalburg.....			6.38
10.95	Brookfield Jct.	12.29	12.19	6.43
11.09	Brookfield....			f 6.45
14.07	Tyrrell.....	12.36	12.24	6.50
16.83	Fowler.....	12.39	12.27	f 6.54
20.18	Latimer.....	12.43	12.31	6.58
25.71	Kinsman.....	12.49	12.37	f 7.04
30.29	Stanhope.....			
32.99	Williamsfield..	12.57	12.45	f 7.13
38.10	Andover Jct..	1.03	12.51	7.20
38.33	Andover.....	s 1.05	s 12.53	s 7.22
42.11	Leon.....			
46.01	Dorset.....	1.16	1.01	f 7.32
46.39	Dorset Jct....	1.18	1.02	7.34
51.98	Jefferson.....	1.25	s 1.09	s 7.43
58.35	Carson.....	1.33	1.17	7.50
60.59	Gulf.....			
62.85	Ashtabula....	1.45	1.30	8.05
	ARRIVE	A. M.	P. M.	P. M.

ASHTABULA TO YOUNGSTOWN

SOUTHWARD—FIRST-CLASS

Miles from Ashtabula	STATIONS	79	81	83
		Buffalo-Pittsburgh Express	Pittsburgh Special	Pittsburgh-Cleveland Express
		Daily	Daily	Daily
	LEAVE	A. M.	P. M.	P. M.
.....	Ashtabula.....	4.10	1.30	7.55
2.26	Gulf.....			
4.50	Carson.....	4.20	1.40	8.09
10.87	Jefferson.....	4.28	s 1.48	8.17
16.46	Dorset Jct.....	4.35	1.55	8.24
16.84	Dorset.....	4.37	f 1.57	8.26
20.74	Leon.....			
24.52	Andover.....	s 4.45	s 2.08	s 8.34
24.75	Andover Jct...	4.47	2.10	8.36
29.86	Williamsfield..	4.55	s 2.17	8.42
32.56	Stanhope.....		f 2.21	
37.14	Kinsman.....	5.03	s 2.27	8.50
42.67	Latimer.....	5.09	f 2.35	8.56
46.02	Fowler.....	5.13	f 2.40	9.00
48.78	Tyrrell.....	5.17	2.44	9.03
51.76	Brookfield....		f 2.48	
51.90	Brookfield Jct..	5.21	2.50	9.07
55.08	Coalburg.....		2.54	
56.95	Doughton.....	5.27	2.57	9.13
60.98	Thorn Hill....			
62.28	Valley St.....			
62.85	Youngstown...	5.45	3.10	9.25
	ARRIVE	A. M.	P. M.	P. M.

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

DUNKIRK AND TITUSVILLE

SOUTHWARD		STATIONS	NORTHWARD	
SECOND-CLASS			SECOND-CLASS	
11	Miles from Dunkirk		Miles from Titusville	14
Freight				Freight
Daily Except Sunday				Daily Except Sunday
P. M.	LEAVE		ARRIVE	P. M.
7.30	.....	Dunkirk.....	90.49	11.50
7.35	0.92	NYC&STL Crossing.	89.57	11.40
f 7.55	3.14	Fredonia.....	87.35	s11.30
8.10	7.18	Nortons.....	83.31	11.08
8.30	12.41	Lakeside.....	78.08	10.51
s 8.50	14.13	Cassadaga.....	76.36	s10.45
f 9.15	21.82	Sinclairville.....	68.67	f 10.15
f 9.30	26.50	Gerry.....	63.99	f 10.00
.....	29.17	Ross Mill.....	61.32	.....
s 9.45	32.39	Falconer.....	58.10	s 9.45
s10.00	32.79	Falconer Jct.....	57.70	s 9.20
f 10.15	38.30	Frewsburg.....	52.19	f 8.50
10.32	44.75	Akeley.....	45.74	8.26
f 10.45	46.70	Russell.....	43.79	f 8.20
f11.00	51.90	North Warren.....	38.59	s 8.05
s11.45	54.46	Warren.....	36.03	s 7.30
.....	57.26	Starbrick.....	33.23	.....
f 12.10	60.74	Irvineton.....	29.75	f 6.30
f 12.20	63.04	Youngsville.....	27.45	f 6.20
12.30	67.05	Pittsfield.....	23.44	6.05
f 12.40	71.00	Garland.....	19.49	f 5.55
12.47	73.66	Torpedo.....	16.83	5.47
12.55	76.36	Newton.....	14.13	5.40
.....	78.29	Starr.....	12.20	.....
f 1.10	79.58	Grand Valley.....	10.91	f 5.30
1.19	82.77	Selkirk.....	7.72	5.20
.....	84.47	Dotyville.....	6.02	.....
.....	88.95	Fieldmore Springs...	1.54	5.05
1.40	90.49	Titusville.....	.....	5.00
A. M.	ARRIVE		LEAVE	P. M.

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

OIL CITY AND ANDOVER JCT.

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	.....
.....	29.74	Penna. Jct.....	57.34	.....
.....	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.

BETWEEN 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	.....
.....	25.49	Beaver.....	35.70	.....
.....	27.04	Dix.....	34.15	.....
.....	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	.....
.....	45.47	Fernbank.....	15.72	.....
.....	47.57	Emlenton.....	13.62	.....
.....	48.17	Carl.....	13.02	.....
.....	48.59	Jones-Richey...	12.60	.....
.....	49.31	Jones.....	11.88	.....
.....	50.49	Belmar.....	10.70	.....
.....	54.83	Brown.....	6.36	.....
.....	57.51	Pecan.....	3.68	.....
.....	61.19	Polk Jct.....	.....	.....
	ARRIVE		LEAVE	

LOW GRADE BETWEEN BROOKFIELD JCT. AND CARSON

NORTHWARD		STATIONS	SOUTHWARD	
	Miles from Youngstown		Miles from Brookfield Jct.	
	LEAVE		ARRIVE	
.....	10.95	Brookfield Jct.....	.....	.....
.....	19.62	Latimer.....	8.67	.....
.....	20.88	WB Crossover.....	9.94	.....
.....	24.77	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		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	

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

WESTWARD — FREIGHT TRAINS

Miles from Buffalo	STATIONS	THROUGH											
		B.C.	G.P.	B.S.	L.S.	B.F.	D.L.S.	B.F.	B.S.	B.G.	B.C.	L.S.	G.P.
		1	1	5	7	3	3	1	3	1	3	1	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
	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily
		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		5.00	10.30	8.30	9.00	9.30		10.00	10.30
8.77	BV.....	12.45	6.45	4.45		5.45	11.15	9.15	9.45	10.15	11.00	10.45	11.15
41.02	Dunkirk.....		9.15	7.00									
58.21	Westfield.....			8.00									
87.66	Erie.....		12.45	10.00			3.00		12.45				1.45
128.46	Ashtabula.....		2.45	12.30									3.00
193.81	E. Youngstown.....		6.00										5.15
	Clearfield.....				9.00								
	Rose.....				12.15								
	Sutton.....				1.15								
	Oil City.....												
	Franklin.....												
	Stoneboro.....				6.00								
128.46	Ashtabula.....				9.00								
153.95	Painesville.....			3.00									
172.15	BR.....	5.50		3.50	10.20	11.15	6.50	3.10	3.45	4.50	5.20	5.05	
174.66	Collinwood.....	6.00		4.00	10.30	11.30	7.00	3.20	4.00	5.00	5.30	5.15	
	ARRIVE	A. M.	P. M.	P. M.	A. M.	A. 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.	E.	E.	E.		F.	F.	F.	F.	
		5	3	1	11		92	74	7	9	
		Paines- ville Collin- wood	Erie Collin- wood	Garden- ville Erie	Dunkirk Titus- ville		E. Young- stown Ashta- bula	Oil City Ashta- bula	Rose Stone- boro	Franklin Stone- boro	
	LEAVE	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Tues. Thurs. Sat.	Daily Except Sunday	Tues. Fri.	Daily Except Sunday	
		A. M.	A. M.	A. M.	P. M.		A. M.	A. M.	A. M.	P. M.	
.....	<i>E. Buffalo</i>			A. M.							
.....	<i>Seneca</i>										
.....	<i>Gardenville</i>			7.00	P. M.						
8.77	BV.....			7.30							
41.02	Dunkirk.....		A. M.		7.30						
	Titusville.....				1.40						
87.66	Erie.....		8.00	3.00							
128.46	Ashtabula.....				A. M.		A. M.				
193.81	E. Youngstown.....			P. M.			9.00		A. M.		
	Clearfield.....										
	Rose.....							A. M.	11.30	P. M.	
	Oil City.....							12.01			
	Franklin.....									1.00	
	Stoneboro.....	A. M.							6.30	3.50	
128.46	Ashtabula.....						1.00	8.00			
153.95	Painesville.....	1.15							P. M.	P. M.	
172.15	BR.....	3.45	3.45				P. M.	A. M.			
174.66	Collinwood.....	4.00	4.00								
	ARRIVE	A. M.	P. M.	P. M.	A. M.		P. M.	A. M.	P. M.	P. M.	

For information only; not conferring time table superiority.

EASTWARD — FREIGHT TRAINS

Miles from Collinwood	STATIONS	THROUGH															
		S.L.D.	N.Y.	S.B.	P.W.	N.Y.	C.W.	2nd	P.S.	B.F.	X.N.	Adv.	C.P.	N.Y.	C.B.	C.D.N.	N.Y.
		6	10	2	4	8	10	NY-8	10	NY-4	2	NY-6	2	4	2	4	6
		St. Louis New York	Chgo. Garden-ville	Collin-wood Seneca	Pgh. Boston	Gibson New York	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	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Collinwood.....	1.00	2.00	2.30	.....	7.30	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	2.10	2.45	.....	7.40	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.....				2.30				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.....				4.45				1.30								
87.00	Erie.....			7.30			11.30		5.00	3.30	4.10		A. M.	8.00	9.15		
116.45	Westfield.....			9.00													
133.64	Dunkirk.....			11.00					7.00								
165.89	BV.....	6.40	8.35	12.30	9.00	2.15	2.45	4.30	8.30	6.30	7.30	10.30		12.01	1.00	3.00	4.30
175.43	Gardenville.....																
168.48	Seneca.....			12.45			3.00		8.45		7.45				1.15		
175.81	E. Buffalo.....	7.10	9.20	1.45	9.45	3.00	4.00	5.15	10.15	7.15	8.30	11.45		12.45	2.30	3.30	5.00
	ARRIVE	A. M.	A. M.	P. M.	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	LOCAL															
		E.	E.	E.	E.	E.		F.	F.	F.	F.						
		2	4	8	12	14		93	73	8	6						
		Collin-wood Erie	Erie Garden-ville	Collin-wood Erie	Erie East Buffalo	Titus-ville Dunkirk		Ashta. East Youngs-town	Ashta-bula Oil City	Stone-boro Frank-lin	Stone-boro Rose						
		Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday		Mon. Wed. Fri.	Daily Except Sunday	Daily Except Sunday	Tues. Fri.						
	LEAVE	A. M.	A. M.	P. M.	A. M.	P. M.		A. M.	P. M.	A. M.	A. M.						
.....	Collinwood.....	8.00		11.00													
2.51	BR.....	8.15		11.15													
20.71	Painesville.....							A. M.	P. M.								
46.20	Ashtabula.....							7.50	1.00	A. M.	A. M.						
111.55	E. Youngstown.....							12.30									
103.63	Stoneboro.....									10.00	7.30						
124.19	Franklin.....							P. M.		12.01							
132.09	Oil City.....								10.00								
175.87	Rose.....									P. M.	11.25						
229.15	Clearfield.....									P. M.							
46.20	Ashtabula.....		A. M.		A. M.	P. M.					A. M.						
87.00	Erie.....	4.00	8.00	5.00	12.01												
.....	Titusville.....					5.00											
133.64	Dunkirk.....	P. M.		A. M.		11.50											
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.	P. M.	A. M.						

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.	INT.	INT.	Interlocking signal station.....	S	T.D.-M
				10.1		10.3G				
Athol Springs	C.S. C.S.	HA	10.01					East of station, on pole..... Station.....	N N	T.D.-M T.D.-M
				11.1	11.2	11.3G	11.4			
				12.1	12.2	12.3G	12.4			
Wanakah....			12.69	13.1	13.2	13.3G	13.4			
				14.1		14.3G				
Lake View...	C.S.	RD	15.06	15.1	14.2 15.2	15.3G	14.4 15.4	South Side of former Signal Station in box.....	N	T.D.-M
Lake View...	C.S.		15.19					Station.....	S	M
North Evans.			16.08							
				16.1	16.2	16.3	16.4			
				17.1	17.2	17.3	17.4G			
Derby.....	C.S. C.S.	VN	18.00					Station..... West of station, on pole.....	N N	T.D.-M T.D.-M
				19.1	19.2	19.3	19.4G			
				20.1	20.2	20.3	20.4G			
				21.1		21.3				
Angola..... Open day and night	C.S. C.S.	NA	21.91	INT.	INT.	INT.	INT.	Interlocking signal station..... East of freight station, on pole, connects with NA.....	S S	T.D.-M-Y Y
Angola.....	C.S.		22.43					Freight station.....	S	M-Y
				23.1		23.3				
					23.2		23.4G			
				24.1		24.3				
				25.1	25.2	25.3	25.4G			
Farnham....	C.S. C.S.	FM	26.39	26.1	26.2	26.3	26.4G	Station..... Freight station, east end.....	S S	T.D.-M T.D.-M
				27.1	27.2	27.3	27.4G			
				28.1		28.3				
	C.S.				28.2		28.4G	Crossover east of station, on pole	N	T.D.-M
Irving.....	C.S.	VR	28.34					Station.....	S	T.D.-M
				29.1		29.3				
					29.2		29.4G			
				30.1		30.3				
					30.2		30.4			
				31.1	31.2	31.3	31.4			
Silver Creek..	C.S.	MN	32.00	32.1	32.2	32.3	32.4	On pole opposite former signal station, north side.....	N	T.D.-M.
Silver Creek..	C.S.		32.18					Station, North Side.....	S	T.D.-M.
	C.S.							Freight station..... North Siding, West end, on pole	S N	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
Silver Creek Track Pans	C.S.	34.79	33.1 34.1	33.2 34.2	33.3 34.3	33.4 34.4	Tenders cabin.....	N	T.D.-M
Waites Crossing...	C.S.	35.97	35.1	35.2	35.3	35.4	On Pole at Spur Siding	N	T.D.-M
Dunkirk..... Open day and night	C.S.	X	40.79	INT.	INT.	INT.	North siding, east end, on pole, connects with X.....	N	Y
							Middle Road crossing, on pole, connecting with X.....	N	Y
							Roberts Road, in crossing tenders cabin.....	N	Y
							Yard office.....	N	T.D.-M-Y
							Interlocking signal station.....	N	T.D.-M-Y
Dunkirk.....	C.S.	DO	41.02				Station ticket office.....	S	T.D.-M-Y
							Asst. Supts. Office	S	T.D.-M-Y
							Leopard St., on north side of watchmans cabin; connects with X and CA.....	N	Y
							Freight station.....	N	M-Y
							Crossing watchmans cabin at Eagle St. connects with X and CA.....	N	Y
Brigham Road Open day and night	C.S.	CA	41.99	INT.	INT.	42.4	Interlocking signal station.....	N	T.D.-M-Y
							East of Canadaway Cr. bridge...	S	T.D.-M
Van Buren...	C.S.		45.31				Station.....	S	T.D.-M
Brocton.....	C.S.	BX	50.02				Station.....	S	T.D.
	C.S.						Freight station.....	N	T.D.-M
	C.S.						Crossover west of station, in booth.....	N	T.D.-M
Portland....			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			
			56.1		56.3				
	C.S.		58.1		58.3		South siding, east end, on pole..	N	T.D.-M
	C.S.			58.2		58.4			
	C.S.						Car inspectors cabin, 1/3 mile east of freight station, connects with WX.....	S	Y
	C.S.						Freight station.....	S	M-Y
	C.S.						On pole at freight station.....	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.	Interlocking 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			
Ripley.....	C.S.	RY 66.04					Station.....	N	T.D.-M
			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			
				69.2		69.4			
State Line...	C.S.	68.93					Pole box, west of north siding...	N	T.D.-M
			69.1		69.3G				
				70.2		70.4			
			70.1		70.3G				
			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
	C.S.								
North East..	C.S.	N 73.90	74.1	74.2	74.3	74.4G	On pole north side opposite former signal station.....	N	T.D.-M-Y
							South siding, west end, on pole..	S	T.D.-M
	C.S.		75.1		75.3				
				75.2		75.4G	Gravel pit siding.....	N	T.D.-M
			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
			78.1	78.2	78.3	78.4G			
			79.1	79.2	79.3	79.4G			
			80.1		80.3				
	C.S.			80.2		80.4G	Crossover east of station, in booth	N	T.D.-M
Harbor Creek	C.S. HC	80.21					Station.....	N	T.D.-M
	C.S.						Walbridge Road, on pole.....	N	T.D.-M
	C.S.			81.2		81.4G	Walbridge Road, in Inspector's Shanty	N	Y
			81.1		81.3		Nagle Road, in car repairmans cabin.....	N	Y
	C.S.		83.1	82.2	83.3	82.4G			
				83.2		83.4G			
	C.S.						Yard masters office, east of coal chutes.....	N	T.D.-Y
	C.S.						Engine house office.....	N	T.D.-M-Y
Wesleyville...	C.S. WV	83.74	INT.	INT.	INT.	INT.	Coal chutes.....	N	Y
Open day and night	C.S.						Interlocking signal station.....	S	T.D.-M-Y
	C.S.						Train masters office.....	N	T.D.-M
							Car Inspectors Shanty near Eastward home signal, connects with WV.....	S	Y
	C.S.		84.1		84.3G		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		North side of car repairmans shanty, west of Downing Road	S	Y
	C.S.			85.2		85.4G	Hammermills siding, on pole, connects with WV and XC...	N	Y
							Car Inspector's cabin at Franklin Ave.....	S	Y
	C.S.						Yard masters office, east yard...	S	T.D.-M-Y
XC.....	C.S. XC	86.32	INT.	INT.	INT.	INT.	Interlocking signal station.....	S	T.D.-M-Y
Open day and night									
	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		88.3G				
				88.2		88.4G	French St. switch tenders cabin, connects with XC and Erie station.....	S	Y
Erie.....	C.S. MS	87.66					Station platform.....	N	T.D.-M-Y
Open day and night									T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Dock Jct. . . . Open day and night	C.S.	90.52	89.1A		89.3A		Myrtle St., switch tender's cabin	S	Y
	C.S.			89.2		89.4	Yard masters office, west yard..	S	T.D.-M-Y
	C.S.		89.1	89.2A	89.3G	89.4A	West of B. & L. E. Bridge, on pole	S	T.D.-M
	C.S. DJ		90.1 INT.	90.2 INT.	90.3G INT.	90.4 INT.	Interlocking signal station	S	T.D.-M-Y
	C.S.						Cemetery crossing, on pole.....	N	T.D.-M
Chapel Road.	C.S.	93.73	91.1		91.3G		First pole east of Powell Ave..	S	T.D.-M
	C.S.		92.1	91.2	92.3G	91.4			
	C.S.		93.1	93.2	93.3	93.4	In box, on pole.....	S	T.D.-M
	C.S.			94.2		94.4	In box, on pole, east of town line crossing.....	S	T.D.
Swanville....	C.S.	95.91	94.1	95.2	94.3	95.4			
	C.S.		95.1	96.2	95.3	96.4			
	C.S.						On pole west of road crossing..	S	T.D.-M
Fairview.....	C.S. FW	98.52	97.1	97.2	97.3	97.4G			
	C.S.		98.1	98.2	98.3	98.4G	Station.....	S	T.D.-M
North Girard	C.S. SX	102.98					Station on west end.....	S	T.D.-M
	C.S.		99.1	99.2	99.3	99.4			
	C.S.		101.1	101.2	101.3	101.4			
Girard Jct. . . . Open day and night	C.S. GJ	104.32	102.1	102.2	102.3	102.4	East end of South Siding two car lengths west of switch...	S	T.D.-M
	C.S.						Station.....	S	T.D.-M-Y
Springfield...	C.S. GJ	104.32	103.1 INT.	103.2 INT.	103.3 INT.	103.4G INT.	Interlocking signal station	N	T.D.-M-Y
	C.S.		105.1	105.2	105.3	105.4G			
	C.S. SQ		106.1	106.2	106.3	106.4G			
	C.S.		107.1	107.2	107.3	107.4G	Station.....	S	T.D.-M
Springfield Track Pans	C.S.	109.34					West of station, on pole.....	S	T.D.-M
	C.S.		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 Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Conneaut....	C.S. C.S. C.S. SK	115.22	110.1	110.2	110.3	110.4			
			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		Crossover, east of station, on pole	S	T.D.-M
			115.1A		115.3AG		Station.....	S	T.D.-M
							Freight station.....	N	T.D.-M
Amboy.....	C.S. J C.S.	118.64		116.2		116.4			
					116.3G				
				117.2		117.4			
					117.3G				
				118.2		118.4			
			118.1	119.2	118.3G	119.4	In box west end of former signal station.....	S	T.D.-M
							North siding, west end, on pole.	N	T.D.-M
Kingsville...	C.S. C.S. SG	122.67	119.1		119.3G				
				120.2		120.4			
			121.1	121.2	121.3G	121.4G			
			122.1	122.2	122.3	122.4G			
							East of station, on pole.....	S	T.D.-M
							Station.....	S	T.D.-M
Lockwoods Crossing...	C.S.	125.67	123.1	123.2	123.3	123.4G			
			124.1	124.2	124.3	124.4G			
				125.2		125.4G			
			125.1		125.3		On pole, twenty-two pole lengths west of Lockwoods..	S	T.D.-M
Ashtabula...	C.S. C.S. C.S. C.S. C.S. SD C.S.	128.46		126.2		126.4	East end steel plant switch, on pole.....	S	T.D.-M
							East of steel plant, on pole....	S	T.D.-M
			127.1		127.3		Eastward home signal, east of station in cabin, connects with OD.....	S	Y
				127.2		127.4	West side Lake St., on pole....	N	Y
							Station.....	S	T.D.-M-Y
							Freight station.....	N	M-Y
Ashtabula Main Line. Open day and night	C.S. OD	128.68	INT.	INT.	INT.	INT.	Interlocking signal station.....	S	T.D.-M-Y
	C.S. C.S. C.S.						West St. watchmans cabin.....	N	Y
							Round house.....	S	T.D.-M-Y
							Yard masters office.....	S	T.D.-M-Y
	C.S.		129.1		129.3		1 mile east of W., near stand pipe, on pole.....	S	T.D.-M
W.....	C.S. W	131.09	131.1	130.2 131.2	131.3	130.4 131.4	On pole opposite former signal station, south side.....	S	T.D.-M.
			132.1		132.3				
				132.2		132.4			
Saybrook....	C.S.	133.18	133.1		133.3		East of highway, on pole.....	S	T.D.-M
				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. SB	137.84	134.1		134.3				
				135.2		135.4			
			135.1		135.3G				
			136.1	136.2	136.3G	136.4			
			137.1		137.3G				
Geneva.....	C.S.			137.2		137.4	Freight station.....	N	T.D.-M
			138.1		138.3G		Station.....	S	T.D.-M
							Crossover, west of station, on pole.....	S	T.D.-M
				138.2		138.4			
Unionville...	C.S. DX	141.00	140.1	140.2	140.3G	140.4			
			141.1		141.3G		Station.....	S	T.D.-M
Unionville...	C.S.						1st pole west of station.....	S	T.D.-M
Madison.... Open day and night	C.S. OX	143.06		141.2		141.4			
				142.1	142.3G				
			INT.	142.2	INT.	142.4	Interlocking signal station.....	S	T.D.-M-Y
				INT.	INT.	INT.			
Madison....	C.S.	143.25					Station.....	S	T.D.-M-Y
Perry.....	C.S. KI	148.24	144.1		144.3				
				144.2		144.4			
			145.1	145.2	145.3	145.4			
			146.1	146.2	146.3	146.4			
			148.1		148.3				
				148.2		148.4	Station.....	S	T.D.-M
	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
			152.1	152.2	152.3	152.4G	Fobes St., on pole.....	S	T.D.-M
			153.1		153.3				
	C.S.	153.95		153.2		153.4G	Baggage room.....	S	T.D.-M
			154.1	154.2	154.3	154.4G	Ticket office.....	S	T.D.-M
							Station, connects with AF.....	S	Y
							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.	Interlocking signal station.....	S	T.D.-M-Y
Painesville... Track Pans	C.S.	156.25	156.1		156.3		West end of north siding on first pole east of switch.....	S	T.D.-M
			157.1	156.2		156.4	Tenders cabin.....	N	T.D.-M
					157.3				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Office Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Mentor.....	C.S. OR C.S.	160.12	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	½ 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	Interlocking signal station.....	S	T.D.-M
Wickliffe....	C.S. F C.S.	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 station, on pole.....	S	T.D.-M
BR..... Open day and night	C.S. BR	172.15	INT. 171.1	INT. 171.2	INT. 171.3	INT. 171.4	Interlocking 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		Interlocking signal station.....	E	Y
Ashtabula... Open week days 7:30 a. m. to 4:30 p. m.	C.S. SD C.S. C.S. C.S.					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. OD C.S.	.0	INT.	INT.		Interlocking 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. NP C.S.	1.1	INT.	INT.		Interlocking signal station..... Fork & Hoe Works switch, on pole.....	W W	T.D.-M-Y Y
			Y1.1G Y2.1G Y2.1Ag	Y2.2				
Gulf.....	C.S. G	2.26	Y3.1			Cabin.....	W	Y
	C.S.		Y3.1A Y4.1 Y4.1A	Y3.2 Y4.2	Y3.3G Y4.3G Y4.3Ag	Telephone pole.....	W	Y
Carson—Low Grade..... Open day and night	C.S. MU C.S. C.S.	4.5	INT.	INT.	INT.	Interlocking signal station..... Yard office.....	W W	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 10:45 a. m. to 7:45 p. m.	C.S. BF C.S. C.S.	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.		Interlocking signal station.....	E	T.D.-M-B
Dorset.....	C.S. FQ	16.8				Station..... Siding, south end, on pole.....	W W	M T.D.-M.
				Y17.2				
Leon.....	C.S.	20.7				Pole box at Crossover..	W	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ASHTABULA TO YOUNGSTOWN—Via High Grade—Continued

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS				TELEPHONES		
			SINGLE TRACK				LOCATION	Side of Track	Line
			Southward	Northward					
Andover.....	C.S. VA	24.52					Siding, north end, on pole.....	W	T.D.-M
	C.S.						Station.....	W	T.D.-M
	C.S.						Freight station.....	E	T.D.-M
Andover Jct.—Oil City Br.....	C.S. BG	24.75	INT.-M.B.	INT.-M.B.			Interlocking signal station.....	E	T.D.-M-B
Open day and night	C.S.						Wye, south end, on pole.	W	T.D.-M-B
				Y25.2					
Williamsfield.	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.	C.S.						Station.....	W	T.D.-M-B
	C.S.						Siding, south end, on pole	W	T.D.-M-B
Stanhope....	C.S.	32.6					Spur, on pole.....	W	T.D.-M-B
Reick Milk Co.....		32.9		SW.					
Kinsman....	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.	C.S.						Station.....	W	T.D.-M-B
	C.S.						Siding, south end, on pole.....	W	T.D.-M-B
Latimer.....	C.S. MR	42.7	Y42.1 INT.-M.B.	INT.-M.B.			Siding, north end, on pole	W	T.D.-M-B
Open day and night							Interlocking signal station.....	W	T.D.-M-B
				Y43.2					
Fowler.....	C.S. FV	46.0	M.B.	M.B.			Station.....	W	T.D.-M-B
Open week days 12:30 p. m. to 3:30 p. m.	C.S.						Station, on east side...	W	T.D.-M-B
	C.S.						Siding, north end, on pole	W	T.D.-M-B
Tyrrell.....		48.8							
	C.S.						Siding, south end, on pole	W	T.D.-M-B
Brookfield...	C.S. BN	51.8	Y51.1				Station.....	W	M-B
Brookfield Jct	C.S. BR	51.9		INT.-M.B.			Interlocking signal station.....	W	T.D.-M-B
Open day and night			Track No. 1 INT.	Track No. 2 INT.					
			Y52.1	Y52.2G Y53.2G					
			Y53.1	Y54.2G					
			Y54.1	Y55.2G					
Coalburg....	C.S.	55.1	Y56.1	Y56.2G			Pole box at crossover South end road crossing pole box.....	W	T.D.-M-Y
	C.S.		Y57.1				Pole box south end east yard.....	E	Y
	C.S.			Y57.2G			Pole box, south end west yard.....	E	Y
Doughton—Sharon Br.	C.S. DN	57.0	INT.	INT.			Interlocking signal station.....	W	T.D.-M-Y
Open day and night									

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
Thorn Hill...	C.S.	DA 60.9	Y58.1	Y58.2G	Powder Works switch, on pole.....	W	Y
	C.S.		Y59.1	Y59.2G			
	C.S.		Y60.1	Y60.2G			
	C.S.		Y60.1A	Y61.2AG	North end switching lead, on pole.....	W	T.D.-M.
	C.S.		Y61.1	Y61.2G			
	C.S.				Signal Y61.1 on pole..	W	Y
Valley Street — Youngstown..... Open day and night	C.S.	VY 62.28	Y62.1	Y62.2G	Hubbard Road, on pole	W	T.D.-M-Y
	C.S.		INT.	INT.			
	C.S.		Y63.1G				
	C.S.						
Youngstown.	C.S.	UY 62.85		Y63.2G	McGuffey St. yard office	W	T.D.-M-Y
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				No. 3 yard switch, south end of yard, on pole.	W	Y
	C.S.						
	C.S.						
	C.S.						
Youngstown.	C.S.	UY 62.85		Y63.2G	Interlocking signal station.....	W	T.D.-Y
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				Oak St., on line pole north of Oak St.....	E	Y
	C.S.						
	C.S.						
	C.S.						
Youngstown.	C.S.	UY 62.85		Y63.2G	Freight station.....	E	M
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				Passenger station, under platform stairs.....	W	T.D.-M-Y
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				N. office.....	S	T.D.
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				West yard office.....	S	T.D.
	C.S.						
	C.S.						
	C.S.						
East Youngstown.....	C.S.				East Yard office.....	N	T.D.
	C.S.						
	C.S.						
	C.S.						

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.	Interlocking signal station.....	W	T.D.-M-B-Y	
					8412				
	C.S.			8411G					
	C.S.								
	C.S.								
	C.S.					Repair track switch, south end of yard, in cabin.....	W	T.D.-Y	
	C.S.			8421G	8422	On pole.....	W	T.D.	
				8431G					
MXCrossover	C.S.	MX	2.66			Crossover, on pole.....	E	T.D.	
					8432				
				8441G	8442				
				8451G	8452				
				8461G	8462				
				8471G	8472				
				8481G	8482				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CARSON TO BROOKFIELD JCT.—Via Low Grade—Continued

STATIONS	Office Calls	Miles from Carson	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2			LOCATION	Side of Track	Line
Dorset Jct. Open day and night	C.S. JD	10.41	8491G 8501 INT.-M.B.	8492 8502G INT.			Interlocking signal station.....	E	T.D.-M-B
			8521G	8522 8532					
Mann.....	C.S. AN	17.77					On pole.....	E	T.D.
	C.S.						Crossover, north end, on pole.....	E	T.D.
	C.S.						Car repairmans cabin...	W	T.D.
Wick.....	C.S.	23.09					Station, on outside....	E	T.D.
York.....	C.S. J	28.09					Crossover, on pole.....	E	T.D.
WBCrossover	C.S. WB	32.80					Crossover, on pole.....	E	T.D.
			8731G						
Latimer..... Open day and night	C.S. MR	34.08	8731A INT.	8732G INT.-M.B.			Interlocking signal station.....	E	T.D.-M-B
			8751G	8752					
			8761	8762G					
			8771G	8772					
			8781G	8782					
Hartford.....	C.S. HF	37.19	8791G 8801G 8811G	8792 8802 8812			Highway crossing, north of overhead bridge, north of Brookfield, on pole.....	E	T.D.
Brookfield Jct Open day and night	C.S. BR	42.74	8821 INT.	8822G INT.			Interlocking signal station.....	W	T.D.-M-B

DOUGHTON TO SHARON

STATIONS		Office Calls	Miles from Doughton	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.			Interlocking signal station.....	W	T.D.-M-Y
Coalburg.	C.S.		.6					East wye switch.....	S	T.D.
	C.S.							Police cabin, at pole target.....	N	T.D.-M-Y
Hubbard.	C.S.	HB	1.3					Station.....	S	T.D.-M-Y
	C.S.							Siding, east end, on pole	S	T.D.-M
State Line.			5.8	INT.	INT.					
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..... Open week days 10:00 a. m. to 7:00 p. m.	C.S.	OC 0	8321 M.B.	8312	Engine house, on west end....	S	T.D.
	C.S.				Freight station.....	N	T.D.-M-B
	C.S.				Siding, west end, on pole.....	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.				Barrel house, west end No. 5 switch, on pole.....	S	T.D.-M-B
	C.S.				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.				East wye, on pole.....	N	T.D.-M-B
	C.S.				Freight station.....	S	T.D.-M
Water Works Siding.	C.S.	9.6			In section mens cabin, at Narrows.....	N	T.D.-M
Niles.....	C.S.	NI 14.0			Siding, east end on pole.....	N	T.D.-M-B
Penna. State Asylum.	C.S.	16.1	SW. 8151	M.B.	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.		Station.....	S	T.D.-M-B
Polk Jct.....	C.S.	JC 17.4	8141	8142 8132	Lower part of former Signal Station.....	N	T.D.-M-B
Dick Siding.....	C.S.	20.3			Station, on east end.....	S	T.D.-M-B
Raymilton.....		RC 21.0					
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 SINGLE TRACK		TELEPHONES		
			Westward	Eastward	LOCATION	Side of Track	Line
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..... Open week days 1:15 p. m. to 3:15 p. m.	C.S. C.S. C.S.	CV 34.21	M.B.	M.B.	Station..... Station, west end, on pole.... Sink hole cabin.....	S S N	T.D.-M-B T.D.-M-B T.D.-M-B
Hadley..... Open week days 7:30 a. m. to 12 noon, 3:30 p. m. to 4:30 p. m.	C.S. C.S.	HD 37.5	M.B. 7941	M.B. 7932	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.		7871		Siding, east end, on pole.....	N	T.D.-M-B
Amasa..... Open day and night	C.S.	AM 44.7	INT.-M.B.	INT.-M.B.	Interlocking signal station....	S	T.D.-M-B
Osgood.....	C.S. C.S. C.S.	AJ 44.9		7862 7852	Station..... Crossover, in booth..... New track, west end, on pole...	S N N	T.D.-M-B T.D.-M-B T.D.-M-B
Jamestown..... Open 7:00 a. m. to 3.00 p. m. Week days	C.S. C.S. C.S.	JS 49.8	M.B.	M.B.	Siding, east end, on pole..... Siding, west end, on pole..... Signal Station.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Simons.....	C.S. C.S.	MO 55.7			Siding, east end, on pole..... Siding, west end, in booth....	N N	T.D.-M-B T.D.-M-B
Andover Jct..... Open day and night	C.S. C.S.	BG 61.1	7711 INT.-M.B.	INT.-M.B.	Siding, east end, in booth..... Interlocking 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 12:00 mid- night 12:00 midnight to 7:00 a. m.	C.S. GH C.S.	0.0	INT.-M.B.	INT.	Signal Station.....	N	T.D.
					Siding, west end, on pole.....	N	T.D.
Coder.....	C.S. CO	1.4			Turn table, in booth.....	N	T.D.
Kelso.....		6.1					
Viaduct.....		6.6					
L. E. F. & C. Jct...	C.S. FJ	8.4			Near car repairers office, on pole.....	N	T.D.
	C.S.				Station.....	N	T.D.
Sutton.....	C.S. SU	8.7	M.B.	M.B.	Station, west end, in booth...	N	T.D.
Open 12:00 midnight to 3:00 a. m. daily except Monday	C.S.				Crossover, west of coal chutes, on pole.....	N	T.D.
Open 7:00 a. m. to 3:00 p. m. and 7:00 p. m. to 12:00 midnight daily except Sunday	C.S.				Siding, west end, in booth...	N	T.D.
Kingsville.....		11.7					
Pew.....		13.0					
Limestone.....	C.S. NE	14.7			West of station, on pole.....	S	T.D.
Wilson.....		16.2					
Reidsburg.....	C.S.	20.0			Pole Box on pole opposite Tool House.....	S	T.D.
R. N.....	C.S. RN	20.9			Siding, east end, on pole.....	S	T.D.
	C.S.				Siding, west end, on pole.....	S	T.D.
D. K.....	C.S. DK	25.0			East end, No. 3 tunnel on pole	S	T.D.
	C.S.				Curve just west No. 2 tunnel, on pole.....	S	T.D.
Beaver.....		25.3					
Dix.....		27.0					
Knox.....		29.3					
Shippenville.....	C.S. SI	30.5	M.B.	M.B.	Station, on north side.....	S	T.D.
Open week days 8:00 a. m. to 5:00 p. m.	C.S.				Station.....	S	T.D.
	C.S.				Siding, west end, on pole.....	N	T.D.
Billings.....	C.S.	33.4			Spur, in booth.....	N	T.D.
Elmo.....	C.S. CM	35.1			Siding, east end, in booth....	N	T.D.
	C.S.				West end of tool house.....	N	T.D.
	C.S.				Station.....	N	T.D.
	C.S.				Siding, crossover, in booth....	N	T.D.
Kline.....	C.S.	38.5			Spur, on pole.....	N	T.D.
Van.....	C.S. VN	42.0	M.B.	M.B.	Station, on east end.....	S	T.D.
Open week days 8:00 a. m. to 5:00 p. m.	C.S.				Station.....	S	T.D.
Wrights.....		43.9					
Fernbank.....	C.S. FB	45.7			Siding, west end, 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		47.6					
Carl	C.S.	48.2			Spur, on pole	N	T.D.
Jones Richey		48.6					
Jones		49.3					
Belmar	C.S. AR	50.5			Station	N	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.
	C.S.				Siding, west end, in booth	N	T.D.
	C.S.				Siding, east end, on pole	N	T.D.
	C.S.				East end of tool house	N	T.D.
Polk Jct.	C.S. JC	61.2	22701		Lower part of former Signal		
			22691		Station	N	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DUNKIRK TO TITUSVILLE

STATION	Office Calls	Miles from Dunkirk	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
Dunkirk..... Open day and night	C.S. X	0.0	INT.	INT.-M.B.		N	T.D.-Y
Dunkirk.....	C.S. A	0.0			Station.....		T.D.-Y
	C.S.				North of Courtney St., on pole..	W	T.D.-Y
	C.S.				Coach track on Cabin.....	W	Y
	C.S.				Engine house.....	W	T.D.-Y
Fredonia..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. FD	3.14	M.B.	M.B.	Station.....	E	T.D.-Y
	C.S.				Siding, south end, on pole.....	W	T.D.-Y
	C.S.				North end of passenger station..	E	T.D.
Laona.....		4.56					
Nortons.....	C.S.	7.18			North end, in booth.....	W	T.D.
	C.S.				Wheeler's Crossing, on Pole.....	W	T.D.
Lakeside.....	C.S.	12.41			Siding, north end, in booth.....	W	T.D.
Lily Dale.....		13.04					
Cassadaga..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. G	14.13	M.B.	M.B.	Station.....	W	T.D.
	C.S.				North end station.....	W	T.D.
Moons.....	C.S.	17.98			South station, on pole.....	W	T.D.
Sinclairville..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. V	21.82	M.B.	M.B.	Station.....	E	T.D.-Y
	C.S.				Siding, north end, on pole.....	W	T.D.-Y
Gerry..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. UK	26.50	M.B.	M.B.	Station.....	E	T.D.
	C.S.				North end station, on pole.....	E	T.D.
Ross Mill.....							
Falconer.....	C.S. H	32.39			Freight station.....	W	T.D.
	C.S.				Siding, north end, on pole.....	W	T.D.
	C.S.				Opposite Water Tank, on pole..	W	T.D.
	C.S.				Water Works switch, on pole....	W	T.D.
Falconer Jct..... Open day and night	C.S. DV	32.50 32.79 33.10	INT.-M.B. D	INT.-M.B.	Interlocking signal station.....	E	T.D.
	C.S.				Siding, south end, in booth.....	W	T.D.
Frewsburg..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. B	38.30	M.B.	M.B.	Station.....	E	T.D.
	C.S.				North end station, on pole.....	E	T.D.
Fentonville.....	C.S.	42.16			In booth, 1250 feet north of highway crossing.....	W	T.D.
Akeley.....	C.S.	44.75			Center of siding, in booth.....	W	T.D.
Russell..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. R	46.70	M.B.	M.B.	Station.....	E	T.D.
	C.S.				Siding, south end, on pole.....	E	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DUNKIRK TO TITUSVILLE—Continued

STATION	Office Calls	Miles from Dunkirk	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
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. 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. C.S.	GI 71.00	M.B.	M.B.	Station.....	W	T.D.
Torpedo.....	C.S.	73.66			Station.....	W	T.D.
Newton.....	C.S.	76.37			Station.....	W	T.D.
Grand Valley..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	ON 79.58	M.B.	M.B.	Station.....	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.....	E	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	M.B.		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:

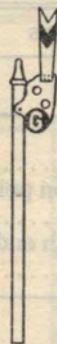


FIG. 48
RULE 281
PROCEED.

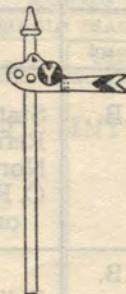


FIG. 102
RULE 285
PROCEED PREPARING TO STOP AT
SWITCHES OR NEXT SIGNAL.



FIG. 128
RULE 289
PROCEED.

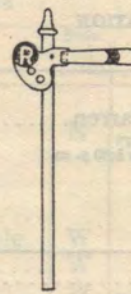


FIG. 145
RULE 289B
STOP.

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		

LEGEND

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

