

The New York Central Railroad Company

3rd District

ERIE DIVISION

Time Table No. 4A

FOR EMPLOYEES ONLY

Effective 5:00 A. M.

Sunday, January 28, 1917

Superseding Time Table No. 4
Dated December 17, 1916

**STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES**

F. M. SMITH,
General Superintendent

S. T. GAGE,
Supt. Pass. Trans.

A. S. INGALLS,
Asst. General Manager

D. C. MOON,
General Manager

E. V. BROGAN,
Superintendent

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SPECIAL INSTRUCTIONS

1. Explanation of Letters and Signs not covered by the Book of Rules of the Operating Department.

- B—No. 14 will stop at North East to discharge passengers from Youngstown and P. & L. E. points.
- D—No. 19 will stop at Erie to discharge passengers from New York, Albany and Schenectady.
- E—No. 18 will stop at Ashtabula, Erie and Dunkirk to discharge passengers from Big Four points.
- G—No. 23 will stop at Ripley to discharge passengers from East of Buffalo.
- N—No. 83 will stop at North East, Sundays on signal to receive passengers for Pittsburgh, holding through tickets.
- O—No. 84 will stop at North East, Fridays to discharge passengers from Pittsburgh, holding through tickets.
- P—No. 27 will stop at Erie, to unload express, when have express cars short off No. 35.
- X—Stop to discharge passengers.

2. Standard Clocks are located at:

- Ashtabula { Telegraph Office.
Engine House.
- Buffalo { Telegraph Office.
Engine House.
- Cleveland { Telegraph Office.
General Yardmaster's Office.
- Collinwood { Engine House.
- Dunkirk { Telegraph Office.
Yardmaster's Office (East Yard.)
- Erie { Telegraph Office.
Train Dispatcher's Office.
- Wesleyville { Engine House.
- West Seneca { Yardmaster's Office.
Engine House.

3. Bulletin Boards are located at:

- Ashtabula { Telegraph Office.
Engine House.
- Buffalo { Train Master's Office (Buffalo Div.)
S. P. Yard Office.
Engine House.
- Cleveland { Telegraph Office.
General Yardmaster's Office.
- Collinwood { Engine House.
- Dunkirk { Telegraph Office.
Yard Master's Office (East Yard.)
- Erie { Telegraph Office.
Yard Master's Office (West Yard.)
- Wesleyville { Engine House.
- West Seneca { Yardmaster's Office.
Engine House.

4. Train Registers are located at:

- Ashtabula { Telegraph Office.
Engine House.
 - Buffalo { Telegraph Office.
S. P. Yard Office.
 - Cleveland { Telegraph Office.
 - Collinwood { General Yardmaster's Office.
 - Dunkirk { Telegraph Office.
 - Erie { Yard Master's Office (East Yard.)
Telegraph Office.
 - Wesleyville { Engine House.
 - West Seneca { Yard Master's Office.
- Trains will register only at Terminals.

5. Yard Limits designated by signs, are located at:

- Ashtabula.
- B. R. Tower.
- Dunkirk.
- Erie.
- Wesleyville.

6. Water Stations are located at:

- Angola.
- Ashtabula.
- Collinwood.
- Dunkirk.
- Erie.
- Erie (Raspberry Street).
- Lake View.
- Madison.
- Mentor (South of track No. 1).
- North East.
- North Girard.
- Painesville.
- P. & E. Crossing.
- Silver Creek.
- Springfield.
- Wesleyville.
- West Seneca.

Track Pans on tracks 1, 2, 3 and 4 are located:

- West of Silver Creek.
- West of Westfield.
- West of Springfield.
- West of B. & O. Tower.

7.

8.

9. Use of Main Tracks.

- Double track is in use between:
Dunkirk Tower and Canadaway.
- Three tracks are in use between:
Madison and B. & O. Tower.
- Four tracks are in use between:
Bay View Tower and Dunkirk Tower.
Canadaway and Madison.
B. & O. Tower and B. R. Tower.
- Where four tracks are in use, No. 1 is eastward slow speed, No. 2 eastward high speed, No. 3 westward high speed, No. 4 westward slow speed.

10.

- 11. Double Track Rules will govern.**
Rule No. 21a will govern.

12. Clearing of Trains Rule D. 81.

- Passenger Trains:**
Verbally at Telegraph Offices, Cleveland, and Passenger Station, Ashtabula.
Westbound, Home Signal Bay View Tower.
E. & P. westbound, verbally, Telegraph Office Erie Passenger Station.
E. & P. eastbound, interlocking home signal Girard Junction.

Controlling signal for clearing freight trains:

- Collinwood—Interlocking Home Signal B. R. Tower.
- Bay View Tower—Interlocking Home signal.
- Ashtabula, east-bound—Interlocking Home signal Franklin Division Crossing.
- Ashtabula, west-bound—Interlocking Home signal West Tower.
- E. & P. trains west-bound, Dock Jct. Interlocking Home signal.
- E. & P. trains eastbound, Girard Jct. Interlocking Home signal.
- Bessemer & Lake Erie trains west-bound, Wesleyville and P. & E. Crossing, interlocking Home signals.
- Bessemer & Lake Erie trains, east-bound, Dock Junction—Interlocking Home signals.

13. Speed Restrictions:

	High Speed Tracks Miles per hour.	Slow Speed Tracks (Stone Ballast) Miles per hour.	Slow Speed Tracks (Gravel Ballast) Miles per hour.
Passenger trains.....	70	50	40
Freight trains.....	40	40	40
H-7a engines.....	40	35	25
Passenger engines backing up.....	40	40	25
Freight engines backing up.....	25	25	25
Switch engines.....	20	20	20

Ten miles per hour on No. 1 track, through slip switches east of French St. (east of Erie passenger station).

Fifty miles per hour between home signals of interlocked railroad crossings.

Engines, equipped with rear vestibule, sixty miles per hour; other engines forty-five miles per hour, when scooping water.

Fifteen miles per hour through crossovers between main tracks except at interlocking plants, movements through crossovers governed by the middle (limited speed) arm of the three arm upper quadrant home signals may be made at a speed not exceeding thirty miles per hour.

Forty-five miles per hour passing Wesleyville coaling station.

No. 9 six miles per hour Painesville to discharge mail.

X No. 19 twenty miles per hour Westfield to discharge mail.

No. 22 six miles per hour Painesville and twenty miles per hour Conneaut to discharge mail.

No. 32 twenty miles per hour North East daily except Sunday, to discharge mail.

No. 35 forty-five miles per hour Conneaut and Painesville to receive and discharge mail.

X43 thirty miles per hour Westfield to discharge mail, forty-five miles per hour Conneaut to receive and discharge mail, and forty-five miles per hour at Geneva except Sunday to receive mail.

14.

15. Block Signals.

Automatic Semaphore type between Bay View Tower and Cleveland.

15a. Fixed Signals of Special Design or Location.

Westward Automatic Signal 173.1, 1700 feet east of Nottingham, located to the south of eastward track.

West of Erie Passenger Station.—Pole target controlling track No. 1.

Horizontal.—Westbound trains proceed south of passenger station.

Vertical.—Eastbound trains proceed south of passenger station.

Diagonal.—All trains stop.

Hammermill Track Crossing.—Erie.

Horizontal.—N. Y. C. Engines proceed.

Diagonal.—Pennsylvania engines proceed.

Erie West of freight house—pole target, controlling movement at crossing of the E. & P. freight house lead track.

Horizontal N. Y. C. trains, proceed.

Vertical E. & P. trains, proceed.

Diagonal All trains stop.

Target must be left in diagonal position when crossing is not in use.

Position of pole targets by night indicated by two red lights.

16.

17. Signals at Junctions and Railroad Crossings at Grade:

Location	Railroad	Signal
Ashtabula.....	Franklin Div. and Penna.	Interlocked
Dock Junction.....	E. & P.....	"
Dunkirk.....	Erie.....	"
Erie West of freight house.....	E. & P.....	Pole target
Girard Junction.....	E. & P.....	Interlocked
Painesville.....	B. & O.....	"
P. & E. Crossing.....	P. & E.....	"

18.

19. Modifications and Changes of Rules.

For uses prescribed by the Transportation Department Book of Rules, Book of Signal Rules and Manual Block System Rules, **YELLOW** has been substituted for green, **GREEN** has been substituted for white, except the color indications will remain unchanged governing the following:

Signals

- Headlights,
- Classification Signals,
- Light Displayed on Cars being Pushed,
- Flag Station Signals,
- Engine Leaving Train on Main Track.

Rule 5.

The number of trains that are to meet or pass are shown in small type adjoining the full face type.
The use of the symbol * is discontinued.

Rule 10.

Color Signals

- (a) Red..... Stop.
- (b) Yellow..... Proceed with caution, and for other uses prescribed by the rules.
- (c) Green..... Proceed, and for other uses prescribed by the rules.
- (d) Green and White... Flag stop (see Rule 28).
- (e) Blue..... See Rule 26.
Lower scoop. (Night indication for track pans.)
- (f) Purple..... Stop. (Night indication for dwarf signals).
- (g) Lunar White..... Yard switch set for lead.
Raise scoop. (Night indication for track pans).
- (h) White..... Crossing watchman, and for other uses prescribed by the rules.

Rule 11.

A train or engine finding a fusee on or near the track burning red will stop; after removing it from the track may proceed with caution.

Rules 14 (h) and 16 (d).

(14-h) 000 { When train is standing, back. Answer to 12 (c) and 16 (c).
When train is running, stop at next station. Answer to 16 (d).

(16-d) Three { When train is running, stop at next station
To be answered as per 14 (h).

Rule 19.

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted): By night, yellow lights to the front and side and red lights to the rear; except when the train is clear of the main track, when yellow lights must be displayed to the front, side and rear.

Rule 19a.

By night a train running against the current of traffic, or running on the slow speed track, where there are more than two main tracks, will change the red lights to yellow on the side of the rear of the train next to track on which trains are running in the same direction.

The yellow lights must be changed to red before the train fouls the high speed track, or the track with the current of traffic.

Rules 19-b and 206—Form G Train Orders.

In designating double headed extra trains, all engine numbers will be included in orders and messages, and displayed in cupola of caboose when possible; otherwise number of leading engine will be displayed.

Rule 33.

Watchmen stationed at highway crossings must use stop signals when necessary to stop trains. They will use white signals to stop highway traffic.

Rule D-85.

Trains will be directed by message or signal to take siding for following train or trains to pass. Such messages will specify the trains which are to pass, identifying them by engine numbers.

It will not be necessary to give the engine number in these messages in connection with regular trains, but it will be necessary to give the engine number when referred to extra trains.

Green board of banner type by day, and in addition two green lights by night, displayed with the current of traffic at or near telegraph office or from tower, indicates to an approaching freight train that it must take siding at the next station in advance at which there is a passing siding. Enginemen will acknowledge green board by three short blasts of the whistle.

Rules D-85 and 221.

Except in manual block territory, a message to take siding at a station in advance will be authority to pass the train order signal in stop position; such message not to be delivered until the train may proceed.

Rule D-87 and 450, add.

When necessary to get clearance by telephone, clearance must be secured personally by either conductor or engineman. Brakeman must not be permitted to get clearance.

Rules D-90 and D-109.

Authority to occupy main tracks or cross over on the time of first class trains will be issued in the following message form:

C. & E.—

You may work on westward main track until five forty-five 5.45 P. M., protecting against No. three 3.

Rule D-100f, add.

If a train is approaching from either direction, or if the view is obstructed from any cause, engine and trainmen will display stop signals.

Rules D-100e, D-100f and D-101.

Where there are more than two main tracks, provisions of these rules will apply to all main tracks.

Rules 104e and D-104f.

Main track switch targets will show green when switch is set for the main track, and red when set for sidings, crossing or junction tracks. All other switch targets will show lunar white or yellow.

Rule D-108.

Where there are two main tracks, trains will use the right-hand track unless otherwise instructed.

Rule 206.

All numerals in the body of train orders must be spelled out and duplicated in figures. The engine numbers of regular trains need not be given.

Rules 221, 445, Caution Card, Form T-3044.

Lights will be used upon all block and train order signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them. In the absence of a light at night, trains will stop and if the office is apparently closed, will be governed by the indication of the signal. Caution cards will show to what point they govern, wording of cards having been changed to read "proceed with caution to..... expecting to find track obstructed." All trains running against the current of traffic will be notified in the train order of any intermediate closed block stations."

Rule 221.

If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the superintendent from the next open telegraph office at which the train stops.

When making station stop, if the engine of a passenger train passes a train order signal indicating stop, the conductor must personally notify the engineman of the position of the signal before starting, whenever conditions are such that the signal cannot be seen from the engine.

Note to Rule 211.

A "19" order may be used to restrict the superiority of a train when the conductor of that train personally receives the order by telephone.

Form G. Example 2. Train Orders.

When a train receives such an order, i. e., to run from one point to another and return, the train must go to the full limit of the order before returning.

D-Form R. Train Orders.

When a train is run against the current of traffic, to a station where there is more than one crossover, the order must specify to which crossover the movement extends.

Rule 312.

The arm of the dwarf signal in the horizontal position by day, and in addition, a purple light by night, indicates "STOP."

Rule 313.

The arm of the dwarf signal at an angle not less than 45 degrees either above or below the horizontal position by day, and in addition, a yellow light by night, indicates "PROCEED AT SLOW SPEED PREPARED TO STOP."

Rule 361.

All signalmen must be provided with proper appliances for giving hand signals, having within reach of hand by day, red and white flags, and torpedoes, and in addition by night, red and white lanterns, properly filled, trimmed and lighted, and placed ready for instant use, but so as not to be seen from approaching trains. Interlocking stations which do not have a separate train order or block signal must also be provided with yellow flags, and by night with yellow lanterns ready for immediate use.

Rule 466.

Where the interlocking signals are also used as train order signals and the signalman wishes to advance a train to the tower for the delivery of orders, he will, in addition to setting the home signal at "stop" display a yellow signal outside the tower window facing the approaching train. After the engineman has acknowledged the yellow signal at the tower by two short blasts of the whistle, as prescribed by Rule 454, the signalman will, if the route is unobstructed, clear the home signal and go down upon the track with the orders and red and white hand signals, and deliver the orders to the train, which will advance, but must not leave the interlocking station without them, nor without proceed hand signal from the signalman. If it is a 31 order he will leave the home signal at "stop" until the order has been signed and delivered.

Rules 321 and 521.

A signal imperfectly displayed, a white light on any fixed signal, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the Superintendent. Conductors and enginemen using a switch where the switch-light is imperfectly displaced or absent, must also, if practicable, correct or replace the light.

At automatic signals that carry two lights, one for home signal and one for distant signal, when only one of the lights is burning and it is green, trains may pass it regarding it as a caution indication, but when the light is yellow, it must be regarded as a stop indication, but in either case a report must be made indicating the light that is not burning.

Rule 532.

Wherever switch indicators are used, they display a red disc or miniature semaphore at "stop" whenever the block is occupied or there is a train approaching the block from the rear, except that where switch indicators, in normal clear territory, are located within 1,500 feet in advance, and in sight of automatic signal protecting the block, such switch indicators will not display a red disc or miniature semaphore at "stop" when the block is occupied, but such switch indicators will display "stop" when there is a train approaching such block from the rear.

Rule 533.

Where switch indicators are used, a train desiring to enter the block from siding or cross-over may do so at once if the indicator disc is withdrawn, or the miniature semaphore indicates "proceed." Precaution, however, must be taken to note if any approaching train is within sight or hearing; also that the indicator changes to "stop" position with opening of switch, except that where switch indicators in normal clear territory are located within 1,500 feet in advance and in sight of automatic signal protecting the block, such switch indicators will not display red disc or miniature semaphore with opening of switch.

Flagging signals must be at hand and used if indicator does not change (except as noted above) or other conditions make them necessary for safe movement.

Note.—The switch indicator on switches of crossovers between main tracks will give the block indication of the opposite track.

Signal Rules. Interlocking and Block Signals.

Principles of location.

Dummy dolls will not display blue light by night.

General Rules.

At an interlocking plant, where there are two or more main tracks, and signalman is absent or incapacitated so that instructions cannot be obtained, trains will proceed with caution, and conductor must report circumstances to the superintendent from first open telegraph office. Where a train proceeds under this condition, enginemen must be sure switches are properly set before passing signal.

Rule 953, add.

Signals must also be exchanged at intervals of not to exceed ten minutes when moving.

20. Yard Time Tables.

Cleveland Yard time table governs between B. R. Tower and Cleveland.

Buffalo Division Terminal time table governs between Bay View and Buffalo.

21. Use of Specially Designated Tracks.

Passenger trains using slow speed track to be passed, will run so that if possible they will be moving when being passed. When taking siding to be passed they will stop as soon as clear until train to pass is in sight, then pull slowly through siding so train will be in motion when other train passes.

34. COMPANY SURGEONS

Angola.....	B. E. Smith.
Ashtabula.....	{A. W. Hopkins, C. E. Case.
Buffalo.....	W. H. Marcy.
Cleveland.....	{Morris D. Stepp, George B. Tupper, Asst. Frank H. Mohrman, Asst.
Collinwood.....	{C. E. Hoover, D. H. Fowler, Ass't.
Conneaut.....	{G. H. Cole, F. W. Upton, Asst.
Dunkirk.....	C. H. Richards.
Erie.....	{Jno. J. Bell, A. H. Roth, Asst.
Geneva.....	Z. O. Sherwood.
Lackawanna.....	I. P. Trevett.
North East.....	B. H. Putnam.
Nottingham.....	E. J. Lawrence.
Painesville.....	{C. F. House, V. N. Marsh, Asst.
Wesleyville.....	Ross Thompson.
Westfield.....	Walter Stuart.

COMPANY HOSPITALS

Ashtabula, Ohio..... Ashtabula General Hospital
 Buffalo, N. Y..... Emergency Hospital
 Cleveland, Ohio..... St. Luke's Hospital
 Dunkirk, N. Y..... Brooks Memorial Hospital
 Erie, Pa..... Hamot Hospital Association
 St. Vincent's Hospital

501. Local Instructions.
 Enginemen are specially cautioned if any difficulty with machinery temporarily with-draws attention from constant look-out ahead or weather conditions make observation of signals or warnings in any way doubtful, that they must at once so regulate speed as to make train progress entirely safe.
 Dunkirk, Erie and Painesville ordinances prohibit whistling except to prevent accident, damage to property or injury to persons.
 Rules governing the movement of trains by telegraph will apply where telephones are used for despatching trains.
 The following rules are shown in time table in compliance with the Ohio Law:
 Trains must approach the end of double track and junctions prepared to stop, unless switches and signals are right and track is clear.
 All trains must stop not less than 200 feet, or more than 800 feet before crossing any steam railroad at grade, or draw bridge, except where interlocking signals are in use.

Enginemen must know the indication of all fixed signals before passing them. At railroad crossings, draw-bridges, junctions, or train order offices, they will require the fireman to observe and communicate the indication of all signals.

Block Stations	Telegraph Call	Hours Open
Bay View.....	BV	Continuously.
Lake View.....	RD	Continuously.
Angola.....	NA	Continuously.
Silver Creek.....	MN	Continuously.
Dunkirk.....	X	Continuously.
Canadaway.....	CA	Continuously.
Westfield.....	WX	Continuously.
North East.....	N	Continuously.
Wesleyville.....	WV	Continuously.
P. & E. Crossing.....	XC	Continuously.
Dock Junction.....	DJ	Continuously.
Girard Jct.....	GJ	Continuously.
Amboy.....	J	Continuously.
Ashtabula, J. & F. Crossing.....	OD	Continuously.
West Tower.....	W	Continuously.
Madison.....	OX	Continuously.
Painesville, B. & O. Tower.....	AF	Continuously.
Willoughby.....	SW	Continuously.
B. R. Tower.....	BR	Continuously.

E. V. BROGAN, Superintendent.
W. H. SULLIVAN, Assistant Superintendent.

J. W. McGUIRE, Chief Train Dispatcher.

L. L. DIXON,
J. J. DALEY, } Train Masters.
W. C. SENNETT,
C. B. GUNN, Acting Train Master.

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

CONTINUED ON PAGE 7

Miles from Buffalo	STATIONS	7	11	19	601	X19	21	121	611	23	27	35	123
		Bfo-Pitts-Cleveland Expre	South-western Limited	The Lake Shore Limited	Ashtabula Accommodation	Fast Mail	Chicago Express	E & P	Local	Western Express	American Express	Special Mail Limited	F & P
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
7.98	Buffalo	Clinton St. 12.29	Clinton St. 1.05	Clinton St. 2.25	Clinton St. 3.25	Clinton St. 3.42	Clinton St. 3.90	Clinton St. 3.47	f 5.30	6.31	Clinton St. 6.55	Clinton St. 7.15	
	Bay View	12.29	1.20	2.40					f 5.52	6.43	7.10	7.32	
9.24	Athol Springs								s 5.56				
11.88	Wanakah								f 6.00				
14.42	Lake View	12.36	1.27	2.48			3.54		f 6.05	6.56		7.39	
15.32	North Evans								f 6.08				
17.23	Derby								s 6.12				
21.36	Angola	12.44	1.34	2.56			4.02		s 6.19	7.03		7.46	
25.69	Farnham								s 6.25				
27.57	Irving								f 6.30				
31.42	Silver Creek	12.54	1.44	3.06			4.12		f 6.36	7.13		7.56	
35.21	Waites Crossing								f 6.42				
40.25	Dunkirk	1.05	1.55	3.17		s 4.19	4.24		s 6.52	s 7.26		s 8.06	
44.54	Van Buren								f 6.59				
49.25	Brocton	1.15	2.05	3.27			4.34		s 7.08	7.38		8.16	
50.38	Portland								f 7.11				
57.45	Westfield	1.25	2.14	3.37			4.45		s 7.23	s 7.51		8.26	
62.15	Forsyth								f 7.29				
65.27	Ripley	1.35	2.24	3.47			4.54		s 7.35	G 8.03		8.36	
68.16	State Line								f 7.40				
72.95	North East	1.44	2.32	3.56			5.03		s 7.49	8.12		8.47	
76.67	Moorhead								f 7.54				
									A. M.				A. M.
79.44	Harbor Creek								s 7.58				
86.89	Erie	s 2.00	2.48	D 4.13		s 5.17	s 5.22	L 5.50	A 8.15	s 8.31	P 8.43	s 9.09	L 9.15
89.74	Dock Junction								A. M.				
95.14	Swanville												
97.75	Fairview												
102.21	North Girard	2.17	3.04	4.30			5.40	s 6.10		s 8.51		9.30	s 9.35
103.56	Girard Junction	2.19	3.06	4.32			5.42	6.14		8.54		9.33	9.40
106.87	Springfield												
114.45	Conneaut	2.31	3.17	4.44		s 5.49	5.54	A. M.		s 9.07		9.44	A. M.
121.90	Kingsville					A. M.							
127.70	Ashtabula	s 2.50	3.31	5.01	L 5.35	s 6.09	s 6.14			s 9.24		s 10.00	
132.41	Saybrook				s 5.42								
137.07	Geneva	3.04	3.42	5.13	s 5.50		6.27			s 9.36		10.13	
140.24	Unionville				s 5.56								
142.48	Madison	3.12	3.48	5.19	s 6.00		6.33			9.42		10.20	
147.47	Perry	3.18	3.53	5.24	s 6.09		6.38			9.48		10.27	
149.73	Lane				s 6.14								
153.18	Painesville	3.26	3.59	5.30	s 6.22		6.44			s 9.56		10.34	
159.36	Mentor	3.35	4.06	5.37	s 6.32		6.52			10.03		10.42	
161.90	Reynolds				f 6.36								
163.71	Willoughby	3.44	4.11	5.43	s 6.42		6.58			10.09		10.48	
168.02	Wickliffe				s 6.52								
170.21	Noble				s 6.58								
171.38	B. R. Tower	3.53	4.21	5.52	7.00		7.07			10.18		10.57	
172.59	Nottingham				s 7.02								
174.65	Collinwood	3.59	4.26	5.57	s 7.07		7.13			10.22		11.01	
176.51	106th Street	4.05	4.31	s 6.05	s 7.15	s 7.13	s 7.20			s 10.34		11.10	
178.79	55th Street				s 7.20								
179.73	40th Street				s 7.23								
181.90	Cleveland	4.20	4.45	6.20	7.30	7.25	7.35			10.52	11.15	11.25	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 27, 35, and 47 will not carry passengers.
 No. 601 will stop at Heisley 4.17 miles west of Painesville; Rush Road 2.50 miles west of Willoughby; and Coits 1.06 miles west of Collinwood on signal.
 No. 611 will stop at Weyer .98 miles west of Wanakah; and West Portland 3.33 miles west of Portland on signal and will stop at Wesleyville at 8.05 a. m.
 Time shown at Buffalo is for information only.

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

CONTINUED FROM PAGE 6

CONTINUED ON PAGE 8

Miles from Buffalo	STATIONS	47	81	X43	43	37	125	605	83	65	X3	3	5
		Express	Pittsburgh-Detroit Special	Fast Mail	St. Louis-Chicago Express	Pacific Express	E & P	Erie Accommodation	Empire Limited	Express	Fast Mail	New York-Chicago Special	Buffalo-Chicago Special
		Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily
LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
7.98	Buffalo	7.45	9.00	12.20	12.25	1.00		3.20	4.35	5.45	6.10	6.11	7.45
	Bay View	8.00	9.17	12.37	12.42	1.17		3.40	4.51	6.02	6.27	6.32	8.02
9.24	Athol Springs					1.20		3.44					
11.88	Wanakah					1.24		3.48					
14.42	Lake View		9.23	12.45	12.50	1.30		3.53	4.58		6.34	6.39	8.10
15.32	North Evans							3.56					
17.23	Derby					1.35		4.00					
21.36	Angola		9.30	12.53	12.58	1.42		4.07	5.05		6.41	6.47	8.17
25.69	Farnham					1.48		4.13					
27.57	Irving							4.18					
31.42	Silver Creek		9.40	1.03	1.08	1.58		4.24	5.15		6.51	6.57	8.27
35.21	Waites Crossing							4.30					
40.25	Dunkirk	s 8.35	s 9.50	s 1.15	s 1.21	s 2.15		4.42	5.25	s 6.45	s 7.04	s 7.10	s 8.37
44.54	Van Buren							4.50					
49.25	Brocton		10.02	1.25	1.33	2.27		4.58	5.35		7.15	7.21	8.48
50.38	Portland							5.01					
57.45	Westfield	s 8.55	s 10.15	1.35	1.46	2.42		5.14	5.44	s 7.35	s 7.25	7.32	s 9.02
62.15	Forsyth							5.21					
65.27	Ripley		10.24	1.44	1.55	2.56		5.26	5.52		7.35	7.42	9.11
68.16	State Line							5.31					
72.95	North East		s 10.33	1.52	2.03	3.12		5.40	6.00		7.44	7.51	9.19
76.67	Moorhead							5.45					
79.44	Harbor Creek						P. M.	5.50					
86.89	Erie	s 9.40	s 10.52	s 2.12	s 2.23	s 3.40	L 4.45	A 6.10	s 6.17	s 8.35	s 8.05	s 8.12	s 9.39
89.74	Dock Junction												
95.14	Swanville							5.53					
97.75	Fairview							5.58					
102.21	North Girard		11.11	2.30	2.41	4.04	s 5.07		6.33		8.23	8.30	9.57
103.56	Girard Junction		11.13	2.32	2.44	4.06	5.10		6.35		8.25	8.32	9.59
106.87	Springfield							4.12					
114.45	Conneaut		s 11.27	2.43	2.55	4.24	P. M.		6.46		8.36	s 8.46	10.11
121.90	Kingsville							4.34					
127.70	Ashtabula	s 10.35	s 11.50	s 3.00	s 3.12	s 4.55		7.05	7.10	s 9.45	s 8.55	s 9.06	s 10.31
132.41	Saybrook							7.10	X 7.24		9.08	9.18	10.43
137.07	Geneva		s 12.04	3.10	3.24	5.09							
140.24	Unionville							5.15					
142.48	Madison		12.11	3.16	3.30	5.20			7.31		9.17	9.26	10.49
147.47	Perry		12.16	3.21	3.35	5.28			7.36		9.25	9.32	10.54
149.73	Lane												
153.18	Painesville	s 12.25	s 3.30	s 3.44	s 5.45				7.45		9.34	s 9.44	11.03
159.36	Mentor	12.32	3.36	3.50	6.00				7.52		9.41	9.51	11.11
161.90	Reynolds												
163.71	Willoughby		12.37	3.42	3.56	6.10			7.58		9.46	9.56	11.17
168.02	Wickliffe												
170.21	Noble												
171.38	B. R. Tower		12.45	3.50	4.04	6.18			8.06	10.40	9.55	10.05	11.25
172.59	Nottingham												
174.65	Collinwood		12.49	3.54	4.08	6.22			8.10		9.59	10.09	11.29
176.51	105th Street	s 12.55	4.05	s 4.20	s 6.35				8.15		10.10	s 10.20	s 11.40
178.79	55th Street												
179.73	40th Street												
181.90	Cleveland	12.15	1.10	4.20	4.35	6.50			8.30	11.10	10.25	10.35	11.54
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. X3, X43 and 65 will not carry passengers.
 No. X3 will not stop at Westfield Sundays.
 No. 605 will stop at Lakeside Cemetery .74 miles west of Athol Springs; Hamburg-on-the Lake 1.01 miles west of Athol Springs; Clover Bank 1.79 miles west of Athol Springs; Weyer .98 miles west of Wanakah; and West Portland 3.33 miles west of Portland on signal and will stop at Wesleyville at 5.55 p. m.
 Time shown at Buffalo is for information only.

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

CONTINUED FROM PAGE 7

Miles from Buffalo	STATIONS	9	25	41	15								
		Fast Mail	The 20th Century Limited	New York-Boston-Chi. Spl.	Buffalo-Pittsburgh Express								
		Daily	Daily	Daily	Daily								
LEAVE	P. M.	P. M.	P. M.	P. M.									
7.98	Buffalo	10.05	10.54	11.02	11.15								
	Bay View	10.22	11.10	11.17	11.32								
9.24	Athol Springs												
11.88	Wanakah												
14.42	Lake View	10.29	11.17	11.25	11.40								
15.32	North Evans												
17.23	Derby												
21.36	Angola	10.36	11.24	11.33	11.48								
25.69	Farnham												
27.57	Irving												
31.42	Silver Creek	10.46	11.34	11.43	11.58								
35.21	Waites Crossing												
40.25	Dunkirk	s 10.58	11.44	s 11.55	s 12.10								
44.54	Van Buren												
49.25	Brocton	11.09	11.54	12.07	12.22								
50.38	Portland												
57.45	Westfield	11.21	12.03	s 12.20	s 12.32								
62.15	Forsyth												
65.27	Ripley	11.30	12.11	12.30	12.42								
68.16	State Line												
72.95	North East	11.40	12.20	12.40	12.52								
76.67	Moorhead												
79.44	Harbor Creek												
86.89	Erie	s 12.01	12.35	s 1.00	s 1.15								
89.74	Dock Junction												
95.14	Swanville												
97.75	Fairview												
102.21	North Girard	12.20	12.51	1.18	1.33								
103.56	Girard Junction	12.23	12.53	1.21	1.40								
106.87	Springfield												
114.45	Conneaut	12.34	1.04	1.35	1.54								
121.90	Kingsville												
127.70	Ashtabula	s 12.52	1.13	s 2.00	s 2.30								
132.41	Saybrook												
137.07	Geneva	1.04	1.28	2.13	A. M.								
140.24	Unionville												
142.48	Madison	1.10	1.34	2.19									
147.47	Perry	1.15	1.39	2.26									
149.73	Lane												
153.18	Painesville	1.22	1.45	2.33									
159.36	Mentor	1.29	1.51	2.41									
161.90	Reynolds												
163.71	Willoughby	1.34	1.56	2.47									
168.02	Wickliffe												
170.21	Noble												
171.38	B. R. Tower	1.42	2.04	2.56									
172.59	Nottingham												
174.65	Collinwood	1.46	2.07	3.00									
176.51	105th Street	s 1.57	2.15	s 3.10									
178.79	55th Street												
179.73	40th Street												
181.90	Cleveland	2.15	2.30	3.25			</						

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

CONTINUED ON PAGE 10

Miles from Cleveland	STATIONS	72	600	22	18	606	14	20	60	28	X28	120		
		Pittsburgh Buffalo Express	Express	The Lake Shore Limited	Knicker- bocker Special	Erie Accom- modation	Eastern Express	New York Central Limited	Cleveland- Buffalo Special	New York Express	Express	E. & P.		
		Daily	Daily Except Monday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
.....	Cleveland.....		1.45	2.00	2.05		2.35	5.55	7.30	8.00	9.00			
2.17	40th Street.....													
3.11	55th Street.....													
5.39	105th Street.....		1.55	2.15	s 2.20		s 2.50	s 6.05	s 7.40	s 8.14	9.15			
7.25	Collinwood.....		2.00	2.20	2.25		2.55	6.09	7.44	8.18	9.18			
9.31	Nottingham.....													
10.52	B. R. Tower.....		2.05	2.26	2.31		3.01	6.13	7.49	8.23	9.23			
11.69	Noble.....													
13.88	Wickliffe.....													
18.19	Willoughby.....		2.15	2.34	2.39		3.10	6.21	7.58	s 8.32	9.32			
20.00	Reynolds.....													
22.54	Mentor.....			2.39	2.45		3.15	6.26	8.03	s 8.40	9.40			
28.72	Painesville.....		2.27	2.46	2.52		3.22	6.33	s 8.11	s 8.52	9.55			
32.17	Lane.....													
34.43	Perry.....			2.55	3.03		3.28	6.39	8.18	f 9.03				
39.42	Madison.....		2.38	3.02	3.10		3.33	6.44	8.25	s 9.12	10.05			
41.66	Unionville.....									s 9.16				
44.83	Geneva.....	A. M.		3.08	3.16		3.39	6.50	s 8.32	s 9.23	10.13			
49.49	Saybrook.....													
54.20	Ashtabula.....	s 1.55	s 3.10	3.23	E 3.33		s 3.55	s 7.00	s 8.46	s 9.40	10.35			
60.00	Kingsville.....									s 9.49				
67.45	Conneaut.....			3.39	3.49		4.11	7.14	s 9.06	s 10.06	10.55	P. M.		
75.03	Springfield.....									s 10.19				
78.34	Girard Junction.....	2.25	3.41	3.52	4.02		4.23	7.25	9.19	10.25	11.07	12.04		
79.69	North Girard.....		3.43	3.54	4.04		4.25	7.27	9.21	s 10.29	11.10	s 12.07		
84.15	Fairview.....									s 10.37				
86.76	Swanville.....					A. M.				f 10.42				
92.16	Dock Junction.....													
95.01	Erie.....	s 2.55	s 4.10	4.14	E 4.24	L 4.45	s 4.50	s 7.46	s 9.42	s 11.02	s 11.35	A 12.30		
102.46	Harbor Creek.....					s 4.58								
105.23	Moorhead.....		3.15	4.30	4.34	f 5.02	B 5.11	8.04	s 10.04	s 11.24	11.55			
108.95	North East.....		4.30	4.34	4.44	f 5.09								
113.74	State Line.....					f 5.14								
116.63	Ripley.....		4.40	4.42	4.52	f 5.19	5.20	8.12	10.15	s 11.38	12.06			
119.75	Forsyth.....					f 5.24								
124.45	Westfield.....	3.35	s 5.00	4.52	5.02	s 5.34	s 5.30	s 8.21	s 10.26	s 11.56	s 12.20			
131.52	Portland.....					f 5.42								
132.65	Brocton.....		5.15	5.02	5.12	s 5.46	5.41	8.30	10.36	s 12.13	12.30			
137.36	Van Buren.....					f 5.53								
141.65	Dunkirk.....	4.00	s 5.35	5.14	E 5.25	s 6.04	s 5.54	s 8.42	s 10.49	s 12.28	s 12.50			
146.69	Waites Crossing.....					s 6.12								
150.48	Silver Creek.....	4.15	5.50	5.27	5.38	s 6.20	6.07	8.53	11.01	s 12.45	1.05			
154.33	Irving.....					s 6.25				f 1.12				
156.21	Farnham.....					s 6.30								
160.54	Angola.....	4.27	6.00	5.37	5.48	s 6.39	6.17	9.03	11.11	s 1.06	1.24			
164.67	Derby.....					s 6.45								
166.58	North Evans.....					s 6.49								
167.48	Lake View.....	4.37	6.10	5.45	5.58	f 6.54	6.26	9.10	11.20	f 1.19	1.33			
170.02	Wanakah.....					f 6.58								
172.66	Athol Springs.....					s 7.03				f 1.27				
173.92	Bay View.....	4.50	6.20	5.53	6.08	s 7.05	6.36	9.17	11.28	1.33	1.43			
181.90	Buffalo.....	5.14	6.45	6.13	6.30	7.30	7.00	9.40	11.45	1.50	2.10			
				Clinton St.										
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

Nos. X28 and 600 will not carry passengers.
 No. 18 will stop at Ashtabula for mail.
 No. 22 will stop at Ashtabula and Erie for mail, and at Dunkirk, Sundays, for mail.
 No. X28 will stop at Ashtabula, Erie and Dunkirk only, Sundays, and at Westfield on signal Sundays.
 No. 606 will stop at Wesleyville at 4.53 a. m.; West Portland 3.33 miles west of Portland; Weyer .98 miles west of Wanakah; Clover Bank 1.79 miles west of Athol Springs; Hamburg-on-the-Lake 1.01 miles west of Athol Springs; and Lakeside Cemetery .74 miles west of Athol Springs on signal.
 Time shown at Buffalo is for information only.

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

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CONTINUED ON PAGE 11

Miles from Cleveland	STATIONS	82	32	24	604	610	122	44	602	46	X4	4	84
		Pittsburgh and Buffa- lo Limited	Fast Mail	American Express	Ashtabula Accom- modation	Local	E. & P.	Cleveland- New York Special	Ashtabula Accom- modation	Boston Special	Fast Mail	Number Four	Empire Limited
		Daily	Daily	Daily	Saturday Only	Daily	Daily Except Sunday	Daily	Daily Ex. Saturday and Sunday	Daily	Daily	Daily	Daily
	LEAVE	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Cleveland.....		11.30	12.15	12.16			3.00	4.00	4.15	4.25	5.00	
2.17	40th Street.....				s 12.20				s 4.04				
3.11	55th Street.....				s 12.23				s 4.07				
5.39	105th Street.....		s 11.45	12.25	s 12.28			s 3.10	s 4.12	s 4.30	4.40	s 5.15	
7.25	Collinwood.....		11.49	12.28	s 12.32			3.14	4.16	4.34	4.44	5.18	
9.31	Nottingham.....				f 12.36				f 4.20				
10.52	B. R. Tower.....		11.54	12.33	12.38			3.20	4.22	4.39	4.49	5.23	
11.69	Noble.....				s 12.42				s 4.25				
13.88	Wickliffe.....				s 12.45				s 4.28				
18.19	Willoughby.....		12.03	12.41	s 12.52			f 3.28	s 4.35	4.47	4.57	5.31	
20.00	Reynolds.....				f 12.56				f 4.39				
22.54	Mentor.....		12.08		s 1.00			f 3.34	s 4.44	4.52	5.02	5.36	
28.72	Painesville.....		s 12.17	12.53	s 1.13			s 3.42	s 4.54	4.58	5.08	5.42	
32.17	Lane.....				s 1.20				s 5.01				
34.43	Perry.....		12.26		s 1.25			3.50	s 5.08	5.04	5.14	5.48	
39.42	Madison.....		12.33	1.04	s 1.33			3.55	s 5.17	5.09	5.19	5.53	
41.66	Unionville.....				s 1.37				s 5.22				
44.83	Geneva.....	P. M.	12.39		s 1.41			s 4.03	s 5.31	5.15	5.25	5.59	P. M.
49.49	Saybrook.....				s 1.47				s 5.36				
54.20	Ashtabula.....	s 12.10	s 12.55	s 1.35	A 1.55			s 4.25	A 5.45	s 5.28	s 5.38	s 6.11	s 6.50
60.00	Kingsville.....				P. M.				P. M.				
67.45	Conneaut.....	s 12.26	1.12					s 4.45		5.43	5.53	6.26	7.05
75.03	Springfield.....							P. M.					
78.34	Girard Junction.....	12.38	1.24	2.03				4.20	5.00	5.54	6.04	6.37	7.16
79.69	North Girard.....	12.41	1.26					s 4.23	s 5.03	5.56	6.06	6.39	7.18
84.15	Fairview.....							P. M.	f 4.33				
86.76	Swanville.....							P. M.					
92.16	Dock Junction.....							L 4.00	A 4.50	s 5.30		s 6.18	s 7.00
95.01	Erie.....	s 1.03	s 1.52	s 2.35				L 4.00	A 4.50	s 5.30		s 6.18	s 7.00
102.46	Harbor Creek.....							s 4.13				s 7.00	s 7.39
105.23	Moorhead.....				f 4.17			P. M.					
108.95	North East.....	1.23	2.12	2.55				s 5.52		6.35	6.45	7.18	O 7.57
113.74	State Line.....				s 4.24				s 4.30				
116.63	Ripley.....	1.32	2.20		s 4.35				s 4.35	6.03	6.43	6.53	7.26
119.75	Forsyth.....				f 4.40				f 4.40				
124.45	Westfield.....	s 1.42	2.30	s 3.18				s 6.15		s 6.54	7.04	7.35	s 8.14
131.52	Portland.....				f 4.58				f 4.58				
132.65	Brocton.....	1.52	2.40		s 5.02				s 5.02	6.25	7.03	7.13	7.44
137.36	Van Buren.....				f 5.09				f 5.09				
141.65	Dunkirk.....	s 2.05	s 2.53	s 3.43	s 5.19			s 6.41		s 7.16	s 7.26		

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

CONTINUED FROM PAGE 10

Miles from Cleveland	STATIONS	6	124	26	10	16															
		Number Six	E. & P.	The 20th Century Limited	Chicago, New York and Boston Special	New York New England Express															
		Daily	Daily	Daily	Daily	Daily															
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.															
2.17	Cleveland	6.20		7.35	7.45	10.35															
3.11	40th Street																				
5.39	105th Street	s 6.35		s 7.50	s 8.00	s 10.50															
7.25	Collinwood	6.40		7.53	8.04	10.54															
9.31	Nottingham																				
10.52	B. R. Tower	6.45		7.57	8.08	10.59															
11.69	Noble																				
13.88	Wickliffe																				
18.19	Willoughby	6.54		8.05	8.16	11.07															
20.00	Reynolds																				
22.54	Mentor	6.59		8.10	8.21	11.12															
28.72	Painesville	7.05		8.16	s 8.28	11.19															
32.17	Lane																				
34.43	Perry	7.11		8.22	8.35	11.27															
39.42	Madison	7.16		8.27	8.40	11.34															
41.66	Unionville																				
44.83	Geneva	7.21		8.32	8.45	11.40															
49.49	Saybrook																				
54.20	Ashtabula	7.32		8.45	{ 8.55 9.05	s 11.55															
60.00	Kingsville																				
67.45	Conneaut	7.49	P. M.	9.00	s 9.25	12.13															
75.03	Springfield																				
78.34	Girard Junction	8.01	8.40	9.11	9.39	12.27															
79.69	North Girard	8.03	s 8.43	9.13	9.42	12.29															
84.15	Fairview																				
86.76	Swanville																				
92.16	Dock Junction																				
95.01	Erie	s 8.25	A 9.05	9.30	s 10.03	s 12.55															
102.46	Harbor Creek		P. M.																		
105.23	Moorhead																				
108.95	North East	8.44		9.47	10.22	1.15															
113.74	State Line																				
116.63	Ripley	8.53		9.55	10.30	1.24															
119.75	Forsyth																				
124.45	Westfield	9.03		10.03	10.40	1.34															
131.52	Portland																				
132.65	Brocton	9.12		10.12	10.48	1.43															
137.36	Van Buren																				
141.65	Dunkirk	9.23		10.25	s 11.00	s 1.56															
146.69	Waites Crossing																				
150.48	Silver Creek	9.35		10.37	11.13	2.08															
154.33	Irving																				
156.21	Farnham																				
160.54	Angola	9.46		10.47	11.23	2.18															
164.67	Derby																				
166.58	North Evans																				
167.48	Lake View	9.55		10.55	11.30	2.27															
170.02	Wanakah																				
172.66	Athol Springs																				
173.92	Bay View	10.03		11.02	11.37	2.36															
181.90	Buffalo	10.25		11.24	11.59	3.00															
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.															

Time shown at Buffalo is for information only.

**BUFFALO TO COLLINWOOD
WESTBOUND—FREIGHT TRAINS**

Miles from Buffalo	STATIONS	L. S.	B. P.	E. C.	2nd B. F.	1st B. F.	B. S.	L. S.	1st L. S.	2nd L. S.											
		7	1	1	1	1	3	1	3	3											
		Phila.-Chicago	Buffalo-Pittsburgh	Erie-Chicago	New York-St. Louis	New York-St. Louis	Buffalo-Cleveland	New York-Chicago	Boston-Chicago	Boston-Chicago											
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.											
	Gardenville					7.25		10.30	11.25												
5.39	W. Seneca Tower		4.00		6.45		9.00			11.25											
7.98	Bay View		4.20	P. M.	7.05	8.10	9.20	11.15	12.10	11.45											
86.89	Erie		10.00	3.00			1.00		4.00												
		A. M.																			
127.70	Ashtabula	4.20	2.00				3.30														
				P. M.																	
171.38	B. R. Tower	6.30		9.10	3.10	3.10	6.30	7.00	7.45	7.45											
		A. M.		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.											
174.65	Collinwood																				
	ARRIVE	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.											

For information only; not conferring any time table rights.

Miles from Buffalo	STATIONS	Way Freight	Way Freight	Through Local	Through Local																
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday																
		A. M.	A. M.	A. M.	A. M.																
	Buffalo	5.30																			
	Gardenville																				
5.39	W. Seneca Tower				8.00																
7.98	Bay View	6.00	A. M.	A. M.	8.20																
86.89	Erie	2.10	6.00	7.15	5.00																
		P. M.																			
127.70	Ashtabula																				
171.38	B. R. Tower																				
174.65	Collinwood		1.50	3.15																	
	ARRIVE	P. M.	P. M.	P. M.	P. M.																

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**COLLINWOOD TO BUFFALO
EASTBOUND—FREIGHT TRAINS**

Miles from Collinwood	STATIONS	S.B.	S.E.	S.P.	1st P.B.	2nd P.B.	T.B.	B.F. N.Y.	Elk. W.S.	N.Y.	C.P.	B.A.	P.B.
		2	4	8	2	2	10	4	4	4	2	4	4
		Cleveland-Buffalo	Cleveland-Erie	Cleveland-Philadelphia	Pittsburgh-Buffalo	Pittsburgh-Buffalo	Toledo-Buffalo	Indianapolis-New York	Elkhart-Gardenville	Chicago-New York	Cleveland-Philadelphia	Chicago-Boston	Peoria-Buffalo
		Daily Except Monday	Daily	Daily	Daily Except Monday	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Collinwood.....												
3.27	B. R. Tower.....	A. M. 12.30	A. M. 1.00	A. M. 7.30			P. M. 12.01	P. M. 4.30	P. M. 5.00	P. M. 5.25	P. M. 5.30	P. M. 7.45	P. M. 8.45
46.95	Ashtabula.....		{ 3.30 4.30 }	10.30	A. M. 11.30	A. M. 11.30						7.50	
87.76	Erie.....		8.30		3.00	3.00	5.00			10.00		12.20	
166.67	Bay View.....	10.40	A. M.		12.45	1.10	9.10	1.40	10.15	1.55		4.15	4.25
177.05	Gardenville.....				1.30				11.00				
169.26	W. Seneca Tower.....	11.00				1.30	9.30	2.00		2.15		4.35	4.45
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.

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Miles from Collinwood	STATIONS	N.Y.	Big 4 W.S.	Y.B.								
		6	4	6								
		St. Louis-New York	Big Four-Gardenville	Pittsburgh-Buffalo	Way Freight	Way Freight	Through Local	Through Local				
		Daily	Daily	Daily Except Tuesday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
	LEAVE	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	Collinwood.....					6.00	7.15					
3.27	B. R. Tower.....	P. M. 9.05	P. M. 10.00									
46.95	Ashtabula.....			10.40								
87.76	Erie.....				A. M. 6.00	2.35	3.15	A. M. 8.00				
166.67	Bay View.....	4.45	11.00	11.39	1.20	P. M.	P. M.	3.10				
177.05	Gardenville.....		10.15									
169.26	W. Seneca Tower.....	5.05		11.59	1.40			3.30				
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				

For information only; not conferring any time table rights.

LIST OF SIGNAL STATIONS AND TELEGRAPH CALLS AND LOCATION AND NUMBERS OF AUTOMATIC SIGNALS

LOCATION	TELEGRAPH CALL	MILES FROM BUFFALO	AUTOMATIC SIGNALS			
			No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Bay View.	BV	8.0				
Athol Springs.	HA	9.2			10.1	10.3
Wanakah.		11.9	11.4 12.4	11.2 12.2	11.1 12.1	11.3 12.3
Lake View	RD	14.3	13.4 14.4	13.2 14.2	13.1 14.1	13.3 14.3
North Evans.		15.3	16.4	16.2	16.1	16.3
Derby.	VN	17.2	17.4 18.4	17.2 18.2	17.1 18.1	17.3 18.3
Angola	NA	21.1	19.4 20.4 21.4	19.2 20.2 21.2	19.1 20.1 21.1	19.3 20.3 21.3
Farnham.	FM	25.7	23.4 24.4 25.4 26.4	23.2 24.2 25.2 26.2	23.1 24.1 25.1 26.1	23.3 24.3 25.3 26.3
Irving.	VR	27.6	27.4 28.4	27.2 28.2	27.1 28.1	27.3 28.3
Silver Creek	MN	31.2	29.4 30.4 32.4	29.2 30.2 32.2	29.1 30.1 32.1	29.3 30.3 32.3
Waites Crossing.		35.2	33.4 34.4 35.4	33.2 34.2 35.2	33.1 34.1 35.1	33.3 34.3 35.3
Dunkirk	X	40.0	37.4 38.4 39.4 40.4 41.4	37.2 38.2 39.2 40.2 41.2	37.1 38.1 39.1 40.1	37.3 38.3 39.3 40.3
Canadaway.	CA	41.5	42.2	41.1 42.1 43.1		
Van Buren.	VU	44.5	43.4 44.4 45.4	43.2 44.2 45.2	44.1 45.1	44.3 45.3

LIST OF SIGNAL STATIONS AND TELEGRAPH CALLS, AND LOCATION AND NUMBERS OF AUTOMATIC SIGNALS

LOCATION	TELEGRAPH CALLS	MILES FROM BUF-FALO	AUTOMATIC SIGNALS			
			No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Brocton.	BX	49.3	46.4	46.2	46.1	46.3
			47.4	47.2	47.1	47.3
			48.4	48.2	48.1	48.3
			49.4	49.2	49.1	49.3
			50.4	50.2	50.1	50.3
Portland.		50.4	51.4	51.2	51.1	51.3
Westfield	WX	57.6	52.4	52.2	52.1	52.3
			53.4	53.2	53.1	53.3
			54.4	54.2	54.1	54.3
			55.4	55.2	55.1	55.3
			56.4	56.2	56.1	56.3
			57.4	57.2	57.1	57.3
Ripley.	RY	65.3	58.4	58.2	58.1	58.3
			59.4	59.2	59.1	59.3
			60.4	60.2	60.1	60.3
			61.4	61.2	61.1	61.3
			62.4	62.2	62.1	62.3
State Line.	YN	68.2	63.4	63.2	63.1	63.3
			64.4	64.2	64.1	64.3
			65.4	65.2	65.1	65.3
			66.4	66.2	66.1	66.3
			67.4	67.2	67.1	67.3
North East	N	73.1	68.4	68.2	68.1	68.3
			69.4	69.2	68.5	68.7
			70.4	70.2	69.1	69.3
			71.4	71.2	70.1	70.3
			72.4	72.2	71.1	71.3
Harbor Creek.	HC	79.4	72.4	72.2	72.1	72.3
			73.4	73.2	73.1	73.3
			74.4	74.2	74.1	74.3
			75.4	75.2	75.1	75.3
			76.4	76.2	76.1	76.3
Wesleyville	WV	83.0	77.4	77.2	77.1	77.3
			78.4	78.2	78.1	78.3
			79.4	79.2	79.1	79.3
Erie—P&E Crossing	XC	85.6	80.4	80.2	80.1	80.3
			81.4	81.2	81.1	81.3
Erie.	MS	86.9	82.4	82.2	82.1	82.3
			83.4	83.2	83.1	83.3
			84.4	84.2	84.1	84.3
			85.4	85.2	85.1	85.3
			86.4	86.2	86.1	86.3
			87.4	87.2	87.1	87.3
			88.4	88.2	88.1	88.3

LIST OF SIGNAL STATIONS AND TELEGRAPH CALLS, AND LOCATION AND NUMBERS OF AUTOMATIC SIGNALS

LOCATION	TELEGRAPH CALL	MILES FROM BUF-FALO	AUTOMATIC SIGNALS			
			No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Dock Jct.	DJ	89.7	88.4	88.2	88.1	88.3
			89.4	89.2	88.5	88.7
			90.4	90.2	90.1	90.3
Swanville.	MK	95.1	91.4	91.2	91.1	91.3
			93.4	93.2	93.1	93.3
			94.4	94.2	94.1	94.3
Fairview.	FW	97.8	95.4	95.2	95.1	95.3
			97.4	97.2	97.1	97.3
			98.4	98.2	98.1	98.3
North Girard.	SX	102.2	99.4	99.2	99.1	99.3
			101.4	101.2	101.1	101.3
			102.4	102.2	102.1	102.3
Girard Jct.	GJ	103.6	104.4	104.2	103.1	103.3
			105.4	105.2	105.1	105.3
			106.4	106.2	106.1	106.3
Springfield.	SQ	106.9	107.4	107.2	107.1	107.3
			108.4	108.2	108.1	108.3
			109.4	109.2	109.1	109.3
Conneaut.	SK	114.5	110.4	110.2	110.1	110.3
			111.4	111.2	111.1	111.3
			112.4	112.2	112.1	112.3
			113.4	113.2	113.1	113.3
			114.4	114.2	114.1	114.3
Amboy	J	117.9	115.4	115.2	115.1	115.3
			116.4	116.2	116.1	116.3
			117.4	117.2	117.1	117.3
Kingsville.	SG	121.9	118.4	118.2	118.1	118.3
			119.4	119.2	119.1	119.3
			120.4	120.2	120.1	120.3
Ashtabula, Main Line	OD	127.9	121.4	121.2	121.1	121.3
			122.4	122.2	122.1	122.3
			123.4	123.2	123.1	123.3
			124.4	124.2	124.1	124.3
			125.4	125.2	125.1	125.3
Ashtabula, West Tower	W	130.3	126.4	126.2	126.1	126.3
			127.4	127.2	127.1	127.3
			128.4	128.2	128.1	128.3
Saybrook.	MF	132.4	129.4	129.2	129.1	129.3
			130.4	130.2	130.1	130.3
Geneva.	SB	137.1	131.4	131.2	131.1	131.3
			132.4	132.2	132.1	132.3
			133.4	133.2	133.1	133.3
			134.4	134.2	134.1	134.3
			135.4	135.2	135.1	135.3
			136.4	136.2	136.1	136.3
			137.4	137.2	137.1	137.3

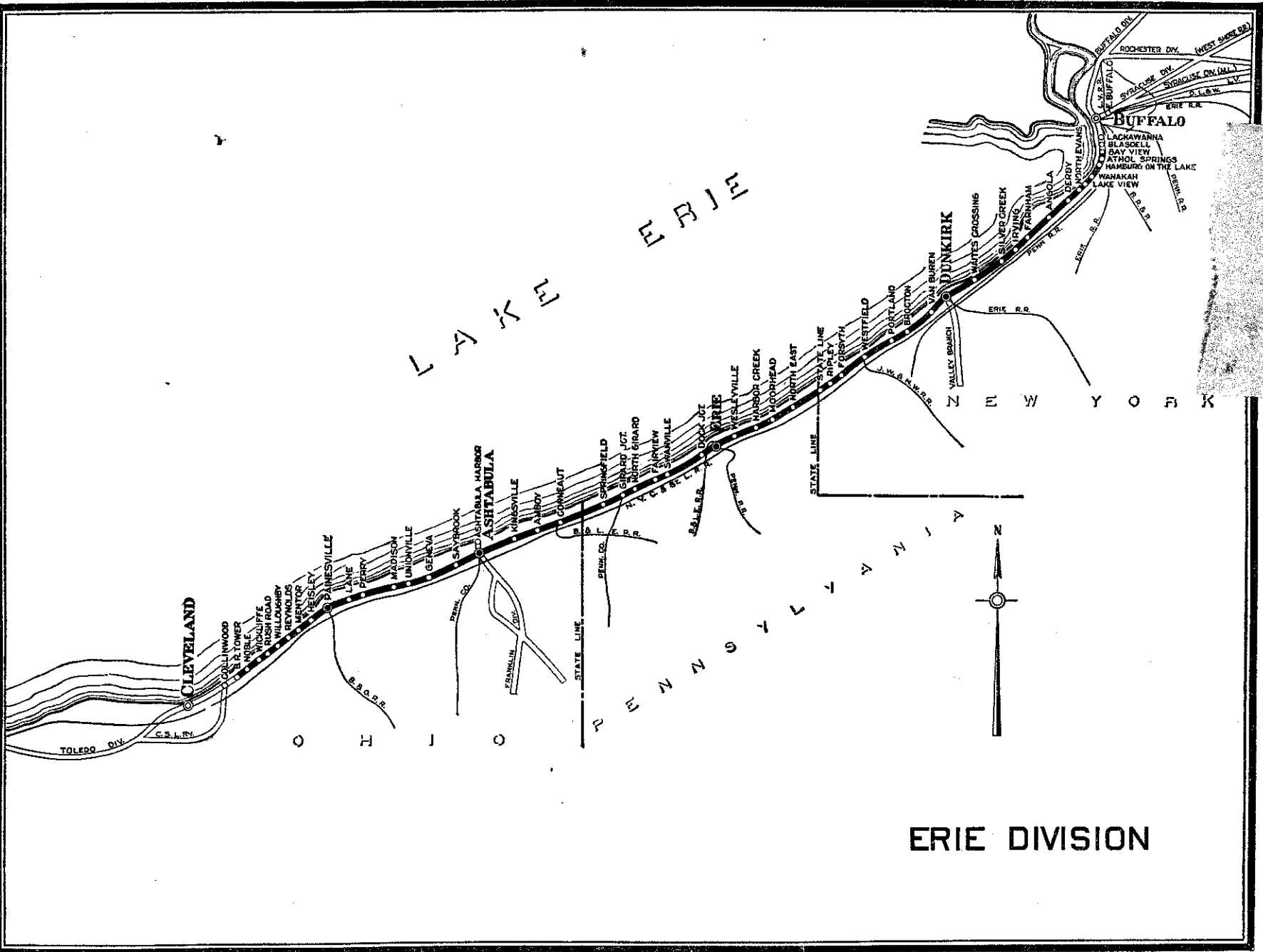
LIST OF SIGNAL STATIONS AND TELEGRAPH CALLS, AND LOCATION AND NUMBERS OF AUTOMATIC SIGNALS

LOCATION	TELEGRAPH CALL	MILES FROM BUF-FALO	AUTOMATIC SIGNALS			
			No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Unionville.	DX	140.0	138.4	138.2	138.1	138.3
			140.4	140.2	140.1	140.3
Madison	OX	142.3	141.4	141.2	142.1	142.3
			142.4	142.2	141.1	141.3
Perry.	KI	147.5	144.4	144.2	144.1	
			145.4	145.2	145.1	
			146.4	146.2	146.1	
			148.4	148.2	148.1	
Painesville.	OQ	153.2	149.4	149.2	149.1	
			150.4	150.2	150.1	
			152.4	152.2	152.1	
			153.4	153.2	153.1	
Painesville—B. & O. Crossing	AF	154.0	154.4	154.2	154.1	
Mentor.	OR	159.4	156.4	156.2	156.1	156.3
			157.4	157.2	157.1	157.3
			158.4	158.2	158.1	158.3
			159.4	159.2	159.1	159.3
Willoughby	SW	164.2	161.4	161.2	161.1	161.3
			162.4	162.2	162.1	162.3
			163.4	163.2	163.1	163.3
			164.4	164.2	164.1	164.3
Wickliffe.	F	168.0	166.4	166.2	166.1	166.3
			167.4	167.2	167.1	167.3
			168.4	168.2	168.1	168.3
"B R" Tower.	BR	171.4	169.4	169.2	169.1	169.3
			170.4	170.2	170.1	170.3
Nottingham.	OW	172.6	171.4	171.2	171.1	171.3
Collinwood	QD	174.7	173.2	173.1		
E. 105th Street.		176.5	174.2	174.1	176.3	
			175.2	175.1	177.3	177.4
			177.2	177.1	177.2	177.3
			178.2	178.1	178.3	178.4
			179.2	179.1	179.3	179.4
			179.6	179.5	179.7	179.8
			180.2	180.1	180.4	
181.2	181.1	181.4				
181.6	181.5	181.4				
Cleveland, (Pass. Sta.)	V	181.9	182.1	182.1	182.3	181.8
			182.2	182.5	182.7	182.4

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 " 1 "	14.94
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.88
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	14.82
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	4 " 4 "	14.76
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	4 " 5 "	14.70
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	4 " 6 "	14.64
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	4 " 7 "	14.58
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	4 " 8 "	14.52
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	4 " 9 "	14.46
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	4 " 10 "	14.40
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27	4 " 11 "	14.34



ERIE DIVISION