

The New York Central Railroad Company

ERIE DIVISION

Time Table No. 17

FOR EMPLOYEES ONLY

Effective 2:00 A. M.

Sunday, April 29, 1923

EASTERN STANDARD TIME

Superseding Time Table No. 15

Dated June 25, 1922

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

E. V. BROGAN,
Superintendent

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SPECIAL INSTRUCTIONS

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

3. STANDARD CLOCKS.

Ashtabula.....	{Engine house. Telegraph office.
Dunkirk.....	Telegraph office.
Erie.....	{Telegraph office. Train dispatchers office.
Wesleyville.....	{Engine house. Downing road, register clerks office.

4. TIME TABLES.

Between Signal Station BV Bay View and Buffalo: Buffalo Division Terminal time-table governs.

Between Signal Station BR and Cleveland: Cleveland Yard time-table governs.

5. STATIONS. Additional to station column.

Clover Bank....	1.79 miles west of Athol Springs.
Forsyth.....	4.7 miles west of Westfield.
Hamburg-on- the-Lake.....	1.01 miles west of Athol Springs.
Heisley.....	4.17 miles west of Painesville.
Lakeside Cemetery.....	.75 miles west of Athol Springs.
Portland.....	1.13 miles west of Brocton.
Reynolds.....	2.54 miles west of Mentor.
Van Buren.....	4.29 miles west of Dunkirk.
Wanakah.....	2.64 miles west of Athol Springs.
West Portland..	4.46 miles west of Brocton.
Weyer.....	3.62 miles west of Athol Springs.

6. SIGNS.

B Stop Fridays and Saturdays, June 1 to September 29, inclusive, to discharge passengers from P. & L. E.

C Stop June 1 to Sept. 30, inclusive, to discharge passengers from Youngstown and P. & L. E.

D Stop on signal June 1 to Sept. 30, inclusive, to receive passengers for Youngstown and P. & L. E.

E Stop to discharge passengers from C. C. C. & St. L.

G Stop to discharge passengers from New York, Albany and Schenectady.

I Stop on signal to discharge passengers from Buffalo and east, and to receive passengers for Cleveland and beyond.

J Stop on signal June 3 to Sept. 16, to receive passengers for Cleveland and beyond, Sunday.

M Stop for mail.

O Stop on signal June 3 to Sept. 16, inclusive, to receive passengers for P. & L. E., Sunday.

P Stop on signal to receive passengers for P. & L. E., Sunday.

Q Stop to discharge passengers from P. & L. E., holding through tickets, Friday.

R Will not stop Sunday.

V Stop to discharge passengers from C. C. C. & St. L. to and including May 31, and after Sept. 30. Stop regularly June 1 to September 30, inclusive.

W Stop on signal July 1 to Sept. 2, inclusive, to receive passengers for P. & L. E., Sunday.

X Stop to discharge passengers.

Y Will not stop Monday.

14. WHISTLE SIGNALS.

Rule 14, signal K: On double track, or three or more tracks will be sounded only when passing trains. Second paragraph reading, "If not answered by a train, the train displaying signal must stop and ascertain cause," will apply only on single track.

17. HEADLIGHTS.

When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

- In yards where yard engines are employed.
- At meeting points.
- Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
- When standing.
- On two or more tracks when approaching trains running in the opposite direction.

19. MARKERS.

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

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

83. TRAIN REGISTERS.

Ashtabula.....	{Engine house. Telegraph office.
Erie.....	Telegraph office.
Wesleyville.....	{Engine house. Downing road, register clerks office.

Trains will be registered only at terminals.

83. CLEARING OF TRAINS.

Ashtabula—Verbally by operator at telegraph office or by train dispatcher by telephone.

Erie—Verbally by operator at telegraph office.

93. YARDS. Limits defined by signs.

Ashtabula.

Dunkirk.

4432 feet east of Signal Station BR.

900 feet east of Town Line Crossing, east of Swanville and Wesleyville, inclusive.

97. WORK EXTRAS.

On double track, or three 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
Ashtabula.....	Franklin Div. and Penna.....	Interlocking.
Erie, west of freight house.....	E. & P.....	Pole Target.
Erie.....	P. & E.....	Interlocking.
Erie, Hammermill Track.....	P. & E.....	Pole Target.
Painesville.....	B. & O.....	Interlocking.

98. SIDINGS.

Capacity based on 40-ft. cars.

Location	Direction	Capacity
Amboy.....	Westward	137
	Eastward	99
Angola.....	Eastward	101
Athol Springs.....	Westward	89
	Eastward	60
Brocton.....	Westward	87
Conneaut.....	Westward	33
	Eastward	119
Dunkirk.....	Eastward	105
	Westward	30
Irving.....	Eastward	41
Kingsville.....	Westward	35
Lake View.....	Westward	40
Madison.....	Westward	33
	Eastward	35
Mentor.....	Eastward	86
North East.....	Westward	82
	Eastward	124
North Girard.....	Westward	25
	Eastward	35
Painesville, West of B & O Tower.....	Westward	57
	Eastward	57
Perry.....	Eastward	136
Ripley.....	Westward	54
	Eastward	60
Saybrook.....	Westward	21
Silver Creek.....	Westward	100
	Eastward	96
Springfield.....	Westward	18
State Line.....	Westward	50
Westfield.....	Westward	121
	Eastward	162
Wickliffe.....	Westward	23
Willoughby.....	Westward	60

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

108. WATER STATIONS.

Angola.	Mentor. Track No. 4.
Ashtabula.	North East.
Dunkirk.	North Girard.
Erie, P. & E. Crossing.	Painesville.
Erie, Raspberry St.	Silver Creek.
Lake View.	Wesleyville.
Madison.	

108. TRACK PANS.

TRACKS.

Painesville.....	No. 1, No. 2, No. 3, and No. 4.
Silver Creek.....	No. 1, No. 2, No. 3, and No. 4.
Springfield.....	No. 1, No. 2, No. 3, and No. 4.
Westfield.....	No. 1, No. 2, No. 3, and No. 4.

109. BULLETIN BOARDS AND BOOKS.

Ashtabula.....	{ Engine house. Telegraph office.
Dunkirk.....	{ Telegraph office.
Erie.....	{ Telegraph office. West Yard, Yard masters office.
Wesleyville.....	{ Yard masters office. Engine house. Downing road, register clerks office.

110. DESIGNATION AND USE OF MAIN TRACKS.

Three Tracks:

Between Signal Station X Dunkirk and Signal Station CA Brigham Road.
Signal Station OX Madison and Signal Station AF Painesville.
Tracks are numbered from the south.
No. 4, No. 2, No. 1.

Tracks will be used and designated as follows:

- No. 4, Eastward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.

Four Tracks:

Between Signal Station BV Bay View and Signal Station X Dunkirk.
Signal Station CA Brigham Road and Signal Station OX Madison.
Signal Station AF Painesville and Signal Station BR.

Tracks are numbered from the south.

- No. 4, No. 2, No. 1, No. 3.

Tracks will be used and designated as follows:

- No. 4, Eastward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 3, Westward—Freight.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Signal Station BV Bay View and Signal Station BR.
If train is not in condition to make usual running time, conductor or engineman must notify signalman.

1002. AUTOMATIC BLOCK SIGNALS.

Between Signal Station BV Bay View and Signal Station BR.

1004. GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic block signal, indicates grade signal.

Grade signals must be observed as prescribed in rule 1004, except when indicating "Stop and Proceed", full tonnage freight trains will not be required to stop, but may proceed at a speed of not more than 10 miles per hour to next signal in advance.

1008. SWITCH INDICATORS.

Switch indicators indicate when block is occupied or train is approaching, except in normal clear territory indicators located within 1500 feet in advance and in sight of automatic signal will not indicate when block is occupied, but will indicate when train is approaching. Switch indicators for crossovers between main tracks will indicate the condition of the opposite track.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Erie Passenger Station			
Track No. 4.. Pole Target..	Horizontal....	Westward movement may be made.	
	Vertical.....	Eastward train proceed.	
	Diagonal....	Eastward movement from yard to track 4 proceed.	

Erie, Hammermill track... Pole Target.. Horizontal.... Proceed on N.Y.C.
Erie, west of freight house.. Pole Target.. Horizontal.... Proceed on N.Y.C.

1401. SPEED RESTRICTIONS.

Speed restrictions apply to the entire train.

	Miles per hour		
	Passenger	Freight	Tracks
Passenger, Mail, Express and Milk trains.....	70	40	40
Freight trains.....	40	40	40
Troop trains with freight cars.....	30	25	25
Engines Class H-7a L1.....	40	35	25
Engines Class NE.....	25	25	25
Engines, Classes B, M and U, under steam or being towed.....	15	15	15
Engine, Class H-10.....	40	35	25
Engines running backward:			
Passenger.....	40	40	25
Freight.....	25	25	25

E. V. BROGAN, Superintendent.

J. J. DALEY, Assistant Superintendent.

W. C. SENNETT,
J. J. FRAWLEY,
T. C. HARRINGTON, } Train Masters.

A. B. HYDER, Chief Train Dispatcher.

E. F. McGUIRE, Night Chief Train Dispatcher.

W. C. EMERICH,
J. F. BOLT,
L. J. FAY,
J. F. GRANEY,
D. A. PRATT,
L. J. GRANEY,
W. H. WILLIAMS,
W. F. DAVIS, } Train Dispatchers.

	Miles per hour
Conneaut and Geneva, Train No. 43, for mail, daily except Sunday.....	45
Conneaut and Painesville, Train No. 35, for mail.....	45
Conneaut, Train No. 22, to discharge mail.....	10
Engines running backward by night over public crossings.....	15
Erie, slip switches in track No. 4 east of French St.....	10
North East, Train No. 32, for mail, daily except Sunday.....	20
Painesville, Train No. 22, to discharge mail.....	20
Passenger, Mail, Express and Milk trains, with freight equipped cars.....	40
Railroad grade crossings interlocked.....	50
Signal indications Rules 708 and 709, through interlocking.....	10
Signal indications Rules 705 and 707, through interlocking.....	30
Switches and crossovers, not interlocked.....	10
Track pans, during winter weather, all engines.....	45
Track pans, Scooping water, engines with rear vestibule.....	60
Track pans, Scooping water, other engines.....	45
Trains with dead engines not having all side or main rods.....	20
Dunkirk, Westfield and Conneaut, Train No. 21, for mail, daily except Sunday.....	20
Wesleyville, Coaling plant.....	45

1406. TELEPHONES.

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

1420. LAWS.

The following rules are shown in time-table in compliance with the Ohio law.

Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges with caution. Where required by rule or by law, trains must stop.

Trains must stop not less than 200 feet nor more than 800 feet before crossing any drawbridge or steam railroad at grade, except where interlocking signals are in use.

Enginemen must observe the indication of fixed signals until passing them.

The engineman and fireman must, when practicable, communicate to each other by its name, the indication of all signals affecting the movement of their train.

BUFFALO TO CLEVELAND													
WESTWARD—FIRST-CLASS													
CONTINUED FROM PAGE 5													
Miles from Buffalo	STATIONS	47	25										
		Am. Ry. Express	The 20th Century Limited										
		Daily Except Monday	Daily										
		LEAVE	P. M.	P. M.									
	Buffalo	N	10.00	11.54									
7.98	Bay View	N	10.25	12.11									
9.24	Athol Springs	D											
14.42	Lake View	N	10.35	12.18									
15.32	North Evans												
17.23	Derby	D											
21.36	Angola	N	10.43	12.25									
25.69	Farnham	D											
27.57	Irving	D	10.49	12.31									
31.42	Silver Creek	N	10.54	12.36									
35.21	Waites Crossing		10.58	12.40									
40.25	Dunkirk	N	11.10	12.46									
49.25	Brocton	D	11.23	12.56									
57.45	Westfield	N	11.35	1.05									
65.27	Ripley	D	11.47	1.13									
68.16	State Line	N	11.52	1.16									
72.95	North East	N	12.01	1.21									
76.67	Moorhead												
79.44	Harbor Creek	D	12.08	1.28									
83.05	Wesleyville	N	12.12	1.32									
85.56	S.S.XC., P.& E.Csg.	N	12.16	1.35									
86.89	Erie	N	12.30	1.37									
89.74	Dock Junction	N	12.35	1.40									
95.14	Swanville	D											
97.75	Fairview	D											
102.21	North Girard	D	12.55	1.53									
103.56	Girard Junction	N	12.57	1.55									
106.87	Springfield	D											
114.45	Conneaut	N	1.10	2.06									
117.87	Amboy	N	1.15	2.10									
121.90	Kingsville	D	1.20										
127.70	Ashtabula	D	1.30	2.20									
130.32	W. Tower	N	1.35	2.23									
132.41	Saybrook												
137.07	Geneva	D	1.45	2.30									
140.24	Unionville	D											
142.48	Madison	N	1.55	2.36									
147.47	Perry	D	2.00	2.41									
149.73	Lane												
153.18	Painesville	N	2.10	2.47									
159.36	Mentor	D	2.20	2.54									
163.71	Willoughby	N	2.30	2.59									
163.02	Wickliffe	D	2.35	3.03									
170.21	Noble												
171.38	Signal Station BR.	N	2.45	3.07									
176.51	105th Street		2.52	3.14									
181.90	Cleveland	N	3.15	3.30									
	ARRIVE		A. M.	A. M.									

No. 47 will not carry passengers.
Time shown at Buffalo, 105th Street and Cleveland is for information only.

CLEVELAND TO BUFFALO													
EASTWARD—FIRST-CLASS													
CONTINUED ON PAGE 6													
Miles from Cleveland	STATIONS	72	606	18	64	22	20	60	122	28	120	82	32
		See Note Pittsburgh- Buffalo Express	Buffalo Accom- modation	Knicker- bocker Special	Chicago- Buffalo Special	The Lake Shore Limited	The New Yorker	Cleveland- Buffalo Special	E. & P.	Buffalo Express	E. & P.	Pittsburgh and Buffa- lo Limited	Mail
		Daily	Daily Except Sunday	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.	A. M.	P. M.	P. M.
	Cleveland	N		2.40	2.53	3.08	6.15	8.30		9.33			12.18
5.39	105th Street			2.50	3.05	3.20	6.25	8.40		9.45			12.30
10.52	Signal Station BR.	N		2.59	3.15	3.30	6.35	8.51		9.57			12.40
11.69	Noble												
13.88	Wickliffe	D		3.03	3.19	3.34	6.39	8.55		10.01			12.44
18.19	Willoughby	N		3.08	3.24	3.39	6.44	9.00		10.07			12.49
22.54	Mentor	D			3.13	3.29	3.44	6.49	9.05				12.55
28.72	Painesville	N			3.20	3.36	3.51	6.58	9.13				1.05
32.17	Lane												
34.43	Perry	D			3.26	3.42	3.57	7.07	9.20				1.12
39.42	Madison	N			3.31	3.47	4.04	7.12	9.25				1.19
41.66	Unionville	D					7.15	9.28		10.52			
44.83	Geneva	D			3.37	3.53	4.10	7.19	9.32				1.25
49.49	Saybrook		A. M.		3.42	3.58	4.15	7.24	9.37				1.30
51.58	W. Tower	N			3.45	4.01	4.18	7.27	9.40				1.33
54.20	Ashtabula	D	1.35		3.48	4.05	4.23	7.31	9.46			1.20	1.45
60.00	Kingsville	D						7.38	9.53				1.27
64.03	Amboy	N	1.46		4.00	4.17	4.34	7.42	9.57				1.30
67.45	Conneaut	N	1.50		4.04	4.21	4.39	7.48	10.06				1.35
75.03	Springfield	D											1.43
78.34	Girard Junction	N	2.03		4.16	4.33	4.53	8.01	10.19			11.05	12.06
79.69	North Girard	D	2.05		4.18	4.35	4.55	8.03	10.21			11.10	12.10
84.15	Fairview	D											1.55
86.76	Swanville	D	2.14		4.25	4.43	5.02	8.11	10.28			11.17	12.24
92.16	Dock Junction	N	2.20	A. M.	4.31	4.50	5.08	8.17	10.34			11.25	12.31
95.01	Erie	N	2.25	L 4.30	4.39	5.00	5.15	8.25	10.42			11.35	12.38
96.34	S.S.XC., P.& E.Csg.	N	2.29	4.34	4.42	5.04	5.19	8.29	10.46			A. M.	12.57
98.85	Wesleyville	N	2.33	4.38	4.45	5.08	5.23	8.33	10.49				1.01
102.46	Harbor Creek	D	2.38	4.43	4.51	5.13	5.28	8.38	10.54				1.06
105.23	Moorhead			f 4.47									
108.95	North East	N	2.46	s 4.57	4.59	5.21	5.35	8.48	11.04			s 1.15	C 2.34
113.74	State Line	N	2.52	f 5.03	5.04	5.26	5.40	8.53	11.10				1.21
116.63	Ripley	D	2.56	s 5.09	5.08	5.29	5.43	8.57	11.14			s 1.30	
124.45	Westfield	N	3.06	s 5.24	5.20	5.41	5.53	9.10	11.26			s 1.48	2.25
132.65	Brocton	D	3.15	s 5.38	5.30	5.51	6.03	9.20	11.36			s 2.04	2.25
141.65	Dunkirk	N	3.27	s 6.00	6.05	6.05	6.15	9.33	11.49			s 2.20	3.01
146.69	Waites Crossing			f 6.07									2.26
150.48	Silver Creek	N	3.42	s 6.17	5.55	6.19	6.29	9.46	12.01			s 2.37	3.26
154.33	Irving	D	3.47	s 6.23	5.59	6.24	6.33	9.51	12.05				2.41
156.21	Farnham	D		s 6.29									2.45
160.54	Angola	N	3.53	s 6.38	6.06	6.31	6.40	9.57	12.12			s 2.57	3.37
164.67	Derby	D		s 6.45									3.02
166.58	North Evans			s 6.49									
167.48	Lake View	N	4.01	s 6.54	6.14	6.38	6.48	10.07	12.19			f 3.09	3.44
172.66	Athol Springs	D		s 7.03								f 3.15	
173.92	Bay View	N	4.10	s 7.05	6.21	6.45	6.55	10.15	12.27				3.20
181.90	Buffalo	N	4.35	7.30	6.45	7.10	7.20	10.40	12.45				3.50
	ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.

Nos. 32 and 122 will not carry passengers.
No. 606 will stop at Forsyth, West Portland, Portland, Van Buren, Weyer, Wanakah, Clover Bank, Hamburg-on-the-Lake and Lakeside Cemetery on signal.
No. 72. First trip Ashtabula to Buffalo June 12. Time shown at Buffalo, 105th Street and Cleveland is for information only.

BUFFALO TO COLLINWOOD WESTWARD—FREIGHT TRAINS

Miles from Buffalo	STATIONS	G. P.	E. S.	B. F.	L. S.	L. S.	G. T.	L. S.	Adv.	B. S.	B. S.
		1	1	1	1	3	1	7	3	3	3
		Seneca-Pittsburgh		New York-St. Louis	New York-Chicago	Boston-Chicago	Garden-ville-A.L. Jct.	Phila.-Chicago	Buffalo-Cleveland	Buffalo-Cleveland	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Gardenville..... N			7.25							
5.39	Seneca Tower..... N	2.00			10.30	11.00	1.00		9.00	10.30	
7.98	Bay View..... N	2.15		7.45	11.15	11.20	1.45		9.15	10.50	
86.89	Erie..... N	9.00	4.00			5.55					
							P. M.				
127.70	Ashtabula..... D	12.30	8.00					8.00			
171.38	Signal Station BR.. N		12.01	5.00	11.15	10.30	12.30	11.00	5.00	12.30	
			P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	
174.16	Collinwood..... N										
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	

Miles from Buffalo	STATIONS	Way	Way	Through	Through
		Freight	Freight	Local	Local
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.
	Buffalo..... N	7.00			
	Gardenville..... N				
5.39	Seneca Tower..... N			9.00	
7.98	Bay View..... N	7.30	A. M.	A. M.	9.50
86.89	Erie..... N	3.00	7.00	8.15	5.30
127.70	Ashtabula..... D				P. M.
171.38	Signal Station BR.. N				
174.16	Collinwood..... N		2.50	4.15	
	ARRIVE	P. M.	P. M.	P. M.	P. M.

For information only; not conferring time table rights.

COLLINWOOD TO BUFFALO EASTWARD—FREIGHT TRAINS

Miles from Collinwood	STATIONS	C. P.	N. Y.	K. B.	Elk. W. S.	Big 4 W. S.	S. B.	C. P.	C. G.	N. Y.	B. F. N. Y.	P. W. S.	X. B.
		2	6	2	4	4	4	4	8	8	8	4	4
		Cleveland-Philadelphia	St. Louis-New York	Collinwood-Seneca	Elkhart-Garden-ville	East St. Louis-Garden-ville	Collinwood-Garden-ville	Collinwood-Garden-ville	Chicago-Garden-ville	Gibson-New York	St. Louis-New York	Pittsburgh-Garden-ville	Elkhart-East Buffalo
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	Collinwood..... N												
3.27	Signal Station BR.. N	12.01	12.30	1.00	1.00	3.00	5.00	5.00	5.40	11.30	12.10		P. M.
													1.00
46.95	Ashtabula..... D	2.30											
87.76	Erie..... N												5.00
166.67	Bay View..... N		7.40	1.00	11.00	7.00	8.00	11.00	5.15	9.00	7.00	3.00	12.10
176.22	Gardenville..... N												
169.26	Seneca Tower..... N			1.15									12.40
176.26	East Buffalo.....		8.15		11.59	8.00	9.00	11.59	6.00	12.01	8.00	4.00	
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.

Miles from Collinwood	STATIONS	X. N.	B. F. N. Y.	N. Y.	C. B.
		2	4	4	2
		Chicago-New York	Indianapolis-New York	Chicago-New York	Englewood-Seneca
	LEAVE	P. M.	P. M.	P. M.	P. M.
	Collinwood..... N				
3.27	Signal Station BR.. N	2.30	5.30	6.00	8.15
46.95	Ashtabula..... D				
87.76	Erie..... N				
166.67	Bay View..... N	11.10	12.45	1.30	4.15
176.22	Gardenville..... N				
169.26	Seneca Tower..... N			4.30	
174.65	Buffalo..... N				
176.26	East Buffalo.....	12.30	1.45	2.30	
	ARRIVE	A. M.	A. M.	A. M.	A. M.

For information only; not conferring time table rights.

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Tele-graph 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	BV	8.0	INT	INT	INT	INT	Interlocking Signal Station.....	S	DM
Athol Springs.....	HA	9.2	10.1		10.3 G		East of station, on pole.....	N	DM
							Station.....	N	M
Wanakah.....		11.9	11.1 12.1	11.2 12.2	11.3 G 12.3 G	11.4 12.4			
Lake View	RD	14.3	13.1 14.1	13.2 14.2	13.3 G 14.3 G	13.4 14.4	Interlocking Signal Station.....	N	DM
Lake View		14.4					Station.....	S	M
North Evans.....		15.3	16.1	16.2	16.3	16.4			
Derby.....	VN	17.2	17.1 18.1	17.2 18.2	17.3 18.3	17.4 18.4 G	West of station, on pole.....	N	DM
							Station.....	N	M
Angola	NA	21.1	19.1 20.1 21.1	19.2 20.2 21.2	19.3 20.3 21.3	19.4 G 20.4 G 21.4	Interlocking Signal Station.....	S	DM
Angola.....		21.2					Freight station.....	S	MY
							East of freight station, on pole, connects with Angola Int.....	S	Y
Farnham.....	FM	25.7	23.1 24.1 25.1 26.1	23.2 24.2 25.2 26.2	23.3 24.3 25.3 26.3	23.4 G 24.4 G 25.4 G 26.4 G	Station.....	S	M
							Freight station, north side.....	S	DM
Irving.....	VR	27.6	27.1 28.1	27.2 28.2	27.3 28.3	27.4 G 28.4 G	Station.....	S	DM
							Crossover east of station, on pole...	S	DM
Silver Creek.....	MN	31.2	29.1 30.1 32.1	29.2 30.2 32.2	29.3 30.3 32.3	29.4 G 30.4 32.4	Interlocking Signal Station.....	S	DMY
Silver Creek.....		31.4					Station.....	S	MY
							Freight station.....	S	MY
							East of freight station, connects with Silver Creek Int.....	S	Y
Silver Creek Track Pans.		33.8	33.1 34.1	33.2 34.2	33.3 34.3	33.4 34.4	Tender's cabin	N	DY
Waites Crossing.....		35.2	35.1	35.2	35.3	35.4			

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Tele-graph Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
			37.1 38.1	37.2	37.3 38.3	37.4 38.4			
			39.1	38.2 40.2	39.3	38.4 40.4 G			
Dunkirk	X	40.0	INT	INT	INT	INT	Interlocking Signal Station.....	N	DMY
							Yard office, Robert's road.....	N	M-Y
Dunkirk.....	DO	40.1					Station ticket office.....	S	DMY
							Freight station.....	N	MY
							Telegraph office.....	S	DMY
							South siding, east end, on pole, connects with Dunkirk Int.....	S	Y
							Middle Road crossing on pole connecting with Dunkirk Interlocker.	N	Y
							Yard office.....	N	Y
							Leopard St., on north side of watchman's cabin; connects with Dunkirk Int., and Brigham Road R. S.	N	Y
							Glass Works switch, on pole, connects with Dunkirk, Int., and Brigham Road, R. S.....	N	Y
Brigham Road.....	CA	41.0	41.1 42.1	INT	INT	INT	Interlocking Signal Station.....	N	DMY
Van Buren.....		44.5	43.1 44.1 45.1	43.2 44.2 45.2	43.3 G 44.3 G 45.3 G	43.4 44.4 45.4	Station.....	S	DM
Brocton.....	BX	49.3	46.1 47.1 48.1 49.1 50.1	46.2 47.2 48.2 49.2 50.2	46.3 G 47.3 G 48.3 G 49.3 G 50.3 G	46.4 47.4 48.4 49.4 50.4	Station.....	S	D
							Freight station.....	N	DM
Brocton.....		49.6	51.1		51.3		Crossover west of station, in booth.	N	DM
Portland.....		50.4							
Westfield.....	WB	57.5	52.1 53.1 54.1 55.1 56.1 57.1 58.1	52.2 53.2 54.2 55.2 56.2 57.2 58.2	52.3 G 53.3 54.3 55.3 56.3 57.3 58.3	52.4 53.4 54.4 55.4 56.4 57.4 58.4	Station.....	S	MY
							Freight station.....	S	MY
							South siding, east end, on pole.....	S	DM
							Car inspector's cabin, 1/4 mile east of freight station, connects with Westfield Int.....		
							North siding, east end, on pole.....	S	Y
								N	DM
Westfield	WX	57.6	INT	INT	INT	INT	Interlocking Signal Station.....	N	DMY
Westfield Track Pans....		58.9	59.1	59.2	59.3	59.4	Tender's cabin.....	N	DM
Forsyth.....		62.2	60.1 61.1 62.1	60.2 61.2 62.2	60.3 G 61.3 G 62.3 G	60.4 61.4 62.4	Station.....	N	DM

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Ripley.....	RY	65.3	63.1	63.2	63.3 G	63.4	Station.....	N	DM
Ripley.....			65.1	65.2	65.3 G	65.4			
			66.1	66.2	66.3 G	66.4			
			67.1		67.3				
		66.5		67.2		67.4	Crossovers west of station, in booth.	N	DM
			68.1	68.2	68.3 G	68.4			
State Line.....	YN	68.2	68.1A		68.3AG				
						69.2	69.4		
			69.1		69.3 G				
			70.1	70.2	70.3 G	70.4			
			71.1	71.2	71.3 G	71.4			
			72.1		72.3 G		Crossover 2 miles east of and connects with North East Int.....	S	DM
			73.1	72.2	73.3	72.4 G			
North East.....		73.0		73.2		73.4 G	Station.....	N	Y
							Freight station.....	N	MY
North East.....	N	73.1	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
					75.1	75.2	75.3	75.4 G	South siding, west end, on pole.....
			76.1	76.2	76.3	76.4 G			
			77.1	77.2	77.3	77.4 G	Gravel pit switch, on pole, connects with North East Int.....	N	D
Moorhead.....		76.7					Station.....	S	DM
			78.1	78.2	78.3	78.4 G			
			79.1	79.2	79.3	79.4 G			
Harbor Creek.....		79.2	80.1		80.3		Crossover east of station, in booth..	N	DM
Harbor Creek.....	HC	79.4		80.2		80.4	Station.....	N	DM
					81.1	81.2	81.3	81.4 G	
			82.1		82.3	82.4 G			
			83.1	82.2	83.3	82.4 G			
			83.1	83.2	83.3	83.4 G			
Wesleyville.....	WV	83.0	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
							Walbridge Road, on pole.....	N	DM
							Walbridge Road, in switch tender's cabin.....	N	Y
							Nagle Road, in car repairman's cabin	N	Y
							Yard master's office, east of coal chutes.....	N	DMY
							Engine house office.....	N	DMY
							Train master's office.....	S	DMY
							Coal chutes.....	N	Y
							Eastward home signal, connects with Wesleyville Int.....	S	Y
			84.1		84.3 G				
							General Electric switch, on pole, connects with Wesleyville Int.....	N	Y
							Register clerk's office, Downing Road	S	DMY
							Hammermill's siding, on pole, connects with Wesleyville Int., and Erie Int.....	N	Y
			85.1	85.2	86.3 G	85.4 G			
Erie.....	XC	85.6	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
							Yard master's office, east yard.....	S	DMY
							Shaffer Bros.' stock pens, inside, connects with Erie Int.....	N	Y
							Parade St. yard office, on south side, connects with Erie Int.....	N	Y
			87.1	87.2A	87.3 G	87.4 G			
							French St. switch tender's cabin, connects with Erie Int., and Erie station.....	S	Y
Erie.....	MS	86.9		87.2				S	DMY
			88.1		88.3 G				
							Sassafras St., switch tender's cabin, connects with Erie Int., and Erie station.....	S	Y
							Myrtle St., on pole.....	S	Y
							Yard master's office, west yard.....	S	DMY
			89.1	88.2	89.3 G	88.4 G			
							Cemetery crossing, on pole.....	N	D
							Raspberry St., east of water tank, on pole.....	S	DM
Dock Jct.	DJ	89.7	90.1	89.2	90.3 G	89.4			
					INT	INT	INT	INT	Interlocking Signal Station.....
							Yard masters office, new yard, 2½ miles west of Dock Jct., Int.....	S	DM
							Car inspector's cabin at east end of new yard 1½ miles west of and connects with Dock Jct., Int., and office at Chapel Road.....	S	Y
			91.1	91.2	91.3 G	91.4			
			93.1	93.2	93.3 G	93.4			
Chapel Road.....	CR	91.7					In box, north side of cabin.....	S	DM
					94.1	94.2	94.3	94.4	
			95.1	95.2	95.3	95.4			
Swanville.....	MK	95.1					Station.....	S	DM
									Station on east end.....
			97.1	97.2	97.3	97.4 G			
			98.1	98.2	98.3	98.4 G			
Fairview.....	FW	97.8					Station.....	S	DM
									West of station, on pole.....
			99.1	99.2	99.3	99.4			
			101.1	101.2	101.3	101.4			
			102.1	102.2	102.3	102.4			
North Girard.....		102.2					Station on east end.....	S	DM
							Station.....	S	MY
			103.1	104.2	103.3	104.4 G			
Girard Jct.	GJ	103.6	INT	INT	INT	INT	Interlocking Signal Station.....	N	DMY
			105.1	105.2	105.3	105.4 G			
			106.1	106.2	106.3	106.4 G			
Springfield.....	SQ	106.9	107.1	107.2	107.3	107.4 G	Station.....	S	DMY
									West of station, on pole.....
			108.1	108.2	108.3	108.4 G			
Springfield Track Pans..		108.5					Tender's cabin.....	N	DMY
			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			
				115.2					
			115.1		115.3 G		Cross over, east of station, on pole.	S	DM
Conneaut.....	SK	114.5					Station.....	S	DM
									Freight station.....

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Amboy	J	117.9	116.1	116.2	116.3 G	116.4	Interlocking Signal Station..... North siding, west end, on pole.....	S	DM
			117.1	117.2	117.3 G	117.4			
			118.1	118.2	118.3 G	118.4			
			INT	INT	INT	INT			
Kingsville.....		121.9	119.1	119.2	119.3 G	119.4	East of Station, on pole..... Freight station.....	S	DM
			121.1	121.2	121.3 G	121.4 G			
			122.1	122.2	122.3	122.4 G			
Lockwood's Crossing....		124.9	123.1	123.2	123.3	123.4 G	In booth	N	DM
			124.1	124.2	124.3	124.4 G			
			125.1	125.2	125.3	125.4 G			
Ashtabula.....	SD	127.9	126.1	126.2	126.3	126.4	Station..... Freight station.....	S	DM
			127.1	127.2	127.3	127.4			
Ashtabula Main Line....	OD	127.9	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
Ashtabula West Tower..	W	130.3	129.1	129.2	129.3	129.4	Eastward home, signal, east of station, in cabin, connects with Ashtabula main line Int..... Yard master's office, west end of yard..... 1 mile east of Int. Sig. Sta. W., near stand pipe, on pole.....	S	Y
			130.1	130.2	130.3	130.4			
			INT	INT	INT	INT			
			INT	INT	INT	INT			
Saybrook.....		132.4	132.1	132.2	132.3	132.4	East of station, on pole.....	S	D
			133.1	133.2	133.3	133.4			
Geneva.....	SB	137.1	134.1	134.2	134.3	134.4	Station..... Crossover, west of station, in booth.	S	DM
			135.1	135.2	135.3 G	135.4			
			136.1	136.2	136.3 G	136.4			
			137.1	137.2	137.3 G	137.4			
Geneva		137.4	138.1	138.2	138.3 G	138.4		S	DM
Unionville.....	DX	140.0	140.1	140.2	140.3 G	140.4	Station..... 1st pole west of station.....	S	DM
			141.1	141.2	141.3 G	141.4			
Madison	OX	142.3	142.1	142.2	142.3 G	142.4	Interlocking Signal Station.....	S	DMY
			INT	INT	INT	INT			
Madison.....		142.3	141.1	141.2	141.3	141.4	West end of north siding, on pole, connects with Madison Int..... East end of south siding, on pole, connects with Madison Int..... Station..... Wm. Edward's switch, on pole, connects with Madison Int.....	N	Y
			142.1	142.2	142.3 G	142.4			
			143.1	143.2	143.3	143.4			
			144.1	144.2	144.3	144.4			
Perry.....	KI	147.5	145.1	145.2	145.3	145.4	Station.....	S	DM
			146.1	146.2	146.3	146.4			
			148.1	148.2	148.3	148.4			

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Buffalo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Perry		147.7	149.1	149.2	149.3	149.4	Crossover, west of station, in booth.	S	DM
			150.1	150.2	150.3	150.4			
Painesville.....		153.2	151.1	151.2	151.3	151.4 G	Ticket office..... Station, connects with Painesville Int..... Freight station, on west end..... Freight station..... East end, south siding, St. Clair St.	S	DM
			152.1	152.2	152.3	152.4 G			
			153.1	153.2	153.3	153.4 G			
Painesville	AF	154.0	154.1	154.2	154.3	154.4 G	Fobes Street on pole east of road crossing..... Interlocking Signal Station.....	S	DM
			INT	INT	INT	INT			
Painesville Track Pans..		155.4	156.1	156.2	156.3	156.4	On first pole, east of Newell Street. Tender's cabin.....	S	DM
Mentor.....		159.4	157.1	157.2	157.3	157.4	West of station, on pole..... Station.....	S	DM
			158.1	158.2	158.3	158.4			
			159.1	159.2	159.3	159.4			
Willoughby.....		164.1	161.1	161.2	161.3	161.4	Station..... Freight station..... West of station, on pole..... 1/2 mile east of station, in crossing tender's cabin.....	S	DM
			162.1	162.2	162.3	162.4			
Willoughby	SW	164.2	163.1	163.2	163.3	163.4 G	Interlocking Signal Station.....	S	DM
			164.1	164.2	164.3	164.4 G			
Wickliffe.....	F	168.0	166.1	166.2	166.3 G	166.4	East of station, on pole..... Station.....	S	DM
			167.1	167.2	167.3 G	167.4			
Noble.....		170.2	168.1	168.2	168.3	168.4	Crossover No. 1, east of station, on pole.....	S	DM
			169.1	169.2	169.3	169.4			
Nottingham	BR	171.4	170.1	170.2	170.3	170.4	Interlocking Signal Station.....	S	DMY
			INT	INT	INT	INT			

ABBREVIATIONS

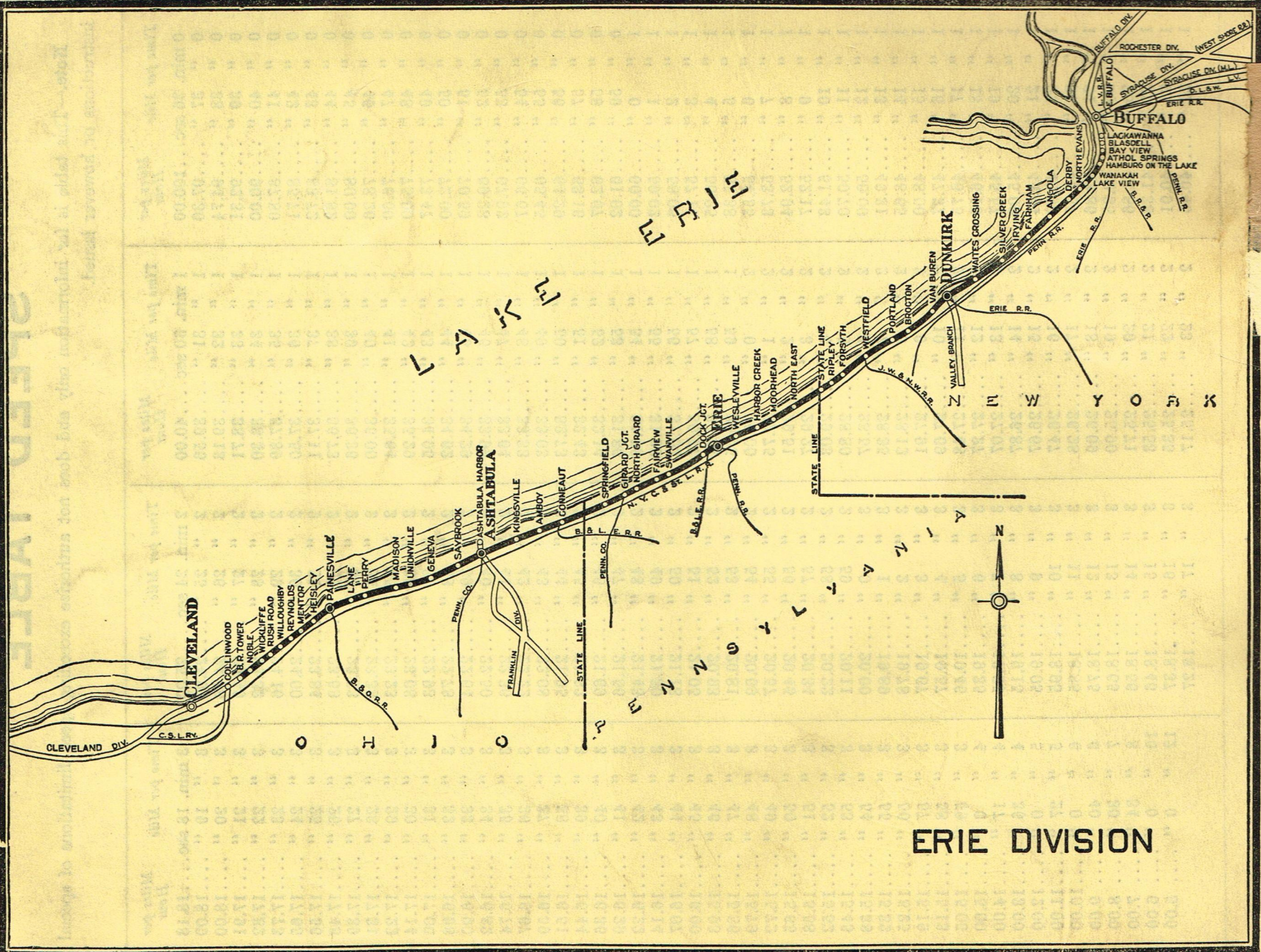
Telephone Lines		Signals		Side of Track	
Dispatcher.....	D	Train Order.....	TO	North.....	N
Message.....	M	Manual Block.....	MB	South.....	S
Block.....	B	Interlocking.....	INT	East.....	E
Yard.....	Y	Distant.....	DS	West.....	W
		Switch.....	SW		

SPEED TABLE

SPEED TABLE

Note.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



ERIE DIVISION