

# The New York Central Railroad Company

ERIE DIVISION

## Time Table No. <sup>15</sup>~~14~~

FOR EMPLOYEES ONLY

Effective 2:00 A. M.

**Sunday, September 25, 1921**

**EASTERN STANDARD TIME**

Superseding Time Table No. 13

Dated June 26, 1921

STUDY THE SPECIAL INSTRUCTIONS AND  
NOTE ALL CHANGES

E. V. BROGAN,  
Superintendent

### CONTENTS

	Pages
Special Instructions . . . . .	1-3
Buffalo to Cleveland . . . . .	4-5
Cleveland to Buffalo . . . . .	6-8
Buffalo to Collinwood . . . . .	9
Collinwood to Buffalo . . . . .	10
Stations, Telegraph Calls, Signals and Telephones . .	11-16
Speed Table . . . . .	17

The  
New York Central  
Railroad Company

ERIE DIVISION

Time Table No. 14

FOR EMPLOYEES ONLY

Effective 3:00 A. M.

Sunday, September 25, 1921

EASTERN STANDARD TIME

CONTENTS

**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.**

- D** Stop on signal to receive passengers for Cincinnati and beyond.
- E** Stop to discharge passengers from C. C. C. & St. L.
- G** Stop to discharge passengers from New York, Albany and Schenectady.
- H** Stop to discharge passengers from east of Buffalo.
- I** Stop on signal to discharge passengers from Buffalo and points east, and to receive passengers for Cleveland and beyond.
- J** Stop to discharge passengers Saturday.
- M** Stop for mail.
- P** Stop on signal to receive passengers for Pittsburgh holding through tickets, Sunday.
- Q** Stop to discharge passengers from Pittsburgh, holding through tickets, Friday.
- R** Will not stop Sunday.
- W** Stop on signal to receive passengers for Buffalo and beyond.
- 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:

- (a) In yards where switch engines are employed.
- (b) At meeting points.
- (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
- (d) When standing.
- (e) 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.

**33. 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.

**33. 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
Dunkirk	Westward	109
	Eastward	105
Irving	Westward	30
	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. Yard masters office.
Wesleyville	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	Trucks
	Stone	Ballast	Gravel
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 Class M	15	15	15
Engines Switch	20	20	20
Engines running backward:			
Passenger	40	40	25
Freight	25	25	25

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

E. V. BROGAN, Superintendent.

J. J. DALEY, Assistant Superintendent.

J. W. McGUIRE, Chief Train Dispatcher.

E. E. STEINHOFF, Night Chief Train Dispatcher.

W. C. EMERICH,  
A. B. HYDER,  
T. C. HARRINGTON,  
E. H. GIRARD,  
J. F. GRANEY,  
W. H. WILLIAMS,  
E. F. McGUIRE,  
J. F. BOLT,  
L. J. FAY,  
D. A. PRATT,  
L. J. GRANEY, } 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
Westfield and Conneaut, Train No. 19, 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.

Engineman 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.





## CLEVELAND TO BUFFALO EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 7

Miles from Cleveland	STATIONS	2	Mail		Daily		P. M.	
			Mail	Daily	P. M.	P. M.		
			LEAVE	P. M.	P. M.	P. M.		
.....	Cleveland.....	N	11.55					
5.39	105th Street.....	S	12.10					
10.52	Signal Station BR..	N	12.20					
11.69	Noble.....							
13.88	Wickliffe.....	D	12.24					
18.19	Willoughby.....	N	12.29					
22.54	Mentor.....	D	12.34					
28.72	Painesville.....	N	12.43					
32.17	Lane.....							
34.43	Perry.....	D	12.55					
39.42	Madison.....	N	1.01					
41.66	Unionville.....	D						
44.83	Geneva.....	D	1.07					
49.49	Saybrook.....		1.12					
51.58	W. Tower.....	N	1.14					
54.20	Ashtabula.....	D	1.28					
60.00	Kingsville.....	D						
64.03	Amboy.....	N	1.41					
67.45	Conneaut.....	N	1.46					
75.03	Springfield.....	D						
78.34	Girard Junction....	N	1.58					
79.69	North Girard.....	D	2.00					
84.15	Fairview.....	D						
86.76	Swanville.....	D	2.07					
92.16	Dock Junction.....	N	2.13					
95.01	Erie.....	S	2.26					
96.34	S.S.XC.,P.&E.Csg.	N	2.30					
98.85	Wesleyville.....	N	2.33					
102.46	Harbor Creek.....	D	2.38					
105.23	Moorhead.....							
108.95	North East.....	N	2.47					
113.74	State Line.....	N	2.52					
116.63	Ripley.....	D	2.55					
124.45	Westfield.....	N	3.07					
132.65	Brocton.....	D	3.17					
141.65	Dunkirk.....	N	3.33					
146.69	Waites Crossing....							
150.48	Silver Creek.....	N	3.47					
154.33	Irving.....	D	3.51					
156.21	Farnham.....	D						
160.54	Angola.....	N	3.58					
164.67	Derby.....	D						
166.58	North Evans.....							
167.48	Lake View.....	N	4.06					
172.66	Athol Springs.....	D						
173.92	Bay View.....	N	4.13					
181.90	Buffalo.....	N	4.40					
	ARRIVE							

No. 2 will not carry passengers.  
Time shown at Buffalo, 105th Street and Cleveland is for information only.

## BUFFALO TO COLLINWOOD WESTWARD—FREIGHT TRAINS

Miles from Buffalo	STATIONS	G. P.	B. F.	L. S.	L. S.	L. S.	G. T.	L. S.	B. S.
		1	1	1	3	3	1	7	3
		Seneca-Pittsburgh	New York-St. Louis	New York-Chicago	Seneca-Collinwood	Boston-Chicago	Garden-ville-A.L. Jct.	Phila.-Chicago	Buffalo-Cleveland
.....	Gardenville.....	N	7.00	10.30		11.30	1.00		
5.39	Seneca Tower.....	N	2.00			11.00			9.30
7.98	Bay View.....	N	2.15	7.45	11.15	11.20	12.15	1.45	
86.89	Erie.....	N	9.00				5.55		
127.70	Ashtabula.....	D	12.30						8.00
171.38	Signal Station BR..	N		5.00	11.15	10.30	11.45	12.30	11.00
174.16	Collinwood.....	N		P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
	ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. 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
.....	Buffalo.....	N	7.00		
.....	Gardenville.....	N			
5.39	Seneca Tower.....	N			9.30
7.98	Bay View.....	N	7.30	A. M.	A. M.
86.89	Erie.....	N	3.00	7.00	8.15
127.70	Ashtabula.....	D	P. M.		P. M.
171.38	Signal Station BR..	N			
174.16	Collinwood.....	N		2.50	4.15
	ARRIVE		P. M.	P. M.	P. M.

For information only; not conferring time table rights.

**COLLINWOOD TO BUFFALO  
EASTWARD—FREIGHT TRAINS**

Miles from Collinwood	STATIONS	K. B.	N. Y.	Elk.	Big 4	S. B.	C. P.	C. G.	N. Y.	B. F.	P. W. S.	X. B.	X. N.
		2	6	4	4	4	4	8	8	8	4	4	2
		Collinwood-Seneca	St. Louis-New York	Elkhart-Gardenville	East St. Louis-Gardenville	Collinwood-Gardenville	Collinwood-Gardenville	Chicago-Gardenville	Gibson-New York	East St. Louis-New York	Pittsburgh-Gardenville	Elkhart-East Buffalo	Chicago-New York
		Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily Except Monday	Thursday and Sunday Only	Daily
	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	A. M. 12.01	A. M. 12.30	A. M. 1.00	A. M. 3.00	A. M. 5.00	A. M. 5.00	A. M. 5.40	A. M. 11.30	A. M. 11.40	P. M. 1.00	P. M. 2.30
46.95	Ashtabula.....	D										1.00	
87.76	Erie.....	N										5.00	
166.67	Bay View.....	N	10.30	7.40	11.00	7.00	8.00	11.00	5.15	9.00	7.00	3.00	12.10 11.10
176.22	Gardenville.....	N		8.25	11.59	8.00	9.00	11.59	6.00	9.45	7.45	4.00	
169.26	Seneca Tower.....	N	11.00									12.40	11.30
	ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

Miles from Collinwood	STATIONS	N. Y.	B. F.	C. B.	C. P.	Way Freight	Way Freight	Through Local	Through Local
		4	4	2	2				
		Chicago-New York	Indianapolis-New York	Englewood-Seneca	Cleveland-Philadelphia				
	LEAVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
.....	Collinwood.....	N				7.00	8.15		
3.27	Signal Station BR..	N	P. M. 4.50	P. M. 5.30	P. M. 7.00	P. M. 11.00			
46.95	Ashtabula.....	D			1.30		A. M.	A. M.	
87.76	Erie.....	N				A. M.		7.30	3.00 4.15
166.67	Bay View.....	N	12.45	12.45	4.15			2.50	P. M. P. M. 4.30
176.22	Gardenville.....	N	1.30	1.25					
169.26	Seneca Tower.....	N			4.30				5.00
174.65	Buffalo.....	N						3.30	
	ARRIVE		A. M.	A. M.	A. M.	A. M.		P. M.	P. M. P. M. P. M.

For information only; not conferring time table rights.

**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
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
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
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
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
Irving.....	VR	27.6	27.1 28.1	27.2 28.2	27.3 28.3	27.4 G 28.4 G	Freight station, north side.....	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	Interlocking Signal Station.....	S	DMY
Silver Creek.....		31.4					Station.....	S	MY
Silver Creek Track Pans.		33.8	33.1 34.1	33.2 34.2	33.3 34.3	33.4 34.4	Freight station.....	S	MY
Waites Crossing.....		35.2	35.1	35.2	35.3	35.4	East of freight station, connects with Silver Creek Int.....	S	Y
							Tender's cabin.....	N	DY

### 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
			37.1 38.1	37.2 38.2	37.3 38.3	37.4 38.4			
			39.1 40.1	39.2 40.2	39.3 40.3	39.4 G 40.4 G			
Dunkirk .....	X	40.0	INT	INT	INT	INT	Interlocking Signal Station.....	N	DMY
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
							East of Radiator Works, on pole, connects with Dunkirk Int.....	N	Y
							Yard office.....	N	Y
							Leapord 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	INT	Interlocking Signal Station.....	N	DMY
				42.2 43.1 44.1 45.1	43.2 43.3 G 44.2 45.2	42.4 43.4 44.4 45.4			
Van Buren.....		44.5					Station.....	S	DM
			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			
Brocton.....	BX	49.3					Station.....	S	D
							Freight station.....	N	DM
Brocton.....		49.6	51.1		51.3		Crossover west of station, in booth..	N	DM
				51.2		51.4			
Portland.....		50.4							
			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			
Westfield.....	WB	57.5					Station.....	S	MY
							Freight station.....	S	MY
							South siding, east end, on pole.....	S	DM
							In box, west end, car inspector's cabin, 1/8 mile east of freight station, connects with Westfield Int.....	S	Y
							North siding, east end, on pole.....	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
			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			
Forsyth.....		62.2					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 65.1 66.1	63.2 65.2 66.2	65.3 G 66.3 G 68.3 G	63.4 65.4 66.4	Station.....	N	DM
Ripley.....		66.5	67.1		67.3		Crossovers west of station, in booth..	N	DM
				67.2		67.4			
State Line.....	YN	68.2	68.1 68.1A	68.2 69.2	63.3 G 68.3AG	68.4 69.4	Crossovers west of station, on pole..	S	DM
							Station.....	N	DM
			69.1 70.1 71.1	70.2 71.2	69.3 G 70.3 G 71.3 G	70.4 71.4	Crossover 2 miles east of and connects with North East Int.....	S	DM
North East.....		73.0	72.1 73.1	72.2 73.2	72.3 G 73.3	72.4 G 73.4 G	Station.....	N	Y
							Freight station.....	N	MY
North East .....	N	73.1	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
							South siding, west end, on pole.....	S	DM
				75.1	75.3	75.4 G	Gravel pit switch, on pole, connects with North East Int.....	N	D
			76.1 77.1	76.2 77.2	76.3 77.3	76.4 G 77.4 G			
Moorhead.....		76.7					Station.....	S	DM
Harbor Creek.....		79.2	78.1 79.1 80.1	78.2 79.2	78.3 79.3 80.3	78.4 G 79.4 G	Crossover east of station, in booth..	N	DM
Harbor Creek.....	HC	79.4		80.2		80.4	Station.....	N	DM
			81.1 82.1 83.1	81.2 82.2	81.3 82.3 83.3	81.4 G 82.4 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
Erie.....	XC	85.6	86.1 INT	85.2 INT	86.3 G INT	85.4 G 86.4 G	Interlocking Signal Station.....	S	DMY



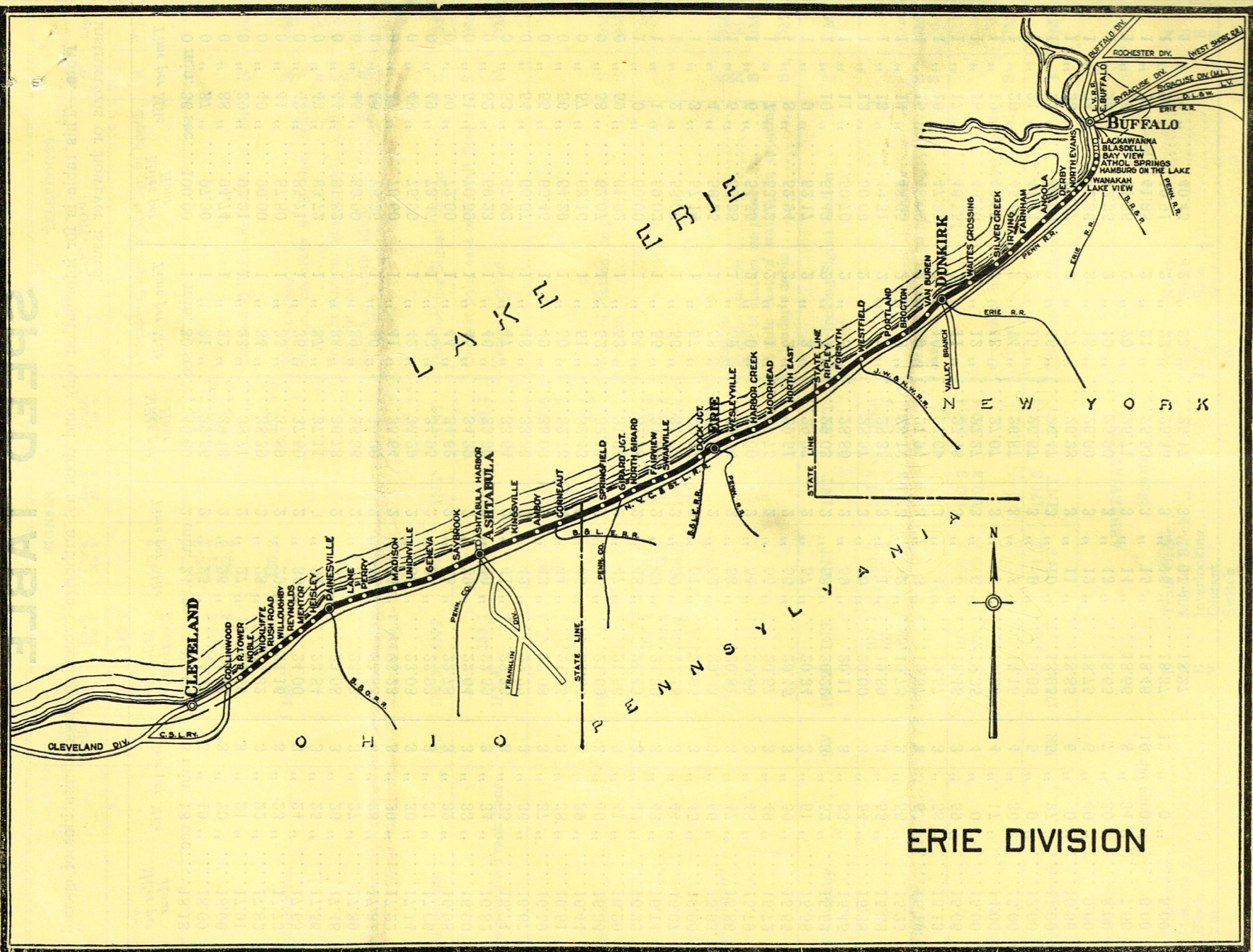
**STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES**

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
Erie.....	MS	86.9	87.1	87.2A	87.3 G	87.4 G	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
							French St. switch tender's cabin, connects with Erie Int., and Erie stations.....	S	Y
Dock Jct. ....	DJ	89.7	90.1 INT	90.2 INT	90.3 G	90.4 INT	Interlocking Signal Station.....	S	DMY
							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
							Cemetery crossing, on pole.....	N	D
Chapel Road.....		91.7	91.1 93.1	91.2 93.2	91.3 G 93.3 G	91.4 93.4	In box, north side of cabin.....	S	DM
							Raspberry St., east of water tank, on pole.....	S	DM
							Sassafrass St., switch tender's cabin, connects with Erie Int., and Erie station.....	S	Y
							Myrtle St., on pole.....	S	Y
Swanville.....	MK	95.1	95.1	95.2	95.3	95.4	Station.....	S	DM
							Station on east end.....	S	DM
							Yard master's office, west yard.....	S	DMY
							Station.....	S	DM
Fairview.....	FW	97.8	97.1 98.1	97.2 98.2	97.3 98.3	97.4 G 98.4 G	Station.....	S	DM
							West of station, on pole.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
North Girard.....		102.2	99.1 101.1 102.1	99.2 101.2 102.2	99.3 101.3 102.3	99.4 101.4 102.4	Station on east end.....	S	DM
							Station.....	S	MY
							Station.....	S	DM
							Station.....	S	DM
Girard Jct. ....	GJ	103.6	103.1 INT	104.2 INT	103.3 INT	104.4 G INT	Interlocking Signal Station.....	N	DMY
							Station.....	S	DMY
							Station.....	S	DM
							Station.....	S	DM
Springfield.....	SQ	106.9	105.1 106.1 107.1	105.2 106.2 107.2	105.3 106.3 107.3	105.4 G 106.4 G 107.4 G	Station.....	S	DMY
							West of station, on pole.....	S	DM
							Station.....	S	DMY
							Station.....	S	DM
Springfield Track Pans..		108.5	108.1	108.2	108.3	108.4 G	Tender's cabin.....	N	DMY
							Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
Conneaut.....	SK	114.5	110.1 111.1 112.1 113.1	110.2 111.2 112.2 113.2 115.2	110.3 111.3 112.3 113.3	110.4 111.4 112.4 113.4 115.4	Crossover, east of station, on pole..	S	DM
							Station.....	S	DM
							Station.....	S	DM
							Freight station.....	N	DM

**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
Amboy .....	J	117.9	116.1 117.1 118.1 INT	116.2 117.2 118.2 INT	116.3 G 117.3 G 118.3 G INT	116.4 117.4 118.4 INT	Interlocking Signal Station.....	S	DM
							North siding, west end, on pole.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
Kingsville.....		121.9	119.1 121.1 122.1	119.2 121.2 122.2	119.3 G 121.3 G 122.3	119.4 121.4 G 122.4 G	East of Station, on pole.....	S	DM
							Freight station.....	N	DM
							Station.....	S	DMY
							Station.....	S	MY
Lockwood's Crossing ...		124.9	123.1 124.1 125.1	123.2 124.2 125.2	123.3 124.3 125.3	123.4 G 124.4 G 125.4 G	In booth .....	N	DM
							Station.....	S	DMY
							Station.....	S	DMY
							Station.....	S	DMY
Ashtabula.....	SD	127.9	126.1 127.1	126.2 127.2	126.3 127.3	126.4 127.4	Station.....	S	DMY
							Freight station.....	S	MY
							Station.....	S	DMY
							Station.....	S	DMY
Ashtabula Main Line ...	OD	127.9	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
							Station.....	S	Y
							Station.....	S	Y
							Station.....	S	DM
Ashtabula West Tower.	W	130.3	129.1 130.1	129.2	129.3 130.3	129.4 130.4	1 mile east of Int. Sig. Sta. W., near stand pipe, on pole.....	S	DM
							Interlocking Signal Station.....	N	DMY
							Station.....	S	DM
							Station.....	S	DM
Saybrook.....		132.4	132.1 133.1	132.2 133.2	132.3 133.3	132.4 133.4	East of station, on pole.....	S	D
							Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
Geneva.....	SB	137.1	134.1 135.1 136.1 137.1	134.2 135.2 136.2 137.2	134.3 135.3 G 136.3 G 137.3 G	134.4 135.4 136.4 137.4	Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
Unionville.....	DX	140.0	140.1 141.1	140.2	140.3 G 141.3 G	140.4	Station.....	S	DM
							1st pole west of station.....	S	DM
							Station.....	S	DMY
							Station.....	S	DMY
Madison .....	OX	142.3	142.1 INT	141.2 142.2 142.3 G	141.3 G 142.3 G 142.4 G	141.4 142.4 142.4 G	Interlocking Signal Station.....	S	DMY
							Station.....	S	DMY
							Station.....	S	DMY
							Station.....	S	DMY
Madison.....		142.3	144.1 145.1 146.1 148.1	144.2 145.2 146.2 148.2	144.3 145.3 146.3 148.3	144.4 145.4 146.4 148.4	West end of north siding, on pole, connects with Madison Int.....	N	Y
							East end of south siding, on pole, connects with Madison Int.....	S	Y
							Station.....	S	DMY
							Wm. Edward's switch, on pole, connects with Madison Int.....	N	Y
Perry.....	KI	147.5	144.1 145.1 146.1 148.1	144.2 145.2 146.2 148.2	144.3 145.3 146.3 148.3	144.4 145.4 146.4 148.4	Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM
							Station.....	S	DM





ERIE DIVISION