

The New York Central Railroad Company

3rd District

FRANKLIN DIVISION

Time Table No. 6-A

Effective 5:00 A. M.

Sunday, January 20, 1918

Superseding Time Table No. 6

Dated November 25, 1917

CENTRAL STANDARD TIME—WEST OF SUTTON
EASTERN STANDARD TIME—EAST OF SUTTON

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

F. H. WILSON,
Gen'l Superintendent

F. M. SMITH,
Sup't Pass. Transportation

R. D. STARBUCK,
Ass't Gen'l Manager

A. S. INGALLS,
General Manager

W. H. SULLIVAN,
Superintendent

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The
New York Central
Railroad Company

3rd Division

FRANKLIN DIVISION

Time Table No. 6-A

Sunday, January 20, 1918

Effective 8:00 A. M.

Sponsoring Time Table No. 6
Date Revised - 20, 1917

CENTRAL STANDARD TIME - WEST OF SUTTON
EASTERN STANDARD TIME - EAST OF SUTTON

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

F. H. WILSON,
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Supt. Pass. Transportation

R. D. STARBUCK,
Asst. Gen'l Manager

W. H. SULLIVAN,
Asst. Gen'l Manager

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3	Andover to Oil City
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SPECIAL INSTRUCTIONS

1. Explanation of Letters and Signs not covered by the Book of Rules of the Operating Department.
 - X—Stop to discharge passengers.
 - A—No. 5 stop to discharge passengers from Andover and north thereof.
 - B—No. 5 stop at Carson to discharge passengers daily except Saturday.
2. Standard Clocks are located at:
 - Ashtabula..... { Passenger Station.
Engine House.
 - Oil City..... { Telegraph Office.
 - Stoneboro..... { Telegraph Office.
 - Sutton..... { Telegraph Office.
 - Youngstown..... { Train Dispatcher's Office.
General Yard Master's Office.
3. Bulletin Boards are located at:
 - Andover Jct..... { Telegraph Office.
Passenger Station.
 - Ashtabula..... { Yard Master's Office (West Yard).
Engine House.
Yard Master's Office (Harbor).
 - Clearfield..... { General Yard Master's Office.
 - Coalburg..... { Yard Master's Office.
 - Farrell..... { Yard Master's Office.
 - Oil City..... { Passenger Station.
Engine House.
 - Stoneboro..... { Telegraph Office.
 - Sutton..... { Telegraph Office.
 - Youngstown..... { Round House.
General Yard Master's Office.
4. Train Registers are located at:
 - *Andover Jct..... { Telegraph Office.
Passenger Station.
 - Ashtabula..... { Engine House, West Yard.
 - Clearfield..... { General Yard Master's Office.
 - Farrell..... { Yard Master's Office.
 - *Franklin..... { Passenger Station.
 - Oil City..... { Passenger Station.
 - Stoneboro..... { Telegraph Office.
 - Sutton..... { Telegraph Office.
 - Youngstown..... { Passenger Conductor's Room.
General Yard Master's Office.

*Note—Andover Jct. Signalman will register first class trains.

*Note—Franklin. First class trains only.
5. Yard Limits, designated by signs are located at:
 - Andover.
 - Belmar.
 - Carson.
 - *Coalburg.
 - Eclipse.
 - Franklin.
 - Oil City.
 - Stoneboro.

*1000 ft. North of Coalburg Station to Crossover south of Youngstown passenger station and Doughton Junction to Ferrona.
6. Water Stations are located at:
 - Andover.
 - Ashtabula.
 - Belmar.
 - Brookfield Junction.
 - Carson.
 - Doughton Junction.
 - Dorset Junction.
 - Elmo.
 - Farrell.
 - Franklin.
 - Jamestown.
 - Latimer.
 - Oil City.
 - Stoneboro.
 - Sutton.
 - Wick.
 - Youngstown..... { Engine House.
Hubbard Road.

7. Sidings (capacity based on 40 foot cars) are located at:

Cars	Cars
Amasa.....	25
Andover.....	105
Belmar.....	110
Billings.....	79
Branch.....	76
Carl.....	53
Carson, low grade.....	105
Clarks Mills.....	15
Dix.....	57
Elmo.....	155
Fernbank.....	62
Fowler.....	42
Fox.....	92
Franklin.....	80
Glenn.....	65
Hadley.....	62
Jamestown.....	46
Jefferson.....	93
Kinsman.....	38
Kline.....	82
Latimer.....	55
Limestone.....	52
Niles.....	51
Oil City.....	23
Pecan.....	65
Polk Junction.....	65
Reno.....	30
RN.....	97
Rose.....	67
Salem.....	80
Sharon.....	40
Shipperville.....	65
Simons.....	74
Stoneboro.....	137
Sutton.....	130
Tyrrell.....	75
Van.....	54
Wick, northbound.....	80
Williamsfield.....	54
8. Normal Position of Main Track Switches:

The switch at the Junction of Clearfield Branch and Polk Cut off at Belmar will show green for trains to and from Franklin and red for trains to and from Polk Jct.
9. Use of Main Tracks.

Single track is in use between:

 - "MU" Tower and Dorset Jct. High Grade.
 - Andover Jct. and Brookfield Jct. High Grade.
 - Andover Jct. and Stoneboro.
 - Polk Jct. and Oil City.
 - Polk Jct. and Belmar.
 - Franklin and Rose.
 - Doughton Jct. and Ferrona.

Double track is in use between:

 - Ashtabula and Gulf.
 - Dorset Jct. and Andover Jct.
 - Stoneboro and Polk Jct.
 - Brookfield Jct. and Carson Low Grade.
 - Thorn Hill and Youngstown.

Three tracks are in use between:

 - Gulf and "MU" tower.
 - Track 1 Northward.
 - Track 2 Southward slow speed.
 - Track 3 Southward high speed.

Between Brookfield Jct. and Thorn Hill.

 - Track 1 Northward slow speed.
 - Track 2 Northward high speed.
 - Track 3 Southward.
- 10.
11. Double Track Rules will govern, except on single track.

Rule 21a will govern where double track rules govern, except between Stoneboro and Polk Junction.

12. Clearing of Trains, Rule D-81.

Passenger Trains. Ashtabula passenger station, verbally and by telephone.

Youngstown passenger station, by telephone.

Controlling signal for clearing freight trains:

Ashtabula, Southbound—Interlocking home signal "OD" Tower.

Youngstown, Northbound—Interlocking home signal Thorn Hill.

Coalburg Yard—By telephone.

Carson Yard, Southbound—By telephone.

13. Speed Restrictions.

High Grade

	High Speed Tracks Miles per Hour	Slow Speed Tracks Miles per Hour
Passenger trains.....	60	40
Freight trains.....	40	40
H-7-A engines.....	40	25
Passenger engines backing up.....	40	25
Freight engines backing up.....	25	25
Switch engines.....	20	20
Class M. engines.....	15	15

	Low Grade Miles per Hour	Andover to Oil City Miles per Hour	Franklin to Rose Miles per Hour
Passenger trains....	35	50	40
Freight trains.....	35	35	30
H-7-A NE-1, NE-2...	25		
Engines backing up..	20	20	20
Switch engines.....	20	20	20

Sharon Branch—Class M. and H-7A engines 15 miles per hour, all other trains 25 miles per hour.

Wreck train will be operated at a speed not to exceed the restrictions that apply to freight trains.

The speed limit between Franklin and Rose will also apply between Polk Junction and Belmar F. & C. Branch.

Fifty miles per hour between home signals of Interlocked Railroad Crossings.

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.

Fifteen miles per hour entering or leaving side tracks.

Fifteen miles per hour around East and West Wye, Ashtabula.

Twenty miles per hour freight trains descending Carson hill, and fifteen miles per hour between N. Y. C. & St. L. Crossing and draw bridge, Ashtabula Harbor.

Fifteen miles per hour Passenger trains over Fisk, Center, and Prospect Street, Ashtabula.

Twenty miles per hour over bridge No. 43, one mile north of Kinsman when double heading for class G-6, G-16, G-46, H-5, J-41, K-2 or K-3 engines.

Six miles per hour through Sharon, Franklin, Oil City and Tunnel at Oil City

Twelve miles per hour through Youngstown.

Fifteen miles per hour over bridge No. 51 east of Sharon for class G-6, G-16, G-46, J-41, K-2, K-3, H-5 and 7 NE-1, NE-2 Engines

Fifteen miles per hour over sink hole, three-fourth mile west of Clarks Mills.

Thirty miles per hour over highway crossing Sandy Lake.

Ten miles per hour passing Eclipse Oil Works.

High grade northbound trains twenty miles per hour passing through Interlocking Plant Carson.

Thirty miles per hour passing around East "Y" at Dorset Junction.

Ten miles per hour through North "Wye" Belmar.

Twenty miles per hour over Kinsman bridge for class H-7A NE-1, NE-2 engines.

Thirty miles per hour over street crossings Jefferson.

14.

15. Block Signals.

Automatic, Semaphore type, Upper Quadrant.

Between Ashtabula and Carson.

Between Dorset Jct. and Andover Jct.

Between Brookfield Jct. and Thorn Hill.

Between Branch and Polk Jct.

Manual Block between:

"MU" Tower and Dorset Jct. High Grade.

Andover Jct. and Brookfield Jct. High Grade.

Andover Jct. and Stoneboro.

Polk Jct. and P. R. R. Jct., Oil City.

Franklin and Rose.

Polk Jct. and Belmar F. & C. Branch.

15a. Fixed Signals of special design or location.

Pole Target.

F. & C. Junction—Horizontal, Oil City Branch trains proceed; Vertical, Clearfield Branch trains proceed. This target when not in use must be left in horizontal position.

Branch Coal mine track—Horizontal, N. Y. C. trains proceed.

Switches are substituted for crossing frogs, trains must stop and see that the points are set right before proceeding.

Jamestown—Horizontal, N. Y. C. trains proceed.

Hubbard—Vertical, N. Y. C. trains proceed.

This target when not in use must be left in vertical position.

Bentley—Vertical, N. Y. C. trains proceed.

Youngstown—Brown-Bonnell Iron Company crossing. Vertical, N. Y. C. trains proceed.

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

M. U. Tower—Home signal governing northbound trains, High Grade, is located to the left of track it governs.

Youngstown—Permissive distant signal, Valley Street Interlocking, governing southbound trains is located on bracket pole to left of track it governs.

Belmar—Train order signal south side of telegraph office governs trains to and from Polk Jct. Train order signal north side of telegraph office governs trains to and from Franklin.

16.

17. Signals at Junctions and Railroad Crossings, at Grade.

Location	Railroad	Signals.
Amasa.....	Erie Railroad.....	Interlocked
Andover Jct.....	Oil City & Yotown Branch	"
Ashtabula.....	Erie Div. & Penna. Co...	"
Ashtabula.....	N. Y. C. & St. L.....	"
B. B. I. Co. Crossing...	Erie and B. & O.....	Pole target
Bentley.....	Brookfield Coal Track...	"
Branch Coal Mine Track	Penna. Co.....	"
Brookfield Junction....	High & Low Grade Divs..	Interlocked
Dorset Junction.....	High & Low Grade Divs..	"
Doughton Junction.....	Youngstown Division and Sharon Branch.....	"
*Farrell.....	Erie Railroad.....	"
F. & C. Junction.....	Oil City and Clearfield Branches.....	Pole target
Hubbard.....	Erie Railroad.....	"
Jamestown.....	Penna. Co.....	"
Latimer.....	Erie Railroad, High and Low Grade Divisions...	Interlocked
M. U. Tower.....	High & Low Grade Divs..	"
Polk Junction.....	Oil City and Clearfield Branches.....	"
Youngstown.....	Erie Railroad Valley St..	"
Youngstown.....	Erie and B. & O.....	Pole target

*Note.—No distant signals at this Interlocking plant.

18. Drawbridges are Located at:

Ashtabula Harbor, Hoist Bridge over Ashtabula River.

19. Modifications and changes of Rules in addition to pamphlet covering modifications and changes in transportation department book of Rules and book of Signal Rules to cover operation of Manual Block System.

Rule 5. The numbers of trains that are to meet or pass are shown in small type adjoining the full faced type.

Rule 10.

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

SIGNALS	RULES GOVERNING
Headlights,	18, 18a.
Classification Signals,	20, 21, 21a
Light Displayed on Cars being Pushed,	24.
Flag Station Signals,	28.
Engine Leaving Train on Main Track,	D-101b.

Changes in Transportation Department Book of Rules, Book of Signal Rules and Modifications and Changes of Rules, as shown in the time table:—

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.

Watchman 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 referring 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 signal.

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.

Rule 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, crossings 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 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 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 No. 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 engine-man 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.

Rule 509a.

On slow speed tracks in automatic block signal territory, a yellow disc, (with the letter 'G'), bracketed to an automatic block signal and displayed to the right thereof indicates grade signal; such signal will be regarded in the same manner as prescribed in Rule 509, except that when in the 'Stop' position, full tonnage freight trains will not be required to stop, but they must not exceed a speed of ten (10) miles per hour, to the next signal in advance. In all other respects the signal must be observed in accordance with Rule 509.

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 displayed 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 indicator 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 crossover 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 10 minutes when moving.

20.

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.

On single track trains taking siding will take first switch, except,—

Reno—Westbound, first switch east of station.

Franklin—Westbound, first switch west of Otter St.

Stoneboro—First track north of main track west of crossover west of Station will be used as a westbound passing siding.

Jamestown—Track No. 1.

Sharon—Eastbound, first crossover switch west of station.

Hubbard—Westbound, first switch east of station.

Trains from Sharon Branch for the north will take first switch west of Hubbard.

34. COMPANY SURGEONS.

- Andover..... G. S. Anderson.
- Ashtabula..... (A. W. Hopkins.
- Clearfield..... C. E. Case.
- Franklin..... S. J. Waterworth.
- Oil City..... C. M. Wilson.
- Sharon..... J. B. Siggins.
- Stoneboro..... Samuel Heilman.
- Youngstown..... D. B. Hanna.
- Youngstown..... C. C. Booth.
- Youngstown..... D. C. Phipps.

COMPANY HOSPITALS.

Ashtabula..... General Hospital.

Youngstown..... Youngstown Hospital Ass'n.

601. Local Instructions.

Enginemen are especially cautioned if any difficulty with machinery temporarily withdraws 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.

Rules governing the movement of trains by telegraph will apply where telephones are used for dispatching trains.

Rule 468-a is in effect on Low Grade and Sharon Branch.

No orders issued between Oil City and P. R. R. Jct.

At Oil City trains will not block street crossings more than three (3) minutes.

Clearfield Branch trains must flag crossing with Traction Line at Liberty street, Franklin before crossing.

The switch at junction of the two "Ys" in Coalburg Yard will show yellow for Sharon, and lunar white for Doughton Jct.

Westbound Clearfield Branch trains hold main track at Polk Jct.

Westbound freight trains desiring to use east passing siding Andover will first obtain permission from train dispatcher.

Extras may pass and run ahead of third class trains.

Block Stations	Telegraph Call	Hours Open	Sunday Hours
Thorn Hill Tower.....	DA	Continuously.	Continuously.
Doughton Jct.....	DY	Continuously.	Continuously.
Coalburg Crossover.....	RA	Continuously.	Continuously.
Brookfield Jct.....	BR	Continuously.	Continuously.
Tyrrell.....	TY	6.30 A. M. to 6.30 P. M.	Closed.
Powder.....	FV	6.35 A. M. to 6.35 P. M.	Closed.
Latimer.....	MR	Continuously.	Continuously.
Kinsman.....	KN	7.00 A. M. to 7.00 P. M.	Closed.
Williamsfield.....	WI	7.00 A. M. to 7.00 P. M.	Closed.
Andover Jct.....	BG	Continuously.	Continuously.
Dorset Jct.....	JD	Continuously.	Continuously.
Jefferson.....	BF	6.00 A. M. to 8.00 P. M.	Closed.
M U Tower.....	MU	Continuously.	Continuously.
Ashtabula.....	SD	6.00 A. M. to 6.00 P. M.	6.00 A. M. to 6.00 P. M.
Ashtabula.....	AY	6.00 A. M. to 6.00 P. M.	Closed.
Ashtabula Tower.....	OD	Continuously.	Continuously.
Ashtabula Harbor Drawbridge		Continuously.	Continuously.
Simons.....	MO	7.00 A. M. to 7.00 P. M.	Closed.
Jamestown.....	JY	7.00 A. M. to 7.00 P. M.	7.00 A. M. to 7.00 P. M.
Amasa.....	AM	Continuously.	Continuously.
Hadley.....	HD	6.10 A. M. to 6.10 P. M.	Closed.
Clarks Mills.....	CV	6.30 A. M. to 6.30 P. M.	Closed.
Stoneboro.....	FX	Continuously.	Continuously.
Polk Jct.....	JC	Continuously.	Continuously.
Franklin.....	FI	Continuously.	Continuously.
Reno.....	RP	5.30 A. M. to 5.30 P. M.	Closed.
Oil City.....	OC	Continuously.	Continuously.
Belmar.....	AR	6.15 A. M. to 6.15 P. M.	Closed.
Van.....	VN	6.00 A. M. to 6.00 P. M.	Closed.
Elmo.....	CM	Continuously.	Continuously.
Shipperville.....	SI	7.00 A. M. to 7.00 P. M.	Closed.
Limestone.....	NE	7.00 A. M. to 6.00 P. M.	Closed.
Sutton.....	SU	Continuously.	Continuously.
Rose.....	GH	Continuously.	Continuously.
Non-Block Stations			
Coalburg.....	CU	6.00 A. M. to 6.00 P. M.	Closed.
Leon.....	QI	6.00 A. M. to 6.00 P. M.	Closed.
Dorset.....	FQ	6.00 A. M. to 6.00 P. M.	Closed.
Osgood.....	AJ	6.00 A. M. to 6.00 P. M.	Closed.
Sandy Lake.....	KC	6.00 A. M. to 6.00 P. M.	Closed.
Raymilton.....	RC	6.00 A. M. to 6.00 P. M.	Closed.
Polk.....	WD	5.50 A. M. to 6.05 P. M.	Closed.

W. H. SULLIVAN, Superintendent
J. R. TODD, Assistant Superintendent.

G. M. BROKER
H. E. VAN SLYKE
C. K. ADAMS } **Train Masters.**

E. W. LOSSEE, Chief Train Dispatcher.

YOUNGSTOWN TO ASHTABULA

NORTHBOUND—FIRST-CLASS

THIRD CLASS

Miles from Youngstown	STATIONS	2	4	82	6	84	92	
		Pittsburgh-Buffalo Express	Local	Pittsburgh-Buffalo Limited	Local	Empire Limited	Freight	
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
.....	Youngstown.....	12.10	6.20	10.35	2.10	5.20	6.30	
1.87	Thorn Hill.....							
4.22	Powder Works.....		X					
5.71	Doughton.....		f 6.32					
5.89	Doughton Jct.....	12.22	6.34	10.46	2.22	5.30	6.55	
7.77	Coalburg.....		s 6.38		s 2.26		s 7.00	
10.93	Brookfield Jct.....	12.30	f 6.45	10.53	f 2.33	5.36	7.12	
14.07	Tyrrell.....	12.34	s 6.51	10.57	f 2.39	5.40	s 7.30	
16.83	Fowler.....	12.39	s 6.55	11.00	f 2.44	5.43	s 7.45	
20.18	Latimer.....	12.44	f 7.01	11.05	f 2.51 ¹	5.48	8.00	
25.71	Kinsman.....	12.52	s 7.10	11.12 ⁹³	s 3.00	5.55	s 8.30 ³	
30.29	Stanhope.....		f 7.16					
32.99	Williamsfield.....	1.01	s 7.22	11.20	s 3.13	6.04	s 8.45	
38.10	Andover Jct.....	1.10	7.28	11.28	3.22	6.10	9.10	
38.33	Andover.....		s 7.30	s 11.30	s 3.24	s 6.12	s 10.30	
42.11	Leon.....		s 7.45		s 3.38		s 11.00	
46.01	Dorset.....		s 7.52	11.40 ⁹²	s 3.46		s 11.40 ⁸²	
46.39	Dorset Jct.....	1.25	7.54	11.42	3.48	6.22	11.50	
51.98	Jefferson.....	1.34	s 8.03	11.49	s 3.55 ⁵	6.29	s 12.13 ⁸¹	
55.27	Griggs.....		f 8.09					
58.01	Carson.....		f 8.18					
58.35	M. U. Tower.....	1.42	8.20	11.56	4.05	6.38	1.00	
60.59	Gulf.....							
61.79	N.Y.C. & St.L. Crossing.....							
62.85	Ashtabula.....	1.55	8.35	12.05	4.25	6.50	1.30	
ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	

On single track, northbound trains are superior to southbound trains of the same class, unless otherwise specified.
 No. 4 will stop at Dewey on signal.
 Passenger trains scheduled to stop at Brookfield Junction will receive and discharge passengers at Brookfield station.

ASHTABULA TO YOUNGSTOWN

SOUTHBOUND—FIRST-CLASS

THIRD-CLASS

Miles from Ashtabula	STATIONS	7	3	81	1	5	83	93	
		Buffalo-Pittsburg Express	Local	Pittsburgh Special	Local	Local	Empire Limited	Freight	
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
.....	Ashtabula.....	3.10	7.05	11.55		3.30	7.05	5.40	
1.06	N.Y.C. & St.L. Crossing.....								
2.26	Gulf.....								
4.50	M. U. Tower.....	3.20	7.16	12.05		3.45	7.17	6.05	
4.84	Carson.....		f 7.18						
7.58	Griggs.....		f 7.22						
10.87	Jefferson.....	3.27	s 7.30	12.13 ⁹²		s 3.55 ⁶	7.26	s 7.00	
16.46	Dorset Jct.....	3.34	7.40 ⁹³	12.21		4.04	7.35	7.40 ³	
16.84	Dorset.....		s 7.42			s 4.06		s 7.50	
20.74	Leon.....		s 7.51		P. M.	s 4.14		s 8.10	
24.52	Andover.....	s 3.43	s 8.05	s 12.34	L 1.15	s 4.25	s 7.49	s 8.50	
24.75	Andover Jct.....	3.45	8.07	12.36	1.17	4.27	7.51	10.00	
29.86	Williamsfield.....	3.52	s 8.16	12.45	s 1.40	A 4.36	7.59	s 10.30	
32.56	Stanhope.....		f 8.21		s 2.05				
37.14	Kinsman.....	4.02	s 8.30 ⁹²	12.54	s 2.40	s 4.47	8.08	s 11.12 ⁸²	
42.67	Latimer.....	4.10	f 8.40	1.04	f 2.51 ⁶	4.56	8.15	12.00	
46.02	Fowler.....	4.16	s 8.46	1.08	f 3.06	A 5.03	8.20	s 12.15	
48.78	Tyrrell.....	4.20	s 8.50	1.11	f 3.15	5.09	8.24	s 12.30	
51.92	Brookfield Jct.....	4.25	f 8.55	1.15	f 3.25	5.16	8.28	12.40	
55.08	Coalburg.....		s 9.02		f 3.35			s 12.50	
56.96	Doughton Jct.....	4.32	9.06	1.22	3.41	5.28	8.36	1.00	
57.14	Doughton.....		f 9.08		f 3.43				
58.63	Powder Works.....		f 9.11						
60.98	Thorn Hill.....								
62.85	Youngstown.....	4.45	9.25	1.35	4.00	5.40	8.47	1.30	
ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

On single track, northbound trains are superior to southbound trains of the same class, unless otherwise specified.
 No. 3 will stop at Dewey on signal.
 Passenger trains scheduled to stop at Brookfield Junction will receive and discharge passengers at Brookfield Station.

OIL CITY TO ANDOVER

WESTBOUND—FIRST-CLASS

CONTINUED ON PAGE 9

Miles from Oil City	STATIONS	16	914	34	996	974	18			
		Local	Penna. Co.	L. E. F. & C.	Penna. Co.	Penna. Co.	Local			
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday			
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
0.0	P. R. R. Junction.....	5.20				3.17	12.50			
1.18	Oil City.....	5.30				3.20	1.00			
4.34	Reno.....	5.37 ⁵⁹³		A. M.		3.26	1.07 ⁹¹			
8.96	F. & C. Junction.....	5.44		10.17		3.35	1.15			
9.09	Franklin.....	5.47		A 10.20		3.37	1.22			
15.30	Niles.....	6.00		A. M.		3.46	1.33			
17.99	Polk.....	6.05				3.51	1.38			
18.60	Polk Junction.....	6.07				3.53	1.40			
22.22	Raymilton.....	6.13				4.00	1.47			
28.36	Sandy Lake.....	6.21	A. M.		P. M.	4.08	1.57			
29.65	Stoneboro.....	6.26	L 7.30		L 4.10	4.10	2.03			
29.75	Penna. Co. Junction.....	6.28	7.32		4.12	4.12	2.05			
30.86	Branch.....	6.30	A. M.		P. M.	P. M.	2.07			
35.39	Clarks Mills.....	6.36					2.14			
38.64	Hadley.....	6.42					2.21			
44.16	Salem.....	6.51					2.31			
45.88	Amasa.....	6.54					2.34			
46.10	Osgood.....	6.56					2.37			
50.97	Jamestown.....	7.05					2.47			
53.83	Turner.....	7.13					2.55			
56.86	Simons.....	7.19					3.01			
62.33	Andover Jct.....	7.27					3.12			
62.56	Andover.....	7.30					3.15			
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			

On single track, westbound trains are superior to eastbound trains of the same class, unless otherwise specified.
 No. 974 will stop at Reno for exchange of mail.
 Nos. 16 and 18 will stop at Dixie .75 east of Niles on signal.

OIL CITY TO ANDOVER

WESTBOUND—THIRD-CLASS

CONTINUED FROM PAGE 8

Miles from Oil City	STATIONS	596	90	594	592	70			
		Penna. Co.	Freight	Penna. Co.	Penna. Co.	Freight			
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily			
		A. M.	A. M.	A. M.	A. M.	P. M.			
0.0	P. R. R. Junction.....		A. M.	A. M.		P. M.			
1.18	Oil City.....		6.10	7.45		6.15			
4.34	Reno.....		6.20	7.55		6.45 ¹⁷			
8.96	F. & C. Junction.....		6.40	8.10		7.10			
9.09	Franklin.....		6.55	8.15 ⁷¹		7.15			
15.30	Niles.....		7.15 ⁷¹	8.50		7.45			
17.99	Polk.....		7.30	9.05		7.55			
18.60	Polk Junction.....		7.32	9.07		8.00			
22.22	Raymilton.....		7.45	9.25		8.25			
28.36	Sandy Lake.....	A. M.	8.05	9.40	A. M.	8.45			
29.65	Stoneboro.....	12.05	8.30	9.45	11.30	9.10			
29.75	Penna. Co. Junction.....	12.10	8.32	9.47	11.35	9.12			
30.86	Branch.....	A. M.	8.40	A. M.	A. M.	9.15			
35.39	Clarks Mills.....		8.59 ¹⁵			9.35			
38.64	Hadley.....		9.25 ⁹¹			9.50			
44.16	Salem.....		9.40			10.15			
45.88	Amasa.....		9.45			10.25			
46.10	Osgood.....		10.00			10.30			
50.97	Jamestown.....		10.45			10.55			
53.83	Turner.....								
56.86	Simons.....		11.20			11.15			
62.33	Andover Jct.....		11.40			11.40			
62.56	Andover.....		11.45			11.45			
		A. M.	A. M.	A. M.	A. M.	P. M.			

On signal track westbound trains are superior to eastbound trains of the same class, unless otherwise specified.

ANDOVER TO OIL CITY
EASTBOUND—FIRST-CLASS

CONTINUED ON PAGE 11

Miles from Ashtabula	STATIONS	905	15	995	33	955	17		
		Penna. Co.	Local	Penna. Co.	L. E. F. & C.	Penna. Co.	Local		
		Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
24.52	Andover		8.10				4.35		
24.75	Andover Jct.		8.12				4.37		
30.22	Simons	s	8.20				4.45		
33.25	Turner	f	8.25				4.50		
36.11	Jamestown	s	8.30				4.55		
40.98	Osgood	s	8.38				5.03		
41.20	Amasa		8.40 ⁹¹				5.05		
42.92	Salem	f	8.43				5.08		
48.44	Hadley	s	8.52				5.17		
51.69	Clarks Mills	s	8.59 ⁹⁰				5.24		
56.22	Branch	A. M.	9.06	A. M.		P. M.	5.31		
57.33	Penna. Co. Jct.	9.52	9.08	9.53		6.23	5.33		
57.43	Stoneboro	s 9.55	s 9.10	A 9.55		A 6.25	s 5.35		
58.72	Sandy Lake	s 9.58	s 9.18	A. M.		P. M.	s 5.43		
64.86	Raymilton	s 10.07	s 9.28				s 5.53		
68.48	Polk Jct.	10.13	9.36				6.01		
69.09	Polk	s 10.15	s 9.38				s 6.03		
71.78	Niles	f 10.20	f 9.45		P. M.		f 6.10		
77.99	Franklin	s 10.30	s 10.00		L 2.00		s 6.25		
78.12	F. & C. Jct.	10.32	10.06		2.02		6.31		
82.74	Reno	10.43	s 10.20				X 6.45 ⁷⁰		
85.90	Oil City	s 10.50	10.30				6.55		
87.08	P. R. R. Jct.	10.55	10.35				7.00		
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

On single track, westbound trains are superior to eastbound trains of the same class, unless otherwise specified.
Nos. 15 and 17 will stop at Dixie .75 east of Niles on signal.

ANDOVER TO OIL CITY
EASTBOUND—THIRD-CLASS

CONTINUED FROM PAGE 10

Miles from Ashtabula	STATIONS	593	71	591	91	595		
		Penna. Co.	Freight	Penna. Co.	Freight	Penna. Co.		
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily		
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.		
24.52	Andover		2.15		s 7.30			
24.75	Andover Jct.		2.20		7.35			
30.22	Simons		2.50		s 7.50			
33.25	Turner							
36.11	Jamestown		3.20		s 8.10			
40.98	Osgood		4.00		s 8.25			
41.20	Amasa		4.05		8.40 ¹⁵			
42.92	Salem		4.15		9.00			
48.44	Hadley		4.35		s 9.25 ⁹⁰			
51.69	Clarks Mills		4.55		s 9.45			
56.22	Branch	A. M.	5.15	A. M.	10.00	P. M.		
57.34	Penna. Co. Jct.	3.58	5.20	10.25	10.05	4.00		
57.43	Stoneboro	4.00	5.45	10.30	s 10.45	4.05		
58.72	Sandy Lake	4.10	6.00	A. M.	s 11.00	P. M.		
64.86	Raymilton	4.25	6.30		s 11.30			
68.48	Polk Jct.	4.35	6.45		11.50			
69.09	Polk	4.37	6.50		s 11.55			
71.78	Niles	4.52	7.15 ⁹⁰		12.15			
77.99	Franklin	5.15	8.15 ⁵⁹⁴		s 12.45			
78.12	F. & C. Jct.	5.17	8.17		12.47			
82.74	Reno	5.37 ¹⁶	8.45		s 1.07 ¹⁸			
85.90	Oil City	6.00	9.00		1.30			
87.08	P. R. R. Jct.	A. M.	A. M.		P. M.			
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.		

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

ROSE TO FRANKLIN				FRANKLIN TO ROSE			
WESTBOUND—FIRST-CLASS				EASTBOUND—FIRST-CLASS			
Miles from Rose	STATIONS	34		Miles from Franklin	STATIONS	33	
		L. E. F. & C.	Daily Except Sunday			L. E. F. & C.	Daily Except Sunday
	LEAVE	A. M.			LEAVE	P. M.	
0.0	Rose.....			0.00	Franklin.....	2.00	
1.43	Coder.....			0.13	F. & C. Junction.....	2.02	
4.34	Glenn.....			3.93	Ajax.....	f 2.10	
8.41	L. E. F. & C. Jct.....	A. M.			Polk Junction.....		
8.73	Sutton.....	s 9.30			Pecan.....		
8.73	Sutton.....	s 8.35		6.07	Belmar.....	f 2.15	
14.69	Limestone.....	s 8.53		8.39	Carl.....	f 2.21	
18.11	Fox.....	f 9.00		10.83	Fernbank.....	f 2.27	
19.96	Reidsburg.....	f 9.04		14.53	Van.....	s 2.35	
20.89	R. N.....	9.07		18.04	Kline.....	f 2.42	
27.29	Dix.....	f 9.17		21.42	Elmo.....	s 2.48	
30.48	Shipperville.....	s 9.23		23.16	Billings.....	f 2.52	
33.40	Billings.....	f 9.28		26.08	Shipperville.....	s 2.58	
35.14	Elmo.....	s 9.33		29.27	Dix.....	f 3.05	
38.52	Kline.....	f 9.40		35.67	RN.....	3.17	
42.03	Van.....	s 9.46		36.60	Reidsburg.....	f 3.20	
45.73	Fernbank.....	f 9.52		38.45	Fox.....	f 3.24	
48.17	Carl.....	f 9.56		41.87	Limestone.....	s 3.30	
50.49	Belmar.....	f 10.01		47.83	Sutton.....	s 3.40	
57.51	Pecan.....			47.83	Sutton.....	s 4.40	
61.19	Polk Junction.....			48.15	L. E. F. & C. Jct.....	4.43	
52.63	Ajax.....	f 10.06		52.22	Glenn.....	P. M.	
56.43	F. & C. Junction.....	10.17		55.13	Coder.....		
56.56	Franklin.....	10.20		56.56	Rose.....		
	ARRIVE	A. M.			ARRIVE	P. M.	

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

No. 33 will stop at James Siding, Wright's Siding, Bryners, Madison and Kingsville on signal.

No. 34 will stop at James Siding, Wright's Siding, Bryners, Madison and Kingsville on signal.

LOW GRADE BROOKFIELD JCT. AND M. U. TOWER								
NORTH-BOUND—THIRD-CLASS			Miles from Youngstown	STATIONS	Miles from Brookfield Jct.	SOUTH-BOUND—THIRD-CLASS		
			10.93	L. Brookfield Jct...A				
			16.50	... Hartford.	5.57			
			19.61	... Latimer.....	8.68			
			25.60	... York.....	14.67			
			31.27	... Wick.....	20.34			
			35.92	... Mann.....	24.98			
			43.27	... Dorset Jct....	32.34			
			53.35	... Carson	42.42			
			53.68	A... M. U. Tower...L				

SHARON BRANCH

EAST-BOUND—THIRD-CLASS			Miles from Doughton Junction	STATIONS	WEST-BOUND—THIRD-CLASS		
				L. ... Doughton Jct...A			
			1.34	... Hubbard.....			
			3.92	... Chestnut Ridge			
			5.27	... Bentley.....			
			6.00	... Farrell.....			
			7.04	A..... SharonL			

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

SHARON AND SHARPSVILLE

Miles from Sharon	STATIONS	
0.8	L. Sharon.....A Erie R. R. Ferrona.....	
1.6	Erie R. R. Boyce.....	
3.2	A. Sharpsville.....L	

SHARON AND WEST MIDDLESEX

Miles from Sharon	STATIONS	
0.8	L. Sharon.....A Erie R. R. Ferrona.....	
1.3	Erie R. R. State Street.....	
4.0	Erie R. R. Wheatland.....	
7.3	A. West Middlesex.....L	

NORTH-BOUND—FREIGHT TRAINS

Miles from Ashtabula	STATIONS	92	90	P. B. 2	Y. P. 4	L. S. 7	70
		Way Freight	Way Freight	Freight	Freight	Freight	Local Freight
		Daily Except Sunday	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily
LEAVE		A. M.	P. M.	A. M.	P. M.	P. M.	A. M.
62.85	Youngstown.....	6.30		7.00	9.00		
	Ashtabula.....	1.30 P. M.	P. M. 2.00	11.30 A. M.		P. M. 7.00	A. M. 1.05
24.52	Andover.....		11.45		11.30		11.45
85.90	Oil City.....		6.10 A. M.		E. T.	E. T.	6.15 P. M.
129.67	Rose.....				A. M. 7.00	A. M. 10.00	
182.95	Clearfield.....				E. T. 1.00	E. T. 4.30	
ARRIVE		P. M.	A. M.	A. M.	P. M.	A. M.	P. M.

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SOUTH-BOUND—FREIGHT TRAINS

Miles from Ashtabula	STATIONS	71	91	S. P. 8	B. P. 1	93	C. P. 2
		Local Freight	Way Freight	Freight	Freight	Way Freight	Freight
		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily
LEAVE		A. M.	P. M.	P. M.		A. M.	P. M.
182.95	Clearfield.....			E. T. 6.00			E. T. 9.00
129.67	Rose.....			A. M. 11.00 E. T.			P. M. 3.00 E. T.
85.90	Oil City.....	A. M. 9.00	P. M. 1.30				
24.52	Andover.....	2.20	7.30	2.00			
	Ashtabula.....	12.35 A. M.	5.40 A. M.	10.00 P. M.	P. M. 2.00	A. M. 5.40	2.25 A. M.
62.85	Youngstown.....				9.00	1.30	
ARRIVE		A. M.	A. 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

ASHTABULA-YOUNGSTOWN—Via High Grade

LOCATION	TELEGRAPH CALL	MILES FROM ASHTABULA	AUTOMATIC SIGNALS		
			No. 1 Track	No. 2 Track	No. 3 Track
Ashtabula—(Pass. Sta.)					
Ashtabula—Erie Div. Penna. Co.	OD				
Ashtabula—N. Y. C. & St. L. R. R.	NP	1.1		Y1.1	
			Y2.2	Y2.1 Y2.5	
			Y3.2	Y3.1 Y3.7	Y3.5
			Y4.2	Y4.3 Y4.7	Y4.1 Y4.5
Carson Jct.—Low Grade.	MU	4.5			
Dorset Jct.—Low Grade.	JD	16.5	Y5.2 Y15.1(S)		
Leon.	QI	20.7	Y17.2 Y18.2 Y19.2 Y20.2	Y17.1 Y18.1 Y19.1 Y20.1	
			Y21.2 Y22.2 Y22.6 Y23.2	Y21.1 Y22.1 Y23.1 Y24.1	
Andover Jct.—Oil City Br.	BG	24.8	Y24.2(N)		
Latimer—Erie R. R.	MR	42.7	Y25.2	Y42.1	
Brookfield Jct.—Low Grade.	BR	51.9	Y43.2	Y51.1	
			Y52.4 Y53.4	Y52.2 Y53.2	Y52.1
			Y54.4	Y54.2	Y53.1 Y54.1
Coalburg.	CU	55.1	Y55.4	Y55.2	
			Y56.4	Y56.2	Y56.1
Doughton Jct.—Sharon Br.	DY	57.0	Y57.4	Y57.2	Y57.1
			Y58.4 Y59.4 Y60.4 Y61.4	Y58.2 Y59.2 Y60.2 Y61.2	Y58.1 Y59.1 Y60.1 Y61.1
Thorn Hill.	DA	60.9			

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

ASHTABULA-YOUNGSTOWN—Via High Grade—Continued

LOCATION	TELEGRAPH CALL	MILES FROM ASHTABULA	AUTOMATIC SIGNALS		
			No. 1 Track	No. 2 Track	No. 3 Track
Oak Street—Erie R. R.		62.2	Y62.2	Y62.1	
Youngstown—(Pass. Sta.)	DK	62.9	Y63.2		

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

CARSON-BROOKFIELD—Via Low Grade

LOCATION	TELEGRAPH CALL	MILES FROM CARSON	AUTOMATIC SIGNALS		
			No. 1 Track	No. 2 Track	
Carson Jct.—High Grade.	MU	0	G1.2 G2.2 G3.2	G1.1	
Dorset Jct.—High Grade.	JD	10.4	G11.2	G9.1	
Latimer—Erie R. R.	MR	34.1	G35.2	G33.1	
Brookfield Jct.—High Grade.	BR	42.7		G38.1	

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

OIL CITY-ANDOVER

LOCATION	MILES FROM OIL CITY	TELEGRAPH CALL	AUTOMATIC SIGNALS	
			Eastbound	Westbound
Oil City—(Pass. Sta.)	0	OC	O1.1	O1.2
Polk Jct.—Clearfield Br.	17.4	JC		O17.2
Raymilton.	21.0	RC	O19.1	O19.2
			O19.5	O20.2
			O20.1	O21.2
			O21.1	O21.6
			O22.1	O22.2
			O23.1	O23.2
Sandy Lake.	27.2	KC	O23.5	O24.2
			O24.1	O25.2
			O25.1	O26.2
			O26.1	O27.2
			O26.5	O28.2
			O27.1	O28.2
Stoneboro.	28.5	FX	O28.1	O29.2
			O29.1	
Branch.	29.7	BH	O30.1	
Amasa—Erie R. R.	44.7	AM	O31.1	
Andover Jct.—Youngstown Branch.	61.1	BG		O61.2
Andover (Pass. Sta.)	61.4	Va		

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

CLEARFIELD BRANCH

LOCATION	MILES FROM ROSE SIDING	TELEGRAPH CALL	AUTOMATIC SIGNALS	
			Eastbound	Westbound
Rose Siding—Penna. R. R.	0	GH		
Polk Jct.—Oil City Branch.	61.2	JC		F61.2

SHARON BRANCH

LOCATION	MILES FROM DOUGHTON	TELEGRAPH CALL	AUTOMATIC SIGNALS	
			Eastbound	Westbound
Doughton Jct.—Youngstown Branch.	0	DY		
State Line.	5.8		X6.2	X6.1
Sharon—(Pass. Sta.)	7.0	NX		

SPEED TABLE

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

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

