

The New York Central Railroad Company

FRANKLIN DIVISION

Time Table No. 28

FOR EMPLOYEES ONLY

Effective 2:00 A.M.

Sunday, Sept. 30, 1928

EASTERN STANDARD TIME

Superseding Time Table No. 27
dated April 29, 1928.

J. R. TODD,
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.

M. OTHER RAILROADS.

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

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

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for the entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, 'Stop' signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give 'Proceed' signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

DEFINITION.

Communicating Station.—A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

3. STANDARD CLOCKS.

Youngstown Branch:

Ashtabula..... { Engine house.
 { Passenger station.
Youngstown..... { Train dispatchers office.
East Youngstown.. { Y. M. C. A.
 { Terminal Bldg.

Oil City Branch:

Stoneboro..... Signal station.
Oil City..... Signal station.

J. F. & C. Branch:

Sutton..... Signal station.

6. SIGNS.

‡ Stop on signal to discharge passengers.

N Stop to discharge passengers from Conneaut and east and receive passengers for Youngstown and beyond.

R Stop to discharge passengers from Youngstown and beyond and to receive passengers for Erie and east.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instruction O where other signals are not required.

MANNER OF USING	INDICATION
By day: Nose held with right hand, and left hand pointed toward track.....	Hot journal.
By night: Lamp swung vertically in small circle; lamp to be held by guard wire around globe.....	Hot journal.
By day: Raise and lower right hand slowly full length of body..	Car door swinging or about to fall.

By night: Raise and lower lamp slowly full length of body and in addition give 'Stop' signal.	Car door swinging or about to fall.
By day: Hand shoved in sliding motion out from body.....	Brakes sticking.
By night: Lamp shoved in sliding motion out from body.....	Brakes sticking.
By day: Hand raised and held stationary.....	All right.
By night: 'Proceed' signal.....	All right.

14. WHISTLE SIGNALS.

Sound	Indication
— o	When running against current of traffic approaching curves, stations, or where view is obstructed.

Rule 14, signal K: On double track, or three or more tracks, will be sounded only when passing trains. Second paragraph of Rule 14 (k) applies to single track territory only. Rule 14 is modified accordingly.

17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains 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.

Passenger trains operated by crews running through between Ashtabula and Pittsburgh will display as markers, lights showing green to the front and side and red to rear.

21. EXTRA TRAINS.

Extra trains will omit the display of white signals on two or more tracks except between Andover Jct. and Dorset Jct.

Extra trains will omit the display of white signals on Sharon and F. & C. Branches.

34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, of an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be. Rule 34 is modified accordingly.

83. TRAIN REGISTERS.

Youngstown Branch:

Ashtabula..... { Passenger station.
 { West yard, yard masters office.
*Carson, high grade.. Signal station.
*Dorset Jct., high grade..... Signal station.
*Andover Jct..... Signal station.
*Brookfield, high grade..... Signal station.
Youngstown..... Passenger station, under platform stairs.
East Youngstown... Terminal office.

Oil City Branch:

Stoneboro..... Signal station.
*Polk Jct..... Signal station.
Franklin..... { Signal station.
 { First class trains only will be registered.
Oil City..... Signal station.

Sharon Branch:

Farrell..... Yard masters office.

J. F. & C. Branch:

Clearfield..... General yard masters office.

*Signalman will register trains as follows: Andover Jct., Brookfield, Carson, Dorset Jct. and Polk Jct., all trains.

83. CLEARING OF TRAINS.

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

Ashtabula: Passenger trains verbally by operator at telegraph office, or by train dispatcher by telephone.

Carson Yard: Southward trains on low grade verbally by telephone, by train dispatcher.

Youngstown Passenger Station: By train dispatcher by telephone.

East Youngstown, West Yard, by telephone by train dispatcher.

Trains will not leave the following stations without clearance card:

- Andover Jct.....{Eastward.
- {Southward, train 75.
- Oil City.....Westward.

Clearance card must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operators, provided they have no train orders for train to which issued.

88. TRAINS TAKING SIDING.

Oil City Branch:

Andover Jct.: Westward freight trains desiring to use passing siding must first obtain permission from signalman Andover Jct.

Polk Jct.: Westward Clearfield Branch trains hold main track.

90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

Youngstown Branch:

- Kinsman.....Southward, first north of station.

Oil City Branch:

- Jamestown.....{Eastward, first east of P. R. R. crossing.
- Stoneboro.....Westward at crossover west of station.
- Franklin.....Westward, first west of Otter St.
- Reno.....{Westward, first west of Erie R. R. station.

J. F. & C. Branch:

- Sutton.....Eastward at crossover west of station.
- Elmo.....Eastward at crossover west of station.
- Belmar.....Eastward at crossover.

Sharon Branch:

- Hubbard.....{Eastward, first east of Erie R. R. crossing.

93. YARDS. Limits defined by signs.

Youngstown Branch:

- Carson and Ashtabula, inclusive.
- Andover.
- Coalburg, Ferrona and Youngstown, inclusive.

Oil City Branch:

- Stoneboro.....Eclipse.
- Franklin.....Oil City.

J. F. & C. Branch:

- Franklin to Belmar, inclusive

Sharon Branch: Between Coalburg, Doughton and Farrell, and J. F. & C. Branch between Franklin and Belmar, movements will be made only when authorized by train orders.

Between Standard Car Co. switch, Farrell and Doughton, engines must obtain permission from train dispatcher before occupying main track and must report to train dispatcher when clear of main track. Rule 93 is modified accordingly.

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
Youngstown Branch:		
Ashtabula.....	Erie Div. & P. R. R.	Interlocking.
Ashtabula.....	N. Y. C. & St. L.	Interlocking.
Dorset Jct.....	High and low grade.	Interlocking.
Latimer.....	Erie, high and low grade.	Interlocking.

Youngstown: Valley St.....	Erie.....	Interlocking.
Youngstown: Yard		
tracks.....	Erie and B. & O.....	R. R. grade crossing.
B.B.I. Co. Crossing	Erie and B. & O.....	R. R. grade crossing.
Oil City Branch:		
Jamestown.....	P. R. R.....	R. R. grade crossing.
Amasa.....	Erie.....	Interlocking.
Branch: Coal mine		
track.....	P. R. R.....	R. R. grade crossing.
Sharon Branch:		
Hubbard.....	Erie.....	R. R. grade crossing.
Bentley.....	Brookfield coal track.....	R. R. grade crossing.
Farrell.....	Erie.....	Interlocking.

98. DRAWBRIDGES.

Location	Signals
Ashtabula Harbor, Ashtabula River..	Interlocking.

98. SIDINGS. Capacity, based on 43-ft. cars.

Youngstown Branch:	
Carson, low grade.....	98
Jefferson.....	77
Williamsfield.....	53
Kinsman.....	39
Latimer.....	61
Fowler.....	39
Tyrell.....	68
Wick.....	159
Oil City Branch:	
Andover Jct.....	102
Simons.....	71
Jamestown.....	45
Amasa.....	23
Salem.....	74
Hadley.....	58
Clarks Mills.....	15
Stoneboro.....	116
Polk Jct.....	87
Niles.....	47
Franklin.....	73
Reno.....	28
Oil City.....	27
J. F. & C. Branch:	
Rose.....	61
Glenn.....	60
Sutton.....	67
Limestone.....	48
R. N.....	79
Shipperville.....	69
Elmo.....	86
Van.....	51
Belmar.....	70
Pecan.....	60

Oil City Branch:

Stoneboro: First track north of main track west of crossover west of station will be used as westward siding.

J. F. & C. Branch:

Sutton: First track north of main track, east of west crossover will be used as siding.

Elmo: That part of track east of crossover will be used as siding.

Belmar: That part of track east of crossover will be used as siding.

103. PUBLIC GRADE CROSSINGS.

Trainmen must flag trains or engines over the following crossings:

Youngstown Branch:

Andover: East Main St., on all tracks except main Tracks Nos. 1, 2 and No. 1 passing siding and upon main Track No. 2 when making reverse movement from any point between stand pipe and street crossing.

Oil City Branch:

Oil City: Main St., 6:00 A. M. until 6:00 P. M.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

J. F. & C. Branch:

Belmar: Clearfield Branch and Polk Jct. cut-off, junction switch; for Polk Jct.

106. PASSING TRAINS.

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

108. WATER STATIONS.

Youngstown Branch	Oil City Branch	J. F. & C. Branch	Sharon Branch
Ashtabula	Jamestown	Sutton	Farrell
Carson	Stoneboro	Elmo	
Andover	Franklin	Belmar	
Latimer	Oil City		
Wick			
Coalburg Eng. house			
Youngstown, Hubbard Rd.			

Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.

109. BULLETIN BOARDS AND BOOKS.

Youngstown Branch:

- Ashtabula Harbor... Yard masters office.
- Ashtabula..... { Engine house.
Passenger station.
Yard masters office, west yard.
- Andover Jct..... Signal station.
- Youngstown..... { Passenger station.
Under platform stairs.
- East Youngstown... Terminal office.

Oil City Branch:

- Stoneboro..... Signal station.
- Franklin..... Passenger station.
- Oil City..... { Engine house.
Signal station.

J. F. & C. Branch:

- Clearfield..... General yard masters office.
- Sutton..... Signal station.

Sharon Branch:

- Farrell..... Yard masters office.

110. DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Youngstown Branch:

- Between Signal Station MU Carson and Signal Station JD Dorset Jct., High grade.
- Signal Station BG Andover Jct. and Signal Station BR Brookfield, High grade.

Oil City Branch:

- Signal Station BG Andover Jct. and Stoneboro.
- Signal Station JC Polk Jct. and P. R. R. Jct.

J. F. & C. Branch:

- Signal Station JC Polk Jct. and Belmar.
- Franklin and Rose.

Sharon Branch:

- Signal Station Doughton and Ferrona.

Double Track:

Youngstown Branch:

- Between Signal Station OD Ashtabula and Gulf.
- Signal Station JD Dorset Jct. and Signal Station BG Andover Jct.
- Signal Station MU Carson and Signal Station BR Brookfield, Low grade.
- Signal Station DA Thornhill and Youngstown.

Tracks are numbered from the west.

No. 1, No. 2.

Tracks will be used as follows:

No. 1, Southward.
No. 2, Northward.

Oil City Branch:

- Between Stoneboro and Signal Station JC Polk Jct.

Tracks are numbered from the south.

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward.
No. 1, Westward.

Three Tracks:

Youngstown Branch:

Between Gulf and Signal Station MU Carson.

Tracks are numbered from the west.

No. 1, No. 3, No. 2.

Tracks will be used as follows:

No. 1, Southward—Passenger.
No. 3, Southward—Freight.
No. 2, Northward—Passenger.

Between Signal Station BR Brookfield and Signal Station DA Thorn Hill.

Tracks are numbered from the west.

No. 1, No. 2, No. 4.

Tracks will be used as follows:

No. 1, Southward—Passenger.
No. 2, Northward—Passenger trains only except by train order.
No. 4, Northward—Freight.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Signal Station OD Ashtabula and Signal Station MU Carson.

Signal Station MU Carson and Signal Station JD Dorset Jct., Low Grade.

Signal Station JD Dorset Jct. and Signal Station BG Andover Jct.

Signal Station MR Latimer and Signal Station BR Brookfield, Low Grade.

Signal Station BR Brookfield and Youngstown. Stoneboro and Signal Station JC Polk Jct.

If train is not in condition to make usual running time, conductor or engineman must notify signalman.

751. TIME SIGNAL STATIONS ARE OPEN.

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

801. INTERLOCKING SIGNALS.

Interlocking signals may also be used as block signals and, where so used, will be indicated by the letters MB in list of Stations, Office Calls, Signals and Telephones in time table.

901. MANUAL BLOCK SYSTEM.

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

Signal Station MU Carson and Signal Station JD Dorset Jct., High Grade.

Signal Station BG Andover Jct. and Signal Station BR Brookfield, High Grade.

Signal Station BG Andover Jct. and Stoneboro.

Signal Station JC Polk Jct. and P. R. R. Jct.

Signal Station JC Polk Jct. and Rose.

Rule 917 is modified as follows:

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

Rule 947. Second paragraph reading, "A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 958, or by train orders," will not apply within yard limits in connection with movements of second class and extra trains. Indications of manual block signals will convey to second class and extra trains information as to conditions of block only to yard limit signs.

Signal Station BG Andover Jct., top and middle arm of southward interlocking home signals will also be used as Manual Block Signals.

Signal Station BR Brookfield, middle arm of northward interlocking home signals will also be used as Manual Block Signals, High Grade.

Signal Station MU Carson, top and middle arm of southward interlocking home signals governing movements to high grade, will also be used as Manual Block Signals.

Signal Station JD Dorset Jct., top and middle arm of all interlocking home signals, except southward over the high grade and northward over the Low Grade, will also be used as Manual Block Signals.

Signal Station MR Latimer, top and bottom arm of all interlocking home signals, except southward over Low Grade, will also be used as Manual Block Signals.

Signal Station AM Amasa, top arm of interlocking home signals will also be used as Manual Block Signals.

Signal Station JC Polk Jct., middle and bottom arm of eastward interlocking home signals will also be used as Manual Block Signals, middle arm governing movement to Oil City, bottom arm governing movement to F. & C.

Rule 951 is modified as follows:

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

1002. AUTOMATIC BLOCK SYSTEM.

Between Signal Station OD Ashtabula and Signal Station MU Carson.

Signal Station MU Carson and Signal Station JD Dorset Jct., Low Grade.

Signal Station JD Dorset Jct. and Signal Station B G Andover Jct.

Signal Station MR Latimer and Signal Station BR Brookfield, Low Grade.

Signal Station BR Brookfield and Youngstown. Stoneboro and Signal Station JC Polk Jct.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

1002. GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 1004, except when indicating, "Stop; then Proceed," heavy tonnage freight trains will not be required to stop, but may proceed at slow speed to next signal in advance.

1002. 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 indicate the condition of the opposite track.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
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Youngstown Branch:

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

Oil City Branch:

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

Sharon Branch:

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

*Normal position Vertical.

1267. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1269. OBSTRUCTING PUBLIC CROSSINGS.

Oil City: Trains will not block public crossings more than 3 minutes. Rule 1269 is modified accordingly.

1305. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken. Rule 1305 is modified accordingly.

1307. AIR BRAKES.

When stopping freight trains of 25 or more cars for water or coal, air brakes must be applied by engineman and engine

detached, unless, in the judgment of the engineman, it is unnecessary. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brakes must be held applied.

Rule 1549 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Carson: Freight trains, must have train line pressure of 80 lbs. before descending Carson hill and after stopping for any cause while descending, must not be started until full train line pressure is restored. They must stop at Signal Y3.2 and at Interlocking Home Signal at Signal Station NP. Freight trains using east wye at Ashtabula enroute to main line must stop before crossing Depot St., and freight trains enroute to Harbor must stop at Signal Y1.2.

1401. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

General

Circus trains with freight equipped cars.....	30
Engines: Classes B, M and U under steam or being towed..	15
Engines running backward by night over public crossings....	15
Freight trains with pushers.....	25
Railroad grade crossings, interlocked.....	50
Revenue freight trains with cranes moving on own wheels....	25
Signal Indications, grade signals.....	10
Signal Indications, Rules 708 and 709, through interlocking..	10
Signal Indications, Rules 705 and 707, through interlocking..	30
Switches and crossovers, not interlocked.....	10
Troop trains with freight cars.....	30
Trains with dead engines, not having all side or main rods..	20
Trains consisting of 50 per cent or more of 55-ton capacity or greater coal cars, loaded.....	30
Work trains with locomotive cranes.....	30

Youngstown Branch:

High Grade

Tracks

	Tracks	
	No. 1 and No. 2	No. 3 and No. 4
Engines, Class J-1a.....	50	40
Classes H-7a, H-10 and L-1.....	40	25
Class NU.....	20	20
Class NE.....	25	25
Engines, light or with caboose.....	40	40
Engines running backward.....	30	25
Freight and work trains.....	40	40
Passenger, mail, express and milk trains.....	60	40
Passenger, express and milk trains with freight equipped cars.....	40	40
Snow plows and flangers.....	35	35
Trains with steam cranes, except as shown above.....	40	40
{Trains with steam cranes X-59, X-60 or X-62 40		30
{Between Kinsman and Williamsfield, curves.25		..

Local

Youngstown Branch:

Ashtabula: East and west wye.....	15
Ashtabula: Over Prospect St.....	15
Ashtabula to Carson, inclusive: Track No. 1.....	40
N. Y. C. & St. L. crossing to Ashtabula Harbor drawbridge, inclusive: Freight and work trains.....	15
Gulf to Carson, inclusive: Track No. 3.....	35
Signal Station MU, Carson northward.....	20
Carson Hill: Freight and work trains descending.....	20
Carson to Ashtabula, inclusive: Track No. 2.....	45
Jefferson: Over public crossings.....	30
Dorset Jct.: East and west wye.....	15
Andover Jct., high grade Track No. 1 to high grade single track.....	30
Bridge 43, one mile north of Kinsman.....	20
Brookfield: Low grade Track No. 1 to high grade Track No. 1 and high grade Track No. 2 to low grade Track No. 2.....	30
Doughton to Thorn Hill, inclusive: Track No. 2.....	40
Youngstown: Over public crossings.....	12
Wick: Highway crossing at north end and south crossover, Track No. 2.....	15

Sharon Branch:

Engines, Classes H-7a, H-10, L-1 and NE.....	25
Engines running backward.....	15
Trains with steam cranes X-59, X-60 or X-62.....	15
Doughton to Ferrona, inclusive.....	25
Bridge 51.....	15
Sharon City.....	6

Youngstown Branch: Low Grade	Oil City Branch: Andover Jct. to Franklin	Franklin to Oil City	J. F. & C. Branch: Franklinto Rose, Polk Jct. to Belmar
Engines; Class NU.....	20	..	..
Classes H-7a, H-10, L-1, NE.	40	35	25
Engines running backward:			
Class H-10.....	30	15	15
Other classes...	15	15	15
Engines light or with caboose...	40	35	25
Freight and work trains.....	40	35	25
Passenger trains	40	50	50
Passenger, express and milk trains, with freight equipped cars.....	35	30	25
Snow plows and flangers.....	35	35	25
Trains with steam cranes, except as shown above	35	35	25
Trains with steam cranes X-59, X-60 or X-62...	30	25	25
Clarks Mills:			
Over sink hole .75 miles west..	20	..	..
Sandy Lake:			
Over public crossings.....	30	..	..
Franklin.....	6	6	6
Eclipse Oil Works ..	..	10	..
Oil City Tunnel...	..	6	..

1402. ENGINE AND CAR RESTRICTIONS.

Engines must not operate as shown below:

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Locations Classes

All territory except Ashtabula Harbor to Youngstown via low grade and Carson to Dorset Jct. via high grade..NU.

Youngstown Branch:

York:

Siding, 100 ft. south of switch....H-10, J-1, K, L-1, NE, NU.

Oil City Branch:

Stoneboro:

Jackson Coal R. R. Tracks.....H-10, J-1, K, L-1, NE.

McMyler Track.....All engines.

Polk:

Asylum Track, west of barns....H-10, J-1, K, L-1, NE.

Franklin:

Colburn Track.....H-10, J-1, K, L-1, NE.

Dump Track.....H-10, J-1, K, L-1, NE.

General Manifold Track.....H-10, J-1, K, L-1, NE.

Tie Yard Track.....H-10, J-1, K, L-1, NE.

Venango Mfg. Co. Track.....H-10, J-1, K, L-1, NE.

Water Works Track.....H-10, J-1, K, L-1, NE.

Wolverine Oil Track.....H-10, J-1, K, L-1, NE.

Eclipse:

Acid Track Spur.....H-10, J-1, K, L-1, NE.

East and West Coal Trestle....H-10, J-1, K, L-1, NE.

Home Oil Siding.....H-10, J-1, K, L-1, NE.

Shop Track.....H-10, J-1, K, L-1, NE.

Wax Track.....H-10, J-1, K, L-1, NE.

Sharon Branch:

Engines, class H-10, must not be operated in Joint territory between Sharpsville and Middlesex, but may be permitted to operate to Ferrona yard from Sharon Branch.

1405. SPECIAL USE OF TRACKS.

When necessary to stop train in vicinity of low grade crossovers and signal stations, train will stop between switches to permit of detouring following trains. Trains finding track occupied ahead will stop to clear switches and immediately report to dispatcher. Pusher engines after assisting trains south from Carson yard will report to dispatcher from JA crossover.

1406. TELEPHONES.

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

1420. LAWS.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor further than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

1801. AUTOMATIC TRAIN STOP.

All road engines operating between Bay View and Chicago and between Detroit and Toledo must have train stop device cut in and in working order.

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

In case of failure of any part of locomotive which renders train stop device inoperative, engineman will notify train dispatcher and a relief engine should be furnished at first engine terminal.

J. R. TODD, Superintendent.

D. J. EVANS, Assistant Superintendent.

H. E. VAN SLYKE }
W. A. DALBY } Train Masters.
E. J. COWIN }

C. A. A. SHAKELY }
V. E. NEELY } Chief Train Dispatchers.
E. C. MURRAY }

J. A. SNOW }
F. C. SNOW }
L. C. SALLIOTTE }
M. HUMPHREY }
R. E. BENDER } Train Dispatchers.
F. E. WHITMAN }
C. H. PRICE }
E. A. DOHME }
A. K. BEEBE }

YOUNGSTOWN TO ASHTABULA

NORTHWARD—FIRST-CLASS

NORTHWARD— SECOND-CLASS

Miles from Youngstown	STATIONS	72	4	16	82	6	84	18	76	92
									See Note	
		Pittsburgh-Buffalo Express	Local	Local	Pittsburgh-Buffalo Limited	Local	Empire Limited	Local	Milk	Way Freight
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
.....	Youngstown ..	1.20	7.20	.....	11.40	3.50	6.18	.....	7.30	.....
1.87	Thorn Hill. . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.89	Doughton. . . .	1.31	f 7.29	.....	11.50	4.00	6.28	.....	7.40	A. M.
7.77	Coalburg. . . .	.....	s 7.32	.....	.....	f 4.03	.....	.....	.....	.....
10.94	Brookfield. . .	1.37	f 7.37	.....	11.56	f 4.08	6.34	.....	7.48	8.00
14.07	Tyrrell.	1.41	s 7.42	.....	12.00	f 4.13	6.38	.....	7.53	s 8.08
16.83	Fowler.	1.45	s 7.46	.....	12.03	f 4.17	6.41	.....	7.58	s 8.15
20.18	Latimer.	1.49	f 7.51	.....	12.07	4.21	6.45	.....	8.04	8.25
25.71	Kinsman.	1.56	s 8.00	.....	12.13	s 4.28	6.51	.....	8.13	s 8.36
29.43	Dewey. . . . .	.....	f 8.04	.....	.....	.....	.....	.....	.....	.....
30.29	Stanhope. . . .	.....	f 8.06	A. M.	.....	.....	.....	P. M.	8.21	.....
32.99	Williamsfield. .	2.04	s 8.12	.....	12.22	s 4.38	6.59	.....	8.33	s 8.55
38.10	Andover Jct. . .	2.10	8.18	8.28	12.28	4.44	7.05	6.53	8.42	9.15
38.33	Andover.	s 2.12	s 8.20	8.30	s 12.30	s 4.46	s 7.07	s 6.55 7.15	A. M.	s 10.00
42.11	Leon. . . . .	.....	f 8.40	A. M.	.....	.....	.....	f 7.28	.....	s 10.15
46.01	Dorset. . . . .	.....	s 8.45	.....	.....	f 4.56	.....	f 7.35	.....	s 10.40
46.39	Dorset Jct. . . .	2.22	8.47	.....	12.42	4.58	7.17	7.37	.....	10.45
51.98	Jefferson. . . .	2.31	s 8.54	.....	R 12.49	s 5.05	7.23	f 7.45	.....	s 11.15
55.27	Griggs. . . . .	.....	f 8.58	.....	.....	.....	.....	.....	.....	.....
58.35	Carson.	2.40	f 9.05	.....	12.57	5.12	7.30	7.53	.....	11.35
60.59	Gulf. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.85	Ashtabula. . . .	3.00	9.25	.....	1.15	5.30	7.43	8.10	.....	11.55
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.
 No. 4 wait at Andover for No. 16.
 No. 76 do work at all milk stations.
 No. 18 use No. 1 passing siding Andover for No. 84 to pass.

ASHTABULA TO YOUNGSTOWN

SOUTHWARD—FIRST-CLASS

SOUTHWARD SECOND-CLASS

Miles from Ashtabula	STATIONS	7	3	15	81	5	17	83	93	75 <small>See Note</small>
		Buffalo-Pittsburgh Express	Local	Local	Pittsburgh Special	Local	Local	Empire Limited	Way Freight	Milk
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
		LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
..... 2.26	Ashtabula..... Gulf.....	3.30	7.45	.....	1.05	4.15	6.45	7.02	7.50	.....
4.50 7.58	Carson..... Griggs.....	3.48	f 7.56 f 8.02	.....	1.15	4.25	f 6.54 f 6.58	7.12	8.10	.....
10.87 16.46	Jefferson..... Dorset Jct.....	3.57	s 8.09	.....	N 1.23	s 4.32	s 7.03	7.23	s 8.25	.....
16.84	Dorset.....	4.05	s 8.18	.....	1.29	4.40	7.10	7.30	8.45	.....
20.74	Leon.....	.....	f 8.27	A. M.	.....	.....	f 7.18	.....	s 9.00	P. M.
24.52	Andover.....	s 4.18	s 8.45	8.40	s 1.39	s 4.50	s 7.28	s 7.40	s 9.10	.....
24.75	Andover Jct...	4.20	8.47	8.42	1.41	4.52	7.30	7.42	10.00	2.00
29.86	Williamsfield ..	4.28	s 8.55	.....	1.47	s 4.59	.....	7.48	s 10.22	2.10
32.56	Stanhope.....	.....	f 8.59	A. M.	.....	f 5.02	P. M.	.....	.....	2.20
33.42	Dewey.....	.....	f 9.01	.....	.....	.....	.....	.....	.....	.....
37.14	Kinsman.....	4.38	s 9.07	.....	1.55	s 5.08	.....	7.56	s 11.00	2.45
42.67	Latimer.....	4.46	f 9.15	.....	2.01	f 5.15	.....	8.02	11.12	2.57
46.02	Fowler.....	4.53	s 9.20	.....	2.05	f 5.20	.....	8.06	s 11.22	3.07
48.78	Tyrrell.....	4.58	s 9.24	.....	2.08	f 5.24	.....	8.09	s 11.35	3.12
51.91	Brookfield.....	5.03	f 9.30	.....	2.12	f 5.28	.....	8.13	11.41	3.17
55.08	Coalburg.....	.....	s 9.35	.....	.....	f 5.32	.....	.....	.....	3.25
56.96	Doughton.....	5.15	f 9.38	.....	2.20	5.35	.....	8.19	A. M.	3.30
60.98	Thorn Hill.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.85	Youngstown...	5.35	9.55	.....	2.40	5.55	.....	8.27	.....	4.00
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.

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

No. 15 wait at Andover for No. 3.

No. 75 do work at all milk stations.

OIL CITY TO ANDOVER JCT.

WESTWARD—FIRST-CLASS

WESTWARD— SECOND-CLASS

Miles from P. R. R. Jct.	STATIONS	16	454	18					
		Local	Penna. Co.	Local					
		Daily Except Sunday	Daily	Daily Except Sunday					
		LEAVE	A. M.	P. M.	P. M.				
	P. R. R. Jct.....	A. M.		P. M.					
1.18	Oil City.....	6.20		5.10					
4.34	Reno.....	s 6.25		5.15					
8.96	F. & C. Jct.....	6.34		5.24					
9.09	Franklin.....	s 6.39		s 5.26					
15.30	Niles.....	f 6.50		f 5.34					
17.99	Polk.....	s 6.55		s 5.39					
18.60	Polk Jct.....	6.57		5.41					
22.22	Raymilton.....	s 7.03		f 5.47					
28.36	Sandy Lake.....	s 7.12	P. M.	s 5.55					
29.65	Stoneboro.....	s 7.18	3.00	s 6.02					
29.75	Penna. Jct.....	7.20	3.02	6.04					
30.86	Branch.....	7.22		6.06					
35.39	Clarks Mills.....	s 7.29	P. M.	s 6.11					
38.64	Hadley.....	s 7.35		s 6.17					
44.16	Salem.....	f 7.44		f 6.26					
45.88	Amasa.....	7.47		6.29					
46.10	Osgood.....	s 7.49		s 6.31					
50.97	Jamestown.....	s 8.01		s 6.39					
53.83	Turner.....	f 8.10		f 6.43					
56.86	Simons.....	s 8.18		f 6.47					
62.33	Andover Jct.....	8.28		6.53					
	LEAVE	A. M.	P. M.	P. M.					

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

ANDOVER JCT. TO OIL CITY

EASTWARD — FIRST-CLASS

EASTWARD — SECOND-CLASS

Miles from Ashtabula	STATIONS	15	405	17					
		Local	Penna. Co.	Local					
		Daily Except Sunday	Daily	Daily Except Sunday					
		LEAVE	A. M.	A. M.	P. M.				
24.75	Andover Jct.....	8.42	.....	7.30	.....	.....	.....	.....	.....
30.22	Simons.....	s 8.50	.....	s 7.37	.....	.....	.....	.....	.....
33.25	Turner.....	f 8.55	.....	f 7.42	.....	.....	.....	.....	.....
36.11	Jamestown.....	s 9.00	.....	s 7.48	.....	.....	.....	.....	.....
40.98	Osgood.....	s 9.08	.....	s 7.56	.....	.....	.....	.....	.....
41.20	Amasa.....	9.10	.....	7.58	.....	.....	.....	.....	.....
42.92	Salem.....	f 9.13	.....	f 8.01	.....	.....	.....	.....	.....
48.44	Hadley.....	s 9.22	.....	s 8.11	.....	.....	.....	.....	.....
51.69	Clarks Mills.....	s 9.29	A. M.	s 8.19	.....	.....	.....	.....	.....
56.22	Branch.....	9.36	.....	8.25	.....	.....	.....	.....	.....
57.33	Penna. Jct.....	9.38	10.58	8.27	.....	.....	.....	.....	.....
57.43	Stoneboro.....	s 9.43	s 11.00	s 8.33	.....	.....	.....	.....	.....
58.72	Sandy Lake.....	s 9.48	A. M.	s 8.38	.....	.....	.....	.....	.....
64.86	Raymilton.....	s 9.58	.....	f 8.47	.....	.....	.....	.....	.....
68.48	Polk Jct.....	10.06	.....	8.54	.....	.....	.....	.....	.....
69.09	Polk.....	s 10.08	.....	s 8.56	.....	.....	.....	.....	.....
71.78	Niles.....	f 10.13	.....	f 9.02	.....	.....	.....	.....	.....
77.99	Franklin.....	s 10.28	.....	s 9.17	.....	.....	.....	.....	.....
78.12	F. & C. Jct.....	10.30	.....	9.19	.....	.....	.....	.....	.....
82.74	Reno.....	s 10.39	.....	f 9.27	.....	.....	.....	.....	.....
85.90	Oil City.....	10.50	.....	9.40	.....	.....	.....	.....	.....
87.08	P. R. R. Jct.....	A. M.	.....	P. M.	.....	.....	.....	.....	.....
	LEAVE	A. M.	A. M.	P. M.					

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

ROSE, POLK JCT. AND FRANKLIN

					Miles from Rose	STATIONS	Miles from Franklin				
						Rose.....	56.56				
					1.43	.....Coder.....	55.13				
					4.34	.....Glenn.....	52.22				
					8.41	L. E. F. & C. Jct.	48.15				
					8.73	.....Sutton.....	47.83				
					11.72	.....Kingsville.....	44.84				
					14.69	.....Limestone.....	41.87				
					18.11	.....Fox.....	38.45				
					19.96	.....Reidsburg.....	36.60				
					20.10	.....Millers Spur.....	36.46				
					20.89	.....R. N.....	35.67				
					23.23	.....Piney.....	33.33				
					23.80	.....Electra.....	32.76				
					27.03	.....Dix.....	29.53				
					27.94	.....Bryner.....	28.62				
					30.48	.....Shippenville.....	26.08				
					33.40	.....Billings.....	23.16				
					35.14	.....Elmo.....	21.42				
					38.52	.....Kline.....	18.04				
					42.03	.....Van.....	14.53				
					43.86	.....Wright.....	12.70				
					45.73	.....Fernbank.....	10.83				
					48.17	.....Carl.....	8.39				
					49.95	.....James.....	6.61				
					50.49	.....Belmar.....	6.07				
					57.51	.....Pecan.....					
					61.19	.....Polk Jct.....					
					52.63	.....Ajax.....	3.93				
					56.43	.....F. & C. Jct.....	0.13				
					56.56	.....Franklin.....					

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

LOW GRADE BROOKFIELD AND CARSON

					Miles from Youngstown	STATIONS	Miles from Brookfield							
					10.94	... Brookfield								
					16.49	... Hartford	5.55							
					18.33	... HX Crossover	7.39							
					19.60	... Latimer	8.66							
					20.88	... WB Crossover	9.94							
					25.59	... York	14.65							
					30.59	... Wick	19.65							
					35.09	... RF Crossover	24.15							
					35.91	... Mann	24.97							
					36.19	... MA Crossover	25.25							
					41.77	... FM Crossover	30.83							
					43.27	... Dorset Jct.	32.33							
					44.65	... JA Crossover	33.71							
					51.02	... MX Crossover	40.08							
					53.68	... Carson	42.74							

SHARON BRANCH

					Miles from Doughton	STATIONS								
						... Doughton								
					1.34	... Hubbard								
					3.92	... Chestnut Ridge								
					5.27	... Bentley								
					6.00	... Farrell								
					7.04	... Sharon								

NORTHWARD AND WESTWARD — FREIGHT TRAINS

Miles from Ashtabula	STATIONS	L. S.	76	P. W. B.	L. S.	92	P. B.	P. S.					
		7		4	9		10	10					
		Freight	Milk	Freight	Freight	Local	Freight	Freight					
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily					
		P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
62.85	East Youngstown. Youngstown.....			4.00		7.20	8.30	10.00					
51.91	Brookfield.....					8.00							
						A. M.							
	Ashtabula.....	P. M.			A. M.								
		5.00		9.00	8.30		3.00	4.00					
				A. M.			P. M.	P. M.					
10.87	Jefferson.....		A. M.										
			10.05										
24.75	Andover Jct.....		8 42										
			A. M.										
129.67	Rose.....	7.30			9.30								
182.95	Clearfield.....	3.00			5.30								
		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.					

For information only; not conferring time table superiority.

SOUTHWARD AND EASTWARD — FREIGHT TRAINS

Miles from Ashtabula	STATIONS	C. P.	75	G. P.	S. P.	93							
		2		1	8								
		Freight	Milk	Freight	Freight	Local							
		Daily	Daily	Daily	Daily	Daily Except Sunday							
		A. M.	P. M.	P. M.	P. M.	A. M.							
182.95	Clearfield.....	6.45			7.00								
129.67	Rose.....	2.15			12.00								
			P. M.										
24.75	Andover Jct.....		2.00										
10.87	Jefferson.....		10.30	P. M.									
	Ashtabula.....	6.20	A. M.	1.15	2.15								
		P. M.			A. M.	A. M.							
51.91	Brookfield.....					11.41							
62.85	Youngstown.....												
	East Youngstown.....			7.00		12.30							
		P. M.	A. M.	P. M.	A. M.	P. M.							

For information only; not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ASHTABULA TO YOUNGSTOWN—Via High Grade

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS			TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	LOCATION	Side of Track	Line	
Ashtabula Harbor Open day and night	C.S. JM	1.4	INT.	INT. Y1.2A Y1.2			Interlocking signal station	S	Y
Ashtabula Open week days 7:00 a. m. to 4:00 p. m.	C.S. SD C.S. C.S. C.S.	.0					Station Freight station Engine house Yard masters office— west yard	S N S S	T.D.-M-Y M-Y T.D.-M-Y T.D.-M-Y
Ashtabula — Erie Div. Open day and night	C.S. OD		INT.	INT.			Interlocking signal station At signal bridge, in cabin	S E	T.D.-M-Y Y
Ashtabula N. Y. C. & St. L. R. R. Open day and night	C.S. NP	1.1	INT.	INT.			Interlocking signal station Fork & Hoe Works switch, on pole	W W	T.D.-M-Y Y
Gulf Open day and night	C.S. G	2.26	Y1.1G Y2.1G Y2.1AG Y3.1	Y2.2			Signal station	W	T.D.-M-Y
Carson—Low Grade Open day and night	C.S. MU C.S.	4.5	Y3.1A Y4.1 Y4.1A INT.	Y3.2 Y4.2 INT.	Y3.3G Y4.3G Y4.3AG INT.		Interlocking signal station Yard office Car repairers cabin, south end of yard	W W E	T.D.-M-B-Y T.D.-M-Y Y
Jefferson Open week days 7:30 a. m. to 8:00 p. m. Open Sundays 12:20 p. m. to 2:20 p. m. 4:00 p. m. to 8:00 p. m.	C.S. BF C.S. C.S.	10.9	Y9.1 Y10.1 M.B.	M.B.			Siding, north end, on pole Station Siding, south end, on pole	W W W	T.D.-M-B T.D.-M-B T.D.-M-B
Dorset Jct.— Low Grade Open day and night	C.S. JD	16.5	Y15.1 INT.-M.B.	INT.-M.B.			Interlocking signal station	E	T.D.-M-B
Dorset Open week days 8:00 a. m. to 8:00 p. m.	C.S. FQ	16.8	INT.	INT.			Station	W	M
Leon	C.S.	20.7	Y17.1 Y18.1 Y19.1 Y20.1	Y17.2 Y18.2 Y19.2 Y20.2			Station, on south end	W	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ASHTABULA TO YOUNGSTOWN—Via High Grade—Continued

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS				TELEPHONES					
			Track No. 1	Track No. 2			LOCATION	Side of Track	Line			
Andover Open week days 8:00 a. m. to 9:30 p. m.	C.S. VA	24.52	Y21.1	Y21.2			Station	W	T.D.-M			
			Y22.1	Y22.2A Y22.2						Freight station	E	M
Andover Jct. —Oil City Br. Open day and night	C.S. BG	24.75	INT.	INT.			Interlocking signal sta- tion	E	T.D.-M-B			
			SINGLE TRACK							Wye, south end, on pole.	W	T.D.-M-B
			Southward	Northward								
	C.S.		INT.-M.B.	Y25.2								
Williamsfield. Open week days 7:40 a. m. to 5:30 p. m.	C.S. WI	29.9	M.B.	M.B.			Siding, north end, on pole	W	T.D.-M-B			
							Station	W	T.D.-M-B			
							Siding, south end, on pole	W	T.D.-M-B			
Stanhope Reick Milk Co.	C.S.	32.6				Spur, on pole	W	T.D.-M-B				
		32.9		SW.								
Kinsman Open week days 7:30 a. m. to 5:45 p. m. Open Sundays 2:10 p. m. to 5:10 p. m.	C.S. KN	37.1	M.B.	M.B.			Siding, north end, on pole	W	T.D.-M-B			
							Station	W	T.D.-M-B			
							Siding, south end, on pole	W	T.D.-M-B			
Latimer Open day and night	C.S. MR	42.7	Y42.1	INT.-M.B.			Siding, north end, on pole	W	T.D.-M-B			
			INT.-M.B.	INT.-M.B.			Interlocking signal sta- tion	W	T.D.-M-B			
Fowler Open week days 7:15 a. m. to 4:15 p. m.	C.S. FV	46.0	M.B.	M.B.			Station	W	T.D.-M-B			
							Station, on east side . . .	W	T.D.-M-B			
Tyrrell Open week days 7:15 a. m. to 4:15 p. m.	C.S. TY	48.8	M.B.	M.B.			Siding, north end, on pole	W	T.D.-M-B			
							Station	W	T.D.-M-B			
Brookfield . . . Open day and night	C.S. BR	51.9	Y51.1	INT.-M.B.			Interlocking signal sta- tion	W	T.D.-M-B			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4						
			INT.	INT.								
Coalburg Open week days 7:05 a. m. to 4:05 p. m.	C.S. CU	55.1	Y52.1	Y52.2			Station	W	M-Y			
				Y53.2						Y52.4G Y53.4G		
			Y53.1	Y54.2						Y54.4G		
			Y54.1	Y55.2						Y55.4G		
			Y56.1	Y56.2						Y56.4G		
				Y57.2						Y57.4		
Doughton— Sharon Br. Open day and night	C.S. DY	57.0	INT.	INT.			Pole box, south end west yard	W	Y			
							Engine house, switch cabin	E	T.D.-M			
			INT.	INT.			Interlocking signal sta- tion	W	T.D.-M-Y			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ASHTABULA TO YOUNGSTOWN—Via High Grade—Continued

STATIONS	Office Calls	Miles from Ashtabula	SIGNALS				TELEPHONES				
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line		
Thorn Hill... Open day and night	C.S.	DA	60.9	Y58.1	Y58.2		Y58.4G	Powder Works switch, on pole.....	W	Y	
				Y59.1	Y59.2		Y59.4G				
				Y60.1							
					Y60.2		Y60.4G				
				Y61.1							
	C.S.	DA	60.9	60.9	INT.	Y61.2 INT.		Y61.4G INT.	Interlocking signal station..... Hubbard Road, in switch tenders cabin.. Car repairers cabin, Hubbard Road..... Car repairers cabin, north of yard office.. McGuffey St. yard office McGuffey St. car inspectors office..... No. 3 yard switch, south end of yard, on pole.	W	T.D.-M-Y
Valley Street — Youngstown... Open day and night	C.S.	VY	62.28	Y62.1 INT.	Y62.2 INT.			Interlocking signal station..... Oak St., on line pole north of Oak St.....	W	T.D.-Y	
				Y63.1G							
Youngstown.	C.S.	DK	62.85					Station masters office...	E	T.D.-M-Y	
	C.S.							Freight station.....	E	M	
	C.S.					Y63.2G		Passenger station, under platform stairs.....	E		
	C.S.								W	T.D.-M-Y	
East Youngstown.....	C.S.						West yard office.....	S	T.D.		
	C.S.						East Yard office.....	N	T.D.		
	C.S.						N. office.....	S	T.D.		

CARSON TO BROOKFIELD—Via Low Grade

STATIONS	Office Calls	Miles from Carson	SIGNALS				TELEPHONES				
			Track No. 1	Track No. 2			LOCATION	Side of Track	Line		
Carson..... Open day and night	C.S.	MU	0	INT.	INT.			Interlocking signal station.....	W	T.D.-M-B-Y	
				8411G	8412						
	C.S.	MU	0	0					Yard office..... Car repairers cabin, south end of yard.... Repair track switch, south end of yard, in cabin..... Switch tenders cabin, south end of yard.... Coal chute office.....	W	T.D.-M-Y
	C.S.				8421G	8422					
				8431G							
MX Crossover	C.S.	MX	2.66					Crossover, on pole.....	E	T.D.	
				8441G	8432						
				8451G	8442						
				8461G	8452						
				8471G	8462						
				8481G	8472						
					8482						

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CARSON TO BROOKFIELD—Via Low Grade—Continued

STATIONS	Office Calls	Miles from Carson	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	LOCATION	Side of Track	Line	
JA Crossover.	C.S. JA	9.03	8491G	8492	Crossover, on pole.	E	T.D.	
Dorset Jct. Open day and night	C.S. JD	10.41	8501 INT.-M.B.	8502G INT.	Interlocking signal station.	E	T.D.-M-B	
FM Crossover	C.S. FM	11.91	8521G	8522 8532G	Crossover, on pole.	E	T.D.	
MACrossover	C.S. MA	17.49			Crossover, on pole.	E	T.D.	
Mann.	AN	17.77						
RF Crossover	C.S. RF	18.59			Crossover, on pole.	E	T.D.	
	C.S.				Car repairmans cabin.	W	T.D.	
	C.S.				Crossover, noth end, on pole.	E	T.D.	
Wick.	C.S.	23.09			Station, on outside.	E	T.D.	
York.	C.S. J	28.09			Crossover, on pole.	E	T.D.	
WBCrossover	C.S. WB	32.80			Crossover, on pole.	E	T.D.	
			8731G					
Latimer. Open day and night	C.S. MR	34.08	8731A INT.	8732G INT.-M.B.	Interlocking signal station.	E	T.D.-M-B	
			8751G	8752				
HX Crossover	C.S. HX	35.36	8761	8762G	Crossover, on pole.	E	T.D.	
			8771G	8772				
			8781G	8782				
Hartford.	C.S. HF	37.19	8791G	8792	Crossover, on pole.	E	T.D.	
	C.S.		8801G	8802	Highway crossing, north of overhead bridge, north of Brookfield, on pole.	E	T.D.	
			8811G	8812				
Brookfield. Open day and night	C.S. BR	42.74	8821 INT.	8822G INT.	Interlocking signal station.	W	T.D.-M-B	

DOUGHTON TO SHARON

STATIONS	Office Calls	Miles from Doughton	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Doughton— Youngstown Br. Open day and night	C.S. DY	0	INT.	INT.	Interlocking signal station.	W	T.D.-M-Y
Coalburg.	C.S.	.6			East wye switch.	S	T.D.
	C.S.				Police cabin, at pole target.	N	T.D.-M-Y
Hubbard.	C.S. HB	1.3			Station.	S	T.D.-M-Y
State Line.		5.8	INT.	INT. X6.2			
			X6.1				
Farrell.	C.S. B	6.0			Yard office.	S	T.D.-M-Y
Sharon.	C.S. NX	7.0			Station.	N	M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OIL CITY TO ANDOVER

STATIONS	Office Calls	Miles from Oil City	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Oil City Open day and night except 6:00 a. m. Sunday to 6:00 a. m. Monday.	C.S. OC C.S. C.S.	0	8321 M.B.	8312	P. R. R. Signal Station, on north side Engine house Station Freight station Siding, west end, on pole	S S N N	Y Y T.D.-M-B M T.D.-M-B
Switching track	C.S.	2.3	SW.				
Reno Open week days 6:00 a. m. to 4:30 p. m.	C.S. RP C.S.	3.2	M.B.	M.B.	Station, on east end Station	N N	T.D.-M-B T.D.-M-B
Eclipse	C.S. EC C.S. C.S.	6.2			Yard, east end, on pole Barrel house, west end 5 switch, on pole Siding, east end, in booth	S S N	T.D.-M-B T.D.-M-B T.D.-M-B
F. & C. Jct.	C.S.	7.8			West of water tank, on pole	S	T.D.-M-B
Franklin Open week days 6:30 a. m. to 10:30 p. m.	C.S. FI C.S. C.S.	7.9	M.B.	M.B.	East wye, on pole Station Freight station	N N S	T.D.-M-B T.D.-M-B B-M
Passing Siding	C.S.	9.4		SW.	Siding, west end, in booth	N	T.D.-M-B
Water Works Siding	C.S.	9.8		SW.	Siding, east end, in booth In section mens cabin, at Narrows	N N	T.D.-M-B T.D.-M
Passing Siding	C.S.	13.8	SW.		Siding, west end, on pole	N	T.D.-M-B
Niles	C.S. NI	14.1			Siding, east end, on pole	N	T.D.-M-B
Penna. State Asylum	C.S.	15.7	SW.		Asylum track switch, on pole	N	T.D.-M-B
Passing Siding	C.S.	16.7	8151				
Polk Open week days 6:30 a. m. to 9:30 p. m.	C.S. WD	16.8			Station	S	T.D.-M
Polk Jct. Open day and night	C.S. JC	17.4		M.B.-INT	Interlocking signal station	N	T.D.-M-B
			Track No. 1	Track No. 2			
			INT.	INT.			
			8131	8132A			
			8121	8132			
			8111	8122			
			8111A	8112			
Raymilton Open week days 6:40 a. m. to 3:40 p. m.	C.S. RC C.S.	21.0			Station, on east end Station	S S	T.D.-M-B T.D.-M-B
			8101	8102			
			8091	8092A			
				8092			
				8082			
			8081	8072			
			8071				
				8062A			
			8061	8062			
			8051	8052			
Sandy Lake Open week days 6:45 a. m. to 3:45 p. m.	C.S. KC C.S.	27.2	8041		Station, east end Station	S S	T.D.-M-B T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OIL CITY TO ANDOVER—Continued

STATIONS	Office Calls	Miles from Oil City	SIGNALS		TELEPHONES			
			Track No. 1	Track No. 2	LOCATION	Side of Track	Line	
Stoneboro Open day and night	C.S. C.S. C.S.	SA	28.5	8041A	8042	McMyler cabin	S	Y
					T.O.	East crossover, on pole	S	T.D.-M-B
				SINGLE TRACK		Station	S	T.D.-M-B-Y
				Westward	Eastward	Freight station	N	M
			M.B.					
Branch	C.S. C.S.	BH	29.7		8032	Siding, east end, on pole	N	T.D.-M-B
					8022	Siding, west end, in booth	S	T.D.-M-B
					8012			
Frampton-Foster Lumber Co. Passing Siding Clarks Mills Open week days 7:05 a. m. to 9:05 p. m. Passing Siding	C.S. C.S. C.S.	CV	31.9	SW.	M.B.	Station	S	T.D.-M-B
			34.15	SW.		Station, west end, on pole	S	T.D.-M-B
			34.21	M.B.				
			34.36	SW.		Sink hole cabin	N	T.D.-M-B
Passing Siding Hadley Open week days 7:10 a. m. to 8:45 p. m.	C.S. C.S. C.S.	HD	36.8	SW.	M.B.	East end, on pole	N	T.D.-M-B
			37.5	M.B.		Station, on east end	S	T.D.-M-B
				7941		Station	S	T.D.-M-B
				7932				
Salem	C.S. C.S.	SM	43.0			Siding, east end, in booth	N	T.D.-M-B
						Siding, west end, on pole	N	T.D.-M-B
Amasa Open day and night	C.S. C.S.	AM	44.7	7871		Siding, east end, on pole	N	T.D.-M-B
				INT.-M.B.	M.B.-INT.	Interlocking signal station	S	T.D.-M-B
Osgood Open 6:40 a. m. to 8:45 p. m.	C.S. C.S. C.S.	AJ	44.9			Station	S	T.D.-M
					7862	Crossover, in booth	N	T.D.-M-B
					7852	New track, west end, on pole	N	T.D.-M-B
Mercer Sand Co. Jamestown Open day and night	C.S. C.S. C.S.	JS	49		M.B.	Siding, east end, on pole	N	T.D.-M-B
			49.8	M.B.		Siding, west end, on pole	N	T.D.-M-B
				M.B.		Tower	N	T.D.-M-B
Passing Siding Simons Open week days 7:45 a. m. to 7:55 p. m. Ed. E. Reick Spur	C.S. C.S. C.S.	MO	54.9	SW.	M.B.	Siding, east end, on pole	N	T.D.-M-B
			55.7	M.B.		Station	S	T.D.-M-B
			56.4	SW.		Siding, west end, in booth	N	T.D.-M-B
Andover Jct Open day and night	C.S. C.S.	BG	61.1	7711		Siding, east end, in booth	N	T.D.-M-B
				INT.	INT.-M.B.	Interlocking signal station	E	T.D.-M-B
Andover Open week days 8:00 a. m. to 9:30 p. m.	C.S. C.S.	VA	61.4			Station	W	T.D.-M
						Freight station	E	M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ROSE TO FRANKLIN

STATIONS	Office Calls	Miles from Rose	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Rose..... Open day and night	C.S. GH C.S.	0.0	INT.-M.B.	INT.	Office..... Siding, west end, on pole.....	N N	T.D. T.D.
Coder.....	C.S. CO	1.4			Turn table, in cabin.....	N	T.D.
Glenn..... McCullough Coal Co.	C.S. GN	4.3 5.8			Siding, east end, on pole.....	N	T.D.
Oak Valley Coal Co.. L. E. F. & C. Jct....	C.S. FJ	6.6 8.4	SW.		Near car repairers office, on pole.....	N	T.D.
Sutton..... Open 12:00 midnight to 3:00 a.m. 7:00 a. m. to 3:00 p. m. 7:00 p. m. to 12:00 midnight	C.S. C.S. SU C.S.	8.7	M.B.	M.B.	Crossover, west of coal chutes, on pole..... Station..... Station, west end, in booth....	N N N	T.D. T.D. T.D.
Peoples Natural Gas Co..... Limestone..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. NE C.S.	13.2 14.7	M.B.	SW. M.B.	Station..... West of station, on pole.....	S S	T.D. T.D.
R. T. Wilson Spur....		16.4		SW.			
Fox.....		18.1					
Reidsburg..... Miller's Spur.....	C.S. C.S. MI	20.0 20.1	SW.		Tool house, east end..... Millers spur, on pole.....	S S	T.D. T.D.
R. N.....	C.S. RN C.S.	20.9			Siding, east end, on pole..... Siding, west end, on pole.....	S S	T.D. T.D.
Piney..... Electra.....	C.S. CA	23.2 23.8	SW.				
D. K.....	C.S. DK	25.0			Siding, east end, on pole..... Curve just west No. 2 tunnel, on pole.....	S S	T.D. T.D.
Beaver Spur.....		25.3	SW.				
Shipperville..... Open week days 7:00 a. m. to 4:00 p. m.	C.S. SI C.S. C.S.	30.5	M.B.	M.B.	Station, on north side..... Station..... Siding, west end, on pole.....	S S N	T.D. T.D. T.D.
Billings.....	C.S.	33.4			Spur, in booth.....	N	T.D.
Elmo..... Open week days 12:00 midnight to 3:30 a. m. except Mondays 7:30 a. m. to 3:30 p. m. 7:30 p. m. to 12:00 midnight. Open Sundays 12:00 midnight to 3:30 a. m.	C.S. CM C.S. C.S. C.S.	35.1	M.B.	M.B.	Siding, crossover, in booth.... Siding, east end, in booth.... Station..... Station, east end, in booth....	N N N N	T.D. T.D. T.D. T.D.
Kline.....	C.S.	38.5			Spur, on pole.....	N	T.D.
Van..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. VN C.S.	42.0	M.B.	M.B.	Station, on east end..... Station.....	S S	T.D. T.D.
Fernbank.....	C.S. FB	45.7			Siding, west end, on pole.....	N	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ROSE TO FRANKLIN—Continued

STATIONS	Office Calls	Miles from Rose	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Emlenton Mine Supply Co.....	C.S.	47.9		SW.	Spur, on pole.....	N	T.D.
Carl.....		48.2					
James.....		50.0		SW.			
Belmar..... Open week days 7:30 a. m. to 4:30 p. m.	C.S. C.S. AR	50.5			West of water tank, in booth.. Station.....	S S	T.D. T.D.
Ajax.....		52.6					
F. & C. Jct.....	C.S.	56.4			West of water tank, on pole...	N	T.D.-M-B
Franklin..... Open week days 6:30 a. m. to 10:30 p. m.	C.S. FI C.S.	56.6	M.B.	M.B.	Station..... West of First St., on pole.....	N N	T.D. T.D.

BELMAR TO POLK JCT.

STATIONS	Office Calls	Miles from Rose	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Belmar..... Open week days 7:30 a. m. to 4:30 p. m.	C.S. C.S. AR	50.5	M.B.	M.B.	West of water tank, in booth.. Station.....	S S	T.D. T.D.
Brown Siding.....		55.0		SW.			
Pecan.....	C.S. PN C.S.	57.5			Siding, east end, in booth.... Siding, west end, in booth....	N N	T.D. T.D.
Polk Jct..... Open day and night	C.S. C.S. JC	61.2	F61.1 INT.	INT.-M.B.	Siding, east end, on pole..... Interlocking signal station....	N N	T.D. T.D.

ABBREVIATIONS

Train dispatching.....	T. D.	Automatic.....	Number
Message.....	M	Train order.....	T. O.
Block.....	B	Manual block.....	M. B.
Yard.....	Y	Interlocking.....	INT.
North.....	N	Distant.....	D
South.....	S	Switch.....	SW.
East.....	E	Communicating station.....	C. S.
West.....	W		

SPEED TABLE

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

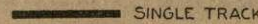
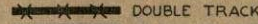

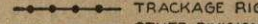
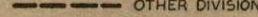
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	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
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0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
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0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
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0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
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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
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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
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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
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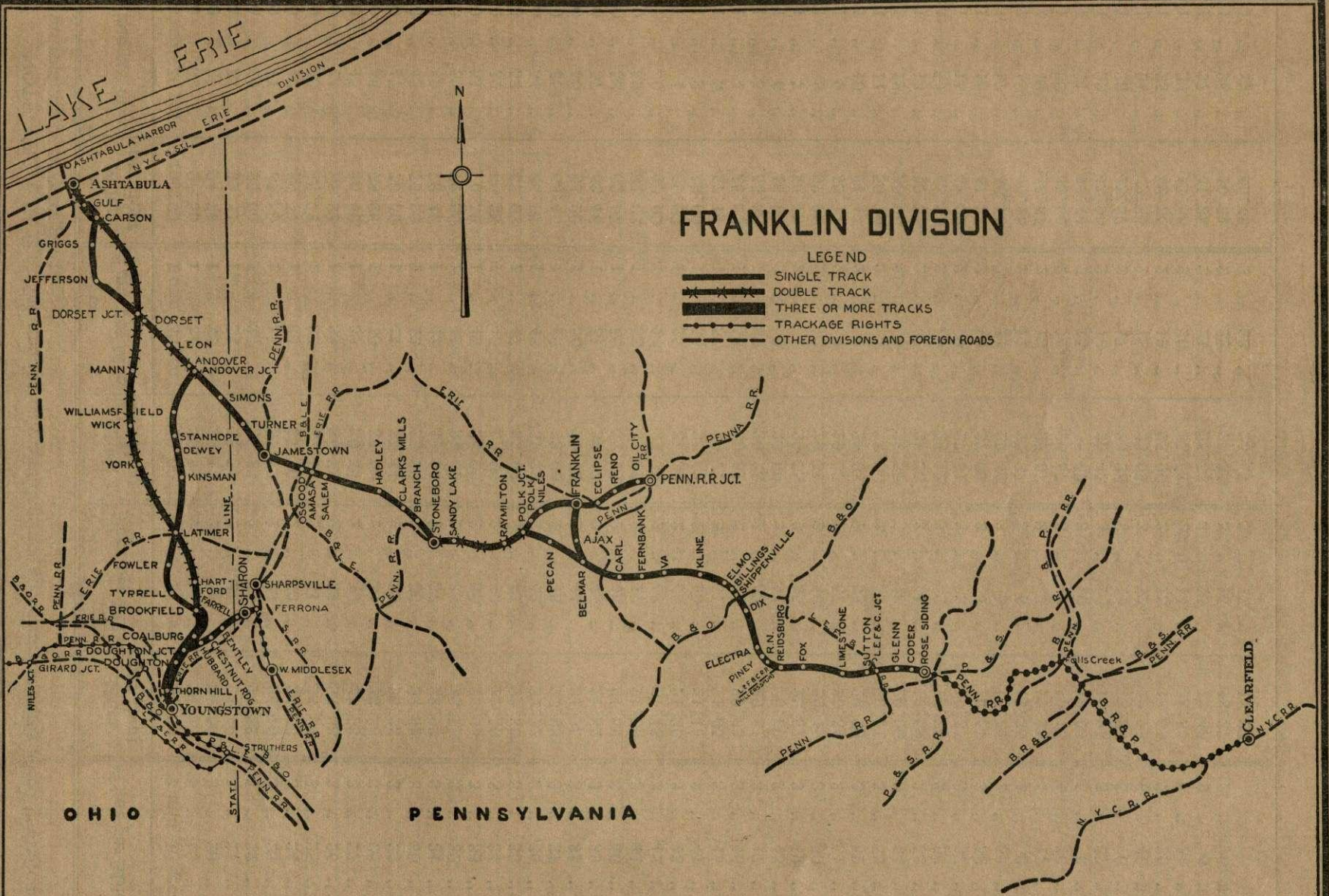
LAKE ERIE



FRANKLIN DIVISION

LEGEND

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



OHIO

PENNSYLVANIA