

# THERE IS ALWAYS TIME FOR COURTESY

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**Make  
SAFETY  
Your  
POLICY**

# The New York Central Railroad Company

## LAKE DIVISION

# Time Table No. 2

FOR EMPLOYEES ONLY

Effective 12:01 A. M. Eastern Standard Time

**Sunday, October 27, 1957**

G. C. ELLERT,  
Transportation Superintendent

## COMPANY SURGEONS

	PHONE		PHONE
<b>ALLIANCE, OHIO:</b> Robert G. King, 317 East Market St.....	10201	<b>FRANKLIN, PENNSYLVANIA:</b> Donovan C. Blanchard, 1122 Liberty St.....	25660
<b>ANGOLA, NEW YORK:</b> Lee R. Sanborn, 32 High St.....	53	<b>HUBBARD, OHIO:</b> Bernard M. Schneider, 250 W. Liberty St....	KE 41978
<b>ASHTABULA, OHIO:</b> C. E. Case, 252 Center St.....	WY 35-341	<b>MINERVA, OHIO:</b> P. S. Whiteleather, 106 South Main St.....	144
	Orville J. Lighthizer, 334 Center St.....		WY 2-6116
<b>BEREA, OHIO:</b> Robert H. Lechner, 10 Beech St.....	BE 4-6401	<b>NORTH EAST, PENNSYLVANIA:</b> E. G. Shelley, 59 West Main St.....	11
<b>CAMPBELL, OHIO:</b> E. J. Reilly, Robinson Rd. and Madison St....	PL 54116	<b>OIL CITY, PENNSYLVANIA:</b> F. M. Summerville, 204-205 Odd Fellows Bldg....	67421
<b>CLEARFIELD, PENNSYLVANIA:</b> J. H. Woolridge, 215 East Locust St.....	149	<b>PAINESVILLE, OHIO:</b> M. G. Carmody, 54 North St. Clair....	Elmwood 4-3737
<b>CLEVELAND, OHIO:</b> H. D. Fowler, 18599 Lake Shore Blvd.....	KE 1-8500	<b>SILVER CREEK, NEW YORK:</b> C. S. Barresi, 195 Central Ave.....	357
	Hudson D. Fowler, Jr., 18599 Lake Shore Blvd.		KE 1-8500
	C. D. Waltz, Brae Burn Medical Center, 25100 Euclid Ave.....		RE 2-8700
	L. J. Blair, 7405 Detroit Ave.....		WO 1-5758
	Wm. F. Sorer, 577 East 152nd St.....		GL 1-6000
	J. R. Kelker, Colburn Medical Bldg. 3890 Rocky River Drive.....		CL 2-2429
	D. J. Coburn, 18599 Lake Shore Blvd.....		KE 1-8500
	Wm. E. Mishler, Republic Bldg., (C.U.T. Employees).....		CH 1-8400
	Lincoln C. Dickey, 18599 Lake Shore Blvd. ...		KE 1-8500
	(Ears, Nose and Throat)		
	Val J. Mastny, 522 Osborn Medical Bldg., 1020 Huron Road.....		MA 1-4133
	(Ears, Nose and Throat)		
<b>CONNEAUT, OHIO:</b> J. Frank Docherty, 321 Main St.....	Main 51911	<b>WARREN, OHIO:</b> Quay A. McCune, 514 Third Ave.....	336-J
<b>DUNKIRK, NEW YORK:</b> John F. Foss, 77 East 4th St.....	2478	<b>WESLEYVILLE, PENNSYLVANIA:</b> J. W. Switzer, 3311 Buffalo Road.....	82703
<b>ERIE, PENNSYLVANIA:</b> A. H. Roth, 301 West 9th St.....	22794	<b>WESTFIELD, NEW YORK:</b> Van S. Laughlin, 56 Portage St.....	80
	J. W. Schilling, 2620 Sigsbee St.....		22087
	Joseph M. Walsh, 702 West 8th St.....		22896
		<b>YOUNGSTOWN, OHIO:</b> W. B. Turner, 101 Lincoln Ave.....	Riverside 79114
			C. Stefanski, 901 Mahoning Bank Bldg. Riverside
			36509
			E. A. Shorten, 402 Oak Hill St.....
			Riverside 43554

### HOSPITALS

	PHONE
<b>ALLIANCE, OHIO:</b> Alliance City, 207 East College St.....	6262
<b>ASHTABULA, OHIO:</b> Ashtabula General Hospital, 2420 Lake Ave..	WY 23-112
<b>CLEVELAND, OHIO:</b> Lutheran, 2609 Franklin Ave.....	PR 1-4200
	Euclid Glenville, 101 East 185th St.....
	KE 1-9000
<b>DUNKIRK, NEW YORK:</b> Brooks Memorial Hospital, 6th St. & Central Ave.	7741
<b>ERIE, PENNSYLVANIA:</b> St. Vincent's Hospital, 2420 Sassafras St.....	26811
<b>YOUNGSTOWN, OHIO:</b> Youngstown Hospital Association, South Side.....	Riverside 70751

### OCULISTS

	PHONE
<b>ASHTABULA, OHIO:</b> T. F. O'Connor, 4634 Main St.....	WY 33-841
	Carl J. Streicher, 217 Park Place.....
	WY 26-941
<b>CLEVELAND, OHIO:</b> Myron Volk, 18599 Lake Shore Blvd.....	KE 1-8500
	Val. J. Mastny, 522 Osborn Medical Bldg., 1020 Huron Road.....
	MA 1-4133
<b>ERIE, PENNSYLVANIA:</b> J. D. Jackson, 232 West 8th St.....	24498
<b>FRANKLIN, PENNSYLVANIA:</b> Chester A. Nordstrom, 308 Exchange Bank Bldg..	25817
<b>YOUNGSTOWN, OHIO:</b> W. H. Evans, 510 Dollar Bank Bldg....	Riverside 42147

### FIRST AID STATION

CLEVELAND, OHIO:	PHONE
Collinwood Shop, 577 East 152nd St.....	GL 1-6000
or Collinwood Exchange, Extension.....	244

# ATTENTION

## TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passengers traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

# SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules of the Operating Department with corresponding letter or number unless otherwise specified.

A. The title Transportation Superintendent will be used instead of Superintendent. Rules of the Operating Department, dated October 28, 1956, modified accordingly.

## A-1. OTHER RAILROADS.

Between: Mile Posts 80.29 and 81.41, 2.3 miles east of Franklin, Pa. trains run via Erie RR.  
 Rose and Falls Creek, trains run via P. R. R.  
 Falls Creek and Clearfield, trains run via B. & O.  
 N. Y. C. Jct., Youngstown and East Youngstown, trains run via P. & L. E.

East Youngstown and Struthers, trains run via P. & L. E. R. R.  
 Struthers and Girard Jct., trains run via L. E. & E. R. R.  
 Girard Jct. and Niles Jct., Minerva and Brady's Lake, trains run via P. R. R.  
 Niles Jct. and Ravenna Jct., trains run via B. & O. R. R.

## B-2. LAWS AND REGULATIONS.

### Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

### Reports.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Transportation Superintendent by wire.

### Defective Cars.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose, must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

### 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 farther 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.

Within the State of Ohio, when a pusher or helper engine is used to assist and assemble train and the pusher or helper engine is located behind the caboose, employees are prohibited from riding in or on the caboose while train is being assisted.

## M. SAFETY.

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

### 1. STANDARD TIME.

Eastern Standard Time is in use.

### 3. STANDARD CLOCKS.

Dunkirk.....	Passenger station.
Wesleyville.....	Engine house.
Ashtabula.....	Engine Dispatchers' office.
	Telegraph office.
	West Yard office.
Titusville.....	Register room.
	Freight station.
East Youngstown..	Y. M. C. A.
	Terminal Bldg.
Youngstown.....	McGuffey St. Yard Office.
Stoneboro.....	Signal station.
Sutton.....	Signal station.
Clearfield.....	DY telegraph office.
Collinwood.....	Crew dispatcher's office.
	Engine dispatcher's office.
	Diesel Electric Terminal, General foreman's office.

East 26th St.....	Yard Office.
DK.....	Yard office.
Cleveland Union Terminal.....	Crew dispatcher's office.
	G H telegraph office.
CF.....	Signal station.
Minerva.....	MI office.
	Engine house, Engine foreman's office
Dillonvale.....	Station.

## 12. HAND, FLAG AND LAMP SIGNALS.

### Ashtabula:

A blue signal, displayed from OD (Ashtabula) to westward freight trains only, indicates stop is to be made at W Crossover to leave or take cars. When blue signal is not displayed to trains having cars to leave at Ashtabula, it will indicate that cars are to be left on North Siding.

A double blue signal displayed from OD (Ashtabula) to westward freight trains only, indicates stop is to be made at Hill Track, Painesville, Ohio, to leave or take Perry cars.

### Collinwood Yard:

Westward trains or engines enroute from running track to Big Four yard will not proceed west of Dille Road until proceed hand signal is received from switch tender located at east end of Big Four yard, who will use yellow flag by day and yellow light by night.

Westward trains or engines enroute to Westbound Yard will not proceed west of crossovers between tracks 7 and 8 east of Dille Road until proceed hand signal is received from switch tender located at Dille Road, who will use yellow flag by day and yellow light by night.

Eastward trains or engines enroute to Eastbound yard will not proceed east of East 152nd St., until proceed hand signal is received from switch tender located at East 152nd St., who will use yellow flag by day and yellow light by night.

Trains or engines using yard lead in either direction will be governed by hand signal from switch tenders located at East 152nd St., No. 24 cabin and west end westbound yard.

### Double Track and Cuyahoga River Bridge No. 1:

Between Double Track and Cuyahoga River Bridge No. 1, trains or engines moving in either direction on the main track will proceed on hand signal from the switch tender located at Double Track, in addition to signal indication.

Westward trains or engines must not pass Station identifying marker at WY until given a proceed hand signal by the operator-switch tender using a white flag by day and a white light by night for N.Y.C.R.R. trains or engines and a green flag by day and green light by night for P.R.R. trains or engines.

Eastward trains or engines must not pass Crossover switches west of WY until given a proceed hand signal by the operator-switch tender who will use a yellow flag by day and a yellow light by night.

P.R.R. movements on South Running track between Signal station WY and West Third Street crossovers to P.R.R.

Movements to and from the P.R.R. through the connection at West Third Street will be made when proceed hand signal with green flag by day and green light by night is given by the switchtender at West Third Street handling this switch.

Such movements will be made only when authorized by the train dispatcher.

### Cleveland Union Terminal:

Trains or engines entering or leaving coach yard at West end or moving in either direction via "Short way" at west end, must receive proceed hand signal from switch tender in addition to interlocking signal indication.

## 13. EMERGENCY SIGNALS.

Whistle or horn signals at: WV, XC, OD.  
 BR, QD, CT, CF, SL and BE.

## 14. ENGINE WHISTLE SIGNALS.

Sound	Alliance Branch:	Indication
o o —		Southward train desires C. & P. Crossing Target.
o o o o		Southward train desires P. R. R. main line signal. To be sounded after receiving C. & P. target indication.



Alliance ..... P. R. R., C. & P. Div. Target.  
 P. R. R., Main Line. Interlocking.  
 Minerva ..... Nickel Plate..... Target.  
 Minerva ..... P. R. R..... Target.

\*Normal position for Erie R. R. Trainmen will operate interlocking in accordance with instructions posted in cabin.

\*\*When a train or engine is delayed by a STOP indication, trainman or engineman must notify train dispatcher at Erie Control Station. When authorized by train dispatcher, trainman or engineman will unlock box at crossing marked "NYC Emergency Controls" and be governed by instructions therein.

\*\*\*Automatic Interlocking.

**DRAWBRIDGES.**

Location	Signals
Ashtabula Harbor, Ashtabula River.....	Interlocking.
Bridge No. 1, Cuyahoga River, Lake Front.....	Interlocking.
Bridge No. 2, Cuyahoga River.....	Interlocking.
Bridge No. 4, Lower Flats.....	Bridge Indicators.
Bridge No. 6, Central Flats.....	Interlocking.

101a. When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

**103. PUBLIC CROSSINGS AT GRADE.**

**Obstructing Public Crossings**

Painesville, Newell St.: Standing cars must be left 350 feet east and west of crossing.  
 North Warren, Jackson St.: Cars must not be left standing closer than 75 feet from line of street.  
 Pittsfield, Tidioute Road: Cars must not be left standing closer than 50 feet from line of street.  
 Oil City: Trains will not block public crossings more than three minutes.

Alliance, Ohio: P. R. R. Interlocking: Northward trains, when stopping for crossing, must stop south of Columbia Street.  
 Market Street: Trains or engines moving north must not pass limit sign adjacent to track and approximately 15 feet south of Columbia Street until signal at Wall Street displays proceed indication.

Trains or engines moving against the current of traffic must proceed at slow speed over the following highway crossings:

Berea, Lake Front Tracks, Eastland Rd. . . Tracks 1 and 2  
 Berea, Lake Front Tracks, Sheldon Rd. . . Tracks 1, 2 and 3  
 Berea, Lake Front Tracks, E. Five Points Rd. Tracks 1 and 2

**Trainmen must flag trains or engines over following crossings:**

Painesville: North Ridge Road crossing over Wye tracks to F. P. E. R. R.  
 Ashtabula: State Road on track serving Archer-Daniels-Midland Co., running off Ceico lead, east and north of Ashtabula, Ohio.  
 Erie: East 12th Street.  
 Andover: East Main St. All sidings and old No. 1 main. Main track when making reverse movements. North Main St., Old No. 1 main and No. 1 siding.  
 Oil City: Main St.  
 Eclipse: Oil City Pike.  
 Franklin: East Buffalo, Eleventh and Thirteenth Streets.  
 Sharon: Washington, Ohio and Budd St. Long siding 6:00 P. M. until 7:00 A. M.  
 Bentley: Highway 62, on track serving Jennings Manufacturing Co.  
 Dunkirk: Talcott and Courtney Streets 7:00 A. M. until 7:00 P. M.  
 Brooks Ave. and Route 5.  
 West Doughty Street.  
 Fredonia: Main Street, Water Street and Wheelers.  
 Frewsburg: Main Street, when standing on or moving from the siding.  
 Gerry: Jamestown Road, when standing on or moving from North end of siding.  
 Falconer: Main Street.  
 Cleveland: Western Ave., West 110th St. and Berea Rd.

**Trains and engines must stop before moving over the following crossings:**

Dunkirk: Lampher Street and Lincoln Ave.  
 Titusville: Brown and Franklin Streets.  
 North Warren: Cars must not be dropped or switched over Warren-Jamestown road 4,088 feet south of North Warren.

**Automatic Flashing Light Signals with or without Gates.**

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed slowly past sign located adjacent to track and approximately fifty feet from crossing and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed slowly past sign and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating).

**Cleveland Lake Front Tracks:**

Coit Road (Private Crossing)  
 East 70th Street  
 East 53rd Street  
 Marquette Street  
 East 49th Street  
 East 40th Street  
 East 38th Street  
 West 140th Street  
 West 150th Street  
 Wolf Run Branch. County Highway No. 75

In addition to automatic operation, switch key controllers are provided for manual control of flashing light signals and gates at the above crossings, except at Coit Road.

Instructions for operation of the control switches are posted at the crossings.

Warren, Pa. . . . . Combined U. S. Routes No. 62 and 6  
 Ashtabula, Ohio. . . . . West Avenue—West Wye

Trains and engines must proceed slowly past sign adjacent to track on each side of the crossing and must not cross the highway until the gates are in horizontal position and the crossing is cleared of vehicles between the short arm gates.

**104a. NORMAL POSITION OF SWITCHES.**

The normal position of switches is as follows:  
 Reno, Pa. : For Erie R. R.  
 Polk Jct. : Junction switch for JF & C Branch.

Trains or engines using eastward siding No. 4 must leave derrails located about 800 feet east of West 117th St. and about 900 feet east of Detroit Avenue in derailing position.

WS Jct. No. 4 track for wye.  
 Darrowville siding, west end: for team track.

**104e. SPRING SWITCHES.**

Location	Normal Position	Signals
<b>WESLEYVILLE, PA.</b>		
Crossover from North Pit Track to Old Lead.	For movements from North Pit Track to Old Lead.	None
<b>HUGO</b>		
Junction of Eastward and Westward Main tracks.	For Eastward Main track.	Automatic Block Signal B26.2
<b>BRANDYWINE</b>		
West end of Siding.	For Main track.	*Dwarf Signal.
<b>WARNER</b>		
Junction of Eastward and Westward Main tracks.	For Westward Main track.	**Dwarf Signal.
<b>BIG FOUR WYE JCT.</b>		
Junction of East Wye track and south running track.	For movement via East Wye track.	Dwarf Signal.

When signal indicates STOP, the switch must be examined, and if found in proper position, train may proceed; if not in proper position, switch must be operated by hand before movement is made over it. Rule 104b will govern if switch is found defective.

\*Indication of Dwarf Signal must be observed when westward movement through switch has been completed. If signal does not display "Proceed", engineers of eastward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block station.

\*\*Indication of Dwarf Signal governing facing movement must be observed when eastward movement through switch has been completed. If signal does not display "Proceed", engineers of westward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block station.

**105. SIDINGS.**

Trains taking siding will take first switch, except:

- Fredonia: Southward, north crossover. Northward, long track, first switch to east of main track.
- Falconer: Northward, first switch north of Main St. J. & C. Track on long siding. Southward, J. & C. Track, second switch west of main track.
- Falconer Jct.: Scale track will be used as siding.
- Frewsburg: Southward, long siding, first switch to west of main track.
- North Warren: Southward, long siding, first switch to west of main track.
- Warren: Northward, house track, second switch to east of main track.
- Irvineton: Southward, long siding, first switch south of station.
- Titusville: House track, first switch south of P. R. R. crossing to east of main track.
- Kinsman: Southward, first switch north of station.
- Jamestown: Eastward, first switch east of P. R. R. crossing.
- Stoneboro: Westward, at crossover at Sandy Lake. Eastward, first switch east of north Branch siding.
- Reno: Westward, first switch west of Erie R. R. station.
- Sutton: Westward at crossover opposite station.

Capacity, based on 44-ft. cars.	
Fredonia	27
Cassadaga	21
Sinclairville	26
Gerry	17
Falconer	41
Falconer Jct.	16
Frewsburg	25
Russell	22
North Warren	25
Warren	29
Irvineton	34
Youngville: House track will be used as siding	15
Garland	15
Carson	95
Jefferson	71
Dorset	43
Kinsman	36
Latimer	15
Coalburg	230
Andover Jct.	99
Jamestown	43
Branch, North Side	66
Branch, South Side	40
Stoneboro	255
Reno	27
Oil City	24
Rose	59
Sutton	100
R. N.	77
Shippenville	67
Elmo	84
Van	47
Belmar	68
Polk Jct.	85
Newton Falls	23
Palmyra	23
North Benton	7
Alliance Yard, Track No. 4	42

Mount Union	43
Watheys	79
Bergholz	65
Hays	20
Hopedale	54
Piney Fork, Track No. 6	29
Dillonvale yard, Track No. 1	55
Darrowville	34
Brandywine	143
Northfield	25

**CONTROLLED SIDINGS.**

BV-JA	South	SQ-SJ	North
NA-LA	South	SJ-SQ	South
MN-KN	North	MF-W	South
KN-MN	South	QB-SA	North
AX-X	North	EO-WO	North
X-CA	North	EK-WK	North
CA-X	South	WK-EK	South
X-AX	South	AE-AF	North
EW-WX	North	AF-AW	North
WX-EW	South	AW-AF	South
YN-N	North	AF-AR	South
DJ-CR	North	SW-FE	North
SE-GJ	North	FE-BR	North
GJ-SE	South	BR-FE	South

**109. BULLETIN BOARDS AND BOOKS.**

Bulletin Orders posted in books must be signed for by Train and Yard service employees.

Dunkirk	{ Engine house. Yard office. Passenger station.
Wesleyville	{ Engine house. Yard office.
Erie	{ West Yard, yard office. East Yard, yard office.
Ashtabula	{ Engine Dispatchers' office. Passenger Station.
Ashtabula Harbor	Yard office.
Painesville	Freight station.
Warren	Freight station.
Titusville	Freight station.
Youngstown	{ Passenger station, under platform stairs. Yard office, McGuffey St.
East Youngstown	Terminal Bldg. { Enginemen's room. Trainmen's room.
Hubbard	Freight station.
Stoneboro	Signal station.
Sutton	Signal station.
Clearfield	{ DY telegraph office. Engine house.

Stoneboro and Clearfield: P. R. R. and B. & O. General Orders and Notices, governing territory between Rose and Clearfield, will be posted in Signal Station at Stoneboro and in DY Telegraph Office, Clearfield.

Collinwood	{ Yard office westbound vard. Yard office, east end Big Four yard. Crew dispatcher's office. Switchtender cabin east end eastbound yard. Yard office, west end eastbound yard. No. 24 switch cabin. Eng. dispatcher's office. Yard office, Fisher Body Co.
East 131st St.	Yard office.
East 55th St.	Yard office.
East 26th St.	{ Yard office. Fueling Station. Crew dispatcher's office.
Cleveland Union Terminal	{ Enginemen's Room. G H telegraph office. Yard office, east end. Yard office, west end.

West 117th St. .... Yard office.  
 West Park. .... Yard office.  
 Rockport. .... {Yard offices, east and west end.  
                           {Fueling Station.  
 Kinsman Rd. .... Yard office.  
 Quincy Ave. .... Yard office.  
 Kingsbury Yard. .... Yard office.  
 Orange Ave. .... Switchmen's locker room.  
 Marcy. .... Yard office.  
 Front St. .... Yard office.  
 DK. .... Yard office.  
 Clark Ave. .... Yard office.  
 Minerva. .... {Enginemen's locker room.  
                           {Yard office.

**DESIGNATION AND USE OF MAIN TRACKS.**

**Single Track:**

Between Dunkirk and Titusville.  
 Carson and Brookfield Jct., High Grade.  
 Andover Jct. and Oil City.  
 Polk Jct. and Rose.  
 Doughton and Hubbard.

Double Track and DB.  
 Front Street and Clark Ave.  
 Phalanx and Dillonvale.  
 Hugo and Warner.  
 Short Line Jct. and Belt Jct. No. 3. Westward  
 Freight.

**D-151.**

**Two Tracks:**

Between KA and HC, DJ and WJ, W and BR.  
 Tracks are numbered from the South and will be used as follows:  
 No. 2, Eastward and Westward.  
 No. 1, Westward and Eastward.

Between JM Ashtabula Harbor and Carson.  
 Carson and Brookfield Jct. Low Grade.  
 Brookfield Jct. and Youngstown.

Tracks are numbered from the west and will be used as follows:  
 No. 1, Southward.  
 No. 2, Northward.

Between BR and CT.  
 CT and Clark Ave.  
 CF and BE.  
 DB and WS Jct.

Tracks are numbered from the South and will be used as follows:  
 No. 2, Eastward.  
 No. 1, Westward.

Between QD and Short Line Jct., via Marcy.  
 Tracks are numbered from the South and will be used as follows:  
 No. 4, Eastward.  
 No. 3, Westward.

Between Brady's Lake and Hugo.  
 Warner and Marcy.  
 Tracks are numbered from the South and will be used as follows:  
 No. 2, Eastward.  
 No. 1, Westward.

**Three Tracks:**

Between BV and KA.  
 Tracks are numbered from the South and will be used as follows:  
 No. 2 Eastward and Westward.  
 No. 1 Westward and Eastward.  
 No. 3 Westward and Eastward.

Between Clark Ave. and CF.  
 Tracks are numbered from the South and will be used as follows:  
 No. 4, Eastward.  
 No. 2, Eastward.  
 No. 1, Westward.

Between QD and E. 26th St.  
 Tracks are numbered from the South and will be used as follows:  
 No. 2, Eastward.  
 No. 1, Westward.  
 No. 4, Eastward.

Between WS Jct. and Belt Jct.  
 Tracks are numbered from the South and will be used as follows:  
 No. 4 Eastward.  
 No. 2 Eastward.  
 No. 1 Westward.

**Four Tracks:**

Between HC and DJ.  
 Tracks are numbered from the South and will be used as follows:  
 No. 4, Eastward.  
 No. 2, Eastward.  
 No. 1, Westward.  
 No. 3, Westward.

Between WJ and W.  
 Track are numbered from the South and will be used as follows:  
 No. 4 Eastward and Westward.  
 No. 2 Eastward and Westward.  
 No. 1 Westward and Eastward.  
 No. 3 Westward and Eastward.

Between East 26th St. and Signal Bridge west of East 9th St.  
 Tracks are numbered from the South and will be used as follows:  
 No. 2, Eastward.  
 No. 1, Westward.  
 No. 3, Westward.  
 No. 4, Eastward.

Between Belt Jct. and BE.  
 Tracks are numbered from the South and will be used as follows:  
 No. 4, Eastward.  
 No. 2, Eastward.  
 No. 1, Westward.  
 No. 3, Westward.

**221. TRAIN ORDER SIGNALS.**

Rules 221-A, 221-B and 221-C will apply at offices as listed under Stations, Office Calls and Office Hours.

**223. ABBREVIATIONS.**

Automatic Block Signal System..... ABS  
 Manual Block Signal System..... MBS  
 Traffic Control System..... TCS

**MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

Track	Between	Assigned Direction	Operation
3.....	BV and KA	None	Rules 550 to 562, inclusive
1.....	BV and HC	None	Rules 550 to 562, inclusive
2.....	HC and BV	None	Rules 550 to 562, inclusive
4.....	DJ and HC	Eastward	Rules 251 to 254, inclusive
2.....	DJ and HC	Eastward	Rules 251 to 254, inclusive
1.....	HC and DJ	Westward	Rules 251 to 254, inclusive
2.....	HC and DJ	Westward	Rules 251 to 254, inclusive
3.....	WJ and W	None	Rules 550 to 562, inclusive
4.....	W and WJ	None	Rules 550 to 562, inclusive





**513. Between BR and BE.**

At bolt-locked switches, not electrically locked, after operating the bolt lock, trainmen must wait three minutes before operating the switch. At non-bolt-locked switches, not electrically locked, trainmen will operate the switch and wait three minutes at the switch before making train or engine movement, unless it is known that the movement of an approaching train will not be affected.

**605. INTERLOCKING LIMITS.**

Interlocking limits CT extend from East 34th Street to West 25th Street.

**663a. REMOTE CONTROL SWITCHES AND SIGNALS.**

Location	Control Station	Tracks
Brookfield Jct. 5 miles north of	Doughton	All Tracks
Thorn Hill, 4 miles south of	Doughton	All Tracks
Hubbard 1.22 miles east of	Doughton	Single Track
3.2 miles east of	BE	No. 4 to Rockport Yard Leads.
Clark Ave. 2.46 miles east of	CF	All Tracks
DK Interlocking 2700 feet west of	OX	All Tracks

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the locations.

**663b. AUTOMATIC INTERLOCKING.**

**Reno—**

Location 2.3 miles east of Franklin Pa. switches are normally lined for Erie R.R. movement. N. Y. C. Control Signal will indicate Rule 283, Figure 91 and Rule 292, Figure 201. Instructions governing operation of automatic interlocking are posted in phone booth at above location.

**Amasa—**

After train or engine has passed approach signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the home signal in stop position.

**703. MAKE-UP OF FREIGHT TRAINS.**

Trains containing cars equipped with "K" type brake equipment, limit to 50 cars.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows must not be hauled backward when being moved in freight train.

**705. LEAVING CARS ON SIDETRACKS.**

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

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

**824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT TRAINS.**

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

**HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.**

Rules for the Operation and Supervision of Steam Heat Equipment govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Buffalo	Eastward	FO	BC
Central Term	Westward	AX	AX
Dunkirk	Eastward	DJ	Green Garden Road
Erie	Westward	XC	XC
Ashtabula	Eastward	W.	W.
Ashtabula	Westward	State Road	State Road
<b>Youngstown Branch</b>			
Ashtabula	Northward	Center St.	Signal Bridge governing East Wye.
Youngstown	Southward	Overhead Bridge (McGuffey St.)	Erie Crossing
Cleveland Union Term.	Westward*	E. 34th St.	Eagle Avenue
Cleveland Union Term.	Eastward	Signal 530	Signal 480

\* Except Erie R. R.—Leaving Broadway.

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown off.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

**RAIL DIESEL CARS, CLASS RDC.**

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

**MOVEMENT OF DEAD ENGINES IN TRAINS.**

Rules for the Operation and Supervision of Air Brake and Train Air Signal govern.

**AIR BRAKES.**

Passenger Equipment Cars handled in Passenger, Mail, Baggage, Express and Deadhead Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

NOTE: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express and Deadhead Equipment Trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

#### DIESEL EQUIPMENT:

##### A. Engines. Leaving engines unattended outside of engine house territory (Oil Engine Running).

1. Place automatic brake in running position.
2. Place throttle in idle, selector handles in "Off" and remove reverser handle.
3. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired.)
4. Apply hand brakes.
5. If on grade, chain or block wheels.
6. Place independent brake in running position.
7. Close double heading cock. (No. 6 B.L. Eqp. Place 3 way cock in position dead.)
8. All electric control jumpers must remain connected between units.
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemen taking charge of engines outside of Engine House territory must expect to find them as listed above.

##### B. Air Brakes

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair Valve trailing "A" unit set in "Pass Lap" position.

##### C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

#### LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot-box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Transportation Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow. Also whether heating was detected by odor or smoke of Hot Box Alarm.

#### COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

#### FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

#### RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

##### Cars Operating Under Own Power:

Cars must be brought to full stop before movement is made on to turn tables.

Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided, unless it is known that the automatic protection is functioning.

At Railroad Crossings, where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

##### When Towing Cars in Train:

During freezing weather, if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with antifreeze solution, must be drained.

Rail detector cars, other than NYC, must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

#### AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on rules for the operation of automatic train stop.

Engines operated between BV and BE via Lake Front and between QD and BE, via C.U.T., must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as a pusher or second engine.
- b. By specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated at a speed not to exceed 35 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When authorized by train order Form U, train may proceed at normal speed on signal indication but not exceeding 75 MPH, (except in TCS territory train may proceed at normal speed on signal indication, but not exceeding 75 MPH, between specified points, on verbal instructions from train dispatcher or signalman at control station. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order, (except in TCS territory train dispatcher or signalman at control station will arrange for clear block in advance of such train between controlled signals).
- d. Engines not equipped with automatic train stop device, operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH.
- e. Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed not exceeding 35 MPH when authorized by train order Form U. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling,

engineman will reduce to and operate at speed specified in paragraph c (35 MPH) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

#### HANDLING TRAINS ON GRADE.

Between Cassadaga and Fredonia northbound, before descending grade, brake pipe pressure must be increased to 90 lbs. Air Brake Rule 1512 D modified accordingly.

Freight trains of less than 8,000 tons, when handled by two or more Diesel units on head end of train equipped with dynamic brakes in operative condition, will stop at Carson Yard Office using the automatic air brakes before descending Carson Grade. Such trains, with proper signal indications, can proceed without stopping at Signals Y3.2, NP, West 32nd Street and Y1.2. Air Brake Rule 1576 must be observed.

Freight trains descending Carson Grade after stopping for any cause, must not be started until train remains standing for at least five minutes.

**Mount Union:** Northward freight trains must stop and test air brakes, taking up slack if necessary. Enginemen must not start train until they have full train line and main reservoir pressure. If engineman is in doubt as to his ability to control the train by air, he must notify the conductor and the train must descend Mount Union Hill in such portions as can be controlled by air.

**Cleveland Union Terminal:** Engineers, on arrival at station, will apply automatic brakes and will not release them until instructed by car inspectors.

When performing switching service, on either end of trains, engineers will not release brakes until after cuts are made and they receive signal to move, to prevent brakes being released on portion of train remaining.

### SPEED RESTRICTIONS

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

#### GENERAL

(Unless otherwise restricted)

#### Engines:

Nos. 509 to 510 with traction motor pin engaged.....	25		
Nos. 509 to 510 with traction motor pin removed.....	45		
Nos. 567 to 957.....	45		
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60		
Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed.....	45		
Nos. 1000 to 5104			
6600 to 6903, running backward.....	30		
Nos. 1000 to 5104			
6600 to 6903, running backward by night over public crossings.....	15		
1000 to 3372	65	5949 to 6038	65
3700 to 3701	65	6041 to 6075	65
3702 to 3709	70	6200 to 6236	60
3800 to 3803	65	6600 to 6903	70
3804 to 3821	70	7000 to 7012	70
5000 to 5005	75	7100 to 7118	65
5006 to 5017	65	8000 to 8008	65
5100 to 5101	75	8100 to 8113	60
5102 to 5104	65	8200 to 8220	65
5600 to 5609	65	8222 to 8224	65
5610 to 5611	70	8226 to 8248	65
5612 to 5623	65	8250	65
5624 to 5625	70	8255 to 8265	65
5626 to 5708	65	8268 to 8269	65
5713 to 5737	65	8271	65
5808 to 5827	65	8275 to 8276	65
5900 to 5903	70	8278 to 8285	65
5904 to 5927	65	8287 to 8289	65

8291 to 8292	65	8338	75
8295 to 8305	65	8340 to 8342	75
8307 to 8309	65	8344 to 8348	75
8311 to 8316	65	8351 to 8352	75
8318 to 8333	65	8353 to 8357	65
8335 to 8337	65	8400 to 9820	45

Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory..... 30

Diesel engines operating through water..... 3

Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed.... 55

Rail detector cars, under own power or being towed..... 40

Trains handling cars equipped with K type brakes..... 40

Snow plows and flangers..... 35

Circus trains with freight equipped cars..... 30

Freight trains with pusher engines..... 30

Trains with snow loader and snow melter units not in service. 30

(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length..... 30

Work trains with cranes moving on own wheels..... 30

Revenue trains with cranes moving on own wheels..... 25

Trains with scale test cars or Jordan Spreader..... 25

At night, over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use... 15

Switches and crossovers not interlocked, when diverging... 15

**SPEED RESTRICTIONS  
DIVISION BV TO BR**

(Unless otherwise restricted)

	BV and BR		Youngstown Branch		Sharon Branch	Oil City Branch	JF&C Branch	Valley Branch
	Tracks 1 and 2	Tracks 3 and 4	High Grade	Low Grade		An dover	Polk	
Passenger, Mail, Express and Deadhead Equipment Trains.....	80	50	60	60	25	35	30	30
With freight equipment cars.....	60	50	40	40	25	35	30	30
Freight Trains.....	60	40	40	40	25	35	30	30
Wrecking cranes handled in wrecking service	45	30	35	35	15	30	25	25
Snow plows and flangers.....	35	30	35	35	25	35	30	20

**LOCAL**

(Unless otherwise restricted)

Main Line	MPH
*All trains operating on controlled siding.....	30
*Applies to head end of train.	
Ashtabula: OD Tower railroad crossing, interlocked	
Passenger, Mail, Express and Deadhead Equipment Trains	50
Freight Trains.....	30
Trains with steam cranes X14 or X15 will stop and proceed carefully by station platform at Dunkirk.	
<b>Youngstown Branch—High Grade</b>	
Ashtabula—Tracks Nos. 1 and 2:	
Between OD Interlocking and NP Interlocking—All trains and engines.....	20
Northward freight trains MU Interlocking to NP Interlocking.....	30
Trains with steam crane X-62, between Kinsman and Williamsfield on curves.....	25
Ashtabula: East and West wye.....	15
Ashtabula: West Ave., West Wye.....	10
OD Interlocking to Ashtabula Harbor draw-bridge, inclusive: Freight trains.....	15
OD Interlocking Ashtabula Northwest Wye Track.....	10
NP Interlocking to MU Interlocking Tracks Nos. 1 and 2.....	40
Jefferson: Over public crossings.....	30
Dorset Junction: East and West wye.....	15
Valley St. to NYC Jct. (Youngstown):	
All trains and engines.....	30
Latimer to Brookfield Jct:	
All trains and engines.....	30
*Latimer: Northward trains between home signals.....	20
Brookfield Junction: High Grade Track 2 to Low Grade Track 2.....	40

Fire Proofing curve 0.6 miles north of Thornhill cross-over—Tracks 1 and 2.....	40
Hot metal run, with loaded cars.....	10
Hot metal run, with empty cars.....	20
<b>Youngstown Branch—Low Grade.</b>	
Passenger trains between Carson and Latimer track 1.....	40
Passenger trains between Latimer and Carson track 2.....	40
<b>Sharon Branch</b>	
Doughton-Hubbard.....	20
Sharon: Through City.....	6
Over West Silver Street and North Water Avenue.....	4
Hot metal run, with loaded cars.....	10
Hot metal run, with empty cars.....	20
Hubbard—North Main Street Crossing.....	10
<b>Oil City Branch</b>	
Franklin.....	6
Oil City Tunnel.....	6
<b>J. F. &amp; C. Branch</b>	
Cut one mile west of Coder.....	10
East end No. 1 Tunnel at Carl, to 800 feet East.....	10
Proceed with caution at all exposed points looking out for slides and falling rock, at all points east of Stoneboro, Pa. on the Oil City and JF&C Branches.	
<b>Valley Branch</b>	
Between Lakeside and Laona:	
Freight trains.....	25
*Dunkirk-Nickel Plate Crossing between home signals.....	20
Bridge 29.64.....	5
Bridge 60.48.....	10
Warren: Through city.....	6
*Falconer Junction—Erie Crossing between Home Signals.....	20
*Applies to head end of train.	

**SPEED RESTRICTIONS  
DIVISION BR TO BE**

(Unless otherwise restricted)

	BR and BE via Lake Front		QD and Belt Jct. via Marcy Track		QD and Linndale via C.U.T.		FS and Clark Ave.	Linndale and BE	Alliance Branch	L. E. & P. Branch
	Tracks 1 and 2	Tracks 3 and 4	3	4	Tracks 1 and 2	Track 4		Tracks 1 and 2		
Passenger, Mail, Express and Deadhead Equipment Trains.....	70	40	40	40	60	40	40	70	30	40
With freight equipment cars..	40	40	40	40	40	40	30	40	30	40
Freight trains.....	40	40	40	40	40	40	30	40	30	40
With wrecking cranes handled in wrecker service.....	40	40	40	40	40	40	30	40	30	40
Snow plows and flangers.....	35	35	35	35	35	35	35	35	30	35
Engines in freight, Switching, Yard, Puller and transfer service not equipped with automatic train stop device.	20	20	40	40	20	20	30	20	30	40

**LOCAL**

(Unless otherwise restricted)

BR and BE, via Lake Front:	MPH
Passenger, Mail, Express and Deadhead Equipment Trains:	
Between:	
Signal 182.2 and E. 105th St.....	Track 2.....60
W. 117th St. and Triskett Rd.....	Track 1.....60

Freight trains:	
Westward—From INT signal East 26th St. to Double Track	
Tracks 1 and 3.....	25
Eastward—From Signal 185.2 to DB.....	20
From 182.4 to QD.....	Track 4.....30
All trains or engines:	
Between Belt Jct. and BE, tracks 3 and 4.....	25

Between Double Track and DB, Main Track, at restricted speed.  
 Between FS and DB, via West Wye, at restricted speed.

**Cleveland Short Line:**

All trains:  
 Through Tunnels..... 25

**QD and Linndale, via C.U.T.:**

Curve between E. 140th St. and Coit Rd..... 35  
 Superior Ave. curve: Track 1..... 45  
 Track 2..... 35

Between East Cleveland and East 34th St., Tracks 1 and 2.. 50

Between east end of E. 34th St. curve and east end Central Ave. curve:..... Track 2..... 40  
 Central Ave. curve..... Track 2..... 25

Between east end Cuyahoga viaduct and Clark Ave:  
 Track 1..... 40  
 Track 2..... 30

Through crossovers and turnouts leading to and from Nickel Plate tracks at E. 34th St., E. 9th St. and W. 25th St..... 15

**Linndale:**

Passing station platforms..... 30

**Front Street and Clark Ave.**

Between Front Street and OX..... 20

**Alliance Branch:**

Freight trains:  
 Newton Falls, Bridge St..... 10  
 Between Phillips and Jense mine..... 15  
 Bridge 74.08, Pan..... 20

**L. E. & P. Branch:**

Boston Ledges, one mile east of Brandywine..... 20  
 Between:  
 Chittenden and Brady's Lake..... 30

**ENGINE AND CAR RESTRICTIONS.**

Engines and cars must not be operated as shown below.  
 Cars weighing over 220,000 lbs. without permission from the Transportation Superintendent.

**Main Line**

**Location**

Brocton:  
 Huntley Mfg. Co. No. 2 on coal trestle..... All engines.  
 North East:  
 Electric Material Co. Private tracks in Shop and easterly loop track..... All engines.  
 Willoughby:  
 The Browning Co., Inside building..... All engines.

**Valley Branch**

Between Dunkirk and Titusville:  
 Engines Nos. 526, to 566, 1000 to 1603, 1606 to 1873, 2414 to 2474, 3307 to 3311, 3323 to 3821, 4400 to 4405, 4500 to 8411, 8537 to 8539, 8590 to 8632, 8700 to 9328, 9500 to 9516, 9624 to 9646.

Cars weighing over 160,000 lbs. without permission from the Transportation Superintendent.

**Oil City Branch**

**Location**

Franklin:  
 Joy Mfg. Co. No. 2 Plant, on trestle..... All engines.

**Cleveland Terminal District:**

Between Double Track and WY. Account of close clearance, passenger trains must not be operated on main track or south running track except when curve in adjacent track just East of Eastward Signals at C. & P. Crossing is clear.  
 Between D.B. and BE via Lake Front:  
 Freight trains with ore cars under 25 feet in length containing ore..... Not permitted.

**Q.D. to Linndale via C.U.T.:**

Cleveland Union Terminal:  
 Tracks 11 and 22..... (N.K.P.) S  
 The maximum height of equipment or loads that may be moved is 16 feet 0 inches.

**Alliance Branch:**

Under overhead tipples and between tipple and empty track switch..... All engines.  
 NYCX-15 and PRR99073, Wrecking Cranes capacity 250 tons

must be separated from locomotive and cars weighing in excess of 160,000 lbs. by at least two (2) cars weighing loaded not in excess of 160,000 lbs. each. Speed not to exceed 20 miles per hour.

**SPECIAL USE OF TRACKS**

**Cleveland Terminal District:**

Trains or engines must not use or occupy the following tracks without permission from Train Dispatcher:  
 Eastward siding No. 4 between WS Jct. and Bulkley Blvd.  
 East Wye track between WS Jct. and Rockport.  
 No. 3 Yard track between QD and East 72nd Street.

Trains or engines from Nickel Plate connection located east of Clinton Road will obtain permission from signalman at CF before fouling N. Y. C. tracks.

Trains or engines using main track between DK and Clark Ave., and No. 4 main track between Clark Ave. and CF will report to signalman at CF, from nearest telephone when clear at intermediate point.

**Between CF and Short Line Jct.**

No. 1 lead track between CF and Short Line Junction will be used by trains or engines in either direction, with the permission of Train Dispatcher and under supervision of signalman at CF and Short Line Jct.

When clear of No. 1 lead at intermediate point, conductor will report to signalman at Short Line Jct. Trains or engines must not enter No. 1 lead at intermediate point until permission has been obtained from signalman at Short Line Jct. Westward trains picking up cars while occupying No. 1 lead must not pass West 130th Street until permission has been given. Eastward trains from Rockport will be notified of any trains working at West 130th Street and will be governed accordingly.

**Between DK and Clark Ave.:**

The switching lead, first track south of main track, will be used by trains or engines in either direction, with permission of train dispatcher and under supervision of signalman at OX and CF, entering track at DK and Clark Ave. on signal indication. When clear of the switching lead at intermediate point the conductor must so report to signalman at CF.

Trains or engines must not enter switching lead at intermediate point until permission has been obtained from signalman at CF.

**Between Double Track and DB, Lake Front, Cleveland.**

When authorized by the train dispatcher, the South Running Track, first track south of Main Track, will be used by trains or engines in either direction, entering track at Double Track when given proceed hand signal by the switch tender, on signal indication at Big Four Wye Jct., and DB and on hand signal by the operator-switch tender at WY.

**Between QD and East 72nd Street, Cleveland.**

When authorized by train dispatcher, No. 3 yard running track will be used by trains and engines in either direction. Rule 105 governs.

**Between Front St. and Big Four Wye Jct.**

When authorized by the train dispatcher the East Wye track will be used by trains or engines in either direction entering track at Front Street and Big Four Wye Jct. on signal indication.

**OVERHEAD CLEARANCES**

Employees are warned of close overhead clearances at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under these signal lines, bridges or structures:

Location	Description	Main Line
East of Waites	Crossing MP 35.56.....	All Tracks
West of Waites	Crossing MP 37.64.. Highway Bridge No. 191.....	All Tracks
Westfield.....	Portage St., Bridge No. 115 No. 1 lead.....	All Tracks
State Line MP 70.83..	Bridge No. 57.....	All Tracks
MP 69.55..	Bridge No. 59.....	All Tracks
MP 69.29..	Bridge No. 60.....	All Tracks
North East.....	Overhead crane.....	Canning Co. Siding
Erie.....	East Ave. Signal Bridge South Runner.....	All Tracks
Erie.....	West of P & E Crossing Signal Bridge, South Runner, North Runner.....	All Tracks

DJ..... Peninsula Road Bridge.... Siding All Tracks  
 GJ..... Route 5 Bridge..... All Tracks  
 Conneaut..... Conneaut Can Co. power house door  
 Geneva..... Geneva Metal Wheel Company

**Valley Branch**

Falconer..... Falconer Plate Glass Co. overhead crane  
 Irvineton..... Bridge No. 60.48  
 Youngsville..... Bridge No. 63.50  
 Fieldmore Sprgs..... Bridge No. 88.27

**Oil City Branch**

Osgood..... Bridge No. 109  
 Osgood..... Bridge No. 113  
 Osgood..... Bridge No. 113-1/2  
 Hadley..... Bridge No. 155  
 Oil City..... Bridge No. 349  
 Oil City..... Tunnel

**J. F. & C. Branch**

Pecan..... Bridge No. 72.14  
 Carl MP 81.30..... Tunnel No. 1  
 Elmo..... Bridge No. 99.13  
 Electra MP 105.34..... Tunnel No. 2  
 Electra MP 106.06..... Tunnel No. 3

Reidsburg..... Bridge No. 112.53  
 ..... Bridge No. 114.47  
 ..... Bridge No. 114.61  
 Limestone..... Bridge No. 121.64  
 Kingsville..... Bridge No. 122.73  
 Viaduct MP 124.35..... Bridge No. 129.23  
 Brookville..... PRR Tunnel

**Sharon Branch**

Sharon..... Bridge No. 51  
 Sharon to  
 Farrell Yard..... Bridge No. 1

**Location**

**Track**

Collinwood..... Colonial Iron Co.  
 Collinwood..... Midwest Forge Co.  
 Collinwood..... Shale Brick Co.  
 Cleveland..... Bowman Products Company.  
 Cleveland..... Kromex Corporation.  
 Cleveland..... East 26th St. All Main and side tracks.  
 Cleveland..... Cuyahoga Bridge 223, Lake Front.  
 DK-Cleveland..... Erie R. R. Bridge.  
 Rockport..... Switch lead and tracks 3, 4 and 5.  
 Marcy..... C.S.L. Main tracks 3 and 4 just east  
 of Mill Creek.

**D. B. INGOLD, Division Superintendent**

**G. C. ELLERT, Transportation Superintendent**

**R. W. ORR, Division Engineer**

J. A. ZINCK }  
 H. N. CURTISS, } Assistant Transportation Superintendents

W. W. KERR }  
 L. F. SEPIC } Assistant Division Engineers

**R. J. ULRICH, Assistant Transportation Superintendent**  
 Labor Relations

**R. W. MUSTARD, Master Mechanic**

L. E. BROWN }  
 P. J. BURKART }  
 H. W. DIXON }  
 J. J. HOENES }  
 E. L. KELLER }  
 T. V. MANGAN }  
 T. E. MURPHY }  
 E. M. PLATZ }  
 R. D. VAN SLYKE }  
 G. S. WIELAND }

Trainmasters

**J. J. LARSON, Assistant Master Mechanic**

W. DAHN }  
 C. A. SPARKER }  
 J. C. STEVEN }  
 C. H. JOHNSON }  
 V. E. DORSEY }

Road Foremen

**W. F. CROSS, Chief Train Dispatcher**

**CLEVELAND OFFICE—BR TO BE**

**ERIE OFFICE—BV to BR**

C. R. BACHMAN }  
 R. L. MILLER }  
 J. G. KAVANAUGH }  
 A. G. BLACK }

Assistant Chief  
 Train Dispatchers

G. L. HEATH }  
 V. J. RUTH }  
 F. H. McCURDY }  
 W. A. HILLSTROM }

Assistant Chief  
 Train Dispatchers

A. R. JOHNSON }  
 J. E. DEVINE }  
 J. E. COLEMAN }  
 C. J. GALLAGHER }  
 W. E. DEELEY }  
 R. D. GANDEE }  
 W. F. BROA }  
 J. A. LUTHRINGER }  
 R. D. FERGUSON }  
 A. R. McALLISTER }  
 W. L. OHLRICH }

Train Dispatchers

H. B. KLANG }  
 W. J. NICHOLSON }  
 D. J. KURTIS }  
 C. J. WEBER }  
 F. W. MASCARO, Jr. }  
 E. O. HASS }  
 T. F. NIEMYSKI }  
 G. R. MORROW }  
 L. ALBERT }

Train Dispatchers

**FRANKLIN BRANCH**

C. H. PRICE  
 D. W. KENNEDY  
 R. P. ROSE  
 C. U. PAUL

**YOUNGSTOWN DISTRICT**

**M. L. SCHOEMAKER, Assistant Superintendent**

**J. E. KOMER, Trainmaster**

**J. F. SHEA, Trainmaster**

## BUFFALO TO BE—ABS

### WESTWARD — FIRST CLASS

CONTINUED ON PAGE 15

		Miles from Buffalo	STATIONS	15	67	27	25	279	SH-25	57	201	629	75	11	
					See Note		See Notes	See Note	See Notes	See Notes	See Notes	See Note			
				Ohio State Limited	The Commodore Vanderbilt	New England States	Twentieth Century Limited	Buffalo-Pittsburgh Express	Shuttle	Cleveland Limited	Chicago	Erie	The Cleveland Mercury	The South-western	
Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily Except Sunday	Daily Except Tuesday	Daily except Sundays and Holidays	Daily	Daily					
LEAVE				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
TCS	{	.....	Buffalo.....	12.01	12.34	12.39	1.28	2.36	.....	4.51	.....	.....	.....	.....	
		8.80	BV.....	12.16	12.49	12.54	1.43	2.51	.....	5.06	.....	.....	.....	.....	
		22.17	Angola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		32.23	Silver Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		41.09	Dunkirk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		58.26	Westfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		73.76	North East.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		79.78	HC.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
83.79	Wesleyville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
TCS	{	87.71	Erie.....	1.16	1.49	1.54	2.43	s 4.00	.....	s 6.11	.....	.....	.....	.....	
		90.57	DJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		103.03	Lake City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		104.37	GJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		115.27	Conneaut.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		128.51	Ashtabula.....	1.48	2.21	2.26	3.15	s 4.53	.....	6.45	.....	.....	.....	.....	
		137.89	Geneva.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		143.28	Madison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
154.00	Painesville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
MBS	{	172.20	BR.....	2.30	3.00	3.07	3.51	5.43	A. M.	7.25	.....	.....	.....	.....	
		175.48	QD.....	2.41	3.11	3.18	4.04	5.48	4.05	7.30	A. M.	.....	.....	.....	
		178.17	East Cleveland.....	.....	.....	.....	.....	.....	.....	B 7.35	.....	.....	.....	.....	
		181.30	East 26th St.....	.....	.....	.....	.....	.....	.....	.....	7.25	.....	.....	.....	
		182.57	Double Track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		182.57	C. & P. Crossing.....	2.56	3.26	3.33	4.19	.....	.....	.....	7.35	.....	.....	.....	
		183.08	WY.....	3.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		183.08	DB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		183.47	East 34th St.....	.....	.....	.....	.....	.....	.....	.....	.....	A. M.	.....	.....	
		183.81	Broadway.....	.....	.....	.....	.....	.....	.....	.....	.....	7.46	.....	.....	
		184.06	East 9th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		185.17	Cleveland.....	.....	.....	.....	.....	.....	6.10	4.25	7.55	.....	7.50	A. M.	A. M.
185.17	Union Terminal Cleveland.....	.....	.....	.....	.....	.....	A. M.	A. M.	A. M.	.....	A. M.	8.15	8.35		
186.53	West 25th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
191.18	Linndale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 8.25	s 8.45		
193.07	Short Line Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.34	8.53		
197.34	BE.....	3.27	3.45	3.52	4.38	.....	.....	.....	.....	8.00	.....	8.40	8.59		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

No. 67 will handle No. 25's New York-Chicago mail, November 29, 30, December 24, 25, 26, 31, 1957 and January 1, 1958.  
 No. 25 will not handle baggage on Mondays.  
 No. 25 will not operate November 29, 30, December 23, 24, 25, 26, 30, 31, 1957 and January 1, 1958.  
 No. 279 will not carry passengers between Ashtabula and Cleveland.  
 No. SH-25 handles 25's mail and will not carry passengers.  
 No. SH-25 will handle mail from No. 67 November 29, 30, December 24, 25, 26, 31, 1957 and January 1, 1958.  
 No. 57 will not operate November 29, 30, December 23, 24, 25, 30, 31, 1957 and January 1, 1958.  
 No. 201 will not carry passengers.  
 B—No. 57 will stop at East Cleveland to discharge revenue passengers.



## BUFFALO TO BE-ABS

CONTINUED FROM PAGE 14

### WESTWARD — FIRST CLASS

CONTINUED ON PAGE 16

	Miles from Buffalo	STATIONS	17	421	1007	21	59	29	625	35	627	407	433
			B. & O.	The Mid-western	Nickel Plate 7	See Notes The North Star	See Note The Chicagoan	See Note The Chicagoan	Erie	The Iroquois	Erie	The Missourian	Cleveland, Cincinnati Special
			Daily	Daily	Daily	Sunday Only	Daily Except Sunday	Sunday Only	Daily	Daily	Sunday and Holidays Only	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
TCS	8.80	Buffalo				6.11	6.26	7.36		8.26			
	22.17	BV				6.26	6.41	7.51		8.41			
	32.23	Angola											
		Silver Creek											
TCS	41.09	Dunkirk				s 7.00	s 7.08			s 9.09			
	58.26	Westfield				s 7.23	s 7.28			s 9.28			
	73.76	North East											
	79.78	HC											
	83.79	Wesleyville											
TCS	87.71	Erie				s 8.00	s 7.55	s 8.56		s 9.55			
	90.57	DJ											
	103.03	Lake City											
	104.37	GJ											
TCS	115.27	Conneaut				s 8.30	s 8.20						
	128.51	Ashtabula				s 8.55	s 8.40	9.32		s 10.32			
	137.89	Geneva				s 9.10	s 8.52						
	143.28	Madison											
	154.00	Painesville				s 9.35	s 9.10			s 11.10			
MBS	172.20	BR				10.05	9.40	10.12		11.30			
	175.48	QD				10.10	9.50	10.22		11.40			
	178.17	East Cleveland				B10.15	s 9.55	s 10.27		s 11.45			
	181.30	East 26th St											
	182.57	Double Track											
	182.57	C. & P. Crossing											
	183.08	WY											
	183.08	DB			A. M.								
	183.47	East 34th St			8.55					A. M.		P. M.	
	183.81	Broadway	A. M.							11.31		12.31	
184.06	East 9th St	8.36											
185.17	Cleveland	8.45	A. M.	9.00	10.35	10.10	10.42	11.35	12.05	12.35	P. M.	P. M.	
185.17	Cleveland <i>Union Terminal</i>	A. M.	8.45	9.15	A. M.	10.38	11.10	A. M.	12.30	P. M.	12.45	12.55	
186.53	West 25th St			9.20									
191.18	Linndale		s 8.55			s 10.48	s 11.20		s 12.40		s 12.55	s 1.05	
193.07	Short Line Jct		9.01	A. M.		10.54	11.26		12.48		1.03	1.13	
197.34	BE		9.07			11.00	11.32		12.55		1.09	1.19	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

No. 21 and 29 will operate November 29, 30, December 23, 24, 25, 30, 31, 1957 and January 1, 1958.  
 No. 59 will not operate November 29, 30, December 23, 24, 25, 30, 31, 1957 and January 1, 1958.  
 B-No. 21 will stop at East Cleveland to discharge revenue passengers.

**BUFFALO TO BE—ABS**

CONTINUED FROM PAGE 15

**WESTWARD — FIRST CLASS**

CONTINUED ON PAGE 17

	Miles from Buffalo	STATIONS	3	685	X-35	203	43	1009	445	X-425	51	623	427	
			See Notes		See Notes						See Note			
			Mail	Erie	Mail and Express	The Prairie State	South Shore	Nickel Plate 9	Capital City Special	Night Express	Empire State Express	Erie	The Gateway	
			Daily Except Sunday and Monday	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	
LEAVE			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
TCS	.....	Buffalo.....	11.45	.....	1.00	.....	2.26	.....	.....	.....	5.26	.....	.....	
	8.80	BV.....	12.01	.....	1.18	.....	2.41	.....	.....	.....	5.41	.....	.....	
	22.17	Angola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	32.23	Silver Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	41.09	Dunkirk.....	.....	.....	.....	.....	S 3.10	.....	.....	.....	S 6.08	.....	.....	
	58.26	Westfield.....	.....	.....	.....	.....	S 3.30	.....	.....	.....	S 6.27	.....	.....	
	73.76	North East.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
79.78	HC.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
83.79	Wesleyville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
TCS	87.71	Erie.....	1.06	.....	S 2.55	.....	S 4.00	.....	.....	.....	S 6.57	.....	.....	
	90.57	DJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	103.03	Lake City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	104.37	GJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	115.27	Conneaut.....	.....	.....	.....	.....	S 4.28	.....	.....	.....	.....	.....	.....	
	128.51	Ashtabula.....	1.40	.....	3.45	.....	S 4.47	.....	.....	.....	S 7.40	.....	.....	
	137.89	Geneva.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
143.28	Madison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
154.00	Painesville.....	.....	.....	.....	.....	S 5.15	.....	.....	.....	S 8.05	.....	.....		
MBS	172.20	BR.....	2.22	.....	5.00	.....	5.45	.....	.....	.....	8.27	.....	.....	
	175.48	QD.....	2.27	.....	5.05	.....	5.55	.....	.....	.....	8.32	.....	.....	
	178.17	East Cleveland.....	.....	.....	.....	.....	S 6.00	.....	.....	.....	S 8.37	.....	.....	
	181.30	East 26th St.....	2.45	.....	5.25	.....	.....	.....	.....	7.15	.....	.....	.....	
	182.57	Double Track.....	3.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	182.57	C. & P. Crossing.....	3.25	.....	P. M.	.....	.....	.....	.....	7.25	.....	.....	.....	
	183.08	WY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	183.08	DB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	183.47	East 34th St.....	.....	P. M.	.....	.....	.....	.....	.....	.....	.....	P. M.	.....	
	183.81	Broadway.....	.....	3.26	.....	.....	.....	.....	.....	.....	.....	8.56	.....	
	184.06	East 9th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	185.17	Cleveland.....	.....	3.30	.....	P. M.	6.15	P. M.	P. M.	.....	9.00	9.00	P. M.	
185.17	Union Terminal Cleveland.....	.....	P. M.	.....	4.00	6.50	6.30	6.45	.....	P. M.	P. M.	9.40		
185.17	Union Terminal Cleveland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
186.53	West 25th St.....	.....	.....	.....	.....	.....	6.35	.....	.....	.....	.....	.....		
191.18	Linndale.....	.....	.....	.....	S 4.10	.....	.....	.....	.....	.....	.....	.....		
193.07	Short Line Jct.....	.....	.....	.....	4.18	7.09	P. M.	7.03	.....	.....	.....	9.58		
197.34	BE.....	3.50	.....	.....	4.25	7.15	.....	7.09	7.50	.....	.....	10.04		
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Nos. 3, X-35 and X-425 will not carry passengers.

Nos. 3 and X-35 will not operate, November 29, December 26, 1957 and January 2, 1958.

# BUFFALO TO BE—ABS

CONTINUED FROM PAGE 16

## WESTWARD — FIRST CLASS

	Miles from Buffalo	STATIONS	199	9	1005	SH-29	417	89	7	41				
			See Note			See Notes			See Note					
			Mail and Express	Mail	Nickel Plate 5	Shuttle	Midnight Special	The Forest City	Mail and Express	The Knickerbocker				
			Sunday Only	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily				
LEAVE			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
TCS	.....	Buffalo.....	6.05					7.06	8.05	11.31				
	8.80	BV.....	6.20					7.21	8.20	11.46				
	22.17	Angola.....												
	32.23	Silver Creek.....												
	41.09	Dunkirk.....	s 7.00					s 7.50	s 9.15	s12.13				
58.26	Westfield.....	s 7.20					s 8.10	s 9.43	s12.31					
73.76	North East.....						s 8.24							
79.78	HC.....													
83.79	Wesleyville.....													
TCS	87.71	Erie.....	s 8.00					s 8.43	s10.50	s12.59				
	90.57	DJ.....												
	103.03	Lake City.....												
	104.37	GJ.....												
	115.27	Conneaut.....						s 9.08						
128.51	Ashtabula.....	s 8.50					s 9.26	s11.50	1.36					
137.89	Geneva.....						s 9.38							
143.28	Madison.....													
154.00	Painesville.....	s 9.20					s10.00	s 1.01						
MBS	172.20	BR.....	9.55			P. M.		10.40	1.40	2.15				
	175.48	QD.....	10.00			11.30		10.50	1.45	2.20				
	178.17	East Cleveland.....						s10.55						
	181.30	East 26th St.....	10.20						2.15					
	182.57	Double Track.....												
	182.57	C. & P. Crossing.....	P. M.						A. M.					
	183.08	WY.....												
	183.08	DB.....				P. M.								
	183.47	East 34th St.....				11.20								
	183.81	Broadway.....												
	184.06	East 9th St.....												
	185.17	Cleveland.....		P. M.	11.30	11.50	P. M.	11.10			2.40			
185.17	Cleveland..... <i>Union Terminal</i>		10.15	11.55	P. M.	11.30	12.30			3.09				
186.53	West 25th St.....			11.59										
191.18	Linndale.....													
193.07	Short Line Jct.....		10.34	P. M.		11.48	12.49			3.25				
197.34	BE.....		10.40			11.54	12.55			3.33				
			P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				

Nos. 199 and 7 will not carry passengers.

No. SH-29 handles No. 26's mail and will not carry passengers.

No. SH-29 will handle No. 68's mail, November 28, 29, December 23, 24, 25, 30, 31, 1957.

# BE TO BUFFALO—ABS

## EASTWARD — FIRST CLASS

CONTINUED ON PAGE 19

	Miles from Chicago	STATIONS	2	122	SH-30	442	408	90	1006	X-428	624	1010	50
				See Note	See Notes					See Note			
			The Pacemaker	Mail and Express	Shuttle	Night Special	The Missourian	The Chicagoan	Nickel Plate 6	Eastern Mail	Erie	Nickel Plate 10	Empire State Express
			Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	328.01	BE.....	12.48	2.25		4.48	5.00	5.15		7.55			
	332.28	Short Line Jct.....											
	334.17	Linndale.....							A. M.			A. M.	
	338.82	W. 25th St.....							7.50			8.35	
	340.18	Cleveland..... <i>Union Terminal</i>			A. M.	5.10	5.22	5.37	8.00		A. M.	8.45	A. M.
	340.18	Cleveland..... <i>Union Terminal</i>			3.20	A. M.	A. M.	6.12	8.20		8.05	A. M.	9.15
	341.29	East 9th St.....											
	341.54	Broadway.....									8.08		
	341.88	East 34th St.....							8.25		A. M.		
MBS	342.57	DB.....							A. M.				
	342.57	WY.....											
	342.78	C. & P. Crossing.....	1.04										
	342.78	Double Track.....		2.55									
	344.05	East 26th St.....		3.40						8.25			
	347.18	East Cleveland.....						S 6.21					S 9.24
	349.87	QD.....	1.26	3.58	3.45			6.38		A. M.			9.33
	353.15	BR.....	1.33	4.05				6.45					9.40
				A. M.									
TCS	371.35	Painesville.....						S 7.03					S 9.57
	382.07	Madison.....											
	387.46	Geneva.....											
	396.84	Ashtabula.....	2.10	4.55				S 7.33					S 10.21
	410.08	Conneaut.....											S 10.36
	420.98	GJ.....											
	422.32	Lake City.....											
	434.78	DJ.....											
	437.64	Erie.....	2.45	5.40				S 8.13					S 11.05
TCS	441.56	Wesleyville.....											
	441.66	HC.....											
	451.59	North East.....											
	467.09	Westfield.....						S 8.43					S 11.32
	484.26	Dunkirk.....						S 9.03					S 11.52
	493.12	Silver Creek.....											
	503.18	Angola.....											
	516.55	BV.....	3.57	7.00				9.55					12.30
	525.35	Buffalo.....	4.12	7.15				10.10					12.45
		ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

Nos. 122 and X 428 will not carry passengers.

No. SH-30 handles No. 25's mail and will not carry passengers.

No. SH-30 handles No. 67's mail, November 29, 30, December 24, 25, 26, 31, 1957 and January 1, 1958.

## BE TO BUFFALO—ABS

CONTINUED FROM PAGE 18

### EASTWARD — FIRST CLASS

CONTINUED ON PAGE 20

Miles from Chicago	STATIONS	32	234	444	446	52	152	626	208	402	14	628
		See Notes									See Note	
		Mail	Mail	Capital City Special	Cleveland Special	The Easterner	The Easterner	Erie	Great Lakes	The State Special	Mail	Erie
		Daily	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily Except Sunday and Holidays
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
328.01	BE.....	10.13	10.13	10.38	12.13	.....	.....	.....	3.00	3.18	4.23	.....
332.28	Short Line Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
334.17	Linndale.....	.....	.....	.....	.....	.....	.....	.....	S 3.07	S 3.25	.....	.....
338.82	W. 25th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
340.18	Cleveland.....	10.35	10.35	11.00	12.35	P. M.	P. M.	P. M.	3.25	3.40	4.45	P. M.
	<i>Union Terminal</i>											
340.18	Cleveland.....	A. M.	A. M.	A. M.	P. M.	12.15	12.45	1.40	3.50	P. M.	5.05	5.20
	<i>Union Terminal</i>											
341.29	East 9th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
341.54	Broadway.....	.....	.....	.....	.....	.....	.....	1.43	.....	.....	.....	5.23
341.88	East 34th St.....	A. M.	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	P. M.
MBS	342.57	DB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	342.57	WY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	342.78	C. & P. Crossing.....	11.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
	342.78	Double Track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	344.05	East 26th St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	347.18	East Cleveland.....	.....	.....	.....	S 12.24	S 12.54	.....	S 3.59	.....	.....	.....
	349.87	QD.....	11.58	.....	.....	12.42	1.12	.....	4.16	.....	5.28	.....
	353.15	BR.....	12.05	.....	.....	12.45	1.15	.....	4.23	.....	5.35	.....
TCS	371.35	Painesville.....	.....	.....	.....	S 1.02	S 1.30	.....	S 4.39	.....	.....	.....
	382.07	Madison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	387.46	Geneva.....	.....	.....	.....	S 1.22	S 1.48	.....	S 4.57	.....	.....	.....
	396.84	Ashtabula.....	S 1.00	.....	.....	S 1.37	S 2.00	.....	S 5.12	.....	S 6.13	.....
	410.08	Conneaut.....	.....	.....	.....	S 1.55	S 2.15	.....	S 5.27	.....	.....	.....
420.98	GJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
422.32	Lake City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
434.78	DJ.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
437.64	Erie.....	S 1.50	.....	.....	S 2.30	S 2.50	.....	S 5.57	.....	S 6.49	.....	
TCS	441.56	Wesleyville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	441.66	HC.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	451.59	North East.....	.....	.....	.....	S 3.05	S 3.15	.....	S 6.27	.....	.....	.....
	467.09	Westfield.....	.....	.....	.....	S 3.25	S 3.35	.....	S 6.47	.....	.....	.....
	484.26	Dunkirk.....	B 2.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
	493.12	Silver Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
503.18	Angola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
516.55	BV.....	3.20	.....	.....	4.15	4.05	.....	7.25	.....	8.09	.....	
525.35	Buffalo.....	3.35	.....	.....	4.30	4.20	.....	7.40	.....	8.24	.....	
ARRIVE		P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 32 will not operate BE to CUT Sunday.  
 No. 32 will not carry passengers east of Cleveland.  
 No. 14 will not carry passengers.  
 B-No. 32 will stop at Dunkirk Sunday only.

## BE TO BUFFALO—ABS

CONTINUED FROM PAGE 19

### EASTWARD — FIRST CLASS

CONTINUED ON PAGE 21

	Miles from Chicago	STATIONS	630	X-20 <small>See Note</small>	1008	6	686	12 <small>See Note</small>	76	28	58	18	16	
			Erie	Mail and Express	Nickel Plate 8	Fifth Avenue Special	Erie	The South-western	The Cleveland Mercury	New England States	Cleveland Limited	B. & O.	Ohio State Limited	
			Sunday and Holidays	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday	Daily	Daily
			LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	328.01	BE.....				6.30		8.13	8.23	8.51			9.17	
	332.28	Short Line Jct.....												
	334.17	Linndale.....			P. M.	S 6.37		B 8.20	S 8.30	S 8.58				
	338.82	W. 25th St.....			6.18									
	340.18	Cleveland..... <i>Union Terminal</i>	P. M.		6.30	6.52	P. M.	8.35	8.45	9.13	P. M.	P. M.		
	340.18	Cleveland..... <i>Union Terminal</i>	5.45		6.45	7.12	7.10	P. M.	P. M.	9.33	9.00	9.01		
	341.29	East 9th St.....										9.06		
	341.54	Broadway.....	5.48				7.13					P. M.		
	341.88	East 34th St.....	P. M.		6.50		P. M.							
MBS	342.57	DB.....			P. M.									
	342.57	WY.....												
	342.78	C. & P. Crossing.....											9.33	
	342.78	Double Track.....		P. M.									9.41	
	344.05	East 26th St.....		6.15										
	347.18	East Cleveland.....				S 7.21					S 9.09			
	349.87	QD.....		6.38		7.41				9.56	9.23		10.01	
	353.15	BR.....		6.45		7.48				10.03	9.30		10.08	
TCS	371.35	Painesville.....				S 8.05								
	382.07	Madison.....												
	387.46	Geneva.....												
	396.84	Ashtabula.....		7.35		S 8.30				10.38	10.05		10.43	
	410.08	Conneaut.....												
TCS	420.98	GJ.....												
	422.32	Lake City.....												
	434.78	DJ.....												
	437.64	Erie.....		S 8.25		S 9.10				11.10	S 10.40		11.15	
	441.56	Wesleyville.....												
	441.66	HC.....												
	451.59	North East.....												
	467.09	Westfield.....				S 9.40								
	484.26	Dunkirk.....		S 9.15		S 10.00								
	493.12	Silver Creek.....												
	503.18	Angola.....												
	516.55	BV.....		10.00		10.45				12.15	11.51		12.20	
	525.35	Buffalo.....		10.15		11.00				12.30	12.06		12.35	
		ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	

No. X-20 will not carry passengers.  
 B-No. 12 will stop on signal at Linndale to discharge revenue passengers.

## BE TO BUFFALO—ABS

CONTINUED FROM PAGE 20

### EASTWARD — FIRST CLASS

CONTINUED ON PAGE 22

	Miles from Chicago	STATIONS	68	26	SH-26	416	24							
			See Note	See Note	See Notes									
			The Commodore Vanderbilt	Twentieth Century Limited	Shuttle	The Mid-western	The Knicker-bocker							
			Daily	Daily Except Saturday	Daily Except Sunday	Daily	Daily							
LEAVE			P. M.	P. M.	P. M.	P. M.	P. M.							
	328.01	BE.....	10.11	10.44		10.48	11.35							
	332.28	Short Line Jct. ....												
	334.17	Linndale.....				s10.55								
	338.82	W. 25th St.....												
	340.18	Cleveland.....			P. M.	11.10	11.57							
	340.18	<i>Union Terminal</i> Cleveland.....			10.45	P. M.	12.25							
	341.29	<i>Union Terminal</i> East 9th St.....												
	341.54	Broadway.....												
	341.88	East 34th St.....												
MBS	342.57	DB.....												
	342.57	WY.....												
	342.78	C. & P. Crossing.	10.27	11.00										
	342.78	Double Track.....												
	344.05	East 26th St.....												
	347.18	East Cleveland.....												
	349.87	QD.....	10.49	11.24	11.05		12.46							
	353.15	BR.....	10.56	11.31	P. M.		12.53							
TCS	371.35	Painesville.....												
	382.07	Madison.....												
	387.46	Geneva.....												
	396.84	Ashtabula.....	11.31	12.06			s 1.43							
	410.08	Conneaut.....												
	420.98	GJ.....												
	422.32	Lake City.....												
	434.78	DJ.....												
437.64	Erie.....	12.03	12.38			s 2.26								
TCS	441.56	Wesleyville.....												
	441.66	HC.....												
	451.59	North East.....												
	467.09	Westfield.....												
	484.26	Dunkirk.....												
	493.12	Silver Creek.....												
	503.18	Angola.....												
	516.55	BV.....	1.08	1.41			3.43							
525.35	Buffalo.....	1.23	1.56			3.58								
		ARRIVE	A. M.	A. M.	P. M.	P. M.	A. M.							

No. 68 will handle No. 26's Chicago-New York mail car, November 28, 29, December 23, 24, 25, 30 and 31, 1957.  
 No. 26 will not operate November 28, 29, December 22, 23, 24, 25, 29, 30 and 31, 1957.  
 No. SH-26 handles No. 26's mail and will not carry passengers.  
 No. SH-26 will handle No. 68's mail, November 28, 29, December 23, 24, 25, 30 and 31, 1957.

### High Grade Branch

#### YOUNGSTOWN TO ASHTABULA

#### NORTHWARD—FIRST-CLASS

	Miles from Youngstown	STATIONS	<b>272</b>	
			Pittsburgh Buffalo Express	
			Daily	
		LEAVE	P. M.	
ABS	.....	Youngstown.....	11. 20	
TCS	0. 57	Valley St.....		
	1. 87	Thorn Hill.....		
ABS	5. 90	Doughton.....	11. 28	
	7. 77	Coalburg.....		
ABS	10. 95	Brookfield Jct.....	11. 34	
			P. M.	
MBS	11. 10	Brookfield.....		
	14. 07	Tyrrell.....	Low	
	16. 83	Fowler.....	Grade	
			P. M.	
MBS	20. 18	Latimer.....	11. 47	
	25. 71	Kinsman.....	f 11. 54	
MBS	32. 99	Williamsfield.....	f 12. 02	
	38. 10	Andover Jct.....	12. 08	
	38. 33	Andover.....	s 12. 10	
	42. 18	Leon.....		
	46. 01	Dorset.....	f 12. 21	
ABS	46. 39	Dorset Jct.....	12. 23	
	51. 98	Jefferson.....	f 12. 30	
	58. 35	Carson.....	12. 38	
	62. 85	Ashtabula.....	12. 50	
			A. M.	

#### ASHTABULA TO YOUNGSTOWN

#### SOUTHWARD—FIRST-CLASS

	Miles from Ashtabula	STATIONS	<b>281</b>	
			Buffalo Pittsburgh Express	
			Daily	
		LEAVE	A. M.	
ABS	.....	Ashtabula.....	4. 58	
ABS	4. 50	Carson.....	5. 08	
	10. 87	Jefferson.....	s 5. 16	
	16. 46	Dorset Jct.....	5. 23	
MBS	16. 84	Dorset.....	5. 25	
	20. 67	Leon.....		
	24. 52	Andover.....	s 5. 35	
	24. 75	Andover Jct.....	5. 37	
	29. 86	Williamsfield.....	5. 43	
			MBS	
MBS	37. 14	Kinsman.....	f 5. 51	
	42. 67	Latimer.....	5. 58	
ABS	46. 02	Fowler.....	A. M.	
	48. 78	Tyrrell.....	Low	
	51. 75	Brookfield.....	Grade	
			A. M.	
			6. 08	
ABS	51. 90	Brookfield Jct.....		
	55. 08	Coalburg.....		
TCS	56. 95	Doughton.....	6. 13	
	60. 98	Thorn Hill.....		
ABS	62. 28	Valley St.....		
	62. 85	Youngstown.....	6. 33	
		ARRIVE		
		A. M.		

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

### Low Grade Branch

#### BROOKFIELD JCT. TO CARSON

#### NORTHWARD—FIRST-CLASS

	Miles from Youngstown	STATIONS	<b>272</b>	
			Pittsburgh Buffalo Express	
			Daily	
		LEAVE	P. M.	
ABS	10. 95	Brookfield Jct.....	11. 34	
	11. 10	Brookfield.....		
	16. 51	Hartford.....		
	19. 62	Latimer.....	11. 47	
MBS			P. M.	
	20. 88	WB Crossover.....		
	27. 29	Gustavus.....		
	30. 60	Wick.....		
	35. 91	Mann.....		
ABS	43. 29	Dorset Jct.....		
	51. 04	MX Crossover.....		
	53. 70	Carson.....		
		ARRIVE		
		P. M.		

#### CARSON TO BROOKFIELD JCT.

#### SOUTHWARD—FIRST-CLASS

	Miles from Brookfield Jct.	STATIONS	<b>281</b>	
			Buffalo Pittsburgh Express	
			Daily	
		LEAVE	A. M.	
ABS	42. 75	Carson.....		
	40. 09	MX Crossover.....		
	32. 34	Dorset Jct.....		
	24. 96	Mann.....		
MBS	19. 65	Wick.....		
	16. 35	Gustavus.....		
	9. 94	WB Crossover.....		
ABS			A. M.	
	8. 67	Latimer.....	5. 58	
	5. 56	Hartford.....		
	0. 15	Brookfield.....		
		ARRIVE		
		A. M.		



### Oil City Branch

#### OIL CITY TO ANDOVER JCT.—MBS

WESTWARD		EASTWARD
Miles from P. R. R. Jct.	STATIONS	Miles from Ashtabula
.....	P. R. R. Jct. ....	87.08
1.19	Oil City .....	85.89
4.34	Reno .....	82.74
7.39	Eclipse .....	79.69
9.09	Franklin .....	77.99
17.99	Polk .....	69.09
18.60	Polk Jct. ....	68.48
22.22	Raymilton .....	64.86
28.36	Sandy Lake .....	58.72
29.65	Stoneboro .....	57.43
30.86	Branch .....	56.22
35.39	Clarks Mills .....	51.69
38.64	Hadley .....	48.44
44.13	Salem .....	42.95
45.88	Amasa .....	41.20
46.10	Osgood .....	40.98
50.97	Jamestown .....	36.11
56.86	Simons .....	30.22
62.33	Andover Jct. ....	24.75

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

### J. F. & C. Branch

#### ROSE TO POLK JCT.—MBS

WESTWARD		EASTWARD
Miles from Rose	STATIONS	Miles from Polk Jct.
.....	Rose .....	61.19
8.41	L. E. F. & C. Jct. ....	52.78
8.73	Sutton .....	52.46
11.68	Kingsville .....	49.51
13.03	Pew .....	48.16
14.69	Limestone .....	46.50
16.23	Wilson .....	44.96
20.02	Reidsburg .....	41.17
21.36	R. N. ....	39.83
30.48	Shippenville .....	30.71
35.14	Elmo .....	26.05
42.02	Van .....	19.17
50.49	Belmar .....	10.70
57.51	Pecan .....	3.68
61.19	Polk Jct. ....	.....

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

### Valley Branch

#### DUNKIRK TO TITUSVILLE—MBS

SOUTHWARD		NORTHWARD
Miles from Dunkirk	STATIONS	Miles from Titusville
.....	Dunkirk .....	90.49
0.92	Nickel Plate .....	89.62
3.14	Fredonia .....	87.35
4.56	Laona .....	85.93
7.18	Nortons .....	83.31
14.13	Cassadaga .....	76.36
21.82	Sinclairville .....	68.67
26.50	Gerry .....	63.99
32.39	Falconer .....	58.10
32.79	Falconer Jct. ....	57.70
38.30	Frewsburg .....	52.19
44.75	Akeley .....	45.74
46.70	Russell .....	43.79
51.90	North Warren .....	38.59
54.46	Warren .....	36.03
57.26	Starbrick .....	33.23
60.74	Irvineton .....	29.75
63.04	Youngsville .....	27.45
67.05	Pittsfield .....	23.44
71.00	Garland .....	19.49
73.66	Torpedo .....	16.83
76.36	Newton .....	14.13
79.58	Grand Valley .....	10.91
82.77	Selkirk .....	7.72
88.95	Fieldmore Springs .....	1.54
90.49	Titusville .....	.....

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

### SHARON BRANCH

	Miles from Doughton	STATIONS	Miles from Ferrona	
TCS {	.....	Doughton .....	7.81	} TCS
	1.30	Hubbard .....	6.51	
	5.26	Bentley .....	2.55	
	5.87	Farrell .....	1.94	
	7.00	Sharon .....	0.81	
	7.81	Ferrona .....	.....	

### ALLIANCE BRANCH—MBS

Miles from Phalanx	STATIONS	Miles from Dillonvale
.....	Phalanx.....	87.64.....
1.34	Braceville.....	86.30.....
4.38	Newton Falls.....	83.26.....
11.20	Palmyra.....	76.44.....
16.32	Deerfield.....	71.32.....
18.48	North Benton.....	69.16.....
24.73	Alliance C.&P. Crossing.....	62.91.....
25.08	Alliance.....	62.56.....
26.57	Mount Union.....	61.07.....
32.79	Freeburg.....	54.85.....
41.42	Minerva.....	46.22.....
42.11	Minerva Yard.....	45.53.....
46.09	Augusta.....	41.55.....
48.20	Watheys.....	39.44.....
52.52	Mechanicstown.....	35.12.....
56.00	Wattsville.....	31.64.....
60.87	Bergholz.....	26.77.....
62.42	Phillips.....	25.22.....
65.00	Amsterdam.....	22.64.....
68.18	Hays.....	19.46.....
69.57	Apex.....	18.07.....
73.93	Pan.....	13.71.....
76.71	Hopedale.....	10.93.....
82.81	Piney Fork.....	4.83.....
87.64	Dillonvale.....	.....

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

### L E & P BRANCH—MBS

Miles from Brady's Lake	STATIONS AND SIDINGS	Miles from Marcy
.....	Brady's Lake.....	27.76.....
2.19	Hugo.....	24.57.....
6.26	Darrowville.....	21.50.....
9.85	Chittenden.....	17.91.....
13.53	Brandywine.....	14.23.....
17.33	Northfield.....	10.43.....
20.90	Egypt.....	6.86.....
24.20	Hathaway.....	3.56.....
26.04	Warner.....	1.72.....
27.76	Marcy.....	.....

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

### CLEVELAND SHORT LINE RAILWAY—ABS

Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.
.....	QD.....	20.07.....
5.13	Quincy Ave.....	14.94.....
5.81	Buckeye Rd.....	14.26.....
6.63	Kinsman Rd.....	13.43.....
7.43	Union Ave.....	12.64.....
9.95	Marcy.....	10.12.....
16.71	Parma.....	3.36.....
17.84	Short Line Jct.....	2.23.....
18.13	Rockport.....	1.94.....
20.07	Belt Jct.....	.....

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### BAY VIEW TO SIGNAL STATION BR

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
BV Open day and night	8.81	BV	*			C
ATHOL SPRINGS	10.05	HA				
HAMBURG ON THE LAKE Remote Int.	10.76	JA				
NORTH EVANS Remote Int.	16.31	KA				
ANGOLA EAST Remote Int.	22.11	NA				
ANGOLA Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	22.17	NA				
ANGOLA WEST Remote Int.	24.04	LA				
IRVING	28.38	VR				
SILVER CREEK EAST Remote Int.	31.67	MN				
SILVER CREEK Open 8:00 A.M. to 5:00 P.M. daily except Sunday	32.23	SI				
SILVER CREEK WEST Remote Int.	33.57	KN				
DUNKIRK EAST Remote Int.	37.94	AX				
DUNKIRK Remote Int.	40.95	X				
DUNKIRK Open day and night except closed Saturday and Sunday 11:30 P.M. to 7:30 A.M.	41.09	DO				
CANADAWAY Remote Int.	41.55	CA				
VAN BUREN Remote Int.	48.00	VU				
BROCTON Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	50.07	BX				
BROCTON Remote Int.	50.74	BX				
WESTFIELD Remote Int.	57.01	EW				
WESTFIELD Open day and night	58.26	WB				
GALE STREET Remote Int.	58.98	WX				
RIPLEY EAST Remote Int.	64.71	RE				
RIPLEY Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	66.09	RY				
RIPLEY WEST Remote Int.	66.76	RW				
NORTH EAST Remote Int.	71.62	YN				
NORTH EAST Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	73.76	N				
"N" CROSSOVERS Remote Int.	74.09	N				
HARBOR CREEK Remote Int.	79.78	HC				
WESLEYVILLE Open day and night	83.79	WV	*	*		C
XC Open day and night	86.37	XC	*	*		C
ERIE Open day and night	87.71	MS	*			
DOCK JCT. Remote Int.	90.57	DJ				

### BAY VIEW TO SIGNAL STATION BR

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
CHAPEL ROAD Remote Int.	93.74	CR				
FAIRVIEW Remote Int.	98.24	FR				
FAIRVIEW Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	98.57	FW				
LAKE CITY Remote Int.	101.74	SE				
LAKE CITY Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	103.03	SX				
GIRARD JCT. Remote Int.	104.37	GJ				
CONNEAUT Remote Int.	113.91	SQ				
CONNEAUT Open 8:00 A.M. to 10:00 P.M. daily except Sunday. Sunday 2:00 P.M. to 10:00 P.M.	115.27	SK				
AMBOY Remote Int.	117.79	SJ				
LOCKWOOD Remote Int.	125.37	WJ				
ASHTABULA Open 7:00 A.M. to 11:00 P.M. daily	128.51	SD				
OD Interlocking Open day and night	128.73	OD	*			C
"W" CROSSOVERS Remote Int.	131.15	W				
SAYBROOK Remote Int.	133.25	MF				
MEYERS ROAD Remote Int.	135.65	QB				
GENEVA Open 7:30 A.M. to 5:30 P.M. daily except Saturday and Sunday	137.89	SB				
GENEVA Remote Int.	138.62	SA				
UNIONVILLE	141.05	DX				
MADISON EAST Remote Int.	142.03	EO				
MADISON Open 8:00 A.M. to 5:00 P.M. daily except Sunday	143.10	OX				
MADISON WEST Remote Int.	144.40	WO				
PERRY EAST Remote Int.	146.69	EK				
PERRY Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	148.26	KI				
PERRY-WEST Remote Int.	149.61	WK				
PAINESVILLE EAST Remote Int.	151.64	AE				
FOBES STREET Remote Int.	153.31	AR				
PAINESVILLE Open 6:45 A.M. to 10:45 P.M. daily	154.00	OQ				
PAINESVILLE Remote Int.	154.83	AF				
PAINESVILLE WEST Remote Int.	156.72	AW				
MENTOR Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	160.17	OR				
WILLOUGHBY Remote Int.	162.92	SW				

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Miles from Buffalo	Office Calls	Train Order Office	Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
WILLOUGHBY Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	164.89	BY				
WICKLIFFE Remote Int.	167.76	FE				
WICKLIFFE Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	169.30	F				
BR Interlocking Open day and night	172.20	BR	*		*	C

### CARSON TO BROOKFIELD JCT.—Via Low Grade

STATIONS	Miles from Carson	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
CARSON Open day and night	0	MU	*	*	*	C
MX CROSSOVER	2.66	MX				
DORSET JUNCTION Open day and night	10.4	JD	*	*	*	C
MANN	17.79	AN				
WICK	23.10	W				
GUSTAVUS	26.39					
WB CROSSOVER	32.80	WB				
LATIMER Open day and night	34.08	MR	*	*	*	C
HARTFORD	39.03	HF				
BROOKFIELD JUNCTION Remote Int.	42.74	BR				

### ASHTABULA TO YOUNGSTOWN—Via High Grade

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ASHTABULA HARBOR Open day and night	1.41	JM	*		*	C
ASHTABULA Open 7:00 A.M. to 11:00 P.M. daily		SD				
OD Open day and night	0.22	OD	*		*	C
NICKEL PLATE CROSSING Open day and night	1.05	NP	*		*	C
CARSON Open day and night	4.50	MU	*	*	*	C
JEFFERSON Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	10.87	BF	*	*		C
DORSET JUNCTION Open day and night	16.46	JD	*	*		C
DORSET Open 8:30 A.M. to 4:30 P.M. daily except Saturday and Sunday	16.84	FQ				
LEON	20.67	QI				
ANDOVER Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	24.52	VA				
ANDOVER JUNCTION Open 9:00 A.M. to 5:00 P.M.; 9:00 P.M. to 5:00 A.M. daily	27.75	BG	*	*		C

### ASHTABULA TO YOUNGSTOWN—Via High Grade Continued

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
WILLIAMSFIELD Open 8:30 A.M. to 4:30 P.M. daily except Saturday and Sunday	29.86	WI	*	*		C
KINSMAN Open 8:30 A.M. to 4:30 P.M. daily except Saturday and Sunday	37.14	KN	*	*		C
LATIMER Open day and night	42.67	MR	*	*		C
FOWLER	46.02	FV				
TYRELL	48.78					
BROOKFIELD Open 8:30 A.M. to 4:30 P.M. daily except Saturday and Sunday	51.75	BN				
BROOKFIELD JUNCTION Remote Int.	51.90	BR		*		
COALBURG	55.08	CU				
DOUGHTON Open day and night	56.95	DN	*	*	*	C
THORN HILL	60.75					
YOUNGSTOWN, Valley Street Open day and night	62.28	VY	*	*	*	C
EAST YOUNGSTOWN						

### DOUGHTON TO SHARON

STATIONS	Miles from Doughton	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DOUGHTON Open day and night	.00	DN				
COALBURG	.60	CU				
HUBBARD Open 8:00 A.M. to 5:00 P.M. daily except Sunday	1.30	HB				
BENTLEY	5.26					
FARRELL	5.87	B				
SHARON Open 8:00 A.M. to 5:00 P.M. daily except Sunday	7.00	NX				
FERRONA	7.81	JU				

### OIL CITY TO ANDOVER

STATIONS	Miles from Oil City	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
OIL CITY Open 8:00 A.M. to 5:00 P.M. daily except Sunday	.00	OC				
RENO	3.15	RP				
ECLIPSE	6.20	EC				
FRANKLIN Open 8:00 A.M. to 5:00 P.M. daily except Sunday	7.90	FI				
NILES	14.03	NI				
PENNA STATE ASYLUM	16.07					

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### OIL CITY TO ANDOVER—Continued

STATIONS	Miles from Oil City	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
POLK Open 7:00 A.M. to 3:00 P.M. daily except Saturday and Sunday	16.80	WD				
POLK JUNCTION Open day and night, except from 7:00 A.M. Saturday to 7:00 A.M. Monday	17.41	JC	*	*		C
RAYMILTON	21.03	RC				
SANDY LAKE Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	27.17	KC				
STONEBORO Open day and night.	28.46	SA	*	*		C
BRANCH	29.67	BH				
CLARKS MILLS	34.20	CV				
HADLEY	37.45	HD				
SALEM	42.94	SM				
AMASA	44.69	AM				
OSGOOD Open 9:00 A.M. to 6:00 P.M. Daily	44.91	AJ				
JAMESTOWN	49.73	JS				
SIMONS	55.67	MO				
ANDOVER JUNCTION Open 9:00 A.M. to 5:00 P.M., 9:00 P.M. to 5:00 A.M. daily	61.14	BG	*	*		C
ANDOVER Open 8:00 A.M. to 5:00 P.M. daily except Sunday	61.37	VA				

### ROSE TO POLK JCT.

STATIONS	Miles from Rose	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ROSE Open day and night.	0.00	GH	*	*		C
L. E. F. & C. JUNCTION	8.41	FJ				
SUTTON Open day and night, except from 3:00 P.M. to 11:00 P.M. Saturday and Sunday	8.73	SU	*	*		C
KINGSVILLE	11.68					
PEW	13.03					
LIMESTONE	14.69	NE				
WILSON	16.23					
REIDSBURG	20.02					
RN	21.36	RN				
KNOX	29.20					
SHIPPENVILLE Open 8:30 A.M. to 4:30 P.M. daily except Saturday and Sunday Open Saturday 7:30 A.M. to 3:30 P.M.	30.98	SI	*	*		C
ELMO	35.14	CM				
VAN	42.02	VN				
EMLENTON	47.60					
BELMAR	50.49	AR				
PECAN	57.51	PN				
POLK JUNCTION Open day and night except from 7:00 A.M. Saturday to 7:00 A.M. Monday	61.19	JC	*	*		C

### DUNKIRK TO TITUSVILLE

STATIONS	Miles from Dunkirk	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DUNKIRK Open day and night, except closed Saturday and Sunday 11:30 P.M. to 7:30 A.M.	0.00	DO	*	*		C
DUNKIRK, Nickel Plate	0.87					
FREDONIA Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	3.14	FD	*	*		C
NORTONS	7.18					
CASSADAGA Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	14.13	G	*	*		C
SINCLAIRVILLE Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	21.82	V	*	*		C
GERRY	26.50					
FALCONER Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	32.39	H				
FALCONER JUNCTION Open day and night	32.79	DV	*	*		C
FREWSBURG Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	38.30	B	*	*		C
AKELEY	44.75					
RUSSELL Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	46.70	R	*	*		C
NORTH WARREN Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	51.90					
WARREN Open 8:00 A.M. to 5:00 P.M. daily except Sunday	54.46	W	*	*		C
STARBUCK	57.26					
IRVINGTON Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	60.74					
YOUNGVILLE	63.04					
PITTSFIELD	67.05					
GARLAND Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	71.00	GI	*	*		C
TORPEDO	73.66					
NEWTON	76.36					
GRAND VALLEY	79.58					
SELKIRK	82.77					
FIELDMORE SPRINGS	88.95					
TITUSVILLE Open 8:00 A.M. to 5:00 P.M. daily except Sunday	90.49	Z	*	*		C

## STATIONS, OFFICE CALLS AND OFFICE HOURS

STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>BR to BE Via C.U.T.</b>		Miles from BR				
BR.....INT Open day and night.		BR	*		*	C
ND COLLINWOOD..... Open day and night.	2.51	ND				
QD.....INT Open day and night.	3.28	QD	*		*	C
EAST CLEVELAND.....	5.97					
CT.....ITN. Open day and night.	12.97	CT	*		*	C
GH OFFICE..... Open day and night.	12.97	GH	*			
CLARK AVE.....INT Remotely controlled from CF.	16.16					
CF.....INT Open day and night.	18.54	CF	*		*	C
LINDALE STATION.....	18.98					
SHORT LINE JUNCTION.....INT Open day and night.	20.87	SL	*		*	C
BE.....INT Open day and night.	25.14	BE	*		*	C

STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>QD to BE Via Lake Front</b>		Miles from QD				
QD.....INT Open day and night.		QD	*		*	C
EAST 26th STREET..... Open day and night.	5.82					
DOUBLE TRACK..... Open day and night.	7.09	RN		*		
C. & P. CROSSING..... Open day and night.	7.09		*			C
CUYAHOGA BRIDGE No. 1 EAST End..... Open day and night.	7.60	WY		*		
CUYAHOGA BRIDGE No. 1 WEST END..... Open day and night.	7.60	DB	*	*	*	C
BE.....INT Open day and night.	19.25	BE	*		*	C

STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>Big Four Wye Jct. to Clark Avenue</b>						
FRONT STREET.....INT Open day and night.		FS	*			C
BRIDGE 2.....INT Open day and night.		OX	*			C
DK.....INT Remotely controlled from OX.		DK				
CLARK AVENUE.....INT Remotely controlled from CF.		SM				

STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>ALLIANCE BRANCH</b>		Miles from Bracoville				
NEWTON FALLS..... Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday.	3.04	NF	*	*		B
PALMYRA..... Open 8:00 A.M. to 5:30 P.M. daily except Saturday and Sunday.	9.86	MY	*	*		B
ALLIANCE P. R. R. C. & P. DIVISION CROSSING..... Open 8:30 A.M. to 5:30 P.M. daily except Saturday and Sunday.	23.39	HD	*	*		B
MINERVA YARD..... Open day and night except 7:55 A.M. to 11:55 P.M. Sunday.	40.77	MI	*	*		B
BERGHOLZ..... Open 7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday.	59.53	B	*	*		B
AMSTERDAM..... Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday.	63.66	S	*	*		B
PINEY FORK..... Open 9:00 A.M. to 6:00 P.M. daily except Saturday and Sunday.	81.47	BK	*	*		B
DILLONVALE..... Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday.	86.30	DV	*	*		B

STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>L. E. &amp; P. BRANCH</b>		Miles from Brady's Lake				
BRADY'S LAKE..... Open day and night.		BA	*	*	*	C
HUGO..... Open 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday	2.19	HU	*	*	*	C
BRANDYWINE..... Open 7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday.	13.53	BY	*	*		C
MARCY..... Open day and night.	27.76	MY	*	*	*	C

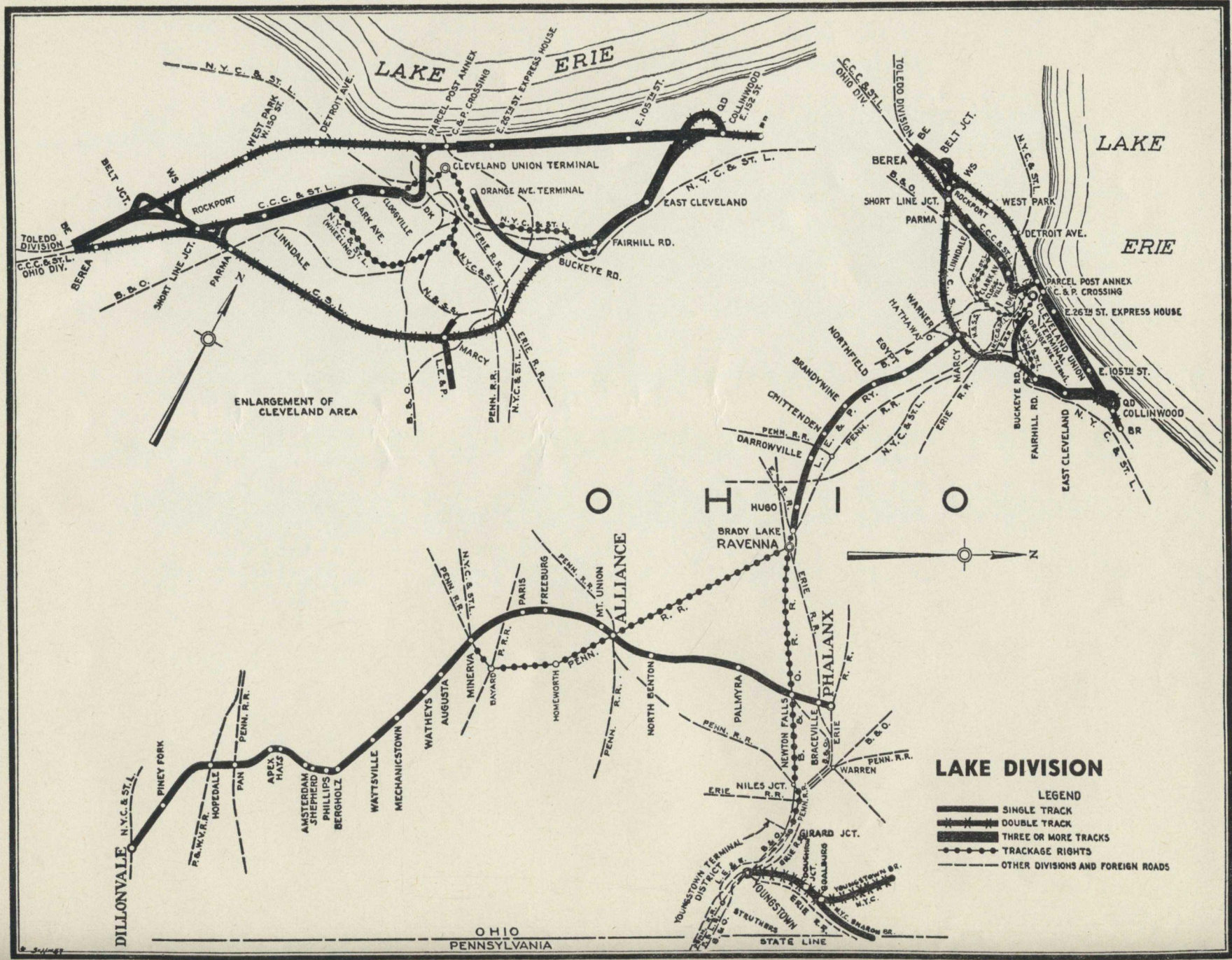
STATIONS		Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
<b>CLEVELAND SHORT LINE</b>		Miles from QD				
QD.....INT Open day and night.		QD	*		*	C
BUCKEYE ROAD..... Open day and night.	5.81	BD	*		*	B
MARCY.....INT Open day and night.	9.95	MY	*		*	C
PARMA.....INT Open day and night.	16.71	PA	*		*	C
SHORT LINE JUNCTION.....INT Open day and night.	17.84	SL	*		*	C

## 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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

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# LAKE DIVISION

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

