**ERIE RAILROAD COMPANY**

**Western District**

# Mahoning Division and Branches

Time Table No. 49

Effective 12:01 A. M.

**SUNDAY, APRIL 27, 1952**

**FOR EMPLOYEES ONLY**

**Eastern Standard Time**

# 49

# THINK! THEN ACT SAFELY


**F. E. NAVIN,**
**Assistant Superintendent**

**J. R. EBERT,**
**Superintendent**

**J. P. ALLISON,**
**Assistant General Manager**

**S. F. McGRANAHAN,**
**General Manager**

# TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

| 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. 51 Sec. | 70.59 | 1 Min. 20 Sec. | 45.00 | 2 Min. 24 Sec. | 25.00 | 4 Min. 48 Sec. | 12.50 |
| 0 Min. 55 Sec. | 65.45 | 1 Min. 30 Sec. | 40.00 | 2 Min. 40 Sec. | 22.50 | 6 Min. 00 Sec. | 10.00 |
| 1 Min. 00 Sec. | 60.00 | 1 Min. 42 Sec. | 35.29 | 3 Min. 00 Sec. | 20.00 | | |
| 1 Min. 05 Sec. | 55.38 | 2 Min. 00 Sec. | 30.00 | 3 Min. 25 Sec. | 17.56 | | |
| 1 Min. 12 Sec. | 50.00 | 2 Min. 11 Sec. | 27.48 | 4 Min. 00 Sec. | 15.00 | | |

## COMPANY SURGEONS

### Dr. W. E. Mishler, Chief Surgeon
### 608 Republic Bldg., Cleveland, Ohio

| Location | Name | Office | Phone | Residence | Phone |
|---|---|---|---|---|---|
| Cleveland, O. | Dr. E. F. Kieger | 5644 Broadway | Michigan 10382 | Forest Drive Pepper Pike Village | TE 19656 |
| Cleveland, O. | Dr. C. L. McDonald Oculist | 963 Rose Bldg. | Main 13946 | 20664 Beachcliff Blvd. Lakewood, O. | Academy 14656 |
| Cleveland, O. | Dr. E. T. Hurley | 9854 Lorain Ave. | Melrose 12294 | 1331 W. 103d St. | Woodbine 18334 |
| Cleveland, O. | Dr. Charles F. Nelson Oculist | 606 Schofield Bldg. | Main 12020 | 1517 E. Blvd. | Cedar 11895 |
| Warren, O. | Dr. H. J. Meister | 304 N. Park Ave. | 3862-6 | 2915 E. Market St. | 3862-9 |
| Niles, O. | Dr. A. L. Williamson | 423 Robbins Ave. | 24358 | 423 Robbins Ave. | 24358 |
| Leetonia, O. | Dr. Paul H. Beaver | Johnson Bldg., Main St. | 3951 | 712 Columbia St. | 3952 |
| Youngstown, O. | Dr. L. W. Weller | 708 Wick Bldg. | 30127 | 427 Madera Ave. | 42946 |
| Youngstown, O. | Dr. W. H. Evans Oculist | 510-517 Dollar Bank Bldg. | 42147 | 291 Park Ave. | 70333 |
| Youngstown, O. | Dr. John N. McCann | 2724 Mahoning Ave. | 95217 | 561 Glacierview Drive | 98741 |
| Sharon, Pa. | Dr. R. R. Norton Oculist | 407 Dollar Title & Trust Bldg. | 3351 | 335 Case Ave. | 4872 |
| Sharon, Pa. | Dr. J. C. Reed | 505 East State St. | 3685 | 505 East State St. | 3685 |
| Kent, O. | Dr. E. M. Kauffman | 330 W. Main St. | 3716 | 330 W. Main St. | 3716 |
| Kent, O. | Dr. John H. Mowry Oculist | 136 No. Water St. | 6577 | 557 Rellim Drive | 6682 |
| Ravenna, O. | Dr. R. C. Neely | (106½) E. Main St. | 8511 | 504 E. Main St. | 5629 |
| Greenville, Pa. | Dr. W. H. Phillips | 10 N. Mercer St. | 33 | Eagle St. | 577 |
| Greenville, Pa. | Dr. Ken. Sharretts | Medical Clinic | 424 | R.F.D. Greenville, Pa. | 11R22 |
| Meadville, Pa. | Dr. H. C. Winslow | 883 Water St. | 21531 | 387 Sherman St. | 21533 |
| Meadville, Pa. | Dr. Robt.T. Hendricks | 883 Water St. | 21531 | Jefferson Hghts. Apt. Limber Road | 47561 |
| Meadville, Pa. | Dr. Walter C. Ferer Oculist | Crawford Trust Co. Bldg. | 27961 | 340 Jefferson Heights | 47741 |
| Meadville, Pa. | Dr. J. F. Connor | 959 Park Ave. | 28351 | 311 Main St. | 28501 |
| Meadville, Pa. | Dr. S. Frank Hazen Oculist | 231 Chestnut St. | 27961 | 723 Walnut St. | 27964 |
| Franklin, Pa. | Dr. Geo. S. Smith | 516-521 Trust Bldg. | 506 G | 312 Ninth St. | 506 X |
| Oil City, Pa. | Dr. F.M. Summerville | Suite 204-205 I.O.O.F. Bldg. | 132 | 923 W. First St. | 2360 |

# SPECIAL INSTRUCTIONS

## RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

**STANDARD CLOCKS.**

| | |
|---|---|
| Cleveland | "GH" Telegraph Office (C.U.T.)<br>Literary St. Yard Office.<br>E. 55th St. Eng. Dispr's Office. |
| Kent | Passenger Station.<br>Yard Office.<br>Engine Dispr's Office. |
| Niles | Telegraph Office. |
| Brier Hill | Engine Dispatcher's Office.<br>East End Yard Office. |
| Youngstown | YO. Office. |
| Ferrona | Yard Office. |
| Meadville | Engine Dispatcher's Office.<br>Telegraph Office.<br>Westward Yard Office. |
| East Youngstown | Crew Dispatcher's Office. |

**TIME TABLES**

Trains operating over another railroad will be subject to rules, special instructions and time-tables of that railroad.

Normal operation involves operation over:

N. Y. C. Railroad between Phalanx and Braceville.

Cleveland Union Terminal Railroad, Cleveland between Broadway and Cleveland Union Terminal Station.

Between "NK" and Girard (Canal Branch), the Erie R.R. main track will be operated as single track between "NK" and Girard (Canal Branch) and operation controlled by Erie Dispatchers located at Youngstown.

Between East Youngstown and Westlake Crossing at Youngstown joint Erie and P. & L. E. R. R. time table will govern.

Between Ohio Steel Jct. and Carnegie Steel Co., (Ohio Works), Ohio Works Branch is operated jointly with the Penna. R. R. Operation controlled by dispatchers at Youngstown.

**SIGNS—Additional to Rule 6.**

D—Day Train Order Office.

N—Day and Night Train Order Office.

B—Stop to discharge passengers from New Castle and East and on signal to receive passengers for Cleveland.

E—Stop to discharge passengers from Meadville and East, and on signal to receive passengers for Akron and West.

H—Stop to discharge passengers from Pittsburgh and to receive passengers for Cleveland.

K—Stop to discharge passengers from Cleveland and on signal to receive passengers for Jamestown and East.

M—Stop to discharge passengers from Cleveland and on signal to receive passengers for New Castle and East.

P—Stop to discharge passengers from Meadville and East and on signal to receive passengers for Galion and West.

V—Reduce speed to 40 miles per hour daily, except Sunday to discharge U. S. Mail.

W—Stop to discharge passengers from Cleveland and on signal to receive passengers for Youngstown and East.

BE—Stop to discharge passengers from Hammond and West.

G—Stop to discharge passengers from Youngstown and receive passengers for Cleveland.

R—Stop on Saturdays only to discharge passengers from Cleveland.

C—Stop to discharge passengers from Chicago.

Trains scheduled to make flag stop at stations, where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

The term "HOLIDAY" as used in this time table applies to following days only: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day.

**MARKERS**

Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving. In Traffic Route Control Territory, Second Sub-Division, between BUCHANAN and SHENANGO and between TRANSFER and SN JUNCTION when trains are clear of the main track markers will be displayed as per Figure No. 11, Page 37, Rules of the Operating Department effective July 1, 1930 showing yellow or green to the rear on the side next to the main track, and red to the rear on the opposite side.

**CLASSIFICATION SIGNALS**

The display of two white flags and two white lights as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory; and will also be omitted in single track territory between Hubbard and Coles; between M.P. 80.70 and M.P. 81.06 Sharon; Sharpsville and Pymatuning; first sub-division and between Shenango and Buchanan, second sub-division.

**SPEED RESTRICTIONS**

| | Miles Per Hour |
|---|---|
| Passenger Trains | 60 |
| All trains on westward unrestricted track M.P. 6.25 to West End Tower | 50 |
| All trains on eastward track West End Tower to M.P. 6.25 | 40 |
| Passenger trains on eastward and westward unrestricted track between: M.P. 9.66 East of Lee Road and M.P. 21.00 Geauga Lake: M.P. 42.00 east of Mahoning and M.P. 48.26 west of Leavittsburg | 75 |
| M.P. 105.40 Buchanan and M.P. 134.80 Transfer: M.P. 165.00 SN Jct and M.P. 188.39 just east of "A" Yard Kent: M.P. 21.00 Geauga Lake and M.P. 33.86 west of Jeddoe: M.P. 48.26 west of Leavittsburg and M.P. 58.15 west of Niles | 70 |
| All trains on Eastward and Westward tracks through City Limits of Sharon, Pa | 15 |
| All trains including passenger and express, when using freight engines | 50 |
| Freight trains | 50 |
| Class R-3 engine handling trains, except engine 4212 | 50 |
| Class R-3 engine 4212 | 45 |
| Freight trains handling in excess of 50% of cars in train loaded with Ore | 30 |
| Loaded cars carded Form 5432 | 30 |
| Trains handling eight wheel swivel truck cranes steam shovels or other similar pivoted machinery | 30 |
| Trains hauling dead engines, except otherwise provided | 20 |
| Express and equipment trains with freight cars.... Conductors will notify engineers before leaving terminal whether or not such equipment is in train and engineers will not leave terminal until so notified. | 50 |
| Trains handling spreader cars.... Spreader cars will be handled with Blades in trailing position unless otherwise authorized by Superintendent. | 30 |
| All trains entering or leaving sidings or yards, passing from double to single track, or single to double track, or through crossovers, except as otherwise provided | 10 |

All trains or engines leaving the sidings at Buchanan Extension, Stony Point, Atlantic, Amasa, Pymatuning, Johnsons or Eastward trains Leavittsburg under signal indication as per Rule 287, Figure (b), Rules of the Operating Department effective July 1, 1930 may operate at a speed not to exceed thirty (30) miles per hour through the turn-outs.

Light engines, or with caboose only are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hours.

Steam engines must not be operated backward at a speed to exceed 15 miles per hour on curves, over grade crossings, and must not exceed 25 miles per hour at other points.

Steam engines must not be operated backward beyond a point where a turntable or wye is located without authority from the superintendent.

Steam engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

S class engines with large tanks will not exceed a speed of 20 miles per hour over following bridges:

1.30—CCC&STL R.R., Cleveland.

1.34—Scranton Road, Cleveland Eastward track.

53.04—Mahoning River, Warren.

Class C-3, C-3A, K-4, K-4B, K-5, K-5A and N-3A, (Diesels) FE-13, FE-15, FA-15, PE-15 engines are restricted to 15 miles per hour over the three Scranton Road yard tracks of Bridge F 1.46. All Class R and S engines are restricted from using this bridge. Maximum car loadings permitted on tracks over this bridge are 220,000 lbs. for 4 axle cars and 250,000 lbs. for 6 axle cars.

R and S class engines will not exceed a speed of 20 miles per hour over following bridges:

67.62—East Himrod Junction, sidetrack.
75.74—Yankee Run, east of Hubbard.
78.06—Yankee Run, Coles.
81.04—Shenango River, Sharon.

| FIRST SUB-DIVISION | Miles Per Hour |
|---|---|
| Freight trains handling in excess of 50% of cars in train loaded with ore | 30 |
| Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning | 30 |
| Diesel locomotives handling freight trains between Pymatuning (GH) and SN Junction | 30 |
| Curve 128 between M.P. 89.18 and M.P. 88.84 Pymatuning | 40 |
| Eastward trains through turnout at east end of double track, Sharpsville | 35 |
| Curves 120, 121 and 122 between M.P. 85.45 and M.P. 84.20 east of Sharpsville | 35 |
| Curves 117 and 118 between M.P. 83.19 and M.P. 83.50, west of Sharpsville eastward and westward track | 55 |
| Between M.P. 81.16 and M.P. 80.77, eastward and westward trains | 15 |
| Curve 108, between M.P. 79.99 and 79.88, eastward and westward track | 35 |
| Eastward trains single to double track at Coles | 30 |
| Curve 102, between M.P. 76.08 and M.P. 75.75 | 40 |
| Curves 100, 99 and 98, between M.P. 74.54 and M.P. 75.32 east of Hubbard | 40 |
| Eastward trains double to single track at Hubbard | 30 |
| Curve 93, between M.P. 70.28 and M.P. 70.05 eastward and westward track | 50 |
| Eastward and westward trains through interlocking limits at Himrod Junction | 15 |
| Between M.P. 68.01 Valley Street and M.P. 66.63 North Avenue, Youngstown, eastward and westward track | 30 |
| Curves 76 and 77, between M.P. 66.08 and M.P. 65.44, eastward and westward tracks | 50 |
| Curve No. 64. Niles, M.P. 58.40 to 58.15 | 50 |
| Warren Gauntlet, between M.P. 53.67 and M.P. 53.12 eastward and westward track | 20 |
| Curve 57, between M.P. 53.04 and M.P. 52.98, eastward and westward tracks | 35 |
| Curve 56, between M.P. 52.98 and M.P. 52.84, eastward and westward tracks | 45 |
| Curve 55, between M.P. 52.62 and M.P. 52.44, eastward and westward tracks | 60 |
| SN Junction, First Sub-Division to Second Sub-Division | 30 |
| Curves 43, 44 and 45, between Garrettsville-Hiram Station M.P. 37.40 and M.P. 38.66, eastward and westward track | 45 |
| Curves 36, 37, 38, 39 and 40, between M.P. 33.86 and M.P. 35.27 at Jeddoe, eastward and westward track | 45 |
| Curve 30 between M.P. 29.79 and M.P. 30.18 | 55 |
| Westward empty freight trains, North Randall to Literary Street | 25 |
| Westward loaded freight trains, North Randall to Literary Street | 20 |
| Curves 15 and 16, between M.P. 5.50 and M.P. 5.25, westward track | 45 |
| All trains between Bridge 2.22 and West End Tower eastward and westward tracks | 20 |
| Passenger trains between West End Tower and Broadway | 25 |
| All trains over connection track between Mahoning Avenue Junction and Coach Yard Lead Junction switch at NKP viaduct, Cleveland | 15 |
| Trains hauling wrecking derrick | 30 |

| SECOND SUB-DIVISION | Miles Per Hour |
|---|---|
| Freight trains handling in excess of 50% of cars in train loaded with ore | 30 |
| Curve No. 1 between M.P. 101.45 and 101.59 Eastward Track | 50 |
| Curve No. 2 between M.P. 101.69 and 102.16 Eastward and Westward Tracks | 50 |
| Curves No. 3 and 3A between M.P. 102.65 and 102.75 Eastward and Westward Tracks | 40 |
| Curve No. 4, between M.P. 102.83 and 103.25— Eastward Track | 40 |
| Westward Track | 35 |
| Eastward trains moving from single track to eastward track at Buchanan | 35 |
| Eastward trains moving from single track to westward track at Buchanan | 25 |
| Westward trains moving from double track to single track at Buchanan | 25 |
| Curve 6, M.P. 105.42 to M.P. 106.08 | 35 |
| Curve 7, west of Buchanan, M.P. 107.48 to M.P. 107.81 | 65 |
| Curve 10, Stony Point, M.P. 114.78 to M.P. 116.32 | 60 |
| Curves 11 and 12 east of Atlantic, M.P. 119.40 to M.P. 120.42 | 40 |
| Curve 14, between Atlantic and Amasa, M.P. 123.29 to M.P. 123.72 | 60 |
| Curves 16 and 17, west of Amasa, M.P. 125.87 to M.P. 126.47 | 55 |
| Curves 18, 19, 20, 21 and 22 west of Amasa, M.P. 126.69 to M.P. 128.77 | 40 |
| Shenango Eastward trains double to single track | 30 |
| Curve 24 west of PRR Crossing, M.P. 133.72 and M.P. 134.06, eastward and westward track | 65 |
| Eastward trains moving from westward track to eastward track through crossover at Transfer | 30 |
| Eastward trains moving from Second Sub-Division single track to eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning | 30 |
| All trains between Pymatuning and SN Junction | 50 |
| All trains over crossing frogs P. R. R. crossing North Warren | 30 |
| SN Junction Eastward trains to First or Second Sub-Division | 30 |
| Curves 37 and 38, Braceville, M.P. 168.09 to M.P. 169.20 westward track | 60 |
| Curve 43, Windham, M.P. 173.08 to M.P. 173.30, westward track | 60 |
| Curve 44 west of Windham M.P. 175.53 to M.P. 175.78, westward track | 60 |
| Curves 45 and 46, East of Freedom, M.P. 176.29 to M.P. 177.45, westward track | 50 |
| Curves 47 and 48, west of Freedom, M.P. 179.43 to M.P. 180.27, westward track | 50 |
| Curve 49, west of Freedom, M.P. 181.60 to M.P. 182.15 eastward track | 50 |
| Curve 50, east of Ravenna, M.P. 184.76 to M.P. 185.26, eastward and westward track | 55 |
| Curve 54 west of Ravenna, M.P. 186.23 to M.P. 186.48, westward track | 60 |
| Curves 52, 53, 55, 57, 58, west of Ravenna, M.P. 185.53 to M.P. 188.00 eastward track | 60 |
| Curve 1 at P.R.R. Bridge east end of "A" yard, Kent, M.P. 188.78 to M.P. 188.38, eastward track | 45 |

| | Miles Per Hour |
|---|---|
| Curve 6, east of Crain Avenue, Kent, M.P. 190.77 to M.P. 191.20 eastward and westward tracks | 45 |
| Curve 7, M.P. 191.47 to M.P. 191.68, Kent, eastward and westward tracks | 30 |
| Trains hauling wrecking derrick | 30 |

**FERRONA BRANCH**

| | |
|---|---|
| All Trains | 25 |
| Between M.P. 21.56 and M.P. 23.4 | 15 |
| Between M.P. 4.00 and M.P. 3.60 | 15 |
| Bridge 1.02 Canal Basin Siding | 15 |
| Bridges 16.83, 17.64 and 19.18 | 15 |
| Trains hauling wrecking derrick | 15 |

Class N-3 with large tanks, and N-3A engines are not permitted to operate over Bridge 1.02.

R and S type Engines are permitted to operate on Ferrona Branch to Penna. R.R. Bridge only.

P. & L. E. R. R. Class A-2-A Engines are not permitted on Ferrona Branch between New Castle, Pa., and Ferrona Yard.

**INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES**

Grant St. and Washington St., New Castle, Pa.—Normal starting points for both crossings are 770 feet in length, trains or engines will not stop or stand on starting points unnecessarily, automatic cutouts are provided for switching moves. Trains or engines switching in immediate vicinity of crossings will approach crossings prepared to stop if gates are not lowered and proceed only after gates have lowered. A circuit sign is erected at eastward point for Grant St. All eastward trains cutting off west of Grant St. to do switching will cut off a sufficient distance west of sign to clear the starting point at all times.

Daily except Saturdays, Sundays and Holidays September 1st to June 30th inclusive, all trains and engines will run not to exceed a speed of four (4) miles per hour over Church Street Crossing, Wheatland, Penna. between the hours of:

8:00 A. M. and 9:00 A. M.
11:30 A. M. and 1:00 P. M.
3:00 P. M. and 4:00 P. M.

account this crossing being used by school children during these hours.

**LISBON BRANCH**

| | |
|---|---|
| All trains | 30 |
| Bridge 0.54, 14.28, 23.49, 29.09, 33.56, 33.65, 34.58 | 15 |
| Trains hauling wrecking derrick | 15 |

R and S type Engines are not permitted on Lisbon Branch East of Walnut Street, Niles. N-3 type Engines are not permitted East of Water Crane at Leetonia. N-1 type Engines are not permitted on Laws Feed Mill Trestle M.P. 33.50 or Thomas China Company Trestle M.P. 33.80.

**OIL CITY-FRANKLIN BRANCH**

| | |
|---|---|
| All trains | 30 |
| Between Buchanan and M.P. 1.00 | 20 |
| Franklin—Curve M.P. 23.60 to M.P. 23.75 | 15 |
| Franklin—Curve M.P. 25.60 to M.P. 25.70 | 15 |
| Bridges 0.91, 21.36 and 33.14 | 15 |
| Trains hauling wrecking derrick | 15 |

Class C-1, C-3, C-3A, K-4, K-4B, K-5, K-5A, N-1, N-2, N-3, R. S. and N-3A engines are not permitted on Oil City-Franklin Branch west of M.P. 0-20.

**AUSTINTOWN BRANCH**

| | |
|---|---|
| All trains | 20 |
| Bridge F 0.65 | 15 |

**CANAL BRANCH**

| | |
|---|---|
| Bridge 4.64 to Joint Yard | 15 |

**TRAIN REGISTERS.**

| | |
|---|---|
| Cleveland | "GH" Telegraph Office (C.U.T.) |
| Kent | Passenger Station.<br>First Class Trains. |
| Niles | Telegraph Office.<br>Lison Branch Trains |
| Youngstown | YO. Office. First Class Trains, except trains 1, 2, 5, 6, 7, and 8. |
| Ferrona | Telegraph Office.<br>Ferrona Branch Trains. |
| New Castle | Gardner Avenue. Telephone Booth. |
| Meadville | Telegraph Office.<br>Westward Yard Office. |
| Oil City | Telegraph Office. |

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for following section, when train must stop and the conductor register the train in person, except at Westward Yard Office, Meadville.

When registering trains, write out in full the color of signals displayed.

When not displaying signals, write out in full "No Signals." Sign name and initials, and use no ditto marks.

It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off register slips to enter the information on train register and preserve the slips.

**SPECIAL ORDER BOOKS AND BULLETIN BOARDS**

| | |
|---|---|
| Cleveland | "GH" Telegraph Office (C.U.T.)<br>Literary Street Yard Office.<br>East 55th Street Engine Dispatcher's Office. |
| Leavittsburg | Yard Office. |
| Niles | Telegraph Office. |
| Brier Hill | Engine Dispatcher's Office.<br>East End Yard Office. |
| Youngstown | Holmes Street Crew Dispatcher's Office.<br>YO. Office. |
| East Youngstown | P.&L.E. Crew Dispatcher's Office. |
| Ferrona | Yard Office. |
| McKees Rocks | Engine Dispatcher's Office.<br>General Yard Office. |
| Pittsburgh | Station Master's Office. |
| Kent | Passenger Station.<br>Round House.<br>KE Yard Office. |
| Meadville | Main Track Coaling Office.<br>Engine Dispatcher's Office.<br>Telegraph Office.<br>Chief Caller's Office.<br>Westward Yard Office. |
| Franklin | Telegraph Office. |

Conductors and Enginemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employes, other than those authorized, to make entries of any nature in special order books.

**SIDINGS.**

| | Car Capacity. Based on 45 feet to the car allowing for engine and caboose Eastward | Westward |
|---|---|---|
| North Randall | 117 | |
| Solon | 78 | |
| Aurora | 75 | |
| Mantua | 103 | 115 |
| Mahoning | 94 | 91 |
| Leavittsburg, First Sub-Division | 86 | 92 |
| De Forest | 88 | 91 |
| Girard Yard No. 1 Siding | 90 | |
| Ravenna | 76 | |
| AD Siding | 90 | 93 |
| Leavittsburg, Second Sub-Division | 147 | |
| MK Siding | 95 | |
| Cortland | 93 | |
| Johnsons | 162 | |
| Pymatuning, Second Sub-Division | 135 | |
| Amasa | 118 | |
| Atlantic | 135 | |
| Stony Point | 135 | 135 |
| Canfield | 36 | |
| Farrell | 48 | |
| Pulaski | 92 | |
| Cochranton | 19 | |
| Utica | 22 | |
| Franklin | 29 | |

The eastward siding at Stony Point is adjacent to the main track.

**GRADE CROSSINGS.**

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 nor more than 800 feet from railroad crossing at grade.

When proper signals are displayed at "NK" passenger trains on Erie R. R. Haselton Branch may, without stopping, proceed not to exceed 35 miles per hour and freight trains 25 miles per hour.

**Niles**

LISBON BRANCH over B. & O. R. R. target vertical, proceed on Lisbon Branch. Crews using Lisbon Branch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Lisbon Branch track. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit Erie Railroad crews to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

WARD TRACK over B. & O. R. R. target vertical proceed on Ward Track. Crews using the Ward Switch to cross over the B. & O. Railroad Lake Branch will, unlock and throw No. 1 lever to the half-way position, which places the target in the diagonal or block position. Throw No. 2 lever, which removes the derails from the Ward Switch. Complete the movement of No. 1 lever, which locks the derails in the reverse position and places the target in the vertical position, which will permit crews using the Ward Switch to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

**Girard**

CANAL BRANCH over B. & O. Railroad, target diagonal, proceed on Canal Branch. Target horizontal, proceed on B. & O. Railroad tracks and on Erie Girard Siding between VO Crossover and Liberty Street.

**Ohio Steel Junction**

CANAL BRANCH. Horizontal position of target will govern movements to or from Ohio Works. Diagonal position will govern movements east or west on Canal Branch tracks and vertical position will govern movements east and west on B. & O. tracks. B. & O. or Erie trains or engines moving east or west on Canal Branch will come to a full stop and line up target and switches for their movement, and after completing move, through crossover, will line up switches and target for movement to and from Ohio Works. After target is returned to a horizontal position it should be locked. Switches and crossovers will be lined at all times for movement to and from Ohio Works. Erie Switch leading from Canal Branch to crossover will be lined for Ohio Works. P. R. R. switch leading from hill track will be kept closed when not in use.

**Youngstown**

CANAL BRANCH over Austintown Branch at Leadville Junction, target vertical, proceed on Canal Branch.

CANAL BRANCH over P. R. R. near P. R. R. Freight House, target horizontal, proceed on Canal Branch.

CANAL BRANCH over B. & O. R. R., P. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing diagonal, and target at Haselton Branch crossing diagonal, proceed on Canal Branch. Both targets required before proceeding over crossing.

OHIO WORKS BRANCH over Y. & N. R. R. at Ohio Works, target diagonal, proceed on Ohio Works Branch.

AUSTINTOWN BRANCH over L. E. & E. R. R. near Manning Avenue target horizontal, proceed to Austintown Branch. Pole target signal is electric locked and operated manually by train crews. To cross over the L. E. & E. R. R. in either direction requires the following operation:

An indicator light is provided which, when lighted, will inform trainmen that a L. E. & E. train is approaching the crossing. Padlock should not be removed and throw lever for pole target signal operated under these conditions. With indicator light dark, trainmen may remove the padlock and when indicator in electric lock shows "UNLOCKED", tramp on treadle and throw the lever operating the pole target signal to horizontal position. After movement has been completed, the throw lever is to be operated to place the pole target signal in the vertical position and electric lock padlocked. When it is desired to operate the pole target signal with train approach indicator lighted, after the padlock is removed, pre-determined time interval must elapse before electric lock unlocks, which will be indicated by indicator in electric lock displaying "UNLOCKED". Pole target signal may then be operated to the horizontal position by throw lever and procedure as outlined above is to be followed.

AUSTINTOWN BRANCH over B. & O. R. R. near Ohio Works. Interlocked and operated manually by train crews. To cross over the B. & O. R. R. in either direction requires the following operation:

Call operator at Ohio Junction by one long ring on telephone and he will unlock the electric lock. Position of this lock is shown by track indicator. Clear position being shown when released and available for Erie movement. After indicator has shown the electric lock to be released, reverse the lever controlling the bolt locks on main track switches. Hand thrown switches with pipe connected derails can then be operated and track lined up for Erie movement. Hand signals to proceed to be given after line up is made. After movement has been completed the switches and bolt lock lever will be restored to normal position and the operator at Ohio Junction notified The B. & O. main tracks at this point are protected by pipe connected derails in both directions.

AUSTINTOWN BRANCH over Penna. R. R., B. & O. R. R. and Canal Branch at Leadville Junction. Target vertical, proceed east and west on Canal Branch. B. & O., Penna. R. R. Target horizontal, proceed on Austintown Branch over Penna. R. R., B. & O., and Canal Branch. Target diagonal all trains will come to a stop. Crews using Austintown Branch will place target in horizontal position and wait two minutes after target has been placed in horizontal position before proceeding. Normal position of target vertical. The target will be restored to vertical position after movements on Austintown Branch have been completed.

HASELTON BRANCH over Penna. R. R. (Crab Creek Branch) and Brown Bonnell Lead, target horizontal, proceed on Haselton Branch.

BROWN BONNELL LEAD over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing vertical, and target at Haselton Branch crossing diagonal, proceed on Brown Bonnell Lead. Both targets required before proceeding over crossing.

NK, when Red Ball by day and Red Light by night is displayed on Targetman's House, all trains on all roads will come to a stop.

B. & O. INTERCHANGE CONNECTION over Penna. R. R., target horizontal, proceed on B. & O. Interchange Connection. Normal position of target is vertical and it must be left in this position when not in use.

HASELTON FURNACE CONNECTION over Penna. R. R. Crossing target horizontal. Over B. & O. R. R. Crossing position light dwarf signals diagonal proceed on Haselton Furnace connection. Normal position of Penna. R. R. target vertical and must be left in that position when not in actual use.

**Hubbard**

Y. S. & T. Co. FURNACE CONNECTION over N. Y. C. R. R., target horizontal, proceed on Y. S. & T. Co. Furnace Connection.

**State Line**

BROOKFIELD BRANCH over N. Y. C. R. R. target horizontal, proceed on Brookfield Branch.

SHARON STEEL CO., FARRELL PLANT connection over Sharon Steel Co. R.R. (Near east end of River Bridge at RO Yard), signal light green, proceed on Sharon Steel Co. connection (Erie R.R.)

**Sharon**

LEAD INTO SHARON TUBE over N. Y. C. R. R. at Water Street, movements will be protected by flag.

**New Castle**

FERRONA BRANCH over Penna. R. R. (E. and P. crossing), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over Penna. R. R. (at Franklin Bridge), target diagonal, proceed on Ferrona Branch.

FERRONA BRANCH over P. & L. E. R. R. (A. S. & T. P. Co. Shenango Works, Gardner Ave.), target diagonal, proceed on Ferrona Branch.

The position of targets at night will be indicated by two red lights.

**CROSSOVER MOVEMENT**

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except at points west of East 65th St., Cleveland; between Westlakes Crossing and Dry Run, Youngstown Yard; and crossovers at Hay Barn, Water St., and Center St., Meadville Yard. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99. Permission to use main tracks or crossover operated by interlocking plants will be given by signal indication.

Immediately after arrival of train No. 5 at Youngstown Depot on westward main track, this train will occupy and use eastward main track Youngstown Depot to crossover just east of Holmes St. bridge.

No. 606 will use the westward track between the crossover just west of Hazel Street and the crossover just east of Wick Ave., Youngstown. Switches will be handled and move protected by yard crew. Train will come to a full stop before proceeding through crossover west of Hazel Street and then proceed only after receiving a hand signal from man on ground.

No. 6 will not proceed into Youngstown Depot until they have received hand signal from man on ground located at Hazel Street.

**INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES.**

East 116th St., Cleveland, O. The gates are regulated to operate according to speed of trains moving with current of traffic. Eastbound trains operating under 25 M.P.H. passing M.P. 7:30 approximately 1200 feet west of Signal 6-4M will not exceed 25 M.P.H. until crossing is reached. Westbound trains operating under 25 M.P.H. passing M.P. 8.00 will not exceed 25 M.P.H. until crossing is reached.

Broadway Ave., Cleveland, O. Mile Post 2.41. Operating circuits for both main tracks for this crossing are (1000) feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily.

Aetna Road, Cleveland, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossings and wait until gates have lowered before proceeding over crossings. Current of track circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Eastbound with current of traffic at eastward home signal C&P Interlocking (Mile Post 5.16). Westbound with current of traffic at automatic signal 6-1M (Mile Post 6.45).

East 37th St., Cleveland, O. Operating circuits for both main tracks for this crossing are 1000 feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

East 123rd St., Cleveland, O. Current of traffic circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 Miles Per Hour or under at the following locations will not exceed 20 Miles Per Hour until crossing is reached: Westbound with current of traffic at automatic signal 8-1M (Mile Post 8.25). Eastbound with current of traffic at Mile Post 7.00. Trains switching on main tracks in immediate vicinity of crossing will approach crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. Trains or engines will not stop or stand within the limits of the starting points unnecessarily.

Depot St. and Pratt St., Niles, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing. Trains switching on main tracks in this vicinity will approach these crossings prepared to stop if gates are not lowered and will proceed only when gates have lowered. Circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 M.P.H. or under at the following locations will not exceed 20 M.P.H. until crossing is reached. Westbound with current of traffic at Summit St. (M.P. 59.42). Westbound against current of traffic at Summit St. (M.P. 59.42). Eastbound with current of traffic at M.P. 57.45. Eastbound against current of traffic at M.P. 57.45. Westward passenger trains making station stop must clear west side of Pratt St. a distance of 64 feet to allow gates to operate for vehicle traffic to move. Timing circuits for eastward normal direction movements permit gates to raise after train or engine has occupied track at station in excess of approximately one (1) minute. Trains which are normally delayed account loading mail, etc., will not pass disc marker and white line on station platform 66 feet west of Pratt St. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

**ELECTRIC SWITCH LOCKS**

**Switches at:**

**Depot Eastbound siding, (east end),**

**Depot crossover**

**AD eastbound siding, (both ends),**

**AD crossover,**

**Solon Main track Crossover,**

**are equipped with automatic electric switch locks with approach locking.**

**Switches at:**

**Thomas Steel Company track North Warren, both ends,**

**Two main track switches just east of Mahoning Avenue, North Warren, Mile Post 161.50,**

**Crossover from main track to siding North Warren, Mile Post 161.45**

**MK Siding (both ends),**

**Two Wean Engineering Company tracks, North Warren.**

**Cortland Siding (both ends),**

**Team Track Switch Mile Post 124.77 Kennard, Pa.**

**House Track Switch, Mile Post 121.04 Atlantic, Pa.**

**Switch leading to Keystone Ordnance Plant Mile Post 116.30 at Stony Point,**

**House Track Switch, Mile Post 110.40 Geneva, Pa.**

**Material Track Switch (N.K.P. R.R. connection to RAPID TRANSIT located 1120 feet west of West End Tower),**

**House track switch and mill track switch mile post 84.15 Sharpsville, Pa.**

**are equipped with controlled electric switch locks.**

The following instructions will govern:

1. No attempt shall be made to open any switch which is electrically locked unless the indicator displays "CLEAR".
2. Train desiring to pull out of sidings or use the crossovers must first secure permission from the Dispatcher.
3. One indicator with switch key operated controller is provided for each crossover and one indicator with switch key operated controller is provided for each switch.
4. When indicator shows "CLEAR" the switch locks may be removed from the latches and after the signals have assumed the "STOP AND PROCEED

POSITION" the switches may be operated in the usual manner.

5. The switch lock is removed or applied by lifting the foot pedal with one hand to relieve the pressure. The switch stand handle is released by stepping on the pedal.
6. When indicator shows "STOP" and dispatcher is notified and permission has been secured to use siding or main line crossover with approach circuit occupied by a train, insert the switch key in the switch key operated controller and turn key to the right as far as possible and after a four minute time interval has elapsed, the indicator will show "CLEAR" and the switches may be handled as in paragraph four.
7. At Depot and AD when releasing with the key for moves over crossover and the eastbound siding switch, the crossover release only is to be used. When releasing the eastbound switch, the key is to be used only in the controller at the eastbound switch.
8. When switching moves require the use of a switch more than once, the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track.
9. Short track circuits have been installed, which extend a distance of more than 100 feet either side of each switch and these circuits are for the purpose of releasing the electric locks automatically when part of train has been left on the approach section and must be occupied by engine or cars to effect release.

**YARD LIMITS.** Indicated by signs.

| | |
|---|---|
| **Cleveland.** | **Meadville.** |
| **Niles.** | **Kent.** |
| **Girard—Youngstown.** | **Franklin.** |
| **Sharon—Sharpsville—Wheatland.** | **Oil City.** |
| **New Castle.** | **Lisbon.** |

**RULE 93-A**

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded: Niles, Youngstown east of Valley Street Crossover, Sharon, Sharpsville, and Meadville east of Race Street.

**MOVEMENTS NOT PROVIDED BY TIME TABLE.**

Between Literary Street and Pymatuning on First Sub-Division and between Kent and Meadville on Second Sub-Division extra trains other than passenger extras will proceed without train orders.

**RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING. EFFECTIVE JULY 1, 1930.**

Between Literary Street, Broadway, Cleveland Union Terminal and Pymatuning on First Sub-Division, between Kent and Meadville on Second Sub-Division, automatic block system rules will govern.

**TRAIN DISPATCHERS BLOCK SYSTEM RULES.—Effective May 1st, 1936.**

Between Niles and Lisbon and between Ferrona and New Castle, Train Dispatchers Block System Rules will govern.

Between Buchanan and Oil City Manual Block System Rules effective July 1, 1930 will govern.

**SUPERIORITY OF TRAINS**

Eastward trains are superior to westward trains of the same class.

Trains operating in Automatic Block Signal Districts governed by train order signals, may run with the current of traffic upon signal indication which signal indication supersedes time table superiority.

**CLEARING OF TRAINS**

First class trains will not leave their initial terminal without train order or a clearance Form A.

First class Trains leaving Cleveland will secure clearance form "A" at "GH" Telegraph Office, Cleveland Union Terminal Station.

Other trains will not leave their initial terminal without first securing permission from Train Dispatcher.

**TRAFFIC ROUTE CONTROL OPERATING INSTRUCTIONS**

The following territories are equipped with automatic block signal system upon which is superimposed manual control of certain signals and switches, the manual control of which is exercised direct by operator at various open offices acting upon authority of Train Dispatcher.

**First Sub-Division**

Between interlocking plants **West End Tower** and **Broadway Cleveland Union Terminal,** control exercised by Operator **West End Tower** and Operator **Cleveland Union Terminal.**

Between interlocking plants **at Hubbard** and **Coles** control exercised by Operator **Hubbard.**

Between interlocking plants **at Sharpsville** and **Pymatuning** control exercised by Operator **Pymatuning.**

**Second Sub-Division**

Between **SN Junction** and **Pymatuning** manual control exercised by Operator **SN Junction.**

Between **Pymatuning** and **Transfer** manual control exercised by Operator, **Pymatuning.**

Between **Shenango** and **Buchanan** sections of which are manually controlled by operators as follows:

SHENANGO—Controls territory Shenango to, but not including west end of Amasa Siding.

AMASA—Controls territory Amasa to and including west end Amasa siding.

BUCHANAN—Controls territory Buchanan to Amasa.

1. In the above mentioned territory, trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains.
2. When a failure of the system occurs, trains when authorized, will operate within the limits of the inoperative territory by time table, train orders and related train rules.
3. Trains or engines must not enter or foul the main track, nor re-enter any such track after having cleared it unless authorized by the proper indication of the governing signal or by permission from the operator. The move to be made, time desired, and limits of work to be done on main track, must be given to the operator who will grant authority to use main track, state the working limits and time that main track may be used.
   (a) Instructions or permission received must be repeated to the operator, stating name and occupation of employees and train or engine identification.
   (b) Main track hand operated switches must not be used without authority from the operator, except when a portion of train, or cars, remain standing on main track in the controlled section within which switch is located.
   (c) Protection of the rear of a train must be provided in accordance with Rule 99 in all cases except when train is within time and work limits authorized.
4. Trains and engines using main track under authority will clear main track and restore all hand operated switches to normal position and report clear to the operator before the time limit has expired. If necessary to work beyond limits established, or after time limit has expired, operator must be notified and extension in working limits, or time, be obtained.
5. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the operator, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.

6. When a train is delayed after a proceed signal has been displayed for it, the operator must be notified promptly as to the cause and probable duration of the delay.
7. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with operator.
8. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.
9. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
10. The controlled sidings at JOHNSONS, PYMATUNING, AMASA, ATLANTIC and STONY POINT are track circuited and protected by signals. All trains or engines entering these sidings will operate in accordance with the signal indication displayed at the entrance to the siding. All other sidings in traffic route control territory are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied. The sidings at Stony Point may be used in either direction on signal indication.
11. When trains meet at JOHNSONS, AMASA, ATLANTIC or STONY POINT and it is not necessary to stop for opposing train, head light of train in siding will be dimmed instead of extinguished and opposing train may pass and be governed by signal indication.
12. Controlled signals govern movements over the spring switch east end of siding Leavittsburg (Second Sub-Division), the letter "S" illuminated, displayed on the westward controlled signal is authority to throw the switch without verbal permission from the operator. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.
When switching operations require the use of this switch, the operator will cause the controlled signals to display "STOP." The permission then given by the operator is authority to disregard the signal indications within the limits specified, and movements over the switch may be made on hand signals after ascertaining that the twitch is properly lined for each movement.
Before making such movements over the switch the engineman must be notified by the trainman that permission has been given by the operator so that he will be governed by hand signals, and must also be notified when the work is completed, track clear, and so reported to the operator so that he will then be governed by the signal indications.
Special instructions governing operation over spring switches must be observed.
13. A white light known as "Maintainer's Call Signal" is located on the instrument housing at east end Second Sub-Division Siding Leavittsburg, North Warren, Mile Post 161.4, westward home signal North Warren, MK Siding Mile Post 159.81 east and west end of siding at Johnsons, east end of siding Pymatuning, east and west end of sidings Atlantic, Stony Point and West End Siding Amasa, and opposite eastward home signal and instrument house west of Sharpsville Station. Train crews working in the vicinity and observing this signal lighted will immediately call the operator as this signal may be used on occasion to call train employees to the telephone.
14. In all other respects Rules of the Operating Department effective July 1st, 1930, will govern.

## INSTRUCTIONS GOVERNING THE OPERATION OF THE SINGLE TRACK AT SHARON AND THE GAUNTLET AT WARREN.

Single track Sharon, between M.P. 80.70 and M.P. 81.06 and Gauntlet Warren, between M.P. 53.12 and M.P. 53.67 are equipped with automatic traffic route control.

Trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

Should there be any failure in the proper working of signals governing single track at Sharon, Pa. or Gauntlet, Warren, Ohio, or when trains or engines are operating against current of traffic for movement through the single track or through the gauntlet, following instructions must be followed.

Communicate with Dispatcher through Operator, reporting signal in stop position. After receiving proper instructions to proceed all trains or engines will be required to flag through the single track at Sharon and Gauntlet at Warren, inspecting all facing point switches before proceeding and in addition a member of crew will remain on telephone and the head trainman, with proper flagging equipment, will proceed through single track or Gauntlet and after reaching telephone on opposite end of single track or Gauntlet, will communicate with member of crew on telephone that he is in position to afford proper flag protection and train may proceed.

Telephones are located in vicinity of signals both ends of single track and Gauntlet.

At Sharon for movement against the current of traffic, westward trains before proceeding will line the facing point switch west end of single track and eastward trains before proceeding will line the facing point switch east end of single track. These spring switches are to be left in their normal position upon completion of any and all movements through them. Any failures of signals or spring switches are to be reported promptly to the Superintendent.

## INSTRUCTIONS GOVERNING MOVEMENT OVER SPRING SWITCHES

**Spring Switches are located as follows:**

**Dividing Switch between lead to Pit Track and Outbound Engine Track, Cleveland Engine Terminal.**

**Dividing Switch on Outbound Engine Lead between the High Track and the Water Track, Cleveland Engine Terminal.**

**East End Siding Leavittsburg (Second Sub-Division).**

**Single track Sharon (Both Ends).**

Caution must be taken to prevent back-up movements, slack running out of trains or taking slack over spring switches, before forward movement is completed. If necessary to make such movements, switches must be operated by hand. When switching over these switches, they must be hand operated.

A Spring Switch Type Derail is located on Austintown Branch at M.P. 1.34 between Steel Street and Belle Vista Street and may be run through by trains moving to Wickliffe. Normal position is for derailing trains returning from Wickliffe and switch must be manually operated before proceeding over switch. Instructions covering movement over spring switches will govern.

## POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221-A Rules of the Operating Department. Effective July 1, 1930.

Canfield, Lisbon, (Lisbon Branch).
Ferrona, West Middlesex, (Ferrona Branch).

Buchanan, Cochranton, Franklin, Oil City, (Oil City-Franklin Branch).

Indications of Manual Block Signals do not supersede Rule 93.

## HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION

| | | | | |
|---|---|---|---|---|
| North Randall* | 6:30 | A.M. to | 11:30 | A.M. |
| | 12:30 | P.M. to | 3:30 | P.M. |
| Aurora* | 6:00 | A.M. to | 11:00 | A.M. |
| | 12:00 | Noon to | 3:00 | P.M. |
| Mantua* | 6:00 | A.M. to | 11:00 | A.M. |
| | 12:00 | Noon to | 3:00 | P.M. |
| Ferrona | 12:00 | Mid. to | 8:00 | A.M. |
| Niles | 12:10 | A.M. to | 8:10 | A.M. |
| Canfield* | 7:00 | A.M. to | 3:00 | P.M. |
| Lisbon* | 7:00 | A.M. to | 11:00 | A.M. |
| | 12:00 | Noon to | 4:00 | P.M. |
| West Middlesex* | 7:00 | A.M. to | 3:00 | P.M. |
| Cochranton* | 7:00 | A.M. to | 10:30 | A.M. |
| | 11:30 | A.M. to | 4:00 | P.M. |
| Franklin** | 7:30 | A.M. to | 10:30 | A.M. |
| | 11:30 | A.M. to | 4:30 | P.M. |
| Oil City* | 7:00 | A.M. to | 11:00 | A.M. |
| | 12:00 | Noon to | 4:00 | P.M. |
| Ravenna* | 7:00 | A.M. to | 11:00 | A.M. |
| | 12:00 | Noon to | 4:00 | P.M. |

*Closed Saturdays-Sundays and Holidays.

**Closed Sundays and Holidays.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of time specified for operation. All trains entering a block under permissive signal indication displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office regardless of a clear signal that may be displayed at intermediate Day or Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

## TELEPHONE TRAIN ORDER SIGNALS.

### Eastward

| | | |
|---|---|---|
| Auto | Sig. | 11-2 North Randall. |
| " | " | 30-2 Mantua. |
| " | " | 37-2 Garrettsville-Hiram. |
| " | " | 42-2 Mahoning. |
| " | " | 60-2 Girard Yard. |
| " | " | 66-2 Westlake's Crossing, Youngstown. |
| " | " | 81-4 Ferrona. |
| " | " | 603-2 Crain Avenue, Kent. |

### Westward

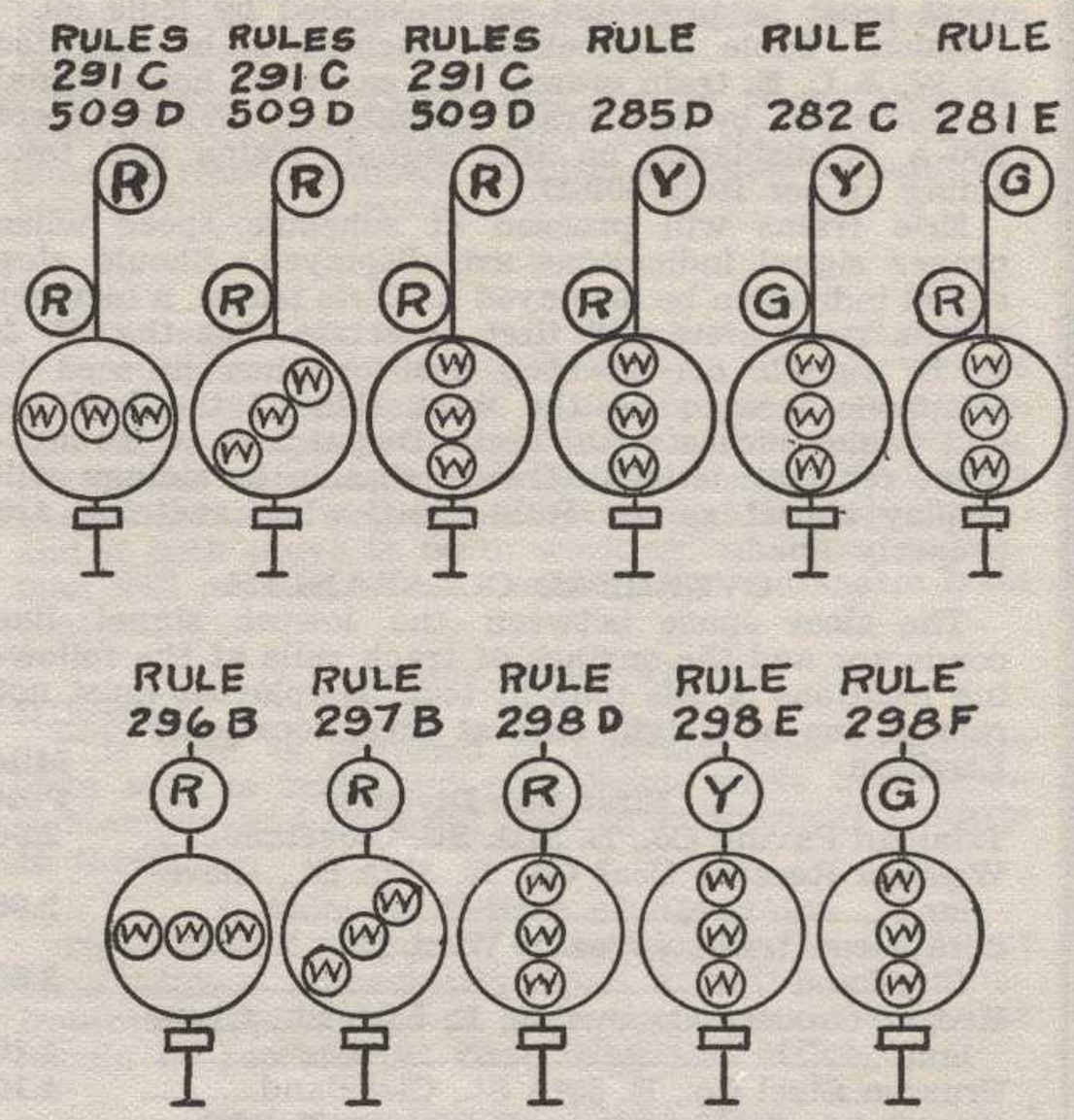
| | | |
|---|---|---|
| Auto | Sig. | 82-1 Boyce. |
| " | " | 81-3 Ferrona. |
| " | " | 51-1 Leavittsburg. |
| " | " | 42-1 Mahoning. |
| " | " | 37-1 Garrettsville-Hiram. |
| " | " | 30-1 Mantua. |
| " | " | 14-1 Cannon's Crossing. |
| " | " | 11-1 North Randall. |
| " | " | 602-1 KX Crossover. |
| " | " | 603-1 East of Crain Avenue, Kent. |

Rule 509-d, paragraph "b" is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used or there is no siding making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

## POSITION LIGHT TELEPHONE TRAIN ORDER SIGNAL

A position light unit attached to pole below block signal




When position light train order signals are in service, rules 509-B, 509-C, 509-D will be observed the same as where other types of signals are in use.

## POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221-A Rules of the Operating Department Effective July 1, 1930.

| | | |
|---|---|---|
| West End Tower | Valley Street | Pymatuning |
| C. and P. Crossing | Hubbard | Bruin Tower |
| SN Junction | Coles | Shenango |
| DeForest | Sharpsville | Buchanan |
| NK | | |

## POINTS WHERE GROUND LEVER INTERLOCKING MACHINES ARE LOCATED.

**State Line.** Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on east side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective July 1, 1930.

**Braceville.** Ground lever machine to be operated by New York Central train crews. Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for Erie trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on south side of building and secure permission from Erie train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective July 1, 1930.

Erie trains enroute Kent to Cleveland via New York Central R. R. Braceville to Phalanx will come to a full stop at home signal. A member of the train crew will obtain permission from Erie train dispatcher to use crossover from Erie eastward main track to N. Y. C. R. R. connection, then secure from N. Y. C. train dispatcher proper authority for movement Braceville to Phalanx. Erie and N. Y. C. train dispatchers' telephones are located just west of the

eastward home signal. Erie trains enroute Cleveland to Kent via N. Y. C. R. R. Phalanx to Braceville will come to a full stop at Phalanx and secure from N. Y. C. train dispatcher proper authority for movement Phalanx to Braceville. At Braceville a member of train crew will, before entering on Erie westward main track, secure permission from Erie train dispatcher. Movement must be protected as prescribed by Rule 99.

**Solon.** Table interlocking machine to be operated by W. & L. E. train crews. The eastward home signal is controlled by the Train Dispatcher. When aspect 290-A is displayed on this signal, trains will take siding as per Rule 509-D.

Erie trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal indication be displayed for Erie trains, a member of the train crew will first ascertain that the W. & L. E. signals are in stop position then proceed to telephone located on the west side of the building and communicate with Train Dispatcher at Youngstown for instructions. Dwarf signals in sidings will display aspect as per Rule 290-C when switches are properly lined.

## OVERHEAD CLEARANCES

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

| Location | Mile Post |
|---|---|
| **First Sub-Division** | |
| Trinidad Paving Co., E. 37th St., Cleveland | 2.96 |
| Western Reserve Coal Co., E. 37th St., Cleveland | 2.96 |
| Scrap iron track opposite West End Tower, Cleveland | 3.30 |
| Kroger Grocery Co. switch, E. 55th St., Cleveland | 4.10 |
| Truscon Steel Co., E. 55th St., Cleveland | 4.10 |
| Signal 4-1 & Foundry switch near E. 65th St., Cleveland | 4.35 |
| Dippel Coal Co., E. 65th St., Cleveland | 4.35 |
| Transfer track to P. R. R., Cleveland | 5.20 |
| C. T. S. trolley wires over two main tracks and one side track, East 93rd Street, Cleveland | 6.30 |
| Warren Refining & Chemical Co., E. 93rd St., Cleveland | 6.35 |
| Albright Coal Co. switch, west of 123rd St., Cleveland | 7.63 |
| Crown Coal Co. switch, 123rd St., Cleveland | 7.65 |
| Cleveland Elec. Ill. Co. switch, E. 156th St., Cleveland | 8.90 |
| St. Clair Coal and Supply, Cleveland | 9.60 |
| North Randall Station, City Phone | 11.15 |
| North Randall Station, Fitch Coal Track | 11.15 |
| State Highway switch, Randall Yard | 11.8 |
| Cannons Crossing | 13.95 |
| Mantua House Track, W. Side Station | 30.65 |
| Mantua House Track, E. Side Station | 30.65 |
| Interchange switch, Phalanx | 45.9 |
| B. & O. Transfer switch, Leavittsburg | 50.0 |
| Trumbull Mfg. Co., Warren | 53.32 |
| Eckman Coal Company switch, Girard | 62.25 |
| Water St. Main Track, Sharon | 81.0 |
| Ferrona Wye | 82.45 |
| Elevator Spur—Sharpsville | 84.20 |
| Wire over 1st Dist. Main Track, Sharpsville | 84.75 |
| Wire over 1st Dist. Main Track, Sharpsville | 86.1 |
| **Location** | **Mile Post** |
| **Second Sub-Division** | |
| National Bearings Metal Co., Meadville | 102.0 |
| Freight House Lead Track, Meadville | 103.25 |
| Stock Pen Track, Meadville | 103.25 |
| Steel Car Co. switch, Greenville | 128.45 |
| Chicago Bridge & Iron switch, Greenville | 129.8 |
| Main and Yard Tracks, Shenango | 130.70 |
| Y.P.S. switch, Larchmont Ave., North Warren | 160.0 |
| Sunlight Electric Co. switch, North Warren | 160.7 |
| Union Steel Co., Vernon St., North Warren | 161.33 |
| Team Track, Braceville | 168.40 |
| North Transfer Track, Braceville | 168.65 |
| Canfield Oil Co. switch, Chestnut St., Ravenna | 184.75 |
| Gulf Oil Co. switch, Ravenna | 184.85 |
| Sinclair Oil Co. switch, Ravenna | 185.3 |
| Over Westward Main Track, West of Ravenna | 186.35 |

## MISCELLANEOUS

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Employes must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels etc. are observed, trainmen will be notified by use of following code:

HOT JOURNALS:

By Day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By Night—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

CONNECTIONS DRAGGING:

By Day or Night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL:

By Day—Raise hand above head and hold it stationary.

By Night—Same signal with lantern, in addition give stop signal.

BRAKES STICKING:

By Day—Shove hand in sliding movement from body.

By Night—Same signal with lantern, in addition give stop signal.

FLAT WHEELS:

By Day—Place palms of both hands together in horizontal position.

By Night—Hold lantern at arm's length with globe in horizontal position.

ALL CLEAR:

By Day or Night—Proceed signal.

Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

## MOVEMENT OF TRAINS

The only time a diesel locomotive can be considered as operating backward is when a multiple-unit road diesel is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit diesel locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

Headlights on diesel locomotives in road service, freight and passenger, will be kept lighted when operated during daylight hours in order to give signalmen and other Maintenance of Way employees a better opportunity to observe approaching trains.

In multiple-unit operation of diesel locomotives, the locomotive number will be displayed on the lead unit only.

Diesel locomotives, motor cars, and roller bearing equipped freight and passenger cars must not be operated in water that is higher than underside of ball of rail.

## AUTOMATIC TRAIN STOP

### Instructions For Enginemen With Locomotives Equipped With Automatic Train Stop.

### Open Inductors

Locomotives are now operating over Western District in through line service and in the Pittsburgh-Cleveland service are equipped with automatic train stop cut in.

Open inductors are now in service on engine dispatching tracks at Meadville, Kent, Ferrona, Brier Hill and Cleveland.

Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

Engines not equipped with Automatic Train Stop, or with such device not in working order, will not be handled over train stop territory except under following restrictions:

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.
3. When train stop device fails between terminals seal will be broken on cutout cock, train stop device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

**To Place Equipment In Operation:**

STEAM:

1. Headlight generator must be running.
2. Main reservoir must be pumped up.
3. Reset button must be depressed for two seconds.
4. Brake valve must be moved to full service position to latch up handle to rotary valve.

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A. T. S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A. T. S. is reset.
5. Place brake valve handle in lap position until applicature pressure (AP) is equal to main reservoir pressure or nearly so, when brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

**Operation**

STEAM:

The actuator moves the rotary in the brake valve to service position only when A. T. S. application occurs, but the brake valve handle does not move. The engineman can manually go from service position to emergency position. When an A. T. S. application has been received, the train will come to a stop and it will be necessary for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R."

Brake valve handle can then be relatched with the rotary by moving the handle to serve position; after relatching brake valve can be moved to any position desired.

DIESEL:

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; enginemen can obtain an emergency application in the usual way after receiving an A. T. S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives.

**Broken Air Pipes**

STEAM:

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise cutout cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged and automatic train stop not cut out.

**Acknowledging Contactor**

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

**Control Cutout Cock**

This is to be used only in case of failure of automatic train stop apparatus on locomotives.

STEAM:

This is under left hand actuator cylinder and when handle is in horizontal position the apparatus is cut in and when raised to the vertical position it is cut out.

DIESEL:

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

**Over Speed Governor**

DIESEL:

Speed warning whistle will sound at approximately 80 M. P. H. on passenger locomotives and approximately 62 M. P. H. on freight locomotives and will continue to sound until speed is reduced below that valve.

An over-speed brake application will occur at approximately 83 M. P. H. on passenger and approximately 65 M. P. H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

**Light Defect**

STEAM:

When automatic train stop is in service, and a short occurs in the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, enginemen will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

**Governor Check Light**

DIESEL:

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

**Defects Or Failure of Apparatus**

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

**Safety Control (Dead Man)**

DIESEL:

Each engineman's station in the operating cab of Diesel Road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

**TONNAGE RATINGS**

Train tonnage will be determined by Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

W. J. Donnelly, P. J. Seidel ..... Trainmasters
J. M. Kelley ..... Chief Train Dispatcher
H. M. Palmer ..... Asst. Chief Train Dispatcher
M. M. Mitchell ..... Asst. Chief Train Dispatcher

# FIRST SUB-DIVISION

EASTWARD TRAINS — FIRST CLASS

| River Bed Cleveland Distance from | STATIONS AND SIDINGS | | 2 | 8 | 624 | 80 | 12 | 626 | 606 | 6 | 628 | 686 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | Daily Except Sunday | Daily | Sunday Only | Daily Except Sunday | Daily | Daily | Daily | Daily Except Sunday and Holidays | Daily |
| | Eastern Standard Time | | P.M. | P.M. | | P.M. | | | A.M. | A.M. | | |
| | ....NEW YORK..A... | | 6.14 | 10.54 | ..... | 11.19 | ..... | ..... | 7.37 | 7.37 | ..... | ..... |
| | ..PITTSBURGH..A... | | ..... | A.M. 9.55 | A.M. 9.55 | P.M. 3.05 | ..... | P.M. 3.05 | P.M. 9.20 | P.M. 9.20 | P.M. 9.20 | P.M. 9.20 |
| 89.2 | PYMATUNING...N | Single track | A.M. 4.39 | A.M. **8.38** | A.M. ..... | A.M. 9.27 | P.M. ..... | P.M. ..... | P.M. ..... | P.M. 6.49 | P.M. ..... | P.M. ..... |
| | 5.1 | | | | | | | | | | | |
| 84.1 | SHARPSVILLE.... | Single track | 4.31 | 8.31 | ..... | 9.20 | ..... | ..... | ..... | 6.42 | ..... | ..... |
| | 2.4 | | | | | | | | | | | |
| 81.7 | .....FERRONA.....D | Single track | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 0.8 | | | | | | | | | | | |
| 80.9 | ..SHARON..... | Single Track | s 4.25 | s 8.26 | ..... | s 9.15 | ..... | ..... | ..... | s 6.37 | ..... | ..... |
| | N. Y. C. | | | | | | | | | | | |
| | 2.8 | | | | | | | | | | | |
| 78.1 | .....COLES..... | Single Track | 4.09 | 8.15 | ..... | 9.08 | ..... | ..... | ..... | 6.28 | ..... | ..... |
| | 3.4 | | | | | | | | | | | |
| 74.7 | ...HUBBARD.....N | Single Track | 4.03 | 8.10 | ..... | **9.03** | ..... | ..... | ..... | 6.23 | ..... | ..... |
| | 6.7 | | | | | | | | | | | |
| 68.0 | ....VALLEY ST.....N | | 3.55 | 8.03 | ..... | 8.55 | ..... | ..... | ..... | 6.16 | ..... | ..... |
| | N. Y. C. | | | | | | | | | | | |
| | 0.5 | | | | | | | | | | | |
| 67.5 | ....HIMROD JCT....N | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 0.4 | | | | | | | | | | | |
| | | | 3.52 | 8.00 | 8.37 | 8.52 | ..... | 1.40 | ..... | 6.13 | ..... | 7.50 |
| 67.1 | ...YOUNGSTOWN.... | | s 3.34 | s 7.50 | s 8.33 | s 8.40 | s 12.30 | s 1.30 | s 5.51 | s 6.01 | s 6.45 | s 7.45 |
| | 2.2 | | | | | | | | | | | |
| 64.9 | ....BRIER HILL..... | | 3.31 | 7.47 | 8.30 | 8.36 | 12.26 | 1.27 | 5.46 | 5.58 | 6.39 | 7.42 |
| | 1.6 | | | | | | | | | | | |
| 63.3 | .VO. CROSSOVER.... | | 3.29 | 7.45 | 8.28 | 8.34 | 12.24 | 1.25 | 5.44 | 5.56 | 6.36 | 7.40 |
| | 0.8 | | | | | | | | | | | |
| 62.5 | .....GIRARD..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4.2 | | | | | | | | | | | |
| 58.3 | .....NILES.....D | | 3.24 | BE7.40 | M 8.23 | BE8.29 | s 12.18 | M 1.20 | K 5.39 | 5.51 | s 6.28 | M 7.35 |
| | 2.6 | | | | | | | | | | | |
| 55.7 | .....DEFOREST.....N | | 3.20 | 7.37 | 8.19 | 8.25 | 12.10 | 1.16 | 5.33 | 5.48 | 6.18 | 7.30 |
| | B. & O. | | | | | | | | | | | |
| | 2.5 | | | | | | | | | | | |
| 53.2 | ..WARREN..... | Gauntlet | s 3.16 | s 7.33 | s 8.16 | s 8.21 | s 12.05 | s 1.12 | s 5.29 | s 5.44 | s 6.13 | s 7.26 |
| | 3.2 | | | | | | | | | | | |
| 50.0 | ...LEAVITTSBURG... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 5.52 | ..... |
| | 0.4 | | | | | | | | | | | |
| | Second Sub-Division | | | | | | | | | | | |
| 49.6 | ...SN. JUNCTION...N | | 3.05 | 7.25 | 8.09 | 8.10 | 11.43 | 1.03 | 5.22 | 5.39 | 5.49 | 7.16 |
| | 3.6 | | | | | | | | | | | |
| 46.0 | .....PHALANX..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 5.45 | ..... |
| | 5.0 | | | | | | | | | | | |
| 41.0 | .....MAHONING..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 5.39 | ..... |
| | 3.6 | | | | | | | | | | | |
| 37.4 | . Garrettsville-Hiram . | | ..... | ..... | 7.57 | ..... | ..... | s 12.50 | 5.10 | ..... | s 5.34 | 7.04 |
| | 2.4 | | | | | | | | | | | |
| 35.0 | .....JEDDOE..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 5.29 | ..... |
| | 4.3 | | | | | | | | | | | |
| 30.7 | .....MANTUA.....D | | ..... | ..... | 7.50 | ..... | ..... | w12.42 | 5.02 | ..... | s 5.23 | 6.56 |
| | 6.4 | | | | | | | | | | | |
| 24.3 | .....AURORA.....D | | ..... | ..... | ..... | ..... | ..... | R 12.35 | ..... | ..... | s 5.14 | ..... |
| | 3.2 | | | | | | | | | | | |
| 21.1 | ...GEAUGA LAKE.... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 5.08 | ..... |
| | 4.6 | | | | | | | | | | | |
| 16.5 | .....SOLON..... | | ..... | ..... | 7.37 | ..... | ..... | 12.27 | 4.49 | ..... | s 5.02 | 6.43 |
| | W. & L. E. | | | | | | | | | | | |
| | 5.1 | | | | | | | | | | | |
| 11.4 | NORTH RANDALL..D | | ..... | ..... | 7.32 | ..... | ..... | 12.22 | 4.43 | ..... | s 4.55 | 6.38 |
| | 2.1 | | | | | | | | | | | |
| 9.3 | .... LEE ROAD..... | | ..... | ..... | s 7.29 | ..... | ..... | s 12.19 | s 4.40 | ..... | s 4.50 | s 6.35 |
| | 3.0 | | | | | | | | | | | |
| 6.3 | .EAST 93rd STREET.. | | ..... | ..... | 7.25 | ..... | ..... | 12.15 | 4.35 | ..... | s 4.45 | 6.30 |
| | C. & P. | | | | | | | | | | | |
| | 2.3 | | | | | | | | | | | |
| 4.0 | .EAST 55th STREET.. | | ..... | ..... | 7.22 | ..... | ..... | 12.12 | 4.32 | ..... | s 4.39 | 6.27 |
| | 0.7 | | | | | | | | | | | |
| 3.3 | . West End Tower.N | Single Track | ..... | ..... | 7.21 | ..... | ..... | 12.11 | 4.31 | ..... | 4.36 | 6.26 |
| | 1.02 | | | | | | | | | | | |
| | ..BROADWAY..... | | ..... | ..... | 7.18 | ..... | ..... | 12.08 | 4.28 | ..... | 4.33 | 6.23 |
| | C. U. T. | | | | | | | | | | | |
| | 1.35 | | | | | | | | | | | |
| | ....CLEVELAND.L...N | | ..... | ..... | 7.15 | ..... | ..... | 12.05 | 4.25 | ..... | 4.30 | 6.20 |
| 1.9 | ...LITERARY ST..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |

# FIRST SUB-DIVISION

WESTWARD TRAINS

FIRST CLASS

| Distance from Pymatuning | STATIONS AND SIDINGS | | 629 | 625 | 5 | 605 | 685 | 7 | 623 | 1 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Daily Except Sunday and Holidays | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| | Eastern Standard Time | | | | P.M. | P.M. | | P.M. | | A.M. | |
| | ....NEW YORK..L... | | | | 7.15 | 7.15 | ..... | 10.58 | ..... | 8.15 | ..... |
| | | | | A.M. | A.M. | | A.M. | | P.M. | | |
| | ..PITTSBURGH..L... | | ..... | 7.00 | 7.00 | ..... | 11.30 | ..... | 5.00 | ..... | ..... |
| | | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| | PYMATUNING...N | Single track | ..... | ..... | **8.40** | ..... | ..... | 2.24 | ..... | 9.53 | ..... |
| 5.1 | 5.1 SHARPSVILLE.... | Single track | ..... | ..... | 8.46 | ..... | ..... | 2.30 | ..... | 9.59 | ..... |
| 7.5 | 2.4 .....FERRONA.....D | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8.3 | 0.8 ..SHARON..... N. Y. C. | Single Track | ..... | ..... | s 8.53 | ..... | ..... | s 2.39 | ..... | s 10.11 | ..... |
| 11.1 | 2.8 .....COLES..... | Single track | ..... | ..... | 8.57 | ..... | ..... | 2.43 | ..... | 10.15 | ..... |
| 14.5 | 3.4 ...HUBBARD.....N | Single track | ..... | ..... | **9.02** | ..... | ..... | 2.48 | ..... | 10.21 | ..... |
| 21.2 | 6.7 ....VALLEY ST.....N N. Y. C. | | ..... | ..... | 9.10 | ..... | ..... | 2.55 | ..... | 10.28 | ..... |
| 21.7 | 0.5 ....HIMROD JCT....N | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22.1 | 0.4 ...YOUNGSTOWN.... | | ..... | s 8.23 | s 9.14 | ..... | s 1.00 | s 2.58 | s 6.30 | s 10.31 | ..... |
| | | | 4.50 | 8.28 | 9.25 | 9.33 | 1.10 | 3.12 | 6.35 | 10.46 | 11.59 |
| 24.3 | 2.2 ....BRIER HILL..... | | 4.53 | 8.31 | 9.28 | 9.36 | 1.13 | 3.15 | 6.38 | 10.49 | 12.03 |
| 25.9 | 1.6 ..VO. CROSSOVER.... | | 4.55 | 8.33 | 9.30 | 9.38 | 1.15 | 3.17 | 6.40 | 10.51 | 12.05 |
| 26.7 | 0.8 .....GIRARD..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 30.9 | 4.2 .....NILES.....D | | s 5.04 | B 8.38 | 9.35 | s 9.44 | s 1.22 | 3.22 | s 6.46 | E 10.57 | 12.10 |
| 33.5 | 2.6 .....DEFOREST.....N B. & O. | | 5.08 | 8.41 | 9.38 | 9.48 | 1.26 | 3.26 | 6.49 | 11.01 | 12.14 |
| 36.0 | 2.5 ..WARREN..... | Gauntlet | s 5.18 | s 8.46 | s 9.44 | s 9.55 | s 1.34 | s 3.35 | s 6.58 | s 11.10 | s 12.30 |
| 39.2 | 3.2 ...LEAVITTSBURG... | | s 5.24 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 0.4 Second Sub-Division | | | | | | | | | | |
| 39.6 | ...SN. JUNCTION...N | | 5.25 | 8.49 | 9.48 | 9.59 | 1.38 | 3.40 | 7.02 | 11.14 | 12.35 |
| 43.2 | 3.6 .....PHALANX..... | | s 5.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 48.2 | 5.0 .....MAHONING..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 51.8 | 3.6 . Garrettsville-Hiram . | | s 5.45 | 9.01 | ..... | s 10.12 | s 1.50 | ..... | 7.14 | ..... | ..... |
| 54.2 | 2.4 .....JEDDOE..... | | f 5.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58.5 | 4.3 .....MANTUA.....D | | s 6.00 | 9.07 | ..... | 10.20 | G 2.00 | ..... | 7.21 | ..... | ..... |
| 64.9 | 6.4 .....AURORA.....D | | s 6.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 68.1 | 3.2 ...GEAUGA LAKE.... | | s 6.16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 72.7 | 4.6 .....SOLON..... W. & L. E. | | s 6.24 | 9.19 | ..... | 10.34 | 2.14 | ..... | 7.33 | ..... | ..... |
| 77.8 | 5.1 .NORTH RANDALL..D | | s 6.31 | 9.24 | ..... | 10.39 | 2.19 | ..... | 7.38 | ..... | ..... |
| 79.9 | 2.1 .....LEE ROAD..... | | s 6.36 | s 9.27 | ..... | s 10.42 | s 2.24 | ..... | s 7.42 | ..... | ..... |
| 82.9 | 3.0 .EAST 93rd STREET.. C. & P. | | s 6.41 | 9.30 | ..... | 10.45 | 2.28 | ..... | 7.45 | ..... | ..... |
| 85.2 | 2.3 .EAST 55th STREET.. | | s 6.47 | 9.33 | ..... | 10.48 | 2.32 | ..... | 7.48 | ..... | ..... |
| 85.9 | 0.7 ..West End Tower.N | Single Track | 6.49 | 9.34 | ..... | 10.49 | 2.33 | ..... | 7.49 | ..... | ..... |
| | 1.02 ..BROADWAY..... C. U. T. | Single Track | 6.51 | 9.36 | ..... | 10.51 | 2.36 | ..... | 7.51 | ..... | ..... |
| | 1.35 ....CLEVELAND.A...N | | 6.55 | 9.40 | ..... | 10.55 | 2.40 | ..... | 7.55 | ..... | ..... |
| 87.3 | ....LITERARY ST..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | A.M. |

# SECOND SUB-DIVISION

| EASTWARD TRAINS — FIRST CLASS | | | | | | | WESTWARD TRAINS — FIRST CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 6 | 12 | 80 | 8 | 2 | Distance from Salamanca | STATIONS AND SIDINGS | 11 | 5 | 7 | 1 |
| Daily | Daily Except Sunday | Sunday Only | Daily Except Sunday | Daily | | | Daily Except Monday | Daily | Daily | Daily |
| A.M. 7.37 | | P.M. 11.19 | P.M. 10.54 | P.M. 6.14 | | Eastern Standard Time A...NEW YORK...L | | P.M. 7.15 | P.M. 10.58 | A.M. 8.15 |
| P.M. | A.M. | A.M. | A.M. | A.M. | | | A.M. | A.M. | P.M. | P.M. |
| 7.42 | ..... | 10.20 | 9.33 | 5.43 | | | ..... | 7.49 | 1.32 | 8.56 |
| 7.33 | ..... | 10.14 | 9.28 | 5.35 | 102.5 | .....MEADVILLE....N | ..... | 7.56 | 1.42 | 9.06 |
| | | | | | | 2.9 | | | | |
| 7.28 | ..... | 10.09 | 9.22 | 5.30 | 105.4 | ...BUCHANAN...N | ..... | 8.01 | 1.47 | 9.11 |
| | | | | | | 4.7 | | | | |
| ..... | ..... | ..... | ..... | ..... | 110.1 | .....GENEVA..... | ..... | ..... | ..... | ..... |
| | | | | | | 6.7 | | | | |
| 7.16 | ..... | 9.57 | 9.10 | 5.18 | 116.8 | .STONY POINT.... | ..... | 8.13 | 1.59 | 9.23 |
| | | | | | | 4.0 | | | | |
| 7.11 | ..... | 9.52 | 9.05 | 5.13 | 120.8 | ...ATLANTIC..... | ..... | 8.17 | 2.03 | 9.27 |
| | | | | | | 5.1 | | | | |
| 7.06 | ..... | 9.47 | 9.00 | 5.08 | 125.9 | .....AMASA.....N | ..... | 8.22 | 2.08 | 9.32 |
| | | | | | | N. Y. C. R. R. | | | | |
| | | | | | | 2.7 | | | | |
| s 7.02 | ..... | s 9.43 | s 8.55 | s 5.03 | 128.6 | .GREENVILLE..... | ..... | s 8.31 | s 2.15 | s 9.44 |
| | | | | | | 2.2 | | | | |
| | | | | | | B. & L. E. R. R. | | | | |
| 6.55 | ..... | 9.33 | 8.44 | 4.45 | 130.8 | ..SHENANGO.....N | ..... | 8.34 | 2.18 | 9.47 |
| | | | | | | 0.8 | | | | |
| | | | | | | Penna. R. R. | | | | |
| 6.54 | ..... | 9.32 | 8.43 | 4.44 | 131.6 | .....BRUIN.....N | ..... | 8.35 | 2.19 | 9.48 |
| | | | | | | 3.2 | | | | |
| ..... | ..... | ..... | ..... | ..... | 134.8 | .....TRANSFER..... | ..... | ..... | ..... | ..... |
| | | | | | | 1.5 | | | | |
| 6.49 | ..... | 9.27 | 8.38 | 4.39 | 136.3 | .PYMATUNING..N | ..... | 8.40 | 2.24 | 9.53 |
| | | | | | | 5.1 | | | | |
| | | | | | 141.4 | .ORANGEVILLE... | | | | |
| | | | | | | 3.0 | | | | |
| | | | | | 144.4 | ...BURGHILL..... | | | | |
| | | | | | | 2.8 | | | | |
| | | | | | 147.2 | ....LATIMER.....N | | | | |
| | | | | | | N. Y. C. R. R. | | | | |
| | | | | | | 2.8 | | | | |
| | | | | | 150.0 | ...JOHNSONS..... | | | | |
| | | | | | | 3.6 | | | | |
| | | | | | 153.6 | ...CORTLAND....D | | | | |
| | | | | | | 5.7 | | | | |
| | | | | | 159.3 | ..MK SIDING..... | | | | |
| | | | | | | 2.1 | | | | |
| | | | | | | Penna. R. R. | | | | |
| | | | | | 161.4 | NORTH WARREN | | | | |
| | | | | | | B. & O. R. R. | | | | |
| | | | | | | 3.1 | | | | |
| | | | | | 164.5 | LEAVITTSBURG.. | | | | |
| | | | | | | 0.4 | | | | |
| 5.39 | 11.43 | 8.10 | 7.25 | 3.05 | 164.9 | .SN. JUNCTION..N | 12.35 | 9.48 | 3.40 | 11.14 |
| | | | | | | First Sub-Division | | | | |
| | | | | | | 3.6 | | | | |
| 5.36 | 11.39 | 8.05 | 7.22 | 3.02 | 168.5 | ....BRACEVILLE..... | 12.39 | 9.51 | 3.44 | 11.18 |
| | | | | | | N. Y. C. R. R. | | | | |
| | | | | | | 2.9 | | | | |
| 5.33 | 11.36 | 8.02 | 7.19 | 2.59 | 171.4 | .....AD SIDING..... | 12.42 | 9.54 | 3.47 | 11.21 |
| | | | | | | 1.9 | | | | |
| ..... | s 11.32 | ..... | ..... | v..... | 173.3 | .....WINDHAM..... | s12.47 | ..... | s 3.52 | ..... |
| | | | | | | 5.6 | | | | |
| ..... | ..... | ..... | ..... | ..... | 178.9 | .....FREEDOM..... | ..... | ..... | ..... | ..... |
| | | | | | | 2.6 | | | | |
| ..... | ..... | ..... | ..... | ..... | 181.5 | .....DEPOT..... | ..... | ..... | ..... | ..... |
| | | | | | | 3.8 | | | | |
| c 5.21 | s 11.15 | s 7.47 | s 7.06 | v 2.45 | 185.3 | .....RAVENNA ....D | 1.01 | p 10.07 | s 4.08 | 11.34 |
| | | | | | | 4.7 | | | | |
| 5.16 | 11.06 | 7.33 | 6.58 | 2.39 | 190.0 | ...KX CROSSOVER... | 1.06 | 10.12 | 4.14 | 11.39 |
| | | | | | | 1.6 | | | | |
| 5.13 | 11.03 | 7.30 | 6.55 | 2.36 | 191.6 | .L.....KENT....A..N | 1.10 | 10.15 | 4.18 | 11.43 |
| P.M. | A.M. | A.M. | A.M. | A.M. | | | A.M. | A.M. | P.M. | P.M. |
| 9.25 | | | 10.00 | 5.00 | | .L....CHICAGO...A.. | | 3.55 | 12.25 | 6.55 |
| A.M. | | | P.M. | P.M. | | Central Standard Time | | P.M. | A.M. | A.M. |

(Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division) (Via First Sub-Division)

Single track

# LISBON BRANCH

| EASTWARD TRAINS | | | Distance from Niles | | STATIONS AND SIDINGS | | Distance from Lisbon | WESTWARD TRAINS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ..... | 33.2 | | LISBON | D | .... | ..... | | |
| | | ..... | 27.8 | | 5.4 TEEGARDEN | | 5.4 | ..... | | |
| | | ..... | 22.4 | | 5.4 PENNA. CO. EASTERN DIV. LEETONIA | | 10.8 | ..... | | |
| | | ..... | 20.6 | | 1.8 WASHINGTONVILLE | | 12.6 | ..... | | |
| | | ..... | 17.4 | | 3.2 GREENFORD | | 15.8 | ..... | | |
| | | ..... | 15.4 | Single Track | 2.0 CALLA | | 17.8 | ..... | | |
| | | ..... | 14.2 | | 1.2 MARQUIS | | 19.0 | ..... | | |
| | | ..... | 11.9 | | 2.3 CANFIELD | D | 21.3 | ..... | | |
| | | ..... | 6.2 | | 5.7 AUSTINTOWN | | 27.0 | ..... | | |
| | | ..... | 4.5 | | 1.7 OHLTON | | 28.7 | ..... | | |
| | | ..... | 3.3 | | 1.2 MINERAL RIDGE | | 29.9 | ..... | | |
| | | ..... | .... | | 3.3 B. & O. NILES | D | 33.2 | ..... | | |

# CANAL BRANCH

| EASTWARD TRAINS | | | Distance from Liberty Street | STATIONS AND SIDINGS | | Distance from N. K. Target | WESTWARD TRAINS | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | ..... | ..... | 6.28 | N. K. | | .... | ..... | ..... | ..... |
| ..... | ..... | ..... | 6.17 | 0.11 B. & O. R. R. CRAB CREEK | | 0.11 | ..... | ..... | ..... |
| ..... | ..... | ..... | 5.55 | 0.62 B. & O. FREIGHT HOUSE | | 0.73 | ..... | ..... | ..... |
| ..... | ..... | ..... | 5.46 | 0.09 WILLIAM TOD | | 0.82 | ..... | ..... | ..... |
| ..... | ..... | ..... | 5.22 | 0.24 PENNA. CO. MOWER & REAPER CRG. | | 1.06 | ..... | ..... | ..... |
| ..... | ..... | ..... | 4.00 | 1.22 AUSTINTOWN BR. CROSSING LEADVILLE | | 2.28 | ..... | ..... | ..... |
| ..... | ..... | ..... | 2.58 | 1.42 DIVISION STREET | | 3.70 | ..... | ..... | ..... |
| ..... | ..... | ..... | 1.17 | 1.41 B. & O. R. R. OHIO WORKS JCT. | | 5.11 | ..... | ..... | ..... |
| ..... | ..... | ..... | 0.78 | 0.39 MORRIS RUN | | 5.50 | ..... | ..... | ..... |
| ..... | ..... | ..... | 0.28 | 0.50 B. & O. R. R. B. & O. CROSSING | | 6.00 | ..... | ..... | ..... |
| ..... | ..... | ..... | .... | 0.28 LIBERTY STREET | | 6.28 | ..... | ..... | ..... |

# FERRONA BRANCH

| EASTWARD TRAINS | | | Distance from Ferrona | | STATIONS AND SIDINGS | | Distance from Gardner Avenue | WESTWARD TRAINS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 23.4 | | GARDNER AVENUE | | | | | |
| | | | 22.2 | Single Track | NEW CASTLE D | 1.2 | 1.2 | | | |
| | | | 11.5 | | PULASKI | 10.7 | 11.9 | | | |
| | | | 6.5 | | WEST MIDDLESEX D | 5.0 | 16.9 | | | |
| | | | 3.5 | | WHEATLAND | 3.0 | 19.9 | | | |
| | | | 2.5 | | FARRELL | 1.0 | 20.9 | | | |
| | | | 1.0 | | SHARON (StateStreet) | 1.5 | 22.4 | | | |
| | | | | | FERRONA D | 1.0 | 23.4 | | | |

# OIL CITY-FRANKLIN BRANCH

| EASTWARD TRAINS | | | Distance from Oil City | | STATIONS AND SIDINGS | | Distance from Buchanan | WESTWARD TRAINS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 33.3 | | BUCHANAN | | | | | |
| | | | 30.2 | | SHAWS | 3.1 | 3.1 | | | |
| | | | 25.4 | | COCHRANTON D | 4.8 | 7.9 | | | |
| | | | 21.4 | Single Track | CARLTON | 4.0 | 11.9 | | | |
| | | | 17.4 | | UTICA | 4.0 | 15.9 | | | |
| | | | 12.2 | | SUGAR CREEK | 5.2 | 21.1 | | | |
| | | | 8.4 | | FRANKLIN D | 3.8 | 24.9 | | | |
| | | | 3.2 | | RENO | 5.2 | 30.1 | | | |
| | | | | | OIL CITY D | 3.2 | 33.3 | | | |

# STATION LIST

**For the use of Agents, Conductors and Others, for reporting movements of Trains, Locomotives and Cars.**

MAHONING DIVISION 1st DIST.

| | |
|---|---|
| Pymatuning, Pa. | 549 |
| Sharpsville | 3554 |
| Ferrona | 3556 |
| Sharon | 3557 |
| RO Yard | 3559 |
| Coles | 3560 |
| Chestnut Ridge | 3561 |
| Hubbard, Ohio | 3563 |
| Doughton's | 3565 |
| Valley Street | 3570 |
| Youngstown | 3571 |
| Prohibition Siding | 3572 |
| E. Youngstown | 5567 |
| NK Yard | 5570 |
| Brier Hill | 3573 |
| Girard | 3576 |
| Girard Yard | 3578 |
| Niles | 3580 |
| DeForest | 3581 |
| Pipe Line Switch | 3582 |
| Warren | 3585 |
| Leavittsburg (3588) | 577 |
| Phalanx | 3592 |
| Mahoning | 3597 |
| Garrettsville-Hiram | 3601 |
| Jeddoe | 3603 |
| Pipe Line Switch | 3606 |
| Mantua | 3607 |
| Aurora | 3614 |
| Geauga Lake | 3617 |
| Solon | 3622 |
| Cannon's Crossing | 3624 |
| North Randall | 3627 |
| Corlett (Cleveland) | 3630 |
| Lee Road | 3629 |
| E. 93rd St. (Cleveland) | 3631 |
| Union Street | 3632 |
| East 55th Street (Cleveland) | 3634 |
| Literary Street | 3636 |
| Cleveland (Union Terminal) | 3637 |
| River Bed | 3638 |

NEW CASTLE BRANCH

| | |
|---|---|
| Sharon, Pa. | 3557 |
| Ferrona | 3556 |
| State Street | 2559 |
| Farrell | 2560 |
| Wheatland | 2561 |
| West Middlesex | 2564 |
| Pulaski | 2569 |
| Nashua | 2572 |
| Water Works Siding | 2574 |
| New Castle | 2579 |
| Pittsburgh & Lake Erie Junction | 2580 |

LISBON BRANCH

| | |
|---|---|
| Niles, Ohio | 3580 |
| Mineral Ridge | 1583 |
| Ohlton | 1584 |
| Austintown | 1586 |
| Canfield | 1592 |
| Marquis | 1594 |
| Calla | 1595 |
| Greenford | 1597 |
| Washingtonville | 1601 |
| Leetonia | 1602 |
| Coleman's | 1609 |
| Lisbon | 1613 |

MAHONING DIVISION 2nd DIST.

| | |
|---|---|
| Meadville, Pa. | 515 |
| Buchanan | 518 |
| Geneva | 523 |
| Stony Point | 528 |
| Atlantic | 533 |
| Kennard | 536 |
| Amasa | 538 |
| Greenville | 541 |
| Chicago Bridge Works | 542 |
| Shenango | 543 |
| Transfer | 547 |
| Pymatuning | 549 |
| Orangeville | 554 |
| Burghill, Ohio | 557 |
| Johnsons | 563 |
| Cortland | 566 |
| MK Siding | 572 |
| North Warren | 574 |
| Leavittsburg | 577 |
| Braceville | 581 |
| Atlas, Ohio | 584 |
| Windham | 586 |
| Freedom | 591 |
| Depot, Ohio | 594 |
| Ravenna | 598 |
| Brady Lake | 601 |
| Kent | 604 |

FRANKLIN BRANCH

| | |
|---|---|
| Meadville, Pa. | 515 |
| Buchanan | 518 |
| Shaws | 3521 |
| Cochranton | 3526 |
| Carlton | 3530 |
| Utica | 3534 |
| Poseydale | 3535 |
| Sugar Creek | 3539 |
| Good Roads Siding | 9899 |
| Franklin | 3543 |
| Reno | 3548 |
| Oil City | 3551 |