

**ERIE LACKAWANNA
RAILROAD COMPANY**

**SUSQUEHANNA DIVISION
BUFFALO DIVISION
MAHONING DIVISION
MARION DIVISION**

**TIME TABLE No. 6
EFFECTIVE 1:01 A.M. CST
EFFECTIVE 2:01 A.M. EST
SUNDAY, APRIL 30th, 1967**

**EASTERN STANDARD TIME
CENTRAL STANDARD TIME**

6

FOR EMPLOYEES ONLY

| SUPERINTENDENT | DIVISION | ASSISTANT SUPERINTENDENT |
|-----------------------|-----------------|-------------------------------------|
| K. W. DINGLE | SUSQUEHANNA | |
| E. J. ROBISCH | BUFFALO | |
| C. E. WOGAN | MAHONING | L. J. CARTER |
| L. R. HENDERSON | MARION | H. A. DEAN E. R. HOGAN |

ERIE LACKAWANNA RAILROAD COMPANY

Headquarters
General Superintendents

April 26, 1967

General Order No. 600

Effective 12:01 A.M. CST

1:01 A.M. EST

Sunday, April 30, 1967

Employees on duty at the effective time of this General Order will advance their watches one hour, and all Standard Clocks will be advanced one hour by designated employees at the time stated above except that offices normally closed at the effective time will have standard clocks so advanced at the time of opening the offices for regular business.

Effective 1:01 A.M. CST and 2:01 A.M. EST, Timetable No. 6 becomes effective. Trains operating in territory governed by Rules 251 or 261 will continue. First class trains will assume schedules of Timetable No. 6, making up time consistent with good operating judgment. Trains operating on Timetable or Train Order authority will be governed by Rules 4 and 82. Train orders held by or issued for any train that are in conflict with the provisions of the following paragraph become null and void at the change of time.

No train orders will be issued that contain references to specific times from and until the hours of 12:01 A.M. CST old time and 1:01 A.M. CST new time or 1:01 A.M. EST old time and 2:01 A.M. EST new time. This also forbids the issuance of any run late or time orders containing references to time or times within the above stated periods. No orders which contain reference to a time at or after 1:01 A.M. CST or 2:01 A.M. EST new time will be issued until it is known by the Dispatcher involved that all trains involved have conformed to the time change and that he has a record of such change.

Conductors and Engineers are responsible for seeing to it that the advancing of watches of employees on duty on trains in their charge is accomplished. It will be the joint responsibility of each Conductor and Engineer to check their watches immediately before and after the change. This check may be made by radio, telephone or otherwise. Under normal circumstances, trains in motion equipped with radio should not be stopped to effect the time change.

All employees going on duty at or after 1:01 A.M. CST or 2:01 A.M. EST new time will check watches with a Standard Clock or as prescribed in Rule 3 to make certain they have the correct time.

The changes described in this General Order are in conformity with the Uniform Time Act of 1966.

T. E. MCGINNIS
General Superintendent
Hoboken, New Jersey

J. M. MOONSHOWER
General Superintendent
Cleveland, Ohio

Approved:
F. DIEGTEL
Vice President-Operations
Cleveland, Ohio

ERIE LACKAWANNA RAILROAD COMPANY

SUSQUEHANNA DIVISION
MAHONING DIVISION

BUFFALO DIVISION
MARION DIVISION

Division Headquarters
April 26th, 1967

General Order No. 601

Effective 1:01 A.M. CST

Effective 2:01 A.M. EST

Sunday, April 30th, 1967

Timetable No. 6 is issued herewith and is the authority for the movement of regular trains of the Susquehanna, Buffalo, Mahoning and Marion Divisions.

Each employee upon securing this Timetable must carefully examine each page to see that the Timetable is complete and note changes.

Your attention is directed to General Order 600 which describes procedures to be followed in connection with the new Uniform Time Act.

The operation of dependable fast freight and passenger train service is essential to attract new business and to retain existing traffic. The only item we can have for sale is dependable service. We can sell dependable service that is superior to that of our competitors. We can even sell dependable service that is as good as that offered by our competitors. We cannot afford to offer an inferior transportation product for sale. Your cooperation is necessary and expected to help achieve our goal.

K. W. DINGLE
Superintendent
Hornell, New York

E. J. ROBISCH
Superintendent
Buffalo, New York

C. E. WOGAN
Superintendent
Youngstown, Ohio

L. R. HENDERSON
Superintendent
Marion, Ohio

Approved:

J. M. Moonshower
General Superintendent

GENERAL INSTRUCTIONS

Rules of the Operating Department effective October 25th, 1964 will govern except as otherwise noted.

1. TIMETABLES

101. Trains operating over another railroad will be subject to the rules, special instructions and timetable of that railroad, except as noted in Item 712.
102. Trains of other railroads operating on standard or detour agreements are authorized to move if they comply with this timetable and with the rules and instructions of the Erie Lackawanna Railroad, except as noted in Item 712.

2. SIGNS ADDITIONAL TO RULE 6

- A. Stop on advance notice to let off from Blairstown and east and to pickup for Jamestown and west.
- B. Stop on advance notice to let off from Jamestown and west and to pickup for Blairstown and east.
- C. Reduce speed to 35 MPH to discharge or pickup U.S. Mail.
- D. Stop on advance notice to pickup for Meadville and west or to let off from Meadville and west.
- E. Stop daily except Sunday.

3. HOLIDAYS

New Year's Day
Washington's Birthday*
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

* Does not apply on Mahoning Division.

4. HOURS OF SERVICE LAW

401. When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of the conductor and engineer to notify the Superintendent promptly, giving at least two hours advance notice.
402. Officers and agents are personally responsible for violations of the Hours of Service Law.

5. LOCATION OF STANDARD CLOCKS, TRAIN REGISTERS,
SPECIAL AND GENERAL ORDER BOOKS AND
BULLETIN BOARDS

501. SUSQUEHANNA DIVISION

| | Standard Clocks | Train Registers | S.O. & G.O. Books Bulletin Boards |
|--|--------------------|--------------------|--|
| Hornell—Telegraph office | X | X* | X |
| Fast Freight yard office | X | | X |
| Engine Dispatchers office | X | | X |
| Callers Office | X | | X |
| Gang Mills: Bunk Room | X | X** | X |
| Wayland | | X | |
| Elmira— | | | |
| Passenger station baggage room | X | | X |
| Yard Office | X | | X |
| Binghamton—"QD" yard office | X | | X |
| Passenger station | X | | X |
| East Binghamton—Yard office | X | X | X |
| Engine House | X | | X |
| Susquehanna—Callers office | X | | X |
| Callicoon—Telegraph Office | X | | X |
| Port Jervis—Engine Dispatchers office | X | | X |
| Telegraph office | X | X* | X |
| Lawrenceville | | X | |
| Blossburg Freight Station | X | X | |

**For Wayland Branch Trains only.

*Indicates for First Class Trains only.

502. BUFFALO DIVISION

| | Standard Clocks | Train Registers | S.O. & G.O. Books Bulletin Boards |
|--|--------------------|--------------------|--|
| Buffalo—SK | X | X | X |
| Baitz Ave Engine house | X | | X |
| Yard Callers Office | | | X |
| Diesel Service Track | X | | X |
| Halstead Ave. Crew Room | | | X |
| Harlem Ave. Yard Office | | | X |
| Hump Tower | | | X |
| Abbott Rd. Yard Office | | | X |
| Main St. (Falls Branch Eastward Trains) | | X | |
| Hornell—Telegraph Office | X | X | X |
| Caller's Office | X | | X |
| Engine Dispatcher's Office | X | | X |
| Black Rock—Yard Office | X | | X |
| North Tonawanda—Freight Office | | | X |
| Lockport—Freight Office | | | X |
| Niagara Falls—Telegraph Office | X | X | X |
| Batavia—(NYC Trains)—Frt. Ofce. | X | X | X |
| Avon—Telegraph Office | X | X | X |
| Rochester—Yard Office | X | X | X |
| North Alexander (Eastward Trains) | | X | |

503. MAHONING DIVISION

| | Standard Clocks | Train Registers | S.O. & G.O. Books Bulletin Boards |
|-----------------------------------|--------------------|--------------------|--|
| Hornell—Telegraph Office | X | X | X |
| Fast Freight yard office | X | | X |
| Engine Dispatcher's Office | X | | X |
| Caller's Office | X | | X |
| Wellsville— | X | | X |
| Salamanca—Yard Office | X | | X |
| Register Room | X | | X |
| Cattaraugus | | | X |
| Jamestown—Yard Office | X | | X |
| Franklin, Pa. | X | X | X |
| Meadville—Eastbound Yard Office | X | | X |
| Westbound Yard Office | X | X | X |
| Telegraph Office | X | X | X |
| Diesel Shop | X | | X |
| Buffalo—Bison Yard Service Track | X | | X |
| Yard Caller's Office | X | | X |
| Gowanda—Telegraph Office | X | | X |
| Brockway—Station | X | | X |
| Greenville— | X | | X |
| Ferrona—Yard Office | X | X | X |
| New Castle—Gardner Ave. (Booth) | | X | |
| Youngstown—Rm. 218 — Term. Bldg. | X | | X |
| NK Yard Office | X | | X |
| Brier Hill—Callers Office | X | | X |
| East End Yard Office | X | | X |
| West End Yard Office | X | | X |
| Niles—(Lisbon Bch Trains) | X | | X |
| Leavittsburg—Yard Office | X | | X |
| Kent—Crain Ave. | X | | X |
| Passenger Station | X | | X |
| Yard Office | X | | X |
| North Randall | | | X |
| Cleveland—Telegraph Office C.U.T. | X | | X |
| HD Yard Office | X | | X |
| Diesel Shop | X | | X |
| East 55th St. Yd. Office | X | | X |

504. MARION DIVISION

| | Standard Clocks | Train Registers | S.O. & G.O. Books Bulletin Boards |
|--------------------------------------|--------------------|--------------------|--|
| Kent—Passenger Station | X | | X |
| Yard Office | X | | X |
| Crain Ave. | | | X |
| Akron—Yard Office | X | | X |
| Engine House | | | X |
| Mansfield—Yard Office | | | X |
| Harding | | | X |
| Marion—Terminal Building | X | X | X |
| Kenton Ave. Callers Office | X | | X |
| Manifest Yard Office | X | | X |
| Engine Dispatchers Office | X | | X |
| Westbound Hump Yd. Ofce. | X | | X |
| Lima—Freight Agent's Office | | | X |
| Huntington—Yard Office | X | | X |
| Griffith—C & O Cabin | | | X |
| Hammond—"HY" Tower | | | X |
| Yard Office | X | | X |
| Dearborn Station—Dispatcher's Office | X | | X |
| 51st Street—Yard Office | | | X |
| Dayton—Yard Office | X | | X |

6. SUPERIORITY OF TRAINS — CLEARING OF TRAINS

601. On single track eastward trains are superior to westward trains of the same class except as otherwise indicated.
602. Trains will be cleared at initial stations by signal indication, timetable authority or where required by permission of the train dispatcher. Rules S-83 and D-83 will govern.

7. TRACK ASSIGNMENTS — MOVEMENT OF TRAINS

701. Single track territory is indicated on the schedule pages.
702. All other territory is double track except for the multiple track territory listed below. Rule D-151 will govern except in TCS territory and within Interlocking limits.
703. Under normal operating conditions in non TCS territory, odd numbered tracks are for westward movements and even numbered tracks are for eastward movements.
704. Tracks are numbered from north to south. Double tracks are designated as 1 and 2.
705. In territory where there is more than one route, passenger trains may accept signal indications for any route that will permit making schedule stops and that will take them to timetable destinations.

710. MULTIPLE TRACK TERRITORY

| DIVISION | POINT FROM | POINT TO | TRACK NUMBERS |
|-------------|------------|----------|---------------|
| Susquehanna | BD | West BD | 1 2 3 4 |

711. TRACKAGE RIGHTS

| Division | Point From | Point To | VIA R R |
|-------------|---------------------------------------|-----------------------------------|-------------------|
| SUSQUEHANNA | H O Tower | Coal Point Newberry Jct | PRR NYC |
| MAHONING | B C Junction Limestone Broadway | FW Tower Brockway Cleveland | BCK B&O CUT |
| MARION | Hammond Dayton 2nd St | Chicago Union Depot | C&WI DUT |

712. JOINT TRACKS

MARION DIVISION

| Point From | Point To | Joint With | Movement Control |
|--------------|--------------|---------------|---------------------|
| Burt-Galion | Marion | NYC | E L |
| Glen Echo | Cold Springs | NYC | E L |
| Cold Springs | Tates Point | NYC | NYC |
| Griffith | Hammond | C&O | E L |

Employees operating in joint E L — C&O territory will be governed by E L Rules and Timetable.

Employees operating in joint E L — NYC territories will be governed by the Rules, Special Instructions and Timetables of their respective company except as follows:

- Trains originating at Dayton Yard must call the Operator at Tates Point from the telephone at Findlay Street for permission to depart. Clearance Form A must be obtained at Tates Point.
- Yellow flag by day or yellow light by night indicates train orders at Cold Springs and Tates Point.
- Interlocking Signals at Cold Springs and Tates Point are used as MBS for movements against the current of traffic.
- After permission has been received at non-bolt locked switches to occupy a main track or to cross from one main track to another, the switch must be operated and after this has been done no movement should be made for five minutes unless it is known that the movement of an approaching train will not be affected.

8. METHODS OF OPERATION

Note: Rules and symbols as shown under "Governing Rules" apply to entire adjacent group of points shown under "Territory—Tracks—Locations Governed."

801. SUSQUEHANNA DIVISION

| Governing Rules | Territory — Tracks — Locations Governed |
|-----------------------------|---|
| 501 201 ABS T O D-251 | Mill Rift to Hornell. State Line to West BD Binghamton. All double track territory except as otherwise indicated. |
| 550 261 TCS | Shohola to West Shohola Gulf Summit to Lanesboro 1 only BD Binghamton to BY East Binghamton 1 and 2 FS Elmira to VO Mc Canns Boulevard 1 and 2 |
| 301 201 MBS T O | Lawrenceville to Blossburg |
| 221 601 T O INT | INTERLOCKING RULES IN EFFECT. Interlocking Signals used as Train Order Signals F S Elmira HO Horseheads BD Binghamton ZY Hornell Cass St., Hornell. West BD Binghamton. |
| 601 INT | Interlocking Limits JF Southport to FS Elmira |
| 201 T O | Painted Post to Wayland |

802. BUFFALO DIVISION

| Governing Rules | Territory — Tracks — Locations Governed |
|--------------------|---|
| 501 201 ABS T O | Hornell to UR Union East Buffalo to Black Rock* |
| D-251 | All double track except as otherwise indicated. |
| 550 261 TCS | Portage to East Linden East Linden to Attica 1 only Attica to UR Union |
| 201 T O | Groveland to No. Alexander Attica Branch Niagara Falls Branch |
| 221 T O | Interlocking Signals used as Train Order Signals. Tower 2 North Tonawanda |
| 601 INT | INTERLOCKING RULES IN EFFECT Buffalo—DM Tower, Bailey Ave. Buffalo—FW Tower Black Rock—Tower H No. Tonawanda—Erie 3 No. Tonawanda—Erie 2 |

*Territory under Yard Rule 93, Rule 201 does not apply.

803. MAHONING DIVISION

| Governing Rules | Territory — Tracks — Locations Governed |
|--------------------|---|
| 501 201 ABS T O | Hornell to Kent. APB Cass St. to CB Jct. River Jct to CB Jct SN Jct to Literary St Cleveland APB — RB to HM. KS to XR |
| D-251 | All double track except as otherwise indicated. |
| 501 ABS-APB | Sharon, Niles—Automatic Block Signals supersede the superiority of trains and take the place of train orders for trains moving with the current of traffic and going to single track. All other movements must be made by train order or flag. |
| 550 261 TCS | River Jct to CB Jct WC Jct to Steamburg 1 only RH MP 14.0 to Steamburg 1 and 2 RH MP 14.0 to Waterboro Waterboro to DV Falconer 1 and 2 Niobe Jct to C M Jct 1 and 2 Buchanan to Shenango Transfer to Pymatuning 1 only Pymatuning to SN Jct Pymatuning to Sharpsville Coles to Hubbard West End to Broadway CUT |
| 301 201 MBS T O | B C Jct to Waterboro W C Jct to Dunkirk Buchanan to Franklin Ferrona to Gardner Ave Niles to Lisbon |
| 221 301 T O MBS | Train Order Signals used as Manual Block Signals Indications of manual block signals do not supersede Rule 93. Lisbon (Lisbon Branch) Buchanan, (Oil City-Franklin Branch) Cattaraugus (Dunkirk Branch) BC Junction Westward Trains (B & S W Branch) Hamburg—So. Dayton Waterboro (Eastward B & S W Trains) |
| 221 601 T O INT | Interlocking Signals used as Train Order Signals Bridge 2:22 Shenango C & P Crossing Buchanan SN Junction MS Tower (Corry) DeForest NE Junction NK (Youngstown) DV Tower (Falconer) Valley St. (Youngstown) X Tower (Olean) Bruin Tower |
| 601 INT | INTERLOCKING RULES IN EFFECT. Bridge 2:22 Bruin Tower West End Shenango C & P Crossing Buchanan SN Junction EYE Tower (Corry) DeForest — P MS Tower (Corry) Valley St. (Youngstown) NE Junction Leetonia (Lisbon Branch) DV Tower (Falconer) WN Tower X Tower (Olean) Latimer GB Tower (Blasdell) Riverside (Bradford Branch) |
| 651 AUTO INT | Amasa RW-Reno East and West |

804. MARION DIVISION

| Governing Rules | Territory — Tracks — Locations Governed |
|-----------------------------|--|
| 501 201 ABS T O D-251 | Kent to Hammond Cold Springs to Tates Point All double track except as otherwise indicated. |
| 550 261 TCS | C X College Road to W O MP 134.0 1 only W O MP 134.0 to R X Round Lake R X Round Lake to A N Akron 1 and 2 A N Akron to A D Aldine 1 only Wilders to Kouts 1 and 2 Griffith to H Y Hammond 1 and 2 |
| 301 201 MBS T O | Marion to Cold Springs |
| 221 301 T O MBS | Train Order Signals used as Manual Block Signals Indications of Manual Block Signals do not supersede Rule 93. Richwood Maitland BA Tower Urbana Cold Springs—Eastward Glen Echo (E L) |
| 221 601 T O INT | INTERLOCKING RULES IN EFFECT Interlocking Signals used as Train Order Signals J O Tower Akron* WR Tower Sterling Kouts PRR Tower Mansfield* Griffith* MD Tower Mansfield ND Tower* Burt Tower Galion HY Tower Martel Hammond Drawbridge* AC Tower Marion PA Peoria** HN Tower BA Tower Urbana KN Kenton* Glen Echo SJ Tower Maitland BY Tower B & O Lima* Cold Springs Ohio City Tates Point DA Tower Ohio City Kingsland AH Tower PRR* |
| | * — Indicates Interlocking Only ** — Indicates Automatic Int. — Glen Echo NYC Trains Only Cold Springs Westward Only |

8. METHODS OF OPERATION

LOCATION OF TELEPHONE TRAIN ORDER SIGNALS
TRAIN ORDER SIGNALS — TAKE SIDING SIGNALS

811. SUSQUEHANNA DIVISION

| EASTWARD | | WESTWARD | |
|----------|-------------------|-----------|------------------|
| 322-2 AP | Adrian | 87-1 | Port Jervis |
| 294-2 RG | Gang Mills | 161-1 KI | Siding Hancock |
| 261-2 JT | Chemung | 169-1 HF | Roods Creek |
| 255-2 W | Crossover Waverly | 216-1 JB | Johnson City |
| | XY Siding Waverly | 220-1 EQ | Endicott |
| 235-2 LR | Siding Owego | 227-1 VR | Siding Campville |
| 221-2 EQ | Endicott | 251-1 XY | Siding Waverly |
| 216-2 JB | Johnson City | 255-1 W | Waverly |
| 212-2 DH | Binghamton | 260-1 JT | Chemung |
| 169-2 HF | Roods Creek | 292-1 GN | Gang Mills |
| 162-2 KI | Hancock | 321-1 AP | Adrian |
| 87-2 | Port Jervis | 330-1 | Hornell |
| | | 333-1B VN | Hornell |

TRAIN ORDER SIGNAL

"V" OFFICE HORNELL STATION — WESTWARD ONLY*

*When no signal is displayed trains need not stop.

812. BUFFALO DIVISION

| EASTWARD | | WESTWARD | |
|----------|------------|----------|------------|
| 345-2B | Canaseraga | 343-1B | Canaseraga |

813. MAHONING DIVISION

| EASTWARD | | WESTWARD | |
|----------|--------------------|----------|-----------------------|
| 11-2 | North Randall | 82-1 | Boyce |
| 60-2 | Girard Yard | 81-3 | Ferrona |
| 66-2 | Westlakes Crossing | 51-1 | Leavittsburg |
| 81-4 | Ferrona | 11-1 | North Randall |
| 444-2 | Falconer | 446-1 | Jamestown |
| 390-2 | H R Hinsdale | 483-1 | JO Sidings MP 70.8 |
| | | 514-1 | Race Street Meadville |

TRAIN ORDER SIGNALS

WELLSVILLE

MEADVILLE — EASTWARD ONLY*

*When no signal is displayed trains need not stop.

814. MARION DIVISION

| EASTWARD | | WESTWARD | |
|----------|-------------|----------|-------------|
| 950-2 | Crown Point | 617-1 | Kenmore |
| 845-2 | Huntington | 650-1 | West Salem |
| 835-2 | Markel | 664-1 | Ashland |
| 805-2 | Wren | 667-1 | Milton |
| 728-2 | De Cliff | 679-1 | Mansfield |
| 686-2 | Harding | 686-1 | Harding |
| 666-2 | Ashland | 695-1 | Galion |
| 650-2 | West Salem | 715-1 | Q Siding |
| 637-2 | Sterling | 728-1 | De Cliff |
| 618-2 | Kenmore | 771-1 | KP Siding |
| | | 805-1 | Wren |
| | | 835-1 | Markel |
| | | 841-1 | Huntington |
| | | 937-1 | Boone Grove |
| | | 948-1 | Crown Point |
| | | 956-1 | Griffith |

NYC Take Siding Signals

| SIGNAL | POINT | CONTROL |
|--------|--------|-----------|
| 982 | Scioto | AC Marion |

9. SPECIALLY OPERATED SWITCHES AND PROTECTIVE EQUIPMENT DEVICES

901. Remote Control Switches and Signals

A. Susquehanna Division

| Control Point | Locations Controlled |
|-----------------------|---|
| Hornell—Dispatcher | Hornell—Cass St. West Yard Pullout (Dwarf Sig.) "OO" Gibson "SR" Susquehanna "JA" Lanesboro "GF" Gulf Summit |
| "FS" Elmira | "VO" Elmira Heights McCanns Blvd. Second St. "JF" Southport |
| "BD" Binghamton | West "BD" Robinson St. |
| "FA" Oneonta D & H | "BX" Cabin Binghamton |
| Callicoon | "CO" Siding east end |
| Port Jervis | "WX" Sparrowbush |

B. Buffalo Division

| Control Point | Locations Controlled |
|--------------------|--|
| Buffalo—Dispatcher | River Junction Silver Springs Rock Glen East Linden Attica East Alden West Alden Depew Junction Harlem Road |
| West End Tower | Bison Yard—W.E. Tracks 66-76 E.E. Tracks 73-76 East and West End of Brenner Pass William St. Crossover Crossovers east of Halstead Avenue Lovejoy St. |

C. Mahoning Division

| Control Point | Locations Controlled |
|-----------------------|---|
| Youngstown—Dispatcher | Himrod Jct. Hubbard Coles Waterboro RH—MP 14.0 Steamburg WC Jct. CB Jct. Belfast Fillmore River Jct.—west end |
| SN Junction | SB Siding east end Johnsons Pymatuning Transfer Sharpsville |
| Shenango | CB & I Greenville |
| "BK" Buchanan | Amasa Atlantic Stony Point |
| "NE" Niobe Jct. | "CM" Jct.—eastward siding |
| Cleveland—Bridge 2.22 | West End Int. MP 3.30 |

901. Remote Control Switches and Signals

D. Marion Division

| Control Point | Locations Controlled |
|-------------------|--|
| Marion—Dispatcher | Silver Creek—entrance to sidings Polk—entrance to sidings WO—MP 134.0 "CX" College Road Bolivar Newton Round Lake "AN" Akron "MU" Manitou "RS" Rochester "CR" Pershing "MD" De Long "MY" Monterey "AD" Aldine |
| Sterling | Sterling—west siding |
| Martel | Martel—east siding |
| HN Tower | "KN" Kenton |
| Kouts | Wilders |

902. Spring Switches

A. Susquehanna Division

| Point | Switch Location |
|-----------------|---|
| Hornell | West yard pullout |
| Gang Mills | East siding "GN" west siding "RG" |
| Elmira | 2nd St. east end west siding |
| Waverly | "XY" east and west end |
| Owego | "LR" east end |
| Campville | "VR" west end |
| Binghamton | "BD" east end east siding |
| East Bing. Yard | West end outbound S & U trk. to eng. trk. East of coal chutes from S & U trk. to eng. trk. Ash pit lead to eng. trk. Pull out east end new yard West end regular and inside leads |
| Susquehanna | "SQ" east end No. 1 |
| Callicoon | "CO" west end siding |

B. Buffalo Division

| Point | Switch Location |
|-------------|---|
| Portage | End of double track |
| Harlem Road | Lead to passenger extension |
| "FW" Tower | N & W connection—eastward running track |
| Black Rock | Hill yard lead east end |

902. Spring Switches

C. Mahoning Division

| Point | Switch Location |
|---|--|
| River Jct. | West end |
| Tifft St. Jct. | West end siding |
| CB Jct. | East end siding |
| CM Jct. | East end siding |
| Amasa | East end siding |
| Leavittsburg | East end siding |
| Sharon | Both ends single track |
| Niles | Both ends single track |
| "RB" | MP 48.3 Lined for track 2 |
| "HM" | MP 34.2 Lined for track 1 |
| "KS" | MP 32.6 Lined for track 2 |
| "XR" | MP 15.0 Lined for track 1 |
| Trains operating against current of traffic on track 2 at "RB" and "KS" or on track 1 at "HM" and "XR" will stop at "STOP" signs at these points and proceed in accordance with Rules 98 and 514. | |
| Cleveland—55th St. | Eng. term lead from pit to outbound pit track—west end |
| Austintown Bch. | MP 2.75 Derail |

D. Marion Division

| Point | Switch Location |
|--------------|---|
| Kenmore | West end third rail |
| Silver Creek | West end west siding |
| Polk | East end east siding West end west siding |
| Mansfield | East end east siding |
| Martel | West end west siding |
| Marion Yard | West end pullout C & E lead C & E lead to fuel track Run around track to fuel track |
| Griffith | Passing siding east end |

903. Electrically Locked Switches

A. Susquehanna Division

| Point | Switch Location |
|------------------|---|
| Gang Mills Yard | All main track switches |
| Big Flats | Spur to track 1 |
| "VO" Elmira Hts. | Reformatory switch |
| Waverly | East "XY" West "XY" pull ins |
| Owego | Lead to LV from track 1 |
| Binghamton | Robinson St. caboose track Binghamton Constr. Co. D & H interchange |
| East Binghamton | Jewel Tea Co. switch from yard track 1 |
| Shohola | Both ends passing siding |

B. Buffalo Division

All main track hand thrown switches in TCS territory between Depew Jct. and Portage.

C. Mahoning Division

| Point | Switch Location |
|-------------|--|
| Cleveland | Lead from CUT Connections to Shaker Rapid material track. |
| Hubbard | Powell Press Steel MP 75.22 House track MP 74.29 |
| Sharpsville | House track Mill track |
| Depot | East end east siding. Crossover |
| AD | Crossover. East siding |
| No. Warren | Thomas Steel Co. Two main track switches east Mahoning Ave. Crossover to siding MP 161.27 MK siding Wean Engineering Co. Packard Electric Co. City Water Works |
| Cortland | Siding |
| Kennard | Team track MP 123.77 |
| Atlantic | House tracks MP 121.04 |
| Geneva | House track |
| Carrolton | Crossover. Switch to Bradford Bch. |
| Kennedy | Main track crossover |
| Randolph | Town track. South local Bordens East end passing siding |

903. Electrically Locked Switches

D. Marion Division

| Point | Switch Location |
|---|---|
| Scioto | West trk. west switch over main trk. crossover Switch to GSA |
| Fairborn | West switch main track crossover |
| Patterson Field | Entrance switch MP 380.25 |
| Marion Yard | Yard D MP 0.40 pullout to east track |
| Lima | Dunn Coal Co. Lima Loco Works Derail |
| Huntington | CR west crossover |
| All main track hand thrown switches in TCS territory between "CX" College Road and "AD" Aldine. | |
| Griffith | Michigan Cent. interchange |
| HY Tower | C & O industrial district switch |
| Hammond | Towel spur west main to EJ & E |

904. Dragging Equipment Detectors

A. Susquehanna Division

| Detector Location | EASTWARD | |
|-------------------|---------------------|----------------------|
| | "E" Light At Signal | Sets Signals Stop |
| MP 294.88 | 291-2 | "QO" Gibson 255-2 |
| MP 259.21 | 257-2 | |
| MP 219.60 | 255-2 | West "BD" |
| | 216-2 | |
| WESTWARD | | |
| MP 208.99 | 211-1 | "BD" 251-1 |
| MP 247.46 | 249-1 | |
| MP 266.81 | 251-1 | "JF" |
| | 270-1 | |

B. Buffalo Division

| Detector Location | EASTWARD | |
|-------------------|-----------|-------------------|
| | "E" Light | Sets Signals Stop |
| MP 366.0 | 363-2B | Portage |
| WESTWARD | | |
| MP 358.1 | 359-1B | Portage |

904. DRAGGING EQUIPMENT DETECTORS

C. Mahoning Division SECOND SUB-DIVISION EASTWARD

| Detector Location | "E" Light At Signal | Sets Signals Stop |
|--------------------------------|---------------------|-------------------|
| MP 109.00 | 519-2 | Buchanan |
| FOURTH SUB-DIVISION—RIVER LINE | | |
| MP 381.11 | West Belfast | East End Belfast |
| MP 372.85 | 370-2R 368-2R | 368-2R |
| WESTWARD | | |
| MP 363.15 | East Fillmore | West Fillmore |
| MP 370.61 | 372-1R 375-1R | 375-1R |

905. Hot Box Detectors A. Susquehanna Division

| Location | Hot Box Sign at Signal | Sets Signal Stop |
|--------------------|------------------------|------------------|
| Erwins—M.P. 296.92 | 294-2 | 293-2 |
| TR-2—Eastward | 293-2 | |

There is a loose wheel detector at Erwins which also actuates the same Eastward signals as the hot box detector. Crews stopped should communicate with dispatcher to ascertain nature of defect.

| | | |
|------------------|-------|-------|
| Hancock—M.P. 165 | 162-2 | 161-2 |
| TR-2—Eastward | 161-2 | |

B. Buffalo Division

| Location | Hot Box Sign At Signal | Sets Signal Stop |
|------------------------|------------------------|------------------|
| River Jct. M.P. 357.75 | 354-2B | 351-2B |
| Eastward | 351-2B | |
| Dale, N. Y. MP 380.52 | 378-2B | 376-2B |
| Eastward | 376-2B | |

C. Mahoning Division

| Location | Hot Box Sign at Signal | Sets Signal Stop |
|---------------------------------------|--|---|
| 2nd Sub. Div. MP 119.18 | Eastward—Home West End SA Stony Pt. Westward—Home East end VI—Atlantic | Home—East end SA Stony Point Home—West end VI Atlantic |
| 4th Sub. Div. MP 388.19 Track 2 | 385-2 | Home—CB Jct. |

D. Marion Division

| Location | Hot Box Signs | Sets Signal Stop |
|---------------------------|-----------------------------|------------------|
| MP 278.30 West Ontario | 688-2 686-2 MP 272.90 | 686-2 |

906. Slide Detector Fences A. Susquehanna Division

| Fence Location | Sets Signals Stop |
|----------------|-------------------|
| MP 307.23 | 306-1 308-2 |
| MP 309.39 | 308-1 310-2 |

Restrictive signal indication warns of possible slide on track.

10. TRAIN ORDER OFFICES AND INTERLOCKING TOWERS NOT OPEN 24 HOURS DAILY

Times of normal operation are shown herein. Signal indications will govern regardless of time specified for operation.

1001. SUSQUEHANNA DIVISION

| STATION | MONDAY TO FRIDAY | SATURDAYS, SUNDAYS AND HOLIDAYS |
|-----------------------|--|---------------------------------|
| Honesdale | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Callicoon | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Hancock | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Deposit | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Waverly | 8:00 A.M. to 11:15 A.M. 12:15 P.M. to 5:00 P.M. | |
| Blossburg | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Wayland Branch | | |
| Bath | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Wayland | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |

1002. BUFFALO DIVISION

| STATION | MONDAY TO FRIDAY | SATURDAYS, SUNDAYS AND HOLIDAYS |
|-------------------------------|--|---------------------------------|
| Attica Branch | | |
| Attica (Attica Branch Trains) | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Batavia | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Avon | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |
| Groveland Branch | | |
| Greigsville | 8:30 A.M. to 12 Noon 1:00 P.M. to 5:30 P.M. | Closed |
| Groveland | 8:00 A.M. to 12 Noon 1:00 P.M. to 5:00 P.M. | Closed |

1003. MAHONING DIVISION

| STATION | MONDAY TO FRIDAY | SATURDAYS, SUNDAYS AND HOLIDAYS |
|---------------|--|---------------------------------|
| North Randall | 7:00 A.M. to 11:00 A.M. 12 Noon to 4:00 P.M. | Closed |
| Aurora | 6:45 A.M. to 11:45 A.M. 12:45 P.M. to 3:45 P.M. | Closed |

14. SIDINGS

Sidings will not be blocked without permission from the Superintendent. Applies all divisions.

1401. SUSQUEHANNA DIVISION

| | CAR CAPACITY | |
|----------------------------------|---|----------|
| | Based on 45 feet to the car allowing for engine and caboose | |
| | Eastward | Westward |
| Gang Mills | 160 | 160 |
| "VO" Elmira | 125 | 121 |
| Southport | 105 | |
| "XY" Waverly Center Siding | | 185 |
| "LR" Owego | 125 | |
| "VR" Campville | | 174 |
| "BD" Binghamton | 160 | |
| Gulf Summit | 124 | |
| Hancock | | 135 |
| Callicoon | | 125 |
| Shohola | | 35 |
| "HX" Hawley | | 45 |
| Wangaum Stub | | 45 |

1402. BUFFALO DIVISION

MAIN LINE

| | CAR CAPACITY |
|-------------------------|--------------|
| Canaseraga | 160 |
| Silver Springs | 287 |
| Attica (Eastward) | 77 |
| Alden | 575 |

1403. MAHONING DIVISION

| | CAR CAPACITY | |
|---|--------------|----------|
| | Eastward | Westward |
| North Randall | 117 | |
| Solon | 78 | |
| Mahoning | | 91 |
| Leavittsburg, First Sub-Division | 86 | 92 |
| De Forest | 88 | 91 |
| Avon No. 1 Mosier | 90 | |
| Ravenna | 76 | |
| AD Siding | 90 | 93 |
| Leavittsburg, Second Sub-Division | | 147 |
| Johnsons | | 162 |
| Pymatuning, Second Sub-Division | | 135 |
| Amasa | | 118 |
| Atlantic | | 135 |
| Stony Point | 135 | 135 |
| Canfield | | 36 |
| Cochranton | | 19 |
| Franklin | | 29 |

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

1403. MAHONING DIVISION

| | CAR CAPACITY | |
|-------------------------------|---|----------|
| | Based on 45 feet to the car allowing for engine and caboose | |
| | Eastward | Westward |
| Almond | | 55 |
| Alfred | | 54 |
| Andover | | 56 |
| Wellsville | 36 | 79 |
| Belmont | | 71 |
| Friendship | | 30 |
| Summit | | 72 |
| Fillmore | | 165 |
| Belfast | | 165 |
| C B Junction—River Line | | 165 |
| Little Valley | | 35 |
| Falconer | 151 | 140 |
| N E Junction | | 138 |
| C M Junction | 146 | |
| J O Siding | 128 | 131 |
| Hamburg | | 60 |
| Eden Center | | 100 |
| North Collins | | 46 |
| Collins | | 85 |
| Gowanda | | 55 |
| D M Junction | | 100 |
| Cherry Creek | | 101 |

1404. MARION DIVISION

| | | |
|-------------------------------|-----|-----|
| Kent No. 1 | 185 | 150 |
| Kent No. 2 | 105 | 150 |
| Silver Creek | 73 | 139 |
| Sterling | 154 | 144 |
| Polk | 138 | 140 |
| Ashland (Center Siding) | | 94 |
| Mansfield | 208 | 110 |
| Galion | 87 | 87 |
| Martel | 131 | 135 |
| Caledonia | | 91 |
| Q Siding | | 87 |
| South Marion | | 78 |
| Green Camp | | 17 |
| Richwood | | 47 |
| Mingo | | 41 |
| Urbana | | 87 |
| Maitland | | 43 |
| Durbin | | 69 |
| Cold Springs | 92 | 72 |
| Fairborn | | 88 |
| Kenton | | 128 |
| KP. Siding | | 137 |
| Spencerville | 40 | |
| Ohio City | 148 | |
| Manitou | | 307 |
| Rochester | | 425 |
| Delong | | 361 |
| North Judson | | 138 |
| Griffith | 93 | 132 |

When trains are to meet or pass at Durbin, first train arriving there will report to operator at Cold Springs when in clear on siding, or stopped on main track; and will obtain block from operator at Cold Springs before proceeding.

The signal located north side between main track and middle track just west of Durbin Station will govern the movement of all westward trains between Durbin and Cold Springs.

When signal indicates "Stop" crews will report by telephone to operator at Cold Springs for instructions.

15. STATION LISTS

1501. SUSQUEHANNA DIVISION

For the Use of Agents, Conductors and Others, for Reporting
Movements of Trains, Locomotives and Cars

FIRST SUB-DIVISION

| Miles from | Station No. |
|------------|--------------------------------------|
| — | Susquehanna, Pa. 1855 |
| 3 | Hickory Grove 1857 |
| 8 | Great Bend 1860 |
| 13 | Kirkwood, N. Y. 1865 |
| 15 | Langdon 1870 |
| 18 | Walker's Switch 1872 |
| 20 | Asylum Switch 1874 |
| 22 | Binghamton 2100 |
| 25 | Johnson City 2105 |
| 28 | Hooper 2107 |
| 30 | Endicott 2115 |
| 31 | Endicott (Liberty St.) 2117 |
| 37 | Campville 2119 |
| 44 | Owego 2120 |
| 50 | Tioga Centre 2125 |
| 54 | Smithboro 2135 |
| 56 | Barton 2140 |
| 63 | Waverly 2145 |
| 68 | Chemung 2150 |
| 74 | Wellsburg 2155 |
| 80 | Southport Junction 2157 |
| 81 | Elmira 2160 |
| 84 | Elmira Heights 2165 |
| 86 | Horseheads 2185 |
| 91 | Big Flats 2187 |
| 92 | Atlantic Switch 2189 |
| 93 | NY State Elec. & Gas Corp. 2192 |
| 97 | Gibson 2199 |
| 99 | Corning 2200 |
| 100 | Painted Post 2202 |
| 101 | Gang Mills 2203 |
| 104 | Erwins 2303 |
| 108 | Crane's Switch 2304 |
| 109 | Addison 2310 |
| 110 | QZ Crossover 2312 |
| 114 | Rathbone 2320 |
| 119 | Cameron Mills 2325 |
| 120 | Cameron Pump Station 2327 |
| 122 | Cameron 2330 |
| 130 | Adrian 2332 |
| 135 | Canisteo 2335 |
| 139 | Hornell 2340 |

WATKINS BRANCH

| Miles from | Station No. |
|------------|--------------------------------------|
| — | Elmira 2160 |
| 7 | Horseheads (Recon. Plant) 2166 |
| 10 | Pine Valley 2167 |
| 13 | Millport 2170 |
| 14 | Croton 2172 |
| 18 | Montour Falls 2175 |
| 22 | Watkins Glen 2180 |
| 23 | Coal Point 2182 |

VESTAL SPUR

| Miles from | Station No. |
|------------|-----------------------------|
| — | Binghamton, N. Y. 2100 |
| 3 | Johnson City 2105 |
| 5 | Willow Point 2106 |
| 8 | Vestal 2110 |

TIOGA BRANCH

| Miles from | Station No. |
|------------|---------------------------|
| — | Lawrenceville 2207 |
| 4 | Tioga Junction 2210 |
| 8 | Tioga 2215 |
| 9 | Berry's Bridge 2218 |
| 17 | Mansfield 2220 |
| 19 | Canoe Camp 2225 |
| 22 | Covington 2230 |
| 27 | Blossburg 2235 |

1501. SUSQUEHANNA DIVISION

NEW YORK CENTRAL TRACKAGE

| Miles from | Station No. |
|------------|---------------------------------------|
| — | Gang Mills, N. Y. 2203 |
| 1 | W. K. Tower 2204 |
| 5 | Presho 2205 |
| 9 | Lindley 2206 |
| 11 | Lawrenceville 2207 |
| 13 | Cowanesque Valley Jct., Pa. 2240 |
| 19 | Tioga 2241 |
| 23 | Hammond 2242 |
| 26 | Holiday 2243 |
| 28 | Middlebury 2244 |
| 29 | Niles Valley 2245 |
| 32 | Wellsboro Jct. 2246 |
| 38 | Marsh Creek 2247 |
| 40 | Ansonia 2248 |
| 44 | Stone 2249 |
| 49 | Tiadaghton 2250 |
| 50 | DI Tower 2251 |
| 51 | Pine 2252 |
| 57 | Blackwell 2253 |
| 62 | Cedar Run 2254 |
| 67 | Slater Run 2255 |
| 73 | Cammal 2256 |
| 76 | Bluestone 2257 |
| 78 | Jersey Mills 2258 |
| 83 | Waterville 2259 |
| 86 | Ramsey 2260 |
| 90 | T. W. Tower 2261 |
| 92 | J. S. Tower 2262 |
| 94 | Jersey Shore Jct. 2263 |
| 95 | Jersey Shore 2264 |
| 97 | Larry's Creek 2265 |
| 103 | Linden 2266 |
| 107 | Newberry Jct. 2290 |

SECOND SUB-DIVISION

| Miles from | Station No. |
|------------|---------------------------------------|
| — | Port Jervis, N. Y. 1195 |
| 3 | Sparrowbush 1701 |
| 10 | Rosas, Pa. 1703 |
| 11 | Pond Eddy 1706 |
| 16 | Oak Tree 1708 |
| 19 | Shohola 1710 |
| 23 | Lackawaxen 1715 |
| 31 | Tusten, N. Y. 1729 |
| 34 | Narrowsburg 1730 |
| 40 | Skinnners Falls 1735 |
| 41 | Page's Oil Switch 1737 |
| 43 | Cochecton 1740 |
| 47 | Callicoon Quarry 1742 |
| 47 | Callicoon Creamery Switch 1743 |
| 48 | Callicoon 1745 |
| 55 | Hankins 1750 |
| 59 | Long Eddy 1755 |
| 66 | Lordville 1760 |
| 76 | Hancock 1770 |
| 77 | Pipe Line Switch 1772 |
| 84 | Hale Eddy 1775 |
| 88 | Stock Yards Siding 1777 |
| 89 | Deposit 1780 |
| 96 | Gulf Summit 1790 |
| 99 | Comstock Lumber Switch, Pa. 1792 |
| 103 | Lanesboro 1800 |
| 105 | Susquehanna 1855 |

WAYLAND BRANCH

| Station | Number |
|-------------------------|--------|
| Painted Post 2202 | |
| Gang Mills 2203 | |
| Coopers 2400 | |
| Campbell 2405 | |
| Savona 2410 | |
| Bath 2415 | |
| Kanona 2420 | |
| Avoca 2425 | |
| Wallace 2430 | |
| Cohocton 2435 | |
| Atlanta 2440 | |
| Wayland 2445 | |

HONESDALE BRANCH

| Miles from | Station No. |
|------------|---------------------------|
| — | Lackawaxen 1715 |
| 11 | Phoenix 1717 |
| 14 | East Hawley 1718 |
| 15 | Church Street 1719 |
| 16 | Hawley 1722 |
| 19 | White Mills 1724 |
| 24 | East Honesdale 1726 |
| 25 | Honesdale 1728 |

1502. BUFFALO DIVISION

MAIN LINE

| Station | Number |
|-----------------|--------|
| Hornell, N. Y. | 2340 |
| Arkport | 2602 |
| Burns | 2605 |
| Canaseraga | 2610 |
| Swains | 2615 |
| Dalton | 2620 |
| Washington Hunt | 2625 |
| River Jct. | 2628 |
| Portage | 2630 |
| Castile | 2635 |
| Silver Springs | 2640 |
| Rock Glen | 2645 |
| Warsaw | 2650 |
| Linden | 2655 |
| Attica | 2660 |
| Darien Center | 2740 |
| Alden | 2745 |
| Town Line | 2755 |
| Lancaster | 2760 |
| Depew | 2765 |
| East Buffalo | 2775 |

ERIE BRANCH

| Station | Number |
|--------------|--------|
| East Buffalo | 2775 |
| Ferry St. | 2800 |
| Warwick Ave. | 2805 |

GROVELAND BRANCH

| Station | Number |
|-----------------|--------|
| Groveland | 2455 |
| Mount Morris | 2460 |
| Leicester | 2465 |
| Greigsville | 2470 |
| Linwood | 2480 |
| B & O Jct. | 2485 |
| East Bethany | 2490 |
| North Alexander | 2500 |

LANCASTER SPUR

| Station | Number |
|-----------|--------|
| Lancaster | 2520 |
| Depew | 2525 |

NIAGARA FALLS BRANCH

| Station | Number |
|-----------------------------|--------|
| Buffalo (Main St.) | 2810 |
| Lewis Siding—Sheridan Drive | 2818 |
| Continental Can—Twin Fair | 2822 |
| North Tonawanda | 2825 |
| Niagara Falls | 2840 |

BLACK ROCK BRANCH

| Station | Number |
|--------------|--------|
| East Buffalo | 2775 |
| Warwick Ave. | 2805 |
| Black Rock | 2820 |

LOCKPORT BRANCH

| Station | Number |
|----------------------------|--------|
| North Tonawanda | 2825 |
| Martinsville | 2827 |
| Pendleton | 2855 |
| L & O Junction | 2857 |
| Lockport (inc. Lower Town) | 2865 |

1502. BUFFALO DIVISION

ATTICA BRANCH

| Station | Number |
|----------------|--------|
| Rochester | 2735 |
| Mortimer | 2730 |
| West Henrietta | 2725 |
| Industry | 2720 |
| Avon | 2695 |
| Caledonia | 2685 |
| G & W Junction | 2684 |
| LeRoy | 2680 |
| Stafford | 2675 |
| Batavia | 2670 |
| N. Alexander | 2500 |
| Alexander | 2665 |
| Attica | 2660 |

1503. MAHONING DIVISION

FIRST SUB-DIVISION

| Station | Number |
|----------------------------|--------|
| Pymatuning, Pa. | 3565 |
| Sharpsville | 3630 |
| Ferrona | 3632 |
| Sharon | 3635 |
| RO Yard | 3685 |
| Coles | 3690 |
| Hubbard, Ohio | 3700 |
| Doughton's | 3705 |
| Valley Street | 3702 |
| Youngstown | 3710 |
| E. Youngstown | 3715 |
| NK Yard | 3711 |
| Brier Hill | 3718 |
| Girard | 3720 |
| Girard Yard | 3722 |
| Niles | 3725 |
| DeForest | 3810 |
| Pipe Line Switch | 3815 |
| Warren | 3825 |
| Leavittsburg | 3830 |
| Phalanx | 3835 |
| Mahoning | 3840 |
| Garrettsville-Hiram | 3845 |
| Mantua | 3855 |
| Aurora | 3860 |
| Geauga Lake | 3865 |
| Solon | 3870 |
| North Randall | 3875 |
| Lee Road | 3877 |
| Corlett (Cleveland) | 3878 |
| E. 93rd St. (Cleveland) | 3880 |
| Union Street | 3882 |
| East 55th St. (Cleveland) | 3885 |
| Literary Street | 3895 |
| Cleveland (Union Terminal) | 3897 |
| River Bed | 3899 |

NEW CASTLE BRANCH

| Station | Number |
|---------------------------------|--------|
| Sharon, Pa. | 3635 |
| Ferrona | 3632 |
| State Street | 3645 |
| Farrell | 3650 |
| Wheatland | 3655 |
| West Middlesex | 3660 |
| Pulaski | 3665 |
| Nashua | 3670 |
| Water Works Siding | 3675 |
| New Castle | 3680 |
| Pittsburgh & Lake Erie Junction | 3681 |

LISBON BRANCH

| Station | Number |
|-----------------|--------|
| Niles, Ohio | 3725 |
| Mineral Ridge | 3740 |
| Austintown | 3750 |
| Canfield | 3755 |
| Marquis | 3760 |
| Greenford | 3770 |
| Washingtonville | 3775 |
| Leetonia | 3780 |
| Lisbon | 3805 |

1503. MAHONING DIVISION

SECOND SUB-DIVISION

| Station | Number |
|----------------------|--------|
| Meadville, Pa. | 3445 |
| Buchanan | 3450 |
| Geneva | 3525 |
| Stony Point | 3530 |
| Atlantic | 3535 |
| Kennard | 3540 |
| Amasa | 3550 |
| Greenville | 3552 |
| Chicago Bridge Works | 3553 |
| Shenango | 3555 |
| Transfer | 3560 |
| Pymatuning | 3565 |
| Orangeville | 3570 |
| Johnsons | 3582 |
| Cortland | 3585 |
| MK Siding | 3588 |
| North Warren | 3590 |
| Leavittsburg | 3830 |
| Braceville | 3930 |
| Atlas, Ohio | 3934 |
| Windham | 3935 |
| Freedom | 3940 |
| Depot, Ohio | 3942 |
| Ravenna | 3945 |
| Kent | 3955 |

FRANKLIN BRANCH

| Station | Number |
|----------------|--------|
| Meadville, Pa. | 3445 |
| Buchanan | 3450 |
| Cochranon | 3480 |
| Carlton | 3485 |
| Utica | 3490 |
| Poseydale | 3492 |
| Franklin | 3500 |
| Reno | 3505 |
| Oil City | 3510 |

THIRD SUB-DIVISION

| Station | Number |
|---------------------|--------|
| Salamanca | 3030 |
| Bucktooth | 3332 |
| Red House | 3335 |
| Steamburg | 3340 |
| "RH" | 3342 |
| Randolph | 3345 |
| Waterboro | 3350 |
| Kennedy | 3355 |
| Falconer | 3360 |
| Dexterville | 3362 |
| Jamestown | 3365 |
| Plywood | 3367 |
| Lakewood | 3370 |
| Ashville | 3375 |
| Watts Flats | 3380 |
| Niobe "NE" Junction | 3384 |
| Niobe | 3385 |
| Bear Lake, Pa. | 3390 |
| "CM" Junction | 3399 |
| Columbus | 3400 |
| Corry | 3405 |
| "JO" Sidings | 3412 |
| Union City | 3415 |
| Mill Village | 3420 |
| Millers | 3425 |
| Cambridge Springs | 3430 |
| Venango | 3435 |
| Saegertown | 3440 |
| Meadville | 3445 |

C & E RAILROAD

| Station | Number |
|-----------------|--------|
| "NE" Junction | 3384 |
| Lottsville, Pa. | 3395 |
| "CM" Tower | 3399 |

1503. MAHONING DIVISION

B & S W BRANCH

| Station | Number |
|--------------------|--------|
| East Buffalo | 2775 |
| Buffalo Creek Jct. | 3067 |
| Tift Street | 3068 |
| Blasdell | 3070 |
| Hamburg | 3075 |
| Eden Valley | 3175 |
| Eden Center | 3180 |
| North Collins | 3185 |
| Lawtons | 3190 |
| Collins | 3195 |
| Gowanda | 3200 |
| Dayton | 3042 |
| Markhams | 3278 |
| South Dayton | 3280 |
| Cherry Creek | 3295 |
| Conewango | 3300 |
| Waterboro | 3350 |
| Kennedy | 3355 |
| Falconer | 3360 |
| Jamestown | 3365 |

FOURTH SUB-DIVISION

| Station | Number |
|--------------------|--------|
| Hornell | 2340 |
| Almond | 2875 |
| Alfred | 2880 |
| Andover | 2885 |
| Wellsville | 2890 |
| Scio | 2895 |
| Belmont | 2900 |
| Belvidere | 2905 |
| Friendship | 2910 |
| Summit | 2912 |
| Cuba | 2915 |
| Cuba "CB" Junction | 2919 |
| Hinsdale | 2920 |
| Olean | 2925 |
| Allegheny | 2930 |
| Vandalia | 2935 |
| Carrollton | 2940 |
| Salamanca | 3030 |
| Little Valley | 3035 |
| Cattaraugus | 3038 |
| Dayton | 3042 |
| Perrysburg | 3045 |
| Forestville | 3050 |
| Sheridan | 3055 |
| Dunkirk | 3060 |

BRADFORD BRANCH

| Station | Number |
|----------------------|--------|
| Carrollton, N. Y. | 2940 |
| Riverside | 2945 |
| Limestone | 2955 |
| East Bradford, Pa. | 2958 |
| Bradford | 2960 |
| Custer City | 2965 |
| Howard Junction | 2970 |
| Lewis Run | 2975 |
| J & B Junction | 2980 |
| Mt. Jewett | 2984 |
| Freeman | 2988 |
| Hutchins | 2992 |
| Midmont | 2994 |
| Rasselas | 2995 |
| Ketner | 2998 |
| Clarion Junction | 2999 |
| Johnsonburg | 3000 |
| Johnsonburg (B&O RR) | 3001 |
| Whistletown | 3002 |
| Ridgway | 3003 |
| Thayers | 3004 |
| Mill Creek | 3005 |
| Carman | 3006 |
| "WI" Tower | 3007 |
| Brockway (B&O RR) | 3008 |
| Crenshaw | 3009 |
| Brockport | 3010 |
| Hellen Mills | 3012 |
| Hydes | 3014 |

RIVER LINE

| Station | Number |
|--------------------|--------|
| River Junction | 2628 |
| Fillmore | 2916 |
| Belfast | 2917 |
| "CB" Junction "CB" | 2919 |

1504. MARION DIVISION

KENT SUB-DIVISION

| Station | Number |
|--------------------------------|--------|
| Kent | 3955 |
| Tallmadge | 3975 |
| Old Forge | 3978 |
| Akron | 3980 |
| South Akron | 3982 |
| Kenmore | 3985 |
| Barberton | 3990 |
| Silver Creek | 4000 |
| Wadsworth | 4010 |
| Rittman | 4015 |
| Sterling | 4020 |
| Creston | 4025 |
| Burbank | 4030 |
| West Salem | 4035 |
| Polk | 4040 |
| Nankin | 4045 |
| Ashland | 4050 |
| Milton | 4055 |
| Dyke Spur | 4057 |
| Logan Spur | 4059 |
| Pavonia | 4060 |
| Allentown Spur | 4061 |
| Summit Spur | 4062 |
| Ohio Lumber and Face Brick Co. | 4063 |
| Richland Shale Brick Co. | 4064 |
| Summit | 4065 |
| Mansfield | 4070 |
| State Highway Spur | 4075 |
| Humphrey's Spur | 4076 |
| Harding | 4078 |
| Ontario | 4080 |
| Galion | 4085 |
| Martel | 4090 |
| Caledonia | 4095 |
| Slick's Spur | 4100 |
| Scioto | 4102 |
| Marion | 4105 |

LIMA SUB-DIVISION

| Station | Number |
|-----------------------|--------|
| Swan Creek | 4580 |
| DeCliff | 4595 |
| Hepburn | 4600 |
| Kenton | 4605 |
| Foraker | 4610 |
| McGuffey | 4615 |
| Alger | 4620 |
| Harrods | 4625 |
| Westminster | 4630 |
| Lima | 4640 |
| Hercules Torpedo Spur | 4643 |
| Kemp | 4645 |
| Spencerville | 4655 |
| Converse | 4660 |
| Elgin | 4665 |
| Ohio City | 4670 |
| Glenmore | 4675 |
| Wren | 4680 |
| Decatur | 4690 |
| Preble | 4695 |
| Tocsin | 4705 |
| Kingsland | 4710 |
| Uniondale | 4715 |
| Markle | 4720 |
| Simpson | 4725 |
| Huntington | 4730 |

1504. MARION DIVISION

CHICAGO SUB-DIVISION

| Station | Number |
|-------------------------------|--------|
| Bippus | 4755 |
| Servia | 4760 |
| Bolivar | 4765 |
| Newton | 4770 |
| Laketon | 4775 |
| Disko | 4780 |
| Akron | 4785 |
| Athens | 4790 |
| Rochester | 4795 |
| Leiters | 4805 |
| Delong | 4810 |
| Monterey | 4815 |
| Ora | 4820 |
| Bass Lake | 4825 |
| Aldine | 4835 |
| North Judson | 4840 |
| Lomax | 4842 |
| Wilders | 4855 |
| Clanricarde | 4860 |
| Kouts | 4865 |
| Boone Grove | 4870 |
| Palmer | 4880 |
| Crown Point | 4890 |
| Griffith | 4895 |
| Highland | 4900 |
| H. Y. Tower | 4905 |
| Hammond | 4910 |
| State Line (E.J.E.) | 4911 |
| Hegewisch (C&R), Ill. | 4915 |
| 112 St., So. Deering (C.S.L.) | 4918 |
| Pullman Jct. (95th St.) | 4920 |
| 81st St. — C&WI — Belt | 4925 |
| Englewood (63rd St.) | 4930 |
| 51st Street | 4935 |
| 47th Street | 4937 |
| 40th Street | 4939 |
| 22nd Street | 4941 |
| 18th Street | 4943 |
| 14th Street | 4945 |
| Chicago (Dearborn Station) | 4949 |

INTERCHANGE POINTS IN FOREIGN YARDS

| Station | Number |
|------------------------|--------|
| Calument City (I.H.B.) | 4950 |
| East Chicago (BOCT) | 4954 |
| South Chicago (CRIP) | 4958 |
| 87th Street (BRC) | 4962 |
| Clearing (BRC) | 4966 |
| Corwith yard (ATSF) | 4970 |
| Loomis St. (CJ) | 4974 |
| Woods St. (CNW) | 4978 |
| Western Ave CMSTP&P | 4982 |
| Leavitt St. (CR&I) | 4986 |
| Cicero Yard (CB&Q) | 4990 |
| 18th Street (ATSF) | 4994 |

DAYTON SUB-DIVISION

| Station | Number |
|---------------------|--------|
| Green Camp | 4110 |
| Richwood | 4125 |
| Claiborne | 4130 |
| Broadway | 4135 |
| Peoria | 4140 |
| North Lewisburg | 4150 |
| Mingo | 4155 |
| Kings Creek | 4165 |
| Urbana | 4170 |
| Glen Echo | 4175 |
| Maitland | 4180 |
| Sugar Grove Hill | 4185 |
| Durbin | 4190 |
| Cold Springs | 4195 |
| Enon | 4200 |
| Fairborn | 4205 |
| Air Service Command | 4206 |
| Wright | 4207 |
| Dayton Freight Yard | 4210 |
| Dayton | 4215 |

16 FLAG CROSSINGS

All movements must stop and proceed only under flag protection at the following crossings:

1601 SUSQUEHANNA DIVISION

TIOGA BRANCH

Main and Park St.—Mansfield, Pa. M.P. 35.90

VESTAL SPUR All Crossings

WAYLAND BRANCH

Hamilton St.—Painted Post M.P. 292.40

1602 BUFFALO DIVISION

BUFFALO TERMINAL

| | |
|-------------|-------------------------|
| Larkin St. | M.P. 422.92 |
| Perry St. | Lake Line |
| Fulton St. | Lake Line |
| Hamburg St. | Lake Line |
| Ohio St. | Lake Line |
| South St. | Lake Line |
| Ganson St. | Off B. C. R.R. Track #6 |

Crossings on lead to Katharine St. Yard

CITY BRANCH

Truscon Switch over South Park Ave. — Movement permitted in daylight only.

BLACK ROCK YARD

| | |
|---------------|-----------------|
| Niagara St. | Black Rock Hole |
| Tonawanda St. | Black Rock Hole |
| Hertel Ave. | Black Rock Hole |

NIAGARA FALLS YARD

| | |
|----------------|--------------|
| Portage Rd. | Lockport St. |
| Michigan St. | South Ave. |
| Cleveland Ave. | Niagara Ave. |

Ontario Ave.

LOCKPORT BRANCH

| | |
|--|------------|
| Oliver St.—N. Tonawanda | M.P. 13.94 |
| Payne Ave.—N. Tonawanda | M.P. 14.21 |
| Division St.—N. Tonawanda | M.P. 14.68 |
| Lyric R.—N. Tonawanda | M.P. 16.43 |
| Niagara Falls Blvd.—N. Tonawanda | M.P. 16.61 |
| Town Line Rd.—Hoffman | M.P. 17.66 |
| Campbell Blvd.—Pendleton | M.P. 21.26 |
| Stevens St.—Lockport | M.P. 26.64 |
| Prospect St.—Lockport | M.P. 26.65 |
| W. Genesee St.—Lockport | M.P. 26.88 |
| Gulf Line Gooding St.—Lockport Gulf Line | M.P. 28.91 |

LANCASTER SPUR

Sheldon Ave., Lancaster, N. Y. M.P. 383.6

ATTICA BRANCH

| | |
|------------------------------------|-------------|
| Main St.—Avon | M.P. 366.23 |
| Liberty St.—Batavia (6 AM to 6 PM) | M.P. 390.20 |
| Main St.—Attica | M.P. 400.77 |

1603 MAHONING DIVISION

BRADFORD BRANCH

| | |
|--|------------|
| River St.—Limestone, N. Y. (Main Crossing) | M.P. 6.33 |
| Kendall Ave.—Bradford, Pa. | M.P. 10.24 |
| Mill St.—Bradford, Pa. | M.P. 10.91 |
| Main St.—Bradford, Pa. | M.P. 11.45 |
| Elm St.—Bradford, Pa. | M.P. 11.67 |
| DeGolia Rd.—Custer City, Pa. | M.P. 14.35 |

DUNKIRK BRANCH

Urban Rd.—Dunkirk, N. Y. M.P. 457.90

17 CROSSINGS PROTECTED BY WATCHMEN

1701 SUSQUEHANNA DIVISION

| CITY OR TOWN LOCATION | NAME OF CROSSING | HOURS DURING WHICH PROTECTED |
|-----------------------|------------------|--|
| Endicott | Hayes Ave. | 7:30 A.M. to 5:30 P.M. Daily—Ex. Sun. |

1702 BUFFALO DIVISION

| | | |
|----------------|------------|---|
| Canaseraga | Church St. | 8:30 A.M. to 12:30 P.M. 2:01 P.M. to 6:00 P.M. |
| Silver Springs | Main St. | 9:00 A.M. to 5:00 P.M. |

All protection on School Days only.

1703 MAHONING DIVISION

| | | |
|------------------------|--------------|-------------------------|
| Corry, Pa. | First Ave. | 5:45 A.M. to 9:45 P.M. |
| Union City, Pa. | Lincoln Ave. | 11:30 A.M. to 7:30 P.M. |
| Cambridge Springs, Pa. | Venango Ave. | 7:00 A.M. to 11:00 P.M. |
| Youngstown, O. | Westlakes | 24 Hours Daily |
| Youngstown, O. | Hazel St. | 24 Hours Daily |
| Sharon, Pa. | E. State St. | 6:00 A.M. to 12 Midnite |
| Sharon, Pa. | Clark Ave. | 24 Hours Daily |

NOTE: All Crossing protected daily except at Union City no protection Sundays.

17 CROSSINGS PROTECTED BY WATCHMEN

1704 MARION DIVISION

| CITY OR TOWN LOCATION | NAME OF CROSSING | HOURS DURING WHICH PROTECTED |
|-----------------------|---------------------|---|
| Akron, O. | Voris St. | 24 hours daily |
| Akron, O. | South St. | 24 hours daily |
| Barberton, O. | 4th St. | 8:00 A.M.-4:00 P.M. EST 8:00 P.M.-4:00 A.M. EST Ex. Sunday |
| Marion, O. | Kenton Ave. | 24 hours daily |
| Lima, O. | Main | 24 hours daily |
| Lima, O. | Greenlawn Ave. | 5:00 A.M.-5:00 P.M. EST |
| Decatur, Ind. | Winchester St. | 7:00 A.M.-7:00 P.M. CST |
| Huntington, Ind. | Market St. | 5:00 A.M.-1:00 A.M. CST |
| Griffith, Ind. | Broad St. | 24 hours daily Gateman 7:30 A.M. 4:30 P.M. CST Groundman |
| Hammond, Ind. | Calumet-Conkey Ave. | 24 hours daily Gateman |
| Hammond, Ind. | Highland St. | 24 hours daily Gateman |
| Hammond, Ind. | Hohman St. | 24 hours daily Gateman and Groundman |
| Hammond, Ind. | State St. | 24 hours daily Gateman 6:00 A.M.-5:00 P.M. CST Groundman |
| Hammond, Ind. | Sibley Street | 24 hours daily Gateman 6:00 A.M.-3:00 P.M. CST Groundman |
| Hammond, Ind. | Fayette St. | 24 hours daily Gateman |
| Hammond, Ind. | Russell St. | 24 hours daily Gateman |
| Hammond, Ind. | Clinton St. | 24 hours daily Gateman |
| Hammond, Ind. | Douglas St. | 24 hours daily Gateman |

18. AUTOMATIC CROSSING PROTECTION

1801. GENERAL INSTRUCTIONS — ALL DIVISIONS

Operation of Automatic Electric Crossing Gates and Flashers

Circuits are designed for fast and slow speeds and because of this trains or engines approaching these crossings must not accelerate speed when within one (1) mile of such crossings.

Trains or engines which have been stopped, delayed or switching within one mile of crossings protected by automatic flashers or gates, will approach such crossings prepared to stop and not proceed until flashers are operating or gates have lowered. To insure proper operation of flashers or gates, stop should be made as close to edge of crossing as possible. Trains or engines should not at any time, enter upon a crossing protected by automatic flashers or gates until they have operated and full protection afforded except in case of failure and then only under flag protection.

Signs reading "Circuit" are located at various points where switching performed. Trains which perform switching in these territories will avoid passing or placing cars beyond the location of these signs.

Train crews or other employees operating hand thrown switches connected with main track in vicinity of these crossings, will avoid reversing switch until after train which has passed has reached first crossing within 1 mile of the location of such switch.

X—Indicates type cut out.

S—Indicates reversing hand thrown switch on main track actuates cut out.

Columns headed "Start of Circuit" indicate MP location or distance from crossing where protection is actuated.

Except as noted tracks are circuited for movements with or against the current of traffic.

1802. CROSSING PROTECTION

Crossings listed include only those protected by automatic gates with flashers or by traffic signals.

Crossings protected by flashers only are not shown.

1802. AUTOMATIC CROSSING PROTECTION

| DIVISION | PROTECTION | LOCATION | CROSSING | START OF CIRCUIT | | Manual | CUT OUTS | |
|-------------|-------------|---------------------|-----------------------------------|---|-----------------------------|--------|----------|--------|
| | | | | Eastbound MP | Westbound MP | | SWITCH | Timing |
| SUSQUEHANNA | Elec. Gates | Lackawaxen | State Route | 110.93 | 109.44 | — | S | X |
| | | Johnson City | Main St. Vestal Spur Ave. B | 194.46 | 194.34 | — | — | — |
| | | Endwell, N. Y. | Page Ave. | 226.00 | 219.61 | — | — | — |
| | | Endicott | Main St. | 223.60 | 222.66 | — | S | — |
| | | Owego | McMaster St. | 236.14 | 234.84 | — | S | X |
| | | Waverly | Fulton St. | 236.92 | 235.57 | — | — | — |
| | | Waverly | Loder St. | 255.99 | 254.36 | — | S | X |
| | | Elmira Hgts. | 14th St. | 255.99 | 254.62 | — | S | X |
| | | Addison | Main St. | 276.18 | 274.59 | — | S | X |
| | | Cameron | Allen Rd. | 301.85 | 300.54 | — | S | X |
| | | Hornell | East Ave. | 313.97 | 312.59 | — | — | — |
| | | Hornell | Taylor Street | 330.99 | 329.92 | — | S | X |
| | | Hornell | Cass St. | {MAH BUF 331.90 331.81 332.21 332.06 | { 331.30 | — | S | X |
| | | Bath | Belfast St. | 287.10 | 286.59 | — | — | — |
| | | Avoca | Carrington St. | 293.77 | 292.61 | X | — | — |
| | | Avoca | Maple St. | 293.77 | 292.61 | X | — | — |
| | | Avoca | Grant St. | 293.77 | 292.78 | X | — | — |
| | | Avoca | Main St. | 293.77 | 292.78 | X | — | — |
| | | Avoca | River St. | 293.77 | 292.78 | X | — | — |
| | | Cohocton | Maple St. | 301.75 | 300.70 | X | — | — |
| | | Atlanta | Beecher St. | 306.10 | 305.11 | X | — | — |
| | | Atlanta | Main St. | 306.10 | 305.11 | X | — | — |

NOTE — Following crossings, Susquehanna Divn., are not circuited for trains operating against current of traffic:
 Deposit MP 176.25 Bordens Crossing
 Oquaga MP 180.81 Underwoods Crossing

| DIVISION | PROTECTION | LOCATION | CROSSING | START OF CIRCUIT | | Manual | CUT OUTS | |
|----------|-------------|----------------------|---------------------|------------------|--------------|--------|----------|--------|
| | | | | Eastbound MP | Westbound MP | | SWITCH | Timing |
| BUFFALO | Elec. Gates | Arkport | Webb Rd. | 335.28 | 334.01 | — | — | — |
| | | Arkport | Zeliff Rd. | 336.43 | 335.09 | — | — | — |
| | | River Jct. | Lockwood Rd. | 358.35 | 357.25 | — | S | — |
| | | Attica | Stevens Rd. | 392.00 | 390.54 | — | S | X |
| | | Attica | Favor St. | 392.89 | 391.79 | — | S | X |
| | | Attica | Exchange St. | 393.16 | 392.11 | — | S | — |
| | | Alden | Exchange St. | 405.00 | 403.63 | — | S | — |
| | | Alden | Sandridge Rd. | 406.39 | 405.00 | — | — | — |
| | | Depew | Penora St. | 414.69 | 413.44 | — | S | X |
| | | No. Tonawanda | Goundry St. | 13.29 | 12.93 | — | S | — |
| | | No. Tonawanda | Thompson St. | 13.70 | 13.22 | — | S | — |
| | | No. Tonawanda | Robinson St. | 13.93 | 13.47 | — | S | — |
| | | No. Tonawanda | Wheatfield St. | 14.33 | 13.70 | — | S | — |
| | | No. Tonawanda | Felton St. | 15.43 | 14.59 | — | S | — |
| | | Mt. Morris | Geneseo Rd. | 332.70 | 332.13 | X | — | X |
| | | Leicester | State St. | 336.76 | 335.55 | X | — | X |
| | | Linwood | Fowler Rd. | 346.08 | 344.95 | X | — | X |
| | | No. Tona. Dock | Tower SS 59 | — | — | X | — | — |
| | | Lockport | Menco Chem. | — | — | X | — | — |
| | | Lockport | River Rd. Warehouse | — | — | X | — | — |
| | | Lockport | West Ave. Gulf Line | — | — | X | — | — |

Traffic Signals

1802. AUTOMATIC CROSSING PROTECTION

| DIVISION | PROTECTION | LOCATION | CROSSING | LENGTH OF CIRCUIT | | Manual | CUT OUTS | |
|----------|-------------|------------|-----------------|-------------------|------------|--------|----------|--------|
| | | | | Eastbound | Westbound | | SWITCH | Timing |
| MAHONING | Elec. Gates | Blasdel | Lake Ave. | 2,700' | 2,500' | X | S | — |
| | | Gowanda | Commercial St. | 1,200' | 1,850' | X | S | — |
| | | Olean | No. Union St. | 4,000' | 4,200' | | S | — |
| | | Kennedy | Route 62 | 3,000' | 2,650' | X | S | — |
| | | Randolph | Main St. | 4,600' | 3,800' | X | S | X |
| | | Randolph | Center St. | 3,600' | 4,800' | X | S | — |
| | | Falconer | So. Dow St. | 3,500' | 4,300' | X | S | — |
| | | Jamestown | Lister St. | 3,600' | 3,100' | X | S | — |
| | | Jamestown | Tiffany Ave. | 3,600' | 3,600' | X | S | — |
| | | Lakewood | Chautauqua Ave. | 3,500' | 3,600' | | S | — |
| | | Corry | Center St. | 1,400' | 2,200' | | S | — |
| | | Corry | First Ave. | 5,600' | 2,000' | | S | — |
| | | Union City | Main St. | 3,400' | 2,800' | | S | — |
| | | Union City | Concord St. | 2,200' | 2,400' | | S | — |
| | | Sharon | Pitt St. | 800' | 800' | | S | — |
| | | Sharon | Silver St. | 800' | 800' | | S | — |
| | | Meadville | Pine St. | 1,000' | 1,100' | | S | — |
| | | Meadville | Poplar St. | 1,100' | 1,000' | | S | — |
| | | Meadville | Meade Ave. | 1,100' | 1,200' | | S | — |
| | | Meadville | Mercer St. | 1,000' | 1,100' | | S | — |
| | | No. Warren | Mahoning Ave. | 2,500' | 2,500' | | S | — |
| | | No. Warren | Parkman Rd. | 2,800' | 2,600' | | S | — |
| | | Ravenna | Cleveland Rd. | 3,400' | 3,500' | | S | — |
| | | Leetonia | Walnut St. | 300' | 300' | | — | — |
| | | Hubbard | Main St. | 2,800' | 2,800' | | — | — |
| | | Sharon | W. State St. | M.P. 80.67 | M.P. 81.13 | | S | — |

| | | | | | | | | |
|----------|-------------|------------|-------------------------------------|------------|------------|--|---|--------|
| MAHONING | Elec. Gates | Warren | Main St. | M.P. 52.74 | M.P. 53.76 | | — | X |
| | | Warren | Park Ave. | M.P. 52.87 | M.P. 53.92 | | S | X Tr 1 |
| | | Warren | Pine St. | M.P. 52.90 | M.P. 53.92 | | S | X Tr 1 |
| | | Youngstown | Valley St. | 1,700' | 2,300' | | — | — |
| | | Youngstown | Walnut St. | 1,500' | 1,600' | | — | — |
| | | Youngstown | North Ave. | 2,400' | 2,000' | | — | — |
| | | Niles | Depot St. | 3,800' | 3,700' | | — | — |
| | | Niles | Pratt St. | 3,500' | 3,600' | | — | — |
| | | Mahoning | Windham Rd. | 3,900' | 3,600' | | — | — |
| | | Cleveland | Lee Road | 3,000' | 3,600' | | — | — |
| | | Cleveland | E. 123rd St. | 2,500' | 2,500' | | S | — |
| | | Cleveland | E. 93rd St. | 2,000' | 3,200' | | S | — |
| | | Cleveland | E. 91st St. | 2,000' | 3,200' | | S | — |
| | | Cleveland | E. 65th St. | 2,000' | 2,600' | | S | — |
| | | Cleveland | E. 37th St. | 1,300' | 1,000' | | S | — |
| | | Cleveland | Aetna Rd. | 2,100' | 2,600' | | S | — |
| | | Cleveland | Broadway | 1,200' | 1,000' | | S | — |
| | | Cleveland | E. 116th St. | 2,600' | 2,900' | | S | — |
| | | Cleveland | Literary St. | 1,000' | 1,200' | | S | — |
| | | Cleveland | E. 131st Et. | 700' | 900' | | S | — |
| | | | (Movements against current traffic) | 186' | 502' | | S | X |

| Traffic Signals | |
|--------------------|-----------------|
| Oil City | Seneca St. |
| Oil City (Gate) | Center St. |
| Oil City (Gate) | Duncomb St. |
| Oil City (Flasher) | Sycamore St. |
| Meadville | Talon Swhg Lead |

1802. AUTOMATIC CROSSING PROTECTION

| DIVISION | PROTECTION | LOCATION | CROSSING | LENGTH OF CIRCUIT | | SWITCH | CUT OUTS | Timing |
|----------|-------------|----------------------|--------------------|-------------------|-----------|--------|--------------------|--------|
| | | | | Eastbound | Westbound | | | |
| MARION | Elec. Gates | Kent | Crain Ave. | 1,750' | 2,700' | S | | X |
| | | Kent | Main St. | 1,870' | 2,120' | S | | X |
| | | Akron, Ohio | Brittain Rd. | 2,950' | 3,000' | S | | |
| | | Silver Creek | Western Star Rd. | 3,175' | 2,750' | S | | X |
| | | Wadsworth | Main St. | 2,000' | 3,125' | S | From Sil Crk Sdg | |
| | | Rittman | Industrial St. | 3,500' | 3,500' | S | | X |
| | | Sterling | Brick Rd. | 3,275' | 2,550' | S | | |
| | | Creston | Main St. | 3,500' | 3,500' | S | If 290B displayed. | X |
| | | West Salem | Main St. | 3,725' | 3,525' | S | | |
| | | West Salem | Albion Rd. | 3,550' | 3,600' | S | | |
| | | Allentown | St. Rte. 545 | 2,900' | 2,450' | S | | |
| | | Galion | East Main St. | 2,925' | 3,850' | S | | |
| | | Martel | CO HWY 26 | 3,800' | 4,950' | S | | |
| | | Marion, Ohio | St. Rte. 98 | 4,000' | 3,450' | S | | |
| | | Marion, Ohio | Pole Lane Rd. | 4,616' | 4,175' | S | | X NYC |
| | | Marion, Ohio | Greenwood St. | 1,500' | 2,000' | S | | |
| | | Marion, Ohio | State St. | 1,250' | 1,900' | S | | X |
| | | Marion, Ohio | Main St. | 1,300' | 2,300' | S | | X |
| | | Marion, Ohio | Prospect St. | 1,300' | 2,475' | S | | X |
| | | Marion, Ohio | Oak St. | 1,215' | 4,000' | S | | X |
| | | West of Cold Springs | Enon Road | 4,160' | 4,160' | | | |
| | | Fairborn | So. Central Ave. | 4,150' | 4,300' | S | | |
| | | Tates Point | Harskmanville Rd. | 3,550' | 3,150' | S | | |
| | | Fairborn | Yellow Springs Rd. | 4,000' | 3,750' | | | |

| | | | | | | | | |
|--------|-------------|-----------------|-----------------------|--------|--------|---|----------------------------|---|
| MARION | Elec. Gates | De Cliff | St. Rte. 37 | 3,750' | 3,700' | | | |
| | | Elgin | Maple St. St. Rt. 81 | 3,900' | 3,800' | S | | |
| | | Wren | St. Rte. 49 | 4,050' | 4,100' | S | | |
| | | Rivare, Ind. | Main St. St. Rt. 101 | 3,850' | 3,850' | S | | X |
| | | Decatur, Ind. | Mercer Ave. | 3,700' | 3,650' | | Home Signals | X |
| | | Decatur, Ind. | 13th St. Rte. 27 | 3,725' | 3,225' | | | |
| | | Preble | U.S. Rte. 224 | 4,150' | 4,250' | | | |
| | | Kingsland | St. Rte. 1 | 3,400' | 3,900' | | | |
| | | Uniondale | St. Rte. 303 | 3,975' | 3,950' | | | |
| | | Markle | St. Rte. 3 | 3,250' | 3,750' | | | |
| | | Rochester, Ind. | Main St. Rte. 1 | 3,550' | 2,300' | | | X |
| | | No Judson | St. Rte. 10 | 4,250' | 4,150' | S | | |
| | | Kouts | St. Rte. 8 | 3,225' | 3,550' | S | | |
| | | Kouts | Main St. St. Rt. 49 | 3,400' | 3,300' | S | | |
| | | Crown Point | St. Rte. 53 | 3,325' | 3,350' | S | | |
| | | Crown Point | St. Rte. 55 | 3,850' | 3,700' | S | 60 MPH if stopped at depot | X |
| | | Griffith | Lake St. | 3,900' | 3,150' | S | | |
| | | Griffith | Wiggs Ave. | 4,100' | 2,700' | S | | |
| | | Griffith | 215th Street | 4,325' | 3,500' | S | | |
| | | Hammond | 175th Street | 3,825' | 4,150' | S | | X |
| | | Hammond | 173rd St. | 3,700' | 3,900' | S | | X |
| | | Hammond | White Oak Ave. | 3,600' | 4,300' | S | | X |
| | | Hammond | 169th St. | 3,875' | 4,350' | S | | X |
| | | Hammond | Columbia Ave. | 3,100' | 4,150' | S | | X |
| | | Hammond | 165th St., Stand. Av. | 2,400' | 2,900' | S | | X |
| | | Hammond | Kenwood Ave. | 2,425' | 2,475' | S | Home signals | |
| | | | | | 2,000' | S | | |

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1900. Observation of Trains

Employees must, as far as practicable, observe all passing trains and note whether they are complete and in order; when practicable, conductor or rear trainman of freight trains will stand on the rear platform of cabooses and conductors or rear trainmen of passenger trains at the rear end of the train and exchange signals with other passing trains and open telegraph offices and look for signals from trackmen and other employees as they pass; should there be any indication of conditions endangering the train, or any train, they must take such measures for the protection of trains as may be practicable.

Train and engine crews of moving trains must, when practicable, be on the lookout for signals given by employes calling attention to condition of their train.

Trainmen at rear of moving trains must frequently look back at the track to see if there is evidence of dragging equipment.

When practicable, employes of a moving train must make frequent inspection of their train to insure it is in order.

1901. PRE-ARRANGED DETOURS

Operating Rules D-240 through D-249, 411 and 421 through 426 are modified to permit use of operators where rules now specify conductor or flagman. In all other respects these rules remain unchanged. When practicable sign reading "End of Detour 1 Mile" will be used in appropriate location within prearranged detours. As it may not always be possible to use these signs, crews must not depend upon them exclusively to orient themselves as to the location of their train within the detour.

1902. Registering Trains

Trains not scheduled to stop at stations at which train registers are located may register by throwing off train register slip.

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

The requirements of rules of the Operating Department 405, 406, and 407 will be met insofar as signature of S. O. and G. O. books is required by the employe signing the "Register Form," where provided, with the time and his name in lieu of signing the book. Other rules requiring signature of these books are modified accordingly. In all other respects the rules remain unchanged.

1903. Locomotive Operation

The only time a diesel 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.

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

Diesel engines and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

Locomotives in helper services or otherwise must not couple on while train is in motion.

Enginemen, when noting defects on locomotive effecting availability for dispatchment at the next terminal, will notify train dispatcher by the first available means of communication.

Enginemen must check accuracy of speedometers as soon after starting as practicable. If found to be inaccurate indications of speedometer must be dis-regarded. A report of the inaccuracy found must be made at the completion of the trip by each engineman.

1904. Operation of Pushers in Pennsylvania

Pursuant to the Order of the Public Utility Commission of the Commonwealth of Pennsylvania in Petition No. 2 issued March 28th, 1966 the following will govern in the operation of a pusher engine or engines behind an occupied caboose car in a train:

"In the event the horsepower to be used by pusher engine or engines behind a caboose exceeds 3,500 HP, the train crew shall, before such move is made, vacate the caboose and occupy the pusher engine or a caboose behind the pusher or pusher engine, and the train shall be brought to a stop before the pusher engine or engines are detached.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1904. Cont'd Operation of Pushers in Pennsylvania

"The practice of "cutting off on the fly" pusher engines behind occupied cabooses shall be limited to those instances in which the horsepower used by the pusher locomotive does not exceed 3,500 horsepower."

1905. Diesel Locomotives Left Unattended

When diesel locomotive is to be left unattended for layover on service track or similar designated location, with or without engine running, the generator field switch must be open, throttle in idle position, transition lever in OFF position and the reverser lever removed from controller.

The independent brakes must be fully applied, the automatic brake valve handle in lap position, hand brakes applied and chain or block placed at wheels.

On Fairbanks-Morse type locomotives (in addition to above), the engine run switch should be placed in OFF position and the isolator switch in ISOLATE position.

When crew changes for continuous shifts or through movements are made, enginemen will not leave locomotive until relieving engineman is on locomotive.

Where engines are left where there are no Motive Power Department employees on duty while the locomotive is not in use, the reverser lever, in addition to being removed from the locomotive, must be locked in the engineer's quarters or in box provided on locomotive.

1906. Handling of Explosives

Passenger Trains:

Cars containing explosives will not be placed next to occupied coaches when possible to avoid it.

Conductors and enginemen will see that they are furnished form 4899 to cover shipments. Such cars will be properly placarded.

Freight Trains:

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose.

When transported in a freight train made up in blocks or classifications, a car placarded explosive shall be placed near the middle of the block or classification in which moving, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from the engine or caboose.

1907. Taking on Cars

Crews taking cars where car inspectors are not available, must know that air brakes apply on each car picked up before starting.

Before a train is started from a point where train is originally made up, or when cars are picked up at an intermediate point, train crews must know that all hand brakes are released and retainers are in released position unless otherwise provided.

1908. Wreck or Work Trains

Only members of crews manning work or wreck trains are permitted to give signals governing movement of such trains or portion of trains. Locomotive engineers of these trains must not accept signals given by other than members of train crew except "Stop" signals given in emergency.

1909. Instructions Covering Hand Operations of Remote Control Switches

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with the Dispatcher by telephone.
2. After receiving permission, remove crank from holder located either in telephone booth or on outside of instrument housing.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1909. Instructions Covering Hand Operations of Remote Control Switch

3. Raise cover, which is painted white, on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank cover should then be locked and crank restored to holder.
6. Switch should not be hand operated except in an emergency and maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found in the telephone booth and should be returned to the booth after being used.

1910. Unattended Interlockings

During the hours that the interlocking are closed, or at remote control interlocking, the following instructions will govern:

1. When the interlocking signals display "Stop" for a train or engine during the hours the towers are closed, a member of the crew will immediately call Train Dispatcher and request permission to make the desired move.
2. After permission is received from Train Dispatcher, the movement through the interlocking may be made without signal indication when preceded by a flagman, after a member of the crew has ascertained that signals governing other railroads are in "Stop Position," and that switches are properly lined for the movement.
3. Permission received from Train Dispatcher for the move will be acted upon in lieu of Clearance Forms A and B except entering traffic control territory.

1911. Audible and Visual Signals

Klaxon Horn, bell or white light is located on instrument housing near power operated switches or signals. Trains or engines standing or working in vicinity of these devices must contact dispatcher or operator if device is functioning or light is displayed, other trains need not respond.

1912. Instructions for operating over power switches, TCS or INT, when proper signal indication cannot be displayed.

1. Communicate with train dispatcher or operator.
2. Proper understanding must be had as to movement to be made.
3. Only one complete movement should be made in so far as the understanding is concerned.
4. Crew must be certain that all switches, derails or frogs are properly lined for the movement. ALL crew members involved are personally responsible for compliance with this requirement.
5. Movement may then be made as directed by the dispatcher or operator.

1913. Dragging Equipment Detectors

Dragging equipment detectors. When letter "E" or "D" is illuminated, immediate action must be taken to stop train and inspection made to locate dragging equipment. To permit signal to clear, after inspection of train, break seal on switch key controller marked "E" located adjacent to signal or in telephone booth of concrete house, insert switch key, turn clockwise and hold ten (10) seconds, then remove key. Signal will then clear. If signal does not clear confer with Dispatcher for further instructions.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1914. Operation of Automatic Switch Point Locks

Remove lock from automatic switch point lock, then step on pedal until it is locked to an open position and then throw switch in usual manner. When switch is thrown back to normal position, automatic switch point lock will latch and switch lock will be replaced.

1999. The following will govern in order to provide for proper compliance with Rule 99:

A. Definition of "Trains Carrying Passengers"

All First Class trains shown in this Timetable except Nos. 3 and 4.

Any train operated as a passenger extra. Conductors and engineers MUST keep themselves informed as to the operation of passenger extras.

B. Certain types of equipment such as Rail Test cars, single unit light engines, single cars of any type and any light equipment, cannot and should not be depended upon to shunt track circuits. For purposes of complying with Rule 99 any such equipment must be considered as being in non-block signal territory regardless of where it might be.

Note: See G.O. 303, Page 112.

1920. SPECIAL INSTRUCTIONS — SUSQUEHANNA DIVISION

Requirements for Reporting to Train Dispatcher

All road conductors will report to the train dispatcher by telephone before departing initial terminal. When no conductor is assigned to a train the engineer will so report.

1921. Points at Which Trains or Engines Are Not Permitted to Clear

| | |
|---|-------------|
| Adrian, N. Y., Station Switch | M.P. 322.48 |
| Big Flats, N. Y., Oil Switch | M.P. 284.30 |
| Smithboro, N. Y., Station Switch | M.P. 246.08 |
| Crow-Smith Switch | M.P. 233.92 |
| Johnson City, N. Y., Colonial Beacon Oil Switch | M.P. 217.36 |
| Lordville Station Switch | M.P. 152.63 |

1922. Pusher Engines

When necessary to assist trains on grade by use of pusher engines between Susquehanna and Gulf Summit or between Deposit and Gulf Summit care must be exercised to avoid undo pressure being exerted against cabooses on all curves. When passing over facing point switch leading from Track 2 to Track 1 at "JA", engineers will back off to fifth throttle position, or lower, until engines have passed frog after which throttle may again be advanced.

1923. Owego, Main Track Crossover

Rules D-152 and 99 will govern except that after permission has been received all crossovers and switches involved will be opened and after this has been done a period of 6 minutes must elapse before any movement is started.

1924. Switching at Owego

Trains setting off or switching at Owego on the westward side must leave cars to stand clear of east end of westward station platform.

1930. SPECIAL INSTRUCTIONS — BUFFALO DIVISION

REQUIREMENTS FOR REPORTING TO DISPATCHER

All road service conductors will report to the train dispatcher by telephone before departing Buffalo or before going off duty on arrival at Buffalo.

1931. Points at Which Trains or Engines Are Not Permitted to Clear

| | | |
|--------------------------------|--------------------------|-------|
| Dairy Cooperative Switch | Arkport | 336.7 |
| Town Track Switch | Canaseraga | 343.7 |
| Town Track Switch | Washington Hunt | 357.3 |
| Rapp's Mill | Darien Center | 398.7 |

1932. Niagara Falls — Terminal Movements

Yard running track between Hyde Park Boulevard and North Avenue, Niagara Falls is under direction of the operator at Niagara Falls. Movements over this track will be made only on permission of this operator.

1933. Terminal Movements — Buffalo

Movements between NKP Jct. and Buffalo will be made only on permission from the yardmaster at West end tower.

Movements over connection M.P. 3.0 Erie Branch to N.Y.C. Central Terminal and Frontier Yard will be made on joint authority of yardmasters in EL and N.Y.C. West End Towers. Switch to connection and junction switch at North End "IQ" Wye lined normal for movement to and from East leg of Wye and N.Y.C. connection. If reversed for use they must be restored to normal.

1934. (a) Bison Yard — Special Blue Flag Protection

Tracks 26 to 54 inclusive, Bison Yard, are equipped with a special Blue Flag device to prevent cars being switched into the east end of the tracks while trainmen or car inspectors are working in them. To operate, unlock correct controller case located along leads just east of Harlem Ave. bridge and be governed by instructions posted in each controller case.

Trainmen or car inspectors must not leave track involved without releasing track to the operator in the manner outlined in posted instructions.

(b) Sand Use Restriction

Sand should not be used west of the crest of the hump, Bison yard.

1935. GRADE CROSSING

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 crossings at grade.

Abbott Road

Republic Steel Company. A color light signal is located 8 feet west of the crossing of the Republic Steel Company and EL yard tracks, governing movement over this crossing.

Indications of the signal are as follows:

Yellow light displayed, trains moving on EL tracks proceed.

The normal position of the signal is yellow, i.e., set for trains moving on EL tracks.

1935. SPECIAL INSTRUCTIONS — BUFFALO DIVISION

1935. GRADE CROSSINGS

NIAGARA FALLS BRANCH

North Tonawanda

Dock line target DIAGONAL, proceed on main track, HORIZONTAL, proceed on dock line. Will be restored to normal position, DIAGONAL, and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

Niagara Falls

| Railroad | Running track and | Location |
|---------------------|-------------------|--------------------------------|
| NYC Running Track | | 1500 feet South of Porter Rd. |
| NJRR Xover to NYCRR | | 1900 feet South of Packard Rd. |
| NJRR | | 500 feet South of Pine Ave. |

Crossings controlled by tilting boards operated by trainmen. Tilting board in diagonal (45 degree) position indicates to proceed on ELRR. Night position of tilting boards will be indicated by two (2) red lights. All tilting boards, except crossover south of Packard Rd. will be restored to horizontal position after movement is complete.

LOCKPORT BRANCH

North Tonawanda

LL Junction—Manual signals operated by trainmen using ground throw levers at crossing. After making positive stop and if NYC railroad tracks appear to be clear, operate levers to display restricting on EL R.R.

Signals to be left at restricting for NYC Railroad after movement is complete.

ATTICA BRANCH

G. & W. Junction

G. & W. R.R. Crossing. Controlled by tilting board operated by trainmen. Tilting board in DIAGONAL (45 degree) position indicates to proceed on EL R.R. Night position of tilting board indicated by two (2) red lights.

LeRoy

B. & O. R.R. Crossing. Controlled by tilting board operated by signalmen. Tilting board in HORIZONTAL position indicates to proceed on EL R.R. Night position of tilting board indicated by two (2) red lights.

1935. SPECIAL INSTRUCTIONS — BUFFALO DIVISION

GRADE CROSSINGS

West of LeRoy

N. Y. C. R.R. Crossing. Controlled by tilting board operated by trainmen. Tilting board in VERTICAL position indicates to proceed on E L R.R. Night position of tilting board indicated by two (2) red lights.

Automatic Interlockings

EAST BUFFALO YARD

N. Y. C. R.R. Crossing at EX.

N. Y. C. R.R. Crossing at SS 51.

All movements will come to a full stop on clearing circuit between "Circuit" sign and home dwarf signal

After one (1) minute time interval, signal will indicate Restricting if crossing is not occupied.

If signals fail to clear, be governed by framed Special Operating Instructions posted in telephone shelter box at these locations.

ATTICA BRANCH

Mortimer

N. Y. C. R.R. Crossing. Should home signal at crossing indicate STOP without apparent cause, trainmen will proceed as follows:

1. Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then enter switch box twenty-five (25) feet north of concrete relay house, and be governed by framed instructions therein.

2. Push buttons for operation of home signals are installed on a concrete post next to each home signal.

"Clear" push buttons to be used to obtain signal to return engine to train after cutting off from train for switching or other purposes.

"Stop" button at corresponding signal to be used only after signal being cleared, and then not accepting signal.

Evans St., Batavia

N. Y. C. R.R. Crossing. All trains will come to a full stop on clearing circuit between "Circuit" sign and home dwarf signal.

After one (1) minute time interval, signal will indicate Restricting if crossing is not occupied.

If signals fail to clear, be governed by framed Special Operating Instructions posted in telephone shelter boxes at this location.

Westward trains delayed or switching between Harvester Avenue and N. Y. C. R.R. (Evans St.) Crossing will be governed by Special Operating Instructions posted in telephone shelter boxes covering operation of key controlled cancelling and cut-out devices.

1940. SPECIAL INSTRUCTIONS — MAHONING DIVISION

Requirements for Reporting to Dispatcher

All road service conductors will report to the train dispatcher by telephone before departing initial terminal. When no conductor is assigned to a train the engineer will so report. Conductors of first class trains will report before departing Kent, Meadville, Salamanca and Hornell.

1941. Points at Which Trains or Engines Are Not Permitted to Clear

| | | |
|------------------|-------------------|-------------|
| Town Track | Alfred | M.P. 340.00 |
| Daystrom Siding | Friendship | M.P. 374.08 |
| Blackstone Track | Jamestown | M.P. 32.30 |
| Riefler's Switch | Hamburg | M.P. 12.39 |
| Town Track | Eden Valley | M.P. 16.60 |

1942. The Following Instructions Govern the Use of Retainers on Eastbound Freight Trains

On Dayton Hill between D M Junction and Gowanda:

1. Divide total actual tonnage of cars by number of cars in the train to find average tonnage per car.
2. When average tons per car is 75 or more, all retainers must be set up.
3. If average tons per car is less than 75 tons, set up one retainer for every 100 tons in the train.
4. Add two (2) extra retainers for every Diesel unit without dynamic brakes in working order.
5. All retainers are to be set up to 20 pounds or high pressure position.
6. No train shall be dispatched down Gowanda Hill with over 85 tons average per car.

On Bingham Hill between Bingham and Bradford Shop, B&O Railroad:

1. Subtract 1500 tons for each dynamic brake in operating condition.
2. Set up one (1) retainer for each 100 tons in excess of rating for dynamic brake.

1943. GRADE CROSSINGS

Except where interlocking or controlled 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.

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 E. L. Railroad crews to pass over the crossing. When movement completed target to be restored for movement over B. & O. Railroad Lake Branch.

1943. SPECIAL INSTRUCTIONS — MAHONING DIVISION

B&O LAKE BRANCH GRADE CROSSINGS

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 targets 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

All movements on Canal Branch and Ohio Works Branch from Girard to Ohio Works at Division St. will be governed by Train Dispatchers and permission must be obtained from Train Dispatcher before moving over these tracks.

PRR uses Ohio Works Branch from hill track at Ohio Steel Junction to Ohio Works and PRR switch leading from hill track will be kept lined for E. L. R.R. when not in use. All train movements being made to Ohio Works will stop with train to clear east end of E. L. Joint Yard and contact Ohio Works Yardmaster from telephone booth for permission to continue on into Ohio Works. All crews must report to Dispatcher when into clear at Ohio Works at Division St. and when into clear at Girard when returning.

Youngstown

E-L — B&O — Crossing Center Street

E-L target located 1000 feet west of Center Street and B.&O. target located 1800 feet west of Center Street equipped with electric locks.

To operate target use horizontal lever, equipped with latch.

Normal position of lever is UP with target vertical.

Center position of lever, target diagonal, all trains stop.

Reverse position of lever is DOWN with target horizontal.

Indication lights located on target pole.

Lights are normally BURNING.

Westward light OUT, indicates train approaching on P. R. R. westward track.

Eastward light OUT, indicates train approaching on P. R. R. eastward track.

R light burning, indicates lever unlocked allowing lever and target to be moved from vertical to horizontal position.

N light burning, indicates lever unlocked allowing lever and target to be restored to vertical or normal position.

To change target from vertical to horizontal position employes must:

Operate lever to center position.

If eastward and westward lights are burning, the R indication light will display a light and lever may be thrown to reverse position.

If either the eastward or westward or both lights are not burning when lever is placed in Center position wait 4 minutes, then R light will display a light and lever may be moved from Center to Reverse position.

After movement has been made over P. R. R. track and crossover switches are in normal position lever must be placed in Center position, wait 30 seconds until N light displays a light then move lever to Normal Position.

1943. SPECIAL INSTRUCTIONS — MAHONING DIVISION

"N" GRADE CROSSING

Eastward trains and engines will stop at the stop boards at N on all main and yard tracks. The crew of all eastward trains and engines, with the exception of first-class trains, will immediately and before proceeding contact the Operator at RS, either by telephone located at the stop boards or by radio, and identify their train, the arrival time, and on which track their train is located.

Eastward trains and engines moving over the P&LE Railroad tracks will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and a yellow light by night, and then only as the way is seen or known to be clear.

Eastward trains and engines moving from the Erie Railroad tracks will proceed only on hand signal from the Train Director at N, given with a white flag by day and a white light by night, and then only as the way is seen or known to be clear.

Westward trains and engines will stop at stop boards at N on all main and yard tracks, and all westward trains and engines, except those using the main track, will immediately and before proceeding contact the Operator at RS, either by telephone located at the stop boards or by radio, and identify their train, the arrival time, and on which track their train is located.

All westward trains and engines will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.

MOSIER YARD all movements on Avon No. 1 track, and Liberty Street Siding, between "CB" Crossover, M.P. 61.62 and Liberty Street Crossover, M.P. 62.08, will be governed by Train Dispatchers and permission must be obtained from Train Dispatcher, before moving over these tracks or blocking same.

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

1943. SPECIAL INSTRUCTIONS — MAHONING DIVISION

GRADE CROSSINGS

track indicator. Clear position being shown when released and available for E. L. 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 E. L. 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. at Leadville Junction, target vertical, proceed east and west on Penna. R.R. Target horizontal, proceed on Austintown Branch over Penna. R.R. Target diagonal, all trains will come to a stop. Engines or trains 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 target 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

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 (E.L.R.R.).

Sharon

LEAD INTO LANGDON WAREHOUSE 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. (Gardner Ave.) target diagonal, proceed on Ferrona Branch.

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

1943. SPECIAL INSTRUCTIONS — MAHONING DIVISION

GRADE CROSSINGS

Dunkirk

A distant signal to westward home signal, located five thousand (5000) feet east of "Plate" crossing will display an approach indication at all times.

A distant signal to Eastward Home Signal located fifteen hundred (1500) feet west of "Plate" crossing will display an approach indication at all times.

Buffalo

Buffalo Creek Railroad - B C Junction target vertical, proceed on Buffalo Creek Railroad.

Position of target at night will be indicated by two red lights.

1944. SETOFFS — SHENANGO, PA.

All Eastbound trains handling Shenango Setoffs, and are going to use Crossover at Bruin Tower, will stop on Eastbound main track with engine west of Bruin Home Signal and cut Shenango cars off and pull them into Shenango Yard.

Brakes to be applied to rear portion of trains that are left on main track.

Enginemen must exercise extreme care to avoid slack action while moving thru Crossover. Trains with all Shenango cars or entire trains clearing Eastbound Track will be brought to stop west of Home Signal at Bruin and exercise extreme care to avoid slack action while moving entire train thru Crossover.

1945. OPERATION BETWEEN CARROLTON AND LIMESTONE, N. Y.

Trains arriving at Carrolton must contact dispatcher before entering on to Bradford Branch.

E.L. Railroad westward trains operating through connection from E.L. Railroad to B&O Railroad must report to E.L. train dispatcher when entire train is clear of E.L. Railroad main track and switches restored to normal position. E.L. Railroad westward trains operating via E.L. Railroad to points west of LIMESTONE must report to E.L. Railroad train dispatcher when entire train is clear west of connection.

E.L. Railroad eastward trains arriving via B&O Railroad must obtain permission from E.L. Railroad train dispatcher to use the connection. All switches connected with the move through the connection must remain in normal position until permission is obtained for the movement. All switches must be restored to normal position after movement through the connection is completed.

E.L. Railroad eastward trains arriving via E.L. Railroad must NOT pass the connection at LIMESTONE without permission from the E.L. Railroad train dispatcher.

1950. MAHONING-MARION DIVISIONS

Instructions Governing Use of Passing Sidings Kent Ohio

1. Eastbound Passing Sidings
 - a — Engines and trains will not enter or occupy eastbound passing tracks No. 1 or 2, nor set out any cars on these tracks or otherwise block such tracks without first obtaining permission from the Marion Division Dispatcher at Marion, Ohio.
 - b — When engines or trains depart east from eastbound passing siding after having received permission from Mahoning Division Dispatcher, the Mahoning Division Dispatcher will advise the Marion Division Dispatcher the time of departure and from what track.
2. Westbound Passing Sidings
 - a — Engines and trains will not enter or occupy westbound passing tracks No. 1 or 2, nor set out any cars on these tracks or otherwise block such tracks without first obtaining permission from the Mahoning Division Dispatcher at Youngstown, Ohio.
 - b — When engines or trains depart west from westbound passing siding after having received permission from the Marion Division Dispatcher, the Marion Division Dispatcher will advise the Mahoning Division Dispatcher the time of departure and from what track.

1951. SPECIAL INSTRUCTIONS — MARION DIVISION

All road service conductors and engineers will report to the train dispatcher by telephone before departing from initial terminal. When no conductor is assigned to a train the engineer will so report.

Points at which trains will not be permitted to clear the main tracks.

| | |
|----------------|----------|
| Westward Spur | Disko |
| Eastbound Spur | Disko |
| Athens Spur | Athens |
| Mapes Spur | Griffith |

Unless otherwise instructed, eastbound extra trains arriving Marion will not pass pull-in "MJ" without calling on telephone for instructions.

1952. The use of Medium Approach Signals at Specified Locations in Connection with Rule 221, Rules of Operating Department.

Effective October 25, 1964

At the following locations: HN Tower (westward) SJ Tower, DA Tower, Kingsland, Kouts (westward), after the train order has been transmitted and made complete, operators may line up the route and display a medium approach indication without first waiting for the approaching train to acknowledge the combination of signals. This applies only when medium approach signal indication is to be displayed.

1953. GRADE CROSSING

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 in Ohio and not less than 40 feet nor more than 500 feet from railroad crossing at grade in Indiana. Manually operated board type target located at Cooper Street Lead crossing and old Erie main at Dayton Yard and governing movement over this crossing, will normally be lined in vertical position denoting proceed on Erie. This target when lined in horizontal position indicates proceed for movements on NYC track.

1954. Mansfield, Ohio, Bowman St.

Light indicator just west of Bowman St. functions as follows to avoid blocking this crossing by east bound freight trains:

Light Out — freight trains stop west of Bowman St. and call "MD" Tower

Yellow Light — freight trains proceed in accordance with ABS indication.

20. GENERAL ENGINE AND EQUIPMENT

SPEED RESTRICTIONS ALL DIVISIONS

2001. Engine Restrictions

Maximum permissible locomotive speeds for units operating or towed subject to all train and track restrictions:

| Units | MPH |
|--|-----|
| 809-863 | 70 |
| All other road and road switch type locomotives | 65 |
| Yard type locomotives | 40 |
| Locomotives running light except as otherwise restricted | 50 |
| Single units running light | |
| Road and Road Switch class | 35 |
| Yard class | 25 |
| Engines running backward | 35 |

Engines 850-859 are not equipped with steam heat generators. They may be used in psgr. service where heat is not required or coupled with units equipped to heat.

Engines 2401-2586 and 3601-3620 are restricted to through freight and passenger service. These engines must not be used in pusher service except in emergency.

When road engines are cut off trains at terminals trainmen will hook up air hose with hook provided for the purpose on end of engine.

2002. Train and Equipment Restrictions

| | |
|--|----|
| Maximum Permissible Speed Except as Otherwise Restricted | |
| Passenger trains | 70 |
| Freight trains | 50 |

Trains 3 and 4 and mail and express trains will be governed by restrictions applying to passenger trains except when handling freight equipment.

TTX, NIFX or PFF piggyback flat cars when moved in passenger or mail and express trains are to be considered as passenger equipment for purposes of complying with speed restrictions.

Welded rail train when operating loaded or empty

Trains handling wrecking derrick except where otherwise restricted 30

Trains handling swivel truck cranes and other similar pivoted machinery

The pivoted machinery listed immediately above is to be hauled on the rear of trains not more than 15 cars from caboose.

Trains handling spreader cars

 Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent. 30

Loaded cars carded Form 5432

Trains handling in excess of 50% of cars in train loaded with ore, except as noted on Mahoning Division

Trains handling scale test car

Trains handling DL&W 95000 and 97000 series air dump cars

Trains handling snow plows (in service) locomotive cranes and flangers

Snow plows in service over highway crossings or when being pulled backward in snow

Conductors will notify engineers before leaving terminals whether such equipment is in train.

All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through cross-overs except as otherwise provided

21. SUSQUEHANNA DIVISION

ENGINE - EQUIPMENT — SPEED RESTRICTIONS

2101. ENGINE RESTRICTIONS

ROAD LOCOMOTIVES SERIES 1850 AND HIGHER MUST NOT OPERATE ON THE FOLLOWING TRACKS:

Cameron Mills, N. Y.

Pump House Track (Trestle only).

Horseheads, N. Y.

Main track turnout at station.

Elmira, N. Y.

Hankins Container Thatcher Mfg. Co.
Elmira Coal Co. Trestle American Bridge Works

Waverly, N. Y.

No. 1 Track, North Side, from overhead bridge M.P. 255.30.

Endicott, N. Y.

North side, west of Oakhill underpass.

Johnson City, N. Y.

Lester Ave. north side.

Pond Eddy, Pa.

Station switch beyond highway crossing.

ROAD LOCOMOTIVES MUST NOT OPERATE ON THE FOLLOWING INDUSTRIAL TRACKS IN ELMIRA YARD.

Remington Rand Co. American Bridge Co.
Ward LaFrance Co. Pitcher's Coal Co.
Harris-McHenry Lumber Co.

ENGINES 1150-1161 ARE RESTRICTED FROM OPERATING ON ALL TRESTLES IN ELMIRA YARD TERRITORY.

ENGINES OF ALL CLASSES ARE PROHIBITED FROM OPERATING ON THE FOLLOWING INDUSTRIAL TRACKS—

Honesdale, Pa.

Honesdale Flour & Feed track, not permitted to operate over trestle.
City Coal Co. Trestle.
Beyond point of switch of first inside track east end of Lummus Co.
Honesdale Coal Co. track over pit.

2102. EQUIPMENT RESTRICTIONS

250 Ton Wreckers — No. 03300 to 03303 and 96701

LOCATION:

| | | |
|--|-------------|---------------|
| Bridge 255.30 | Side Tracks | Not permitted |
| Except first siding south of main track. | | |
| Bridge 330.66 | | 10 MPH |
| Tioga Branch | | Not Permitted |

Waverly — Bridge 255.30 Frt. Hse. Lead

4 axle cars in excess of 200,000 lbs.
6 axle cars in excess of 225,000 lbs.

Must have special instructions to operate over.

Cars having shipments with maximum gross weight of car and lading in excess of 220,000 lbs., with four axles and 250,000 lbs. with six axles, will not be operated between Lawrenceville and Blossburg except by special instructions.

2102. SUSQUEHANNA DIVISION

SNOW FIGHTING EQUIPMENT

Large Steam Locomotive Tender numbered 04035 equipped as snow plows may operate under the following restrictions:

Bridge 330.66, Canisteo River, on Ryans track, Hornell, 10 M.P.H.

Bridge 255.30, Waverly, freight house siding and second and third track south of eastward main track, not permitted to operate.

Bridge F-212.52, R&H Whiting Siding, Binghamton, not permitted to operate.

Tioga Branch not permitted to operate.

Bridge 191.24, Exchange St., Susquehanna, not permitted to operate on boiler shop track south of eastward main track.

Bridge 189.46, Starrucca Viaduct, 20 M.P.H.

Bridge 90.84, Mill Rift, 20 M.P.H.

Small Steam Locomotive Tender numbered 04037 equipped as snow plows may operate under the following restrictions:

Bridge 255.30, Waverly, second and third track south of eastward main track, 10 M.P.H.

Bridge F-212.52, R&H Whiting Siding, Binghamton, 15 M.P.H.

2103. SUSQUEHANNA DIVISION

SPEED RESTRICTIONS

| | Miles Per Hour |
|--|-------------------|
| 1st Subdivision | |
| Maximum Permissible Speed Except as Otherwise Restricted | |
| Passenger trains | 70 |
| Freight trains | 50 |
| 2nd Subdivision | |
| Maximum Permissible Speed Except as Otherwise Restricted | |
| Passenger trains | 50 |
| Freight trains | 50 |
| Tioga Branch | |
| Maximum Permissible Speed Except as Otherwise Restricted | |
| All trains | 20 |
| Honesdale Branch | |
| Maximum Permissible Speed Except as Otherwise Restricted | |
| All trains | 35 |
| Freight trains handling freight cars with 6 wheel trucks .. | 30 |
| Trains hauling 8 wheeled truck cranes, steam shovels and other similar pivoted machinery | 20 |

2103. SUSQUEHANNA DIVISION

1st Subdivision

| Location | Mile Post From | Mile Post To | Speed Restricted To Miles Per Hour |
|--|-------------------|-----------------|---------------------------------------|
| SUSQUEHANNA— | | | |
| 2nd Curve West & Fueling Station | 191.88 | 192.38 | 30 |
| Fueling station to "SR" | 192.38 | 193.85 | 50 |
| Crossover "SR" | 193.94 | | 15 |
| 7th Curve West of | 194.2 | 194.4 | 60 |
| 8th Curve West of | 194.4 | 194.7 | 60 |
| HICKORY GROVE— | | | |
| 1st Curve West of To } 6th Curve West of incl. } | 195.1 | 196.9 | 60 |
| 7th Curve West of To } 10th Curve West of incl. } | 197.0 | 198.6 | 45 |
| GREAT BEND | 199.5 | 200.5 | 65 |
| LANGDON— | | | |
| 5th Curve West of | 211.3 | 211.6 | 60 |
| 6th Curve West of | 211.7 | 212.0 | 60 |
| 7th Curve West of | 212.2 | 212.4 | 60 |
| CONKLIN CENTER | 185.50 | 185.70 | 65 |
| EAST BINGHAMTON | 189.00 | 189.15 | 60 Track 1 |
| | | | 55 Track 2 |
| | 190.20 | 190.40 | 50 Track 1 |
| | | | 55 Track 2 |
| BINGHAMTON— | | | |
| "BD"—east leg of wye entering and leaving main track | 213.20 | | 15 |
| "BD"—Crossover & Switches | 213.20 | | |
| Passenger trains | | | 30 |
| Freight trains | | | 30 |
| Passenger station to Chenango River Bridge | | | 25 Tracks 1,2,3,4 |
| 1st Curve West of | 214.4 to 215.2 | | 60 |
| To | | | |
| 3rd Curve West of | | | |
| West "BD" Crossovers & Switches | 215.40 | | 30 |
| JOHNSON CITY— | | | |
| 3rd Curve West of | 219.80 | 220.0 | 55 |
| ENDICOTT— | | | |
| 2nd Curve West of | 224.3 | 226.3 | 60 |
| 3rd Curve West of | | | |
| 4th Curve West of | | | |
| 5th Curve West of | | | |
| 6th Curve West of | | | |
| 7th Curve West of | | | |
| 8th Curve West of | | | |
| 9th Curve West of | 227.0 | 227.8 | 60 |
| CAMPVILLE— | | | |
| 2nd Curve West of | 229.8 | 230.2 | 60 |

2103. SUSQUEHANNA DIVISION

| Location | Mile Post From | Mile Post To | Speed Restricted To Miles Per Hour |
|---|-------------------|-----------------|---------------------------------------|
| TIOGA CENTER— | | | |
| 2nd Curve West of | 243.5 | 243.9 | 65 |
| SMITHBORO— | | | |
| Findley Curve | 244.6 | 244.9 | 60 |
| 1st Curve West of | 246.0 | 246.7 | 65 |
| 2nd Curve West of | | | |
| BARTON— | | | |
| Barton Curve | 247.8 | 250.2 | 60 |
| 1st Curve West of | | | |
| 2nd Curve West or 3rd Curve West of | | | |
| Hallenbacks Curve | 250.8 | 251.50 | 60 Track 1 55 Track 2 |
| 7th Curve West of | 251.6 | 252.1 | 55 Track #2 |
| 8th Curve West of | | | |
| WAVERLY BRIDGE— | 255.30 | | |
| Freight House Lead— | | | 15 Sidetrack |
| Second and third track South of Tr. 2. | | | 10 Sidetrack |
| Engines having in excess 700 HP are restricted | | | |
| WAVERLY— | | | |
| 1st Curve West of | 255.5 | 256.30 | 60 |
| 2nd Curve West of | | | |
| 3rd Curve West of | 256.4 | 257.2 | 65 |
| CHEMUNG— | | | |
| Curve at Chemung | 259.5 | 260.2 | 65 |
| 1st Curve West | 260.2 | 260.4 | 60 |
| SOUTHPORT JUNCTION— | | | |
| To & from West end Eastward Siding | 271.78 | | 15 Siding |
| Main track Crossover | 271.85 | | 25 |
| To & from Eastward track and PRR | 271.88 | | 15 |
| Elmira Viaduct | 271.88 | 273.23 | 30 |
| ELMIRA— | | | |
| When trains carrying passengers are standing at station platform all trains and engines | 272.90 | | 15 |
| Crossover 2nd St. | 272.67 | | 15 |
| Crossover "FS" | 273.0 | | 25 |
| Crossovers "VO" | 274.8 | | 30 |
| Crossover "HO" | 276.9 | | 15 |
| To & from Westward track & PRR | 276.94 | | 15 |

2103. SUSQUEHANNA DIVISION

| Location | Mile Post From To | Speed Restricted To Miles Per Hour |
|---|----------------------|---------------------------------------|
| HORSEHEADS— | | |
| Wells Bridge Curve | 280.0 280.3 | 60 |
| "OO"—Gibson— Crossovers & Switches | 288.70 | 30 |
| CORNING— | | |
| When trains carrying passengers are standing at station—All trains & engines | 290.80 | 25 |
| GANG MILLS— | | |
| 1st Curve West of | 295.9 296.2 | 65 |
| 5th Curve West of | 298.5 299.1 | 65 |
| ADDISON— | | |
| 2nd Curve East of | 300.1 300.5 | 65 |
| 1st Curve East of | 300.9 300.2 | {65 Track 1 60 Track 2 |
| Addison Station Curve .. | 301.25 301.35 | 60 Track 2 |
| 1st Curve West of | 301.50 302.3 | 60 |
| 2nd Curve West of | | |
| RATHBONE— | | |
| Rathbone Curve | 305.8 306.3 | 60 |
| Cole's Curve | 307.7 308.0 | 55 |
| 4th Curve West of | 309.0 309.7 | 50 |
| Stickney's Curve | | |
| CAMERON MILLS— | | |
| 1st Curve East of | 311.09 311.41 | 65 |
| 1st Curve West of | 312.0 312.4 | {65 Track 1 60 Track 2 |
| CAMERON— | | |
| 1st Curve East of | 313.9 314.2 | {55 Track 2 60 Track 1 |
| 1st Curve West of | 314.2 314.9 | 60 |
| 2nd Curve West of | | |
| Cameron Narrows Curve | 315.9 316.1 | 55 |
| 5th Curve West of | 317.1 317.4 | 60 |
| 6th Curve West of | 317.8 318.0 | 55 |
| 7th Curve West of | 318.0 318.2 | {50 Track 2 55 Track 1 |
| 8th Curve West of | 318.7 319.3 | 65 Track 2 |
| 11th Curve West of | 321.1 321.4 | {65 Track 1 60 Track 2 |
| ADRIAN— | | |
| 3rd Curve West of | 325.8 326.3 | 50 |
| 4th Curve West of | | |
| 5th Curve West of | | |
| 5th Curve West of | 326.4 326.6 | 60 |
| "ZY"— | | |
| Trailing Point Crossover | 328.35 | 15 |
| Facing Point Crossover | 328.41 | 25 |
| 2nd Curve West of | 329.35 329.5 | 50 |
| 3rd Curve West of | 330.0 330.1 | 50 |
| 4th Curve West of | 330.2 330.9 | {30 Track 1 35 Track 2 |
| 5th Curve West of | | |
| 6th Curve West of | | |
| 7th Curve West of | | |
| HORNELL— | | |
| 250 ton wrecking crane over South track Br. 330.66 | 330.66 | 10 |
| Block 3 to Cass Street .. | 331.0 331.7 | 15 |
| Cass Street Crossover .. | 331.74 | 25 |
| To & from Eastward main & Allegany division | 331.78 | 25 |

2103. SUSQUEHANNA DIVISION

VESTAL SPUR

Maximum Permissible Speed Except as Otherwise Restricted
All trains 20

| Location | Mile Post From To | Speed Restricted To Miles Per Hour |
|---------------------------------------|----------------------|---------------------------------------|
| JOHNSON CITY— | | |
| Baldwin St. | 194.4 | 5 |
| VESTAL— | | |
| Hotaling Road (African Road) | 197.7 | 5 |

WAYLAND BRANCH

Maximum Permissible Speed Except as Otherwise Restricted
All trains 40
Painted Post Village limits—Westerly limit at M.P. 293, except
as otherwise provided 10

| LOCATION | MILE POST FROM TO | SPEED RESTRICTED TO MILES PER HOUR |
|-------------------------------|----------------------|--|
| Painted Post | | |
| Steuben St. | 292.52 — | 5 |
| Charles St. | 292.59 — | 5 |
| Bath—East of Cameron St. | 284.4 285.9 | 15 |
| Kanona—Camel Creek Rd. | 289.46 — | 30 Westward |
| Wallace | | |
| Route 15 | 295.84 — | 30 Westward |
| Gravel Pit Rd. | 297.83 — | 30 Westward |
| Cohocton | | |
| Flint's Xing | 299.16 — | 30 Westward |
| Jones Rd. | 299.40 — | 30 Westward |
| Maple Ave. | 300.93 301.05 | 15 |
| Atlanta | | |
| Beecher St. | 305.38 — | 30 Westward |
| Main St. | 305.40 — | 30 Westward |

TIOGA BRANCH

Maximum Permissible Speed Except as Otherwise Restricted
All trains 20

| LOCATION | MILE POST FROM TO | SPEED RESTRICTED TO MILES PER HOUR |
|--------------------------------------|----------------------|--|
| Mansfield Main St. Crossing | 35.90 35.92 | 5 |
| Blossburg | 45.30 47.60 | 15 |

2103. SUSQUEHANNA DIVISION

2nd Sub-Division

| Location | Mile Post From | Mile Post To | Speed Restricted To Miles Per Hour |
|---|-------------------|-----------------|---------------------------------------|
| PORT JERVIS— | | | |
| Station to Br. 90.84 | 87.2 | 90.84 | 40 |
| Over Switches at Germantown Bridge, Port Jervis yard, except diverging movement | | | 30 |
| Diverging movement Sparrowbush | | | 15 |
| MILL RIFT— | | | |
| Mill Rift Curve | 90.9 | 91.3 | } 30 Track 2 } 40 Track 1 |
| MONGAUP— | | | |
| Mongaup Curve | | | |
| 1st Curve West of | | | |
| 2nd Curve West of | | | |
| 3rd Curve West of | | | |
| 4th Curve West of | 94.7 | 97.7 | 45 |
| 5th Curve West of | | | |
| 6th Curve West of | | | |
| 7th Curve West of | | | |
| 9th Curve West of | | | |
| POND EDDY— | | | |
| Pond Eddy Dump Curve | 98.5 | 98.75 | } 40 Track 1 } 45 Track 1 |
| 6th Curve West of | | | |
| 7th Curve West of | 100.4 | 100.9 | 45 |
| PARKERS GLEN— | | | |
| 4th Curve West of | 102.6 | 103.1 | 45 |
| 8th Curve West of | 103.9 | 104.3 | } 40 Track 1 } 45 Track 2 |
| 12th Curve West of | 104.8 | 105.1 | 45 |
| 14th Curve West of | | | |
| 15th Curve West of | 105.3 | 106.1 | 45 |
| 16th Curve West of | | | |
| SHOHOLA— | | | |
| King Fullers Curve | | | |
| 7th Curve West of | 107.5 | 108.0 | 45 |
| TUSTEN— | | | |
| Curve at Station | 117.8 | 118.0 | 45 |
| 8th Curve West of | 121.1 | 121.5 | 40 |
| NARROWSBURG— | | | |
| 1st Curve West of | | | |
| 3rd Curve West of | | | |
| Hunts Curve | 121.6 | 123.45 | 45 |
| SKINNER— | | | |
| Skinner's Curve | 127.2 | 127.6 | 45 |
| COCHECTON— | | | |
| Cochecton Curve | 130.0 | 130.6 | 45 |
| HANKINS— | | | |
| 3rd Curve West of | | | |
| Kellums Curve | 143.4 | 143.8 | 45 |

2103. SUSQUEHANNA DIVISION

| Location | Mile Post From | Mile Post To | Speed Restricted To Miles Per Hour |
|---|-------------------|-----------------|---------------------------------------|
| LONG EDDY— | | | |
| Taylor's Cut Curve | | | |
| 10th Curve West of | 150.6 | 151.5 | 45 |
| LORDVILLE— | | | |
| Equinunk Curve | 153.3 | 153.8 | 45 |
| 7th Curve West of | 156.2 | 156.6 | 45 |
| 14th Curve West of | 161.1 | 161.3 | 45 |
| HANCOCK— | | | |
| Hancock Curve | 162.7 | 163.0 | 45 |
| 3rd Curve West of | 163.9 | 164.1 | 45 |
| 6th Curve West of | | | |
| 7th Curve West of | | | |
| 8th Curve West of | 165.3 | 166.3 | 45 |
| 9th Curve West of | | | |
| 12th Curve West of | | | |
| 13th Curve West of | 167.7 | 168.1 | 45 |
| Between Deposit & Gulf Summit | 176.9 | 183.4 | 30 Track 1 |
| DEPOSIT— | | | |
| 2nd Curve West of | 177.25 | 177.50 | 45 Track 2 |
| 6th Curve West of | | | |
| 7th Curve West of | 179.75 | 180.4 | 45 Track 2 |
| 9th Curve West of | | | |
| 10th Curve West of | 181.0 | 181.8 | 45 Track 2 |
| 11th Curve West of | | | |
| 12th Curve West of | | | |
| 13th Curve West of | 182.4 | 183.1 | 45 Track 2 |
| GULF SUMMIT— | | | |
| Eastward & Westward freight trains will not run to exceed 30 miles per hour over apex of Grade at Gulf Summit | | | |
| Between Lanesboro & Gulf Summit | 183.4 | | 30 |
| Gulf Summit | 183.4 | 190.0 | 30 Track 2 |
| GULF SUMMIT— | | | |
| 5th Curve West of | 184.75 | 184.95 | 45 Track 1 |
| 6th Curve West of | | | |
| 7th Curve West of | 185.75 | 186.35 | 45 Track 1 |
| 15th Curve West of | 188.60 | 189.00 | 45 Track 1 |
| 16th Curve West of | 189.3 | 189.4 | 40 Track 1 |
| LANESBORO— | | | |
| Lanesboro Curve | | | |
| 1st Curve West of | | | |
| 2nd Curve West of | 189.4 | 191.8 | 40 Track 1 |
| 3rd Curve West of | | | |
| 4th Curve West of | | | |
| Traffic Route Crossover Between "JA" & "JN" .. | 189.90 | | 25 20 |
| 1st Curve West of | | | |
| 2nd Curve West of | | | |
| 3rd Curve West of | 189.9 | 191.8 | 40 Track 2 |
| 4th Curve West of | | | |

2103. SUSQUEHANNA DIVISION

| Location | Mile Post From | To | Speed Restricted To Miles Per Hour |
|--|-------------------|--------|---------------------------------------|
| Brakes must not be applied or speed changed on Starrucca Viaduct except in case of emergency | | | |
| Bridge 191.24 Exchange St. Susquehanna, all engines and cars with a maximum gross weight in excess of 200,000 lbs. with four axles and 225,000 lbs. with six axles on Boiler Shop tracks (4th track South of westward main tracks) | | | 15 |
| 250 ton wrecking derrick over Boiler Shop track (4th track South of westward main track Bridge 191.24 Exchange St. Susquehanna | | | 10 |
| Susquehanna Coach Shop track leading to Whiting Jack and all circle tracks from main lead to Motor Car Shop, back and including track 17 are restricted to all except Diesel Switch engines of 1000 horse-power or less. | | | |
| SUSQUEHANNA— | | | |
| 2nd Curve West of & Fueling Station | 191.9 | 192.3 | 30 |
| Crossover "SR" | 193.94 | | 15 |
| Honesdale Branch | | | |
| Between Shimer's Cut and East end Hy | 118.77 | 124.50 | 30 |
| Mile post 121.50, about ¼ mile east of Kimbles West to MP 123.50 | 121.5 | 123.5 | 15 |
| East "HX" to West "HX" | 124.50 | 125.0 | 15 |
| Between Hawley & Honesdale | 125.7 | 134.6 | 25 |

22. BUFFALO DIVISION

ENGINE - EQUIPMENT — SPEED RESTRICTIONS

2201. Engine Restrictions

- A. FA, FE, PA, PE type locomotives are restricted as follows:
- Not permitted over humps, E. Buffalo.
 - Not permitted to pass each other on the following tracks:

| | | |
|-------------------|-------|------------|
| Canada Yard | | All Tracks |
| JX Yard | | All Tracks |
| QX Receiving Yard | | All Tracks |
| QX Departure Yard | | All Tracks |
- B. Road and Road Switch type locomotives not permitted on Lockport Branch.

2202. Equipment Restrictions

(a) Snow Fighting Equipment

- (a) Large Steam Locomotive Tender numbered 04035 equipped as snow plows may operate under the following restrictions:

| MAIN LINE | Miles Per Hour |
|------------------------------|----------------|
| Bridge 361.66—Portage | 20 |
| Bridge 420.76—Bailey Avenue | 20 |
| Bridge 421.83—Clinton Street | 20 |
| BLACK ROCK YARD | |
| Bridge 2.73—Hertel Avenue | 10 |
| ERIE BRANCH | |
| Bridge 3.55—N.Y.C. Railroad | 15 |
| LOCKPORT BRANCH | Not Permitted |
| ATTICA BRANCH | |
| All Bridges | 15 |

(b) Operation of 250-ton Wrecking Cranes 03300 to 03303 and 96701

a. GENERAL RESTRICTIONS:

- Speed must comply with timetable restrictions.
- A car weighing not more than #100,000 gross weight should be placed on each side of crane when in transit.
- Crane should not move over bridges on sidings unless it is known that the bridges are capable of carrying the load.

b. SPECIAL RESTRICTIONS:

| MAIN LINE | Miles Per Hour |
|-----------------------------|----------------|
| Bridge 361.66 (Portage) | 20 |
| Bridge 421.83 (Clinton St.) | 20 |
| ERIE BRANCH | |
| Bridge 3.55 (N.Y.C. R.R.) | 15 |
| LOCKPORT BRANCH | Not Permitted |

2202 B BUFFALO DIVISION

Equipment Restrictions

ATTICA BRANCH

| | |
|---------------------------------------|----|
| Bridge 367.14 (Genesee River) | 10 |
| Bridge 368.22 (Canawaugus) | 10 |
| Bridge 384.66 (Stafford) | 10 |
| Bridge 390.80 (Tonawanda Creek) | 10 |

BLACK ROCK YARD

| | |
|---------------------------------|----|
| Bridge 2.73 (Hertel Ave.) | 10 |
|---------------------------------|----|

(c) Operation of 160 — 150 — 120 — 100 Ton

Wrecking Cranes

LOCKPORT BRANCH

| | |
|-----------------------------------|---------------|
| 160 Ton Crane | Not Permitted |
| Bridge 16.61 (Sawyer Creek) | 15 |
| Bridge 17.99 (Bull Creek) | 15 |

ATTICA BRANCH

| | |
|---|----|
| Bridge 390.80 (Tonawanda Creek—Batavia) | 20 |
|---|----|

BLACK ROCK YARD

| | |
|---------------------------------|----|
| Bridge 2.73 (Hertel Ave.) | 10 |
|---------------------------------|----|

2203. Speed Restrictions

MAIN LINE

| | |
|--|----|
| Maximum Permissible Speed Except as Otherwise Restricted | |
| Passenger trains | 60 |
| Freight trains | 50 |

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---|----------------|--------------|------------------------------------|
| River Junction—through crossover | 358.0 | — | 30 |
| 1st curve west of | 358.07 | 358.11 | 30 track 2 |
| Portage—curves east of | 360.06 | 361.48 | 40 |
| over viaduct | 361.66 | — | 30 |
| 1st curve west of | 361.80 | 362.12 | 30 |
| 2nd curve west of | 362.13 | 362.62 | 40 |
| 3rd curve west of | 362.74 | 363.69 | 40 |
| Silver Springs—over grade crossings | 367.62 | 368.15 | 50 |
| To and from siding | 368.29 | — | 30 |
| Through siding | 368.29 | 370.97 | 30 |
| Rock Glen—To and from siding | 370.97 | — | 30 |
| East Linden—track 2 to single track | 383.00 | — | 30 |
| Attica—through village | 391.78 | 393.41 | 40 |
| East Alden—to and from siding | 401.03 | — | 30 |
| Through siding | 401.03 | 406.19 | 30 |
| West Alden—To and from siding | 406.19 | — | 30 |
| Depew Jct.—Through crossovers | 415.18 | — | 30 |
| Engine Track to Harlem Rd. | 417.50 | 419.20 | 20 |
| Harlem Rd.—extension to main | 419.20 | — | 15 |

2203. BUFFALO DIVISION

Speed Restrictions

NIAGARA FALLS BRANCH

| | |
|---|----|
| Maximum Permissible Speed Except as Otherwise Restricted | |
| All trains | 40 |
| Trains handling wrecking derrick except as otherwise provided | 25 |

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---------------------------------|----------------|--------------|------------------------------------|
| North Tonawanda | | | |
| Ellicott Creek Bridge | 12.39 | — | 20 |
| Tower 3 to Tower 2 | 12.78 | 13.35 | 15 |
| Tower 2 to Fredricka St. | 13.35 | 14.89 | 20 |
| CP61—Through Interlocking | 21.2 | — | 20 |

CITY BRANCH

| | |
|--|----|
| Maximum Permissible Speed Except as Otherwise Restricted | |
| All trains | 20 |
| West of Michigan Ave. | 5 |

LOCKPORT BRANCH

| | |
|---|----|
| Maximum Permissible Speed Except as Otherwise Restricted | |
| All trains | 20 |
| Trains on Gulf Line | 10 |
| Trains handling wrecking derrick except as otherwise provided | 15 |

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---------------------------|----------------|--------------|------------------------------------|
| North Tonawanda | | | |
| Bryant St. | 14.28 | — | 5 |
| Shawnee Rd. | 16.73 | — | 5 |
| Hoffman—Meyers Rd. | 20.44 | — | 5 |
| Pendleton—Feigle Rd. | 21.79 | — | 5 |
| Hodgeville | | | |
| Lockport Rd. | 23.78 | — | 5 |
| Murphy Rd. | 24.28 | — | 5 |
| Lockport | | | |
| Hinmann Rd. | 25.19 | — | 5 |
| Ohio St. | 25.85 | — | 5 |

2203. BUFFALO DIVISION

Speed Restrictions

GROVELAND BRANCH

Maximum Permissible Speed Except as Otherwise Restricted

All trains 40

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---------------------------------|-------------------|-----------------|--|
| Mt. Morris—Route 408 | 332.39 | — | 30 Westward |
| Groveland—West of Station | 325.8 | 327.4 | 15 |
| Leicester—New Rd. | 337.28 | — | 30 Westward |
| Craigs | | | |
| Craigs Rd. | 342.51 | — | 30 Westward |
| Pavilion Rd. | 343.53 | — | 30 Westward |
| Linwood | | | |
| Asbury Rd. | 346.59 | — | 30 Westward |
| South St. | 347.50 | — | 30 Westward |
| Pavilion | | | |
| Summit Rd. | 348.57 | — | 30 Westward |
| Perry Rd. | 349.14 | — | 30 Westward |
| Lovell Rd. | 350.77 | — | 30 Westward |
| Roanoke Rd. | 351.50 | — | 30 Westward |
| E. Bethany—Transit Rd. | 352.67 | — | 30 Westward |

ERIE BRANCH

Maximum Permissible Speed Except as Otherwise Restricted

All trains 20

2203. BUFFALO DIVISION

Speed Restrictions

BLACK ROCK BRANCH

Maximum Permissible Speed Except as Otherwise Restricted

All trains 40

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---|-------------------|-----------------|--|
| Main St. Curve | 394.6 | 394.9 | 30 |
| Black Rock Curve at east end of yard | 397.8 | 397.9 | 15 |

ATTICA BRANCH

Maximum Permissible Speed Except as Otherwise Restricted

All trains 35

Trains handling wrecking derrick except as otherwise provided 25

Between Rochester and Bridge 383.27 — Genesee River 15

| LOCATION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO MILES PER HOUR |
|---------------------------------|-------------------|-----------------|--|
| Mortimer-Jefferson Rd. | 380.21 | — | 10 |
| Avon | | | |
| North leg of Wye | 366.82 | — | 10 |
| South leg of Wye | 366.82 | — | 15 |
| G & W RR—Crossing | 374.86 | — | 10 |
| LeRoy—B&O Crossing | | | |
| To NYC Crossing | 380.04 | 380.76 | 15 |
| Batavia | | | |
| Harvester Ave. to Mill St. | 389.80 | 390.65 | 10 |
| Tonawanda Creek Bridge | 390.80 | — | 20 |
| Attica—To and from Main Line .. | 401.0 | — | 15 |

23. MAHONING DIVISION

ENGINE - EQUIPMENT — SPEED RESTRICTIONS

2301. A. Restrictions — Engines 2401-2586 and 3601-3620

CLEVELAND, OHIO

These engines are restricted from operating on Mahoning First Sub-Division between the west end of Literary St. Yard and River Bed.

B. Restrictions — Engines 1850-1861

CLEVELAND, OHIO

These engines operating between M.P. 0.25 Spruce St. and M.P. 0.40 East of Winslow Ave., River Bed Line, Cleveland must not pass or be passed by any other 1850 series engine or by any equipment which exceeds 10' 8" in width.

RAVENNA, OHIO

General Electric Plant Switch M.P. 184.30

C. Restrictions — All Engines

CORTLAND, OHIO

Engines are not permitted west of Mecca St. when performing service at Richard's Milling Company. Also, crews will not operate beyond station 4 Plus 40 at east end of scale.

MEADVILLE CAR SHOP — MEADVILLE, PA.

Engines must not be operated beyond signs posted at either end of the building.

2302. Equipment Restrictions

B & SW BRANCH

Dayton Arch Clearance

M.P. 37.27 17 Ft. High 9 Ft. 11 In. Wide

Equipment within these dimensions may be operated.

250-TON WRECKING DERRICKS

03300 to 03303 and 96701

A — General Restrictions:

- (1) Speed must comply with timetable restrictions.
- (2) A car weighing not more than 100,000 lbs. gross weight should be placed on each side of crane when on transit.
- (3) Crane should not move over bridges on sidings unless it is known that the bridges are capable of carrying the load.

B — The following speed and other restrictions apply to operation of 250 ton Diesel Wrecking Derricks.

- (1) Cleveland—not permitted over the second siding south of the two main tracks of Bridge 4.85.
- (2) Niles Lisbon Branch—Not permitted between Leetonia and Lisbon, O.
- (3) Haselton Branch—Speed restricted to 15 M.P.H. over Bridge 67.66.
- (4) Ferrona New Castle Branch—Not permitted over Bridge 1:02 Canal Basin track (Swamp track).
- (5) Oil City Franklin Branch — Not permitted between (M.P. 21.11) Sugar Creek, Pa. and Oil City, Pa.
- (6) Vallonia Branch—Not permitted.

2303. MAHONING DIVISION

Speed Restrictions

First Sub-Division — Pymatuning to Cleveland

| | SPEED RESTRICTED TO M.P.H. |
|---|----------------------------------|
| Maximum Permissible Speed Except as Otherwise Permitted or Restricted | |
| A — Passenger trains | 60 |
| B — Passenger trains except where otherwise restricted between: | |
| (1) M.P. 9.66 East of Lee Road and M.P. 33.86 West of Jeddoo | 70 |
| (2) M.P. 42.00 East of Mahoning and M.P. 58.15 West of Niles | 70 |
| C — Freight trains on unrestricted track | 50 |
| D — Freight trains handling in excess of 50% of cars in train loaded with ore | 30 |

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO M.P.H. |
|---|-----------|-------|----------------------------------|
| | FROM | TO | |
| Eastward trains moving from Second Sub-Division single track to track 2 and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning | — | — | 30 |
| Freight trains between Pymatuning and SN Junction | — | — | 40 |
| Eastward trains through turnout at East end of double track, Sharpsville | 84.10 | — | 35 |
| Curves No. 117 and No. 118 West of Sharpsville | 83.19 | 83.50 | 55 |
| All trains through City limits of Sharon | — | — | 15 |
| Sharon Eastward and Westward trains | 81.16 | 80.77 | 15 |
| Curve No. 108 | 79.99 | 79.88 | 35 |
| Eastward trains single to double track at Coles | 78.10 | — | 30 |
| Curve No. 102 East of Hubbard | 76.08 | 75.75 | 40 |
| Curves No. 100, No. 99 and No. 98 East of Hubbard | 74.54 | 75.32 | 40 |
| Eastward trains double to single track at Hubbard | 74.60 | — | 30 |
| Curve No. 93 West of Hubbard | 70.28 | 70.05 | 50 |
| Eastward and Westward trains through interlocking limits at Himrod Junction | — | — | 15 |
| Valley Street and North Avenue Youngstown | 68.01 | 66.63 | 30 |
| Curve No. 76 and No. 77 Youngstown | 66.08 | 65.44 | 50 |
| Curve No. 64 Niles | 58.40 | 58.15 | 30 |
| Niles movements to and from single track | 58.20 | 58.02 | 30 |
| Curve No. 57 and No. 56 Warren Relocated Railroad | 53.85 | 52.84 | 35 |
| Curve No. 55 Parkman Road, Warren | 52.62 | 52.44 | 60 |
| SN Junction First Sub-Division to Second Sub-Division | — | — | 30 |

2303. MAHONING DIVISION

First Sub-Division — Pymatuning to Cleveland

| RESTRICTION | FROM | MILE POST TO | SPEED RESTRICTED TO M.P.H. |
|---|-------|--------------|----------------------------|
| Curves No. 43, No. 44 and No. 45 | 37.40 | 38.66 | 45 |
| Curves No. 36, No. 37, No. 38, No. 39 and No. 40, East and West of Jeddoe | 33.86 | 35.27 | 45 |
| RB movements to and from Track 1 and Single Track | — | — | 25 |
| HM movements to and from Single Track | — | — | 25 |
| KS movements to and from Single Track and Track 1 | 32.66 | 32.74 | 25 |
| XR movements to and from Single Track | 14.97 | 15.03 | 25 |
| Curve No. 30 Mantua | 29.79 | 30.18 | 55 |
| Westward freight trains North Randall to East of 131st St. | 11.40 | 8.26 | 40 |
| East of 131st to 116th St. | 8.26 | 7.34 | 30 |
| Westward freight trains 116th St. to Literary St. | 7.34 | 1.90 | 20 |
| All trains on track 1 where unrestricted | 6.25 | 3.45 | 50 |
| All trains on track 2 where unrestricted | 3.45 | 6.25 | 40 |
| Curves No. 15 and No. 16 track 1 East of C. & P. Crossing | 5.50 | 5.25 | 45 |
| West End Int. | 3.28 | 3.45 | — |
| Main track movements | — | — | 30 |
| Movements to and from yard or thru crossover East Kelly Siding | — | — | 10 |
| Between West End and Literary St. | — | — | 20 |
| Between West End and Broadway | — | — | 25 |
| Over connection tracks between Mahoning Avenue Jct. and Coach yard lead switch to N & W | — | — | 15 |
| Class FE-15, FA-15, 16 engines over Bridge F-1.46 Scranton Rd. | — | — | 15 |
| 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 | — | — | 15 |
| Trains handling Wrecking Derricks over bridge F-1.46 Scranton Rd. | — | — | 10 |
| Trains handling wrecking derricks over Bridge 53.04, 67.62 (Side tracks only 75.74, 78.06 and 81.04) | — | — | 20 |

NEW CASTLE BRANCH

| | | | |
|--|-------|------|----|
| All trains | — | — | 25 |
| Trains handling wrecking derrick | — | — | 15 |
| Sharon | 0.50 | 1.00 | 15 |
| Wheatland | 4.00 | 3.60 | 15 |
| New Castle | 21.56 | 23.4 | 15 |
| Bridge 1:02 Canal Basin track | — | — | 15 |
| Trains handling wrecking derricks over Bridge 5.06, 5.69, 7.67 and 16.83 | — | — | 10 |

LISBON BRANCH

| | | | |
|---|---|---|----|
| All trains | — | — | 30 |
| Bridges 0.54, 14.28, 23.49, 33.56, 34.58 | — | — | 15 |
| Trains handling wrecking derricks over bridges 0.54 and 14.28 | — | — | 10 |
| Trains handling wrecking derricks | — | — | 15 |

2303. MAHONING DIVISION

First Sub-Division Pymatuning to Cleveland

| RESTRICTION | FROM | MILE POST TO | RESTRICTED SPEED TO M.P.H. |
|--|------|--------------|----------------------------|
| AUSTINTOWN BRANCH | | | |
| All trains | — | — | 20 |
| Trains handling wrecking derricks over bridge F-O.65 | — | — | 10 |
| CANAL BRANCH | | | |
| All trains | — | — | 15 |
| HASLTON BRANCH | | | |
| All trains — Himrod Jct to "N" Center St. | — | — | 25 |

Second Sub-Division — Meadville to Kent

| Maximum Permissible Speed Except as Otherwise Permitted or Restricted | | | |
|--|--|--|----|
| A — Passenger trains | | | 60 |
| B — Passenger trains tracks 1 and 2 except where otherwise restricted between: | | | |
| (1) M.P. 105.40 Buchanan and M.P. 134.80 Transfer | | | 70 |
| (2) M.P. 165.00 SN Jct. and M.P. 188.39 East of "A" yard Kent | | | 70 |
| (3) Pymatuning and SN Junction | | | 50 |
| C — Freight trains | | | 50 |
| D — Freight train handling in excess of 50% of cars in train loaded with ore | | | 30 |
| E — All trains or engines leaving the sidings at Buchanan Extension, Stony Point, Atlantic, Amasa, Pymatuning, except through crossover from siding to Westward main track, West End Pymatuning Siding Johnsons or Eastward trains Leavittsburg under signal indication as per rule 287 figure (b) rules of the Operating Department effective Oct. 25, 1964 | | | 30 |

| | | | |
|---|--------|--------|----|
| Meadville Westward trains | 102.19 | 102.98 | 20 |
| Meadville Eastward trains | 103.18 | 102.61 | 20 |
| Curve No. 4 Meadville track 1 | 102.98 | 103.37 | 35 |
| Eastward trains moving from single track to track 2 at Buchanan | — | — | 30 |
| Eastward trains moving from single track to track 1 at Buchanan | — | — | 25 |
| Westward trains moving from double tracks to single track at Buchanan | — | — | 25 |
| Curve No. 6 Buchanan | 105.42 | 106.08 | 30 |
| Curve No. 7 West of Buchanan | 107.48 | 107.81 | 60 |
| Curve No. 10 Stony Point | 114.78 | 116.32 | 60 |
| Curves No. 11 and No. 12 East of Atlantic | 119.40 | 120.42 | 40 |
| Curve No. 14 between Atlantic and Amasa | 123.29 | 123.72 | 60 |

2303. MAHONING DIVISION

Second Sub-Division — Meadville to Kent

| RESTRICTION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO M.P.H. |
|---|-------------------|-----------------|----------------------------------|
| Curve No. 16 and No. 17 West of Amasa | 125.87 | 126.47 | 55 |
| Curve No. 18, No. 19, No. 20, No. 21 and No. 22 West of Amasa | 126.69 | 128.77 | 40 |
| Between East of Shenango and Bruin | 130.35 | 131.60 | 50 |
| Shenango, Eastward trains track 2 to single track | — | — | 30 |
| Curve No. 24 West of P.R.R. Crossing | 133.72 | 134.06 | 65 |
| Eastward trains moving from track 1 to track 2 through crossover at Transfer | — | — | 30 |
| Eastward trains moving from Second Sub-Division single track to track 2 and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning | — | — | 30 |
| All trains over crossing frogs N.Y.C. R.R. Latimer | — | — | 40 |
| Cortland between 7:00 A.M. and 7:00 P.M. all trains operating through the Village of Cortland between Pearl Street and State Route 46 | 153.32 | 153.77 | 45 |
| All trains over crossing frogs P. R. R. North Warren | — | — | 30 |
| SN Junction Eastward train to First or Second Sub-Division | — | — | 30 |
| Curve No. 37 Braceville track 1 | 168.09 | 168.29 | 60 |
| Curve No. 44 West of Windham track 1 | 175.53 | 175.78 | 65 |
| Curves No. 45 and No. 46 East of Freedom track 1 | 176.29 | 177.45 | 60 |
| Curves No. 47 and No. 48 West of Freedom track 1 | 179.43 | 180.27 | 65 |
| Curve No. 50 East of Ravenna | 184.76 | 185.26 | 55 |
| Curve No. 54 West of Ravenna track 1 | 186.23 | 186.48 | 60 |
| Curves No. 52, No. 53, No. 55, No. 57, No. 58, West of Ravenna track 2 | 185.53 | 188.00 | 60 |
| Curve No. 1 at P. R. R. bridge East End of "A" yard Kent track 2 | 188.78 | 188.38 | 45 |
| Curve No. 6 East of Crain Avenue Kent | 190.77 | 191.20 | 45 |
| Curve No. 7, Kent | 191.47 | 191.68 | 30 |

OIL CITY — FRANKLIN — BRANCH

| | | | |
|--|---|---|----|
| All trains | — | — | 30 |
| Trains handling wrecking derrick | — | — | 15 |
| Trains handling wrecking derrick over bridges Nos. 11.31, 20.48, 21.36 and 33.14 | — | — | 10 |

2303. MAHONING DIVISION

Second Sub-Division — Meadville to Kent

| RESTRICTION | MILE POST FROM | MILE POST TO | SPEED RESTRICTED TO M.P.H. |
|--------------------------------------|-------------------|-----------------|----------------------------------|
| OIL CITY — FRANKLIN BRANCH | | | |
| Between Buchanan and M.P. 1.00 | — | — | 20 |
| Franklin — Curve | 23.60 | 23.75 | 15 |
| Franklin — Curve | 25.60 | 25.70 | 15 |
| Bridges 21.36 and 33.14 | — | — | 15 |

Third Sub-Division — Salamanca to Meadville

| | | | |
|--|-------|-------|----|
| Maximum Permissible Speed Except as Otherwise Restricted | | | |
| A — Passenger trains | | | 70 |
| B — Freight trains | | | 50 |
| C — All trains or engines leaving west end of siding at NE Jct. and east end of siding at CM Jct. under signal indication per rule 287-B | | | 30 |
| Steamburg through crossovers | 11.90 | 12.00 | 30 |
| RH to and from track 1 and single tracks | — | — | 30 |
| Curves No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, No. 23 and No. 24 | 13.29 | 17.09 | 50 |
| Waterboro to and from track 2 and single track | — | — | 60 |
| Waterboro to and from single track and track 1 | — | — | 30 |
| Curve No. 31, track 1 | 23.45 | 24.39 | 55 |
| Curves between Waterboro and West of Kennedy except curve 31 | 23.10 | 25.47 | 60 |
| Falconer through crossovers | — | — | 30 |
| Curves No. 42, No. 43 and No. 44 between Falconer and Jamestown | 31.90 | 32.65 | 50 |

2303. MAHONING DIVISION

Third Sub-Division — Salamanca to Meadville

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO M.P.H. |
|--|-----------|--------|----------------------------------|
| | FROM | TO | |
| Diesel switch engines only are allowed to operate on JW and NW main track from JW and NW terminal to Jamestown City line | — | — | — |
| Jamestown | 33.14 | 34.18 | 40 |
| Jamestown | 34.18 | 34.50 | 30 |
| Jamestown | 34.50 | 34.96 | 40 |
| Curve No. 56 West of Jamestown Jamestown track 2 | 35.74 | 36.17 | 65 |
| Curve No. 57 and No. 58 West of Jamestown track 1 | 35.74 | 37.22 | 60 |
| NE Junction to and from Westward track and C and E Railroad | — | — | 15 |
| NE Junction to and from Old line | — | — | 30 |
| NE Junction from West End Westward siding | — | — | 30 |
| Curve No. 66 East of Bear Lake | 49.45 | 49.99 | 65 |
| Curve No. 68 West of Bear Lake | 51.42 | 51.92 | 55 |
| Curve C and E Railroad | 6.63 | 7.44 | 55 |
| CM Junction from East End Eastward siding | — | — | 30 |
| CM Junction through East main track crossover | — | — | 30 |
| CM Junction through West main track crossover | — | — | 40 |
| CM Junction Eastward trains entering Eastward siding | — | — | 30 |
| Curve No. 73 West of CM Junction | 57.78 | 57.98 | 60 |
| Corry East of MS Tower to West of EY Tower | 60.25 | 61.82 | 40 |
| JO siding Eastward trains leaving Eastward siding | — | — | 30 |
| Union City, track 2 | 73.04 | 71.89 | 50 |
| Union City, track 1 | 71.60 | 72.60 | 50 |
| Curve No. 91, West of Union City track 1 | 74.05 | 74.39 | 55 |
| Curves No. 93, No. 94, No. 95, No. 96 and No. 98 between Union City and Mill Village track 1 | 75.51 | 77.72 | 60 |
| Curves No. 104 and 105 West of Mill Village track 1 | 80.95 | 81.85 | 60 |
| Curve No. 124, Venango track 1 | 90.10 | 90.82 | 65 |
| Curves No. 125 and No. 128 between Venango and Saegertown | 91.35 | 94.17 | 60 |
| Curve No. 126 between Venango and Saegertown | 91.82 | 92.09 | 55 |
| Curve No. 134 West of Saegertown | 97.96 | 98.27 | 55 |
| Curve No. 139, No. 140, No. 141, 1 and 2, East of Meadville | 101.04 | 102.15 | 50 |

2303. MAHONING DIVISION

Third Sub-Division — Salamanca to Meadville

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO M.P.H. |
|--|-----------|-------|----------------------------------|
| | FROM | TO | |
| B & S W BRANCH | | | |
| Maximum Permissible Speed Except as Otherwise Restricted | | | |
| All trains | — | — | 45 |
| BC Junction to Tiftt Street | 2.75 | 3.50 | 10 |
| Tiftt Street Junction Eastward trains over spring switch | 3.51 | — | 25 |
| Tiftt Street Junction Westward trains running over spring switch | 3.51 | — | 30 |
| DM Junction and West End of Curve at Gowanda: | | | |
| (a) Eastward trains | 33.30 | 37.75 | 15 |
| (b) Westward trains | 33.30 | 37.75 | 20 |
| Curve at Gowanda | 33.30 | 32.90 | 25 |
| Between East End of curve at Gowanda and East End passing siding Collins | 32.90 | 29.45 | 35 |
| Dayton Arch | 37.27 | — | 15 |

Fourth Sub-Division — Hornell to Salamanca

| | | | |
|---|--------|--------|----|
| Maximum Permissible Speed Except as Otherwise Restricted | | | |
| A — Passenger trains | | | 70 |
| B — Freight trains | | | 50 |
| C — All trains or engines leaving both ends of siding at Fillmore under signal indication as per Rule 287-B | | | 30 |
| Hornell curves between block 3 and Cass Street | | | |
| | — | — | 15 |
| Cass Street Hornell through crossovers | — | — | 25 |
| West of Cass Street Hornell | 331.76 | 332.21 | 30 |
| West of Hornell to CB Jct | 332.21 | 383.78 | 60 |
| Curves No. 15 and No. 16 Alfred | 339.87 | 340.40 | 50 |

2303. MAHONING DIVISION

Fourth Sub-Division — Hornell to Salamanca

| RESTRICTION | MILE POST FROM | TO | SPEED RESTRICTED TO M.P.H. |
|--|-------------------|--------|----------------------------------|
| Curve No. 36 East of Wellsville Westward trains | 356.54 | 356.79 | 40 |
| Curve No. 36 East of Wellsville Eastward trains | 357.06 | 356.54 | 40 |
| Wellsville East of State St. to Coates St. Westward trains | 356.79 | 358.11 | 25 |
| Wellsville West of Farnum St. to State St. Eastward trains | 357.92 | 357.06 | 25 |
| Curves No. 65, No. 66 and No. 67 at and East of Cuba | 380.80 | 382.27 | 50 |
| CB Junction to and from track 2 and old line | — | — | 60 |
| CB Junction to and from track 1 and old line | — | — | 30 |
| Olean Eastward trains | 395.60 | 394.42 | 50 |
| Olean Westward trains | 393.82 | 394.70 | 50 |
| Between Allegany and Salamanca | 400.57 | 408.80 | 60 |
| Curve No. 99 West of Carrollton | 408.80 | 409.11 | 55 |
| East of Salamanca | 409.11 | 412.50 | 60 |
| WC Junction to MP 412.77 track 2 .. | — | — | 40 |
| Salamanca track 2 | 412.77 | 412.50 | 30 |
| Salamanca track 1 | 412.50 | 413.41 | 30 |
| Salamanca to WC Junction track 1 | — | — | 40 |

BRADFORD BRANCH

| | | | |
|--|---|---|----|
| Maximum Permissible Speed Except as Otherwise Restricted | | | |
| All trains | | | 15 |
| Limestone N.Y. connection with B&O Railroad | — | — | 10 |
| All Locomotives over Bridge 0.15 West Clarion Branch | — | — | 10 |

2303. MAHONING DIVISION

Fourth Sub-Division — Hornell to Salamanca

RIVER LINE

Maximum Permissible Speed Except as Otherwise Restricted

All trains 50

| RESTRICTION | MILE POST FROM | TO | SPEED RESTRICTED TO M.P.H. |
|--|-------------------|--------|----------------------------------|
| River Junction to and from Buffalo Division Track 1 and River Line | — | — | 30 |
| To and from East and West End Passing siding Fillmore | — | — | 30 |
| Trains on Fillmore Passing siding | 365.32 | 366.86 | 15 |
| West of Fillmore | 367.00 | 368.30 | 25 |
| Rush Creek Viaduct | — | — | 25 |
| Genesee Viaduct | — | — | 25 |
| East of Belfast | 375.00 | 376.70 | 25 |
| From East and West End passing siding, Belfast | — | — | 15 |
| From East End passing siding, CB Junction, River Line | — | — | 30 |
| CB Junction to and from track 2 and River Line | — | — | 30 |

DUNKIRK BRANCH

Maximum permissible speed except as otherwise restricted

| | | | |
|--|--------|---|----|
| All trains | — | — | 30 |
| Plate Crossing | 458.50 | — | 20 |
| Dayton and Dunkirk | — | — | 20 |
| All Engines over Bridges 455.19 and 455.41 | — | — | 15 |

24. MARION DIVISION

ENGINE - EQUIPMENT — SPEED RESTRICTIONS

2401. Locomotives Are Restricted as Follows:

All Engines:

Marion, Ohio — Alloy Cast Steel Co. Trestle

All Engines except switch and road switch:

Kent, Ohio—Horning Coal Co.; Freight House Tracks; All tracks south of N & W Interchange between Summit St. and including Kent Salvage Company.

Tallmadge, Ohio—U. S. Stoneware Tracks

Akron, Ohio—AC&Y Interchange Tracks; Storage tracks Old Forge; Enterprise Track; Entire Belt Line with all tracks leading off same; All Industrial Tracks leading off Third Rail.

Barberton, Ohio—Gulf Oil Track; Aluminum Flake Track. Rockwell Tracks; Scale Track; Back Track; A&BB Interchange Tracks; Columbia Chemical Tracks; Sieberling Rubber Co. Tracks.

Wadsworth, Ohio—North Branch; Lead Track to Ohio Match Co.; Wadsworth Lumber Co.; Brick and Tile Tracks.

Rittman, Ohio—All tracks at Boxboard and Salt Works.

Polk, Ohio—Elevator Track.

Ashland, Ohio—Old North Interchange East of set off tracks; "PA" Lead Track to Union Street and all tracks beyond Elite Spur; "Stock" track beyond Eagle Rubber Company Boiler House.

Pavonia, Ohio—Dykes Spur beyond road Xing; Ohio Shale Track.

Mansfield, Ohio—Reformatory Track; Cousins Junk track; Taylor and East Long Tracks; Mansfield Tire and Rubber Co. Tracks; No. 9 Track; Ohio Brass Track; All Freight house tracks; N. Industrial Tracks, Springmill Street; State Highway Track; Humphrey Track.

Galion, Ohio—Fleetwood Trailer Co.; U.S. Grave Vault Co.; Galion Iron Works Track; Freight House Tracks; Market St. Spur.

Caledonia, Ohio—Elevator and stock tracks.

Marion, Ohio—All Industrial tracks Q Siding to "AC" Tower; N & W Interchange Track; General Excavator Tracks; NYC Interchange to C&O; Baker Wood Co. Tracks (North of Silver St.); Marion Water Works Tracks; Quaker Oats Co. Tracks; Berry Seed Co. Track; Marion Builder Supply Co. Tracks.

Richwood, Ohio—Clay Track; Gill Track.

Urbana, Ohio—Quality Coal Track; Boxboard and Marvin Tracks.

Maitland, Ohio—DT&I Interchange Tracks.

Durbin, Ohio—Moore Lime Co.—All Tracks.

Fairborn, Ohio—Atlas Cement Co.—All Tracks; Southwestern Cement Co.—All Tracks; Government Track M.P. 378.20; Government Track M.P. 380.22.

Dayton, Ohio—Farm Bureau Tracks; All Tracks north of old WB Main track between Findlay St. and First St. Bridge including freight house lead.

2402. EQUIPMENT RESTRICTIONS

250 Ton Wreckers — No. 03300 to 03303 and 96701

LOCATION:

Bridges 268.94 (siding), 295.27, 304.84, 308.40, 310.53, 326.51, 329.88, 336.86, 338.22, 366.96, 369.46 20 MPH.

B&O Inter. Mansfield Bridge F268.49 10 MPH
Bridge 249.05 20 MPH

Bridges 2.24, 2.55, 23.90, 25.73 and 64.25 15 MPH

2403. MARION DIVISION

Speed Restrictions

MILES
PER HOUR

Maximum Permissible Speed Except as Otherwise Restricted

| | |
|------------------------|----|
| Passenger trains | 70 |
| Freight trains | 50 |

Kent Sub-Division — Kent to Marion

All trains or engines leaving Third Rail, Kenmore westward siding, Silver Creek, eastward or westward sidings Polk or westward siding Martel under signal indication Rule 287, Fig. B, Rules of the Operating Department, may operate at a speed not to exceed twenty-five (25) miles per hour through turn-outs.

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|---|-----------|--------|------------------------------------|
| | FROM | TO | |
| Passenger trains | 189.60 | 218.00 | 60 |
| Curve No. 6 east of Crane Avenue, Kent | 190.77 | 191.20 | 45 |
| Curve No. 7 at Kent | 191.47 | 191.68 | 30 |
| Curve No. 10 at Kent | 191.78 | 191.94 | 45 |
| Curve No. 14, east of Tallmadge .. | 195.37 | 195.77 | 50 track 1 |
| Curves No. 15 and No. 16, west of Tallmadge | 197.80 | 197.08 | 45 track 2 |
| Curve No. 16 west of Tallmadge .. | 197.55 | 197.80 | 55 track 1 |
| Curves No. 18 and No. 19, east of Akron | 200.11 | 200.96 | 50 |
| Curve No. 20 east of Akron | 200.99 | 201.46 | 45 |
| Curves No. 21, No. 22, No. 23 and No. 24 at Akron | 201.54 | 202.05 | 35 |
| Curves No. 25, No. 26, No. 27 and No. 28 at Akron | 202.14 | 202.61 | 45 |
| Barberton over street crossings | 206.30 | 209.00 | 50 track 1 |
| | 207.10 | 209.20 | 50 track 2 |
| Curve 40 West of Barberton | 210.53 | 210.82 | 55 track 1 |
| Curve No. 42, east of Silver Creek | 212.48 | 212.81 | 50 track 1 |

2403. MARION DIVISION

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|--|-----------|--------|--|
| | FROM | TO | |
| Curve No. 43, east of Silver Creek | 213.18 | 213.62 | 40 track 1 |
| Curve No. 44, at Silver Creek | 213.86 | 214.68 | 50 track 1 |
| Curves No. 47, No. 46, No. 45 and No. 44 at Wadsworth | 216.62 | 213.86 | 40 track 2 |
| Curve No. 47, west of Wadsworth | 216.20 | 216.62 | 55 track 1 |
| Curve No. 48, west of Wadsworth | 216.85 | 217.07 | 50 |
| Curve No. 50, west of Rittman | 220.09 | 220.29 | 60 |
| Curves No. 59 and No. 60, east of West Salem | 235.79 | 236.70 | 40 track 1 |
| Curve No. 60, east of West Salem | 236.70 | 236.34 | 60 track 2 |
| Curve No. 64, east of Polk | 242.28 | 242.86 | 60 track 2 60 track 1 |
| Curve No. 66, east of Nankin | 246.74 | 246.56 | 60 track 2 |
| Curve No. 67, west of Nankin | 248.92 | 248.31 | 60 track 2 |
| Curves No. 70, No. 73 and No. 74 east and west of Ashland | 251.21 | 254.02 | 45 track 1 |
| Curve No. 70, east of Ashland | 251.93 | 251.21 | 45 track 2 |
| Curve No. 75, east of Pavonia | 258.01 | 257.68 | 60 track 2 |
| Curve No. 78, west of Pavonia | 261.60 | 261.08 | 65 track 2 |
| Curves No. 80, No. 81 and No. 82, west of Pavonia | 261.85 | 263.29 | 50 track 1 |
| Curve No. 83, west of Pavonia | 263.74 | 264.75 | 45 track 1 |
| Curve No. 83, east of Summit | 264.75 | 263.74 | 55 track 2 |
| Curve No. 84, east of Mansfield | 267.27 | 266.79 | 40 track 2 |
| Curve No. 85 at Mansfield | 268.51 | 269.28 | 25 |
| Curves No. 86 and No. 87, west of Mansfield | 270.34 | 269.48 | 50 track 2 |
| Curves No. 86, No. 87 and No. 88, west of Mansfield | 269.48 | 271.19 | 40 track 1 |
| Curve No. 89, east of Harding | 273.26 | 273.53 | 50 track 1 |
| Curves No. 93, No. 94, No. 95 and No. 97, west of Ontario | 277.58 | 275.92 | 60 track 2 |
| Curves No. 101 and No. 102, east of Galion | 279.83 | 279.29 | 60 track 2 |
| Curve No. 103, east of Galion | 283.14 | 283.38 | 60 |
| Curves No. 104 and 105 at Galion | 284.40 | 283.72 | 40 track 2 |
| Curves No. 104 and No. 105 at Galion | 283.72 | 284.40 | 50 track 1 |
| Greenwood Street to AC Tower, Marion | 303.97 | 305.90 | 30 |

2403. MARION DIVISION

Lima Sub-Division — Marion to Huntington

All trains passing through No. 15 cross-overs at the following locations: Eastward and Westward, HN Tower, SJ Tower, DA Tower, Kingsland 30

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|---|-----------|--------|--|
| | FROM | TO | |
| Curves 1 and 2, Marion Yard | 0.34 | 0.48 | 35 track 2 |
| Curve 3, Marion Yard | 0.48 | 0.49 | 25 track 1 |
| Curves 4 and 5 | 0.68 | 1.05 | 40 track 2 |
| Curves 6, 7, 10, 11 | 2.10 | 3.53 | 60 track 2 |
| Curves 8 and 9 | 2.42 | 2.52 | 60 track 1 |
| Curve 24, SJ Tower | 50.75 | 51.00 | 60 |
| Between Reese Ave., Lima and Metcalf St, Lima | | | 40 |
| All trains over crossing frogs and curves, Ohio City | 79.20 | 79.45 | 60 |
| Curve 38, East of Decatur | 95.64 | 95.89 | 60 |
| Curve 46, East of Huntington | 124.86 | 125.35 | 50 track 2 |
| Curve 46, East of Huntington | 124.85 | 125.34 | 60 track 1 |

Chicago Sub-Division —
Huntington to State Line Tower

All trains passing through No. 15 cross-overs at the following locations: Eastward and Westward, Wilders and Kouts; Westward Griffith, Eastward Griffith C&O trains only, Eastward HY Tower 30

All trains and engines entering the sidings at Manitou, Delong and the east end of Rochester siding under signal indication, Rule 283, Figure A or Rule 286, Figure A. Rules of the Operating Department, may operate at a speed not to exceed forty (40) miles per hour through turn-outs.

All trains and engines leaving the east or west ends of Manitou siding, east end of Rochester siding, east or west end of Delong siding under signal indication Rule 287, Figure B, Rules of the Operating Department, may operate at a speed not to exceed forty (40) miles per hour through turn-outs.

All trains or engines entering or leaving west end of Rochester siding may operate at speed prescribed by signal indication displayed at west end of siding.

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|------------------------------------|-----------|--------|--|
| | FROM | TO | |
| Curve 47, west of Huntington | 126.77 | 127.04 | 30 |
| Curve 48, west of Huntington | 127.29 | 127.49 | 40 |
| Curve 49, west of Huntington | 128.47 | 128.75 | 60 track 2 |
| Curve 49, west of Huntington | 128.49 | 128.74 | 50 track 1 |

2403. MARION DIVISION

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|---|-----------|--------|--|
| | FROM | TO | |
| Trains moving from double track to single track or from single track to double track, WO | 134.00 | | 60 |
| Trains moving from double track to single track or from single track to double track, RX-Round Lake | 148.10 | | 60 |
| Trains moving from double to single track or from single to double track, AN-Akron | 158.60 | | 60 |
| Trains moving on Main Track or moving To or From siding, GR-Pershing | 171.79 | | 60 |
| Trains moving from double to single track or from single to double track, AD-Aldine | 192.97 | | 60 |
| All trains over Railroad Crossings at North Judson | | | 45 track 1 |
| All trains over Railroad Crossings at North Judson | | | 55 track 2 |
| All freight trains, Boone Grove | 220.00 | 226.09 | 50 |
| All trains over Railroad Crossings at Griffith | | | 45 track 1 |
| All trains over Railroad Crossings at Griffith | | | 40 track 2 |
| All trains over street crossing at Kennedy and Highland Avenues, Highland, Ind. | | | 35 |
| All trains over street crossings between 175th Street and 165th Street, Hammond, Ind. | | | 50 |
| All trains between Douglas Street and 165th St., Hammond, Ind. .. | | | 40 |
| All trains between Hohman Avenue and Douglas Street, Hammond, Ind. | | | 25 |
| All trains through interlocking limits at Michigan Central Cross-Hammond, Ind. | | | 20 |
| All trains through interlocking limits at Hammond Drawbridge | | | 20 |

Dayton Sub-Division — Marion to Dayton

| | | | |
|---|--|--|------------|
| Passenger Trains — | | | |
| Between Marion and Cold Spring | | | 50 |
| Cold Springs and Tates Point | | | 60 track 1 |
| Tates Point and Cold Springs | | | 70 track 2 |
| Freight Trains — | | | |
| Between Marion and Cold Springs | | | 45 |
| Between Cold Springs and Tates Point | | | 50 |
| Trains handling wrecking derrick over bridges 310.53, 326.51, 329.88, 336.31, 336.86, 338.22, 339.93, 347.27, 348.55, 366.96 and 369.46 between Marion and Cold Springs | | | 20 |

| RESTRICTION | MILE POST | | SPEED RESTRICTED TO MILES PER HOUR |
|--|-----------|--------|--|
| | FROM | TO | |
| North Lewisburg | 338.35 | 338.85 | 25 |
| Urbana | 352.10 | 353.10 | 25 |
| Curves No. 134 and No. 135, west of Maitland | 367.25 | 367.80 | 40 |

25. HIGH-CUBE CAR MOVEMENT

2501. High-Cube Box Cars are Restricted from Moving Over the Following Territories:

| DIVISION | WHERE RESTRICTED |
|-------------|---|
| Susquehanna | Honesdale Branch Binghamton to State Line Tioga Branch |
| Buffalo | Lockport Branch Lake Line |
| Mahoning | Oil City - Franklin Branch New Castle Branch River Bed Line west of Literary St. Scranton Road Freight House |

Note: Cars may be moved between CUT connection and Literary St. yard via Broadway westbound siding.

26. OPERATION OF CENTRALIZED RADIO CONTROL

2601. MAHONING DIVISION

FOR CONTACTING TRAIN DISPATCHER FROM MOBILE OR PORTABLE UNITS:

- (1) To contact Train Dispatcher at Youngstown, press the talk button on radio headset four (4) times in rapid succession.
- (2) A tone will be heard indicating radio base station has been picked up. (If tone is not received, repeat keying operation).
- (3) Wait for Train Dispatcher to acknowledge.
- (4) If Train Dispatcher does not acknowledge after 35 seconds repeat keying operation. (If Dispatcher does not acknowledge with 35 seconds release feature automatically cuts out contact and procedure must be repeated).

The above instructions apply when within range of the following remotely controlled base radio stations;

- ALFRED — Dispatcher only
 - ANDOVER — Dispatcher only
 - WC JCT — Salamanca Yard or Dispatcher
 - FERRONA — Yard or Dispatcher
- This operation applies to "A" Band only.

Mobile and portable units in the vicinity of WC Jct. and Ferrona can contact Salamanca Yard or Ferrona Yard in the same manner as in the past.

Other radio base stations located on the Mahoning Division will remain "direct operated" as in the past.

Crews will refrain from clicking their transmitter bottoms when making standard calls to avoid unnecessary disturbance of remote control operations.

FOR DISPATCHERS CONTACTING TRAIN AND ENGINE CREWS:

- 1ST AND 2ND SUB DIVISION — 628 WIRE
- First throw phone switch to Radio.
 - Ring 11-2 B for RADIO ON.
 - Push foot switch.
 - When finished throw Radio Switch back to phone.
 - Ring 11-2 C for RADIO OFF.
 - Ring 11-2 D puts Radio on emergency, and will not time itself off.

3RD AND 4TH SUB DIVISION — 605 WIRE

- First throw phone switch to Radio.
- SALAMANCA
- Ring on 13-2 B for RADIO ON. Will time itself off in 1 minute if not used.
 - Push foot switch.
 - When finished throw Radio Switch back to phone.
 - Ring 13-2 C for Radio Off.
 - Ring 13-2 D puts Radio on emergency and will not time itself off.

ANDOVER & ALFRED

- First throw phone switch to Radio.
- Ring on 12-3 B for RADIO ON. Will time itself off in 1 minute if not used.
- Push foot switch.
- When finished throw Radio Switch back to Phone.
- Ring 12-3 C for RADIO OFF.
- Ring 12-3 D puts Radio on emergency and will not time itself off.

SUSQUEHANNA DIVISION

| HORSELL TO MILL RIFT STATE LINE | | First Class Trains | | | EASTWARD | | | |
|------------------------------------|------------------------------|---------------------------|-------------------|--|----------|------|---------------------------|--|
| Mile Posts | Distance between Stations | No. 6 STATIONS | 6 | | 4 | | 10 | |
| | | | Daily | | Daily | | Daily Except Sunday | |
| | | | A.M. | | P.M. | | P.M. | |
| EASTERN STANDARD TIME | | | | | | | | |
| | | HORNELL..... A..... N | 1.42 | | 2.10 | | 7.20 | |
| 331.3 | | HORNELL..... L..... N | 2.02 | | 2.25 | | 7.35 | |
| 328.4 | 2.9 | ZY TOWER..... N | 2.07 | | 2.30 | | 7.40 | |
| 321.3 | 7.1 | ADRIAN..... | | | | | | |
| 301.3 | 20.0 | ADDISON..... | 2.33 | | 2.57 | | 8.08 | |
| 293.0 | 8.3 | GANG MILLS..... | 2.40 | | 3.05 | | 8.17 | |
| 291.8 | 1.2 | PAINTED POST..... | | | | | | |
| 290.8 | 1.0 | CORNING..... S | 2.44 | | 3.20 | S | 8.35 | |
| 276.8 | 14.0 | HO TOWER..... N | 2.57 | | 3.35 | | 8.50 | |
| 274.8 | 2.0 | VO McCANN'S BLVD..... | | | | | | |
| 273.0 | 1.8 | FS TOWER..... N | | | | | | |
| 272.8 | 0.2 | ELMIRA..... S | 3.10 | | 3.55 | S | 9.10 | |
| 271.9 | 0.9 | JF SOUTHPORT..... | | | | | | |
| 255.2 | 16.7 | WAVERLY..... D B | 3.28 | | 4.18 | S | 9.34 | |
| 236.1 | 19.1 | OWEGO..... | | | 4.37 | S | 9.55 | |
| 222.7 | 18.4 | ENDICOTT..... | 3.59 | | 4.50 | S | 10.12 | |
| 215.3 | 7.4 | WEST BD..... | 4.08 | | 4.59 | | 10.22 | |
| 214.1 | 1.2 | BINGHAMTON..... S | 4.30 | | 5.30 | S | 10.55 | |
| 190.7 | 0.9 | BD TOWER..... N | 4.32 | | 5.33 | | 10.57 | |
| 188.9 | 1.8 | E. BINGHAMTON BY..... N | 4.35 | | | | 11.00 | |
| 180.0 | 8.9 | STATE LINE..... | 4.43 | | | | 11.08 | |
| 213.2 | 0.9 | BD TOWER..... | | | 5.38 | | | |
| 191.6 | 21.6 | SUSQUEHANNA..... S | | | 6.04 | | | |
| 189.8 | 1.8 | LANESBORO..... | | | | | | |
| 183.1 | 6.7 | GULF SUMMIT..... | | | 6.18 | | | |
| 176.0 | 7.1 | DEPOSIT..... D | | | 6.30 | | | |
| 163.0 | 18.0 | HANCOCK..... D | | | 6.46 | | | |
| 146.3 | 16.7 | LONG EDDY..... | | | | | | |
| 135.1 | 11.2 | CALLICOON..... D | | | 7.20 | | | |
| 129.9 | 5.2 | COCHECTON..... | | | | | | |
| 121.4 | 8.5 | NARROWSBURG..... | | | 7.40 | | | |
| 118.6 | 2.8 | TU CROSSOVER..... | | | | | | |
| 110.1 | 8.7 | LACKAWAXEN..... | | | 7.54 | | | |
| 109.4 | 0.7 | BQ..... | | | | | | |
| 106.4 | 3.0 | Single Track | WEST SHOHOLA..... | | | | | |
| 106.1 | 0.3 | | SHOHOLA..... | | | 8.00 | | |
| 105.5 | 0.6 | | EAST SHOHOLA..... | | | | | |
| 91.2 | 14.3 | MILL RIFT..... | | | | | | |
| 89.8 | 2.4 | SPARROWBUSH..... | | | 8.20 | | | |
| 87.3 | 2.5 | PORT JERVIS..... A..... N | | | 8.25 | | | |
| | | | A.M. | | P.M. | | P.M. | |

NOTE: No. 4 may depart any station in advance of time if all traffic due has been delivered and received

SUSQUEHANNA DIVISION

| MILL RIFT STATE LINE TO HORSELL | | First Class Trains | | | WESTWARD | | | | | |
|------------------------------------|------------------------------|---------------------------|-------------------|--|---------------------------|---|------|------|-------|-------|
| Mile Posts | Distance between Stations | No. 6 STATIONS | 17 | | 15 | | 3 | | 5 | |
| | | | Sun. Only | | Daily Except Sunday | | Note | | Daily | |
| | | | A.M. | | A.M. | | A.M. | | P.M. | |
| EASTERN STANDARD TIME | | | | | | | | | | |
| 87.3 | | PORT JERVIS..... L..... N | | | | | | 3.25 | | |
| 89.8 | 2.5 | SPARROWBUSH..... | | | | | | 3.30 | | |
| 91.2 | 2.4 | MILL RIFT..... | | | | | | | | |
| 105.5 | 14.3 | Single Track | EAST SHOHOLA..... | | | | | | | |
| 106.1 | 0.6 | | SHOHOLA..... | | | | | 3.51 | | |
| 106.4 | 0.3 | | WEST SHOHOLA..... | | | | | | | |
| 109.4 | 3.0 | BQ..... | | | | | | | | |
| 110.1 | 0.7 | LACKAWAXEN..... | | | | | | 3.55 | | |
| 118.6 | 8.7 | TU CROSSOVER..... | | | | | | | | |
| 121.4 | 2.8 | NARROWSBURG..... | | | | | | 4.09 | | |
| 129.9 | 8.5 | COCHECTON..... | | | | | | | | |
| 135.1 | 5.2 | CALLICOON..... D | | | | | | 4.30 | | |
| 146.3 | 11.2 | LONG EDDY..... | | | | | | | | |
| 163.3 | 16.7 | HANCOCK..... D | | | | | | 5.05 | | |
| 176.0 | 13.0 | DEPOSIT..... D | | | | | | 5.22 | | |
| 183.1 | 7.1 | GULF SUMMIT..... | | | | | | 5.36 | | |
| 189.8 | 6.7 | LANESBORO..... | | | | | | 5.48 | | |
| 191.6 | 1.8 | SUSQUEHANNA..... | | | | | | 5.52 | | |
| 213.2 | 21.6 | BD TOWER..... | | | | | | 6.15 | | |
| 180.0 | 0.0 | STATE LINE..... | 4.09 | | 4.55 | | | | | 11.52 |
| 188.9 | 8.9 | E. BINGHAMTON BY..... N | 4.19 | | 5.05 | | | | | 12.02 |
| 190.7 | 1.8 | BD TOWER..... N | 4.22 | | 5.08 | | | 6.20 | | 12.05 |
| 214.1 | 0.9 | BINGHAMTON..... S | 4.25 | | 5.40 | S | | 6.55 | S | 12.25 |
| 215.3 | 1.2 | WEST BD..... | | | | | | 6.58 | | |
| 222.7 | 7.4 | ENDICOTT..... | | | 5.54 | | | 7.07 | | 12.35 |
| 236.1 | 13.4 | OWEGO..... | | | 6.13 | | | 7.21 | | |
| 255.2 | 19.1 | WAVERLY..... D | | | 6.40 | S | | 7.45 | A | 1.08 |
| 271.9 | 16.7 | JF SOUTHPORT..... | | | | | | 6.58 | | 8.02 |
| 272.8 | 0.9 | ELMIRA..... | | | 7.25 | S | | 8.20 | S | 1.40 |
| 273.0 | 0.2 | FS TOWER..... N | | | | | | | | |
| 274.8 | 1.8 | VO McCANN'S BLVD..... | | | | | | | | |
| 276.8 | 2.0 | HO TOWER..... N | | | 7.30 | | | 8.25 | | 1.46 |
| 290.8 | 14.0 | CORNING..... | | | 7.58 | S | | 8.45 | S | 2.05 |
| 291.8 | 1.0 | PAINTED POST..... | | | | | | | | |
| 293.0 | 2.2 | GANG MILLS..... | | | 8.02 | | | 8.50 | | 2.10 |
| 301.3 | 8.3 | ADDISON..... | | | 8.10 | S | | 8.58 | | |
| 321.3 | 20.0 | ADRIAN..... | | | | | | | | |
| 328.4 | 7.1 | ZY TOWER..... N | | | 8.37 | | | 9.25 | | 2.45 |
| 331.3 | 2.9 | HORNELL..... A..... N | | | 8.45 | | | 9.30 | | 2.50 |
| | | HORNELL..... L..... N | | | 9.05 | | | 9.45 | | 3.10 |
| | | | A.M. | | A.M. | | A.M. | A.M. | | A.M. |

NOTE: No. 3 will operate daily except Sunday, Port Jervis to Binghamton and will operate daily Binghamton to Hornell.
No. 3 may depart any station in advance of time if all traffic due has been delivered and received.

BUFFALO DIVISION

BUFFALO TO VN-HORNELL First Class Trains EASTWARD

| Mile Posts | Distance between Stations | No. 6 STATIONS EASTERN STANDARD TIME | 10 | |
|------------|---------------------------|---|---------------------|------|
| | | | Daily Except Sunday | P.M. |
| 421.6 | 0.0 | BABCOCK ST. BUFFALO..... | 5.15 | |
| 419.8 | 1.8 | Single Track { WM JUNCTION..... UNION (UR)..... DEPEW JCT. (WK)..... DEPEW..... LANCASTER..... | 5.23 | |
| 418.0 | 1.8 | | | |
| 415.2 | 2.8 | | 5.35 | |
| 414.5 | 0.7 | | | |
| 413.2 | 1.3 | | | |
| 408.4 | 4.8 | Single Track { TOWN LINE..... WEST ALDEN (W. ND)..... EAST ALDEN (E. ND)..... DARIEN CENTER..... ATTICA (AT)..... | 6.00 | |
| 406.2 | 2.2 | | | |
| 401.0 | 5.2 | | | |
| 398.7 | 2.3 | | | |
| 392.5 | 6.2 | | | |
| 385.4 | 7.1 | LINDEN..... | | |
| 383.0 | 2.4 | Single Track { EAST LINDEN (E. IN)..... WARSAW..... ROCK GLEN (RB)..... SILVER SPRINGS (GE)..... CASTILE..... PORTAGE (PB)..... RIVER JUNCTION (NT)..... | \$ 6.25 | |
| 375.4 | 7.6 | | | |
| 371.0 | 4.4 | | 6.38 | |
| 368.3 | 2.7 | | | |
| 365.3 | 3.0 | | 6.47 | |
| 361.5 | 3.8 | | 6.51 | |
| 357.4 | 0.7 | WASHINGTON HUNT..... | | |
| 355.3 | 2.1 | DALTON..... | | |
| 348.1 | 7.2 | SWAIN'S..... | | |
| 348.8 | 4.3 | CANASERAGA..... | | |
| 336.9 | 6.9 | ARKPORT..... | | |
| 332.2 | 3.7 | VN CROSSOVER..... | 7.17 | |
| 331.3 | 1.9 | HORNELL..... AR... N | 7.20 | |

ATTICA BRANCH

Second Class Trains — EASTWARD

| Distance from Attica | Distance between Stations | No. 6 STATIONS EASTERN STANDARD TIME | 298 | 244 | 246 |
|----------------------|---------------------------|---|-------------------|----------------------------|----------------------------|
| | | | Daily Except Sat. | Daily Except Sat. & Sunday | Daily Except Sat. & Sunday |
| | | | A.M. | A.M. | A.M. |
| 0.0 | 0.0 | ATTICA..... | 1.00 | | |
| 5.2 | 5.2 | NO. ALEXANDER..... N. Y. C. R. R. | | | |
| 9.9 | 4.7 | BATAVIA..... N. Y. C. R. R. | | | 11.55 |
| 20.6 | 10.7 | LE ROY..... B. & O. R. R. | | | |
| 26.2 | 5.6 | Single Track { G & W JCT..... G. & W. R. R. | | | |
| 27.8 | 1.6 | | CALEDONIA..... | | |
| 34.8 | 7.0 | AVON..... | 2.30 | 11.30 | 1.30 |
| 40.4 | 5.6 | INDUSTRY..... | | | |
| 44.7 | 4.3 | WEST HENRIETTA..... N. Y. C. R. R. | | | |
| 47.8 | 3.1 | MORTIMER..... | | | |
| 52.5 | 4.7 | ROCHESTER..... | 3.15 | 2.00 | |
| | | | A.M. | P.M. | P.M. |

Westward Trains are Superior to Eastward Trains Rochester to Attica

BUFFALO DIVISION

VN-HORNELL TO BUFFALO First Class Trains WESTWARD

| Mile Posts | Distance between Stations | No. 6 STATIONS EASTERN STANDARD TIME | 15 | |
|------------|---------------------------|---|---------------------|------|
| | | | Daily Except Sunday | A.M. |
| 331.3 | | HORNELL..... N | 9.05 | |
| 333.2 | 1.9 | VN. CROSSOVER..... | 9.08 | |
| 336.9 | 3.7 | ARKPORT..... | | |
| 343.8 | 6.9 | CANASERAGA..... | | |
| 348.1 | 4.3 | SWAIN'S..... | | |
| 355.3 | 7.2 | DALTON..... | | |
| 357.4 | 2.1 | WASHINGTON HUNT..... | | |
| 358.1 | 0.7 | RIVER JUNCTION (NT)..... | 9.40 | |
| 361.5 | 3.4 | Single Track { PORTAGE (PB)..... CASTILE..... SILVER SPRINGS (GE)..... ROCK GLEN (RB)..... WARSAW..... EAST LINDEN (E. IN)..... | 9.45 | |
| 365.3 | 3.8 | | | |
| 368.3 | 3.0 | | | |
| 371.0 | 2.7 | | \$ 10.10 | |
| 375.4 | 4.4 | | 10.18 | |
| 383.0 | 7.6 | | | |
| 385.4 | 2.4 | LINDEN..... | | |
| 392.5 | 7.1 | Single Track { ATTICA (AT)..... DARIEN CENTER..... EAST ALDEN (E. ND)..... WEST ALDEN (W. ND)..... TOWN LINE..... | 10.28 | |
| 398.7 | 6.2 | | | |
| 401.0 | 2.3 | | | |
| 406.2 | 5.2 | | | |
| 408.4 | 2.2 | | | |
| 413.2 | 4.8 | Single Track { LANCASTER..... DEPEW..... DEPEW JCT. (WK)..... UNION (UR)..... WM JUNCTION..... | 10.52 | |
| 414.5 | 1.3 | | | |
| 415.2 | 0.7 | | | |
| 418.0 | 2.8 | | 11.04 | |
| 419.8 | 1.8 | | | |
| 421.6 | 1.8 | BABCOCK ST. BUFFALO. AR | 11.15 | |

ATTICA BRANCH

Second Class Trains — WESTWARD

| Distance from Rochester | Distance between Stations | No. 6 STATIONS EASTERN STANDARD TIME | 247 | 245 | 279 |
|-------------------------|---------------------------|---|---------------------------------|----------------------------|----------------------------|
| | | | Daily Except Sat. & Sunday | Daily Except Sat. & Sunday | Daily Except Sat. & Sunday |
| | | | A.M. | A.M. | P.M. |
| 0.0 | 0.0 | ROCHESTER..... | | | |
| 4.7 | 4.7 | MORTIMER..... N. Y. C. R. R. | | 9.00 | 5.00 |
| 7.8 | 3.1 | WEST HENRIETTA..... | | | |
| 12.1 | 4.3 | INDUSTRY..... | | | |
| 17.7 | 5.6 | AVON..... | 8.00 | 10.00 | 6.00 |
| 27.7 | 7.0 | Single Track { CALEDONIA..... G. & W. R. R. | | | |
| 26.3 | 1.6 | | G & W JCT..... B. & O. R. R. | | |
| 31.9 | 5.6 | LE ROY..... N. Y. C. R. R. | | | |
| 42.6 | 10.7 | BATAVIA..... | 9.30 | | |
| 47.3 | 4.7 | NO. ALEXANDER..... | | | |
| 52.5 | 5.2 | ATTICA..... | | | 7.15 |
| | | | A.M. | A.M. | P.M. |

Westward Trains are Superior to Eastward Trains Rochester to Attica

MAHONING DIVISION

| KENT TO HORNELL <small>CASS ST.</small> | | First Class Trains | | EASTWARD | | |
|---|---------------------------|--|---------|---------------------------------|---------|-------|
| Mile Posts | Distance between Stations | No. 6 STATIONS <small>EASTERN STANDARD TIME</small> | 4 | | 6 | |
| | | | Daily | | Daily | |
| | | | Note | Daily Ex. Sat., Sun. & Holidays | Note | Daily |
| | | | A.M. | P.M. | | |
| SEC. SUB DIV. | 191.6 | KENT LV | 6.35 | | 7.20 | |
| | 189.6 | 2.0 KX CROSSOVER | 6.38 | | | |
| | 185.3 | 4.3 RAVENNA | C 6.43 | | 7.30 | |
| | 171.4 | 13.9 AD SIDING | 6.57 | | 7.44 | |
| FIRST SUB DIVISION | 49.6 | 6.5 SN JUNCTION N | 7.04 | 6.45 | 7.51 | |
| | 53.2 | 3.6 WARREN | S 7.10 | S 6.51 | S 7.55 | |
| | 55.7 | 2.7 DEFOREST N | 7.13 | 6.54 | 7.59 | |
| | 58.3 | 5.1 Single Track—NILES | 7.19 | S 6.59 | 8.05 | |
| | 63.3 | 5.0 VO CROSSOVER | 7.25 | 7.05 | 8.11 | |
| | 67.1 | 3.8 YOUNGSTOWN | S 8.00 | S 7.10 | S 8.35 | |
| SECOND SUB DIVISION | 67.5 | 0.4 HIMROD JUNCTION | | | | |
| | 68.0 | 0.5 VALLEY STREET N | 8.03 | | 8.38 | |
| | 74.7 | 6.7 Single Track (HUBBARD | 8.14 | | 8.45 | |
| | 78.1 | 3.4 Single Track (COLES | 8.19 | | 8.50 | |
| | 80.9 | 2.8 Single Track (SHARON | S 8.25 | | S 8.56 | |
| | 81.7 | 0.8 FERRONA | 8.28 | | 8.58 | |
| | 84.1 | 2.4 Single Track (SHARPSVILLE | 8.31 | | 9.01 | |
| | 87.9 | 3.8 Single Track (PYMATUNING | 8.36 | | 9.06 | |
| | 134.8 | 1.5 TRANSFER | | | 9.08 | |
| | 181.6 | 3.2 BRUIN N | 8.42 | | 9.12 | |
| THIRD SUB DIVISION | 130.8 | 0.8 Single Track (SHENANGO N | 8.45 | | 9.14 | |
| | 128.6 | 2.2 GREENVILLE | E 8.50 | | S 9.19 | |
| | 125.9 | 2.7 AMASA | 8.53 | | 9.23 | |
| | 120.8 | 5.1 ATLANTIC | 8.58 | | 9.28 | |
| | 116.8 | 4.0 STONY POINT | 9.02 | | 9.33 | |
| | 110.1 | 6.7 GENEVA | 9.09 | | 9.38 | |
| | 105.4 | 4.7 BUCHANAN N | 9.16 | | 9.44 | |
| | 102.5 | 2.9 MEADVILLE N | S 9.35 | | S 9.55 | |
| FOURTH SUB DIVISION | 87.9 | 14.6 CAMBRIDGE SPG. D | S 9.52 | | 10.10 | |
| | 72.3 | 15.6 UNION CITY | 10.05 | | 10.25 | |
| | 60.9 | 11.4 CORRY N | S 10.20 | | S 10.40 | |
| | 56.2 | 4.7 CM JUNCTION | 10.27 | | 10.46 | |
| | 47.0 | 9.2 NE NIOBE JCT. N | 10.40 | | 10.56 | |
| | 34.0 | 13.0 JAMESTOWN D | S 11.20 | | S 11.15 | |
| | 30.3 | 3.7 FALCONER D | 11.25 | | 11.20 | |
| | 23.2 | 7.1 Single Track (WATERBORO | 11.34 | | 11.27 | |
| FIRST SUB DIVISION | 17.6 | 5.6 Single Track (RANDOLPH | 11.47 | | 11.37 | |
| | 14.0 | 3.6 RH | 11.47 | | 11.37 | |
| | 12.0 | 2.0 STEAMBURG | 11.52 | | 11.49 | |
| | 1.3 | 10.7 WC JUNCTION | 12.10 | | 11.49 | |
| | 412.6 | 1.3 SALAMANCA | S 12.30 | | S 12.02 | |
| | 407.2 | 5.4 CARROLTON | 12.36 | | 12.08 | |
| | 395.2 | 12.0 X TOWER N | 12.48 | | 12.20 | |
| | 394.7 | 0.5 OLEAN | S 12.55 | | S 12.25 | |
| | 383.9 | 10.8 Single Track (CB JUNCTION | 1.07 | | 12.37 | |
| | 382.2 | 1.7 CUBA | | | | |
| SECOND SUB DIVISION | 377.5 | 4.7 Single Track-APB (SUMMIT | 1.15 | | 12.45 | |
| | 373.5 | 4.0 Single Track-APB (FRIENDSHIP | 1.19 | | 12.50 | |
| | 365.8 | 7.7 Single Track (BELMONT | 1.28 | | 12.59 | |
| | 357.4 | 8.4 Single Track (WELLSVILLE D | S 1.38 | | S 1.09 | |
| | 348.8 | 8.6 ANDOVER | 1.48 | | 1.19 | |
| | 340.5 | 8.3 ALFRED | | | | |
| | 336.3 | 4.2 ALMOND | 2.01 | | 1.32 | |
| | 331.8 | 4.5 CASS STREET | 2.07 | | 1.39 | |
| | 331.8 | 0.5 HORNELL AR N | 2.10 | | 1.42 | |
| | | | | P.M. | P.M. | A.M. |

NOTE: No. 4 may depart any station West of Salamanca in advance of time if all traffic due has been delivered and received.

MAHONING DIVISION

| HORNELL <small>CASS ST.</small> TO KENT | | First Class Trains | | WESTWARD | | |
|---|---------------------------|--|--------|---------------------------------|---------|-------|
| Mile Posts | Distance between Stations | No. 6 STATIONS <small>EASTERN STANDARD TIME</small> | 29 | | 3 | |
| | | | Daily | | Daily | |
| | | | Note | Daily Ex. Sat., Sun. & Holidays | Note | Daily |
| | | | A.M. | A.M. | | |
| SEC. SUB DIV. | 331.3 | 0.5 HORNELL LV N | | 8.10 | 9.45 | |
| | 331.8 | 0.5 CASS STREET | | 8.12 | 9.47 | |
| | 336.3 | 4.5 ALMOND | | 8.18 | 9.53 | |
| | 340.5 | 4.2 ALFRED | | | | |
| | 348.8 | 8.3 ANDOVER | | 8.31 | 10.06 | |
| | 357.4 | 8.6 WELLSVILLE D | S 8.45 | | 10.17 | |
| | 365.8 | 8.4 BELMONT | | 8.55 | 10.27 | |
| | 373.5 | 7.7 FRIENDSHIP | | 4.03 | 10.36 | |
| | 377.5 | 4.0 Single Track (SUMMIT | | 4.07 | 10.42 | |
| | 382.2 | 4.7 CUBA | | 4.12 | 10.47 | |
| FIRST SUB DIVISION | 383.9 | 1.7 CB JUNCTION | | 4.15 | 10.50 | |
| | 394.7 | 10.8 OLEAN | S 4.30 | | S 11.10 | |
| | 395.2 | 0.5 X TOWER N | | 4.32 | 11.12 | |
| | 407.2 | 12.0 CARROLTON | | 4.44 | 11.27 | |
| | 412.6 | 5.4 SALAMANCA D | S 5.00 | | S 11.45 | |
| | 1.3 | 1.3 WC JUNCTION | | | | |
| | 12.0 | 10.7 STEAMBURG | | 5.12 | 12.00 | |
| | 14.0 | 2.0 Single Track (RH | | 5.15 | 12.04 | |
| | 17.6 | 3.6 Single Track (RANDOLPH | D 5.19 | | 12.08 | |
| | 23.2 | 5.6 Single Track (WATERBORO | | 5.25 | 12.15 | |
| SECOND SUB DIVISION | 30.3 | 7.1 FALCONER D | | 5.32 | 12.22 | |
| | 34.0 | 3.7 JAMESTOWN D | S 5.38 | | S 12.45 | |
| | 47.0 | 13.0 NE NIOBE JCT. N | | 5.52 | 1.00 | |
| | 56.2 | 9.2 CM JUNCTION | | 6.03 | 1.11 | |
| | 60.9 | 4.7 CORRY N | S 6.10 | | S 1.18 | |
| | 72.3 | 11.4 UNION CITY | | 6.23 | 1.30 | |
| | 87.9 | 15.6 CAMBRIDGE SPG. D | | 6.40 | S 1.46 | |
| | 102.5 | 14.6 MEADVILLE N | S 7.05 | | S 2.10 | |
| | 105.4 | 2.9 Single Track (BUCHANAN N | | 7.11 | 2.15 | |
| | 110.1 | 4.7 GENEVA | | 7.18 | 2.20 | |
| THIRD SUB DIVISION | 116.8 | 6.7 Single Track (STONY POINT | | 7.25 | 2.28 | |
| | 120.8 | 4.0 ATLANTIC | | 7.30 | 2.35 | |
| | 125.9 | 5.1 AMASA | | 7.35 | 2.41 | |
| | 128.6 | 2.7 GREENVILLE | S 7.40 | | S 2.48 | |
| | 130.8 | 2.2 SHENANGO N | 7.42 | | 2.51 | |
| | 131.6 | 0.8 BRUIN N | | 7.44 | 2.53 | |
| | 134.8 | 3.2 TRANSFER | | 7.47 | 2.56 | |
| | 87.9 | 1.5 Single Track (PYMATUNING | | 7.49 | 2.58 | |
| | 84.1 | 3.8 Single Track (SHARPSVILLE | | 7.53 | 3.03 | |
| | 81.7 | 2.4 FERRONA | | 7.56 | 3.06 | |
| FOURTH SUB DIVISION | 80.9 | 0.8 Single Track (SHARON | S 8.01 | | S 3.11 | |
| | 78.1 | 2.8 Single Track (COLES | | 8.05 | 3.15 | |
| | 74.7 | 3.4 Single Track (HUBBARD | | 8.11 | 3.20 | |
| | 68.0 | 6.7 VALLEY STREET N | | 8.18 | 3.29 | |
| | 67.5 | 0.5 HIMROD JUNCTION | | | | |
| | 67.1 | 0.4 YOUNGSTOWN | S 5.50 | S 8.40 | S 4.05 | |
| | 63.3 | 3.8 VO CROSSOVER | | 5.55 | 8.45 | 4.10 |
| | 58.3 | 5.0 Single Track—NILES | S 6.02 | | 8.51 | 4.16 |
| | 55.7 | 2.7 DEFOREST P N | 6.05 | | 8.54 | 4.20 |
| | 53.2 | 5.1 WARREN | S 6.12 | S 9.01 | S 4.24 | |
| SEC. SUB. DIV. | 49.6 | 3.6 SN JUNCTION N | 6.16 | 9.08 | 4.29 | |
| | 171.4 | 6.5 AD SIDING | | 9.16 | 4.36 | |
| | 185.3 | 13.9 RAVENNA | | 9.30 | | |
| | 189.6 | 4.3 KX CROSSOVER | | | | |
| 191.6 | 2.0 KENT AR | | 9.38 | 5.05 | | |
| | | | A.M. | A.M. | P.M. | |

NOTE: No. 3 may depart any station West of CB Junction in advance of time if all traffic due has been delivered and received.

MARION DIVISION

HAMMOND TO KENT First Class Trains EASTWARD

| Mile Posts | Distance between Stations | No. 6 STATIONS CENTRAL STANDARD TIME | 6 | | 4 | | |
|------------|---------------------------|---|--------------------|----------|------------|-------|--|
| | | | Daily | | Daily Note | | |
| | | | A.M. | P.M. | P.M. | A.M. | |
| 269.5 | | CHICAGO..... LV..... N | 10.35 | | 9.15 | | |
| 248.3 | 21.2 | HAMMOND..... | \$ 11.15 | | \$ 10.00 | | |
| 246.8 | 1.5 | HY TOWER..... N | 11.18 | | 10.03 | | |
| 243.6 | 3.2 | ND TOWER..... | | | | | |
| 240.2 | 3.4 | GRIFFITH..... N | 11.26 | | 10.10 | | |
| 232.9 | 7.3 | CROWN POINT..... | 11.33 | | 10.17 | | |
| 213.7 | 19.2 | KOUTS..... N | 11.50 | | 10.35 | | |
| 206.4 | 7.3 | WILDERS..... | | | | | |
| 199.4 | 7.0 | NORTH JUDSON..... | 12.04 | | 10.49 | | |
| 193.0 | 6.4 | Single Track { AD ALDINE..... | 12.10 | | 10.55 | | |
| 183.0 | 10.0 | | MONTEREY "MY"..... | | | | |
| 179.7 | 3.3 | | DELONG..... | 12.21 | | 11.07 | |
| 171.8 | 7.9 | | PERSHING "GR"..... | | | | |
| 168.3 | 3.5 | | ROCHESTER..... | \$ 12.32 | | 11.18 | |
| 165.0 | 3.3 | | MANITOU "MU"..... | | | | |
| 158.6 | 6.4 | AN AKRON..... | 12.41 | | 11.27 | | |
| 152.8 | 5.8 | DISKO..... | 12.47 | | 11.33 | | |
| 148.1 | 4.7 | Single Track { RX ROUND LAKE..... | 12.52 | | 11.38 | | |
| 144.3 | 3.8 | | BOLIVAR..... | | | | |
| 134.0 | 10.3 | | WO..... | 1.05 | | 11.55 | |
| 126.6 | 7.4 | HUNTINGTON..... N | \$ 1.20 | | \$ 12.25 | | |
| 109.3 | 17.3 | KINGSLAND..... D | 1.36 | | 12.43 | | |
| 96.3 | 13.0 | DA TOWER..... N | | | | | |
| 96.0 | 0.3 | DECATUR..... | 1.49 | | \$ 12.57 | | |
| 79.3 | 16.7 | OHIO CITY..... N | 2.04 | | 1.13 | | |
| 52.0 | 27.3 | LIMA..... | \$ 2.38 | | \$ 1.45 | | |
| 51.0 | 1.0 | SJ TOWER..... N | 2.40 | | 1.47 | | |
| 25.2 | 25.8 | HN TOWER..... N | | | | | |
| 25.0 | 0.2 | KENTON..... | 3.04 | | 2.12 | | |
| 3.6 | 21.4 | MJ CROSSOVER..... | 3.25 | | 2.33 | | |
| 0.0 | 3.6 | MARION..... AR..... N | 3.30 | | 2.40 | | |
| 305.0 | | EASTERN STANDARD TIME | | P.M. | A.M. | | |
| 303.3 | 1.7 | MARION..... LV..... N | 4.50 | | 4.00 | | |
| 291.3 | 12.0 | Q SIDING..... | | | | | |
| 284.1 | 7.2 | MARTEL..... D | 5.03 | | 4.13 | | |
| 273.7 | 10.4 | GALION..... N | \$ 5.14 | | \$ 4.30 | | |
| 268.7 | 5.0 | HARDING..... | | | | | |
| 252.0 | 16.7 | MANSFIELD..... N | \$ 5.35 | | \$ 4.55 | | |
| 244.3 | 7.7 | ASHLAND..... | \$ 5.55 | | 5.12 | | |
| 226.2 | 18.1 | POLK..... | 6.04 | | 5.20 | | |
| 223.8 | 2.4 | CRESTON..... | 6.23 | | 5.37 | | |
| 219.9 | 3.9 | STERLING..... N | 6.26 | | 5.40 | | |
| 215.5 | 4.4 | RITTMAN..... | | | | | |
| 213.8 | 1.7 | WADSWORTH..... | 6.35 | | 5.49 | | |
| 208.9 | 4.9 | SILVER CREEK..... | | | | | |
| 202.3 | 6.6 | BARBERTON..... | | | | | |
| 201.7 | 0.6 | AKRON..... | \$ 7.00 | | \$ 6.15 | | |
| 191.6 | 10.1 | JO TOWER..... | 7.02 | | 6.17 | | |
| | | KENT..... AR..... | 7.14 | | 6.29 | | |
| | | | P.M. | | A.M. | | |

NOTE: No. 4 may depart any station in advance of time if all traffic due has been delivered and received.

MARION DIVISION

KENT TO HAMMOND First Class Trains WESTWARD

| Mile Posts | Distance between Stations | No. 6 STATIONS EASTERN STANDARD TIME | 5 | | 3 | | |
|------------|---------------------------|---|--------------------|---------|------------|-------|--|
| | | | Daily | | Daily Note | | |
| | | | A.M. | P.M. | P.M. | A.M. | |
| 191.6 | | KENT..... LV..... | 9.45 | | 5.15 | | |
| 201.7 | 10.1 | JO TOWER..... | 9.57 | | 5.30 | | |
| 202.3 | 0.6 | AKRON..... | \$ 10.00 | | \$ 5.50 | | |
| 208.9 | 6.6 | BARBERTON..... | | | | | |
| 213.8 | 4.9 | SILVER CREEK..... | | | | | |
| 215.5 | 1.7 | WADSWORTH..... | 10.15 | | 6.07 | | |
| 219.9 | 4.4 | RITTMAN..... | | | | | |
| 223.8 | 3.9 | STERLING..... N | 10.24 | | 6.19 | | |
| 226.2 | 2.4 | CRESTON..... | 10.27 | | 6.23 | | |
| 244.3 | 18.1 | POLK..... | 10.47 | | 6.47 | | |
| 252.0 | 7.7 | ASHLAND..... | \$ 10.55 | | \$ 6.57 | | |
| 268.7 | 16.7 | MANSFIELD..... N | \$ 11.20 | | \$ 7.30 | | |
| 273.7 | 5.0 | HARDING..... | | | | | |
| 284.1 | 10.4 | GALION..... N | \$ 11.40 | | \$ 8.05 | | |
| 291.3 | 7.2 | MARTEL..... D | 11.49 | | 8.18 | | |
| 303.3 | 12.0 | Q SIDING..... | | | | | |
| 305.0 | 1.7 | MARION..... AR..... N | 12.05 | | 8.45 | | |
| | | CENTRAL STANDARD TIME | | A.M. | P.M. | | |
| 0.0 | | MARION..... LV..... N | 11.20 | | 8.00 | | |
| 3.6 | 3.6 | MJ CROSSOVER..... | 11.25 | | 8.07 | | |
| 25.0 | 21.4 | KENTON..... | 11.45 | | 8.35 | | |
| 25.2 | 0.2 | HN TOWER..... N | | | | | |
| 51.0 | 25.8 | SJ TOWER..... N | 12.08 | | 9.10 | | |
| 52.0 | 1.0 | LIMA..... | \$ 12.11 | | \$ 9.30 | | |
| 79.3 | 27.3 | OHIO CITY..... N | 12.38 | | 9.57 | | |
| 96.0 | 16.7 | DECATUR..... | 12.54 | | 10.15 | | |
| 96.3 | 0.3 | DA TOWER..... N | | | | | |
| 109.3 | 13.0 | KINGSLAND..... D | 1.06 | | 10.29 | | |
| 126.6 | 17.3 | HUNTINGTON..... N | \$ 1.35 | | \$ 11.00 | | |
| 134.0 | 7.4 | Single Track { WO..... | 1.43 | | 11.10 | | |
| 144.3 | 10.3 | | BOLIVAR..... | 1.53 | | 11.22 | |
| 148.1 | 3.8 | | RX ROUND LAKE..... | 1.56 | | 11.27 | |
| 152.8 | 4.7 | DISKO..... | 2.00 | | 11.32 | | |
| 158.6 | 5.8 | Single Track { AN AKRON..... | 2.05 | | 11.39 | | |
| 165.0 | 6.4 | | MANITOU "MU"..... | | | | |
| 168.3 | 3.3 | | ROCHESTER..... | \$ 2.15 | | 11.49 | |
| 171.8 | 3.5 | | PERSHING "GR"..... | | | | |
| 179.7 | 7.9 | | DELONG..... | 2.26 | | 12.00 | |
| 183.0 | 3.3 | | MONTEREY "MY"..... | | | | |
| 193.0 | 10.0 | AD ALDINE..... | 2.38 | | 12.14 | | |
| 199.4 | 6.4 | NORTH JUDSON..... | 2.44 | | 12.22 | | |
| 206.4 | 7.0 | WILDERS..... | | | | | |
| 213.7 | 7.3 | KOUTS..... N | 2.57 | | 12.38 | | |
| 232.9 | 19.2 | CROWN POINT..... | 3.14 | | 1.00 | | |
| 240.2 | 7.3 | GRIFFITH..... N | 3.20 | | 1.08 | | |
| 243.6 | 3.4 | ND TOWER..... | | | | | |
| 246.8 | 3.2 | HY TOWER..... N | 3.27 | | 1.17 | | |
| 248.3 | 1.5 | HAMMOND..... | \$ 3.32 | | \$ 1.25 | | |
| 269.5 | 21.2 | CHICAGO..... AR..... N | 4.10 | | 2.00 | | |
| | | | P.M. | | A.M. | | |

NOTE: No. 3 may depart any station in advance of time if all traffic due has been delivered and received.

MAHONING DIVISION

SN JUNCTION TO BROADWAY

FIRST SUB DIVISION

| WESTWARD | | First Class Trains | | EASTWARD | | |
|------------|---------------------------|---------------------------------|---|----------|---------------------------------|---------------------------------|
| Mile Posts | Distance between Stations | 29 | No. 6 STATIONS EASTERN STANDARD TIME | 28 | Daily Ex. Sat., Sun. & Holidays | |
| | | Daily Ex. Sat., Sun. & Holidays | | | | Daily Ex. Sat., Sun. & Holidays |
| | | A.M. | | | P.M. | |
| 49.6 | | 6.16 | SN JUNCTION.....N | | 6.45 | |
| 48.3 | 1.3 | 6.19 | RB..... | | 6.48 | |
| 37.4 | 10.9 | S 6.31 | GARRETTSVILLE-HIRAM | S | 6.30 | |
| 35.0 | 2.4 | S 6.38 | JEDDOE..... | S | 6.24 | |
| 34.2 | 0.8 | 6.40 | HM..... | | 6.22 | |
| 32.7 | 1.5 | 6.42 | Single Track { KS..... MANTUA..... AURORA.....D GEAUGA LAKE..... SOLON..... XR..... | | 6.20 | |
| 30.7 | 2.0 | S 6.45 | | | S | 6.17 |
| 24.3 | 6.4 | S 6.56 | | | S | 6.06 |
| 21.1 | 3.2 | S 7.02 | | | S | 5.59 |
| 16.5 | 4.6 | S 7.10 | | | S | 5.52 |
| 14.9 | 1.6 | 7.12 | | | 5.49 | |
| 11.4 | 3.5 | S 7.16 | NORTH RANDALL.....D | | S 5.45 | |
| 9.3 | 2.1 | S 7.21 | LEE ROAD..... | | S 5.40 | |
| 6.3 | 3.0 | | EAST 93RD STREET..... | | | |
| 4.0 | 2.3 | S 7.32 | EAST 55TH STREET..... | | S 5.29 | |
| 3.3 | 0.7 | 7.34 | Single Track { WEST END..... BROADWAY..... | | 5.26 | |
| 2.3 | 1.0 | 7.36 | | | | 5.23 |
| | 1.4 | S 7.40 | CLEVELAND CUT.....N | | 5.20 | |
| | | A.M. | | | P.M. | |

MAHONING DIVISION

SN JUNCTION TO PYMATUNING

SECOND SUB DIVISION

| Mile Posts | Distance between Stations | STATIONS | | | | |
|------------|---------------------------|---|--|--|--|--|
| 164.9 | | Single Track { SN JUNCTION.....N LEAVITTSBURG..... B. & O. R.R. NORTH WARREN..... PENNA. R.R. MK SIDING..... CORTLAND..... JOHNSONS..... LATIMER..... N. Y. C. R.R. BURGHILL..... ORANGEVILLE..... PYMATUNING..... | | | | |
| 164.5 | 0.4 | | | | | |
| 161.4 | 3.1 | | | | | |
| 159.3 | 2.1 | | | | | |
| 158.6 | 5.7 | | | | | |
| 150.0 | 3.6 | | | | | |
| 147.2 | 2.8 | | | | | |
| 144.4 | 2.8 | | | | | |
| 141.4 | 3.0 | | | | | |
| 136.3 | 5.1 | | | | | |

The direction from SN JUNCTION to PYMATUNING is EASTWARD

MAHONING DIVISION

OIL CITY - FRANKLIN BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | | |
|------------------------|---------------------------|---------------------|---|----------|----------------|----------------|
| Distance from Buchanan | Distance between Stations | 251 | No. 6 STATIONS EASTERN STANDARD TIME | 250 | Daily Ex. Sat. | |
| | | Daily Ex. Sat. Sun. | | | | Daily Ex. Sat. |
| | | A.M. | | | P.M. | |
| 0.0 | | 12.15 | Single Track { BUCHANAN..... COCHRANTON..... CARLTON..... UTICA..... SUGAR CREEK..... FRANKLIN..... RENO..... OIL CITY..... | | 11.15 | |
| 7.9 | 7.9 | | | | | |
| 11.9 | 4.0 | | | | | |
| 15.9 | 4.0 | 12.55 | | | 10.35 | |
| 21.1 | 5.2 | | | | | |
| 24.9 | 3.8 | 1.15 | | | 10.15 | |
| 30.1 | 5.2 | | | | | |
| 33.3 | 3.2 | | | | | |
| | | A.M. | | | | P.M. |

NEW CASTLE BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | | |
|----------------------------|---------------------------|---------------------|---|----------|-------|-------|
| Distance from Gardner Ave. | Distance between Stations | 261 | No. 6 STATIONS EASTERN STANDARD TIME | 260 | Daily | |
| | | Daily | | | | Daily |
| | | P.M. | | | P.M. | |
| 0.0 | | 4.45 | Single Track { GARDNER AVENUE..... NEW CASTLE..... PULASKI..... WEST MIDDLESEX..... WHEATLAND..... FARRELL..... SHARON (STATE STREET)..... FERRONA..... | | 3.55 | |
| 1.2 | 1.2 | 4.48 | | | 3.52 | |
| 11.9 | 10.7 | 5.21 | | | 3.19 | |
| 16.9 | 5.0 | 5.36 | | | 3.04 | |
| 19.9 | 3.0 | 5.46 | | | 2.54 | |
| 20.9 | 1.0 | 5.49 | | | 2.51 | |
| 22.4 | 1.5 | 5.52 | | | 2.48 | |
| 23.4 | 1.0 | 5.55 | | | 2.45 | |
| | | P.M. | | | | P.M. |

LISBON BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | | |
|----------------------|---------------------------|---------------------|---|----------|----------------|----------------|
| Distance from Lisbon | Distance between Stations | 271 | No. 6 STATIONS EASTERN STANDARD TIME | 270 | Daily Ex. Sat. | |
| | | Daily Ex. Sat. Sun. | | | | Daily Ex. Sat. |
| | | P.M. | | | P.M. | |
| 0.0 | | 3.41 | Single Track { LISBON.....D PENNA. CO. EASTERN DIV. LEETONIA..... WASHINGTONVILLE..... GREENFORD..... MARQUIS..... CANFIELD..... AUSTINTOWN..... MINERAL RIDGE..... B. & O. NILES..... | | 1.59 | |
| 10.8 | 10.8 | 4.15 | | | 1.15 | |
| 12.6 | 1.8 | 4.20 | | | 1.10 | |
| 15.8 | 3.2 | 4.30 | | | 1.00 | |
| 19.0 | 3.2 | 4.41 | | | 12.49 | |
| 21.3 | 2.3 | 4.54 | | | 12.36 | |
| 27.0 | 5.7 | 5.11 | | | 12.19 | |
| 29.9 | 2.9 | 5.20 | | | 12.10 | |
| 33.2 | 3.3 | 5.30 | | | 12.01 | |
| | | P.M. | | | | P.M. |

MAHONING DIVISION

BUFFALO & SOUTHWESTERN BRANCH

| Distance from Buffalo | Distance between Stations | STATIONS | |
|-----------------------|---------------------------|-------------------------|---|
| 0.0 | | BUFFALO..... | N |
| 2.7 | 2.7 | B C JUNCTION..... | N |
| 3.5 | 0.8 | TIFFT ST. JUNCTION..... | |
| | | P. R. R. N. & W. | |
| 7.0 | 3.5 | BLASDELL..... | |
| 13.1 | 6.1 | HAMBURG..... | D |
| 16.4 | 3.3 | EDEN VALLEY..... | |
| 18.8 | 2.4 | EDEN CENTER..... | |
| 23.1 | 4.3 | NORTH COLLINS..... | |
| 27.0 | 3.9 | LAWTONS..... | |
| 30.1 | 3.1 | COLLINS..... | |
| 33.1 | 3.0 | GOWANDA..... | |
| 37.6 | 4.5 | DAYTON..... | |
| 37.7 | 0.1 | D M JUNCTION..... | |
| 43.3 | 5.6 | SOUTH DAYTON..... | D |
| 48.0 | 5.3 | CHERRY CREEK..... | |
| 52.3 | 4.3 | CONEWANGO..... | |
| 58.6 | 6.3 | WATERBORO..... | |

The direction from B C JUNCTION to WATERBORO is WESTWARD

DUNKIRK BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | |
|------------|---------------------------|-----------------------------|-----------------------|----------------------------|--|
| Mile Posts | Distance between Stations | 241 | No. 6 STATIONS | 240 | |
| | | Daily Ex. Sat., Sun. & Hol. | EASTERN STANDARD TIME | Daily Ex. Sat. Sun. & Hol. | |
| | | P.M. | | P.M. | |
| 413.9 | | | W C JUNCTION..... | | |
| 420.8 | 6.9 | | LITTLE VALLEY..... | | |
| 428.1 | 7.3 | 1.01 | CATTARAUGUS..... | D 6.21 | |
| 437.4 | 9.3 | 1.21 | DAYTON..... | 6.01 | |
| 440.4 | 3.0 | | PERRYSBURG..... | | |
| 447.4 | 7.0 | | SMITH'S MILLS..... | | |
| 451.2 | 3.8 | 1.56 | FORESTVILLE..... | 5.31 | |
| 455.0 | 3.8 | | SHERIDAN..... | | |
| | | | N. & W. P. R. R. | | |
| 459.4 | 4.4 | 2.26 | DUNKIRK..... | 5.01 | |
| | | P.M. | | P.M. | |

No. 241 is superior to No. 240 CATTARAUGUS to DUNKIRK

TOBY BRANCH

| Distance from Brockway | Distance between Stations | STATIONS | |
|------------------------|---------------------------|--------------------|--|
| 0.0 | | W I TOWER..... | |
| | 1.4 | BROCKWAY..... | |
| | | P. & S. | |
| | 0.7 | ERIE JUNCTION..... | |
| | 1.1 | CRENSHAW..... | |
| | 1.6 | BROCKPORT..... | |
| | 2.8 | HYDES..... | |

The direction from WI TOWER to HYDES is WESTWARD

MAHONING DIVISION

BRADFORD BRANCH

| Distance from Carrollton | Distance between Stations | STATIONS | |
|--------------------------|---------------------------|--------------------|--|
| 0.0 | | CARROLLTON..... | |
| 2.3 | 2.3 | RIVERSIDE..... | |
| 6.3 | 4.0 | LIMESTONE..... | |
| 10.2 | 3.9 | EAST BRADFORD..... | |
| 11.5 | 1.3 | BRADFORD..... | |
| 12.3 | 0.8 | WEST BRADFORD..... | |
| 15.0 | 2.7 | CUSTER CITY..... | |
| 16.3 | 1.3 | HOWARD..... | |
| 17.2 | 0.9 | LEWIS RUN..... | |

The direction from CARROLLTON to LEWIS RUN is WESTWARD

COLUMBUS AND ERIE R. R.

| Distance from CM Jct. | Distance between Stations | STATIONS | |
|-----------------------|---------------------------|------------------|--|
| 0.0 | 0.0 | CM JUNCTION..... | |
| 8.2 | 8.2 | LOTTSVILLE..... | |
| 13.2 | 5.0 | NE JUNCTION..... | |

The direction from CM JUNCTION to NE JUNCTION is EASTWARD

RIVER LINE

| Distance from River Jct. | Distance between Stations | STATIONS | |
|--------------------------|---------------------------|---------------------|--|
| 0.0 | | RIVER JUNCTION..... | |
| 7.2 | 7.2 | FILLMORE..... | |
| 19.7 | 12.5 | BELFAST..... | |
| 32.6 | 12.9 | CB JUNCTION..... | |

The direction from RIVER JUNCTION to CB JUNCTION is WESTWARD

BUFFALO DIVISION

GROVELAND BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|--|
| 325.8 | | Single Track { GROVELAND..... D MOUNT MORRIS..... GREIGSVILLE..... D B & O JCT..... EAST BETHANY..... NO. ALEXANDER..... |
| 332.8 | 7.0 | |
| 339.3 | 6.5 | |
| 350.3 | 11.0 | |
| 354.1 | 3.8 | |
| 360.3 | 6.2 | |

The direction from GROVELAND to NO. ALEXANDER is WESTWARD

LANCASTER SPUR

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|--|
| 383.3 | 0.0 | Single Track { LANCASTER..... DEPEW JCT..... |
| 385.2 | 1.9 | |

The direction from LANCASTER to DEPEW JCT. is WESTWARD

ERIE BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|--|
| 2.9 | | Single Track { IQ..... EAST FERRY STREET..... WARWICK AVENUE..... |
| 5.0 | 2.1 | |
| 5.9 | 0.9 | |

The direction from IQ to WARWICK AVE. is WESTWARD

BUFFALO DIVISION

NIAGARA FALLS BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|--|
| 7.3 | | Single Track { MAIN STREET..... N.Y.C.R.R..... NORTH TONAWANDA..... N N.Y.C.R.R..... CP 61..... N.Y.C.R.R..... NIAGARA FALLS..... N |
| 18.2 | 5.9 | |
| 21.2 | 8.0 | |
| 22.8 | 1.6 | |

The direction from MAIN ST. to NIAGARA FALLS is WESTWARD

BLACK ROCK BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|---|
| 389.7 | | E. BUFFALO..... WARWICK AVENUE..... MAIN STREET..... BLACK ROCK..... |
| 392.8 | 3.1 | |
| 393.9 | 1.1 | |
| 398.5 | 4.6 | |

The direction from EAST BUFFALO to BLACK ROCK is WESTWARD

CITY BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|---|
| 389.7 | | E. BUFFALO..... ABBOTT ROAD..... NYC & ST. L. JCT..... Single Track { BUFFALO..... |
| 392.9 | 3.2 | |
| 393.4 | 0.5 | |
| 395.2 | 1.8 | |

The direction from EAST BUFFALO to BUFFALO is WESTWARD

LOCKPORT BRANCH

| Mile Posts | Distance between Stations | STATIONS |
|------------|---------------------------|---|
| 13.7 | | Single Track { NORTH TONAWANDA..... MARTINSVILLE..... PENDLETON..... L & O JUNCTION..... LOWERTOWN..... LOCKPORT..... |
| 16.6 | 2.9 | |
| 21.3 | 4.7 | |
| 25.3 | 4.0 | |
| 29.1 | 3.8 | |
| 27.1 | 1.8 | |

The direction from NORTH TONAWANDA to LOCKPORT is WESTWARD

SUSQUEHANNA DIVISION

TIOGA BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | |
|---------------------|-------------------------|--|--------------------|--------------------------|---------------------|
| 255 | Distance from Blossburg | No. 6 STATIONS EASTERN STANDARD TIME | | Distance from Gang Mills | 256 |
| Daily Except Sunday | | | | | Daily Except Sunday |
| A.M. | | | | | P.M. |
| 9.10 | 37.1 | GANG MILLS..... | | 0 0 | 3.25 |
| | | VIA N.Y.C. | | | |
| 9.40 | 25.5 | Single Track | LAWRENCEVILLE..... | N 11.6 | 2.55 |
| 10.05 | 18.3 | | TIOGA..... | 18 8 | 2.30 |
| 10.50 | 9.6 | | MANSFIELD..... | 27 5 | 2.00 |
| 11.10 | 4.7 | | COVINGTON..... | 32.4 | 1.30 |
| 11.25 | 0.0 | | BLOSSBURG..... | D 37.1 | 1.15 |
| A.M. | | | | | P.M. |

No. 255 is superior to No. 256 LAWRENCEVILLE to BLOSSBURG

HONESDALE BRANCH

| STATIONS | | Distance from BQ |
|--------------|----------------|------------------|
| | BQ | 0 0 |
| | 0.7 | |
| Single Track | LACKAWAXEN | 0.7 |
| | 15.7 | |
| | HAWLEY | 16.4 |
| | 3.7 | |
| | WHITE MILLS | 20.1 |
| | 4.4 | |
| | EAST HONESDALE | 24.5 |
| | 0.8 | |
| | HONESDALE | 25.3 |

The direction from BQ to HONESDALE is WESTWARD

WAYLAND BRANCH

| WESTWARD | | Second Class Trains | | EASTWARD | |
|------------|---------------------------|---------------------|--|-----------------------|---------------------|
| Mile Posts | Distance between Stations | 291 | No. 6 STATIONS EASTERN STANDARD TIME | | 292 |
| | | Daily Except Sunday | | | Daily Except Sunday |
| | | A.M. | | | P.M. |
| | 0.0 | 7.45 | PAINTED POST..... | | 12.15 |
| 271.0 | 3.1 | | Single Track | COOPERS..... | |
| 275.8 | 4.8 | 8.00 | | CAMPBELL..... | |
| 285.6 | 9.8 | | | BATH..... | |
| 293.2 | 7.6 | | | D AVOCA..... | |
| 301.0 | 7.8 | | | COHOCTON..... | |
| 307.6 | 6.6 | 9.15 | | WAYLAND JUNCTION..... | |
| | 3.9 | | WAYLAND (PINE ST.)..... | | |
| 311.9 | 4.3 | 9.30 | WAYLAND..... | | D 11.00 |
| | | A.M. | | | A.M. |

No. 291 is superior to No. 292 PAINTED POST to WAYLAND

MARION DIVISION

DAYTON SUB DIVISION

| Distance from Marion | Distance between Stations | STATIONS | |
|----------------------|---------------------------|------------------------|--|
| 0.0 | | C. & O. MARION..... | |
| | | P. R. R. N. Y. C. | |
| 0.8 | 0.8 | SOUTH MARION..... | |
| 5.3 | 4.5 | GREEN CAMP..... | |
| 13.8 | 8.5 | RICHWOOD..... | |
| 17.7 | 3.9 | CLAIBORNE..... | |
| 21.5 | 4.8 | BROADWAY..... | |
| 25.4 | 2.9 | PEORIA..... | |
| | | N. Y. C. | |
| 33.5 | 8.1 | NORTH LEWISBURG..... | |
| 38.1 | 4.6 | MINGO..... | |
| 43.7 | 5.6 | KINGS CREEK..... | |
| 47.7 | 4.0 | URBANA..... | |
| | | P. R. R. | |
| 55.8 | 8.1 | GLEN ECHO..... | |
| 61.1 | 5.3 | MAITLAND..... | |
| | | D. T. & I. | |
| 62.0 | 0.9 | SUGAR GROVE HILL..... | |
| 63.9 | 1.9 | DURBIN..... | |
| 64.6 | 0.7 | COLD SPRINGS..... | |
| 73.1 | 8.5 | FAIRBORN..... | |
| 81.1 | 8.0 | TATES POINT..... | |
| | | B. & O. | |
| 82.3 | 1.2 | DAYTON YARD..... | |
| | | B. & O. N. Y. C. | |
| 83.5 | 1.2 | DAYTON..... | |
| | | First and Webster Sts. | |

The direction from MARION to DAYTON is WESTWARD

**ERIE LACKAWANNA RAILROAD COMPANY
WESTBOUND FREIGHT TRAIN SERVICE**

Effective April 30, 1967

TIME SHOWN FOR INFORMATION — NO TIMETABLE AUTHORITY IS CONFERRED

| EST | NE-3 | NY-97 | NE-97 | SB-3 | RDG-99 | 89 | CS-9 | HB-3 | NY-99 | SC-99 | CX-99 | MB-99 | PB-1 |
|---------------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|-------|
| Croxtan | 12:01A | 6:00A | 9:30A | | | | 2:30A | 9:30P* | 10:00P | | 1:15A | 2:05A | |
| Maybrook | | | 10:45A | | | | | 12:15A | 12:35A | | 3:50A | 3:20A | |
| Port Jervis | 3:45A | 8:45A | 1:00P | | | 7:00P | | 12:25A | 12:50A | | 4:00A | 5:30A | |
| Port Jervis | 4:30A | 9:15A | 3:45P | | | 9:40P | | 3:10A | 3:35A | | 6:45A | 8:15A | |
| Susquehanna | 7:10A | 12:01P | 3:50P | | | 9:45P | | 3:15A | 3:40A | | 6:50A | 8:20A | |
| Susquehanna | 7:15A | 12:05P | | | | | | | | | | | |
| Port Morris | | | | | | | 5:30A | | | | | | |
| Port Morris | | | | | | | 6:00A | | | | | | |
| Scranton | | | | | | | 1:00P | | | 11:00P | | | |
| Scranton | | | | 11:30A | | | | | | | | | |
| Binghamton | 7:50A | 12:35P | 4:20P | 2:00P | | | | 3:45A | | 12:45A | | | |
| Binghamton | 8:45A | 1:00P | 4:45P | 2:45P | | | | 4:15A | | 2:00A | | | 6:00A |
| Newberry Jct. | | | | | 7:00P | | | | | | | | |
| Gang Mills | | | | 5:05P | 12:01A | | | | | 5:00A | | | |
| Hornell | 11:50A | 3:30P | 7:15P | 6:10P | 1:05A | 1:15A | | 6:50A | 7:05A | 6:00A | 10:00A | 11:20A | 8:35A |
| Hornell | | | | | | | | | | | | | |
| Rochester | | | | | | | | | | | | | |
| Buffalo | | | | | | | | | | | | | |
| Hornell | | | | | | | | | | | | | |
| Buffalo | | | | | | | | | | | | | |
| Salamanca | | | | | | | | | | | | | |
| Salamanca | | | | | | | | | | | | | |
| Jamestown | | | | | | | | | | | | | |
| Meadville | | | | | | | | | | | | | |
| Meadville | | | | | | | | | | | | | |
| Ferrona | | | | | | | | | | | | | |
| Brier Hill | | | | | | | | | | | | | |
| Cleveland - | | | | | | | | | | | | | |
| 55th St. | | | | | | | | | | | | | |
| Kent | | | | | | | | | | | | | |
| Kent | | | | | | | | | | | | | |
| Akron | | | | | | | | | | | | | |
| Creston | | | | | | | | | | | | | |
| Marion | | | | | | | | | | | | | |
| CST | | | | | | | | | | | | | |
| Marion | | | | | | | | | | | | | |
| Dayton | | | | | | | | | | | | | |
| Lima | | | | | | | | | | | | | |
| Huntington | | | | | | | | | | | | | |
| Huntington | | | | | | | | | | | | | |
| Hammond | | | | | | | | | | | | | |
| Chicago | | | | | | | | | | | | | |
| EST | | | | | | | | | | | | | |
| Utica | | | | | | | | | | | | | |
| Syracuse | | | | | | | | | | | | | |
| Binghamton | | | | | | | | | | | | | |

NY-99 Does Not Run From Croxtan on Sunday
 CX-99 Does Not Run From Croxtan on Sun. or Mon.
 NE-97 Does Not Run From P. Jervis Sun. or Mon.
 MB99 Does Not Run From Maybrook on Monday
 HB-3 Does Not Run From J. City Sat. and Sun.

*HB-3 Originates at Jersey City
 PB-1 Does Not Run From Binghamton on Monday
 NE-3 Does Not Run on Monday
 RM79 Does Not Run on Saturday
 91 Does Not Run on Sunday

SB24 Does Not Run Saturday and Sunday
 SB50 Does Not Run Sunday
 UB22 Does Not Run Saturday and Sunday
 Others run daily except when combined for tonnage reasons.
 *Time Applies at 87th St.

**ERIE LACKAWANNA RAILROAD COMPANY
EASTBOUND FREIGHT TRAIN SERVICE**

Effective April 30, 1967

TIME SHOWN FOR INFORMATION — NO TIMETABLE AUTHORITY IS CONFERRED

| CST | 78 | NE-74 | NY-74 | NY-74 | MF-74 | 94 | 92 | NE-98 | PN-98 | NY-98 | DN-98 | RC-98 | CM-2 | NE-100 | NY-100 |
|------------|-------------|--------------|--------------|--------------|-----------|-----------|--------------|--------------|--------------|--------------|-------|-------|-------------|---------------|---------------|
| Chicago | L 12:30A | 9:45A | 11:30A | | | | | 7:15P | 9:15P | | | | | 10:00P | |
| Hammond | A 1:30A | 11:15A | 12:45P | | | | | 8:30P | 11:15P | | | | | 10:45P | |
| Hammond | L 2:45A | 12:01P | 1:30P | | | | | 9:15P | 12:15A | | | | | | |
| Huntington | A 7:45A | 2:40P | 4:15P | | | | | 11:55P | 2:50A | | | | | 1:25A | 2:10A |
| Huntington | L 8:15A | 2:55P | 4:30P | | | | | 12:10A | 3:15A | | | | | 1:30A | 2:15A |
| Lima | L 11:00A | 4:50P | 6:30P | | | | | 2:05A | 5:05A | E.S.T. | | | | | |
| Dayton | L 12:30P | 6:00P | 7:40P | | | | | 3:15A | 6:15A | 1:30A | | | | 4:20A | 5:05A |
| Marion | A 12:30P | 6:00P | 7:40P | | | | | 3:00A | | 7:30A | | | | | |
| EST | 62 | NE-74 | NY-74 | MF-74 | 94 | 92 | NE-98 | PN-98 | NY-98 | RC-98 | | | CM-2 | NE-100 | NY-100 |
| Marion | L 9:00P | 7:45P | 10:20P | | 2:00A | 6:00A | 11:00A | 1:00P | 2:00P | | | | | 5:30A | 6:15A |
| Akron | L 2:40A | 2:15A | | | 6:45A | 3:00P | 2:15P | 4:15P | 5:45P | | | | | 8:25A | 9:10A |
| Kent | A 3:15A | 2:35A | 1:25A | | 7:20A | 6:30P | 2:20P | 4:20P | 5:50P | | | | | 8:55A | 9:45A |
| Kent | L 3:45A | 2:40A | 1:30A | | 7:30A | | | | | | | | | 9:00A | 9:50A |
| Cleveland | L 9:30A | | | | | | | | | | | | | | |
| 55th St. | A 6:45A | | | | 10:05A | 9:30P | | | | | | | | 12:01A | |
| Brier Hill | A 8:40A | | | | | 10:30P | | | | | | | | 3:30A | |
| Ferrona | L 10:45A | | | | | | | | | | | | | 7:00A | |
| Meadville | A 1:10A | 3:45A | | | 12:15P | | | 4:45P | 8:30P | | | | | 11:17A | 12:07P |
| Meadville | L 1:40A | 4:15A | | | | | | 5:30P | 9:15P | | | | | 11:45A | 12:35P |
| Jamestown | L 6:20A | 8:30A | | | | | | 8:25P | 10:25P | 6:00P | | | | 2:20P | 3:10P |
| Salamanca | A 7:15A | | | | | | | 8:30P | 10:30P | 8:00P | | | | 2:25P | 3:15P |
| Salamanca | L 4:20A | | | | | | | | | 12:15A | | | | | |
| Buffalo | A 2:00P | | | | | | | | | | | | | | |

100

| EST | BS-2 | NE-74 | NY-74 | NE-2 | SC-2 | BH-4 | BS-6 | NE-98 | PN-98 | NY-98 | RDG-98 | 90 | 20 | NE-100 | NY-100 | NE-4 | NE-6 |
|---------------|-------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Buffalo | L 1:00A | | | 7:15A | | 9:45A | 12:15P | 10:40P | 12:45A | 4:00A | | 1:30P | 2:05P | 4:30P | 5:20P | 7:00P | 9:30P |
| Hornell | A 4:30A | 6:25A | 9:25A | 10:00A | | 12:45P | 3:15P | 11:15P | 12:45A | 4:00A | | 4:40P | 4:50P | 4:30P | 5:20P | 10:00P | 12:30A |
| Hornell | L 5:30A | 6:45A | 9:35A | 10:45A | | 1:00P | 4:00P | | 1:15A | 4:15A | | 4:45P | 5:15P | 4:35P | 5:25P | 10:45P | 1:00A |
| Gang Mills | L 7:45A | | | | | | 6:30P | | 2:45A | 5:45A | 6:30A | | | | | | |
| Elmira | L 10:00A | | | | | | 10:00P | | 4:00A | 6:50A | | | | | | | |
| Newberry Jct. | A 10:30A | 9:20A | | 1:30P | | | 2:30A | | 6:15A* | | | | | 7:15P | | 1:45A | |
| Binghamton | A 10:30A | 9:35A | | 3:30P | | | 2:45A | | | | | | | 7:30P | | | |
| Binghamton | L 1:45P | | | 5:30P | | | 4:00A | | 7:45A | | | | | | | | |
| Scranton | A 1:45P | | | | 9:30A | | | | | | | | | | | | |
| Scranton | L 1:45P | | | | 3:40P | | | | | | | | | | | | |
| Stroudsburg | A 1:45P | | | | 4:10P | | | | | | | | | | | | |
| Port Morris | A 1:45P | | | | | | | | | | | | | | | | |
| Port Morris | L 1:45P | | | | | | | | | | | | | | | | |
| Susquehanna | A 10:10A | 10:10A | 12:55P | | | 4:30P | | 3:20A | | 8:45A | | 8:15P | 8:45P | 8:02P | 8:30P | | 4:20A |
| Susquehanna | L 10:15A | 10:15A | 1:00P | | | 4:35P | | 3:25A | | 8:50A | | 8:20P | 8:50P | 8:07P | 8:35P | | 4:25A |
| Port Jervis | A 12:45P | 12:45P | 3:45P | | | 7:30P | | 6:05A | | 11:45A | | 10:55P | 11:20P | 10:40P | 11:10P | | 7:15A |
| Port Jervis | L 1:00P | 1:00P | 5:15P | | | 8:30P | | 8:30A | | 12:45P | | 11:30P | 11:30P | 11:10P | 11:20P | | 8:00A |
| Maybrook | A 2:25P | 2:25P | 8:45P | | | 10:45P | | 10:00A | | | | 4:15A | 12:30A | 12:25A | 2:05A | | 10:00A |
| Croxtton | A 2:25P | 2:25P | 8:45P | | | 11:45P | | 3:45P | | | | 2:20A | 2:20A | | | | 11:45A |
| | | BS-21 | | | BS-51 | | | BU-19 | | | | | | | | | |
| Binghamton | L 12:15A | | | | 7:45A | | | 2:30A | | | | | | | | | |
| Syracuse | A 5:00A | | | | 10:35A | | | 8:45A | | | | | | | | | |
| Utica | A 5:00A | | | | | | | | | | | | | | | | |

101

92 Does Not Run From Marion on Sunday
 NY100 Does Not Run From Chicago Sunday
 RC98 Does Not Run From Buffalo Saturday

BS51 Does Not Run Saturday and Sunday
 BS21 Does Not Run Saturday and Sunday
 BU19 Does Not Run Saturday and Sunday
 Others run daily except when combined for tonnage reasons.

*Time shown for PN98 at Binghamton applies at East Binghamton Yard.

74 AND 100 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

| Stations | NE-74 | NY-74 | NE-100 | NY-100 |
|----------------------|---------------|--------------|--------------|--------------|
| CHICAGO-51st ST..... | 9.45 AM CST | 11.30 AM CST | 10.00 PM CST | 10.45 PM CST |
| HAMMOND.....A | 11.15 " | 12.45 PM CST | | |
| HAMMOND.....L | 12.00 noon PM | 1.30 " | | |
| HY TOWER..... | 12.05 CST | 1.35 " | 10.47 " | 11.32 " |
| GRIFFITH..... | 12.17 " | 1.47 " | 10.59 " | 11.44 PM |
| NORTH JUDSON..... | 1.09 " | 2.39 " | 11.52 PM | 12.37 AM |
| ROCHESTER..... | 1.47 " | 3.17 " | 12.31 AM | 1.16 " |
| HUNTINGTON.....L | 2.55 " | 4.30 " | 1.30 " | 2.15 " |
| DECATUR..... | 3.36 " | 5.11 " | 2.12 " | 2.57 " |
| OHIO CITY..... | 3.58 " | 5.33 " | 2.34 " | 3.19 " |
| LIMA..... | 4.50 " | 6.30 " | 3.10 " | 3.55 " |
| KENTON..... | 5.27 " | 7.07 " | 3.45 " | 4.30 " |
| MARION.....A | 6.00 PM CST | 7.40 PM CST | 4.20 AM CST | 5.05 AM AM |
| MARION.....L | 7.45 PM EST | 10.20 PM EST | 5.30 AM EST | 6.15 AM EST |
| GALION..... | 8.15 " | 10.50 " | 6.01 " | 6.46 " |
| MANSFIELD..... | 8.40 " | 11.15 PM | 6.27 " | 7.12 " |
| AKRON..... | 10.22 " | 12.57 AM | 8.25 " | 9.10 " |
| KENT.....L | 10.55 " | 1.30 " | 9.00 " | 9.50 " |
| LEAVITTSBURG..... | 11.31 PM | 2.06 " | 9.37 " | 10.27 " |
| PYMATUNING..... | 12.14 AM | 2.49 " | 10.20 " | 11.10 AM |
| MEADVILLE.....A | 1.10 " | 3.45 " | 11.17 " | 12.07 PM |
| MEADVILLE.....L | 1.40 " | 4.15 " | 11.45 AM | 12.35 PM |
| CORRY..... | 2.42 " | 5.17 " | 12.49 PM | 1.39 " |
| NIOBE JCT..... | 3.06 " | 5.41 " | 1.13 " | 2.03 " |
| JAMESTOWN..... | 3.26 " | 6.20 " | 1.33 " | 2.23 " |
| SALAMANCA.....L | 4.20 " | 7.20 " | 2.25 " | 3.15 " |
| C. B. JCT..... | 4.58 " | 7.58 " | 3.05 " | 3.55 " |
| RIVER JCT..... | 5.42 " | 8.43 " | 3.50 " | 4.40 " |
| HORNELL.....A | 6.25 AM | 9.25 AM | 4.30 PM | 5.20 PM |
| HORNELL.....L | 6.45 AM EST | 9.35 AM EST | 4.35 PM | 5.25 PM |
| GANG MILLS..... | 7.35 " | 10.25 " | 5.25 " | 6.15 " |
| ELMIRA..... | 8.02 " | 10.52 " | 5.52 " | 6.42 " |
| OWEGO..... | 8.49 " | 11.39 AM | 6.39 " | 7.29 " |
| BINGHAMTON..... | 9.35 " | 12.15 PM | 7.30 " | 8.00 " |
| SUSQUEHANNA.....L | 10.15 " | 1.00 " | 8.07 " | 8.35 " |
| GULF SUMMIT..... | 10.42 " | 1.27 " | 8.35 " | 9.03 " |
| HANKINS..... | 11.33 AM | 2.18 " | 9.26 " | 9.54 " |
| LACKAWAXEN..... | 12.13 PM | 3.00 " | 10.06 " | 10.34 " |
| PORT JERVIS.....A | 12.45 PM | 3.45 PM | 10.40 PM | 11.10 PM |
| PORT JERVIS.....L | 1.00 " | 5.15 " | 11.10 " | 11.20 " |
| HOWELLS JCT..... | 1.35 " | 5.50 " | 11.46 " | 11.56 " |
| M Q..... | 1.55 " | 6.30 " | 12.05 AM | 12.10 AM |
| MAYBROOK.....A | 2.25 PM | | 12.25 " | |
| NEWBURGH JCT..... | | 7.05 " | | 12.40 AM |
| HILLBURN..... | | | | 1.15 " |
| SUFFERN..... | | 7.25 " | | 1.20 " |
| RIDGEWOOD JCT..... | | 8.10 " | | 1.35 " |
| HX DRAW..... | | 8.30 " | | 1.55 " |
| CROXTON.....A | | 8.45 PM | | 2.05 " |

98 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

| Stations | NE-98 | PN-98 | NY-98 |
|----------------------|-------|-------|-------|
| CHICAGO-51st ST..... | | | |
| HAMMOND.....A | | | |
| HAMMOND.....L | | | |
| HY TOWER..... | | | |
| GRIFFITH..... | | | |
| NORTH JUDSON..... | | | |
| ROCHESTER..... | | | |
| HUNTINGTON.....L | | | |
| DECATUR..... | | | |
| OHIO CITY..... | | | |
| LIMA..... | | | |
| KENTON..... | | | |
| MARION.....A | | | |
| MARION.....L | | | |
| GALION..... | | | |
| MANSFIELD..... | | | |
| AKRON..... | | | |
| KENT.....L | | | |
| LEAVITTSBURG..... | | | |
| PYMATUNING..... | | | |
| MEADVILLE.....A | | | |
| MEADVILLE.....L | | | |
| CORRY..... | | | |
| NIOBE JCT..... | | | |
| JAMESTOWN..... | | | |
| SALAMANCA.....L | | | |
| C B JCT..... | | | |
| RIVER JCT..... | | | |
| HORNELL.....A | | | |
| HORNELL.....L | | | |
| GANG MILLS..... | | | |
| ELMIRA..... | | | |
| OWEGO..... | | | |
| BINGHAMTON..... | | | |
| SCRANTON.....A | | | |
| SUSQUEHANNA.....L | | | |
| GULF SUMMIT..... | | | |
| HANKINS..... | | | |
| LACKAWAXEN..... | | | |
| PORT JERVIS.....A | | | |
| PORT JERVIS.....L | | | |
| HOWELLS JCT..... | | | |
| M Q..... | | | |
| MAYBROOK.....A | | | |
| NEWBURGH JCT..... | | | |
| HILLBURN..... | | | |
| SUFFERN..... | | | |
| RIDGEWOOD JCT..... | | | |
| HX DRAW..... | | | |
| CROXTON.....A | | | |

97 AND 99 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

| Stations | NY-97 | NE-97 | NY-99 |
|-----------------------|-------------|-------------|--------------|
| CROXTON.....L | 6.00 AM EST | AM EST | 10.00 PM EST |
| RIDGEWOOD JCT..... | 6.26 " | " | 10.26 " |
| SUFFERN..... | 7.05 " | " | 10.47 " |
| NEWBURGH JCT..... | 7.30 " | " | 11.11 " |
| MAYBROOK.....L | | 9.30 AM | |
| M Q..... | 8.00 AM | 9.55 " | 11.42 " |
| HOWELLS JCT..... | 8.17 " | 10.17 " | 12.04 AM |
| PORT JERVIS.....A | 8.45 " | 10.45 " | 12.35 " |
| PORT JERVIS.....L | 9.15 " | 1.00 PM | 12.50 " |
| LACKAWAXEN..... | 9.52 " | 1.37 " | 1.25 " |
| CALLICOON..... | 10.26 " | 2.12 " | 2.01 " |
| HANCOCK..... | 11.04 " | 2.50 " | 2.41 " |
| DEPOSIT..... | 11.22 " | 3.09 " | 3.01 " |
| GULF SUMMIT..... | 11.45 " | 3.32 " | 3.23 " |
| SUSQUEHANNA.....L | 12.05 PM | 3.50 " | 3.40 " |
| BINGHAMTON.....A | 12.35 " | 4.20 " | |
| BINGHAMTON.....L | 1.00 " | 4.45 " | 4.27 " |
| OWEGO..... | 1.30 " | 5.15 " | 4.58 " |
| WAVERLY..... | 1.53 " | 5.38 " | 5.22 " |
| ELMIRA..... | 2.16 " | 6.01 " | 5.47 " |
| GANG MILLS..... | 2.43 " | 6.28 " | 6.16 " |
| CAMERON..... | 3.11 " | 6.55 " | 6.43 " |
| HORNELL.....A | 3.30 " | 7.15 " | 7.05 " |
| HORNELL.....L | 3.40 PM | 7.25 PM | 7.15 AM |
| RIVER JCT..... | 4.30 " | 8.15 " | |
| WELLSVILLE..... | | | 8.05 " |
| C B JCT..... | 5.10 " | 9.05 " | 8.40 " |
| OLEAN..... | 5.25 " | 9.20 " | 8.55 " |
| SALAMANCA.....L | 6.05 " | 9.50 " | 9.40 " |
| R H..... | 6.27 " | 10.12 " | 10.02 " |
| JAMESTOWN..... | 7.20 " | 11.00 " | 10.31 " |
| CORRY..... | 8.10 " | 11.46 " | 11.20 " |
| CAMBRIDGE SPGS..... | 8.45 " | 12.20 AM | 11.55 " |
| MEADVILLE.....A | 9.15 " | 12.45 " | 12.20 PM |
| MEADVILLE.....L | 12.01 AM | 3.00 " | 12.50 " |
| STONY POINT..... | 12.30 " | 3.25 " | 1.15 " |
| PYMATUNING..... | 1.08 " | 4.00 " | 1.41 " |
| JOHNSONS..... | 1.31 " | 4.23 " | 2.03 " |
| LEAVITTSBURG..... | 1.55 " | 5.00 " | 2.24 " |
| KENT.....L | 2.45 " | 5.45 " | 3.10 " |
| AKRON..... | 3.05 " | 6.05 " | 3.30 " |
| SILVER CREEK..... | 3.30 " | 6.29 " | 3.53 " |
| POLK..... | 4.30 " | 7.15 " | 4.41 " |
| MANSFIELD..... | 5.15 " | 8.00 " | 5.27 " |
| GALION..... | 5.40 " | 8.30 " | 5.52 " |
| MARION.....A | 6.10 AM EST | 9.05 AM EST | 6.25 PM EST |
| MARION.....L | 5.35 AM CST | 8.45 AM CST | 5.50 PM CST |
| KENTON..... | 6.10 " | 9.20 " | 6.23 " |
| LIMA..... | 7.05 " | 10.15 " | 7.15 " |
| OHIO CITY..... | 7.45 " | 10.50 " | 7.50 " |
| KINGSLAND..... | 8.30 " | 11.30 " | 8.26 " |
| HUNTINGTON.....L | 9.35 " | 12.45 PM | 9.00 " |
| ROUND LAKE..... | 10.15 " | 1.18 " | 9.33 " |
| ROCHESTER..... | 10.45 " | 2.05 " | 10.01 " |
| ALDINE..... | 11.38 " | 2.43 " | 10.33 " |
| KOUTS..... | 12.01 PM | 3.10 " | 10.58 " |
| HY TOWER..... | 1.20 " | 4.35 PM | 11.35 " |
| HAMMOND.....A | 1.30 " | 4.45 " | |
| CHICAGO-51st ST.....A | 3.30 PM CST | 6.30 PM CST | 12.30 AM CST |

99 AND PB-1 FAST FREIGHT SERVICE

No Timetable Authority Is Conferred

| Stations | SC-99 | CX-99 | MB-99 | PB-1 |
|-----------------------|--------------|-------------|-------------|-------------|
| CROXTON.....L | | 1.15 AM EST | | |
| RIDGEWOOD JCT..... | | 1.41 " | | |
| SUFFERN..... | | 2.02 " | | |
| NEWBURGH JCT..... | | 2.26 " | | |
| MAYBROOK.....L | | | 2.05 AM EST | |
| M Q..... | | 2.57 " | 2.30 " | |
| HOWELLS JCT..... | | 3.19 " | 2.52 " | |
| PORT JERVIS.....A | | 3.50 " | 3.20 " | |
| PORT JERVIS.....L | | 4.00 " | 5.30 " | |
| LACKAWAXEN..... | | 4.35 " | 6.07 " | |
| CALLICOON..... | | 5.11 " | 6.41 " | |
| HANCOCK..... | | 5.51 " | 7.19 " | |
| DEPOSIT..... | | 6.11 " | 7.37 " | |
| GULF SUMMIT..... | | 6.33 " | 8.00 " | |
| SUSQUEHANNA.....L | | 6.50 " | 8.20 " | |
| BINGHAMTON.....A | 12.45 AM EST | | | AM EST |
| BINGHAMTON.....L | 2.00 " | 7.22 " | 8.50 " | 6.00 " |
| OWEGO..... | 2.31 " | 7.53 " | 9.20 " | 6.30 " |
| WAVERLY..... | 2.55 " | 8.17 " | 9.43 " | 6.53 " |
| ELMIRA..... | 3.45 " | 8.42 " | 10.06 " | 7.16 " |
| GANG MILLS..... | 5.00 " | 9.07 " | 10.33 " | 7.43 " |
| CAMERON..... | 5.32 " | 9.38 " | 11.01 " | 8.14 " |
| HORNELL.....A | 6.00 " | 10.00 " | 11.21 " | 8.35 " |
| HORNELL.....L | 6.15 AM | 10.15 AM | 11.35 AM | 8.45 AM |
| RIVER JCT..... | 7.08 " | 11.08 " | 12.26 PM | |
| WELLSVILLE..... | | | | 9.35 " |
| C B JCT..... | 8.01 " | 12.01 PM | 1.18 " | 10.10 " |
| OLEAN..... | 8.15 " | 12.15 " | 1.32 " | 10.25 " |
| SALAMANCA.....L | 8.50 " | 12.55 " | 2.10 " | 10.55 " |
| R H..... | 9.12 " | 1.17 " | 2.32 " | 11.17 " |
| JAMESTOWN..... | 9.41 " | 1.46 " | 3.00 " | 11.46 " |
| CORRY..... | 10.30 " | 2.35 " | 3.47 " | 12.35 PM |
| CAMBRIDGE SPGS..... | 11.05 " | 3.10 " | 4.21 " | 1.10 " |
| MEADVILLE.....A | 11.30 " | 3.35 " | 4.45 " | 1.40 " |
| MEADVILLE.....L | 1.30 PM | 3.50 " | 5.00 " | 3.55 " |
| STONY POINT..... | 1.55 " | 4.25 " | 5.25 " | 4.22 " |
| PYMATUNING..... | 2.20 " | 4.51 " | 5.50 " | 4.47 " |
| JOHNSONS..... | 2.43 " | 5.20 " | 6.13 " | 5.30 " |
| LEAVITTSBURG..... | 3.04 " | 5.43 " | 6.34 " | 5.55 " |
| KENT.....L | 3.50 " | 6.30 " | 7.25 " | 6.50 " |
| AKRON..... | 4.10 " | 6.50 " | 7.45 " | 7.12 " |
| SILVER CREEK..... | 4.33 " | 7.13 " | 8.08 " | 7.35 " |
| POLK..... | 5.20 " | 8.01 " | 8.55 " | 8.25 " |
| MANSFIELD..... | 6.05 " | 8.47 " | 9.40 " | 9.10 " |
| GALION..... | 6.30 " | 9.12 " | 10.05 " | 9.40 " |
| MARION.....A | 7.05 PM | 9.45 PM | 10.40 PM | 10.20 PM |
| MARION.....L | 6.30 CST | 9.00 CST | 10.05 CST | 9.35 CST |
| KENTON..... | 7.02 " | 9.33 " | 10.37 " | 10.08 " |
| LIMA..... | 7.55 " | 10.15 " | 11.25 " | 10.50 " |
| OHIO CITY..... | 8.30 " | 10.50 " | 12.00 AM | 11.25 " |
| KINGSLAND..... | 9.06 " | 11.26 " | 12.36 " | 12.02 AM |
| HUNTINGTON.....L | 9.40 " | 12.05 AM | 1.20 " | 12.45 " |
| ROUND LAKE..... | 10.13 " | 12.38 " | 1.53 " | 1.35 " |
| ROCHESTER..... | 10.40 " | 1.05 " | 2.20 " | 2.02 " |
| ALDINE..... | 11.25 " | 1.37 " | 2.51 " | 2.32 " |
| KOUTS..... | 11.49 " | 2.02 " | 3.15 " | 3.02 " |
| HY TOWER..... | 12.30 AM | 2.45 " | 4.00 " | 3.45 " |
| HAMMOND.....A | 12.40 " | 2.55 " | 4.10 " | |
| CHICAGO-51st ST.....A | 1.45 AM CST | 3.45 AM CST | 5.15 AM CST | 5.00 AM CST |

COMPANY SURGEONS

W. E. Mishler — Chief Surgeon — Cleveland, Ohio

So far as New York State is concerned this notice applies only to employees engaged in interstate commerce.

SUSQUEHANNA DIVISION

| NAME | ADDRESS | TELEPHONE | NAME | ADDRESS | TELEPHONE |
|---------------------------|--------------------------|------------------|------------------------|-------------------------------------|-------------------------|
| G. W. Cheesman, Oculist | 7 Union St. | Hornell 324-5141 | Robert R. Bethje | 416 West Main Street | Endicott RL 4-0004 |
| Jas. R. Kelly | 382 First St. | Hornell 324-0713 | Frank G. Moore | 310 West Main Street | RL 4-0004 |
| W. J. Tracy | 27 Elm St. | Hornell 324-0330 | G. C. Vogt, Oculist | 140 Chapin St. | Binghamton RA 4-2243 |
| Jas. Yanick | 61 Maple St. | Hornell 325-5134 | Raymond J. Bowen, M.D. | 36 Matthews St. | Binghamton 729-6884 |
| T. L. McNamara | 80 Broadway | Hornell 324-6651 | James J. Burnett, M.D. | 123 Murray St. | Binghamton RA 2-7123 |
| P. M. Berzito | 45 Genesee St. | Hornell 324-6651 | Richard A. Porter | 88 Oak St. | Binghamton RA 2-8471 |
| M. F. Butler | 226 Main St. | 324-6500 | R. C. Davis | 219 Hudson St. | Hawley, Penna. 226-4603 |
| A. C. Smith, Oculist | 181 East Second St. | Corning 962-1114 | C. E. Dungan | 107 Erie Ave.—Susq. | 853-3652 |
| L. L. Hobler | 243 Main St. | Blossburg 143-J | S. L. Bennett | 410 Jackson Ave.—Susq. | 853-3653 |
| R. E. Hobler | 215 N. Williamson Rd. | Blossburg 143-M | Geo. R. Mills | 44 Stockport Rd. — Res. | Hancock ME 7-4681 |
| Dr. E. F. Steele, Oculist | 378 W. Church St. | Elmira RE 4-8354 | John A. Petkus | 17 E. Main Street | ME 7-3766 |
| S. V. Collins | 420 W. Clinton St. | Elmira RE 2-0853 | Clare C. Kenny | Callicoon Hospital | ME 7-3761 |
| Phillip A. Nichols | 410 W. Church St. | Elmira RE 4-8119 | G. E. Kenny Res. | Shohola | Callicoon 122 |
| George F. Pritchard | Hillcrest Road | Elmira RE 2-0538 | M. Argentieri | 206 Penna. Ave. | Shohola 959-3703 |
| | 426 W. Clinton St. | Elmira RE 4-5915 | C. A. Rose | 607 Fifth St. | Matamoras 491-4011 |
| | Strathmont Pk. | Elmira RE 4-8678 | V. E. McNeilus | Masonic Bldg. | Matamoras 491-4810 |
| | 426 W. Clinton St. | Elmira RE 3-9682 | | Sparrow Bush, N. Y. | Port Jervis 856-3712 |
| | Mt. Zoar Rd. | Elmira RE 3-9027 | | 11 Erie Ave., Hornell, N. Y. | 594-6214 |
| | 630 W. Water St., Elmira | REgent 3-7466 | | 11 Center St., Hornell, N. Y. | 324-3571 |
| | 930 W. Water St., Elmira | REgent 4-9818 | | 37 No. Charming St., Waverly, N. Y. | 324-3141 |
| | 271 Front St., Owego | 687-0350 | | | 565-9616 |
| | 271 Front St., Owego | 687-0350 | | | |

BUFFALO DIVISION

| LOCATION | NAME | ADDRESS | TELEPHONE |
|------------------------|------------------------------|---|---------------------------|
| Attica, N. Y. | Dr. Fred H. Volk | 55 Main St. | 133 |
| Avon, N. Y. | Dr. George E. Lynch | 50 Genesee St. | WA 6-2271 |
| Batavia, N. Y. | Dr. George S. Young | 207 Summit St. | 343-5858 |
| Bath, N. Y. | Dr. J. J. Sanford | 115 E. Steuben | 776-2832 |
| Bath, N. Y. | Dr. S. Z. Selleck | Ira Davenport Hospital Hammondsport Road | 776-2832 |
| Buffalo, N. Y. | Dr. A. L. Bennett (Oculist) | 147 Linwood Ave. | TT 4-0617 |
| Buffalo, N. Y. | Dr. J. J. Creighton | 287 Lafayette Ave. | TT 3-8639 |
| Buffalo, N. Y. | Dr. J. P. Luhr (Oculist) | 40 West North St. | TT 4-1186 |
| Buffalo, N. Y. | Dr. A. L. Manzella | 591 Delaware Ave. | TT 2-4774 |
| Buffalo, N. Y. | Dr. S. Militello | 1003 Genesee St. | TX 3-2826 or TX 4-6262 |
| Buffalo, N. Y. | Dr. D. R. Tronolone | 139 North Ogden St. | TX 3-0280 |
| Castile, N. Y. | Dr. G. S. Baker | 85 N. Main St. | 493-5409 |
| Corning, N. Y. | Dr. T. L. McNamara | 181 E. Second St. | 962-1114 |
| Dansville, N. Y. | Dr. Harold F. Hulbert | 92 Main St. | 46 |
| Elmira, N. Y. | Dr. S. V. Collins | 930 W. Water St. | REgent 4-9818 |
| Hornell, N. Y. | Dr. M. Argentieri | 11 Erie Ave. | 324-3571 |
| Hornell, N. Y. | Dr. G. W. Cheesman (Oculist) | 7 Union St. | 324-5141 |
| Hornell, N. Y. | Dr. Arthur J. Karl | 66 Maple St. | 324-2410 |
| Hornell, N. Y. | Dr. James R. Kelly | 27 Elm St. | 324-0330 |
| Hornell, N. Y. | Dr. C. A. Rose | 11 Center St. | 324-3141 |
| Hornell, N. Y. | Dr. Wm. J. Tracy | 80 Broadway | 324-6651 |
| Lancaster, N. Y. | Dr. Joseph A. Wechter | 5533 Broadway | NT 3-2727 |
| Lockport, N. Y. | Dr. Dudley Fitzgerald | 136 Walnut St. | HF 3-2681 |
| Mt. Morris, N. Y. | Dr. G. E. Murphy | 115 Main St. | 658-4560 |
| Niagara Falls, N. Y. | Dr. J. W. Prout | 909 Pine Ave. | BU 5-3795 |
| North Tonawanda, N. Y. | Dr. B. Joseph Galdys | 345 Goundry St. | 693-2856 |
| Rochester, N. Y. | Dr. C. O. Sahler | 15 Prince St. | GR 3-1518 |
| Rochester, N. Y. | Dr. W. D. Edwards (Oculist) | 380 Monroe Ave. | 232-6312 |
| Warsaw, N. Y. | Dr. J. W. Leachman (Oculist) | 400 N. Main St. | 992 |
| Wayland, N. Y. | Dr. N. W. Kuch | 13 S. Main St. | PA 8-3651 |

**COMPANY SURGEONS
MAHONING DIVISION**

| LOCATION | NAME | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|-------------------|--------------------|---------------------|-----------|---------------------|-----------|
| Hornell | M. Argentieri | 11 Erie Ave. | 324-3571 | 215 Main St. | 324-3571 |
| Hornell | C. A. Rose | 11 Center St. | 324-3141 | 437 Seneca Rd. | 324-3141 |
| Hornell | W. J. Tracy | 80 Broadway | 324-6651 | 45 Genesee | 324-6651 |
| Hornell | James R. Kelly | 27 Elm St. | 324-0330 | 61 Maple | 325-5134 |
| Hornell | G. W. Cheesman* | 7 Union St. | 324-5141 | 27 Elmwood Ave. | 324-0713 |
| Hornell | J. J. Yanick | 226 Main St. | 324-6500 | 226 Main St. | 324-6500 |
| Wellsville | Roger W. Blaisdell | 238 No. Main | 313 | 238 1/2 N. Main St. | 364 |
| Cuba | G. E. Taylor, Jr. | 130 W. Main | 327 | 130 South | 384 |
| Olean | N. P. Johnson | 201 S. Union St. | FR2-0141 | Windfall Road | FR2-4969 |
| Salamanca | Thos. G. Gardner | 461 Broad St. | 1213 | 103 Jefferson St. | 1185 |
| Salamanca | C. J. Barranco | 465 Broad St. | 1904 | 855 Front Ave. | 1780 |
| Randolph | M. O. Houghton | 39 Jamestown St. | 2-3531 | 39 Jamestown St. | 2-3531 |
| Jamestown | M. G. Bourne* | 307 Hotel Jamestown | 485-1059 | 92 W. Summit Ave. | 763-3375 |
| Jamestown | W. Hall, Jr. | 201 Lakeview Ave. | 485-1361 | Lakewood, N. Y. | |
| Corry | A. E. Tate | 49 W. Smith St. | 668-8004 | 49 W. Smith | 668-2114 |
| Union City | G. H. Ledger | 5 South St. | 438-2321 | 5 South St. | 438-2321 |
| Cambridge Springs | C. E. Mullin | 239 South Main St. | 2582 | 450 So. Main St. | 4751 |
| Meadville | J. F. Connor | 959 Park Ave. | 2-8351 | 442 Allegeny St. | 3-7931 |
| Meadville | H. C. Winslow | 837 Market St. | 2-1531 | 395 Sunset Dr. | 5-1533 |
| Meadville | S. F. Hazen* | Trust Co. Bldg. | 2-7961 | 208 DeVore Drive | 3-7964 |
| Meadville | W. C. Ferer* | Trust Co. Bldg. | 2-7961 | Park Ave. Ext. | 2-9313 |
| Meadville | R. T. Hendricks | 837 Market St. | 4-8561 | 380 N. Main St. | 4-8561 |
| Buffalo | A. L. Bennett* | 147 Linwood Ave. | TT4-0617 | 147 Linwood Ave. | TT4-0617 |
| Buffalo | A. J. Manzella | 591 Delaware Ave. | TT2-4774 | 489 La Brun Rd. | TF 7-3001 |
| Buffalo | Samuel Militello | 1003 Genesee St. | TX3-2826 | 69 Greenaway Rd. | TF 7-4525 |
| Buffalo | J. J. Creighton | 287 La Fayette St. | 883-8639 | 47 Greenwood Ave. | TF 3-0981 |
| Buffalo | D. R. Tronolone | 139 No. Ogden St. | TX3-0280 | 55 Bame Ave. | TF2-8796 |
| Dunkirk | John F. Foss | 77 E. Fourth St. | 336-2700 | 427 Dove St. | 366-2030 |
| Gowanda | L. P. Constantine | 38 Aldrich St. | 532-3003 | 44 Aldrich St. | 532-3003 |
| Bradford | W. E. Hartman* | 25 Main St. | 368-4747 | 18 Brook St. | 368-7694 |
| Bradford | R. D. McCreary | 100F Bldg. | 368-3948 | 409 Hedgehog La. | 362-2205 |
| Brockway | N. F. Lorenzo | 682 Main St. | 268-4843 | 1044 Railroad St. | 268-4841 |

*Oculist

MAHONING DIVISION

| LOCATION | NAME | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|------------|------------------|---------------------------|-----------|----------------------|-----------|
| Cleveland | E. F. Kieger | 5644 Broadway | MI 1-0382 | Pepper Pike Village | TE 1-9656 |
| Cleveland | W. J. Retzer | 13506 Lorain Ave. | CL 1-1530 | 3050 Forest Drive | CL 1-3324 |
| Warren | M. J. Crow | 502 Second National Bldg. | 392-3131 | 3626 W. 148th St. | 392-4984 |
| Niles | A. L. Williamson | 423 Robbins Ave. | 652-4358 | 3144 East Market St. | 652-7285 |
| Leetonia | P. H. Beaver | Medical Bldg. | HA 7-6565 | 423 Robbins Ave. | HA 7-2161 |
| Youngstown | F. L. Schellhase | 420 Oak Hill Ave. | 744-1858 | 712 Columbia St. | SW 2-4415 |
| Youngstown | W. H. Evans* | 510 Dollar Bank Bldg. | 744-2147 | 2220 Oran Drive | 747-0333 |
| Youngstown | H. A. Bennett | 420 Oak Hill Ave. | 744-4451 | 291 Park Ave. | 759-2514 |
| Youngstown | J. N. McCann | 2722 Mahoning Ave. | SW 9-5217 | 5 Oricle Drive | SW 9-8741 |
| Sharon | R. R. Norton* | 7 So. Dock St. | 346-3351 | 561 Glacierview Dr. | 346-4872 |
| Sharon | M. E. Connelly | 32 Jefferson Ave. | 346-5176 | 335 Case Ave. | 346-5176 |
| Kent | E. M. Kauffman | 330 W. Main St. | 673-3716 | 902 Linden St. | 673-3716 |
| Kent | J. H. Mowry* | 136 N. Water St. | 673-6577 | 557 Rellim Drive | 673-6577 |
| Kent | E. T. Meacham | 208 Gougler St. | 673-4619 | 1033 Crain Ave. | 673-4418 |
| Ravenna | E. A. Webb | 246 S. Chestnut St. | 296-3494 | 1102 E. Riddle Ave. | 296-3509 |
| Greenville | K. C. Sharretts | 282 Main St. | 588-5600 | 6 Third Ave. | 588-6326 |
| Greenville | Frank McElree | 282 Main St. | 588-5600 | 205 Lynwood Dr. | 588-4140 |
| Meadville | H. C. Winslow | 837 Market St. | 21531 | 395 Sunset Dr. | 51533 |
| Meadville | R. T. Hendricks | 837 Market St. | 4-8561 | 380 N. Main St. | 48561 |
| Meadville | W. C. Ferer* | Crawford Co. Trust Bldg. | 27961 | Park Ave. Ext. | 20313 |
| Meadville | S. F. Hazen* | Crawford Co. Trust Bldg. | 27961 | 208 Devore Drive | 37964 |
| Meadville | J. F. Connor | 959 Park Ave. | 28351 | 442 Allegany St. | 37931 |
| Franklin | G. S. Smith | 516 Trust Bldg. | 432-4616 | 312 Ninth St. | 432-8560 |
| Oil City | C. A. Hays | 403 Wolfhead Bldg. | 645-4921 | 223 Maple Ave. | 646-5741 |

*Oculist

COMPANY SURGEONS

MARION DIVISION

| LOCATION | NAME | OFFICE | PHONE | RESIDENCE PHONE |
|-----------|------------------------------|-----------------------------|----------|-----------------|
| Kent | Dr. E. T. Meacham | 208 Gougler Ave. | 673-4619 | 673-4418 |
| Kent | Dr. E. M. Kauffman | 330 West Main St. | 673-3716 | 673-3716 |
| Kent | Dr. John H. Mowry, Oculist | 136 North Water St. | 673-6577 | 673-6577 |
| Akron | Dr. E. C. Banker | Room 708, United Bldg. | 253-6712 | 864-4747 |
| Akron | Dr. A. H. Kyriakides | Room 502, 2nd Natl. Bldg. | 434-4591 | 864-9393 |
| Akron | Dr. J. D. Brumbaugh, Oculist | Room 933, 2nd Natl. Bldg. | 434-9494 | 864-2211 |
| Barberton | Dr. H. A. Finefrock | 70 Fourth St., N. W. | 745-2423 | 825-3421 |
| Wadsworth | Dr. L. S. Zwick | 311 Main St. | 334-2522 | 334-2522 |
| Ashland | Dr. H. V. Marley | 309 Center St. | 4-5221 | 2-4871 |
| Ashland | Dr. Henry C. Chalfant | 309 Arthur St. | 3-8381 | 4-3203 |
| Mansfield | Dr. Chas. G. Brown | 16 Penn Ave. | 524-2323 | 525-0355 |
| Galion | Dr. C. E. Skinner | 211 S. Boston St. | 468-1244 | 462-6481 |
| Marion | Dr. F. V. Murphy | 399 E. Church St. | 382-1133 | 382-3102 |
| Marion | Dr. D. M. Murphy | 399 E. Church St. | 382-1133 | 382-5069 |
| Marion | Dr. Clovis Altmaier | 1063 Harding Memorial Pkway | 382-0155 | 382-1604 |
| Marion | Dr. E. L. Brady, Oculist | 247 S. Main St. | 382-0601 | 382-0325 |
| Marion | Dr. J. E. Imbody, Oculist | 313 Bradford St. | 382-1176 | 382-1887 |
| Marion | Dr. J. S. Greetham, Oculist | 313 Bradford St. | 382-1176 | 382-1097 |
| Marion | Dr. A. E. Morrison | Marion General Hospital | 382-3545 | 382-0832 |
| Marion | Dr. H. R. Imbus | 399 E. Church St. | 382-1133 | 389-2637 |
| Urbana | Dr. Fred R. Denkwalter | 848 Scioto St. | 653-5261 | 653-6353 |
| Dayton | Dr. W. A. Reiling | 1061-1066 Reibold Bldg. | 228-3482 | 274-5846 |
| Kenton | Dr. Jack C. Lindsey | 405 N. Main St. | 675-1177 | 675-9262 |

MARION DIVISION

| LOCATION | NAME | OFFICE | PHONE | RESIDENCE PHONE |
|--------------|--------------------------------------|------------------------------------|-----------|-----------------|
| Kenton | Dr. Calvin G. Jackson | 314 N. Detroit St. | 675-0871 | 673-3285 |
| Lima | Dr. W. E. Noble | 1702 Allentown Rd. | 224-6876 | 991-3606 |
| Lima | Dr. J. M. McBride | 405 Cook Tower | 226-8836 | 226-1596 |
| Decatur | Dr. Gerald J. Kohne | 134 S. Third St. | 3-2617 | 3-2996 |
| Huntington | Dr. S. M. Casey | 408 E. Market St. | 356-4120 | 356-4120 |
| Huntington | Dr. Thomas James, Jr. | 202 U. B. Bldg. | 356-4920 | 356-3459 |
| Huntington | Dr. J. B. Eviston | 34 E. Washington St. | 356-1720 | 356-3859 |
| Huntington | Dr. R. D. Meiser, Oculist | 612 N. Jefferson St. | 356-3020 | 356-8260 |
| Huntington | Dr. William A. Clunie, Asst. Oculist | 323 W. Park Dr. | 356-4020 | 356-6191 |
| Rochester | Dr. Dean K. Stinson | 816 Main St. | CA 3-3121 | CA 3-3300 |
| Rochester | Dr. C. L. Richardson | 121 W. 8th St. | CA 3-2287 | CA 3-2457 |
| North Judson | Dr. D. F. Llamas | 118 Lane St. | 896-2724 | 896-2460 |
| Kouts | Dr. Jack E. Dittmer | 60 Jefferson St., Valaparaíso, In. | 462-1138 | 744-3911 |
| Crown Point | Dr. Daniel E. Gray | 182 West North St. | 663-0082 | 663-1639 |
| Griffith | Dr. J. M. Siekierski | 145 N. Griffith Blvd. | 838-1340 | 838-1300 |
| Hammond | Dr. C. A. McVey | 5231 Hohman Ave. | WE 1-1024 | WA 3-4720 |
| Hammond | Dr. W. H. Howard | 5231 Hohman Ave. | 933-0068 | 931-3038 |
| Hammond | Dr. David S. Koransky, Oculist | 6860 Hohman Ave. | 933-6860 | 931-6860 |
| Chicago | Dr. A. T. G. Remmert | 209 W. Jackson Blvd. | 427-1421 | 446-5614 |
| Chicago | Dr. J. M. Johnston | 5800 Stony Island Ave. | MI 3-9200 | |
| Chicago | Dr. Vernon Page, Oculist | 6 No. Michigan Ave. | CE 6-3753 | UN 4-4878 |
| Chicago | Dr. A. A. Stonehill, Oculist | 6 No. Michigan Ave. | CE 6-3753 | DA 8-4989 |

ERIE LACKAWANNA RAILROAD COMPANY

Headquarters
General Superintendents
December 28th, 1965

GENERAL ORDER NO. 303

Effective 12:01 A.M. EST
Saturday, January 1st, 1966

Pursuant to the Order of the Public Utility Commission of the Commonwealth of Pennsylvania in Petition No. 7 issued November 22, 1965, Rule 99 will be modified and observed within the Commonwealth of Pennsylvania as shown hereon.

Modification of Rule 99 in Pennsylvania

"In ABS and TCS Territory protection must be provided by and for all trains. When trains are operating under ABS or TCS Rules the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

T. E. McGinnis J. M. Moonshower
General Superintendent General Superintendent
Hoboken, New Jersey Cleveland, Ohio

Approved: F. Diegtel
Vice President

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SPEED TABLE

| Time per Mile | | MILES | Time per Mile | | MILES | Time per Mile | | MILES |
|---------------|------|----------|---------------|------|----------|---------------|------|----------|
| Min. | Sec. | PER HOUR | Min. | Sec. | PER HOUR | Min. | Sec. | PER HOUR |
| 0.39 | | 92.31 | 1.16 | | 47.37 | 1.53 | | 31.86 |
| 0.40 | | 90.00 | 1.17 | | 46.75 | 1.54 | | 31.58 |
| 0.41 | | 87.80 | 1.18 | | 46.15 | 1.55 | | 31.30 |
| 0.42 | | 85.71 | 1.19 | | 45.57 | 1.56 | | 31.03 |
| 0.43 | | 83.72 | 1.20 | | 45.00 | 1.57 | | 30.77 |
| 0.44 | | 81.82 | 1.21 | | 44.44 | 1.58 | | 30.51 |
| 0.45 | | 80.00 | 1.22 | | 43.90 | 1.59 | | 30.25 |
| 0.46 | | 78.26 | 1.23 | | 43.37 | 2.00 | | 30.00 |
| 0.47 | | 76.60 | 1.24 | | 42.86 | 2.01 | | 29.75 |
| 0.48 | | 75.00 | 1.25 | | 42.35 | 2.02 | | 29.51 |
| 0.49 | | 73.47 | 1.26 | | 41.86 | 2.03 | | 29.27 |
| 0.50 | | 72.00 | 1.27 | | 41.38 | 2.04 | | 29.03 |
| 0.51 | | 70.59 | 1.28 | | 40.91 | 2.05 | | 28.80 |
| 0.52 | | 69.23 | 1.29 | | 40.45 | 2.06 | | 28.57 |
| 0.53 | | 67.92 | 1.30 | | 40.00 | 2.07 | | 28.35 |
| 0.54 | | 66.67 | 1.31 | | 39.56 | 2.08 | | 28.13 |
| 0.55 | | 65.45 | 1.32 | | 39.13 | 2.09 | | 27.91 |
| 0.56 | | 64.29 | 1.33 | | 38.71 | 2.10 | | 27.69 |
| 0.57 | | 63.16 | 1.34 | | 38.30 | 2.11 | | 27.48 |
| 0.58 | | 62.07 | 1.35 | | 37.89 | 2.12 | | 27.27 |
| 0.59 | | 61.02 | 1.36 | | 37.50 | 2.13 | | 27.07 |
| 1.00 | | 60.00 | 1.37 | | 37.11 | 2.14 | | 26.87 |
| 1.01 | | 59.02 | 1.38 | | 36.73 | 2.15 | | 26.67 |
| 1.02 | | 58.06 | 1.39 | | 36.36 | 2.16 | | 26.47 |
| 1.03 | | 57.14 | 1.40 | | 36.00 | 2.17 | | 26.28 |
| 1.04 | | 56.25 | 1.41 | | 35.64 | 2.18 | | 26.09 |
| 1.05 | | 55.38 | 1.42 | | 35.29 | 2.19 | | 25.90 |
| 1.06 | | 54.55 | 1.43 | | 34.95 | 2.20 | | 25.71 |
| 1.07 | | 53.73 | 1.44 | | 34.62 | 2.21 | | 25.53 |
| 1.08 | | 52.94 | 1.45 | | 34.29 | 2.22 | | 25.35 |
| 1.09 | | 52.17 | 1.46 | | 33.96 | 2.23 | | 25.17 |
| 1.10 | | 51.43 | 1.47 | | 33.64 | 2.24 | | 25.00 |
| 1.11 | | 50.70 | 1.48 | | 33.33 | 2.25 | | 24.83 |
| 1.12 | | 50.00 | 1.49 | | 33.03 | 2.26 | | 24.66 |
| 1.13 | | 49.32 | 1.50 | | 32.73 | 2.27 | | 24.49 |
| 1.14 | | 48.65 | 1.51 | | 32.43 | 2.28 | | 24.32 |
| 1.15 | | 48.00 | 1.52 | | 32.14 | 2.29 | | 24.16 |

| 1967 | | | | | | | 1967 | | | | | | |
|------|----|----|----|----|----|----|------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| JAN | | | | | | | JUL | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 29 | 30 | 31 | | | | | 30 | 31 | | | | | |
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| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 27 | 28 | 29 | 30 | 31 | | |
| 26 | 27 | 28 | | | | | | | | | | | |
| MAR | | | | | | | SEP | | | | | | |
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| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 26 | 27 | 28 | 29 | 30 | 31 | | | | | | | | |
| APR | | | | | | | OCT | | | | | | |
| | | | | | | 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | 29 | 30 | 31 | | | | |
| 30 | | | | | | | | | | | | | |
| MAY | | | | | | | NOV | | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 26 | 27 | 28 | 29 | 30 | | |
| 28 | 29 | 30 | 31 | | | | | | | | | | |
| JUN | | | | | | | DEC | | | | | | |
| | | | 1 | 2 | 3 | | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 25 | 26 | 27 | 28 | 29 | 30 | | 31 | | | | | | |

SUSQUEHANNA DIVISION

Train Masters

R. K. DOWNEY

H. J. FARLEY

Assistant Train Master

E. G. CLANCY

Road Foremen of Engines

S. J. MILLER

R. E. FAHEY

Chief Train Dispatcher

G. H. PACKER

Assistant

Chief Train Dispatchers

D. B. WATERMAN

J. F. ILARDI

J. A. TIGUE

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MAHONING DIVISION

Train Masters

J. W. WOLF

S. S. McCONNELL

W. E. FLIGHT

Assistant Train Masters

C. R. CALDWELL

J. J. DORSEY

Road Foremen of Engines

W. G. COLEMAN

E. A. JENNINGS

R. J. NOONEN

Chief Train Dispatcher

R. L. BERRIAN

Assistant

Chief Train Dispatchers

F. E. FENSTERMAKER

C. T. BANSE

R. P. HOGAN

A. B. PALMER

BUFFALO DIVISION

Train Master

J. W. CONNOR

Road Foremen of Engines

J. R. DALEY

K. G. SMITH

Chief Train Dispatcher

E. F. JUNGERS

Assistant

Chief Train Dispatchers

J. T. GILBOY

W. T. RYAN

J. D. WATERMAN

BISON YARD

Terminal Train Masters

C. E. SCHOONMAKER

W. W. JOHNSTON

M. R. FLECKENSTEIN

C. F. CZARNIAK

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MARION DIVISION

Train Masters

W. J. DONNELLY

C. E. ZUVER, JR.

M. E. KALAPOS

E. Q. SNYDER

Road Foremen of Engines

R. R. MITCHELL

W. E. BOH

C. P. DILLON

Chief Train Dispatcher

D. J. SCHOONMAKER

Assistant

Chief Train Dispatchers

J. E. AUGHINBAUGH

J. B. BAUER

L. M. LESSLEY

R. K. CLARK