ERIE-LACKAWANNA RAILROAD COMPANY

MAHONING DIVISION

TIME TABLE No. 6

Effective 2:01 AM

SUNDAY, OCTOBER 27, 1963

EASTERN STANDARD TIME

For Employees Only

F. E. Navin
Superintendent

L. J. Carter
Asst. Superintendent

COMPANY SURGEONS — Dr. W. E. Mishler, Chief Surgeon, Cleveland, Ohio

So far as New York State is concerned, this notice applies to employees in Interstate Commerce only.

Location	Name	Office	Telephone	Residence	Telephone
Hornell	W. J. Tracy	80 Broadway	324-6651	45 Genesee	324-6651
Hornell	J. R. Kelly	27 Elm St.	324-0485	27 Elm St.	324-0485
Hornell	James R. Kelly	27 Elm St.	324-0330	61 Maple	324-0330
Hornell	G. W. Cheesman*	7 Union St.	324-5141	312 First St.	324-5141
Hornell	C. G. Schwan*	19 Seneca St.	324-2626	206 Main St.	324-2626
Wellsville	Roger W. Blaisdell	238 No. Main	313	238½ 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		
Randolph	M. O. Houghton	39 Jamestown St.	2-3531	39 Jamestown St.	2-3531
Jamestown	M. G. Bourne*	307 Hotel Jamestown	5-1059	92 W. Summit Ave. Lakewood, N.Y.	3375
Jamestown	C. L. Wilson	Physician's Bldg.	51-018	96 W. Summit Ave. Lakewood, N.Y.	8-305
Corry	A. E. Tate	49 W. Smith St.	3-8004	49 W. Smith	3-8004
Union City	G. H. Ledger	5 South St.	86	5 South St.	86
Cambridge Springs	C. E. Mullin	239 South St.	2582	450 So. Main St.	4751
Meadville	J. F. Connor	959 Park Ave.	28-351	442 Allegeny St.	37-931
Meadville	H. C. Winslow	837 Market St.	21-531	387 Sherman St.	21-531
Meadville	S. F. Hazen*	Trust Co. Bldg.	27-961	208 DeVore Drive	37-964
Meadville	W. C. Ferer*	Trust Co. Bldg.	27-961	291 DeVore Drive	20-313
Meadville	R. T. Hendricks	837 Market St.	48-561	380 N. Main St.	48-561
Buffalo	J. C. O'Gorman*	436 Linwood Ave.	TT3-2700	436 Linwood Ave.	TT3-9160
Buffalo	A. L. Bennett*	147 Linwood Ave.	TT4-0617	147 Linwood Ave.	TT4-0617
Buffalo	A. J. Manzella	591 Delaware Ave.	TT2-4774	96 Dorchester Rd.	SU7948
Buffalo	Samuel Militello	1003 Genesee St.	TX3-2326	988 Humbolt Pky.	TX4-6262
Buffalo	J. J. Creighton	287 La Fayette St.	883-8639	47 Benwood Ave.	833-0981
Buffalo	D. R. Tronolone	139 No. Ogden St.	TX3-0280	55 Bame Ave.	TF2-8796
Gowanda	R. L. Tschopp	44 Center St.	182	44 Center St.	182
Dunkirk	John F. Foss	77 E. Fourth St.	EM-62700	427 Dove St.	EM-6-2030
Bradford	R. D. McCreary	IOOF Bldg.	FO-83948	409 Hedgehog Rd.	FO-2-2205
Brockway	N. F. Lorenzo	682 Main St.	4843	1044 Railroad St.	4841

*Oculist

Location	Name	Office	Telephone	Residence	Telephone
Cleveland	E. F. Kieger	5644 Broadway	MI 1-0382	Pepper Pike Village Forest Drive	TE 1-9656
Cleveland	W. J. Retzer	13508 Lorain Ave.	CL 1-1530	3636 W. 148th St.	CL 1-8324
Warren	H. J. Meister	304 N. Park Ave.	EX 3-8626	2915 E. Market St.	EX 3-8629
Niles	A. L. Williamson	421 Robbins Ave.	OL 2-4358		
Leetonia	P. H. Beaver	Medical Bldg.	HA 7-6565	712 Columbia St.	HA-7-2161
Youngstown	F. L. Schellhase	402 Oak Hill Ave.	RI 6-0712	2220 Oran Drive	SW 2-4415
Youngstown	W. H. Evans*	510 Dollar Bank Bldg.	RI 4-2147	291 Park Ave.	RI 7-0333
Youngstown	J. N. McCann	2722 Mahoning Ave.	SW 9-5217	561 Glacierview Dr.	SW 9-8741
Sharon	R. R. Norton*	7 So. Dock St.	DI 6-3351	335 Case Ave	DI 6-4872
Sharon	M. E. Connelly	32 Jefferson Ave.	DI 6-5176	485 Columbia St.	DI 6-4821
Kent	E. M. Kauffman	330 W. Main St.	OR 3-3716		
Kent	J. H. Mowry*	136 N. Water St.	OR 3-6577	557 Rellim Drive	OR 3-6682
Kent	E. T. Meacham	136 E. Main St.	OR 3-4619	1033 Crain Ave.	OR 3-4418
Ravenna	E. A. Webb	246 S. Chestnut St.	AX 6-3313	Riddle Ave.	AX 6-3509
Greenville	Ken Sharretts	282 Main St.	538	430 S. Main St.	945
Greenville	Frank McElree	282 Main St.	538	4 Chambers Ave.	76
Meadville	H. C. Winslow	837 Market St.	21531	387 Sherman St.	51533
Meadville	R. T. Hendricks	837 Market St.	21531	380 N. Main St.	48561
Meadville	W. C. Ferer*	Crawford Co. Trust Bldg.	27961	291 Devore Drive	20313
Meadville	S. F. Hazen*	Crawford Co. Trust Bldg.	27961	208 Devore Drive	37964
Meadville	J. J. Connor	959 Park Ave.	28351	442 Allegany St.	37931
Meadville	T. H. Vetter	Masonic Bldg.	5-0673	1015 Limber Rd.	5-0672
Franklin	G. S. Smith	516 Trust Bldg.	ID 2-4616	312 Ninth St.	ID 2-4616
Oil City	C. A. Hays	403 Wolfhead Bldg.	54921	223 Maple Ave.	65741

*Oculist

SPECIAL INSTRUCTIONS

All operating rules referred to are former Erie Railroad Company rules of the operating department effective November 30, 1952.

1. TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad. Normal operation involves operating over:

a. Buffalo Creek Railroad between BC Junction and JU Tower

b. B & O Railroad between Limestone and Brockway

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

On Canal Branch, the Erie R.R. main track will be operated as single track, and operation controlled by dispatchers located at Youngstown.

Between N and Youngstown Erie Station, P. & L. E. trains will run via Erie R.R.

At Salamanca, B & O Railroad trains will use Erie-Lackawanna R. R. tracks between junction switch and interchange track, and will not enter or leave Salamanca Yard without permission, and will be governed by E.L. R. R. Operating Rules and special instructions.

At Salamanca, N. Y.:

Eastward trains when leaving east end of yard will be governed by instructions.

Westward trains will be governed by signal indication and instructions.

Westward trains will be governed by signal 412-1 equipped with grade signal, and trains will operate in accordance with Operating Rule 509 (c).

Westward trains finding Signal 412-1 in stop and proceed position and who do NOT have yarding instructions will call for instructions before passing Signal 412-1.

Normal position of all main track switches will be lined for main track movement. All switches must be restored to normal position after having been used unless otherwise provided.

Engine and train crews will be governed by Operating Department Rule 104.

2. LETTERS—Additional to Rule 6.

A—Stop to discharge passengers.

B—Stop to discharge passengers from Hammond and west. Reduce speed to 40 M.P.H. daily except Sunday to discharge U.S. Mail.

C—Stop to discharge passengers from Meadville and East and on signal to receive passengers for Galion and west.

D—Stop to discharge passengers from Cleveland.

E—No. 1 will stop on advance notice at Cuba, Union City and Cambridge Springs to let off passengers from Binghamton and East and pick up passengers for Youngstown and West.

G—No. 7 will stop at Belmont and Friendship to detrain passengers from New York.

H—No. 5 will reduce speed to 20 M.P.H. to discharge U. S. Mail.

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

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

3. SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class, except as otherwise provided.

Trains operating in automatic block signal districts governed by Telephone Train Order Signals may run with the current of traffic, upon signal indication, which signal indication supercedes Time Table Superiority.

4. CLEARANCE OF TRAINS

a. First class trains will not leave Hornell or Meadville without Clearance Form A.

b. First class trains will not leave Salamanca without permission.

c. First class trains First Sub-Division will not leave Youngstown without permission.

d. First class trains leaving Cleveland will secure clearance Form A at GH telegraph office, Cleveland Union Terminal Station.

e. Westward trains on Bradford Branch operating via B. & O. R. R. will not leave Riverside without clearance Form A.

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

g. Trains operating on the Niles-Lisbon Branch will secure permission from Train Dispatcher before departing Niles or Lisbon.

h. Permission must be secured from Train Dispatcher before departing Oil City or Franklin.

i. Permission must be secured from Train Dispatcher before departing Dunkirk.

j. At Limestone, N. Y., 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.

At Limestone, N. Y., 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 postion after movement through the connection is completed.

At Limestone, N. Y., 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.

5. GENERAL SPEED RESTRICTIONS ON ALL SUB-DIVISIONS

	Speed Restricted to M.P.H.
a. Trains hauling wrecking derrick	30
b. Loaded cars carded Form 5432	30
c. Trains handling eight wheel swivel truck cranes, steam shovels or 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	30
d. All classes of Yard Engines when operating as a Single Unit running light	25
e. All classes of Road Engines, including road switchers, when operating as a Single Unit running light	35
f. Yard engines, Classes SA (except SA-3), SB, SE, MSA, and MSL when towed in train. Yard engines, Classes SA-3, Numbers 19 and 20, and SG-3, Number 26, when operating light or towed in trains will be covered by special instructions issued by Mechanical Department.	40
g. Trains handling spreader cars. Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	30
h. All trains entering or leaving sidings or yards, passing from double to single track, or single to double track, or through crossovers, except as otherwise provided	10

	Speed Restricted to M.P.H.
A — Passenger trains on unrestricted tracks	60
B — Passenger trains on unrestricted tracks between:	
(1) M.P. 9.66 East of Lee Road and M.P. 33.86 West of Jeddoe	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 — Express and equipment trains with freight cars Conductors will notify engineers before leaving terminal whether or not such equipment is in train	60
E — Freight trains handling in excess of 50% of cars in train loaded with ore	30

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
Eastward trains moving from Second Sub-Division single track to Eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	.....	.....	30
Freight trains between Pymatuning and SN Junction	.....	.....	30
Eastward trains through turnout at East end of double track, Sharpsville	84.10	.....	35
Curves No. 117 and No. 118 West of Sharpsville Eastward and Westward tracks	83.19	83.50	55
All trains on Eastward and Westward tracks through City limits of Sharon	.....	.....	15
Sharon Eastward and Westward trains	81.16	80.77	15
Curve No. 108 Eastward and Westward tracks	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 East of Hubbard Eastward and Westward tracks	70.28	70.05	50
Eastward and Westward trains through interlocking limits at Himrod Junction	.....	.....	15
Eastward and Westward tracks between Valley Street and North Avenue Youngstown	68.01	66.63	30
Curve No. 76 and No. 77 Youngstown Eastward and Westward Tracks	66.08	65.44	50
Curve No. 64 Niles	58.40	58.15	50
Warren gauntlet Eastward and Westward tracks	53.67	53.12	20
Curve No. 57 and No. 56 Warren Eastward and Westward tracks	53.12	52.84	35
Curve No. 55 Parkman Road, Warren Eastward and Westward tracks	52.62	52.44	60
SN Junction First Sub-Division to Second Sub-Division	.....	.....	30

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
Curves No. 43, No. 44 and No. 45 Eastward and Westward tracks	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
Curve No. 30 Mantua	29.79	30.18	55
Westward empty freight trains North Randall to West End Tower	11.40	3.30	25
Westward loaded freight trains North Randall to Literary Road	11.40	1.90	20
All trains on Westward unrestricted track	6.25	3.30	50
All trains on Eastward unrestricted track	3.30	6.25	40
Curves No. 15 and No. 16 Westward tracks East of C. & P. Crossing	5.50	5.25	45
All trains between Literary Road and West End Tower Eastward and Westward tracks	.....	.....	20
Passenger trains between West End Tower and Broadway	.....	.....	25
All trains over connection tracks between Mahoning Avenue Junction and Coach yard lead Junction switch to N. K. P. viaduct Cleveland	.....	.....	15
Class FE-13, FE-15, FA-15, PE-15 engines are restricted to 15 M.P.H. over Bridge F-1.46 on yard tracks Scranton Road 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 yard track Scranton Road	.....	.....	10
Trains handling wrecking derricks over Bridge 53.04, 67.62 (Side tracks only 75.74, 78.06 and 8104)	.....	.....	20

FERRONA 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 (Swamp Tracks)	.....	.....	15
Trains handling wrecking derricks over Bridge 5.06, 5.69, 7.67 and 16.83	.....	.....	10

NILES 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

FIRST SUB - DIVISION PYMATUNING TO CLEVELAND

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
AUSTINTOWN BRANCH			
All trains	.....	.....	20
Trains handling wrecking derricks over bridge F-O.65	.....	.....	10
CANAL BRANCH			
All trains	.....	.....	15

SECOND SUB - DIVISION — MEADVILLE TO KENT

A — Passenger trains on unrestricted track			60
B — Passenger trains on Eastward and Westward unrestricted track 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 on unrestricted track			50
D — Freight trains, Express and Equipment trains with freight cars handling 4000 or less trailing tons on otherwise unrestricted track			60
E — Freight train handling in excess of 50% of cars in train loaded with ore			30
F — 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 Nov. 30, 1952			30
Meadville Westward trains	102.19	102.98	20
Meadville Eastward trains	103.18	102.61	20
Curve No. 4 Meadville Westward track	102.98	103.37	35
Eastward trains moving from single track to Eastward track at Buchanan	.....	.....	30
Eastward trains moving from single track to Westward track 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	65
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

SECOND SUB - DIVISION — MEADVILLE TO KENT

LOCATION	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
Shenango, Eastward trains double to single track	.....	.....	30
Curve No. 24 West of P.R.R. Crossing Eastward and Westward track	133.72	134.06	65
Eastward trains moving from Westward track to Eastward track through crossover at Transfer	.....	.....	30
Eastward trains moving from Second Sub-Division single track to Eastward track and Westward trains moving from Second Sub-Division to First Sub-Division, Pymatuning	.....	.....	30
ALL TRAINS BETWEEN PYMATUNING AND SN JUNCTION UNLESS OTHERWISE PROVIDED	.....	.....	50
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 Westward tracks	168.09	168.29	60
Curve No. 44 West of Windham Westward track	175.53	175.78	65
Curves No. 45 and No. 46 East of Freedom Westward track	176.29	177.45	60
Curves No. 47 and No. 48 West of Freedom Westward track	179.43	180.27	65
Curve No. 50 East of Ravenna Eastward and Westward track	184.76	185.26	55
Curve No. 54 West of Ravenna Westward track	186.23	186.48	60
Curves No. 52, No. 53, No. 55, No. 57, No. 58, West of Ravenna Eastward track	185.53	188.00	60
Curve No. 1 at P. R. R. bridge East End of "A" yard Kent Eastward track	188.78	188.38	45
Curve No. 6 East of Crain Avenue Kent Eastward and Westward tracks	190.77	191.20	45
Curve No. 7, Kent Eastward and Westward track	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

SECOND SUB - DIVISION — MEADVILLE TO KENT

LOCATION	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

A — Passenger trains on unrestricted track 70

B — Freight trains on unrestricted track 50

C — Freight trains, Express and Equipment trains with freight cars handling 4000 or less trailing tons between Salamanca and Meadville except on Westward tracks between CM Jct. M.P. 56.20 and Corry M.P. 60.25 which is restricted to (50) M.P.H. 60

D — Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000) and freight cars with six wheel trucks on B. & S.W. Branch except between DM Junction and Gowanda Conductor will notify Engineer before leaving terminal whether or not such equipment is in train and engineer will not leave terminal until so notified 30

E — All trains or engines leaving both ends of siding at NE Junction and CM Junction and East end of JO Eastward siding under signal indication as per Rule 287-B rules of the Operating department may operate at a speed not to exceed 30 M.P.H. through turnouts 30

Curve No. 3 West of Salamanca Eastward and Westward tracks	2.85	3.19	55
Curve No. 4 West of Salamanca Eastward and Westward tracks	4.35	4.66	65
Steamburg through crossovers	.....	.....	30
RH to and from Westward track 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 Eastward track and single track	.....	.....	60
Waterboro to and from single track and Westward track	.....	.....	30
Curves between Waterboro and West of Kennedy Eastward and Westward tracks	23.10	25.47	60
Falconer through crossovers	.....	.....	30
Curves No. 42, No. 43 and No. 44 between Falconer and Jamestown Eastward and Westward tracks	31.90	32.65	50

THIRD SUB - DIVISION — SALAMANCA TO MEADVILLE

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
Diesel switch engines only are allowed to operate on JW and NW main track from JW and NW terminal to Jamestown City line	.....	.....	.....
Jamestown Eastward and Westward tracks	33.14	34.18	40
Jamestown Eastward and Westward tracks	34.18	34.50	30
Jamestown Eastward and Westward tracks	34.50	34.96	40
Curve No. 56 West of Jamestown Eastward track	35.74	36.17	65
Curve No. 57 and No. 58 West of Jamestown Westward track	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. 68 West of Bear Lake	51.42	51.92	60
Curve C and E Railroad	6.63	7.44	60
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 Eastward and Westward tracks	57.78	57.98	65
Corry East of MS Tower to West of EY Tower, Eastward and Westward tracks	60.25	61.82	40
JO siding Eastward trains leaving Eastward siding	.....	.....	30
Union City, Eastward tracks	73.04	71.89	50
Union City, Westward tracks	71.60	72.60	50
Curve No. 91, West of Union City Westward track	74.05	74.39	60
Curves No. 93, No. 94, No. 95, No. 96 and No. 98 between Union City and Mill Village Westward track	75.51	77.72	65
Curve No. 104 West of Mill Village Westward track	80.96	81.37	65
Curves No. 125 and No. 126 Venango Eastward and Westward tracks	91.35	92.09	65
Curve No. 128 between Venango and Saegertown Eastward and Westward tracks	93.75	94.17	65
Curve No. 134 West of Saegertown Eastward and Westward tracks	97.96	98.27	65
Curve No. 139, No. 140, No. 141, 1 and 2, East of Meadville, Eastward and Westward tracks	101.04	102.15	50

THIRD SUB - DIVISION — SALAMANCA TO MEADVILLE

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
B & S. W. BRANCH			
All trains	.....	.....	45
Tifft Street Junction from Westward track to single track	.....	.....	20
Tifft Street Junction Eastward trains over spring switch	3.51	.....	25
Tifft Street Junction Westward trains running on Eastward track 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

FOURTH SUB-DIVISION — HORNELL TO SALAMANCA

A — Passenger trains on unrestricted track	70
B — Freight trains on unrestricted track	50
C — Freight trains, Express and equipment trains with freight cars handling 4000 or less trailing tons except between C.B. Jct. and Hornell (Main Line)	60
D — All trains or engines leaving both ends of siding at Fillmore and Belfast East End of siding at CB Junction under signal indication as per Rule 287-B, rules of the operating department may operate at a speed not to exceed 30 M.P.H. through turnouts	30

Hornell curves between block 3 and Cass Street Eastward and Westward tracks	.....	.....	15
Cass Street Hornell through crossovers	.....	.....	25
West of Cass Street Hornell	331.76	332.21	30
West of Hornell	332.21	335.00	60
Curves No. 15 and No. 16 Alfred	339.87	340.40	50
Curves No. 17, No. 18, No. 19 and No. 20 Alfred	340.40	341.81	60
Curves No. 24, No. 25 and No. 26 Tip Top	343.86	344.75	60
Curves No. 31 and No. 32 East of Andover	348.08	348.78	60
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

FOURTH SUB-DIVISION — HORNELL TO SALAMANCA

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
Curve No. 39, No. 40, No. 41, No. 42 and No. 43, East of Belmont to Belvidere	365.50	368.78	60
Curves No. 52, No. 53, and No. 54 at and West of Friendship	373.16	374.70	60
Curves No. 55, No. 56, and No. 57, West of Friendship	374.70	375.67	65
Curves No. 63 and No. 64 between Summit and Cuba	379.97	380.80	60
Curves No. 65, No. 66 and No. 67 at and East of Cuba	380.80	382.27	50
CB Junction to and from Eastward track and old line	.....	.....	60
CB Junction to and from Westward track 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 Eastward track	.....	.....	40
Salamanca Eastward track	412.77	412.50	30
Salamanca Westward track	412.50	413.41	30
Salamanca to WC Junction Westward track	.....	.....	40

BRADFORD BRANCH

All trains	.....	.....	30
Riverside trestle 2.06	.....	.....	15
Bradford	11.10	11.61	15
Limestone N.Y. connection with B. & O. Railroad	.....	.....	10
Between Crawford and Lewis Run Eastward freight trains and light engines	.....	.....	15
All Locomotives over Bridge 0.15 West Clarion Branch	.....	.....	10

RIVER LINE

River Junction to and from Buffalo Division Eastward track and River Line	.....	.....	50
River Junction to and from Buffalo Division Westward track and River Line	.....	.....	30
From East and West End Passing siding Fillmore	.....	.....	30
Rush Creek Viaduct	.....	.....	30

FOURTH SUB-DIVISION — HORNELL TO SALAMANCA

LOCATION	Mile Post From	Mile Post To	Speed Restricted to M.P.H.
RIVER LINE			
Genesee Viaduct	.....	.....	30
From East and West End passing siding, Belfast	.....	.....	30
From East End passing siding, CB Junction, River Line	.....	.....	30
CB Junction to and from River Line and Westward track	.....	.....	50
CB Junction to and from Eastward track and River Line	.....	.....	30
DUNKIRK BRANCH			
Between WC Junction and Dunkirk	.....	.....	30
Between home signal N.Y.C. St. L.R.R and P.R.R. crossing East of Dunkirk	458.50	.....	20
Passenger trains between Dayton and Dunkirk	.....	.....	20
Between Dayton and Dunkirk class F (Diesel)	.....	.....	20
All Diesel Engines over Bridges 455.19 and 455.41	.....	.....	15

6. OPERATIONS OF 250 — TON WRECKING DERRICKS

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 Bridges 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.

7. MOVEMENT OF TRAINS

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

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

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

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

8. SIDINGS.

	Car Capacity. Based on 45 feet to the car allowing for engine and caboose Eastward	Westward
North Randall	117	
Solon	78	
Mantua	103	115
Mahoning	94	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	
Utica	22	
Franklin	29	

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

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
Mill Village	134	
Hamburg	60	
Eden Center	100	
North Collins	46	
Collins	85	
Gowanda	55	
D M Junction	100	
Cherry Creek	101	
Bradford	30	
West Bradford	84	

9. MOVEMENTS NOT PROVIDED BY TIME TABLE

Between Literary Street and Pymatuning on First Sub-Division, between Kent and Meadville on Second Sub-Division between C B Junction (Fourth Sub-Division) and Meadville extra trains other than passenger extras will proceed without train orders.

10. RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded:

a. Niles

b. Youngstown East of Valley St. crossover

c. Sharon

d. Sharpsville

e. Meadville East of Race St.

f. Salamanca—East of Subway crossover and West of W C Junction

g. B C Junction and west end of double track

h. Tifft Street Junction

11. CROSSOVER MOVEMENT

When necessary to enter upon main tracks or crossover from one main track to another, permission will first be obtained except at points west of E. 65th St., Cleveland; between FD crossover at Fifth Ave. and Himrod Junction, Youngstown yard and crossovers at Haybarn, Water St. and Center St., Meadville yard.

This does not relieve train crews operating in this territory from securing line-up of train movements from the dispatcher and must be governed by his instructions. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99.

Permission to use main track or crossover operated by interlocking plants will be given by signal indication.

SHENANGO, PA.

All Eastbound trains handling Shenango Setoffs, and are going to use Crossover at Bruin Tower, except trains with all Shenango cars, 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.

12. Light engines, work trains, extra trains and crews performing switching service must not clear the main track for the purpose of meeting or passing trains at the following locations:

H. A. Deere Co.	Hornell	M.P. 332.07
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

13. YARD LIMITS — INDICATED BY SIGNS

Kent	Franklin to Oil City	Dunkirk
Cleveland	Meadville	Wellsville
Niles	Jamestown—Falconer	Hornell
Niles—Lisbon	DM Junction—Dayton	Carrollton to Crawford
Girard—Youngstown	Gowanda	Brockway
Sharon—Sharpsville	Buffalo	Toby Branch—
Wheatland	Salamanca	Brockway to Hydes
New Castle	Dayton	

14. AUTOMATIC TRAIN STOP INSTRUCTIONS

See Rules 520, 520A and 520B, Rules of Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives effective June 1, 1954.

Open inductors are in service on engine dispatching tracks at Hornell.

Open inductors for testing P&LE engines are located at east end of coach yard lead. Holmes St., Youngstown, O. and on Ferrona Branch just east of Clark Street, Ferrona.

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

15. Location of Standard Clocks, Train Registers, Special Order Books and Bulletin Boards.

	Standard Clocks	Train Registers	Special Order Books and Bulletin Boards
Hornell — Telegraph Office	X	X	X
Engine Dispatcher's Office	X		X
Salamanca — Telegraph Office	X		X
Yard Office	X		X
Dormitory	X		X
Jamestown — Yard Office	X		X
Meadville — Eastbound Yard Office	X		X
Westbound Yard Office	X	X	X
Callers' Office	X		X
Telegraph Office	X	X	X
Diesel Shop	X		X
Buffalo — QX Yard Office	X		X
SX Baggage Room	X	X	X
Baitz Avenue Engine House	X		X
Bison Yard West End Tower	X		X
Bison Yard Service Track	X		X
Gowanda — Telegraph Office	X		X
Brockway — Station	X		X
Franklin — Freight Office			X
Ferrona — Yard Office	X	X	X
New Castle — Gardner Ave. Telegraph Booth		X	
Youngstown — YO Office	X	X-Note	X
Lisbon — Station Telephone Booth		X	
Brier Hill — Callers Office	X		X
East End Yard Office	X		X
Niles — Ticket Office (Lisbon Branch Trains)	X	X	X
Leavittsburg — Yard Office	X		X
Kent — Diesel Shop	X	X	X
Passenger Station	X	X	X
Yard Office	X	X	X
Cleveland — Telegraph Office C.U.T.	X	X	X
HD Yard Office	X		X
Diesel Shop	X	X	X

Note—First Class trains except Trains 1, 2, 5, 6, 7 and 8.

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

When registering trains, write out in full the color of signals displayed; when not displaying signals write out in full "No Signals," sign name and initials, and use no ditto marks.

16. 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.

When proper signals are displayed at "NK" passenger trains on E. L. R. R. Haselton Branch may, without stopping, proceed not to exceed 35 M.P.H. and freight trains 25 M.P.H.

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.

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 Dispacher when into clear at Ohio Works at Division St. and when into clear at Girard when returning.

Youngstown

All movements on Avon No. 1 track Mosier Yard, 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 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 targets required before proceeding over crossing.

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

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

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

Hubbard

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

State Line

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.

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.

N.Y.C. & St.L.R.R. near Seneca Street, J. U. Crossover, target diagonal, proceed on E.L.R.R.

At Dunkirk and Buffalo position of targets at night will be indicated by two red lights.

17. SPRING SWITCHES

Spring Switches are located as follows:
Dividing Switch between lead to Pit Track and Out-bound Engine Track, Cleveland Engine Terminal.
West end of Pit Track.
East End Siding Leavittsburg (Second Sub-Division).
Single track Sharon (Both Ends).
East End Siding at Amasa.

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

A Spring Switch Type Derail is located on Austintown Branch at M.P. 2.75—250 ft. west of N. Meridian Road and may be run through by trains moving to Wickliffe. Normal position is for derailing trains returning from Wickliffe and switch must be manually operated before proceeding over switch. Instructions covering movement over spring switches will govern.

Spring switch at west end of double track Tifft Street Junction is equipped with spring stand set normal for Eastward track.

Following switches are equipped with spring stands set normal for main track movement:

Stub Switch River Junction, River Line.
East end passing siding, C B Junction.
East end passing siding, C M Junction.
East end eastward passing siding, J O Sidings.

Tifft Street Junction

Spring switch at Tifft Street Junction is protected by two position signal located 2000 ft. West of switch. Clear indication, proceed over spring switch. Approach indication, proceed to point of spring switch, then stop, examine points of switch, and make sure points are properly set before proceeding. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent.

C B Junction and River Junction

Controlled signals govern movement over the spring switches at the east end of C B Junction siding, at the Stub Switch River Junction siding. See paragraph No. 1 of Traffic Control System Operating Instructions in this Timetable.

C M Junction

Spring switch at east end of passing siding C M Junction C&E R. R. M.P. 11.84 is protected by a two unit color light signal located 50 feet east of the switch.

J O Siding

Spring switch at east end eastward passing siding at M.P. 69.80 sidings set normal for main track movements.

Trains operating against the current of traffic on Eastward track will be governed by an approach lighted color-light distant switch signal located between main tracks 9950 feet east of spring switch and by a color-light switch signal located between main tracks at the spring switch.

The indications of the distant switch signal are:

Green—Proceed.

Yellow—Approach switch signal prepared to stop.

The indications for the switch signal are:

Green—Switch points properly lined for Eastward main track.
Red—Switch points not properly lined for main track movement.

Trains moving on main track, stop, and examine switch points, using hand-throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper conditions immediately to the Superintendent.

A color-light dwarf signal located opposite clearance point at east end of the siding governs movements of eastward trains from the siding. The indications of the dwarf signal are:

Rule 292-D—Stop.
Rule 290-C—Restricting.
Rule 287-B—Clear-Slow.

To operate dwarf signal, a member of crew will first secure permission from Train Dispatcher and will then operate the dwarf signal by inserting switch key in switch key operated controller located on post adjacent to switch, turning key to right as far as possible and removing key.

When approach circuit is not occupied, signal will display proper indication to leave siding.

With approach circuit occupied, signal will display proper indication to leave siding after a time interval of about four (4) minutes.

When switch key operated controller is used and movement is not completed, signals must be restored to normal by operating push-button located on key controller.

18. LOCATION OF REMOTE CONTROL SWITCHES AND SIGNALS

West end of Eastward siding J O, controlled by Operator "MS", Corry.

19. INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED 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.
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.

20. ELECTRIC SWITCH LOCKS

The following points are equipped with automatic electric switch locks with approach locking and are equipped with key operated time controller. All electric lock switches will be operated in accordance with the special instructions posted at each location after permission has been secured from the operator or dispatcher controlling switch.

FIRST SUB-DIVISION

Cleveland—Material track switch (N.K.P. R.R. connection to Rapid Transit located 1.120 feet west of West End Tower) controlled by West End Tower.
Solon—Main track crossover.
Hubbard—Powell Press Steel M.P. 75.22 and House track switch M.P. 74.29 are controlled by dispatcher.
Sharpsville—House track switch and Mill track switch M.P. 84.15 are controlled by operator at "SN" Tower.

SECOND SUB-DIVISION

Depot—Eastbound siding (east end).
Depot—Crossover.
AD—Crossover.
AD—Eastbound siding (both ends).
North Warren—Thomas Steel Company tracks both ends.
North Warren—Two main track switches east of Mahoning Ave. M.P. 161.50.
North Warren—Crossover from Main track to siding M.P. 161.27.
North Warren—MK siding (both ends).
North Warren—Both Wean Engineering Company tracks.
North Warren—Packard Electric Company M.P. 158.84.
North Warren—Warren City Water Works M.P. 156.75.
Cortland—Siding (both ends).
Kennard—Team track switch M.P. 123.77.
Atlantic—House tracks switch M.P. 121.04.
Stony Point—Keystone Ordinance Plant Switch M.P. 116.30.
Geneva—House track switch controlled by operator at "BK" tower.

THIRD SUB-DIVISION

Kennedy—Main track crossover.
Steanburg—Team Track.
Randolph—East end passing siding.
Town track
South Local
Bordens switch

FOURTH SUB-DIVISION

Carrollton—Main track crossover.
Bradford main track switch

21. AUTOMATIC SWITCH POINT LOCKS

Switches at the following locations are equipped with automatic switch point locks:

KENT YARD

M.P. 189.98 West end of crossover, Extension Track to Eastbound Main Track.
M.P. 191.13 #1 switch at West End of Eastbound Yard, 250 feet east of Crain Avenue.

LEETONIA, OHIO
NILES-LISBON BRANCH

M.P. 22.27.

WEST MIDDLESEX, PA.
FERRONA BRANCH

M.P. 6.30 West end of West Middlesex Yard.
M.P. 6.64 East end of West Middlesex Yard.
M.P. 7.37 West end of West Middlesex Siding.

To operate switches with automatic switch point locking devices, the following will govern:

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.

22. RULES GOVERNING MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEMS AND INTERLOCKING EFFECTIVE NOV. 30, 1952

(1) Between the following points automatic block signal rules will govern:
   a. Literary Street, Broadway, Cleveland Union Terminal and Pymatuning on First Sub-Division.
   b. Kent-Meadville on Second Sub-Division.
   c. Hornell (Cass Street)-Meadville.
   d. River Junction-C.B. Junction.

(2) Between the following points Manual block signal system rules are in effect:
   a. Niles-Lisbon.
   b. Ferrona-New Castle.
   c. Buchanan-Franklin.
   d. W. C. Junction-Dunkirk.
   e. B. C. Junction-Waterboro.
   f. Carrollton-Crawford.

23. TELEPHONE TRAIN ORDER SIGNALS

Eastward

Auto. Sig.	11-2	North Randall.
Auto. Sig.	30-2	Mantua.
Auto. Sig.	37-2	Garrettsville-Hiram.
Auto. Sig.	60-2	Girard Yard.
Auto. Sig.	66-2	Westlake's Crossing, Youngstown.
Auto. Sig.	81-4	Ferrona.
Auto. Sig.	603-2	Crain Avenue, Kent.
Auto. Sig.	451-2	Lakewood.
Auto. Sig.	444-2	Falconer.
Auto. Sig.	390-2	H R.

Westward

Auto. Sig.	82-1	Boyce.
Auto. Sig.	81-3	Ferrona.
Auto. Sig.	51-1	Leavittsburg.
Auto. Sig.	37-1	Garrettsville-Hiram.
Auto. Sig.	30-1	Mantua.
Auto. Sig.	14-1	Cannon's Crossing.
Auto. Sig.	11-1	North Randall.
Auto. Sig.	602-1	KX Crossover.
Auto. Sig.	446-1	Jamestown.
Auto. Sig.	451-1	Lakewood.
Auto. Sig.	483-1	J O Sidings.
Auto. Sig.	514-1	Race Street.

24. POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED

See Rule 221, Rules of the Operating Department, effective Nov. 30, 1952.

Wellsville

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

See Rule 221, Rules of the Operating Department
Effective Nov. 30, 1952.

Indications of manual block signals do not supersede Rule 93.
Canfield, Lisbon (Lisbon Branch)
Ferrona (Ferrona Branch)
Buchanan, Cochranton (Oil City-Franklin Branch)
Cattaraugus (Dunkirk Branch)
BC Junction Westward Trains (B & S W Branch)
Hamburg
North Collins
Collins
South Dayton

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

See Rule 221, Rules of Operating Department
Effective Nov. 30, 1952.

West End Tower	Shenango
C & P Crossing	Buchanan
SN Junction	MS Tower (Corry)
DeForest	NE Junction
NK (Youngstown)	DV Tower (Falconer)
Valley St. (Youngstown)	Riverside (Westbound only)
Bruin Tower	X Tower (Olean)

27. POINTS WHERE INTERLOCKING RULES ARE IN EFFECT, SEE RULE 605 TO 672 INCLUSIVE, RULES OF THE OPERATING DEPARTMENT, EFFECTIVE NOV. 30, 1952

Bridge 2:22	Bruin Tower
West End Tower	Shenango
C & P Crossing	Buchanan
SN Junction	EYE Tower (Corry)
DeForest	MS Tower (Corry)
NK (Youngstown)	NE Junction
Valley St. (Youngstown)	DV Tower (Falconer)
Leetonia (Lisbon Branch)	X Tower (Olean)
WN Tower	GB Tower (Blasdell)
Latimer	Riverside (Bradford Branch)

28. REMOTE CONTROL INTERLOCKING

Himrod (Youngstown)	Eastward and Westward
Hubbard	Westward
Coles	Eastward
Sharpsville	Westward
Transfer	Eastward
CM Junction	Westward
CB Junction	Westward

1 — When movement is to be made at the above Remote Control Interlockings in the direction specified only, with the current of traffic and proper signal indications cannot be displayed, a member of the crew will call Operator or Dispatcher and request permission for the move.

2 — Instructions or permission received must be repeated to Operator or Dispatcher, stating name and occupation of employee and train or engine identification.

3 — After permission has been received, the movement through the interlocking may be made without signal indication at restricted speed to the next signal, after member of crew has ascertained that switches are properly lined for their movement.

4 — Permission received from the Operator or Dispatcher will be acted upon in lieu of Clearance Form B.

29. AUTOMATIC INTERLOCKING

Amasa. Telephone communication with Buchanan Junction will be located in the instrument house and at the eastward home signal. Key controllers are located as follows:

Westward—directly opposite the westward home signal.

Eastward—Double key controller located opposite the eastward home signal, one is marked "main track" and the other marked "siding."

In case of failure of the New York Central approach circuits or a NYC train disabled on an approach circuit and an E.L. train receiving a "stop" signal, train crew will communicate with Operator at Buchanan and if permission is secured to do so, they will insert a switch key in the key controller marked "K" located at the home signal and turn key to the right and hold for ten seconds and after a time interval has elapsed, if conditions otherwise permit, the E.L. signal will operate.

An eastward train operating on the main track receiving a "STOP" indication on the eastward home signal, will communicate with the Operator at Buchanan and if permission is secured to do so, they will insert a switch key in key controller marked "Main Track" and turn key to the right and hold for 10 seconds and after a time interval has elapsed, if conditions otherwise permit, the signal will operate.

An eastward train operating on the siding receiving a "STOP" indication on the dwarf signal, will communicate with the operator at Buchanan and if permission is secured to do so, they will insert a switch key in key controller marked "Siding" and turn key to the right and hold for 10 seconds, and after a time interval has elapsed, if conditions otherwise permit, the signal will operate.

The push buttons, marked "P" which are located directly above the key boxes, can be used to make a reverse movement as follows: A train having made a move through the interlocking can secure the signal for a reverse move (if conditions permit) by pushing the button.

When interlocking signal displays "Stop" and member of crew has inserted switch key in key controller as per time table instructions and is still unable to get a signal for their movement, crew will then be given train order and clearance form A and the movement through the interlocking may then be made without signal indication when proceeded by a flagman after member of the crew has ascertained that signals governing other Railroad are in "Stop position" and that switches are properly lined for their movement.

Permission received from Train Dispatcher for the move will be acted upon in lieu of clearance form B.

Otherwise, traffic control system operating rules will govern.

OIL CITY - FRANKLIN BRANCH

On the Oil City-Franklin Branch, the trains of the E.L. Railroad and the New York Central Railroad will operate over a joint section of single track between M.P. 27.35 about 2¼ miles West of Franklin, Pa., to M.P. 28.46.

This section of single track will be designated as the east, and west end of "RW" Reno and will be governed by an automatic interlocking with an electrically operated switch at each end and appropriate home and approach signals. The westward approach signal is located approximately 4900 feet east of westward home signal at M.P. 26.44, the eastward approach signal is located approximately 5700 feet west of eastward home signal at M.P. 29.55.

The Home Signals will display the following indications:

Rule 292 C — STOP

Rule 283 A — CLEAR — MEDIUM

When the home signals display the "STOP" indication, the approach signals will display an "APPROACH" indication similar to Rule 285 E, but without a number plate. When the home signals display the "CLEAR—MEDIUM" indication, the approach signals will display an "APPROACH—MEDIUM" indication similar to Rule 282 D but without a number plate.

Approach circuits are approximately 4200 feet east and west of the approach signals and the two switches at M.P. 26.00 and the three switches at M.P. 30.03 are equipped with automatic cut-outs for approach circuits and trains switching at above points will not affect the operation of the home signals. Additional starting point circuits are provided at M.P. 26.12 and 29.92 which are identified by a marker with the word "CIRCUIT." Trains must not stop or stand between M.P. 26.12 and 29.92 unnecessarily, as this will prevent operation of the interlocker by New York Central Trains.

A telephone located at each electric switch provides communication with the E.L. Dispatcher at Youngstown, Ohio, and the NYC Dispatcher at Erie, Pa.

Instructions covering hand operation of switch machines are posted in telephone compartments at each switch.

In case of failure of the NYC approach circuits or a NYC train disabled on an approach circuit and an E.L. train receiving a "STOP" signal, train crew will communicate with the dispatchers of both railroads and if permission is secured to do so, they will insert a switch key in key controller marked "K" located at the home signal and turn key to the right and hold for 10 seconds and after a time interval has elapsed, if conditions otherwise permit, the E.L. signal will operate.

If after receiving a signal and train is unable to move, the E.L. signal can be restored to "STOP" by pushing the button marked "P" located directly below the key box which will allow the NYC signals to operate.

When a failure of the system occurs and a proceed signal cannot be displayed the engineer or conductor must call the E.L. dispatcher and the NYC dispatcher, notifying them of the condition and if conditions permit movement will then be made only as authorized by Clearance Form "B" from both E.L. and NYC dispatchers.

After receiving Clearance Form "B" and before proceeding train or engine crews will inspect the switch at the entrance of this plant and know that route is lined for their movement and then proceed at restricted speed to the opposite end and stop and inspect switch to know that route is lined for their movement, then spike the facing point switch before movement is made over it.

Should there be any train orders issued to other trains giving them the right to use this portion of track and the dispatchers are unable to contact them, Clearance Form "B" cannot be issued and it will be necessary for a member of the train crew with proper flagging equipment to proceed through the interlocking plant and go to the telephone and communicate to the conductor or engineer that he is in position to afford proper flag protection.

30. POINTS WHERE GROUND LEVER INTERLOCKING MACHINES ARE LOCATED

State Line. Ground lever machine to be operated by New York Central train crews. E.L. trains will proceed at schedule speed when proper signal indications are displayed. Should stop signal be displayed for E.L. trains, a member of the train crew will first ascertain that New York Central signals are in stop position, then proceed to telephone located on east side of building and secure permission from E.L. train dispatcher to proceed under flag protection in accordance with Rules of Operating Department effective Nov. 30, 1952.

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

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

31. UNATTENDED INTERLOCKINGS

During the hours that the interlockings are closed, the following instructions will govern.

(1) The home signals governing movements through the interlocking with the current of traffic will be set to display "Clear" indication before the operator closes the tower. Dwarf signals will be set to indicate "Stop."

(2) 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.

(3) 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.

(4) 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.

32. TRAFFIC CONTROL SYSTEMS OPERATING INSTRUCTIONS

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

First Sub-Division

Between West End Tower and Broadway, Cleveland Union Terminal (not including West End Tower and Broadway, Cleveland Union Terminal). Controlled by Operators, West End Tower and Operators, Cleveland Union Terminal.

Between Hubbard and Coles. Controlled by Dispatchers—Youngstown.

Between Sharpsville and Pymatuning. Controlled by Operators, SN Junction.

Second Sub-Division

Between SN Junction and Transfer (not including SN and Latimer). Controlled by Operators at SN Junction.

Between Shenango and Buchanan, controlled by Operators as follows:

Shenango—Controls Shenango to but not including West end of Amasa Siding.

Buchanan—Controls territory Buchanan to West end of Amasa Siding.

In the above mentioned territory, trains or engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

1. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the operator, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.
2. When a train is delayed after a proceed signal has been displayed for it, the operator must be notified promptly as to the cause and probable duration of the delay.

3. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with operator.
4. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.
5. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
6. The controlled sidings at JOHNSONS, PYMATUNING, AMASA, ATLANTIC and STONY POINT are track circuited and protected by signals. All trains or engines entering these sidings will operate in accordance with the signal indication displayed at the entrance to the siding. All other sidings in traffic route control territory are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied. The sidings at Stony Point may be used in either direction on signal indication.
7. When trains meet at JOHNSONS, AMASA, ATLANTIC or STONY POINT and it is not necessary to stop for opposing train, head light of train in siding will be dimmed and opposing train may pass and be governed by signal indication.
8. Controlled signals govern movements over the spring switch east end of siding Amasa and Leavittsburg (Second Sub-Division), the letter "S" illuminated, displayed on the westward controlled signal is authority to throw the switch without verbal permission from the operator. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.
   When switching operations require the use of this switch, the operator will cause the controlled signals to display "STOP." The permission then given by the operator is authority to disregard the signal indications within the limits specified, and movements over the switch may be made on hand signals after ascertaining that the switch is properly lined for each movement. Special instructions governing operation over spring switches must be observed.
   Before making such movements over the switch the engineman must be notified by the trainman that permission has been given by the operator so that he will be governed by hand signals, and must also be notified when the work is completed, track clear, and so reported to the operator so that he will then be governed by the signal indications.
9. A white light known as "Maintainer's Call Signal" is located on the instrument housing at east end Second Sub-Division Siding Leavittsburg, North Warren, M.P. 161.4, westward home signal North Warren, MK Siding M.P. 159.81 east and west end of siding at Johnson's Eastward and Westward home signals and instrument house at Pymatuning, east end of siding Pymatuning, east and west end of sidings Atlantic, Stony Point, West End Siding Amasa, Hubbard and Coles, and opposite eastward home signal and instrument house west of Sharpsville Station. Train crews working in the vicinity and observing this signal lighted will immediately call the Operator or Dispatcher as this signal may be used on occasion to call train employees to the telephone.
10. In all other respects Rules of the Operating Department effective Nov. 30, 1952, will govern.

Third and Fourth Sub-Division

TRAFFIC CONTROL SYSTEMS

Single track on the River Line between River Junction and C B Junction (including C B Junction), Fourth Sub-Division. Controlled by Train Dispatcher.

Westward track between W C Junction and R H. Eastward track between Steamburg and R H, single track between R H and Waterboro. Controlled by Train Dispatcher.

Eastward and Westward tracks between Waterboro and D V Tower. Falconer (not including D V Tower). Controlled by operator D V Tower and Train Dispatcher.

Eastward and Westward tracks, (Old Line and C & E Railroad), between C M Junction and N E Junction (not including N E Junction). Controlled by operator at N E Junction.

TRAFFIC CONTROL SYSTEMS — OPERATING INSTRUCTIONS

1. Controlled signals govern movement over the spring switches at the east end of "CB" Junction siding, Stub Switch River Junction and east end of "CM" Junction passing siding, M.P. 11.84. The letter "S" illuminated, displayed on the westward controlled signal at "CB" Junction siding, eastward controlled signal at River Junction siding or westward controlled signal at C M Junction siding is authority to throw the switch by hand without verbal permission from the Dispatcher. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.

When switching operation requires the use of these switches, the Dispatcher will cause the controlled signals to display "STOP." The permission then given by the Dispatcher is authority to disregard the signal indication within the limits specified and movements over the swtch may be made on hand signals after ascertaining that the switch is properly lined for each movement. Before making such movements over the switch, the engineer must be notified by the conductor or trainman that permission has been given by the Dispatcher so that he will be governed by hand signals and must also be notified when the work is completed, track clear and so reported to the Dispatcher so that he will then be governed by the signal indications.

2. A white light known as the Maintainers Call Signal is located at the following locations, West End River Jct., both ends of Fillmore and Belfast passing sidings, CB spring switch, eastward and westward home signals CB Jct., Old CB Tower, eastward and westward home signals, and concrete house WC Jct. Eastward and westward home signals Steamburg, concrete house West Steamburg station, eastward and westward home signals RH Tower east and west end Randolph. Eastward and westward home signals Waterboro, spring switch east end passing siding CM Jct., eastward and westward home signals CM Jct.

Train or engine crews working or standing in the vicinity and observing this signal lighted will immediately call the Dispatcher as this signal may be used on occasions to call train employees to the telephone.

3. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with operator, or dispatcher.

4. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.

5. In all other respects, Rules of the Operating Department, effective Nov. 30, 1952, will govern.

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

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

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

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

Communicate with Dispatcher through Operator, reporting signal in stop position. After receiving proper instructions to proceed all trains or engines will be required to flag through the single track at

Sharon and Gauntlet at Warren, inspecting all facing point switches before proceeding. In addition, unless otherwise provided, a member of crew will remain on telephone and the head trainman, with proper flagging equipment, will proceed through single track or Gauntlet and after reaching telephone on opposite end of single track or Gauntlet, will communicate with member of crew on telephone that he is in position to afford proper flag protection and train may proceed.

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

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

34. THE FOLLOWING INSTRUCTIONS GOVERN THE USE OF RETAINERS ON EASTBOUND FREIGHT TRAINS

A. 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.

B. 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.

35. LOCOMOTIVES EQUIPPED WITH PRESSURE MAINTAINING FEATURE

Locomotives with 24 RL brake equipment equipped with the pressure maintaining filling piece are identified by an additional cut-out cock located just below and back of the double heading cock. When this cut-out cock is positioned away from the enginemen, the maintaining feature is cut out and all positions of the brake valve respond the same as the standard DS-24 brake valve.

When making initial terminal airbrake tests, the maintaining feature must be cut out until after the brake pipe leakage is noted. Then prior to releasing the brakes cut in the maintaining feature and make a five (5) pound additional brake pipe reduction and note the brake pipe gage hand for one (1) minute to check if the maintaining feature is operating properly and that the brake pipe pressure remains constant.

Locomotives with 24 RL or 8 EL brake equipment that have been altered for pressure maintaining braking are identified by having a red "M" painted on the front of the automatic brake valve. The First Service Position of these brake valves is used as the maintaining position and can no longer be used to make a brake pipe reduction.

When making an initial terminal airbrake test, a service reduction of fifteen (15) pounds will be made and brake valve handle returned to lap position and brake pipe leakage noted for one (1) minute. Prior to releasing the brake, make an additional five (5) pound reduction and return the brake valve handle to First Service Position and note the brake pipe gage hand for one (1) minute to check if the maintaining feature is operating properly and that the brake pipe pressure remains constant.

36. POINTS AT WHICH DRAGGING EQUIPMENT DETECTORS ARE LOCATED

Second Sub-Division

Automatic Signal 521-2 M.P. 109.00 East of Geneva. This device when actuated by dragging equipment, a sign attached to Signal 519-2 located at M.P. 107.23 will be illuminated displaying the letter "E." When letter "E" is displayed train must be stopped and inspected to locate dragging equipment and Operator at Buchanan must be notified. Actuation of dragging equipment device prevents Eastward Home Signal at Buchanan from clearing. Operator at Buchanan will restore after having been advised that dragging equipment has been removed.

Fourth Sub-Division—River Line

For Eastward Trains:

1. At signal 381-2R, M.P. 381.11. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to eastward home signal, west end Belfast Siding and will prevent eastward home signal, east end Belfast Siding from clearing.
2. At signal 372-2R, M.P. 372.85. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signals 370-2R and 368-2R and will prevent signal 368-2R from clearing.

For Westward Trains:

1. At signal 363-1R, M.P. 363.15. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to westward home signal, east end Fillmore Siding and will prevent westward home signal, west end Fillmore Siding from clearing.
2. At signal 370-1R, M.P. 370.61. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signals 372-1R and 375-1R and will prevent signal 375-1R from clearing.

When letter "E" is illuminated at above locations, immediate action must be taken to stop train and inspection made to locate dragging equipment.

When train reaches Signal 368-2R or 375-1R with letter "E" illuminated or home signals east end Belfast or west end Fillmore Dispatcher must be notified as to cause of delay. To permit signal to clear, 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.

37. INSTRUCTIONS GOVERNING FLASHER LIGHTS

Oil City, Pa.

Train or engine will not foul Seneca St. until member of crew has operated toggle switch to start flasher. This switch is located in box attached to traffic signal pole on east side of street, and protected by Erie switch lock.

In addition to flashers, member of crew will precede movement over crossing. When movement has been completed, toggle switch must be restored to normal position and box locked.

Flashing light signals equipped with short arm gates at Center Street, M.P. 33.39 and Duncomb Street, M.P. 33.58.

The Westward starting point of Sycamore and Center Streets is located two hundred (200) feet east of Sycamore Street.

Eastward starting point for Center and Sycamore Streets is located two hundred (200) feet west of Center Street.

The Westward starting point for Duncomb Street is located two hundred (200) feet east of crossing. Eastward starting point is located two hundred (200) feet west of crossing.

The starting point locations will be marked with a circuit sign adjacent to track.

Trains and engines will approach these crossing at a speed not to exceed five (5) M.P.H. and not proceed over crossing until gates are lowered or flashing light signals are known to be working.

Meadville, Pa., State Highway #322, Paige (Talon) Switching Lead.

All trains or engines operating over this crossing will stop before entering upon the crossing and trainman will start flashers operating by inserting key in the key controller, one located either side of the crossing, turn key to the right and hold for five seconds. Train or engine may proceed over crossing only after the flashers have been operating for a period of fifteen seconds.

Upon completing the move over the highway crossing and when the train or engine has cleared the crossing and passed beyond the location of the key controller on the leaving side of the crossing, the operation of the flashers will be stopped by a trainman pressing push-button located near the top of the key controller box.

38. INSTRUCTIONS GOVERNING FLASHER LIGHTS EQUIPPED WITH TIMING CIRCUITS

South Leavitt Road, Leavittsburg, O., M.P. 50.04 and M.P. 164.53 time cutouts are in service for westward trains on the main track on Second Sub-Division and for westward trains on the westward main track on the First Sub-Division.

A short additional starting point is provided approximately 150 feet east of the road crossing on the Second Sub-Division main track and the First Sub-Division westward main track and a circuit sign is erected directly opposite the joints at the east end of the circuit. All westward trains on above tracks that are going to stop east of the road crossing must stop east of the circuit sign and when departing will not exceed a speed of 5 M.P.H. until the crossing is reached, also trains as above which have been stopped and delayed on the starting points will not exceed 5 M.P.H. until crossing is reached.

South Leavitt Road (formerly Euclid Avenue), M.P. 50.04 on First Sub-Division and M.P. 164.43 on Second Sub-Division at Leavittsburg, Ohio, is equipped with Automatic Flashing Light Signals.

The Starting points on passing sidings on both the First and Second Sub-Division are 366 feet in length and all train approaching crossing in either direction on either siding will not exceed a speed of Ten M.P.H. until crossing is reached.

The Starting points on First Sub-Division are approximately 3,000 feet in length and on Second Sub-Division the Eastward starts 1,800 feet and Westward start approximately 3,000 feet. Trains or engines will not stand on starting points unnecessarily.

All Main track switches within the limits of the starting points are equipped with automatic cutouts when trains are switching and after switching is completed the movement towards the crossing must be made at a slow speed. Trains switching in immediate vicinity of crossing will not proceed over the crossing until it is known that Flashers are operating.

Vernon St., North Warren, Ohio, M.P. 161.35. The switches east of Mahoning Ave. and crossover east of Vernon Street are equipped with automatic stick cutouts and the use of the above switches will stop the flashers from operating and after switching is completed the movement towards the crossing must be made not to exceed 10 M.P.H. Trains operating on other than main tracks must stop before proceeding over the crossing and will not proceed until it is known that the flashers are operating.

North Park Ave., North Warren, Ohio, M.P. 161.11. The four main track switches between North Park Ave. and Paige Ave. are equipped with automatic stick cutouts for the flashing light signals at both North Park Ave. and Paige Ave. and the use of any one or more of these switches will stop the flashers from operating and after switching is completed the movement towards either crossing must be made not to exceed 10 M.P.H. Trains switching in the immediate vicinity of Paige Ave., on the main track will not proceed over the crossing until it is known that the flashing lights are operating. Trains operating on other than main track at North Park Ave. and Paige Ave. must stop before proceeding over the crossing and will not proceed over the crossing until it is known that the flashing lights are operating.

39. INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC CROSSING GATES

Literary, Street — Cleveland, Ohio.

Track circuit starting points for Eastbound main track moves are located at M.P. 1.73 which is approximately 1,150 feet west of the crossing and the starting point is further identified by the rail joints at this location painted white. Track circuit starting points for Westbound main track moves are located at M.P. 2.17 approximately 975 feet east of the crossing and rail joints at these locations are painted white. Trains or engines must not unnecessarily stop or stand within the limits of the starting points.

Time cutouts are provided on both tracks within the limits of the starting points and trains or engines stopped or switching may expect gates to raise and clear and such trains or engines must not again proceed onto the crossing unless highway traffic has been stopped or gates lowered into proper position. Additional starting points are marked by circuit signs. All main track switches within the starting point limits are provided with cutouts, however both ends of a crossover switch must be lined before that cutout becomes effective.

Track circuits on yard tracks are located within 40 feet of the crossing and trains or engines approaching the crossing on these tracks must govern the movement allowing time for the gates to be operated and will not proceed onto the crossing until gates are lowered or in case of failure that highway traffic is stopped.

East 116th St., Cleveland, O. The gates are regulated to operate according to speed of trains moving with current of traffic. Eastbound trains operating under 25 M.P.H. passing M.P. 7.30 approximately 1,200 feet west of Signal 6-4M will not exceed 25 M.P.H. until crossing is reached. Westbound trains operating under 25 M.P.H. passing M.P. 8.00 will not exceed 25 M.P.H. until crossing is reached.

Broadway Ave., Cleveland, O., M.P. 2.41. Operating circuits for both main tracks for this crossing are 1,000 feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily.

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

East 37th St., Cleveland, O. Operating circuits for both main tracks for this crossing are 1,000 feet in length on both sides of crossing on both main tracks and trains and engines will not stop or stand within the limits of the starting points unnecessarily. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

East 65th St., M.P. 4.33, Cleveland, O. Circuits are arranged for fast and show speeds. Eastward trains or engines operating at speeds of 20 M.P.H., or less, at M.P. 3.86 will not exceed 20 M.P.H. until crossing is reached.

Westward trains or engines operating at a speed of 25 M.P.H., or less, at M.P. 4.89 will not exceed 25 M.P.H. until crossing is reached.

Eastward normal and reverse starting points are located at M.P. 3.91 approximately 2,050 feet west of crossing. Westward normal and reverse starting points are located at M.P. 4.83 approximately 2,550 feet east of crossing.

Trains or engines will not stop or stand within limits of the starting points unnecessarily.

All switches within limits of the starting points are equipped with automatic stick cutouts and for a cutout to be effective, both ends of a crossover or switch and derail must be operated before train movement is made.

Time cutouts are provided on eastward and westward tracks for train, or engine, movements in either direction. Trains or engines stopped, delayed, or switching within the starting points may expect the gates to clear and must not proceed upon the crossing until gates have lowered. Auxiliary starting points are marked by circuit signs.

Trains or engines operating on other than main tracks will stop not less than 25 feet from crossing and not proceed over crossing until gates have lowered.

East 91st St., M.P. 6.18, Cleveland, O. Circuits are arranged for fast and slow speeds, eastward trains operating at a speed of 25 M.P.H. or under at M.P. 5.70, Aetna Road will not exceed 25 M.P.H. until crossing is reached, westward trains operating at a speed of 25 M.P.H. or under at M.P. 6.89 will not exceed 25 M.P.H. until crossing is reached.

Eastward trains which have stopped and been delayed between M.P. 5.70 and M.P. 6.00, will not exceed a speed of 10 M.P.H. until crossing is reached.

Trains operating on other than main tracks will stop not less than 50 feet on either side of crossing, and not proceed across the crossing until the gates are lowered.

Eastward trains setting off or picking up at 93rd Street will at all times stop so that the entire train is approximately 500 feet west of 91st Street. A circuit sign has been erected to indicate the circuit.

East 93rd St., Cleveland, O., M.P. 6.30. Circuits are arranged for fast and slow speeds. Eastward trains operating at a speed of 20 M.P.H. or under at M.P. 5.80, 600 feet east of Aetna Road will not exceed 20 M.P.H. until crossing is reached. Westward trains operating at a speed of 25 M.P.H. or under at M.P. 6.90 will not exceed 25 M.P.H. until crossing is reached. Trains operating on other than main tracks will stop not less than 75 feet on either side of crossing and wait until gates have lowered before proceeding over crossing. Eastward trains setting off or picking up at 93rd Street will at all times stop so that the entire train is west of the 91st Street crossing and after work is completed must not exceed 10 M.P.H. until the 93rd Street crossing is reached. Trains switching on main tracks in vicinity of the switches east of 93rd Street will approach the crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. All switches east of 93rd Street are equipped with automatic Stick Cutouts and in order for the cutouts to be effective both ends of the crossover or a switch and derail must be operated before train movement is made. Trains operating on other than main tracks at the East 91st Street crossing will stop not less than 50 feet on either side of crossing and will not proceed over the crossing until it is known that the flashing light signals are operating.

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

Lee Road, Cleveland, O., M.P. 9.38. Trains switching on main tracks in immediate vicinity of crossing will approach the crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds; westward trains operating at a speed of 35 M.P.H. or under at M.P. 10.18 will not exceed 35 M.P.H. until crossing is reached. Eastward trains operating at a speed of 20 M.P.H. or under at M.P. 8.17 will not exceed 20 M.P.H. until crossing is reached. . . . Timing circuits for eastward normal direction movements permit gates to raise after train has occupied track at station in excess of approximately one minute. Trains which are normally delayed in excess of one minute will not pass circuit sign and white line on station platform 81 feet west of Lee Road. All trains making station stops will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered. Westward trains making station stop must clear the west sidewalk of the road by at least 15 feet with the rear end of train to allow gates to raise and avoid delaying highway traffic.

Windham-Mahoning Road, M.P. 41.08, Mahoning, O. Normal starting points are 3,800 feet in length and trains will not stop or stand within limits of the starting points unnecessarily.

Trains operating on other than main tracks will not proceed over the crossing until it is known that gates are lowered.

Depot St. and Pratt St., Niles, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing. Trains switching on main tracks in this vicinity will approach these crossings prepared to stop if gates are not lowered and will proceed only when gates have lowered. Circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of 20 M.P.H. or under at the following locations will not ex-

ceed 20 M.P.H. until crossing is reached. Westbound with current of traffic at Summit St., M.P. 59.42. Westbound against current of traffic at Summit St., M.P. 59.42. Eastbound with current of traffic at M.P. 57.45. Westward passenger trains making station stop must clear west side of Pratt St. a distance of 64 feet to allow gates to operate for vehicle traffic to move. Timing circuits for eastward normal direction movements permit gates to raise after train or engine has occupied track at station in excess of approximately 1 minute. Trains which are normally delayed account loading mail, etc., will not pass disc marker and white line on station platform 66 feet west of Pratt St. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

North Ave., Youngstown, O. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Trains switching on main tracks in this vicinity will approach this crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered.

Circuits are arranged for fast and slow speeds; eastward trains operating at a speed of 25 M.P.H. or under at M.P. 66.20, will not exceed 25 M.P.H. until crossing is reached. Westward trains operating at a speed of 20 M.P.H. or under at M.P. 67.16, will not exceed 20 M.P.H. until crossing is reached.

Walnut St., Youngstown, O., M.P. 67.32, is equipped with electric crossing gates. Westward starting points for the main line and the Haselton Branch are located at the westward home signal at Himrod Junction. Eastward starting points are located just east of Hazel Street. Trains or engines will not stop or stand within limits of the starting points unnecessarily. All switches within the limits of the starting points are equipped with automatic stick cutouts and in order for the cutouts to be effective, both ends of a crossover or switch and derail must be operated before a train movement is made. Trains switching within the limits of the starting points will approach the crossing prepared to stop and proceed only when gates have lowered. A time cutout has been provided for eastward trains making station stop, or stopped or delayed west of a circuit sign located 450 feet west of Walnut St. After a time interval of approximately one minute and a half, the gates will clear. Eastward trains stopped or delayed west of the circuit sign will proceed to crossing at a speed not to exceed **eight M.P.H.** and not proceed over crossing until gates are lowered. In the event eastward trains have to pass the circuit sign located 450 feet west of Walnut St. in making a station stop, a second time cutout has been provided for eastward trains stopped or delayed between the first circuit sign and a second circuit sign located 125 feet west of Walnut St. After a time interval of approximately one minute, the gates will clear. Eastward trains stopped or delayed between the two circuit signs will not proceed over crossing until gates have lowered. Additional time cutouts have been provided for westward trains on the westward track, westward trains on the eastward track and eastward trains on the westward track. Trains stopped or delayed within limits of starting points will not proceed over crossing until gates have lowered. Auxiliary starting points are located approximately 125 feet from crossing and are marked by circuit sign. Trains or engines operating on other than main tracks will stop not less than 15 feet on either side of crossing, and not proceed over crossing until gates have lowered.

Valley St., Youngstown, O. Trains operating on other than main tracks will stop not less than 15 feet on either side of crossing, and wait for gates being lowered before proceeding over crossing. Trains or engines will not stop or stand within limits of the starting points unnecessarily.

Main St., Hubbard, O., M.P. 74.64, is equipped with automatic electric crossing gates. Westward starting point is located at M.P. 75.17, 2,750 feet east of the crossing. Eastward starting points on eastward and westward tracks are located at M.P. 74.19, 2,450 feet west of the crossing. The switches at Harvell Company, M.P. 74.31 and the Hubbard House Track, M.P. 74.79 are equipped with automatic stick cutouts. Trains after using these switches will approach crossing prepared to stop if gates are not lowered, and will not proceed over the crossing until gates have lowered. A time cutout has been provided on eastward track. After a time interval of approximately one minute and twenty seconds, the gates will rise. Eastward trains on eastward track stopped or delayed between M.P. 74.19 and west of the eastbound Home Signal will proceed to crossing at a speed not to exceed fifteen M.P.H. and not proceed over crossing until gates have lowered. Trains or engines operating on other than main tracks will stop not less than twenty-five feet on either side of crossing and not proceed over the crossing until gates have lowered. A time cutout has been provided on siding for eastwardly moves. After a time interval of approximately one minute, the gates will rise. Trains stopped or delayed on siding between the Siding Westward Dwarf Signal and Main Street Crossing, will not proceed over crossing until gates have lowered. Siding starting points are marked with "Circuit signs."

A slow speed Time Cutout has been provided for westward trains traveling at a speed of twelve M.P.H. or less at M.P. 75.21 indicated by "circuit sign." Trains stopped or delayed between M.P. 75.21 and Main Street Crossing, Hubbard, Ohio, M.P. 74.64 will proceed to crossing at a speed not to exceed twelve M.P.H. and not proceed over crossing until gates are lowered.

Walnut St., Leetonia, O. Automatic flashing light signals with short arm gates M.P. 22.40. Track circuit on PRR interchange track extends a distance of 70 feet each side of crossing, trains or engines using this track must stop on track circuit and permit the flashing light signals and short arm gates to operate a minimum of 20 seconds before proceeding over crossing.

Crain Avenue, Kent, O., M.P. 191.18.

Westward trains operating at a speed of 20 M.P.H. or less at M.P. 190.55 will not exceed a speed of 20 M.P.H. until crossing is reached. Westward trains stopping east of Crain Avenue will stop east of circuit sign located 300 feet east of crossing and any train stopping, delayed, or pulling out of westbound yard will not exceed a speed of 8 M.P.H. approaching crossing, prepared to stop, and proceed only after gates are lowered.

Trains or engines moving westward from westbound yard at Crain Avenue must have main track switch lined for this movement before passing circuit sign located 300 feet east of Crain Avenue. If main track switch is not lined before this circuit sign is passed, movement of westward train or engine must be stopped within 19 feet of Crain Avenue and must not proceed over Crain Avenue crossing until gates have lowered. When switching movements are made between Westward main track and Westbound yard tracks #1 and #2 it must be ascertained that gates have lowered before entering upon or proceeding over Crain Avenue. If when westward switching movement is being made it is ascertained that the gates have not lowered; train or engine must stop within 19 feet of Crain Avenue, occupy circuit and not proceed over crossing until gates have lowered.

Westward trains on eastbound track stopping east of Crain Avenue will stop east of circuit sign located 300 feet east of crossing. Any train stopping, delayed, or pulling out of Eastbound Yard will not exceed a speed of 8 M.P.H. approaching crossing prepared to stop, and proceed only after gates are lowered.

Eastward trains stopping west of Crain Avenue should stop west of circuit sign located at signal 603-2, 300 feet west of crossing. Any eastward train stopping or delayed on eastward main track between Main Street, Kent, and signal 603-2 must not exceed a speed of 8 M.P.H. and approach Crain Avenue crossing prepared to stop and proceed over crossing only after gates are lowered.

Trains switching on Main track in the vicinity of crossing will approach crossing prepared to stop and proceed over crossing only after gates are lowered.

Cleveland Road, Ravenna, O. Circuits are arranged for fast and slow speeds. Trains operating at a speed of 25 M.P.H. or under at the following locations will not increase speed to exceed 25 M.P.H. until crossing is reached.

Westbound with current of traffic. M.P. 184.25 west of Freedom Road. . . . Eastbound with current of traffic, M.P. 185.90 west of Ravenna.

Timing circuits for eastward normal direction movements permits gates to raise after train or engine has occupied track at station in

excess of approximately 1 minute. Trains which are normally delayed account loading, mail, etc., will not pass "Circuit" sign located 300 ft. west of Cleveland Road. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed slowly to crossing prepared to stop and not proceed over crossing until gates are lowered.

Trains moving eastward through main track crossover or out of passing siding will move slowly as the starting point for gate operation for movement of this kind is located 300 ft. west of crossing and the movement must be made at restricted speed to allow gates to lower.

Eastward trains held at Ravenna or setting off or picking up cars will stop with their entire train west of signal 598-2 M.P. 185.57, as this movement is timed and will prevent operation of the gates.

Trains or engines will not stop or stand within the limits of the starting points unnecessarily. Trains switching in immediate vicinity of crossing will approach crossing prepared to stop, if gates are not lowered and will proceed only when gates have lowered.

Parkman Road, North Warren, O., M.P. 162.19. Trains switching on main track in immediate vicinity of crossing will approach this crossing prepared to stop, if gates are not lowered, and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds, trains or engines operating at speed of 25 M.P.H. or under at the following locations will not exceed 25 M.P.H. until crossing is reached. Eastward trains at West Market St. M.P. 163.00. Westward trains at Mahoning Ave. M.P. 161.51. These gates are automatically cut out when switching moves are made at the east end of Thomas Steel Co. and Hamilton-Meigs switches, and an additional starting point is provided east of Hamilton-Meigs switch located 500 feet from the crossing. Trains switching at either of the above switches and moving eastward after switching is completed will not exceed 15 M.P.H. until crossing is reached. The same type of cutout as above is provided for the Ohio Public Service switch west of North Tod Ave. and an additional starting point provided 600 feet east of crossing. Trains switching at this switch and moving westward after switching is completed will not exceed 15 M.P.H. until crossing is reached.

Mahoning Ave., North Warren, O. Trains switching on main track in this vicinity will approach this crossing prepared to stop if gates are not lowered and will proceed only when gates are lowered. Circuits are arranged for fast and slow speeds, trains or engines operating at a speed of 25 M.P.H., or under at the following locations will not exceed 25 M.P.H. until crossing is reached.

a. Eastward trains at Parkman Rd. M.P. 162.19.
b. Westward trains at Park Ave. M.P. 161.11.

Meade Ave. M.P. 102.61 and Mercer St. M.P. 102.98, Meadville, Pa. Both current of traffic and reverse starting points are approximately 1,100 feet in length based on a train speed of 20 M.P.H. and this speed positively must not be exceeded by westward trains from M.P. 102.39 until locomotive has reached Mercer St., M.P. 102.98, and by eastward trains from M.P. 103.18, until locomotive has reached Meade Ave. M.P. 102.61.

Timing circuit for westward normal direction movements permit gates to raise after train has occupied track at station in excess of approximately one minute. Westward trains making station stop or held out of yard will stop east of automatic signal 515-1, located east of Meade Ave. Trains leaving the station will not exceed 10 M.P.H. until the locomotive has reached Meade Ave.

All switches within the limits of the starting points are equipped with automatic stick cutouts and in order for the cutouts to be effective both ends of a crossover or a switch and derail must be operated before train movement is made.

Trains switching on the main tracks in immediate vicinity of the crossing will approach the crossings prepared to stop if gates are not lowered and proceed only when gates have lowered.

Time cutouts are provided for eastward trains on either track which are switching or delayed between M.P. 103.18, (eastward starting point) and M.P. 103.06, west of Mercer St. When switching is completed, the eastward movement to Mercer St., can be made not to exceed 8 M.P.H. Circuit signs have been erected at M.P. 103.06.

Trains operating on other than main tracks will stop not less than 25 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Pine St. M.P. 102.72 and Poplar St. M.P. 102.80, Meadville, Pa. All switches within the limits of the starting points are equipped with automatic cutouts and in order for the cutouts to be effective both ends of a crossover or switch and derail must be operated before train movement is made.

Trains switching on the main tracks in immediate vicinity of the crossing will approach the crossing prepared to stop if gates are not lowered and proceed only when gates have lowered. Trains operating on other than main tracks will stop not less than 25 feet on either side of crossing and wait until gates have lowered before proceeding over crossing.

Ferrona Branch; Silver Street, M.P. 0.76 Pitt Street, M.P. 0.81, Sharon, Pa., are equipped with automatic electric crossing gates.

Starting points are approximately 800 feet in length, trains or engines will not stop or stand within starting points unnecessarily.

Trains operating on other than main tracks will stop on either side of crossing and pull over the insulated joints painted white and gates will lower, trains will not proceed over the crossing until gates have lowered.

Trains making switching movements on the main track in the vicinity of the crossings will not proceed over the crossings until it is known that the gates are lowered. Gates may be lowered by pulling over a pair of insulated joints on either side of the crossings which are painted white.

All main track switches within starting point limits are equipped with automatic stick cutouts and after switching is completed, movement towards the crossing must not exceed 5 M.P.H.

Stick cutouts are provided for the flashing light signals at Depot Street from the two switches between State Street and Depot Street. After switching is completed movement towards Depot Street must not exceed 5 M.P.H.

Third Sub-Division

Main Street and Concord Street, Union City. Signs reading "Starting Circuit, Automatic Gates" are located at M.P. 73.04 on eastward track, and M.P. 71.68 on westward track. Eastbound trains will run at a speed not to exceed fifty (50) miles per hour between M.P. 73.04 and M.P. 71.89, and westbound trains will run at a speed not to exceed fifty (50) miles per hour between M.P. 71.60 and M.P. 72.60.

Trains making normal station stops, delayed or switching on main tracks in vicinity of Union City will approach crossings prepared to stop and must not proceed over the crossings except by flag protection, unless the gates are lowered and automatic flashing light highway crossing signals are in operation.

Auto-manual cut-out controls permit gates to be raised for switching operations by crossing watchman during the hours he is on duty —11:00 A.M. to 7:00 P.M., daily except Sunday.

First Avenue, Center Street, Fifth Avenue, Corry. Trains on either main track must not exceed a speed of forty (40) miles per hour between M.P. 61.82, located eighty-two hundredths (.82) mile west of Corry Passenger Station, and M.P. 60.25, located seventy-five hundredths (.75) mile east of Corry Passenger Station.

Trains making normal station stops, delayed or switching on main track in vicinity of Corry must approach crossing prepared to stop and must not proceed over crossing except by flag protection unless gates are lowered.

Eastward trains making station stop must stop west of Center Street where a white disc is located south side of platform.

Trains operating on other than main tracks at First Avenue and at Fifth Avenue will stop before entering on crossing circuit, at a white disc located approximately seventy (70) feet each side of crossing, so that crossing protection is in operation at least fifteen (15) seconds before proceeding over crossing, or by flag protection.

The Auto-Manual Cut-out and Cut-in controls permit Control Men to raise gates for switching operations unless crossing circuits marked by white discs are occupied. Ample whistle warning must be given by engine crews, or Control Man signalled by train crews switching in vicinity to allow Control Man to lower gates.

The Control Man will have a telephone hooked up to yard line, so train crews may advise Control Man of train movements to be made.

Tiffany Avenue, Jamestown, N. Y. Starting circuits for westward trains, both tracks are located at M.P. 30.92, just west of old Carter Street Crossing.

Starting circuits for eastward trains on eastward track are located at M.P. 32.33 just east of Chadakoin River Bridge. Trains or engines stopping on eastward main track less than 800 ft. and more than 400 ft. west of Tiffany Avenue, a timing circuit will permit gates to raise after approximately one (1) minute has elapsed. When movement is resumed a speed of ten (10) miles per hour must not be exceeded until TIFFANY AVENUE has been reached, movement must not then exceed a speed of thirty (30) m.p.h. until SOUTH DOW ST. has been reached, after which normal speed may be resumed.

Starting circuits for eastward movements on westward track are arranged for fast and slow speeds as follows:—

For trains operating at normal speed, the operating starting circuit is located at M.P. 32.22, just east of Buffalo Street.

For trains operating at a speed of thirty (30) miles per hour or less, the operating starting circuit is located at M.P. 31.91, present signal 444-1. Trains or engines passing M.P. 32.22 Buffalo Street, at thirty (30) miles per hour or less must not exceed a speed of thirty (30) miles per hour until Tiffany Avenue is reached.

All eastward and westward trains or engines delayed or switching between M.P. 30.92, old Carter Street Crossing and M.P. 32.33, Chadakoin River Bridge, will approach crossing prepared to stop and must not proceed over crossing unless gates are lowered, except under flag protection.

All yard tracks in the vicinity of Tiffany Avenue Crossing are equipped with short track circuits starting fifty (50) feet from crossing and extending through crossing fifty (50) feet on the opposite side of crossing. Trains or engines having work on these tracks will come to a FULL STOP after occupying the track circuit and before reaching crossing. Movements must not be started over crossing until gates are seen to be lowered. Cars or engines must not be left standing on these circuits.

Lister Street, Jamestown, N. Y. For Westward Trains:

Starting circuits, both tracks, are located at Mile Post 34.56, 55 feet west of Bridge 34.52—Chautauqua Lake Outlet. Trains or engines stopped, or switching on either track, between Mile Post 34.56 and Signal 447-2, a timing circuit will permit the gates to raise after one (1) minute has elapsed.

East end of Boatlanding Siding—Mile Post 34.67—is equipped with an automatic cut-out to also allow the gates to raise.

After switching at these points, a speed of forty-five (45) miles per hour must not be exceeded until reaching Lister Street.

For Eastward Trains:

Starting circuits—both tracks—are located at Mile Post 35.84 east end of curve 56.

West end of Boatlanding Siding and main track crossover—Mile Post 35.50—are equipped with automatic cutouts to allow gates to raise.

Trains or engines switching at these locations will not exceed a speed of fifteen (15) miles per hour until reaching Lister Street.

Boatlanding Siding through Lister Street is equipped with a short track circuit extending fifty (50) feet each side of the crossing. Trains or engines on this track will come to a FULL STOP after occupying the circuit, and will not proceed over the crossing until the gates are lowered. Cars or engines must not be left standing on this circuit.

South Dow Street, Falconer, N. Y. The operating starting circuit for EASTWARD movement on Eastward track is located at M.P. 32.08, 3500 ft. west of the crossing.

The operating starting circuit for EASTWARD movement on Westward track is located at M.P. 32.04, 3300 ft. west of the crossing.

The operating starting circuit for WESTWARD movement on Westward track is located at M.P. 30.61, 4350 ft. east of the crossing.

The operating starting circuit for WESTWARD movement on Eastward track is located at M.P. 30.92, 2700 ft. east of the crossing.

Operating circuits for WESTWARD movement on Westward track are arranged for fast and slow speed movement as follows:—

For trains operating at normal speed the operating starting circuit is located at M.P. 30.61, 4350 ft. east of crossing.

For trains operating at thirty (30) miles per hour or less the starting circuit is located at M.P. 30.92, 2700 ft. East of crossing.

Trains or engines passing M.P. 30.92, 2700 ft. East of crossing, at thirty (30) miles per hour or less must not exceed a speed of thirty (30) miles per hour until South Dow St. is reached.

When trains or engines are required to stop on eastward main track, movement will be stopped not more than 800 ft. nor less than 400 ft. WEST OF TIFFANY AVENUE.

A timing circuit will permit gates at TIFFANY AVE. and SOUTH DOW ST. to raise, after approximately one (1) minute has elapsed.

When movement is resumed a speed of ten (10) m.p.h. must not be exceeded until TIFFANY AVENUE has been reached, movement must then not exceed a speed of thirty (30) m.p.h. until SOUTH DOW ST. has been reached, after which normal speed may be resumed.

All eastward and westward trains or engines delayed or switching between Mile Post 30.47, 5000 ft. East of crossing, and Mile Post 32.08, 3500 ft. West of crossing, will approach crossing prepared to stop and must not proceed over crossing unless gates are lowered, except under flag protection knowing that all highway traffic has been stopped.

Eastward and westward passing sidings and Niagara Power Company track are equipped with short track circuits starting fifty (50) feet from crossing and extending through crossing fifty (50) feet on the opposite side of crossing. Trains or engines having work on these tracks will come to a **full stop** after occupying the track circuit and before reaching crossing. Movement must not be started over crossing until gates are seen to be lowered. Cars or engines must not be left standing on these circuits.

The extreme southerly track through South Dow St. crossing **Is Not** protected by crossing gates. All movements operating on this track will be prepared to stop and not enter upon or proceed over crossing except under flag protection.

Main and Center Streets, Randolph, N. Y. The normal starting circuit for westward trains is located at M.P. 16.90.

All westward passenger trains stopping at Randolph Station shall not exceed a speed of 10 miles per hour until Center Street is reached, then resume normal speed.

The normal starting circuit for eastward trains is located at M.P. 18.53.

All eastward trains or engines, delayed or switching between M.P. 17.23—1600 feet east of Randolph Station and M.P. 17.83—1400 feet west of Randolph Station—except trains making normal station stops will approach Main and Center Street Crossing prepared to stop and must not proceed over Main Street and Center Street Crossing unless the gates are lowered, except under flag protection knowing that all highway traffic has been stopped.

All yard tracks in the vicinity of Main Street Crossing except the Town Track on north side of crossing are equipped with short track circuits starting 50 feet from the crossing and extending thru the crossing 50 feet on the opposite side of crossing. Trains or engines having work to do on these tracks will come to a FULL STOP after occupying the track circuit and before reaching the crossing. Movements must not be started over the crossing until the gates are seen to be lowered. Cars or engines must not be left standing on these track circuits.

Main Street, State Route 62, Kennedy, N. Y.

Flashing Light Signals equipped with Automatic Short Arm Gates are in service at Main Street, Route 62, Kennedy, New York, Mile Post 24.90. The present Flashing Light Signals will be retired.

Eastward Normal and Reverse starting points are located at Mile Post 25.46 opposite Signal 438-2. Westward Normal and Reverse starting points are located at Mile Post 24.40 opposite Signal 437-1.

Kennedy Crossover Mile Post 24.80, Kennedy Town Track Switch Mile Post 24.89 and Brossman Lumber Co. Switch, Mile Post 25.18. These switches are equipped with automatic cutouts and in order for

cutouts to be effective, both ends of a Crossover or switch and derail must be operated before train movement is made. Westward trains have a time cutout located 250 feet east and 100 feet west of main track crossover on both eastward and westward tracks. After a time interval of approximately one minute gates will clear.

Trains or Engine delayed or switching in this section must not proceed over crossing until gates are lowered, or proper flag protection is provided.

Fourth Sub-Division

North Union Street, Olean. Starting circuit on eastward track is located at M.P. 395.60 and on westward track at M.P. 393.82. Eastbound trains will run at a speed not to exceed fifty (50) miles per hour between M.P. 395.60 and 394.42 and westbound trains will run at a speed not to exceed fifty (50) miles per hour between M.P. 393.82 and 394.70.

Operating circuits are arranged for fast and slow speeds. Trains or engines operating on main tracks passing starting circuits at a speed of thirty-five (35) miles per hour or less will not exceed thirty-five (35) miles per hour until crossing is reached.

Westbound passenger trains making station stop at Olean will stop back to clear sign reading "Station Stop" which is installed fifty (50) feet east of North Union Street. This will allow gates to rise after train has occupied track at station in excess of approximately one minute. When departing station, train will move past "Station Stop" sign and wait until gates lower before proceeding over crossing.

Cass and Taylor Sts., Hornell. End of circuit sign is located at Mile Post 331.48 (300 ft. east of Subway Bridge). Passenger trains stopping at Hornell Station must stop east of "End of Circuit" sign. Freight trains or engines stopping at station or held account interlocking signals not displaying a proceed indication, must also stop east of this sign to avoid having gates down while train is at station or waiting for signal. When starting after such stops trains or engines must not exceed a speed of Fifteen (15) miles per hour until the crossings are reached.

Operating starting circuits on Buffalo Branch are located at Mile Post 332.06 (Main St. Overhead Bridge) and on Fourth Sub-Division at Mile Post 332.21. Trains or engines must not pass these points to exceed thirty (30) miles per hour until crossings are reached.

Trains or engines passing Mile Post 331.30 (20 feet east of Hornell Station Building) at a speed less than fifteen (15) miles per hour must not increase speed above fifteen (15) miles per hour until Cass and Taylor Sts. crossings have been reached.

All eastward and westward trains or engines delayed or switching **or operating hand thrown switches** between Mile Post 331.17 (Block 3) and Mile Post 332.06 (Main St. Overhead Bridge) must approach Cass and Taylor Streets prepared to stop and must not proceed over the crossings until gates are seen to be lowered except under flag protection knowing that all highway traffic has been stopped.

All yard tracks through Taylor St. are equipped with short track circuits. Trains and engines working on these tracks or making westward movement on Ryan's track will stop before reaching the crossing and be sure gates are down before moving over crossing. No cars or engines must be left standing at any time occupying the short track circuits on the tracks except in switching operation.

Yard engines having switching to do on Eastward Passenger trains must not occupy main track circuits west of "End of Circuit" Sign at Mile Post 331.48 until passenger train has reached Cass and Taylor Streets crossing.

B & S W Branch

Commercial Street, Gowanda. Westward trains approaching a white disc located on north side main track M.P. 32.50, six-tenths (.6) miles east of Gowanda Station, at a speed of twenty (20) miles per hour or less, will not exceed twenty (20) miles per hour until the crossing is reached.

Westward trains operating ten (10) miles per hour or less at Cattaraugus Creek Bridge, M.P. 32.92, or resuming movement after switching is completed east of Commercial St., will not exceed a speed of ten (10) miles per hour until crossing is reached.

Westward normal start for thirty-five (35) miles per hour is located at Erie Street, M.P. 32.76, thirty-five hundredths (.35) mile east of Gowanda Station.

Eastward normal start is located at M.P. 33.32 just east of Van Deusen switch. Trains should be stopped west of this point to eliminate unnecessary operation of gates while switching or adjusting retainers.

Eastward trains, making a station stop at Gowanda to work, must stop west of white disc located north side of track approximately eighty-five (85) feet west of Commercial Street Crossing and after one (1) minute the gate will raise at Commercial Street. When ready to depart train or engine will move past white disc and wait until gates have lowered before proceeding over crossing, unless flag protection is afforded.

Trains or engines switching on main track in vicinity of Commercial Street must approach crossing prepared to stop, and not proceed over crossing except under flag protection, unless gates are lowered.

Short siding circuits extending approximately forty (40) feet each side of crossing have been installed.

Trains or engines operating on other than main track will stop before entering upon crossing and wait until gates are lowered before proceeding over crossing unless flag protection is afforded and highway traffic is stopped. White disc signs are located east and west of Commercial Street on south side of yard tracks to mark beginning of crossing protection circuits in tracks other than main track.

When cars are cut off, they must not occupy protection circuits.

Lake Avenue, Blasdell, New York. The normal starting circuit for eastward trains is located at Mile Post 7.57, or one-half (½) mile west of Blasdell Station.

The normal starting circuit for westward trains is located at Mile Post 6.60, or about one-half (½) mile east of Blasdell Station.

Automatic crossing gates and flashers will not operate when Home Signals at "GB" Tower are set at "STOP." Neither will the crossing protection operate when switches east and/or west of "GB" are operated.

All eastward and westward trains or engines delayed or switching between Mile Post 6.60 and Mile Post 7.57 will approach Lake Avenue Crossing prepared to stop, and must not proceed over Lake Avenue unless the gates are lowered, except under flag protection knowing that all highway traffic has been stopped.

40. SPECIAL INSTRUCTIONS COVERING PUBLIC CROSSINGS

Trains will stop clear of the following crossings and be flagged across by a member of the crew.

Bradford Branch:

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

Dunkirk Branch:

Dunkirk, N. Y.—Urban Road	M.P. 457.90

41. TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

42. MISCELLANEOUS

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

HOT JOURNALS

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

By night — Swing lantern in small verticle circle.

When hot journals are reported or discovered in trains, stop train immediately and have journal inspected and corrective action taken.

CONNECTIONS DRAGGING

By day or night — Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL

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

By night — Same signal with lantern in addition give stop signal.

BRAKES STICKING

By day — Shove hand in sliding movement from body.

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

FLAT WHEELS

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

By night — Hold lantern at arm's length in horizontal position.

ALL CLEAR

By day or night — Proceed signal.

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

Powdered chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to all locomotives and cabooses in through freight service and should be used according to instructions on box.

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

43. OVERHEAD CLEARANCES

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

First Sub-Division

Mile Post	Location
2.96	Trinidad Paving Co., E. 37th St., Cleveland.
2.96	Western Reserve Coal Co., E. 37th St., Cleveland.
3.30	Scrap iron track opposite West End Tower, Cleveland.
3.60	Overhead foot bridge between East 51st St. and Track Road.
4.10	Kroger Grocery Co., switch, E. 55th St., Cleveland.
4.10	Truscon Steel Co., E. 55th St., Cleveland.
4.35	Signal 4-1 & Foundry switch near E. 65th St., Cleveland.
4.35	Dippel Coal Co., E. 65th St., Cleveland.
5.20	Transfer track to P. R. R., Cleveland.
6.30	C. T. S. trolley wires over two main tracks and one side track, East 93rd Street, Cleveland.
6.35	Warren Refining & Chemical Co., E. 93rd St., Cleveland.
7.63	Albright Coal Co. switch, west of 123rd St., Cleveland.
7.65	Crown Coal Co. switch, 123rd St., Cleveland.
8.90	Cleveland Elec. Ill. Co. switch, E. 156th St., Cleveland.
9.60	St. Clair Coal and Supply, Cleveland.
11.15	North Randall Station, City Phone.
11.15	North Randall Station, Fitch Coal Track.
11.8	State Highway switch, Randall Yard.
13.95	Cannons Crossing.
30.65	Mantua House Track, W. Side Station.
30.65	Mantua House Track, E. Side Station.
50.0	B. & O. Transfer switch, Leavittsburg.
53.32	Trumbull Mfg. Co., Warren.
62.25	Eckman Coal Company switch, Girard.
81.0	Water St. Main Track, Sharon.
82.45	Ferrona Wye.
0.81	Rosenbloom Sdg., Pitt St., Sharon.
84.20	Elevator Spur—Sharpsville.
84.75	Wire over 1st Dist. Main Track, Sharpsville.
86.1	Wire over 1st Dist. Main Track, Sharpsville.
	Second Sub-Division
102.0	National Bearings Metal Co., Meadville.
103.25	Freight House Lead Track, Meadville.
103.25	Stock Pen Track, Meadville.
128.45	Steel Car Co. switch, Greenville.
129.8	Chicago Bridge & Iron switch, Greenville.
130.70	Main and Yard Tracks, Shenango.
160.0	Y.P.S. switch, Larchmont Ave., North Warren.
160.7	Sunlight Electric Co. switch, North Warren.
161.33	Union Steel Co., Vernon St., North Warren.
168.40	Team Track, Braceville.
184.75	Canfield Oil Co. switch, Chestnut St., Ravenna.
184.85	Gulf Oil Co. switch, Ravenna.
185.3	Sinclair Oil Co. switch, Ravenna.
185.65	General Mills Industry, Ravenna.
186.35	Over Westward Main Track, West of Ravenna.

Employees are warned of close overhead clearance of less than 22 feet at the following locations in the State of Pennsylvania and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Overhead clearance above top of rail of such tracks located at entrance and inside of buildings may be reduced to 18 feet, provided that, when an overhead clearance of less than 22 feet exists on tracks inside such buildings, movements of railway equipment shall be brought to a stop before entering such building. In switching movements requiring a number of entries, stop shall be required only upon initial entry.

First Sub-Division

Mile Post	Location
	COLES, O.
	Overhead bridge on yard track serving Sharon Steel Corp.
	SHARON, PA.
	Doorway on track 1 into Langdon Warehouse.
	Doorway on tracks 1 and 2 into fabricating building, new plant of Sharon Tube Co.
	Doorway on track into Golden Dawn Warehouse.
	FERRONA, PA.
	Mercer Tube Co. overhead crane west end of plant and doorways on all tracks into fabricating plant.
	Bracket arms on sand towers, tracks 1 and 2, Diesel Shop.
	Doorway on Diesel Shop track 1.
	E. and P. Overhead Bridge.
	FERRONA BRANCH
	E. and P. Overhead Bridge.
	Overhead power cables, corner Dock and Depot Streets, Pine Hollow and Walnut Streets, Pine Run Branch and Canal Basin lead tracks.
	Overhead power wires east and west of Moss Lumber and Supply Co. Canal Basin (Swamp Track).
	Overhead power and telephone wires Simons Scrap Yard, Canal Basin track (Swamp Track).
	Doorway over Stock house track National Malleable Casting Co.
14.82	Nashua, Pa. Overhead loading chute Ellwood Stone Co.

Second Sub-Division

Mile Post	Location
	MEADVILLE, PA.
	Overhead wires Reick Dairy track.
	Overhead wires National Bearing track.
	Doorways, tracks 1 and 2, Work Equipment Shop.
	Steam pipe and electric wires track 3, Work Equipment Shop.
	Overhead wires Storehouse and Blacksmith Shop tracks.
	Overhead wires Storehouse platform track.
	Doorways all tracks to Erecting Shop.
102.36	Overhead steam line over eastward and westward main tracks and yard tracks, east of Meadville Passenger station.
	Overhead wires, Penn. Electric Co. track
	Overhead wires, City Coal & Supply track.
	Doorway, Westinghouse track.
	Doorways, tracks 2 and 3, Diesel Shop.
	Spout on Sand Tower, Mead-Penn track fueling station.
	Spouts on Sand Tower, tracks 1 and 2, Diesel Shop.
	Overhead wires Yost Mfg. Co., Talon track.
	Overhead wires Esso Oil Co., Talon track.
	Overhead Acetylene lines, Power lines and overhead crane, track 3, Reclamation Plant.
108.42	Overhead bridge, Penn. Highway 19.
	Doorways, tracks 1-2-3-4, overhead steel beam track 5, Chicago Bridge & Iron Co., Greenville, Pa.

130.35	Overhead bridge main track, Shenango River.
132.60	Overhead bridge eastward and westward main tracks, Penn. Highway 18.
	FRANKLIN BRANCH
7.80	Overhead pipe to lumber storage shed over track serving Bolton Coal & Food and Acme Milling Co., Cochranton, Pa.
	FRANKLIN, PA.
	Doorways, tracks 1 and 6, Franklin Steel.
	Overhead steam pipes, cables and electric wires, track 5, Franklin Steel.
	Overhead canopy, track 7, Franklin Steel, Chicago Railway Equipment Co.
	Doorway loading track 1, Plant 2, Chicago Pneumatic Tool Co.
	Doorway loading track 1, Plant 1, Chicago Pneumatic Tool Co.
	Overhead canopy, Fowler's Feed Mill, Mill track.
	Overhead canopy, Coal loading chute (lowered), Serge Coal Co.
	OIL CITY, PA.
32.76	Doorway and overhead walkaway, National Transit Co.
	Overhead Power lines over main track and 2 freight house tracks Seneca St.
	Jones & Laughlin Steel Corp.
	Doorway and overhead crane, tracks A and B.
	Overhead wires and steam line track C.
	Doorway and overhead crane, track D.
	Overhead wires and cable, track E.

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.

Employes are warned of close overhead clearance of less than 21 feet, 6 inches, at the following locations in the State of New York and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Fourth Sub Division

HORNELL, N. Y.

All tracks entering roundhouse and shop buildings.

	Mile Post
WELLSVILLE, N. Y.	
Doorways on two southerly tracks of Air Preheater Company	356.70
Doorway new buildings of Air Preheater Company	356.70
Overhead Crane of Air Preheater Company	356.70
Overhead Crane wires of Air Preheater Company	356.70
Madison Street Overhead Bridge Main Track and Siding	357.33
Doorways to shop two tracks Worthington Pump	358.15
CUBA, N. Y.	
Doorway—Phelps & Sibley Mill	382.01
Overhead Highway Bridge	382.01

RIVER JUNCTION, N. Y.

Overhead Highway Bridge Main Track	359.23
Overhead Highway Bridge—Siding	359.23
Overhead Highway Bridge	360.82

RUSH CREEK, N. Y.

Overhead Highway Bridge	367.20
Overhead Highway Bridge	368.27

HINSDALE, N. Y.

Overhead Highway Bridge Eastward Track	388.99
Overhead Highway Bridge Westward Track	388.99
Overhead Highway Bridge Westward Track	390.19
Overhead Highway Bridge Eastward Track	390.19

OLEAN, N. Y.

Doorway to Vanderhorst	395.20

CARROLLTON, N. Y.

Overhead Highway Bridge Eastward Track	405.45
Overhead Highway Bridge Westward Track	405.45
Bridge (B. & O. R. R.) Eastward Track	407.10
Bridge (B. & O. R. R.) Westward Track	407.10

SALAMANCA, N. Y.

Roundhouse Doors on Radial Track

DUNKIRK BRANCH

SMITHS MILLS, N. Y.

Overhead Bridge	H	445.08

FORESTVILLE, N. Y.

Door to Griffin Coal shed and cross beams inside building	H	451.25
Overhead Bridge	H	452.03

Third Sub-Division

R H

Overhead Highway Bridge Eastward and Westward Tracks	13.06

RANDOLPH, N. Y.

Canopy over chute at Brown Milling Company	17.60

KENNEDY, N. Y.

Overhead chute, Kellogg Amick Wood Chip Plant	24.80

JAMESTOWN, N. Y.

Doorway Diesel Shop
East doorway Blackstone Building at Tiffany Ave.
West doorway Blackstone Building at Tiffany Ave.
Crane Boom over sidetrack—Crescent Tool Company
Inside Arch, City of Jamestown Siding
Trestle over Chadakoin River near Second St., on lead to former J. C. & L. E. freight house—Br. No. 0.27
Overhead pipes and passages—Dahlstrom Metallic Door—From Blackstone Ave. to end of both tracks
Doorway to Building of Jamestown Metal Equipment
J.W.&N.W. Doorway to shed Lyons Lumber Company
J.W.&N.W. Building at Clinton St. Pennsylvania Gas Company.

LAKEWOOD, N. Y.

Overhead Highway Bridge Eastward Track	38.88
Overhead Highway Bridge Westward Track	38.88
Overhead Highway Bridge Westward Track	39.92
Overhead Highway Bridge Eastward Track	39.92

WATTS FLATS, N. Y.

Overhead Highway Bridge, Eastward Track	44.62

B. & S. W. BRANCH
GOWANDA-DAYTON, N. Y.

Doorway to Shed Glue Works—Gowanda, N. Y.

Arch under Dunkirk Br. No. 37.27, Dayton, N. Y.

Employes are warned of close overhead clearance of less than 22 feet at the following locations in the State of Pennsylvania and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

BRADFORD BRANCH
BRADFORD, PA.

Overhead electric service line just west of Kennedy Street
Overhead drop service electric line just east of Mechanic Street
Entrance to Bovaird & Seyfang building east of Main Street
Overhead electric conduit Bovaird & Seyfang track east of Main Street

MIDMONT, PA.

Overhead clearance, loading tracks Nos. 1, 2 and 3

Third Sub-Division

BEAR LAKE, PA.

Overhead Highway Bridge, westward track ..... H 49.85

LOTTSVILLE, PA.

(C&E) Overhead Bridge 3.50
(C&E) Overhead Bridge 8.90
"N E" Jct. (C&E) Overhead Bridge 1.13

CORRY, PA.

Overhead Bridge, eastward and westward tracks 65.32

J O SIDINGS

Overhead Bridge, westward track 69.55

UNION CITY, PA.

Entrance to building Union Coal and Supply Co. 72.32
Overhead Bridge, eastward track 74.37

MILL VILLAGE, PA.

Overhead Bridge, eastward track 79.60
Overhead Bridge, eastward track 81.93

MILLERS, PA.

Overhead Bridge, westward track 85.57

VENANGO, PA.

Overhead Bridge, eastward and westward tracks 91.86

SAEGERTOWN, PA.

Overhead Bridge, eastward and westward tracks 95.46
Overhead Bridge, eastward and westward tracks 98.35

SIGNAL LINE WIRES AND CABLES

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

Location — Mile Post

Fourth Sub-Division

Cuba, N. Y., Phelps and Sibley Track 381.92
Little Valley, N. Y., Town Track 420.80

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

Station	Monday to Friday	Saturdays, Sundays and Holidays
NORTH RANDALL	7:00 A.M.-11:00 A.M. 12:00 Noon- 4:00 P.M.	CLOSED
AURORA	6:45 A.M.-11:45 A.M. 12:45 P.M.- 3:45 P.M.	CLOSED
MANTUA	6:30 A.M.-11:30 A.M. 12:30 P.M.- 3:30 P.M.	CLOSED
CANFIELD	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	CLOSED
LISBON	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	CLOSED
WELLSVILLE	10:00 A.M.- 2:00 P.M. 3:00 P.M.- 7:00 P.M.	10:00 A.M.- 2:00 P.M. 3:00 P.M.- 7:00 P.M.
CATTARAUGUS	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	CLOSED
DV TOWER	9:00 A.M.- 1:00 A.M.	9:00 A.M.- 1:00 A.M.
JAMESTOWN	6:00 A.M.- 2:00 P.M. 4:00 P.M.-12:00 Mid.	6:00 A.M.- 2:00 P.M. 4:00 P.M.-12:00 Mid.
CAMBRIDGE SPRINGS	8:00 A.M.-12:00 Noon 1:00 P.M.- 5:00 P.M.	CLOSED
HAMBURG	9:00 A.M.- 1:00 P.M. 2:00 P.M.- 6:00 P.M.	CLOSED
NORTH COLLINS	9:00 A.M.- 1:00 P.M. 2:00 P.M.- 6:00 P.M.	CLOSED
COLLINS	10:00 A.M.- 2:00 P.M. 3:00 P.M.- 7:00 P.M.	CLOSED
SOUTH DAYTON	9:00 A.M.- 1:00 P.M. 2:00 P.M.- 6:00 P.M.	CLOSED

Day or Night Train Order and Block Signal Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

All trains entering a block under permissive signal indication displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office, regardless of a clear signal that may be displayed at intermediate Day or Night Block Signal Office except when the enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

45. SPEED TABLE

Table showing rate of speed required per mile to equal a given number of miles per hour

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 48 sec.	75.00	1 min. 42 sec.	35.29
0 min. 49 sec.	73.47	2 min. 0 sec.	30.00
0 min. 59 sec.	72.00	2 min. 11 sec.	27.48
0 min. 51 sec.	70.59	2 min. 24 sec.	25.00
0 min. 55 sec.	65.45	2 min. 40 sec.	22.50
1 min. 0 sec.	60.00	3 min. 0 sec.	20.00
1 min. 5 sec.	55.38	3 min. 25 sec.	17.56
1 min. 12 sec.	50.00	4 min. 0 sec.	15.00
1 min. 20 sec.	45.00	4 min. 48 sec.	12.50
1 min. 30 sec.	40.00	6 min. 0 sec.	10.00

FIRST SUB-DIVISION

Distance from River Bed Cleveland		STATIONS AND SIDINGS	EASTWARD FIRST 2 Daily	8 Daily
		Eastern Standard Time	P.M.	A.M.
		HOBOKEN . A	8.00	2.15
			.....	.....
			A.M.	A.M.
87.9		PYMATUNING	8.15	11.00
	Single Track	3.8		
84.1	Single Track	SHARPSVILLE	8.10	10.53
		2.4		
81.7		FERRONA	.....	.....
		0.8		
80.9	Single Track	SHARON N. Y. C.	s 8.04	s 10.48
		2.8		
78.1	Single Track	COLES	7.51	10.33
		3.4		
74.7	Single Track	HUBBARD	7.46	10.28
		6.7		
68.0		VALLEY ST. . .N N. Y. C.	7.38	10.19
69.2	.9	N. OFFICE	.....	.....
		2.1		
67.1	.9	YOUNGSTOWN	s 7.35 7.20	10.15 s 9.45
		2.2		
64.9		BRIER HILL	7.15	9.41
		1.6		
63.3		VO. CROSSOVER	7.13	9.39
		0.8		
62.5		GIRARD	.....	.....
		4.2		
58.3		NILES	7.08	B 9.34
		2.6		
55.7		DEFOREST . . .N B. & O.	7.04	9.28
		2.5		
53.2	Gauntlet	WARREN	s 7.00	s 9.23
		3.2		
50.0		LEAVITTSBURG	.....	.....
		0.4		
49.6		SN. JUNCTION . . .N	6.50	9.08
		3.6		
46.0		PHALANX	.....	.....
		5.0		
41.0		MAHONING	.....	.....
		3.6		
37.4		Garrettsville-Hiram	.....	.....
		2.4		
35.0		JEDDOE	.....	.....
		4.3		
30.7		MANTUA . . .D	.....	.....
		6.4		
24.3		AURORA . . .D	.....	.....
		3.2		
21.1		GEAUGA LAKE	.....	.....
		4.6		
16.5		SOLON NKP	.....	.....
		5.1		
11.4		NORTH RANDALL . .D	.....	.....
		2.1		
9.3		LEE ROAD	.....	.....
		3.0		
6.3		EAST 93rd STREET C. & P.	.....	.....
		2.3		
4.0		EAST 55th STREET	.....	.....
		0.7		
3.3	Single Track	West End Tower . .N	.....	.....
	Single Track	1.02 BROADWAY	.....	.....
		1.35		
		CLEVELAND . L .N C. U. T.	.....	.....
			A.M.	A.M.

PYMATUNING TO CLEVELAND

TRAINS CLASS	628	630	6
	Daily Except Sun & Holidays	Sun. & Holidays Only	Daily
	A.M.	A.M.	A.M.
	8.45	8.45	8.45
	.....	.....	.....
	P.M.	P.M.	P.M.
	.....	.....	8.37
	.....	.....	8.32
	.....	.....	.....
	.....	.....	s 8.27
	.....	.....	8.16
	.....	.....	8.11
	.....	.....	8.04
	.....	.....	.....
	.....	.....	8.01
	s 7.10	s 7.25	s 7.46
	7.07	7.21	7.42
	7.05	7.19	7.40
	.....	.....	.....
	s 6.59	s 7.14	7.35
	6.54	7.09	7.32
	s 6.51	s 7.05	s 7.28
	.....	.....	.....
	6.45	7.00	7.21
	.....	.....	.....
	.....	.....	.....
	s 6.30	A 6.47	.....
	s 6.24	.....	.....
	s 6.17	A 6.38	.....
	s 6.06	f 6.31	.....
	s 5.59	.....	.....
	s 5.52	6.24	.....
	s 5.45	6.19	.....
	s 5.40	s 6.15	.....
	5.34	6.10	.....
	s 5.29	6.07	.....
	5.26	6.06	.....
	5.23	6.03	.....
	5:20	6.00	.....
	P.M.	P.M.	P.M.

FIRST SUB-DIVISION

Distance from Pymatuning	STATIONS AND SIDINGS	WESTWARD FIRST 629 Daily Ex. Sat., Sun. & Holidays
	Eastern Standard Time	
	HOBOKEN . . L	.....
		.....
		A.M.
	Single Track: PYMATUNING	.....
3.8	3.8	
	Single Track: SHARPSVILLE	.....
6.2	2.4	
	FERRONA	.....
7.0	0.8	
	Single Track: SHARON N. Y. C.	.....
9.8	2.8	
	Single Track: COLES	.....
13.2	3.4	
	Single Track: HUBBARD	.....
19.9	6.7	
	VALLEY ST. . . N N. Y. C.	.....
18.7	.9	
	N. OFFICE	.....
20.8	2.1	
	YOUNGSTOWN	.....
	2.2	..... 6.00
23.0	BRIER HILL	..... 6.03
	1.6	
24.6	VO. CROSSOVER	..... 6.05
	0.8	
25.4	GIRARD	.....
	4.2	
29.6	NILES	..... s 6.12
	2.6	
32.2	DEFOREST . . . .N	..... 6.15
	Gauntlet: B. & O.	
	2.5	
34.7	WARREN	..... s 6.22
	3.2	
37.9	LEAVITTSBURG	.....
	0.4	
38.3	SN. JUNCTION . . .N	..... 6.26
	3.6	
41.9	PHALANX	.....
	5.0	
46.9	MAHONING	.....
	3.6	
50.5	Garrettsville-Hiram	..... s 6.41
	2.4	
52.9	JEDDOE	..... s 6.48
	4.3	
57.2	MANTUA . . . .D	..... s 6.55
	6.4	
63.6	AURORA . . . .D	..... s 7.06
	3.2	
66.8	GEAUGA LAKE	..... s 7.12
	4.6	
71.4	SOLON NKP	..... s 7.20
	5.1	
76.5	NORTH RANDALL . .D	..... s 7.26
	2.1	
78.6	LEE ROAD	..... s 7.31
	3.0	
81.6	EAST 93rd STREET . .. C. & P.	..... s 7.36
	2.3	
83.9	EAST 55th STREET	..... s 7.42
	0.7	
84.6	Single Track: West End Tower . .N	..... 7.44
	1.02	
	Single Track: BROADWAY	..... 7.46
	1.35	
	CLEVELAND . A . .N C. U. T.	..... 7.50
		A.M.

PYMATUNING TO CLEVELAND

TRAINS CLASS	5	625	7		1
	Daily	Sat., Sun. & Holidays Only	Daily		Daily
	P.M.	P.M.	P.M.		A.M.
	7.00	7.00	12.20		10.00
	.....	.....	.....		.....
	A.M.	A.M.	P.M.		P.M.
	7.06	.....	3.54		10.27
	7.12	.....	3.59		10.32
	.....	.....	.....		.....
	s 7.22	.....	s 4.10		s 10.44
	7.26	.....	4.14		10.48
	7.31	.....	4.19		10.54
	7.39	.....	4.27		11.01
	.....	.....	.....		.....
	s 7.45	.....	s 4.30		s 11.04
	7.55	10.00	5.00		11.24
	7.58	10.03	5.03		11.27
	8.00	10.05	5.05		11.29
	.....	.....	.....		.....
	8.05	s 10.12	5.10		c 11.35
	8.08	10.15	5.14		11.39
	s 8.13	s 10.22	s 5.31		s 11.53
	.....	.....	.....		.....
	8.17	10.26	5.37		11.57
	.....	.....	.....		.....
	.....	.....	.....		.....
	.....	s 10.40	.....		.....
	.....	.....	.....		.....
	.....	s 10.49	.....		.....
	.....	s 10.58	.....		.....
	.....	.....	.....		.....
	.....	f 11.07	.....		.....
	.....	11.13	.....		.....
	.....	s 11.17	.....		.....
	.....	11.20	.....		.....
	.....	11.23	.....		.....
	.....	11.24	.....		.....
	.....	11.27	.....		.....
	.....	11.30	.....		.....
	A.M.	A.M.	P.M.		P.M.

SECOND SUB-DIVISION

STATIONS AND SIDINGS	Distance from Salamanca	EASTWARD TRAINS FIRST CLASS		
		2	8	6
		Daily	Daily	Daily
Eastern Standard Time		P.M.	A.M.	A.M.
A. . . . HOBOKEN L		8.00	2.15	8.45
		A.M.	P.M.	P.M.
		9.13	12.10	9.34
. . . . MEADVILLE . . .N	102.5	s 9.05	s 11.55	s 9.26
2.9				
. . BUCHANAN . . .N	105.4	9.00	11.50	9.21
4.7				
. . . GENEVA	110.1	. . . . .	. . . . .	. . . . .
6.7				
. . STONY POINT	116.8	8.48	11.37	9.06
4.0				
. . . ATLANTIC	120.8	8.43	11.32	9.01
5.1				
. . . . AMASA	125.9	8.38	11.27	8.56
N. Y. C. R. R.				
2.7				
. . GREENVILLE	128.6	s 8.33	s 11.21	s 8.51
2.2				
B. & L. E. R. R.				
. . . SHENANGO . . . .N	130.8	8.21	11.07	8.43
0.8				
Penna. R. R.				
. . . . . BRUIN . . . . .N	131.6	8.20	11.05	8.42
3.2				
. . . . . TRANSFER	134.8	. . . . .	. . . . .	. . . . .
1.5				
. . PYMATUNING	136.3	8.15	11.00	8.37
5.1				
. . ORANGEVILLE	141.4			
3.0				
. . . BURGHILL	144.4			
2.8				
. . . LATIMER . . . .N	147.2			
N. Y. C. R. R.				
2.8				
. . . JOHNSONS	150.0			
3.6				
. . . CORTLAND	153.6			
5.7				
. . M K SIDING	159.3			
2.1				
Penna. R. R.				
NORTH WARREN . .	161.4			
B. & O. R.R.				
3.1				
. LEAVITTSBURG . . .	164.5			
0.4				
. . SN. JUNCTION . . .N	164.9	6.50	9.08	7.21
3.6				
. . . . BRACEVILLE	168.5	6.45	9.04	7.17
2.9				
. . . . . AD SIDING	171.4	6.42	9.01	7.13
1.9				
. . . . . WINDHAM	173.3	. . . . .	. . . . .	. . . . .
5.6				
. . . . . FREEDOM	178.9	. . . . .	. . . . .	. . . . .
2.6				
. . . . . DEPOT	181.5	. . . . .	. . . . .	. . . . .
3.8				
. . . . . RAVENNA	185.3	6.29	s 8.43	7.01
4.3				
. . . KX CROSSOVER . . .	189.6	6.23	8.28	6.56
2.0				
L. . . . KENT . . A . .N	191.6	6.20	8.25	6.53
		s 6.13	s 8.15	s 6.47
		A.M.	A.M.	P.M.
L. . . . CHICAGO . . A . .		8.50	10.00	10.35
Central Standard Time		P.M.	P.M.	A.M.

Single Track

(Via First Sub-Division)

MEADVILLE TO KENT

WESTWARD TRAINS FIRST CLASS		
5	7	1
Daily	Daily	Daily
P.M.	A.M.	A.M.
7.00	12.20	10.00
A.M.	P.M.	P.M.
s 6.16	s 2.50	s 9.35
6.24	3.05	9.43
6.29	3.10	9.48
. . . . .	. . . . .	. . . . .
6.41	3.23	10.00
6.45	3.28	10.04
6.50	3.34	10.09
s 6.57	s 3.43	s 10.18
7.00	3.47	10.21
7.01	3.48	10.22
. . . . .	. . . . .	. . . . .
7.06	3.54	10.27
(Via First Sub-Division)	(Via First Sub-Division)	(Via First Sub-Division)
8.17	5.37	11.57
8.20	5.42	12.01
8.23	5.46	12.04
. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .
8.34	s 6.09	12.19
8.38	6.16	12.25
s 8.42	s 6.20	s 12.29
8.48	6.30	12.35
A.M.	P.M.	A.M.
2.55	3.20	7.45
P.M.	A.M.	A.M.

FOURTH SUB-DIVISION — HORNELL TO SALAMANCA

Mile Post Location	Distance Between Stations	STATIONS AND SIDINGS	EASTWARD TRAINS FIRST CLASS 2 Daily	8 Daily	6 Daily
		Eastern Standard Time	P.M.	A.M.	A.M.
		HOBOKEN ....A	8.00	2.15	8.45
			P.M.	P.M.	A.M.
328.4	0.0	Z Y TOWER ....N	1.25	5.40	1.50
			1.20	5.35	1.45
331.3	2.9	HORNELL ....N	s 1.00	s 5.05	s 1.30
331.8	0.5	CASS ST.	12.58	5.03	1.28
336.3	4.5	ALMOND	12.52	4.55	1.22
340.5	4.2	ALFRED	12.47	4.48	1.17
348.8	8.3	ANDOVER	12.37	4.36	1.07
		W.A.G.R.R.			
357.4	8.6	WELLSVILLE ....D	s 12.27	s 4.24	s 12.57
365.8	8.4	BELMONT	12.16	4.07	12.45
373.5	7.7	FRIENDSHIP	12.08	3.58	12.37
377.5	4.0	SUMMIT	12.04	3.53	12.33
382.2	4.7	CUBA	11.58	s 3.47	12.27
383.9	1.7	C B JUNCTION	11.56	3.43	12.25
389.1	5.2	HINSDALE	....	....	....
394.7	5.6	OLEAN ....N	s 11.45	s 3.32	s 12.14
		P.R.R.			
398.1	3.4	ALLEGANY	....	....	....
407.2	9.1	CARROLLTON	11.26	3.06	11.56
		B. & O.			
			11.20	3.00	11.50
412.6	5.4	SALAMANCA ....N	s 11.12	s 2.50	s 11.40

Single Track

THIRD SUB-DIVISION SALAMANCA TO MEADVILLE

1.3	1.3	W C JUNCTION	11.09	2.47	11.37
12.0	10.7	STEAMBURG	10.59	2.37	11.26
14.0	2.0	R H	10.57	2.29	11.24
17.6	3.6	RANDOLPH	10.52	s 2.24	11.19
23.2	5.6	WATERBORO	10.46	2.15	11.13
24.8	1.6	KENNEDY	....	....	....
		N.Y.C.R.R.			
30.3	5.5	FALCONER ....D	10.39	2.08	11.06
34.0	3.7	JAMESTOWN ....D	s 10.34	s 2.03	s 11.01
38.7	4.7	LAKEWOOD	10.24	1.42	10.48
41.4	2.7	ASHVILLE	....	....	....
47.0	5.6	N E JUNCTION ....N	10.15	1.34	10.39
51.2	4.2	BEAR LAKE	....	....	....
56.2	5.0	C M JUNCTION	10.03	1.25	10.27
		P. R. R. Renovo Division			
60.9	4.7	CORRY ....N	s 9.58	s 1.20	s 10.22
		P. R. R. Buffalo Division			
70.8	9.9	J O SIDINGS	9.45	12.54	10.06
72.3	1.5	UNION CITY	9.43	s 12.53	10.04
79.6	7.3	MILL VILLAGE	....	....	....
87.9	8.3	CAMBRIDGE SP'GS ..D	9.29	s 12.32	9.50
91.8	3.9	VENANGO	....	....	....
96.4	4.6	SAEGERTOWN	9.21	12.18	9.41
102.5	6.1	MEADVILLE ....N	9.13	12.10	9.34
			s 9.05	s 11.55	s 9.26
			A.M.	A.M.	P.M.
		CHICAGO L	8.50	10.00	10.35
		Central Standard Time	P.M.	P.M.	A.M.

FOURTH SUB-DIVISION — HORNELL TO SALAMANCA

Mile Post Location	Distance Between Stations	STATIONS AND SIDINGS	WESTWARD TRAINS FIRST CLASS 5 Daily	7 Daily	1 Daily
		Eastern Standard Time	P.M.	A.M.	A.M.
		HOBOKEN L	7.00	12.20	10.00
			A.M.	A.M.	P.M.
328.4	0.0	Z Y TOWER ....N	2.09	9.23	4.56
331.3	2.9	HORNELL ....N	s 2.15	s 9.30	s 5.02
			2.35	9.55	5.28
331.8	0.5	CASS ST.	2.36	9.56	5.29
336.3	4.5	ALMOND	2.42	10.02	5.35
340.5	4.2	ALFRED	2.47	10.07	5.40
348.8	8.3	ANDOVER	2.56	10.17	5.50
		W.A.G.R.R.			
357.4	8.6	WELLSVILLE ....D	h 3.06	s 10.35	s 6.04
365.8	8.4	BELMONT	3.15	g 10.44	6.13
373.5	7.7	FRIENDSHIP	3.23	g 10.52	6.21
377.5	4.0	SUMMIT	3.28	10.57	6.26
382.2	4.7	CUBA	3.34	s 11.04	e 6.31
383.9	1.7	C B JUNCTION	3.36	11.07	6.33
389.1	5.2	HINSDALE	....	....	....
394.7	5.6	OLEAN ....N	s 3.52	s 11.30	s 6.55
		P.R.R.			
398.1	3.4	ALLEGANY	....	....	....
407.2	9.1	CARROLLTON	4.06	11.44	7.08
		B. & O.	s 4.13	s 11.50	s 7.15
412.6	5.4	SALAMANCA ....N	4.23	12.01	7.25

Single Track

THIRD SUB-DIVISION — SALAMANCA TO MEADVILLE

1.3	1.3	W C JUNCTION	4.26	12.04	7.28
12.0	10.7	STEAMBURG	4.36	12.14	7.38
14.0	2.0	R H	4.38	12.16	7.40
17.6	3.6	RANDOLPH	4.43	s 12.23	7.45
23.2	5.6	WATERBORO	4.48	12.28	7.50
24.8	1.6	KENNEDY	....	....	....
		N.Y.C.R.R.			
30.3	5.5	FALCONER ....D	4.54	12.35	7.58
34.0	3.7	JAMESTOWN ....D	s 5.04	s 1.00	s 8.11
38.7	4.7	LAKEWOOD	5.09	1.06	8.16
41.4	2.7	ASHVILLE	....	....	....
47.0	5.6	N E JUNCTION ....N	5.17	1.15	8.25
51.2	4.2	BEAR LAKE	....	....	....
56.2	5.0	C M JUNCTION	5.26	1.24	8.37
		P. R. R. Renovo Division			
60.9	4.7	CORRY ....N	s 5.34	s 1.44	s 8.48
		P. R. R. Buffalo Division			
70.8	9.9	J O SIDINGS	5.44	1.56	8.58
72.3	1.5	UNION CITY	5.45	s 2.02	e 9.00
79.6	7.3	MILL VILLAGE	....	....	....
87.9	8.3	CAMBRIDGE SP'GS ..D	6.00	s 2.27	e 9.16
91.8	3.9	VENANGO	....	....	....
96.4	4.6	SAEGERTOWN	6.08	2.37	9.25
102.5	6.1	MEADVILLE ....N	s 6.16	s 2.50	s 9.35
			6.24	3.05	9.43
			A.M.	P.M.	P.M.
		CHICAGO ....A	2.55	3.20	7.45
		Central Standard Time	P.M.	A.M.	A.M.

LISBON BRANCH

Eastward 370 Daily Except Sun.	Distance from Niles	SECOND CLASS TRAINS STATIONS AND SIDINGS	Distance from Lisbon	Westward 371 Daily Except Sun.
P.M.				P.M.
1.59	33.2	LISBON D	.....	3.41
		10.8 PENNA. CO. EASTERN DIV.		
1.15	22.4	LEETONIA	10.8	4.15
		1.8		
1.10	20.6	WASHINGTONVILLE	12.6	4.20
		3.2		
1.00	17.4	GREENFORD	15.8	4.30
		3.2		
12.49	14.2	MARQUIS	19.0	4.41
		2.3		
12.36	11.9	CANFIELD D	21.3	4.54
		5.7		
12.19	6.2	AUSTINTOWN	27.0	5.11
		2.9		
12.10	3.3	MINERAL RIDGE	29.9	5.20
		3.3 B. & O.		
12.01 P.M.	.....	NILES	33.2	5.30 P.M.

Single Track

FERRONA BRANCH

Eastward 660 Daily	Distance from Ferrona	SECOND CLASS TRAINS STATIONS AND SIDINGS	Distance from Gardner Avenue	Westward 661 Daily
P.M.				P.M.
2:55	23.4	GARDNER AVENUE	.....	3:45
		1.2		
2:52	22.2	NEW CASTLE	1.2	3:48
		10.7		
2:19	11.5	PULASKI	11.9	4:21
		5.0		
2:04	6.5	WEST MIDDLESEX	16.9	4:36
		3.0		
1:54	3.5	WHEATLAND	19.9	4:46
		1.0		
1:51	2.5	FARRELL	20.9	4:49
		1.5		
1:48	1.0	SHARON (State Street)	22.4	4:52
		1.0		
1:45 P.M.	.....	FERRONA	23.4	4:55 P.M.

Single Track

OIL CITY-FRANKLIN BRANCH

Distance from Oil City	STATIONS AND SIDINGS	Distance from Buchanan
33.3	BUCHANAN	.....
	7.9	
25.4	COCHRANTON	7.9
	4.0	
21.4	CARLTON	11.9
	4.0	
17.4	UTICA	15.9
	5.2	
12.2	SUGAR CREEK	21.1
	3.8	
8.4	FRANKLIN	24.9
	5.2	
3.2	RENO	30.1
	3.2	
.....	OIL CITY	33.3

Single Track

BRADFORD BRANCH

Eastward 230 Daily	Distance from Brockway	SECOND CLASS TRAINS STATIONS AND SIDINGS	Distance from Carrollton	Westward 231 Daily
		SALAMANCA		
P.M.				A.M.
4.30	79.1	5.40 CARROLLTON	0.0	9.30
4.15	76.8	P. R. R. 2.30 RIVERSIDE N	2.3	9.45
4.00	72.8	B. & O. 3.99 LIMESTONE	6.3	10.00
.....	68.9	3.94 EAST BRADFORD	10.2	.....
3.00	67.6	1.23 BRADFORD	11.5	11.00
.....	66.8	0.80 WEST BRADFORD	12.3	.....
2.10	64.1	2.74 CUSTER CITY	15.0	12.30
2.00	62.8	B. & O. 1.35 HOWARD	16.3	12.45
1.45	61.9	0.83 LEWIS RUN	17.2	1.15
.....	56.6	5.32 TAINTORS	22.5	.....
P.M.	55.4	1.16 CRAWFORD	23.7	P.M.
	47.3	B. & O. J & B JUNCTION D	31.8	
	46.9	B. & O. 0.41 MT. JEWETT	32.2	
	43.8	3.11 FREEMAN	35.3	
	41.4	2.42 HUTCHINS	37.7	
	37.6	3.85 MIDMONT	41.5	
	35.9	1.72 RASSELAS	43.2	
	30.8	5.09 KETNER	48.3	
	26.9	B. & O. 3.87 CLARION JUNCTION D	52.2	
	1.4	B. & O. 25.5 W I TOWER D	77.7	
	0.0	P. R. R. 1.37 BROCKWAY	79.1	

Single Track

Distance from Johnsonburg		Distance from Clarion Junction
0.9	CLARION JUNCTION	0.0
0.0	B. & O. 0.92 JOHNSONBURG P. R. R.	0.9

TOBY BRANCH

Distance from Hydes	STATIONS AND SIDINGS	Distance from Brockway
6.2	BROCKWAY	0.0
	P. & S. 0.70	
5.5	ERIE JUNCTION	0.7
	1.10	
4.4	CRENSHAW	1.8
	1.60	
2.8	BROCKPORT	3.4
	2.80	
0.0	HYDES	6.2

Single Track

RIVER LINE

Distance from CB Junction	STATIONS AND SIDINGS	Distance from Jersey City
32.6	RIVER JUNCTION	358.1
	7.2	
25.4	FILLMORE	365.3
	12.5	
12.9	BELFAST	377.8
	12.9	
0.0	C B JUNCTION	390.7

Single Track

BUFFALO & SOUTHWESTERN BRANCH

Distance from Jamestown	STATIONS AND SIDINGS	Distance from Buffalo
69.4	..... BUFFALO ... .N	0.0
	1.5	
67.9	... J U CROSSOVER ...	1.5
	1.2	
66.7	.... B C JUNCTION .. .N	2.7
	0.8	
65.9	. TIFFT ST. JUNCTION .	3.5
	3.5	
	P. R. R. N. Y. C. & St. L.	
62.4	.... BLASDELL	7.0
	6.1	
56.3	.... HAMBURG .. .D	13.1
	3.3	
53.0	... EDEN VALLEY ...	16.4
	2.4	
50.6	... EDEN CENTER ...	18.8
	4.3	
46.3	.. NORTH COLLINS .D	23.1
	3.9	
42.4	.... LAWTONS	27.0
	3.1	
39.3	..... COLLINS ... .D	30.1
	3.0	
36.3	.... GOWANDA	33.1
	4.5	
31.8	..... DAYTON	37.6
	0.1	
31.7	... D M JUNCTION ...	37.7
	5.3	
26.4	.. SOUTH DAYTON .D	43.3
	5.0	
21.4	.. CHERRY CREEK ..	48.0
	4.3	
17.1	... CONEWANGO ...	52.3
	6.3	
10.8	... WATERBORO ...	58.6
	10.3	
0.0	.... JAMESTOWN .. .D	69.4

Single Track

COLUMBUS & ERIE R. R.

Distance from CM Junction	STATIONS AND SIDINGS	Distance from NE Junction
13.2	... N E JUNCTION . .N	0.0
	5.0	
8.2	... LOTTSVILLE ...	5.0
	8.2	
0.0	... C M JUNCTION ...	13.2

Single Track

DUNKIRK BRANCH

Eastward 52 Daily	Distance from Dunkirk	SECOND CLASS TRAINS STATIONS AND SIDINGS	Mile Post	Westward 53 Daily
A.M.				P.M.
2.30	45.5	... W C JUNCTION ...	413.9	7.15
		6.9		
2.10	38.6	.. LITTLE VALLEY ..	420.8	7.35
		7.3		
1.30	31.3	.. CATTARAUGUS .D	428.1	8.15
		9.3		
1.00	22.0	..... DAYTON	437.4	8.45
		3.0		
.....	19.0	... PERRYSBURG ...	440.4	.....
		7.0		
.....	12.0	... SMITH'S MILLS ...	447.4	.....
		3.8		
12.15	8.2	... FORESTVILLE ...	451.2	9.15
		3.8		
.....	4.4	.... SHERIDAN	455.0	.....
		N.Y.C.&St.L. 4.4 N.Y.C.		
11.45 P.M.	0.0	P.R.R. DUNKIRK	459.4	9.45 P.M.

Single Track

STATION LIST

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

MAHONING DIVISION

FIRST SUB-DIVISION

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

FERRONA BRANCH

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

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

SECOND SUB-DIVISION

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

Meadville, Pa.	3445
Buchanan	3450
Cochranton	3480
Carlton	3485
Utica	3490
Poseydale	3492
Franklin	3500
Reno	3505
Oil City	3510

THIRD SUB-DIVISION

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

"NE" Junction	3384
Lottsville, Pa.	3395
"CM" Tower	3399

B & S W BRANCH

East Buffalo	2775
Buffalo Creek Jct.	3067
Tifft Street	3068
West Seneca	3069
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

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
Allegany	2930
Vandalia	2935
Carrollton	2940
Salamanca	3030
West Salamanca	3032
Little Valley	3035
Cattaraugus	3038
Dayton	3042
Perrysburg	3045
Smiths Mills	3048
Forestville	3050
Sheridan	3055
Dunkirk	3060

BUFFALO DIVISION

Hornell, N.Y.	2340
Arkport	2602
Burns	2605
Canaseraga	2610
Swains	2615
Dalton	2620
Washington Hunt	2625

BRADFORD BRANCH

Carrollton, N.Y.	2940
Riverside	2945
Irvine Mills	2950
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

River Junction	2628
Fillmore	2916
Belfast	2917
"CB" Junction "CB"	2919

Trainmasters

J. G. AINEY

P. J. SEIDEL

J. W. WOLF

E. R. HOGAN

Road Foremen of Engines

W. G. COLEMAN

J. H. KITHCART

E. W. LUDDEN

Chief Train Dispatcher

J. P. SHORT

Assistant Chief Train Dispatchers

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