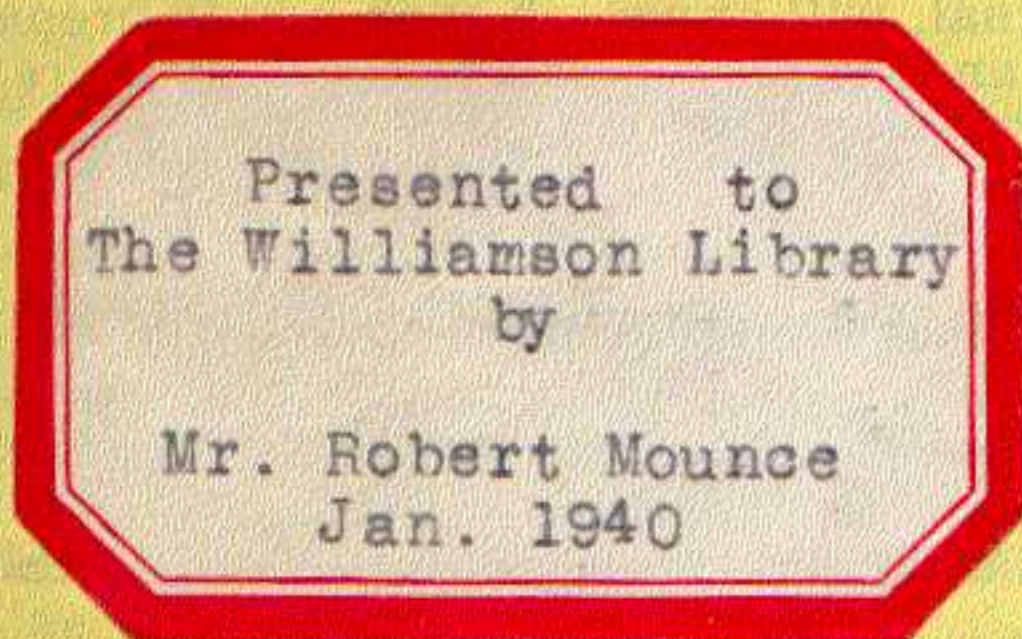


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GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.



ERIE RAILROAD COMPANY
WESTERN DISTRICT
**Allegheny, Meadville,
Bradford and
Buffalo and Southwestern
Divisions.**

Time Table No. 17
Effective 12.01 A. M.

SUNDAY, APRIL 26, 1936
FOR EMPLOYES ONLY.

EASTERN STANDARD TIME.

17

**THINK!
THEN
ACT
SAFELY**

P. M. DONNELLAN
Superintendent
P. W. JOHNSTON
Assistant General Manager
F. W. ROSSER
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

EFFECTIVE JULY 1, 1930

STANDARD CLOCKS

Hornell	{ Telegraph Office Engine Dispatchers Office
Olean	Telegraph Office
Salamanca	{ Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	{ Telegraph Office Round House
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	{ Telegraph Office, L.V. Sta. Engine Dispatchers Office QX Yard Office
Gowanda	Telegraph Office
Dunkirk	Telegraph Office
Bradford	Telegraph Office
J & B Junction	Telegraph Office
Brockway	Station

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 Buffalo Creek Railroad between B. C. Junction and J. U. Tower; Over B. & O. Railroad between J. & B. Junction and Cramer; Over P. S. & N. Railroad between Brockway and Hydes.

At Salamanca B. & O. R. R. trains will use Erie R. R. tracks between junction switch and interchange track, and when entering or leaving yard will be governed by hand signal from switch tender, displaying green flag by day and green light by night.

Erie R. R. trains when entering yard at Salamanca will be governed by auto signal 412-1, and in addition will require hand signal from switch tender displaying white flag by day and white light by night, and when leaving east end of yard will be governed by hand signal from switch tender, displaying white flag by day and white light by night.

SIGNS. Addition to Rule 6.

- D. Day train order office.
- N. Day and night train order office.
- B. No. 1 will stop at Belmont daily for mail purposes.
- C. No. 1 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- E. No. 1 will stop at Union City and Cambridge Springs to let off passengers from Jamestown and East and pick up passengers for Youngstown and West.
- G. No. 2 will stop at Cambridge Springs and

Union City to let off passengers from Chicago and pick up passengers for Binghamton and East.

- H. No. 2 will stop at Cuba to let off passengers from Jamestown and West and to pick up passengers for Elmira and East.
- J. No. 6 will stop at Union City to pick up passengers for New York.
- K. No. 6 will stop at Friendship and Alfred daily for mail purposes.
- M. No. 7 will stop at Andover to discharge passengers from New York.
- O. No. 7 will stop at Friendship and Cuba to discharge Pullman passengers from New York.
- P. No. 519 will stop at Kennedy to discharge passengers.
- Q. No. 514 and No. 519 will stop at JU Seneca street to discharge and receive passengers.
- R. No. 514 and No. 517 will not carry express or baggage, except for passengers riding trains.

The term "Holiday" as used in this time table applies to the following dates only:

- Memorial Day, May 30th.
- Independence Day, July 4th.
- Labor Day, September 7th.

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.

MARKERS

Rule D-19 amplified as follows:

Yellow or green lights to the front and side, and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (except passenger extras) in double or multiple track territory except between C B Junction and Salamanca and will also be omitted between R H Tower and Waterboro.

SPEED RESTRICTIONS

	Miles per hour.
Passenger trains	60
Passenger trains between CB Junction and M. P. 400.00 (1.8 miles West of Alleghany) on Eastward and Westward unrestricted tracks	70
Passenger trains between Salamanca and Meadville on Eastward and Westward unrestricted tracks	70
All trains, including passenger and express trains, when using freight engine	50
Express and Equipment Trains with freight cars	50
Freight trains	50

Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Class J-2 engines handling trains	35
Class R-1, R-2 and N-2 engines handling trains	40
Class R-3 engines handling trains	45
Trains hauling wrecking derrick	30
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Trains hauling dead engines	20
Freight trains handling loaded covered hoppers and loaded series H 43000 and H 44000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H 43000 and H 44000), and freight cars with six-wheel trucks, as follows:	
Meadville Division:	
Between Meadville and Salamanca	40
Except westbound between RH Tower and Waterboro, and westbound between Union City and Cambridge Springs	30
B. & S. W. Division:	
Between Waterboro and DM Junction	40
Between DM Junction and Buffalo	30
Allegany Division:	
Between Salamanca and Genesee Viaduct	40
Between Genesee Viaduct and River Junction	30
Between CB Junction and Hornell, Main Line	30
Bradford Division	30
* Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.	
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
Engines must not be operated backwards at a speed to exceed 15 miles per hour on curves or over grade crossings and must not exceed 25 miles per hour at other points.	
Engines must not be operated backwards beyond a point where a turntable or wye is located without special authority from Superintendent.	
Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
Class J-2 engines and engines 2901, 2903 and 2908 must not operate over Conley frogs.	

ALLEGANY DIVISION

Interlocking switches, Cass Street Tower, Hornell yard to Hornell station, Eastward trains	15
Between Hornell and Tip Top	50
CLASS R AND S ENGINES OVER BRIDGES	
340.89 — 348.45 — 349.37 — 350.11	
351.05 — 351.52 — 351.94 — 352.32	
355.34 — 356.86 — 361.02 — 365.98	
368.36 — 371.98 — 373.81 — 381.09	20
Curves 65, 66 and 67 between Summit and CB Junction, M. P. 380.89 to M. P. 382.24	50
CB Junction—To and from Eastward track and Old Line	60
CB Junction—To and from River Line and Westward track	50
CB Junction—To and from westward track and Old Line	30
CB Junction—To and from eastward track and River Line	30
River Junction—To and from River Line main track and Buffalo Division Eastward track	40
River Junction—To and from Buffalo Division Westward track and River Line main track	30
Between River Junction and M.P. 368.88 west of Fillmore except over Rush Creek Viaduct	40
Rush Creek Viaduct	30
Genesee Viaduct	30
Between M.P. 368.88 west of Fillmore and C.B. Junction except over Genesee Viaduct	50
Curve 99 West of Carrollton M. P. 408.80 to 409.11 Eastward and Westward tracks	55
Between Salamanca M. P. 412.50 and WC Junction, Eastward and Westward tracks	40
Salamanca, Curve M. P. 413.33, West of Signal 413-1, Westward track	30
Between WC Junction and Dunkirk, passenger trains	45
Between WC Junction and Dunkirk, freight trains	35
Between WC Junction and Dunkirk, R and S engines over bridges	15
Between Dayton and Dunkirk "S" engines with tanks in excess of 16,000 gallon capacity not permitted.	
Little Valley Summit—Curve M. P. 426	30
Cattaraugus—Curves between M. P. 428 and 429	30
Cattaraugus—Curves- M. P. 432	30
Nashville—Bridge 445.08	30

MEADVILLE DIVISION

Between Salamanca M. P. 412.50 and WC Junction, Eastward and Westward tracks	40
Salamanca, Curve M. P. 413.33, West of Signal 413-1, Westward track	30
Curves 1 and 2, West of Salamanca, M. P. 1.50 to M. P. 1.60 Westward track	45

Curve 3, West of Salamanca, M. P. 2.85 to M. P. 3.19, Eastward and Westward tracks	65	Curves 121, 122 and 123, Cambridge Springs, M. P. 87.70 to M. P. 89.24 Eastward track	60
Curve 4, West of Salamanca, M. P. 4.35 to M. P. 4.66, Eastward and Westward tracks	65	Curves 125 and 126, Venango, M. P. 91.35 to M. P. 92.09, Eastward and Westward tracks	65
RH Tower and Randolph, M. P. 13.32 to M. P. 17.00, single track	50	Curve 128 between Venango and Saegertown, M. P. 93.75 to M. P. 94.17, Eastward and Westward tracks	65
Waterboro, Meadville Division—To and from Eastward track and single track	60	Curve 134 West of Saegertown, M. P. 97.96 to M. P. 98.27, Eastward and Westward tracks	65
Waterboro, Meadville Division—To and from single track and Westward track	20	Curves 139 and 140 east of Meadville, M. P. 101.05 to M. P. 101.28, Eastward track	60
Waterboro—To and from Eastward track and B. & S. W.	10	Curves 140, 141 and 142, East of Meadville, M. P. 101.14 to M. P. 101.59, Westward track	50
Waterboro—To and from B. & S. W. and Westward track	60	Curves 141 and 142, East of Meadville, M. P. 101.31 to M. P. 101.59, Eastward track	50
Curve 29, Waterboro and Kennedy, M. P. 23.20 to M. P. 23.82, Eastward track	60		
Curves 31, 34, 36 and 37 between Waterboro and Kennedy, M. P. 23.95 to M. P. 25.47, westward track	65	B. & S. W. DIVISION	
Curves 32 and 35, Waterboro and Kennedy, M. P. 23.92 to M. P. 25.41, Eastward track	65	Buffalo—JU west leg of wye	10
Curves 42, 43 and 44 between Falconer and Jamestown, M. P. 31.90 to M. P. 32.64, Eastward and Westward tracks	60	Buffalo—JU, all diamonds	5
Jamestown—Curves between M. P. 33.15 and M. P. 34.95, Eastward and Westward tracks	40	Tiftt Street Junction—From Westward track to single track	20
Curves 54, 55, 57 and 58, West of Jamestown M. P. 35.25 to M. P. 37.22, Westward track	60	Tiftt Street Junction—Eastward trains over spring switch	25
Curve 56, West of Jamestown, M. P. 35.74 to M. P. 36.17, Eastward track	65	Between Collins and Gowanda	35
NE Junction—To and from Westward track and C & E Railroad	15	N-1, N-2, N-3 and R-3 engines over the following bridges:	
NE Junction—To and from Old Line	30	Br. 13.97 west of Hamburg	20
NE Junction—To and from West end Westward siding	30	Br. 15.96 between Water Valley and Eden Valley	20
Curve 68, West of Bear Lake, M. P. 51.42 to M. P. 51.92	60	Br. 22.25 east of North Collins	20
C. & E. Railroad—Curve M.P. 6.63 to M.P. 7.44	60	Br. 28.20 east of Collins	20
CM Junction—To and from East End Eastward siding	30	Br. 30.32 west of Collins	20
CM Junction—Through crossovers	40	The operation of N-3 and R-3 engines double header with any engine is not permitted over Bridges—13.97, 15.96, 22.25, 28.20 and 30.32.	
Curve 73, West of CM Junction, M. P. 57.78 to M. P. 57.98, Eastward and Westward tracks	65	Tunnel to Gowanda—Passenger trains	35
Corry—Curve between station and MS Tower, Eastward and Westward tracks	45	DM Junction to Gowanda—Freight Trains	15
Curve 78, West of Corry, M. P. 62.48 to M. P. 62.99, Eastward track	60	DM Junction to Tunnel—Passenger trains	30
Curve 91, West of Union City, M. P. 74.00 to M. P. 74.30 Westward track	60	S-Class engines over the following bridges:	
Curves 93 and 94 between Union City and Mill Village, M. P. 75.54 to M. P. 76.45 Westward track	65	Br. 48.09 west of Cherry Creek	15
Curve 104, West of Mill Village, M. P. 80.96 to 81.37 Westward track	65	Br. 53.64 west of Conewango	15
Curves 119, 121, 122 and 123, Cambridge Springs, M. P. 87.44 to M. P. 89.24, Westward track	60	Waterboro—To and from B. & S. W. and Westward track	60
Curve 120, Cambridge Springs, M. P. 87.54 to M. P. 87.65, Eastward track	65	Waterboro—To and from B. & S. W. and Eastward track	10
		R 1, R 2 and S class engines are not permitted to operate over Bridge 30.32 West of Collins or between this bridge and Buffalo.	
		BRADFORD DIVISION	
		Passenger trains	40
		Freight trains	30
		Carrollton—Trestle 0.88	15
		Riverside—Trestle 2.06	10
		Between Crawford and Lewis Run—Eastward freight trains	15
		Kinzua Viaduct—Class N engines	15

The operation of class N. engine, double header with any engine is not permitted over Kinzua Viaduct.

The operation of N or J 2 class engines double header is not permitted over bridge .015 Brockway.

The operation of R and S class engines is not permitted between Carrollton and J & B Junction.

Brockway—Trestle .015 15

The operation of any engine heavier than Class J 2 is not permitted on Toby Branch west of Brockport Station.

SUPERIORITY OF TRAINS

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

CLEARING OF TRAINS

First Class trains will not leave Hornell, Salamanca, Meadville, Buffalo or Bradford without clearance form (A).

Second Class and extra trains will not leave Hornell, Salamanca (Allegheny Division), Dunkirk, J. & B. Junction or B. C. Junction without clearance form (A).

First Class trains originating Jamestown or Gowanda will not leave without clearance form (A). Other trains originating Jamestown will not leave without permission from Train Dispatcher.

Eastward extra trains and engines starting from Meadville station will not leave without clearance form (A).

TRAIN REGISTERS

Hornell	First Class Trains
Salamanca	First Class Trains except Trains 1, 2, 7 and 8.
Dunkirk	First Class Trains
Meadville	First Class Trains
Buffalo	First Class Trains originating and terminating at Gowanda
Gowanda	B&SW First Class Trains
Jamestown	First Class Trains
Bradford	First Class Trains

Trains not scheduled to stop at stations at which Train Registers are located, may register by throwing off Train Register slip, except when displaying signals for a following section when train must stop and the Conductor register the 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 do not use ditto marks.

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

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Hornell	{ Telegraph Office Engine Dispatchers Office
Olean	Telegraph Office
Salamanca	{ Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	Telegraph Office
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	{ Telegraph Office, L.V. Sta. Engine Dispatchers Office QX Yard Office
Gowanda	Telegraph Office
Bradford	Telegraph Office
Clarion Junction	Telegraph Office
Brockway	Station

SIDINGS

Car Capacity

Based on 45 feet to the car allowing for engine and caboose.

EASTWARD WESTWARD

Almond	55	
Alfred	54	
Tip Top	stub west end	44
Andover		56
Wellsville		79
Scio	stub west end	44
Belmont		71
Belvidere	stub west end	48
Friendship		65
Summit		72
River Junction		131
Fillmore		127
Shongo		120
Belfast		128
Black Creek		128
CB Junction	River Line	130
H. R. Siding		133
Little Valley		66
Cattaraugus		47
Perrysburg		17
Falconer		151
Lakewood		107
NE Junction		92
CM Junction		146
JO Sidings		128
Mill Village		134
CG Sidings		127
Blasdell		51
Hamburg		60
Eden Center		100
North Collins		46
Lawtons		55
Collins		53
Gowanda		55
DM Junction		100
South Dayton		59
Cherry Creek		101
Conewango		51
Bradford		28
West Bradford		96
Crawford		88
J & B Junction		89

GRADE CROSSINGS

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

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

Dunkirk

N. Y. C. & St. L. R. R. and P. R. R. target horizontal, proceed on Erie R. R.

During the hours 12:01 A. M. and 8:00 A. M. and 4:00 P. M. and 12:01 A. M. daily account N. Y. C. & St. L. office closed, normal position of signal at this crossing will be vertical for N. Y. C. & St. L. movement.

When Erie R. R. trains use this crossing during hours office is closed it will be necessary for member of crew to go to N. Y. C. & St. L. office, operate target lever, placing crossing target in horizontal position for Erie R. R. trains to proceed over crossing.

After movement is completed crossing target will be returned to vertical position. N. Y. C. & St. L. office is equipped with Erie R. R. switch lock.

Corry

P. R. R.-EY Crossing—All trains and engines running against the current of traffic will come to a full stop and proceed only on hand signal, green flag by day and green light by night.

Buffalo

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

Blasdell

N. Y. C. & St. L. R. R. and P. R. R. target diagonal, proceed on Erie R. R.

CROSSOVER MOVEMENTS

Bradford Division trains entering on Allegheny Division tracks at Carrollton after obtaining permission to cross over, will throw switches for crossover movement and trains should not start to cross over or foul Allegheny Division main tracks until three (3) minutes have elapsed after the switches have been thrown for crossover movement.

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained, except in Salamanca, Jamestown-Falconer and Meadville yards.

This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indications.

YARD LIMITS. Indicated by Signs

Hornell
Wellsville
Olean
Salamanca
Dayton
Dunkirk

Jamestown-Falconer
Corry
Meadville
Buffalo
Gowanda
DM Junction—Dayton
Bradford
Lewis Run
Crawford
J & B Junction
Brockway

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.

Olean
West of WC Junction
Corry

SPRING SWITCH

Spring switch at Tift 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. Caution must be taken to prevent backup movements, slack running out of trains, or taking slack over the spring switch before forward movement is completed. If necessary to make such movements switch must be handled by hand.

Spring switch at west end River Junction is protected by a three position signal located 900 feet west of switch.

This signal also acts as an approach signal for River Junction interlocking.

Trains receiving clear or approach indication at this signal will proceed as per current Book of Rules, Operating Department.

Trains receiving Stop indication will proceed as per current Book of Rules, Operating Department to point of switch, stop and 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. Caution must be taken to prevent backup movements, slack running out of trains, or taking slack over the spring switch before forward movement is completed. If necessary to make such movements switch must be handled by hand.

MOVEMENTS NOT PROVIDED BY TIME TABLE

Between CB Junction and Meadville, other than passenger extras, will proceed without train orders.

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

Between Hornell (Cass Street) and Meadville automatic block signal rules will govern.

Between River Junction and CB Junction, WC Junction and Dunkirk, BC Junction and Waterboro, Carrollton and J&B Junction, manual block system rules will govern.

BELL CODE

Between WC Junction and Dunkirk, BC Junction and Waterboro.

POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED.

See Rule 221, Rules of the Operating Department, effective July 1, 1930.

- Andover
- Wellsville
- Scio
- Friendship

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

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

- River Junction—Westward Trains
- Fillmore
- Belfast
- CB Junction—River Line, Eastward trains
- WC Junction — Allegany, Westward trains.
- Little Valley
- Cattaraugus
- Dayton
- Perrysburg
- Forestville
- BC Junction—Westward Trains
- Hamburg
- Eden Center
- North Collins
- Lawtons
- Collins
- Gowanda
- DM Junction
- South Dayton
- Cherry Creek
- Conewango
- Waterboro—B&SW, Eastward trains.
- Bradford
- Crawford
- J & B Junction—Eastward Trains

Indications of Manual Block Signals do not convey information as to the condition of that part of a Block within Yard Limits. It must be understood that a clear block, displayed at a Manual Block Station at and extending to a Block in which there are Yard Limits, indicates condition of the Block outside of Yard Limits only.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

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

- Hornell (Cass Street)
- River Junction
- CB Junction
- X Tower
- WC Junction
- RH Tower
- Waterboro
- Falconer
- NE Junction
- MS Tower

TELEPHONE TRAIN ORDER SIGNALS

Westward.

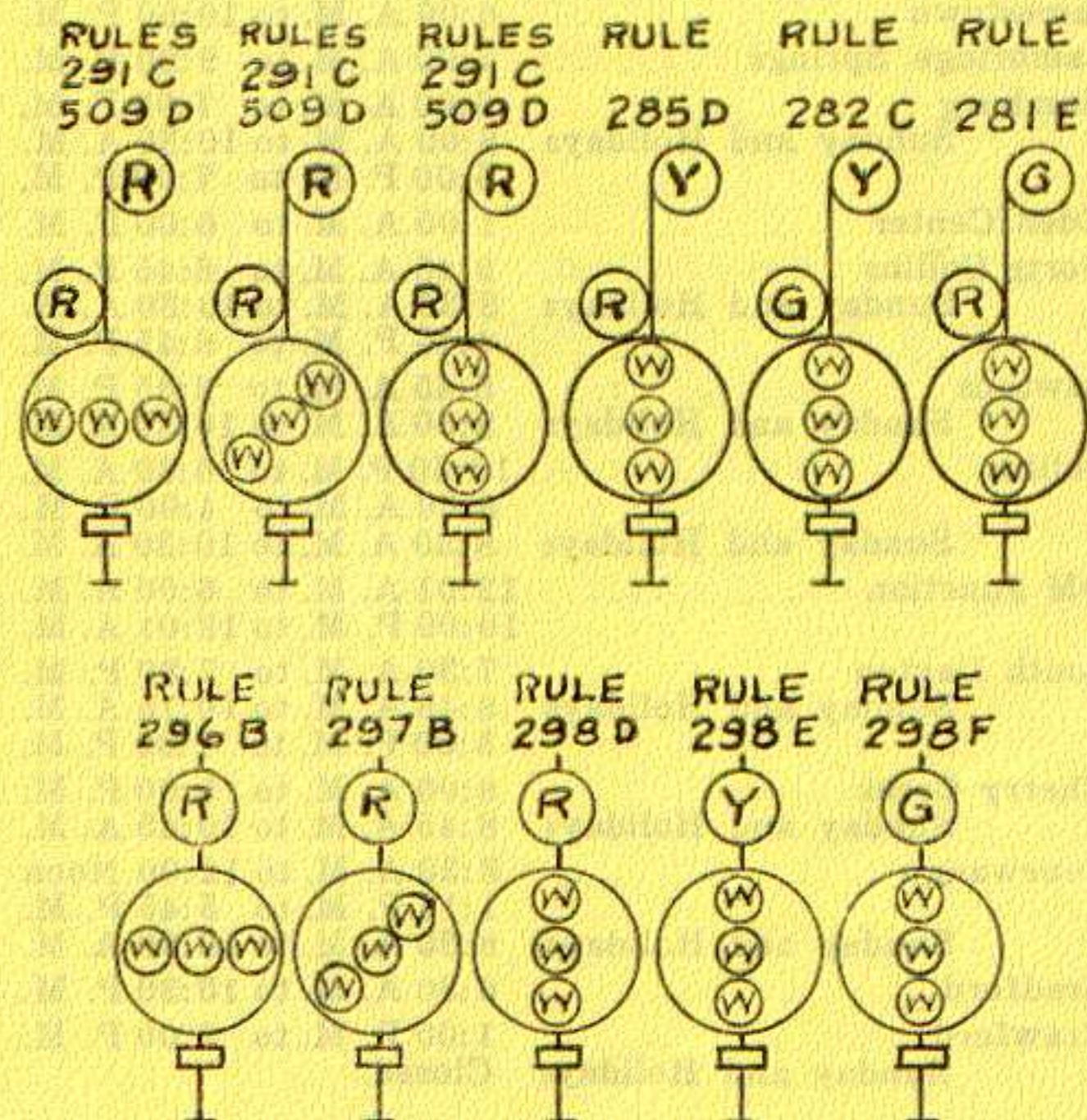
- Auto. Sig. 420-1 Red House
- " " 446-1 Jamestown
- " " 451-1 Lakewood
- " " 483-1 JO Sidings
- " " 490-1 Mill Village
- " " 501-1 CG Sidings
- " " 508-1 Saegertown
- " " 514-1 Race Street

Eastward

- Auto. Sig. 509-2 Saegertown
- " " 502-2 CG Sidings
- " " 491-2 Mill Village
- " " 469-2 CM Junction
- " " 451-2 Lakewood
- " " 444-2 Falconer
- " " 420-2 Red House
- " " 396-2 College Crossover
- " " 392-2 HR Siding

Position Light Telephone Train Order Signal.

A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service, Rules 509b, 509c and

509d will be observed the same as where other types of signals are in use.

Rule 509d, paragraph (b) is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal, indicating that the train should take siding and siding cannot be used making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

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

Andover	8:00 A. M. to 6:00 P. M.
Sunday	Closed
Wellsville	8:01 A. M. to 12:01 A. M.
Scio	8:00 A. M. to 5:00 P. M.
Sunday	Closed
Friendship	9:30 A. M. to 12:30 P. M.
Sunday	1:45 P. M. to 6:45 P. M.
Little Valley	12:30 P. M. to 2:30 P. M.
Sunday and Holidays	Closed.
Cattaraugus	7:00 A. M. to 5:00 P. M.
Sunday and Holidays	Closed.
Dayton	8:00 A. M. to 5:00 P. M.
Sunday and Holidays	Closed
Perrysburg	8:15 A. M. to 11:15 A. M.
Sunday and Holidays	1:45 P. M. to 6:45 P. M.
Forestville	Closed.
Fillmore	8:00 A. M. to 5:00 P. M.
Belfast	Closed.
Jamestown	9:00 P. M. to 6:00 A. M.
Cambridge Springs	8:00 P. M. to 5:00 A. M.
Hamburg	6:00 A. M. to 10:00 P. M.
Sunday and Holidays	7:00 A. M. to 9:20 P. M.
Eden Center	6:00 A. M. to 7:00 P. M.
North Collins	8:00 A. M. to 10:30 A. M.
Sunday and Holidays	5:00 P. M. to 7:00 P. M.
Lawtons	1:00 A. M. to 6:00 P. M.
Sunday and Holidays	9:45 A. M. to 6:45 P. M.
Collins	8:30 A. M. to 10:30 A. M.
Sunday and Holidays	4:45 P. M. to 6:45 P. M.
DM Junction	5:45 A. M. to 2:45 P. M.
South Dayton	8:30 A. M. to 10:30 A. M.
Sunday and Holidays	8:30 A. M. to 10:30 A. M.
Cherry Creek	10:30 P. M. to 6:30 A. M.
Sunday and Holidays	8:00 A. M. to 4:00 P. M.
Conewango	8:30 A. M. to 12:00 Noon
Sunday and Holidays	1:15 P. M. to 5:45 P. M.
Bradford	8:30 A. M. to 10:30 A. M.
Crawford	6:30 A. M. to 10:30 P. M.
Sunday and Holidays	1:00 P. M. to 9:00 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.

SUPERIORITY OF TRAINS

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 supersedes Time Table Superiority.

TRAFFIC ROUTE CONTROL DISTRICTS

Traffic locking circuits are installed between College Crossover and X Tower, Olean. Eastward trains receiving 45 degree above horizontal indication on this train order signal will proceed on westward track in accordance with existing speed restrictions and without train orders to dwarf signal at X Tower Olean interlocking and be governed by indication of this signal. Switches at College Crossover will be handled by trainmen.

Eastward and westward tracks between RH Tower and west end double track.

Single track between west end double track and Waterboro.

Eastward and westward tracks between Waterboro and Falconer are equipped with traffic route control. Trains or engines may proceed on proper signal indication without regard to train or time table superiority 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.

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL

INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Rotary: First, Headlight Generator must be running; Second, main reservoir must be pumped up; Third, reset button must be depressed for two seconds; Fourth, brake valve must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

The actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is re-

ceived, but the brake handle does not move. The engineer, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button, located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to R.

It is then possible for the engineer to relatch the brake handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

BROKEN AIR PIPES

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

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

ACKNOWLEDGING CONTACTOR

When desiring to acknowledge, acknowledger handle must be pulled down before passing a caution or stop signal. It must not be held down for more than fifteen seconds as an automatic application will result. When the engine passes the signal which is at a caution or a stop, the acknowledger handle must be pulled down and released after whistle stops blowing or induction has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5522-A.

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

CONTROL CUTOUT COCK

Is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

LIGHT DEFECTS

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

DEFECTS OR FAILURE OF APPARATUS

Shall be reported on regular engineer's defect form. Improper applications at clear signals or other point should be reported at first telegraph office.

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

T. B. Duggan }
C. P. Shaughnessy } Train Masters.

W. P. Freaney, Chief Train Dispatcher.

Wm. Knight, Asst. Chief Train Dispatcher.

ALLEGANY DIVISION

Distance from Dunkirk	STATIONS AND SIDINGS		EASTWARD TRAINS						SECOND CLASS
			FIRST CLASS						540
			530	2		8	6		Daily Ex. Sunday & Holidays
			Daily	Daily		Daily	Daily		
		NEW YORK A		P M 7.34		P M 11.54	A M 7.54		
			A M	A M		P M	P M		P M
128.1	Single Track	HORNELL A N		11.07		3.20	11.25		
123.1		ALMOND		10.58		3.11	11.17		
118.9		ALFRED		10.52		3.06 k	11.11		
115.2		TIP TOP		10.47		3.01	11.06		
110.6		ANDOVER D		10.40		2.53	11.00		
102.0		B. & O. WELLSVILLE D		s 10.28		s 2.41	s 10.49		
98.1		SCIO D		10.19		2.27	10.41		
94.2		BELMONT		10.14		2.22	10.36		
90.4		P.S. & N. BELVIDERE		10.09		2.17	10.32		
85.9		FRIENDSHIP D		10.03		2.12 k	10.27		
81.9		SUMMIT		9.55		2.06	10.21		
77.2		CUBA		h 9.49			10.15		
75.5		C B JUNCTION N		9.46		1.57	10.12		
70.3		HINSDALE							
67.2		P. R. R. H R SIDING		9.37		1.47	10.02		
64.7		OLEAN N		s 9.34		s 1.44	s 9.59		
61.3		ALLEGANY							
52.2		B. & O. CARROLLTON		6.30	9.17	1.26	9.41		
46.8		SALAMANCA N		6.20	9.10	1.18	9.34		5.15
45.5		W C JUNCTION N							5.10
45.3		WEST SALAMANCA							
38.6		LITTLE VALLEY D							s 4.55
31.3		CATTARAUGUS D							s 4.30
25.1		PERSIA							f 4.00
22.0		DAYTON D							s 3.50
19.0	PERRYSBURG D							s 3.40	
16.0	WEST PERRYSBURG							f 3.30	
12.0	SMITH'S MILLS							s 3.10	
8.2	FORESTVILLE D							s 3.00	
4.4	SHERIDAN							s 2.45	
0.0	N.Y.C. & St.L. 4.4 P.R.R. DUNKIRK N							2.30	
			A M	A M		P M	P M		P M

ALLEGANY DIVISION

Distance from Jersey City	STATIONS AND SIDINGS		WESTWARD TRAINS						SECOND CLASS
			FIRST CLASS						527
			5	7		1		537	
			Daily	Daily		Daily		Daily	Daily Ex. Sunday & Holidays
	NEW YORK		P M 7.30	P M 11.30		A M 8.10			
			A M	A M		P M		P M	A M
331.3	HORNELL	N	3.57	8.50		4.43			
	5.0								
336.3	ALMOND		4.06	9.01		4.52			
	4.2								
340.5	ALFRED	s	4.13	9.08		4.58			
	3.7								
344.2	TIP TOP		4.19	9.16		5.04			
	4.6								
348.8	ANDOVER	D s	4.27	m 9.22		5.10			
	B. & O. 8.6								
357.4	WELLSVILLE	D s	4.40	s 9.36		s 5.22			
	3.9								
361.3	SCIO	D	4.45	9.43		5.27			
	3.9								
365.2	BELMONT		4.50	s 9.50		b 5.33			
	3.8								
369.0	BELVIDERE		4.54	9.55		5.37			
	P.S. & N. 4.5								
373.5	FRIENDSHIP	D s	5.01	o 10.03		5.42			
	4.0								
377.5	SUMMIT		5.08	10.12		5.48			
	4.7								
382.2	CUBA	s	5.16	o 10.18		c 5.54			
	1.7								
383.9	C B JUNCTION	N	5.18	10.21		5.56			
	5.2								
389.1	HINSDALE								
	3.1								
392.2	H R SIDING		5.30	10.32		6.06			
	P. R. R. 2.5								
394.7	OLEAN	N s	5.38	s 10.44		s 6.13			
	3.4								
398.1	ALLEGANY	s	5.44						
	9.1								
407.2	CARROLLTON		5.55	11.00		6.28		8.56	
	B. & O. 5.4								
412.6	SALAMANCA	A N	6.03	11.08		6.36		9.10	7.00
	1.3								
413.9	W C JUNCTION	N							7.03
	0.2								
414.1	WEST SALAMANCA								
	6.7								
420.8	LITTLE VALLEY	D							s 7.35
	7.3								
428.1	CATTARAUGUS	D							s 8.30
	6.2								
434.3	PERSIA								f 8.45
	3.1								
437.4	DAYTON	D							9.05
	3.0								
440.4	PERRYSBURG	D							s 9.30
	3.0								
443.4	WEST PERRYSBURG								f 9.45
	4.0								
447.4	SMITH'S MILLS								s 9.55
	3.8								
451.2	FORESTVILLE	D							s 10.10
	3.8								
455.0	SHERIDAN								s 10.25
	N.Y.C. & St.L. 4.4	N.Y.C.							
459.4	P.R.R. DUNKIRK	A N							10.40
			A M	A M		P M		P M	A M

MEADVILLE DIVISION

EASTWARD TRAINS

FIRST CLASS

SECOND CLASS

Distance from Meadville	STATIONS AND SIDINGS	EASTWARD TRAINS						
		FIRST CLASS						SECOND CLASS
		2	516		8	520	6	38
		Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday & Holidays
		A M	A M		P M	P M	P M	P M
102.5	SALAMANCA A N	9.05			1.11		9.27	8.00
101.2	W C JUNCTION N	9.03			1.08		9.25	7.50
94.8	RED HOUSE	8.55			1.00		9.18	7.40
90.5	STEAMBURG							7.30
89.8	R H TOWER N	8.50			12.45		9.13	7.25
84.9	RANDOLPH	8.44			s 12.38		9.07	7.10
79.3	WATERBORO N	8.38	8.49		12.29	5.03	9.01	7.00
77.7	KENNEDY		s 8.46			s 4.59		6.55
72.2	FALCONER N	8.30	s 8.38		12.21	s 4.51	8.53	6.45
68.5	JAMESTOWN D s	8.25	8.32		s 12.16	4.45	s 8.48	s 6.15
63.8	LAKEWOOD	8.15			11.59		8.36	f 5.05
61.1	ASHVILLE							f 4.55
57.3	WATTS FLATS							f 4.45
55.5	N E JUNCTION N	8.06			11.50		8.27	4.35
54.7	NIOBE	Via C & E			Via C & E		Via C & E	Via C & E
51.3	BEAR LAKE							
46.3	C M JUNCTION	7.52			11.32		8.13	4.00
45.0	COLUMBUS							
41.6	P. R. R. Renova Div. CORBY N s	7.46			s 11.26		s 8.07	s 3.45
31.7	J O SIDINGS	7.30			11.08		7.52	2.15
30.2	UNION CITY g	7.28			s 11.06		j 7.50	s 2.10
23.3	MILL VILLAGE	7.18			10.52		7.42	s 1.10
17.8	MILLERS							
14.2	CAMBRIDGE SP'GS D g	7.08			s 10.41		s 7.32	s 12.50
13.2	C G SIDINGS	7.06			10.36		7.29	11.45
10.7	VENANGO							s 11.35
6.1	SAEGERTOWN	6.58			10.28		7.21	s 11.20
0.0	MEADVILLE N	6.50			10.20		7.13	11.00
	A	6.45			10.15		7.08	
2.9	BUCHANAN N	6.36			10.06		6.59	
		A M	A M		A M	P M	P M	A M
	CHICAGO	6.00			10.00			
	Central Standard Time	P M			P M			

MEADVILLE DIVISION

WESTWARD TRAINS

Distance from Salamanca	STATIONS AND SIDINGS		FIRST CLASS					SECOND CLASS	
			5	513		7	519	1	37
			Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday & Holidays
			A M	A M		A M	P M	P M	A M
0.0	SALAMANCA	N	6.11			11.18		6.43	10.30
1.3	W C JUNCTION	N	6.14			11.21		6.46	10.35
7.7	RED HOUSE		6.21			11.28		6.53	f 10.50
12.0	STEAMBURG								f 11.00
12.7	R H TOWER	N	6.27			11.34		6.59	11.05
17.6	RANDOLPH	s	6.35	(Via B. & S. W.)		11.40	(Via B. & S. W.)	7.06	s 11.40
23.2	WATERBORO	N	6.43	10.09		11.47	6.59	7.13	12.20
24.8	KENNEDY			s 10.13			p 7.02		f 12.25
30.3	FALCONER	N	6.51	s 10.23		11.55	s 7.11	7.21	f 12.40
34.0	JAMESTOWN	D	s 7.00	10.30		s 12.10	7.17	s 7.33	s 1.30
38.7	LAKEWOOD		7.07			12.17		7.39	s 1.50
41.4	ASHVILLE								s 2.05
45.2	WATTS FLATS								s 2.25
47.0	N E JUNCTION	N	7.17			12.27		7.49	2.30
47.8	NIobe								s 2.45
51.2	BEAR LAKE								s 3.05
56.2	C M JUNCTION		7.28			12.38		8.00	3.20
57.5	COLUMBUS								
60.9	CORRY	N	s 7.37			s 12.49		s 8.11	s 4.10
70.8	J O SIDINGS		7.48			1.00		8.22	4.25
72.3	UNION CITY	s	7.53			1.02		e 8.25	s 4.40
79.2	MILL VILLAGE		8.01			1.10		8.33	s 5.00
84.7	MILLERS								
88.3	CAMBRIDGE SP'GS	D	s 8.13			s 1.23		e 8.45	s 5.35
89.3	C G SIDINGS		8.15			1.25		8.47	5.40
91.8	VENANGO								s 5.50
96.4	SAEGERTOWN		8.23			1.33		8.55	s 6.05
102.5	MEADVILLE	A N	8.32			1.41		9.03	6.25
			8.37			1.46		9.08	
105.4	BUCHANAN	N	8.44			1.53		9.16	
			A M	A M		P M	P M	P M	P M
	CHICAGO	A				1.00		7.40	
	Central Standard Time					A M		A M	

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BUFFALO AND SOUTHWESTERN DIVISION

Distance from Jamestown	STATIONS AND SIDINGS		EASTWARD TRAINS			
			FIRST CLASS			
			514	516	518	520
			Daily Ex. Sunday & Holidays	Daily	Daily Ex. Sunday & Holidays	Daily
		A M	A M	P M	P M	
69.4	BUFFALO	A N	qr 7.02	10.50	2.55	7.05
67.9	J U CROSSOVER		6.56	10.45	2.50	7.00
66.7	B C JUNCTION	N	6.51	10.40	2.45	6.56
	P. R. R. N. Y. C. & St. L.					
65.9	TIFFT ST. JUNCTION		6.49	10.38	2.43	6.54
62.4	BLASDELL	s	6.43	10.31	2.37	6.48
56.3	HAMBURG	D s	6.33	10.20	2.27	6.38
55.3	WATER VALLEY	s	6.28			
53.0	EDEN VALLEY	s	6.23	f 10.13	f 2.21	f 6.31
50.6	EDEN CENTER	D s	6.18	s 10.08	s 2.15	s 6.26
46.3	NORTH COLLINS	D s	6.10	s 10.00	s 2.09	s 6.18
42.4	LAWTONS	D s	6.03	s 9.52	f 2.02	s 6.11
39.3	COLLINS	D s	5.56	s 9.45	s 1.56	s 6.04
36.3	GOWANDA	N	5.50	s 9.38	1.50	s 5.54
31.7	D M JUNCTION			9.27		5.43
31.9	DAYTON			Ally. Div. s 9.24		Ally. Div. s 5.40
31.7	D M JUNCTION	D		9.21		5.36
29.9	MARKHAMS					
26.4	SOUTH DAYTON	D		s 9.13		s 5.28
21.4	CHERRY CREEK	D		s 9.05		s 5.19
17.1	CONEWANGO	D		s 8.58		s 5.12
10.8	WATERBORO	N		8.49		5.03
0.0	JAMESTOWN	D		8.32		4.45
			A M	A M	P M	P M

BUFFALO AND SOUTHWESTERN DIVISION

Distance from Buffalo	STATIONS AND SIDINGS		WESTWARD TRAINS						
			FIRST CLASS				SECOND CLASS		
			513	515	517	519	91	179	137
			Daily	Daily Ex. Sunday & Holidays	Daily Ex. Sunday & Holidays	Daily	Daily	Daily Ex. Sunday & Holidays	
	A M	P M	P M	P M	P M	P M	A M		
0.0	BUFFALO	N	8.05	12.30	r 4.20	q 5.05			
1.5	J U CROSSOVER		8.10	12.35	4.25	5.10			
2.7	B C JUNCTION	N	8.15	12.40	4.30	5.14	8.45	11.00	8.30
	P. R. R. N. Y. C. & St. L.								
3.5	TIFFT ST. JUNCTION		8.16	12.41	4.31	5.15	8.50	11.05	8.35
7.0	BLASDELL	s	8.24	f 12.48	f 4.38	s 5.22	9.00	11.15	8.55
13.1	HAMBURG	D s	8.36	s 1.00	s 4.50	s 5.33	9.25	11.40	10.20
14.1	WATER VALLEY			f 1.03	s 4.53	f 5.36			
16.4	EDEN VALLEY	f	8.41	f 1.07	s 4.58	f 5.40			
18.8	EDEN CENTER	D s	8.46	s 1.12	s 5.03	s 5.45	9.37	11.52	10.35
23.1	NORTH COLLINS	D s	8.53	s 1.19	s 5.10	s 5.52	9.48	12.02	10.55
27.0	LAWTONS	D s	9.00	s 1.26	s 5.17	s 5.58	9.55	12.15	11.10
30.1	COLLINS	D s	9.06	s 1.32	s 5.23	s 6.04	10.05	12.25	11.25
33.1	GOWANDA	N s	9.14	1.45	5.30	s 6.11	10.25	12.55	11.55
37.7	D M JUNCTION		9.27						
37.6	DAYTON	s	9.30			B. & S. W. s 6.25			
37.7	D M JUNCTION	D	9.33			6.26	10.55	1.40	12.35
39.5	MARKHAMS								
43.0	SOUTH DAYTON	D s	9.42			s 6.35	11.10		1.05
48.0	CHERRY CREEK	D s	9.51			s 6.43	11.20		1.25
52.3	CONEWANGO	D s	10.00			s 6.51	11.30		1.45
58.6	WATERBORO	N	10.09			6.59	11.45		2.05
69.4	JAMESTOWN	A D	10.30			7.17	12.15		2.45
			A M	P M	P M	P M	A M	A M	P M

BRADFORD DIVISION

EASTWARD TRAINS FIRST CLASS			Distance from Brockway	STATIONS AND SIDINGS	Distance from Carrollton	WESTWARD TRAINS FIRST CLASS		
	560					557		
	Daily					Daily		
	P M 9.10			A. SALAMANCA.....		A M 6.20		
	P M s 8.56	79.8	Single Track	A. CARROLLTON..... P. R. R. 2.28	0.0	A M s 6.30		
		77.6		..... RIVERSIDE..... 1.23	2.2			
		76.4		..... IRVINE MILLS..... B. & O. 2.05	3.5			
	s 8.46	73.3		..... LIMESTONE..... 2.94	6.5	s 6.43		
	f 8.38	69.3		.. EAST BRADFORD....	10.5	f 6.51		
	8.35	68.1		..... BRADFORD.... A. D	11.7	6.55		
	P M	64.6		..... CUSTER CITY..... B. & O. 1.27	15.2	A M		
		63.3		..... HOWARD..... 0.83	16.6			
		62.4		..... LEWIS RUN..... 1.97	17.4			
		60.4		..... BIG SHANTY..... 4.42	19.4			
		56.0		..... CRAWFORD..... D	23.8			
		54.4		..... RIDERVILLE..... 1.57	25.4			
		51.9		.. KINZUA VIADUCT..... 2.55	27.9			
		47.4		B. & O. J. & B. JUNCTION... N	32.3			
		47.0		B. & O. 0.41 MT. JEWETT.....	32.8			
		44.6		..... FREEMAN..... 2.40	35.2			
		41.2		..... HUTCHINS..... 3.35	38.6			
		37.6		..... MIDMONT..... 3.61	42.2			
		35.7		..... RASSELAS..... 1.64	43.8			
		30.8		..... KETNER..... 5.20	49.0			
		27.7	B. & O. 3.89 CLARION JUNCTION... N	52.8				
		26.8	P. R. R. 0.37 JOHNSONBURG... A.	53.7				
		1.4	B. & O. 25.6 W I TOWER..... N	78.4				
		0.0	..... BROCKWAY..... A.	79.8				

RIVER LINE

		EASTWARD TRAINS							
Distance from CB Junction	STATIONS AND SIDINGS								
32.6	... RIVER JCT.... A. N								
25.2	7.4 .. FILLMORE..... D								
19.7	5.5 SHONGO.....								
12.9	6.8 BELFAST..... D								
6.3	6.6 BLACK CREEK.....								
00	6.3 C B JUNCTION . . N								

RIVER LINE

		WESTWARD TRAINS							
Distance from Jersey City	STATIONS AND SIDINGS								
358.1	... RIVER JCT. . . N								
365.5	7.4 FILLMORE . . . D								
371.0	5.5 SHONGO.....								
377.8	6.8 BELFAST..... D								
384.4	6.6 BLACK CREEK.....								
390.7	6.3 ... C B JUNCTION A N								

COLUMBUS & ERIE R. R.

EASTWARD TRAINS				Distance from CM Junction	STATIONS AND SIDINGS	Distance from NE Junction	WESTWARD TRAINS	
SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
38	6	8	2					
Daily Ex. Sunday & Holidays	Daily	Daily	Daily					
P M	P M	A M	A M					
4.35	8.27	11.50	8.06	13.2	A . . . N E JUNCTION . . . N	0.0		
s 4.20				8.2	5.0 L O T T S V I L L E	5.0		
4.00	8.13	11.32	7.52	0.0	8.2 C M JUNCTION . . . A	13.2		
P M	P M	A M	A M					

TOBY BRANCH

EASTWARD TRAINS				Distance from Kyler's Corners	STATIONS AND SIDINGS	Distance from Brockway	WESTWARD TRAINS	
				11.5	A . . . B R O C K W A Y N	0.0		
				10.9	P. & S. 0.61 E R I E JUNCTION	0.6		
				9.5	1.36 C R E N S H A W	1.9		
				9.0	0.52 C L A R I O N N O . 4 J C T	2.5		
				8.9	0.17 K E Y S T O N E	2.6		
				7.5	1.37 B R O C K P O R T	4.0		
				6.1	1.43 H E L L E N M I L L S	5.0		
				5.3	P. S. & N. 0.76 H Y D E S	6.2		
				0.0	5.35 K Y L E R ' S M I N E S A	11.5		

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

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

COMPANY SURGEONS

Dr. J. Frank Dinnen 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, N. Y.	Dr. J. R. Kelly	27 Elm	Bell 196	27 Elm	Bell 196
Hornell, N. Y.	Dr. G. E. Taylor	37 Church	Bell 103	37 Church	Bell 103
Hornell, N. Y.	Dr. B. A. Barney (Oculist)	5 Center St.	Bell 339	7 Center	Bell 339
Hornell, N. Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	Bell 715	206 Main St.	Bell 715
Wellsville, N. Y.	Dr. Geo. W. Roos	142 N. Main	Bell 785	18 Madison	Bell 13
Salamanca, N. Y.	Dr. P. H. Bourne	26 Wildwood	Bell 288	26 Wildwood	Bell 288
Salamanca, N. Y.	Dr. J. L. Preston	30 River St.	Bell 775	30 River St.	Bell 775
Randolph, N. Y.	Dr. C. H. Snover	185 Main St.	17	185 Main St.	17
Jamestown, N.Y.	Dr. M. G. Bourne (Oculist)	Hotel Jamestown	5059	904 Lakeview	5017
Jamestown, N.Y.	Dr. D. W. Buckmaster	513 W. 3rd St.	4040	205 Van Buren	6805
Jamestown, N. Y.	Dr. R. B. Blanchard	8 E. Second St.	4884	528 E. Second St.	6791
Corry, Pa.	Dr. Jno. Kibler	121 N. Center St.	Bell 47-M	303 N. Center St.	Bell 47-J
Camb. Spgs., Pa.	Dr. J. A. Logan	155 S. Main St.	Mutual Phone 72	423 Venango Ave	Mutual Phone 136
Meadville, Pa.	Dr. F. A. Clawson (Oculist)	906 Park Ave.	82	426 Chestnut St.	82-W
Meadville, Pa.	Dr. J. F. Conner	320 Chestnut St.	735	Limber Road	750
Meadville, Pa.	Dr. H. C. Winslow	883 Water St.	53	883 Water St.	53
Buffalo, N. Y.	Dr. D. C. O'Connor	170 Hodge Ave.	Tupper 6706	170 Hodge Ave.	Tupper 6706
Buffalo, N. Y.	Dr. J. C. O'Gorman (Oculist)	1324 Jef'rson Ave	Fillmore 0139	61 Fordham Dr.	Riverside 5119
Buffalo, N. Y.	Dr. M. J. Downey	852 Seneca St.	Jefferson 0536	852 Seneca St.	Jefferson 0536
Gowanda, N. Y.	Dr. H. C. Allen	62 West Main St.	Bell 40	70 Chestnut St.	Bell 41
Bradford, Pa.	Dr. W. C. Hogan	9 Main St.	Dial 7371	135 Congress St.	Dial 4673
Brockway, Pa.	Dr. W. C. Quinn	14 Beadle Bldg.	Bell 30-J	849 Main St.	Bell 29-R
Brockway, Pa.	Dr. E. F. Heid	511 Main St.	Bell 26-W	932 Main St.	Bell 75-M
Ridgway, Pa.	Dr. James G. Flynn	14 So. Mill St.	Home 7335	219 Cook Ave.	Home 0404

