

**ERIE RAILROAD COMPANY
WESTERN DISTRICT**

**Allegheny, Meadville,
Bradford and
Buffalo and Southwestern
Divisions**

Time Table No. 31

Effective 12.01 A. M.

THURSDAY, May 20, 1943

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

31

**THINK!
THEN
ACT
SAFELY**

C. K. SCOTT,
Superintendent

H. V. BORDWELL,
Assistant General Manager

A. E. KRIESIEN,
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

EFFECTIVE JULY 1, 1930

STANDARD CLOCKS

Hornell	{ Telegraph Office Engine Dispatchers Office
Olean	Freight House
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
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.

At Jamestown, J. W. & N. W. R. R. passenger trains will operate over the Erie Railroad Hill Track between the present J. W. & N. W. Main Track switch at the Boatlanding Yard in the vicinity of Isabelle Avenue to the J. W. & N. W. terminal at Fairmount Avenue and West Eighth Street, a distance approximately 1200 feet.

The normal position of the switch leading from the Erie Hill Track to the present J. W. & N. W. Main Track will be lined for the Erie Hill Track. The Erie Hill Track between the above points is equipped with an overhead trolley wire with a twenty-three foot clearance above top of rail.

A J. W. & N. W. telephone and current working timetable has been installed in the Erie Railroad telephone booth located at the Boatlanding Yard near Isabelle Avenue and in the

Erie telephone booth located at the crossover opposite tool house in the vicinity of the West Sixth Street bridge.

Erie Railroad crews before entering the above territory in either direction will call J. W. & N. W. Dispatcher at Mayville, N. Y., and obtain permission from him to use the Erie Hill Track in the territory described above, and after receiving permission will operate in this territory in accordance with Rule 93, Rules of the Operating Department effective July 1, 1930, except that Erie Railroad crews will not be required to protect against J. W. & N. W. first and second class trains.

After movement in this territory is completed, Erie Railroad crews will report to J. W. & N. W. Railroad Dispatcher at Mayville.

SIGNS. Addition to Rule 6.

- D. Day train order office.
- N. Day and night train order office.
- 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. 5 will reduce speed to 15 miles per hour to discharge U. S. Mail at Belmont.
- K. No. 5 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- M. No. 6 will stop at Union City to let off passengers from Youngstown and West and to pick up passengers for New York.
- P. No. 7 will stop at Andover, Belmont, Friendship and Cuba to discharge passengers from New York.
- Q. No. 7 will stop at Saegertown to discharge passengers from Binghamton and East and to pick up passengers for Marion and West.
- R. No. 8 will stop at Saegertown to discharge passengers from Marion and West and to pick up passengers for Binghamton and East.
- T. No. 8 will stop at Randolph to discharge passengers from the West and on flag to receive passengers for the East and on Monday for U. S. Mail purposes.
- U. No. 519 will stop at Kennedy to discharge passengers.
- V. No. 519 will stop at J U Seneca Street to discharge and receive passengers.
- W. No. 519 will stop at Water Valley and Eden Valley to discharge passengers only.

The term "Holiday" as used in this Time Table applies to the following days only:

Labor Day	New Year's Day
Thanksgiving Day	Memorial Day
Christmas Day	Independence Day

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 Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory and will also be omitted between R H Tower and Waterboro on Meadville Division and between Carrollton and Bradford on Bradford Division.

SPEED RESTRICTIONS

	Miles per hour
Passenger trains	60
Passenger trains between M.P. 335.00 (1.3 miles east of Almond, N. Y.) and M.P. 339.20 (1.3 miles east of Alfred, N. Y.)	70
Passenger trains between M.P. 339.20 (1.3 miles east of Alfred, N. Y.) and M.P. 344.20 (Tip Top, N. Y.)	50
Passenger trains between M.P. 355.34 (two miles east of Wellsville) and M.P. 400.50 (2.4 miles west of Allegany, N. Y.) on single, 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 and R-2 engines handling trains ..	40
Class R-3 engines handling trains, except engines 4212 and 4219	50
Class R-3 engines 4212 and 4219	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, loaded series 37000	40
Loaded cars carded Form 5432	30

Freight trains handling loaded self-clearing hopper cars (except covered hopper cars, and series 37000) and freight cars with six wheel trucks, as follows:

Meadville Division:

Between Meadville and Salamanca	40
Except westward between R H Tower and Waterboro, and westward between Union City and Cambridge Springs	30

B. & S. W. Division:

Between Waterboro and D M Junction	40
Between D M Junction and Buffalo	30

Allegany Division:

Between Salamanca and River Junction	40
Between C B Junction and Hornell, Main Line	30

Bradford Division	30
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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

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 must not operate over Conley frogs.

Two (2) Class "S" engines will not pass one another on tracks 10, 11, 12, 13 and 14 Hornell Westbound old yard.

ALLEGANY DIVISION

Interlocking switches, Cass Street Tower, Hornell yard to Hornell station, Eastward trains

CLASS R-1 AND CLASS R-2 ENGINES OVER BRIDGES

368.36 — 381.09	20
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CLASS S ENGINES OVER BRIDGES

340.89 — 349.37 — 352.32 — 368.36 381.09	20
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Curve 36, east of Wellsville, M.P. 356.57 to M.P. 357.08

Curves 39, 40 and 41, east and west of Belmont, M.P. 365.50 to M.P. 366.80

Curve 43, east of Belvidere, M.P. 367.90 to M.P. 368.78

Curve 52, Friendship, M.P. 373.16 to M.P. 373.53	60
Curve 54, west of Friendship, M.P. 374.43 to M.P. 374.70	60
Curve 57, between Friendship and Summit, M.P. 375.40 to M.P. 375.67	60
Curves 63 and 64, between Summit and Cuba, M.P. 380.00 to M.P. 380.89	60
Curves 65, 66 and 67 between Summit and C B Junction, M.P. 380.89 to M.P. 382.24	50
C B Junction—To and from Eastward track and Old Line	60
C B Junction—To and from River Line and Westward track	50
C B Junction—To and from Westward track and Old Line	30
C B Junction—To and from Eastward track and River Line	30
To and from east end Passing Siding C B Junction River Line	30
River Junction—To and from Buffalo Division Eastward track and River Line Main track	50
River Junction—To and from Buffalo Division Westward track and River Line Main track	30
To and from west end Passing Siding River Junction River Line	30
Between River Junction and C B Junction except over Rush Creek Viaduct and Genesee Viaduct	50
To and from east and west end Passing Siding Fillmore	30
To and from east and west end Passing Siding Belfast	30
Rush Creek Viaduct	30
Genesee Viaduct	30
Curve 99 West of Carrollton M.P. 408.80 to 409.11 Eastward and Westward tracks	55
Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward tracks	40
Salamanca, Curve M.P. 413.33, West of Signal 413-1, Westward track	30
Between W C Junction and Dunkirk	30
Class C-3 and C-3A engines over Bridge 414.04 West Salamanca	20
Class N and R-3 engines over Bridges 414.04 — 414.86 — 415.69 — 416.51	20
Class R-1, R-2 and S engines over Bridges 414.04 — 414.86 — 415.69 — 416.51 417.12 — 420.67	15
Class C, K-2 large tender, K-4, K-5, N and R-3 engines over Bridges 455.19—455.41	15
Class R-1, R-2, S-1 small tender, S-2 small tender over Bridges 450.16 — 450.51 — 451.32 — 455.19 455.41 — 455.65 — 456.20 — 456.67	15
Between Dayton and Dunkirk, Class S-1 large tender, S-2 large tender and Class S-3 and S-4 engines are not permitted.	

MEADVILLE DIVISION

Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward tracks	40
Salamanca, Curve M.P. 413.33, West of Signal 413-1, Westward track	30
Curve 3, West of Salamanca, M.P. 2.85 to M.P. 3.19, Eastward and Westward tracks	65
Curve 4, West of Salamanca, M.P. 4.35 to M.P. 4.66, Eastward and Westward tracks	65
R H Tower—Through West Crossover only	30
R H Tower and Randolph, M.P. 13.32 to M.P. 17.00, single track	50
Waterboro, Meadville Division—To and from Eastward track and single track	60
Waterboro, Meadville Division—To and from single track and Westward track	30
Waterboro—To and from Eastward track and B. & S. W.	10
Waterboro—To and from B. & S. W. and Westward track	60
Curve 29, Waterboro and Kennedy, M.P. 23.20 to M.P. 23.82, Eastward track	60
Curves 31, 34, 36 and 37, east and west of Kennedy, M.P. 23.95 to M.P. 25.47, westward track	60
Curves 32 and 35, Waterboro and Kennedy, M.P. 23.92 to M.P. 25.41, Eastward track	60
Falconer—Through Crossovers	30
Curves 42, 43 and 44, between Falconer and Jamestown, M.P. 31.90 to M.P. 32.65, eastward and westward tracks	60
Class C-3, K-2A large tender, K-4B large tender, K-5A large tender, N and R-3 engines over Bridge 67.76 B. & S. W. in spur to Curtis Machine Co., Jamestown	10
Class R-1, R-2 and S engines are not permitted to use Bridge 67.76, B. & S. W. in spur to Curtis Machine Co., Jamestown.	
Class C-3, K-2, K-4, K-5, N-1 and N-2 engines over Bridge 0.27 JW&NW, Jamestown	10
Class N-3, R and S engines are not permitted to use Bridge 0.27 JW&NW, Jamestown.	
Jamestown—Curves between M.P. 33.15 and M.P. 34.95, Eastward and Westward tracks	40
Curve 56, West of Jamestown, M.P. 35.74 to M.P. 36.17, Eastward track	65
Curves 57 and 58, West of Jamestown M.P. 35.74 to M.P. 37.22, Westward track	60
N E Junction—To and from Westward track and C & E Railroad	15
N E Junction—To and from Old Line	30
N E Junction—To and from West End Westward Siding	30
Curve 68, West of Bear Lake, M.P. 51.42 to M.P. 51.92	60
C. & E. Railroad—Curve M.P. 6.63 to M.P. 7.44	60

C M Junction—To and from East End Eastward siding	30
C M Junction—Through crossovers	40
Curve 73, West of C M Junction, M.P. 57.78 to M.P. 57.98, Eastward and Westward tracks	65
Corry, M.P. 60.25 east of MS Tower to M.P. 61.75 west of E Y Tower, Eastward and Westward tracks	40
Curve 91, West of Union City, M.P. 74.05 to M.P. 74.39 Westward track	60
Curves 93 and 94 between Union City and Mill Village, M.P. 75.51 to M.P. 76.46 Westward track	65
Curve 104, West of Mill Village, M.P. 80.96 to M.P. 81.37 Westward track	65
Curves 125 and 126, Venango, M.P. 91.35 to M.P. 92.09, Eastward and Westward tracks	60
Curve 128 between Venango and Saegertown, M.P. 93.75 to M.P. 94.17, Eastward and Westward tracks	65
Curve 134 West of Saegertown, M.P. 97.96 to M.P. 98.27, Eastward and Westward tracks	65
Curves 139 and 140, East of Meadville, M.P. 101.05 to M.P. 101.28, Eastward track	60
Curves 140, 141 and 142, East of Meadville, M.P. 101.14 to M.P. 101.59, Westward track	50
Curves 141 and 142, East of Meadville, M.P. 101.31 to M.P. 101.59, Eastward track	50

B. & S. W. DIVISION

Buffalo—J U west leg of wye	10
Tift Street Junction—From Westward track to single track	20
Tift Street Junction—Eastward trains over spring switch	25
Between Collins and Gowanda	35
Class R-1, R-2, and Class S engines over bridges.	
Bridge 5.96 East of Blasdell, N. Y.	20
Bridge 13.94 Water Valley, N. Y.	20
Bridge 15.85 East of Eden Valley, N. Y.	20
Bridge 22.25 East of North Collins, N. Y.	20
Bridge 24.02 West of North Collins, N. Y.	20
Bridge 28.18 West of Lawtons, N. Y.	20
Bridge 30.32 West of Collins, N. Y.	20
Tunnel to Gowanda—Passenger trains	35
D M Junction to Gowanda—Freight trains	15
D M Junction to Tunnel—Passenger trains	30
Waterboro—To and from B. & S. W. and Westward track	60
Waterboro—To and from B. & S. W. and Eastward track	10

BRADFORD DIVISION

Passenger trains	40
Freight trains	30
Riverside—Trestle 2.06	15

Between Crawford and Lewis Run—Eastward freight trains	15
Class C, K-2, K-4, K-5 and N engines over Bridge 27.66 Kinzua Viaduct	15
The operation of class N engines or K-5A large tender engines doubleheader with any engine is not permitted over Kinzua Viaduct.	
Class N-3 engines over Bridge 53.04 Johnsonburg	20
The operation of R and S class engines is not permitted between M.P. 1.38 and J. & B. Junction.	
Class C-3, K-2, K-4, K-5 and Class N engines over Bridge 0.15 Brockway	10
The operation of Class K-2A large tender, K-4B large tender, K-5A large tender or Class N engines doubleheader with any engine is not permitted over Bridge 0.15 Brockway.	
Brockway to Hydes	25
Hydes to Kyler	15
Class N engines are restricted from using following tracks on Toby Branch:	
Brockport Town Track	
P.S. & N. Wye at Hydes	
Toby loading track except 10 car lengths east end	
Kyler Mine, empty yard.	

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 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	Telegraph Office	First Class Trains
Salamanca	Telegraph Office	First Class Trains Originating and Terminating at Salamanca
Meadville	Telegraph Office	First Class Trains
Buffalo	Telegraph Office	First Class Trains
Jamestown	Telegraph Office	B&SW First Class Trains
Bradford	Telegraph Office	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	Freight House
Salamanca	{ Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	Telegraph Office
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office Coal Station
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	44	stub west end
Andover	56	
Wellsville	79	
Belmont	71	
Belvidere	35	stub east end
Friendship	60	
Summit	72	
River Junction	131	
Fillmore	165	
Shongo	25	stub west end
Belfast	165	
Black Creek	25	stub west end
C B Junction	165	River Line
Little Valley	66	
Cattaraugus	47	
Perrysburg	17	
Falconer	151	140
Lakewood		107
NE Junction	138	
CM Junction	146	
JO Sidings	128	131
Mill Village	134	
CG Sidings	127	127
Blasdell	51	
Hamburg	60	
Eden Center	100	
North Collins	46	
Collins	85	

Gowanda	55
D M Junction	100
South Dayton	59
Cherry Creek	101
Conewango	51
Bradford	28
West Bradford	84
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. week days, and during entire 24 hour period on Sundays, 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.

Permission must first be secured from Operator at Tower X, N.Y.C. R.R. before using yard lead, west end, south yard.

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

Buffalo Creek Railroad-BC 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 Erie R.R.

Blasdell

N.Y.C. & St.L.R.R. and P.R.R. target vertical, 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 six (6) minutes have elapsed after the switches have been thrown for crossover movement.

When necessary to enter upon main tracks or

crossover from one main track to another, permission will first be obtained except in Salamanca Yard, and at Hay Barn, Water Street and Center Street crossovers Meadville Yard.

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
Salamanca
Dayton—Allegany Division
Dunkirk
Jamestown-Falconer
Meadville
Buffalo
Gowanda
D M Junction—Dayton
Bradford
Lewis Run
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.

Salamanca—East of Subway Crossover
West of W C Junction
Meadville—East of Race Street

SPRING SWITCH

Switches at west end of passing siding at Tift Street Junction B&SW, west end of passing siding River Junction River Line, east and west ends passing siding Fillmore, east and west ends passing siding Belfast, and east end of passing siding CM Junction are equipped with spring stands, set normal for main track movement.

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.

Spring switch at west end River Junction is protected by a two unit color light signal located 50 feet west of the switch.

This signal also acts as a distant 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 stop as per current Book of Rules, Operating Department, and report for instructions. If signal cannot be cleared before proceeding on main track, on instructions from signalman, examine points of switch and make sure that points are pro-

perly set before proceeding. If found out of order, operate switch by hand to restore switch points to normal position, and immediately report same to Superintendent.

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

This signal also acts as a distant signal for CM Junction interlocking. Trains receiving Clear, Approach, or Approach Medium indication at this signal will proceed as per current Book of Rules, Operating Department.

Trains receiving Stop indication will stop as per current Book of Rules, Operating Department, and report for instructions. If signal cannot be cleared, will examine points of switch and make sure that points are properly set before proceeding on instructions from Signalman. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent.

Spring switch at East end Fillmore Passing Siding is protected by an automatic block signal located 50 feet east of switch.

Spring switch at west end Fillmore Passing Siding is protected by an automatic block signal located 50 feet west of switch.

Spring switch at east end Belfast Passing Siding is protected by an automatic block signal located 50 feet east of switch.

Spring switch at west end Belfast Passing Siding is protected by an automatic block signal located 50 feet west of switch.

Trains receiving clear or approach indication at these signals will proceed as per current Book of Rules, Operating Department. Trains receiving stop and proceed indication at these signals will proceed as per current Book of Rules, Operating Department, after examining switch to make sure points of switch are properly set, before proceeding. If found out of order, operate switch by hand to restore switch points to normal position, and immediately report same to Superintendent.

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

MOVEMENTS NOT PROVIDED BY TIME TABLE

Between C B Junction and Meadville, extra trains 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 and between (NT Tower) River Junction and (CB Tower) Cuba Junction, Automatic Block signal rules will govern.

Between W C Junction and Dunkirk, B C

Junction and Waterboro, Carrollton and J. & B. Junction manual block system will govern and all blocks will be authorized in accordance with Train Dispatcher's Block System Rules effective May 1st, 1936.

POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED

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

- Andover
- Wellsville
- Scio
- Friendship
- Fillmore
- Belfast

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

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

- Little Valley
- Cattaraugus
- Perrysburg
- Forestville
- B C Junction—Westward Trains
- Hamburg
- Eden Center
- North Collins
- Lawtons
- Collins
- Gowanda
- D M Junction
- South Dayton
- Cherry Creek
- Conewango
- Waterboro—B&SW, Eastward Trains
- Bradford
- J. & B. Junction—Eastward Trains

Indications of manual block signals do not supersede Rule 93.

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
- C B Junction
- X Tower
- W C Junction
- R H Tower
- Waterboro
- Falconer
- N E Junction
- C M Tower
- M S Tower

TELEPHONE TRAIN ORDER SIGNALS

Westward

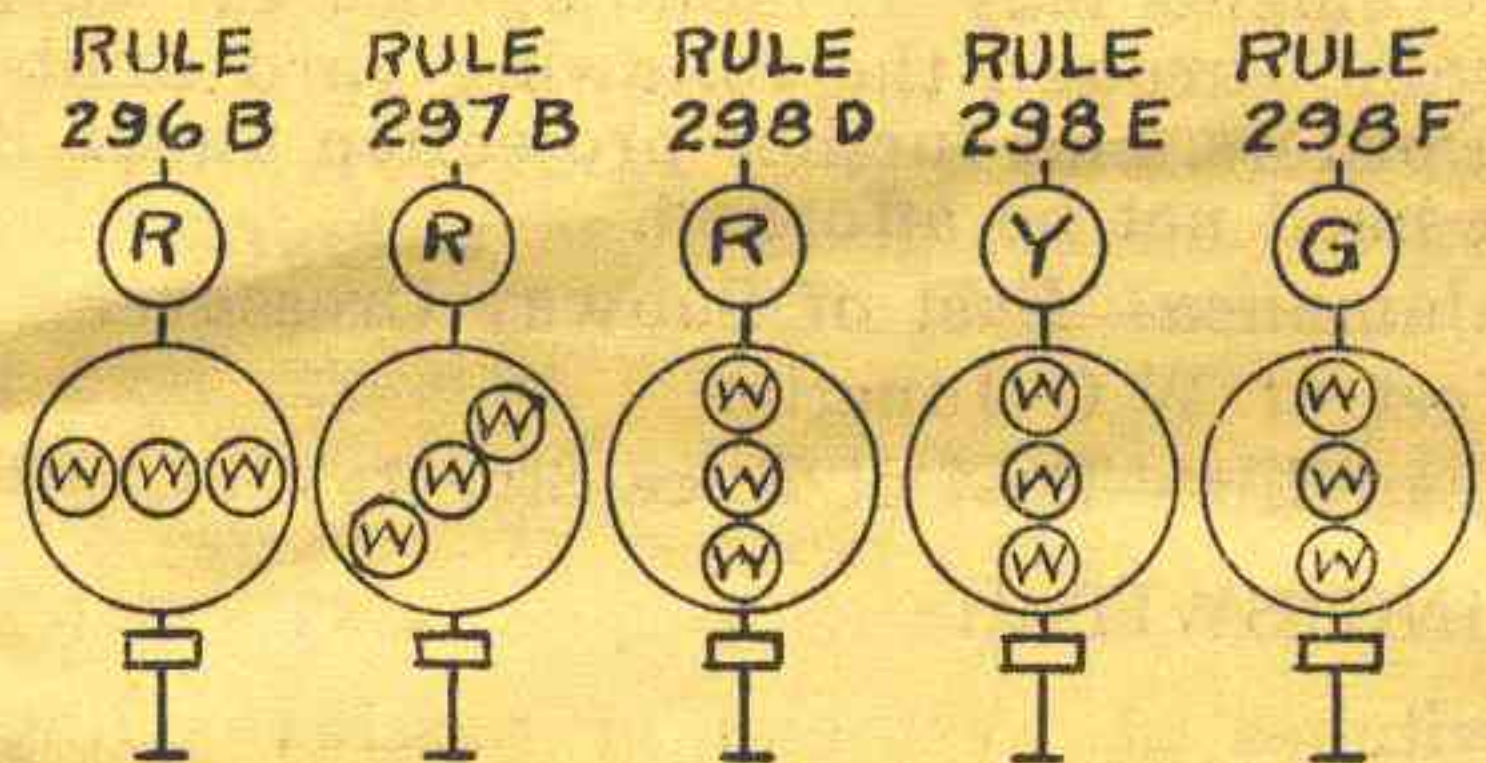
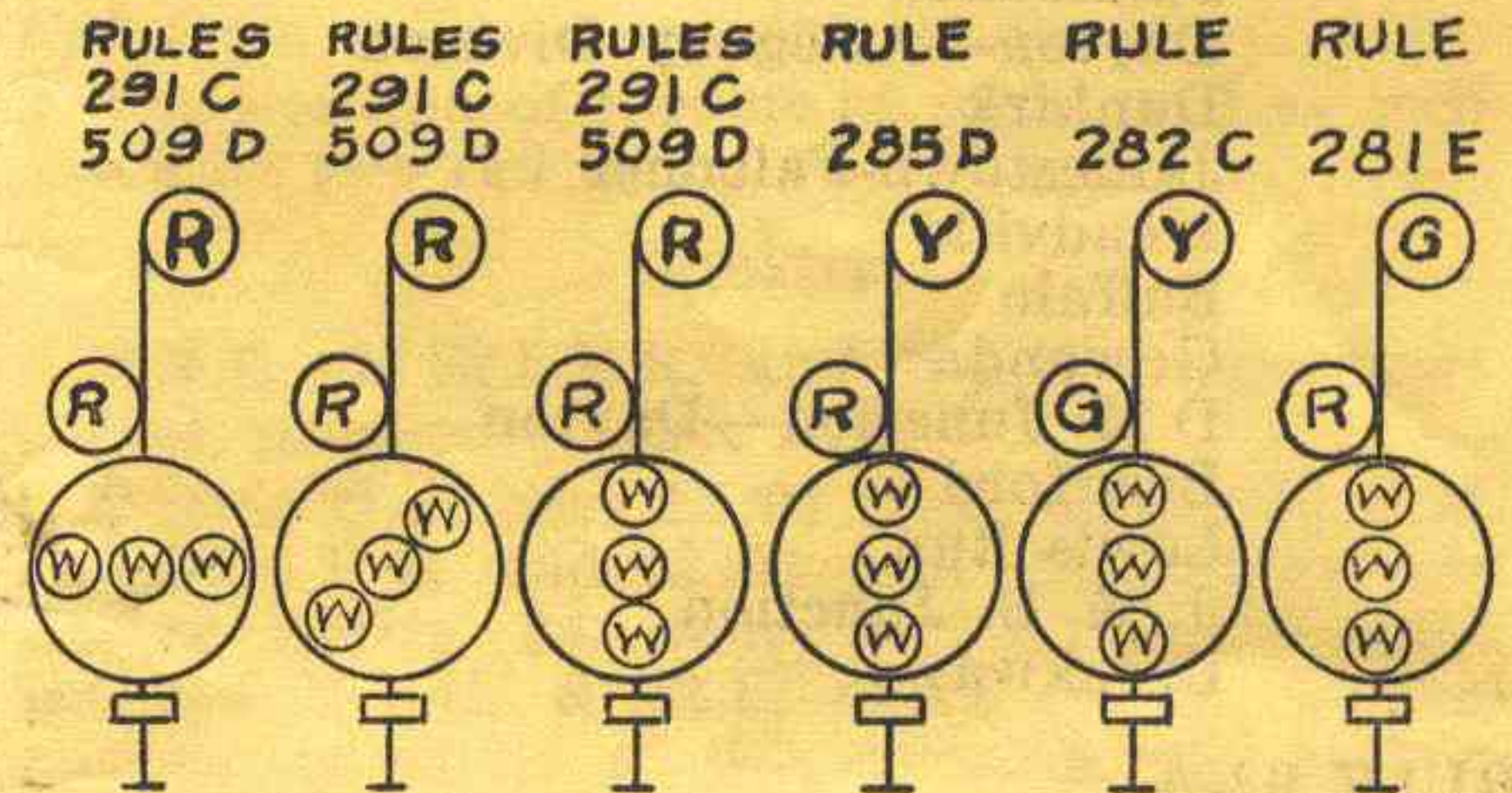
- Auto. Sig. 420-1 Red House
- " " 446-1 Jamestown
- " " 451-1 Lakewood
- " " 483-1 J O Sidings
- " " 490-1 Mill Village
- " " 501-1 C G Sidings
- " " 508-1 Saegertown
- " " 514-1 Race Street

Eastward

- Auto. Sig. 509-2 Saegertown
- " " 502-2 C G Sidings
- " " 491-2 Mill Village
- " " 451-2 Lakewood
- " " 444-2 Falconer
- " " 420-2 Red House
- " " 396-2 College Crossover
- " " 392-2 H R 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, or yellow light, indicating that the train should take siding and siding cannot be used or where there is no siding, making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

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

Andover	.....	7:30 A. M. to 12:00 Noon
		2:00 P. M. to 5:30 P. M.
	Sundays and Holidays	Closed
Wellsville	.....	9:00 A. M. to 1:00 A. M.
Scio	.....	8:30 A. M. to 4:30 P. M.
	Sunday and Holidays	Closed

Friendship	8:45 A. M. to 11:45 A. M. 1:15 P. M. to 6:15 P. M.
Sunday	12:30 P. M. to 2:30 P. M.
Little Valley	7:00 A. M. to 12:00 Noon 2:00 P. M. to 5:00 P. M.
Sunday and Holidays	Closed
Cattaraugus	8:00 A. M. to 5:00 P. M.
Sunday and Holidays	Closed
Perrysburg	8:00 A. M. to 5:00 P. M.
Sundays and Holidays	Closed
Forestville	8:00 A. M. to 5:00 P. M.
Sunday and Holidays	Closed
Jamestown	6:10 A. M. to 10:10 P. M.
Cambridge Springs	7:00 A. M. to 9:30 P. M.
Hamburg	8:00 A. M. to 10:30 A. M.
Sunday and Holidays	Closed
Eden Center	1:00 A. M. to 6:00 P. M.
North Collins	8:00 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M.
Sunday and Holidays	Closed
Lawtons	9:30 A. M. to 6:30 P. M.
Sunday and Holidays	Closed
Collins	10:30 P. M. to 6:30 A. M. 8:30 A. M. to 11:30 A. M. 1:30 P. M. to 6:30 P. M.
Gowanda	6:00 P. M. to 12:01 A. M. 12:01 A. M. to 10:00 A. M.
D M Junction	12:01 A. M. to 6:00 A. M. 10:00 P. M. to 12:01 A. M.
South Dayton	7:30 A. M. to 8:00 P. M.
Sunday and Holidays	Closed
Cherry Creek	1:00 P. M. to 5:00 P. M.
Sunday and Holidays	Closed
Conewango	8:00 A. M. to 12:00 Noon
Sunday and Holidays	Closed
Bradford	6:40 A. M. to 10:40 P. M.
Crawford	1:00 P. M. to 9:00 P. M.
Sundays and Holidays	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.

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 R H 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.

Eastward and westward tracks between N E Junction and C M Junction (Old Line and C. & E. Railroad) are equipped with 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.

TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

OVERHEAD CLEARANCES

Employes are warned of close overhead clearance 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:

ALLEGANY DIVISION		Clearance above top of rail
Mile Post		
HORSELL, N. Y.		
329.74	Portable ice chutes over north lead track at Icing Plant—varies depending on location of chute.	20 ft. 10 in.
329.92	Portable ice chute over south lead track at Icing Plant—varies depending on location of chute	20 ft. 4 in.
329.83	Ice conveyor over south lead at Icing Plant	21 ft. 6 in.
329.84	Overhead bridge over south lead at Icing Plant	20 ft. 6 in.
330.70	Overhead steel frame of cinder loader at Power House over cinder track	20 ft. 4 in.
330.72	Three tracks entering south end of erecting shop, east side	17 ft. 5 in.
330.74	Track entering north end of erecting shop, west side	18 ft. 7 in.
330.79	Track entering Boiler Shop	18 ft. 10 in.
330.79	Three tracks entering Tank Shop	16 ft. 6 in.
330.79	Track entering west side of Finishing Up Shop	18 ft. 2 in.

330.79	Two tracks entering west side of Drop Pit Building	18 ft. 2 in.	407.10	Bridge (B. & O. R. R.) Westward Track	19 ft. 6 in.
330.83	Tracks entering Round House—stalls No.'s 1 to 20 inclusive, also stalls 32 to 41 inclusive	17 ft. 10 in.	407.10	Bridge (B. & O. R. R.) Siding	20 ft. 6 in.
330.85	Tracks in Firing Up Shed: South track, east entrance South track, west entrance North track, east entrance North track, west entrance	18 ft. 1 in. 17 ft. 9 in. 18 ft. 2 in. 18 ft. 0 in.		SALAMANCA, N. Y. Roundhouse Doors on Radial Track	18 ft. 1 in.
330.86	Overhead pipe between round house building, west of Turn Table over four tracks: Out Go track No. 1 In Go track No. 2 In Go track Sand track	17 ft. 10 in. 18 ft. 0 in. 18 ft. 3 in. 17 ft. 6 in.		DUNKIRK BRANCH SMITHS MILLS, N. Y.	
330.94	Tracks under Coaling Station: Out Go track No. 1 In Go track No. 2 In Go track Sand House track Clearances are to Loading Chute in raised position.	19 ft. 0 in. 18 ft. 1 in. 18 ft. 2 in. 20 ft. 5 in.	H 445.08	Overhead Bridge	19 ft. 7 in.
331.81	Roof over Coal Track at plant of New York State Gas and Electric Corp. North end South end	14 ft. 10 in. 14 ft. 9 in.		FORESTVILLE, N. Y.	
331.81	Wires over Coal Tracks at plant of New York State Gas and Electric Corp. North side of shed South side of shed	13 ft. 6 in. 14 ft. 0 in.	H 452.03	Overhead Bridge	18 ft. 9 in.
	ALFRED, N. Y.		H 453.62	Overhead Bridge	18 ft. 10 in.
340.75	Overhead unloading bin of Alfred-Atlas Sand Company	17 ft. 4 in.		DUNKIRK, N. Y.	
356.70	Doorways on two southerly tracks of Air Preheater Company	20 ft. 0 in.	H 457.73	Overhead Bridge	19 ft. 0 in.
356.70	Doorway new building of Air Preheater Company	20 ft. 0 in.		MEADVILLE DIVISION	
356.70	Overhead Crane of Air Preheater Company	17 ft. 0 in.		R H TOWER	
356.70	Overhead Crane wires of Air Preheater Company	16 ft. 4 in.	13.06	Overhead Highway Bridge Eastward and Westward Tracks	20 ft. 5 in.
357.33	Madison Street Overhead Bridge Main Track	20 ft. 8 in.		FALCONER, N. Y.	
357.33	Madison Street Overhead Bridge Siding	20 ft. 8 in.		Crane Boom, Emerson Glass Co.	21 ft. 0 in.
358.20	Doorways to shop two tracks Worthington Pump Company	17 ft. 6 in.		Corr. Iron Shed, South Track, Grandin Milling Co.	21 ft. 0 in.
382.01	Doorway—Phelps & Sibley Mill	15 ft. 10 in.		JAMESTOWN, N. Y.	
382.01	Overhead Highway Bridge	18 ft. 8 in.		Crane Boom over sidetrack—Crescent Tool Company	20 ft. 8 in.
	RIVER JUNCTION, N. Y.			Timber Shed over Coal Track Endress Coal Co.	17 ft. 3 in.
359.23	Overhead Highway Bridge Main Track	19 ft. 8 in.		Inside Arch, City of Jamestown Siding	15 ft. 3 in.
359.23	Overhead Highway Bridge—Siding	20 ft. 3 in.		Trestle over Chadakoin River near Second St., on lead to former J. C. & L. E. freight house—Br. No. 0.27	19 ft. 11 in.
360.82	Overhead Highway Bridge	19 ft. 1 in.	J. W. & N. W.	Doorway to shed Lyons Lumber Company	19 ft. 7 in.
	RUSH CREEK, N. Y.		J. W. & N. W.	Building at Clinton St. Pennsylvania Gas Company	16 ft. 0 in.
367.20	Overhead Highway Bridge	21 ft. 3 in.	J. W. & N. W.	Overhead Trolley Wires	18 ft. 0 in.
368.27	Overhead Highway Bridge	19 ft. 2 in.		CELORON, N. Y.	
	HINSDALE, N. Y.		36.32	Overhead Highway Bridge, Eastward Track	20 ft. 2 in.
388.99	Overhead Highway Bridge Eastward Track	20 ft. 10 in.	36.32	Overhead Highway Bridge, Westward Track	20 ft. 0 in.
388.99	Overhead Highway Bridge Westward Track	20 ft. 8 in.		LAKESWOOD, N. Y.	
390.19	Overhead Highway Bridge Westward Track	21 ft. 0 in.	38.88	Overhead Highway Bridge, Eastward Track	21 ft. 0 in.
	OLEAN, N. Y.		38.88	Overhead Highway Bridge, Westward Track	21 ft. 0 in.
394.38	Bridge over Oil Creek Eastward and Westward Tracks	21 ft. 0 in.	39.92	Overhead Highway Bridge, Westward Track	20 ft. 5 in.
394.50	Shed at Acme Mill	16 ft. 0 in.		ASHEVILLE, N. Y.	
	CARROLLTON, N. Y.		41.28	Overhead Highway Bridge Eastward Track	21 ft. 4 in.
407.10	Bridge (B. & O. R. R.) Eastward Track	19 ft. 5 in.		WATTS FLATS, N. Y.	
			44.62	Overhead Highway Bridge, Eastward Track	20 ft. 5 in.
			39.92	Overhead Highway Bridge, Eastward Track	20 ft. 0 in.
			44.62	Overhead Highway Bridge, Westward Track	21 ft. 0 in.
				B. & S. W DIVISION	
				GOWANDA, N. Y.	
				Doorway to Shed Glue Works	18 ft. 0 in.
				DAYTON, N. Y.	
			37.27	Dayton Tunnel	21 ft. 2 in.
				OVERHEAD CLEARANCE	
				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:

Mile Post Location	Nearest Station	Main or Side track
ALLEGANY DIVISION—Main Line		
348.10	Andover, N. Y.	Main Line
381.92	Cuba, N. Y.	Side Track
395.50	Olean, N. Y.	Main Line
413.90	Salamanca, N. Y.	Main (eastward)
413.90	Salamanca, N. Y.	Main (westward)
413.90	Salamanca, N. Y.	Dunkirk Branch

MEADVILLE DIVISION

23.10	Waterboro, N. Y.	Main—B. & S. W.
30.57	Falconer, N. Y.	Side Track
32.65	Jamestown, N. Y.	Side Track
61.22	Corry, Pa.	Side Track
61.43	Corry, Pa.	Main Line

MISCELLANEOUS

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

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 received, 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 required to acknowledge, acknowledger handle must be pulled down before pass-

ing a signal displaying other than 'Proceed'. If held down more than fifteen seconds, an automatic application will result.

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

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 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 volume 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.

OPEN INDUCTORS

Passenger engines now operating over Western District in through line passenger service are equipped with automatic train control cut in.

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

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

DEFECTS OR FAILURE OF APPARATUS

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

J. P. Allison }
G. N. Grimm } Train Masters

W. P. Freaney, Chief Train Dispatcher

T. J. Scullion, Ass't Chief Train Dispatcher

J. J. Fitzgerald, Ass't Chief Train Dispatcher

ALLEGANY DIVISION

Distance from Dunkirk	STATIONS AND SIDINGS	EASTWARD TRAINS							SECOND CLASS
		FIRST CLASS							
		530	2		8	10	6		
		Daily	Daily		Daily	Daily Except Monday	Daily		
	..... NEW YORK A		P M 7.54		A M 12.24	A M 6.09	A M 9.16	
		A M	A M		P M	P M	A M		
128.1	{ HORNELL A N		11.12		3.35	8.15	12.53		
	5.0								
123.1	{ ALMOND		11.01		3.25	8.02	12.42		
	4.2								
118.9	{ ALFRED		10.54		3.19	7.56	12.36		
	3.7								
115.2	{ TIP TOP		10.47		3.14	7.50	12.30		
	4.6								
110.6	{ ANDOVER D		10.38		3.06	7.43	12.23		
	B. & O. 8.6								
102.0	{ WELLSVILLE D		s 10.25		s 2.54	s 7.28	s 12.10		
	3.9								
98.1	{ SCIO D		10.14		2.37	7.13	12.01		
	3.9								
94.2	{ BELMONT		10.08		2.32	7.08	11.55		
	3.8								
90.4	{ BELVIDERE		10.03		2.27	7.03	11.51		
	4.5								
85.9	{ FRIENDSHIP D		9.58		2.22	6.58	11.46		
	P.S. & N. 4.0								
81.9	{ SUMMIT		9.52		2.16	6.52	11.40		
	4.7								
77.2	{ CUBA		H 9.45			s 6.44	11.32		
	1.7								
75.5	{ C B JUNCTION N		9.43		2.07	6.40	11.29		
	5.2								
70.3	{ HINSDALE								
	5.6								
64.7	{ OLEAN N		s 9.30		s 1.54	s 6.25	s 11.16		
	P. R. R. 3.4								
61.3	{ ALLEGANY								
	9.1								
52.2	{ CARROLLTON	6.35	9.14		1.36	6.03	10.58		
	B. & O. 5.4								
46.8	{ SALAMANCA L N	6.25	9.08		1.28	5.55	10.51		
	A								
45.5	{ W C JUNCTION N								
	1.3								
45.3	{ WEST SALAMANCA								
	0.2								
38.6	{ LITTLE VALLEY D								
	6.7								
31.3	{ CATTARAUGUS D								
	7.3								
25.1	{ PERSIA								
	6.2								
22.0	{ DAYTON								
	3.1								
19.0	{ PERRYSBURG D								
	3.0								
16.0	{ WEST PERRYSBURG								
	3.0								
12.0	{ SMITH'S MILLS								
	4.0								
8.2	{ FORESTVILLE D								
	3.8								
4.4	{ SHERIDAN								
	3.8								
0.0	{ DUNKIRK L N								
	N.Y.C. & St.L. 4.4								
	P.R.R.								
		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							
		5	7		11	1		537	
		Daily	Daily		Daily Except Monday	Daily		Daily	
	NEW YORK	P M 6.40	P M 11.55			A M 8.30			
		A M	A M		P M	P M		P M	
331.3	HORNELL L N 5.0	3.34	9.20		1.00	5.17			
336.3	ALMOND 4.2	3.43	9.28		1.09	5.25			
340.5	ALFRED 3.7	3.49	9.34		1.16	5.31			
344.2	TIP TOP 4.6	3.57	9.41		1.24	5.36			
348.8	ANDOVER D B. & O. 8.6	4.03	P 9.46		1.30	5.42			
357.4	WELLSVILLE D s 3.9	4.15	s 9.58		s 1.46	s 5.57			
361.3	SCIO D 3.9	4.20	10.03		1.52	6.02			
365.2	BELMONT J 3.8	4.25	P 10.08		1.57	6.07			
369.0	BELVIDERE 4.5	4.29	10.14		2.02	6.12			
373.5	FRIENDSHIP D P.S. & N. 4.0	4.35	P 10.20		2.09	6.17			
377.5	SUMMIT 4.7	4.42	10.28		2.16	6.23			
382.2	CUBA K 1.7	4.49	P 10.35		s 2.25	C 6.30			
383.9	C B JUNCTION N 5.2	4.51	10.38		2.28	6.32			
389.1	HINSDALE 5.6								
394.7	OLEAN N s P. R. R. 3.4	5.10	s 10.56		s 2.48	s 6.52			
398.1	ALLEGANY 9.1								
407.2	CARROLLTON B. & O. 5.4	5.26	11.12		3.14	7.09		10.01	
412.6	SALAMANCA A N L	5.35	11.20		3.25	7.17		10.15	
413.9	W C JUNCTION N 1.3								
414.1	WEST SALAMANCA 0.2								
420.8	LITTLE VALLEY D 6.7								
428.1	CATTARAUGUS D 7.3								
434.3	PERSIA 6.2								
437.4	DAYTON 3.1								
440.4	PERRYSBURG D 3.0								
443.4	WEST PERRYSBURG 3.0								
447.4	SMITH'S MILLS 4.0								
451.2	FORESTVILLE D 3.8								
455.0	SHERIDAN 3.8								
459.4	DUNKIRK A N N.Y.C. & St.L. 4.4 P.R.R.								
		A M	A M		P M	P M		P M	

MEADVILLE DIVISION

Distance from Meadville	STATIONS AND SIDINGS	EASTWARD TRAINS								
		FIRST CLASS						SECOND CLASS		
		2	516		8	10	6			
		Daily	Daily		Daily	Daily Except Monday	Daily			
		A M	A M		P M	P M	P M			
102.5	SALAMANCA ... A N	9.01			1.21	5.40	10.44			
101.2	1.3 W C JUNCTION ... N	8.59			1.18	5.37	10.42			
94.8	6.4 RED HOUSE	8.51			1.10	5.29	10.35			
90.5	4.3 STEAMBURG									
89.8	0.7 R H TOWER ... N	8.46			12.53	5.24	10.30			
84.9	4.9 RANDOLPH	8.40			T 12.45	s 5.16	10.24			
79.3	5.6 WATERBORO ... N	8.34	8.57		12.36	5.05	10.18			
77.7	1.6 KENNEDY		s 8.54							
72.2	N.Y.C.R.R. 5.5 FALCONER ... N	8.26	s 8.46		12.28	4.57	10.10			
68.5	3.7 JAMESTOWN ... D	s 8.20	8.40		s 12.23	s 4.51	s 10.05			
63.8	4.7 LAKEWOOD	8.08			12.03	4.36	9.51			
61.1	2.7 ASHVILLE									
57.3	3.8 WATTS FLATS									
55.5	1.8 N E JUNCTION ... N	7.59			11.54	4.26	9.42			
54.7	0.8 NIOBE									
51.3	3.4 BEAR LAKE									
46.3	5.0 C M JUNCTION ... N	7.45			11.33	4.11	9.28			
45.0	1.3 COLUMBUS									
41.6	3.4 P. R. R. Renovo Div. CORY ... N	s 7.40			s 11.27	s 4.05	s 9.21			
39.2	P. R. R. Ally. Div. 2.4 C D CROSSOVER									
31.7	7.5 J O SIDINGS	7.23			11.12	3.43	9.03			
30.2	1.5 UNION CITY	G 7.21			s 11.10	s 3.41	M 9.01			
23.3	6.9 MILL VILLAGE	7.14			10.58	3.31	8.53			
17.8	5.5 MILLERS									
14.2	3.6 CAMBRIDGE SP'GS ... D	G 7.05			s 10.48	s 3.21	s 8.43			
13.2	1.0 C G SIDINGS	7.03			10.44	3.14	8.41			
10.7	2.5 VENANGO									
6.1	4.6 SAEGERTOWN	6.57			R 10.37	3.07	8.33			
0.0	6.1 MEADVILLE ... N	6.49			10.30	3.00	8.25			
2.9	2.9 BUCHANAN ... N	6.42			10.25	2.45	8.20			
		6.33			10.16	2.31	8.11			
		A M	A M		A M	P M	P M			
	CHICAGO	5.15			9.55	12.15	9.25			
	Central Standard Time	P M			P M	A M	A M			

MEADVILLE DIVISION

Distance from Salamanca	STATIONS AND SIDINGS	WESTWARD TRAINS						
		FIRST CLASS					SECOND CLASS	
		5	7		11	519	1	
		Daily	Daily		Daily Except Monday	Daily	Daily	
		A M	A M		P M	P M	P M	
0.0	SALAMANCA ... L N	5.44	11.27		3.50		7.25	
1.3	1.3 W C JUNCTION ... N	5.46	11.29		3.53		7.27	
7.7	6.4 RED HOUSE ...	5.53	11.36		4.00		7.34	
12.0	4.3 STEAMBURG ...							
12.7	0.7 R H TOWER ... N	5.58	11.41		4.07		7.40	
17.6	4.9 BANDOLPH ... s	6.07	11.46		4.17		7.46	
23.2	5.6 WATERBORO ... N	6.16	11.52		4.26	7.25	7.52	
24.8	1.6 KENNEDY ...					U 7.27		
30.3	5.5 N.Y.C.R.R. FALCONER ... N	6.25	12.00		4.35	s 7.35	8.00	
34.0	3.7 JAMESTOWN ... D s	6.38	s 12.13		s 4.52	7.42	s 8.13	
38.7	4.7 LAKEWOOD ...	6.45	12.20		5.00		8.20	
41.4	2.7 ASHVILLE ...							
45.2	3.8 WATTS FLATS ...							
47.0	1.8 N E JUNCTION ... N	6.55	12.30		5.11		8.30	
47.8	0.8 NIOBE ...							
51.2	3.4 BEAR LAKE ...							
56.2	5.0 C M JUNCTION ... N	7.07	12.41		5.24		8.41	
57.5	1.3 COLUMBUS ...							
60.9	3.4 P. R. R. Renovo Div. CORRY ... N s	7.19	s 12.53		s 5.38		s 8.53	
63.3	2.4 P. R. R. Ally. Div. C D CROSSOVER ...							
70.8	7.5 J O SIDINGS ...	7.29	1.04		5.49		9.04	
72.3	1.5 UNION CITY ... s	7.35	1.06		s 5.56		E 9.07	
79.2	6.9 MILL VILLAGE ...	7.43	1.14		6.04		9.15	
84.7	5.5 MILLERS ...							
88.3	3.6 CAMBRIDGE SP'GS ... D s	7.55	s 1.28		s 6.17		E 9.26	
89.3	1.0 C G SIDINGS ...	7.56	1.29		6.18		9.28	
91.8	2.5 VENANGO ...							
96.4	4.6 SAEGERTOWN ...	8.05	Q 1.39		6.28		9.37	
102.5	6.1 MEADVILLE ... N	8.15	1.47		6.35		9.45	
		8.20	1.52		6.45		9.52	
105.4	2.9 BUCHANAN ... N	8.28	2.00		6.53		10.00	
		A M	P M		P M	P M	P M	
	CHICAGO ... A	5.30	12.30		6.50		8.45	
	Central Standard Time	P M	A M		A M		A M	

BUFFALO AND SOUTHWESTERN DIVISION

EASTWARD TRAINS			Distance from Jamestown	STATIONS AND SIDINGS	Distance from Buffalo	WESTWARD TRAINS		
SECOND CLASS		FIRST CLASS				FIRST CLASS	SECOND CLASS	
		516				519	91	179
		Daily	Daily	Daily	Daily	Daily		
		A M			P M	P M	P M	
.....	.....	10.45	69.4	A..... BUFFALO LN	0.0	5.30	.....
.....	.....	10.40	67.9	..... JU CROSSOVER	1.5	5.35	.....
.....	.....	10.35	66.7	..... BC JUNCTION N	2.7	5.40	8.45 11.00
.....	.....	10.33	65.9	TIFFT ST. JUNCTION ..	3.5	5.41	8.50 11.05
.....	.....	s 10.27	62.4	P. R. R. N. Y. C. & St. L. BLASDELL	7.0	s 5.48	9.00 11.15
.....	.....	s 10.17	56.3	..... HAMBURG	13.1	s 6.00	9.25 11.40
.....	.....	.....	55.3	..... WATER VALLEY	14.1	W 6.02	.....
.....	.....	f 10.11	53.0	..... EDEN VALLEY	16.4	W 6.06	.....
.....	.....	s 10.06	50.6	..... EDEN CENTER D	18.8	s 6.11	9.37 11.52
.....	.....	s 9.58	46.3	..... NORTH COLLINS ... D	23.1	s 6.18	9.48 12.02
.....	.....	s 9.51	42.4	..... LAWTONS	27.0	s 6.24	9.55 12.15
.....	.....	s 9.45	39.3	..... COLLINS	30.1	s 6.30	10.05 12.25
.....	.....	s 9.40	36.3	..... GOWANDA	33.1	s 6.38	10.25 12.55
.....	.....	s 9.28	31.8	..... DAYTON	37.6	s 6.52	.....
.....	.....	9.26	31.7	..... D M JUNCTION D	37.7	6.53	10.55 1.40
.....	.....	.....	29.9	..... MARKHAMS	39.5	.....	.....
.....	.....	s 9.19	26.4	..... SOUTH DAYTON ... D	43.0	s 7.02	11.10
.....	.....	s 9.11	21.4	..... CHERRY CREEK ... D	48.0	s 7.10	11.20
.....	.....	s 9.05	17.1	..... CONEWANGO D	52.3	s 7.17	11.30
.....	.....	8.57	10.8	..... WATERBORO N	58.6	7.25	11.45
.....	.....	8.40	0.0	L..... JAMESTOWN ... A D	69.4	7.42	12.15
.....	.....	A M				P M	A M A M

BRADFORD DIVISION

EASTWARD TRAINS			Distance from Brockway	STATIONS AND SIDINGS	Distance from Carrollton	WESTWARD TRAINS		
FIRST CLASS						FIRST CLASS		
		560						557
		Daily				Daily		
		P M 10.15		A SALAMANCA . . . L		A M 6.25		
		P M 10.01	79.8	5.40 A. CARROLLTON . . . L	0.0	A M 6.35		
		. . . . .	77.6	P. R. R. 2.23 RIVERSIDE	2.2	. . . . .	
		9.50	73.3	B. & O. 4.29 LIMESTONE	6.5	s 6.48		
		9.43	69.3	3.94 EAST BRADFORD	10.5	6.56		
		9.40	68.1	1.23 L. BRADFORD . . . A D	11.7	7.00		
		. . . . .	67.4	0.70 WEST BRADFORD	12.4	. . . . .	
		P M	64.6	2.82 CUSTER CITY	15.2	A M		
		. . . . .	63.3	B. & O. 1.37 HOWARD	16.6	. . . . .	
		. . . . .	62.4	0.83 LEWIS RUN	17.4	. . . . .	
		. . . . .	60.4	1.97 BIG SHANTY	19.4	. . . . .	
		. . . . .	56.0	4.42 CRAWFORD D	23.8	. . . . .	
		. . . . .	54.4	1.57 RIDERVILLE	25.4	. . . . .	
		. . . . .	51.9	2.55 KINZUA VIADUCT	27.9	. . . . .	
		. . . . .	47.4	4.49 B. & O. J & B JUNCTION N	32.3	. . . . .	
		. . . . .	47.0	B. & O. 0.41 MT JEWETT	32.8	. . . . .	
		. . . . .	44.6	2.40 FREEMAN	35.2	. . . . .	
		. . . . .	41.2	3.35 HUTCHINS	38.6	. . . . .	
		. . . . .	37.6	3.61 MIDMONT	42.2	. . . . .	
		. . . . .	35.7	1.64 RASSELAS	43.8	. . . . .	
		. . . . .	30.8	5.20 KETNER	49.0	. . . . .	
		. . . . .	27.7	B. & O. 3.80 CLARION JUNCTION . N	52.8	. . . . .	
		. . . . .	26.8	P. R. R. 0.37 JOHNSONBURG	53.7	. . . . .	
		. . . . .	1.4	B. & O. 25.6 W I TOWER N	78.4	. . . . .	
		. . . . .	0.0	1.4 L. BROCKWAY . . . A	79.8	. . . . .	

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		
.....	13.2	Single Track {	0.0	.....	.....	.....
.....	8.2		5.0	5.0
.....	0.0		8.2	13.2

RIVER LINE

EASTWARD TRAINS			Distance from C B Junction	STATIONS AND SIDINGS	Distance from Jersey City	WESTWARD TRAINS			
SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS		
.....	32.6	Single Track {	358.1	.....	.....	.....
.....	25.2		7.4	365.5	.....	.....	.....
.....	19.7		5.5	371.0	.....	.....	.....
.....	12.9		6.8	377.8	.....	.....	.....
.....	6.3		6.6	384.4	.....	.....	.....
.....	0.0		6.3	390.7	.....	.....	.....

TOBY BRANCH

EASTWARD TRAINS			Distance from Kyler's Mines	STATIONS AND SIDINGS	Distance from Brockway	WESTWARD TRAINS			
SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS		
.....	11.4	Single Track {	0.0	.....	.....	.....
.....	10.7		0.70	0.7	.....	.....	.....
.....	9.6		1.10	1.8	.....	.....	.....
.....	8.0		1.60	3.4	.....	.....	.....
.....	6.3		1.70	5.1	.....	.....	.....
.....	5.2		0.76	6.2	.....	.....	.....
.....	2.3		5.00	10.1	.....	.....	.....
.....	1.0		0.90	10.4	.....	.....	.....
.....	1.9		0.30	10.7	.....	.....	.....
.....	0.0		1.90	11.4	.....	.....	.....

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. W. J. Tracy	80 Broadway	Bell 1189	45 Genesee	Bell 1189
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. Roger W. Blaisdell	255 Main	Bell 313	393 No. Main St.	Bell 364
Glean, N. Y.	Dr. N. P. Johnson	129 Hamilton	Bell 5223	603 W. Sullivan	Bell 3311
Salamanca, N. Y.	Dr. P. H. Bourne	26 Wildwood	Bell 288	26 Wildwood	Bell 288
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. M. J. Johnson	413 N. Main St.	6767	115 Maple	6045
Corry, Pa.	Dr. Jno. Kibler	121 N. Center St.	37030	303 N. Center St.	37035
Camb. Spgs., Pa.	Dr. C. E. Mullin	155 S. Main St.	Mutual 2582	450 So. Main St.	Mutual 4751
Meadville, Pa.	Dr. F. A. Clawson (Oculist)	906 Park Ave.	82	426 Chestnut St.	82-W
Meadville, Pa.	Dr. J. F. Conner	959 Park Ave.	735	442 Allegheny	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'son Ave.	Fillmore 0139	61 Fordham Dr.	Riverside 5119
Buffalo, N. Y.	Dr. A. L. Bennett (Oculist)	150 N. Pearl St.	Grant 0617	150 N. Pearl St.	Grant 6215
Buffalo, N. Y.	Dr. M. J. Downey	852 Seneca St.	Washington 3158	2142 Main St.	Parkside 5331
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. J. J. Menagas	First Natl. Bank Bldg.	Bell 121	1100 Main St.	Bell 57

STATE OF OHIO
 DEPARTMENT OF REVENUE
 RECEIPTS OF THE STATE

Year	Month	Day	Amount	Total
1900	1	1	10.00	10.00
1900	1	2	10.00	20.00
1900	1	3	10.00	30.00
1900	1	4	10.00	40.00
1900	1	5	10.00	50.00
1900	1	6	10.00	60.00
1900	1	7	10.00	70.00
1900	1	8	10.00	80.00
1900	1	9	10.00	90.00
1900	1	10	10.00	100.00

COMPANY RECEIPTS

Cleveland, Ohio
 Chief Clerk

No.	Date	Particulars	Amount	Total
1	1900	...	...	...
2	1900	...	...	...
3	1900	...	...	...
4	1900	...	...	...
5	1900	...	...	...
6	1900	...	...	...
7	1900	...	...	...
8	1900	...	...	...
9	1900	...	...	...
10	1900	...	...	...