

o NY + SALA ✓
o SALA + CHA ✓
o BUFF + JAME ✓

ERIE RAILROAD COMPANY
WESTERN DISTRICT
Allegany, Meadville,
Bradford and
Buffalo and Southwestern
Divisions

Time Table 42

Effective 12:01 A. M.

SUNDAY, APRIL 24, 1949

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

42

THINK!
THEN
ACT
SAFELY

J. P. ALLISON,
Superintendent
H. V. BORDWELL,
Assistant General Manager
A. E. KRISIEN,
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 Callers Office—E. Buffalo
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.

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. trains will operate over the Erie Railroad Hill Track between the J. W. & N. W. Main Track switch at the Boatlanding Yard in the vicinity of Isabelle Avenue to the Round House Switch, a distance of approximately five hundred (500) 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.

Erie Railroad crews will operate in this territory in accordance with Rule 93, Rules of the Operating Department effective July 1st, 1930, except that Erie Railroad crews will not be required to protect against J. W. & N. W. R. R. trains.

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 daily except Sundays and Holidays will reduce speed to forty-five (45) miles per hour to pick up U. S. Mail at Randolph.

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 each Monday 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 Cambridge Springs to pick up and let off passengers.

M. No. 6 will stop at Union City to let off passengers from Youngstown and West and pick up passengers for New York.

P. No. 7 will stop at Andover, Belmont, and Friendship to discharge passengers from New York.

T. No. 8 will stop at Steamburg daily except Sundays and holidays to receive parcel post.

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.

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

SPEED RESTRICTIONS

	Miles per hour
Passenger trains	60
Passenger trains between Hornell and Salamanca on single and 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 handling spreader cars Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	30
Trains hauling dead engines, unless otherwise provided	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

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

All trains or engines leaving siding at River Junction, Fillmore, Belfast, C B Junction, N E Junction, C M Junction and east end J O eastward siding under signal indication as per Rule 287 B, rules of the operating department may operate at a speed not to exceed 30 miles per hour through the turnouts.

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

H. A. Deere, Co.	Hornell	M.P. 332.07
Town Track	Alfred	M.P. 340.00
Town Track	Belmont	M.P. 366.00
Coal Track	Friendship	M.P. 373.55
Daystrom Siding	Friendship	M.P. 374.08
Station Track	Allegany	M.P. 397.90
Squaw Switch	Carrollton	M.P. 408.50
Blackstone Track	Jamestown	M.P. 32.30
Nat'l. Bearing Co.	Saegertown	M.P. 99.03
Riefner's Switch	Hamburg	M.P. 12.39
Town Track	Eden Valley	M.P. 16.60

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 flanged frogs.

ALLEGANY DIVISION

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

Interlocking switches, Cass Street Tower, Hornell yard to Hornell station, Eastward trains 20

West of Hornell, M.P. 332.11 to M.P. 335.00	60	Rush Creek Viaduct	30
Curves 15 and 16, Alfred, M.P. 339.87 to M.P. 340.40	50	Genesee Viaduct	30
Curves 17, 18, 19 and 20, Alfred, M.P. 340.40 to M.P. 341.81	60	From east and west end Passing Siding, Belfast	30
Curves 24, 25 and 26, Tip Top, M.P. 343.86 to M.P. 344.75	60	From east end Passing Siding, C B Junction, River Line	30
Curves 31 and 32, east of Andover, M.P. 348.08 to M.P. 348.78	60	C B Junction To and From River Line and Westward Track	50
Curve 36, east of Wellsville, M.P. 356.54 to M.P. 356.79, Westward trains	40	C B Junction To and From Eastward Track and River Line	30
Curve 36, east of Wellsville, M.P. 357.06 to M.P. 356.54, eastward trains	40	DUNKIRK BRANCH	
Wellsville—M.P. 356.79 East of State St. to Coates St. M.P. 358.11, Westward trains	25	Between W C Junction and Dunkirk	30
Wellsville—M.P. 357.92 west of Farnum St. to State St. M.P. 357.06 Eastward trains	25	Between home signals N.Y.C. St. L.R.R. and P.R.R. Crossing east of Dunkirk M.P. 458.50	20
Curves 39, 40, 41, 42 and 43, east of Belmont to Belvidere, M.P. 365.50 to M.P. 368.78	60	Passenger trains between Dayton and Dunkirk	20
Curves 52, 53 and 54, at and west of Friendship, M.P. 373.16 to M.P. 374.70	60	Between Dayton and Dunkirk, class F (Diesel), N, R and S engines	20
Curves 55, 56 and 57, west of Friendship, M.P. 374.70 to M.P. 375.67	65	Class N and R-3 Small Tender Engines over Bridges 414.04, 414.86, 415.69, 416.51	20
Curves 63 and 64 between Summit and Cuba, M.P. 379.97 to M.P. 380.80	60	Class R-1, R-2 and S Engines over Bridges 414.04, 414.86, 415.69, 416.51, 417.12, 420.67 between Salamanca and Dayton for occasional emergency service only	15
Curves 65, 66 and 67 at and east of Cuba, M.P. 380.80 to M.P. 382.27	50	Class P and F (Diesels), and K-2A Large Tender, K-4, K-4B, K-5, K-5A, N and R-3 Small tender engines over Bridges 455.19 and 455.41	15
C B Junction—To and From Eastward Track and Old Line	60	Class R-1, R-2 and S Engines over Bridges 450.16, 450.51, 451.32, 455.19, 455.41, 455.65, 456.20 and 456.67 between Dayton and Dunkirk for occasional emergency service only. (Engineer of Structures to be notified each time any of these engine classes are operated between Dayton and Dunkirk.)	15
C B Junction—To and From Westward Track and Old Line	30	MEADVILLE DIVISION	
M.P. 400.57 to M.P. 408.80 between Alleghany and Salamanca	60	Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward tracks	40
Curve No. 99, West of Carrollton, M.P. 408.80 to M.P. 409.11	55	Curve 109, Salamanca, west of Signal 413-1, M.P. 413.24 to M.P. 413.41 Westward track	30
M.P. 409.11 to M.P. 412.50 East of Salamanca	60	Curve 3, West of Salamanca, M.P. 2.85 to M.P. 3.19, Eastward and Westward tracks	65
Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward Tracks	40	Curve 4, West of Salamanca, M.P. 4.35 to M.P. 4.66, Eastward and Westward tracks	65
Curve 109, Salamanca, west of Signal 413-1, M.P. 413.24 to M.P. 413.41, Westward Track	30	R H Tower—Through West Crossover only	30
RIVER LINE		R H Tower and Randolph, M.P. 13.29 to M.P. 17.09	50
River Junction—To and From Buffalo Division, Eastward Track and River Line Main Track	50	Waterboro, Meadville Division—To and from Eastward track and single track	60
River Junction—To and From Buffalo Division, Westward Track and River Line Main Track	30	Waterboro, Meadville Division—To and from single track and Westward track	30
From west end Passing Siding River Junction, River Line	30	Waterboro—To and from Eastward track and B. & S. W.	10
Between River Junction and C B Junction except over Rush Creek Viaduct and Genesee Viaduct	50	Curves between Waterboro and west of Kennedy, M.P. 23.10 to M.P. 25.47, Eastward and Westward tracks	60
From east and west end Passing Siding, Fillmore	30		

Falconer—Through Crossovers	30	Curves 125 and 126, Venango, M.P. 91.35 to M.P. 92.09, Eastward and Westward tracks	65
Curves 42, 43 and 44, between Falconer and Jamestown, M.P. 31.90 to M.P. 32.65, eastward and westward tracks	50	Curve 128 between Venango and Saegertown, M.P. 93.75 to M.P. 94.17, Eastward and Westward tracks	65
Class C-3, C-3A, K-2A Large Tender, K-4B Large Tender, K-5 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	Curve 134 West of Saegertown, M.P. 97.96 to M.P. 98.27, Eastward and Westward tracks	65
Class R-1 and R-2 and S Engines are not permitted to use bridge 67.76 B. & S.W. in spur to Curtis Machine Co., Jamestown.		Curves 139 and 140, East of Meadville, M.P. 101.05 to M.P. 101.28, Eastward track	60
Class C-3, C-3A, K-2A, K-4, K-4B, K-5, K-5A, Large Tender, N-1 and N-2 Small Tender over Bridge 0.27 J. W. & N. W., Jamestown	10	Curve 140, East of Meadville, M.P. 101.14 to M.P. 101.28, Westward track	50
Class N-3, R and S engines are not permitted to use Bridge 0.27 JW&NW, Jamestown.		Curves 141, 142, Meadville Division and Curve 2, Mahoning Division, East of Meadville, M.P. 101.31 to M.P. 102.16, Eastward and Westward tracks	50
Jamestown—M.P. 33.14 to M.P. 34.96, Eastward and Westward tracks except between M.P. 34.18 and M.P. 34.50	40	Curves 3, 3A and 4, Mahoning Division, West of Meadville Station, M.P. 102.65 to M.P. 103.25, Eastward and Westward tracks	40
Jamestown—Curve between M.P. 34.18 and M.P. 34.50, Eastward and Westward tracks	30	B. & S. W. DIVISION	
Curve 56, West of Jamestown, M.P. 35.74 to M.P. 36.17, Eastward track	65	Passenger trains	55
Curves 57 and 58, West of Jamestown M.P. 35.74 to M.P. 37.22, Westward track	60	Freight trains	45
N E Junction—To and from Westward track and C & E Railroad	15	Buffalo—J U west leg of wye	10
N E Junction—To and from Old Line	30	Tift Street Junction—From Westward track to single track	20
N E Junction—From West End Westward Siding	30	Tift Street Junction—Eastward trains over spring switch M.P. 3.51	25
Curve 68, West of Bear Lake, M.P. 51.42 to M.P. 51.92	60	Tift Street Junction—Westward trains running on Eastward track over spring switch M.P. 3.51	30
C. & E. Railroad—Curve M.P. 6.63 to M.P. 7.44	60	Between Collins and Gowanda	35
C M Junction—From East End Eastward siding	30	D M Junction to Gowanda—Freight trains and light engines	15
C M Junction—Through East main track crossover	30	Waterboro—To and from B. & S. W. and Eastward track	10
C M Junction—Through West main track crossover	40	Passenger trains are also restricted as follows:	
C M Junction—Eastward trains entering Eastward siding	30	Between switch at east end passing siding, Blasdell, M.P. 6.40 and town track switch west of Blasdell station, M.P. 7.32	30
Curve 73, West of C M Junction, M.P. 57.78 to M.P. 57.98, Eastward and Westward tracks	65	Between Spencer Lens switch Hamburg, M.P. 12.94 to west end passing siding, Hamburg, M.P. 13.75	30
Corry, M.P. 60.25 east of MS Tower to M.P. 61.75 west of E Y Tower, Eastward and Westward tracks	40	Between switch at east end passing siding Eden Center, M.P. 18.76 and switch at west end of passing siding, M.P. 19.75	30
J O Sidings Eastward trains leaving Eastward siding	30	Between switch at east end passing siding North Collins, M.P. 22.70 and G.L.F. switch, M.P. 23.50	30
Curve 91, West of Union City, M.P. 74.05 to M.P. 74.39 Westward track	60	Between switch east end passing siding Collins, M.P. 29.45 and switch at west end new siding Dayton, M.P. 38.66	30
Curves 93, 94, 95, 96 and 98 between Union City and Mill Village, M.P. 75.71 to M.P. 77.72, Westward track	65	Between switch at east end passing siding South Dayton, M.P. 42.60 and switch at west end passing siding South Dayton, M.P. 43.20	30
Curve 104, West of Mill Village, M.P. 80.96 to M.P. 81.37 Westward track	65	Between switch at east end passing siding Cherry Creek, M.P. 46.92 and west end passing siding Cherry Creek, M.P. 48.05	30

Between switch at east end passing siding
Conewango, M.P. 51.85 and Bags switch,
Conewango, M.P. 52.38 30

BRADFORD DIVISION

Passenger trains 30
 Freight trains 30
 Riverside—Trestle 2.06 15
 Between Crawford and Lewis Run—East-
ward freight trains and light engines 15
 Bridge 27.66 Kinzua Viaduct 15
 The operation of Class K-5 Large Tender,
K-5A Large Tender, N or R-3 Small
Tender engines double header with any
engine is not permitted over Kinzua Via-
duct.
 Class N-3 and R-3 Small Tender engines
over Bridge 53.04, Johnsonburg 20
 The operation of R-1, R-2 and S class en-
gines is not permitted between M.P. 1.38
and J. & B. Junction.
 Class C-3, C-3A, K-2A, K-4, K-4B, K-5,
K-5A, F (Diesel), N and R-3 Small Tend-
er engines over Bridge 0.15 West Clarion
Branch 10
 The operation of Class K-2A Large Tender,
K-4B Large Tender, K-5 Large Tender,
K-5A, N or R-3 Small Tender engines
double header with any engine is not per-
mitted over Bridge 0.15 West Clarion
Branch.
 Brockway to Kyler 25
 Class N and R-3 engines are restricted from
using following tracks on Toby Branch:
 Brockport Town Track.
 Kyler Mine, empty yard.
 Toby loading track.

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, Sala-
manca, Meadville, Buffalo or Bradford without
clearance form (A).

Second Class and extra trains will not leave
Hornell, Salamanca (Allegheny Division), Dun-
kirk, 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 regis-
ter by throwing off Train Register slip, except
when displaying signals for a following section
when train must stop and the Conductor reg-
ister 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 Callers Office—E. Buffalo
Gowanda	{ Telegraph Office
Bradford	{ Telegraph Office
Clarion Junction	{ Telegraph Office
Brockway	{ Station

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

SIDINGS

	Car Capacity
	Based on 45 feet to the car al- lowing for engine and caboose.
	EASTWARD WESTWARD
Almond	55
Alfred	54
Tip Top	stub west end 44
Andover	56

Wellsville	36	79
Belmont	71	
Belvidere .. stub east end	35	
Friendship	60	
Summit	72	
River Junction	131	
Fillmore	165	
Belfast	165	
C B Junction .. River Line	165	
Little Valley	66	
Cattaraugus	47	
Perrysburg	17	
Falconer	151	140
Lakewood		107
NE Junction	138	
C M Junction	146	
J O 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	45	
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

Movements over N.Y.C. & St. L.R.R. and Pennsylvania R.R. crossing at "Plate," east of Dunkirk, N. Y., will be governed by indications displayed by color-light home signals located fifty (50) feet each side of crossing, as follows:

Westward trains—as per Rules 292-B and 285-B.

Eastward trains—as per Rules 292-B and 281-C.

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

Two position signal located fifteen hundred (1500) feet west of "Plate" crossing and governing eastward movements over D.A.V. & P. R.R. crossing will serve as distant signal to eastward home signal.

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

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

CROSSOVER MOVEMENTS

When necessary to enter upon main tracks or crossover from one main track to another, permission will first be obtained except 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—Hydes—Kyler Mine

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 SWITCHES

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

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

West end passing siding, River Junction, River Line.

East end passing siding, C B Junction.

East end passing siding, C M Junction.

East end eastward passing siding, J O Sidings.

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.

Tift Street Junction

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.

C B Junction and River Junction

Controlled signals govern movement over the spring switches at the east end of C B Junction siding, at the west end of River Junction siding and at the east end of C M Junction siding. See paragraph No. 13 of Traffic Route Control Operating Instructions in this Timetable.

C M Junction

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 C M 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.

J O Siding

Spring switch at east end eastward passing siding at J O sidings set normal for main track movements.

Trains or engines may pull out of siding to main track without operating switch by hand. When switching over spring switch, it must be operated by hand.

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

The indications of the distant switch signal are:

Green—Proceed.

Yellow—Approach switch signal prepared to stop.

The indications for the switch signal are:

Green—Switch points properly lined for Eastward main track.

Red—Switch points not properly lined for main track movement. Trains moving on main track, stop, and examine switch points, using hand-throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper conditions immediately to the Superintendent.

A color-light dwarf signal located opposite clearance point at east end of the siding governs

movements of eastward trains from the siding. The indications of the dwarf signal are:

Rule 292-D

Rule 290-C

Rule 287-B

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

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

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

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

INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED SWITCHES

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

1. Communicate with the Dispatcher by telephone.

2. After receiving permission, remove crank from holder located in telephone booth. At C M Junction crank is located on outside of instrument housing.

3. Raise cover, which is painted white, on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.

4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. Crank must not be removed from switch machine until train movement is completed and switch restored to normal.

5. Crank cover should then be locked and crank restored to holder in telephone booth.

6. Switch should not be hand operated except in an emergency and maintainer notified.

7. Switch blocks, spikes, spike maul and claw bar will be found in the telephone booth and should be returned to the booth after being used.

ELECTRIC SWITCH LOCKS

River Line M.P. 361.11

Main Track Crossover Carrollton
Bradford Division, Main Track Switch,
Carrollton

The hand thrown switches at above points are equipped with Electric Switch Locks and the following instructions will govern:

1. Trains desiring to use switch at M.P. 361.11 River Line, Main track crossover Carrollton or Bradford Division main track switch at

Carrollton must first secure permission from the Dispatcher.

2. No attempt will be made to open any switch, which is electrically locked, unless the indicator displays "CLEAR."

3. Indicator with switch key operated controller is located at M.P. 361.11, River Line, and east end of main track crossover and Bradford Division main track switch at Carrollton.

4. When indicator shows "CLEAR," the switch lock may be removed from the latch and after signals governing movements over the switch are displaying their most restrictive indication, the switches may be operated in the usual manner.

5. The switch lock is removed or applied by depressing the small pedal on top of the electric lock. The switch stand handle is then released by stepping on the lower pedal.

6. When indicator shows "STOP" and Dispatcher is notified and permission has been secured to use switch with approach circuit occupied by a train, remove switch padlock from hasp, insert the switch key in the switch key operated controller and turn key to the right as far as possible and after a four (4) minute time interval at M.P. 361.11 River Line or a four (4) minute forty (40) second time interval at Carrollton has elapsed, the indicator will show "CLEAR" and the switch may be handled as in Paragraph 4.

7. When switching moves require the use of these switches more than once, the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track. After all moves have been completed and switches lined for main track switch lock must be replaced in switch latch.

8. A short track circuit has been installed, which extends a distance of more than 100 feet either side of these switches and this circuit is for the purpose of releasing the electric lock automatically when part of the train has been left on the approach section and must be occupied by engine or cars to effect release.

9. The indication displayed on indicator does not relieve enginemen and trainmen from protecting their train as required by the rules.

Kennedy, N. Y.

Crossover located 275 feet, east of Kennedy, N. Y., station is equipped with electric locks on each switch controlled from Waterboro, "WO" Tower. When operator has unlocked the electric lock it will be indicated by switch indicator in the box showing clear; lever must then be thrown to the "unlocked" position. Switches can then be reversed. After movement is completed and switches reset for main track the electric lock lever must be restored to the "locked" position before leaving.

MOVEMENTS NOT PROVIDED BY TIME TABLE

Between C B Junction and Meadville, extra trains, except passenger extras, will proceed without train order.

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 (C B Tower) C B 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

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
Crawford
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
M S Tower

TELEPHONE TRAIN ORDER SIGNALS

Westward

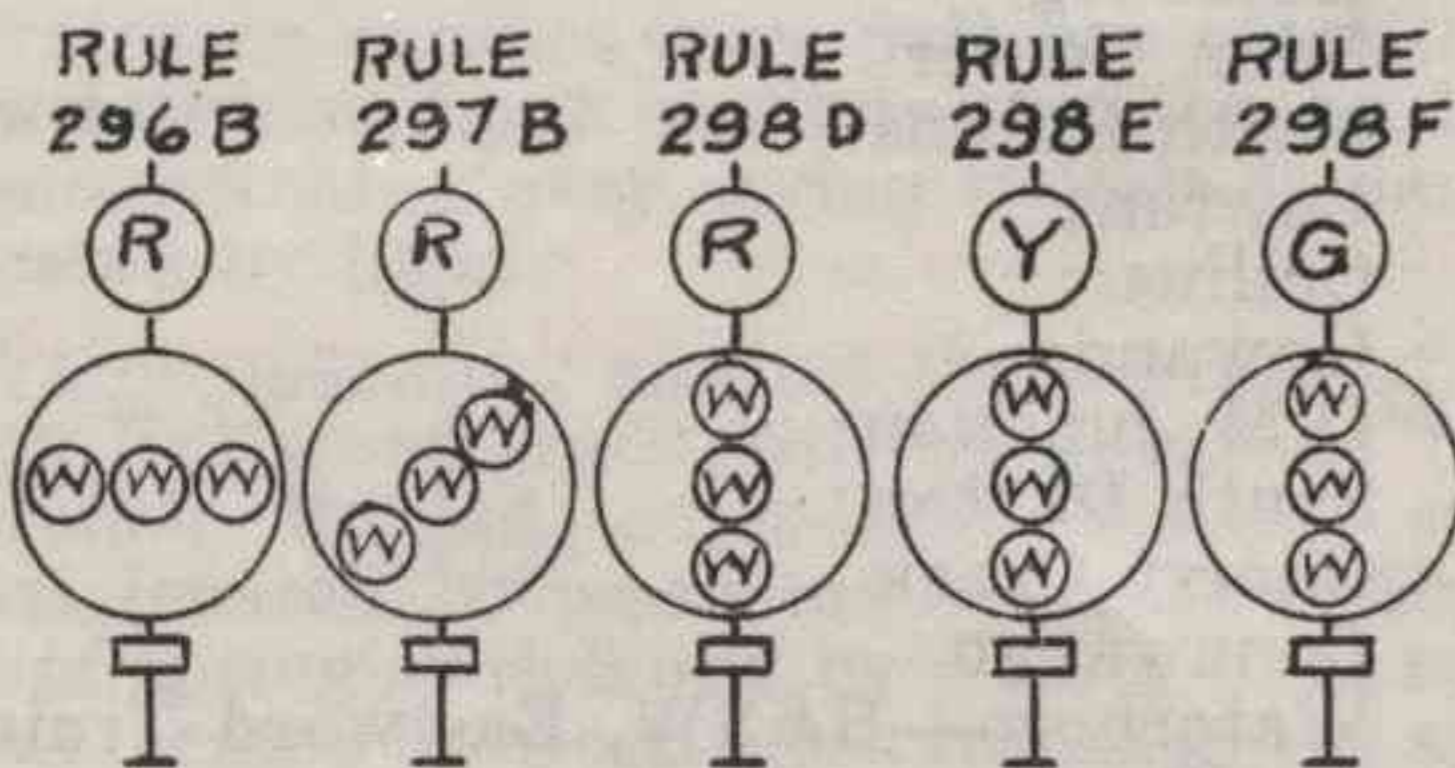
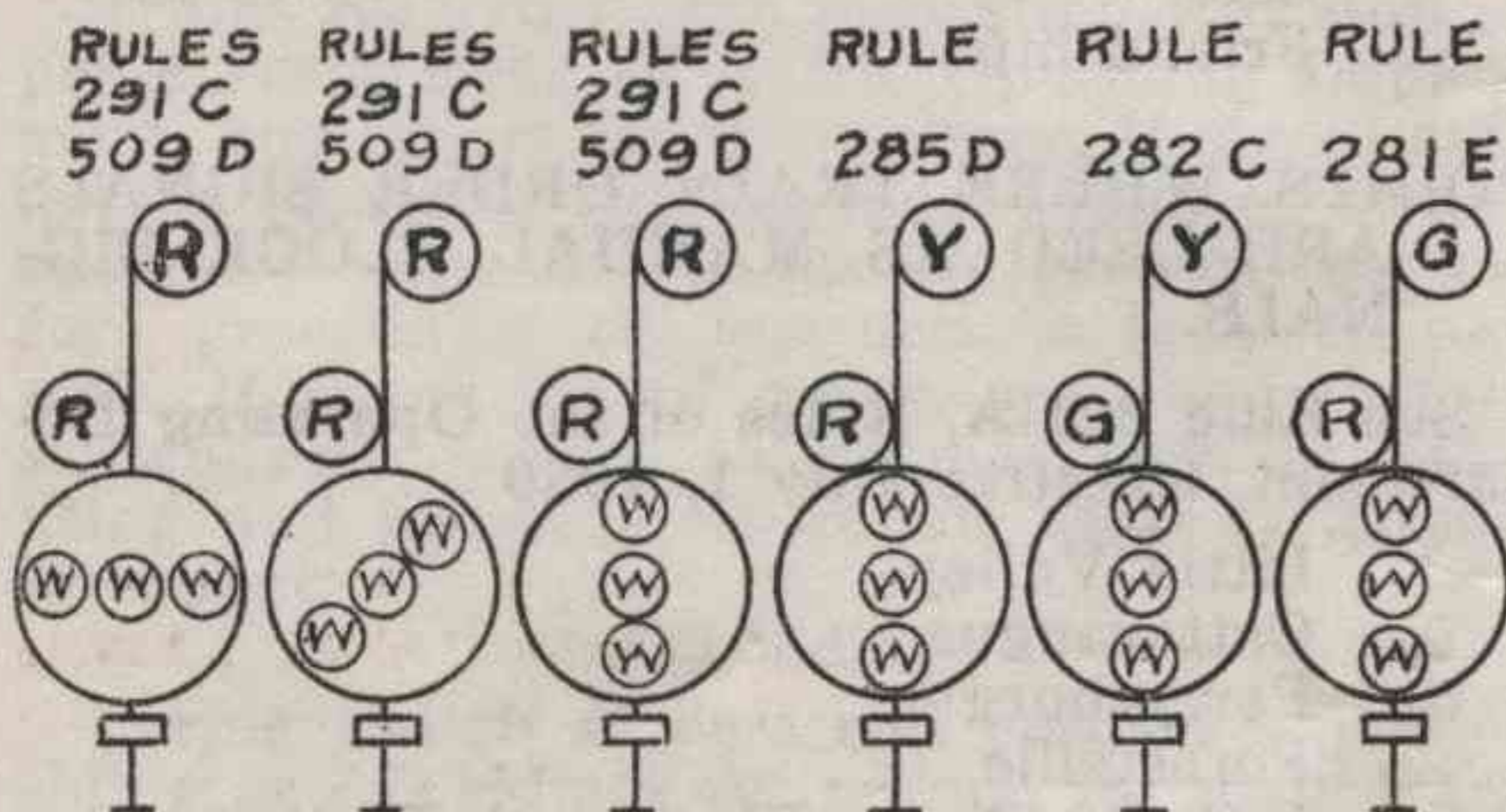
Auto. Sig.	420-1	Red House
" "	446-1	Jamestown
" "	451-1	Lakewood
" "	483-1	J O Sidings
" "	490-1	Mill Village
" "	501-1	C G Sidings
" "	508-1	Saegertown
" "	514-1	Race Street

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
" "	390-2	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.
Sunday and Holidays	Closed
Wellsville	8:15 A. M. to 12:15 A. M.
Scio	8:30 A. M. to 4:30 P. M.
Sunday and Holidays	Closed
Friendship	8:45 A. M. to 4:45 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 11:00 A. M.
Sunday and Holidays	Closed
Forestville	11:30 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M.
Sunday and Holidays	Closed
Jamestown	5:45 A. M. to 9:45 P. M.
Cambridge Springs	7:30 A. M. to 11:00 P. M.
Hamburg	8:30 A. M. to 11:00 A. M.
Sunday and Holidays	Closed
Eden Center	8:30 A. M. to 5:30 P. M.
North Collins	8:30 A. M. to 12:00 Noon 1:00 P. M. to 5:30 P. M.
Sunday and Holidays	Closed
Lawtons	8:30 A. M. to 12:30 P. M. 1:30 A. M. to 5:30 P. M.
Sunday and Holidays	Closed
Collins	10:30 P. M. to 6:30 A. M. 8:30 A. M. to 12:00 Noon 1:00 P. M. to 5:30 P. M.
Gowanda	5:15 P. M. to 9:15 A. M.
D M Juncton	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 6:30 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	6:15 A. M. to 10:15 P. M.
Crawford	1:00 P. M. to 9:00 P. M.
Sunday 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

Single track on the River Line between N T River Junction and C B Junction, Allegany Division. Manual control exercised direct by the Train Dispatcher.

Traffic locking circuits are installed between College Crossover and "X" Tower, Olean. Controlled by operator "X" Tower, Olean.

Territory between R H Tower and Waterboro. Controlled by operators R H Tower and Waterboro.

Eastward and westward tracks between Waterboro and Falconer. Controlled by operators "WO" Tower, Waterboro and "DV" Tower, Falconer.

Eastward and westward tracks between N E Junction and C M Junction (Old line and C. & E. Railroad). Interlocking switches and controlled signals at C M Junction are controlled by the operator at N E Junction.

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

TRAFFIC ROUTE CONTROL OPERATING INSTRUCTIONS

1. In the above mentioned territory, trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains.

2. When a failure of the system occurs, trains when authorized, will operate within the limits of the inoperative territory by time table, train orders and related train rules.

3. Trains or engines must not enter or foul the main track, nor re-enter any such track after having cleared it unless authorized by the proper indication of the governing signal or by permission from the Dispatcher. The move to be made, time desired, and limits of work to be done on main track, must be given to the Dispatcher, who will grant authority to use main track, state the working limits and time that the main track may be used.

(a) Instructions or permission received must be repeated to the Dispatcher, stating name and occupation of employe and train or engine identification.

(b) Main track hand operated switches must not be used without authority from the Dispatcher, except when a portion of train, or cars, remain standing on main track in the controlled section within which switch is located.

(c) Protection of the rear of a train must be provided in accordance with Rule 99 in all cases, except when train is within time and work limits authorized.

4. Trains and engines using main track

under authority will clear main track and restore all hand operated switches to normal position and report clear to the Dispatcher before the time limit has expired. If necessary to work beyond limits established, or after time limit has expired, Dispatcher must be notified and extension in working limits or time be obtained.

5. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the Dispatcher, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.

6. When a train is delayed after a proceed signal has been displayed for it, the Dispatcher must be notified promptly as to the cause and probable duration of the delay.

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

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

9. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach CONTROLLED signal expecting to find that signal displaying its most restrictive indication.

10. Controlled sidings at Fillmore, Belfast and CM Junction are track circuited and protected by signals. All trains or engines entering these sidings will operate in accordance with signal indication displayed at the entrance to the siding.

Sidings at River Junction, C B Junction and N E Junction are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied.

11. The hand operated switch at Mile Post 361.11 is equipped with an electric lock to prevent unauthorized operation. Such switches must be operated in accordance with special instructions covering each location where installed.

12. When trains meet at River Junction, Fillmore, Belfast, "CB" Junction, "NE" Junction or "CM" Junction sidings and it is not necessary to stop for opposing trains, headlight of train in siding will be dimmed instead of extinguished, and opposing trains may pass and be governed by signal indication.

13. Controlled signals govern movement over the spring switches at the east end of "CB" Junction siding, west end of River Junction siding and east end of "CM" Junction

passing siding, M.P. 11.84. The letter "S" illuminated, displayed on the westward controlled signal at "CB" Junction siding, eastward controlled signal at River Junction siding or westward controlled signal at C M Junction siding is authority to throw the switch by hand without verbal permission from the Dispatcher, after throwing the switch movement will be governed by the indication which the controlled signal then displays.

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

Special instructions governing operation over spring switches must be observed. See page 8 this time table.

14. A white light known as the "Maintainer's Call Signal" is located on the instrument housing at west end of River Junction siding, at Mile Post 361.11, at each end of Fillmore and Belfast sidings, east end of "CB" Junction siding, on instrument housing at east end of C M Junction siding and on instrument housing at eastward and westward home signals C M Junction.

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

15. In all other respects, Rules of the Operating Department, Effective July 1, 1930, will govern.

College Crossover and X Tower, Olean

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.

TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

OVERHEAD CLEARANCES

Employees are warned of close overhead clearance of less than 21 feet 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

HORNELL, N. Y.

Coaling station—No. 1 and 2 ingo, sand house and outgo tracks.

Ice conveyors over south lead at Icing Plant.

Ice chutes over both north and south lead tracks.

Wire crossing and roof over coal track at the plant of the New York State Electric & Gas Corp.

Overhead steel frame of Cinder Loader at Power House over Cinder Track.

All tracks entering roundhouse and shop buildings.

Mile Post		Clearance above top of rail
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ALFRED, N. Y.

340.75	Overhead unloading bin of Alfred-Atlas Sand Company	17 ft. 4 in.
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WELLSVILLE, N. Y.

356.70	Doorways on two southerly tracks of Air Preheater Company	20 ft. 0 in.
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356.70	Doorway new building of Air Preheater Company	20 ft. 0 in.
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356.70	Overhead Crane of Air Preheater Company	17 ft. 0 in.
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356.70	Overhead Crane wires of Air Preheater Company	16 ft. 4 in.
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357.33	Madison Street Overhead Bridge Main Track	20 ft. 8 in.
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357.33	Madison Street Overhead Bridge Siding	20 ft. 8 in.
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358.20	Doorways to shop two tracks Worthington Pump Company	17 ft. 6 in.
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CUBA, N. Y.

382.01	Doorway—Phelps & Sibley Mill	15 ft. 10 in.
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382.01	Overhead Highway Bridge	18 ft. 8 in.
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RIVER JUNCTION, N. Y.

359.23	Overhead Highway Bridge Main Track	19 ft. 8 in.
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359.23	Overhead Highway Bridge—Siding	20 ft. 3 in.
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360.82	Overhead Highway Bridge	19 ft. 1 in.
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RUSH CREEK, N. Y.

367.20	Overhead Highway Bridge	21 ft. 3 in.
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368.27	Overhead Highway Bridge	19 ft. 2 in.
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HINSDALE, N. Y.

388.99	Overhead Highway Bridge Eastward Track	20 ft. 10 in.
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388.99	Overhead Highway Bridge Westward Track	20 ft. 8 in.
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390.19	Overhead Highway Bridge Westward Track	21 ft. 0 in.
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OLEAN, N. Y.

394.38	Bridge over Oil Creek Eastward and Westward Tracks	21 ft. 0 in.
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394.50	Shed at Acme Mill	16 ft. 0 in.
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CARROLLTON, N. Y.

407.10	Bridge (B. & O. R. R.) Eastward Track	19 ft. 5 in.
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407.10	Bridge (B. & O. R. R.) Westward Track	19 ft. 6 in.
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407.10	Bridge (B. & O. R. R.) Siding	20 ft. 6 in.
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SALAMANCA, N. Y.	
Roundhouse Doors on Radial Track	18 ft. 1 in.
DUNKIRK BRANCH	
SMITHS MILLS, N. Y.	
H 445.08 Overhead Bridge	19 ft. 7 in.
FORESTVILLE, N. Y.	
H 452.03 Overhead Bridge	18 ft. 9 in.
SHERIDAN, N. Y.	
H 453.62 Overhead Bridge	18 ft. 10 in.
DUNKIRK, N. Y.	
H 457.73 Overhead Bridge	19 ft. 0 in.
MEADVILLE DIVISION	
R H TOWER	
13.06 Overhead Highway Bridge Eastward and Westward Tracks	20 ft. 5 in.
FALCONER, N. Y.	
Crane Boom, Emerson Glass Co.	21 ft. 0 in.
Corr. Iron Shed, South Track, Grandin Milling Co.	21 ft. 0 in.
JAMESTOWN, N. Y.	
Crane Boom over sidetrack—Crescent Tool Company	20 ft. 8 in.
Timber Shed over Coal Track Endress Coal Co.	17 ft. 3 in.
Inside Arch, City of Jamestown Siding	15 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.
J. W. & N. W. Doorway to shed Lyons Lumber Company	19 ft. 7 in.
J. W. & N. W. Building at Clinton St. Pennsylvania Gas Company	16 ft. 0 in.
J. W. & N. W. Overhead Trolley Wires	18 ft. 0 in.
CELORON, N. Y.	
36.32 Overhead Highway Bridge, Eastward Track	20 ft. 2 in.
36.32 Overhead Highway Bridge, Westward Track	20 ft. 0 in.
LAKEWOOD, N. Y.	
38.88 Overhead Highway Bridge, Eastward Track	21 ft. 0 in.
38.88 Overhead Highway Bridge, Westward Track	21 ft. 0 in.
39.92 Overhead Highway Bridge, Westward Track	20 ft. 5 in.
ASHVILLE, N. Y.	
41.28 Overhead Highway Bridge Eastward Track	21 ft. 4 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:

LOCATION MILE POST

ALLEGANY DIVISION

Phelps and Sibley Track, Cuba, N. Y.	381.92
Eastward and Westward Main Tracks, Olean, N. Y.	395.95

MEADVILLE DIVISION

Eastward and Westward Main Tracks R H Tower	12.70
South leg of wye track, Falconer, N. Y. Freight house lead track, Jamestown, N. Y.	30.57
	32.65

BUFFALO AND SOUTHWESTERN DIVISION

Single Main Track, Waterboro, N. Y.	58.47
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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.

AUTOMATIC TRAIN STOP

INSTRUCTIONS FOR ENGINEMEN WITH LOCOMOTIVES EQUIPPED WITH AUTOMATIC TRAIN STOP

Locomotives now operating over Western District in through line service are equipped with automatic train stop 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.

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

1. Double-headed behind an engine the train stop device of which is in working order.

2. Dead, in freight train.

3. When train stop device fails between terminals seal will be broken on cutout cock, train stop device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.

4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

TO PLACE EQUIPMENT IN OPERATION

STEAM:

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

DIESEL:

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

OPERATION

STEAM:

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

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

DIESEL:

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

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

BROKEN AIR PIPES

STEAM:

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

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

ACKNOWLEDGING CONTACTOR

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

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

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

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

CONTROL CUTOUT COCK

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

STEAM:

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

DIESEL:

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

OVER SPEED GOVERNOR

DIESEL:

Speed warning whistle will sound at approximately 86 M.P.H. on passenger locomotives and approximately 62 M.P.H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 89 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

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

LIGHT DEFECT

STEAM:

When automatic train stop is in service, and a short occurs in the light circuit, it causes a

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

GOVERNOR CHECK LIGHT

DIESEL:

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

DEFECTS OR FAILURE OF APPARATUS

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

SAFETY CONTROL (DEAD MAN)

DIESEL:

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

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

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

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

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

J. D. McFadden }
G. N. Grimm } Train Masters

J. J. Fitzgerald, Chief Train Dispatcher

J. L. Murray, Ass't Chief Train Dispatcher

D. J. Schoonmaker, Ass't Chief Train Dispatcher

ALLEGANY DIVISION

Distance from Dunkirk	STATIONS AND SIDINGS	EASTWARD TRAINS						SECOND CLASS
		FIRST CLASS						
		530	2	8	80	6		
		Daily	Daily	Daily Except Sunday	Sunday Only	Daily		
			P M	P M	P M	A M		
	..... NEW YORK A		6.34	10.49	10.49	7.43		
		A M	A M	P M	P M	P M		
128.1	..... HORNELLSIDE A N		10.09	2.42	2.42	11.59		
123.1	..... ALMOND D		10.03	2.35	2.35	11.52		
118.9	..... ALFRED D		9.58	2.30	2.30	11.47		
115.2	..... TIP TOP D		9.54	2.25	2.25	11.42		
110.6	..... ANDOVER D		9.46	2.19	2.19	11.37		
102.0	B. & O. WELLSVILLE D		s 9.34	s 2.08	s 2.08	s 11.25		
98.1	..... SCIO D		9.26	1.52	2.00	11.16		
94.2	..... BELMONT D		9.22	1.47	1.55	11.12		
90.4	..... BELVIDERE D		9.18	1.43	1.51	11.07		
85.9	..... FRIENDSHIP D		9.14	1.39	1.47	11.03		
81.9	..... SUMMIT D		9.10	1.34	1.42	10.59		
77.2	..... CUBA D		H 9.04	s 1.25	1.36	10.52		
75.5	..... C B JUNCTION N		9.02	1.23	1.34	10.50		
70.3	..... HINSDALE D							
64.7	P. R. R. OLEAN N		s 8.50	s 1.11	s 1.22	s 10.39		
61.3	..... ALLEGANY D							
52.2	..... CARROLLTON D	6.00	8.32	12.50	1.03	10.18		
46.8	B. & O. SALAMANCA L N	5.50	8.26	12.44	12.57	10.11		
45.5	..... W C JUNCTION N							
38.6	..... LITTLE VALLEY D							
31.3	..... CATTARAUGUS D							
22.0	..... DAYTON D							
19.0	..... PERRYSBURG D							
12.0	..... SMITH'S MILLS D							
8.2	..... FORESTVILLE D							
4.4	..... SHERIDAN D							
0.0	N.Y.C.&St.L. 4.4 P.R.R. DUNKIRK L N							
		A M	A M	P M	P M	P M		

Supplement No. 1 Alle-
gany, Meadville, Brad-
ford and Buffalo and
Southwestern Divisions
Time Table No. 42 ef-
fective 12.01 A.M. Sun-
day, June 12, 1949.
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ALLEGANY DIVISION

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS						SECOND CLASS
		FIRST CLASS						
		5	7	1		537		
		Daily	Daily	Daily		Daily		
		P M	P M	A M				
	NEW YORK L	7.15	11.30	8.15				
		A M	A M	P M		P M		
331.3	... HORNELL L N 5.0	3.26	9.20	4.51				
336.3	... ALMOND 4.2	3.33	9.27	4.58				
340.5	... ALFRED 3.7	3.38	9.33	5.04				
344.2	... TIP TOP 4.6	3.43	9.38	5.09				
348.8	... ANDOVER D B. & O. 8.6	3.48	P 9.46	5.14				
357.4	... WELLSVILLE D s 3.9	4.04	s 10.07	s 5.29				
361.3	... SCIO L 3.9	4.09	10.12	5.34				
365.2	... BELMONT J 3.8	4.13	P 10.16	5.38				
369.0	... BELVIDERE 4.5	4.18	10.20	5.42				
373.5	... FRIENDSHIP D 4.0	4.23	P 10.27	5.47				
377.5	... SUMMIT 4.7	4.28	10.32	5.52				
382.2	... CUBA K 1.7	4.34	s 10.41	C 5.58				
383.9	... C B JUNCTION N 5.2	4.36	10.44	6.00				
389.1	... HINSDALE 5.6							
394.7	... OLEAN N s P. R. R. 3.4	4.58	s 11.10	s 6.19				
398.1	... ALLEGANY 9.1							
407.2	... CARROLLTON B. & O. 5.4	5.11	11.25	6.33		9.15		
412.6	... SALAMANCA A N	5.19	11.34	6.42		9.30		
413.9	... W C JUNCTION N 1.3							
420.8	... LITTLE VALLEY D 6.9							
428.1	... CATTARAUGUS D 7.3							
437.4	... DAYTON 9.3							
440.4	... PERRYSBURG D 3.0							
447.4	... SMITH'S MILLS 7.0							
451.2	... FORESTVILLE D 3.8							
455.0	... SHERIDAN 3.8							
459.4	N.Y.C. & St.L. 4.4 N.Y.C. P.R.R. DUNKIRK A N	A M	A M	P M		P M		

MEADVILLE DIVISION

Distance from Meadville	STATIONS AND SIDINGS	EASTWARD TRAINS							
				FIRST CLASS				SECOND CLASS	
		2	516	8	80	12	6		
		Daily	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily		
		A M	A M	P M	P M	P M	P M		
102.5	SALAMANCA ... A N	8.16		12.34	12.47		10.01		
101.2	1.3 W C JUNCTION ... N	8.14		12.32	12.45		9.59		
94.8	6.4 RED HOUSE	8.06		12.24	12.38		9.52		
90.5	4.3 STEAMBURG			T 12.17	T 12.31				
89.8	0.7 R H TOWER ... N	8.00		11.57	12.13		9.47		
84.9	4.9 RANDOLPH	7.54		s 11.49	s 12.05		9.42		
79.3	5.6 WATERBORO ... N	7.48	8.17	11.41	11.59		9.36		
77.7	1.8 KENNEDY		s 8.14						
72.2	5.5 N.Y.C.R.R. FALCONER ... N	7.40	s 8.06	11.34	11.52		9.29		
68.5	3.7 JAMESTOWN ... D	s 7.34	8.00	s 11.29	s 11.47	8.52	s 9.24		
63.8	4.7 LAKEWOOD	7.19		11.07	11.32	8.45	9.09		
61.1	2.7 ASHVILLE								
55.5	5.6 N E JUNCTION ... N	7.10		10.57	11.23	8.35	9.01		
54.7	0.8 NIOBE								
51.3	3.4 BEAR LAKE								
46.3	5.0 C M JUNCTION	6.57		10.44	11.12	8.20	8.49		
45.0	1.3 COLUMBUS								
41.6	3.4 P. R. R. Renovo Div. CORRY ... N	s 6.52		s 10.39	s 11.07	s 8.13	s 8.44		
39.2	2.4 P. R. R. Buffalo Div. C D CROSSOVER								
31.7	7.5 J O SIDINGS	6.33		10.23	10.53	7.50	8.32		
30.2	1.5 UNION CITY	G 6.31		s 10.21	s 10.51	7.48 M	8.30		
23.3	6.9 MILL VILLAGE	6.23		10.12	10.42	7.40	8.23		
17.8	5.5 MILLERS								
14.2	3.6 CAMBRIDGE SP'GS ... D	G 6.14		s 10.03	s 10.33	s 7.30 M	8.15		
13.2	1.0 C G SIDINGS	6.12		10.00	10.30	7.25	8.14		
10.7	2.5 VENANGO								
6.1	4.6 SAEGERTOWN	6.05		9.53	10.23	7.18	8.07		
0.0	6.1 MEADVILLE ... N	5.58		9.46	10.16	7.10	8.00		
2.9	2.9 BUCHANAN ... N	5.52		9.41	10.11	7.00	7.55		
		5.35		9.26	9.58	6.50	7.39		
		A M	A M	A M	A M	P M	P M		
	CHICAGO ... L	5.15		9.55	9.55		9.35		
	Central Standard Time	P M		P M	P M		A M		

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MEADVILLE DIVISION

Distance from Salamanca	STATIONS AND SIDINGS	WESTWARD TRAINS						
		FIRST CLASS					SECOND CLASS	
		5	7	519	1	11		
		Daily	Daily	Daily	Daily	Daily Except Sunday		
		A M	A M	P M	P M	P M		
0.0	SALAMANCA ... L N	5.29	11.44		6.52			
1.3	W C JUNCTION ... N	5.31	11.46		6.54			
7.7	RED HOUSE	5.37	11.52		7.01			
12.0	STEAMBURG							
12.7	R H TOWER ... N	5.42	11.57		7.06			
17.6	RANDOLPH ... s	5.50	12.05		E 7.13			
23.2	WATERBORO ... N	5.56	12.11		6.44	7.19		
24.8	KENNEDY				U 6.47			
30.3	FALCONER ... N	6.03	12.18		s 6.55	7.27		
34.0	JAMESTOWN ... D s	6.15	s 12.34		7.02	s 7.43	10.05	
38.7	LAKWOOD	6.20	12.40			7.49	10.11	
41.4	ASHVILLE							
47.0	N E JUNCTION ... N	6.28	12.49			7.58	10.20	
47.8	NIOBE							
51.2	BEAR LAKE							
56.2	C M JUNCTION	6.38	12.59			8.08	10.32	
57.5	COLUMBUS							
60.9	CORRY ... N s	6.48	s 1.12			s 8.22	s 10.51	
63.3	C D CROSSOVER							
70.8	J O SIDINGS	6.58	1.22			8.32	11.02	
72.3	UNION CITY ... f	7.02	s 1.26			E 8.34	11.04	
79.6	MILL VILLAGE	7.10	1.34			8.44	11.12	
84.7	MILLERS							
88.3	CAMBRIDGE SP'GS ... D s	7.21	s 1.46			E 8.53	11.23	
89.3	C G SIDINGS	7.22	1.47			8.54	11.24	
91.8	VENANGO							
96.4	SAEGERTOWN	7.30	1.56			9.03	11.32	
102.5	MEADVILLE ... N	7.38	2.04			9.11	11.40	
		7.43	2.14			9.16	11.47	
105.4	BUCHANAN ... N	7.47	2.18			9.20	11.57	
		A M	P M	P M	P M	P M	P M	
	CHICAGO ... A	4.10	12.45		7.05			
	Central Standard Time	P M	A M		A M			

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BUFFALO AND SOUTHWESTERN DIVISION

EASTWARD TRAINS				Distance from Jamestown	STATIONS AND SIDINGS	Distance from Buffalo	WESTWARD TRAINS					
SECOND CLASS		FIRST CLASS	Daily				516	519	91		179	
									Daily	Daily	Daily	
		A M			P M	P M	P M					
		10.15		69.4	A..... BUFFALO LN	0.0	4.35					
		10.10		67.9	..... J U CROSSOVER	1.5	4.40				
		10.04		66.7	..... B C JUNCTION N	2.7	4.46	8.45	11.00		
		10.02		65.9	TIFFT ST. JUNCTION ..	3.5	4.47	8.50	11.05			
		s 9.56		62.4	P. R. R. N. Y. C. & St. L.							
		s 9.46		56.3	..... BLASDELL	7.0	4.55	9.00	11.15		
				55.3	..... HAMBURG	13.1	5.09	9.25	11.40		
				53.0	..... WATER VALLEY	14.1	5.11				
		f 9.36		50.6	..... EDEN VALLEY	16.4	5.15				
		s 9.33		46.3	..... EDEN CENTER D	18.8	5.21	9.37	11.52		
		s 9.23		42.4	..... NORTH COLLINS ... D	23.1	5.29	9.48	12.02		
		s 9.15		39.3	..... LAWTONS	27.0	5.36	9.55	12.15		
		s 9.08		36.3	..... COLLINS	30.1	5.43	10.05	12.25		
		s 9.04		31.8	..... GOWANDA	33.1	5.53	10.25	12.55		
		s 8.49		31.7	..... DAYTON	37.6	6.08				
		8.47		26.4	..... D M JUNCTION D	37.7	6.09	10.55	1.40		
		s 8.40		21.4	..... SOUTH DAYTON ... D	43.0	6.19	11.10			
		s 8.31		17.1	..... CHERRY CREEK ... D	48.0	6.28	11.20			
		s 8.25		10.8	..... CONEWANGO D	52.3	6.36	11.30			
		8.17		0.0	..... WATERBORO N	58.6	6.44	11.45			
		8.00		0.0	L..... JAMESTOWN ... A D	69.4	7.02	12.15				
		A M					P M	A M	A M			

COLUMBUS & ERIE R. R.

EASTWARD TRAINS				Distance from CM Junction	STATIONS 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		
				0.0		8.2	13.2	
					A. N E JUNCTION .. LN			
					..... LOTTSVILLE			
					..... L. C M JUNCTION .. A			

TOBY BRANCH

EASTWARD TRAINS				Distance from Kyler's Mines	STATIONS SIDINGS	Distance from Brock- way	WESTWARD TRAINS	
SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
				11.4	Single Track	0.0		
				10.7		0.70		
				9.6		1.10		
				8.0		1.60		
				5.2		2.80		
				1.0		4.20		
				0.0		1.00		
					A .. BROCKWAY ... LN			
					..... ERIE JUNCTION			
					..... CRENSHAW			
					..... BROCKPORT			
					..... HYDES			
					..... KYLER'S CORNERS ...			
					L. KYLER'S MINES .. A			

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						A M				
		9.30		A SALAMANCA L			5.50			
		P M					A M			
		9.15	79.5	Single Track	5.40 A. CARROLLTON L	0.0	6.00			
		77.2		2.30 P. R. R.	2.3				
		9.01	73.2		3.99 B. & O.	6.3		s 6.15		
		8.53	69.3		3.94 Limestone	10.2		6.25		
		8.50	68.0		1.23 L. . . BRADFORD . . . A D	11.5		6:30		
		67.2		0.80 . . . WEST BRADFORD . . .	12.3				
		P M	64.5		2.74 . . . CUSTER CITY . . .	15.0		A M		
		63.2		1.35 B. & O.	16.3				
		62.3		0.83 . . . HOWARD	17.2				
		57.0		5.32 . . . LEWIS RUN	22.5				
		55.8		1.16 . . . TAINTOURS	23.7				
		54.4		1.45 . . . CRAWFORD D	25.1				
		51.8		2.56 . . . RIDERVILLE	27.7				
		47.7		4.12 . . . KINZUA VIADUCT . . .	31.8				
		. . . . .	47.3	B. & O. J & B JUNCTION N	32.2				
		. . . . .	44.2	0.41 B. & O.	35.3				
		. . . . .	41.4	3.11 . . . MT JEWETT	38.1				
		. . . . .	37.6	2.81 . . . FREEMAN	41.9				
		. . . . .	35.9	3.79 . . . HUTCHINS	43.6				
		. . . . .	30.8	1.73 . . . MIDMONT	48.7				
		. . . . .	26.9	5.09 . . . RASSELAS	52.6				
		. . . . .	1.4	3.87 . . . KETNER	78.1				
		. . . . .	0.0	B. & O. CLARION JUNCTION . N	79.5				
		. . . . .	0.9	25.5 B. & O.	0.0				
		. . . . .	0.0	1.37 P. R. R.	0.9				
		. . . . .		L. BROCKWAY . . . A					

RIVER LINE

EASTWARD TRAINS			Distance from CB Junction	STATIONS AND SIDINGS		Distance from Jersey City	WESTWARD TRAINS		
			32.6	Single Track	7.2 RIVER JUNCTION . A N	358.1			
			25.4		12.5 . . . FILLMORE	365.3			
			12.9		12.9 . . . BELFAST	377.8			
			0.0		. . . C B JUNCTION . . L N	390.7			

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. W. E. Mishler Chief Surgeon Cleveland, Ohio

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

Location	Name	Office	Telephone	Residence	Telephone
Hornell, 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	5 Center	Bell 339
Hornell, N. Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	Bell 715	206 Main St.	Bell 715
Hornell, N. Y.	Dr. Arthur J. Karl	7 Union St.	Bell 650	68 Maple St.	Bell 650
Wellsville, N. Y.	Dr. Roger W. Blaisdell	238 No. Main	Bell 313	393 No. Main St.	Bell 364
Cuba, N. Y.	Dr. L. P. Bly	43 E. Main	Bell 77	43 E. Main	Bell 77
Olean, N. Y.	Dr. N. P. Johnson	111 No. Clinton	Bell 7924	707 Washington	Bell 4969
Salamanca, N. Y.	Dr. J. S. Fleming	72 Division	Bell 1015	72 Division	Bell 1015
Salamanca, N. Y.	Dr. Leland R. Stoll	107 Main St.	Bell 1133	50 So. Main St.	Bell 1134
Randolph, N. Y.	Dr. M. O. Houghton	38 Jamestown St.	3531	38 Jamestown St.	3531
Jamestown, N. Y.	Dr. M. G. Bourne (Oculist)	Hotel Jamestown	5059	1 Stoneman Ave. Lakewood	913375
Jamestown, N. Y.	Dr. C. L. Wilson	6 Physicians Bldg	5018	Lakewood	91-3202
Corry, Pa.	Dr. Jno. Kibler	119 N. Center St.	37030	303 N. Center St.	37035
Corry, Pa.	Dr. A. E. Tate	49 W. Smith	38004	49 W. Smith	38004
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.	21821	426 Chestnut St.	21823
Meadville, Pa.	Dr. J. F. Connor	959 Park Ave.	28351	442 Allegheny	37931
Meadville, Pa.	Dr. H. C. Winslow	883 Water St.	21531	387 Sherman St.	21533
Meadville, Pa.	Dr. S. F. Hazen (Oculist)	Trust Co. Bldg.	27961	723 Walnut St.	27964
Buffalo, N. Y.	Dr. Joseph V. Carr	367 Linwood Ave.	Grant 7850	367 Linwood Ave.	Grant 7864
Buffalo, N. Y.	Dr. D. C. O'Connor	321 W. Utica St.	Grant 6706	321 W. Utica St.	Grant 6706
Buffalo, N. Y.	Dr. J. C. O'Gorman (Oculist)	436 Linw'd Ave.	Garfield 2700	436 Linw'd Ave.	Garfield 9160
Buffalo, N. Y.	Dr. A. L. Bennett (Oculist)	150 N. Pearl St.	Grant 0617	150 N. Pearl St.	Grant 0617
Buffalo, N. Y.	Dr. M. J. Downey	852 Seneca St.	Washington 3158	2142 Main St.	Parkside 5331
Buffalo, N. Y.	Dr. Paul V. Downey				
Gowanda, N. Y.	Dr. H. C. Allen	62 West Main St.	GA 4	62 W. Main St.	GA 4
Dunkirk, N. Y.	Dr. C. H. Richards	32 West 4th St.	2101	32 West 4th St.	2101
Bradford, Pa.	Dr. Matthew A. McGrail	I.O.O.F. Bldg.	Dial 6511	72 Jackson Ave.	Dial 3826
Brockway, Pa.	Dr. N. F. Lorenzo	1st Natl. Bank	4843	981 Fifth Ave.	4841

